

688 HCRA KODIAK REGIONAL PLAN&DEVEL. STRATEGY-CORRESP.

Outside the City of Kodiak, 32-foot-wide gravel roadways are the standard for state highways. Within the City of Kodiak, most of the major streets are paved, and many have curbs, gutters and sidewalks along one or both sides. Map 14 illustrates the extent of paved roads in the Kodiak urban area. Roads which are maintained by either the Alaska Department of Transportation (DOT) or the City Public Works Department are generally in good condition; the paved roads indicated in Map 14 are particularly well maintained. Since the Borough currently has no road maintenance capability, roads outside the City which are not on the State system are not maintained on a regular basis; therefore, many of the local gravel access roads in the subdivisions just outside the City are in very poor condition.

State Route F-11 (Benson and Rezanof Drive) through Kodiak is the City's principal arterial street and is the only approach to the Kodiak urban area from the south. To the north, Mill Bay and Mission Roads supplement Rezanof Drive as secondary arterials connecting the residential areas of Kodiak with the Central Business District (CBD) and harbor. The recent completion of the Rezanof Drive extension will shift a significant portion of the through trips on Mill Bay Road to Rezanof Drive.

Map 15 illustrates the current daily traffic volumes on principal streets in the urban area. The heaviest concentration of vehicles occurs on the downtown streets which serve the principal commercial activity of Kodiak, the seafood processing plants and the adjacent small boat harbor. On Benson Avenue (SR F-11) between Marine Way and Center Street, the area's highest daily traffic volume of 8,950 vehicles per day was recorded. The intersection of Benson, Center, Mill Bay and Rezanof carries a total of 11,600 entering vehicles daily and is Kodiak's most heavily congested intersection. Map 15 also displays general traffic flows to and from the Kodiak CBD. The location of most work and shipping activities in the downtown focuses traffic on the limited number of through streets serving the downtown area. If the pattern of concentrating employment and retail growth in the downtown continues and is coupled with low density residential development to the north, the result will be increasing pressure for widening and upgrading Mill Bay, Rezanof and Mission Roads.

The City of Kodiak has undertaken a program of paving streets in densely settled residential areas. Recent reconstruction of Birch Street in the Aleutian Homes Subdivision and the paving of 6th, 10th and 12th Streets are examples of this program. The Aleutian Homes paving project was jointly financed by a HUD block grant allocation, City sales tax proceeds and abutting property owners. Another recent project is the extension of Rezanof Drive to Mill Bay Road by the Alaska DOT. Road construction costs on Kodiak Island are quite high compared to typical costs in the "Lower 48." The City's Aleutian Homes paving project, which consisted of excavating the existing gravel road and constructing a 33-foot-wide asphalt street with curbs, gutters, and sidewalks, cost \$956,000--an equivalent of \$1.03 million per mile. The State's extension of Rezanof Drive as a 32-foot-wide gravel road (with 40-foot sub-base) cost \$1.7 million for 1.9 miles of road, or \$0.88 million per mile.

Traffic control devices include all signs, signals and pavement markings placed on streets and highways by public authorities and which regulate, warn or otherwise guide traffic. Field review of Kodiak's traffic control

devices revealed a lack of pavement markings on paved City streets. The absence of lane lines contributes greatly to driver confusion at complex intersections, such as the one at Rezanof and Center, leading to congestion, delays and potential traffic conflicts among turning vehicles. There are no traffic signals presently operating in Kodiak, and signs are in general conformance with the provisions of the US Department of Transportation Manual on Uniform Traffic Control Devices. Several black-on-yellow "Yield Right of Way" signs of the pre-1971 design were observed, however. These should be replaced with the standard red-on-white "Yield" sign established by the MUTCD.

The TRANSPO Group conducted an inventory of parking facilities in downtown Kodiak. There are approximately 850 total vehicle spaces in the downtown area. The majority (75%) are located in City-owned parking lots serving the adjacent retail businesses. During the fishing season, severe parking shortages were reported in the downtown area, attributed to crewmen leaving vehicles in downtown parking lots while they are at sea. The lot adjacent to the boat harbor can accommodate only a small portion of this long-term parking demand. Weekday occupancy rates of 40-60 percent during the off-season were observed indicating a potential deficiency during peak parking demand periods.

Public transportation in the urban area now consists solely of privately owned and operated taxis. The existing taxi service, a form of paratransit, appears adequate to meet the current level of demand for public transportation services and, with modifications may be able to accommodate the demands for such services.

Facilities for pedestrians in the urban area are limited to sidewalks in the downtown and part of the Aleutian Homes area. There are also sidewalks along the paved portion of Rezanof Drive. Concern has been expressed over the lack of sidewalks and established trails, citing safety, dust, noise and general discomfort. No facilities have been provided or designated for bicycles either, and the same concerns have been expressed.

A principal source of problems in the present urban area road system is the design and construction of local roads by developers. Streets built by private developers as part of a subdivision are subject to public review at two points. The first point is during the subdivision permit application process. The Borough's Subdivision Regulations, in conjunction with an Official Streets and Highways Plan, should set overall design criteria for roads and streets within new developments. The second point is when such streets are dedicated to a public agency for operation and maintenance. The City of Kodiak is the appropriate agency within its corporate limits. As of this date, the Borough has not been accepting dedications because it has had no maintenance capabilities. Dedicated streets should be constructed to standard agency specifications to ensure that the public is not saddled with excessive repair and maintenance costs. In the past, the City of Kodiak has found that gravel roadways with inadequate subbase and substandard construction have proven to be difficult to maintain for normal use by residents. For this reason, the City is now in the process of developing standard specifications for dedicated improvements.

Forecasts of future traffic demand for the Kodiak urban area were prepared using the small-area population projections presented in Map 13. Growth factors for observed traffic patterns in established residential areas were developed from predicted population growth in these areas. Traffic forecasts for the developing residential neighborhoods outside the City were obtained by applying current trip generation rates (daily vehicle trips per person) to the future population estimates for these areas. The projections for 1985 are included on Map 15. Two alternative projections are shown on Map 16.

The results showed that the capacity of the existing CBD parking areas would be insufficient to accommodate the increased demand. Analysis of land use and developable land area revealed a similar lack of space in the downtown area for commercial and retail land use growth to serve the forecasted 1995 population of the Kodiak urban area. A sketch land use plan was developed to meet the future needs of the Kodiak urban area in accordance with the development goals and objectives of the Borough. A reassignment of future travel demands in accordance with this land use plan was then accomplished. Both projections are presented for comparison.

1985 forecasts assume modest expansion of retail and commercial floor area in the CBD, some new convenience shopping stores (food, drugs and housewares) in northeast Kodiak and concentration of new employment in existing locations near downtown. By 1995, it is anticipated that a new major retail shopping center will have opened in northeast Kodiak to serve the rapidly growing residential districts in that area.

A comparison of future traffic flows across selected screenlines bisecting the principal highway facilities in Kodiak is presented on Map 17. The map demonstrates that travel demand to CBD employment, commercial and retail activities could nearly double over the next twenty years, even with the proposed commercial and retail development in northeast Kodiak.

Using existing traffic conditions and projected land development patterns as a guide, a recommended Official Streets and Highways Plan was developed for the Kodiak urban area. As shown in Map 17, this plan delineates a system of major and minor arterials and collector streets to serve the growing traffic needs of the City of Kodiak and adjacent residential areas in the Borough. Existing streets are classified as to traffic function, and approximate locations for future collector streets in developing areas are suggested. The adoption of this plan by the Borough, with the concurrence of the City of Kodiak, as part of the comprehensive Borough Regional Plan and Development Strategy is strongly recommended. It will provide a comprehensive framework for future street planning in connection with zoning and land development review functions.

The recommended plan designates Rezanof Drive as the major arterial street, connecting the Kodiak CBD with residential developments and activity centers such as the Coast Guard Station lying outside City limits. Within the City, Rezanof is supplemented by Mill Bay Road and Mission Road as parallel minor arterial streets. East-west connectors at appropriate points are also indicated. The primary function of the arterial street system is to provide a high level of mobility for through trips and, where appropriate, limited access to commercial and residential land uses. Collector and local streets complete the recommended plan by providing access to the City's residential areas from the arterial street system.

Table 14 presents a summary of important characteristics of each type of street classification shown in the Official Streets and Highways Plan. While paved residential streets are a desirable goal in any community, the high cost of paving construction and low traffic volumes in Kodiak indicate that paving of local streets, and even some collectors, should be a low priority for the Borough and City. Properly constructed and maintained gravel roads appear adequate to serve the access needs of many of the area's residents. For new roads, however, strong consideration should be given toward paved streets in commercial areas, and even in residential districts within the urban area. The Borough should also adopt design standards based upon an Official Streets and Highways Plan before the next construction season. Concurrently, the Borough and the City should adopt detailed standard specifications for roadway construction. In developing areas, the question of paved versus gravel surface roads should be resolved by a policy decision either to provide paved streets throughout all residential areas or only to pave the major streets identified in the Official Streets and Highways Plan.

Although the need for maintenance of local roads outside the City is evident, the economics of scale indicate that the Borough should not attempt to develop yet a third road maintenance agency in Kodiak. It is therefore recommended that the City and the Borough jointly establish and fund a unified department for maintenance of all local roadways in the Kodiak urban area, with possible extensions to other portions of the Borough as economics dictate--the Bells Flat area, for example.

At least two general approaches to the establishment of a unified roadway maintenance department are possible. In the first concept, termed the "Urban Service District," the City of Kodiak would contract to extend service to areas beyond the City limits. Fire protection services are now provided to the Island Lake area on this basis. The "Metro" concept is a second approach in which the City and the Borough would set up a third, independent agency charged with specific, limited function--in this case, road maintenance. Whatever the jurisdictional approach, the existing City of Kodiak Public Works Department (KPWD) could logically furnish the core for a unified roadway maintenance department. When this unified department has been set up, the City and Borough should begin a five-year road improvement program to bring designated arterials and collectors up to the design standards proposed in Table 14.

Analysis of existing traffic conditions in Kodiak has led to the identification of several deficiencies in the transportation system which can be alleviated by immediate low-cost street improvements. The following projects are recommended for implementation by September 1979:

- Install pavement markings and traffic signs at appropriate locations throughout the Kodiak urban area. This program would be eligible for federal funding (up to 100%) through the Alaska Highway Safety Planning Agency in Juneau.

- Signalize and channelize the intersection of Benson, Center, Mill Bay, and Rezanof. Based upon hourly approach volumes, the intersection exceeds the Minimum Vehicular Volume Warrant (Warrant I) of the Manual on Uniform Traffic Control Devices for cities

TABLE 14 PRINCIPAL DESIGN CHARACTERISTICS FOR STREETS
AND HIGHWAYS IN THE KODIAK URBAN AREA

STREET CLASS	TRAFFIC FUNCTION	ACCESS TO ABUTTING PROPERTY	TYPICAL STREET WIDTH, (feet) ⁴	ROW WIDTH (feet)	GENERAL ROADWAY TYPE	ADT RANGE
Major Arterial	Mobility for longer trips, serve through traffic	Highly Restricted	48 - 60	80	Paved, curb, gutter, and sidewalks	5,000+
Minor Arterial	Mobility for short trips, serve commercial land uses	Some Restrictions	44 - 48	70	Paved, curb, gutter, and sidewalks ¹	3,000 to 5,000
Collector	Connect arterials and local streets, serve both residential and commercial uses	No Restriction	36 - 48	20	Paved, gravel shoulder ²	1,000 to 3,000
Local	Land access, serve residential land uses	No Restriction	30 - 36	60	Gravel, Sealcoated ³	less than 1,000

- 1 Gravel shoulders outside developed areas
- 2 Curb, gutter and sidewalk optional
- 3 Paving optional; sealcoated gravel road may be sufficient
- 4 In developed areas; street width includes parking lanes

of 10,000 persons or less. Physical modifications should also be made to the intersection approaches to improve traffic flows.

Pave Upper Mill Bay Road between Mill Bay and Rezanof and improve the intersection of Mill Bay Road and Upper Mill Bay Road. This street should be paved to provide better access to government offices for area residents and to provide a secondary entrance to downtown Kodiak from the Aleutian Homes residential area. The intersection of Mill Bay and Upper Mill Bay should be improved to provide left turn lanes and generally channelize traffic movements with paints stripes and buttons.

Monitor traffic volumes and install traffic signals at the following intersections when warranted:

Upper Mill Bay Road and Rezanof Drive
Upper Mill Bay Road and Mill Bay Road
Mill Bay Road, and Birch Street and 6th Street
Benson Street and Marine Way

The following recommendations are directed toward accommodation of long-term growth in the Kodiak urban area and may take considerable time to evolve into a series of specific implementation projects. Work on developing these programs and projects should begin as soon as possible, however, in order to ensure their timely implementation when the need arises:

Adopt a comprehensive parking program for downtown Kodiak which addresses the needs of both the retail stores and the fishing fleet. It is recommended that the City of Kodiak control long-term parking in downtown Kodiak through adoption of a parking ordinance and police enforcement. Concurrently, the City should establish a peripheral lot for long-term parking adjacent to downtown with a low cost or free taxi shuttle service between the harbor and the parking lot.

Develop a mass transit service which initially serves Kodiak Airport, downtown Kodiak, and the community college. Taxis or vans could operate on a regularly scheduled route from the Kodiak Airport (State Airport) through the downtown area and along Upper Mill Bay and Mill Bay Roads to the Community College. A license would be granted specifically for this route, and the operator would charge passengers a flat fare to or from downtown Kodiak. During the summer, the route could be extended to Fort Abercrombie.

Improve pedestrian facilities along Mill Bay Road. The Mill Bay Road/Upper Mill Bay Road corridor is a logical location for pedestrian travel emphasis. Redevelopment of the roadway is necessary and sidewalks should be included when the roadway is upgraded. Bicycle facilities could also be provided in this corridor.

Facilities for recreational walking and cycling should also be considered in the Borough's recreation planning. The location and design of these facilities will respond more to local preferences and specific siting opportunities than to functional transportation criteria.

Island-wide and External Transportation

The highway network in the Borough is limited to the Kodiak urban area and its environs. None of the villages are linked by overland routes. They are widely separated by difficult topography, making the extension of road connections extremely expensive in relation to the number of people served. More importantly, perhaps, road connections could have drastic cultural implications for the villages. Thus, air and water modes provide the principal means of both intra-Borough and external transportation for people and goods and are likely to continue to do so.

Kodiak Island Borough is generally well served by local and regional air carriers as well as on-call charter operations. Two major carriers, Wien Air Alaska and Western Airlines, provide service at the Island's major airport located on the U.S. Coast Guard Support Center south of the Kodiak urban area. Although air travel to and from Kodiak has grown rapidly in recent years (increasing approximately 20% each year since 1973), both major carriers have sufficient capacity on existing flight schedules to accommodate projected growth with an average load factor of less than 70% by 1985. On the other hand, passenger terminal facilities are barely adequate for the present.

Local air transportation to the villages of the Borough is provided by Kodiak Western Alaska Airlines. The majority of the village flights utilize amphibian or float planes which take off and land on Kodiak Harbor in the downtown area. Service frequencies vary from once or twice per week for smaller villages up to twice daily in summer for the largest villages (Old Harbor, Ouzinkie and Port Lions). Discussions with Kodiak Western Alaska Airlines management indicated a reserve capacity adequate to accommodate increased air passenger travel demand at several times the existing level.

The City of Kodiak owns a small, general aviation airstrip just outside the City limits on the northwest side of Mill Bay Road. The gravel-surfaced runway is in poor condition and has severe vertical alignment and sight distance problems. Fortunately, the present volume of use at the Kodiak Municipal Airport is low. Any significant increase in aircraft operations at this airstrip would require an extensive reconstruction program to bring the airfield up to acceptable standards.

Fresh water float planes utilize Lilly Lake, adjacent to the municipal airstrip. A significant percentage of this use is by Kodiak Western, which maintains hangar facilities at the municipal airport. Lilly Lake and the municipal airport are located in a prime area for expansion of the Kodiak urban area. There is an existing land-use conflict between aircraft operations and residential uses, which will continue to grow worse.

The state airport has far more than adequate capacity to handle all foreseeable commercial, general and Coast Guard air traffic. Therefore, all air transportation could probably be consolidated at the state airport. As a point of information, Kodiak Western has reportedly expressed interest in moving its entire operations to the state airport, proposing to operate its amphibians out of the existing crash boat harbor.

However, consolidation would mean a strain on the existing air passenger facilities at the state airport. While airside capacity is sufficient to accommodate a tripling of annual aircraft operations, landside capacity for commercial air passengers is barely adequate to meet today's needs. Failure to expand passenger facilities could result in very long ground times for aircraft between flights by 1985. Consolidation and expansion of general aviation, particularly in the face of possible OCS-related traffic, will also require additional facilities. Tie-down facilities, hangar space, warehousing, and fueling will require special attention.

It is recommended that the Borough initiate an Airport Master Plan study, enlisting the active cooperation of the City of Kodiak and the Coast Guard. This study should be a detailed examination of the alternatives for meeting the future needs of air travel to and from Kodiak including commercial airlines, Coast Guard operations, general aviation and float plane operations. Consolidation of operations at the state airport appears both possible and desirable. Terminal improvements might be financed initially by the Borough or a newly-instituted "Port of Kodiak," and the costs recovered over time from the carriers. General aviation facilities could also be self-supporting through user charges; space might also be made available to general aviation operators for construction of their own support facilities. Not only would this study provide an adequate basis for planning the future of Kodiak air transportation, it would be the necessary first step toward making the existing municipal airport available for redevelopment into productive residential, commercial and recreational land uses.

The Kodiak fishing fleet is one of the principal expressions of the Borough's economy, and the expansion of the fishing industry into the bottom fishery is one of the major sources of potential economic growth in Kodiak. It has been known for years that the present harbor is woefully inadequate, even for the needs of the existing fleet. The Army Corps of Engineers currently has in hand an approved plan to build a small boat harbor in Dog Bay. To provide access to this new harbor, the Port of Kodiak could commission, design and operate a passenger shuttle ferry to connect the harbor with downtown Kodiak. Funds to operate this service and to repay the initial cost of the ferry could come from docking fees charged to harbor users. However, aside from the economic problems of financing such a facility, the uncertainties related to the stability of Pillar Mountain pose a major threat to any development in the Inner Harbor and Dog Bay area: thus before a commitment to the building of a new boat harbor in this area can be made, a positive resolution to the Pillar Mountain issue must be achieved.

A previous planning study for Near Island proposed a development alternative in which a high-level highway bridge would provide access to the new harbor. Residential, commercial and institutional development would be added to the basic harbor development under this proposal. It is apparent that sufficient developable and easily serviced land exists in the Kodiak urban area to accommodate expansion without relying on Near Island. A rough estimate of what the bridge might currently cost is 4 million dollars (\$100 per square foot, for a bridge 30 feet wide and one-quarter mile in length). This would absorb almost all the available local bonding capacity if financed locally. Pursuit of state or federal financing might actually jeopardize harbor development since the success of these efforts would be questionable,

and the Corps has made provision of access a first condition for their construction of the Dog Bay boat harbor. For these environmental, economic and land-use reasons, it is not recommended that the provision of a vehicular bridge to Near Island be pursued at this time. However, very little space for waterfront fishing-related industry is available around the Inner Harbor; this situation is aggravated by the Pillar Mountain Landslide. Should future harbor facility location studies identify Near Island as a logical priority area for industrial expansion despite the foregoing reasoning, the need for a vehicular bridge should be reconsidered.

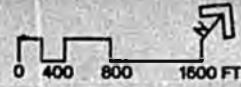
Congestion has been reported at the City Dock, operated by the City of Kodiak. This appears to be due more to problems with ship scheduling and shoreside freight handling and storage, rather than to lack of berthing and unloading capacity. It is recommended that the Harbormaster assist the shipping lines in scheduling their vessel deliveries so that two or more vessels do not arrive in Kodiak simultaneously. At present, the average number of freighter arrivals is significantly less than one per day, so scheduling might well increase system capacity without requiring the very expensive provision of new dock space. Of course expanding the City dock would be unwise until the Pillar Mountain geotechnical study is completed. A similar approach to shoreside container handling and storage may also reduce the need for more backup area. Presently, ferry service to Kodiak is provided by the M.V. Tustumena. Capacity is adequate for present demand, except during the peak (summer) season and the period when the vessel is completely withdrawn from service for annual repairs. With population growth, demand can be expected to increase proportionately. The addition of a new vessel to the run would make it possible to maintain year-round ferry service to Kodiak during the winter and would add peak capacity during the summer season. It is therefore recommended that the Borough and City officially request that the State of Alaska take steps toward adding a vessel to the Kodiak service. At the same time, the Borough and Port Lions may wish to press for the addition of regular service to that community.

Small boats have historically been a principal means of travel in the Kodiak Archipelago. Well constructed launching facilities on Anton Larsen Bay and Monashka Bay would help to make travel to the Kodiak urban area safer from Port Lions and Ouzinkie by making it possible to reach intermediate destinations on the road network without rounding Miller Point and Spruce Cape in bad weather. The Anton Larsen Bay ramp would be an improvement and expansion of existing facilities, while the Monashka Bay ramp would provide good facilities where informal launching and beaching have taken place. Temporary moorage facilities should also be considered, though weather and water problems may ultimately make them unfeasible.

Recommendations

- . Adopt an Official Streets and Highways Plan for the Kodiak urban area.
- . Adopt design standards and construction standards for streets and highways.

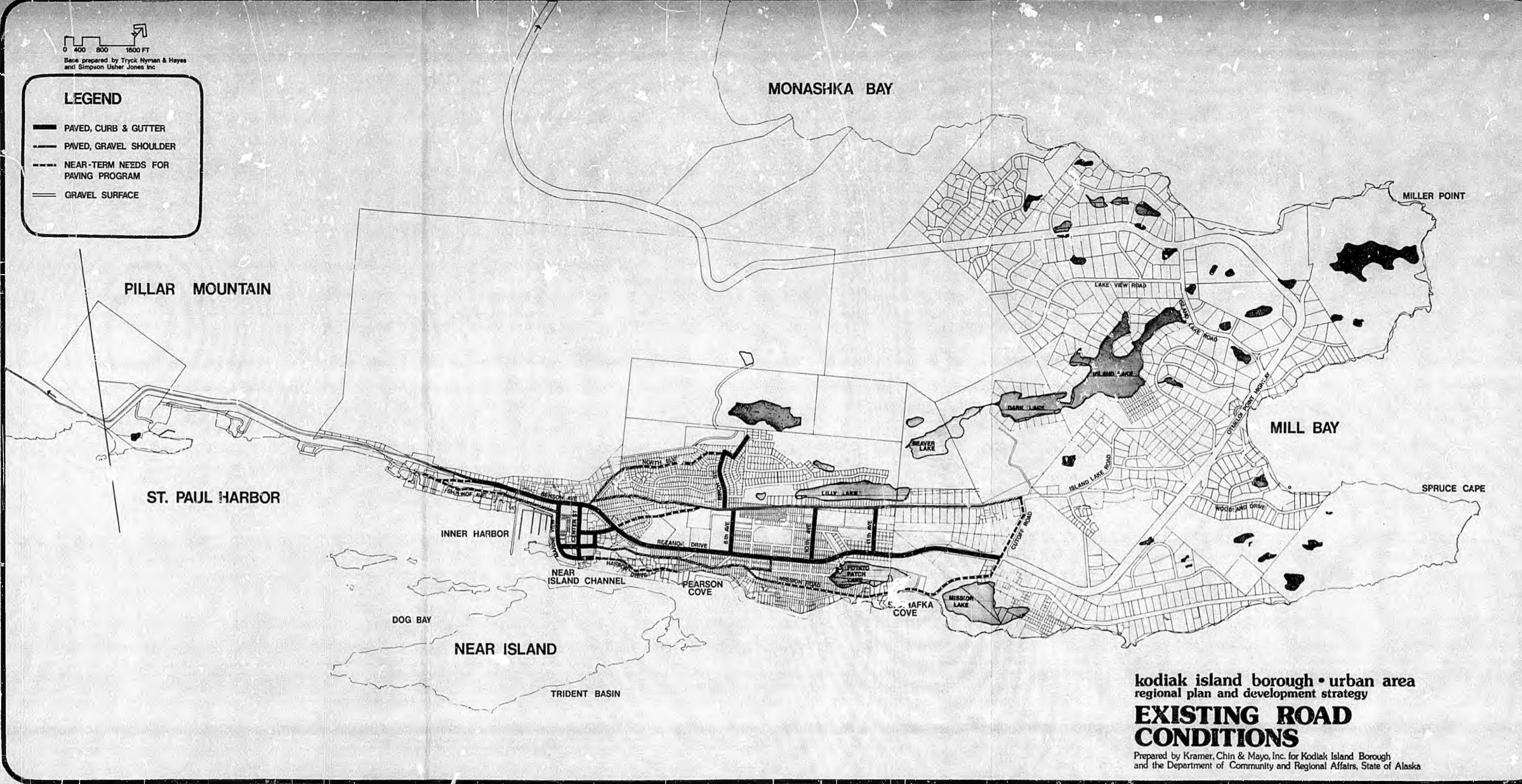
- . Establish and fund a unified road maintenance department for the urban area.
- . Redevelop Mill Bay Road to consolidate access points, provide pedestrian facilities, and allow paratransit service.
- . Implement immediate action projects to improve existing traffic conditions.
- . Adopt a comprehensive parking program for downtown Kodiak to reduce conflict between long-term fishing fleet parking and retail store parking.
- . Initiate airport master plan to improve, expand and consolidate air facilities at state airport.
- . Provided a positive resolution to the Pillar Mountain problem is achieved, continue to encourage and participate in development of Dog Bay Small Boat Harbor.
- . Assist in scheduling cargo berthings to improve cargo-handling and pursue provision of year-round ferry service.
- . Provide small-boat launching and temporary moorage facilities in Monashka Bay and Anton Larsen Bay.



Base prepared by Tryck Nyman & Hayes and Simpson Usher Jones Inc

LEGEND

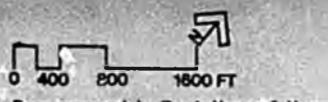
- PAVED, CURB & GUTTER
- PAVED, GRAVEL SHOULDER
- NEAR-TERM NEEDS FOR PAVING PROGRAM
- GRAVEL SURFACE



kodiak island borough • urban area regional plan and development strategy

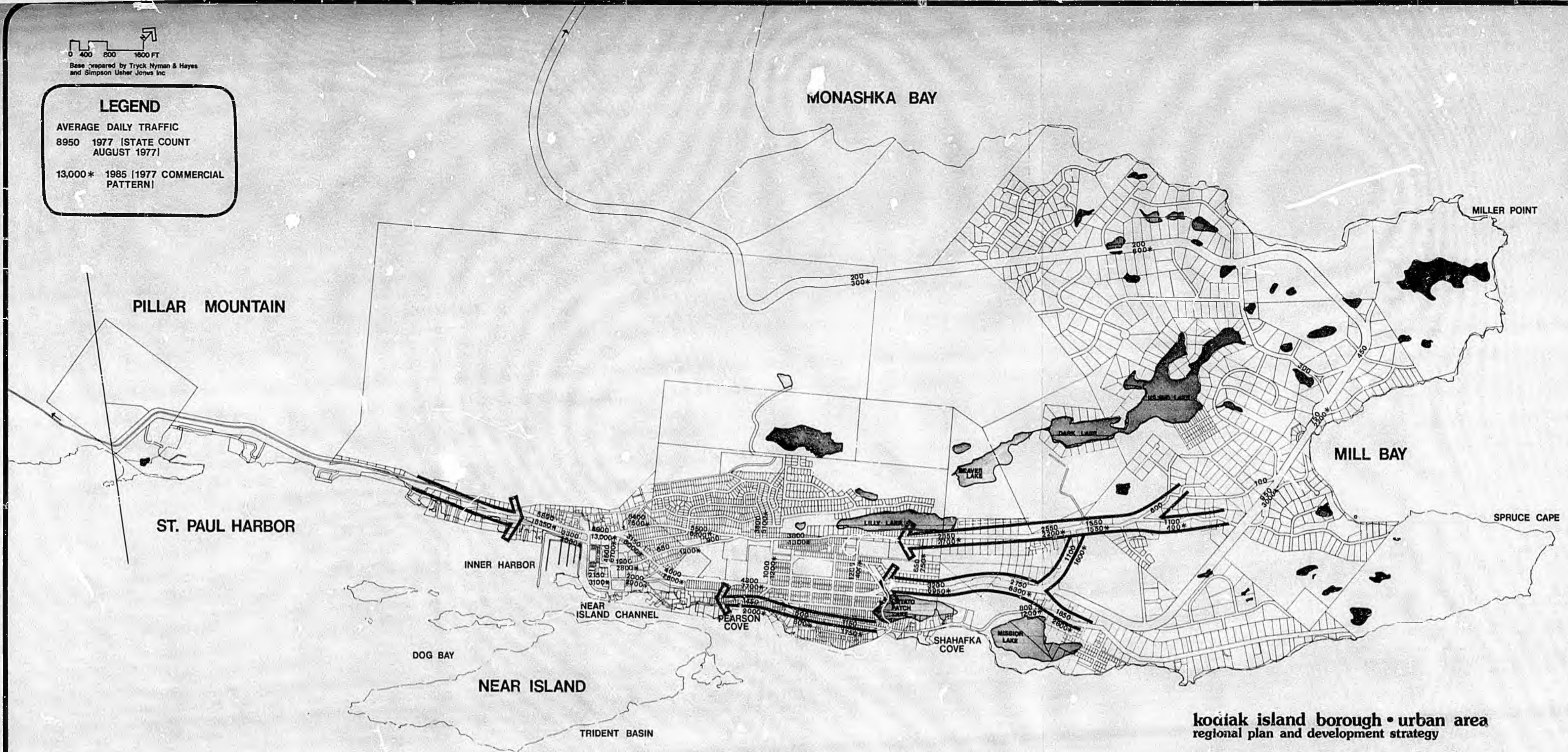
EXISTING ROAD CONDITIONS

Prepared by Kramer, Chin & Mayo, Inc. for Kodiak Island Borough and the Department of Community and Regional Affairs, State of Alaska



Base prepared by Tryck Nyman & Hayes and Simpson Usher Jones Inc

LEGEND
 AVERAGE DAILY TRAFFIC
 8950 1977 (STATE COUNT AUGUST 1977)
 13,000* 1985 (1977 COMMERCIAL PATTERN)



kodiak island borough • urban area
 regional plan and development strategy

1977 & 1985 TRAFFIC

Prepared by Kramer, Chin & Mayo, Inc. for Kodiak Island Borough and the Department of Community and Regional Affairs, State of Alaska

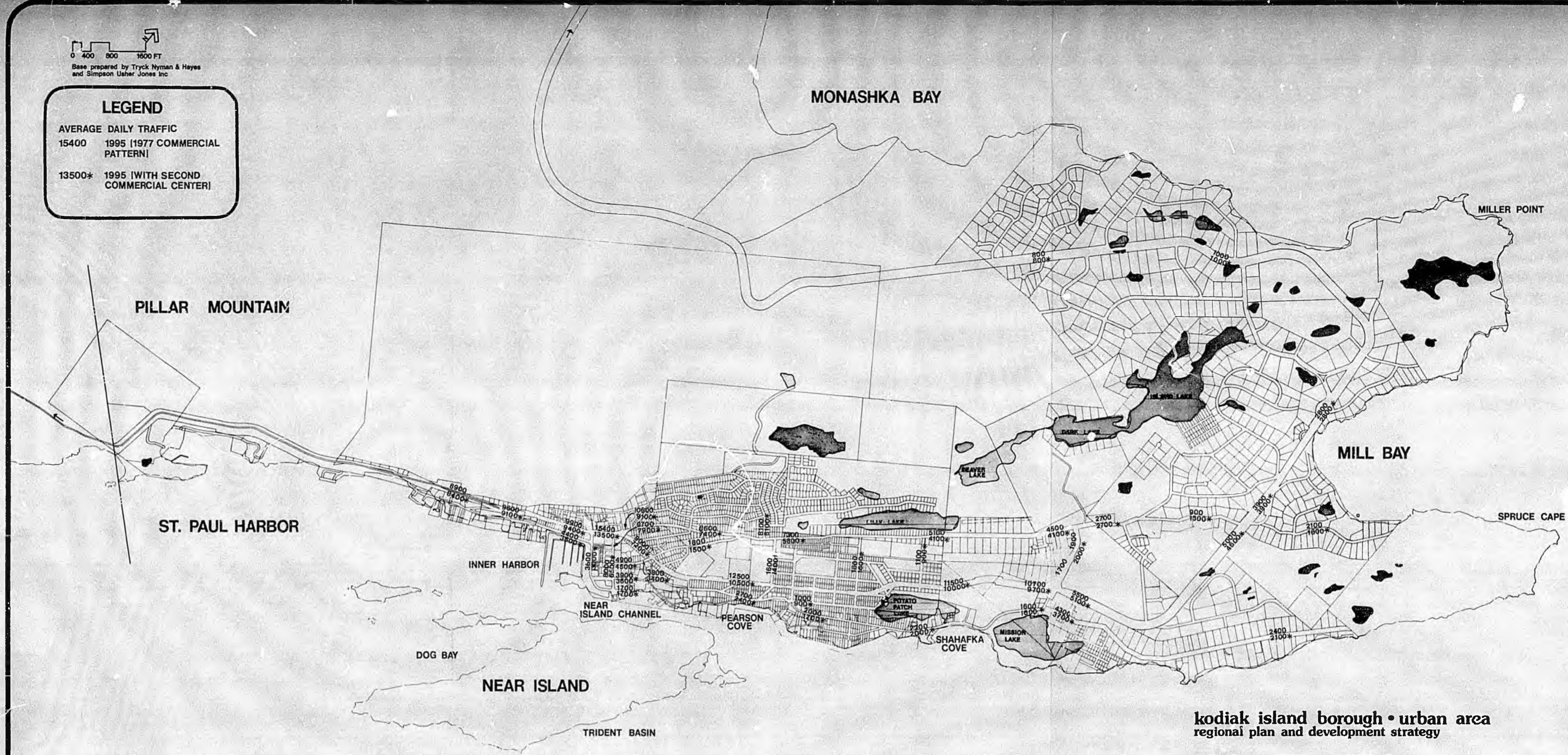


LEGEND

AVERAGE DAILY TRAFFIC

15400 1995 (1977 COMMERCIAL PATTERN)

13500* 1995 (WITH SECOND COMMERCIAL CENTER)



kodiak island borough • urban area regional plan and development strategy

1995 TRAFFIC

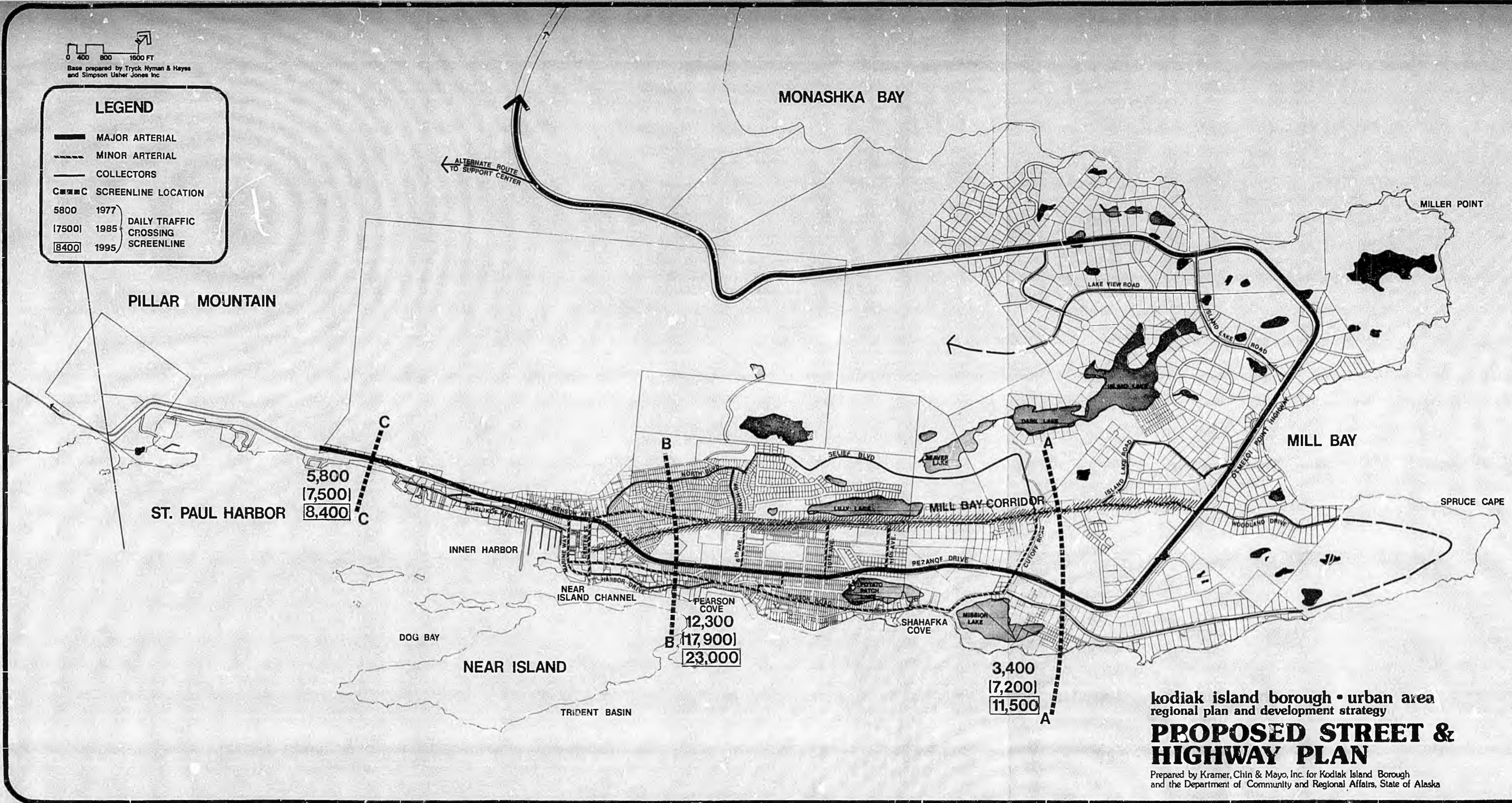
Prepared by Kramer, Chin & Mayo, Inc. for Kodiak Island Borough and the Department of Community and Regional Affairs, State of Alaska

0 400 800 1600 FT
 Base prepared by Tryck Nyman & Hayes
 and Simpson Usher Jones Inc

LEGEND

- MAJOR ARTERIAL
- - - MINOR ARTERIAL
- COLLECTORS
- ■ □ ■ C SCREENLINE LOCATION

5800	1977	DAILY TRAFFIC CROSSING SCREENLINE
[7500]	1985	
[8400]	1995	



kodiak island borough • urban area regional plan and development strategy

PROPOSED STREET & HIGHWAY PLAN

Prepared by Kramer, Chin & Mayo, Inc. for Kodiak Island Borough and the Department of Community and Regional Affairs, State of Alaska

VII. LAND USE (Without OCS Development)

Sketch Plan

Another result of the OCS Impact Study was a sketch land use plan for the urban area, reproduced on Map 18. This map was produced to display one preliminary interpretation of the Borough Community Attitude Survey, and was not checked against projected population, utility requirements, etc. It has served as a good point of departure for the development of the recommended land use plan shown on Map 19.

Comparison of these maps displays some important decisions the community and its officials will have to make. Both plans are generalized policy proposals for a target year of 1995; neither would ever be fully realized. Rather, the purpose of the adopted long-range plan would be to guide short-range decisions on zoning, variances, subdivision approvals, street extensions, school siting and the like.

The sketch plan is essentially a continuation of present development and past plans. Significant points to note are the large amount of land in low density residential use (one acre lots), retention of most commercial growth in the downtown area, extensive development of Near Island, strip commerce along Mill Bay Road and an industrial park at the municipal airport. No specific use is identified for Spruce Cape.

Recommended Land Use Plan

By contrast, the recommended plan proposes much larger areas for medium (7200 square foot lots) and high density residential development (apartments), in areas served by sanitary sewers and public water. This is to offset the impact of rising land prices on housing costs. The plan also would allow trailer parks or mobile home subdivisions in selected medium density areas, again to offset rising housing costs. Specifically, the plan proposes expansion of residential use in the Island Lake-Spruce Cape area rather than Near Island or Bells Flat, both of which have previously been suggested as expansion areas. Apartments would be concentrated along Mill Bay Road, which should be redeveloped as a high density residential corridor with major roadway and traffic improvements, as well as pedestrian and bicycle facilities. The idea is to concentrate daily destinations for walkers in one area to gain the most benefit from transportation improvements. The Monashka Bay area would remain low density and unserved.

New industrial development is suggested at Swampy Acres (off the map) and on land presently occupied by the City's Municipal Airport. The former recommendation is dependent upon identifying a suitable sanitary landfill site, and the latter recommendation is dependent upon the feasibility of relocating general aviation from the City airport to the State airport. Aesthetic impacts at both sites can be minimized by requiring landscaping and buffering. The plan proposes limited industrial development on Near Island to support the Dog Bay Boat Harbor. Again, the plan's limitations on use of Near Island are contrary to a previous proposal.

Industrial area for the fish-processing industry is extremely limited in the existing Inner Harbor area. Judging by typical industrial space requirements, approximately 20 acres every 5 years would be required to allow the fisheries-related development that would generate the low-range projected population. Again, it is for the community to decide if it wants to pursue further economic development at all. If it wishes to do so, infill development along the existing "cannery row" is possible for the next five years or so. Beyond that, suitable land is not readily identifiable due to the uncertainty over Pillar Mountain, potential environmental problems (at locations such as Trident Basin), and marine engineering and weather issues. The Pillar Mountain situation also carries the potential that relocation of the City Dock may prove necessary. If so, it conceivably could prove beneficial for the community to seek cooperative development of new cargo and dock facilities with an OCS marine service base. The timing of the geotechnical study may be uncomfortably close to the OCS lease sale. The Borough and City may therefore wish to pursue a study of alternative sites, associated costs, and the location relationships between cargo facilities, backup facilities and the seafood processing industry. Pursuing the study now would provide the necessary information upon which to make a reasoned decision at the time of the lease sale or shortly after.

Only limited growth is suggested in the existing commercial core because it is located in a seismic wave hazard area. Expansion of commercial space is proposed in two neighborhood concentrations along Mill Bay Road and a second major center near Spruce Cape, timed as population develops in the Island Lake - Spruce Cape area. The intent is to control strip commercial development along Mill Bay, with eventual physical redevelopment of the roadway itself. The major characteristic of commercial strips is uncontrolled access, leading to safety problems and congestion, as well as visual blight.

Open space recommendations are tied to natural hazard and drainageway recommendations made earlier, and retention of public lands until they are evaluated for other purposes. A number of private parcels along shorelines are indicated as "green belt"; these are undeveloped properties in the tentative tsunami hazard zone. It is not intended that they be taken for public use, but that new residential use be prevented in this area. The greenbelts in the Spruce Cape Area are intended to indicate the potential application of planned unit development and recreation land dedication provisions in the zoning and subdivision ordinances.

Map 20 summarizes urban area projects that are suggested for action in the near future. These have all been touched upon earlier, but several may require further elaboration. The traffic signals indicated were discussed in Chapter VI. The Benson/Mill Bay intersection is already justified and eligible for funding assistance. The others will require more detailed traffic counts to verify needs. The police station expansion is a high priority, but should be delayed until the results of the current state-sponsored, state-wide study of Alaska State Trooper and holding facilities is known. It may be that at least part of the requirements for jail expansion can be met in a state-financed facility. The fire substation is proposed near the northern intersection of Mill Bay and Rezanof, to better serve already developed residential areas at the northern end of the urban area.

This location is also proposed for the first new elementary school. Children from the Island Lake and Outer Mission Road areas would be within easy walking distance of a school here, and it would be well-sited to pick up population from the Mid-Cape and Spruce Cape neighborhoods as they develop. A site size of 5-10 acres is recommended to accommodate playfields, parking and retention of natural areas for buffering and informal play. Unfortunately, there is no adequate publicly owned site in the area now. Purchase may be necessary, or dedication as part of a planned unit development may be possible, depending on the size of parcel ownership in the area. A second school site for the near future is identified at the south end of the municipal airport, on Borough land. This site would be dependent on the results of the airport study; it might still be feasible even if float plant operations were retained at Lilly Lake. Again, 5-10 acres is recommended; the site would be within one-half mile walking distance from the developing Baranof Heights, Beaver Lake and Kodiak Subdivision neighborhoods. A third priority site (shown on Map 19) would be at the south end of Lilly Lake, again depending on the airport study. The population of the Aleutian Homes area is probably greater than that suggested strictly by a count of housing units, and this neighborhood already appears able to fill half of a new elementary school by itself.

Suggestions have been made that the new school sites be at Bells Flat and Monashka Bay. Referring back to Maps 12 and 13, the recommended sites are at either end of the group of neighborhoods with high priority for development. These are the areas that are generating the major increase in school population. Map 13 displays the estimated 1977 populations of Chiniak, Bells Flat and Monashka Bay. Taking the elementary school population at roughly 20% of the total, the Bells Flat/Chiniak area probably generates 70 children while a new school would hold some 400-450 children. Since the Coast Guard Support Center is not growing significantly, it appears most reasonable to continue to accommodate these children at Peterson Elementary School. Monashka Bay appears to generate some 20 school children. Eventually a site is recommended at West Mill Bay, but in the meantime it is recommended that schools be centered where the school-age population is growing most rapidly. These are also the areas already or soon to be provided with sewers, water and fire protection. Again, the underlying recommendation is to concentrate public expenditures for the most benefit.

Major Non-OCS Alternatives

The recommended long-range plan for the urban area is a proposal made to the Kodiak community. The community will decide what its future is to be. The three basic alternatives before the community, setting OCS activity aside for the moment, are:

1. Continue present de facto policies and development trends. This might be termed the "No Action" alternative. It would look something like the sketch plan, except that the development of Near Island is believed to be unlikely.
2. Take steps to correct existing shortfalls in community facilities, infrastructure and housing. Develop necessary infrastructure and provide space to allow projected industrial growth and associated

population increases. This would amount to "planned growth." It would eventually look like the recommended plan, except that the final location of industrial expansion land cannot be determined at this time.

3. Take steps to correct existing shortfalls in community facilities, infrastructure and housing, but do not accommodate additional growth in employment. This would amount to a "growth freeze." This would resemble much of the recommended plan, but less area would be in medium and high density residential housing; the second commercial center would not develop; and Mill Bay would not develop fully into a high density, pedestrian-oriented corridor.

The recommendation made here is that the community choose alternative 2 or 3. To help in making the decision, this summary of the existing situation is offered:

- . The economy of the Kodiak urban area is based upon the fishing industry and the Coast Guard.
- . Coast Guard employment is stable for the foreseeable future. The Alaskan fishing industry appears to be on the verge of significant expansion, and Kodiak could attract many of the jobs involved if it can provide the space and infrastructure necessary to the industry--including both the fishing fleet and the canneries.
- . At present, however, Kodiak's infrastructure is seriously strained, and housing for workers is in short supply. Until these constraints are removed, significant industrial growth is unlikely.
- . The shortfall in services and housing also has adverse environmental effects. In particular, these include surface water pollution, dust, periodic water and power shortages, high prices, overcrowded housing, and development in hazard areas.
- . Significant effort and expense will be required to correct these shortfalls and their effects.
- . To minimize this effort and expense, as well as to slow the rate of housing cost inflation, concentration of service expenditures is recommended.
- . Accommodating significant industrial growth and associated population growth will require additional expenditures in advance of that growth.
- . Because of the uncertain stability of Pillar Mountain, large-scale expansion in the existing "cannery row" area is not advisable, and the existing city docking facilities should not be expanded at this point. Significant population growth may be delayed until industrial growth resumes.

Recommendations

Housing

- Slow homesite cost inflation by allowing resubdivision and development on 7,200 square foot lots in areas to be provided with services (Island Lake and Spruce Cape).
- Provide opportunity to reduce home construction costs by allowing townhouses and planned unit developments.
- Provide opportunity for affordable moderate income housing by zoning areas for mobile home subdivisions and trailer parks; allow mobile homes in other single-family areas only during construction of conventional homes (two-year limit).
- Provide additional areas for multi-family rental housing in West Channel area and along redeveloped Mill Bay Corridor.
- Encourage canneries to provide dormitory housing for seasonal workers (above tsunami hazard zone). Enforce existing zoning to eliminate overcrowding and de facto dormitory use of housing in single-family districts.
- Form local housing authority to provide housing for residents unable to afford private rentals or purchases.

Industry

- Pursue development of Dog Bay Small Boat Harbor for fishing fleet and interim development of transit docks at Shannon Point.
- Provide ferry to Near Island for access to Dog Bay moorage; allow limited area for fleet-related industrial development on Near Island, with care to protect Trident Basin.
- Pending outcome of Pillar Mountain geotechnical study, do not commit to expansion of City Dock or Cargo Terminal; pursue parallel study of: a) dock and ancillary facility requirements and b) alternative sites, related costs and operational characteristics.
- Pending above studies, expansion by canneries along "cannery row" should be with realization that City dock may be relocated.
- Encourage light industry to relocate from redeveloped Mill Bay Road to industrial park in municipal airport area.
- Restrict industrial activity in Bells Flat to accord with Coast Guard restrictions for Holiday Beach Receiver Station.

- If suitable alternative solid waste sites can be identified, allow transportation-related industrial development at "Swampy Acres."

Commerce

- Maintain existing downtown commercial core, with limited expansion, pending determination of probable tsunami recurrence and height. Commitment to expand should be with realization of potential tsunami hazard.
- Designate subsidiary neighborhood commercial centers to serve immediately adjacent residential areas.
- For the long-term, reserve area for a second commercial center to serve population in Spruce Cape and Island Lake areas, near intersection of Mill Bay Road and Rezanof Drive. Reserve sufficient area to relocate downtown core pending tsunami hazard identification.

VIII. OCS-Related Industry

The preceding chapters have been intended to bring Borough long-range planning to the point that reasoned decisions can also be made about Borough policy toward location and management of OCS onshore facilities and related industries. The two principal choices the community has are:

1. Try to capitalize on OCS onshore development as a stimulus to the Kodiak economy; allow it to site in or near the urban area.
2. Keep OCS development at arm's length; minimize its effect on the urban area.

A brief summary of the on-shore effects of OCS-related development includes these points:

- . It probably cannot be kept out of the Borough.
- . There is potential for short-term economic gain and a longer-term increase in the tax base.
- . OCS-related employment could seriously aggravate existing socio-economic problems in the urban area. A sudden population boom, especially likely during the construction period for an oil terminal, would require expansion in services that the boom would be too short-lived to finance.
- . A boom would also drive prices, and therefore wages, up; this could well force the fish-processing industry to move out of Kodiak. The result could be loss of a major share of the urban area's long-term economic base.
- . Enough feasible and environmentally acceptable sites appear to be available (see Map 2) that the Borough can greatly influence the choice of site.

Therefore, a general arm's-length policy is recommended toward onshore OCS-related development. It should be kept out of the urban area and villages. If possible, one of the Native corporations should receive some of the benefits associated with provision of onshore facilities. However, the door should be left open for possible joint development of a service base near the urban area in view of the problem posed by the Pillar Mountain landslide and its proximity to the Inner Harbor.

Significant onshore OCS-related development is likely to occur only if and when an oil discovery is made. The oil companies are reported by Simpson Usher Jones, Inc. as not likely to establish a marine service base in the Kodiak Island Borough during the initial exploration period. During the development period, a base might be established, possibly beginning in 1982. This base would be a transshipment point for materials required by the offshore drill and production rigs and could therefore generate considerable vehicular traffic if located on the road system. It would also require a large supply of fresh water, which would strain the capacity of the City of Kodiak water system in its present configuration, if an attempt were made to link the service base to the City system. These would be the major impacts; the numbers of construction and operation personnel would probably not pose insurmountable problems for the urban area (see Case 2B, Table 6).

An oil terminal, the other likely type of onshore facility, would only be built if commercially exploitable amounts of oil were found. Construction would probably start in 1985 or 1986, and large numbers of construction workers would be required (Cases 2a and 3, Table 6). This influx of workers would definitely cause severe community dislocations unless mitigating measures were imposed.

The recommended strategy for dealing with OCS-related facilities revolves around two major points: 1) the Borough, in cooperation with other local jurisdictions and groups such as Koniag, can and should designate the feasible sites (Map 2) most appropriate for development; 2) the zoning ordinance should be amended to encourage development only on these sites and, in any case, under carefully designed conditional use procedures. In detail, the recommended approach would be as follows:

1. Specify OCS support facilities as prohibited uses in all zoning districts other than the General Industry district, where they would be permitted as a conditional use.
2. Adopt tight conditional use provisions for OCS support facilities, as proposed in the final draft version of the zoning code (Section 17.05.040).
3. Well before the lease sale, amend the zoning maps to designate these sites General Industry (I2). Use the "amendment with special limitations" procedure (Section 17.08.090) to restrict the allowed uses beyond those generally permitted in the General Industry district (Section 17.03.130 of the draft zoning code). This would prevent other industrial uses such as canneries from pre-empting these prime sites. However, enough allowed uses have to be specified to avoid "spot zoning." Suggested uses include the following:
 - a) Permitted principal uses and structures:
 - i. Boat moorages;
 - ii. Boat repair;
 - iii. Open space for informal recreation.
 - b) Permitted accessory uses and structures:
 - i. Accessory buildings;
 - ii. Watchman's dwellings and owner-operator's dwellings.
 - c) Conditional uses:
 - i. Petroleum exploration and development, marine service bases and oil terminals on tracts of not less than 5 acres.

d) Conditional accessory uses:

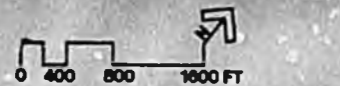
- i. Fuel storage;
- ii. Airports;
- iii. Natural resource extraction operations;
- iv. Dormitories.

As a result of this strategy, OCS support facilities would only be allowed in the Borough as conditional uses in the General Industry district. The only areas in this district would be the Borough's designated OCS sites and the Inner Harbor (OCS development here would be precluded by the terms of the conditional use section). Attempted OCS development in any other area would require Borough Assembly approval of a rezoning (not granted easily), followed by compliance with all the conditional use provisions. In other words, two sets of public hearings rather than one. Since time is likely to be critical to the oil companies, this should further encourage them to look closely at the Borough's designated sites.

If these recommendations are followed, the planning mechanisms would be in place to deal with an actual OCS development proposal. An applicant would approach the Borough planning department as provided in the conditional use chapter (17.05) of the zoning code. Permission to develop would be subject to all the specific conditions set out there for OCS facilities. The planning commission would also impose additional conditions of approval to meet particular situations or needs. Conditions would focus on the mitigation of both the environmental and socio-economic impacts of OCS facility development.

Recommendations

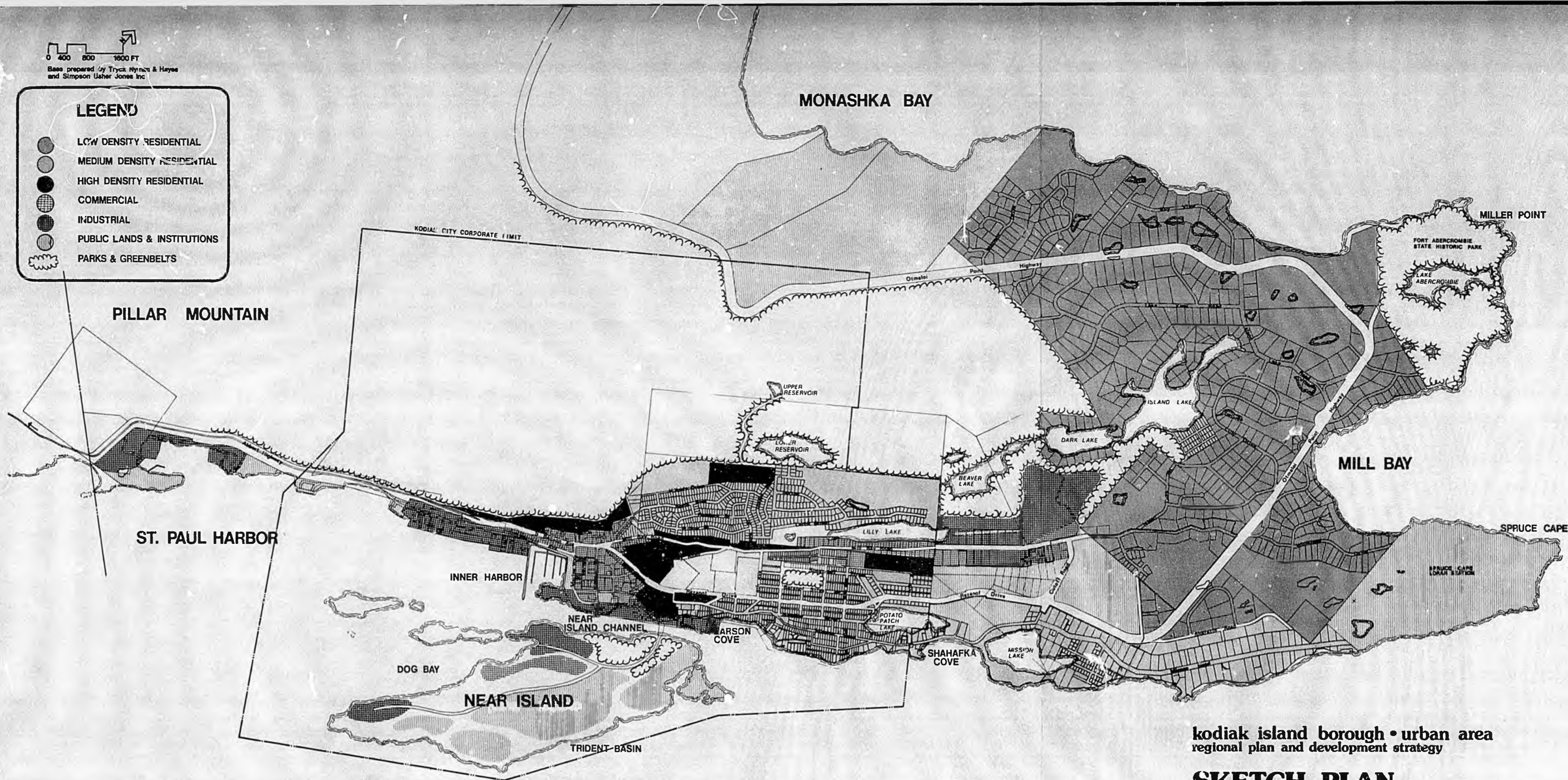
- . To avoid adverse impacts during construction period, do not allow oil terminal development immediately adjacent to urban area or villages. The only allowable sites on road network are to be at or beyond Kalsin Bay. Designate preferred sites and zone appropriately.
- . Marine service base sites should meet the same conditions, unless City Dock relocation is warranted by results of Pillar Mountain study. If so, consider joint development of service base and City Dock.
- . Retain "conservation" zoning in presently undeveloped areas. Planning permission for OCS development should be dependent upon complete environmental review and conditional use approval. Conditions to be imposed during construction.
 - Off-Island hiring halls.
 - Operators to furnish all utilities, services, housing and community facilities.
 - Limit need and opportunity for personnel visits to urban areas.
 - Limit need and opportunity for short-term secondary economic development.



Base prepared by Tryck Nymark & Hayes and Simpson Usher Jones Inc

LEGEND

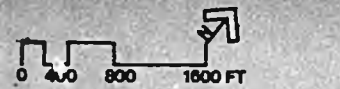
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC LANDS & INSTITUTIONS
- PARKS & GREENBELTS



kodiak island borough • urban area regional plan and development strategy

SKETCH PLAN

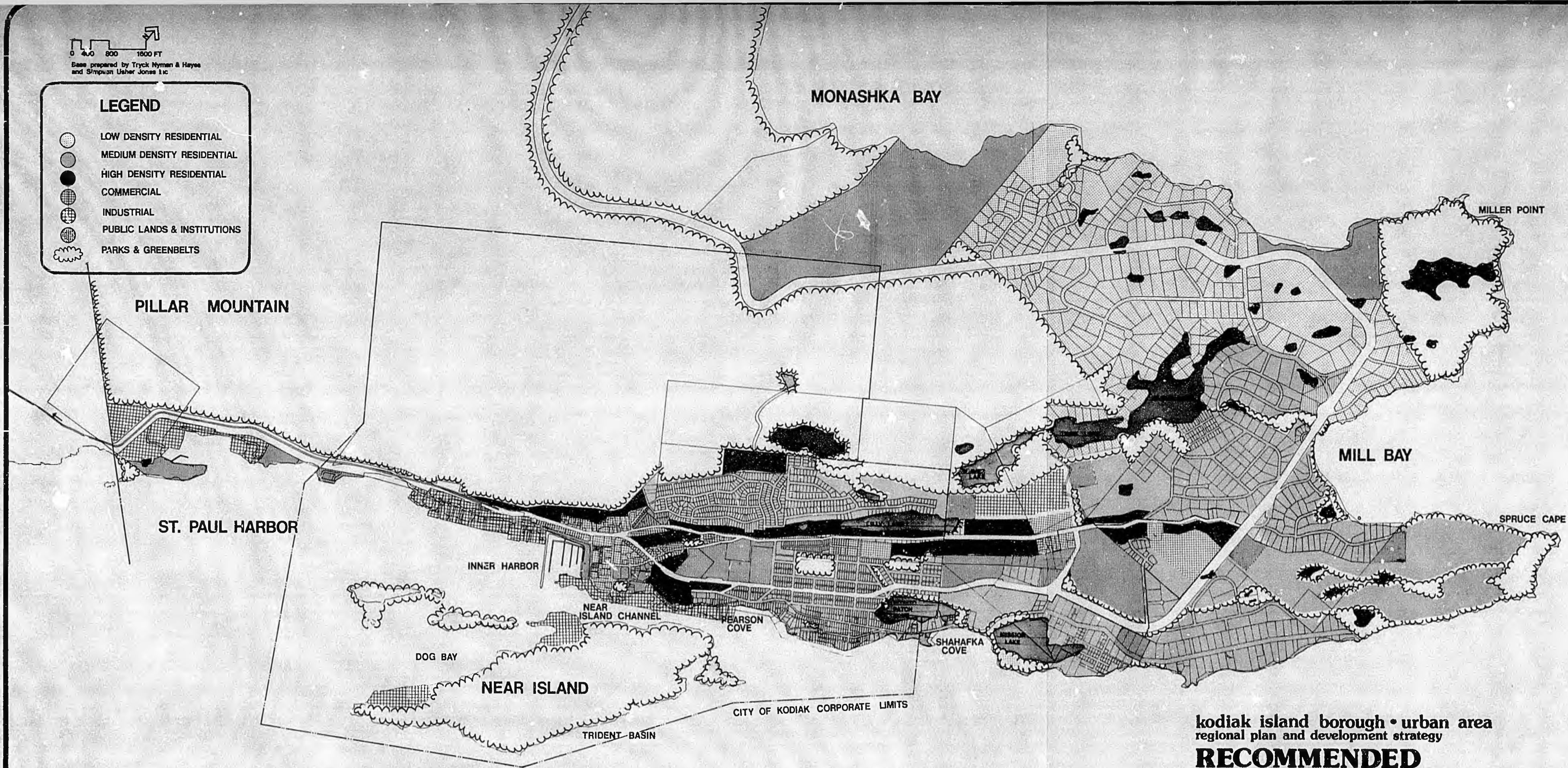
Prepared by Simpson Usher Jones Inc for Kodiak Island Borough and the Department of Community and Regional Affairs, State of Alaska



Map prepared by Tryck Nyman & Hayes
and Simpson Usher Jones Inc.

LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- HIGH DENSITY RESIDENTIAL
- COMMERCIAL
- INDUSTRIAL
- PUBLIC LANDS & INSTITUTIONS
- PARKS & GREENBELTS



kodiak island borough • urban area
regional plan and development strategy

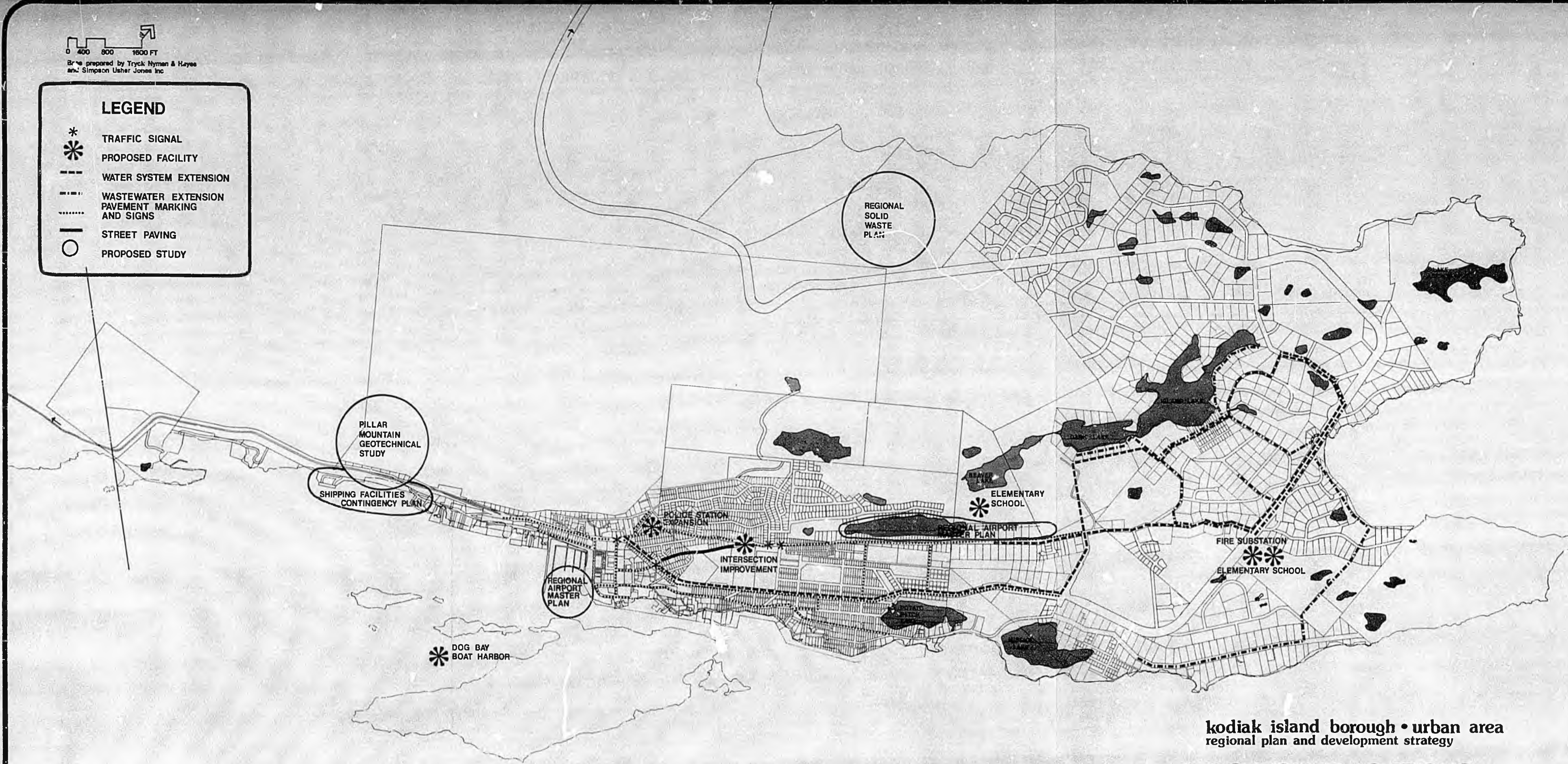
**RECOMMENDED
LAND USE PLAN**

Prepared by Kramer, Chin & Mayo, Inc. for Kodiak Island Borough
and the Department of Community and Regional Affairs, State of Alaska

0 400 800 1600 FT
 Plan prepared by Tryck Hyman & Hayes
 and Simpson Usher Jones Inc

LEGEND

- * TRAFFIC SIGNAL
- ✱ PROPOSED FACILITY
- WATER SYSTEM EXTENSION
- .-.- WASTEWATER EXTENSION
- PAVEMENT MARKING AND SIGNS
- ||| STREET PAVING
- PROPOSED STUDY



**kodiak island borough • urban area
 regional plan and development strategy**

ACTION PROJECTS

Prepared by Kramer, Chin & Mayo, Inc. for Kodiak Island Borough
 and the Department of Community and Regional Affairs, State of Alaska

IX. SHORT-TERM PLANNING TOOLS

This is the point in a planning study at which there is often a discussion of "implementing the plan." A more appropriate phrase would be "using the plan". A comprehensive plan is never fully achieved. It is a road map toward the community's future, and like road maps, it should be updated at frequent intervals. It represents long-range policy decisions about the community's future. These should be used to guide short-term planning decisions such as where to place mobile home parks, utility extensions, new school locations, and so on. Without the comprehensive overview, these short-term decisions can be seriously mistaken and successfully challenged in court.

Therefore, in one sense, this chapter will be written by the community's Planning and Zoning Commission. Draft revisions of the zoning ordinance, and subdivision regulations have been submitted and discussed. A Capital Improvement Programming (C.I.P.) process for the Borough has been proposed. An Official Streets and Highways Plan has also been put forward to guide future transportation projects and for reference when development proposals are made. The final drafts of these documents (they will not be completely final until adopted by the Borough Assembly) will be bound separately as appendices to the final version of this summary report.

X. ENVIRONMENTAL IMPACT ANALYSIS

An environmental impact analysis has been prepared for the Regional Plan and Development Strategy. The thrust of this analysis, like that of the plan, is directed toward the recommendations for the Kodiak urban area. The analysis is summarized here. It is fully reported in a separately printed working paper: "Study Element 7: Environmental Impact Analysis".

The proposed plan and development strategy consists of many recommendations which affect employment, population, land use and the physical character of the urban area. The basic employment recommendations are to encourage growth within the fishing industry and to discourage use of the local labor force for OCS-related employment. Diversifying the Borough's industry is a desirable goal, but development of seasonal industries such as tourism should not be actively pursued because growth in such industries could add on-season congestion and off-season unemployment. These are already causes of concern because of the seasonal aspects of the fishing industry.

The plan is based upon significant economic and population growth over the next 20 years. With active development and extension of the existing Kodiak economy, the population of the urban area could double or even triple within this period. Providing housing and services for this population will require considerable community effort and expense. Short-term OCS population growth would compound the difficulty. Therefore, it is recommended that OCS development and infrastructure (housing and services) be kept as separate as possible from the existing urban area. Obviously, if an oil service base and/or terminal develops on Kodiak Island connected to the existing road network, it will be extremely difficult to maintain total separation. However, by maximizing separation, the population growth in the urban area should be limited primarily to gains resulting from growth in the fishing industry and stabilization of Coast Guard manning levels.

An alternative "no growth" strategy would require a community decision not to pursue further economic development. Kodiak would then need less new housing and services, but there would still be serious problems with existing housing, services and degradation of the environment. Solving these existing problems and accommodating future population increases are important aspects of the proposed plan. Assuming that there is to be growth in the Kodiak urban area, it could also be approached in an unplanned manner. However, this would result in urban sprawl and aggravated environmental problems.

The proposal calls for planned development and concentration of housing and services within the present urban area. The result will be higher living densities for many neighborhoods. These densities will range from 6 units per net developed acre in single-family home areas, to 15 units per acre in multi-family apartment areas. Many Kodiak residents have expressed a desire to live at lower residential densities. However, less dense development usually causes more destruction of the natural environment and greater use of energy than that caused by concentrated development. It is also far easier and more economical to provide basic services to a concentrated area. Concentrated development will therefore help to keep housing costs down; these costs are also an expressed concern of Kodiak

residents. Finally, several transportation recommendations have been developed to reduce potential traffic congestion resulting from future development.

Parameters such as soils, slopes, drainage, and tsunami hazard areas have been considered in developing the plan recommendations. No extraordinary amount of grading or fill is anticipated, although minor amounts may be required for certain elements of the plan. The major probable adverse impact on the physical or natural environment will be the loss of trees, particularly with residential development of Spruce Cape. This impact can be mitigated by utilizing a Planned Unit Development approach to preserve open space and vegetation, particularly along drainageways. The plan recommends conserving most of Near Island as a natural area for limited recreational use. Under an earlier plan, Near Island would have been connected to the City with a bridge and almost fully developed. The current plan recommends a ferry, limited industrial development to support the Dog Bay small boat harbor, retention of the remainder of Near Island in its natural state, and protection of water quality in Trident Basin.

As previously noted, the plan proposes higher residential densities. Apartment districts are proposed near the CBD, as well as higher residential densities along both Mill Bay Road and Rezanof Drive. Once in-filling has been substantially completed in existing neighborhoods, expansion of residential land use is proposed toward Spruce Cape (and toward Monashka Bay in the long-term). While the private market can probably provide sufficient medium- to high-cost housing, special planning is required for low-cost housing. Higher densities will help offset some housing costs, particularly for land. The plan also recommends mobile homes as one means of providing low-cost single family housing. Mobile home subdivisions and trailer parks would be kept separate and well buffered from other housing in order to avoid potential advertisements on land values. Establishment of a local housing authority and help from the fish canneries in the form of dormitories for seasonal employees are also recommended to meet the needs for more low-cost housing.

Commercial use is to remain centered in downtown Kodiak for the mid-term. However, only a restricted area is available for expansion outside of the zone flooded by the 1964 tsunami. As population growth occurs in the Spruce Cape - Mill Bay - Island Lake areas, establishment of a second business district is recommended near the intersection of Mill Bay Road and Rezanof Drive. This proposal may cause some concern within the existing business community because it will mean only limited future growth for the present CBD. Limiting such growth is recommended because the present CBD was rebuilt in a hazard zone. By distributing commercial development, with new development on higher ground, the plan attempts to protect the urban area against another total loss of its business district. It also minimizes the potential for congestion and parking problems and would make shopping more convenient for future residents of the northeastern half of the urban area.

Neighborhood shopping is also proposed for several locations along Mill Bay Road. At present, Mill Bay is developing into a commercial strip, with uncontrolled access. This will lead to inefficient use of prime land along a major arterial, traffic congestion and safety problems. Redevelopment of Mill Bay to full arterial standards is recommended. As part of this redevelopment, Mill Bay Road is to become a major focus of neighborhood commercial and higher density residential development. The commercial development would not be dispersed, but would be concentrated in several distinct locations to serve adjoining residential areas.

Public facilities will also have to be expanded to meet existing needs and the needs of future growth. In particular, schools and fire protection must be expanded to reflect the growing population in the northeast urban area. Likewise, existing police staffing and facilities must be expanded to meet growing crime problems. Parks and recreation programs also need attention and these will be addressed in a future study.

There are several unknowns which will affect the future of the urban area. The plan recommends the maintenance of the industrial area in its present form and location. Space for expansion will be very limited in this location until the degree and extent of slide hazard from Pillar Mountain is determined. Also, the present City landfill for solid waste is nearing capacity and is located on land being transferred to a Native corporation. Since economic data on alternative locations is not complete, more study is required to determine a new landfill site. Finally, known historical and archeological sites are recommended to be preserved in the plan. Unfortunately, there is much that is not known about such sites, and further inventories should be undertaken soon prior to potential loss from new development.

In addition to these unknowns, other governmental agencies and private companies can have significant impacts in the future. These include the Coast Guard, with respect to its base and operations; the Corps of Engineers, with respect to Dog Bay and other harbor projects; the Department of Interior, with respect to its land holdings; the Native corporations, with respect to their land holdings and developments; and the course of OCS development which is addressed, but by no means resolved in the plan.

Overall, the plan should improve and protect conditions the physical or natural environment. The main objections to the plan will probably be based upon its recommendations for the human environment, particularly where those recommendations depart from previously stated goals, previously developed plans and/or previously held convictions of business and the general public.

CORRES.

RE: KODIAK

ANNEX.

KODIAK - NOTIFIED

EMIL MERTON
BOX 1002
KODIAK 99615

Peter B. Jackson
PO Box 2683
99615

Don & Mary Mack
PO Box 2105

PATRICK ANDERSON
PO Box 1673

~~MR & MRS GLEN DICK~~
MR & MRS GLEN DICK
BOX 1673

E. E. ERVIN
BOX 1247

Tennie AILEY
PO BOX 1114
Kodiak

THESE PEOPLE HAVE BEEN NOTIFIED OF THE PUBLIC HEARING

John Morton
P. O. Box 44
Kodiak, Ak. 99615

"Jo" Hajdu
P.O. Box 627
Kodiak, Ak. 99615

Ukey Chandler
P.O. Box 1635

Kodiak, Ak. 99615

Mrs. June Juelson
Box 286
Kodiak, Ak. 99615
LornaLee Arndt
Box 2069
Kodiak, Ak. 99615

Dick Juelson, chairman
Borough Residents for Autonomy
Box 286
Kodiak, Ak. 99615

Melissa D. Newton
Box 773
Kodiak, Ak. 99615

Ron Matsuoka
Box 2078
Kodiak, Ak. 99615

Randolph Pavelko
Kim Steven
Box 3166
Kodiak, Ak. 99615

Catherine Olsen
Steven Olsen
P. O. Box 1574
Kodiak, Ak. 99615

Mr. D. R. Pistorese
Mrs. C. M. Pistorese
P.O. Box 37
Kodiak, Ak. 99615

~~Norman D. Wooten~~
Box 3016
Kodiak, Ak. 99615

Mrs. DIANE HAIGH
BEVERLY LOUIE HORN
BOB BRIDGES
MR. MRS. LOUIS LINDSEY
D. R. JEFFS
B. E. WAKNTWEIK
E. NESETH
TEMPE BERESTOFF
JANET WENTE
LAUREL C. BOLDEN

April 4, 1979
Kodiak, Alaska

House of Representatives
Pouch V, Juneau, Ak. 99811

Dear Representative Parker,

I would like to thank you, and commend you for taking the time to look into, and vote accordingly, on the recent annexation issue here in Kodiak. My wife and I and the other residents and members of The Borough Residents for Autonomy have had our faith in the Alaskan style of Government greatly restored.

Thank you again and keep up the good work!

Sincerely,

Dick

Dick Juelson

Chairman

Borough Residents for Autonomy

DJ/jj

Thanks Bill!
June

Borough looks for options to annexation

The borough assembly last night voted to set machinery in motion for the Kodiak borough and city to work out their differences in the wake of defeated unification and annexation efforts.

The vote followed the defeat last fall at the polls of a move to have a commission draw up a charter for a unified government, and the defeat this week in the state legislature of a recommendation to annex some borough lands into the City of Kodiak.

When the Senate and House voted to reject the Local Boundary Commission's recommendation for annexation, they also passed bills directing the Department of Community and Regional Affairs to study alternatives to annexation. The department is to report back to the legislature on its findings.

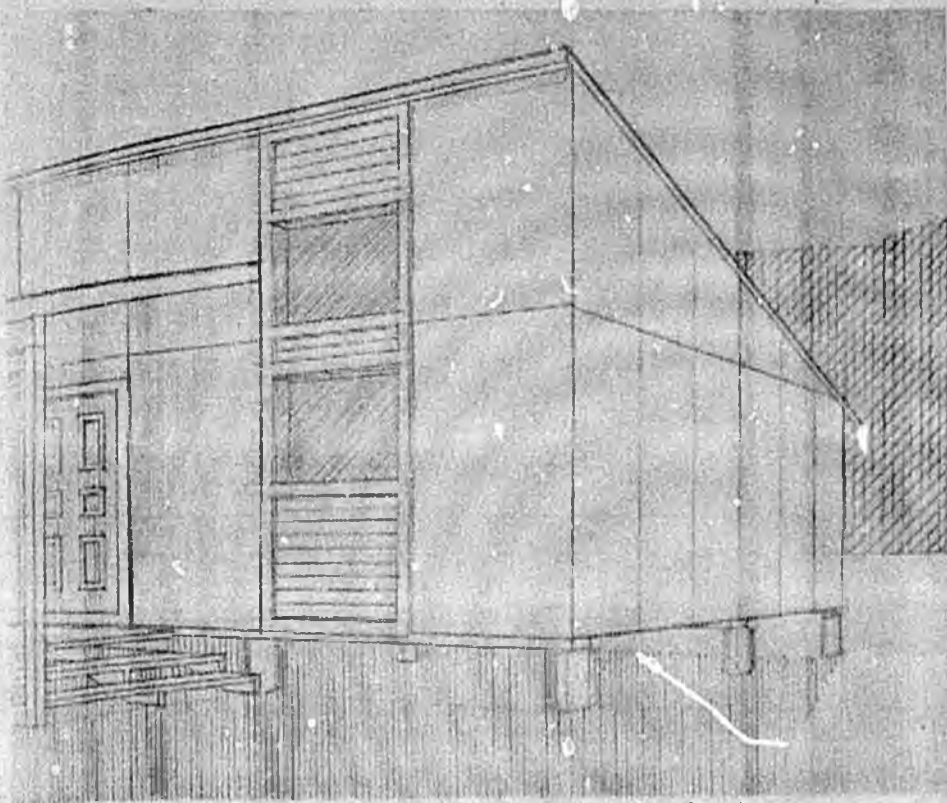
Rather than wait around for the state to tell it what to do, the borough voted to have borough, city and borough and city representatives and residents from the proposed annex areas get together to discuss what to do to meet the intentions of annexation, such as providing increased services.

In other actions, the borough assembly made appointments to the Outer Continental Shelf and Overall Economic Development Plan boards, added a backup generator for Akhiok to its list of priorities and received a petition from parents in Chiniak regarding elementary school education.

(Continued on Page 2)

DIAK DAILY MIF

Friday, March 2, 1979



Drawing courtesy of KANA

inted Nick Pestrikoff supervisor of its upcoming health clinic. The assembly officially accepted a \$38,000 RDA grant for the Port Lions which will include a fire hall for that city.

er revolving state funds

to remove the from general financing. One official says if the it would deal to the small gram.

tee members to send the to the Senate tee, only its d Bradley, R-signed a that it be ap-

sets up in funds— be "recycled" aid — for the ans programs, reial fishing, ad hatcheries.

Interest rates for all but the veterans home loan program would be tied to the conventional home mortgage rates, now about 11 percent, in a second measure the panel approved.

The veterans home loan fund would gain the most out of the measure by receiving all the interest and principal payments made on the roughly \$300 million now outstanding in veterans home loans. That money currently goes to the general fund.

In addition, Bradley said the 7½ percent interest rate could continue.

Gov. Jay Hammond has proposed that the veterans home loan program be absorbed by the Alaska Housing Finance Corp., which now makes loans to

middle-and low-income persons. Veterans would pay about 8½ percent interest under that arrangement.

"The vets do not want to go to AHFC and they'll raise hell to make sure they won't," Bradley said. He also said AHFC, which plans hearings March 19 in Fairbanks, Anchorage and Juneau on the proposal, "doesn't want them either."

Bradley said his bill would reopen veterans home loans — now shut down — until a longrange plan setting up something like a separate veterans housing finance corporation is reached. He also said veterans might be willing to limit their loans to just single-family dwellings or owner-occupied duplexes.

rade

ecording to the nt Agency in

aska Monday Leslie Pem-



JOINT C/RA COMMITTEES PUBLIC HEARING/ Kodiak Boundary as recommended by the Local Boundary Commission, February 10, 1979, in Kodiak.

Meeting called to order 2:05 / Adjourned 6:35 P.M.

Those who testified:

Alaska Local Boundary Commission Presentation (20 Minutes)
Sig Strandberg, member of Commission

City of Kodiak Presentation (20 Minutes)
Clair Harmony, City Manager
Wilton White, City Council Member

Borough of Kodiak Island Presentation (20 Minutes)
Betty Wallin, Mayor
Joan Katz, Attorney

Public:

- Kyle Cherry, Dept. Envir. Cons.*
E.E. Erwin, Box 1247
✓ Norman D. Wooten, Box 3016
✓ William Bulen, Box 442, (Kodiak Sanitation)
Ed Jack, Box 1494
Neil Sargent, Box 121
Marvie Heine, Box 1232
Lorna-Lee Arndt, Box 2069 (Island Lake Group)
Louis (Burnie) Lindsey, Box 951
✓ Jo Hajdu, Box 627 (Borough Residents for Autonomy)
Tom Sweeney, Box 1395
Chuck Powell, Box 605 (Chamber of Commerce)
✓ T.T. Jackson, Box 1215
Martha D. Randolph, Box 414
Dewitt Fields, Box 25
Tom Simpler, Box 465
June Juelson, Box 286
Dick Juelson, Box 286
✓ Carol Lechner, Box 1616 (City Council)
② David Hall, Box 1122 (Did not appear)
Danforth Ogg (self- (Assemblyman)) : *[5 minutes]*
Box 2754 R. Dan OGG Box 1246
Gaynell Hatcher, Box 57 (City Council)
✓ Jack McBride, Box 2007 (Relinquished Time)
Jim Poulos, Box 2702
✓ Dorothy Poulos, Box 2702 (Relinquished Time)
✓ Pat Szabo, Box 1633 (Also read letter from Mr./Mrs. Wm. Ross)
Peter Bailey, Box 3
William Barker, Box 2135
Richard Sims, Box 2705
✓ ~~Gerold Sudenak~~, Box 2942 (Did not appear)
MARIAM Johnson ✓ Okey Chandler, Box 1635 (self & Don Mack)
Kay Poland, Box 45
✓ Ian Fulp, Box 2306 (Read into record)
Tom Logan, Box 1483
Bob Brooks, Box 232 (self *[& wife]*) *Wife didn't want to be represented with spouse*
Dallas Paden, Box 2674
~~Bob Onlid~~, Box 545 (self & Sid Onlid)
✓ SOLIF ONLID

Henry Le^{ue}grew, Box 547

Dr. Bob Johnson, Box 1727

James Duros, Box 867 (Spruce Cape)

Douglas Dawson, Box 997

Daniel Busch, Box 1162

William J. Glynn, Jr., Box 2615

John A. Parker, Box 191

Gary Stevens, Box 201 (City Mayor)

✓ Duane Freeman, Box 902

(Bealy) → Tom Healey, Box 1676

Tony Perez, Box 6

Emil Norton, Box 1002 - App'd by City Mgr.

John Witteveen

John Whitaby

KODIAK PUBLIC HEARING
 BY HOUSE/SENATE C/RA COMMITTEES

TESTIFY SHEETS:

(Kodiak, Ak. 99615)

IF REPRESENTING A
 GROUP OR ORGANIZATION,
 PLEASE PRINT NAME

PLEASE PRINT NAME

MAILING ADDRESS

PLEASE PRINT NAME	MAILING ADDRESS	IF REPRESENTING A GROUP OR ORGANIZATION, PLEASE PRINT NAME
E. E. Ennor ^{DAK LAKE AREA} ERIVIN	Box 1247	
NORMAN D. WOOTEN	BOX 3016	
WILLIAM BUEEN	Box 442	KODIAK SANITATION
Ed Jack Jack	Box 1494	
Neil Sargent	Box 121	
Marvin Heino	Box 1232	
LORNA-LEE ARMIT	Box 2069	Island Lake Group
Louis (Burns) Lindsey	Box 351	
JO HINDU	Box 627	ROBSON RESIDENTS IN KODIAK
TOM SWEENEY	Box 1395	
Chuck Green	Box 605	Member of Council
Dell D. Jackson	Kon 1215	Self
Martha W. Randolph	Box 411	Self
Judith Smith	Box 5	
TOM SIMPLER	Box 405	self
Jeanne Green	Box 206	self
RICK JULSON IV	Box 256	Self
CAROL LECHNER	Box 1616	
David Hall	Box 172	
R. DAN OGG	Box 1246	Self - didn't testify BOARD ASSEMBLY
DAN FORTH OGG	Box 2754	
Bayly Hatcher	Box 57	City Council
Joel McBride	Box 2007	Shahatka Area IA
Gregory	Box 2702	Spice Co
Sorothy Powell	Box 2702	Spice Co

KODIAK PUBLIC HEARING
 BY HOUSE/SENATE C/FA COMMITTEES

TESTIFY SHEETS:

(Kodiak, Ak. 99615)

IF REPRESENTING A
 GROUP OR ORGANIZATION,
 PLEASE PRINT NAME

PLEASE PRINT NAME

MAILING ADDRESS

PLEASE PRINT NAME	MAILING ADDRESS	IF REPRESENTING A GROUP OR ORGANIZATION, PLEASE PRINT NAME
PAT SCARIS	Box 1633,	Also reading letter for Mr & Mrs Wm. Ross
PETER BAILEY	Box 3	
William Baker	Box 2135	
RICHARD SIMS	Box 2705	
Kerol Tuckson	Box 2942 → didn't testify	
MARILYN JOHNSON	Box 1727	
Okay Chandler		
Sen. Kay Paland		
Tom Logan		
Bob Brooks		
Bobby Baton		
De True?		
Dr. Johnson		
Jim ^{Puros} Lurios		
Douglas Dawson		
John Whately		
Daniel Bush		
Bill Thurin (Glen?)		
John Parker		
Mayora Stevens		
Quayre Freeman		
Tom Beally		
Emil Norton		
Tony Perez		



Official Business

Alaska State Legislature

House of Representatives

Committee on

Community & Regional Affairs

Pouch V
State Capitol
Juneau, Alaska 99811

February 13, 1979

On behalf of the House Committee on Community and Regional Affairs, I would like to express our appreciation for your testimony given on February 10 in the matter of HJR10, "Kodiak Annexation." This public forum was very helpful to us in clearing up our thinking about this matter. I hope the dialogue was as instructive for its participants as it was for the members of the Committee.

Again, thank you very much for your participation.

Sincerely,

Bill Parker
Chairman



Official Business

Alaska State Legislature

House of Representatives

Committee on

Community & Regional Affairs

Pouch V
State Capitol
Juneau, Alaska 99811

February 13, 1979

On behalf of the House Committee on Community and Regional Affairs, I would like to express our appreciation for your testimony given on February 10 in the matter of HJR10, "Kodiak Annexation." This public forum was very helpful to us in clearing up our thinking about this matter. I hope the dialogue was as instructive for its participants as it was for the members of the Committee.

Again, thank you very much for your participation.

Sincerely,

Bill Parker
Chairman

02003 NL TDA KODIAK AK 50 2-13 1145P AST

PMS REP PARKER

JUN

PROGRESS WILL OCCUR AT ITS OWN PACE. IT DOESNT NEED TO BE
PUSHED. PLEASE JUSTIFY OUR BELIEF THAT ALASKANS STILL
HAVE THE RIGHT TO DECIDE THEIR OWN FUTURE BY VOTING TO REVERSE
THE BOUNDRY COMMISSIONS DECISION.

WE ENJOYED HAVING YOU HERE FOR THE HEARING.

DICK AND JUNE JUELSON

BOX 286

KODIAK AK 99615C

TELEGRAM

RCA ALASKA COMMUNICATIONS, INC.

1979 FEB 14 AM 3 22

BARRETT, ALASKA 99502

*Tell Alan
to call*

2/12/79

Joint CRA Committee
Pouch V
Tusca, Ala.

Chairman and members:

Thanks you for coming to Kooliak to hold a hearing concerning the recent annexation decision of the Boundary Commission. It is interesting to note that when the Boundary Commission came to Kooliak for a public hearing, only three members were present yet the decision was made by the entire commission. Listening to tapes is not the same as being at a hearing. If only the three members attending voted, the annexation would have been defeated as Mr. Stranoberg voted against it. In later conversation with one of your committee members, I believe Mr. Bettisworth said he was not in favor but went along with the majority. Mr. Bettisworth attended. This leaves only the chair man, Mr.

Gallagher, of the members attending actively in favor of this annexation.

Mr. Strandberg's concerns, about the time frame for providing services is well founded. Annexation of any size made in the past to the City of Kodiak have provided a poor track record of providing services in a timely manner. In one case, seven years to provide sewer and sidewalks are still to be provided more than 12 years later. This proposed annexation virtually doubles the size of the residential + business land mass of the City of Kodiak.

I make about \$26,000/yr which is marginal in Kodiak. I own lot 12 USS 3101 near the end of Spruce Cape Rd. The size of this lot is 1.13 acres. I have a duplex on this property. Spruce Cape Rd is a state road, and whether annexed or not will still be state maintained. I have city water provided by a line

installed by the U.S. Army Corp
of Engineers. In order to put this
line in it was necessary to blast
 $\frac{3}{4}$ miles through bed rock. The
cost of a sewer line in this
area is prohibitive and the
priority is very low
as we have no pollution problem.
It will be at least ten years before
the city of Kodiak will get around
to us. They haven't even a tentative
time frame. Yet they propose that
we be in a 100% tax zone. Even
if I were willing to change
my life style, I could not. I
have as much housing as is
allowed with the services available.
I couldn't subdivide and sell a portion.
The average lot inside the city
is 7200 square feet. The taxes are
two and $\frac{1}{2}$ times the tax outside.
I will be paying taxes on 44,000 square
feet with no way to reduce the
size. So this fair? I haven't even
had a say in this.

The voting district proposed
for annexation voted 501 out of a

4
possible 850. This represents about 60%.
The entire borough voted only 32.9%.
I think this shows we are
concerned and responsible citizens,
more so than any other area in
the borough. We present not
having a say in our destiny
especially when city voters seem
to care so little what happens
to them.

The City of Kodiak is a Home
Rule City. It gives their City Council
tremendous power without concern
for the will of the people (especially
apathetic people). Their history
of keeping their word is not good.
For example, the proposal to put
the sewer plant on Spruce Cape Rd
included a sewer line for that road.
The residents didn't object, feeling
that we would benefit. The first
thing cut because of cost was the
sewer line for Spruce Cape Rd, but
the sewer plant was put there. The
proposal voted on by the people
included this sewer line yet we

didn't get it.

Please reverse the Boundary
Commissions decision, or rather
recommmend reversal.

Thank you for your
consideration

Sincerely

Ed Jack
Spruce Cape Rd resident

ED JACK
BOX 1494
KODIAK 99615



TELEGRAM

02003 NL TDA KODIAK AK 50 2-13 1145P AST
PMS REP PARKER
JUN

RCA ALASKA COMMUNICATIONS
1979 FEB 14 AM 3 22
KODIAK, ALASKA 99615

PROGRESS WILL OCCUR AT ITS OWN PACE. IT DOESNT NEED TO BE
PUSHED. PLEASE JUSTIFY OUR BELIEF THAT ALASKANS STILL
HAVE THE RIGHT TO DECIDE THEIR OWN FUTURE BY VOTING TO REVERSE
THE BOUNDRY COMMISSIONS DECISION.

WE ENJOYED HAVING YOU HERE FOR THE HEARING.

DICK AND JUNE JUELSON
BOX 286
KODIAK AK 99615

Handwritten signature: Ted Aban





Official Business

Alaska State Legislature

House of Representatives

Committee on
Community & Regional Affairs

Pouch V
State Capitol
Juneau, Alaska 99811

TO: Rep. Pat Carney, Vice Chairman
Charlie Parr
Margaret Branson
Fred Zharoff
Pat O'Connell
Ray Metcalfe

FROM: Rep. Bill Parker, Chairman

RE: KODIAK ANNEXATION

Attached please find copies of letters re
annexation received from Kodiak residents by the
Committee.

26 January 1979
Kodiak, Alaska

The Honorable Bill Parker
Alaska State House of Representatives
Juneau, Alaska 99811

Dear Representative Parker:

Please place the names of: Dick Juelson, Okey Chandler, Lonna Anult, and Nick Szabo as persons to be heard for testimony at any hearing held to investigate and/or gather information about the opposed forced annexation here in Kodiak.

Respectfully,

Dick Juelson
Dick Juelson, Chairman
Sufficient Residents for Autonomy
Box 286
Kodiak, Alaska 99615

Copy to: Arliss Sturgulewski, Chairman CRA
Alaska State Senate

January 22, 1979

Honorable Jay Hammond
Governor
State of Alaska
Pouch A
Juneau, Alaska 99811.

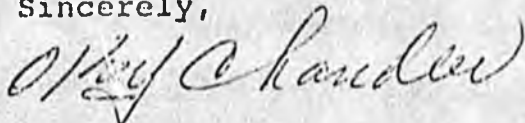
Dear Governor Hammond:

I am circulating a petition that opposes forced annexation. I have several hundred signatures from the proposed annexation area. Ninety-five percent of those contacted signed the petition. The remaining five percent did not sign for religious reasons and other affiliations.

About eighty-five percent of City residents contacted have signed the petition opposing annexation.

We solicit your assistance in defeating this issue.

Sincerely,



Okey Chandler
P.O. Box 1635
Kodiak, Alaska 99615

cc: Hon. Arliss Sturgulewski
Hon. Tim Kelly
Hon. Bob Mulcahy
Hon. Patrick Rodey
Hon. Terry Stimson

"Jo" Hajdu

P. O. Box 627
Kodiak, Alaska 99615

January 25, 1979

Dear Representative Parker:

I am greatly concerned about claims made by the City of Kodiak in the past several months concerning the underlying "necessity" for its annexation efforts. The City has alleged that annexation is required if it is to provide utility services sought by residents outside the municipal limits.

In fact, the City has every right to provide these services right now, without any annexation. Under Title 29 of the Alaska Statutes, municipalities owning or operating utilities are specifically authorized to extend their services outside the municipal limits. The City's own charter grants the identical power.

In addition, it is the Borough's position, currently being pursued in the courts, that the City not only has the "right" to provide these residents with water and sewer services, but is actually under an obligation to do so in light of agreements negotiated previously with the Borough and conditions attached to sewer and water funds provided the City under Federal and State grants.

Since utility funds are self-supporting, with the full costs paid by the users, there would be no cost to the residents of the City. I think it could be documented that the surcharge on the present water users outside the City results in a profit to the City. Further, until such time as sewer service is provided outside the City boundaries, the entire costs of the very expensive new sewerage treatment plant are being borne by the residents of the City, so it would be to the benefit of the users inside the City to expand the user base.

It is hard to believe that a municipal government such as the City of Kodiak would deliberately mislead the people of this area. Yet it is my opinion that such deliberate misrepresentation is precisely what has taken place. It is hoped that the municipal body which would seek to achieve annexation through such means will not be afforded the opportunity to govern those citizens it has attempted to deceive. Perhaps this is one of the reasons that the majority of the people living outside the City have elected to form service districts to take care of their needs as they perceive them.

Sincerely,


JO HAJDU

January 26, 1979

Honorable Jay S. Hammond
Governor
State of Alaska
Pouch A
Juneau, Alaska 99811

Attn: Bill Parker, Chairman
House Community & Regional Affairs Committee

Hon. Arliss Sturgulewski, Chairman
Senate Community & Regional Affairs Committee

Re: Opposition to City of Kodiak Annexation Attempt

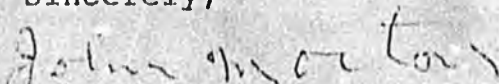
Dear Governor Hammond:

In 1965, I lived in the La Lande Addition, adjacent to the City of Kodiak. The lots were 50 X 100 feet and there was a trailer court in our vicinity. We petitioned the City of Kodiak to be annexed that year because of the need for sewer services. We were annexed in 1966.

We have a City water system that was installed with antique fittings. So poor is the City's public works capabilities that the Fitzgerald Welding Shop had a fire and was gutted because the fire department did not have the tools available to open the hydrants. It was only after the disastrous fire that modern hydrants were installed by the City. I continued to live in the same location until 1969, and the requested utilities had still not been installed. During the period of residence the only thing that I ever received were several tax increases from the City. The records of the City Public Works Department will show that the sewer was not installed until fall of 1973. The City of Kodiak's total lack of public works capability is not only well known, but easily documentable.

The City says they are broke and that they need the taxpaying participation of citizens outside the City to help underwrite the cost of services being rendered to City residents. The only thing that I can see that I will receive from the City of Kodiak are tax increases, as their past record shows. I request that you and your Administration and our Legislative representatives work aggressively against this forced annexation.

Sincerely,


John Morton
PO Box 44
Kodiak, Alaska 99615

cc: Hon. Bob Mulcahy, Alaska State Senate
Fred Zharoff, Alaska State House of Representatives
Community & Regional Affairs Committee Members -
State House & Senate
Alaska State Legislature

23 January 1979

Kodiak, Alaska

The Honorable Bill Parker
Alaska State House of Representatives

Dear Representative Parker:

I have been an Alaskan resident in Kodiak for 31 years and am in total opposition to the forced annexation of my area to the City of Kodiak for the following reasons:

1. The area is still very suburban in nature due to large lots, most of which are over one acre in size, one has 67 acres. In order to pay taxes and assessments on this size lot at this time, many of us would have to subdivide and sell part which would defeat the reason we moved out here.

2. The Antiquities Act -- Proposition 13 ---- so many issues are showing us that people, yes Alaskans too do care "how" they're governed and when "enuff is enuff".

The people & their wishes should be important in decision making where their property and well-being is concerned. If people are so full of apathy that they don't express their opinions & wishes that is one thing. They deserve what they get. However, expressing such and being able to change inequitable laws and/or reverse decisions not representative of the people affected, is our right as citizens.

3. We know the City of Kodiak is in financial trouble - an article in our local papers now and again verifies this but must we pay for their mistakes and get nothing in return? We pay the city sales tax on everything we purchase in the city and everything that is delivered to us such as oil, propane, etc.... We also pay the Borough Personal Property Tax which city residents don't.... The Borough contributes to the city library on our behalf, swimming pool and gym are Borough, we who have city water pay a higher usage rate and we have and pay for a fire district.

People in the Borough recently voted for new service districts in the event they are needed, and only one area is in need of any particular service at this time which can be taken care of without being annexed. The Borough and City has an agreement contract stating the city will supply non-residents with services they are willing to pay for and want. Otherwise, the majority of the people are content with things as they are.


4. We residents organized and have circulated petitions in the affected areas and in the City. For myself I have had one person refuse to sign saying he was involved with the city over property he owns. Within the City I've only had two people not sign. Most people are well aware that the revenue the City would derive from our property couldn't pay for much service. I sincerely believe they only want us as a tax base for bonding purposes.

I am very suspicious of people or governments that go behind my back in order to get something done which affects me and mine so deeply.

If and when a majority of the people in my area by a vote feel it best to annex I would go along peaceably. None of the people in the City or in the affected areas were consulted on this matter - but treated like we weren't old enough to blow our own nose!!

Would much appreciate your careful consideration in helping to reverse the Boundary Commissions decision in this matter. Thank you for "listening".

ENC: Flyer put out & paid for
by organized residents
of affected areas.

Sincerely,

Mrs. June Jackson
Box 285, Kodiak, Ak. 99615 -

January 25, 1978
Box 2069
Kodiak, Alaska 99615

Bill Parker
Chairman House Community & Regional
Affairs Committee
Pouch V
Juneau, AK. 99811

Dear Mr. Parker:

I am against FORCED ANNEXATION. We in the area that the City of Kodiak and the Boundry Commission are trying to force into the City moved in this area to be outside the City, and enjoy the wide open spaces. If we wanted to live in the City we would have built a home there and not where we all chose to live. Also I would have moved to Russia if I wanted to live under dictatorship.

Our Great Borough Government gave us an opportunity in Service District #1 to vote for or against a Service District and what improvements we wanted. The first was water; the second was sewer and the third was roads. The Borough was not biting off a bigger chunk than they can chew, like the City wants to. The Borough had Engineers draw up Plans and Specs for our Water and Sewer Service District and we are all set to go and then the City convinces the Boundry Commission to Force us in as the City is broke and needs our tax money to bail them out; but we will not get the services.

Furthermore no one wants to live under the City Charter as it reads now, as it is not according to Alaska State Statutes and someone in Juneau should look into this.

Please give us some consideration of "freedom to vote" as this is very important to all of us. Thank you for listening.

Sincerely,



Lorna-Lee Arndt
Block 1 Lot 12B
U.S.S. 3219

25 January 1979
Kodiak, Alaska

The Honorable Bill Parker
Alaska State House of Representatives

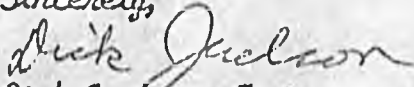
Dear Representative Parker:

I am writing you as chairman of the committee for Community and Regional Affairs, to ask that your committee investigate the apparent loss of citizens right to be heard as regards the Boundary Commissions position on the forced annexation of the approximately 2,000 acre's north of the City of Kodiak. As a resident of Kodiak for over 31 years, I have never seen a more flagrant disregard for the people than this.

Although permitted by Alaska Statutes, the intent of the Legislature could not have been to put the residents of the whole community at the mercy of commercial interests and a few misguided local politicians.

As chairman of "Borough Residents for Autonomy" for the past two months, I have discussed this issue with hundreds of local residents. My findings to date are that 95% of those residing outside the city oppose this forced annexation and at least 85% residing inside the city also oppose it. If it's against the wishes of the majority of the people, why should it be allowed to happen?

Thank you for your careful consideration of this matter.

Sincerely,

Dick Juelson, Chairman
Borough Residents for Autonomy.

DJ:jj
copy to committee members

Ron Matsuoka
Box 2078
Kodiak, Alaska 99615

Melissa D. Newton
Box 773
Kodiak, Alaska 99615

January 25, 1979

Bill Parker
House of Representatives Chairman/Committee on Regional Affairs
Pouch V
Juneau, Alaska 99801

Dear Mr. Parker;

Although time is running short this letter is intended to bring about some action on the part of the Community and Regional Affairs Committee to help defeat forced annexation with the City of Kodiak. We are only two individuals living within the involved area, however we most certainly are not alone in our protest to this annexation.

To begin with let it be known that the wishes of area residents were totally ignored by the local boundary commission. Every resident of the area who testified at the boundary commission hearing spoke *against* forced annexation! It seems to us that our feelings and interests are being ignored by more powerful individuals who stand for annexation in the hope to gain a great deal for their own self-interests.

Another pertinent fact is that the area does not meet the standards for annexation. The area is not urban: the standard lot size in the area is one acre or larger, and one third of the land area is undeveloped.

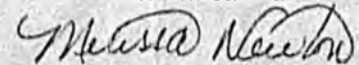
City services are not required in this area. Fire protection is presently provided through a service district; roads are presently State-maintained or privately maintained; police protection is provided by the State Troopers; water is presently available to the majority of the area and is paid by user fees; sewers can be provided through service districts in those areas where sewers are needed.

We have signed a petition opposing forced annexation and hope that it will give you some idea how many individuals hope to stop annexation. We need your help! Please act on the behalf of the residents of this area by overturning forced annexation.

Sincerely,



Ron Matsuoka



Melissa Newton

cc: Terry Stimson
Bob Mulcahy
Margaret Branson
Patrick O'Connell
Fred Zharoff
Bill Parker

Patrick Rodey
Tim Kelley
Ray Metcalfe
Charles Parr
Patrick Carney

Chairman,
House Committee on Community
and Regional Affairs
Pouch V,
Juneau, Alaska 99801

RE: FORCED ANNEXATION IN KODIAK

January 15, 1979

Dear Sir:

We live in the sub-division known as Woodland Acres. It has come to our attention that this area is one of the areas that the Boundary Commission feels should be incorporated into the City of Kodiak.

A few months ago the Boundry Commission came to Kodiak and residents of the proposed areas of annexation by the City met in a public meeting. Of the more than 100 people present, the only person in favor of annexation was the City of Kodiak's City Manager. This should speak out as the view of the people involved in this annexation. Apparently, the Boundary Commission was blind and deaf for they still want to annex these areas into the City. How can this happen in a democracy? That is why we are writing this letter.

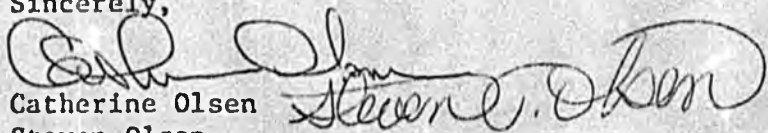
The reason we live in the area we do is for the privacy full acre lots afford. This is not our opinion alone, but shared by many of the people who live here. If our property was annexed into the City, we would be forced to sub-divide our property, or the taxes would be too costly for us to pay.

We have lived on our property for two years. In order to build our house, we had to spend \$6,000 for a well and \$1500 for our sewage system. Now the City wants to incorporate us and make us pay more money for sewer assessments and water assessments, both of which we probably won't see for 10 years. The City cannot even provide these services to all the residents within the City as the boundries stand now, how can they afford them for new residents.

The services the City says that it will provide are already received through the Borough. 1) Roads are presently State maintained or privately maintained. The City proposes to maintain only 2½ miles of road in the entire area. The City cannot even maintain roads that are within a half mile from City Hall! 2) Fire protection is presently provided through a service district. 3) Police protection is currently provided by the State Troopers.

WE DO NOT NEED OUR TAXES INCREASED!! WE DO NOT WANT TO BE INCORPORATED INTO THE CITY OF KODIAK!! Please hear our plea since the Boundary Commission ignored it!! Please do not force us from the land and privacy we, the residents of these proposed areas, want and need.

Sincerely,


Catherine Olsen
Steven Olsen
PO Box 1574
Kodiak Alaska 99615

February 3, 1979

Senator Arliss Sturgulewski
Community & Regional Affairs Committee
Juneau, AK. 99811

Dear Senator Sturgulewski:

The anxiety and activity being generated by the Boundary Commissions annexation statement for an area in Kodiak is touching a lot of people. The flurry seen on top of the pile against annexation does not reflect the thinking of all of us residing in the area affected.

Our elected officials made a statement that they were going to abide by the majority of the voters they heard from. What they should have said is that they would act responsible to the needs of the area to be annexed. Both of our elected officials have lived in Kodiak a long time and are aware of the health problem in the Island Lake area. The Spruce Cape area also has a sewage problem. It is as critical as the Island Lake area but has not had the publicity. A lot of the effluent goes over the bank onto the beach or into swampy or creek areas. I am sure your group deserves a close look at this situation to make an intelligent judgement.

The State Health Department is acutely interested in what will happen. If this area is not annexed and the Borough government attempts to provide the services of sewer and water there could be legal problems to overcome. The services could be delayed and no telling how long it will take the court to come to a decision. Problems like this the officials are aware of and should be paying attention to and not just appeasing the voting public. The animosity against the city a few are carrying in the fight against annexation might cost us all a lot more than just taxes.

I truly think that your group coming to Kodiak and surveying and listening to the people will help the health and welfare of our neighbors. Thank you for your interest.

Very truly yours,

Emil Norton
Emil Norton
Box 1002
Kodiak, AK.
99615

cc: Clem Tillien, Pres. of Senate
Bob Mulcahy, Senator & Vice
Chairman
Terry Gardiner, Speaker of the
House
Bill Parker, Chairman of the
Committee
Fred Zharoff, Representative

RESIDENCE: Cliffside Road
Miller Pt. 2nd Sub Div
Blk #1, Lot #7

February 2, 1979
P.O. Box 2683
Kodiak, Alaska 99515

House and Senate Community and Regional Affairs Committee
Pouch V
Juneau, Alaska 99311

Dear Committee Members;

The City of Kodiak's current taxation policy includes levy of sales tax on goods ordered directly from a point outside Kodiak (i.e. Seattle) when that firm has a representative in Kodiak. They justify this stand on a City Statute which permits such taxation when the goods involved are solicited for within the City proper. This policy results in City sales tax being charged for orders placed directly with the Sears-Roebuck office in Seattle. The City contends that Sears Roebuck catalogs and a Sears Catalog store being in Kodiak constitute sufficient solicitation to support such taxation.

I find this tax policy objectionable and question whether catalogs or the presence of a catalog store in Kodiak qualifies as solicitation - especially for those of us who live outside the city limits. It seems unfair that we Borough residents who live outside, but near the Kodiak City limits should have to pay this tax, whereas persons living elsewhere in the Borough do not.

I learned of this tax in April, 1978 when I placed a fairly large order directly with the Sears Roebuck office in Seattle. Even though I paid for this order (including freight) in advance, I was billed an additional 3% by Sears Roebuck for Kodiak City Sales Tax prior to delivery.

I would appreciate your assistance as a member of the Community and Regional Affairs Committee in looking into the propriety of this taxation. Hopefully, your upcoming visit to Kodiak may provide an opportunity to look into this matter in greater depth.

Your time concerning this matter is appreciated.

Cordially,



Peter B. Jackson

Kodiak, Alaska

Feb. 3, 1979

Dear Sav. Hammond;

I am writing in regards
to annexation. We have lived
out of the city of Kodiak on
Spruce Cape Road for 14 years.
If we had wanted to be
in the city we would of
lived in the city. But we
~~just~~ prefer to live in Box.

So would you please
help us people on Spruce
Cape + Island Lake.

Thank You
We Remain
Don + Mary Mack
P.O. Box 2108
Kodiak, Alaska
99615

P.O. Box 1673
Kodiak, Ak. 99615
3 Feb. 1979

The Honorable Governor Hammond
Pouch "A"
Juneau, Ak. 99811

Dear Governor Hammond:

I am a life-long resident of Kodiak Island and I am opposed to being forced to join the City of Kodiak against my wishes.

It would cramp my life style as the City has too many restrictive ordinances. I would be very grateful if you would do what you can to stop this Forced Annexation.

Yours truly,

Patrick Anderson
Patrick Anderson

cc: Committee on Community & Regional Affairs

February 2, 1979

The Honorable Governor Jay Hammond
Juneau, Alaska

Dear Governor:

We are opposed to the forced annexation being proposed by the City of Kodiak, and the specially appointed Committee on Annexation.

We own three lots within the affected areas and are very disturbed that we are not being allowed to vote on this issue or be taken seriously when we say we are not interested in being annexed into the city. Two of our lots are vacant and our home is on the third. We were planning to build a larger home to accomodate the needs of our family more adequately, but if we are forced into the city it is extremely likely that we could not afford the taxes and other assessments that would be required for sewer and water services (which it seems very unlikely we would receive within a reasonable amount of time). Forced annexation would very possibly force us to sell our larger lot and the hopes of a larger home.

Please take all due action to see that those persons affected by this action on the part of the Kodiak City Council will have their opinions and desires heard, and that an equitable solution be implemented.

Thank you for your interest in these matters and your subsequent intervention as needed.

Sincerely,

Mr. & Mrs. Glenn Dick

Mr. & Mrs. Glenn Dick

cc to all Community & Regional Affairs Comm. Members

Box 1673

Kodiak 99615

Kodiak Alaska.

Jan. 30. 1978

Governor Hammond.

Dear Sir:

I wish to object to the annexation of the lands outside of the City of Kodiak.

I am a 34 year resident of Alaska, all in Kodiak. I have lived in the same place for 30 years.

We, the resident voters, voted for a service district, which will take care of our need for many years.

Most of us have spent many dollars developing our own utilities, and are happy as things are.

If we weren't we would move on.

Being dictated to goes against the grain, and our democratic way of life.

I believe the same as most of the people in the concerned areas, that this is only a way for the City, "Kodiak" to get more bonding base, and if the same holds true as in the past. They would not do any improvement for 5-10, meanwhile collecting taxes for which we would get nothing.

Please give this matter some serious thought.

Sincerely

E. E. Erwin

Box 1247

Kodiak Alaska

99615

P.S. I am almost 65 and have voted for you each time

E. E. Erwin

P.O. Box 1114
Kodiak, Ak. 99615
3 Feb. 1979

The Honorable Governor Hammond
Pouch "A"
Juneau, Ak. 99811

Dear Governor :

I am a long time resident of Kodiak. I am unable to work due to a broken hip four years ago. My only income is a small Social Security check. My grandson lives with me and pays my taxes and helps with the groceries.

If this area is annexed to the City of Kodiak, I will have to go on welfare. I request your help in defeating the proposed annexation to the City of Kodiak.

Sincerely yours,

Tennie Riley

Tennie Riley

cc: CRA Committee members of
both Senate & House

The Honorable Arliss Sturgulewski
The Honorable Bill Parker

Tim & Diane Haigh
1119 Mission Rd. (Box 34)
Kodiak, Alaska
99615
January 31, 1979

Dear Senator and Representative;

I'm writing in the concern of our land which is in the area which Kodiak is trying to annex. We are in the process of building our house and hope to move into it by this spring. We bought this land because we wanted to live outside of the city. We do not want to be apart of the city. So we are making our voice heard.

Thank you for your concern on this matter.

Sincerely,
Mrs. K. Diane Haigh
Timothy A Haigh

Box 15
Spruce Cape Road
Kodiak, Alaska 99615

JAN. 29 1979

The Honorable Bill Parker
Alaska State House of Representatives
Pouch "V"
Juneau, Alaska 99811

Dear Representative Parker:

This letter is in regard to the annexation of Spruce Cape, Mill Bay, and Island Lake into the City of Kodiak. We do not wish to be annexed as we do not feel the city can provide us with any better service than we presently have. We have voted against annexation twice but this time we were not allowed to vote. We feel we are being forced to become part of the City of Kodiak against our wishes.

I would urge the Legislature to overturn the decision of the Local Boundary Commission. I would also ask that a hearing be set so that testimony can be heard. Thank you for your attention.

Most sincerely,
Beverly R. Horn
Beverly R. Horn
Louie J. Horn
Louie J. Horn

cc: Rep. Margaret Branson
Rep. Patrick Carney
Rep. Ray Metcalfe
Rep. Charles Parr
Rep. Patrick O'Connell
Rep. Fred Zharoff

January 31, 1979

The Community & Regional Affairs Committee
Arliss Sturgulewski; Chairman
Peach, V.
Juneau, Alaska 99615

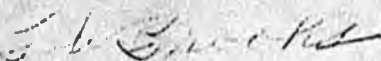
Attention Arliss Sturgulewski;

This letter is to inform you and your Committee that the vocal minority, that is opposing annexation does not reflect the feelings of the majority in the city or the areas to be annexed. Nor do they offer an alternate solution to bringing about the badly needed services that Kodiak needs.

I am hopeful that in your wisdom or knowledge that you will base your support on the issue of facts in your inquiry, and not on the very vocal minority, as the majority is usually passive and not very vocal. Annexation is the last tool at our disposal to bring about the needed services, as a proposition to elect a unification charter commission and, or a proposition to grant service districts powers to the borough was voted down in our last election.

I leave the question to you; What other choice do we have other than annexation?

Sincerely,



Bob Brooks
Box 232
Kodiak, Ak.
99615

Resident: Spruce Cape area

c.c to: Clem Tillion Pres. of the Senate
 Bob Mulcahy Senator, Vice Chairman of the Committee

 Terry Gardner Speaker of the House
 Bill Parker Chairman of the Committee
 Fred Zharc f Representative