

NEAR ISLAND COMPREHENSIVE
DEVELOPMENT PLAN

Prepared By

NEAR ISLAND TASK FORCE

Adopted By

KODIAK CITY COUNCIL

August 27, 1987

**KODIAK ISLAND BOROUGH
PLANNING AND ZONING COMMISSION**

September 16, 1987

KODIAK ISLAND BOROUGH ASSEMBLY

November 5, 1987

AN ORDINANCE OF THE KODIAK ISLAND BOROUGH ASSEMBLY AMENDING CHAPTER 17.02, COMPREHENSIVE PLAN, OF THE BOROUGH CODE, REPEALING THE NEAR ISLAND COMPREHENSIVE DEVELOPMENT PLAN DATED FEBRUARY 1, 1980 AND INCORPORATING THE NEAR ISLAND COMPREHENSIVE PLAN DATED AUGUST 27, 1987.

WHEREAS, the Kodiak Island Borough has responsibility for land use planning throughout the Borough; and

WHEREAS, the City of Kodiak as land owner prepared the plan through a public process by appointing the Near Island Task Force, charging them with the responsibility of writing a development plan for Near Island; and

WHEREAS, after extensive public participation including six public hearings, the Near Island Task Force presented the final development plan for Near Island to the Kodiak City Council; and

WHEREAS, the Kodiak City Council, on August 27, 1987, formally adopted the Near Island Development Plan and authorized its submittal to the Kodiak Island Borough Planning and Zoning Commission; and

WHEREAS, the Kodiak Island Borough Planning and Zoning Commission held a formal public hearing on September 16, 1987, and the Commission has recommended adoption of the plan by the Assembly.

NOW, THEREFORE, BE IT ORDAINED by the Kodiak Island Borough Assembly that:

Section 1: This ordinance is of a general and permanent nature and shall become a part of the code of ordinances of the Kodiak Island Borough.

Section 2: The document entitled Near Island Development Plan, August 27, 1987, is hereby adopted as the Near Island Comprehensive Plan and incorporated into the Kodiak Island Borough Comprehensive Plan.

Section 3: That Chapter 17.02, Comprehensive Plan of the Borough Code, is hereby repealed and replaced as follows:

17.02.030 Comprehensive Plan. For the purpose of this Title the Kodiak Island Borough Comprehensive Plan consists of the following adopted documents:

D. Near Island Comprehensive Plan. Prepared by the Near Island Task Force, City of Kodiak, and the Kodiak Island Borough, dated August 27, 1987.

Section 3: This ordinance shall be in full force and effect upon passage and adoption.

PASSED AND APPROVED THIS 5 DAY OF November, 1987.

KODIAK ISLAND BOROUGH

BY *Jerome Selby*
Jerome Selby, Borough Mayor

BY *Loene White*
Loene White, Presiding Officer

ATTEST:

BY *Gaye Vaughan*
Gaye Vaughan, Borough Clerk

First Reading, Approval Date:	<u>1 October 1987</u>
Second Reading, Public Hearing, Approval Date:	<u>5 November 1987</u>
Effective Date:	<u>5 November 1987</u>

Distribution List:

Community Development Department

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1. EXECUTIVE SUMMARY

The Near Island Task Force was appointed by the Kodiak City Council on December 19, 1985. The original members were as follows:

- | | |
|-------------------|---------------|
| Alan Beardsley | Ron Doubt |
| Chris Blackburn | Wayne Haerer |
| Mike Brechan | Wally Johnson |
| Charles Davidson | Carol Lechner |
| Benjie Doctolero* | Bob Pederson |
| Tom Sweeney* | |

*Due to conflicts with time requirements and other reasons, Benjie Doctolero and Tom Sweeney resigned and André Nault and Dennis Smedley were appointed.

The efforts of this committee came about through weekly meetings beginning in January, 1986. From January through April this committee adopted a set of By-Laws (see Appendix A) to govern its own behavior, elected officers, and began to review approximately 20 years of previous studies involving Near Island. Toward the end of April, the Committee mapped out a preliminary suggested land use plan. Public hearings were then held for four consecutive weeks to get public input on this "preliminary" plan. The committee reviewed all public input and discussed at length the merits of the suggestions and ideas.

After a summer adjournment, the Task Force began meeting again in late September to complete its task. In the fall an Interim Report was prepared and presented to the City Council at a worksession. The Council's input and comments were noted and discussed and a final public hearing was held Monday, January 26, 1987. Input from this hearing was evaluated and the presentation of the final Near Island Development Plan to the City Council was scheduled for February 12.

Although not previously part of this report, I have used my prerogative as Chairman to make the following observations and comments.

This report reflects the collective negotiated work of the independent individuals who made up this Task Force. The range of backgrounds and approaches varied as widely as any group with which I have ever served. No ideas went unchallenged. All ideas were listened to, examined, and negotiated or rejected. This final report represents the best efforts of these eleven democratic, free-thinking individuals at this time and place in the history of Kodiak. In the future, economics, politics, personalities, egos, community needs and pressure groups will mold and develop Near Island. It was the intent of the Near Island Task

Force that future generations would accept this report as a foundation and that the needs of all of the people and a need to make this property an economic success would be blended without favor to any special interest group or individual.

In over thirty years of working with various groups I have never served with a more conscientious, non-political, giving group of individuals than these ten people with whom I have served on this Task Force. It has been a personal pleasure for me.

CHAIRMAN


WALTER E. JOHNSON

2. INTRODUCTION/GOALS AND OBJECTIVES

The most current existing comprehensive plan for Near Island was adopted by the Kodiak Island Borough in 1980. Ensuing years have seen the development of the small boat harbor in St. Hermar Harbor (Dog Bay), the linking of Near Island and the City of Kodiak by bridge, siting for the proposed Fishery Industrial Technology Center (FITC), and suggested uses demonstrated the need for a comprehensive strategy to manage future development on Near Island.

The City of Kodiak, as property owner, recognized this need and created the Near Island Task Force in November, 1985. Appointed for two years, Task Force Members were given the charge of making recommendations to the City Council for planning for future development of Near Island. Expressed goals for the development to be considered by the Task Force included:

1. An economic return to the City of Kodiak.
2. Aesthetic concerns.
3. Consideration of the needs and concerns of community residents.
4. Physical constraints and environmental limitations.
5. Recognition of certain given land uses and their locations. These include retention of the north end of the island as a park, the FITC site, and potential boat harbors.

Since the initial meeting in January, 1986, the Task Force has met on a weekly basis. Past studies and plans were reviewed, input from governmental agencies, knowledgeable individuals, and special interest groups was solicited and four (4) public hearings were held. The result of these efforts is this report to the City Council.

The Report proposes a variety of land uses with the intent to allow for flexibility as more specific development proposals arise. The land use categories include commercial, industrial, residential, institutional, future reserve, greenbelts, and parks. It is proposed that this interim report, following review and input by the City Council, be returned to the Task Force for preparation of a draft that would then be reviewed at a final public hearing. The Task Force will then complete the report and submit it to the City Council for adoption.

Since the Task Force felt that previous studies have not accurately projected growth and resulting needs of the community, the Members spent little time forecasting future demand for Near Island facilities. The Task Force felt its categories for end

use mirror the needs presently identified in the community based on the goals and objectives of the Task Force and the public input given it.

Likewise, specific categories have not been included for a large portion of the island. This is intended to allow future decision makers flexibility in developing these portions of the island as the infrastructure and needs of the community grow.

As there is little possibility of access to Gull and Uski Islands at this time and there are existing grazing leases, the Task Force felt that these islands should be held as future reserve.

3. BACKGROUND AND TECHNICAL INFORMATION

During the last eleven months, the Near Island Task Force has reviewed a large amount of information pertaining to Near Island. A list of that information follows:

NEAR ISLAND DOCUMENTS

1964 - 1975 Boat Harbor - Near Island File

1968 Patent #6000 - Near Island - U.S. to City

1970 Tideland Application File #2034

1971 - 1980 Small Boat Harbor - Dog Bay Site File

1972 (?) Engineering Study - Docks

1974 Annexation - Near Island - File #22

1974 Comprehensive Development Plan - Tryck Nyman & Hayes

1975 Feasibility Study - Corps of Engineers (Revised)

1976 Final Environmental Impact Statement - Proposed
Kodiak Small Boat Harbor - Alaska Corps of
Engineers

1979 - 1983 Near Island Development File

1979 - 1985 Near Island Bridge Development File

1980 Near Island Comprehensive Plan - Tryck Nyman & Hayes

1980 Port Development Strategy - PRC Harris

1980 - 1981 Proposals File - Dog Bay and Near Island Land Use

1981 Kodiak Near Island Crossing Study - Environmental
Assessment

1982 Port of Kodiak Development and Near Island Master
Plan - Williams-Kuebelbeck and Associates, Inc.

1982 Development Plan - Peratovich and Nottingham

1982 Fishery Center (FITC) Agreement File

1982 Near Island Platting/Zoning File (1982 - Present)

1982 Quitclaim Deed #274 - Near Island Crossing - City
To State

1983 Alaska Factbook Series - Kodiak

1984 Congress House Resolution 36-78, Breakwater Funding

1984 Corps of Engineers - Dog Bay Breakwater

1984 Deep Draft Navigation Study (2 volumes)

1984 Quitclaim Deed #278 - Uski, Gull, & Round Islands
(Borough to City)

1985	P&Z Commission Case S-85-010 - Subdivision of Portion of USS 4947, FITC Site (04-17-85)
1985	Water Resources Development in Alaska (Port-Related)
1986	Video of Near Island
1986	Walking Tour with City Engineer
1986	DOT/PF Kodiak Ferry Terminal Environmental Assessment (Draft)
Various	Minutes of Regular Council Meetings and Public Hearings, Port Operation Advisory Board, and Worksession Notes

and Knowledgeable Local Individuals

DATE	INDIVIDUAL	ORGANIZATION/ AGENCY	SUBJECT
01-08-86	John R. Pugh	City of Kodiak Mayor	Organizational meeting of the Task Force
01-13-86	Larry Monroe	City Engineer	Review past proposed planning activities
01-27-86	John R. Pugh	City of Kodiak Mayor	Relocation of St. Herman Harbor to Trident Basin
01-27-86	Larry Monroe	City Engineer	Pioneer access road to present harbor & construction of a parking lot
02-03-86	Ian Fulp	City Parks Director	Request by the Task Force for recommendations & considerations
02-10-86	Edward Deaux	Kodiak Area Native Assn.	Request for donation of site for Cultural Center
02-27-86	Letter	BPO Elks Lodge 1772	Request for purchase of a construction site for new lodge
03-03-86	Janet George Bob Wilson	DOT/PF Kodiak Area Planner DOT/PF Project Manager	Fact-Finding: Construction of permanent breakwater & information concerning proposed move of Boat Harbor to Trident Basin
03-24-86	D. Rennewanz Mike Dolph T. Culbertson	Assistant Harbormaster Kodiak Fire Chief Acting Police Chief	Recommendations for safety planning considerations
03-31-86	Ed Kozak	Kodiak Electric Assn.	Informational: electrical service for Near Island
03-31-86		City Parks & Recreation Advisory Board	Recommendation update for North End Park, Observation Point, hiking trail around island, & south end park
05-05-86	Larry Monroe	City Engineer	Construction Plan update on harbor road, parking, & boat ramp
05-12-86 05-19-86 05-26-86 06-02-86	Public Hearings		Individual & group requests for land use & development concerns
06-07-86	Al Burch	KIB Economic Development Commission	Communicating present activities & fact-sharing session
09-30-86	Letter	Ian Fulp, Parks Director	Expressing interest in developing Coastal Trail System
10-27-86	Gene Gade Jim Carmichael	Parks & Recreation Advisory Board Members	Discussion concerning preliminary flagging of Coastal Trail System around Near Island
10-13-86		DOT/PF Public Hearing	Proposed new Ferry Terminal on Near Island
11-24-86	Roy Ecklund		Review of Near Island survey

3.C Summary of Testimony from Four Public Hearings

The Near Island Task Force has reviewed oral and written testimony received at four public hearings. The hearings were held on May 12, 19, and 26, and June 2, 1986. The following tables summarize the issues raised and the number of persons and/or groups in favor and opposed. The comments reflect the individual ideas of those speaking and reactions to the development concepts presented by the Task Force.

ISSUES	INDIVIDUALS			GROUPS		
	FAVOR	OPPOSE	NEUTRAL	FAVOR	OPPOSE	NEUTRAL
1-North End Park	12			1		
2-Camping	2	11	2			
3-Use of ATV's		6			1	
4-Institutional Areas	4					
5-Trident Basin Harbor		1				
6-Staging Area	4	2				
7-Crab Pot Storage	3	3			1	
8-Trail around Island	9	3		1		
9-Channel Greenbelt	10			1		
10-South End Park	11			1		
11-Basketball Court	1					
12-Marine Aquarium	1					
13-Observation Area	7					
14-Commercial	9			1		
15-Restrictions on Commercial Use	10	1		1		
16-Float Plane Area	1					
17-Commercial Development-Borrow Strip	9			1		
18-FITC Easement for Construction Access		2				
19-Gull/Uski Development	4					
20-Golf Course	2					
21-Rock Excavation for Breakwater	3	2				
22-More Parking Spaces	2					
23-Industrial	4	2				
24-Underground Utilities	1					

SPECIFICALLY RESIDENTIAL USES		
ISSUES	IN FAVOR	OPPOSED
1-Should any residential uses be allowed? * IF IN FAVOR TYPE PREFERRED	9	6
2-Single Family	7	4
3-Duplexes	2	0
4-Multi-Family	2	0
5-Condominiums	3	2
6-Restrictions on use (i.e., height, etc.)	5	1

*Neutral Comments - 3

4. PRELIMINARY CONCLUSIONS AND FINDINGS

The Task Force has developed preliminary development categories for discrete areas or blocks on Near Island. A variety of permissible land uses and/or activities within each category have been identified and are outlined below:

Greenbelt Areas.

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

Park Areas.

Park areas are similar to greenbelts with the possible exception of minor structural developments. Development would be limited to picnic facilities, restrooms, and recreational facilities such as a basketball hoop, volleyball net, horseshoes, etc.

Commercial Areas.

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

Borrow Strips.

Alternative areas for borrow or rock extraction pits are included for possible construction of a permanent breakwater. If these areas are utilized for borrow, redevelopment of the borrow strips would allow for commercial development. For the present time, these designations would allow for pioneer road access construction.

Float Plane Facility.

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

Future Reserve.

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

Fishery Industrial Technology Center.

The FITC designation relates to the land areas which are being deeded by the City to the State of Alaska for the Fishery Technology Information Center.

Industrial.

Industrial relates to those land uses as designated in the Kodiak Island Borough Code 17.24.

Institutional Support.

The main emphasis in planning the Institutional Support Area is to insure that the FITC be supported by related development. This may include, but is not limited to, a museum, a convention center, mutli-family residential, student-related activity buildings, and a possible area for commercial development.

Residential.

Residential designations are included because the Task Force feels residential land use is appropriate for portions of Near Island.

Public input on residential land uses has been mixed. Specific designations as to low or high density (i.e., single-family homes and/or apartments and/or condominiums) are purposely omitted at this time.

NEAR ISLAND RECREATIONAL TRAIL

Such a system should provide a Public Use easement no less than 20 feet wide circumnavigating the perimeter of Near Island as well as a trail bisecting the island through the designated observation point. The intended purpose of the easement is for a trail which would allow the community access to the major portions of Near Island. The trail is intended for hiking, biking, and jogging. All motorized vehicles would be prohibited.

To protect against possible conflicts with a specific development proposal for any area, an alternative easement shall be provided within reasonable proximity of the existing trail.

NORTH END PARK

North end Park Area is defined as the most northerly portion of the island including the lagoon and the adjacent islands created during periods of high tide, the southern boundaries of which are to be contiguous with the proposed Fishery Technology Industrial Center (FITC) site and the bridge access road.

It is proposed that this portion of the island be developed as a natural setting day park. Development should be minimal, including a trail system providing access throughout, picnic sites, and possible observation points. Exceptions to the minimal impact philosophy might include an "overburden" fill site and an FITC construction access road (for the purpose of future waterfront development.) The suggested overburden fill site should be confined to a bog area located in the central-most portion of the park with safeguards agreed upon giving due consideration to the delicate environmental conditions associated with a lagoon.

It is strongly suggested that guidelines controlling such fill activity be established, monitored, and enforced. Prior to any fill activity, firm commitment should be made toward restoring the fill site to a usable property compatible with a park setting.

To address the question of a long-term transient camp site, it is the recommendation of the Task Force that camping be prohibited in the park. Justification for this action is that such activity would certainly be overwhelming to both the park environment and to the resident population wanting to utilize the park.

Moreover, if the City did designate a camping area, Alaska Department of Environmental Conservation (ADEC) regulations would have to be met. The capital improvements necessary to provide toilets, showers, water, etc. would be a considerable cost to the taxpayers.

INSTITUTIONAL SUPPORT AREA
(INCLUDING RESIDENTIAL SUPPORT)

This area is located between the State Highway and the Fishery Industrial Technology Center (FITC). It contains a narrow strip along the highway that extends down to the harbor and has potential for commercial use. The remainder of this area is well suited to construction of institutional and community building projects that are desirable in a University and cultural environment.

The western portion of this unit, that is past the fill area and above the harbor parking lot, is an excellent location to construct a small number of family residences. Access will require an additional roadway or an extension of the proposed FITC road.

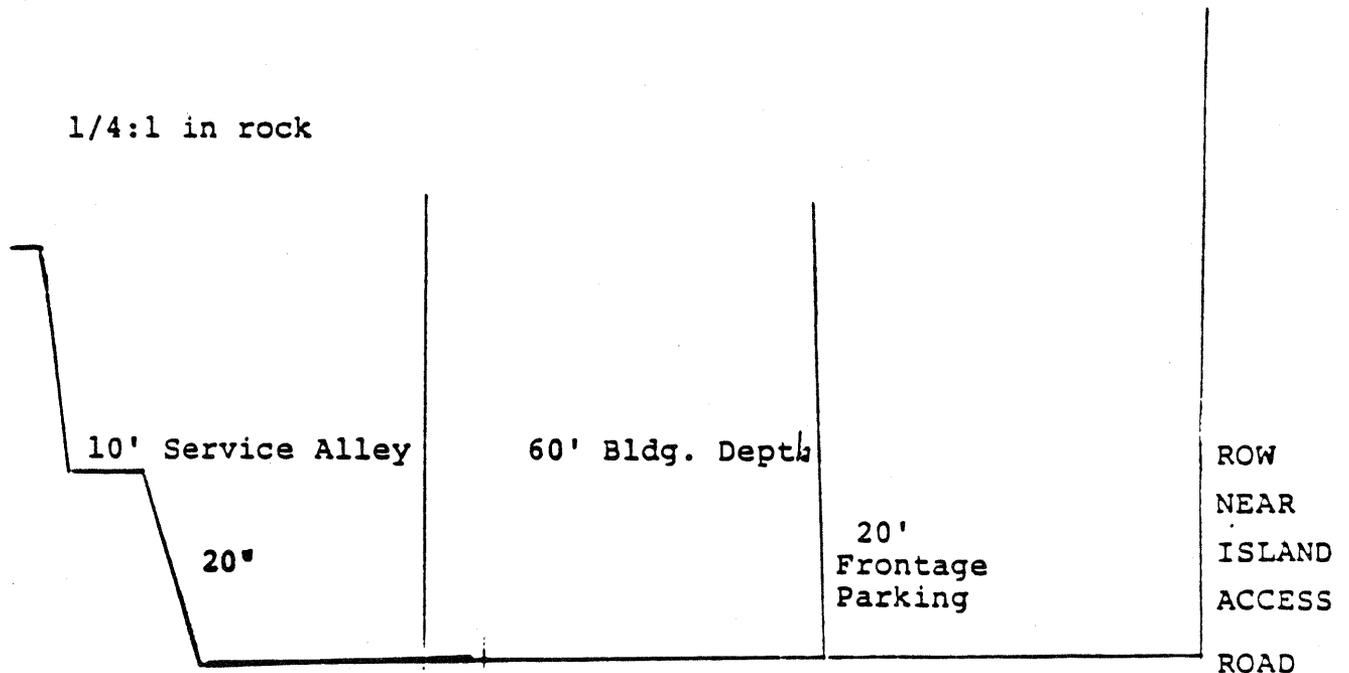
4.B Assumptions and Descriptions of Block Designations (Cont.)

BLOCK I

1.) Public input dictates that we should maintain a green belt visible from town and parallel to Near Island to preserve the existing view and skyline. It was generally felt that Near Island was too steep and the channel was too narrow in this area to allow any channel side development.

2.) There should be a business commercial strip parallel to the Near Island access road created by excavating the existing topography to road level and at such a depth as to allow frontage parking, a minimum 60' building depth, and a 20' alleyway for services. The intent of this development is to provide rock borrow for the necessary road construction and commercial development on Near Island and thereby produce usable commercial building lots. This commercial zone should have a height restriction to preserve the existing skyline.

TYPICAL COMMERCIAL DEVELOPMENT SECTION BLOCK I



3.) The south end of Block I (approximately five acres) shall be uniform high density development and shall be in two or three parcels. While there is no intent to preserve the skyline, the development should be pleasant to view from the City of Kodiak.

Block Designations (Cont.)

OBSERVATION POINT

The highest point on Near Island, which reaches an altitude of approximately 200 feet, is located at the mid-section of the island.

It is proposed that this observation point be reserved in perpetuity in a natural mini-park setting for access by the public.

The area shall be approximately three acres according to the topography and ease of access to this area.

PICNIC SPIT

Kodiak's waterfront area is not only important as a commercial zone, but as a recreation area and a unique attraction for visitors.

With this in mind, it is suggested for the short term plan that the small spit (approximately one acre located west of the parking area) be dedicated as a natural picnic area providing a pleasant and scenic view overlooking both St. Herman and St. Paul Harbors.

When access to Gull and Uski Islands is required, portions of this park will be required for future bridge abutments and road construction.

MARINE SUPPORT AREA

It is suggested that a Marine Support Area should be established adjacent to the present parking area at the north end of St. Herman Harbor. The intent of this designation would be for the development of marine-related and/or waterfront dependent land use. Development in this area should give priority to those types of businesses and services that are most affected by or dependent on their proximity to the water and harbor.

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

It is recommended that the shallow area at the head of St. Herman Harbor be filled as much as practical to create usable uplands. The adjacent parking area should be well lit to help Police and Harbor personnel keep close watch on the area.

ACCESS TO SOUTH END OF ST. HERMAN HARBOR

One of the primary development goals of Near Island is to obtain access to the south end of St. Herman Harbor to make this facility more usable to the commercial fishing fleet. This poses some unique development problems and benefits. Because of the steep terrain, the area also provides an excellent opportunity for development if a permanent breakwater is developed for St. Herman Harbor.

The Task Force recommends that this area be utilized for a portion, if not all, of the rock required for the breakwater. In doing this we produce usable business and commercial lots to support our fishing industry. The trade-off in this type of construction is that we will expose a much higher rock face, 60 - 80 feet high, to view from the City. A portion of this rock face will be covered by building construction and by bench type construction. The upper area can be landscaped to minimize the appearance of the rock face. Stripping and unusable waste shall be used to fill in the shallow water adjacent to the main float and thereby creating parking area. In the future, a bulkhead or seawall might be constructed to maximize utilization of the area.

As the development of the permanent breakwater construction may be in the distant future, the Task Force recommends that a preliminary access road of minimum standards and a ramp be constructed to provide access to the South end of St. Herman Harbor. This primary access would be used for the future construction of a permanent breakwater and the ramp should be designed to be re-usable.

It is recommended that a 160 - 200 foot wide strip be set aside as borrow and future commercial land at this time.

During the course of the Near Island Task Force's deliberations a number of ideas and suggestions were discussed which, while not falling in the assignment to produce a development plan, the Task Force felt should be included for future reference.

1. Consideration should be given to making topsoil removed by construction available to the public.
2. Consideration should be given to assuring adequate eagle roosting areas. A map of current roosting areas developed by the Kodiak Audubon Society is included.
3. Water quality should be maintained so that a future aquarium or marine park is not precluded.
4. As the harbor area is developed, consideration should be given to including rest rooms and areas for working on gear.

5. PRIORITIES FOR IMPROVEMENTS

The Near Island Task Force initially suggests the following priorities be considered in whatever order the City Council assigns.

Plan for disposal of property

Establishment of Development Authority

Completion of final engineering plan

Extending water and sewer to St. Herman Harbor and access to the floats

Construction of minimum standard access road and ramp to the extreme south end of the St. Herman Harbor floats

Extension to Fishery Industrial Technology Center access road with utilities

Development of north end park and recreation sites as funding is available

Preparation of hiking trail around the island (suggested trail flagged by Audubon Society)

6. APPENDIX A

BY-LAWS
CITY OF KODIAK
NEAR ISLAND TASK FORCE

ARTICLE I

Name

Section 1. Name. The official name shall be the "Near Island Task Force of the City of Kodiak".

ARTICLE II

Organization

Section 1. Members. This committee shall consist of eleven members appointed for two-year terms. All appointments end on November 26, 1987.

Section 2. Officers. A chairman, vice-chairman, and secretary shall be selected annually by and from the regular members.

Section 3. Duties of Chairman. The chairman shall preside over committee meetings. The chairman may call any special meetings.

Section 4. Duties of Vice-Chairman. The vice-chairman shall preside over meetings in the absence of the chairman.

Section 5. Duties of the Secretary. The secretary shall oversee the recording of the minutes of all regular and special meetings. Such minutes shall record the vote of each member upon every question and the original of such minutes shall, upon approval, be immediately filed in the office of the City Clerk. Every decision or finding of the committee shall be directed to the City Council at the earliest possible date.

Section 6. Meetings. Proceedings of the committee are open to the public and the minutes of the proceedings shall be a public record open to inspection by any person. The committee shall meet regularly at least once per month and on such other occasions as it deems necessary. The time, place, and conduct of the meetings shall be agreed upon by the committeemembers. All regular meetings will be publicized prior to the meeting date. Special meetings may be called by the chairman or a quorum of the committee.

Section 7. Attendance. Any committeemember not able to attend a particular meeting shall notify the City Clerk's office as far in advance as possible. Three consecutive absences without notification will require that the position be declared vacant. City staffmembers will be available, as required, for any meeting upon reasonable advance notice.

Section 8. Vacancies. The Mayor shall appoint a successor for the remainder of the unexpired term of any vacant position.

Section 9. Governing Rules. All meetings will be governed by Roberts Rules of Order. The Chairman shall be a voting member of the committee. Six members constitute a quorum for the conduct of business before the committee.

ARTICLE III

Functions

Section 1. Powers and Duties. The committee shall not have direct power to affect policy determinations, but shall discuss issues related to Near Island development planning and make recommendations to the City Council. The committee shall interpret community needs and desires, as indicated through public hearings and other forms of public input, and shall recommend general planning policies for the development of Near Island.

Section 2. Budget. The committee shall also make recommendations to the City Council for sources and uses of funding necessary for platting and other costs associated with the development of Near Island.

ARTICLE IV

Amendment of By-Laws

Section 1. Amendment. These by-laws may be amended by a majority vote of the committee. The originals of these by-laws and any such amendments shall be filed with the City Clerk.

ADOPTED this 20th day of January, 1986.

7. APPENDIX B

GULL ISLAND

USKI ISLAND

Kodiak

EXISTING SMALL BOAT HARBOR

ST. HERMANS

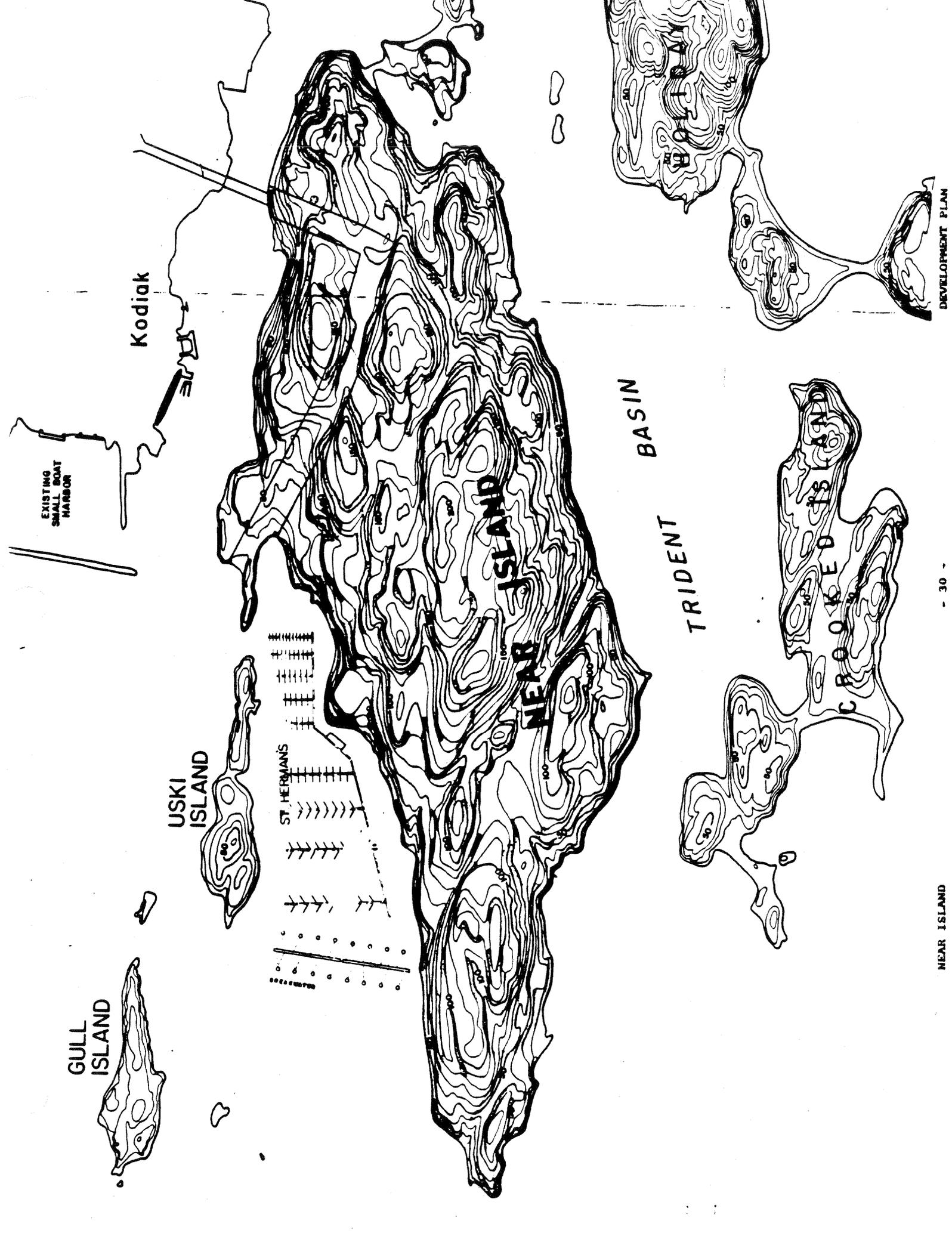
NEAR ISLAND

BASIN

TRIDENT

ISLAND

CROOKED ISLAND



IS CHANNEL

Map Showing Eagle Perching Sites on Near Island VEAR

(Courtesy of the Audubon Society)

HARBOR

PAUL

ST

Eagle Perching Sites
1. Primary Site
2. Secondary Site

PROPOSED REDGED ACCESS CHANNEL
SKINK ISLAND
ST. HERMAN'S
WATER FACILITIES
BREAKWATER

AMERICAN

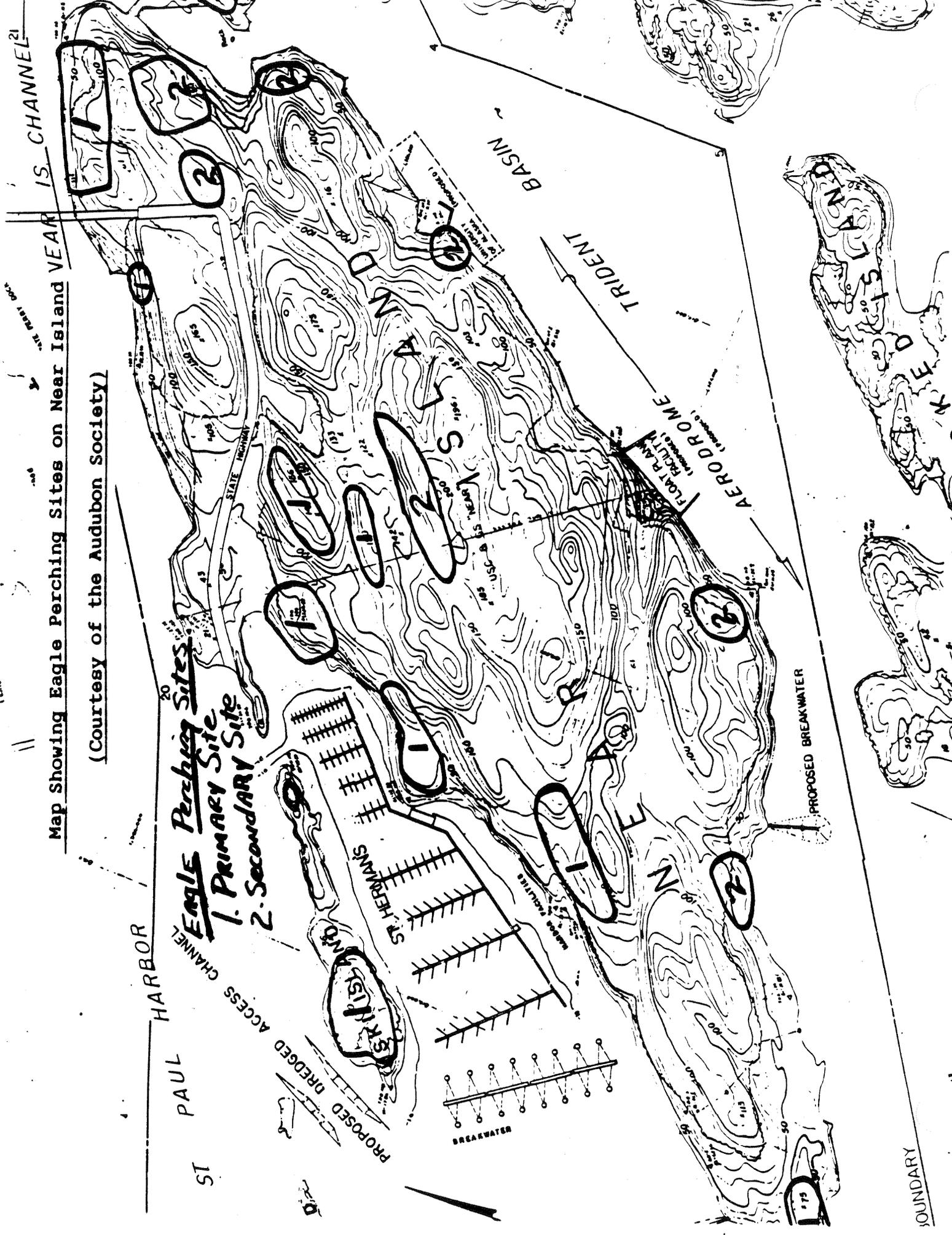
BASIN

TRIDENT

AERODROME
FLAT PLAIN FACILITY

PROPOSED BREAKWATER

BOUNDARY



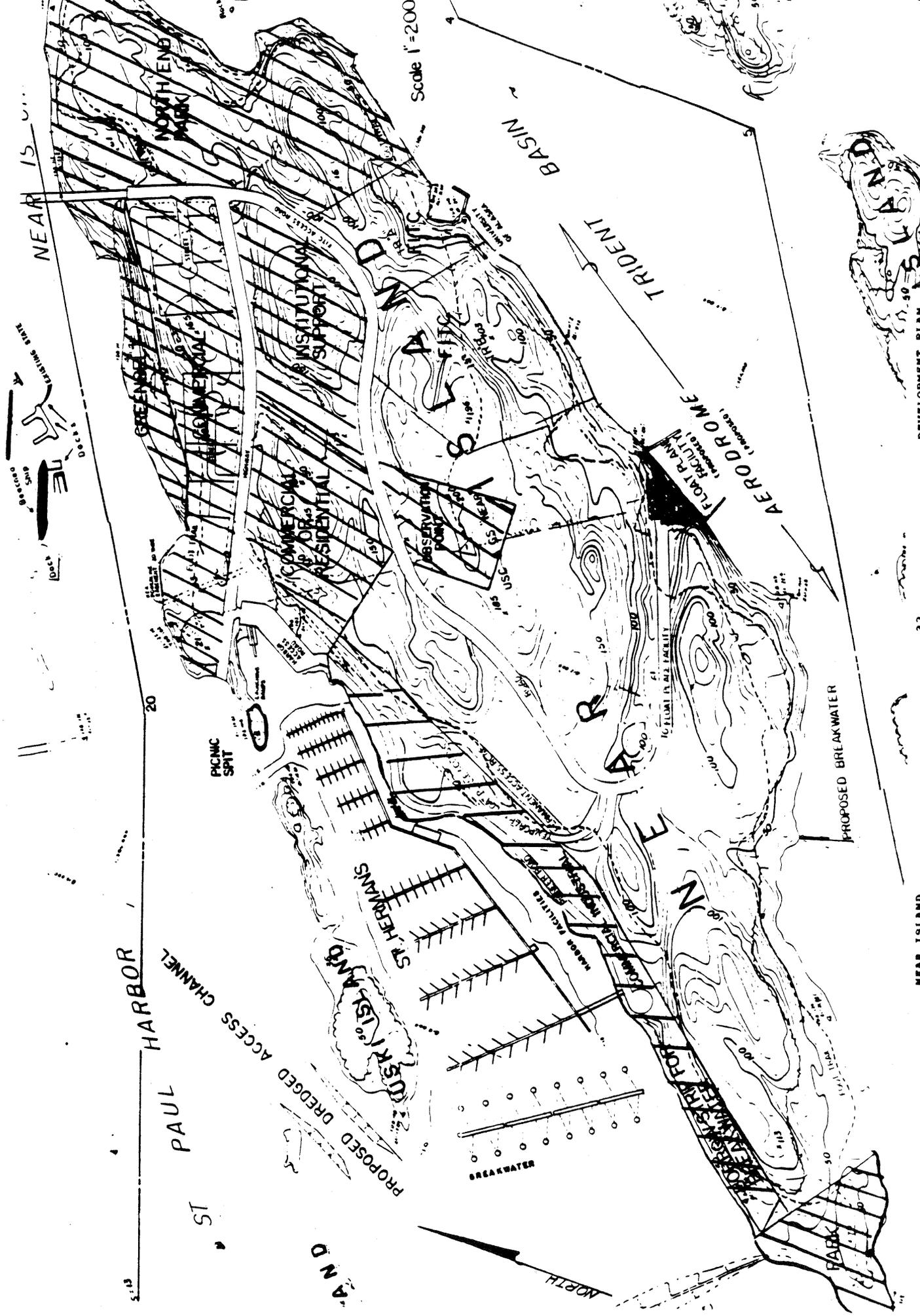
DEVELOPMENT PLAN

0-59

31

MOORE, Y.C. BIRD

MS. 113



KODIAK ISLAND BOROUGH
ORDINANCE NO. 88-01-0

AN ORDINANCE OF THE KODIAK ISLAND BOROUGH ASSEMBLY REZONING NEAR ISLAND FROM THE EXISTING B--BUSINESS, I--INDUSTRIAL, AND C--CONSERVATION DISTRICTS TO B--BUSINESS, I--INDUSTRIAL, C--CONSERVATION, AND PL--PUBLIC USE LANDS AS SHOWN ON THE ATTACHED MAP.

WHEREAS, the intent of this rezoning ordinance is to implement the Near Island Comprehensive Development Plan by bringing the zoning of Near Island into conformance with the Plan; and

WHEREAS, the specific intent of the Near Island Task Force, the Near Island Development Authority, the City of Kodiak, and the Kodiak Island Borough Planning and Zoning Commission is to establish the boundary between the channel greenbelt and adjoining commercial designations as the crest of the hill; therefore:

The Kodiak Island Borough Assembly hereby ordains that:

Section 1: Near Island is rezoned from the existing B--Business, I--Industrial, and C--Conservation designations to B--Business, I--Industrial, C--Conservation, and PL--Public Use Lands as shown on the attached map.

Section 2: Specific Zoning District boundaries will be established at the time a final plat(s) is filed, subject to the specific intent stated above, using the attached map as a guideline.

Section 3: The official zoning map shall be updated to reflect this rezoning.

Section 4: This ordinance shall be in full force and effect upon passage and adoption.

PASSED AND APPROVED THIS 4 DAY OF February, 1988.

KODIAK ISLAND BOROUGH

BY Jerome Selby
Jerome Selby, Borough Mayor
BY Lorne White
Lorne White, Presiding Officer

ATTEST:

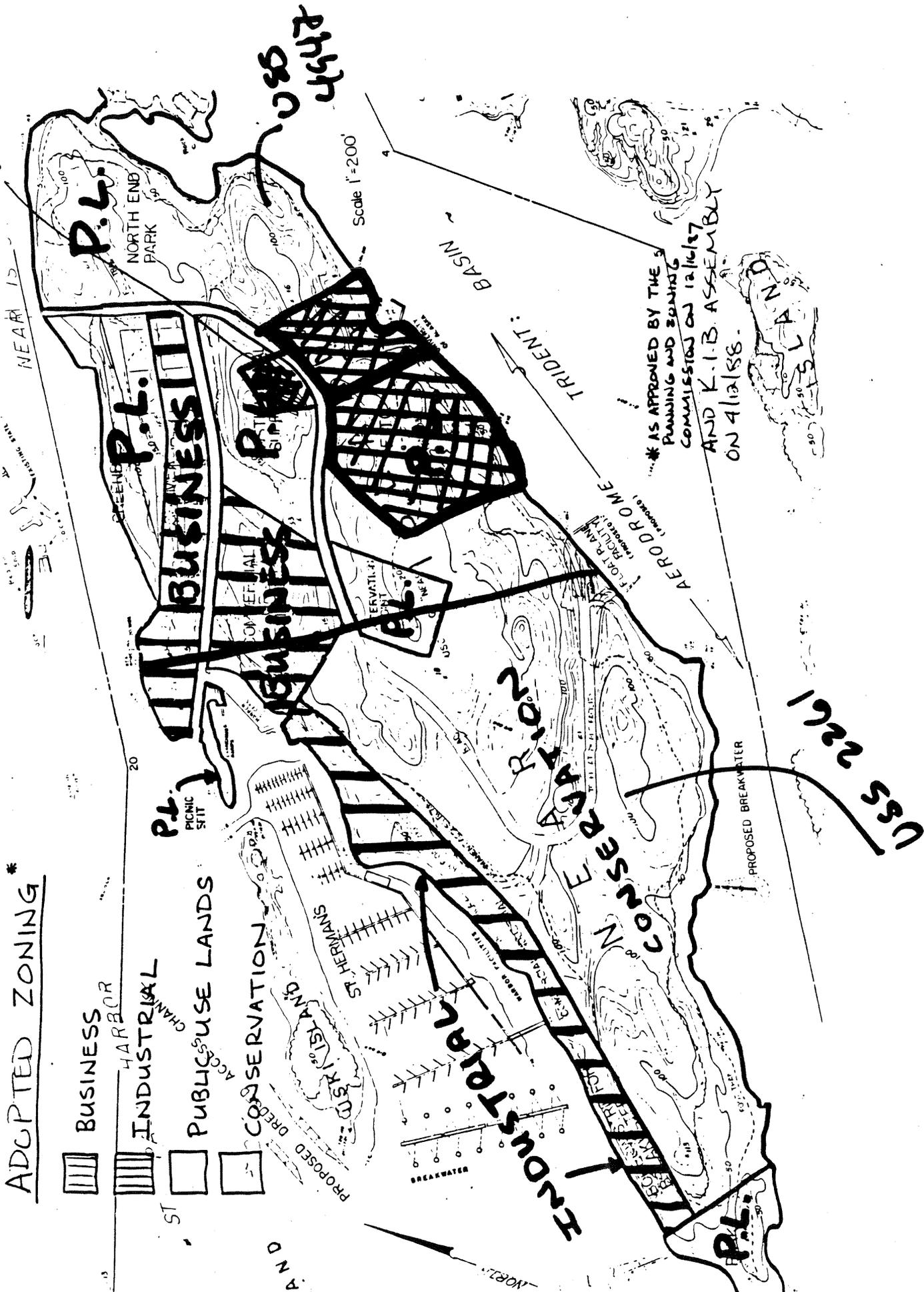
BY Gaye Vaughan
Gaye Vaughan, Borough Clerk

First Reading, Approval Date: 7 January 1988
Second Reading, Public Hearing, Approval Date: 4 February 1988
Effective Date: 4 February 1988

Distribution List: Assessing Department
Community Development Department
Engineering Department

ADOPTED ZONING*

-  BUSINESS
-  INDUSTRIAL
-  PUBLIC USE LANDS
-  CONSERVATION



USS 2261

Track C

NEAR 13

P.G.

P.L.

P.L.

P.L.

P.L.

P.L.

NORTH END PARK

P.L. PICNIC SITE

P.L. BUSINESS

ST. HERMS ISLAND

INDUSTRIAL

CONSERVATION

BASIN

TRIDENT

AERODROME

PROPOSED BREAKWATER

ISLAND

NEAR 13

INDUSTRIAL

CONSERVATION

P.L.

P.L.

