

Spruce Cape Subdivision Development

Frequently Asked Questions



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Figure 1. Proposed Spruce Cape Subdivision Phase III Conceptual Layout

Zoning Commission will determine the approval of the plat. If the plat is approved, NOK and DOWL will work with KIB to finalize the plat for recording. NOK is aiming for the subdivision plat to be recorded with the Alaska State Recorder's office in early 2022.

Plat is recorded, what will happen next?

Once the subdivision is recorded, NOK will determine future development plans for the phased subdivision. The implementation of the phased development would likely be market driven. Future phased development would begin with the construction of roadways, drainage systems, and utilities. The lots will be sold to individuals for home construction.

What housing opportunities will Spruce Cape Subdivision Phase III provide?

The current proposed subdivision will provide approximately 50 to 56 single-family lots. We are still in the early stages of the project and have not determined the cost per lot. The goal of the project was not to maximize the number of lots, but to provide a subdivision that was designed around the natural environment, which retains open space and provide connectivity to nearby trails. Because the parcel is at a higher elevation than Phase I and II, there may be an opportunity for ocean views from some of the lots.

What is the purpose of this project?

The primary goal of the Spruce Cape Subdivision is to provide additional opportunities to address Kodiak's limited housing availability. New home lots would be developed in phases as the need grows. This project is privately funded by Natives of Kodiak (NOK).

What has happened so far?

This is Phase III of the Spruce Cape Subdivision that was developed in the early 2000s. Many of the homesites that were part of Phase I and II are developed. The current layout for the Phase III area has been revised from what was originally planned through a series of iterations after conducting studies and consulting stakeholders. We are currently working through the subdivision design to prepare the preliminary plat that will be submitted to the Kodiak Island Borough (KIB) for review and approval to complete the platting process and create the subdivision.

What is coming up in the platting process?

During fall 2021, the preliminary plat will be submitted by NOK and DOWL to KIB for review. KIB staff will review the application and distribute it to a variety of reviewing agencies. The input will be included in the KIB staff packet, and this may generate special conditions for the plat to be recommended to the Planning and Zoning Commission.

Likely in late fall/winter 2021, there will be a public hearing before the KIB Planning and Zoning Commission. The public will have an opportunity to make comments, and the Planning and

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How would the new development impact local traffic?

A Traffic Impact Analysis was completed; this was not required, but the project team and NOK felt it was important to identify any potential traffic related impacts due to the development. The study used the Institute of Transportation Engineering trip-generation manual and was conservative in its analysis, considering 80 lots, peak times with the most traffic, and multiple cars per household.

The development would not have an adverse impact on the surrounding roadways and intersections. While these lots will add some traffic, not many trips are generated by single-family homes and is negligible based on the existing traffic in the area.

How would it impact pedestrian safety and access to trails?

The design intent is to provide pedestrian connectivity within the subdivision and to the Spruce Cape trail to the extent possible. The design will preserve access to the Spruce Cape Trail, which extends across the northern edge of the property. The proposed plan provides right-of-way for a cul-de-sac at the end of Woodland Drive, which would maintain access to the trail. We are also currently accommodating the trail connection across proposed Lot 1.



Figure 2. Intersections Examined in the Traffic Impact Analysis

It is important to note that some parts of the property include wetlands (regulated by the U.S. Army Corps of Engineers), and the project team is working to minimize impacts to these natural resources. It is the intent to preserve the wetlands as open space to the extent possible.

What environmental studies have been done? How will wetlands and streams be protected?

- **Wetland Delineation** – The green areas in Figure 1 denote delineated wetlands and streams that were mapped this past year by DOWL and accepted as the wetland boundary by the U.S. Army Corps of Engineers. The design intends to maintain existing wetlands and streams as common open spaces and natural buffers from the current Harry Nielsen lots to the extent possible. Collaboration with KIB is ongoing to potentially create a greenbelt and formalize the legal mechanism to protect wetlands.
- **Geotechnical Investigation** – This was a study of soils and bedrock. The parcel's terrain (i.e. topography) also informs subdivision design and access to roads such as Woodland Drive due to roadway design criteria.
- **Hydraulic Analysis** – Drainage was studied to ensure other downstream properties will not be impacted.

Will NOK clear cut the entire area?

No, there are no plans to clear cut the entire parcel. NOK's goal for any future development is to maintain the natural aesthetics of the area. This current project is for the planning process to create the subdivision for future development.

Once development starts, trees will be removed adjacent to and within the right-of-way and utility easements to construct roads and install utilities. The engineer may direct for selective removal of trees that visibly present a risk of falling during high winds. Any other trees removed on individual lots will be associated with home construction by individual lot owners.

For more information, please contact a project team member:

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