

4951 HPR  
AERIAL VIEW



VICINITY MAP

## Harbor Point

Harbor Point is the 17-acre parcel located along the waterfront side of Halibut Point Road (HPR). Harbor Point has shoreline frontage on its south, west, and north sides, and HPR frontage on its east side. The parcel is characterized by lower elevation, fairly rough terrain, but apart from shoreline areas, it contains no steep slopes. Much of the site is occupied by beautiful mature forest. The site is also close to a sanitary sewer line and water main in the HPR corridor. Harbor Point's shoreline setting, lower elevation, proximity to utilities, direct access from HPR, and great views of Sitka Sound all contribute to a property with relatively high development potential.

Two types of development are suggested for Harbor Point. For land use Option A (shown in Figure 11), the development of high-end, single family detached homes is proposed. The site's water access and views,

proximity to Halibut Point Road and utilities, and lower elevation would promote the development of shoreline and near-shore homes on this parcel. With residential development, City revenues would be increased through outright property sale and on-going property taxes, and new home building would bolster the local construction industry and jobs.

However, costs to develop this property will be moderately high, and local demand for high-end waterfront homes may fluctuate. Also, new high-end housing here will do little to address Sitka's need for affordable housing. One possibility would be to develop high-end homes along the parcel's shoreline and to build more affordable smaller homes and multi-family apartments or condominiums close to Halibut Point Road and on the property's interior.

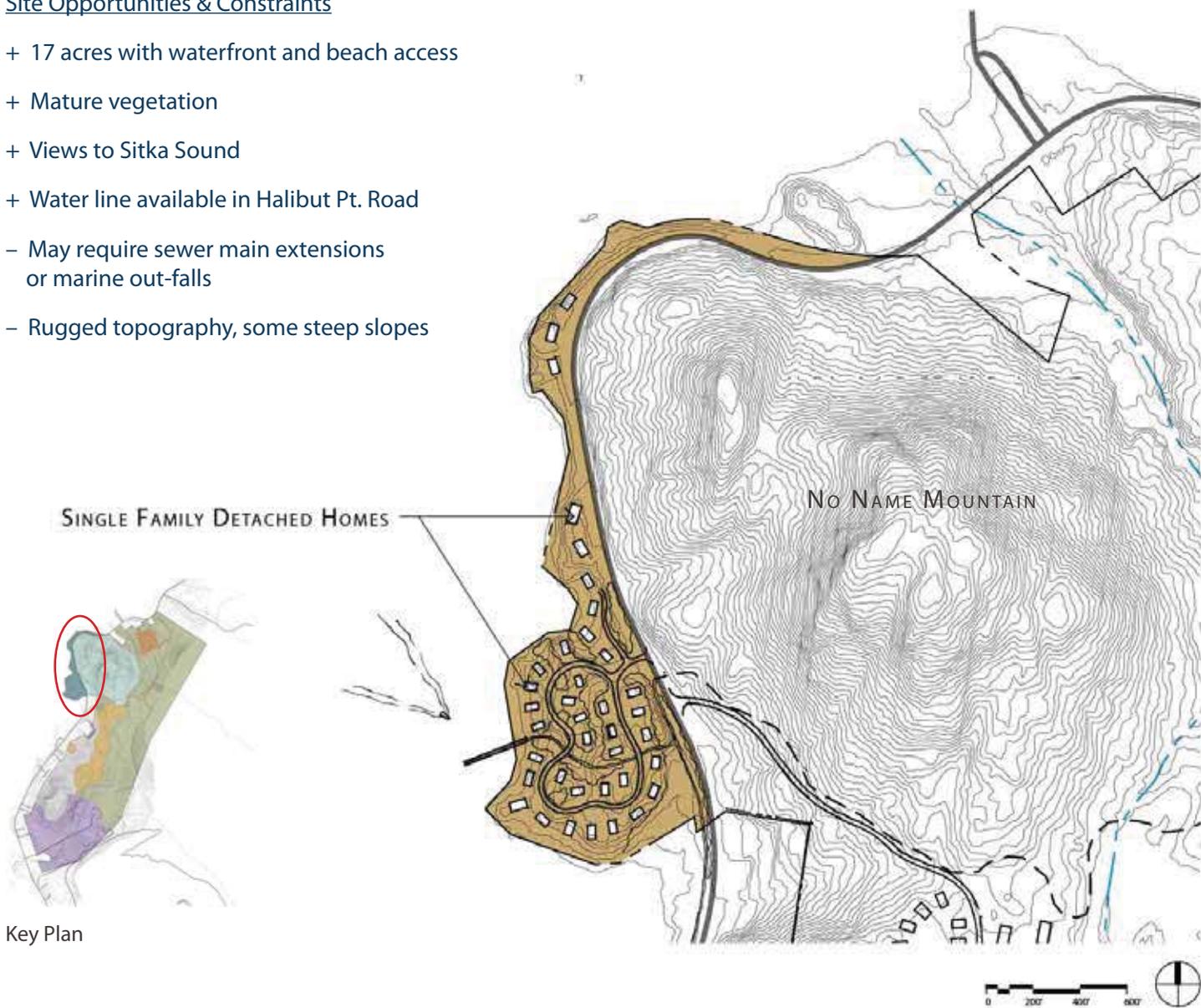


*Southeast Alaska waterfront home*



Site Opportunities & Constraints

- + 17 acres with waterfront and beach access
- + Mature vegetation
- + Views to Sitka Sound
- + Water line available in Halibut Pt. Road
- May require sewer main extensions or marine out-falls
- Rugged topography, some steep slopes



**FIGURE 11 — HARBOR POINT: OPTION A**

Potential Land Use: High-End Residential

## 4 | ALTERNATIVE LAND USE SCHEMES

### Site Opportunities & Constraints

- + Proximate to expanding cruise ship terminal
- + 17 acres with waterfront and beach access
- + Beautiful forest landscape
- + Water available in Halibut Pt. Road
- Sewer may require extension or marine out-fall
- Rugged topography, some steep slopes

\**Recreational Tourism*: revenue generating outdoor recreational activities oriented to cruise ship and other visitors

CRAB FEED/SALMON BAKE VENUE

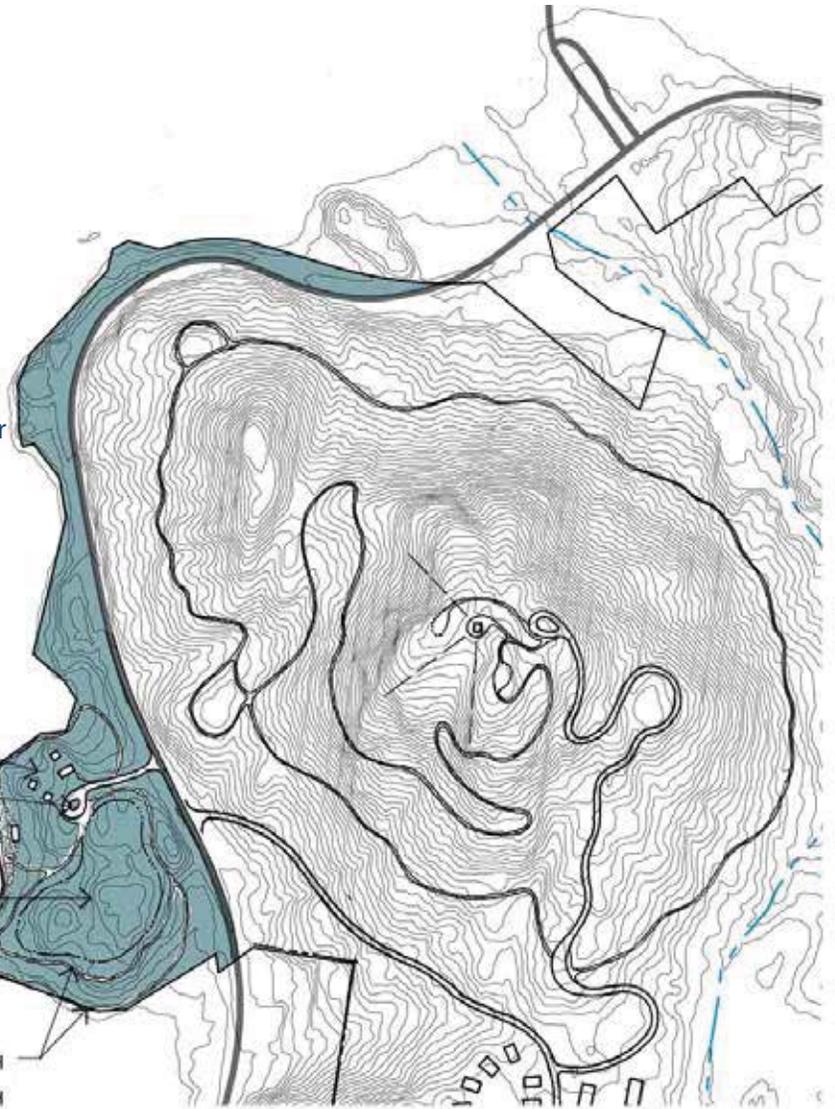
SHUTTLE DROP OFF/PICK UP

KAYAK LAUNCH & BOATHOUSE

AERIAL ROPES COURSE IN TREES

SCENIC OVERLOOK

NATURE TRAILS THROUGH  
FOREST & ALONG BEACH



Key Plan

### Potential Activities

- Tree ropes course
- Kayaking
- Nature trails
- Salmon bake



**FIGURE 12—HARBOR POINT: OPTION B**

Potential Land Use: Recreational Tourism



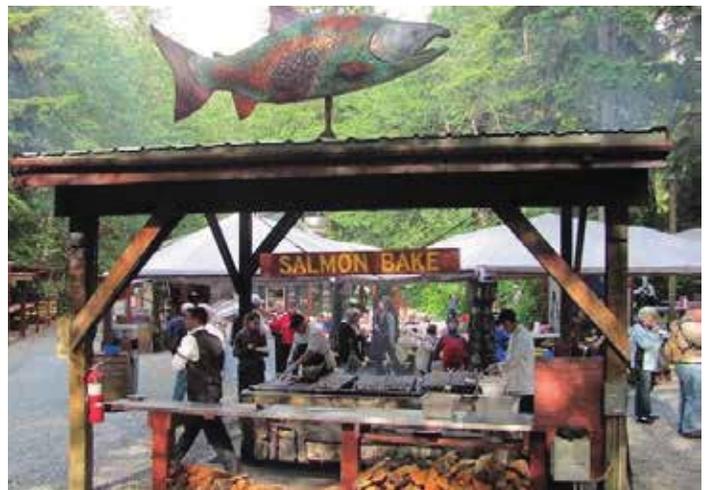
An alternative land use Option B for Harbor Point would be to develop it for recreational tourism. Recreational tourism is defined as revenue-generating outdoor recreational activities oriented to cruise ship visitors and other recreationists. Use of Harbor Point for recreational tourism would compliment the expanding cruise ship terminal nearby. Harbor Point’s beautiful forested shoreline setting overlooking Sitka Sound could host a variety of outdoor recreational activities sought by cruise ship operators and visitors. A venue for outdoor activities here would also help to disperse cruise ship visitors to different attractions and destinations, thereby spacing out bus traffic on Halibut Point Road to and from downtown. As shown in Figure 12, outdoor recreational

activities might include an aerial ropes course, nature trails, kayaking, salmon bake venue, and so on. These activities would fit with rather than damage the natural landscape. With Option B, the City would maintain ownership of Harbor Point and lease it for recreational tourism development by others.

As mentioned in the Market Analysis, the use of Harbor Point for marine-oriented industry would be inappropriate. Gary Paxton Industrial Park on the south side of Sitka has ample available waterfront area with deep water access. Also, Sawmill Creek Road, which extends from downtown Sitka to the industrial park, was recently improved and can handle increased commercial traffic better than Halibut Point Road.



*Aerial ropes course in trees*



*Salmon bake (above), Mountain bike trail (below)*

## 5 | LAND USE RECOMMENDATIONS

For the proposed Harbor Point residential area, the ROM estimate assumes that:

- CBS will provide road access, electrical primary conductors/transformers, and potable water and sanitary sewer mains. Driveways, lot development and utility connections will be the responsibility of developers and individual property owners.
- The potable water connection will be with the existing main in Halibut Point Road; an alternative connection may be a “spur service” outside of Halibut Point Road, near Cove Marina. Sanitary sewer will connect with an existing gravity main outside of Halibut Point Road near Cove Marina via a force main.
- Sanitary sewer within the housing development will be gravity, with manholes at turns and spaced at 400 feet maximum along straight runs. One lift/pump station will be required to complete the connection to Cove Marina.
- A 2-foot cut will be required to remove unsuitable soils and reach competent subgrade for the access road.
- Approximately 1,000 cubic yards of bedrock excavation will be necessary to achieve the desired road profile and alignment; the excavated bedrock will be re-used on site as fill.
- A 4.5-foot-thick backfill section capped with a 6-inch thick surface course will be the road structural section.
- Rock material will be sourced from the Granite Creek Area, and unusable excavation will be disposed of at the Granite Creek Area or wasted onsite.
- The road will have two lanes, each 12 feet wide with 1-foot wide shoulders, and a gravel surface
- Eight culvert crossings will be required, each 30 feet long.

Again, taking the Total Project ROM Design and Construction figure and dividing by the total length of road (approximately 2,500 linear feet), the unit cost per linear foot of road and utilities would be approximately \$1,400 per linear foot at Harbor Point.

It should be noted that the combined new housing units of Sound View Ridge and Harbor Point in the proposed land use plan is likely near or exceeding the 50-100 new housing unit threshold before a new electrical substation may be required. The cost of a new substation has not been included in either construction estimate, and it will drive project costs up substantially. This should be carefully evaluated before proceeding with the recommendations and options in this land use plan.

These costs have been provided as ROM, budgetary-level tools to assist with broad-scale planning, and do not encompass all aspects of any given project.



Harbor Point Estimated Construction Costs for  
Utilities and Access Road

Item No.	Item	Quantity	Unit	Unit Cost	Total Cost
1	Mobilization	All Req'd	Lump Sum	\$120,000	\$120,000
2	Clearing and Grubbing	2	Acre	\$10,000	\$20,000
3	Unusable Excavation	5,000	Cubic Yard	\$20	\$100,000
4	Usable Rock Excavation	1,000	Cubic Yard	\$10	\$10,000
5	Backfill	11,000	Cubic Yard	\$40	\$440,000
6	Surface Course	1,200	Cubic Yard	\$60	\$72,000
7	Concrete Road Patch, 8-inch Thick	30	Square Yard	\$200	\$6,000
8	Storm Drain Culvert	240	Linear Feet	\$75	\$18,000
9	Water Pipe, 10-inch HDPE	2,500	Linear Feet	\$100	\$250,000
10	Sanitary Sewer Pipe, 10-inch HDPE	2500	Linear Feet	\$100	\$250,000
11	Sanitary Sewer Manhole	16	Each	\$10,000	\$160,000
12	Sanitary Sewer Lift/Pump Station	1	Each	\$500,000	\$500,000
13	Electrical (Primary Conductor)	2500	Linear Feet	\$70	\$175,000
14	Electrical Transformer	4	Each	\$6,000	\$24,000
15	Erosion and Sediment Control	All Req'd	Lump Sum	\$20,000	\$20,000
16	Traffic Control	All Req'd	Lump Sum	\$20,000	\$20,000
17	Construction Surveying	All Req'd	Lump Sum	\$50,000	\$50,000

Subtotal Construction Cost	\$2,315,000
Recommended Contingency (20%)	\$463,000
<b>Total Construction Cost with Contingency (20%)</b>	<b>\$2,778,000</b>

Professional Services

Pre-Design Services (5% of Total Construction) <i>Permitting, Surveying, Geotechnical</i>	\$138,900
Design Services (10% of Total Construction) <i>Final Design, Bid Phase Assistance</i>	\$277,800
Contract Administration/Construction Inspection (10% of Total Construction)	\$277,800
<b>Total Project ROM Design and Construction Cost Estimate</b>	<b>\$3,472,500</b>

\*Does not include wetland mitigation costs



# 4951 Halibut Point Road

A portion of Lot 1, USS 3670

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Assembly Special Report  
February 25, 2020

# Agenda



Overview and description of area



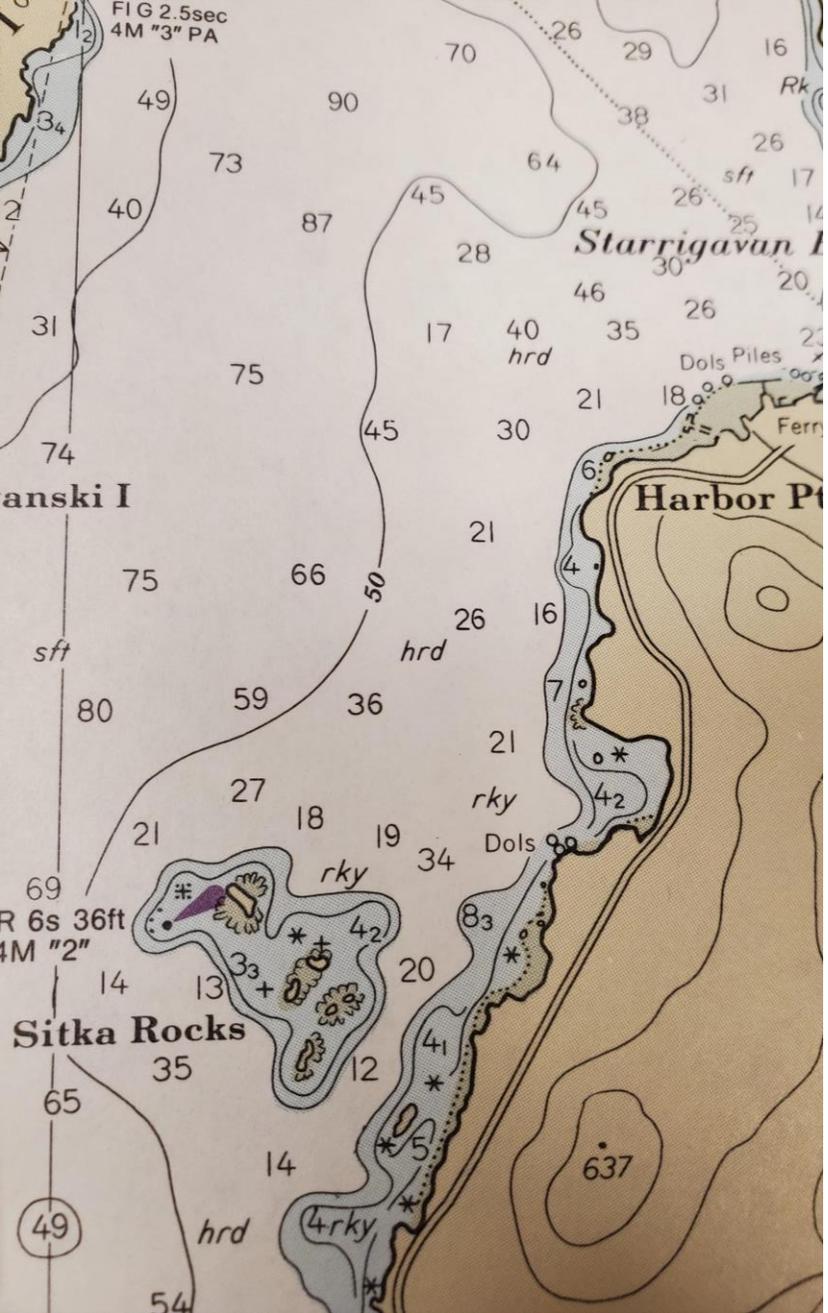
History and patent restrictions



Current zoning



Utility infrastructure



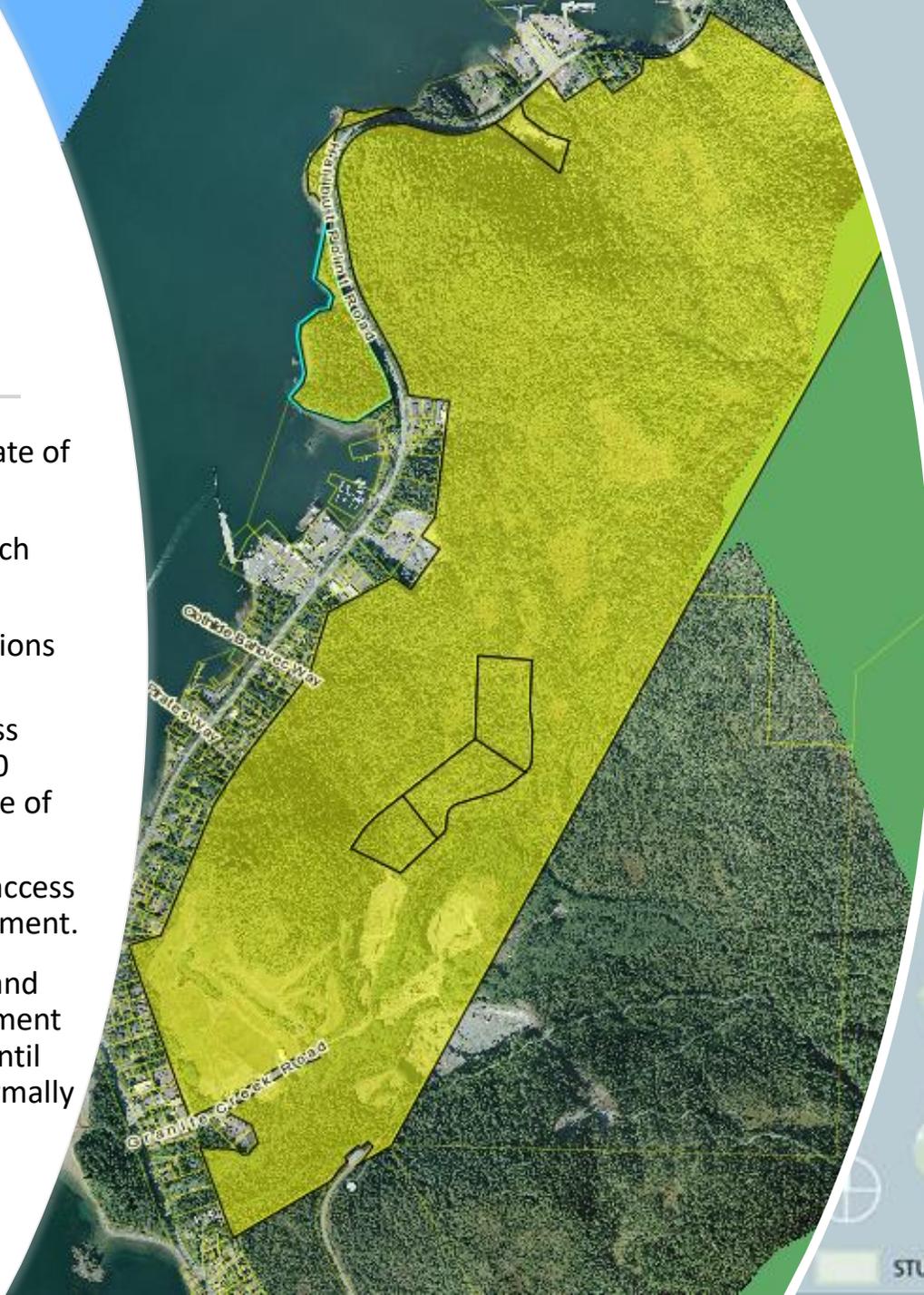
## Overview and Description

- ~17.18 acres
- Waterfront
- Wooded
- Relatively level topography
- Deep water access
- Unique in municipal holdings
- Valuable for recreational, residential, or commercial/industrial use
- Not surveyed for cultural/historical/archeological resources
- Why now: Land swap discussion, Master Plan



# History and Patent Restrictions

- Transferred to CBS July 21, 1988 via State of Alaska Patent No. 9743.
- CBS selected all of Lot 1, USS 3670 which conveyed 801.14 acres.
- The patent had two provisions/restrictions that are applicable to 4951 HPR:
  - 1. A 100 foot perpetual public access easement 50 feet shoreward and 50 seaward of the mean high water line of Sitka Sound
  - 2. A 50 foot wide perpetual public access easement to access the above easement.
- These easements are to be identified and subject to a covenant that no development or conveyance can occur on the land until CBS has platted the easements and formally notified the State.





## Current Zoning

- Currently zoned as R-1: Single family and duplex residential district
- R-1 often used as a “holding” designation
- Adjacent to Industrial and Commercial-2 zones
- Rezone possibilities: C-2, Industrial, Waterfront
- Spot zoning concerns

# Utilities

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- Electric

- 3 phase distribution power line runs along HPR
- Service voltage transformers would be needed to supply power to property
- Cost ranges with intended use: As low as \$5k for limited residential use, \$100k+ for underground power distribution system and communications facilities for higher demand commercial/industrial use

- Water

- Water is on upland/outbound lane of highway
- Extension would need to cross highway

- Sewer

- Sewer ends at 4802 HPR
- Extension would need to cross highway

