

2002 Community Design Workshop

Final Report

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Background

The 2002 Community Design Workshop grew out of a series of informal luncheons including representatives of the City of Kodiak, Kodiak Chamber of Commerce, Kodiak Island Borough, Kodiak Island Convention and Visitors' Bureau, Kodiak Maritime Museum, Kodiak National Wildlife Refuge and MainStreet Kodiak. A frequent topic of discussion was the fact that Kodiak's economy is in transition. The fishing and fish processing industries that have been the mainstay of our community are under pressure. At the same time tourism is on the upswing and a number of organizations are looking for sites for major facilities including Kodiak National Wildlife Refuge, the Alaska Marine Highway, City of Kodiak and Kodiak Maritime Museum.

"Kodiak's economy is in transition. . . tourism is on the upswing and a number of organizations are looking for sites for major facilities."

There was general agreement that Kodiak is at a crossroads. What direction our community takes in the next few years will have a profound affect on how it looks and functions in ten or twenty years. We have witnessed "development by default" so we know that not making a decision is a decision. The conclusion was that an infusion of new ideas and an outside perspective would help us to sustain the sense of place and community that we value.

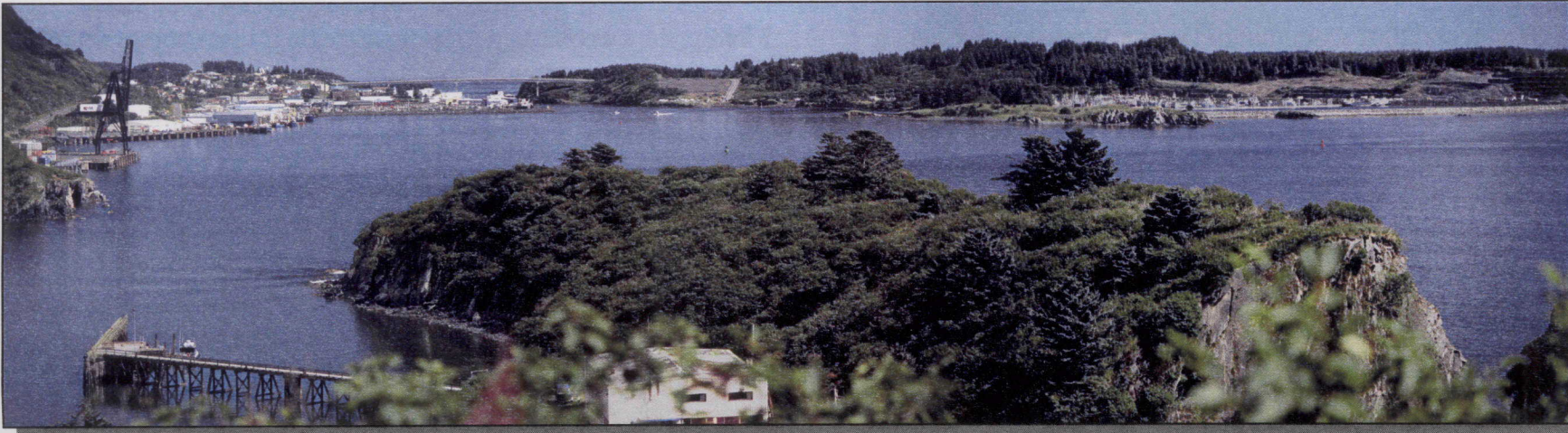
From this awareness came a proposal for an intensive one-week design session focused on future complementary development of downtown Kodiak and Near Island. Local people would participate with four or five nationally known design experts. The experts would bring an infusion of new ideas and perspectives on how similar issues have been addressed in other communities. Because the workshop would be jointly sponsored by many of the major forces in Kodiak community development, the resulting dialogue and recommendations could carry significant weight in the final decision-making process.

Leslie Kerr, Kodiak National Wildlife Refuge Manager, volunteered to contact design professionals who had participated with her in the Loeb Fellowship Program of the School of Design at Harvard University. Sandy Solenberger, MainStreet Kodiak's Co-Director, agreed to apply for grants, organize logistics and manage the accounting for the workshop. The other organizing groups volunteered to seek in-kind and cash donations and support the logistical effort.

"In our own community, we have witnessed "development by default" so we know that not making a decision is a decision."

This report summarizes the findings of the Community Design Workshop, which was held in Kodiak on September 22-27, 2002. It was prepared by Elysia Leake and Sandy Solenberger

of MainStreet Kodiak. Photography provided by Elysia Leake and Sandy Solenberger, and by Elysian Visions Photography.



Community Design Workshop Sponsors

*City of Kodiak - Kodiak Chamber of Commerce - Kodiak Island Borough
Kodiak Island Convention & Visitors' Bureau - Kodiak Maritime Museum
Kodiak National Wildlife Refuge - MainStreet Kodiak*

Workshop Underwriters

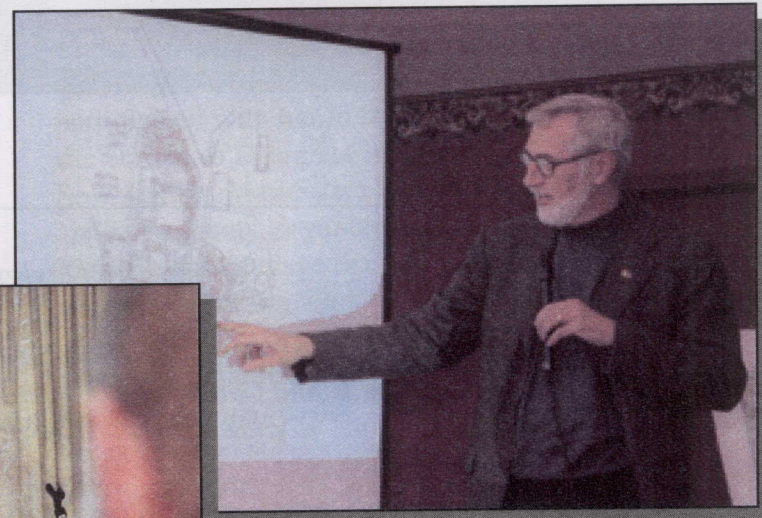
*City of Kodiak - Kodiak Island Borough - Loeb Fellowship Program, Harvard University
Alaska Conservation Foundation - Key Bank*

Introduction

The September 2002 Community Design Workshop brought a group of exceptionally talented and experienced design professionals from around the country to Kodiak to look at issues involved in the future development of Downtown and Near Island. Their mission was, first, to learn as much as they could in two days from local experts, including interested citizens, elected and appointed government officials and staff. Second, they were asked to step back and take another two days to look at these issues bringing a fresh perspective.

Finally, they were asked to summarize their ideas and to share them with our community.

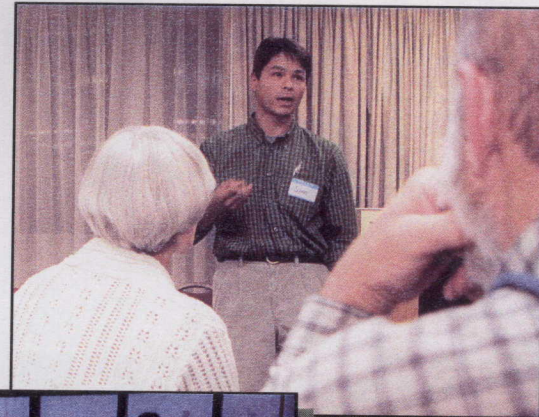
They were not asked to solve problems, but rather to offer avenues for future examination. In two days no designer, no matter how gifted, can make the kind of time-consuming professional analysis which most of the projects they discussed would require.



The design team consisted of Laurie Olin, FASLA, a landscape architect and urban designer from Philadelphia; Steve Oles, FAIA, an architect and architectural perspectivist from Boston; Ann Hershfang, President of Walk Boston and a transportation administrator and activist; Terezia Nemeth, an architect and real estate development specialist from San Francisco; and Sven Haakanson, Jr., Ph.D., an archaeologist and the Director of the Alutiiq Museum and Archaeological Repository. Leslie Kerr, FASLA, Refuge Manager of Kodiak National Wildlife

Refuge and a landscape architect, facilitated the meetings. Logistics for the workshop were handled by Sandy Solenberger and Elysia Leake of MainStreet Kodiak and many volunteers from MainStreet provided background support which kept the workshop process running smoothly.

The design team examined three general areas: selection of sites for facilities, the development of Near Island and pedestrian environments.

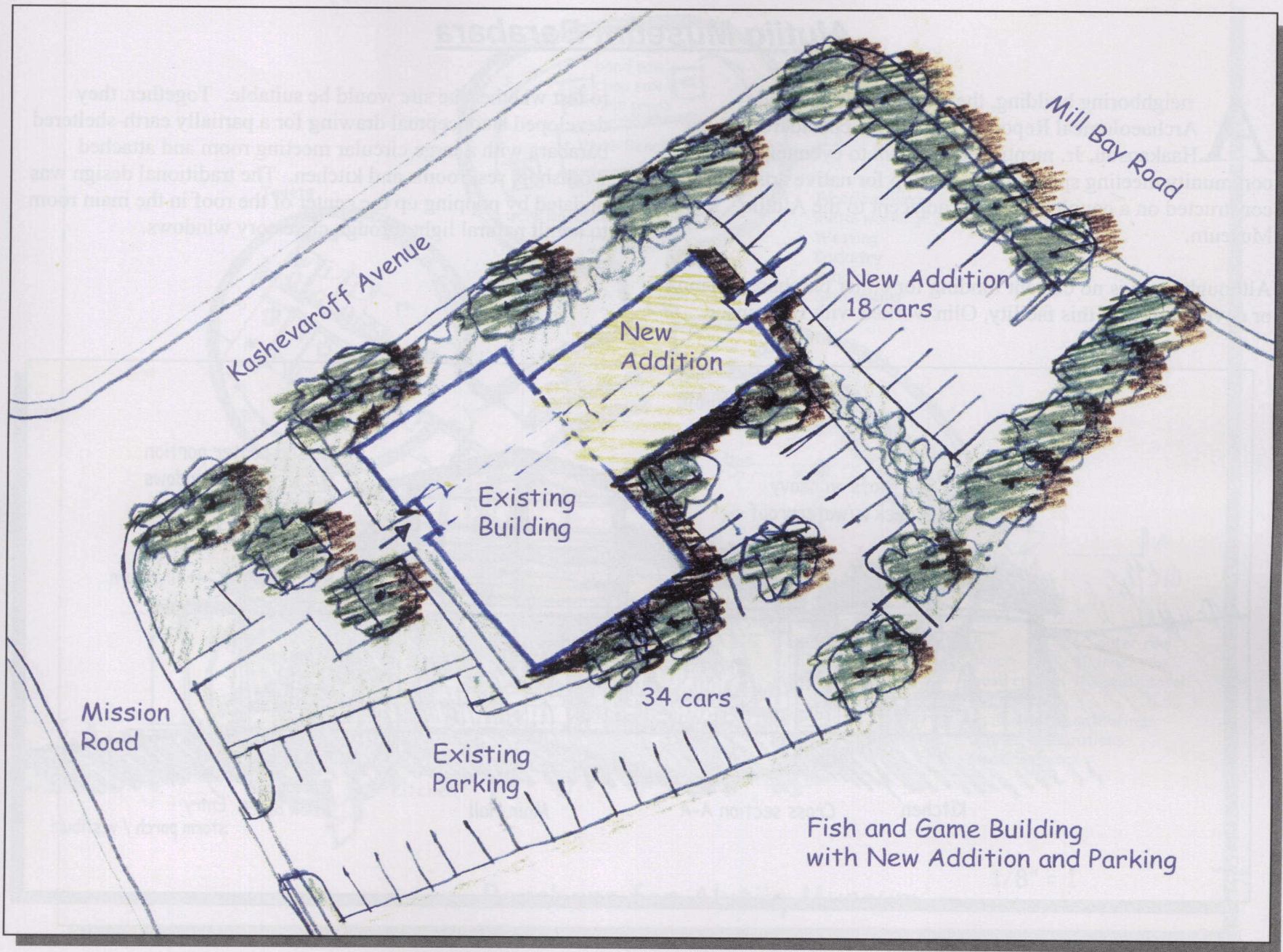




Alaska Department of Fish and Game Addition

The building on Mission Road which houses the local office of the Alaska Department of Fish and Game requires major repairs and has inadequate space to house the current staff. The design team reviewed the program requirements for additional office space. They suggested Fish and Game consider the alternative of constructing a two-story addition onto the rear of the existing building and developing a new parking area on the parcel owned by the City immediately behind it.

As the new parking area would be at a higher elevation than the addition, it could be connected to the building's second story by a bridge. Using this approach, the addition could be constructed first, then used to house staff members while the original building was renovated. The existing mature trees at the front of the building would be preserved and trees could be used to soften the appearance of the new parking area at Mill Bay Road and Kashevaroff Avenue.

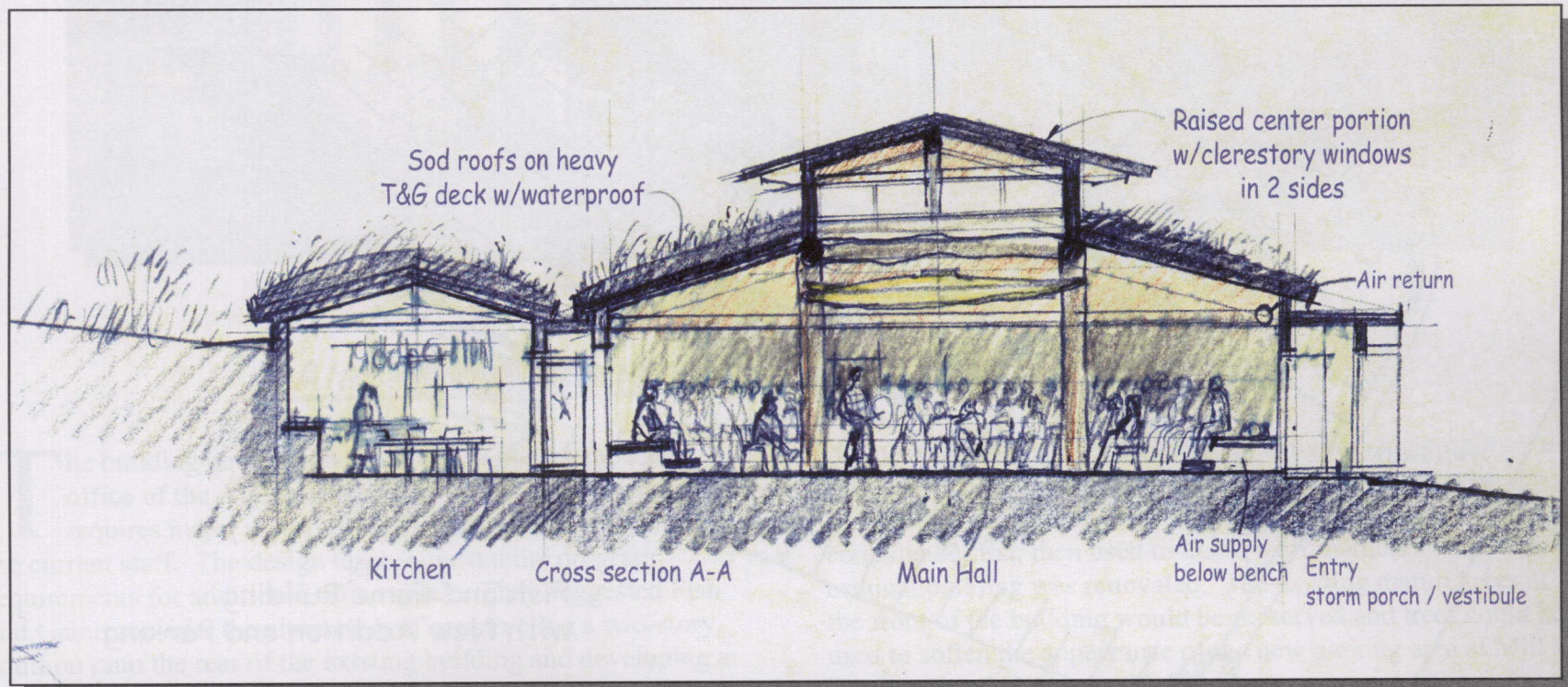


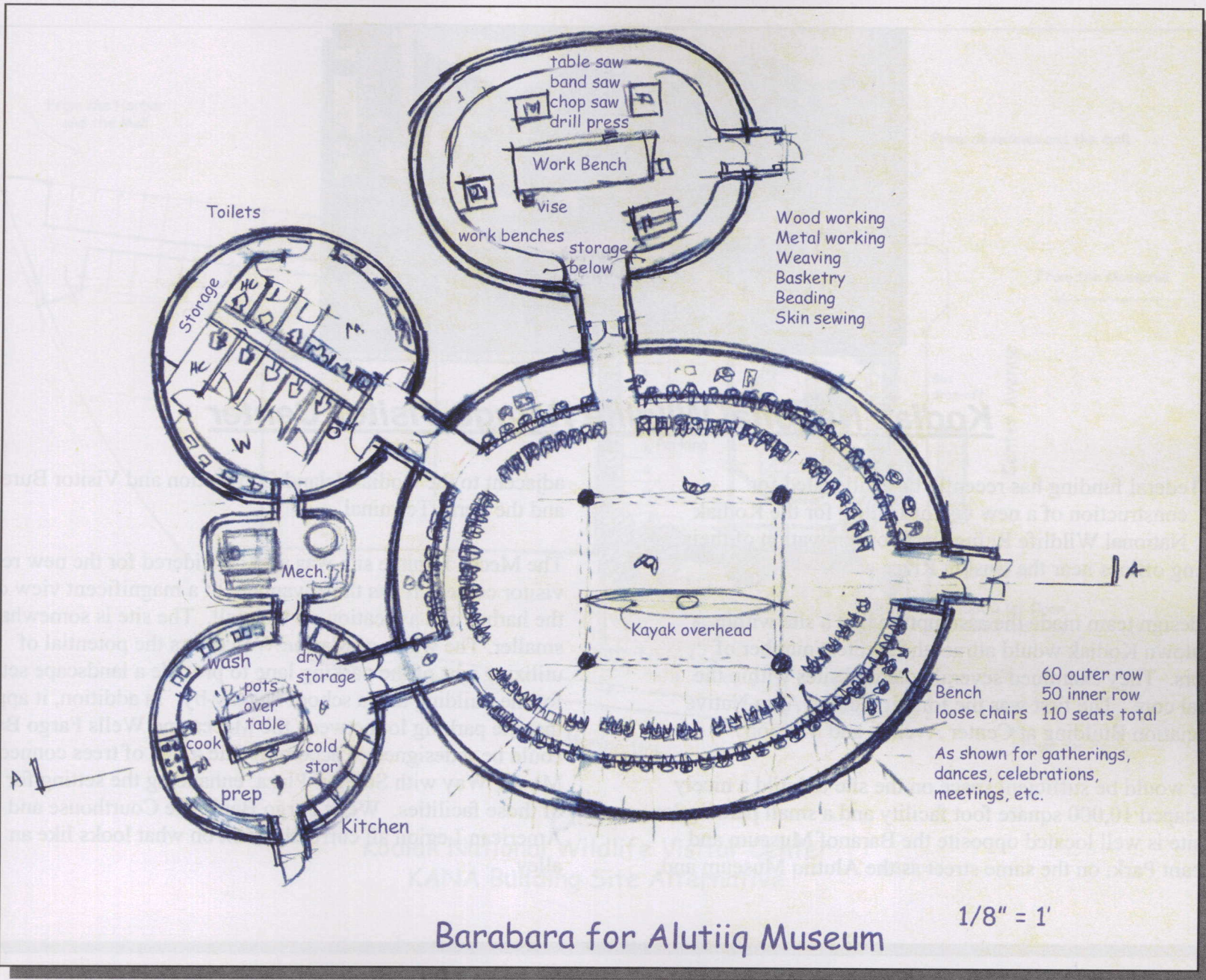
Alutiiq Museum Barabara

A neighboring building, the Alutiiq Museum and Archaeological Repository, was also considered. Sven Haakanson, Jr. mentioned his wish to eventually see a community meeting space and workshop for native arts constructed on a couple of parcels adjacent to the Alutiiq Museum.

Although there is no current funding for either purchase of land or development of this facility, Olin worked with Haakanson

to test whether the site would be suitable. Together, they developed a conceptual drawing for a partially earth-sheltered barabara with a large circular meeting room and attached workshop, rest rooms and kitchen. The traditional design was updated by popping up the center of the roof in the main room to admit natural light through clerestory windows.





Barabara for Alutiiq Museum

$1/8'' = 1'$



Kodiak National Wildlife Refuge Visitor Center

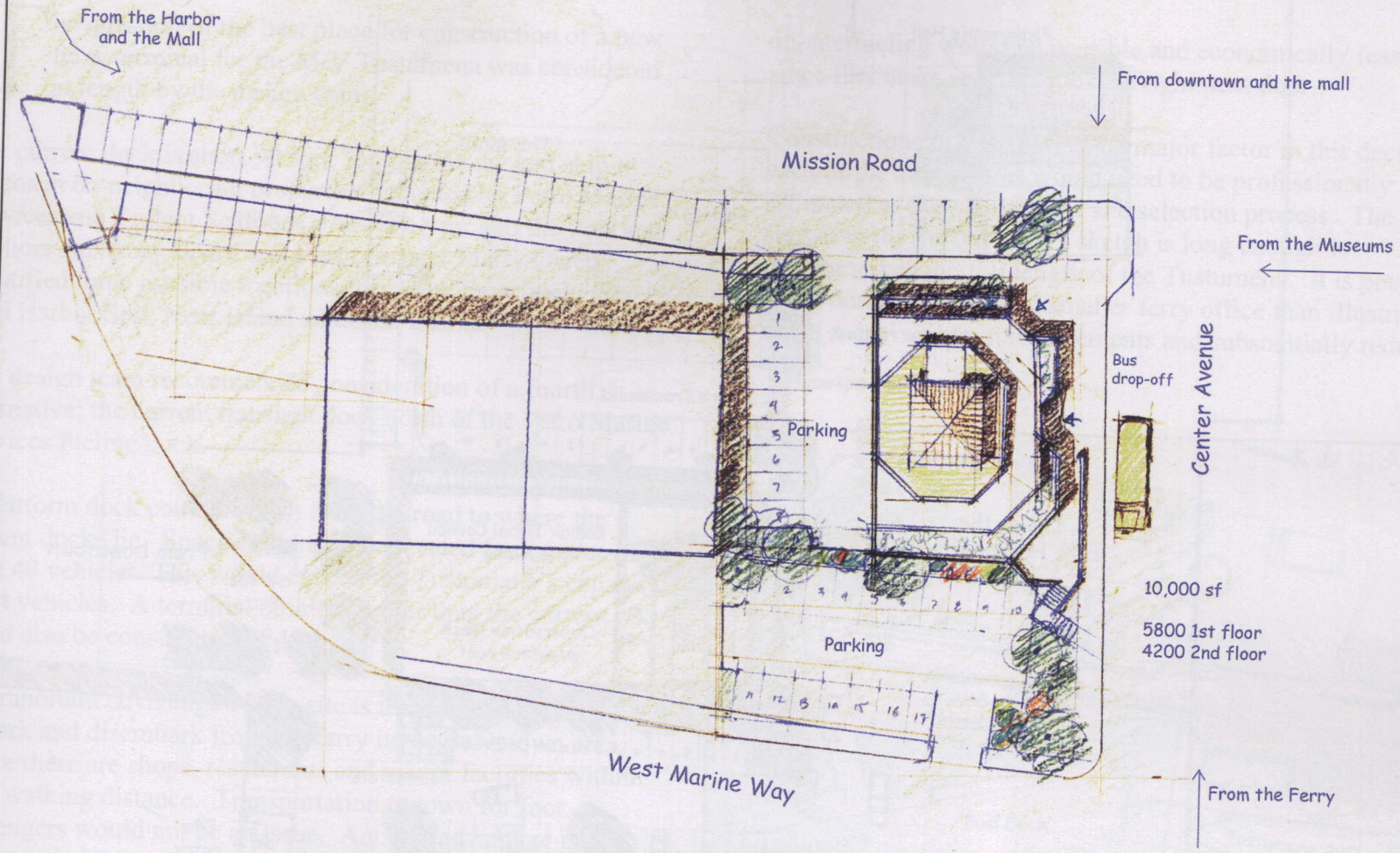
Federal funding has recently been allocated for construction of a new visitor facility for the Kodiak National Wildlife Refuge and for renovation of their existing offices near the Buskin River.

The design team made the assumption that a site within downtown Kodiak would attract the greatest number of visitors. They examined several potential sites within the central core. The first was the former Kodiak Area Native Association Building at Center Avenue and Mission.

There would be sufficient space on the site to build a nicely landscaped 10,000 square foot facility and a small parking lot. The site is well located opposite the Baranof Museum and Sargeant Park, on the same street as the Alutiiq Museum and

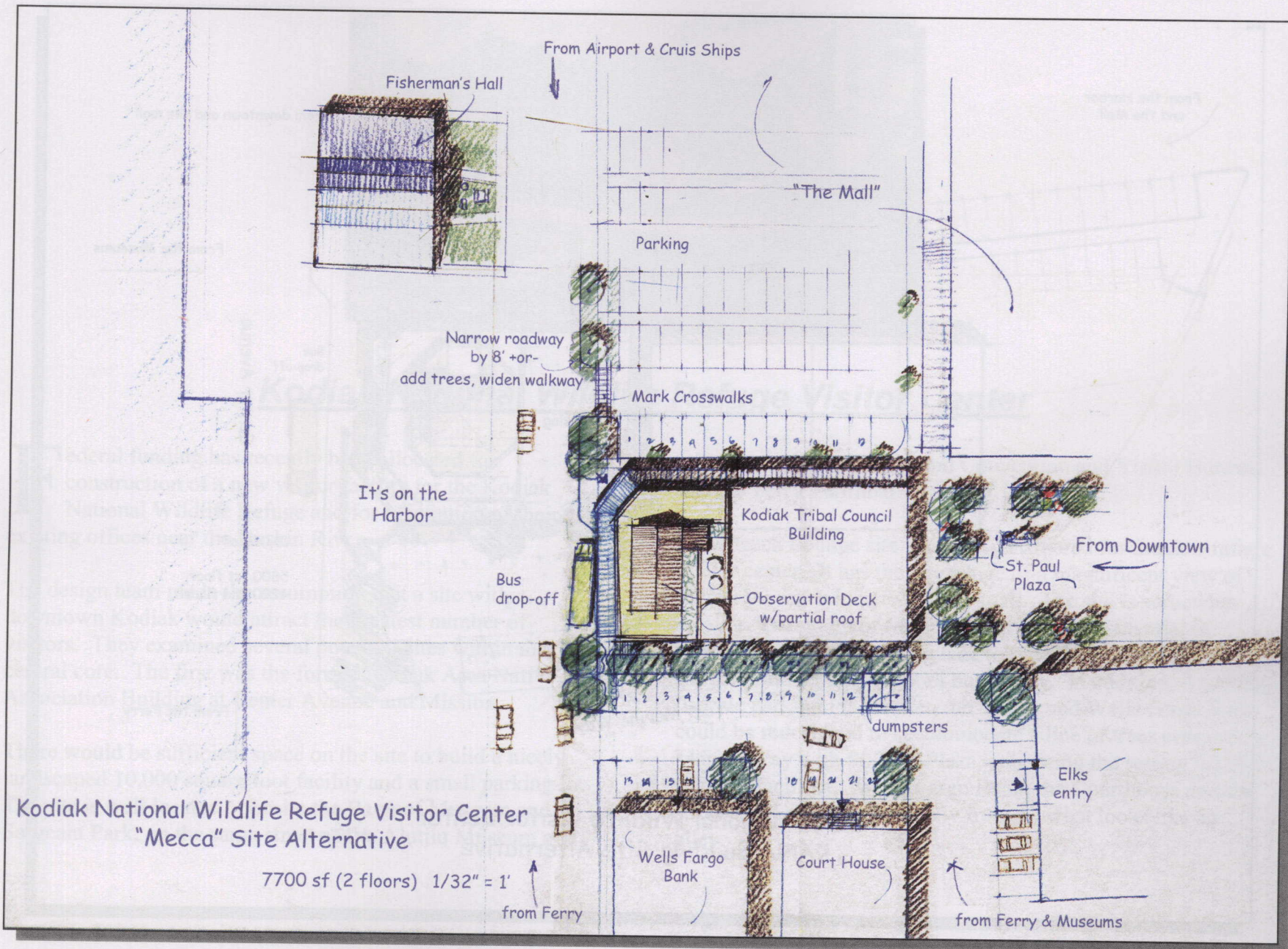
adjacent to the Kodiak Island Convention and Visitor Bureau and the Ferry Terminal.

The Mecca Lounge site was also considered for the new refuge visitor center. It has the advantage of a magnificent view of the harbor and a location on the mall. The site is somewhat smaller. The width of Marine Way offers the potential of utilizing part of the parking lane to provide a landscape setting for the building and a school bus lay-by. In addition, it appears that the parking lot between the Mecca and Wells Fargo Bank could be redesigned to accommodate a line of trees connecting Marine Way with St. Paul Plaza, enhancing the setting for both of those facilities. Wells Fargo Bank, the Courthouse and the American Legion all currently front on what looks like an alley.



Kodiak National Wildlife Visitor Center
KANA Building Site Alternative

1/32" = 1'



New Ferry Terminal

The question of the best place for construction of a new ferry terminal for the M/V Tustumena was considered at length by the design team.

The current dock is short 90 feet, forcing the docked ship to encroach on neighboring properties occupied by Petro Marine Services and Trident Seafoods. About a year ago the Port and Harbors Advisory Board and Harbormaster Marty Owen identified three possible locations for a new ferry dock: St. Paul Harbor Spit, Near Island and Uski Island.

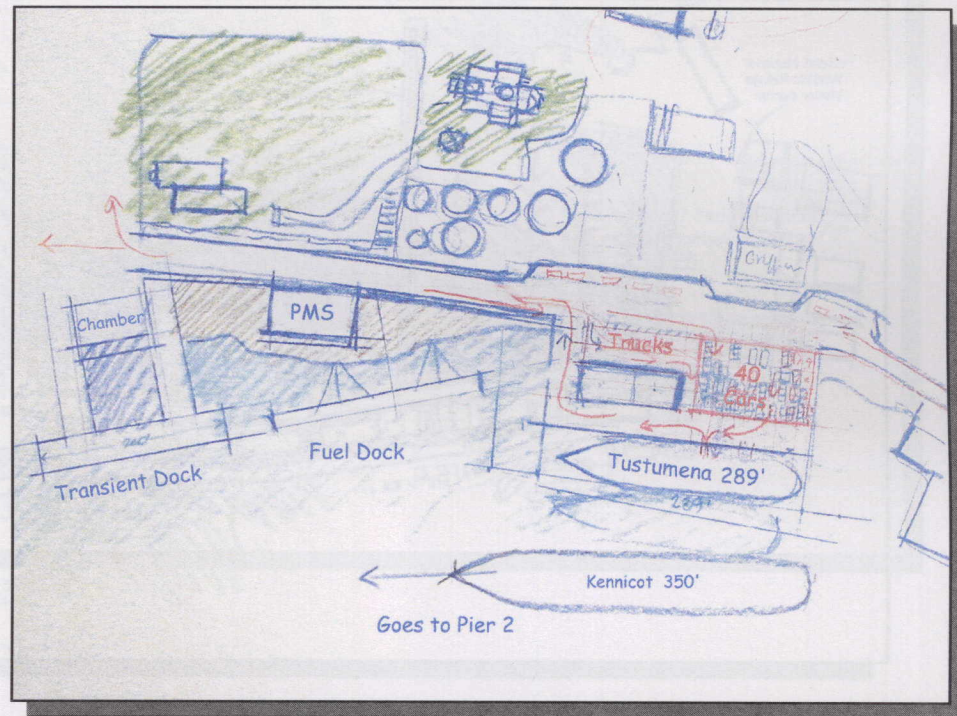
The design team recommended consideration of a fourth alternative: the current transient dock north of the Petro Marine Services fueling dock.

A platform dock could be built from the road to where the current docks lie. Space could then be created for a queue of at least 40 vehicles. This would exceed the Tustumena's capacity of 34 vehicles. A terminal building larger than the current one could also be constructed, if desired.

An important advantage of this site is that travelers would embark and disembark from the ferry in the downtown area, where there are shops, restaurants and visitor facilities within easy walking distance. Transportation to town for foot passengers would not be an issue. Another advantage is that

on-site fueling would be possible and economically feasible, since fuel tanks and facilities are right next door.

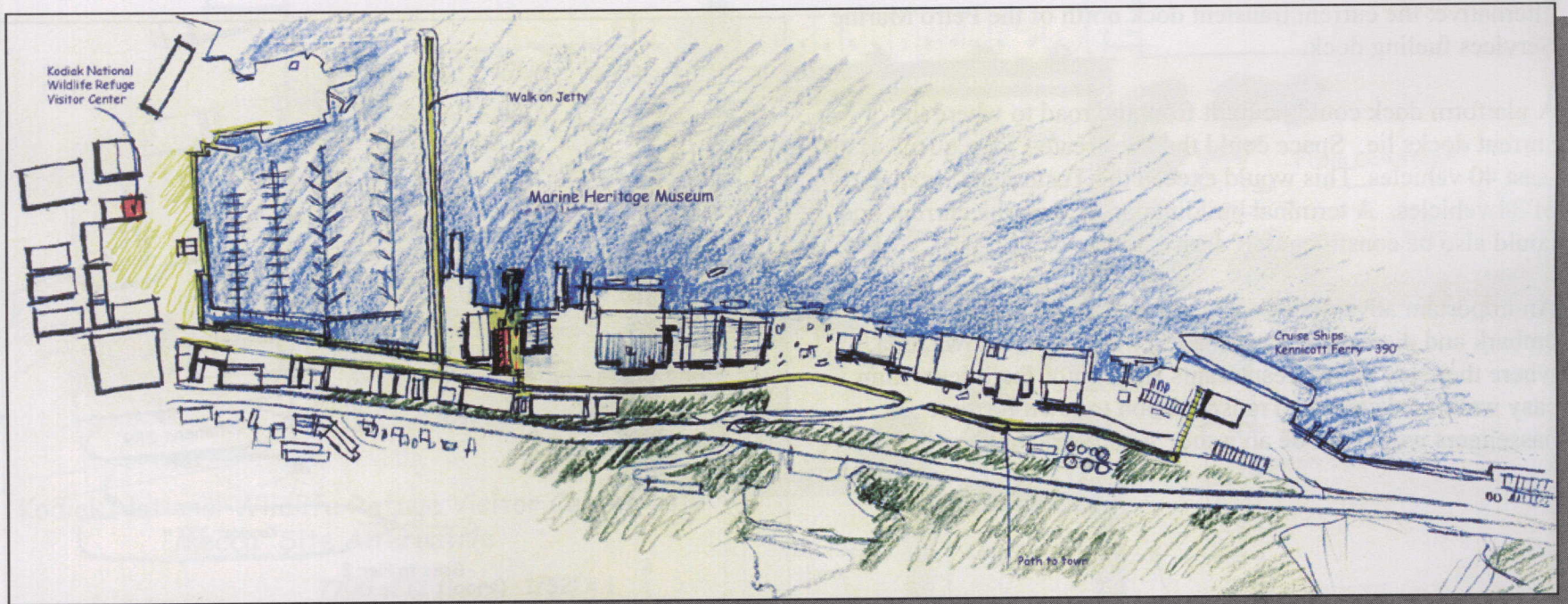
Construction cost is obviously a major factor in this decision; each of the alternatives would need to be professionally estimated as part of the final site selection process. The dock shown in the design team's sketch is long enough to accommodate the full length of the Tustumena. It is possible that a narrower dock and smaller ferry office than illustrated could meet minimum requirements and substantially reduce the cost.

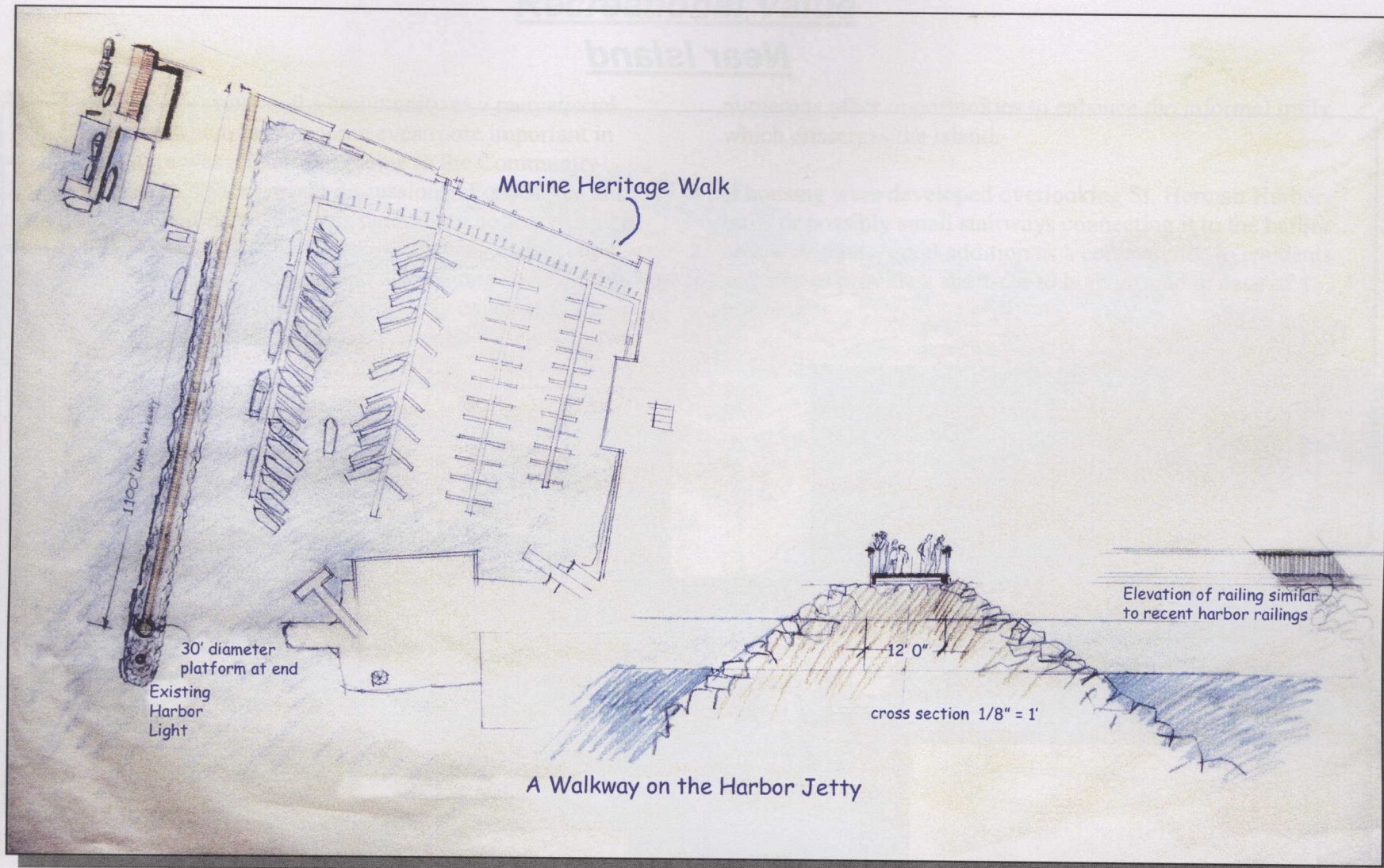


Kodiak Maritime Museum

The design team suggested that the Kodiak Maritime Museum seek an initial home among the empty buildings along Shelikof Street in the heart of the fish processing industry. The history that the Museum seeks to interpret surrounds the site. A museum on this part of Shelikof Street would provide a good stopping-off point for visitors walking into town from cruise ships tied up at Pier 2. It is also convenient for people walking along the harbor.

Another interesting and exciting idea that caught the imagination of the design team was the notion of building a promenade for pedestrians on the jetty south of St. Paul Harbor. It could be tied into the current Maritime Heritage Walk. This project by the Kodiak Maritime Museum has provided harborside interpretive panels. The jetty would provide a scenic view of the harbor and the town of Kodiak beyond.





Near Island

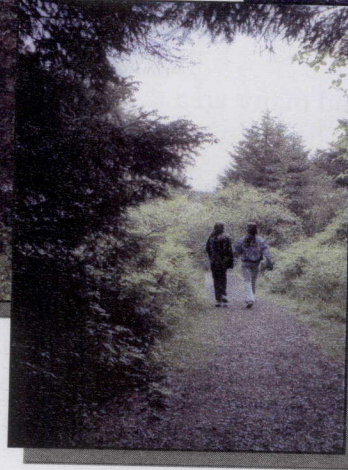
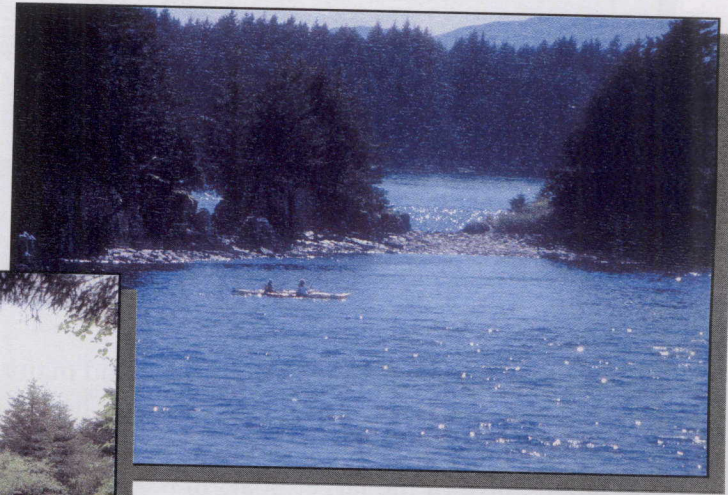


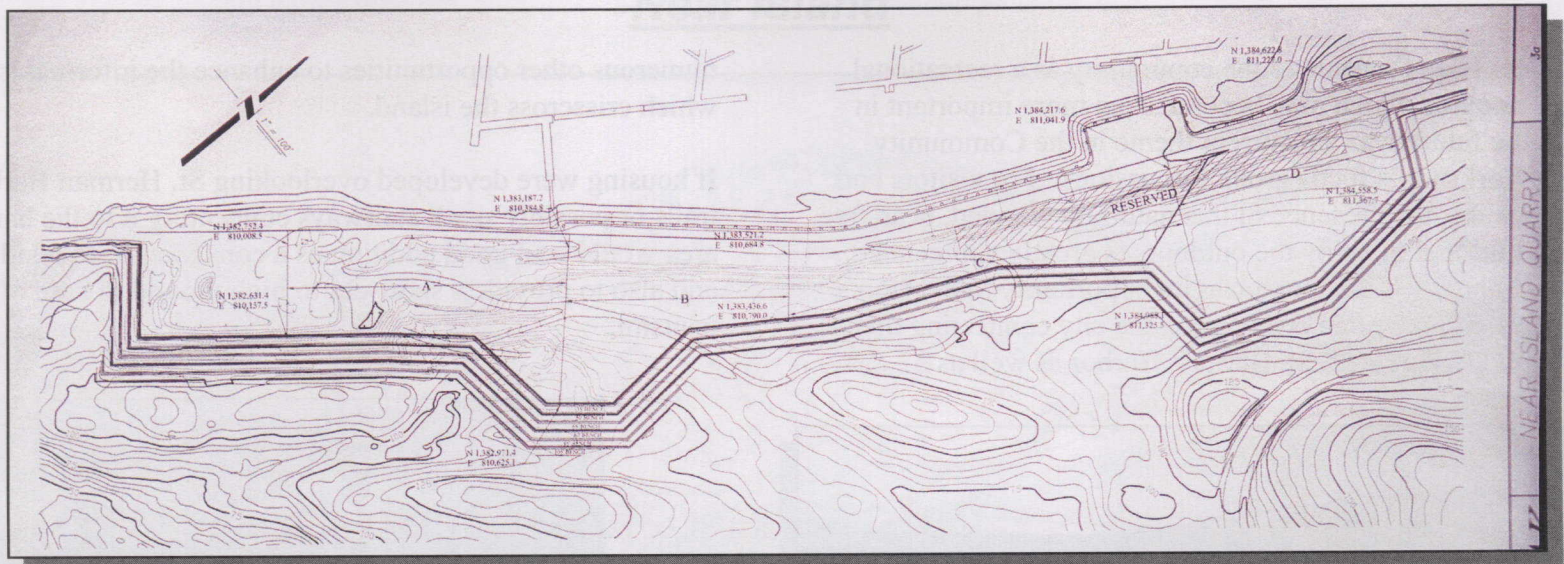
Recreational Value

Near Island's value to the community as a recreational resource which may become even more important in the future was a recurrent theme in the Community Design Workshop's focus group discussions. For visitors and residents alike, the presence of this naturally wooded, bear-free place to hike and to enjoy the outdoors is greatly appreciated. Team members felt that there was an opportunity to develop a new trail along the ridge crest facing the city connecting the Near Island Bridge with St. Herman Harbor as well as

numerous other opportunities to enhance the informal trails which crisscross the island.

If housing were developed overlooking St. Herman Harbor, trails or possibly small stairways connecting it to the harbor area would be a good addition as a convenience to residents and also to provide a short-cut to high ground in case of a tsunami.





St. Herman Harbor Development and Support Services

Near Island's future development was the second major area examined by the members of the design team. They initially looked at plans for new facilities adjacent to St. Herman Harbor, where most of the larger boats in Kodiak's fishing fleet now tie up.

They developed a sketch that showed a new drive-on floating dock for the NOAA research vessel slated to be home-ported in Kodiak, and sufficient staging and storage areas to support it. They also drew in a 300-ton travel lift for raising large boats out of the water for repair, and a staging area.

Finally, they looked at the remaining flat area that is being developed under the current quarrying contract. When this was drawn at the same scale as downtown, it became apparent that there will be sufficient space to duplicate all of the marine support services now located along Shelikof Street. They recommended that the last phase of the proposed quarrying contract in the area closest to town not be carried out, as additional flat land is not required in the foreseeable future and this area would buffer housing overlooking the harbor.



Trident Basin

Design team members also reviewed the floatplane facility at Trident Basin. They were asked to consider some additional quarrying to accommodate expansion of the aerodrome. The desire for additional haul-out space where salt water could be washed off planes and a hangar for repairs were mentioned by float plane operators and subsequently illustrated in a sketch.

The design team recommended that plans for any future quarrying undertaken at this location include a requirement that the benches be gently curved so that when vegetation returns they will blend into the natural landforms.

The road connecting the hangar and the passenger arrival and departure areas was kept narrow by design and is not intended to accommodate float planes. The intention was that the planes would approach the hangar from the water.



They also suggested that if Trident Basin expansion plans are undertaken, consideration be given to moving the fuel tanks now located above the basin to the side so that an overlook and pavilion could be installed to accommodate visitors and those awaiting arriving planes.

Trident Basin Expansion and Improvements



Near Island Housing

Plans for the construction of single family housing on Near Island were examined. The most recent designs call for the development of up to three loops of road in the center of the island, providing a total of 35 single-family lots.



Terezia Nemeth, the real estate development specialist from San Francisco, expressed concern that the up front cost of providing utilities and roads to these widely spread lots was so close to the market rate that their development posed a substantial financial risk to the City, should it be the developer.

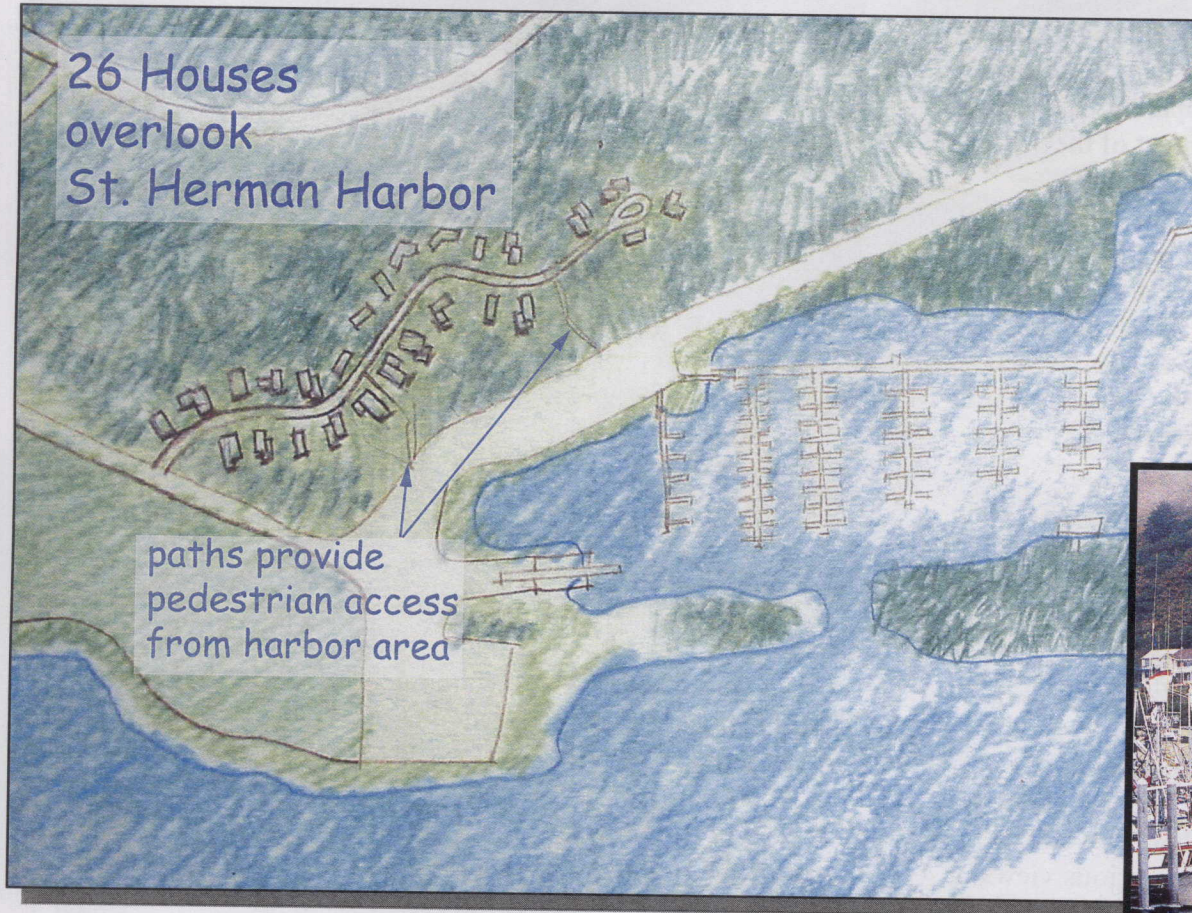
The local real estate brokers and contractors Terezia spoke to indicated that at this time the maximum price for a new home on Kodiak is \$150 per square foot. This assumes a large lot with a view. However, according to the same sources, it costs \$150 per square foot to build a home on Kodiak, not including the cost of the land. Factors include transportation of materials and labor rate. (For comparison it costs \$300 per square foot to build a house in San Francisco and \$200 per square foot in Santa Fe.)

The land costs for the proposed City development on Near Island are projected to be \$70,000 - \$100,000 per parcel. This was established by taking the estimated cost of the road, sewer, water and electrical to serve the development and dividing it by the number of lots. Unless the land is free, a family having a home built on one of these lots could not hope to recoup their investment at this time.

However, homes which currently step up the hills overlooking St. Paul Harbor are an integral part of the charm of Kodiak. If housing on Near Island is the desire of our community, the design team recommended that we look at installing a short road along the crest of the hill overlooking St. Herman Harbor. Homes along this hill would mirror those across the water over St. Paul Harbor and would complete the visual embrace of our harbors. They would have great views of the harbor, good sun exposure and less noise from the float planes in Trident Basin. This would also preserve the recreational value of the existing trail network on the island.

Twenty-six homes on one third-acre lots with views of the harbor could be located there. The homes should be offset, and care taken to preserve as much of the native vegetation as possible. The cost per lot of constructing roads and utilities for

this compact development would be substantially less than the cost of the current development proposals. This part of Near Island was recommended for commercial or residential development under the Near Island Comprehensive Plan.



Uses for quarried area adjacent to Dog Bay Road

The design team also considered possible uses for the flat, quarried land on the north side of Dog Bay Road. When drawn to the same scale, it became apparent that there is enough developable land there to duplicate most of the commercial and retail services presently located in the downtown. The commercial lots offered for sale adjacent to the road to the harbor are priced at \$11 - \$15 per square foot and are each large enough to accommodate a big box store. Commercially zoned land in town is selling for \$5 per square foot, if at all. It does not appear that the sale of commercial lots of this size and price is viable at this time. The City could wait for the market to change, but there is not a market now.

Design team members considered other possible uses for this land, based on comments made during the public meetings. Recreational facilities seemed to be a natural fit, located close to the bridge and North End Park. Should Kodiak construct a new swimming pool, this might be a good location. There is also space for a football field and a baseball diamond.

Local residents frequently mentioned the desire for a conference facility; there is an excellent site for one where the land breaks and starts to fall toward the harbor. It would be remote enough to be a "retreat" setting, with glorious views of the harbor and potential access to the trail network.

Rental housing is also a possibility for this location. Vacancies are low and Coast Guard personnel are always looking for 3-



bedroom units as there is not sufficient housing on the U.S. Coast Guard base. Also, rental rates are higher than mortgage rates at this time, making rental housing an attractive investment.

Whatever is done, care should be taken to locate parking at the rear of the lots and to install trees and wide sidewalks close to Dog Bay Road. At a focus group session one local resident suggested that, while our community waits to develop this land, we hydro-seed it. In response to this, the design team showed green space wherever no other facility was located.



Area between Dog Bay Road and Trident Way

Across Dog Bay Road, there is another flat piece of land along a gravel road, which is presently zoned retail business and business. This seemed appropriate to the team. Some interest was expressed in focus group sessions about siting facilities that would support the “research campus” in this area.

However, the parcel at the juncture of Dog Bay Road and Trident Basin Way is also zoned this way and team members recommended that it not be developed at all. Its high point is

visible from all around both harbors and contributes to the natural beauty of Kodiak’s urban core. With so much other flat land available and unused on Near Island, there is no commercial need for developing this parcel.

In general, members of the design team recommended that site preparation, such as logging and quarrying, only be undertaken after specific plans for development projects are made, approved and funded. They also noted that “park” was a legitimate and appropriate zoning category for much of the Island.



Pedestrian Enhancements

In designing a good walking environment, it was emphasized that it is the *details* that are crucial. Engineering design details may seem arcane and tedious at times, but they are important.

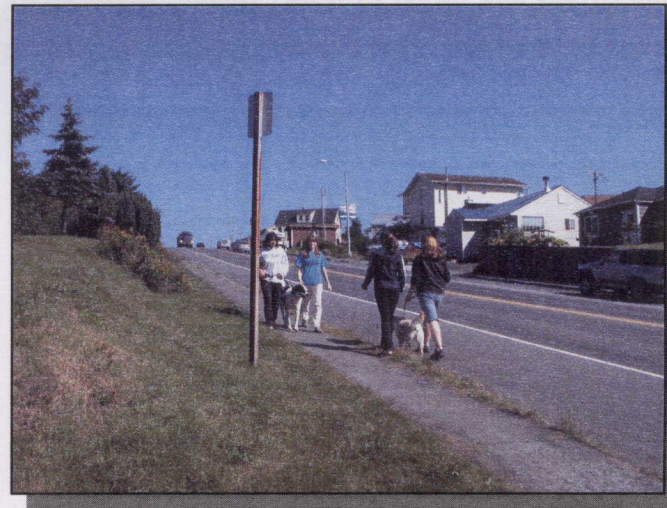
Engineers do a good job of designing but tend to focus on moving cars. In order to get a good walking environment, we need guidelines that are pedestrian-oriented, and to have pedestrian advocates review transportation plans.

The task of making the numerous recommended changes downtown, such as widening existing sidewalks and adding new ones, marking crosswalks, adding curb extensions, narrowing roads, rearranging utilities and dumpsters out of the pedestrian right of way, and adding way-finding signs, may seem unrealistic and undoable at first. However, changes need not be done all at once, but can be made gradually as roads and sidewalks are redone.

A number of small changes will add up over the years to make walking safer, easier, and more pleasant for residents and visitors alike.

The design team considered the major pedestrian routes in the downtown area, including routes through the downtown core, through the museum area, from nearby housing to town, from

the ferry dock to the museums and to downtown, and routes from Pier 2 into downtown. Other priorities were the AC corner, the “Y” crossing, and Near Island.



They recommended that the City identify and develop a program for making easy changes, such as addressing crosswalks, snow clearance, and moving dumpsters. A longer term program would address issues such as new or wider sidewalks, and intersection modifications.

While Kodiak was praised for having a good network of sidewalks already in place, there are many things that could be done to improve the downtown pedestrian environment.

Filling in Sidewalk Gaps

Filling in gaps in the existing paved sidewalk network would serve important destinations in some areas. The design team specifically mentioned the harbor side of Rezanof Drive from the Marine Way intersection to the Shelikof stairs, and the channel side of Rezanof Drive between the Near Island Bridge and Upper Mill Bay Road.



The design team also recommended that the City investigate building a pedestrian link from Mission Road to Rezanof at the Near Island Bridge.

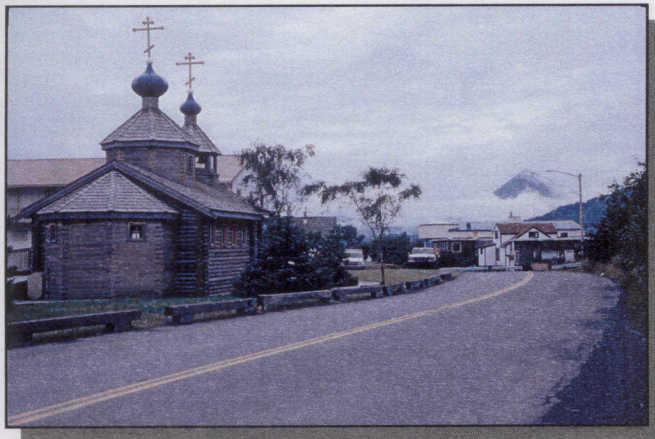
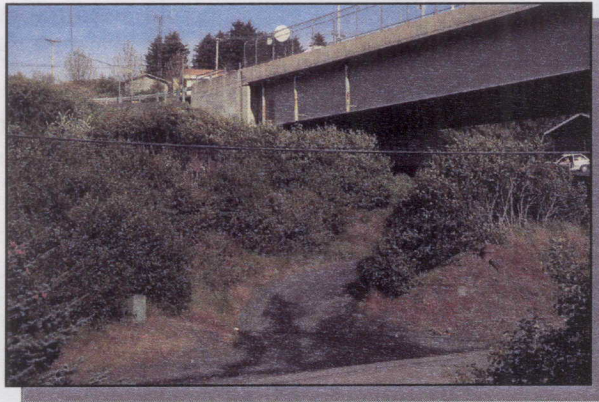
On examination it was apparent that an all-weather stairway could be built on the north or south sides of the bridge, improving pedestrian safety where there are currently steep paths through brush made by those who already use this route.

On either side the stairway would lead onto a piece of land under the bridge owned by Kodiak National Wildlife Refuge, but encumbered in part by a right-of-way held by the Alaska Department of Transportation for the Near Island Bridge. There is a bunkhouse used by the Alaska Department of Fish and Game on the property now, and a driveway leading down to Mission Road.



By filling in another gap in the sidewalk system, from where the path meets Mission Road to the Alutiiq Museum,

the pedestrian link between Near Island and downtown would be completed, allowing quicker and safer passage between both destinations without having to walk near the fast moving traffic on Rezanof Drive.



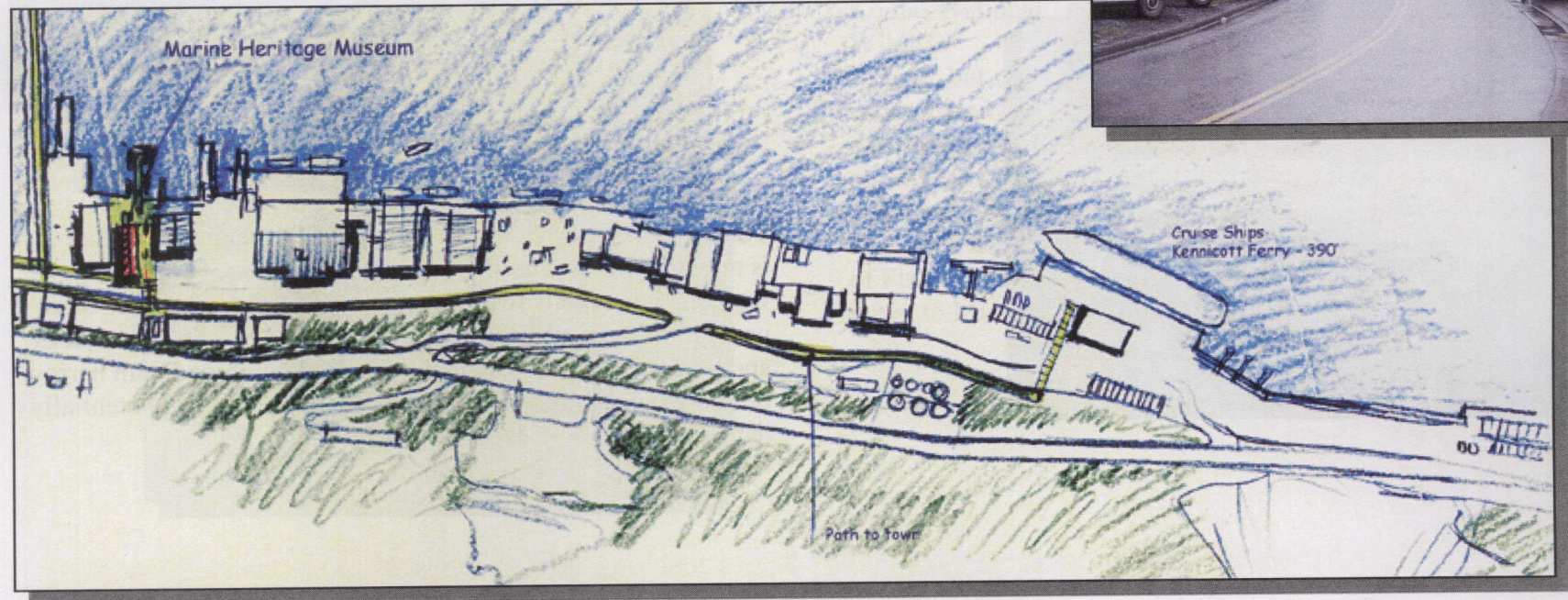
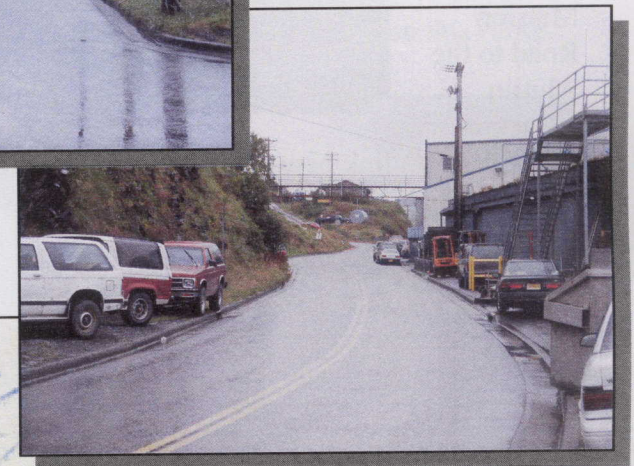
A designated sidewalk is needed on the harbor side of Marine Way, near the corner with the public restroom building. Cars parking in the lot on the corner frequently hang over, forcing pedestrians to walk around them, sometimes into the street. This area could be improved simply by painting lines to guide drivers, indicating that the sidewalk area was out of bounds for parking, and moving the parking about 4-6' toward the water.



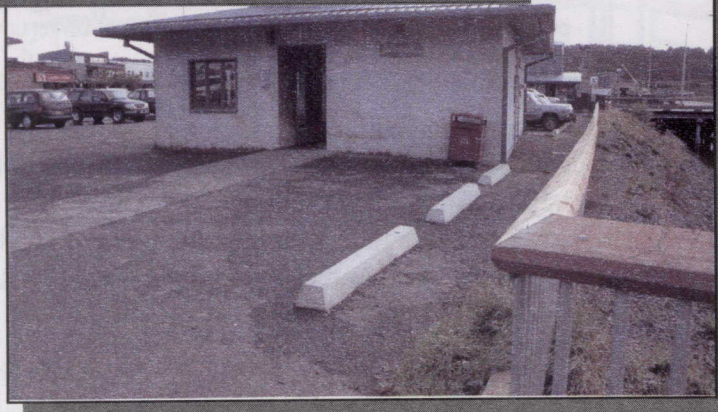
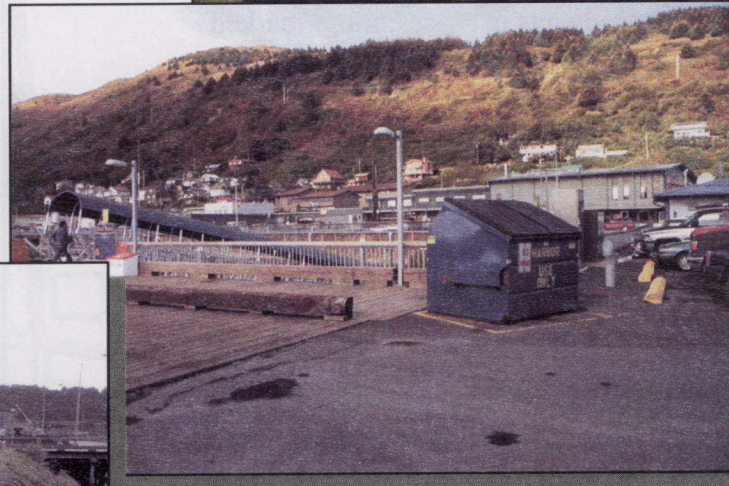
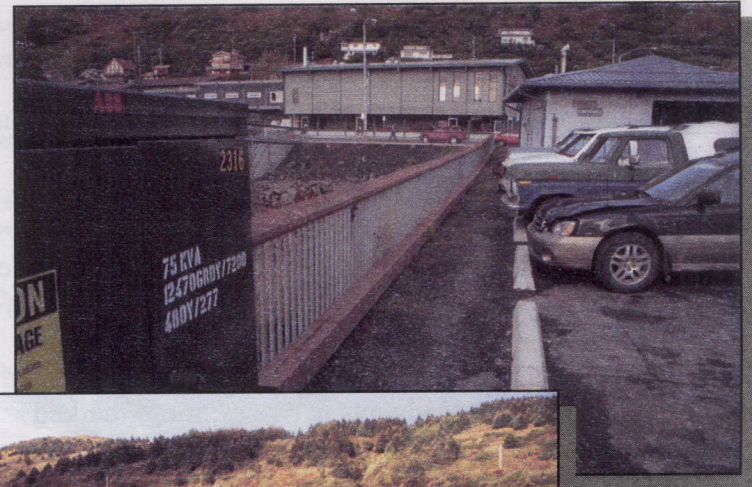
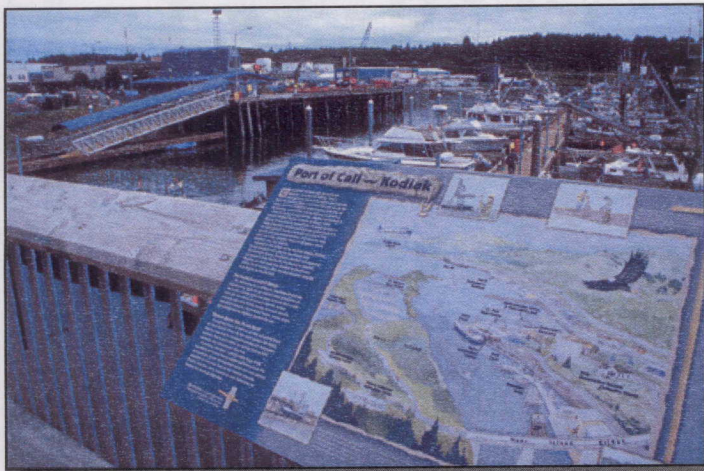
The route along Shelikof Street behind the canneries to Pier 2 is another area that needs consistent sidewalks. Cannery workers walk along Shelikof, and cruise ship passengers often use it in the summer to get to and from town. The large trucks and other vehicles that frequent the road combined with narrow or non-existent sidewalks make for a confusing and potentially dangerous situation, especially for visitors.

Filling in Sidewalk Gaps

A clearly marked walking route from Pier 2 to Shelikof Street was suggested to help cruise ship and ferry passengers find their way into town. And construction of a sidewalk on the hill side of the road from the entrance at Pier 2 to Jack Hinkle Way would benefit everyone who uses the area.



The existing walk along the harbor is a very pleasant and beautiful route. Beginning on Shelikof Street just beyond the harbor access ramp and extending to Marine Way, signs installed recently by the Kodiak Maritime Museum add immeasurably to the experience of the harbor for residents and visitors alike. Connecting this walk to the dock area behind Fisherman's Hall could be done very simply.

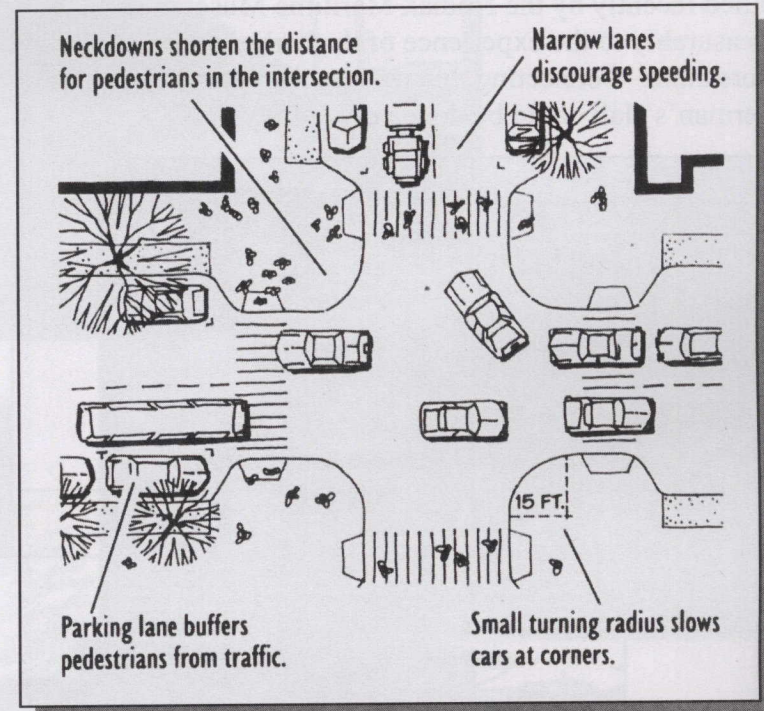
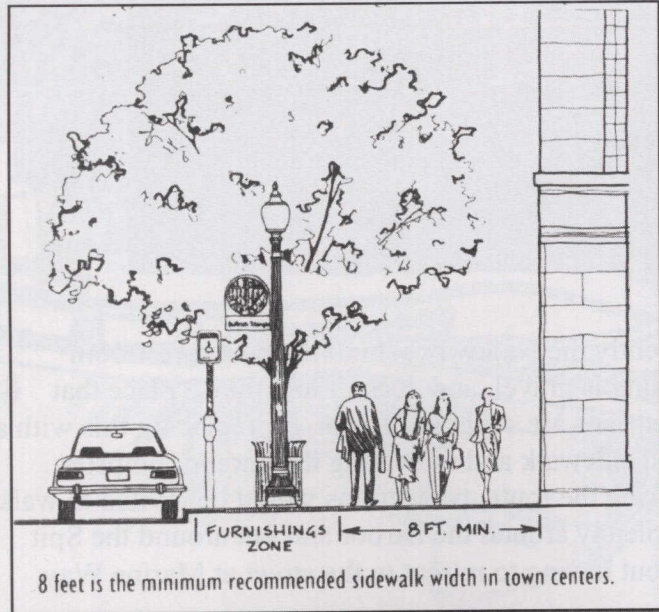


Currently the walkway behind the public restroom building is gravel, and doesn't look like a place that pedestrians are supposed to go. By replacing this with a paved sidewalk and relocating the harbor dumpster blocking the route, pedestrians would be invited to walk completely around the harbor and out around the Spit without having to retreat to the street at Marine Way.

Improvements for Pedestrian Safety

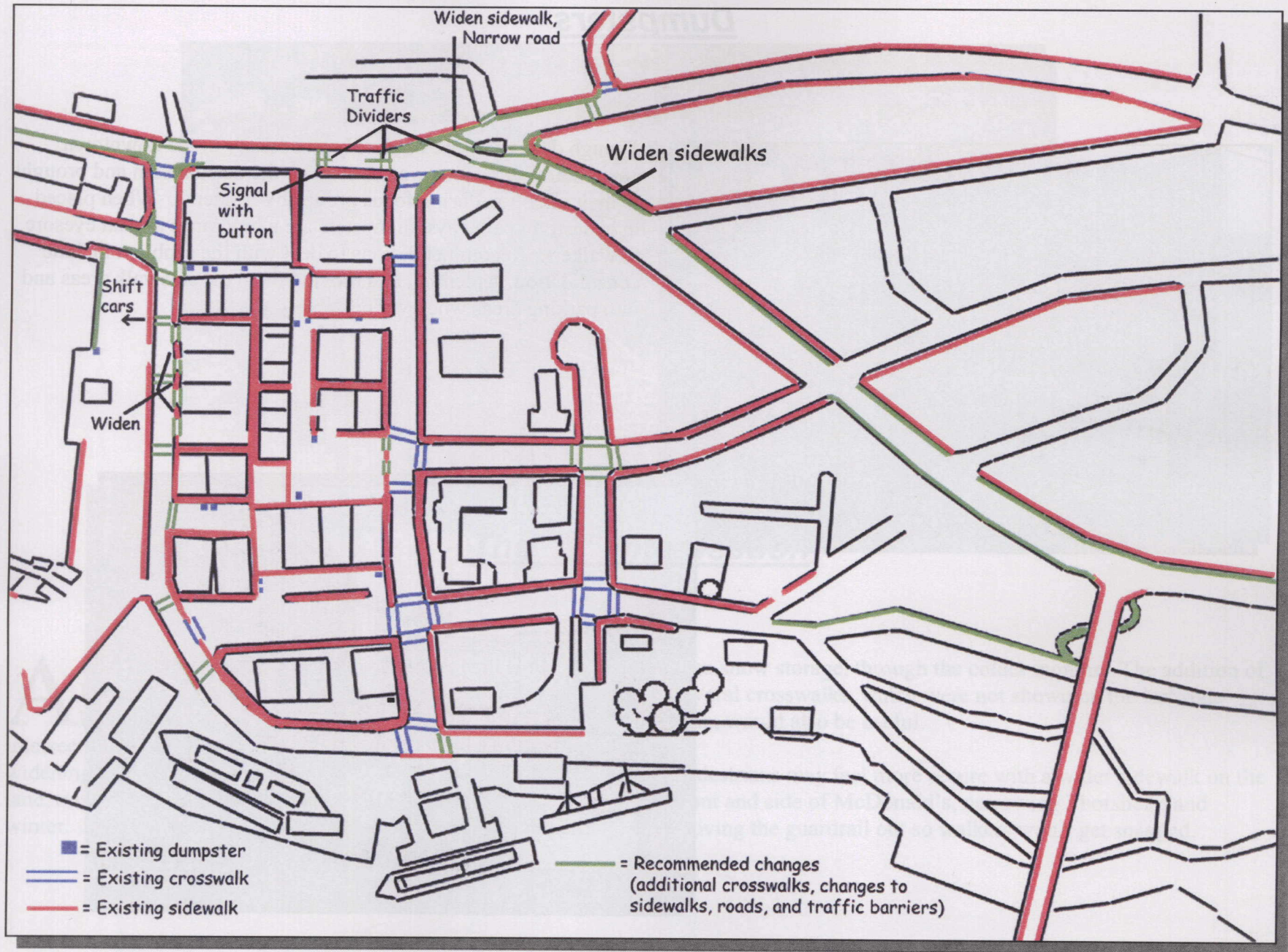
During focus groups, the design team heard numerous complaints about drivers speeding along Rezanof Drive and other roadways, endangering pedestrians. It was noted by the design team that many of Kodiak's roadways are quite wide, which encourages drivers to feel higher speeds are safe.

Recommendations to deal with this issue included: physically and visually narrowing roadways in places; more marked crosswalks; narrowing intersections by building out curb extensions; and installing appropriate signage. Speed limit signs, stop signs, and signs reminding drivers to stop for pedestrians in crosswalks were suggested.

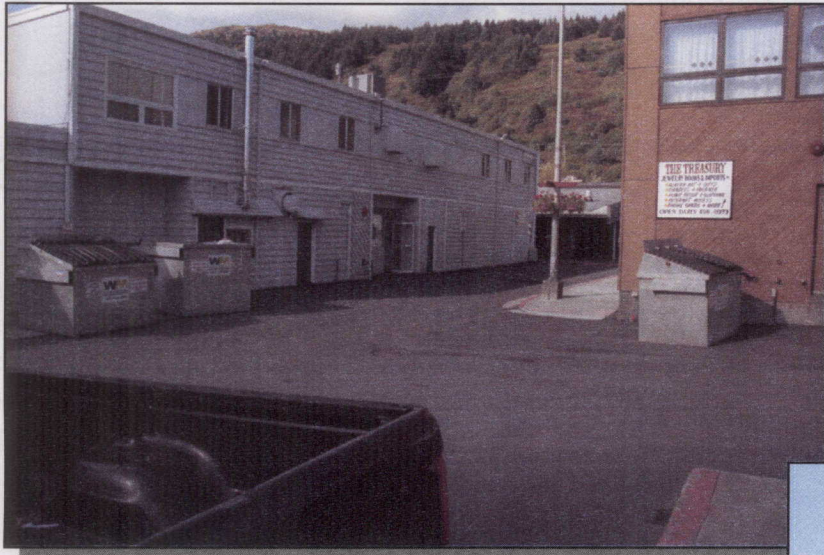


As roadways are narrowed to decrease speeding, the extra space can be used to widen sidewalks. It was noted that the majority of Kodiak's sidewalks are three feet to five feet wide. At less than five feet, people need to walk single file, and at five feet two people can walk side by side. A six-foot width allows two people to pass one person on the sidewalk.

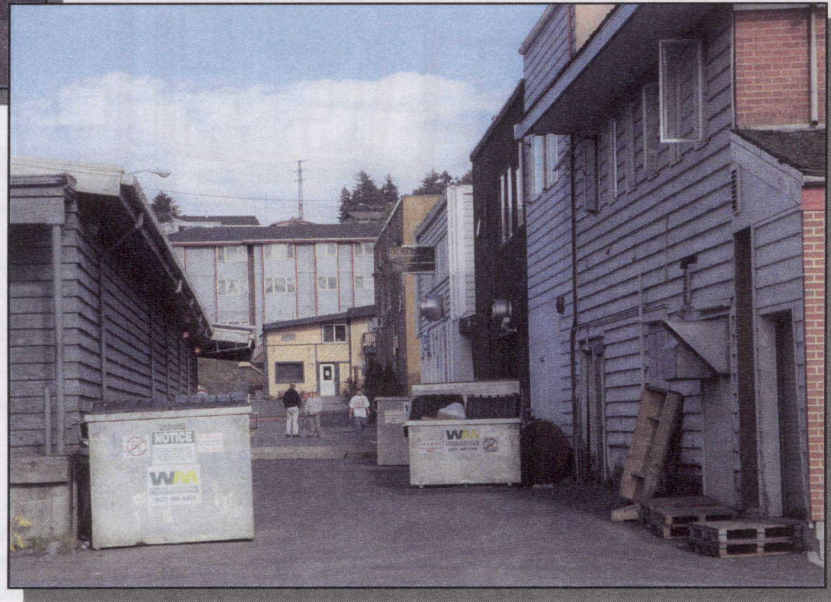
The diagram on the facing page illustrates recommendations for pedestrian oriented changes downtown made by the design team.



Dumpsters



Though dumpsters are obviously a necessity in the downtown area, their prominence was noticed by the design team and brought to their attention during focus groups by residents. When placed in pedestrian pathways, dumpsters are a hindrance and an eyesore to walkers. Recommendations to deal with the problem include consolidation, screening, and moving them off sidewalk areas and into parking areas wherever possible.





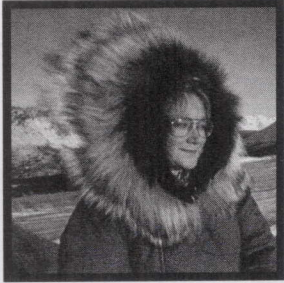
The "Y" Intersection

At the "Y" intersection of Rezanof Drive, Mill Bay Road, and Center Street it was suggested that Rezanof be narrowed as it comes down the hill into the intersection to slow traffic. If this were accomplished by widening the sidewalk and adding a landscaped strip or bicycle lane, this area could also be used for holding snow in the winter. This would leave the sidewalk for pedestrians, rather

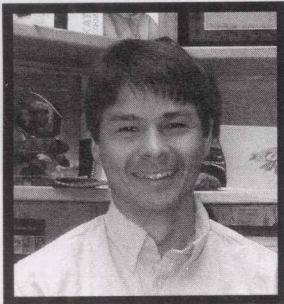
than snow storage, through the colder months. The addition of several crosswalks, which were not shown on the last state plan, would also be useful.

Pedestrians may feel more secure with a wider sidewalk on the front and side of McDonald's, narrowing Thorsheim and moving the guardrail out so walkers won't get snagged.

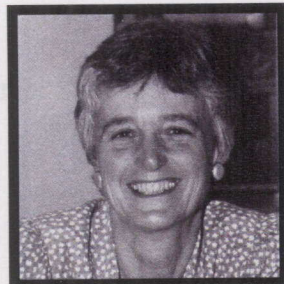
The Design Team:



Leslie Kerr, FASLA, - served as facilitator for the workshop. Since 2001 she has been the refuge manager for 1.9 million acre Kodiak National Wildlife Refuge. Ms. Kerr has worked for the U.S. Fish and Wildlife Service for 23 years; 20 years in Alaska. Between 1982 and 1990 she led a team that completed Comprehensive Conservation Plans for four national wildlife refuges established or expanded by the Alaska National Interest Lands Conservation Act of 1980, then served as Chief of Planning for the 77 million acres of national wildlife refuges in Alaska for another five years. In 1995 she became refuge manager of 2.15 million acre Selawik National Wildlife Refuge headquartered in Kotzebue, Alaska, 26 miles north of the Arctic Circle. She has two degrees in landscape architecture and also studied landscape ecology, public policy and natural resource economics as a Loeb Fellow in Advanced Environmental Studies at Harvard University. She is a Registered Landscape Architect in the State of Minnesota, and a Fellow of the American Society of Landscape Architects.



Sven Haakanson, Jr., PhD. - Executive Director of the Alutiiq Museum and Archaeological Repository, Dr. Haakanson holds a Ph.D. from Harvard University in Anthropology and has done extensive ethno archaeological field research in Siberia and Yamal, Russia. As someone born and raised in the Alaska Native village of Old Harbor on Kodiak Island, Dr. Haakanson brought his perspective as a participant in and observer of the cultural context of community transition and eco-tourism development.



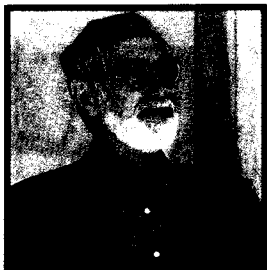
Ann Hershfang - Founder of WalkBoston and a transportation activist, Ms. Hershfang has also served as undersecretary of transportation for the Commonwealth of Massachusetts, where she managed the statewide Regional Transit Authority, commuter ferry, private bus and aviation programs and transportation programs for the elderly and disabled, and as vice chair of the Massachusetts Turnpike Authority. She also founded the South End Committee on Transportation, and with that group created a comprehensive neighborhood transportation plan that redesigned and landscaped major arterials and intersections to enhance the pedestrian environment. Her broad perspective on transportation issues was a benefit in considering how residents and visitors alike come into, and move between and around, Near Island and downtown.



Terezia Nemeth - A real estate development specialist and architect, Ms. Nemeth is Vice President of the Catellus Development Corporation in San Francisco. At Catellus she oversees development of all commercial office projects by the Urban Development Group including the planning and entitlements for the initial 2.6 million square foot phase at Mission Bay and the planning and entitlements for the initial one million square foot phase at Los Angeles Union Station. She has also worked with the City of Oakland as Manager of Strategic and Economic Planning and in the San Francisco Mayor's Office of Economic Development as a Special Assistant to the Mayor in charge of project management on major development projects including the 49ers Stadium and Mall. Ms. Nemeth's public service includes a term as chair of the San Francisco Port and City Waterfront Design Advisory Committee and participation in the Oakland Post-earthquake Reconstruction Design Charrette. Ms. Nemeth brought a micro-economic perspective to the team.



Paul Stevenson Oles ("Steve"), FAIA - is a practicing architect, experienced teacher and highly regarded perspectivist. As an architect, Mr. Oles's work in housing and energy-efficient design has been widely recognized and published. He has taught at RISD, Yale, MIT and Harvard, where he was also a visiting scholar and Loeb Fellow in Advanced Environmental Studies. In 1983 he won an AIA Institute Honor for "distinguished achievement in the field of architectural delineation." A co-founder of the American Society of Architectural Perspectivists, he is the author of numerous articles and two major books on architectural illustration, and has lectured and exhibited worldwide. In 1989, he was advanced to the AIA College of Fellows, which described him as "the dean of architectural illustrators in America." In 1996 he won the Hugh Ferriss Memorial Prize for his pencil drawing of a Paris office tower, designed by Henry N. Cobb, FAIA. Mr. Oles served as illustrator for the workshop team.



Laurie Olin, FASLA - Raised in Fairbanks, Mr. Olin now heads the Olin Partnership, an urban design and landscape architectural firm in Philadelphia. Mr. Olin's public service includes participation in a variety of design charrettes and other projects sponsored by the National Endowment for the Arts, including service as a resource member and speaker for workshops of the Mayor's Institute on City Design in Philadelphia, Charlottesville, Salt Lake City, and Denver. His honors and awards include honorary membership in the American Institute of Architects and the Bradford Williams Medal for Best Writing on Landscape Architecture, among many others. He is also a Trustee of, and former Fellow in Landscape Architecture at, the American Academy in Rome. Mr. Olin brought the twin perspectives of landscape architecture and urban design.

Community Survey Results

Prior to the workshop and at each focus group session, local participants were asked to complete a short survey discussing how they would like to see downtown and Near Island in ten years; what they would like to preserve and what they'd like to change. Twenty-seven responses were received. Overall, the tone of the surveys was very positive and helpful.

Because the questions in the survey were open-ended, respondents commented on issues of importance to them; they did not necessarily speak to each issue discussed below. Therefore, if we report that half of respondents held one opinion - that does not mean that the other half did not agree - they simply didn't comment.

Looking forward ten years, more than half of the respondents wanted to see Near Island's green space and natural beauty preserved and wanted to see a downtown which is greener and more attractive. More than half of the respondents were also concerned about pedestrian amenities, mentioning the desire to have a downtown that is pedestrian-friendly and easy to navigate on foot, both winter and summer. About twenty-five per cent of the respondents mentioned the desire to see more quality specialty shops in the downtown and fifteen per cent mentioned the need to preserve our working waterfront and small town ambiance.

Trails, houses on hills, restaurants with character, working stoplights and an improved library were each mentioned by a few respondents. The issue of future residential development on Near Island was raised seven times; six comments were opposed; one was in favor.

When asked what they would change - the desire for better pedestrian access and amenities was mentioned most frequently, followed by the wish to see more attractive, less industrial-looking commercial buildings downtown.

More attractive and improved access to the water - particularly along Cannery Row and the desire to see the gravel pit on near Island "fixed" were each mentioned by eighteen per cent of the respondents. Slower traffic downtown, cleaner streets and parking lots, more locally owned small businesses and more aesthetic requirements placed on developers were each mentioned by a few people. Specific requests were made for an information kiosk on a corner downtown publicizing local events and a handicapped accessible picnic area on Near Island.