

CITY OF KODIAK

LANDSCAPE MASTER PLAN
for the Downtown Water, Sewer, and Storm Drain Master Plan
July 2010



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INTRODUCTION

The tsunami caused by the 1964 earthquake destroyed much of the City of Kodiak. Due to the overall devastation, much of the existing downtown utilities were re-constructed between 1965 and 1967 by the Army Corps of Engineers. Today the forty to fifty year old water, sewer, and storm mains are at or over their design life. Maintenance costs are increasing and the potential for costly future repairs is high. DOWL HKM was contracted by the City of Kodiak to produce the *City of Kodiak-Downtown Water, Sewer, and Storm Drain Master Plan*. This Landscape Master Plan is one phase of the project.

Much of downtown Kodiak will be impacted during the upgrade of the underground utilities, which will provide an opportunity to upgrade design features in downtown Kodiak. The downtown core was assessed and the circulation, connections, and landscape design was evaluated for both residents and visitors.

- Circulation
 - Where do people go and how do they get there?
 - Downtown routes used by residents.
 - Alternative routes residents use when cruise ships dock.
 - Downtown routes used by tourists.
 - Conflicts.
- Connections
 - Links between Key Locations.
 - What connections are missing?
 - What connections are not appropriate?
- Landscape Design
 - Where are improvements needed?
 - Where can landscaping improve the Kodiak experience?

Though the extent of the project area was determined by the corridors that will be impacted by the utility upgrades, links and destinations outside of the central area, such as the cruise ship and ferry docks, were also addressed. Focus areas included:

- Pedestrian Corridors
- Landscaping and Awnings at “the Mall”
- Improvements to the “Pocket Park”
- The Reconstruction of Artist’s Alley

The Kodiak Landscape Master Plan provides an opportunity for the community to refine its character and design.

SECTION ONE

INVENTORY AND ANALYSIS

The site inventory and analysis summarizes information collected on the existing conditions of the City of Kodiak. Maps and figures were prepared to compile the information based on the conditions and issues found on site as well as public input. This is the initial step of the planning process and provides the background needed to proceed with the master planning phase.

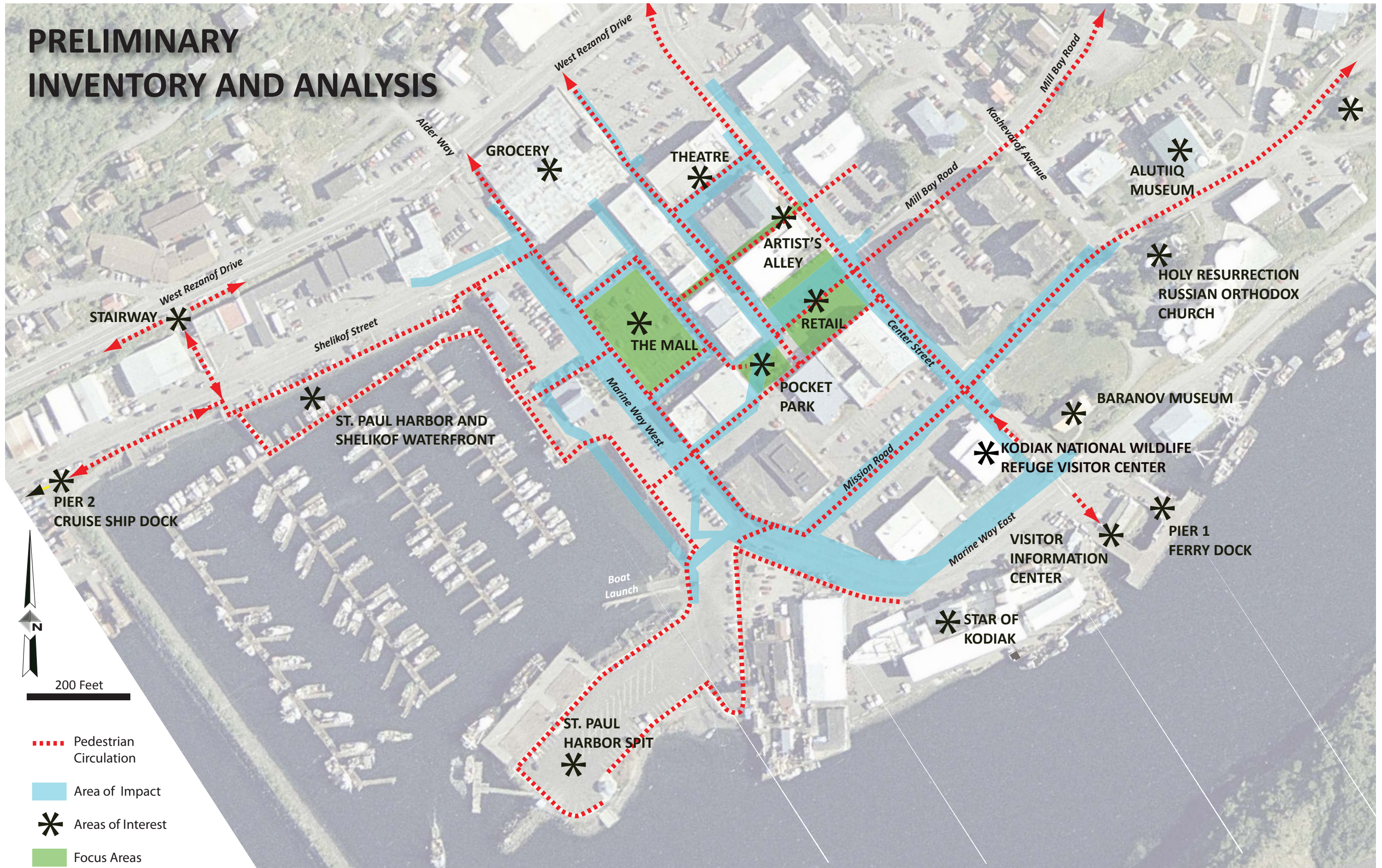
Existing code requirements must be considered for the Downtown Landscape Master Plan improvements. DOWL HKM evaluated code from the 1972 Urban Renewal Plan, the Kodiak Borough Code Requirements, and the Americans with Disabilities Act (ADA).

The 1972 Urban Renewal Plan focuses on zoning and rebuilding after the 1964 earthquake and does not provide guidance for the downtown amenities being proposed in this plan. As indicated in the 1972 Urban Renewal Plan - Section C, Subsection 7d, the plan was in full force and effect for a period of 30 years from the date of approval by the City Council of the City of Kodiak. The Urban Renewal Plan was passed and approved by the City Council of Kodiak on December 14, 1972 by Resolution no. 29-72. Therefore, as of December 14, 2002, the Urban Renewal Plan is no longer in effect.

Improvements and development within the City of Kodiak must also comply with the Kodiak Borough Code. Though not comprehensive, some code may apply depending on proposed designs, such as minimum requirements for access drive widths and grades. The outdoor dining guidelines also include minimum sidewalk width requirements for sidewalk dining.

According to the ADA, all new constructed, designed or altered buildings and facilities are required to comply with the ADA guidelines, unless it qualifies under General Exceptions. Some of these codes may apply to landscape and streetscape improvements to the downtown area of the City of Kodiak. Examples of required codes include providing accessible routes along streets, into buildings from streets, and from parking lots to sidewalks and buildings, including curb ramps wherever an accessible route crosses a curb. Accessible parking spaces with aisles must also be provided and is dependent on the total number of parking spaces in the lot. Public toilet facilities must also be accessible.

PRELIMINARY INVENTORY AND ANALYSIS



AREA OF FOCUS

Pedestrian Circulation

The arrival of visitors and potential gateways will be addressed and how both the community and visitors circulate through the downtown and connect to various sights and businesses will be considered.

- *Circulation of Residents and Potential Gateways*
- *Connections to Businesses and Sights*
- *Arrival and Circulation of Visitors*



AREA OF FOCUS

“The Mall”

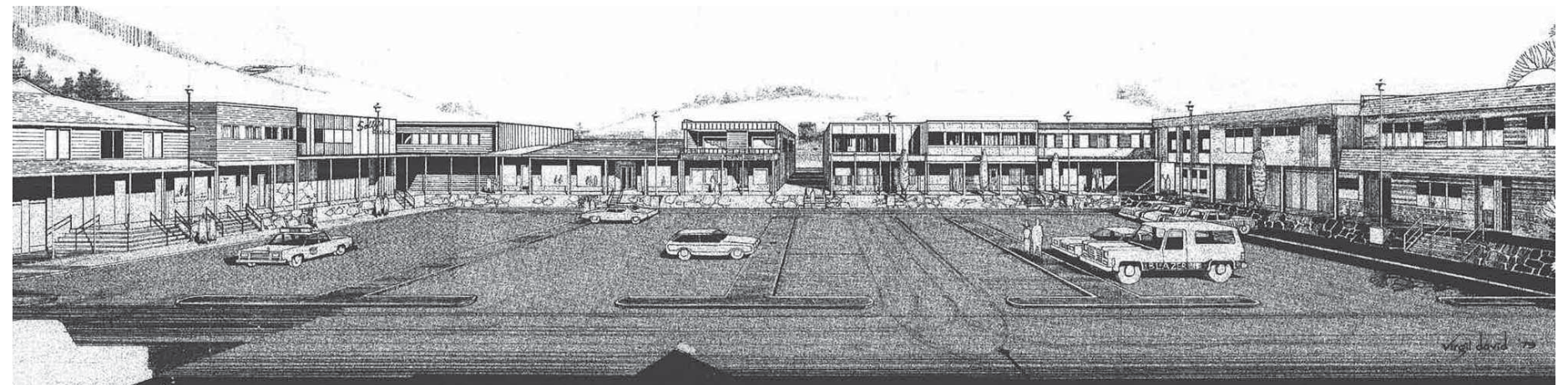
St. Paul Plaza or “The Mall” is a popular retail area with shops, restaurants, and services. The walkway is covered by awnings to protect the shoppers from inclement weather. These awnings are varied in design and lack cohesiveness. Stairs climb from the parking lot to the covered walkway, but people often bypass the stairs and climb the rock-paved slope instead. This area will be evaluated for both its function and design, as well as how it fits into the pedestrian circulation.

Evaluated for:

- *Function*
- *Design*
- *Role in Pedestrian Circulation*



One concept would be to make all awnings the same style.



AREA OF FOCUS

The “Pocket Park”

On the southeast corner just outside the mall is the “pocket park” with the “Welcome to Kodiak” sign and chainsaw carving. This small park has sunny seating areas and raised planters with trees, shrubs, and perennials. Improvements would enhance the experience of visitors to this small tucked-away park.

- *Improvements to Enhance the Visitor Experience*



AREA OF FOCUS

Artist's Alley

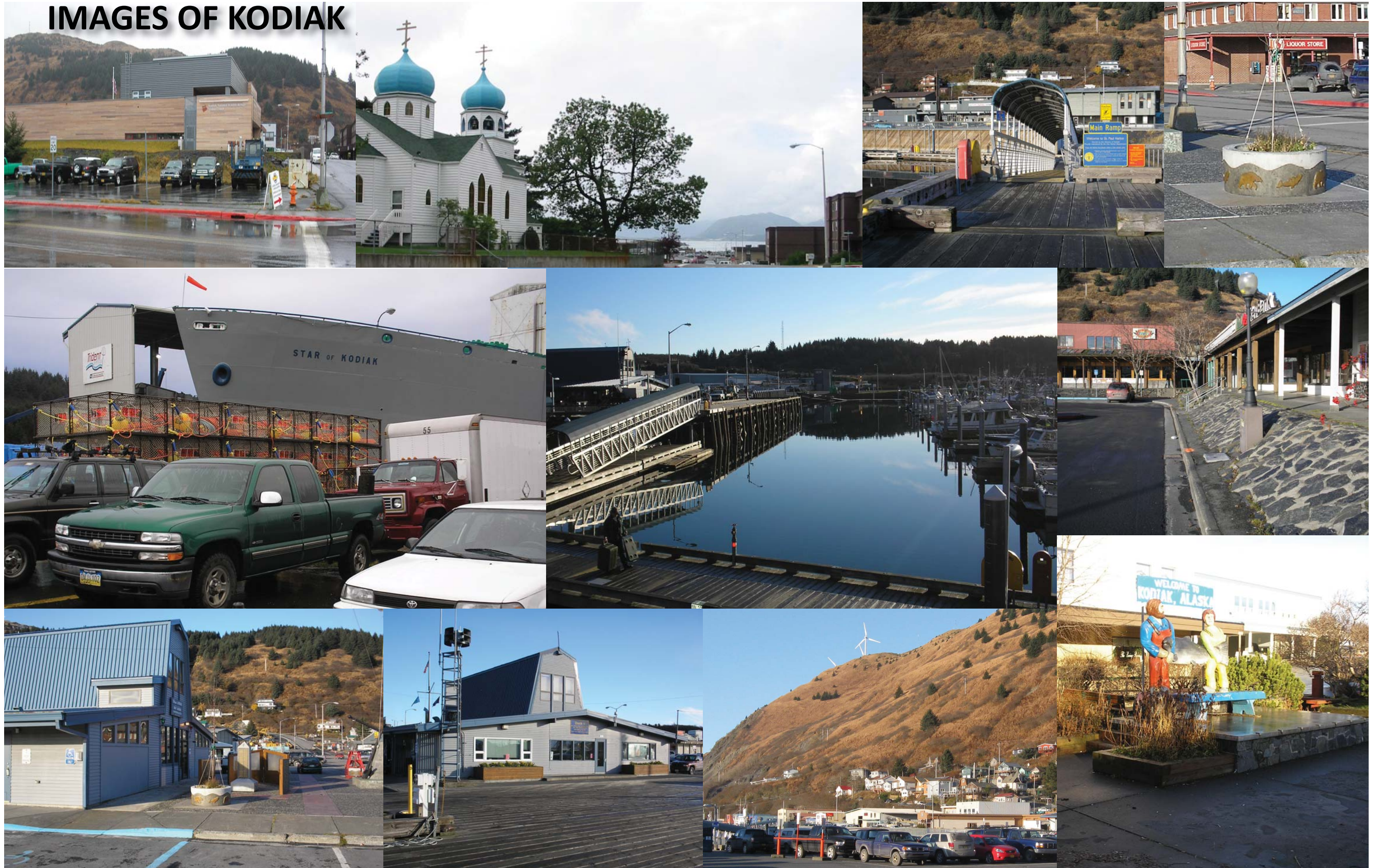
The reconstruction of Artist's Alley will also be addressed. DOWL HKM (formerly DOWL Engineers) participated in the MainStreet Kodiak Charrette in November 2004.

Working with MainStreet Kodiak and the City of Kodiak, DOWL HKM developed and presented two alternative concepts to the local community and to Kodiak High School art students. The students were encouraged to follow the project as it progressed and develop some concepts for sculptures, murals, and tiling treatments on the seatwalls and ground plane. The intention of this project was to create a canvas (a framework) for local artists to install sculptures, fascia onto the seatwalls, murals on the walls, and decorative lighting.

- *Reconstruction will be Addressed*
- *"MainStreet Kodiak" Charrette Concepts*



IMAGES OF KODIAK



IMAGES OF THE KODIAK DOCK



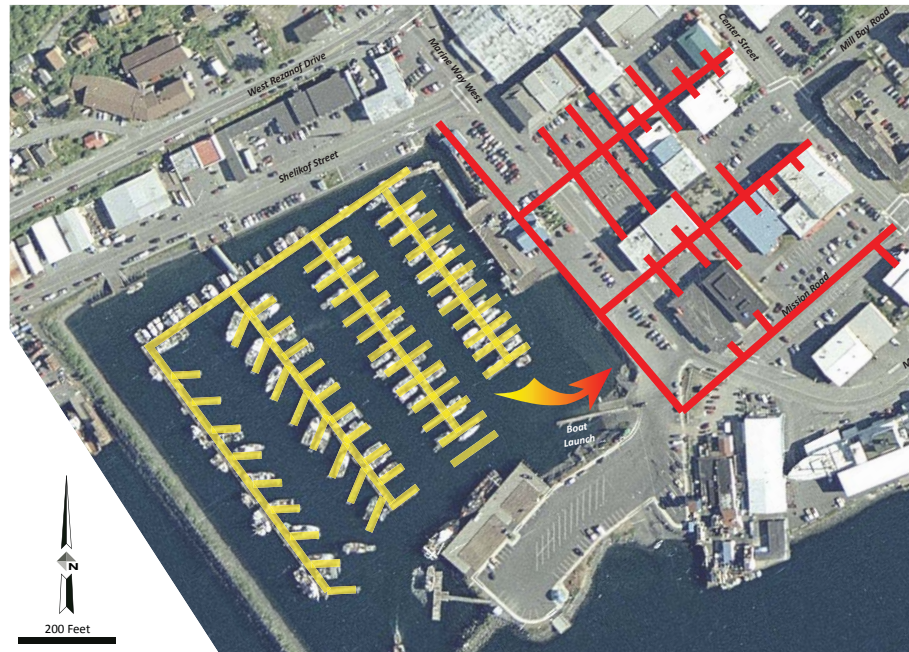
SECTION TWO

THE MASTER PLAN



THE "DOCK" CONCEPT

The circulation and composition of downtown Kodiak is similar to that of a dock. The main route is along the harbor with branches penetrating into the town providing access to the community and businesses.

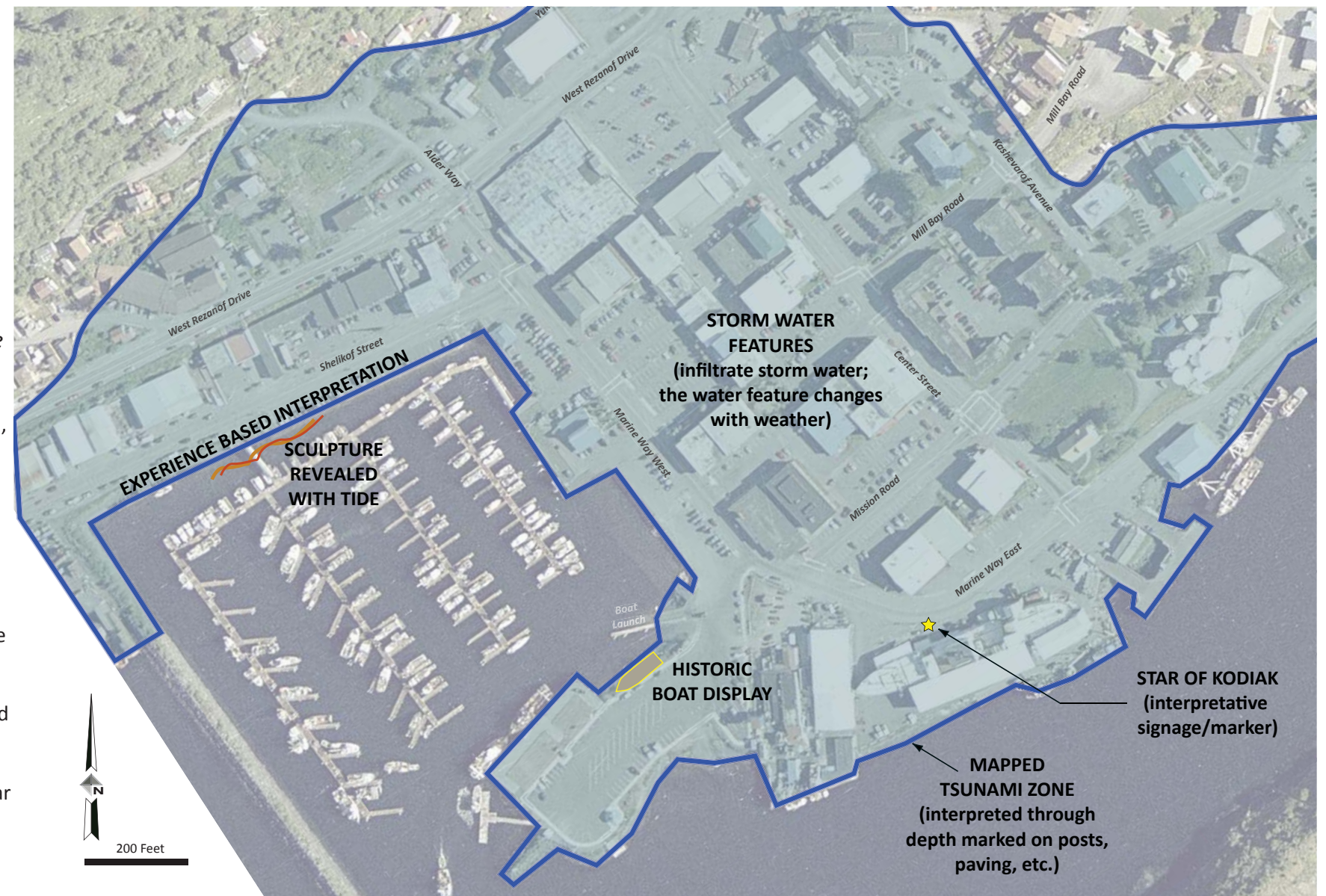
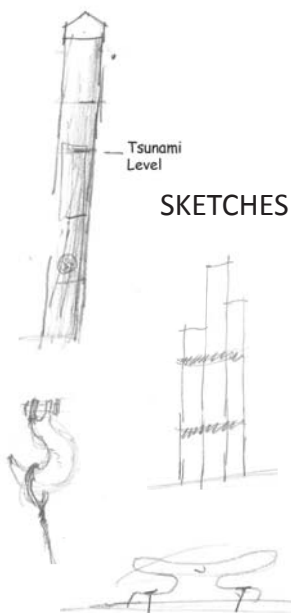


INTERPRETATION EXAMPLES

INTERPRETATION

Kodiak offers many opportunities for interpretation with its interesting history, culture, and fishing based industry. The following concepts have been incorporated into this master plan.

1. Using a dock theme (road-water, parking-slips, pedestrian zones-dock), details from the harbor and dock could be incorporated throughout Kodiak.
2. In addition to physical details of the dock and harbor, providing an awareness of other qualities important to fishing and the harbor, such as direction, tide, wind, time, storms, etc. would create a much more interesting experience. Examples include compass paving, sundial, sculpture revealed at low tides, and storm water features.
3. Interpretive sites could be designed to allow you to experience the site with less narration.
4. The tsunami zone could be "mapped" throughout Kodiak on posts, through paving, etc., so one would be aware if they are in the zone and how deep the water was.
5. A dock ramp could provide pedestrian access into the mall.
6. Interpretive signage and/or a marker could be incorporated for the Star of Kodiak.
7. Include interpretation concepts and ideas for the St. Paul Harbor outlined by the Kodiak Maritime Museum (KMM).



OVERALL MASTER PLAN

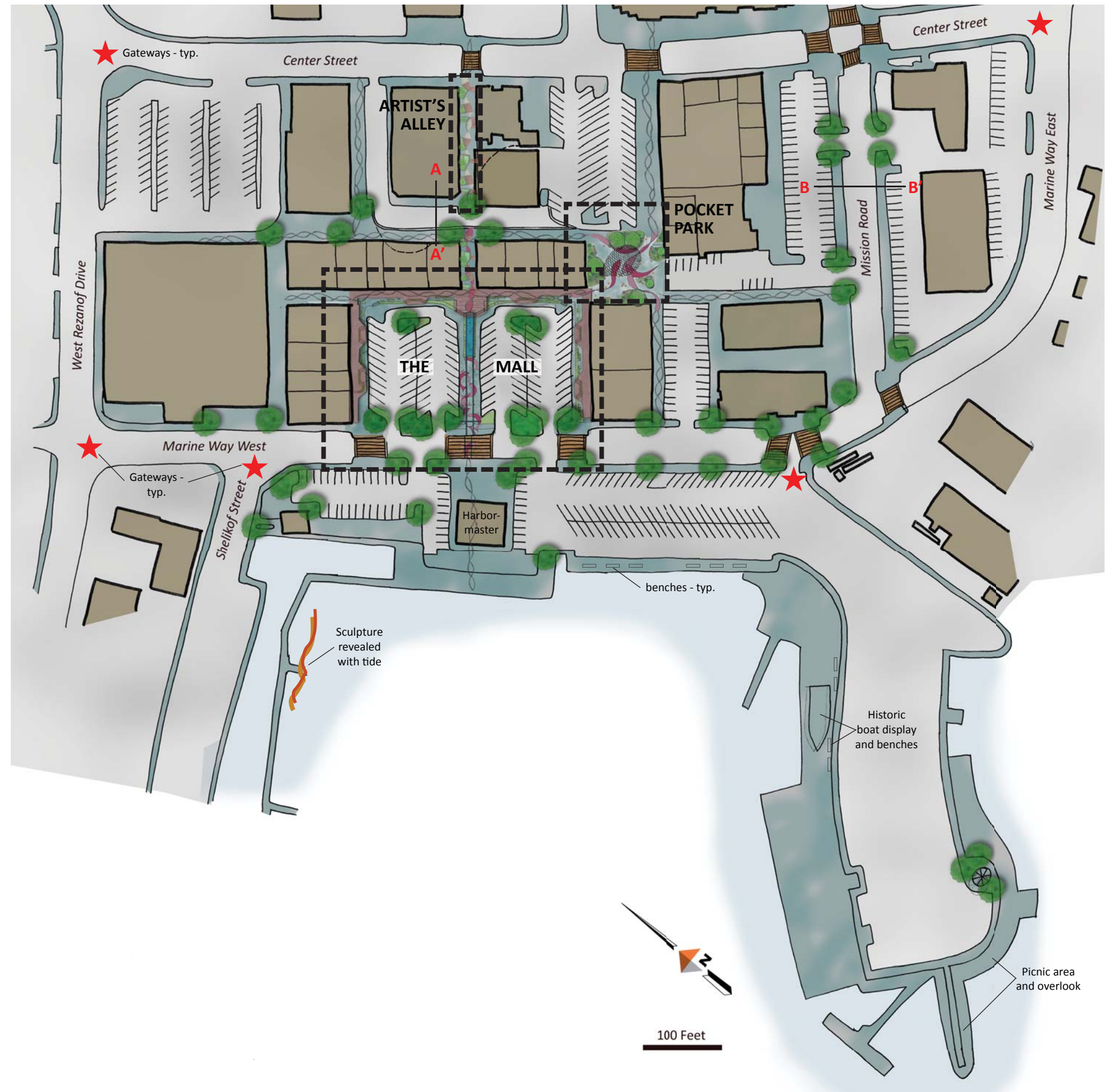
The design concept relates to the harbor and dock theme in that the circulation and composition of downtown Kodiak is similar to that of a dock. The main route is along the harbor with branches penetrating into the town providing access to the community and businesses. The vehicular and pedestrian access is separated yet functions efficiently. Parking is organized and provided throughout the downtown.

Details from the harbor and dock could be redefined into the downtown core, providing both an aesthetic and visual link. For example, a dock-like "boardwalk" could cross a parking lot or storm water could be part of a water feature that changes with natural processes similar to the tides affect on the raising and lowering of the dock. This concept would weave the entire community together, both on land and over water.

Kodiak has a walkable downtown. The buildings provide the framework for the pedestrian/greenspace connectors. The connections have been enhanced through the organization of the space and use, including the parking lots, walkways along the streets, the pocket park, and alleys/utilitarian spaces. The reorganization of the parking lots and drive lanes create and/or enhance the connections and provide interpretive opportunities along them.

A pedestrian zone was created to connect the downtown to the harbor and spit. Traffic calming strategies were implemented along Marine Way West and Center Street, including curb bulbs which provide for safer pedestrian crossings and slowing of traffic.

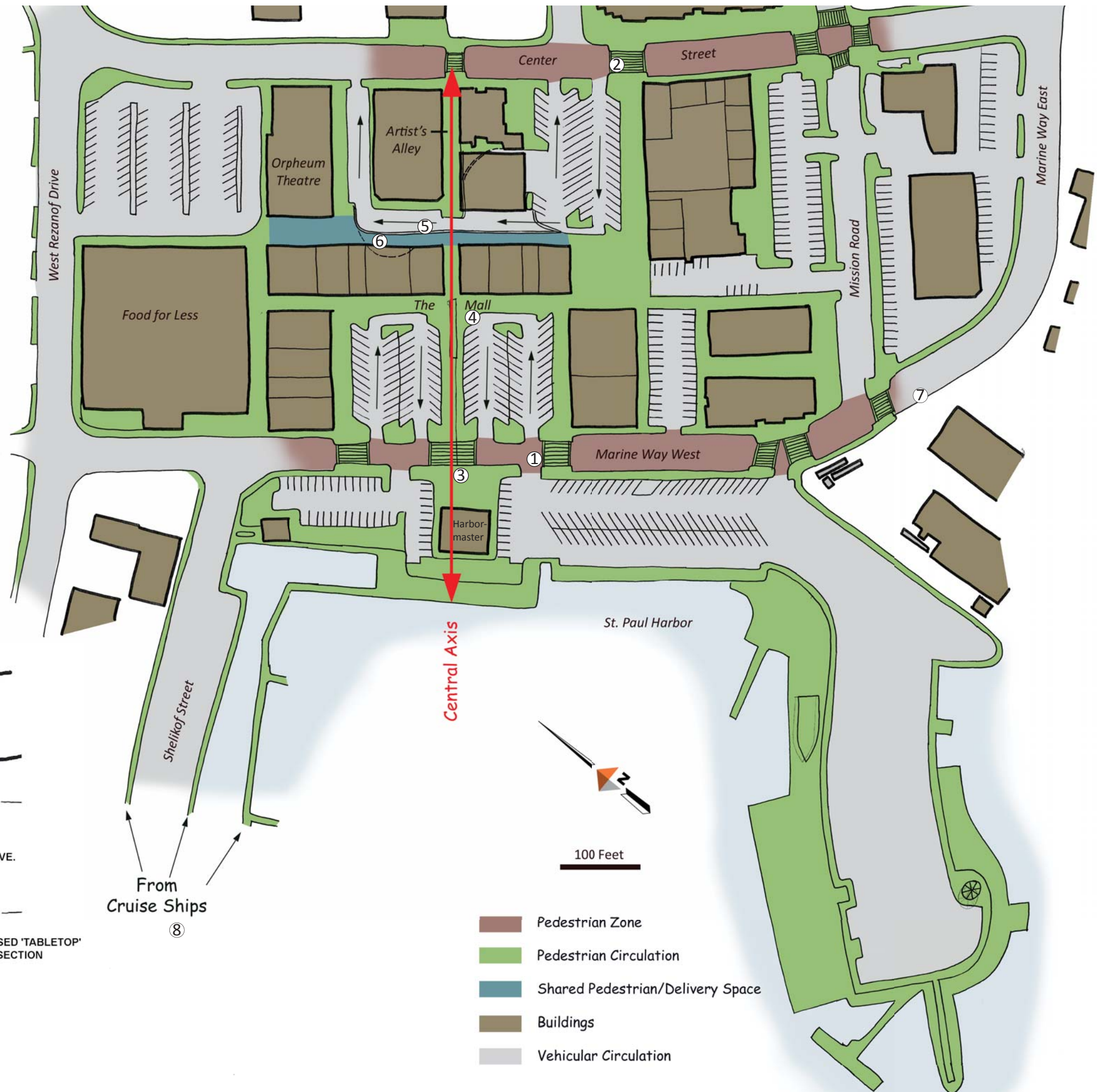
Gateways at the entrances into downtown Kodiak could include "Welcome to Kodiak" signage or interpretive signs or markers, such as the tsunami zone posts delineating the height of the historic flood waters at these gateways into downtown.



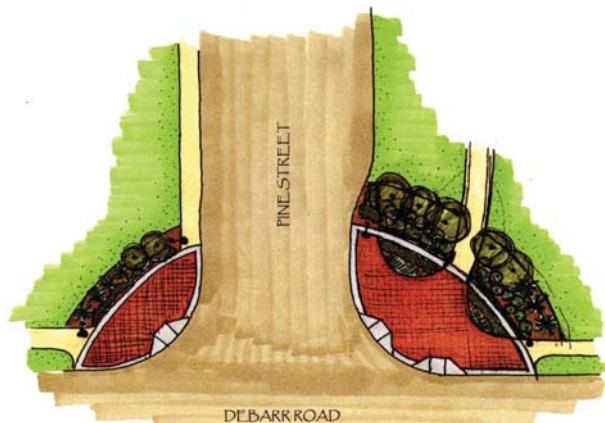
PEDESTRIAN CIRCULATION

The organization of the parking and pedestrian areas provides for pedestrian circulation that takes advantage of pedestrian connections that are not interrupted by vehicular traffic.

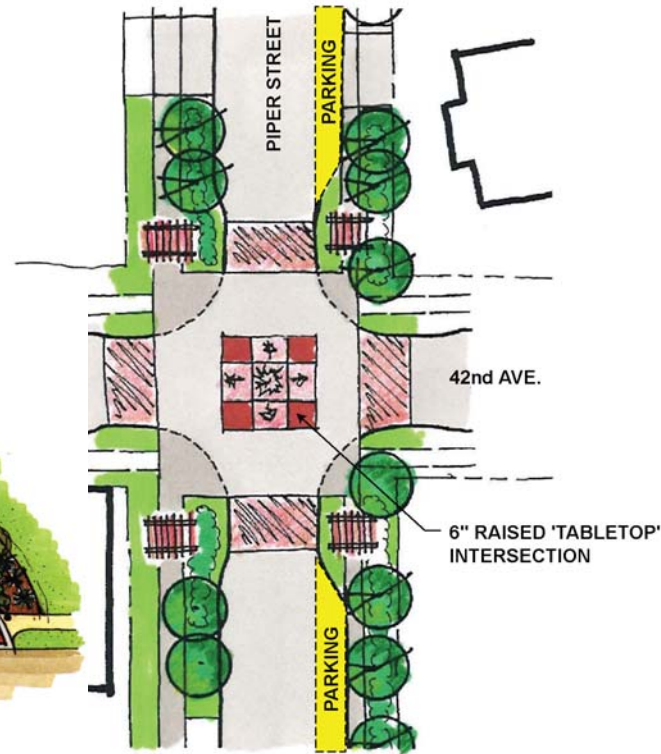
1. A major pedestrian zone across Marine Way will connect the harbor and spit to downtown. Traffic speeds are lowered with curb bulbs providing for safer pedestrian crossings.
2. A smaller pedestrian zone across Center Street will connect the northwest part of town; as well as some areas of interest, such as the Baranov Museum; Russian Orthodox Church; and park to the downtown.
3. The use of curb bulbs in pedestrian zones will slow traffic.
4. A central axis/major pedestrian connection from the harbor through downtown: from the harbor through the center of the Mall parking lot, then through Artist's Alley.
5. The one-way alley behind mall will retain access to both banks' drive-through lanes.
6. A pedestrian walkway behind the Mall with rolled curbs will retain delivery access to the back side of the Mall buildings and Orpheum Theatre.
7. A sidewalk from the spit will cross Marine Way East and will continue on the north side of the street.
8. The pedestrian entrance from the cruise ships forks out into three choices: the north side of Shelikof Street along the shops; the south side of Shelikof Street along the harbor; or the dock that continues through to the Harbormaster Building.



TRAFFIC CALMING EXAMPLES



CURB BULBS



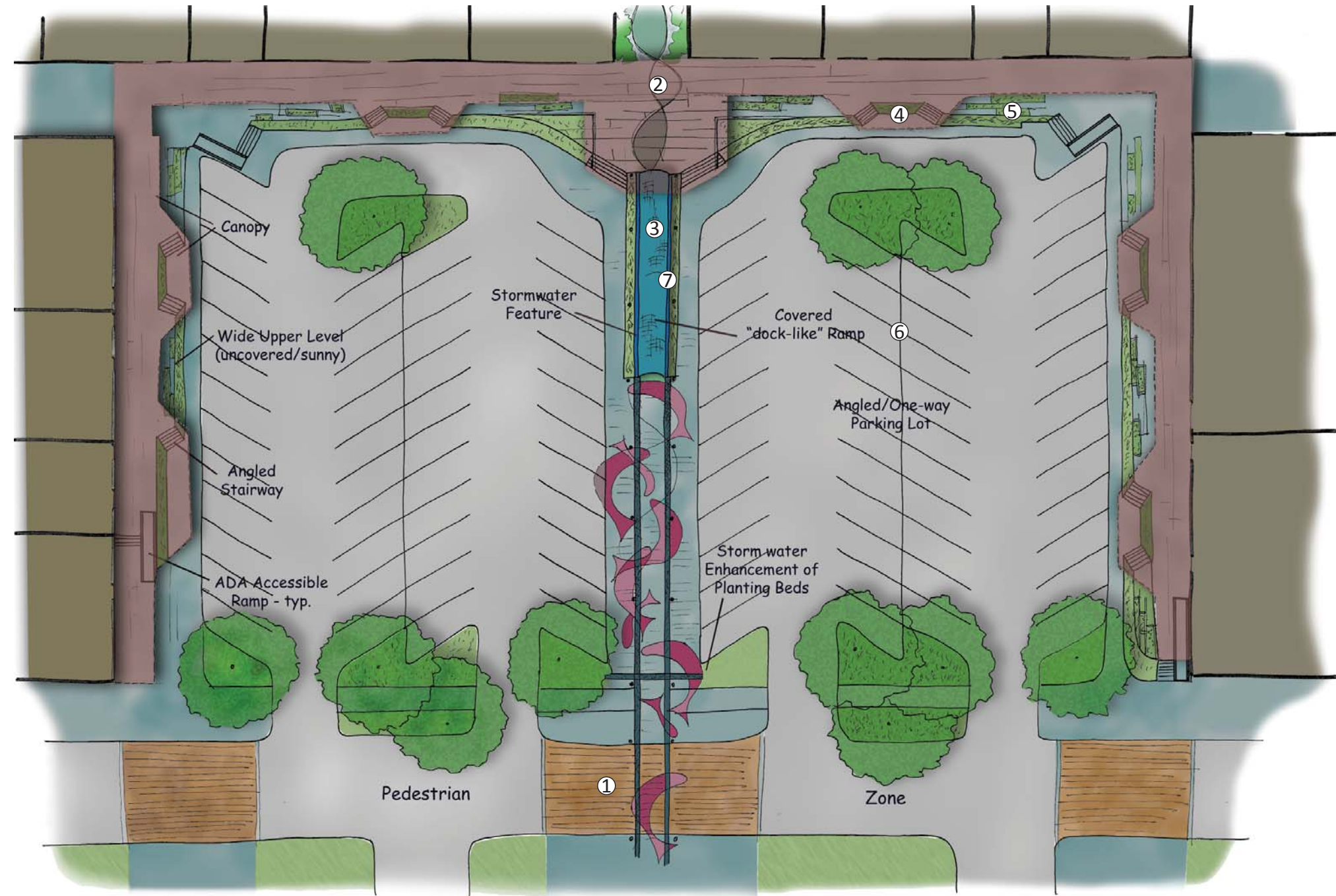
RAISED INTERSECTION

THE MALL

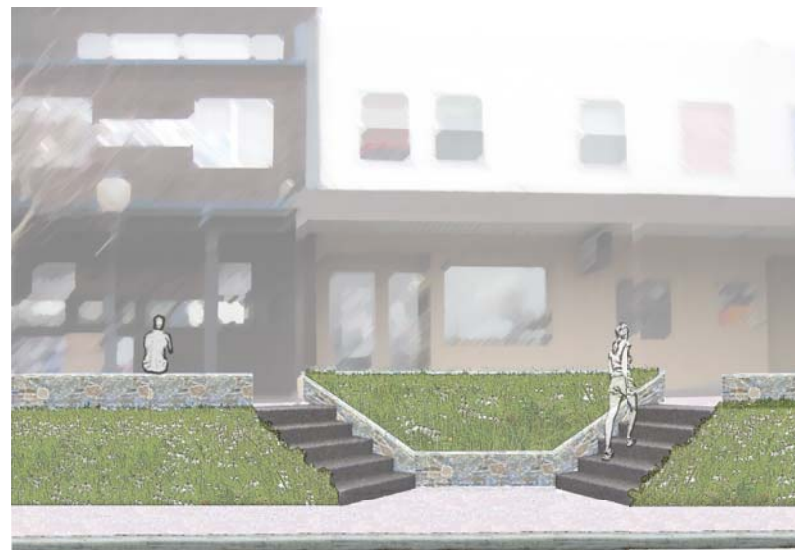
Concept

The mall is a major component of the pedestrian core of Kodiak as well as the central axis through the downtown.

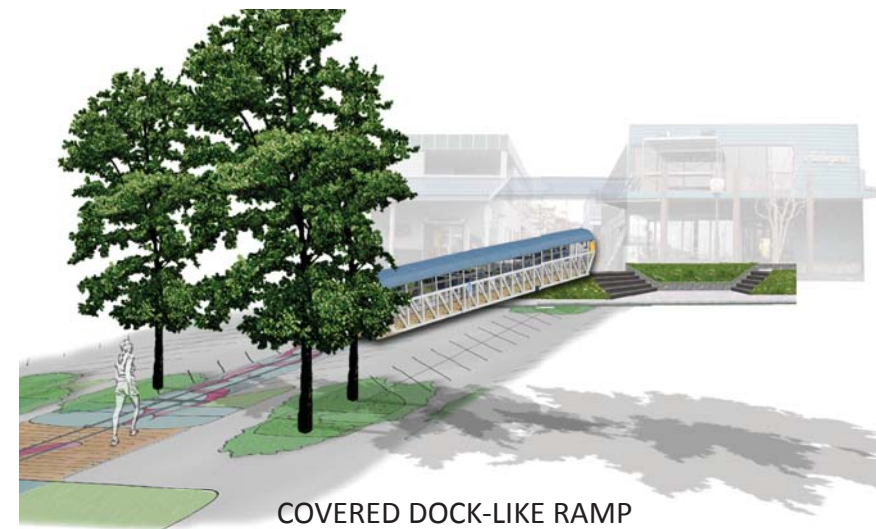
1. A major pedestrian zone across Marine Way will connect the harbor and spit to downtown.
2. A major pedestrian axis from the harbor through downtown: from the harbor through the center of the Mall parking lot, then through Artist's Alley.
3. A dock-like accessible ramp leads from parking lot to the Mall and relates to the harbor.
4. Covered stairways from the parking lot up to arcade level are angled which provides a landing instead of exiting directly into the parking lot, providing safer access in slippery conditions.
5. The areas in between the stairways provide for a wider arcade area that is uncovered, providing sunny sitting areas.
6. The parking lot is organized into angled, one-way parking.
7. A storm water feature could collect water from roofs into a runnel type water feature that also functions to passively irrigate the planting beds.



THE MALL CONCEPT



ANGLED STAIRWAY UP TO ARCADE LEVEL



COVERED DOCK-LIKE RAMP

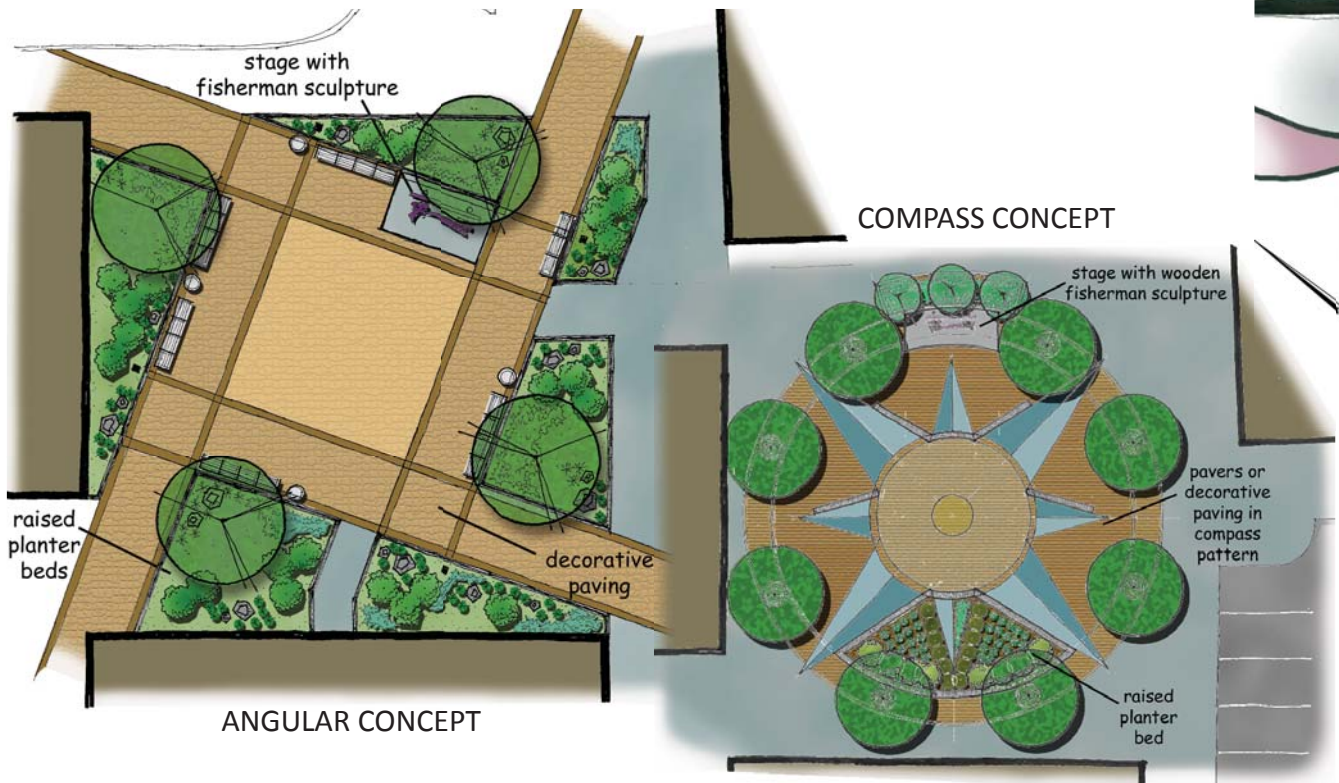
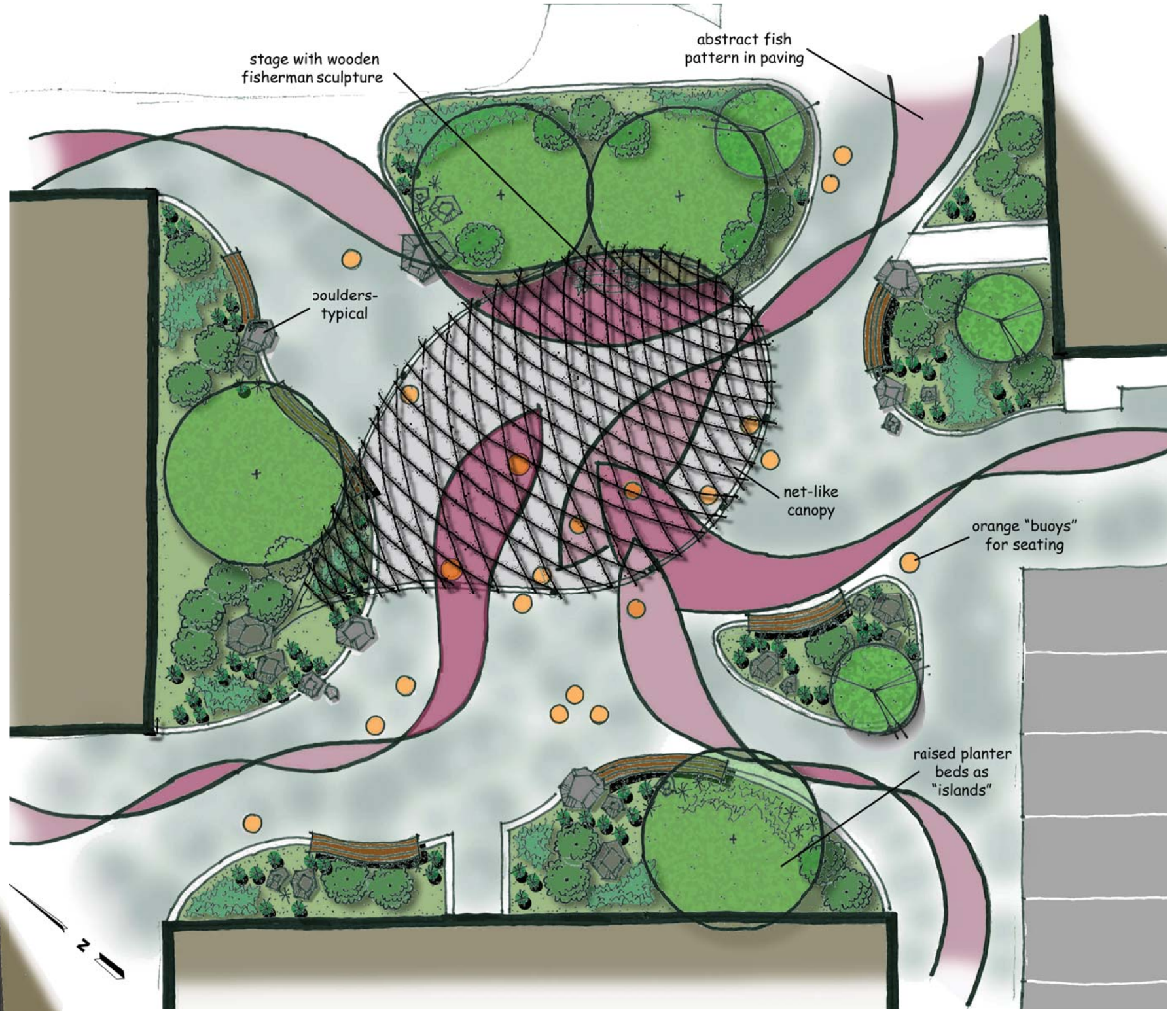
THE "POCKET PARK"

The Pocket Park is a central pedestrian intersection, the center is left open in order to allow the traffic to flow uninterrupted. Some seating is provided in open areas. Three conceptual designs are shown, all of which tie in with the harbor and dock theme.

The "Ocean Concept" gives the illusion of looking at and through the surface of the ocean. Abstract fish intersect in the central core with orange "buoys" for seating. The planting beds are "islands" of vegetation and natural boulders, abstracting Kodiak Island. The planting bed on the east side could contain the stage with the wooden fisherman sculpture and screen the adjacent parking lot. A net-like overhead cover would add interest to the area with the shadow on the ground and the potential for ice, water, and hoar frost forming a "natural" sculpture in the winter.

Direction is important for life on the sea and for fishermen and is demonstrated with the "Compass Concept", which is aligned on true north. Planting areas and seating walls are provided, as well as a location for the wooden fisherman sculpture along the northeast side of the park.

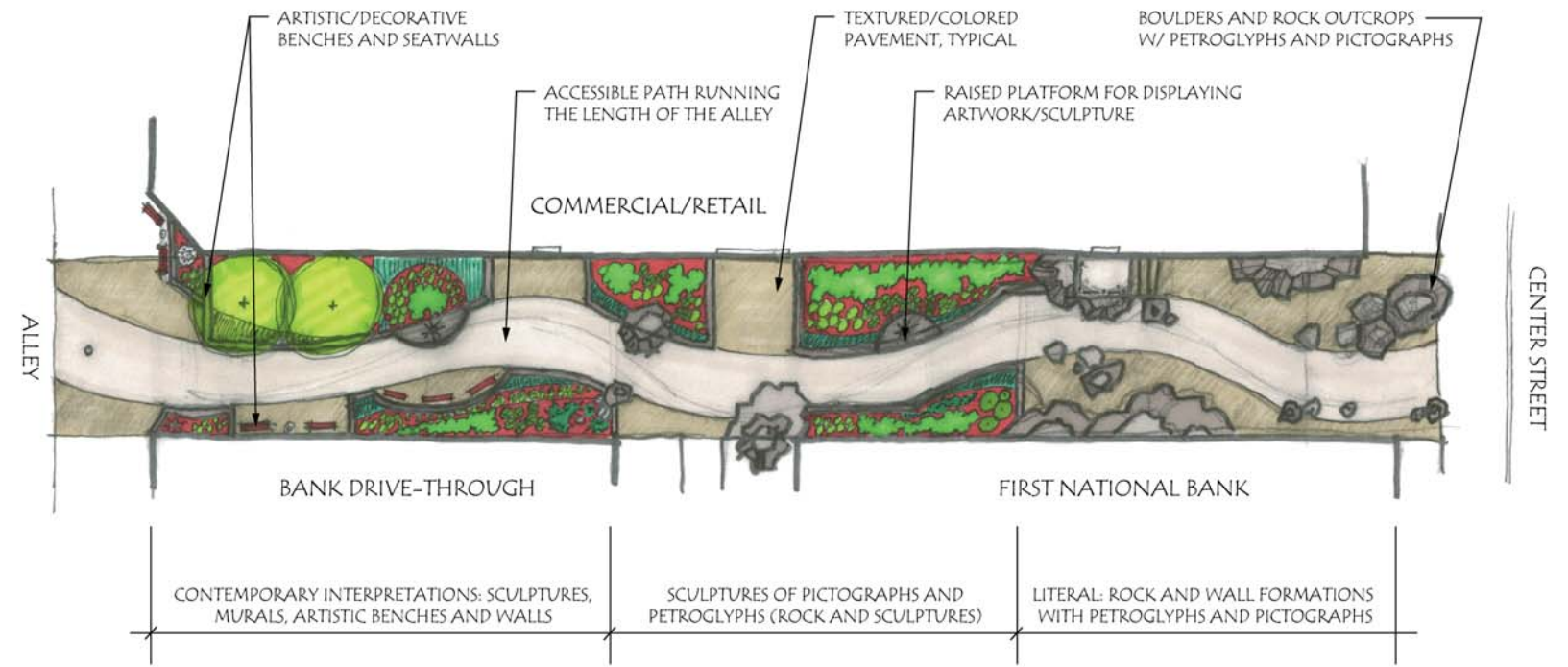
The "Angular Concept" is aligned with the flow of traffic providing planting areas, seating areas as well as a location for the wooden fisherman sculpture.



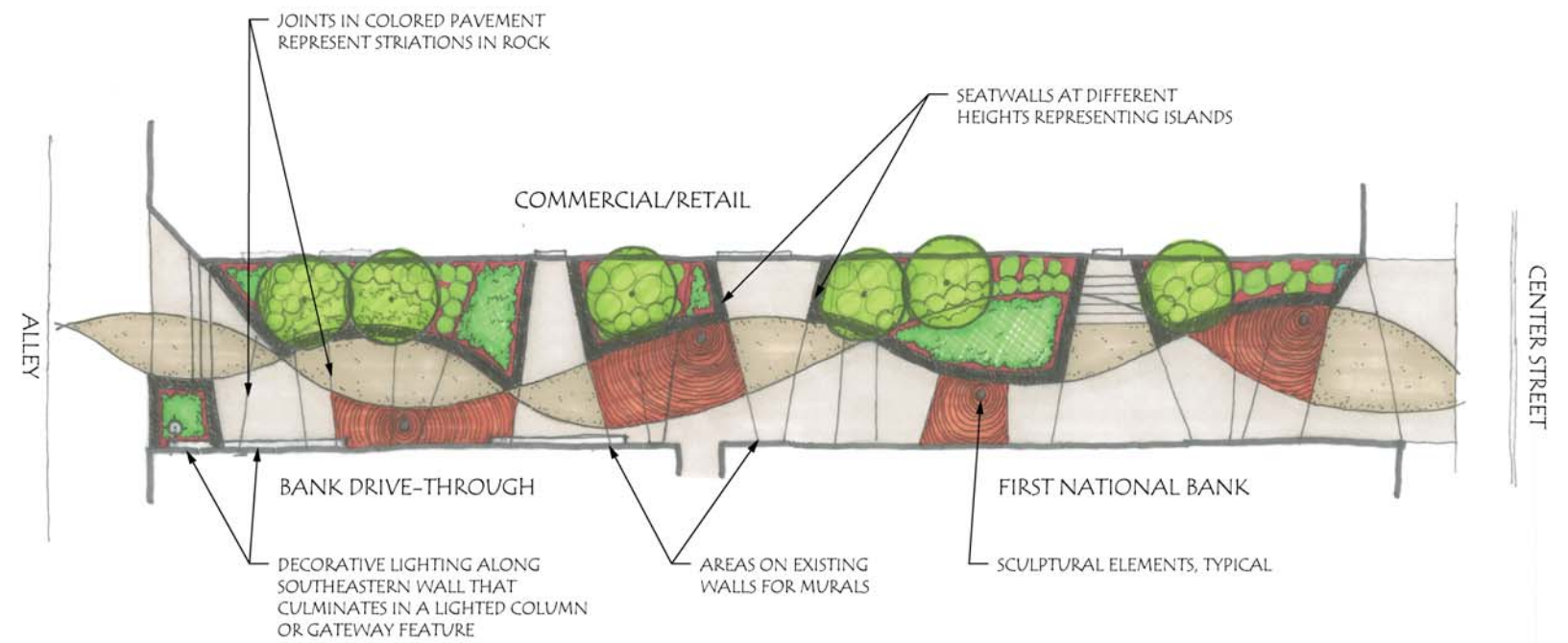
OCEAN CONCEPT

ARTIST'S ALLEY

Working with MainStreet Kodiak and the City of Kodiak in November 2004, DOWL HKM developed two alternative concepts (Concepts A and B). The conceptual design that was preferred from the two alternatives was Concept B, titled "Abstract of Fish Journeying through Islands". This concept enhances the visitors' understanding of the local culture of Kodiak Island, as well as reinforces the rich history of commercial and sport fishing of the island to its local residents. The "Fish" concept includes abstract shapes of the fish in a decorative pavement pattern, seat walls, and planting beds, running the entire length of the alley. Existing businesses can be accessed from the alley, and the conceptual design incorporates accessible paths and stairways.



Concept A: TIMELINE



Concept B: ABSTRACT OF FISH JOURNEYING THROUGH ISLANDS

SECTION THREE

PUBLIC INVOLVEMENT

A Public Open House meeting was held by the City of Kodiak to gather input on the Landscape Architecture Design Phase of the Downtown Water, Sewer, and Storm Drain Master Plan. This meeting gathered public input from residents on the desired future look of downtown Kodiak. The planned upgrade of the underground utilities provides an opportunity to upgrade and enhance the downtown area.

This Public Open House provided residents, business owners, and the community the opportunity to shape the above ground improvements to be included with the utilities upgrades. The public involvement portion of the project was stressed as an important aspect of the design process. The final landscape master plan should evolve from the unique qualities of downtown Kodiak - relating directly to the people, the character, and the environment of Kodiak. We believe that getting the public involved early in the design process is a key element to get buy in and support for the final design concepts. When the community takes part in the entire design process, we feel that they become more attached to the design concepts and want to see them through to construction.

City Council Meeting

A Kodiak City Council work session was held on February 23, 2010. This meeting was an opportunity for DOWL HKM to have direct discussions with the City of Kodiak both to explain and answer questions pertaining to the downtown master plan, as well as for the city to provide input and comments to help guide the production of the final master plan.

PUBLIC OPEN HOUSE MEETING

These photos were taken during the Public Open House meeting held on November 2, 2009 from 6:30pm - 8:00pm at the Kodiak Refuge Visitor Center in downtown Kodiak.



PUBLIC COMMENTS

Comment Summary	Response to Comment
Specific Comments	
Downtown Vision	
...Pedestrian-friendly feel/utility	<i>The design is intended to be pedestrian-friendly through the widened sidewalks; creation of central pedestrian connections from Artist's Alley to The Mall; and enhancement of connections through organizing space and use, including parking lots, sidewalks, the pocket park, and alleys. See page 13.</i>
Downtown would be a pedestrian friendly environment with easy foot traffic access across Shelikof Street and Marine Way to the boat harbor.	<i>See above.</i>
Walkable, green, good restaurants and outdoor spaces for gathering and socializing. Inviting storefronts. Non-smoking gathering places. A place to hang out.	<i>See above. This landscape master plan addresses the overall street character. Design criteria for storefronts are beyond the scope of this project. However, it is hoped that as the streetscape is improved, local businesses will be motivated to improve their appearance as well.</i>
Encourage businesses from Suttlif's to Kodiak Marine to renovate their facades to an "older downtown feel" versus a commercial metal.	<i>See above.</i>
Increase the overall aesthetic of downtown.	<i>See above.</i>
Improve the overall look of downtown.	<i>See above.</i>
Need more trash receptacles.	<i>Concern noted. This landscape master plan addresses broad concepts for street character but does not get to the level of detail of placement of trash receptacles. This comment will be passed on to appropriate City staff.</i>
Repair the cracks and potholes.	<i>Concern noted. This is out of the scope of this project. This comment will be passed on to appropriate City staff.</i>
Landscaping - mass planting of vegetation.	<i>The proposed concepts for the focus areas recommend landscape improvements that enhance use of these areas.</i>
A vital downtown keeps population sprawl at bay.	<i>Comment acknowledged.</i>
An ideal downtown would include lots of happy business owners and happy customers.	<i>Comment acknowledged.</i>
Development of an information center to walk, sit and rest, go to museums, restaurants, and small retail shops.	<i>This landscape master plan addresses broad concepts for street character and has proposed improvements that will facilitate walking in the downtown area and facilities for sitting and resting.</i>
A brighter and cleaner downtown.	<i>Comment acknowledged.</i>
Finish the parking next to the small boat harbor across from Arc-N-Spark to match recent rework.	<i>The proposed extension/addition of parking along Shelikof Street on the harbor side is shown on pg. 18.</i>
Lay boardwalk on the jetty by Island Seafood. It is an interesting destination for downtown. Great views, good birding and sea life watching. It allows you to get a great feel for the layout of the town.	<i>City staff indicate that there are complications related to providing that type of access on the jetty. The master plan proposes putting a walkway out the rock break water at the end of the spit (pg. 13).</i>

LEGEND: 'Response to Comments' highlighted in blue signifies that the comment or issue has been incorporated into the master plan.

Comment Summary	Response to Comment
Do not encourage foot traffic between Henry's and the Grocery. Leave this area as a commercial/freight access area.	<i>The Overall Master Plan (pg. 13) proposes pedestrian enhancements to this area to allow for continued use for commercial freight access as well as safe pedestrian access. This area could be similar to the existing Alley to the northeast of the Mall - combining delivery trucks, regular traffic, and safe pedestrian connectivity (see Alley Cross Section on pg. 13)</i>
Expand the parking exemption ring in the downtown area.	<i>This is out of the scope of this project. This comment will be passed on to appropriate City staff.</i>
Improve the path under the bridge from the channel across Rezanoff Drive to the Barn area by the high school. (Multi-faceted link - it allows emergency egress from channel area to the main shelter. Pedestrian tourists pool up after the Alutiq Museum and are unsure how to access the bridge. This causes unsafe pedestrian circulation at the pinch point on Mission Road.)	<i>Concern noted, but this is outside the study area. This comment will be passed on to appropriate City staff.</i>
Mission Road - one way into town, break it at the double Y. A bike/pedestrian path on the channel side, an auto lane, parallel parking against the hill would all be good for downtown Kodiak. Increase parking and provide non-motorized access to several subdivisions into town. This would reduce traffic out to Spruce Cape, putting the traffic volumes on Rezanoff Drive, the main arterial.	<i>Major changes to traffic patterns are outside the scope of this project. The master plan does propose improvements to Mission Road that should reduce conflicts between motorized and non-motorized traffic.</i>
Separate the bike path with a stripe and cut-in reflectors. The in-road barricade at the post office boxes.	<i>The Overall Master Plan considers and encourages multiple users in the downtown area. Future design phases will get into more detail related to striping, reflectors, and other safety measures.</i>
No longer the center of retail commerce with Safeway and Wal-Mart (development on Mill Bay Road to the north of downtown) .	<i>Comment noted.</i>
Main Routes Used - Missing Connections	
<i>The Overall Master Plan (pg. 13) shows improvements to pedestrian connectivity throughout the project area. Enhanced connections are proposed from the grocery store to the Mall; from Artist's Alley to the Mall; from the Pocket Park to the Mall and grocery store; from Center Street down through Artist's Alley into the Mall and onto the harbor area; from Mission Street and Marine Way East to the grocery store; and pedestrain crossings of Marine Way West for access from downtown to both the harbor and spit.</i>	
There is an unclear traffic flow between the courthouse and American Legion.	<i>See above. The plan tries to make the traffic flow more efficient in this area for both vehicles and pedestrians.</i>
Walk all over downtown - It is congested and there are confusing crossings at the Y.	<i>See above.</i>
I usually walk on the AC side of the theater to get to various restaurants and shops.	<i>See above.</i>
Artists Alley, around the Mall sidewalk, Center Street, and through Pocket Park	<i>See above.</i>
Down Center Street from the Subway area to AC.	<i>See above.</i>
From AC to Credit Union 1 and back	<i>See above.</i>
There needs to be a pedestrian shortcut behind the bathrooms.	<i>See above.</i>
Through Viva Mexico parking lot, past Old Woodlingers, under cover on the Mall, and onto Harborside (and reverse)	<i>See above.</i>
There needs to be an arcade walk-through in Subway building.	<i>Concern noted, but this is out of the scope of this project. This comment will be passed on to appropriate City staff.</i>
There is speeding in the Subway and First National Bank parking lot.	<i>The parking area between the Subway and the First National Bank has been reorganized into a more efficient one-way, angled parking lot. This new organization of the lot may provide traffic calming and less speeding.</i>

Comment Summary	Response to Comment
Biking - Tagura to Marine Way to Shelikof	Tagura Road is outside the project study area, but proposed improvements to sidewalks along Marine Way East could improve bicycle access and safety.
Main Conflicts Experienced when Cruise Ships Dock	
Need for walkways and bike lanes down Shelikof from the City dock.	The Overall Master Plan (pg. 13) illustrates proposed enhancements of sidewalks on both sides of Shelikof into downtown.
There are many pedestrians when driving downtown - numerous people cross the streets without paying attention.	The Overall Master Plan (pg. 13) shows pedestrian enhancements throughout the downtown area, including a pedestrian zone (pg. 15), where on-street parking is prohibited, and shortened crossings of Marine Way West for a stronger connection from the downtown to the harbor, as well as providing a safer pedestrian crossing.
None (4)	
Vision for the Mall, Pocket Park and/or Artists Alley	
Fix the sidewalks and siding on buildings.	Improvements to sidewalks shown on Overall Master Plan (pg. 13). Concern noted about building improvements, but that is out of the scope of this project. This comment will be passed on to appropriate City staff.
Heated sidewalks - sea water geothermal	Concern noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.
It is good the way it is - the only "old town."	Noted. Downtown Kodiak is very walkable and a good "old town" feel that the master plan concepts try to enhance through the organization of spaces and improvements both aesthetically and functionally.
Any grant sources for the improvement of building facades.	Concern noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.
Cover Pocket Park - plexiglass for lights, or at least over part. Other covered seating areas.	The Pocket Park concept plans (pg. 16) are designed to open the plaza up and keep it as an urban park. Circulation through the park, seating areas, the stage with the fisherman statue, and the removal of hiding places were the main issues driving the concept designs. No covered seating areas were included due to concerns about use of the area for sleeping or loitering.
Uniform light colors in street lights.	Suggestion noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.
Less concrete.	The proposed concepts for the focus areas recommend landscape improvements that enhance use of these areas.
Dumpster enclosures (textured 3-sided concrete with drain pipes in the sides).	Concern noted. This landscape master plan addresses broad concepts for street character but does not get to the level of detail of dumpster design standards. This comment will be passed on to appropriate City staff.

Comment Summary	Response to Comment
Mall	
The concept plan for the Mall area (pg. 15) shows the removal of those walls and develops more and wider stairs as well as accessible ramps. A majority of the stairs have been covered to protect them from the weather. Two islands in the lot have been removed and a central walkway has been incorporated - this allows for enhanced pedestrian access and makes snow plowing easier. Angled parking has been incorporated and the number of parking spaces has increased (pg. 18).	
Remove the rock walls. The steep slopes are dangerous for people to walk on. Build up the rock wall to a terrace and extend the walkway level for planting beds or a sidewalk. The wall should be textured with fish and boats or a tidal wave scene.	See above - walls have been removed and the master plan includes covered stairs up to the shops/restaurants, improved planter beds, and widened walkways at the arcade level.
Shrink the area for planting and increase area for parking.	See above - parking has increased.
There needs to be handicap access. (2)	See above - accessible ramps have been included.
Stairways need to be wider. (2)	See above - wider stairs have been included.
Need for more stairways. (2)	See above - more stairs are included.
Slippery in winter.	See above - covered stairways have been included.
Heated sidewalks.	Suggestion noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.
There are trip hazards from old and uneven cracked sidewalks.	See above.
There should be an opportunity to spruce up the surrounding buildings at the same time.	This landscape master plan addresses the overall street character. Design criteria for storefronts are beyond the scope of this project. However, it is hoped that as the streetscape is improved, local businesses will be motivated to improve their appearance as well.
Omit any trees near buildings.	See above.
Retain the area for delivery.	See above.
There should be a pedestrian sidewalk through the center of the mall parking lot. The two, off-center walkways need to be removed.	This has been incorporated into the Mall area concept (pg. 15).
There should be angled parking.	See above.
The northwest end of the parking lot is too narrow for a corridor.	See above.
The alley northwest of the mall should be cleaned up. Lighting should be provided and the building paint should be improved.	This landscape master plan addresses the overall street character. Design criteria for storefronts are beyond the scope of this project. However, it is hoped that as the streetscape is improved, local businesses will be motivated to improve their appearance as well.
Ice removal in the winter.	Concern noted. Covered stairs shown in the Mall area concept (pg. 15) should reduce ice buildup.
Sand/gravel removal in the spring.	Concern noted. This comment will be passed on to appropriate City staff.
Incorporate design features such as decorative lighting, meandering stream, fountain, and textured sidewalks.	This has been incorporated into the Mall area concept (pg. 15).
The alleyways behind the mall buildings are ugly, uncared for, create wind tunnels, and are unwelcoming.	The master plan proposes new alley cross-sections to improve access for pedestrians and deliveries with a proposed one way traffic flow. See pg. 13.
Improve the streets behind the mall - one way/speed bumps.	This has been incorporated into the Mall area concept (pg. 15).

Comment Summary	Response to Comment
The City owns the property under the awnings - building walls go to property lines.	Noted.
Eliminate the scrolling LED signs.	Comment noted. This is outside the scope of this landscape plan. This comment will be passed on to appropriate City staff.
Provide an area for urban skaters (simple, low profile asphalt shapes).	Comment noted. This is outside the scope of this landscape plan. This comment will be passed on to appropriate City staff.
There need to be more trash cans.	Concern noted. This comment will be passed on to appropriate City staff.
Artist's Alley	
The opportunities for Artist's Alley are noted on pg. 17. Sculptures, murals, contemporary interpretations of pictographs and petroglyphs, decorative lighting, Saturday Market, sidewalk sales, and artistic benches and walls are all a part of the concepts developed for Artist's Alley.	
Art - bird migration on canopy.	See above.
Lights	See above.
Saturday Market.	See above.
Covered walkway.	See above. This landscape master plan addresses the overall street character. Design criteria for storefronts and their canopies are beyond the scope of this project. However, it is hoped that as the streetscape is improved, local businesses will be motivated to improve their appearance as well.
Pocket Park	
The park feels chopped up.	Concept plans on pg. 16 show three alternatives that open the pocket park up and create a sense of a destination as well as provide pedestrian circulation through it.
Make more of a walk way, not a place to hang out.	See above.
People avoid walking through the area so it becomes a place for hanging out for those with no place to go.	See above.
Replace the planter boxes - wood risers deteriorate because of the rain/wind/trash - Replace with textured concrete.	Noted. Concept plans would include replacing those planter boxes with raised concrete planters along with more open plaza space.
Place bump outs surrounded by trees.	This has been incorporated into the concept (pg. 16).
There should be less concrete and more grass.	Concept plans reflect the urban nature of this pocket park and incorporate trees, shrubs, a stage, and hard surface for pedestrian circulation through the space.
The fisherman statue is a photo opportunity for tourists and should be a fun place. Re-orient this area for picture lighting.	In each Concept Plan (pg. 16), the stage and fisherman statue has been reoriented in the park to provide better lighting for picture taking.
Remove the chainsaw sculpture and replace it with a metal (preferably bronze) sculpture.	See above. These concept plans have included the sculpture in each of the designs. When construction drawings are developed, then the sculpture and the material types in the pocket park will be explored.

Comment Summary	Response to Comment
There should be a treasure hunt to find the other 4 "Welcome to Kodiak" signs.	Suggestion noted. This will be passed on to appropriate City staff.
Add tidal wave information signage.	Included interpretive opportunities such as the historic tidal wave that hit Kodiak - see page 12.
Pedestrian Issues Related to the Mall	
Getting hit by cars.	The Mall concept (pg. 15) shows the incorporation of a large, central walkway in the parking lot area to focus pedestrians and improve pedestrian safety. A pedestrian zone is also noted along Marine Way West, just to the southwest of the Mall, providing easy access from the Mall to the harbor when crossing the street.
Improve the sight distance - increase the "no parking" distance from corners and alleys to allow vision for driver's and to remove or move existing foliage and signs.	See above.
Provide more bike racks.	Suggestion noted. This will be passed on to appropriate City staff.
Clear the sidewalks of ice and snow.	Suggestion noted. This will be passed on to appropriate City staff.
Additional Comments - Connections	
Construct a sidewalk between the ferry and downtown.	The Preliminary Inventory and Analysis (pg. 4) identifies this route as desirable. The Overall Master Plan (pg. 13) accommodates a sidewalk connection from the Ferry Dock into downtown.
Encourage neighborhood connectivity.	The Overall Master Plan (pg. 13) shows enhanced pedestrian connectivity throughout the project area with the potential for future connections to neighborhoods, the new library, and the bridge to Near Island.
Establish a connection to the bridge.	See above.
Establish a connection to the new library.	See above.
Improve connectivity to Near Island.	See above.
Walking and bicycle paths - bicycle corridors. It is difficult leaving downtown for the post office.	See above.
Additional Comments - Pedestrian	
Cover the stairway from Shelikof Street to Rezanof Drive.	Suggestion noted, but this is outside of the project area. This comment will be passed on to appropriate City staff.
Better define a pedestrian corridor from the stairs to Shelikof Street by signage.	See above.
Crosswalk from downtown to the spit.	A pedestrian zone (highlighted on pg. 15), which prohibits on-street parking and makes the crossing of Marine Way West shorter, allows for a stronger connection from downtown to the harbor/spit.
A pedestrian friendly environment with easy foot traffic access across Shelikof Street and Marine Way to the harbor would be ideal.	See above.
Traffic calming near the Star of Kodiak.	The Overall Master Plan (pg. 13) shows enhanced pedestrian connectivity throughout the project area with connections from Shelikof Street to the harbor/spit area and onto Marine Way East. Pedestrian traffic is proposed to be improved on the northeast side of Marine Way East to reduce pedestrian conflicts near the Star of Kodiak industrial area.
Continue the sidewalk eastward on Marine Way East.	See above.

Comment Summary	Response to Comment
Better winter clean up along sidewalks, especially Rezanof Drive. There is lots of gravel.	Concern noted. This comment will be passed on to appropriate City staff.
Improve handicap access throughout downtown.	The Mall concept (pg. 15) shows the incorporation of handicap accessible ramps up to the retail and restaurants.
Traffic calming east of the Mission Road parking area.	The cross section of Mission Road on pg. 13 shows the proposed improvements including on-street parallel parking, sidewalks on both sides of the road, decorative fencing to delineate parking lots from sidewalks, and a landscape buffer of trees and shrubs on the west side of Mission Road. All of these elements should help calm traffic along Mission Road.
More benches along the water - Marine Way West and the spit.	The Overall Master Plan (pg. 13) includes these benches in these locations.
Additional Comments - Gateways	
Gateways are delineated in the master plan at all of the locations listed below. These gateways may be developed with different elements and site features such as 'Welcome to Kodiak' signage or be interpretive elements like the tsunami zone posts that delineate the height of the historic flood waters in these different locations.	
The corner of Center Street and Mill Bay Road.	See above.
The corner of Center Street and West Rezanof Drive.	See above.
The corner of West Rezanof Drive and Marine Way West.	See above.
The corner of Shelikof Street and Marine Way West.	See above.
Mission Road and the spit	See above.
Ferry Dock	See above. Potential location would be at the intersection of Marine Way East and Center Street.
Additional Comments - Wharf	
Make this area more visually appealing.	The master plan does recommend some improvements in the wharf area, including better pedestrian connections, additional benches, a picnic area, and an overlook out onto the rock break water. However, the focus of this plan is on the areas that will be affected by utility upgrades, which will affect the harbor.
Continue parking and interpretive signs to the west.	Pg. 12 shows additional interpretation along Shelikof Street; pg. 18 notes the additional parking to the west along Shelikof Street.
30 day parking downtown - Kodiak is a fishing town. The fishermen need it, others are against placing additional parking.	This is out of the scope of this project. This comment will be passed on to appropriate City staff.
Keep the ferry downtown - the ferry dock might me moving.	This is out of the scope of this project. This comment will be passed on to appropriate City staff.
Have a foot trail on rock break water.	The pedestrian circulation plan includes a trail out the rock break water; an area for picnicking; and a new interpretive feature (the historic Thelma C fishing vessel) - see pg. 13.
Have a picnic spot on the spit.	See above.
Maintain a shuttle for cruise ship passengers.	This is out of the scope of this project. This comment will be passed on to appropriate City staff.

Comment Summary	Response to Comment
Additional Comments - Signage	
Pedestrian signage is needed, both seasonal and removable.	The Overall Master Plan recommends improvements to pedestrian corridors, while more detailed design such as signage and other safety measures will be addressed in future design phases.
Place directional signage near the spit.	See above.
Place directional signage to the Russian church and museum.	See above.
Good signage along Shelikof Street.	See above.
Signs have begun to clutter the islands and sidewalks.	The Mall concept area (pg. 15) shows the removal of the parking lot islands which had the signage. The concern is noted and will be passed on to appropriate City staff.
Additional Comments - Interpretation	
Additional interpretation has been included on the Overall Master Plan (pg. 13) and on page 12 related to interpretation. Experience based interpretation is proposed along Shelikof Street; a sculpture revealed with the changing tides is also proposed; the tsunami zone is also included; the historic Thelma C fishing vessel will be an added interpretive feature; and a Star of Kodiak interpretive sign will be included.	
Star of Kodiak	See above.
Additional interpretation along the wharf	See above.
General Comments	
Keep the budget under control. Do not over-do what we actually need, ex: do not repeat the pool and police station.	Concern noted.
Create an Economic and Community Development Corporation.	Suggestion noted, but this is out of the scope of this project. This comment will be passed on to appropriate City staff.
Avoid tearing up an entire area all at once.	Downtown improvements will be phased to limit disruption. Building access will be maintained, however, street closures, pedestrian corridor detours, and other inconveniences are inevitable.
Get more people downtown.	Suggestion noted, but this is out of the scope of this project. This comment will be passed on to appropriate City staff.
Include the Maritime Museum/wooden boat in the plan.	Included on pg. 12 and pg. 13 in the Overall Master Plan.
Dumpsters are snow removal obstacles.	Concern noted.
Conceal the dumpster locations.	Concern noted. This landscape master plan addresses broad concepts for street character but does not get to the level of detail of placement of dumpsters. This comment will be passed on to appropriate City staff.
Provide areas for snow storage. Also have a snow removal plan.	Concern noted. This landscape master plan addresses broad concepts for street character but does not address site operations. This comment will be passed on to appropriate City staff.
Use seawater to warm sidewalks. (Seward Sea Life Center)	Suggestion noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.
Sergeants Park, Gazebo - Have seating for concerts, etc.	Suggestion noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.

Comment Summary	Response to Comment
Anchor Tenant needed at "Food for Less."	<i>Suggestion noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.</i>
Enhance "Food for Less" - rooftop garden. Visually enhance the northwest corner of that area.	<i>Suggestion noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.</i>
Future hotel east of Best Western.	<i>Comment noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.</i>
Improve handicap access throughout.	<i>Improvements for handicap access shown on the Mall concept plans (pg. 15).</i>
LED's	<i>Suggestion noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.</i>
Incorporate some imagination when doing construction, i.e. not just plain concrete. Use colors, patterns, "brick like" walls can have relief when poured in or attached. Flowering shrubs.	<i>The Overall Master Plan (pg. 13) and the concept plans for the Mall (pg. 15), the Pocket Park (pg. 16), and Artist's Alley (pg. 17) refer to using aesthetically pleasing elements such as textured sidewalks, colors, murals, sculptures, etc.</i>
Encourage businesses to paint and repair the pavement in front of their property.	<i>Suggestion noted, but this is out of the scope of the project. This comment will be passed on to appropriate City staff.</i>
Interpretation	
Augmentation of the fourteen existing interpretive signs KMM (Kodiak Maritime Museum) designed and had placed on the Shelikof Street side of the Kodiak Boat Harbor in 2003. These signs describe aspects of the Kodiak fishing industry and natural systems around Kodiak Island. We envision up to a dozen more such signs on the Marine Way and Harbor Spit sides of the harbor.	<i>Pg. 12 outlines other opportunities for interpretation from the Thelma C fishing vessel along the spit, to a sculpture revealed with the changing tides, to interpretations on the tsunami zone, more experience based interpretations to go along with existing signage along Shelikof Street, and storm water features.</i>
The Peggy Dyson Interpretive Center. This maritime historical interpretive display will highlight the importance of weather to Alaskan fishermen and describe the life of Peggy Dyson, who broadcast marine weather to the Alaskan fishing fleet for over 20 years. This exhibit will eventually inhabit the "downtown bathroom" building just west of the Harbormaster Building on Marine Way.	<i>See above.</i>
<i>Thelma C</i> fishing vessel interpretive display. KMM plans to refurbish and mount this legacy fishing vessel on the east side of the harbor, between the boat launching ramp and Oscar's Dock.	<i>See above.</i>
Harbor Gateway interpretive welcoming arches. Two decorative arches, one near the corner of Shelikof Street and Marine Way, and one at the entrance to the harbor spit.	<i>The Overall Master Plan (pg. 13) delineates areas for gateways that could include 'Welcome to Kodiak' signage or interpretive signs or markers.</i>

KODIAK CITY COUNCIL WORK SESSION COMMENTS

Comment Summary	Response to Comment
Specific Comments	
Restrictions from Urban Renewal process. It may be that the statute of limitations have passed (include 1 or 2 page explanation in master plan). Property owners may be responsible for making changes or the specified restrictions based on a specific timeframe. Check City of Kodiak; Kodiak Island Borough; and any other applicable codes – for code compliance.	<i>According to the 1972 Urban Renewal Plan - Section C, Subsection 7d, the plan has not been in effect since December 14, 2002.</i>
Update Master Plan with comments from City Council.	<i>Comments from the City Council have been added to the comment section. Changes have occurred in all of the other appropriate sections.</i>
Evaluate turning movement from Shelikof Street on to Marine Way if bulb outs are located in this area.	<i>Turning movement from Shelikof Street on to Marine Way and the use of bulb outs will be evaluated in conjunction with the design of the cruise ship sidewalk or in a future design phase.</i>
Leave room for snow plowing operations along Artist's Alley.	<i>Snow plowing operations along Artist's Alley will be considered during a future design phase.</i>
Evaluate angled parking vs. parallel parking in the alley between Artist's Alley and the mall (behind Norman's). The existing curbing in this area is 18" or taller, so parallel parking might not work. Consider making this alley one-way traffic.	<i>The Parking Count Comparison figure has been modified to include angled parking instead of parallel parking in the alley.</i>
Keep Chief of Police in loop on proposed 'Pocket Park' concepts.	<i>The "Pocket Park" concepts will be further refined in a future design phase, at that time the Chief of Police will be kept informed.</i>
Consider using rolled curb in the Mall parking area for ease of snow plowing maintenance.	<i>Rolled curbs are appropriate in the landscape areas but should be avoided if possible, in pedestrian only areas with high pedestrian traffic, where safety is a concern. The use of rolled curbs in the Mall parking lot will be evaluated in a future design phase.</i>