



PIER 2 TO DOWNTOWN SIDEWALK DESIGN
FINAL DESIGN STUDY REPORT
CITY OF KODIAK • July 2010



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LIST OF ACRONYMS

APL	American President Lines
ADA	Americans with Disabilities Act
COK	City of Kodiak
DOT&PF	State of Alaska, Department of Transportation and Public Facilities
DSR	Design Study Report
MOU	Memorandum of Understanding
NOAA	National Oceanic and Atmospheric Administration
ROW	right-of-way



1.0 INTRODUCTION

1.1 Project Objective

The City of Kodiak (COK) has initiated the Pier 2 to Downtown Kodiak Sidewalk Improvements project to better accommodate an increasing number of cruise ship passengers arriving annually and improve pedestrian facilities for local users that traverse the corridor year-round. The Design Study Report (DSR) summarizes the existing sidewalk conditions along the project corridor and proposes phased improvements. Figure 1 shows the project area.

Public comments and first-hand observations have identified the multiple uses and stakeholders involved with the Shelikof Street corridor. Improvements must either reduce the corridor uses or improve Shelikof Street to better delineate and accommodate the current users.

Primary objectives of this project are to:
Specific project objectives include:

- Provide improved pedestrian facilities for tourists traveling between the cruise ships docked at Pier 2 and downtown;
- Reduce parking and pedestrian conflicts;

- Mitigate existing industrial and pedestrian conflicts; and
- Propose pedestrian improvements while minimizing impacts to existing seafood processors and trucking operations.

1.2 Project Funding

Funding for the study, public involvement and preliminary design comes from a State of Alaska grant for the purpose of identifying phased improvements to accommodate the growing cruise ship activity at the Port of Kodiak. The grant funding originates from the “head tax” that is placed on all visitors arriving on cruise ships into Alaska. An unsolicited \$700,000 State of Alaska legislative appropriation will go toward funding the final design and construction. The appropriation is specifically for sidewalk improvements from Pier 2 to Downtown Kodiak.



Vicinity Map



Figure 1 : Project Area; Not to Scale

1.3 Project Background

Pier 2 was constructed as a multi-use port serving a variety of uses. Currently Pier 2 serves the following uses:

- support the commercial fishing industry,
- mooring of the National Oceanic and Atmospheric Administration (NOAA) ship R/V OSCAR DYSON,
- location for the City-owned warehouse,
- cruise ship dock, and
- Kennecott dock.

Commercial Fishing Industry

The commercial fishing industry is the largest contributor to the local economy and Pier 2 plays a vital part including:

- temporary mooring for large transient fishing vessels;
- vessels loading and unloading gear, equipment, and supplies; and
- staging area for gear used in a variety of fisheries such as crab pots, cod pots, trawl nets, salmon and herring seines, smaller skiffs, and deck equipment.

R/V OSCAR DYSON

NOAA has a 35 year preferential right to use 230 feet of the north end of Pier 2 for mooring the R/V OSCAR DYSON. The DYSON makes occasional calls in Kodiak, however the dock is typically available for use as the City deems fit for other uses.

City-Owned Warehouse

The warehouse at Pier 2 has two tenants: Horizon Lines and NOAA. It also houses the City Harbor Department Maintenance shop. The warehouse is near the end of its useful life.

Cruise Ship Dock

Cruise ships primarily dock at Pier 2. The number of cruise ships visiting Kodiak has increased from 4 in 2001 to 24 in 2009. Cruise ships that visit Kodiak historically carry between 100 to 2,800 passengers depending on the vessel size. **Table 1** (page 3) summarizes the history of cruise ship activity beginning with the first visit in 2001. Cruise ships typically arrive between 7:00 am and 8:00 am and depart the same day at 1:00 pm or 5:00 pm. Half-day and full-day dockings often result in passengers making one or more trips on foot to downtown Kodiak. Pier 2 was designed and constructed for working vessels and has no amenities for passengers.



R/V Oscar Dyson in its homeport of Kodiak.



Port of Kodiak: Pier 2.



Alaska State Ferry: Kennecott docked at Pier 2.

In 2006 State of Alaska residents approved a \$50 “head tax” on all visitors arriving on a cruise ship into Alaska. Money generated from the tax must be used to maintain and upgrade facilities impacted by the nearly one million cruise ship visitors arriving in Alaska each year. The Pier 2 to downtown corridor is a primary example of an area impacted by the large influx of visitors to Kodiak.



Cruise ship visits Kodiak.

Table 1: Cruise Ship and Passenger Summary

YEAR	TOTAL NUMBER OF SHIPS	APPROXIMATE NUMBER OF PASSENGERS	PASSENGERS PER SHIP
2001	4	2,500	120-1,600
2002	10	2,900	120-900
2003	9	3,400	115-900
2004	8	1,800	120-700
2005	7	1,400	120-700
2006	9	6,000	100-2,800
2007	7	5,800	120-2,800
2008	15	13,000	120-2,800
2009	24	11,500	120-1,450
2010	20 (scheduled)	16,300 (scheduled)	184-1,380
2011	19 (anticipated)	unknown	unknown

Source: Kodiak Island Convention and Visitor's Bureau



2.0 EXISTING CONDITIONS

2.1 PEDESTRIAN FACILITIES



Shelikof Street at Marine Way with sidewalks both sides.

2.1 Pedestrian Facilities

Shelikof Street

Beginning at Marine Way, the sidewalk follows both sides of Shelikof Street (see Figure 2). The sidewalk on the south side begins at Marine Way and terminates at the west end of St. Paul Boat Harbor, where the sidewalk transitions to gravel. The sidewalk on the north side begins at Marine Way and continues along Shelikof Street until it turns the corner up Jack Hinkel Way. The Shelikof Street sidewalk is used by seafood processor workers, fishermen, business patrons, and visitors entering the downtown area from Pier 2. The sidewalk along the north side of Shelikof Street varies in width and is generally not compliant with the Americans

with Disabilities Act (ADA) at transitions between standard curbs and cuts at driveways. It is in poor condition and is frequently driven over by trucks or used for parking by local seafood processor workers. The sidewalk along Shelikof Street has a high volume of pedestrian traffic.

The segment of Shelikof Street between Jack Hinkel Way and Pier 2 does not include sidewalk. The roadway narrows down to a width of 22 feet with a 5-foot shoulder of rough terrain, so pedestrians must walk in the roadway.



Figure 2 : Existing Conditions

Rezanof Drive

The sidewalk on the north side of Rezanof Drive begins at the intersection with Marine Way and terminates directly across from Jack Hinkel Way. Beyond that point pedestrians must walk along the shoulder of the highway. Where there is sidewalk, it is in fair condition and generally ADA compliant. It is mainly used by pedestrians coming to and from the residential area on the north side of Rezanof Drive.

Jack Hinkel Way

The Jack Hinkel Way sidewalks are in fair condition and are occasionally used by local residents or seafood processor workers.

An overhead walkway crosses the road with approximately 20 feet of clearance over the roadway 200 feet west of Jack Hinkel Way. The walkway, is an emergency exit for North Pacific Seafoods. Access is restricted and an alarm will sound if the processing plant door is opened.



Looking down Jack Hinkel Way from Rezanof Drive.





Shelikof Street with a narrow 22 foot roadway width.

2.2 Roadway Facilities

The two roads providing access between Pier 2 and Downtown Kodiak are Shelikof Street and Rezanof Drive. These roads are connected by Jack Hinkel Way approximately 1,000 feet east of Pier 2.

Figure 3 illustrates the existing roadway widths and how they vary. Measurements along Shelikof were taken from face of curb to face of curb. Rezanof Drive measurements are from edge of pavement.

Shelikof Street

Shelikof Street is a two lane paved road with pavement widths ranging between 22 feet to 44 feet. The typical width for a new road with similar use would be a 24-foot wide roadway with 4-foot shoulders. At the narrowest section, a rock bluff rises up directly behind the north side curb. Industrial facilities along the south side leave limited space. Businesses along Shelikof Street are primarily industrial fish processing plants.

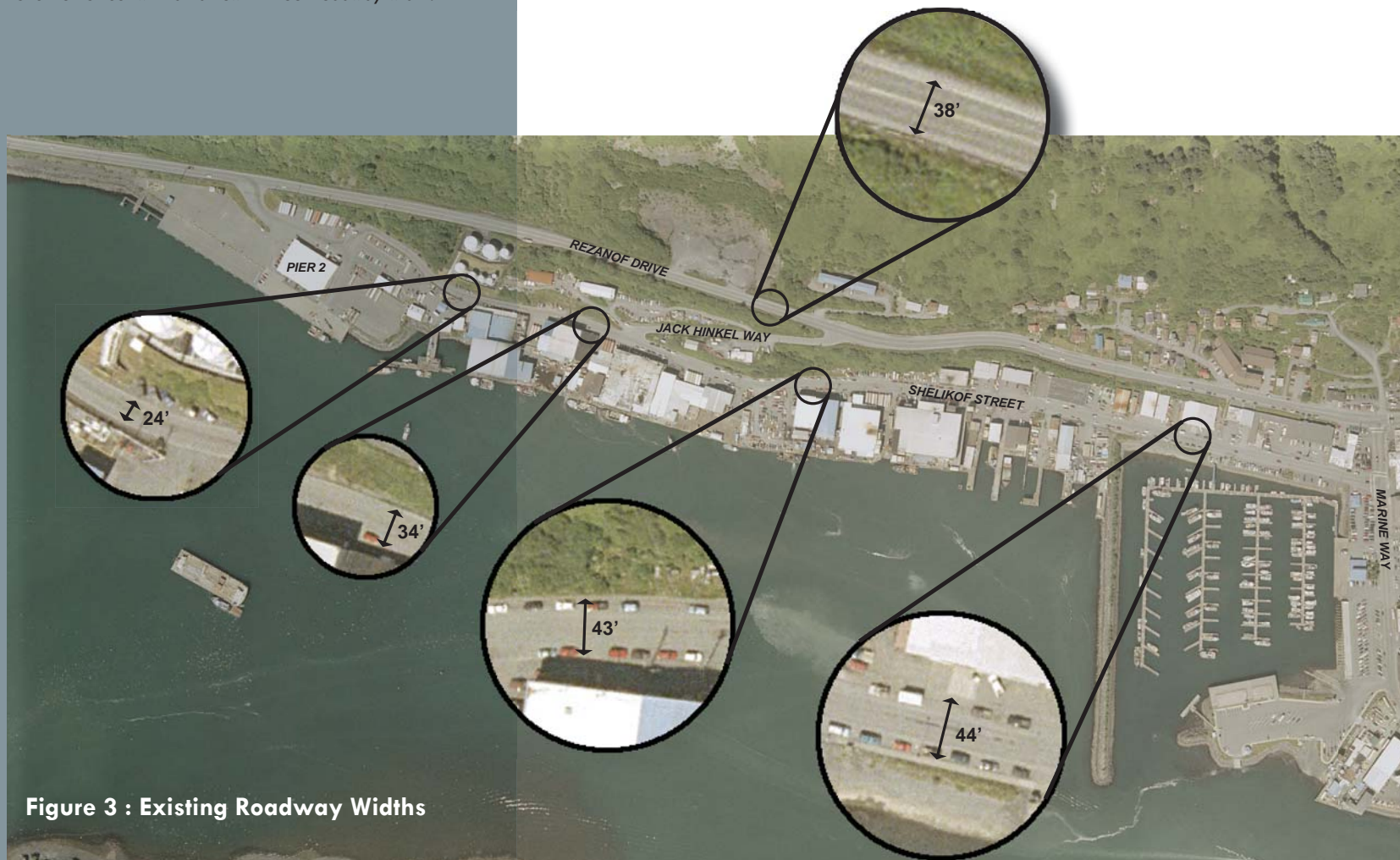


Figure 3 : Existing Roadway Widths

Container trucks make approximately 2,400 trips annually delivering and picking up 40-foot containers to these plants along Shelikof Street. During peak season, Horizon Lines (Horizon) makes an estimated 100 to 120 trips per day, 70 to 80 of these being to the Ocean Beauty processing plant. American President Lines (APL) makes an additional 15 to 20 trips per day. This does not include other truck traffic through the corridor such as box trucks, fishmeal trucks and fuel trucks. Forklifts add to the congestion by frequently blocking Shelikof Street during loading and unloading activities.

The COK owns and maintains the Shelikof Street and Jack Hinkel Way right-of-way (ROW). ROW widths along Shelikof Street vary significantly. Near Pier 2, ROW widths are approximately 30 feet wide. Near Jack Hinkel Way, ROW widths increase to 40 feet wide, and eventually to 50 feet wide at St. Paul Harbor.

Rezanof Drive

Rezanof Drive is a two-lane, DOT&PF-owned, arterial that connects the City of Kodiak to the airport and U.S. Coast Guard Base. The lanes are approximately 13 foot wide with 6 foot shoulders on both sides. The road embankment drops steeply to the south side of the road and a rock bluff rises to Pillar Mountain along the north side.

ROW along the Rezanof Drive corridor is approximately 60 feet wide. The Rezanof Drive ROW is owned and maintained by the State of Alaska.



Rezanof Drive: south side between Pier 2 and Jack Hinkel Way.



Rezanof Drive, near Pier 2, showing uphill grade.



Rock bluff along north side of Shelikof Street.



Shelikof Street from Marine Way: 44 foot width.



Utility pole near guardrail on Rezanof Drive.

2.3 Utilities

Water

The water main in Shelikof Street is comprised of a combination of ductile iron pipe (DIP) and asbestos cement pipe ranging in diameter between 12 and 18 inches.

There are several 6- or 8-inch DIP service lines which provide high water volumes to the industrial users along Shelikof Street as well as lower volume copper service lines. There are currently three fire hydrants located along the portion of Shelikof Street between Jack Hinkel Way and Pier 2; two on the north side and one on the south side of the road. There are seven more hydrants on Shelikof Street between Jack Hinkel Way and downtown Kodiak, all of which are located on the north side of the road. The water main varies in depth from 3 to 6 feet.

Sanitary Sewer

The sanitary sewer main travels along Shelikof Street beginning at Pier II and flows towards downtown. The sewer main line depth varies between 5 and 9 feet. There are service lines along the entire length of Shelikof Street.

Storm Drain

The storm drain system on Shelikof Street was upgraded in 1980. It is comprised of corrugated metal pipe (CMP) and arch corrugated metal pipe (ACMP) and ranges in size from 10-inch to 36-inch in diameter. The storm drain system outfalls directly to the ocean at four locations along Shelikof Street. Four catch basins collect runoff from both sides of the road and three pipes collect runoff from field inlets. There are seven manholes along the centerline of the road. Another manhole collects runoff from two catch basins. Storm drain pipes are buried at depths ranging from 2 to 4 feet.

Electric/Telephone/Cable and Illumination

Shelikof Street

Kodiak Electric Association (KEA) owns six utility poles along Shelikof Street between Pier 2 and Jack Hinkel Way, five on the north and one on the south side. From Jack Hinkel Way to downtown there are ten more utility poles, one on the north side and nine on the south side of the road.

Alaska Communications System (ACS) owns buried and overhead telecommunications cables along most of Shelikof Street with a gap at the intersection with Jack Hinkel Way and for approximately 200 feet of road towards downtown. Buried cables extend from Marine Way to approximately 300 feet west of St. Paul Harbor. Buried cables within conduit are placed under both edges of the road with crossings at several locations. There are seven aerial crossings along this line.

There are 21 pad-mounted transformers along the length of Shelikof Street, all on the south side of the road. There are five hand holes vaults between Marine Way and the NAPA building on the north side of the road. Each is connected to a pad-mounted transformer across the road by underground cables.

Light poles illuminate the downtown end of Shelikof Street, five on the south and two on the north side. There are four utility poles on the east side of Jack Hinkel Way.

Rezanof Drive

The poles on Rezanof Drive begin at the intersection of Jack Hinkel Way and continue towards the west on the south side of the road roughly every 400 feet. The utility poles support high voltage power lines, fiber optic, cable, and telecommunications. There is also a light pole at each corner of the Rezanof Drive and Marine Way intersection. Traffic signals control traffic in all four directions at that intersection.

Rezanof Drive has buried and aerial cables in the ROW between Marine Way and Pier 2. There are direct buried cables in the intersection at Marine Way and under the south side of the Rezanof Drive across from Cope Street. They continue underground towards Pier II to the west corner of Jack Hinkel Way, where they go above grade. The aerial lines continue along the southern edge of Rezanof Drive on multi-use utility poles. There are two aerial crossings between Cope Street and Jack Hinkel Way.

Television and internet cables along the corridor are owned by GCI Inc. There are multiple gauges and fiber-optic cable located overhead and below ground. The overhead cables are connected to the multi-use utility poles along all three roadways. There is one section of buried cables under the south side of Rezanof Drive. It begins approximately 100 feet to the west of Marine Way and terminates on the west side of Jack Hinkel Way.

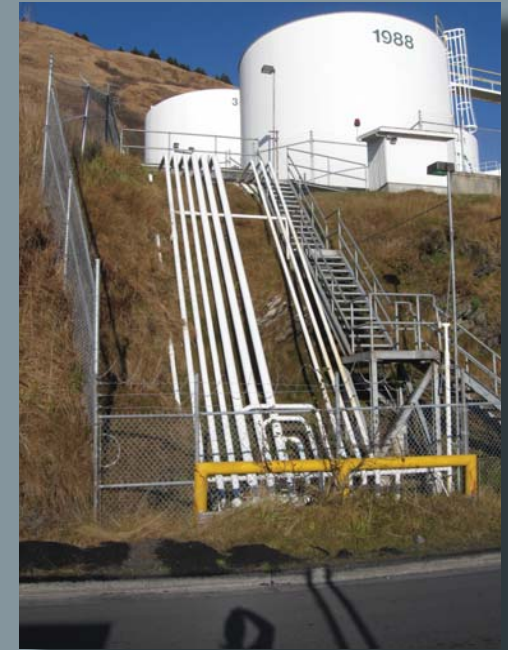
Table 2 : Petro Star fuel line summary

Pipe Diameter	Number of Pipes	Pipes Containing Gasoline	Pipes Containing Diesel
6 inch	3	1	2
4 inch	3	1	2
3 inch	6	2	4

Fuel and Gas

Petro Star Inc. owns the fuel tank farm located on the bluff above the north side of Shelikof Street. The tank farm contains 8 tanks in two tiers. The upper tier has 2 475,000-gallon tanks and 1 211,000-gallon tank. The lower tier has 1 102,000-gallon tank, 2 65,000-gallon tanks, 1 203,000-gallon tank and one 32,000-gallon tank. Twelve buried fuel lines cross under Shelikof Street at a depth of approximately 36 inches. An inventory of the fuel lines, diameter and content is summarized in **Table 2**.

Two additional single buried fuel lines cross under Shelikof Street. The first carries fuel from a tank on the hill at the northeast corner of the intersection with Jack Hinkel Way. The second crosses under Shelikof Street approximately 700 feet east of the Jack Hinkel Way intersection and emerges from the sidewalk on the south side 120 feet further east. The size, depth, and contents of these lines are unknown.



Fuel lines restrict expansion of roadway.



Fuel tanks on top of the bluff above Shelikof Street.

2.4 PARKING FACILITIES



Shelikof Street: vehicles parked over curb.



Shelikof Street: vehicles parked in no parking zone.



Bicyclist on Shelikof Street.

2.4 Parking Facilities

Parking along the length of Shelikof Street is limited and not well defined. The inadequate amount of parking spaces results in cars often parked illegally on the sidewalk, in no parking zones, double parked, or on the shoulder of the roads.

The only designated public parking along the corridor is the perpendicular parking spaces in front of St. Paul Boat Harbor. The wide roadway section for Shelikof Street between downtown and Jack Hinkel Way also allows for parallel parking.



12 hour parking adjacent to St. Paul Boat Harbor.



Vehicles parked over existing sidewalk on both sides of sidewalk.

2.4 PARKING FACILITIES

Parking along this portion of Shelikof is essential for business operations. On-street parking, off-street parking, and driveways into commercial, retail, and industrial properties have created a variety of obstacles for the pedestrian along this portion of Shelikof. Because of the limited parking along the corridor many motorists park in empty lots, driveways and private businesses.



St. Paul Boat Harbor loading zone.



No parking zone delineated by red curb.



Private parking area; accessed by crossing existing sidewalk.



Parking over the existing sidewalk.



Parking over the existing curb.



3.0 SIDEWALK ALTERNATIVES - PIER 2 TO JACK HINKEL WAY

3.1 ALT 1: REZANOF DRIVE

Rezanof Drive and Shelikof Street are the only corridors where pedestrian improvements are feasible. Pedestrian traffic along Shelikof could be reduced by adding facilities along Rezanof Drive. The remaining alternatives consist of improving Shelikof Street to better delineate areas for all users. These alternatives were developed and evaluated based on the following design criteria:

- Improve pedestrian safety.
- Accommodate pedestrian traffic from cruise ships.
- Mitigate conflicts between container trucks and pedestrians.
- Improve truck access to processing plants.
- Minimize impacts to parking.

3.1 Alternative 1 - Rezanof Drive

The sidewalk improvements would follow the south side of the road along Rezanof Drive (see Figure 4). The sidewalk would be located between the existing guardrail and the existing utility poles (see photos). Once the sidewalk reaches Jack Hinkel Way, it would continue down the hill toward Shelikof Street following the contours at a gradual grade. This portion of the sidewalk would require negotiations with the private landowner. The sidewalk length from Pier 2 to Jack Hinkel Way measures approximately 1,200 feet.



Figure 4 : Alternative 1 - Rezanof Drive

Construction within DOT&PF ROW would require initiation of a Memorandum of Understanding (MOU) between DOT&PF and the COK. A MOU covering this scenario typically contains several requirements:

- Design and construction of all facilities to current DOT&PF standards.
- COK agreement to maintain the pedestrian facilities within the DOT&PF ROW.
- Minimum \$5,000 deposit to address DOT&PF's review of the design plans. If additional reviews are required additional funding may be required.
- ROW survey to verify that construction of the facility will fall within the limits of the ROW.

Once the plans are approved, the COK would be issued a Temporary Construction permit by DOT&PF providing the authority to construct within the ROW. A final MOU would address all issues that have been discussed and agreed to between the two parties.

Advantages of this alternative include:

- Wide ROW provides ample room for improvements.
- Would not conflict with industrial operations on Shelikof.
- Provides a safe corridor for pedestrians.
- View along route overlooks Kodiak and processing plants. This would be especially appealing to cruise ship passengers.
- First step in completing Kodiak residents' vision of continuous trail from downtown Kodiak to Bells Flats.

Disadvantages of this alternative include:

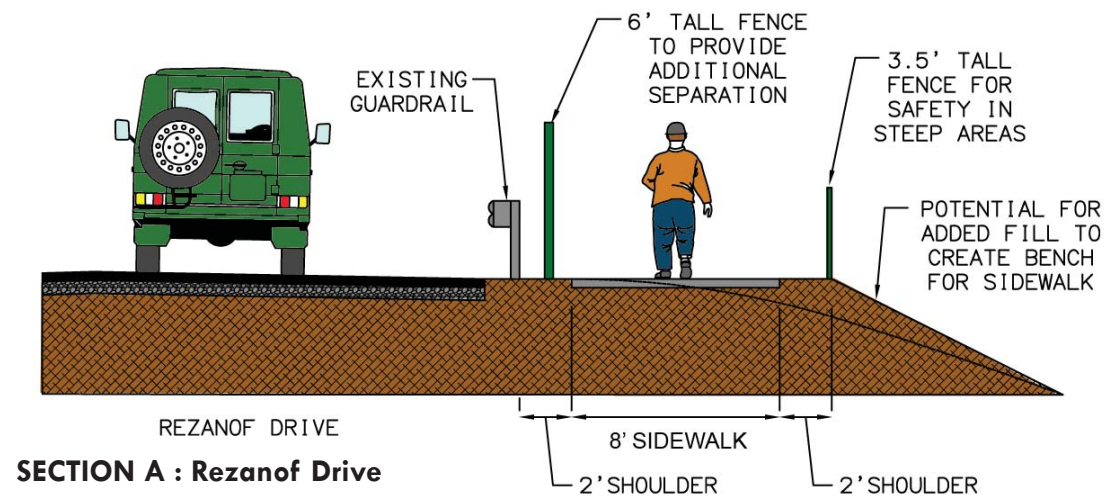
- High speeds and volume of traffic on Rezanof Drive are not pedestrian friendly.
- Pedestrians would have to walk up a steep hill which could deter cruise ship passengers and residents.
- Does not provide a sidewalk for local workers on Shelikof Street.
- Long and indirect route.



Guardrail and utility poles on Rezanof Drive.



Sidewalk location between guardrail and utility poles.



3.2 Alternative 2 - Shelikof Street: One-Way

Alternative 2 converts the existing two-way traffic pattern to one-way on Shelikof Street between Pier 2 and the intersection with Jack Hinkel Way. The one-way flow could move vehicles through this segment of Shelikof from east-to-west or from west-to-east. A west-to-east movement would require left-hand turns at the top of Jack Hinkel Way before turning left onto Rezanof Drive. This movement would be especially difficult for container trucks during winter road conditions.

The proposed sidewalk would replace the westbound lane on Shelikof Street. A rolled curb and gutter would allow trucks to maneuver on the sidewalk as shown in **Section B**. The sidewalk location is proposed for the north side because of industrial traffic and circulation into fish processing plants along the south side.

The east-to-west traffic flow allows motorists to make right-hand turns which is a preferred movement (see Figure 5).



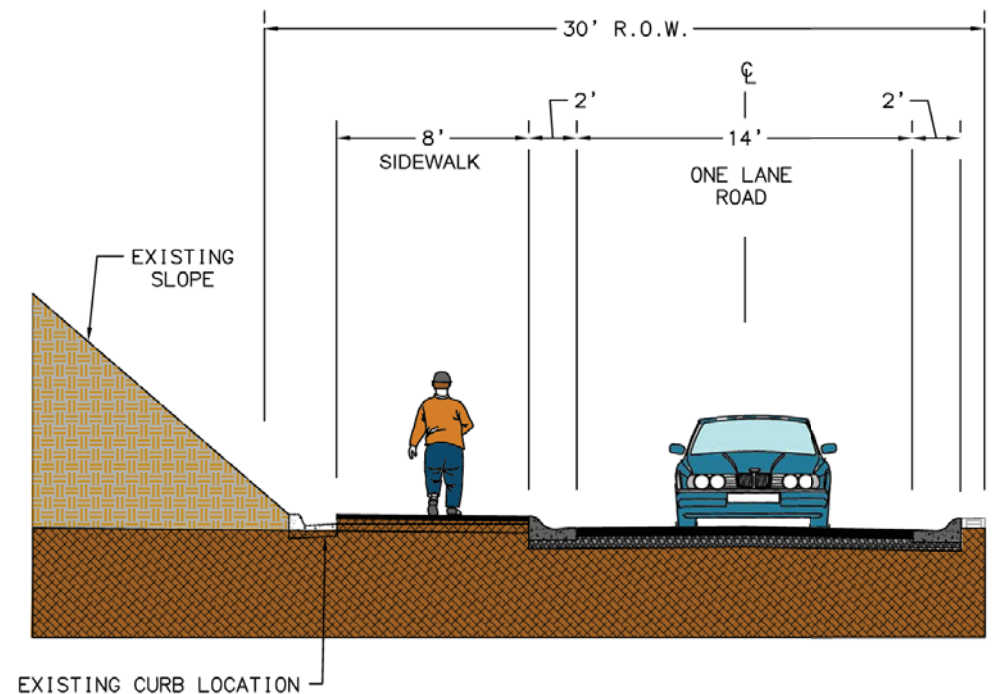
Figure 5 : Alternative 2 - Shelikof One Way

Advantages of this alternative include:

- Predictable traffic direction through the corridor.
- The new one-way lane could be made wider than the current lane and wider pedestrian facilities could easily be accommodated.
- Minimizes impacts to rock bluff and other obstructions outside ROW, thus reducing construction costs.
- Would likely reduce through-traffic that causes conflicts with industrial use.

Disadvantages of this alternative include:

- One way traffic would impact container truck access to businesses if trucks cannot back vans into the loading areas when approaching from the selected one way street direction.
- Container trucks require large turning movements. The Jack Hinkel Way intersection with Rezanof Drive and Shelikof Street would require modifications to accommodate the new traffic pattern.
- During winter road conditions trucks would have difficulties traveling on Jack Hinkel Way.
- Could increase truck traffic on Marine Way given difficult turning movements on Jack Hinkel Way.



SECTION B : Shelikof Street

3.3 ALT 3 - SHELIKOF: ONE WAY ALTERNATING

3.3 Alternative 3 - Shelikof Street: One-Way Alternating

Similar to Alternative 2, except the one-way directional traffic is alternating. This option would require a traffic signal on the east and west ends of the one-way corridor. As cars queue at the stop lights, the light would turn green and the opposing light would remain red. Both lights would be phased and synchronized so all cars queued would have time to travel through the corridor. Once cars had traveled through the corridor, and gone past the opposing traffic signal, both lights would change phases and the direction of traffic would switch. Figure 6 shows an aerial view of the traffic pattern. The typical section would be the same as Alternative 2.



Shelikof Street: narrow roadway corridor.



Container truck backing into stall at processing plant.



Figure 6 : Alternative 3 - Shelikof One Way Alternating

Advantages of this alternative include:

- The new one-way lane could be made wider than the current lane and wider pedestrian facilities could be accommodated.
- Minimizes impacts to rock bluff and other obstructions outside ROW, thus reducing cost.
- Truck traffic could approach businesses from both directions.
- Modifications not needed for Jack Hinkel Way.

Disadvantages of this alternative include:

- Visual contact between motorists at each traffic signal would be blocked by the rock bluff at the curve on the north side of Shelikof Street.
- Stopped or delayed traffic between the traffic signals could cause significant timing delays and backlog of traffic.
- Vehicles leaving the cannery buildings between the traffic lights would not know the appropriate direction of travel.



Narrow passing for truck and vehicle traffic.



Rock bluff limits sight distance on Shelikof Street.

3.4 ALT 4 - SHELIKOF: TWO WAY



Chainlink fence along southern limits of Shelikof's ROW.

3.4 Alternative 4 - Shelikof Street: Two-Way

Alternative 4 maintains the existing paved roadway width. The new sidewalk would require rock bluff excavation and measures to protect pedestrians from falling rocks. Partial road realignment closer to the southern limits of the ROW would also be considered to minimize impacts to the rock bluff. The traffic pattern would not change and Shelikof Street would continue to support two-lane, two-way traffic as shown in Figure 7 and in **Section C**.



Rock bluff along Shelikof Street.



Advantages of this alternative include:

- Allows container trucks to continue to function within the same operational area when backing into container stalls.
- Reduces pedestrian and truck conflicts.
- Accommodates both local workers and cruise ship passengers.
- Increase sight distance with excavation of rock bluff.

Disadvantages of this alternative include:

- Excavation of rock bluff will increase construction cost.
- Will require improvements outside the ROW.
- Will reduce the area currently used for parking.
- Requires relocation of four utility poles and one hydrant.



Close up view of rock face.



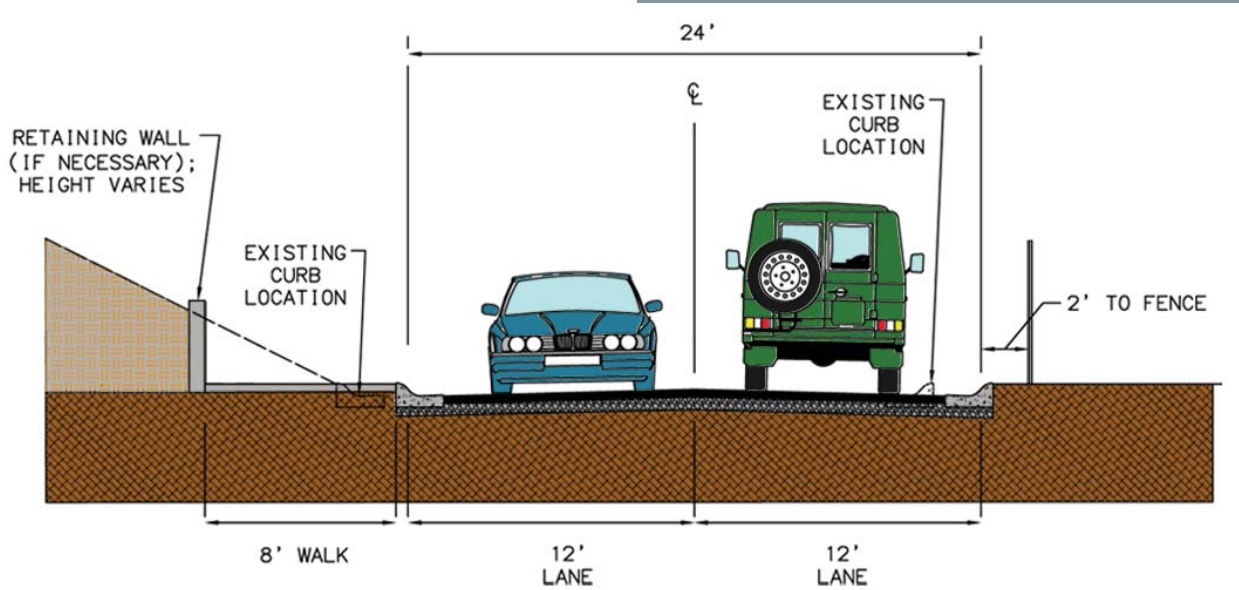
Truck traffic and undesignated parking along Shelikof.



Rock face along Shelikof's narrow corridor.



Truck traffic along Shelikof's narrow corridor.



SECTION C : Shelikof Street

3.5 PLANNING LEVEL COST ESTIMATE

3.5 Planning Level Cost Estimate

The following summarizes the estimated construction cost by alternative.

Table 3: Planning Level Cost Estimate

Item	Alternative 1 Rezanof Drive	Alternative 2 Shelikof Street: One-Way Continuous	Alternative 3 Shelikof Street: One-Way Alternating	Alternative 4 Shelikof Street: Two Way
Sidewalk Construction	\$630,000	\$800,000	\$790,000	\$970,000
Utility Relocation (Electric, Telephone, Lighting)	\$0	\$0	\$0	\$50,000
Contingency (10%)	\$63,000	\$80,000	\$79,000	\$97,000
Design	\$80,000	\$80,000	\$80,000	\$80,000
Construction Engineering (7%)	\$44,000	\$42,000	\$55,000	\$68,000
Total	\$820,000	\$1,000,000	\$1,000,000	\$1,270,000

Sidewalk construction costs shown do not include pedestrian lighting, additional parking modifications, or other landscape pedestrian facilities discussed in Section 3.7 and Section 3.8.

3.6 ALTERNATIVES COMPARISON

3.6 Alternatives Comparison

To facilitate comparison of the alternatives, a summary of performance criteria is listed below in no particular order of priority. A “+” indicates a favorable score when measured against the criteria, a “-” indicates a negative score, and a “+/-” indicates a fair score.

Table 4: Alternatives Comparison Matrix

Evaluation Criteria	Alternative 1 Rezanof Drive	Alternative 2 Shelikof Street: One-Way Continuous	Alternative 3 Shelikof Street: One-Way Alternating	Alternative 4 Shelikof Street: Two Way
Improves pedestrian safety	+/-	+/-	+/-	+
Accommodates pedestrian traffic from cruise ships	+/-	+/-	+/-	+
Mitigates conflicts between container trucks and pedestrians	-	+/-	+/-	+
Improves truck access to processing plants	+/-	-	-	+
Minimizes impacts to parking	+	-	-	-
Construction cost	+	+/-	+/-	-

Shelikof Street: 24' roadway width, 8' sidewalk and retaining wall.

3.7 Alternative Recommendations

The recommendation is to eventually construct both Alternative 1 and Alternative 4, with a priority placed on constructing pedestrian facilities along Alternative 4 - Shelikof Street. Although the Shelikof Street corridor is the most expensive, it would provide the best value by benefiting Kodiak stakeholders year round. Alternative 4 provides a sidewalk for the workers at the processing plants, removing them from the roadway and improving safety. Truck drivers delivering and picking up containers would have more room to maneuver, and existing utilities conflicting with truck turning movements would be relocated behind the sidewalk. Cruise ship passengers would benefit with direct pedestrian facilities to downtown Kodiak.

Existing area used for parking would be used for the new sidewalk. Additional parking would be needed to mitigate potential parking and pedestrian conflicts. Parking improvements are discussed in Section 3.9.



Shelikof Street: existing narrow roadway corridor.



COMPLETE STREETS INITIATIVE

The streets of our cities and towns are an important part of the livability of our communities and can be designed to be safe and enjoyable. "Complete Streets" is a growing national movement to encourage the design of road networks for all users including walkers, bicyclists, and drivers. The Kodiak Pier 2 to Downtown Sidewalk Design supports the Complete Streets Initiative.

The Complete Streets Initiative provides for a transportation system that can bolster economic growth and stability by providing accessible and efficient connections for a diversity of users. Complete Streets are designed and operated so they work for all users – pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Designating and organizing specific and often separated corridors for the different users within the transportation right-of-way improves safety and convenience by providing the various users a predictable "path".



Shelikof Street: 8' sidewalk and retaining wall.



Shelikof Street: existing roadway corridor.



Interpretive opportunities overlooking seafood processors/harbor.



Interpretive panel example.



Rest stops could interpret distant views/islands in harbor.

3.8 Site Amenities

A. Rezanof Drive

The following discussion on site amenities are opportunities for the COK to consider during the development of the sidewalk plans. These potential items could enhance the experience along the sidewalk alternatives and make them more enticing for residents and visitors to use.

With the elevation gain going up to Rezanof Drive, this proposed sidewalk route would provide opportunities for interpretive signage, rest stops, and overlooks along the way identifying the distant views, as well as provide interpretation of the seafood processor facilities below on Shelikof Street. By incorporating interpretive stops along this pedestrian route, benches, trash receptacles, and signage will be required site amenities. Careful consideration must be made when siting these amenities because of the existing grades, the location of utility poles, and the edge of the bluff.

As the Rezanof sidewalk alternative continues to the northeast, this route would tie in with the existing sidewalk on the north side of Rezanof at Jack Hinkel Way. This route could repeat the use of colorful banners that exists along Rezanof Drive closer to downtown (see photos).



Existing banners along Rezanof.



Interpretive opportunities overlooking canneries.

B. Shelikof Street: Pier 2 to Jack Hinkel Way

The proposed pedestrian improvements along Shelikof Street from Pier 2 to Jack Hinkel Way will include a variety of site features and amenities in order to make it a safe and efficient pedestrian connection into downtown. This sidewalk facility may require retaining walls, site lighting for safety, and signage for both pedestrian and vehicular traffic. The proposed sidewalk sections include 8' wide sidewalks with small retaining walls placed on the back of the sidewalk – heights varying from 3' to 6' tall.

This proposed sidewalk would be attached to the back of the curb with minimal site amenities (such as benches and trash receptacles) along this portion of the road. The sidewalk could include medallions, artwork, or imagery in the pavement that could lead the visitor into downtown. This imagery could tell a story of the fishing industry or be as subtle as visual cues along the way that leads the first time visitor into downtown and the retail areas. The retaining wall could incorporate designs that reflect the spirit of Kodiak or the production seafood processors with images of fish, or fishing nets, or types of fishing boats imprinted into the walls by using formliners or imprinting the concrete. Pedestrian-scale lighting could be incorporated on top of the retaining walls reflecting the lighting along the seafood processor facilities or lights could be placed flush in the retaining wall itself, thus focusing the light directly on the sidewalk facility.

This journey from Pier 2 to downtown would require a point of orientation or interpretation. A simple directional map or kiosk with a canopy at Pier 2 could be a part of the site amenities at Pier 2, providing orientation and giving the visitor a sense of direction, thus allowing them to identify specific destinations. Information on this map or kiosk could include places for historic interpretation, the location of the retail/commercial area, names and locations of the seafood processors, the distance into downtown Kodiak, and a communications link to the shuttle, cab, or guide services.



Local Kodiak imagery for wall and sidewalk design.



Covered information center/kiosk.

3.9 Parking Improvements

Currently there is no designated parking along the segment of Shelikof Street between Pier 2 and Jack Hinkel Way, although there are several areas that are used for parking. Sidewalk improvements along Shelikof Street would decrease the parking area. Reduced parking would result in vehicles parked across the new sidewalk, thus increasing the

pedestrian and parking conflicts through the corridor. An estimated 20 to 25 public parking spaces could be added to the city owned property as shown in Figure 8. Construction of the new designated public parking would require excavation of the slope and a retaining wall where needed to avoid compromising the embankment below Rezanof Drive.

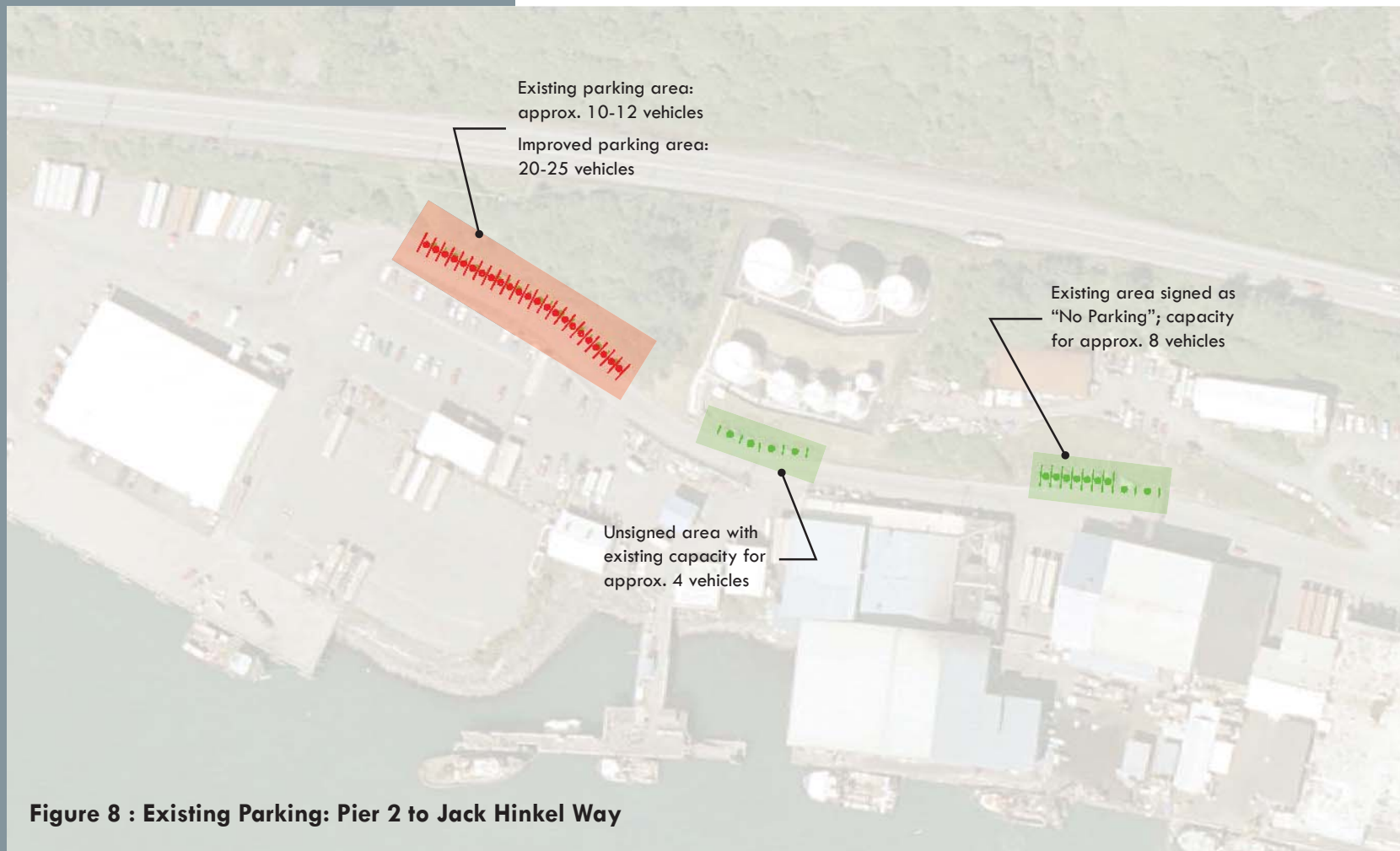


Figure 8 : Existing Parking: Pier 2 to Jack Hinkel Way



4.0 PROPOSED PEDESTRIAN IMPROVEMENTS - JACK HINKEL WAY TO DOWNTOWN

4.1 JACK HINKEL WAY TO DOWNTOWN



Tables and chairs outside existing retail.



Possible shared outdoor patio space.

4.1 Jack Hinkel Way to Downtown

Proposed improvements to pedestrian facilities along Shelikof Street, between Jack Hinkel Way and Downtown Kodiak, include widening the existing sidewalk on the north side of the road and organizing the parking in this area to reduce conflicts between pedestrians and vehicles. These proposed parking improvements along Shelikof from Jack Hinkel Way to Marine Way, in association with widening the existing sidewalk, will create a much more pleasant and enjoyable atmosphere for pedestrians. These improvements can increase pedestrian activity along this portion of Shelikof and in turn provide for more visitors, cruise ship foot traffic, and residents using this sidewalk facility for retail and commercial purposes. This portion of Shelikof Street has a generous ROW with a wide road cross section. This wide cross section allows for many opportunities related to reorganizing the roadway and accommodating angled on-street parking and increase sidewalk widths.

The proposed parking concept (Figure 9) shows how the existing roadway could be developed to take advantage of its existing width by providing angled on-street parking, which increases parking in this area by 25 – 30 spaces. This figure also shows how a widened sidewalk could accommodate shared outdoor patios for retail and commercial businesses. These outdoor spaces would be ideal for benches, special pavements, tables and chairs, interpretive signage, and/or trash receptacles.



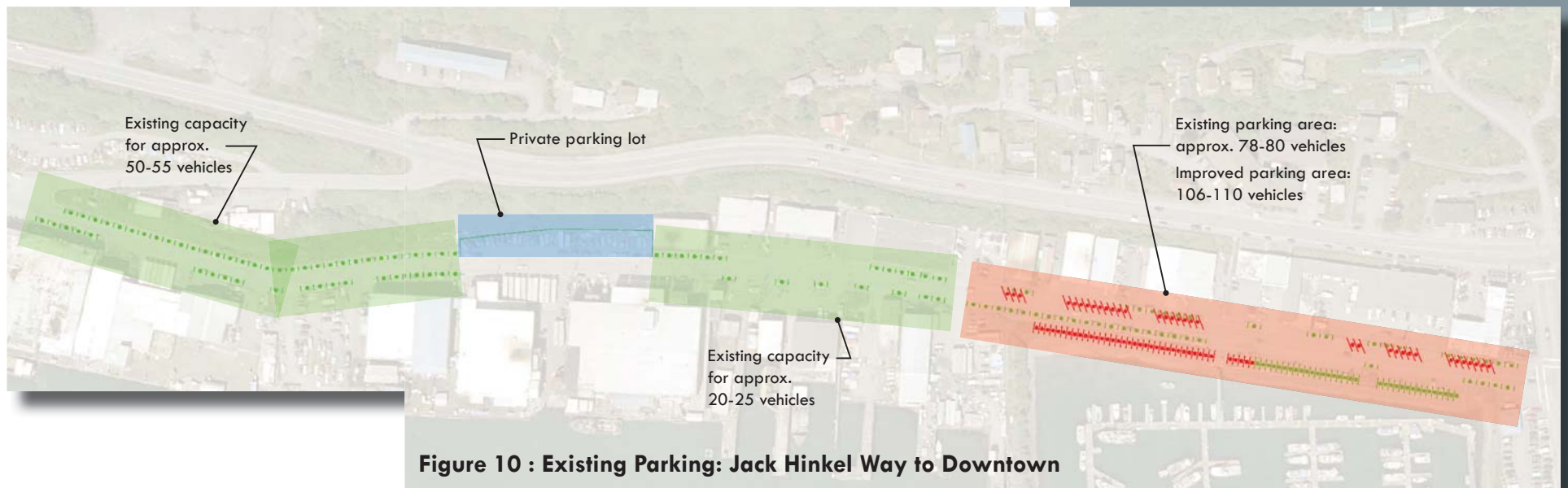
Kodiak Island Brewery sign.



Figure 9 : Proposed Parking Concept

4.2 Parking Improvements

Parking between Jack Hinkel Way and Downtown is in high demand but not well defined. Clear signing and striping of designated parking will assist in mitigating the parking and pedestrian conflicts. An increase in public parking will also reduce conflicts with pedestrian traffic. Potential improvements include increasing the perpendicular parking along St. Paul Harbor and adding angled parking to the downtown end of Shelikof Street. Figure 10 summarizes the existing and proposed parking.





5.0 PUBLIC INVOLVEMENT

5.0 PUBLIC INVOLVEMENT

Public involvement is critical to the success of the Pier 2 to Downtown Sidewalk project. A variety of techniques and opportunities were implemented to allow the public and affected stakeholders to participate in the planning process. A public meeting, a Ports and Harbor Board meeting, questionnaires, one-on-one discussions, on-site meetings, and a website provided opportunities for those with comments and concerns to voice their feedback and gain an understanding of the project's purpose, the challenges to be faced, and potential solutions.

In order to inform the public of the upcoming planning and design efforts, a website was constructed and hosted on the COK's website. The website contains important project documents and the upcoming project schedule. There is also a link on the project website for the public to submit comments. The team has continued to receive input through the website during development of the project.

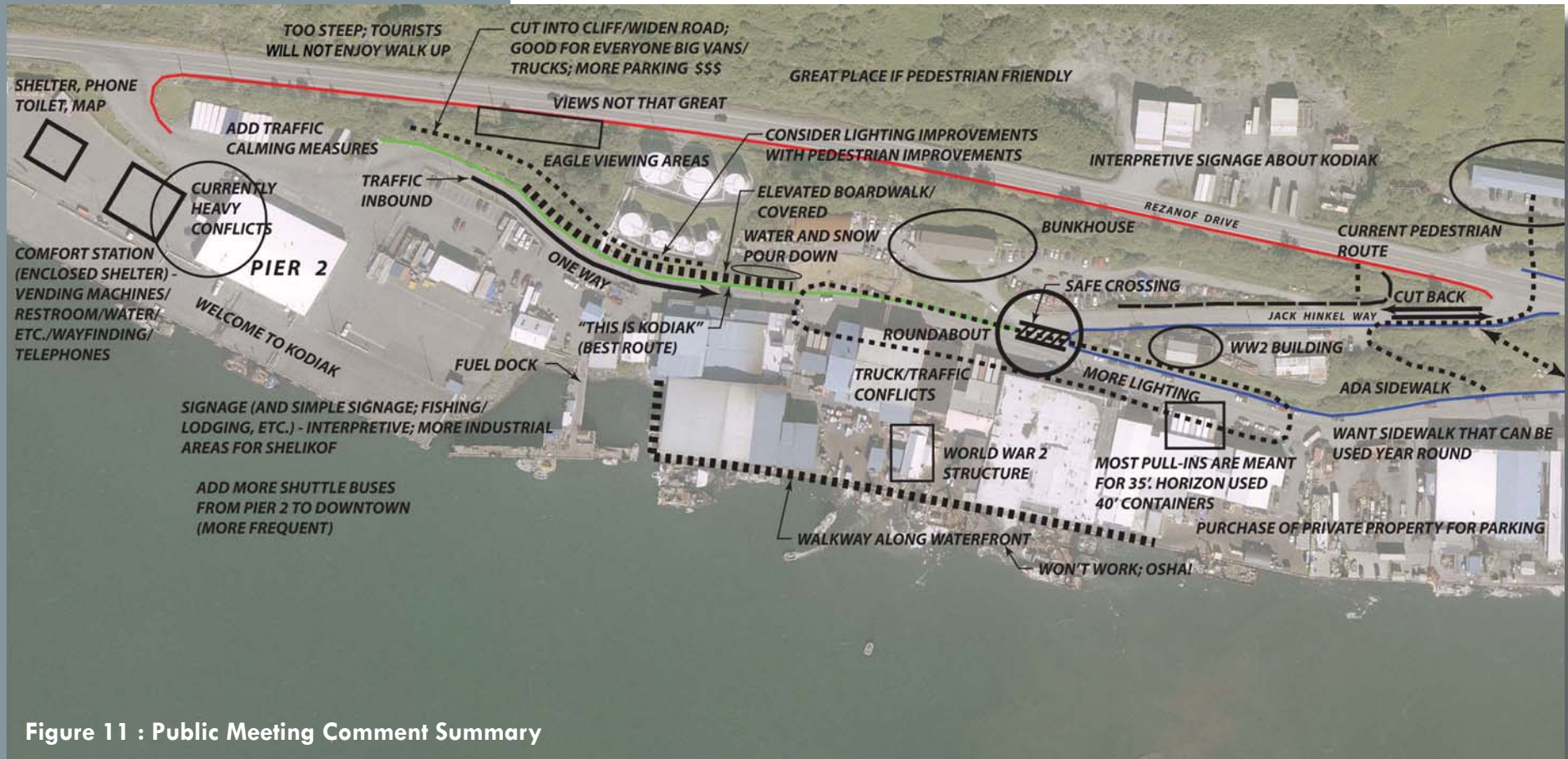


Figure 11 : Public Meeting Comment Summary

A public meeting was held for the project on February 24, 2010, at 6:30 p.m. at the Kodiak Convention Center in an open-house format. Primary issues heard from the public at the meeting included:

- Safety issues associated with the use of both Shelikof Street and Rezanof Drive for pedestrian facilities.
- Parking concerns.
- Recreational needs for pedestrian facilities.
- Other pedestrian amenities that are needed.
- Existing conflicts between pedestrians and truck traffic.

A detailed listing of public comments and DOWL HKM responses are summarized in Appendix A: Public Comment Summary.





Please Tell us

...k from Pier 2 to downtown?

...strian corridors would benefit you
...er 2 and downtown?

...licts have you witnessed between
...? (parking; industrial operations
...etc.)



APPENDIX A: PUBLIC COMMENT SUMMARY

Thank You

APPENDIX A: PUBLIC COMMENTS

Comment Summary	Response to Comment
Specific Comments	
In Favor of Sidewalk Improvements	
The more pedestrian friendly the community, the better.	<i>The pedestrian facilities section of the design study report (DSR) briefly covers ideas for a pedestrian friendly corridor. Future design would build off of these ideas.</i>
A sidewalk would benefit the entire community.	<i>This project is intended to benefit all users of the corridor.</i>
To be persuaded by cannery business owners to not install sidewalks is not an option and would void their accountability in good citizenship when their driver is involved in an accident and litigation begins against the City.	<i>The DSR is intended to address all public comments, where possible.</i>
A comfortable sidewalk is safer, larger economic support on the island. No cars, private, etc., more room for industry. More room to walk - both cannery workers and others.	<i>The DSR is intended to analyze existing conditions and recommend a design that provides pedestrian facilities that best meets the needs of all users.</i>
Widening the road would be a good solution because it would improve truck access and provide adequate room for pedestrian facilities.	<i>Different roadway sections and widths are analyzed as part of Section 3.0 - Sidewalk Alternatives.</i>
Opposed to Sidewalk Improvements	
In general, improving sidewalk access from Pier 2 to downtown seems pointless.	<i>Comment Acknowledged.</i>
There's no reason to walk to Pier 2. How does it benefit the community?	<i>Comment Acknowledged.</i>
A sidewalk will create too much traffic and industrial operations will not want more pedestrian traffic in the area. Over 2,500 containers are moved in and out of the loading dock areas off of Shelikof Street.	<i>The DSR is focused on providing a safe route for pedestrians, both local and transient, to travel between Pier 2 and downtown.</i>
Existing Uses	
Existing Uses	<i>A variety of users such as residents, seafood processing workers, trucking operations, tourists and bicyclists are acknowledged throughout the DSR. The existing uses in this corridor are varied and peak activity occurs at different times during the day and at night. Understanding the uses and users will provide the necessary input for developing the best design solution. Section 2.0 Existing Conditions, pages 4-11, of the DSR outlines these users and uses.</i>
Cannery workers and cruise ship passengers walk along Shelikof Street.	<i>See above.</i>
Crew from cruise ships use and visit the nearby businesses. They look for the shortest route into town - Shelikof Street. Local residents also use this route.	<i>See above.</i>
I bike from Pier 2 to downtown between 4 to 6 times a week.	<i>See above.</i>
During peak times, Horizon has 200 moves per night.	<i>See above.</i>
People are using this road - tourists, locals, cannery workers - let's make it safe.	<i>See above.</i>
The area along Shelikof Street is the most active during the middle of the night. Hundreds of people work at the canneries and walk or ride their bikes to work. People commute out to the Coast Guard base and use this route. It would be a year round amenity for Kodiak.	<i>See above.</i>
Most of Kodiak's container truck traffic uses Shelikof Street for delivery and pick-up.	<i>See above.</i>

Comment Summary	Response to Comment
Starting at Pier 2's main entrance, the truck parking/holding area is two-way. However, just beyond the stop sign, Shelikof Street becomes one-way to Jack Hinkel Way (toward Marine Way) for the six-tenths of a mile. It is the narrowest portion of the street and a sidewalk is built on the EVEN side of the street up against the rocky edge.	<i>See above.</i>
Trailers are parked on the Pier 2 (south) and downtown (north) sides of APS. Trailers on the south side must be approached coming from Pier 2, trailers on the north side must be approached from both directions.	<i>See above.</i>
Public Involvement	
<i>Need for more public involvement and individual meetings with stakeholders.</i>	<i>The project team has met and discussed the project with Shelikof Street stakeholders individually. The DSR will be available for public review. The need for an additional public meeting will be addressed at the closure of the public comment period.</i>
Fish processors were informed by John Whiddon, Kodiak City Council Member & Plant Manager of Island Seafoods that there would be a meeting between all the Shelikof Street stakeholders and DOWL HKM prior to the Design Study Report submittal.	<i>See above.</i>
A stakeholder meeting would be beneficial to all parties involved. It would provide the industrial users an opportunity to discuss their needs and concerns. It would give DOWL HKM an opportunity to discuss the criteria used to evaluate the alternatives.	<i>See above.</i>
I think it would be very productive to have a meeting with all the major stakeholders as has been either promised or at least requested.	<i>See above.</i>
I think there are many issues that could be resolved or highlighted by the folks who live and work in the immediate area day in and day out.	<i>See above.</i>
There are issues that stakeholders deal with daily, seasonally, or annually that may not be immediately obvious after two or three walk-throughs of the area.	<i>See above.</i>
Pedestrian Conflicts/Safety	
<i>Pedestrian Conflicts</i>	<i>The DSR highlights areas of pedestrian connectivity and pedestrian crossings in Section 4.1 Proposed Pedestrian Improvements-Jack Hinkel Way to Downtown. The concept plan of Shelikof Street near Marine Way provides angled parking, wide sidewalks, landscaping and crosswalks to St. Paul Harbor. The Shelikof Street sidewalk connection concept strives to create a balance between pedestrians and bicyclists with the vehicular traffic and industrial operations that are necessary for the seafood processing plants. The intention of this project is to create a situation where improvements are made for both the industrial businesses and the pedestrian using this corridor.</i>
The PHAB looked at pedestrian congestion during cruise ship landings and noted the area around Harbor Side coffee and the boat harbor to be a problem spot. Lack of crosswalks, sidewalks, and just walking in an industrial zone (cannery row).	<i>See above.</i>
As we know, Shelikof Street is flat and has a sidewalk on the EVEN side of the street from Marine Way to Jack Hinkel Way. The portion without a sidewalk is six-tenths of a mile and the most narrow portion is through this section. On the ODD side of the street, the sidewalk may begin at Marine Way, but it terminates just past the harbor at Island Seafood. Thus, the problem of pedestrians starting to walk back to Pier 2 on this side of the walkway find themselves forced into the street and the cannery industrial zone.	<i>See above.</i>
A pedestrian should keep their eyes open for cars and trucks along the canneries.	<i>See above.</i>

APPENDIX A: PUBLIC COMMENTS

Comment Summary	Response to Comment
Pedestrian conflicts between Pier 2 and downtown consist of bikes of cannery workers, double parking while dropping off, dazed and confused tourists, and Horizon trucks.	<i>See above.</i>
There is danger in encouraging pedestrians to go into this industrial area. Higher use by pedestrians will occur if this sidewalk is built. It does not make sense to put an inviting sidewalk in an industrial area.	<i>See above.</i>
Business owners should reinforce the importance of having a back-up signal on the delivery trucks to ensure the pedestrians "hear" the warning of truck traffic.	<i>See above.</i>
The pedestrian/truck interaction is a potentially dangerous situation.	<i>See above.</i>
Pedestrians and industrial operations can get along. They can share.	<i>See above.</i>
Parking	
Parking Plans	<i>The DSR acknowledges the need for more parking and how providing design solutions for parking will help the circulation and congestion issues along the Shelikof Street corridor. The DSR develops concept sketches for parking in Sections 4.1 and 4.2 showing additional parking and reorganized parking areas in the street ROW or on public property.</i>
Can we find other parking options other than Shelikof for private cars by the canneries? By the bunkhouse?	<i>See above.</i>
Development of parking should be the responsibility of the industry or property owner. The City should help enhance parking areas.	<i>See above.</i>
The land across from Western Alaska could hold 20-30 more cars. Who owns the land? If cleaned up, it could help with parking issues.	<i>See above.</i>
Angled parking should be considered along Shelikof Street.	<i>See above.</i>
Parking is an important component of this plan.	<i>See above.</i>
I think expanding the waterfront parking between Arc-N-Spark Welding and Island Seafoods is a very good idea.	<i>See above.</i>
In all cases, I think the study overstates an increase in available parking. It seems to be about neutral in parking in that much of the current parking that is used will be sacrificed under Alternative 4, especially on the south end of Shelikof Street.	<i>Existing parking spaces are open to interpretation. At a minimum, parking spaces could be replaced with better defined spaces closer to Pier 2.</i>
There may actually be loss of available parking on the south end of Shelikof Street under Alternative 4 and currently there isn't enough parking and remains a constant challenge.	<i>The intent of this project is to improve facilities along the corridor, this includes both pedestrian facilities and parking. These two areas are design challenges.</i>
Fish Processors	
Fish Processors	<i>The DSR acknowledges that trucking operations are crucial to the seafood processing plants with each alternative showing mountable curbs for trucking maneuverability. Each alternative along Shelikof Street strives to improve pedestrian safety and minimize impacts (and in some cases improve) to truck turning operations.</i>
Outline delivery spaces for the canneries.	<i>See above.</i>
Maneuverability of trucks needs to be considered when designing the sidewalk.	<i>See above.</i>
Consider: Move cannery workers parking and provide shuttles at shift changes. This will open up more room for cannery truck traffic. Consider private vehicles.	<i>See above.</i>
Industry should not have to live with traffic restrictions year round for a few days because of elevated tourist activity.	<i>See above.</i>

Comment Summary	Response to Comment
They are not anti-tourism and do not want to be given that label simply because they are concerned about negative impacts to their operations resulting from any proposed project.	<i>See above.</i>
Canneries rely on Shelikof Street for more than just the commercial deliveries such as delivering fresh fish to the airport for air freight.	<i>See above.</i>
Other Options	
A used/old ski/chair lift could be used for cruise ship passengers to transport them downtown. It would be a bird's eye view of canneries.	<i>Comment Acknowledged.</i>
We need to get feedback from the cruise ship industry - on amount of passengers and frequency of boats into Kodiak.	<i>This information was gathered and is provided in the DSR under Section 1.2 Project Background, page 3.</i>
Incorporate a trolley style shuttle for tourists.	<i>Comment Acknowledged.</i>
Cruise ship passengers don't want to be on a bus. But if it's raining, they would use the shuttle/trolley. Tourists are impatient and may not want to wait for a bus/trolley to make the rotation.	<i>Comment Acknowledged.</i>
Sidewalk Alignments	
Shelikof Street Corridor - In Favor	<i>All of the alternatives outlined in the DSR will provide a connection to the retail businesses along Shelikof Street that are closer to downtown. Existing sidewalks along Shelikof Street will be used to tie into from Pier 2, thus reducing some of the potential costs. Developing the proper design that meets the needs of all users (truck operators, seafood processing workers, local residents, and seasonal tourists) will enhance the Shelikof Street corridor and possibly increase interest in the area for existing and future businesses.</i>
Shelikof Street Corridor - In Favor	
Keep the sidewalk on Shelikof Street. Businesses need the walking traffic to walk by on their street, not on the next street.	<i>See above.</i>
Develop Shelikof Street with more parking and a sidewalk.	<i>See above.</i>
When finding a system that works best to manage local pedestrians, patrons, employees, trucks and automobiles, and parking lots - Shelikof Street has all the features to appease business owners and cruise ship operators with minimal effort and expense.	<i>See above.</i>
I think the proposed sidewalk along Shelikof Street is paramount. Spend the money - dig the hill back.	<i>See above.</i>
If renovations are not followed through with Shelikof and it continues to be "as-is today," then again, Kodiak deserves the liabilities, litigation, and lack-luster economy generated from the tourism and commercial industries as Shelikof Street's reputation as a dangerous street to walk keeps away commerce and real estate development.	<i>See above.</i>
Shelikof Street is better than forcing pedestrians to walk on Rezanof Drive. Why? It starts with the \$250,000 grant from the cruise ship tax that Kodiak, as a whole, will benefit from. This grant comes to the City of Kodiak because we solicit and then graciously open our port to the cruise ship industry for the exposure and economy it generates. Because of this, we must accept the responsibilities and repercussions, should there be any.	<i>See above.</i>
When finding a system that works best to manage local pedestrians, patrons, employees, trucks and automobiles, and parking lots - Shelikof Street has all the features to appease business owners and cruise ship operators with minimal effort and expense.	<i>See above.</i>

APPENDIX A: PUBLIC COMMENTS

Comment Summary	Response to Comment
<p>Shelikof Street leading up to Pier 2 - This one mile stretch to Pier 2 is the only street that offers a challenge of blending industrial with trendy specialty stores. Patronage from the cruise ships helps the bottom line financially and we must make Shelikof Street "user-friendly" for their sake. The City owes it to these entrepreneurs as they are the future economy of Kodiak.</p>	<p><i>See above.</i></p>
<p>In favor of keeping Shelikof Street two-way and widening the road. An advantage would be to local workers and cruise ship pedestrian traffic as well as increased business access along Shelikof Street.</p>	<p><i>See above.</i></p>
<p><i>Shelikof Street Corridor - Opposed</i></p>	<p><i>Developing the proper design that meets the needs of all users (truck operators, seafood processing workers, local residents, and seasonal tourists) will enhance the Shelikof Street corridor and possibly increase interest in this area for existing businesses and for future businesses. Signage will be included as part of the design drawings, alerting pedestrians of the trucking operations related to the seafood processing plants. Currently, there is no sidewalk and these alternatives provide a safe option for pedestrians with the necessary room for trucking operations to continue to maneuver safely in this corridor.</i></p>
<p>Pedestrians will have to wait during cannery operations. If the sidewalk is nice, pedestrians will think they can go without looking for trucks backing up. There will be a need for signage to warn pedestrians about truck traffic and industrial operations along Shelikof Street. Rezanof Drive may be safer.</p>	<p><i>See above.</i></p>
<p>The idea of a pedestrian walkway down Shelikof Street to accommodate cruise ship passengers is a poor one. Horizon Lines uses Shelikof Street to deliver and pick up 40-foot containers to and from the seafood plants located along the street. It is the only access we have to the plants and their ability to operate and ours rely on unrestricted access for our 40-foot containers. We move over 2400 containers a year to and from the plants and it is already an overcrowded and dangerous street.</p>	<p><i>See above.</i></p>
<p>The south end of Shelikof Street is heavy industrial traffic use and to blend this with visitor pedestrian traffic will be a poor mix of user groups and likely an accident waiting to happen.</p>	<p><i>See above.</i></p>
<p>Any of the alternatives that promote pedestrian traffic along Shelikof Street are strongly opposed by Horizon Lines and all of our drivers. We have had many near misses over the years and the only reason no one has been hurt is that the majority of people walking there belonged at one of the plants and were aware of the truck traffic and patterns to avoid.</p>	<p><i>See above.</i></p>
<p>Anything that encourages pedestrians to travel down Shelikof Street who are not familiar with the dangers is a very bad idea.</p>	<p><i>See above.</i></p>
<p>Shelikof Street Corridor - Other Comments</p>	
<p>This option would not reduce the pedestrian/truck conflict.</p>	<p><i>Comment Acknowledged.</i></p>
<p>They currently are able to make their deliveries and pick-ups without incidents.</p>	<p><i>Comment Acknowledged.</i></p>
<p>The proposed project does not widen the roadway travel lanes and therefore does not "improve truck access to processing plants" as stated in the Alternatives Comparison Matrix.</p>	<p><i>Different design alternatives effect the roadway differently. Some widen the roadway in certain places and some may not. The intent of this project is not to make the situation worse for the industrial businesses or pedestrians, but to improve facilities for both.</i></p>
<p>This option would require the relocation of fuel lines coming down from the tank farm to North Pacific Fuel. That would create a large expense and cause severe disruptions to their operations.</p>	<p><i>We are area of the fuel lines coming from the tank farm and do not plan to impact them.</i></p>
<p>I do think that by having a sidewalk, even without increasing the width of the road that there will be a reduction in the pedestrian/truck conflicts. Right now people have to walk in the road and that would be mitigated.</p>	<p><i>Comment Acknowledged.</i></p>

Comment Summary	Response to Comment
This option is really nice, but the cost is high.	<i>Comment Acknowledged.</i>
I think if the fuel lines for Kodiak Oil Sales (KOS) have to be relocated that the biggest interruption is not going to be to the fish processors, but to KOS.	<i>We are area of the fuel lines coming from the tank farm and do not plan to impact them.</i>
Implementing Alternative 4 will have some challenges of disrupting the operational flow for KOS, Horizon, APL, the fishmeal trucks, OBS, APS, and all the rest of the normal Shelikof Street traffic.	<i>Comment Acknowledged.</i>
Option of having some sort of temporary fix on cruise ship passenger days. Recommend an option to enforce this by educating the cruise ship passengers.	<i>Comment Acknowledged.</i>
<i>Rezanof Drive Corridor - In Favor</i>	<i>The Rezanof Drive alternative would include appropriate directional signage, overlook opportunities of the seafood processing plans and distant views of the water and islands of Kodiak, and move pedestrians away from the narrow corridor along Shelikof Street. This alternative would also provide the potential to become a portion of the proposed path from downtown out to Bells Flats.</i>
I highly recommend this route. It is safer and provides a great view. Cruise ship passengers who want to walk will enjoy this. Those who choose not to may take the offered buses. It also keeps dangerous pedestrian traffic away from the cannery industry area since the fisheries are a much more prevalent and vital industry than cruise ships are to this town.	<i>See above.</i>
I have become aware of two proposed pedestrian traffic corridors. These are to serve the foot traffic from the tour ships. I believe that if this is done, the only place to put it is on Rezanof Drive. Shelikof is too narrow with too much needed truck traffic to provide a safe route for pedestrians.	<i>See above.</i>
I strongly urge you to consider a pathway alongside Rezanof Drive and leave Shelikof for the industrial purpose it has.	<i>See above.</i>
If Rezanof was safe, that would be best. It could have portions of covered sidewalk, too!	<i>See above.</i>
Visitors would prefer to travel along Rezanof Drive because of the better view.	<i>See above.</i>
This option should be the preferred alternative.	<i>See above.</i>
This option should incorporate extensive signage that would direct pedestrian traffic away from Shelikof Street towards Rezanof Drive.	<i>See above.</i>
Most visitors would prefer to walk this path which provides the best viewing opportunities.	<i>See above.</i>
Rezanof Drive offers superior scenic opportunities that are not available from Shelikof Street.	<i>See above.</i>
Would reduce the number of pedestrians wandering into processing plants and onto private docks.	<i>See above.</i>
This option is far less expensive.	<i>See above.</i>
This alternative would allow visitors to experience the view from Rezanof Drive, avoid the heavy industrial traffic near the end of Shelikof Street and still allow them to travel down Shelikof Street where it transitions to merchant and retail areas near downtown.	<i>See above.</i>
A pedestrian path along Rezanof Drive would tie into Skip Bolton's proposed bike path from downtown to Bells Flats.	<i>See above.</i>
This alternative would mitigate conflicts between container trucks and pedestrians because it would greatly reduce the number of pedestrians along Shelikof Street near Pier 2.	<i>See above.</i>

APPENDIX A: PUBLIC COMMENTS

Comment Summary	Response to Comment
For cruise ship visitors, Alternative 1 will provide a more pleasant experience and a much better view of the harbor and scenic view of the Kodiak community.	<i>See above.</i>
Ideally, Rezanof Drive relieves the congestion in the best way.	<i>Comment Acknowledged.</i>
In favor of cruise line passengers utilizing a walk path along Rezanof Drive.	<i>Comment Acknowledged.</i>
PHAB recommends to City Council that they accept the Rezanof Drive option as the best choice - for both the safety of pedestrians and drivers.	<i>Comment Acknowledged.</i>
Implementing Alternative 1 will have a much smaller impact on the Shelikof Street stakeholders.	<i>See above.</i>
PHAB and members of the public are interested in seeing a multi-use trail on Rezanof Drive beginning at Pier 2.	<i>See above.</i>
In favor of minimizing pedestrian traffic along Shelikof Street, for the safety of pedestrians and truck drivers.	<i>See above.</i>
Horizon Lines truck drivers are in favor of a walkway along Rezanof Drive.	<i>See above.</i>
PHAB recommends to City Council that they incorporate pedestrian access improvements between Pier 2 and downtown with the proposed bike path, making the result a comprehensive bike and pedestrian plan for visitors and residents. The needs of citizens of Kodiak and visiting tourists would both be met if a coordinated effort is made towards obtaining a much needed path.	<i>See above.</i>
I'm happy to see that the Rezanof Drive option is the least expensive of the four and strongly urge it to be chosen as the logical solution to improving pedestrian access to Pier 2.	<i>See above.</i>
<i>Rezanof Drive Corridor - Oppose</i>	<i>The Rezanof Drive alternative would be less direct of a route and has a gentle incline that may deter some visitors from using this route. Proper design may require fencing and barriers from the State owned and operated Rezanof Drive to protect the pedestrian from vehicles and their potential spray onto the sidewalk. The speed of the roadway also creates a less attractive route.</i>
Rezanof Drive is a State road. It is messy, not pleasant to walk. Everyone will take the Shelikof Street route because it is flat and the shortest route. Older people will not take Rezanof because of the steep incline and longer route. Rezanof may not be the best place for a sidewalk. It has a steep incline, is a busy street, and is a splash zone during rain events.	<i>See above.</i>
Cruise ship passengers will not use Rezanof Drive from Pier 2 to downtown. They want the quickest, flattest route possible. They want to see "Kodiak" - the real Alaska, and not go into jewelry shops and t-shirt shops.	<i>See above.</i>
Shelikof Street is a city street whereas Rezanof Drive is a State Highway. By asking the pedestrians to walk on a State Highway will put them in harms way at the expense of the taxpayers of Alaska.	<i>See above.</i>
It should be noted that Rezanof Drive's speed limit is 55 mph at the entrance of Pier 2 and that the side of the road would have to be restructured to protect the pedestrians with their own guard rail. The money spent to make Rezanof Drive safe will not stop people from cutting through on Shelikof Street.	<i>See above.</i>
Someone suggested that informational signs be placed along Rezanof Drive to make it interesting for the pedestrians. May I say again - Rezanof Drive is a State Highway and does not afford the luxury of having the space to install Historical Markers in this one-mile stretch. The markers would encourage tourists in their rental car to want to stop and read them - not a safe idea with the traffic and pedestrian flow.	<i>See above.</i>
On days that rain, the spray that is generated from the fast moving vehicles on Rezanof Drive would not be a positive, but a negative when "Rolling Out the Red Carpet" for the cruise ship passengers.	<i>See above.</i>

Comment Summary	Response to Comment
Other Alignments	
Sidewalk Design & Amenities	
<i>Sidewalk Design & Amenities</i>	
If the trail across from Jack Hinkel Way was used, an elevated crossing may need to be incorporated due to sight distance concerns.	<i>Comment Acknowledged.</i>
Pier 2 could use a shelter (toilet/map/wayfinding).	<i>Comment Acknowledged.</i>
The PHAB wondered if sidewalks could be placed on both Rezanof Drive and Shelikof Street.	<i>This is a possibility but the City of Kodiak (COK) has limited funding. If the COK chooses to move forward with design for either the Rezanof or Shelikof alternative, it would likely need to be broken into phases because of funding.</i>
Let's not get too fancy with the sidewalk.	<i>Comment Acknowledged.</i>
The sidewalk along Shelikof Street dead-ends into downtown (near the police station/restrooms). Continue it around the boat harbor so pedestrians can get to the other side.	<i>The COK has limited funding and this area is not the focus area for the project.</i>
An option needs to examine an elevated section of pedestrian facilities, particularly between Ocean Beauty and North Pacific Seafoods.	<i>This elevated section is an access for a private property. This elevated walkway was noted in the DSR.</i>
If a sidewalk is not possible in front of Alaska Seafood and Trident processors, then at least paint a red line on the city street and designate it as a pedestrian walkway.	<i>This could possibly be accommodated in the proposed design.</i>
Amenities that should be considered include a café or restaurant on the water's edge or a chance to go into a seafood processing plant to see how things are done.	<i>Comment Acknowledged.</i>
A comfortable sidewalk width is 5 feet.	<i>Comment Acknowledged.</i>
Can Skip Bolton's bike path from the USCG base to downtown be tied with the sidewalk project?	<i>There has been coordination with the bike path project that Skip is working on.</i>
"Complete the Street" - Include pedestrian amenities when a road is constructed.	<i>Comment Acknowledged.</i>
Simple sidewalk amenities are fine.	<i>Comment Acknowledged.</i>
A boardwalk down the spit from Island Seafoods should be included.	<i>Extending a boardwalk down the spit has been looked into as part of the study.</i>
If the Shelikof Street alternative is chosen, the street should then be duly posted "No Parking - Pedestrian Walkway" and enforced by the KPD. Only trucks would be permitted to park for loading/unloading.	<i>This concern has been discussed in the study.</i>
At the beginning of Pier 2, on the ODD side of Shelikof Street, a large permanent barricade should be installed with proper signage, directing pedestrians to cross the street and walk on a newly constructed sidewalk. Just after Island Seafood, a similar barricade and sign would be installed and a designated crosswalk would be created to re-direct pedestrians onto the EVEN side of the street. By showing responsibility (signage and barricades), the City has better leverage against litigation.	<i>If pedestrian facilities are constructed, proper signage would be used to direct and warn users.</i>
Traffic Circulation	
One-Way Traffic Alternative	
<i>One-Way Traffic Alternative</i>	<i>A one-way traffic alternative is presented in the DSR under Section 3.2 Alternative 2 - Shelikof: One Way. This is one of the four alternatives being presented in this DSR, and the COK will be making the final decision based on public input and professional recommendations. Different traffic patterns were evaluated as a part of this study and this alternative could provide a predictable traffic pattern, wider pedestrian facilities could be added with a reduced roadway width, no impact to the rock bluff, and would reduce through traffic that causes conflicts with industrial use.</i>

APPENDIX A: PUBLIC COMMENTS

Comment Summary	Response to Comment
I would like to see Shelikof Street turn into a one-way with parking for the canneries on one side and a nice sidewalk built on the opposite. To me, this seems the least expensive and enough room for pedestrians, parking and traffic.	<i>See above.</i>
Consider blocking traffic between Jack Hinkel Way and downtown. This would eliminate through traffic and reduce congestion while allowing Horizon Lines to pick up and deliver vans.	<i>See above.</i>
In San Francisco, the solution to having pedestrians find themselves in an industrial zone was one-way streets. It lessens the distractions of the driver greatly and provides better management of the various activities on the street. In this case, only a portion of Shelikof needs to be a one-way street to better manage autos, trucks, employee parking lots, jay-walking, pedestrians, canneries, merchants and tourists shops - traversing with an assemblance of structure.	<i>See above.</i>
If Shelikof Street were made into a one-way direction between Jack Hinkel Way and Pier 2, truck drivers would likely continue to Marine Way instead of using Jack Hinkel Way. This would cause overloading of the Shelikof Street and Rezanof Drive intersections with Marine Way - causing congestion and increasing pedestrian danger in the downtown area.	<i>See above.</i>
At Shelikof Street and Jack Hinkel Way, the street would revert back to a two-way system with one restriction to size/weight vehicles. Vehicles who cannot make the turning radius (sharp, right turn) from Shelikof Street onto Jack Hinkel Way must exit via Marine Way onto Rezanof Drive. At first there will be opposition but once it is restructured and enforced by the Kodiak Police Department, the mindset will sway to the benefits of all concerned.	<i>See above.</i>
Turning Shelikof Street into a one-way would have a severe negative impact on the operations of American President Lines.	<i>See above.</i>
This option would increase truck travel time because it would force the trucks to follow a loop up to Rezanof and back down Jack Hinkel Way. They currently are able to travel directly to and from the delivery locations from American Presidents Line and Horizon.	<i>See above.</i>
This option would cause increased truck traffic into downtown because trucks would not likely turn down Jack Hinkel Way. They would continue to Marine Way and access Shelikof Street where it intersects downtown. This would also increase travel time.	<i>See above.</i>
This option would prevent drivers from approaching the parking bays from Pier 2.	<i>See above.</i>
This option could lead to increased frequency of accidents on Jack Hinkel Way and where it intersects with Rezanof Drive.	<i>See above.</i>
The processing plants already have tourists wandering into their plants and on to their docks when cruise ships are in port. This alternative would not reduce these occurrences.	<i>See above.</i>
Concerned that the decision has already been made to implement this alternative, which will create a permanent one-way Shelikof Street.	<i>See above.</i>
The plants along the area have parking spots for vans that require the trucks to approach from both directions and cannot be accessed if the traffic is one-way.	<i>See above.</i>
One-way traffic will increase traffic on Jack Hinkel Way and on the Marine Way end of Shelikof Street. Jack Hinkel Way is very steep and visibility at both ends is so obstructed as to be dangerous. Increasing truck traffic at the north end of Shelikof Street and into Marine Way with the higher pedestrian count and retail businesses will be increasing hazards.	<i>See above.</i>

Comment Summary	Response to Comment
This option would not be a good option.	<i>See above.</i>
Alternating One-Way Traffic Alternative	
This option would leave drivers at APS and OBS stuck between the traffic signals without knowing which way traffic is going.	<i>This was taken into account in the study</i>
This option is very impractical and seems to be non-starters from a local stakeholder perspective. This option does not provide any benefit greater than either alternative 1 or 4, but will create tremendous confusion and collateral negative impacts to local stakeholders.	<i>Comment Acknowledged.</i>
This option would be dangerous for drivers - especially for vans departing the canneries and not knowing which way traffic is traveling at the time of the departure.	<i>Comment Acknowledged.</i>
Project Funding	
<i>Understanding of project funding.</i>	<i>The COK looked for the best opportunity to develop a project that met the requirements of the "Head Tax" and benefited residents of Kodiak. It was decided to combine this funding with a state legislative appropriation of \$700,000 for construction of a sidewalk between Pier 2 and downtown.</i>
Would like to know how each project is selected and who decides where the "Head Tax" money allocated is spent.	<i>See above.</i>
One of the biggest questions that remains is how does the funding flow, how much money is available and what are the specific objectives of the project. To provide transit for cruise ship visitors to downtown? If so, isn't the cheapest alternative to just bus them to the center of downtown?	<i>See above.</i>
What are the cost expectations of construction? An increase of 30% would be expected regarding lighting and parking modifications. Only a portion of the funding for improvements are coming from the State. Where would the rest of the capital come from?	<i>See above.</i>
General Comments	
Concern that cruise ship passengers are the only ones who benefit from pedestrian upgrades.	<i>The intent of this project is not to target one group of users and improvements just for them, or to make the situation worse for any user group. The intent is to improve facilities for all users.</i>
Concern that closing Shelikof Street for any construction of pedestrian facilities will negatively impact the operations of American Presidential Lines.	<i>This is an area of concern. Construction along either corridor would need to be coordinated and phased properly to limit construction impacts.</i>
The Alternatives Comparison Matrix scoring is based on assumptions that are subjective. Much of the scores assigned to Alternatives 1 & 4 are based on the assumption that visitors are not likely to follow the Rezanof Drive path even if it is constructed with proper signage.	<i>Scoring in the matrix is subjective but it is one of the only ways to accurately rank alternatives which are not completely comparable. Scoring is based on information gathered and experience on similar projects.</i>
Would like to see the construction of both Alternative 1 - Rezanof Drive and Alternative 4 - Shelikof Street, Two-Way, Would like to see some investigation into securing additional funds from the "Head Tax" to make these improvements along Rezanof Drive and Shelikof Street.	<i>This is a possibility but the COK has limited funding. If the COK chooses to move forward with design for either the Rezanof or Shelikof alternative, it would likely need to be broken into phases because of funding.</i>
If the project objectives include; inclusions of the Skip Bolton walking/bike trail, improved parking along Shelikof Street, improved facilities of sidewalks and lighting for local residents, and improved driving conditions for industrial drivers and funding is not limited, then there is a larger discussion to be had.	<i>Project objectives are discussed in the DSR, Section 1.1 Project Objective, page 1.</i>
If money is not one of the limiting factors and the objectives include improving local working conditions of parking, lighting, local pedestrian traffic and driving conditions then a blend of Alternative 1 and 4 may make sense. Even under this scenario, I think the cruise ship pedestrian traffic will be best routed along Rezanof Drive.	<i>Comment Acknowledged.</i>
I support a diversified economy and understand the benefits to many of our local small businesses by embracing and developing the tourism industry. I support this growth in our community and I think it has a very good future. We just need to make sure that the city takes a balanced approach that does not negatively impact the community's bread and butter.	<i>Comment Acknowledged.</i>



APPENDIX B: PROPERTY OWNERSHIP





Parcel ID	Zoning	Owner
1	CN	ALASKA STATE OF
2	CN	ALASKA STATE OF
3	CN	BUREAU OF LAND MANAGEMENT
4	IND	CITY OF KODIAK
5	IND	CITY OF KODIAK
6	IND	CITY OF KODIAK
7	IND	CITY OF KODIAK
8	IND	CITY OF KODIAK
9	IND	CITY OF KODIAK
10	IND	CITY OF KODIAK
11	IND	CITY OF KODIAK
12	IND	KODIAK FISHMEAL COMPANY
13	IND	CITY OF KODIAK
14	IND	ALASKA STATE OF
15	IND	ALASKA STATE OF
16	CN	CITY OF KODIAK
17	IND	CITY OF KODIAK
18	IND	KODIAK OIL SALES INC
19	IND	KODIAK OIL SALES INC
20	IND	NORTH PACIFIC SEAFOODS
21	IND	NORTH PACIFIC SEAFOODS
22	IND	NORTH PACIFIC SEAFOODS
23	IND	NORTH PACIFIC SEAFOODS, INC
24	IND	OCEAN BEAUTY SEAFOODS, LLC
25	BUS	LAFOLLETTE GERALD KAREN
26	IND	OCEAN BEAUTY SEAFOODS, LLC
27	IND	OCEAN BEAUTY SEAFOODS, LLC
28	IND	OCEAN BEAUTY SEAFOODS, LLC
29	IND	ANDERSON STOSH
30	IND	KODIAK OIL SALES INC
31	IND	WESTWARD SEAFOODS, INC
32	IND	OCEAN BEAUTY SEAFOODS, LLC
33	IND	INTERNATIONAL SEAFOODS OF AK
34	IND	OCEAN BEAUTY SEAFOODS, LLC
35	IND	URSIN SR NORMAN
36	IND	OCEAN BEAUTY SEAFOODS, LLC
37	IND	URSIN SR NORMAN
38	IND	BJM, LLC
39	IND	URSIN SR NORMAN
40	IND	P & W INVESTMENTS LLC

Parcel ID	Zoning	Owner
41	IND	P & W INVESTMENTS LLC
42	IND	INTERNATIONAL SEAFOODS OF AK
43	BUS	KODIAK MARINE SUPPLY INC
44	BUS	LORAN ETAL THOMAS
45	BUS	JAMES LELAND
46	BUS	JAMES LELAND
47	BUS	ISLAND FISH CO., LLC
48	BUS	WING CHRISTOPHER
49	BUS	MONTEIRO LANA JANE
50	BUS	ANDERSON MARK
51	BUS	DICK GLENN VIRGINIA BETH
52	BUS	DICK GLENN VIRGINIA BETH
53	BUS	DICK GLENN VIRGINIA BETH
54	BUS	DICK GLENN VIRGINIA BETH
55	BUS	DICK GLENN VIRGINIA BETH
56	R3	WESTWARD SEAFOODS, INC
57	R3	NELSON DALE RACHAEL
58	R3	MONTEIRO LANA J
59	R3	MONTEIRO LANA
60	R2	KOUREMETIS TOM ALDONA
61	R2	KOUREMETIS THOMAS ALDONA
62	R2	CROW KYLE
63	R2	BROCKMAN LEIF ARLENE
64	R2	BISHOP WILLIAM TERESA
65	R2	HELLIGSO MICHAEL
66	R2	LEWIS JOSHUA VICTOR
67	R2	RESOFF MICHAEL
68	R2	NEDROW MONTE SANDRA
69	R2	NEDROW MONTE SANDRA
70	R2	ZAWICKI STEPHANIE
71	R2	HOLM MARGARET
72	R2	BAKER CRAIG THERESA
73	BUS	JOHNSON JOHN JUDITH
74	BUS	JOHNSON JOHN JUDITH
75	BUS	WALKER ESTATE CHARLES
76	BUS	JOHNSON JOHN JUDITH
77	BUS	JOHNSON JOHN R JUDITH E
78	BUS	JOHNSON JOHN JUDITH
79	BUS	MYERS JERIMIAH
80	BUS	STATE OF ALASKA/DOT

Parcel ID	Zoning	Owner
81	BUS	KIM STEVEN SUNG
82	BUS	ERIKSSON KURT R
83	BUS	WELBORN REV LIVING TRST RUSSELL EDNA
84	BUS	ZIMMERMAN ETAL BARBARA
85	BUS	ZIMMERMAN ETAL BARBARA
86	BUS	JOHNSON JOHN JUDITH
87	BUS	ALASKA COMMERCIAL COMPANY
88	BUS	ALAGNAK INC
89	BUS	CITY OF KODIAK
90	BUS	BISHOP WILLIAM TERESA
91	BUS	CITY OF KODIAK
92	BUS	WELLS FARGO BANK
93	IND	CITY OF KODIAK
94	IND	ALASKA FRESH SEAFOODS IN
95	IND	TRIDENT SEAFOODS CORP
96	BUS	CITY OF KODIAK
97	BUS	ELKS LODGE #1772
98	IND	CITY OF KODIAK
99	IND	CITY OF KODIAK
100	IND	HARBOR ENTERPRISES INC
101	IND	CITY OF KODIAK
102	IND	HARBOR ENTERPRISES INC
103	IND	HARBOR ENTERPRISES INC
104	IND	HARBOR ENTERPRISES INC
105	IND	CITY OF KODIAK
106	IND	CHANNEL SIDE SERVICES, LLC
107	IND	TRUE WORLD RESTAURANT OF AK
108	IND	INTERNATIONAL SEAFOODS OF AK
109	IND	INTERNATIONAL SEAFOODS OF AK
110	IND	INTERNATIONAL SEAFOODS OF AK
111	IND	GLOBAL SEAFOODS KODIAK LLC
112	IND	FULLER BOATYARD INC
113	IND	FULLER BOATYARD INC
114	IND	FULLER BOATYARD INC
115		NOT USED
116	BUS	CITY OF KODIAK
117	BUS	CITY OF KODIAK
118	BUS	CROWN POINT, LLC
119	BUS	KODIAK METALS & SUPPLY
120	BUS	CROWN POINT, LLC

Parcel ID	Zoning	Owner
121	BUS	KODIAK ISL HSG AUTHOR
122	BUS	KODIAK ISL HSG AUTH
123	BUS	KONIAG, INC
124	BUS	KONIAG, INC
125	BUS	AFOGNAK NATIVE CORP
126	RB	CITY OF KODIAK
127	RB	CITY OF KODIAK
128	RB	CITY OF KODIAK
129	RB	MARINE CENTER LLC
130	BUS	CITY OF KODIAK
131	BUS	ZIMMER ETAL PAUL
132	PL	ALASKA UNIVERSITY OF
133	PL	KODIAK ISLAND BOROUGH
134	PL	CITY OF KODIAK
135	LI	CITY OF KODIAK
136	CN	CITY OF KODIAK
137	CN	CITY OF KODIAK
138	CN	CITY OF KODIAK
139		CITY OF KODIAK

Zoning Legend:

- BUS Business
- CN Conservation
- IND Industrial
- LI Light Industrial
- PL Public Lands
- R2 Two-Family Residential
- R3 Multi-Family Residential
- RB Retail Business

