

Agency: Commerce, Community and Economic Development**Grants to Named Recipients (AS 37.05.316)****Grant Recipient: Kodiak Maritime Museum****Federal Tax ID: 92-0165430****Project Title:****Project Type: Planning and Research**

Kodiak Maritime Museum and Art Center - Kodiak Maritime Museum Feasibility and Design

State Funding Requested: \$200,000**House District: 36 / R**

One-Time Need

Brief Project Description:

The project will develop building requirements for programming, exhibit, staff, and meeting spaces for a maritime museum in Kodiak, Alaska, and from those produce a schematic design for the building.

Funding Plan:

Total Project Cost:	\$228,300
Funding Already Secured:	(\$28,300)
FY2013 State Funding Request:	<u>(\$200,000)</u>
Project Deficit:	\$0

Funding Details:

The Foraker Group has provided \$10,800 in pre-development costs toward the project, and a preliminary feasibility study was paid for by our organization for \$17,500.

Detailed Project Description and Justification:**Project Description**

The project will create a concept design for a maritime museum building in downtown Kodiak and from that concept design, produce a schematic design for the building.

The concept design phase will assess and quantify functional requirements for the building, including programming, exhibit space, staff offices, archival storage and public meeting areas. These requirements will then be tested and modified to fit within the framework of the 4,000 to 6,000 square foot facility outlined in a previously produced museum building feasibility study. (See attached Feasibility Plan)

Using the concept design as a working model of what the museum building would include, a schematic design would produce the following deliverables:

- Site plan including site layout, preliminary grading plans, preliminary landscape design
- Updated space list and comparison with the approved space list
- Floor plans, roof plan, exterior elevations, and building sections
- Preliminary wall section

- Computer model (Sketchup & Revit formats) of the building exterior, all building orientations
- Computer renderings of one exterior view and one interior view, suitable for publication
- Specification index
- Preliminary structural framing plans
- Mechanical and electrical one-line drawings
- Project specific analysis of codes, ordinances and regulations
- Design narrative describing architectural character, construction materials, civil, landscape, structural, mechanical and electrical systems
- Preliminary LEED checklist
- Preliminary construction cost estimate

Project Justification

Kodiak Maritime Museum incorporated in 2002 as a 501(c)(3) corporation. Our mission is "To recognize, preserve, and interpret Kodiak's maritime heritage." The museum operates out of office space donated by the City of Kodiak in downtown Kodiak, and has no dedicated exhibit or programming spaces of its own.

Kodiak Maritime Museum has produced quality programming and exhibits for residents and visitors, but it is severely constrained by the lack of a building. As evidenced by the positive reactions to our various programs and tours, both visitors and residents are highly interested in hearing the stories of Kodiak's maritime history, but there is no place for them to do that. As well, KMM Board members and staff are continually asked to take possession of maritime history related objects for which we have no space. The museum's staff also desperately needs a place to work- to care for artifacts, to design exhibits around those artifacts, and to present those exhibits as stories about our long and varied relationship with the sea.

Kodiak has a centuries-old relationship with the sea, from the earliest marine mammal hunters who arrived on Kodiak Island 7,000 years ago, to its present vibrant commercial fishing industry. However, this long and fascinating story, which includes Russian mariners, New England whalers, and a constant influx of other immigrants from around the world to harvest and process sea otters, whales and fish, has only been incompletely told by other Kodiak museums and by the limited abilities of Kodiak Maritime Museum. While other Kodiak museums and visitor centers focus their interpretation and collections on Alutiiq culture, or the history of the town or military heritage, or the animals of the island, only KMM has deliberately aimed its energies at preserving and telling the story of the maritime history of Kodiak Island.

All of our efforts, including plans for our proposed museum, address the fact that Kodiak's harbor is an integral part of Alaska's maritime history, and continues to be the economic, social, and cultural focal point of the community. The harbor is also Kodiak's signature tourist attraction, and nearly all visitors to Kodiak visit St. Paul Harbor at least once. According to our 2007 feasibility study, in addition to the 12,000 island residents, about 20,000 visitors a year come to Kodiak for business and pleasure, via cruise ships, the Alaska Marine Highway ferries, and by air, and that number is increasing every year. A maritime museum in the downtown area would help to meet the needs of visitors for high quality interpretive experiences in Kodiak, as well as enhancing the business climate of the downtown core.

In response to the needs of our audience, our staff, the community, and to our responsibility to preserve and safeguard valuable historical artifacts and stories, the museum's top priority has for some time has been the construction of a dedicated maritime museum. In 2005 KMM staff and board members identified a museum building as part of a larger harbor-wide interpretive plan. To that end, in 2007 the museum commissioned a "Feasibility Study and Business Plan for a

Kodiak Maritime Heritage Center," which outlined the possibilities for a 4,000 to 6,000 square foot facility. Following that, in 2009 the museum identified a museum building as the organization's top institutional priority and applied for and was selected to participate in the Foraker Foundation's Pre-Development Program. The Pre-D Program, which helps Alaskan non-profits plan for capital projects, is funded by the Alaska Mental Health Trust Authority, Denali Commission, Mat-Su Health Foundation and Rasmuson Foundation.

Community Involvement

In late 2010, as part of the Pre-D process, the museum identified three potential sites for a museum building near the Kodiak Harbor, all of them owned by the City of Kodiak. In April 2011, the museum asked the Kodiak City Council to consider donating one of these sites to the museum for a maritime museum building. While conditionally approving of the idea of donating a building site to the museum, the City Council postponed a decision, and asked the museum to gather more technical information and public input on the sites before deciding which site would be best suited for the project.

In October 2011, with help from the Pre-D Program, KMM obtained a museum building Site Analysis Report from CRW Engineering describing utilities access, transportation issues, and land use issues related to the three possible sites. All three sites were found suitable for the project.

To meet the Kodiak City Council request for public input, KMM staff met with various civic groups over the past few months, including the Kodiak Ports and Harbors Advisory Board, the Kodiak Chamber of Commerce, and other stakeholders. The project has since been endorsed by a number of these groups, and a preference for one particular site along the Near Island Channel (Site 3 in the Engineering Analysis, pg. 4) has been expressed by all of these groups. KMM also plans to hold a series of public meeting this spring to explain the project and get feedback from the general public on the proposed building and the three possible sites. With the resulting information in hand, the museum plans to go before the City Council in April 2012 to ask for a resolution granting one of the sites to KMM for a museum. The next step in the process is to obtain a concept and schematic design for the Near Island Channel site.

Other Notable Kodiak Maritime Museum Accomplishments

Despite the lack of a museum building, the museum has continually produced high quality Kodiak maritime history related exhibits and programs which have been presented in a variety of venues and mediums around Kodiak. Besides several satellite exhibits maintained by the museum at Kodiak College and a downtown bank lobby, the museum has also produced an award winning oral history radio show about the Kodiak King Crab Fishery, a photo exhibit of the effects of the Exxon Valdez Oil Spill on Kodiak Island, several fishermen's poetry events, and a series of 14 interpretive panels around the Kodiak Harbor. In 2011, the museum also produced an exhibit of photo portraits of participants in the Kodiak King Crab fishery. The exhibit is augmented by a cell phone tour featuring the oral histories of the people in the portraits and was shown at the Baranov Museum in May, 2011. It is scheduled to tour other museums around the state in 2012 and 2013. KMM also conducts harbor walking tours, which feature a personal tour of Kodiak's fishing fleet and the people who go to sea for a living.

Our most ambitious project to date involves the restoration of a legacy fishing vessel, the "Thelma C," as a permanent outdoor interpretive exhibit near Kodiak's St. Paul Harbor, adjacent to the proposed Near Island Channel building site. "The Harbor Gateway Project," will tell the story of Kodiak's salmon industry and the effects of the 1964 tsunami on the harbor using interpretive panels, an audio cell phone tour, and the vessel itself. This project is funded primarily by a 2011 Alaska Legislature grant of \$298,000, with other support from the Kodiak Island Borough, the City of Kodiak, and various corporate and private donors. The project is currently underway with a scheduled completion date of December 2012.

The museum has worked closely with the City of Kodiak and the Kodiak Ports and Harbors Advisory Committee to best fit the building project within the working and strategic plans for downtown Kodiak and the harbor area. The City of Kodiak identified a maritime museum in its 2011 Landscape Master Plan (pg. 27). The City of Kodiak is also currently in the process of finding funding a pedestrian walkway linking the ferry and cruise ship dock with the harbor area. This walkway will eventually funnel visitors from ships into the harbor area. Kodiak Maritime Museum's audience includes both these visitors to Kodiak Island and island residents. We foresee the day when the harbor welcomes visitors and residents with outdoor exhibits and a museum building which will help them appreciate the long history of Kodiak's abiding relationship with the sea.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

Kodiak Maritime Museum

Grant recipient Contact Information:

Toby Sullivan

Executive Director

Kodiak Maritime Museum

PO Box 1876

Kodiak, AK 99615

Project Timeline:

Development of concept design: 3 months from the project start. 25% payment to contractor.

Initial Schematic design: 9 months from project start. 25% payment to contractor.

Final re-design of the schematic design: 1 year from project start. 50% payment to contractor.

Entity Responsible for the Ongoing Operation and Maintenance of this Project:

Kodiak Maritime Museum

Grant Recipient Contact Information:

Name: Toby Sullivan

Title: Executive Director

Address: 500 Alimaq Drive
Kodiak, Alaska 99615

Phone Number: (907)486-0384

Email: toby@kodiakmaritimemuseum.org

Has this project been through a public review process at the local level and is it a community priority? Yes No

MINUTES
Kodiak Port and Harbor Advisory Board
Regular Meeting
Tuesday, December 6, 2011
Fishermen's Hall

I. MEETING CALLED TO ORDER

Chairman Nick Szabo called the meeting to order at 12:00 p.m. Board members, David Jentry, Skip Bolton, Rick Kniazowski and Oliver Holm were present and constituted a quorum, Anne Kalcic, Stormy Stutes, Stosh Anderson and Dan Miller were not in attendance. Staff members present were Harbormaster Marty Owen, Deputy Harbormaster Lon White and Harbor Administrative Assistant Judy Mullican

II. APPROVAL OF AGENDA

Bolton **MOVED**, to approve the agenda of the December 6, 2011 regular meeting. Board member Stosh Anderson asked to have an addition to the agenda as to the use of the Harbormaster building in St. Herman Harbor. Chairman Szabo informed Anderson he could bring it up under member comments. The motion passed with no changes all in favor.

III. APPROVAL OF MINUTES

Jentry **MOVED**, to approve the minutes of the September 20, 2011 regular meeting. The motion passed all in favor.

IV. UNFINISHED BUSINESS

Pier 3—PND Wave Study

Harbormaster Owen informed the board that Peratrovich, Nottingham and Drage will put instrumentation at Pier 3 in January. The purpose is to record wave data thru the remainder of the winter months and that this is preliminary steps to the rebuild of Pier 3.

Member Jentry was unsure of details, but advised past PHAB Chairman Iver Malutin had contacted him regarding available funds from Army Corp of Engineers whom supposedly told him they had six million dollars sitting aside for Kodiak Harbor. Audience member Al Burch stated he contacted Mr. Malutin after hearing this; however, Malutin provided him with no contact information or exact details before today's meeting. Owen said he had heard the same thing and contacted the Anchorage Office of Corp of Engineers whom informed him they are still under continuing resolution authority from last year and no new spending authority.

White added there is always funding post 911 for security, but it would not affect the rebuild of P-3.

V. NEW BUSINESS

a. Kodiak Maritime Museum—Toby Sullivan

Kodiak Maritime Museum (KMM) director Toby Sullivan updated the board on current projects. He added his reason for being at today's meeting is to ask the boards support in locating grounds for a KMM noting they do not have the funds to purchase property. He advised the KMM staff has been working with the Foraker Foundation's Pre-Development Program to help get them a maritime museum building.

Sullivan noted as part of the building process; KMM recently received an engineering report on three possible sites (handout) for a museum building near the Kodiak harbor. Some concerns regarding the engineering report is all three preliminary locations are located around St. Paul Harbor and will require removal of some of the harbor's parking. He asked for input from the PHAB about the preliminary sites and heard the board's ideas for a future KMM. The three areas were discussed and the following motion ensued.

Motion: Stutes MOVED, that PHAB recommend to council, to preliminary approve site three located on the St. Paul Harbor spit between the current Gazebo and the channel gravel launch, as the location for the proposed future Kodiak Maritime Museum.

A short discussion ensued Jentry asked if it would be practical to recommend the gated area of Oscar's Dock (OD). Bolton advised this is a commercial area. Both Holm and Anderson hoped to see the OD area recaptured for commercial work use. The motion to recommend site three passed all in favor.

Sullivan thanked the board and advised his next step is community support to move the idea of the City of Kodiak to donate a building site for the KMM.

b. Discussion Regarding Covered Structure for Boatyard

Chairman Nick Szabo opened the discussion with some proposed ideas for a covered structure in the boatyard. Members discussed cost and types of structures. Members advised whatever is built needs to be built to last and will need to be engineered approve. White advised conceptual plans were looked at in the early stages of the design boatyard build, noting the size building required to house the travel lift and vessels would be the largest in the city comparing it to the Boeing Company building in Seattle.

Szabo stated a covered structure would hopefully increase the number of vessel utilizing the yard by approximately 50%. After continued talk, Szabo proposed to members to form a committee, to look into the feasibility study of having a covered structure. Szabo appointed members Anderson, Bolton, Jentry and Stutes to the committee and they agreed to meet after today's PHAB meeting.

VI. HARBORMASTER UPDATE

Parking Update

Deputy Harbormaster White gave members a quick update advising Kiosk are in place and as of November 1st fees started. He advised current users are 60% in compliance and currently KPD has no parking enforcement officer. Advised some complaints have been received, but all in all since the permit parking system has been implemented, long term parking is available meeting the board's objective to have parking available to the fleet.

Member Holm made comment the Kiosk were not working effectively during the freezing rain and snow. White advised small shelters will be built to avoid future problems.

Member Anderson asked White if permits could be mailed, it was agreed that those needing permits would have to stop in at the Harbormaster's Office and have one issued; this is to verify qualifying patrons and correct and current vehicle registration.

VII. MEMBER COMMENTS

Anderson inquired as to the occupancy of the SHH Harbor Office. White informed Anderson at this time the office is occupied by the Kodiak Maritime Museum. The garage is used by the harbor staff and the outside restrooms are public. Anderson furthered inquired as to whether KMM has exclusive rights to the office, White was unsure as to the agreement between KMM and the City.

Jentry commented that he was understood that boatyard and harbor fees had gone up to make up a shortfall for the new Kodiak Police Department.

Kniazowski presented board members with 2012 calendars courtesy of Horizon Lines. He also apologized for Horizon's erratic schedule over the past month, stating weather had been an issue. Kniazowski commented to member Jentry noting he was unaware of any funds being used for KPD that were intended for the harbor.

Anderson explained briefly to Jentry the difference between enterprise and capital funds and how the city uses sales tax revenue. Jentry thanked Anderson.

Holm expressed concern over the ramps during winter months with ice buildup. Holm announced that he took a fall last month coming down Ramp 2 in SHH. He reiterated concern regarding new Kiosk and that the City should have gone with PHAB's first recommendation regarding permitted parking which was to sell permits.

Stutes would like to see a covered structure in the boatyard and thanked Szabo for bringing it up at today's meeting. He asked White to provide the covered structure committee with the travel lift size after the meeting, White advised he would.

Bolton thanked Szabo for bringing up a covered structure as an ongoing business expansion for the boatyard. He also commented that Ramp 1 in SHH has also been a concern with ice build-up. Deputy Harbormaster White advised the ramps are an ongoing battle in winter months as ice builds up on the gratings and salt and sand fall through. He notified members to report dangerous conditions to the harbormaster's office immediately and gave out duty cell numbers at today's meeting.

Jentry commented a covered structure in the boatyard would be a tremendous asset.

Anderson commented to his knowledge the harbor has two ramps uncovered and the remainder is covered and that there is a safety concern at hand. He advised covering them would not be as expensive as saving someone from injuring themselves. White advised money has been budgeted to replace Ramp 1 in SHH. He also agreed a covered structure in SHH boatyard would be an asset. He expressed concern over the cost of building one, noting it can't be so expensive people won't be able to afford to use it.

Szabo commented to Anderson his hopes are a covered structure would increase the number of vessels utilizing the yard.

Stutes reiterated safety concerns in regards to the ramps and proposed the following motion.

Motion: Stutes MOVED, that PHAB recommend to the Harbormaster that all ramps be covered that aren't currently.

The motion passed all in favor.

In regards to a covered structure, Holm added to his knowledge one quarter million dollars of the harbor's 1 M capital is dedicated over for approximately the next 20 years to pay for the travel lift bond. He added the total piece of the funds appropriated for the harbor need to be divided up among the other port and harbor funds and it does not leave a lot extra to fund another project. Szabo added hopefully the harbor can raise the revenue for the boatyard and that added revenue would pay for the bond. Anderson added the lift was never meant to pay capital, but at least cover operations and it hasn't even done that.

VIII. PUBLIC COMMENT

None

IX. DATE OF NEXT MEETING

The next meeting is scheduled for Wednesday January 11th at noon.

X. ADJOURNMENT

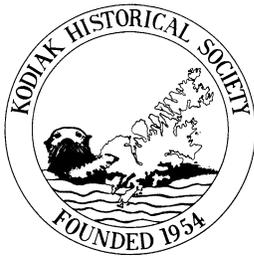
Bolton **MOVED**, Holm **SECONDED**, to adjourn the meeting. The motion passed.

Chairman Nick Szabo adjourned the meeting at 1:37 p.m.

Respectfully submitted,

Anne Kalcic, Secretary

Date: _____



KODIAK HISTORICAL SOCIETY

101 MARINE WAY, KODIAK, ALASKA 99615

(907) 486-5920 • FAX (907) 486-3166

E-MAIL: baranov@ak.net

WEB PAGE: <http://www.baranovmuseum.org>

Representative Alan Austerman
Alaska Legislature
120 4th St., State Capital
Room 3
Juneau, AK 99801-1182

February 6, 2012

Dear Representative Austerman,

I write today to convey our support of the Kodiak Maritime Museum's plans for a museum building in downtown Kodiak. A maritime museum would fill a need for a place to preserve, research and share objects, artifacts and stories of Kodiak's rich maritime history.

While other organizations in Kodiak preserve and explore the history of local culture and social dynamics, industry, and the military history of the island, a maritime museum would tell the story of Kodiak's long relationship with the sea. Such a museum would also tell the story of Kodiak's commercial fisheries, a vital component of Kodiak culture for which there is presently no dedicated space in Kodiak. By being close to the Baranov Museum, Alutiiq Museum, and Kodiak National Wildlife Refuge Visitor's Center, the proposed maritime museum site near the harbor would be the ideal place for visitors and residents to learn about this part of Kodiak's history.

A maritime museum building would also support Kodiak Maritime Museum's Harbor Gateway Project, which is currently restoring a legacy wooden fishing boat as a permanent exhibit near the harbor. Supported by the State of Alaska, the Kodiak Island Borough, the City of Kodiak, and numerous private donors, our understanding is that this project is progressing successfully as planned, and is scheduled for completion in late 2012.

Please contact me if I can provide any additional information regarding our support of the development of the Kodiak Maritime Museum.

Sincerely,

Katie Oliver
Executive Director



KODIAK HISTORICAL SOCIETY

101 MARINE WAY, KODIAK, ALASKA 99615

(907) 486-5920 • FAX (907) 486-3166

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Senator Gary Stevens
Alaska Legislature
120 4th St., State Capital
Room 3
Juneau, AK 99801-1182

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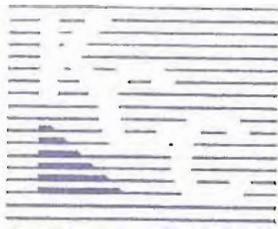
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Sincerely,

Katie Oliver
Executive Director



**KODIAK
CHAMBER
OF COMMERCE**

100 E. Marine Way, Suite 300, Kodiak Alaska 99615 • (907) 486-5557 • FAX: (907) 486-7605
www.kodiak.org • Email: chamber@kodiak.org

February 3, 2012

Representative Alan Austerman
Alaska Legislature
120 4th St., State Capital
Room 3
Juneau, AK 99801-1182

Dear Representative Austerman,

The Kodiak Chamber of Commerce supports the Kodiak Maritime Museum (KMM) building project. A maritime museum would provide a permanent place to exhibit artifacts and present programs telling the story of Kodiak's rich maritime history.

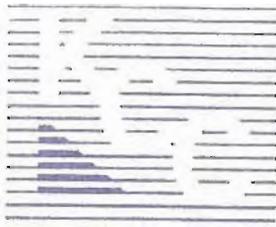
The Chamber recognizes that a maritime museum would provide a destination facility for visitors to Kodiak. The proposed KMM building site would be close to the Baranov Museum, Alutiiq Museum, and Kodiak National Wildlife Refuge Visitor's Center, thereby adding to the vitality of the downtown business core of Kodiak. In addition the project would support KMM's Harbor Gateway Project, which is currently under construction. The Harbor Gateway Project is restoring the Thelma C, a legacy wooden fishing boat, as a permanent exhibit telling the story of Kodiak's salmon fishery. Funded by the Alaska Legislature, Kodiak Island Borough, numerous donors, and supported by the City of Kodiak, the project is scheduled for completion in late 2012.

The Kodiak Chamber of Commerce wishes the Kodiak Maritime Museum all the best in their effort to secure funding for this building project and offers full support on implementing their plan.

Yours in Economic Prosperity,

Trevor Brown,
Executive Director
Kodiak Chamber of Commerce

Dedicated to Kodiak's Economic Future



**KODIAK
CHAMBER
OF COMMERCE**

100 E. Marine Way, Suite 300, Kodiak Alaska 99615 • (907) 486-5557 • FAX: (907) 486-7605
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February 3, 2012

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Alaska Legislature
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Room 3
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Yours in Economic Prosperity,

Trevor Brown,
Executive Director
Kodiak Chamber of Commerce

CITY OF KODIAK

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



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 City of Kodiak
 Engineering Department
 2410 Mill Bay Road
 Kodiak, Alaska 99615



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W.O. D59822

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.

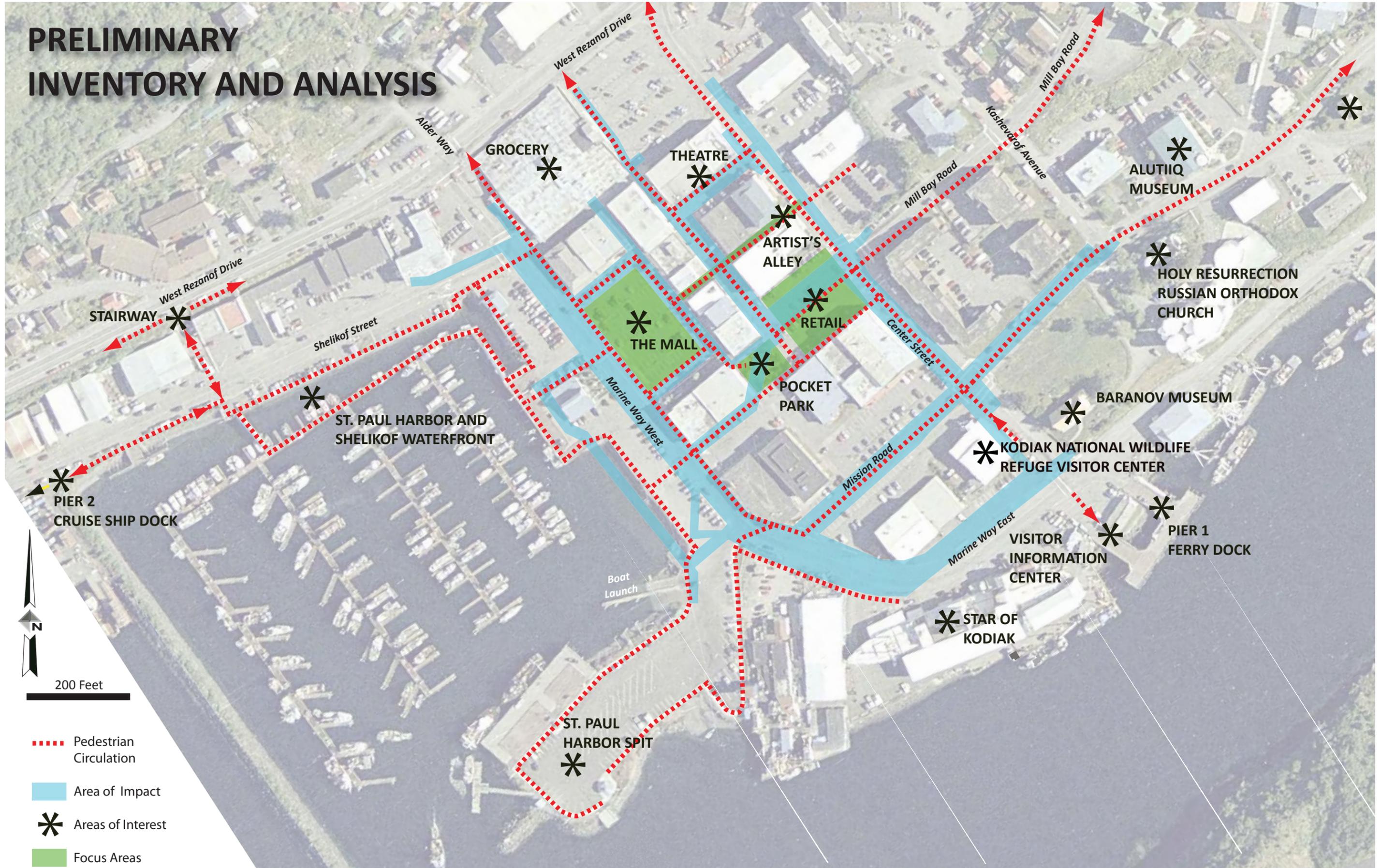
Existing code requirements must be considered for the Downtown Landscape Master Plan improvements. DOWL HKM evaluated code from the 1972 Urban Renewal Plan, the Kodiak Borough Code Requirements, and the Americans with Disabilities Act (ADA).

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*



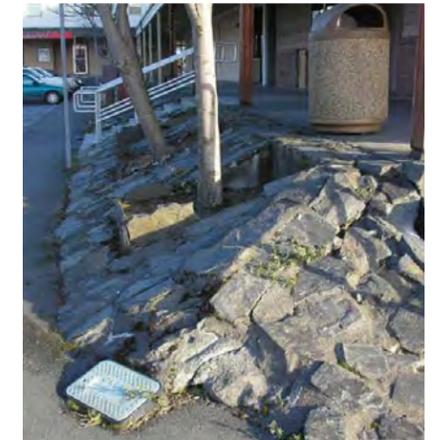
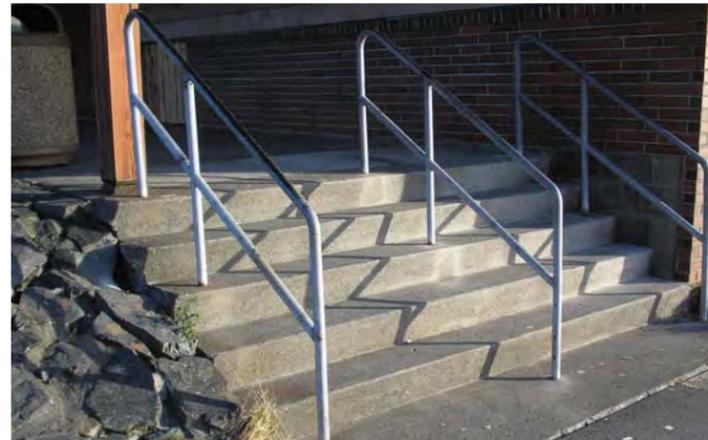
AREA OF FOCUS

“The Mall”

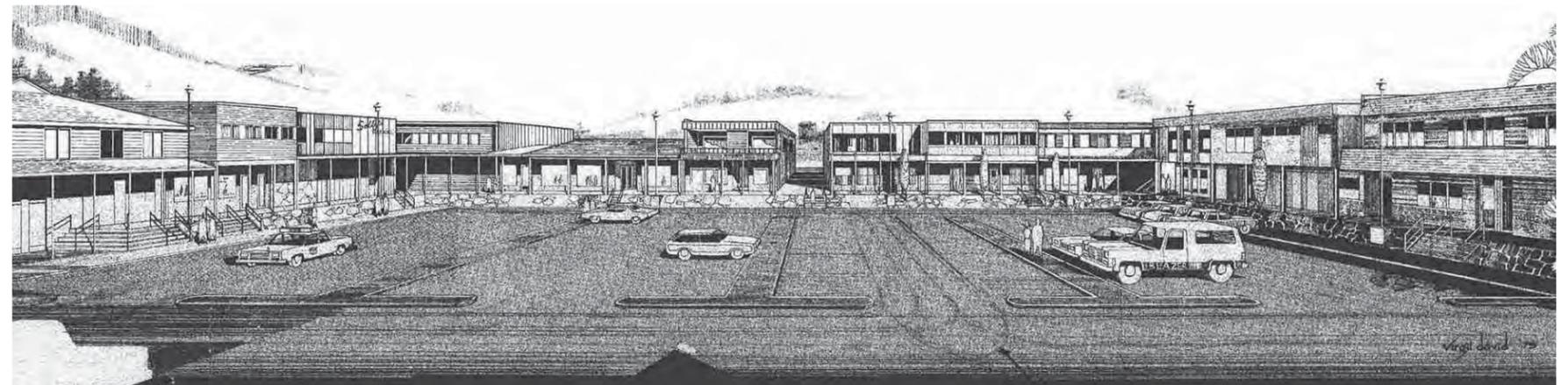
St. Paul Plaza or “The Mall” is a popular retail area with shops, restaurants, and services. The walkway is covered by awnings to protect the shoppers from inclement weather. These awnings are varied in design and lack cohesiveness. Stairs climb from the parking lot to the covered walkway, but people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

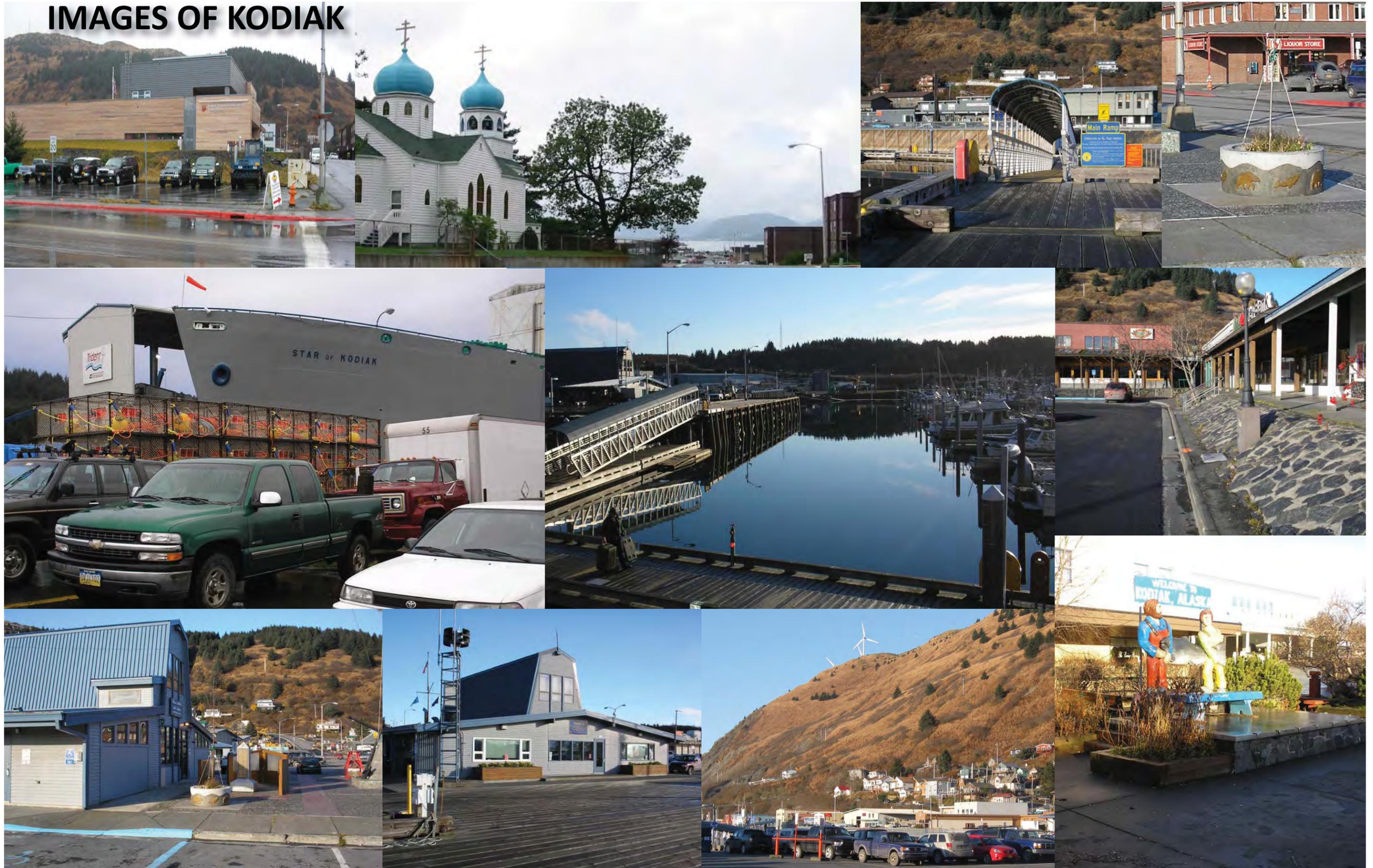
The reconstruction of Artist's Alley will also be addressed. DOWL HKM (formerly DOWL Engineers) participated in the MainStreet Kodiak Charrette in November 2004.

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



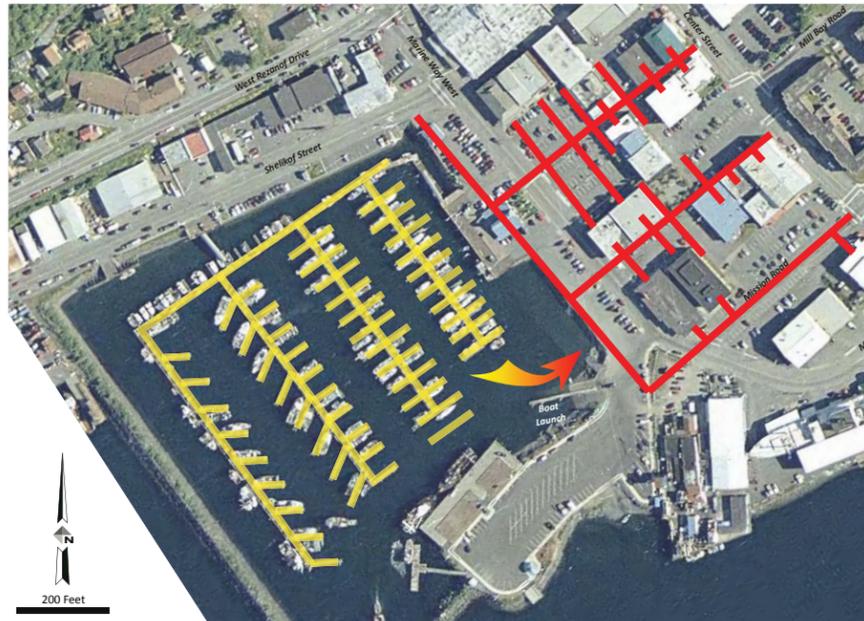
SECTION TWO

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.

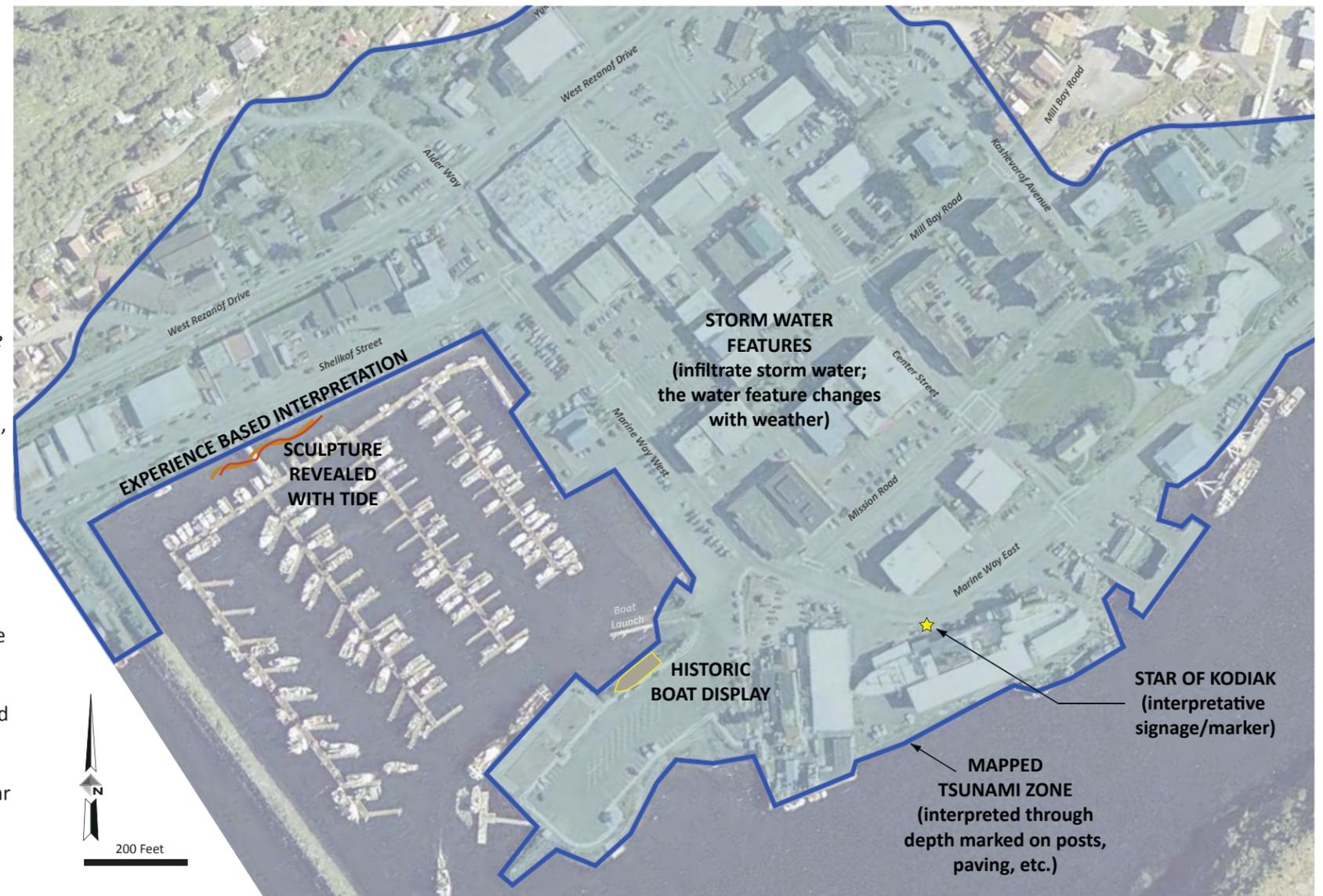
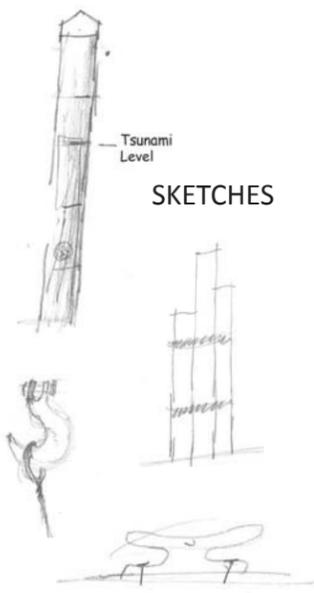


INTERPRETATION EXAMPLES

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

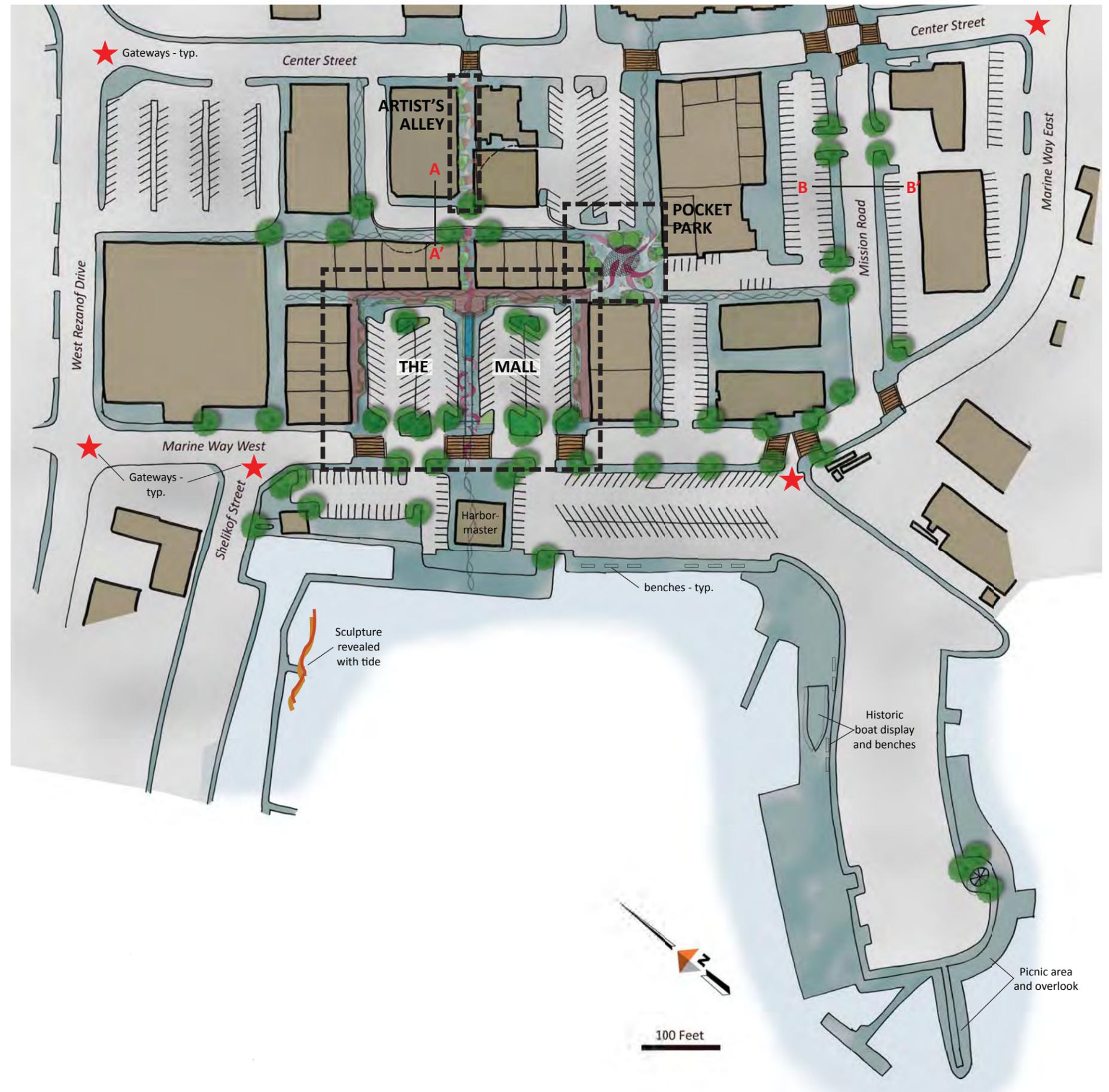
The design concept relates to the harbor and dock theme in that the circulation and composition of downtown Kodiak is similar to that of a dock. The main route is along the harbor with branches penetrating into the town providing access to the community and businesses. The vehicular and pedestrian access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

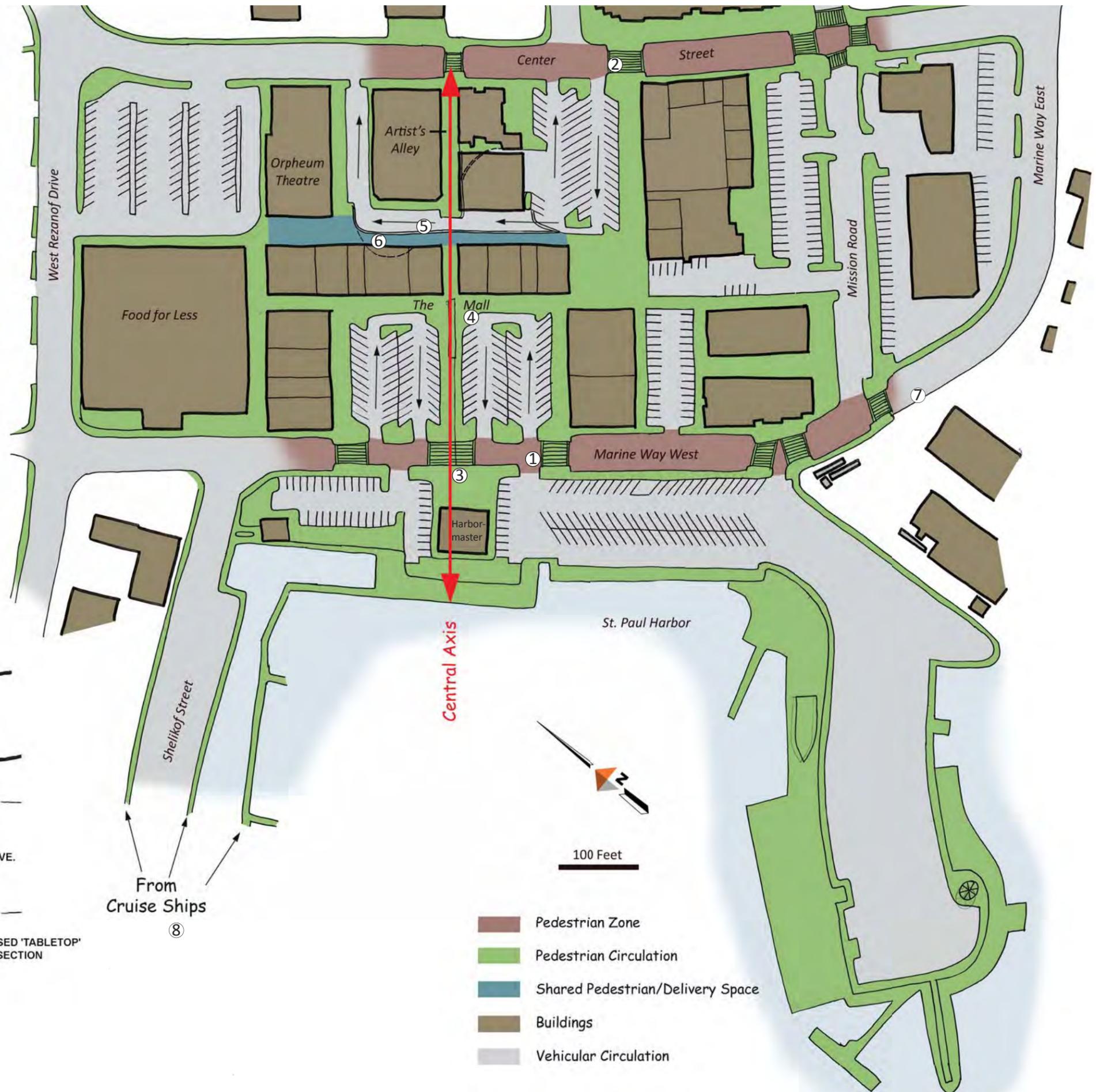
Gateways at the entrances into downtown Kodiak could include "Welcome to Kodiak" signage or interpretive signs or markers, such as the tsunami zone posts delineating the height of the historic flood waters at these gateways into downtown.



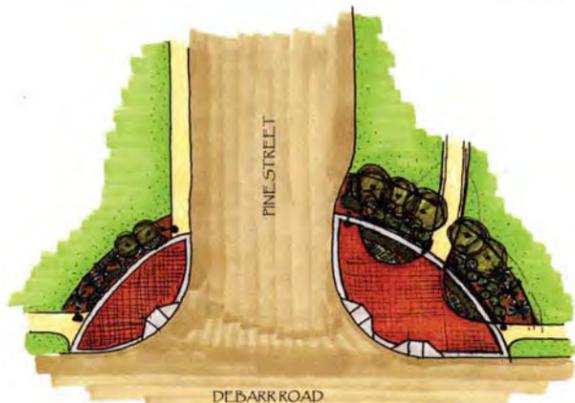
PEDESTRIAN CIRCULATION

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.

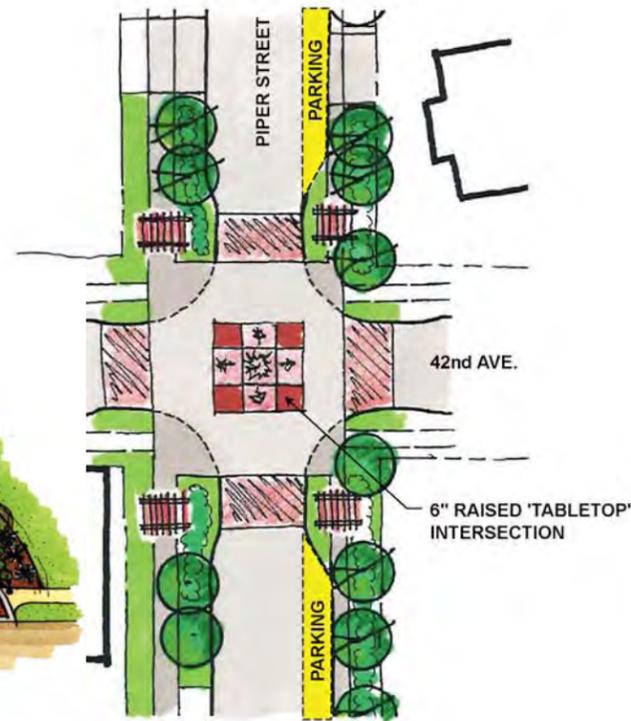
1. A major pedestrian zone across Marine Way will connect the harbor and spit to downtown. Traffic speeds are lowered with curb bulbs providing for safer pedestrian crossings.
2. A smaller pedestrian zone across Center Street will connect the northwest part of town; as well as some areas of interest, 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



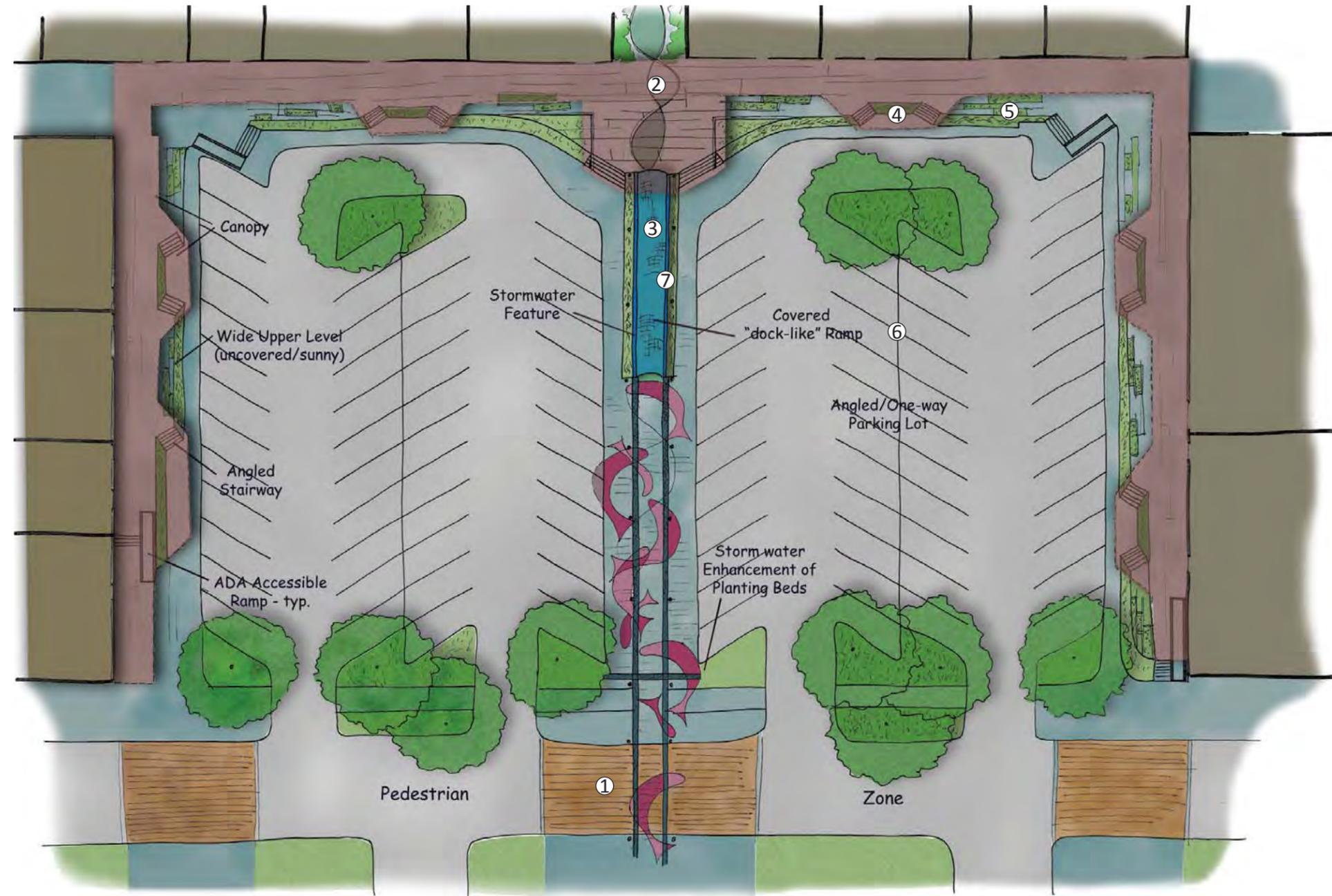
RAISED INTERSECTION

THE MALL

Concept

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

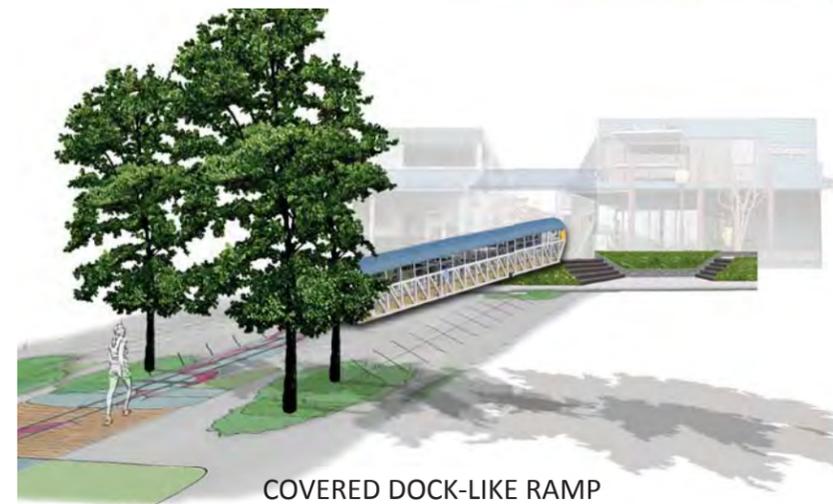
1. A major pedestrian zone across Marine Way will connect the harbor and spit to downtown.
2. A major pedestrian axis from the harbor through downtown: from the harbor through the center of the Mall parking lot, then through Artist's Alley.
3. A dock-like accessible ramp leads from parking lot to the 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

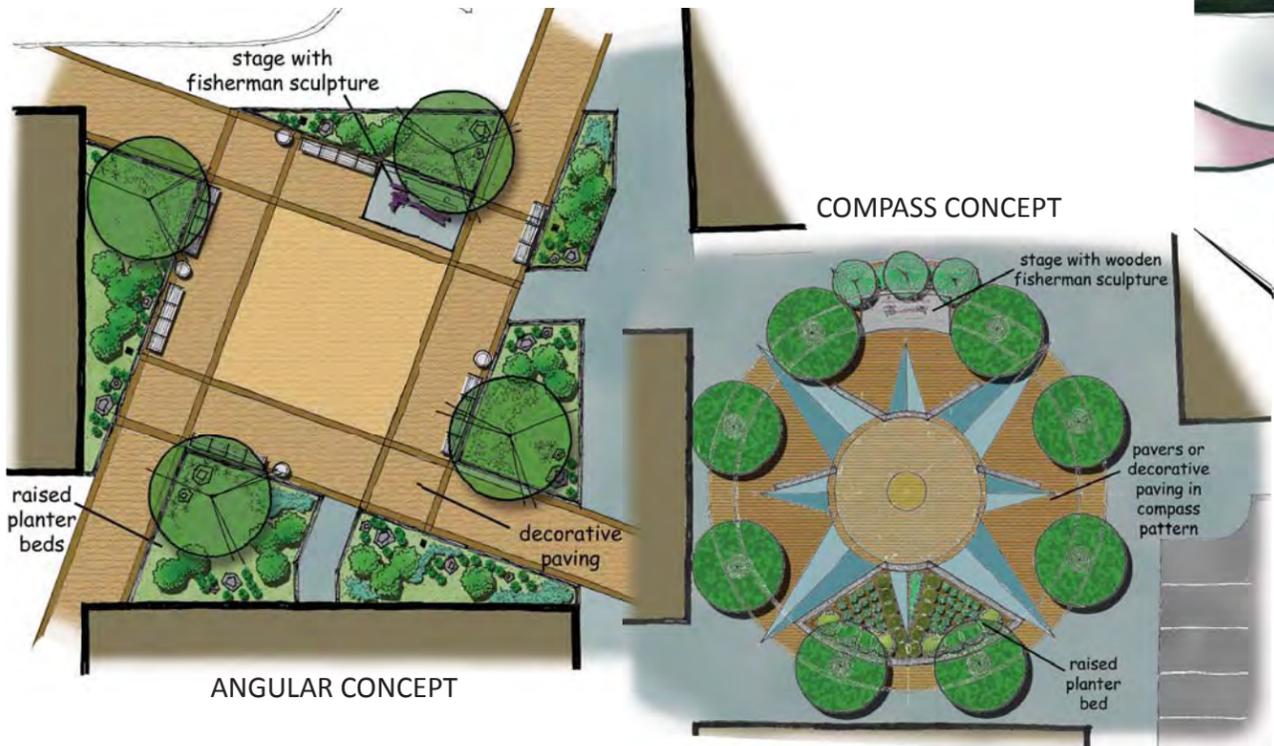
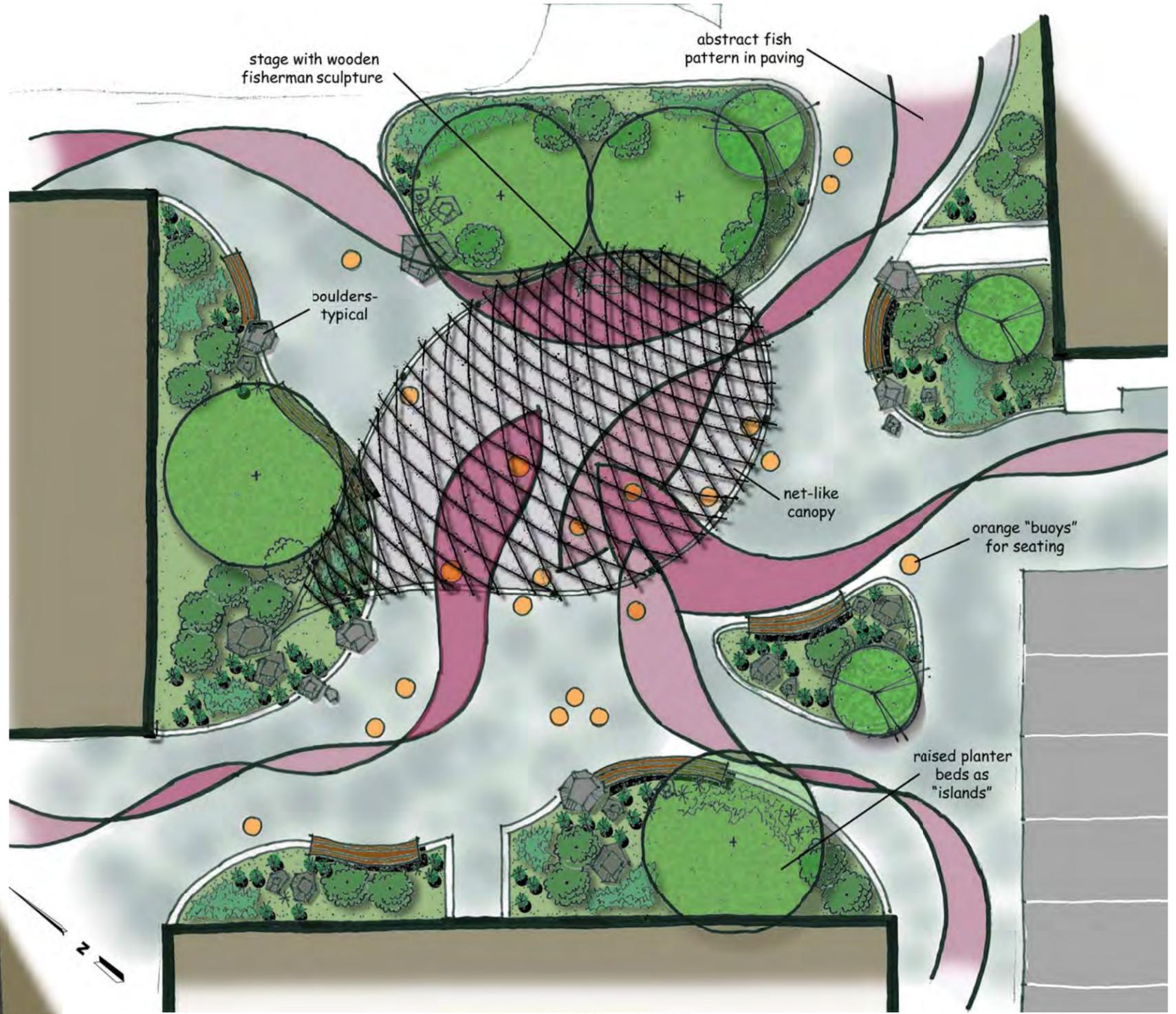
THE "POCKET PARK"

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.

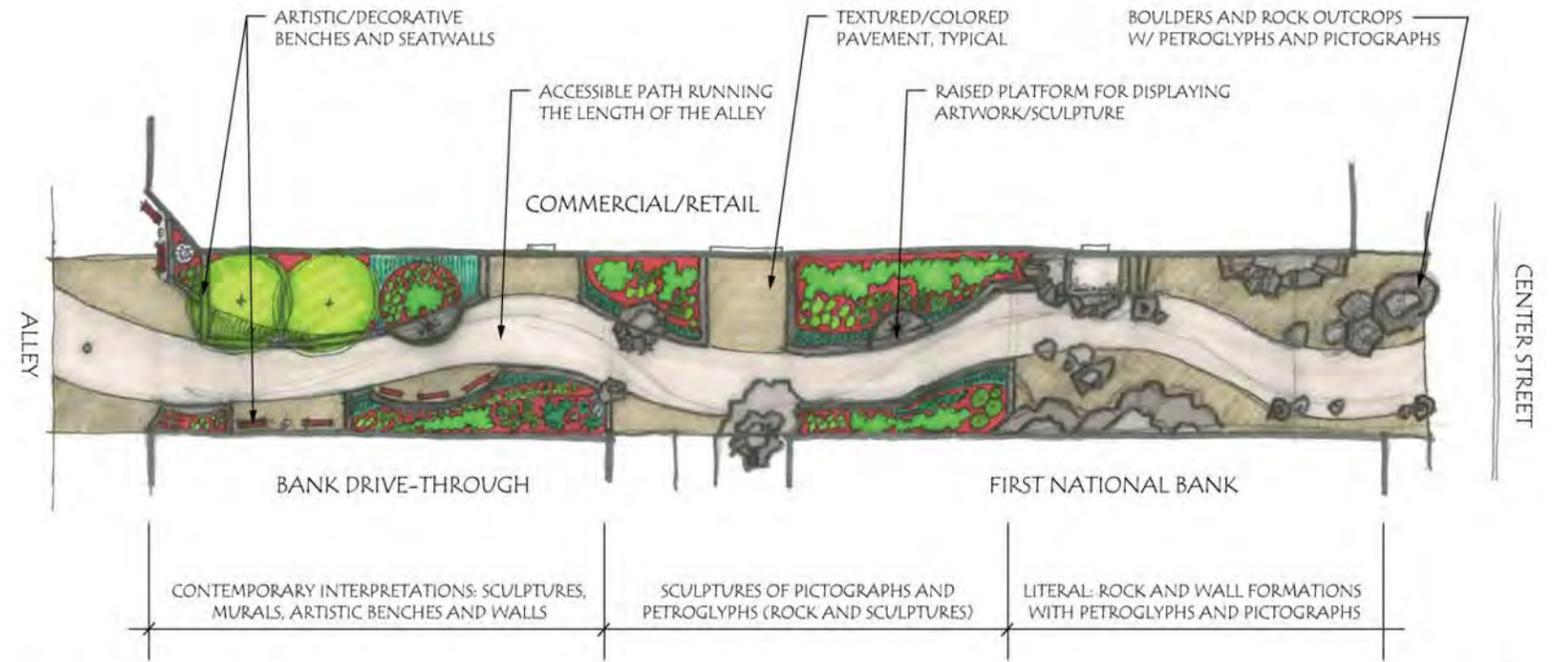
The "Angular Concept" is aligned with the flow of traffic providing planting areas, seating areas as well as a location for the wooden fisherman sculpture.



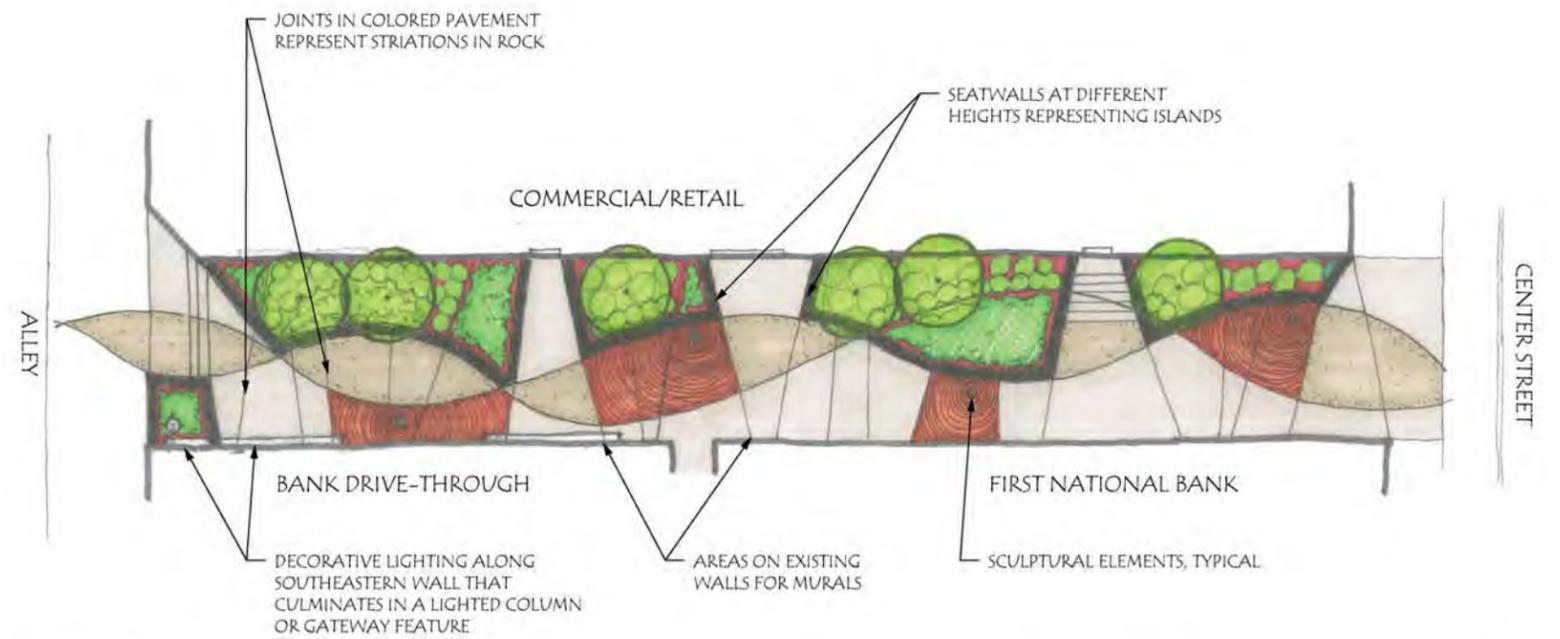
OCEAN CONCEPT

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

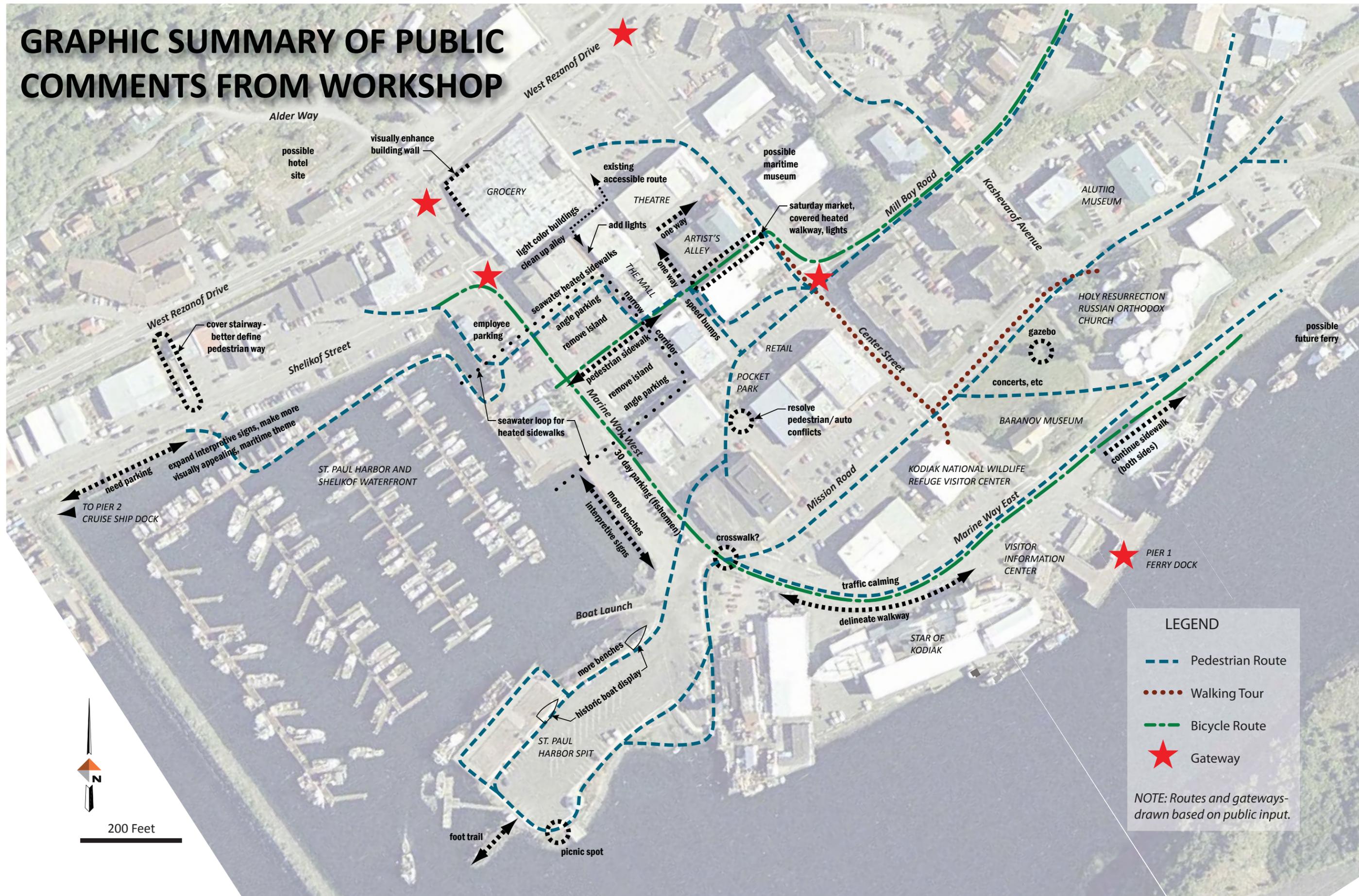
A Kodiak City Council work session was held on February 23, 2010. This meeting was an opportunity for DOWL HKM to have direct discussions with the City of Kodiak both to explain and answer questions pertaining to the downtown master plan, as well as for the city to provide input and comments to help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



GRAPHIC SUMMARY OF PUBLIC COMMENTS FROM WORKSHOP



LEGEND

- - - Pedestrian Route
- . . . Walking Tour
- - - Bicycle Route
- ★ Gateway

NOTE: Routes and gateways-drawn based on public input.

PUBLIC COMMENTS

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
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>

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 Overal 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 <i>Thelma C</i> 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>

2011

Kodiak Maritime Museum

Site Analysis Report

Prepared for the Foraker Group by:
CRW Engineering Group, LLC
October 2011



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INTRODUCTION

Kodiak Maritime Museum, a nonprofit corporation, was established in 1996 with the goals of educating the public about Alaska's commercial fishing industry and maritime heritage and preserving this rich history on Kodiak's working waterfront. As part of this effort, the need for a Kodiak Maritime Heritage Center/Museum has been identified. The Museum would house artifacts and provide programming that highlights the history of maritime activities in the community. Three potential sites for locating a museum, all owned by the City of Kodiak, were selected by the Kodiak Maritime Museum Board and the City of Kodiak for the initial evaluation ([FIGURE 1](#)).

- **Site #1: St. Paul Harbor North:** This site is located on the northeast corner of St. Paul Harbor at the intersection of Shelikof Street and Marine Way. There is an existing public restroom facility and parking on the proposed site.
- **Site #2: St. Paul Harbor Tract N18:** This site is located on the southeast side of St. Paul Harbor and is currently used as harbor parking.
- **Site #3: Oscar's Spit:** This site is located on the south end of Oscar's Spit and is currently being used as harbor parking.

SITE SELECTION CRITERIA

The purpose of this evaluation is to summarize existing data to identify the opportunities and constraints associated with each site and where additional investigation may be necessary. ***Field verification and investigations are not part of the evaluation.*** The following criteria are intended to serve as the basis for evaluating both the present and potential future characteristics of a site to determine its suitability for a museum.

PHYSICAL (LOCATION, SIZE, LEGAL INFORMATION, AND SHAPE)

Sites should be centrally located to serve the projected attendance population and be at least large enough to accommodate the estimated building square footages defined in the Feasibility Study and Business Plan for a Kodiak Maritime Heritage Center (McDowell Group, 2010) and to allow for some flexibility in design. The configuration of the site must also be able to accommodate the museum building, required parking, driveways, and other support services. The Feasibility Study identifies three scenarios for square footage, ranging from a small to large museum: 4,285, 5,245 or 6,015 square feet. By moving storage off-site approximately 1,200 square feet could be removed from the building size. For planning purposes, it is assumed that the museum will be approximately 5,245 square feet (mid-sized less storage).

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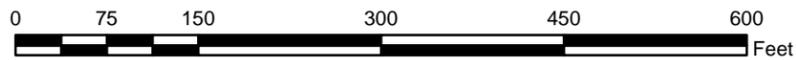


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**FIGURE 1: KODIAK MARITIME MUSEUM
Candidate Sites**

Issues to consider:

- Is the parcel or group of parcels legally defined so that it can be purchased or leased without survey and platting actions? Ideally, each site should be legally defined, whether through a remainder of a lot, an entire tract, or a subdivided parcel.
- If necessary, is there sufficient area for future expansion?

LAND USE/RELATED PLANS AND POLICIES

Compatibility with adjacent land uses, adopted city and borough plans, and zoning is an important consideration. The proposed museum should be consistent with current and planned development.

Issues to consider:

- Can buffers and setbacks mitigate any potential impacts to adjacent land uses?
- Given the site configuration and zoning, can Kodiak Borough Title 17 Zoning regulations be met?
- Will the site need to be rezoned?

TRANSPORTATION

The most desirable site will have existing, convenient, and safe access for both vehicles and pedestrians. Traffic impacts to surrounding businesses and associated downtown streets should be minimized.

Issues to consider:

- How many driveways for ingress and egress are possible?
- What improvements to the roads might be required to accommodate future museum traffic?
- Will increased traffic adversely impact adjacent land uses?
- Are safe pedestrian routes achievable?

ENVIRONMENTAL (TOPOGRAPHY, VEGETATION, HABITAT, WETLANDS)

Sensitive environmental resources such as tidelands, wetlands, and any other environmental considerations should be absent from the site or easily mitigated including the presence of cultural and/or historic resources.

Issues to consider:

- What are the environmental implications of developing a museum building on the site?
- What are the regulatory permitting requirements?

GEOTECHNICAL/SEISMIC/CONTAMINATION

The site should be relatively level and well-drained with stable soil conditions and no natural or introduced site hazards.

Issues to consider:

- Is the site in a mapped seismic/tsunami zone?
- What are adjacent land uses that may be a potential source of contamination?
- Will soils/geotechnical conditions require specialized building foundations?

UTILITIES

The availability of utilities can significantly affect the cost of development and long-term operations and maintenance costs for a museum.

Issues to consider:

- Are there existing utilities in close proximity to the site or is it anticipated that utilities will be extended to the site within the planning horizon?
- Will development of the site require the relocation of existing utilities?

EXISTING DATA REVIEW

The City of Kodiak is located near the northwestern tip of Kodiak Island in the Gulf of Alaska, 252 air miles southwest of Anchorage. Kodiak Island, located in the US. Kodiak National Wildlife Refuge, is the largest island in Alaska. The Kodiak economy is primarily based on fishing, seafood processing, retail services, and government services.

The climate has a strong marine influence. There is moderate precipitation, occasional high winds, and frequent cloud cover and fog. Severe storms are common from December through February. Annual rainfall averages 67 inches, and annual snowfall averages 78 inches. January temperatures range from 14 to 46 °F; July temperatures range from 39 to 76 °F.

All of the sites under consideration are owned by the City of Kodiak and located at St. Paul Harbor, near the downtown core. Vehicular access to the three sites is via Shelikof Street and Marine Way. St. Paul Harbor was rebuilt in 2000 as a small boat harbor with 250 slips and service docks. Upgrades also included lighting, electrical service, potable water at each slip, and a fire suppression system. Two parking lots are located on the northeast side of the harbor on both sides of the Harbormaster's office. Parking is also available along Shelikof Street. There is a public restroom in the northeast parking lot.

Oscar's Spit at the southeast end of the harbor also provides parking including pull-through trailer parking. The city's snow dump pier and water dock are located on Oscar's Spit. The snow dump pier is used by City snow removal crews to dispose of plowed snow from the streets into the channel.

Harbor users include recreational boaters, tourism charters, and commercial fishing fleets. Activities associated with the docks include loading and unloading of vessels and boat repair. Parking demand includes a mix of harbor-related users who have both long-term and short-term parking needs and adjacent downtown businesses including employees and clients.

RELATED PLANNING DOCUMENTS AND LAND USE REGULATIONS

KODIAK ISLAND BOROUGH COMPREHENSIVE PLAN

The 2008 Kodiak Island Borough Comprehensive Plan provides direction for development decisions and future growth in the Kodiak Island Borough including the City of Kodiak. Key goals, policies, and implementation strategies relevant to the proposed sites and future museum are summarized below.

- Develop a comprehensive management framework to encourage economic development while protecting coastal resources.
 - Encourage future industrial and commercial development to be sited and constructed to promote the most efficient utilization of waterfront areas and coastal resources.
- Support commercial businesses and areas within the Borough, including downtown Kodiak.
 - Plan for land uses, transportation facilities and public improvements in commercial areas in a way that supports the viability of local businesses.
 - Support efforts by local businesses and business organizations throughout the Borough to enhance existing and potential new businesses, particularly in areas that would benefit from economic revitalization.
- Enhance the Visitor's Industry's role as a significant component of the Kodiak Region's economy.
 - Support efforts to develop a Maritime/Fisheries Museum.
- Improve facilities for water transport of passengers and freight.
- Provide for public safety to minimize exposure to danger when developing coastal lands.
 - Require sound engineering and construction practices to ensure the safe design and construction of public and private facilities.

KODIAK WATERFRONT MASTER PLAN JULY 2010

The Waterfront Master Plan was prepared to assist the City with planning for future use and development of waterfront properties and facilities.

- *Providing Adequate Parking for Waterfront Users.* The plan recommends addressing options to provide additional parking at St. Paul Harbor and in the downtown core area. There is currently competition for parking spaces between downtown business patrons and harbor users.
- *Providing amenities for harbor users.* In order to attract growth in the fishing industry and provide services to the growing tourism industry, amenities (restrooms, showers, laundry) should be improved and developed.

Recommendations in the Waterfront Master Plan specific to St. Paul Harbor include:

- Shower amenities at Fisherman’s Hall or in the existing restroom building north of the Harbormaster Office. Restrooms should also be considered at the Shelikof Street access ramp.
- To address parking issues, continue the bulkhead along Shelikof Street.
- Permanent development of the south side of Oscar’s Spit is not recommended. It is a non-dedicated, general use space that is well used by a variety of user groups. Additional development would likely have an adverse effect on the current users.
- The city should consider purchasing the Alaska Fresh Seafoods property if it becomes available. It would provide additional parking and a potential location for a cold storage facility.

LANDSCAPE MASTER PLAN 2010

The 2010 Landscape Master Plan for the Water, Sewer and Storm Water for Downtown Kodiak recommends pedestrian zones, cultural areas, pathways, a parking plan, and other improvements throughout the downtown harbor area to highlight the culture, history, and fishing-based industry. The plan recommends a historic boat display with benches at St. Paul Harbor.

KODIAK ISLAND BOROUGH TITLE 17 – ZONING

The Kodiak Island Borough has zoning authority for all land in the Borough, excluding state and federally-owned land. Title 17 regulates land use and development. The regulations address zoning, subdividing, and development standards such as setbacks, landscaping, drainage, and parking. Title 17 is in the process of being updated and although, the revisions have not yet been adopted by the Assembly, they could impact future development. Sites 1 and 3 are zoned Public Use Lands (PL). Site 2 is zoned Industrial (I).

PUBLIC LANDS ZONING

The Public Land/Public Facilities zoning district is established as a land use district for publicly- owned land containing recreational, educational and institutional uses. Museums are a by-right allowed use (Title 17.130. Permitted Uses).

The minimum lot size is 7,200 square feet (0.165 acres) with a minimum width of 60 feet. The following setbacks apply:

- The minimum front yard is 25 feet.
- The minimum yard required on each side of a principal building is 10 percent of the lot's width but need not exceed 25 feet.
- The minimum required side yard on the street side of a corner lot is 25 feet.
- The maximum building height is 50 feet [Ord. 83-18-O §2, 1983. Formerly §17.33.060].

INDUSTRIAL ZONING

The principal use of land zoned Industrial is for business, manufacturing, processing, fabricating, repair, assembly, storage, wholesaling, and distributing operations. It encourages the continued use of the land for business and industrial purposes.

- Allows public uses including museums.
- Minimum lot area is 20,000 square feet.
- Minimum rear yard cannot be less than 20 feet. There must be at least a 20 foot side yard on each side of the principal building. There must be a front yard of not less than 30 feet.
- The maximum height of a structure is unrestricted.

PARKING

In all zoning districts there must be off-street parking to serve the building or use (Title17.175).

- Parking must be available free of charge for the use of the occupants, employees, and patrons of the building.
- All parking must be on the same lot or any contiguous lot in common ownership. If it is found that this is impracticable, parking may be on any lot within 600 feet of the principal building; however, the lot must be in common ownership or a long-term easement, license, or permit for use of the alternative parking must be obtained.
- All parking spaces must be located in a zoning district that permits the use they serve.

The off-street parking requirement for museums is not specified; therefore, parking demand characteristics are to be determined by the Community Development Department. Typically, parking requirements from similar uses will be applied but in all cases a minimum of three spaces shall be required.

Parking requirements do not apply within the designated core area of downtown Kodiak. The core area is bound by Rezanof Drive West, Center Avenue, Marine Way East, and Marine Way West (defined as blocks 4 through 13 of New Kodiak Subdivision). The harbor is just outside of the core area.

All applications for zoning compliance must include a plan for any parking area to be constructed. Requirements for parking including any area used for vehicular circulation, storage, parking spaces, aisles, turning and maneuvering areas, driveways, and points of ingress and egress, include:

- Minimum driveway widths are 24 feet for two-way traffic with a maximum width of 32 feet.
- The minimum distance between two adjacent driveways on the same parcel measured along the right-of-way line between the adjacent edges of the driveways is 75 feet on arterials (Marine Way).
- Driveways must be at least 60 feet from the Marine Way and Shelikof Street intersection.
- Parking stalls must be 9 feet wide, 18 feet in depth with a 12 to 24 foot aisle width, depending on the angle of parking.
- Handicapped-accessible parking must be provided.
- In all use districts, an off-street loading space must be provided.

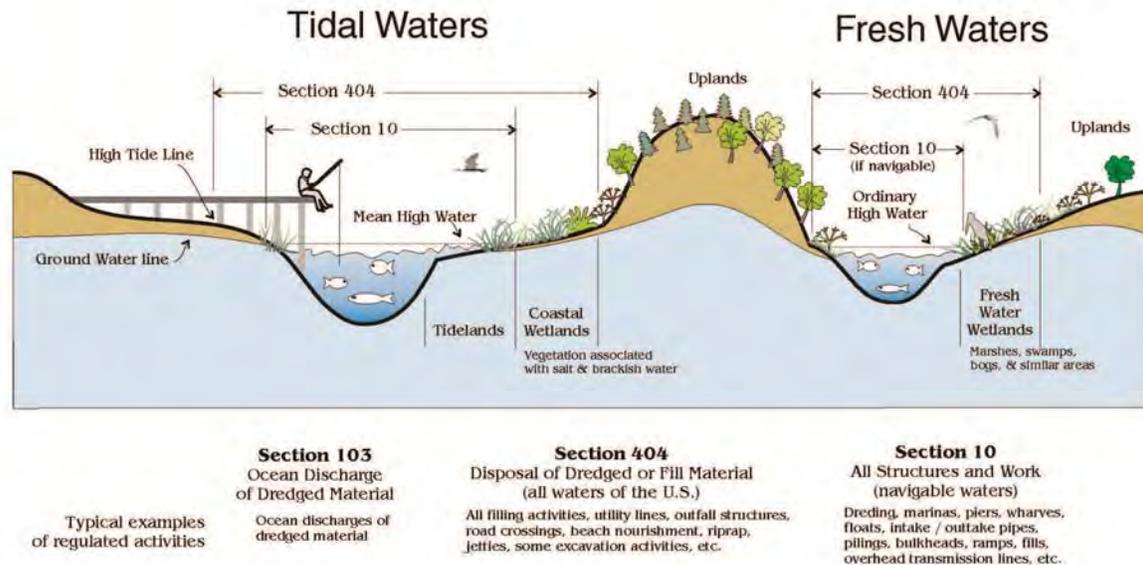
VARIANCES

Variations to the zoning district requirements may be possible. The Planning and Zoning Commission determines if a variance is permissible based on the following:

1. That there are exceptional physical circumstances or conditions applicable to the property or to its intended use or development which do not apply generally to other properties in the same land use district;
2. That the strict application of the provisions of this title would result in practical difficulties or unnecessary hardship;
3. That the granting of the variance will not result in material damage or prejudice to other properties in the vicinity nor be detrimental to the public's health, safety or general welfare;
4. That the granting of the variance will not be contrary to the objectives of the comprehensive plan; and
5. That actions of the applicant did not cause special conditions or financial hardship or inconvenience from which relief is being sought by a variance.

REGULATORY PERMITTING

Based configuration of the proposed sites, it is possible that a portion of the Museum building would be supported on pile foundations that may extend into waters regulated by the U.S. Army Corps of Engineers (Corps). Section 404 of the Clean Water Act requires permit authorization to discharge dredged or fill material into the waters of the United States, including wetlands (see figure below).



Section 10 of the Rivers and Harbors Act of 1899 requires approval for any work in, over, or under navigable waters of the United States. It also requires approval for work that may affect the course, location, or condition of the waters. Typical activities requiring authorization under Section 10 include:

- Construction of piers, breakwaters, jetties, weirs, marinas, ramps, floats, intake structures.
- Work such as dredging or disposal of dredged material.
- Excavation, filling or other modifications to navigable waters of the U.S.

Since the pilings would likely be located in close proximity to tidal waters, the best way to avoid the need for a permit is to design the structure so that pilings are above the high tide line and avoids wetlands or other water-bodies. A Preliminary Jurisdictional Determination should be requested from the Corps to determine where the high tide line and other regulated waters are in relation to the proposed sites. If the project area contains waters of the U.S. and the project is a regulated activity, a permit will be required. When reviewing project, the Corps will assess the public need for the proposed project, the availability of alternative sites, and mitigation measures taken to minimize and avoid impacts. Permitting typically takes between three and six months.

GEOTECHNICAL

Based on existing as-builts, bedrock appears to be within several feet of the existing ground on Site 1. Further investigation into the extent of bedrock in this location should be performed to determine the possible impacts to foundation design and construction. Portions of Sites 2 and 3 appear to be constructed on imported fill. The quality and type of fill is unknown. Any foundation design should incorporate additional geotechnical investigations to determine the suitability of the existing fill material to support a structure.

UTILITIES

The City of Kodiak Public Works Department owns and maintains existing water and sewer facilities in and around St. Paul Harbor. Much of the City's existing system was installed about 40 to 50 years ago and requires upgrading. As a result, the *City of Kodiak-Downtown Water, Sewer and Storm Drain Master Plan* is currently being developed. At the time of this report, future infrastructure plans for the harbor area were not available.

An existing 6-inch ductile iron water main runs along the east side of Oscar's Spit and the south side of Marine Way. Water service to any of the three sites can be provided through this main. An existing sewer mains run along Marine Way. Sites 1, 2 and 3 can be directly served by this main; however, sewer service to Sites 2 and 3 will likely need to include a lift station since the elevation of the existing main may not allow for a gravity sewer. There is a large storm drain outfall that discharges at the northwest corner of Site 1.

Kodiak Electric Association provides electrical service to St. Paul Harbor. Existing underground electrical distribution lines run along the south side of Marine Way and along the east side of Oscar's Spit. All three sites can access this power system. Service connection to the existing underground electrical line will require excavation of a shallow trench across the existing parking lots.

Alaska Communication Systems provides underground telephone service in the area through underground cables located on the south side of Marine Way and the east side of Oscar's Spit. Service to any of the three sites can be provided through these underground cables.

SITE COMPARISON SUMMARY

Given the proximity of the sites to one another, there are not significant differences in their suitability for a future museum. The sites are shown in Figures 2, 3 and 4. Following the figures is Table 1 – Site Comparison Matrix. The matrix presents a comparative evaluation of the three candidate sites based on readily-available data and ranks them using a (+) for a positive attribute, (-) negative attribute, or (0) for neutral. In summary, the three candidate sites have the following in common:

- The City of Kodiak owns the land and the sites are centrally located near the downtown core at St. Paul Harbor;
- Museums are permitted uses according the zoning districts;
- Variances to the zoning regulations for development would be required;
- They are located within a mapped Tsunami Zone and high seismic area.
- They are situated on imported fill. Additional geotechnical investigations are necessary to determine the suitability of the imported material to support a structure.
- All utilities are in close proximity and are currently being evaluated as part of the Downtown Water, Sewer and Storm Drain Master Planning effort.
- Development of any of the sites would result in loss of harbor parking.

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**FIGURE 2: KODIAK MARITIME MUSEUM
SITE 1: ST. PAUL HARBOR NORTH
(5,245 Sq. Ft. BUILDING FOOTPRINT)**

- Legend**
- Public Land
 - Parcels



Photo = KIB_Imagery_NAD83



**FIGURE 3: KODIAK MARITIME MUSEUM
SITE 2: ST. PAUL HARBOR TR N18
(5,245 Sq. Ft. BUILDING FOOTPRINT)**



- Legend**
- Public Land
 - Parcels



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**FIGURE 4: KODIAK MARITIME MUSEUM
SITE 3: OSCAR'S SPIT
(5,245 Sq. Ft. BUILDING FOOTPRINT)**



- Legend**
- Public Land
 - Parcels

Selection Criteria		Site 1: St. Paul Harbor North		Site 2: St. Paul Harbor TR N18		Site 3: Oscar's Spit
Physical						
Location	+	Northeast corner of St. Paul Harbor	+	St. Paul Harbor Spit, southeast corner, north of landing craft area	+	Southeast end of Oscar's Spit
Legally-defined parcel	-	No. – Public right-of-way, not platted parcel.	+	Yes, ATS 49 TR N-18	-	No. – Public right-of-way, not platted parcel.
Adequate in size	-	Would require construction below the existing grade of the main site resulting in the need for fill or a pile foundation. Does not meet size requirement under Title 17.	0	Yes. Depending on building siting, may require construction below the existing grade of the main site resulting in the need for fill or a pile foundation.	-	Would require construction below the existing grade of the main site resulting in the need for fill or a pile foundation. Does not meet size requirement under Title 17.
Legal Owner	+	City of Kodiak	+	City of Kodiak (Parcel ID- 14856)	+	City of Kodiak
Centrally located	+	Yes	+	Yes	+	Yes
Room for future expansion	-	No	0	Future expansion may be feasible.	-	No
Land Use						
Zoning District	+	Public Land/Public Facilities (PL) - Museums are permitted.	+	Industrial (I)- Museums are permitted. Would require variances to Title 17 to develop.	+	Public Land/Public Facilities (PL) -Museums are permitted. Would require variances to Title 17 to develop.
Title 17 Standards	-	Would require variances to Title 17 to develop.	0	Appears to be developable in accordance with standards.	-	Would require variances to Title 17 to develop.
Existing Use	0	Would result in loss of harbor parking and public restrooms.	0	Parking lot for harbor access. Would result in loss of harbor parking.	0	Parking lot for harbor access. Would result in loss of harbor parking.
Surrounding Land Uses	+	Commercial/Business.	+	Industrial/Light Industrial and Commercial/Business. A landing craft area is adjacent to the southeast side of the site.	+	Commercial/Business. A landing craft area is adjacent to the northeast end of the site.
Accessibility						
Site Access	+	Vehicular access is via Shelikof Street and Marine Way. Also accessible by boat or other watercraft.	+	Vehicular access is from Marine Way through harbor driveways and parking lots. Also accessible by boat or other watercraft.	+	Vehicular access is from Marine Way through harbor driveways and parking lots. Also accessible by boat or other watercraft.
Walking routes	+	Adjacent to existing sidewalks around perimeter of harbor. Sidewalks would not be impacted by the proposed facility.	0	Adjacent to existing sidewalks around perimeter of harbor. Building placement would require re-routing of sidewalk on the southeast portion of the parcel.	0	Adjacent to existing sidewalks around perimeter of harbor. Building placement would require re-routing sidewalk on the eastern side of the building site.
Public Transportation	0	Not served.	0	Not served.	0	Not served.
Environmental						
Topography	0	Flat, with drop off on the west side to the water	0	Flat, with drop off on the south side to the water	0	Flat, with drop off on the east side to the water
Stable subsurface & bearing capacity	0	Unknown. Geotechnical investigations will need to be conducted to determine building foundation requirements. Existing as-builts indicate bedrock in the vicinity of Site 1 and imported fill.	0	Unknown. Geotechnical investigations will need to be conducted to determine building foundation requirements. Antidotal evidence indicates site is on imported fill placed after the 1964 earthquake.	0	Unknown. Geotechnical investigations will need to be conducted to determine building foundation requirements. Antidotal evidence indicates site is on imported fill placed after the 1964 earthquake.
Seismic	-	City of Kodiak is situated between the Kodiak Island Fault and the Narrow Cape Fault. High seismic area.	-	City of Kodiak is situated between the Kodiak Island Fault and the Narrow Cape Fault. High seismic area.	-	City of Kodiak is situated between the Kodiak Island Fault and the Narrow Cape Fault. High seismic area.

Selection Criteria		Site 1: St. Paul Harbor North		Site 2: St. Paul Harbor TR N18		Site 3: Oscar's Spit
Tsunami	-	Within mapped Tsunami Zone that was rebuilt after the 1964 Earthquake.	-	Within mapped Tsunami Zone that was rebuilt after the 1964 Earthquake.	-	Within mapped Tsunami Zone that was rebuilt after the 1964 Earthquake.
Environmental Constraints	0	If structure extends beyond the existing fill limits of the harbor, foundation pilings and/or fills may impact jurisdictional tidelands or waters of the U.S.	0	If structure extends beyond the existing fill limits of the harbor, foundation pilings and/or fills may impact jurisdictional tidelands or waters of the U.S.	0	If structure extends beyond the existing fill limits of the harbor, foundation pilings and/or fills may impact jurisdictional tidelands or waters of the U.S.
Contamination	0	<i>St Paul Boat Harbor, Shelikof Street and Marine Way.</i> Contamination was identified with dredging of harbor. Reportedly associated with old asphalt used for fill and/or underground storage tanks in the vicinity of the intersection. Status: Cleanup Complete 2003. <i>Kraft's Department Store/Small Boat Harbor, Marine Way & Shelikof Street.</i> Heating oil was reported to be seeping into the Small Boat Harbor from an underground storage tank. Status: Cleanup Complete 2008.	0	No listings	0	No listings.
Utilities						
Availability of water and sewer	0	Yes. Development will need to avoid the City of Kodiak stormwater outfall at northeast corner of site.	0	Yes. A lift station may be required for sewer service, increasing cost of site development.	0	Yes. A lift station may be required for sewer service, increasing cost of site development.
Gas, electric, communications in close proximity	+	Yes	+	Yes	+	Yes
Other Considerations						
Harbor Parking	0	Would result in loss of parking at Harbor at the same time as adding a use that would potentially increase parking.	0	Would result in loss of parking at Harbor at the same time as adding a use that would potentially increase parking. Structure could impede access to boat trailer parking.	0	Would result in loss of parking at Harbor at the same time as adding a use that would potentially increase parking. Structure could impede access to boat trailer parking.
Cost						
Cost Considerations		Because of space constraints, it is likely construction on this site will require pile foundations. Requires demolition of existing building.		May require sewer lift station.		Because of space constraints, it is likely construction on this site will require pile foundations. May require sewer lift station.