

Chairman

Tom Bailer

Commissioners

David Reggiani

John Greenwood

Tom McGann

Scott Pegau

John Baenen

Allen Roemhildt

City Planner

Samantha Greenwood

Assistant Planner

Leif Stavig

PLANNING COMMISSION REGULAR MEETING

MARCH 11, 2014 AT 6:30 PM

LIBRARY MEETING ROOM

AGENDA

1. CALL TO ORDER

2. ROLL CALL

Chairman Tom Bailer, Commissioners David Reggiani, John Greenwood, Tom McGann, Scott Pegau, John Baenen, Allen Roemhildt

3. APPROVAL OF REGULAR AGENDA (voice vote)

4. APPROVAL OF CONSENT CALENDAR (voice vote)

5. DISCLOSURES OF CONFLICTS OF INTEREST

6. CORRESPONDENCE

a. Letter from Greg LoForte Page 2-3

b. Letter from James Mykland Page 4

7. COMMUNICATIONS BY AND PETITIONS FROM VISITORS

a. Guest Speakers

i. Tony Schinella – Report on North Fill Ramp Area Page 5-16

b. Audience comments regarding agenda items (3 minutes per speaker)

8. PLANNERS REPORT Page 17

9. NEW/MISCELLANEOUS BUSINESS

10. OLD BUSINESS

a. Discussion of Comprehensive Plan Update (voice vote)..... Page 18-58

b. 2014 Land Disposal Maps (voice vote) Page 59-73

11. PENDING CALENDAR

a. March 2014 Calendar..... Page 74

b. April 2014 Calendar..... Page 75

12. AUDIENCE PARTICIPATION

13. COMMISSION COMMENTS

14. ADJOURNMENT

2/15/14

City of Cordova
Planning Commission

What I would like to address is the issue of utilization of the property adjacent to the new North Launch ramp, but instead of naming the all of the advantages of the harbor utilization this property, I would like to take another approach.

I want to concentrate on the issue of the South fill. Over the years the city has consistently sold property in this area for the enhancement of the City. Regardless of the position one takes on this practice the fact remains that it has been done to the extent that there are only two lots available for the Harbor use in this area. Things change and we have to change with them. So be it. This is all well and good but we at the same time have a responsibility to the Commercial Fishing Fleet that Works out of Cordova. We here in Cordova have a little different situation when it comes to a fishing fleet. I have visited many harbors both here in Alaska and on both Coasts and I will say that you don't find anywhere the situation we have here in Cordova with the exception of Bristol Bay (which due to the remoteness of there fishery they have unique problems of there own).

Nowhere is there a Commercial One Lane Boat launch Ramp, that is unitized by over 400 plus vessels surrounded by a major Retail District.. Just consider the number of 3 axle trailers and trucks that are utilization this ramp. And a one lane boat ramp at that. It is something to see and I would recommend that we really consider this point since it is to me the most important point in the whole matter. The area around the single one lane launch ramp is a disaster waiting to happen. It is our responsibility to do something about it and this is why we are trying to make the North Ramp popular to the fishing fleet.

In the past different commissions and commissioners have talked and talked on and on about different solutions to this issue. "There used to be two ramps now there is only one". 'We should have moved the ramp to the far South end of the Harbor. South of K float when the South harbor was built'.

Well this wasn't done and so be it. Lets not waste our time on what should have been done and lets look at solving the problem. The North Ramp and adjoining Property, all if this Property will be the future of the community if you will just give it a chance. Less than one year is absolutely not sufficient time in which to make a decision which will impact us for many years to come.

The decision is yours, for the sake of the business and the citizens of this community, I truly hope you take your time and make the correct one.

Thank you for considering my thoughts.


Greg LoForte
319 First St. Cordova

Cc: Harbor
CDFU

March 3rd, 2014

To Cordova Planning and Zoning Commission,

In regards to your upcoming March 11th mtg. I would like to offer my comments, concerning the North Fill Boat Ramp area (North Fill Development Park).

First of all, I have been a commercial fisher, based out of Cordova, AK, since 1976. I have rented/leased a boat harbor stall from the City of Cordova and have been a property owner since 1980. In my current home, at 121 W Davis, there is no room for a warehouse or boat storage. I have always been dependent on and paid to various local companies for my boat, trailer, nets, fishing gear storage, during the same time period. Over the years, I have seen many changes occur at the South Fill area, most notably, the shrinking space, once devoted to trailer parking, boat storage, long term parking & vessel haul out. Various City of Cordova planners, with or without the backing of the Cordova City Council, have sold, divided up and changed the makeup of this area. As any fisher can surmise, the South Fill, to be used by fishers, for these above activities, are not part of the long term goal, of current civic leaders.

With that said, I will now bring attention, to the area, currently named the “North Fill Boat Ramp Area” or legally named “North Fill Development Park”:

Over the last couple of years, I have rented/leased a boat trailer stall, from the City of Cordova, in the North Fill. I also used, for the first time, the boat ramp, that has a segmented dock, installed prior, to the 2013 fishing season. I used it for launching and haul out, of my vessel. In my view, it was a much needed addition, and basically opened up this area, to vessel usage. The only negative, is that, the dock needs to be a couple of segments longer, since at half tide you run out of dock segments, while launching. Needless to say, I am satisfied; that the City of Cordova, through a grant, was able to build this said dock, because without it, the boat ramp was useless to vessels, except for a landing craft.

In the years to come, as more fishers are pushed out of the South Fill, they will start to use the North Fill, since water, toilet, & electricity is/will be available. Basically, the North Fill, is our long term future small boat/trailer storage, haul out/launch, maintenance & repair facility. There is no other area, which is available now or will be in the future, within the City of Cordova. This is basically the fisher’s Alamo. With saying that, I am in total opposition to any plans to sell off, lease and/or rent any of this land, which is designated as the “North Fill Development Park”: Lot 1 Block 6, Lot 2 Block 6, Lot 3 Block 5, Lot 5 Block 8, Lot 4 Block 8, Lot 3A Block 8.

These above named lots, are critically crucial to the future development of this area, for the use by the 600 plus commercial fishers, which are based out of and home ported in Cordova, Alaska. I implore the City of Cordova Planning and Zoning Commission, to work with fishers in a dialogue, to help secure monies, to continue to improve this development park, for the future long term usage by said fishers, which call Cordova home.

Thank you for taking the time to read and understand my views.

James Mykland

F/V EXODUS

The North Fill Development Park encompasses lot 3A, 4, 5 Block 8, Lot 1 & 2 Block 6 and Lot 3 Block 5 these lots are designated as a maintenance and small vessel storage area and managed by the Harbor Department. There was a very large push last year from the harbor staff and the harbor commission to improve Lot 3A Block. We worked with owners to remove dilapidated vessels and abandoned equipment from the storage area. We installed water service and set aside an area specifically for short term vessel maintenance. We brought in fill and graded to improve the surface. We improved the launch ramp and installed a floating dock next to it. By encouraging vessel operators to use the adjacent launch ramp and this maintenance area we alleviated some of the traffic congestion by the Baja Taco maintenance area. It is our intent to continue to improve the surface conditions and services in this area. Currently we keep a Port-a-potty on site during the summer. It is our plan to put in a regular rest room in the near future. As use of this area increases the congestion of other areas in the harbor will decrease.

Currently there are 32 individuals being billed out for storage in the North fill areas. Vessels come and go and this number is constantly in flux, but at this point projected harbor revenue for February storage would be \$3145.00 with an additional \$188.17 for city sales tax. We billed out a total \$40,473.42 for these storage areas in 2013 with sales tax of \$2428.41.

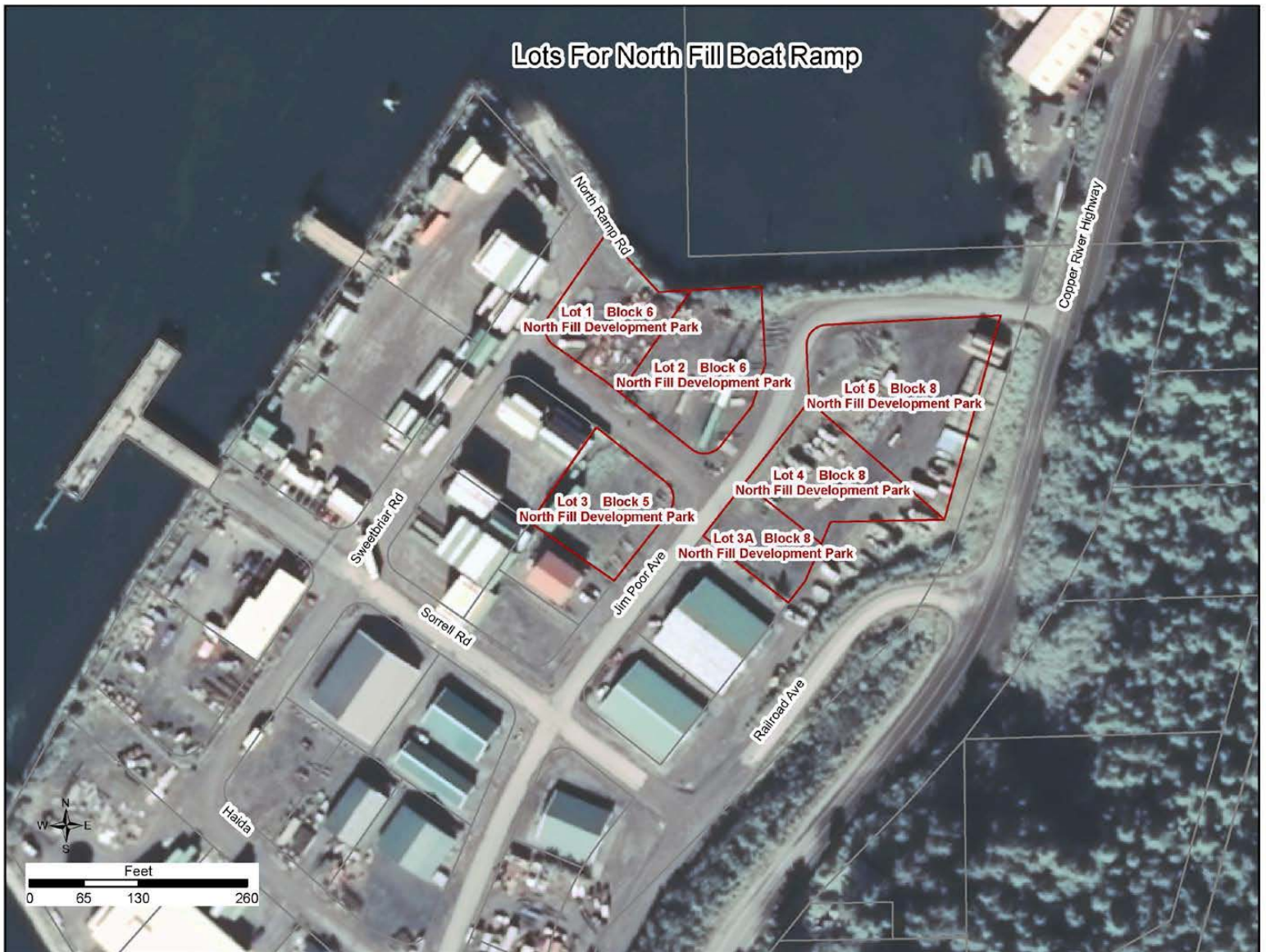
Harbor uplands are a vital resource for our commercial fleet and our community. Open space is hard to come by in Cordova, and yet is needed in many situations. Whereas our main use for this land is vessel maintenance and storage, we are also able to be flexible when another need arises. Currently Alyeska has several mini-barges stored in this area. At least twice a year Alyeska unstacks their barges and spreads them throughout Lots 3A, 4, 5 Block 8 to do inspections and maintenance. It takes up most of the open space we have available, but lasts only for a short period. Usually that open space is used for turning and parking trailers.

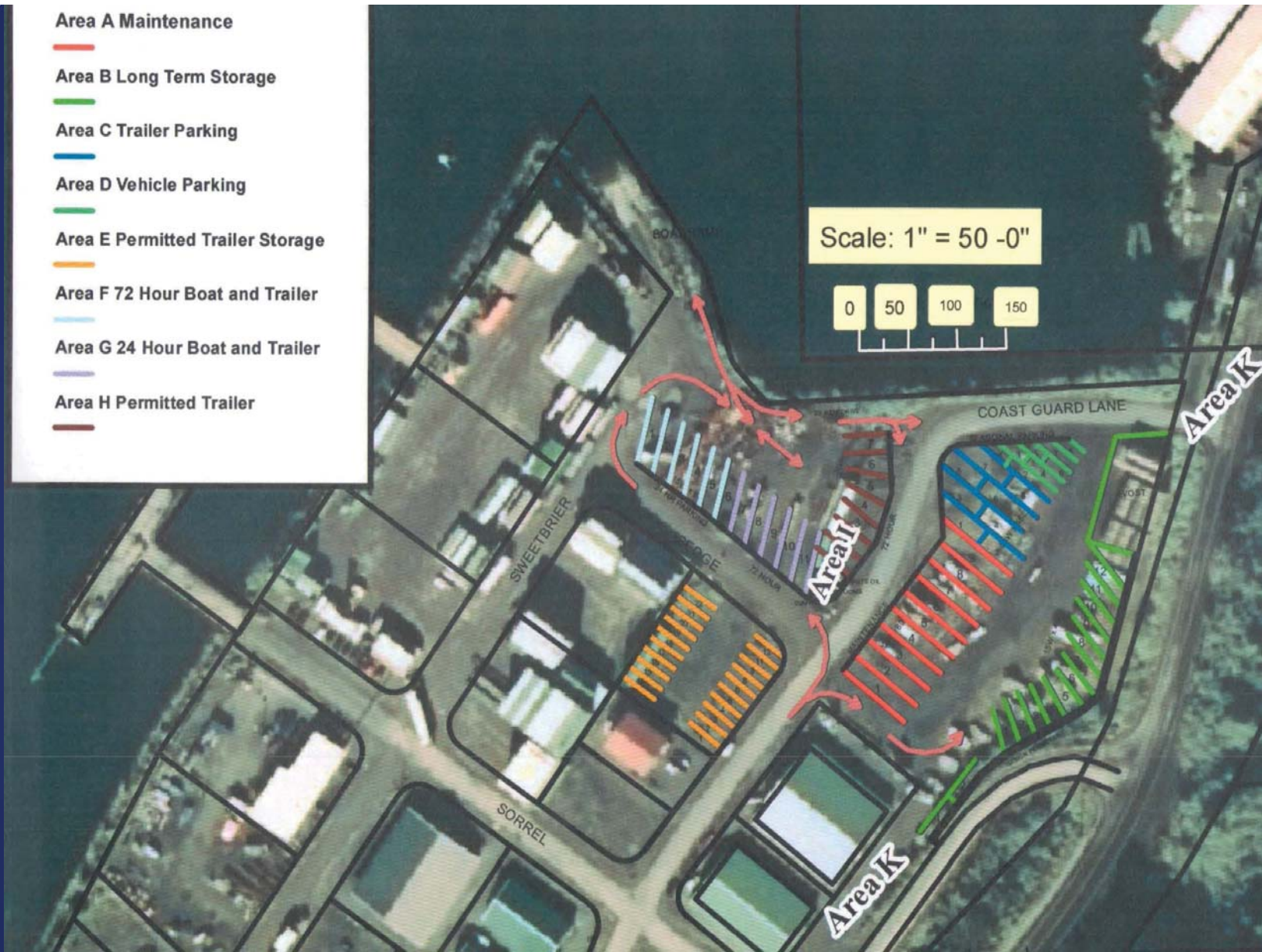
In the past few years this land has been used many ways. It has been used to stage scrap metal, to store Harris Sand and Gravel's equipment during a community project, and as a snow dump. When the Fisherman's Camp's warehouse collapsed our lot was available for the vessels that had to be removed from that space. On occasion PWSAC has used this space for a temporary staging area of supplies while they were waiting on a weather window for their landing craft. AML has also used this space as a temporary overflow while they were shuffling freight containers.

This fall as our gillnet season wrapped up, ferry service was suspended to Whittier due to a dock failure. Many vessels that would have normally left town on a trailer to Whittier were stranded here. Our lot provided a place for those vessels while the owners either waited for the dock repairs, or found other storage options locally. Some of those boats stayed in the lot. We also have a few boats that normally would be stored in the owners yard, but due to home repairs are temporarily stored with us. We have boats in this area that need to have quick access to the water and can't be stored several boats deep like in other yards. This area allows flexibility and serves the community as a whole.

We can never predict the future accurately, but I would encourage you to think about possible changes in the community and how it would affect our fleet and their storage needs. Also consider the eventual rebuilding of the South Harbor. Where will we stage the equipment and supplies needed to undertake a project of that size? What will we do with the vessels that will be displaced during that time? The north fill area could be one part of that solution. Retaining all of this land allows the Harbor to meet the

changing needs of our fleet, and to help out the community both individually and as a whole when the need arises.





We have disposed of a total of six vessel in Lots 3A, 4 and 5, of Block 8 in the North Fill Development Park.



Maintenance area with four 110 volt outlets and one water service line that was installed at the beginning of last season by the Water Dept. Are plans are to install two more service lines and bring in fill to level out this area this season.



Lot 4 Block 8 and Lot 3A Block 8
There are currently 14 vessels stored in
this lot.



Lot 3 Block 5. Nine Vessel stored here
for the past six months. During the
fishing season there were 15
vessels/trailers in this lot.



Lot 5 Block 8. There is a total of 24 barges stored in this area year round.



Alyeska Barges laid out for maintenance. Alyeska conducts maintenance to their barges twice a year.



The North Ramp has received a fair amount use and we expect the use to increase as we make further improvements to the surrounding areas.



South Fill area before 2005



South Fill Development Park 2009



South Fill Development Park 2011



Planning Department

Planners Report

To: Planning Commission
From: Planning Department Staff
Date: March 4, 2014
Re: Recent Activities and updates

- Leif Stavig started on the 24th as the assistant planner--Yahoo
- One building permit issued –remodel project
- Lot 1 Block 1 that Ocean Beauty purchased closed
- AC lease CC passed Council and waiting for signatures from AC
- Working with Public works on a variety of issues
- Working on language with ADF&G on lease terms for warehouse lot off Center Drive
- Working ADOT & Parks and Rec on replacement of culverts concerning water line and the re-do of the sidewalk and cement bag rip rap
- Interim Public Works since 2/25
- Prepared contract, letter of intent and other documents for the Baler drains and the emergency drains
- Prepared documents for the contract approval for the Baler Shell for city council
- Meeting with Harbor and Refuse about trash concerns
- Working on keeping PW projects moving forward
- Meeting with Copper River Watershed and DOWL Engineering who are doing a snow management study

Memo

To: City of Cordova Planning Commission
From: City Planning Staff
Date: 3/4/2014
Re: Recommendation of Comprehensive Plan Update

PART I. BACKGROUND:

7/2013 – Recommendation to City Council Agnew::Beck Comprehensive Plan update proposal.

10/2013 – City Council budgeted \$35,000 from Comprehensive Plan update.

12/2013 – Comp. Plan update was referred back to staff for additional information.

1/2014 – Comp. Plan was not addressed at meeting.

2/2014 – Comp. Plan referred back to staff for Agnew::Beck to provide written proposal to include additional funding.

PART II. GENERAL INFORMATION:

Attached is the proposal from Agnew::Beck outlining the tasks and steps for the Comprehensive Plan update. At this meeting, P&Z needs to approve the resolution which recommends the proposal and updating the comp plan to council. Staff will present the resolution, with the contract approval request to City Council.

I have also attached the land use chapter from the 2008 Cordova Comp. Plan and the from the Big Lake Comp Plan. While the amount and type of data and ideas presented in this section would vary from what Cordova may produce some of the concepts could be incorporated, such as producing a “roadmap” defining how land use should look in the future everything from housing density and encouraging concentrated walkable commercial areas, to planning for future infrastructure. Because this is a Comprehensive Plan, the intent is not to establish restrictions on land owners, but to identify and begin encouraging a general pattern of development that best meets community goals. This pattern of development can be helpful in the future when developing or editing zoning regulations. Gaining and encouraging community input during this type of planning will establish a way forward, community support and a basis for future economic growth.

PART III. STAFF RECOMMENDATION:

Staff recommends that P&Z approve Resolution 14-04.

PART V. SUGGESTED MOTION:

“I move to approve Resolution 14-04.”

Cordova's Comprehensive Plan

CHAPTER 2

LAND USE

GOAL: To guide the orderly and efficient use of private and public land in a manner that maintains a small-town atmosphere, encourages a rural lifestyle, recognizes the natural environment, and enhances the quality of life for present and future generations without infringing on the rights of private land owners.

A. LAND USE OVERVIEW

The development of this land use plan is based upon existing land use, anticipated growth in population and employment, planned infrastructure development, projected economic trends, and the results of many meetings with the Planning Commission. The community will be given the opportunity to participate in periodic updates of the Comprehensive Plan through a series of meetings and public hearings to ensure the residents are aware of proposals related to land uses and are able to comment on such proposals.

Development strategies of the land use plan are discussed for all areas of the community including residential, commercial, industrial, and public lands and are listed as follows:

- Provide land use guidance for the City.
- Plan for organized future growth and development.
- Anticipate and respond to trends in development patterns.
- Maintain and provide for a balanced and complementary pattern of land uses.
- Ensure growth patterns respect the natural environment.
- Protect the citizens of the community and the investments that have been made.
- Protect property values.
- Provide a clear and concise direction towards future growth within the community.

B. RESIDENTIAL

The major subdivision plats for the City are old type grids, which in many cases have been overlaid on irregular and mountainous terrain. These plats also do not take into consideration the topography, small streams and drainages, and the ever-present wetlands and muskeg areas. The results are a large grid type system of streets and lots that are only moderately developed and only partially able to be developed if landowners re-plat these

subdivisions. Typical lot sizes range from 4,000 square feet within the traditional downtown area, to large acreage in the outlying areas. The area adjacent to the MT. EYAK SKI Area has many privately owned residential lots that are mostly undeveloped. The eastern part of the community along the Copper River Highway, and the western part of the community along Whitshed Road are much more rural in character than the remainder of the community, with lot sizes much larger than in the urban areas. Several short roads lead off from these two state highways into small subdivisions that contain large residential lots.

The high cost of residential development and private ownership of platted lands has been a major factor that shapes the density, quality and placement of residential development within the community. Lands adjacent to existing roads and utilities are typically less expensive to develop than other lands. A lack of the necessary infrastructure development tends to slow the development in the undeveloped areas due to the higher cost incurred by the developer to provide this infrastructure. In Cordova, all buildings within 150 feet of a collector are required to hookup to the municipal sewer and water systems. The poorly drained soils that exist in parts of the community often make installation of on-site sewage treatment systems difficult and expensive making installation not feasible or within the price range of developers. Cordova has a wide range of residential areas available for development; this includes every zoning district except for industrial.

Cordova faces some unusual housing predicaments. The fishing and fish processing industries require a great deal of seasonal labor. Supplying housing for the seasonal workers has been a challenge for everyone. Ongoing changes in the seafood industry affect the timing and size of this temporary work force and also the demand for housing.

C. COMMERCIAL

The core commercial areas of the community are located immediately adjacent to the boat harbor and two blocks inland from the harbor is the central business district. All transportation to and from Cordova is either by air, boat, barge or the Alaska Marine Highway. Shipping by water has continued to be the main means by which freight enters and leaves the community. Cordova's commercial area developed as means to supply the fishing fleet and to provide for the retail needs of the expanding community. Cordova's commercial development is characterized by individual businesses. Franchise businesses and chain stores are not prevalent in the community, but a few do exist. The central business district and the South Fill Development Park have an excellent variety of goods and services to offer and the clustering of retail and service activities in these two areas has promoted many businesses not found in cities of comparable size.

The business community has long recognized the importance of location, access, and visibility for economic success. Areas along major highways with a high traffic volume that can provide maximum visibility and access to prime commercial sites are considered a prime location factor. Thus, it is not surprising that the older businesses in Cordova are located along First Street and that new businesses are expanding along Whitshed Road and the Copper River Highway. Commercial uses are also interested in development of the South Fill Development Park due to its location adjacent to the boat harbor.

The downtown area will likely remain as the important center of Cordova. Its architecture, feeling and style are becoming a rarity in other communities and are definite assets for the visitors and residents alike.

D. INDUSTRIAL

The Cordova industrial district is located along the waterfront of Orca Bay and extends in a linear fashion from the boat harbor north to an area on the other side of Fleming Spit. The industrial area of Cordova is a specialized fixed asset with limited flexibility. The seafood processing industry has been the mainstay of the Cordova economy since its beginnings. Like most small cities in Alaska the industrial base is specialized and diversification is low. The fishing industry infrastructure is favorably located along the waterfront and is considered modern and competitive in comparison to other facilities located in rural Alaska. Utilities are adequate and transportation links existing to both the waterfront and airport are available. While expensive to alter, the infrastructure in the industrial district has shown the flexibility necessary to change with shifting markets. The industrial district area lacks room for large scale expansion and additional industrial lands will be needed in the near future.

The industrial lands located along the waterfront offer many advantages for the district. They are Ocean Dock Fill; North Fill Development Park; Cordova Industrial Park; and, the Tidewater Development Park. It is a compact area that provides interaction between operations. It has excellent access to water borne transportation due to the facilities being built over the water and on the adjacent tidelands. It is within walking distance of the labor supply. The industrial district is located close to equipment supply houses. Utilities are in place and an adequate supply of water and electricity are currently in place. The area is well buffered from the majority of residential uses, but is close enough to provide easy and quick access for the labor force.

While adequate waterfront industrial land for current use is available, it is limited. There is a need to encourage the development of industrial land for non-marine uses such as junkyards, construction yards and storage outside of waterfront. If the city's efforts toward the implementation of a boatlift are successful, waterfront lands will be near their limits.

The City should be prepared to acquire tidelands adjacent the North Fill and Ocean Dock Fill for future fill expansion should they become available. The City should be instrumental in the development of the upland bench above the ocean dock fill between Flemming Spit and Cannery Row. The City should also identify and encourage the development of industrial land near Merle K. "Mudhole" Smith airport.

In the mid 1990's the City received 68.23 square miles of land through annexation from the Local Boundary Commission. The land annexed at this time is presently zoned as an Unrestricted District.

Shepard Point, owned in part by both the Eyak Corporation and the Chugach Corporation, is the potential site for the development of a Deep Water Port and the storage of Oil Spill Response Equipment. This land is also located within the unrestricted district and located at the far northern boundary of the community. This site is slated for development in the near future, depending on the results of an ongoing environmental impact statement and the threat of law suits by environmental groups attempting to halt this project. The Cordova "Mud Hole" Smith Airport, located at 13 Mile Copper River Highway, is the only jet serviced airport on the eastern side of Prince William Sound. Cordova is also home to a small airport located on the north shore of Eyak Lake. This airport is home to a number of charter services, a heliport is located there, and a number of private plane owners keep their planes in hangars or are tied town in the open areas. The Eyak Lake Airport has all the necessary utilities located along Power Creek Road.

While the jet-serviced airport has been and will remain as an important transportation link for the movement of people, it is increasingly taking on an expanded role in the movement of general freight. The airport, due to the development restrictions around its area, has large areas available for storage, parking, and buildings within the height restrictions imposed by the federal government. The airport is self-contained except for power that is supplied by the Cordova Electric Cooperative. Residential uses have not established themselves in the area and are buffered by distance from most of the area's activity.

Both airports are owned and managed by the Alaska Department of Transportation and Public Facilities (ADOT/PF). The Airport Leasing Section has the primary responsibility for marketing airport lands for development and leasing. Development on the airport lands must be compatible with the operations of the airport facility. In general, industrial uses are allowed on state owned airport property. The Division manages over 200 airports located throughout the state. Due to budget constraints within the state government, an active marketing plan for the majority of the airports is not conducted.

E. CITY OWNED - PUBLIC LANDS. PUBLIC LAND OWNERSHIP

Cordova owns a variety of public lands. The City owns open areas, several developed parks and public buildings for major municipal services. As the residential density expands beyond the urban core, there will be a need for additional neighborhood parks and for municipal services. The City does not have a strong regulatory requirement for private developers to dedicate property other than for streets, utilities and snow dumps for public use. When development occurs in the outlying areas, the City should work with the developer to provide for lands needed for local parks and municipal services.

Developed city-owned lands, fire halls, parking lots, schools, pool, hospital, and the recreation center are located on the fringes of the central business district and are within walking distance of the residential neighborhoods. The City maintains a number of parcels of land for recreational purposes. These parcels are located around the central core of the community near the elementary school and the high school as well as the hospital. There are other public lands dedicated for recreational purposes at Fleming Spit and on Eyak Lake at Nirvana Park and several small sites located in or near the residential district adjacent to the central business district. The City also has undeveloped park lands located in the South Fill Development Park on Center Drive, the Whitshed Road Wayside - Ball Diamond Area /RV park, and immediately adjacent to the cemetery on Eyak Lake Road. A number of small pocket parks exist throughout the community. The City also maintains two parking lots within the central business district as well as parking lots located on the north and south fills for the storage of boat trailers under a lease program for the fishing season.

Cordova has several developed recreational areas. The Cordova Municipal Park is a combination basketball court and tennis court as well as a baseball field located at the high school site. The Children's Memorial Park is a playground located behind the library. The Hollis Henrich Memorial Park is a large grassy field located adjacent to the hospital. This park contains a gazebo and picnic tables. Orca Inlet Park includes a baseball field capable of handling other games. Much of the area in and around Cordova is managed by the state or the U.S. Forest Service for multiple uses, including the baseball field.

F. AIRPORT

The Cordova airport, located at 13 Mile of the Copper River Highway, has an excellent potential for new industrial expansion. The airport is serviced by local carriers, as well as Alaska and Era airlines providing commercial jet service. Air-freight is expensive. However, the demand for

fresh seafood and products that can only be marketed as fresh cargo need air transportation. In most cases, as supply and demand increases, air transportation rates decrease and competition increases. The airport facility should attract increasing interest as a place to process for trans-shipment of goods out of Cordova. The airport area is just beginning to realize its importance as an industrial development area. The airport can expect an increase in use as a trans-shipment point for small-scale and specialty or value-added seafood products. The primary advantage for the airport for industrial uses is the ability to supply a quick access to markets for fresh and specialty products. The airport has adequate space to meet the needs for significant industrial expansion, but will probably require an upgrade in infrastructure needed to maintain an industrial district.

Cordova has an ample supply of industrial land, some of which is yet to be developed. Industrial uses which do not require access to air transportation, but do have needs for large areas of land should be encouraged to contact the City on their needs for development. Other industrial uses whose needs for land are modest should be encouraged to locate in the industrial district north of the central business district.

Big Lake's Comprehensive Plan

■ LAND USE AND ENVIRONMENT

III

“
These days, no place stays special by accident
”

Introduction

This purpose of this chapter is to present intentions on land use and environmental issues in the Big Lake area, including the conservation of natural resources and development of the built environment. Goals and strategies on these topics are listed below and discussed in the remainder of the chapter. Unlike other plan chapters, strategies here are tied to more than one goal. For each strategy there is a brief history of overall issues, as well as specific steps for implementing a strategy. Because this is a comprehensive plan, these goals and strategies are presented in broad terms, to provide general direction on big issues, rather than diving into details or establishing specific regulations.

LAND USE AND ENVIRONMENT PRIORITY GOALS

1. Coordinate the planning of land use and community services and facilities
2. Strengthen the Big Lake economy
3. Protect the natural environment
4. Provide for freedom to enjoy our properties
5. Protect Big Lake for future generations

Strategies to Achieve Land Use Goals

1. Develop a land use “roadmap” setting out general intentions for the location and intensity of future development, to provide for growth, protect Big Lake’s environment and rural character, encourage concentrated commercial development, and allow for the efficient provision of community infrastructure
2. Create a Big Lake town center, **an attractive, walkable, concentrated center for Big Lake commercial, civic, recreational and social activities**
3. Protect the natural environment, including water quality, air quality, and natural beauty of the area
4. Establish community-wide development guidelines to guide the character of future development
5. Investigate and address the issue of small lots and water quality
6. Improve awareness of and enforcement of existing land use guidelines

Background: the Big Lake Environment

The qualities that give Big Lake its unique character come from both the area’s natural environment and from people – their current and past actions, and their buildings, yards, roads and trails. The second chapter of this plan describes the character of the Big Lake built and natural setting. This section briefly summarizes the character and current health of the Big Lake natural environment.

Uplands and Forested Environments

As is shown on Map 5, roughly half of the Big Lake community area is forested, including stands of birch, spruce and aspen (the white areas on the map). This includes areas that are well drained, where birch and aspen flourish, and also less well drained areas that are still forested, but where spruce dominate. Forested uplands are the location of large majority of development in Big Lake, because these areas offer both good building conditions and the attraction of a forest setting. In addition to creating an attractive place to live and visit, forested areas serve important environmental functions, providing habitat for a number of mammals and birds, and absorbing and infiltrating snow and rain.

This component of the Big Lake environment is judged to be generally in a healthy condition, with two important caveats. First, a significant portion of the area's forests burned in the 1996 Millers Reach fire. These areas are recovering, but are still in the early stages of forest succession. The second caveat is that as the Big Lake area continues to grow, forest vegetation continues to be removed to make way for homes, parking and other developed uses. As long as large lots and modest homes make up most Big Lake development, the general sense of "community in a forest" can remain intact. As a higher percentage of lots are developed, and as densities increase and home sizes grow, the ratio of natural forest to developed areas will change, creating a community with a different look and feel, and reducing the functional value of this environment.

Wetlands, Lakes, Ponds and Streams

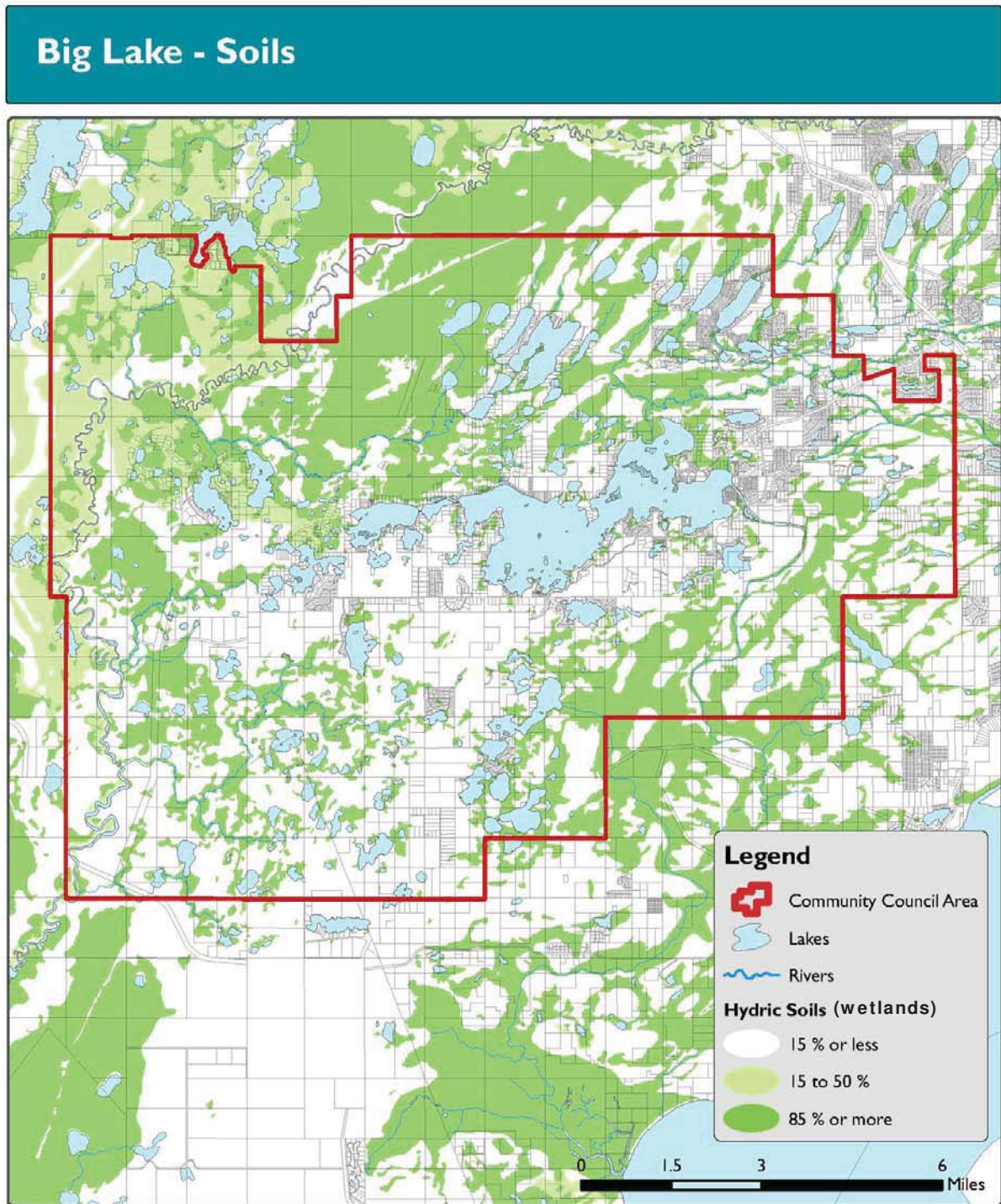
As is shown on Map 5, about half of the total Big Lake area is made up of wetlands, lakes, ponds and streams. In different terms, if you were to be randomly dropped somewhere in the community about half the time you would find yourself with wet feet or the need to start swimming. This system of water features performs a number of functions that are critical to daily life in Big Lake. These include providing for clean water for domestic use, absorbing runoff, supporting a wide range of fish and wildlife, and providing recreational opportunities for residents and visitors. Wetlands and lakes, when frozen in winter, become important open areas for travel by snow machine, dog sled, skis and in some instances cars and trucks.

The hydrologic systems of Big Lake are more vulnerable than and not as healthy as the area's forested environments. Problems facing these areas include: impacts of oil and gas in the water associated with motorized watercraft, runoff from adjoining developed areas, diversion and blockage of waterways (e.g. by undersized culverts), shore erosion, and fill of wetlands. These issues are not universal problems in Big Lake, but are steadily increasing as the area continues to grow. *(See 2004 report by the Alaska State Department of Environmental Conservation on Big Lake water quality for details)*

Strategy 3 below provides specific information about what Big Lake Residents value about the area's natural environment, and how these features can be protected.



Map 5. Big Lake Wetlands



Alaska State Plane, Zone 4, NAD 1983
File: Big_Lake_soils.mxd, 4/01/08
1:139,406



All data courtesy of Matanuska-Susitna Borough.
This map was compiled for the community of
Big Lake, with assistance from Agnew::Beck.



Background: The Need for Land Use Policy

Big Lake has grown and changed in the past, and almost certainly will grow and change in the future. The purpose of this plan is to help the community respond to these changes in a way that accommodates growth while holding onto characteristics that make Big Lake a good place to live and visit. Specific examples of needs for land use policy include those below:

- As more people want to visit Big Lake, or own a home and live in the area, impacts on the natural setting tend to increase. Poorly planned land uses can have an increasingly detrimental effect on the environment in general and reduce enjoyment of each individual's home. A plan can provide guidelines to reduce the potential impacts of new (and past) development.
- As the population grows the need for private and public services increases – places for shopping, dining, and other private services, as well the need for public services like schools, fire and police service, roads, trails and parks. A plan can help the community anticipate these needs and plan for new infrastructure and new uses. Decisions on the location and intensity of development greatly affect the cost and requirements for new public infrastructure, particularly for water and wastewater services.
- Big Lake could evolve into many different types of communities in the future, some more desirable than others. No plan can control the future, but it can help the community head in a direction that residents desire, for themselves and their children.

Land Use and Environment Goals

The overarching goal of this plan is **protect Big Lake's special character as a place to live and visit while accepting and even encouraging growth**. Without guidance, as the area grows, the community risks losing these qualities that makes Big Lake a distinctive place – its undeveloped open spaces, good views, wildlife, and out-the-door access to recreation. At the same time, growth in the community can bring many benefits, providing new places for people to live, creating new opportunities for local employment, and generally leading to a more vital community. More specific land use goals are listed below:

- **Coordinate the Planning of Land Use and Community Services and Facilities** – Plan for and coordinate expansion of the community and of associated public services. Public services can be provided more efficiently and at lower cost if the community anticipates and plans for the location and quantity of growth.
- **Strengthen the Big Lake Economy** – Improve local opportunities for jobs and businesses, to help Big Lake become a stronger, more stable year round community. Business development is encouraged to provide a stable economic financial base in addition to a more stable tax base.
- **Protect the Natural Environment** – As the area grows, actions are needed to avoid detrimental effects on well water, quality of surface water, habitat, wetlands and other natural environmental features.
- **Provide for Freedom to Enjoy our Properties** – The plan supports a balance of freedom to use property as individuals chose up to that point where one person's use limits the rights of neighbors to enjoy their property. Responsible land use should be in harmony with surrounding land use without damaging the health, safety and welfare of adjacent property.

- **Protect Big Lake for Future Generations** – The community supports the concept that we are not only owners of our property for a period of time but that we have certain obligations as “caretakers” of that property for the benefit of future “owners” and obligations to the overall health of our natural and social environment.

Strategies to Achieve Land Use Goals

The remainder of this chapter presents six strategies to achieve these broad goals. In many instances one strategy (e.g. creating a town center) serves multiple goals (e.g. improving quality of life, protecting the natural environment, and strengthening the economy).

Strategy 1: Develop a land use “roadmap” setting out general intentions for the location and intensity of development – to provide for growth, protect Big Lake’s environment and rural character, encourage concentrated commercial development, and allow for the efficient provision of community infrastructure

Several facts provide the background for considering this issue:

- The large majority of the Big Lake community council area is currently vacant and undeveloped.
- Significant portions of the area (about 45%) are in public ownership – state or borough lands. The state has adopted a plan for these properties (see Map 3 in Chapter 2); some are identified for sale, some for retention in public ownership. Decisions on the future use of borough lands can be affected through this community plan.
- Large portions of the Big Lake area are wetlands where development is costly and risks harm to area’s water quality and habitats.
- Development in the southern Mat-Su Borough continues to increase, leading to increasing pressures for development in the Big Lake area. This includes the steady expansion of employment in the Wasilla and Big Lake area, the Pt MacKenzie Port and ferry, and significantly, the construction of the new Goose Bay prison just south of Big Lake. This project will produce the single largest building in Alaska and provide for 500 new full time, year round jobs (400 day/100 night).
- Big Lake is likely to be crossed by several major regional transportation corridors in the future, including a railroad and a major road passing north through Big Lake from Point Mackenzie. These transportation corridors will accelerate change in the area.

Perhaps the most important point on this topic is that the community can influence the future pattern of future development. There are many different ways these pressures, and others unanticipated, could play out. Through this plan the community is establishing a generalized, flexible development “roadmap” that respects individual property rights but encourages a pattern of development that protects Big Lake’s environment and rural character, encourages clustering of commercial development, and allows for the efficient extension of community infrastructure.

Map 6 on page 8 and the information below presents this “roadmap” for development. Because this is a comprehensive plan, the intent is not to establish restrictions on land owners, but to identify and begin encouraging a general pattern of development that best meets community goals. By establishing this map, the community has a reference point for encouraging the location and kind of growth it wants for the future. This in turn can help identify road routes and other public services and facilities needed to serve expected growth, and help retain natural areas the protect Big Lake’s special character.

The overall pattern set out on this map identifies a spectrum of use areas, from more concentrated development, to more dispersed development, to a system of connected conservation areas intended to protect water quality and other natural resources. Specific land use categories are discussed below:

1. Town Center

The “Town Center” use area is intended to be the center of Big Lake life. Desired characteristics are listed below (Strategy 2 following presents more details)

- Mixed use: shops, food, retail goods and services; housing, including higher density housing, within walking distance of shops and services
- A central area for library, schools, fire station, community center, parks, etc.
- Pedestrian friendly, walking access
- An alternative to strip commercial development



2. Heart of Town Center

This area is defined by a ¼ mile radius circle in the center of the town center area. Experience in other US communities has shown that if uses are clustered in an area of about this size (¼ mile translates to roughly a 5 minute walk) the large majority of people will regularly walk between stores rather than drive.¹ The objectives for this core area are generally the same in this area as the town center as a whole; this area may be the most concentrated portion of the town center.

3. Gateway Mixed Use Corridor

This corridor extends along Big Lake Road, including the first row of lots on either side of the road. This corridor is the primary entry to Big Lake. The intent for this area is to balance two objectives: to allow for a range of uses and, at the same time, to ensure this corridor provides an attractive entry to Big Lake. Specific objectives for this area include:

- Allow a mix of uses, including commercial activities and residential uses
- Discourage large scale, industrial uses



¹ <http://walkable.org/article1.htm> This website offers 10 strategies for creating a walkable town.

Number 1 is listed here: **1. Intact town centers.** *This center includes a quiet, pleasant main street with a hearty, healthy set of stores. These stores are open for business a minimum of 8 hours a day. The stores include things like barbers/beauticians, hardware, druggist, small grocery/deli, sets of good restaurants, clothing, variety store, ice cream shop, stores that attract children, many youth and senior services, places to conduct civic and personal business, library, all within a 1/4 mile walk (5 minutes) of the absolute center.*

- Encourage development to be attractive and to create a positive impression of the area, for example, by retaining trees between lots and along the road.

More detailed planning and more specific guidelines will be needed in the future to refine the precise boundary of this corridor and reach the objectives above.

4. Highway-Oriented Commercial and Light Industrial Uses

Highway-oriented commercial/light industrial uses are encouraged in two areas: the area around the existing airport and the area southwest of Big Lake that ultimately will be the junction two major regional roads – the upgraded Burma Road and the South Big Lake Road. Development of this latter area is not expected for many years into the future.

Unlike the town center, where the hope is to concentrate uses to invite walking, these areas are expected to be more traditional, auto-oriented commercial developments.

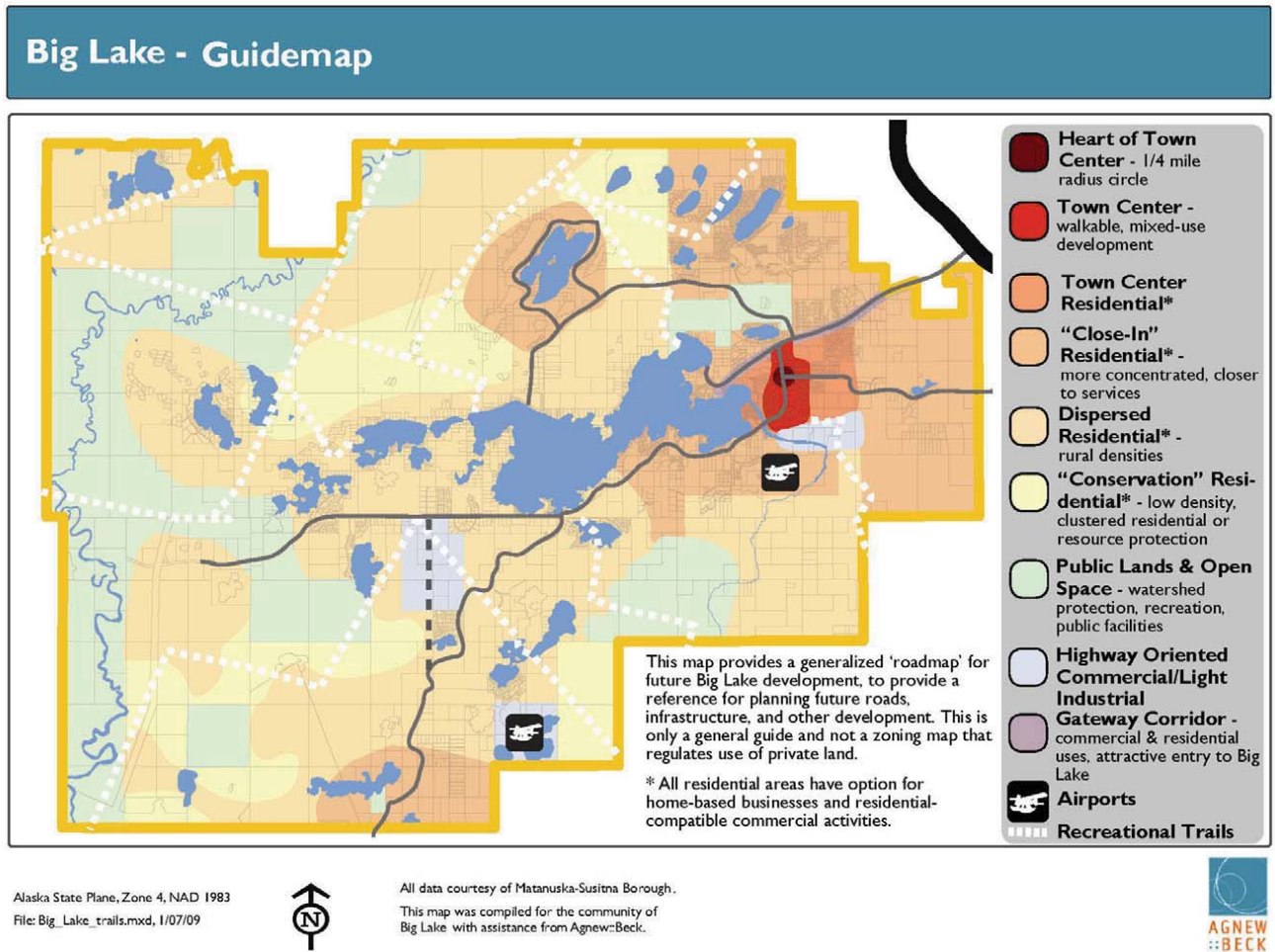
5. Residential Areas

Four types of residential areas are identified. In all four of these areas, the predominate character is encouraged to remain residential, as it is today; however home-based businesses and other commercial uses are acceptable. If and when such non-residential occurs, such uses are encouraged be developed in a manner that is compatible with the predominately residential character of these areas.

- a. Town Center Residential – Uses encouraged in this area are the current residential uses, with the option over time for higher density housing (smaller lot single family residential homes, plus well designed multifamily homes). These uses are encouraged in this location to complement town center development, by providing places to live within walking distance of services, which is a benefit for residents, and also by encouraging spending in the town center, which helps support town center commercial activities. Increased density here and in the town center will require new approaches to water and wastewater.
- b. “Close-In” Residential – This district takes in relatively concentrated residential areas, generally near the town center area; these areas are distinguished by being closer to services than dispersed residential areas.
- c. Dispersed Residential – Rural residential areas, where lots are larger and the natural setting is more dominate. This is the primary current land use type in the Big Lake area.
- d. Conservation Residential – Areas where the intent is a combination of resource protection and low density or clustered residential development. The conservation residential category is used primary in two situations: 1) in places where the large majority of the land is wetlands and 2) in corridors along important streams.



Map 6. Land Use



6. Public Lands & Institutional Intended for Retention in Public Ownership

This category identifies areas of state and borough land that generally will be retained in public ownership, and managed to provide a range of public recreational, watershed, habitat uses. In a few instances these lands will be used for public facilities such as fire station or future school. State lands intended for sale are shown in one of the residential categories.

Specific types of uses within this category are listed below. The large majority of these lands are in the natural open space category.

- a. Natural open space (e.g., Little Susitna State Recreation River)
- b. Parks – areas to be developed for community (e.g., state land north of town center)
- c. Institutional uses – land for schools, fire stations, other community facilities
- d. Borough wetland mitigation lands



Strategy 2: Create a Big Lake Town Center

The term town center refers to a central district in a community, a place where residents can get the goods and services they need, as well as enjoy the chance to see friends and acquaintances, and walk and linger in an inviting, attractive setting. Traditional American small town main streets are good examples of such places.

Big Lake has a good start on a town center today – existing “downtown Big Lake”, where the library, school and grocery store are located. Improvements are needed so this area provides a greater clustering of goods and services, is more attractive and more walkable. These improvements will give the area a stronger sense of place, and provide a positive image for Big Lake. This in turn will improve the quality of life for both residents and visitors and strengthen the local economy. In addition, providing a relatively concentrated area for new development helps maintain the natural character of alternative, more outlying areas.

Key to the creation of a town center is allowing for more concentrated uses, and a related system of streets and sidewalks. This can provide for harmony between the automobile and the pedestrian so moving around the area by foot or vehicle is enjoyable, safe and efficient.

Specific Actions to Promote Creation of a Town Center

Most of the town centers that people have experienced and enjoy – ranging from main streets in older US downtowns, to European villages, to downtown Talkeetna – have developed organically over the years. Most began in a time when the auto was not the dominant means of transportation, and parking wasn’t a high priority land use. However, in the last several decades, many U.S. town centers have been built up from only flimsy beginnings or even “from scratch”. Creating an attractive, walkable, concentrated town center in Big Lake is entirely possible, but will take time, patience and significant public and private investment.

Major steps needed include those below. The accompanying sketch provides a conceptual illustration of these concepts; photos from other town centers provide examples.

- Concentrate public “anchor uses” in the area, to draw users, e.g. a new community center building

- Improve pedestrian circulation. The town center needs safe, attractive sidewalks, as well as trail connections into the remainder of the community. This also could be done through an LID.
- Better access to Jordan Lake Park and to Big Lake itself. Improve park amenities; provide a walking trail to the lake.
- Provide a “finer grained” network of roads. Most successful town centers have blocks that are between 200-400 feet in length. A grid of streets creates better circulation for cars and pedestrians and more corner locations for businesses. Improving roads in this manner will likely require a local improvement district (LID).
- Plan for public water and sewer. This is a longer term, but critical strategy. Concentration of uses is what makes a town center comes to life, and concentration is not possible if all uses must rely on on-site water and septic systems.
- Improve opportunities for community recreation, including improved playfields, playgrounds
- Continue and expand community events – create more reasons for people to come “downtown”



Above: Sisters, Oregon – concentrated use creates a good place to walk



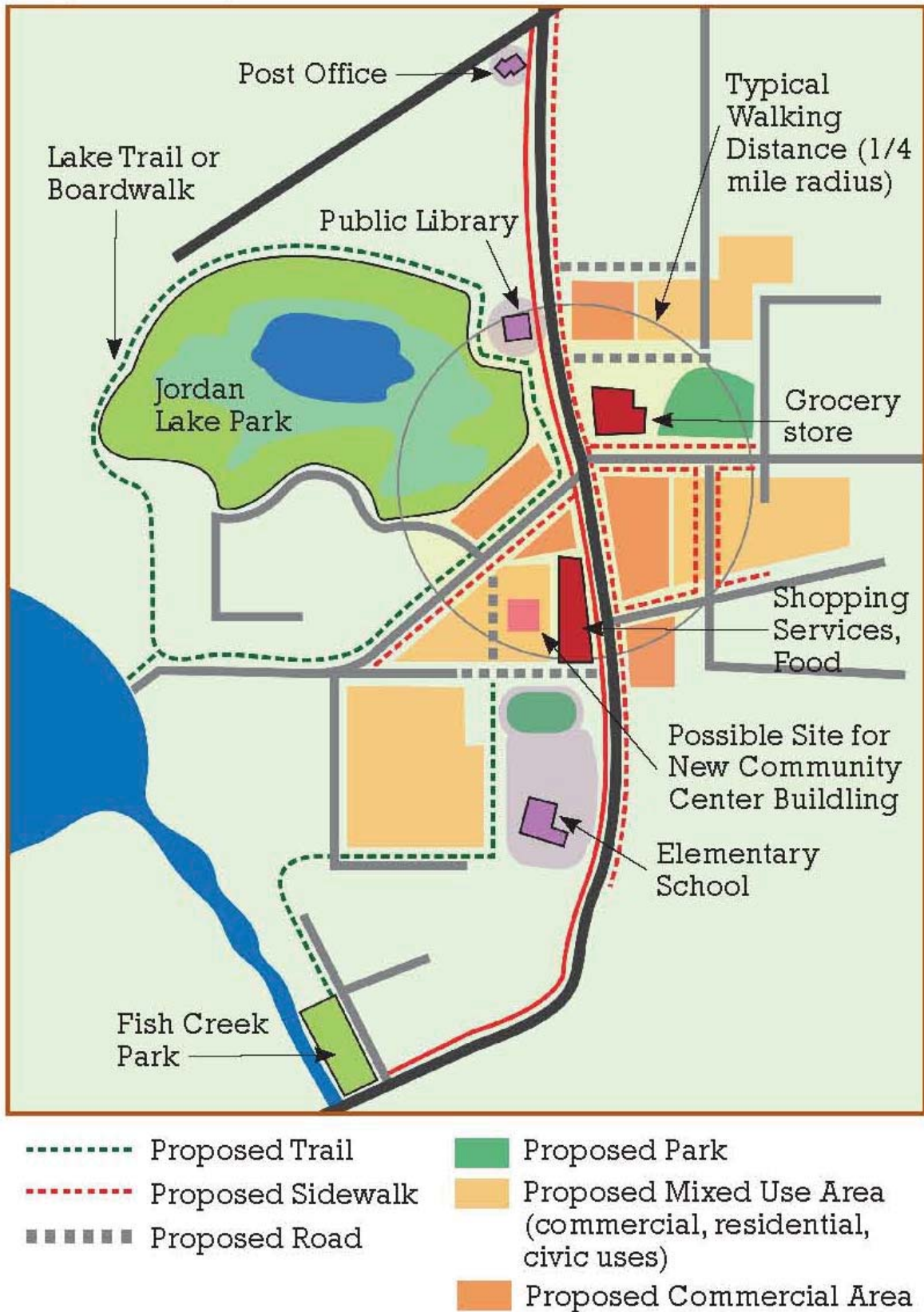
Above: Kamloops BC - nice place to walk plus good on-street parking;

Below: Corvallis Oregon - housing adjoining the town center supplies people, customers.



Figure 5. Town Center Development Concepts

Proposed Big Lake Town Center Plan



Strategy 3: Identify and Protect Key Features of the Natural Environment

The Big Lake natural environment is at the heart of the community's quality of life and economy. Over the course of the meetings to prepare this plan, the public was clear on what they value about the Big Lake natural environment:

- Clean water – keep lakes, streams, wetlands, etc. free from septic pollution, hydrocarbons, non-point source pollution such as nitrates & fertilizers, etc.
- Clean air – keep it clean; discourage air polluting industries
- Natural beauty – retain the landscape that reflects the natural beauty of the land
- Dark night skies – minimize light pollution
- “Natural quiet” – minimize noise pollution

Policies are needed to protect, and in some instances, restore Big Lake's lands, waters and wildlife, both for their own sake and to meet essential human needs. With the right approach to development, Big Lake's natural resources will be conserved so future generations may enjoy and benefit from these resources as people have in the past.

Conserving Big Lake's natural environment will require several different approaches. These include encouraging future land uses to avoid the most environmentally sensitive areas, investigating alternatives for on-site wastewater disposal, and establishing development guidelines on issues like waterfront development. The rest of this section focuses on the first of these approaches; others are covered in other portions of this chapter.

Protecting the Function and Quality of Natural Systems – “Green Infrastructure”

“Green infrastructure” is a recently coined label for a long-established goal – the desire to protect and benefit from elements of the natural landscape, such as streams and wetlands.

While “infrastructure” typically emphasizes constructed utilities like roads or storm drains, the green infrastructure approach emphasizes the functional value of natural systems and processes. Natural systems can provide functional benefits equal to or greater than traditional built infrastructure (sometimes referred to as “grey infrastructure”), helping to protect water quality, absorb stormwater and recharge aquifers. With a green infrastructure approach, for example, instead of managing runoff primarily using costly storm water pipes, runoff can be managed through retention of natural vegetation and drainage swales linked to a system of natural streams and wetlands.

The defining feature of the “green infrastructure” approach is the creation of connected system of open spaces, to provide for drainage, wildlife corridors, water quality protection, trails and other open space uses. The general locations of this connected open space system are defined in this plan, and future development should be designed to protect this connected system. With this approach, open space in one area can be connected to open space in another area, making the whole system more effective and more valuable. This reduces both the costs and the impacts of new development.



Creation of a multi-purpose retention pond at the Cuddy Family Midtown Park in Anchorage shows an (urban) example of the benefits of “green infrastructure”. This pond was needed to replace wetlands and ponds originally existing in this area. As well as providing (and paying for) a great amenity at the park, this pond captures and infiltrates stormwater from surrounding areas. Building the pond saved hundreds of thousands of dollars that otherwise would have been needed to replace culverts carrying the stormwater runoff from the increasingly developed midtown area to Knik Arm.

Steps to Identify and Conserve Big Lake “Green Infrastructure”

- Map Functional and Environmental Values: Identify environmental features and processes (stream corridors, wetlands, wildlife corridors, aquifer recharge areas, etc.).
- Map Recreation Areas: Identify recreation areas (trails, parks and other open space recreation use areas) that are best protected by allowing the land to remain largely undeveloped.
- Layer maps of environmental features, open space and recreation to create an integrated “green infrastructure” map; identify connections between environmental features, with a goal of creating a connected, multi-purpose open space system. (see Map 7)
- Formally adopt the green infrastructure map recognizing that site-specific developments may lead to changes in the features that need protection for particular development projects. This will happen with the adoption of this Big Lake Comprehensive Plan.
- Use the green infrastructure map to shape the land use “roadmap” and to identify areas where natural resource functions and open space values should be maintained as land is developed. Require future developments to maintain the integrity of the system of the features shown on the green infrastructure map (for example, a drainage corridor crossing multiple parcels).

Map 7 presents the current version of the Big Lake green infrastructure system. Water – streams, wetlands, lakes – is the primary organizing element of this system. Protecting watershed corridors helps protect domestic water supplies, provide for recreation, and sustain the most valuable and sensitive habitats in the area for fish, wildlife and bird species. Specific components of this system are outlined below. The section that follows and Strategy 4 presents guidelines to help maintain the value of these important resources, while allowing for ongoing use and development.

- **Legislatively Protected Areas - Little Susitna River Corridor** (dark green) – The Little Su is a river of statewide significance, supporting a large salmon run and intensive recreational use. The river is also the destination of many of the drainages in the Big Lake Area. This river corridor is largely state owned, and has been designated for special protection by the Alaska Legislature as a State Recreation River.
- **Watershed Corridors (medium green)** – These areas are larger blocks of lands, mostly in state or borough ownership, that coincide with stream corridors or large wetlands. Key parcels include several parcels near the Little Susitna River, the existing State park at the northeast end of Big Lake, and a block of lands east of Stephan and 7-Mile lakes that is a large wetland and, in winter, a popular dog mushing area. State lands within these areas were designated to be retained in public ownership and managed for environmental and open space values; borough lands in these areas should be similarly managed. Where private lands are developed in these areas, special care should be taken to maintain these values.
- **Conservation Corridors (light green)** – This area, located north of Big Lake and on either side of Horseshoe Lake, is the largest contiguous wetland in the Big Lake area. This area is largely in private ownership. As is the case in the watershed corridors, development here should be designed to protect habitat and watershed values, and to allow for recreation use, particularly winter recreation, consistent with habitat and watershed protection.

- **Wetlands (pale olive green)** – The map shows all areas identified as wetlands based on the location of hydric (wet) soils in the area. These wetlands are places that collect and filter runoff, and feed water into the larger wetlands and river corridors listed above. Development should be designed to minimize disruption and/or loss of these areas.
- **Streams & Lakes, Major Stream Buffers (blue)** – This layer of the map identifies lakes and other important streams in the area, including the creeks draining into and out of Big Lake, and several smaller tributaries to the Little Susitna River. Most of these streams and many of the lakes are surrounded by private land. A range of actions are needed to protect water quality and riparian areas along these waterbodies, including improved management of domestic wastes, development setbacks, and improved management and education related to recreation activities.

Land Ownership & Other Features

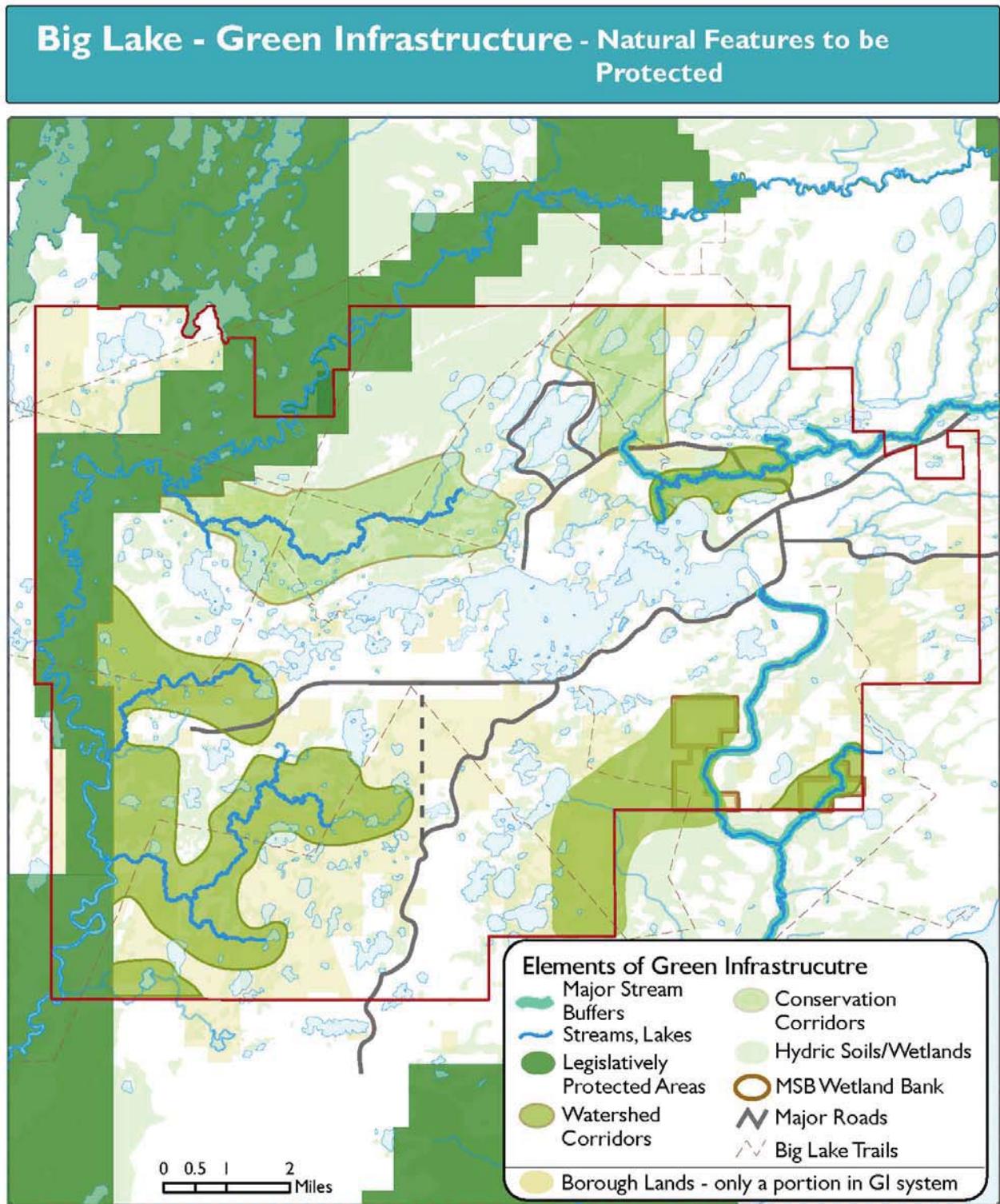
- **Mat-Su Borough Lands (light brown)** – This map also shows all MSB property. Approximately half this land is recommended to be retained in public ownership for open space uses; the remainder can be sold for development.
- **State Lands** – The state of Alaska owns approximately ___ acres in the Big Lake area. Of this land about 60% is designated to be retained in public ownership and managed to protect habitat, watershed and open space values. These areas are covered in the corridors identified above; state lands intended for land sales are not shown.
- **Trails** – The map indicates locations of the primary recreational trails in Big Lake as defined by the Big Lake trails committee (see more in recreation chapter)

Environmental Protection Policies

Strategy 4 in the following section outlines a set of guidelines that address a range of environmental issues, including protection of the Big Lake natural environment. Three guidelines specifically related to wildlife are presented below:

- Encourage practices that reduce human-wildlife conflicts. Two examples:
 - Develop policies for “living with our wildlife” including guidelines for trash disposal and other steps to avoid creating bear problems.
 - Be sensitive to waterfowl nesting areas and take actions to protect such areas, for example, through restricting motorized recreational use in these areas.
- Improve monitoring of surface and groundwater quality; ensure that water flowing into the Big Lake area from up stream is clean and suitable for domestic use and for fish & wildlife.
- Preserve lands for wetland mitigation (three parcels have been designated in Big Lake)

Map 7. Big Lake Green Infrastructure



Alaska State Plane, Zone 4, NAD 1983
File: Big_Lake_GI.mxd, 1/12/09
1:132,955



All data courtesy of Matanuska-Susitna Borough.
This map was compiled for the community of Big Lake, with assistance from Agnew::Beck.



Strategy 4: Establish Community-Wide Development Guidelines

Previous sections have addressed the general locations and intensity of development; this section presents guidelines that address the character of development. The intent of these guidelines is to allow for a wide range of uses to coexist in Big Lake, but to encourage these uses to occur in a way that minimize impacts on the quality of life of neighbors and the natural environment.

The same use – say a new store – can have very different impacts, depending on how it is developed. For example, in one instance the developer might clear all the vegetation from the site and direct runoff from parking lots into a nearby stream. A different developer might leave more of the original vegetation, and direct runoff to a swale where dirt and oil are filtered out before the runoff goes into the adjoining creek.

Below is a list of general development guidelines. The community may later wish to refine these and adopt them as enforceable regulations.

Development Guidelines

- Natural Vegetation/Site Disturbance – Encourage retention of existing natural vegetation and replant disturbed areas. Grading and clear cutting the entire parcel prior to selling or developing land is strongly discouraged.
- Drainage– Development should not disrupt drainage patterns, for example by diverting or blocking a small stream. The general form of natural contours should be retained. Construction of driveways, parking lots and other impervious areas should not increase summer runoff or winter ice on adjoining roads or properties.
- Continue to encourage use of “firewise” standards to reduce risks of wildfire.
- Water Quality & Erosion - Use drainage swales, holding basins and similar best management practices to ensure runoff from developed areas does not degrade quality of water in adjoining streams and lakes.
- Hazards and Sensitive Areas – Avoid development in hazard areas, including floodplains and on steep slopes. Minimize impacts on wetlands and other sensitive natural environments.
- Protection of Water Quality – Use of land adjoining waterbodies should be designed to minimize impacts on water quality. Actions to achieve this goal include minimizing removal of natural vegetation along the majority of the edge of lakes, streams or wetlands, to keep lawn chemicals, silt, and septic effluents out of the watershed, to inhibit bank erosion and provide habitat for wildlife such as ducks and loons, while also providing some screening of development.
- Building Setbacks from Water bodies (new structures) - Require at least the MSB 75’ minimum development setback from streams, lakes, wetlands and other water bodies; “development” is defined as habitable structures. Non habitable structures, such as boathouses, sheds, decks or saunas can be built within 75’ of lakes and streams, but these improvements should be designed to have minimal environmental and visual impact on the adjoining waterway.
- Building Setbacks From Water bodies (existing non-compliant structures) – For buildings developed after the date (1987) of the setback ordinance (Chapter 17.55 of the Borough Code of Ordinances) and prior to the adoption of the Borough’s land use permit (2007), special consideration should be given, in keeping with state statutes, to approving setback violation appeals caused by inadequate information and communication of that information to property owners. This is not advocating blanket approvals of setback violations but rather that leeway be given to approving violations that have no adverse impact on

surrounding properties and water bodies, and which occurred as honest mistakes and not as overt violations of the criteria by people who knew or should have known better. The plan recommends these approvals contain restrictions on expanding the encroachment or rebuilding a destroyed structure. However, all requests for variances, must be considered in accordance with Alaska Statute 29.40.040(B).

- Building Height – Establish a policy that prevents building rising to heights that create serious and detrimental impacts to the community relating to visual quality of the surrounding neighborhood. (Note: in general, fire standards for locally available equipment argue for not allowing buildings over 3 stories in height.)
- Commercial Uses/Home-based Businesses in Predominately Residential Areas – The plan supports a variety of home based businesses and residential-compatible commercial uses in predominately residential areas, but encourages these uses to be designed to not impact neighbors. Subdivisions can address this to some extent through protective covenants. Guidelines for home-based businesses and other commercial activities in predominately residential areas include:
 - Discourage high-volume or high-traffic activities; businesses should not create nuisances of excessive people and vehicle traffic
 - Minimize the offsite evidence of business operation - noise, smells, litter, odors, and public safety calls
 - Use special screening and wider setbacks to reduce visual impacts of business operations on surrounding residences.
 - Screen dumpsters, service entries
 - Avoid using bright lights that wash onto adjoining properties
 - Use unobtrusive signage.
- Trail Reservations on Private Land – To the greatest degree possible, reserve for public use all important existing community trails crossing private land when that private land is subdivided. This can be done through the “open space subdivision” policy outlined below. Trails may be reserved along traditional routes, or moved to new locations within the parcel.
- Conservation Subdivisions – Conservation or “open space” subdivisions preserve the land’s natural features by allowing flexibility in lot boundaries and lot sizes. This approach should be available in Big Lake, but is not required. Under this approach, lots are designed to respond to the specific character of the individual parcels. This in turn allows better protection of streams, wetlands, trails or other natural features. Flexibility in the layout of subdivisions is one important way to retain lands identified on the green infrastructure map.

Figure 6. Conservation Subdivision



The above example of a conservation subdivision, reprinted from the National Lands Trust, is called Plumsock at Williston in Pennsylvania. It features an overall density of 0.57 units per acre, with an average lot size of 0.5 acres. Seventy percent of the subdivision (50 acres) consists of wooded open space with ponds and streams.

- Signage – Allow adequate signage for businesses to succeed, at same time, limit the size and guide the character of signs to maintain community’s visual quality.
- Lighting – Maintain dark skies by encouraging downward directed lighting; minimize glare of lighting onto adjoining properties. Discourage glaring into adjoining or surrounding properties.
- Underground Utilities - Underground utilities are recommended for all future development in the Big Lake community – discuss with community; this issue is likely adequately addressed under existing MSB policy.
- Vegetation Buffers in Residential and Highway Oriented Commercial/Industrial areas. Commercial and Industrial development should have some visual buffering between the development and the highway to be aesthetically pleasing. To accommodate the need for marketing visibility and screening from the roadway for some commercial businesses; a goal might be 25% screening vegetation, but with ability to modify requirements depending on the need for exposure to the public.
- Airport-Industrial – the plan identifies two public airports: the existing facility on the east side of Big Lake, and the area identified for a major future float plane airstrip at 7-Mile Lake. This area, located in the southern portion of the community council area, was designated for this future use in the Borough’s adopted aviation plan. General guidelines for the use and development of these areas include:
 - Plan airport use and future residential uses in the vicinity of the airport to minimize conflicts and safety issues. For example, identify and maintain safe approach paths for air traffic.
 - Promote small airport and airport-related commercial and industrial activities.
 - For the existing Big Lake Airport, retain and enhance options for moving float planes safely and conveniently between Fish Creek/Big Lake and the Big Lake Airport.
- Neighborhood Road Development and Accessibility to Lots – Under MSB policy, property may be subdivided without legal road access (e.g., with waterfront access only) if the property is located in remote areas well off the road system, in areas that are only sparsely populated. In the past portions of Big Lake met these criteria. Today, while the area is no longer sparsely populated or remote, there are many subdivided lots in the community without road access, including lots as small as 10,000 SF or less.
- Establish Community-Wide Development Guidelines:

Highway–Oriented Commercial and Light Industrial Uses

- a. Highway-oriented commercial/light industrial uses are encouraged in two areas: the area around the existing airport and the area southwest of Big Lake that ultimately will be the junction of two major regional roads; the future upgraded Burma Road (at the current fire-break road) and Susitna Parkway.
- b. Industrial uses in predominantly residential areas is discouraged. To maintain the quality of residential areas, industrial uses should:
 - i. Not be harmful to public health, safety and general welfare
 - ii. Minimize negative impacts on surrounding land uses from excessive traffic, noise, odors or lighting

- iii. Provide visual screening, vegetation buffers or wider setbacks to reduce visual impacts of industrial operations on surrounding uses.
- iv. Protect the natural environment and the integrity of the surrounding area
- v. Obtain all necessary local, state and federal permits.

Big Lake is now a much more developed area than in the past, and continues to grow, with many new homes being built. The need for adequate road access for fire fighting access, public health and safety issues, school bus access, and the overall demands of a growing community imposes an increasing need for improved road access to those roadless properties that physically can connect into the local road system. The plan recommends a policy to expand the local road system to serve these properties. See transportation chapter for more details.

In this same spirit, the plan recommends that roads in future subdivisions be paved. While increasing the upfront costs of development (and in turn, increasing housing costs), this policy greatly reduces ongoing costs for road maintenance. Studies in several Alaskan communities have found that average road maintenance costs are 10 times higher on dirt or gravel roads than on paved roads.

Strategy 5: Investigate and Address the Impacts of Small Lots and Water Quality

Background

The size of residential lots has a major impact on a range of issues in Big Lake, including protection of rural character, cost of infrastructure, availability of public open space, and the reliance on on-site water and wastewater systems. The community needs to further examine this important, complex issue.

For most of the Big Lake area today and into the foreseeable future, water supply and sewage disposal requirements will be met with on-site systems (septic tank treatment and drain fields, and private water wells). These systems provide an affordable and effective way to provide for water and wastewater needs, if certain conditions are met. Current Borough standards require a minimum lot area of 40,000 square feet, of which at least 20,000 square feet have to be sufficiently well drained to accommodate a working septic system. In addition, the Borough requires a minimum setback of septic tanks from water, and from adjoining water wells.

Many lots in Big Lake were subdivided before these lot size and water quality rules were established or regularly enforced. As a result, a number of existing well and septic systems do not comply with current standards, and a large number of existing lots in the Big Lake Community are too small to sustain conventional on-site septic and water supply systems (Big Lake has over 1100 lots that are 20,000 square feet or smaller). This issue is made more challenging because many parcels in the area have high water tables.

In addition to water quality issues, lot sizes contribute to the rural and rustic, open space atmosphere of the Big Lake area, which residents enjoy and want to maintain. At the same time large lot residential development can increase infrastructure costs, by spreading out development and requiring longer roads, higher costs for busing students, and higher costs for providing fire and

police service, and telephone and electricity. Smaller lots and public water and sewer will likely be needed in areas such as the town center district where clustered walkable development is desired.

Defining the Issue

There are four key issues to address regarding small lot parcels:

- Impact of on-site water and wastewater systems, which can present a health and safety issue.
- Impact on surface waters (lakes and streams) - also a health and safety issue.
- A lack of road access presents an increased fire and safety danger to all property owners. This concern affects both small and large lot properties that lack legal road access.
- Meeting the intent to maintain a rural character

Recommendations

- Encourage the Borough to develop a straightforward, inexpensive and streamlined platting process to expedite combining multiple adjacent lots into a single lot. One option would be to hold a special mass replatting session, arranged by MSB staff explicitly for this purpose, taking place at Big Lake.
- For small lots that have already been developed – the plan recommends implementation of a monitoring program to assure safe drinking water and pollution prevention standards are being maintained. Where feasible, the plan encourages undersized lots to obtain additional land area to come closer to conforming to minimum lot size standards. The need to implement a rigorous monitoring program to assure safe drinking water and prevent pollution can not be overemphasized for these small lots. Standards set by the State drinking water and wastewater standards need to be rigidly enforced. Gray-water systems that discharge directly into water bodies should not be allowed.
- For small lots that have not yet been developed and are not able to increase the lot size – the plan recommends implementation of a permitting program to approve the design and installation of on-site treatment and water supply systems appropriate for the lot size and soil conditions to assure healthy water standards. Several alternative technologies are available for treating wastewater. For example, Advantec systems offer a higher level of treatment than standard septic tanks. Other options include so-called cluster systems that collect and treat effluent at a neighborhood scale.
- In more densely populated areas, explore options to create community and/or neighborhood sewage treatment and water supply systems. Encourage certified neighborhood systems in new higher-density residential or industrial/commercial developments.

Strategy 6: Regulation and Enforcement Issues

No one likes to have their own lives constrained by regulations. One of Alaska's attractions is the absence of annoying rules and regulations common in other parts of the country. At the same time, most people have experienced or seen behaviors that cross the line, that create unnecessary impacts on neighbors, the community or the natural environment. So, as one community member said, what we need is "a few good rules, well enforced".

This section offers general suggestions on finding the right balance between helpful versus unduly constraining regulations and enforcement. More discussion is needed on how to proceed on this topic in Big Lake.

- Land Use Permit – Prior to development, the Borough now requires owners to get a Borough land use permit. This includes a packet with all the information needed for a person to comply with requirements and regulations.
- Survey – Many buildings in Alaska have been constructed with inadequate information about property lines and required setbacks. The results can be serious, for example, when buildings are determined to have been constructed too close to or even crossing a property line. Currently the land use permit process above does not require submission of a survey of the property boundary. In the future the community may wish to encourage or require submittal of a plot plan prepared by a licensed land surveyor showing lot lines, existing and proposed improvements, and relationships to required setbacks.
- Fire code requirements – Currently the only building code requirements that apply to Big Lake are the state fire code regulations. The Horseshoe Lake area is a designated Firewise area; more discussion is needed to determine if the whole community should adopt these standards.
- General Enforcement of Existing Regulations – The State and the Borough both have policies controlling water and wastewater systems, setbacks, and other land use issues. Many of these policies are enforced only loosely; because of limitations in the capacity of State and Borough enforcement staff and because of Alaska's traditional lack of enthusiasm for government regulation. Big Lake, like many rural communities in Alaska, is continuing to grow. This growth is impacting neighbors and the natural environment. Big Lake needs to determine how actively it wishes to see existing (and new rules) enforced.

CORDOVA COMPREHENSIVE PLAN UPDATE

Proposal for Professional Services from Agnew::Beck Consulting, LLC



Submitted to:

Samantha Greenwood
City of Cordova
PO Box 1210
Cordova, AK 99574
planning@cityofcordova.net

5.22.2013 – *Revised and Resubmitted March 3, 2014*



**AGNEW
::BECK**

Agnew::Beck Consulting, LLC
Principals: Chris Beck and Thea Agnew Bemben
441 West 5th Avenue, Suite 202
Anchorage, Alaska 99501

Phone: 907 222.5424
Fax: 907.222.5426
E-mail: shelly@agnewbeck.com
Web: www.agnewbeck.com

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I. NOTE REGARDING REVISED PROPOSAL

This revised proposal represents an updated scope of work and cost estimate based on discussion with the City of Cordova City Council, Planning and Zoning Commission Members, and Staff during the December 3rd, 2013, Cordova Comprehensive Planning Training, in Cordova. This document also represents a summary of a post-Comp Plan Training debrief held with City Planning Staff after December 4th, 2013, with some additional fleshing out by Agnew::Beck. The revisions represent additions and modifications to the framework Agnew::Beck submitted in our original proposal, dated May 22, 2013; most notable, are additions to the public participation components of our scope of work, with some refinement of the “key issues” section. More significant revisions are noted in **red font**. The revised cost estimate reflects additional resources needed to complete key tasks, including an estimate of City Staff time needed to ensure completion of each task and quality work products. No revisions have been made to the “Section 4 – Qualifications + Experience”.

2. SCOPE OF WORK

Approach

This section outlines our proposed scope of work to update the comprehensive plan for Cordova. Before presenting the specifics, below are a few general guiding principles based on our experience working on other comprehensive plans.

- Give the public a major role in shaping the plan. Take advantage of public knowledge and previous work; recognize that broad support is necessary for plan approval and implementation.
- Provide good information. Controversy often is resolved by replacing speculation with facts. Emphasize use of maps, photos and graphics. Help people to see their community with fresh eyes.
- Start fast and maintain a brisk pace. Plans often are too slow and measured at the beginning, and then rushed at the end. Aggressively identify specific issues early in the process to awaken public interest and give the plan focus. Develop goals and strategies early in the process, even if they are later revised, to generate public response and identify tough issues in time to develop workable solutions.
- Arrange for multi-day work sessions. We have learned that concentrated sessions can be very valuable, often more so than the same amount of work spread over several months.
- Be visionary and practical. Help people to think broadly and long term; at the same time, focus on plan implementation from the beginning of the process.

Key Issues

Below is a preliminary list of key issues and questions likely to be the focus of each section update based on the existing Comprehensive Plan and the firm’s knowledge of Cordova and the Prince William Sound Region.

Section 1 – Economic Development

- What are Cordova’s unique economic strengths; what market opportunities are most viable for expanding the local economy?
- How can the community strengthen and diversify its economy while maintaining local values?

- What actions can be taken to stabilize or reverse the slow steady decline in community population?
- What role if any can the City play in encouraging economic growth?
- How can Cordova better position itself as a regional hub, educating, training and supporting Cordova residents as well as surrounding communities?

Section 2 – Land Use and Environment

- What new land use policies may be needed to help the community meet goals for quality of life, for economic development, for environmental protection?
- What are the advantages and disadvantages of different locations and densities for future growth?
- How will land use decisions affect the cost of community services and facilities, such as energy, snow storage and removal, and transportation?
- Which combination of economic development, environmental protection, and recreation activities would be most suitable for Cordova's waterfront?

Section 3 – Parks, Recreation and Open Space

- What is the current condition of Cordova community parks and recreation facilities? Who maintains these facilities?
- Which facilities are used most often/the least and why? Who uses them? What do they do?
- What is the demand for additional parks and recreation facilities and opportunities?
- What is the status of access points for key parks/recreation facilities and open space? Who maintains these access points (i.e., who owns the land)?
- Which access points are used most often/the least and why? Who uses them? What are they gaining access to and what are they doing?
- What is the demand for improved and/or additional access points?

Section 4 – Public Services and Facilities

- What is the status of key community services and facilities: police, fire, water and sewer, parks and recreation, waste disposal, education? Is there a near and/or longer term need for significant changes, upgrades or investments in these programs?
- Are City revenues for key services keeping up with required costs?

Section 5 – Transportation

- Does the existing transportation system meet the needs of current and proposed land uses?
- Which road projects are underway and does the City have a set of objective criteria for prioritizing transportation projects?
- What roads, trails or other transportation solutions are needed to support the need for economic development, and for well-connected neighborhoods and an attractive community center?
- What waterfront infrastructure improvements (e.g. better, more boat ramps, expanded harbor, etc.) would help meet the community's fisheries and tourism-related business activities?

Section 6 – Energy (included as core topic, per conversations with City Planning Staff)

- How will Cordova negotiate the increasingly high costs of living in rural Alaska?
- What types of energy efficiency measures and new renewable energy projects could alleviate the high cost of energy?

TASKS

Task 1 – Start-Up + Ongoing Project Management (April 2014)

As part of a one-day trip to Cordova, our team would work with City staff to:

- Hold initial in-person kickoff meeting with City staff, representatives of City Departments, and the Planning and Zoning Commission, to:
 - Define project goals, expectations, major milestones and schedule.
 - Review the 2008 Cordova Comprehensive Plan and sample products from other communities – discuss potential format and content of final product for Cordova. Examples include the 2009 *Big Lake Comprehensive Plan Update* and the 2010 *City of Dillingham Comprehensive Plan Update*, both of which were developed by Agnew::Beck with the communities of Big Lake and Dillingham.
 - Identify project leadership, existing/potential roles of different community organizations, and specific individuals that may be candidates for content area workgroups (see Task 3 below for more details).
 - Clarify roles of staff and consultant.
- Conduct an in-person Planning and Zoning Commission work session to set up a framework for community participation including (NOTE: Potential public participation tasks are identified in blue font for the remainder of this revised proposal – these are ideas built from the Comprehensive Plan Training and Planning Staff Debrief and are preliminary ideas only.):
 - Identify key people and organizations in the community and region for one-on-one interviews and/or small group discussion;
 - Set schedule for community workshops and completion of plan.

Post-trip, other subtasks would include:

- Compile electronic versions of relevant plans, projects.
- Market the process, goals, outcomes, schedules through community-identified tools including, but not limited to the City website, newsletter, Facebook, scanner.
- Prepare and circulate for City review an initial outline of the comprehensive plan.
- Continued project management throughout the planning process including regular check-ins with City Planning Staff.

Staff Tasks – Create project contacts list; organize initial meeting with subset of key City leaders and potential workgroup participants; organize Planning and Zoning Committee work session; compile relevant plans and projects; advise consultant on other tasks.

Task 1 Deliverables – Clarified project goals, schedules, participants, and products.

Task 2 – Background Research + Preliminary Plan Framework (April to May 2014)

Working with City staff to collect and summarize background information and key plan issues and prepare an initial framework of draft goals and strategies. This task will largely rely on information already compiled in recent City documents. Specific tasks will include:

- Work with Planning staff and the City Planning Commission to document the status of

strategies and projects in the 2008 Comprehensive Plan, and other important plan-related City initiatives.

- b. Work with staff to describe the context for the preparation of the plan, including: social, economic and demographic patterns; history and culture; land use; fiscal issues and other topics relevant to decisions about the area's future. Results of this work will include:
 - Brief written summaries of key trends, with tables on topics like population and employment.
 - City-prepared maps of land ownership, physical opportunities and constraints for development, roads and trails, utilities, community facilities.
- c. Using the material above, prepare a plan background document that includes:
 - a short "state of the City report" – an overview of key facts on the community characteristics.
 - a summary of key planning issues, including community strengths, opportunities and challenges.
 - an initial draft framework of community goals, and strategies to reach these goals, focused on six core issues: **economic development, land use and environment, parks, recreation and open space, transportation, public services/facilities and energy.**

Staff Tasks – Lead role on task 2a and the second portion of 2b; active assistance on other tasks.

Task 2 Deliverables – Background summary document.

Task 3 – Community Interviews, Small Group Discussions + Community Workshop (May to September 2014)

This task will be built around two three-day trips to Cordova, which will start with individual and small group discussions, and culminate in a community public workshop.

Specific steps for this task include:

- a. Staff, working with the consultant, will make arrangements for interviews and informal focus groups, secure a time and place for the workshop, and develop and carry out necessary workshop publicity.
- b. Consultants travel to Cordova, and spend majority of the first two days of the visit conducting face to face interviews with individuals and small groups, to review and refine the background summary document from Task 2. Material from the evolving background document will then be used a starting point for discussions at the workshop. The goal is these groups become a cadre of small workgroups that can work on sections of the Comp Plan Update. With some guidance from Agnew::Beck as facilitators, workgroup members, having on-the-ground knowledge of key issues for Cordova, will refine preliminary issues, opportunities, goals, strategies developed in the background research phase.
- c. Conduct community open house. Activities include:
 - Review of background information: "State of the City" and community maps of facilities, infrastructure, environment, economy;
 - Review and refine critical comprehensive plan issues;
 - Review and refine community vision, goals;
 - Identify preliminary strategies to reach goals.
 - Identify preliminary priority projects.
- d. Staff compiles and post notes from Workshop.

- e. Incorporate notes into initial draft framework and share with Planning and Zoning Commission.
 - Get feedback on direction and who should be on workgroups.
 - Identify workgroup roles and responsibilities.
- f. Complete recruitment and convene workgroups.
 - Review roles and responsibilities.
 - Identify co-leads, two people that City staff and Agnew::Beck can have direct contact with throughout the planning process.
 - Discuss how to integrate existing plans.
 - Review schedule and workgroup deliverables (see Task 4).
- g. The final subtask for Task 3 could include development of a survey tool for assessing community needs and desired goals. The tool could be administered online, via the City website, to relevant stakeholders in and outside of Cordova. An electronic and/or paper version of the survey could be administered at community events. In this way, the survey could help capture feedback from visitors to Cordova.

Staff tasks – Staff has lead role on task 3a and 3d; staff provides active assistance on other two tasks.

Task 3 Deliverables – Community Workshop and notes summarizing community input on plan components (e.g., background information, issues, goals, initial priority strategies). Workgroups in place with specific work plans.

Task 4 – Prepare Full Draft Comprehensive Plan (May to September 2014)

This stage will integrate information from previous steps to produce a full draft of the community plan. Specific steps are outlined below:

- a. Create chapter template with guiding questions re: what we would like to include, need to address in each chapter.
- b. Using chapter templates/with guiding questions, assist workgroups with Comp Plan content development:
 - Conduct at least one work session with A::B assistance to set tone/direction.
 - Conduct a second work session, without A::B assistance and share draft sections with A::B
 - Group leaders – facilitator/scribe
- c. Work with City Staff and workgroups to complete full public review draft of the Community Plan. The draft plan includes:
 - Include background information on trends and issues (from Task 2).
 - Vision, goals and priorities organized by primary subject: land use and environment, transportation and public facilities and services; with a shorter section on other topics: economic development, energy, education, and community wellness (from Task 3).
 - Overall community plan land use map.
 - Initial implementation strategies.
- d. Develop full Draft Comprehensive Plan that includes content from workgroups.
- e. Share full Draft Plan with Planning and Zoning Commission, get their feedback and revise based on that.
- f. Circulate Draft Plan for community review (specifics are outlined in Task 5).

Staff Tasks – Actively assist consultants on task 4a – 4e. Lead task 4f.

Task 4 Deliverables – Draft Comprehensive Plan.

Task 5 – Community Review (October 2014)

- a. Develop guiding questions for staff plan review meetings (see below).
- b. Staff meets informally with community leadership organizations (e.g., Planning and Zoning Commission, Chamber, Native Tribe and Corporation, Copper River Watershed Project) to record suggested revisions to the draft plan, with particular focus on activities, timing and responsibilities for priority strategies and/or projects (i.e., implementation chapter of the plan).
- c. [Circulate draft implementation chapter to workgroup leaders for their feedback. Incorporate comments into revised full Draft Plan.](#)
- d. Facilitate plan review session with Staff and Planning Commission to finalize goals, objectives, strategies, priority projects and implementation chapter.

Staff Tasks – Lead on task 5a and 5b; staff provides active assistance on task 5c.

Task 5 Deliverables – Notes summarizing community input on draft plan.

Task 6 – Revise Full Draft Plan (November 2014)

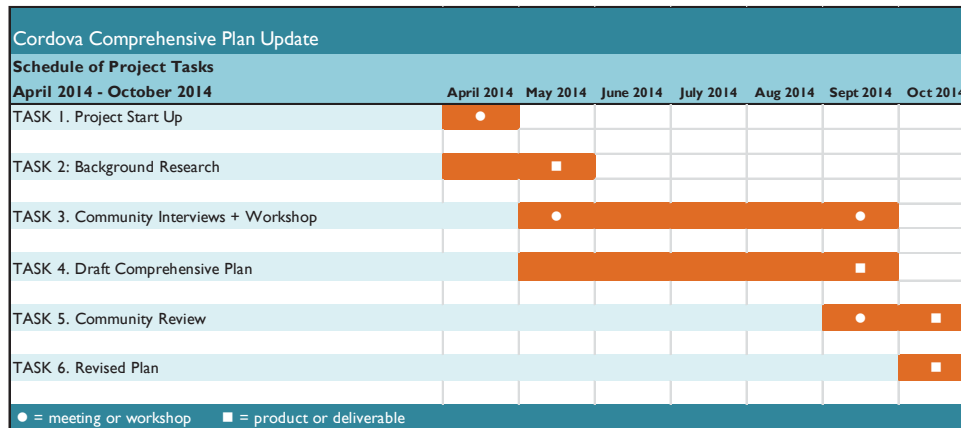
- a. Consultant, working with the staff, will make necessary revisions to the draft plan, and provide this revised version for staff to take through the approval process.
- b. [Post the revised full Draft Plan online and market.](#)
- c. [Present the plan to Planning and Zoning Commission and City Council for appropriate review and approval process.](#)

Task 6 Deliverables – Revised Draft Comprehensive Plan

Staff Tasks – Lead on task 6b and 6c; staff provides active assistance on task 6a.

3. TIMELINE + BUDGET

Timeline



Cost Estimate

Cordova Comprehensive Plan Update - Cost Estimate		Principal		Project Manager		Associate		Total	City Staff*		TOTAL
		hours	rate	hours	rate	hours	rate	Agnew::Beck	hours	rate	w/needed Staff Contribution
TASK 1. Start Up +Ongoing Project Management			\$150		\$115		\$90				
Review goals + requirements for Comprehensive Plan with project manager Set schedule for project; clarify tasks and scope. Identify stakeholders and public engagement plan and schedule.		2	\$300	18	\$2,070	4	\$360	\$2,730	160	\$4,800	\$7,530
TASK 2. Background Research and Preliminary Plan Framework											
Collect information on community and region, including demographic information and maps. Summarize context for plan, including status of previous plan and more recent planning projects. Develop initial plan framework: goals and strategies.		8	\$1,200	24	\$2,760	30	\$2,700	\$6,660	320	\$9,600	\$16,260
TASK 3. Community Interviews + Workshop											
Facilitate community workshop. Refine information on existing conditions in the community. Review and refine issues, goals and strategies.		24	\$3,600	60	\$6,900	4	\$360	\$10,860	320	\$9,600	\$20,460
TASK 4. Draft Comprehensive Plan											
Complete full draft Comprehensive Plan, based on community input. Summarize current and projected conditions of the area. Draft comprehensive plan maps. Circulate draft plan.		4	\$600	16	\$1,840	12	\$1,080	\$3,520	320	\$9,600	\$13,120
TASK 5. Community Review											
Facilitate plan review session with Planning Commission. Finalize goals, objectives, strategies and priority projects.		2	\$300	8	\$920	4	\$360	\$1,580	320	\$9,600	\$11,180
TASK 6. Revised Draft Plan											
Revise plan according to community input. Include Priority Actions list with steps for implementation. Finalize files and materials for output to client.		2	\$300	32	\$3,680	16	\$1,440	\$5,420	320	\$9,600	\$15,020
Travel **								\$2,540			
Expenses ***								\$1,500			
TOTAL		42	\$6,300	158	\$18,170	70	\$6,300	\$34,810	1760	\$52,800	\$83,570
EXCLUSIONS + TERMS											
*Staff Time - Assumes two staff people, City Planning and Planning Assistant, are working on the Comprehensive Plan Update a minimum of 20 hours/week and sometimes full-time (40 hours/week), April through September 2014.											
** Travel - Three roundtrips: 1) For one person from Anchorage for one-day City work session; 2) for two people for two-day community interviews and small group discussions; and 3) for two people for two-day community workshop and staff debrief.											
*** Expenses shown include costs for phone and related equipment and services required in the normal performance of the contract. Costs to prepare informational, advertising or meeting materials are included in this budget; however, costs for large volume printing, mailing or otherwise distributing these materials, or for paid advertising or other public notices, are not included in this budget and would be paid for directly by client, as needed. All final reports, drawings, maps, graphics, plans, and similar final documents prepared by Consultant in providing its services will become the property of the Client. The Client can use the aforementioned documents and products during this specific project or as part of subsequent related work in the future. The Consultant, who will contribute											
This estimate is good for 90 days from the date of the estimate.											

4. QUALIFICATIONS + EXPERIENCE

Firm Overview

Agnew::Beck is a multidisciplinary consulting firm based in Anchorage, Alaska. We are skilled in analysis, policy development, planning, public engagement, and project implementation. Since 2002, we have helped our clients strategically respond to challenges and opportunities to achieve their goals. Our team is committed to effective and efficient project management. We work to build healthy communities locally, regionally and statewide.

Our firm's areas of specialty include:

- Land Use and Urban Design
- Master Planning and Site Design
- Communications and Public Engagement
- Economic Development
- Tourism, Recreation and Open Space Planning
- Fundraising
- Graphic Design and Visual Communication

By combining creativity and vision with practical implementation, Agnew::Beck helps clients accomplish short-term objectives and set out a clear path for long-term success. We are committed, passionate, and practical partners, working together to identify and tackle the most important issues with smart, effective solutions. “Engage, Plan, Implement” is our approach to helping people, places and organizations get beyond ideas and issues, and make things happen.

Team Member Bios

Chris Beck, AICP (Principal-in-Charge) is a land use planner with more than 30 years of experience specializing in land use planning, tourism and recreation, regional economic development, site planning and public participation. He co-owns and manages Agnew::Beck. His work includes overseeing Agnew::Beck's capable staff and helping to manage a range of specific projects. Chris's overarching skill is the ability to forge shared goals and actions from diverse viewpoints, for example, finding the balance point between what a community wants and what it can afford, or between the desire to grow and the desire to protect what is special about a particular town or trail or bay. Chris has worked on a number of projects in Cordova and Prince William Sound, including the Cordova Tourism Plan. He has lead comprehensive planning efforts across the state including Big Lake, Palmer, Talkeetna, Bethel, and Dillingham, and tourism plans in Wrangell, Yakutat, McCarthy and Bristol Bay.

Shelly Wade, AICP (Managing Associate + Project Manager) uses her natural facilitation skills to develop strategic plans for better communities, sustainable economic practices and a healthier environment. A lifelong Alaskan, Shelly was raised in North Pole and enjoys managing planning projects in remote regions. Whether working with municipalities, tribal entities or development organizations, she teases out tangible actions and rallies around shared attainable goals. Shelly applies her experience as a well-traveled facilitator and energetic planner to help guide Alaskans to cultivate healthier communities, smart policies and goal-oriented networks. Shelly has also managed and worked on a number of projects in Cordova and Prince William sound including, the recent effort to create a vision and planning alternative for the South Fill Commercial Area in Cordova (City of Cordova), the Chugach National Forest Plan Revision (U.S. Forest Service, Chugach National

Forest), the Cordova All-Terrain Vehicle Management Plan (U.S. Forest Service, Chugach National Forest), the Prince William Sound Comprehensive Economic Development Strategy (Prince William Sound Economic Development District). Shelly has also successfully managed other comprehensive planning projects around the state, including the award winning *2009 Big Lake Comprehensive Plan Update*. Shelly and her colleagues at Agnew::Beck, along with the Big Lake Community Council and the Mat-Su Borough Division of Planning, received an award from the Alaska Chapter of the American Planning Association for “Best Comprehensive Plan”.

Meghan Holtan (Planning Associate) makes projects happen. From organizing large youth circuses to improving bicycle infrastructure, she knows how to outline the steps to get the right people to the table to get the plan on the ground. After many years of running a small arts business, Meghan returned to school to earn a master’s degree in environment science with a concentration in environmental and community planning. She worked as a research assistant for the Honeywell community planning group to help members understand options for reuse of one of the most polluted landscapes in the country. She enjoys deploying GIS for research and community development; while in Syracuse she created the maps for the Syracuse Bike Plan. Since joining Agnew::Beck as a summer intern in 2010, Meghan conducted a commercial gap analysis, and inventoried and mapped existing recreation amenities for the Yakutat Sustainable Outdoor Recreation Action Plan. She is currently assisting with the Chugach Forest Plan Revision public and youth engagement process as well creating maps for the Aleknagik Comprehensive Plan Update. She has traveled extensively in Alaska working with youth from Camp Sivunniigvik outside of Noorvik to charter schools in Anchorage.

Relevant Projects

Agnew::Beck Consulting, LLC, has worked to create livable, vital communities all over Alaska, from remote rural villages to urban neighborhoods. We understand that Cordova is in a state of economic and social transition. Agnew::Beck specializes in crafting solutions that are sustainable at the community level, respect the unique qualities of particular places and find common ground between diverse viewpoints. Outlined below are summaries of several representative Agnew::Beck community planning projects.

Big Lake Comprehensive Plan Update – Big Lake, AK: Mat-Su Borough, 2007-2009 *Awarded “Best Comprehensive Plan” by AK Chapter of the American Planning Association (Nov 2012)*

In 2007, The Matanuska-Susitna Borough teamed with Agnew::Beck to update Big Lake’s 1996 Comprehensive Plan. Big Lake’s residents, landowners and other stakeholders were well-represented in this highly participatory comprehensive planning process which included regular meetings of the Big Lake Planning Team, public workshops, and the creation of planning work groups for specific key issues that have emerged through the process. These work groups were created partly in response to the challenge of working with a 40-member Planning Team. Smaller work groups resulted in a more focused forum for creating practical, locally driven solutions to specific issues. The work groups not only shaped the Comprehensive Plan, but also ensure the successful implementation of the plan’s recommendations.

Agnew::Beck created a project webpage used by Big Lake community members to learn about the plan, upcoming meetings and to submit comments. The Planning Team also engaged area youth in planning for the future of their community. Agnew::Beck’s desire to innovate, and tailor plans and products to communities, resulted in a few new methods of comprehensive planning. In order to help folks better understand and visualize the overall concept and concepts of the Comprehensive

Plan, Agnew::Beck designed a user-friendly, graphically based “guidebook” to illustrate the issues, goals and processes of Comprehensive Plan. Another innovative step in the process included an “experts” session which matched a panel of local experts with the work groups to share local and professional knowledge about issues affecting Big Lake (lake shore restoration, fire prevention, fish and wildlife habitat and transportation projects).

Reference: Frankie Barker, Matanuska Susitna Borough Environmental Planner 907.746.7439

Team members: Shelly Wade, Chris Beck

Hillside District Plan 2006-2010

The Hillside District Plan focused on land use and infrastructure strategies in an area with 20,000 residents in the southeastern quadrant of Anchorage. The central challenge of this project was to provide opportunities for continued growth in an area with significant physical constraints, and where residents and landowners are strongly inclined to maintain the area’s traditional low density rural character. Trail and open space issues were a major focus. Agnew::Beck’s role in this multi-year, multi-million dollar project was extensive. It included managing the land use component of the project and guiding the work of subcontractors in six topic areas to create an integrated set of policies on land use, open space and recreation, drainage, roads and trails, public water and sewer, and onsite wastewater. Agnew::Beck was also responsible for the plan’s extensive public outreach and participation program, intended to gain the trust and support of residents in an area of Anchorage that tends to be suspicious of Municipal plans and projects. The final plan included strategies to reserve traditional trails, create new trailheads while satisfying grumpy neighbors, improve access to the adjacent Chugach State Park, and raise funds for trail construction and maintenance. Trail planning was integrated with a broader “built/green infrastructure” strategy, which combined the functions of open space corridors wherever possible to support trails as well as drainage, aquifer protection and habitat goals. This plan was unanimously adopted by the Anchorage Assembly in April 2010.

Reference: Tyler Robinson, formerly with the Municipality of Anchorage, now with Cook Inlet Housing 907. 793.3000.

Team member: Chris Beck

Aleknagik Comprehensive Plan

Agnew::Beck worked with Aleknagik residents to update their Comprehensive Strategic Development Plan. Meetings with the planning team surfaced village issues that became the foundation for the initial draft of the plan. The draft plan was available for community review and comment during the community workshops. The plan outlines the values of the community and enabled residents to agree on actions to guide local and regional governing organizations into the future. With the plan, the community gained greater control over its destiny and a stronger position from which to work with outside parties. The Comprehensive Plan aims to increase the odds that children can find decent work and continue to live in their home community so Aleknagik can sustain cultural traditions, subsistence, history and culture, while improving community facilities and services and finding better ways to communicate and make community decisions.

Reference: Patty Heyano, Bristol Bay Native Association, 907.842.5257.

Team member: Chris Beck

Meadow Lakes Comprehensive Plan and Special Use District

Agnew::Beck worked with community of Meadow Lakes in the Matanuska-Susitna Borough in 2005 to develop the Meadow Lakes Comprehensive Plan, which was unanimously approved by the

Matanuska-Susitna Borough Assembly that year. Through the comprehensive planning process, the community recommended creating a Special Use District (SpUD) to implement the vision outlined in the plan. Since then, the Borough has re-engaged Agnew::Beck to facilitate the public engagement process for developing a Meadow Lakes SpUD. Both projects featured a highly participatory process, with a planning team, multiple community workshops, and a project website to track progress and receive comments. The Meadow Lakes SpUD process included a stakeholders meeting in which all major public and private landowners in the area met to share their goals for development. That dialogue helped to shape regulations to support a range of community and individual land use goals.

Reference: Lauren Driscoll, 907.745.9855

Team members: Chris Beck, Shelly Wade

Palmer Comprehensive Plan

Driven by the continuing rapid growth of Palmer and surrounding areas, the community hired Agnew::Beck Consulting (with sub-consultants Land Design North, HDR Engineering and Northern Economics, Inc.) to update its 1999 Comprehensive Plan. Public participation was the key to the success of this planning process in the Matanuska-Susitna Borough. Through a series of public meetings and the use of a Plan Advisory Committee, people were able to establish broad goals for Palmer's future and then help define the right actions to reach these goals. Major challenges addressed by the plan included:

- Revitalizing the downtown, and creating a stronger economic center to the community
- Accommodating growth while maintaining rural lifestyle and an attractive community
- Creating a community-wide trail system
- Guiding commercial development along the Glenn Highway and Palmer Wasilla Highway
- Planning for annexation and community expansion, in particular, for the expansion of water, sewer, police, fire, drainage, and other fundamental community services

The successful response to these issues rested on the open, transparent process that kept the community engaged in the process, responded to specific concerns, and ensured that the final product was widely understood and supported. The Comprehensive Plan was adopted unanimously by the Palmer Planning and Zoning Commission and City Council.

Reference: Sara Jansen, Community Development Coordinator, City of Palmer, 907.761.1315

Team member: Chris Beck

Prince William Sound Area Projects

In addition to comprehensive planning, Agnew::Beck has facilitated community planning projects in and around Prince William Sound including:

- Cordova South Fill Commercial Area Land Use Alternatives Facilitation (Spring 2013, in progress) – City of Cordova
- Chugach National Forest Plan Revision (2013, in progress) – Chugach National Forest
- Cordova All-Terrain Vehicle Management Plan (2010-2012) – Chugach National Forest
- Prince William Sound Comprehensive Economic Development Strategy (2011) – Prince William Sound Economic Development District
- Cordova Tourism Plan (2000) – Chamber of Commerce, City of Cordova, Copper River Watershed Project
- Allison Creek Hydroelectric Project (2011) – Copper Valley Electric Association (CVEA)

**CITY OF CORDOVA, ALASKA
PLANNING AND ZONING COMMISSION
RESOLUTION 14-04**

A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF CORDOVA, ALASKA, RECOMMENDING UPDATING THE CORDOVA COMPREHENSIVE PLAN BY USING THE ATTACHED PROPOSAL FROM AGNEW::BECK TO THE CITY COUNCIL OF THE CITY OF CORDOVA, ALASKA,

WHEREAS, the City of Cordova completed the current Comprehensive Plan in 2008;
and

WHEREAS, there has been much change in the City of Cordova since that time in land use, City facilities and the economy; and

WHEREAS, there have been multiple discussions on updating the Comprehensive Plan at the Planning and Zoning meetings over the last year; including reviewing other plans and receiving a proposal with an outline and process; and

WHEREAS, the Planning and Zoning Commission and Planning staff believes that a current and updated Comprehensive Plan will provide staff, P&Z and the City Council with a tool to help with City planning efforts in the future; and

WHEREAS, the Planning and Zoning Commission recommend to the Cordova City Council that the Comprehensive Plan be updated and that the use of an outside contractor will assist in the process and will create a high quality document; and

WHEREAS, Planning and Zoning and Planning staff would now like to recommend the proposal from Agnew::Beck; and

NOW, THEREFORE BE IT RESOLVED THAT the Planning and Zoning Commission of the City of Cordova does hereby recommend updating the Cordova Comprehensive Plan by using the attached proposal from Agnew::Beck to the City Council of the City of Cordova, Alaska.

PASSED AND APPROVED THIS 11TH DAY OF MARCH, 2014.

John Greenwood, Co-Chairman

ATTEST:

Samantha Greenwood, City Planner

Memo

To: City of Cordova Planning Commission
From: Sam Greenwood, City Planner
Date: 3/5/2014
Re: Recommendation of 2014 Land Disposal Maps to City Council

PART I. BACKGROUND:

2/4/2014 Land disposal maps were discussed at meeting referred back to staff until Harbor Master provides report on North Fill Ramp usage.

The land disposal maps are required be updated annually. At this time P&Z needs to review the updated 2014 Land disposal maps in order to make a recommendation to City Council to accept the land disposal maps.

The map designations, update policy and special circumstance are below. These are also open for discussion if the commissions feel there needs to be adjustments.

Final Map Designations

1. **Available-** means available to purchase, lease, or lease with an option to purchase.
2. **Not available-** once the maps are approved by planning and zoning and city council the identified property is NOT available for sale. A response will be sent to the interested party that this parcel is not available for purchase. These parcels included protected watersheds, substandard lots, snow dumps and other lots used by the city.
3. **Leased** -These lots are currently leased to a business or government entity by the city and are not currently available. We have leases that are short term renewing every two years and others are long term leases with substantial improvements on the property.
4. **Tidelands** – All requests to purchase tideland will be reviewed by Planning and Zoning commission as they are received. Planning and Zoning will make a recommendation on disposing of the tidelands to city council.

Special Circumstances

It is understood that a special circumstances may exist where a letter of interest is receive on a property identified as currently not available but that the planner and city manager believe that letter of interest should be considered by Planning and Zoning. The city planner and the city manager may put the letter of interest on the next P&Z meeting agenda for review and recommendation to city council.

Final Update Policy

Maps will be updated on an annual basis by planning staff, reviewed by Planning and Zoning then recommended to City Council for approval. This update process will begin after the new fiscal year with updated maps being presented to the Planning and Zoning meeting in January.

PART II. GENERAL INFORMATION:

The Harbor Master has reviewed the land disposal maps and concurs with the current designations.

Parks and Recreation would like all parks and open spaces lands to remain designated as city property. Odiak Camper Park was developed with a grant from the Federal government and the State. One of the criteria of that grant was that the property if sold had to remain as a recreational facility, while the city has the right to sale this property the buyer must be made aware of the requirement and understand the consequences of developing the property for another purpose.

At this time Public Works does not find it necessary to recommend any changes to the land disposal maps. They would appreciate the opportunity to continue to provide input on land disposal requests as they come up, especially when it falls under the designation of special circumstances.

Public Safety would like to be consulted as proposals and land disposal occurs as they have been in the past.

Explanation for addition of Property

USS 252 ASLS 2001-5 is the lot that Shelter Cove Camper Park is on. This was coded as a State lot in the GIS therefore it was not addressed in previous reviews of the land disposal maps. I added and designated this property as Not Available as a place holder it is open for discussion.

Some things to consider by map

Old Town Map:

I have highlighted three lots on 5th and Browning near the water tanks. Currently the road is not developed to those lots but the area is fairly flat and could be developed for residential use, while still providing a 2 lot buffer between the water tanks. I would recommend these lots be listed as available.

Whitshed Road Area:

I would suggest we change the extent of this area (map provided in packet) eliminate the showing the water treatment plant and Baler (this site is leased from the state) so that extent can be at a size reasonable to show the ball field and the camper park and the large area that the City owns which is the property with the most potential to be developed.

For the 2013 disposal maps this discussion occurred:

NEW BUSINESS

1) Land Disposal Maps 2013 recommendation to City Council

(Pages 2-16)

Samantha Greenwood wanted a discussion about the difference between "City" and "Not Available". **Bailer** asked for clarification. **Pegau** explained that some lots are designated as "City" and some lots as "Not Available". **Reggiani** wanted to know if any of the forest green that's labeled "City" on the map was "Available". **Sam** said that's what they needed to define. An example was the North Fill and if they were going to keep that for boats how is that different than a City building? **McGann** said it would be clear to call that "City" since it's going to be developed into Harbor storage. **Reggiani** asked them to think about going the other way with all "City" property just being "Not Available". **McGann** clarified that people could still come in under special circumstances to request to purchase "Not Available" property. **Reggiani** explained that they were discussing Land Disposal Maps and that any other title than "Available" or "Not Available" would confuse the issue. **Greenwood** asked if there was any way of an outsider knowing if a "Not Available" lot was being used by the City. **Sam** said that they could submit a letter of interest. After a lengthy discussion, a decision was made to change "City", "Snow Dumps" and "Not Available" to "Not Available". ATS "Tidelands" will be labeled as "Tidelands" now so it's clearer to potential buyers or lessees. Another subject that came up was only allowing people to request to re-designate areas from "Not Available" to "Available" once a year but after a lengthy discussion, it was decided that the current process of allowing people to request to re-designate at any time of the year was more beneficial to Cordova and public notice is part of the process. **Reggiani** wanted to discuss the Ocean Dock Area. He said it came up at their City Council meeting and they were talking about the CIP list, or basically the project request list that the City takes down to the legislature and lobbies for State money to come in. He said that basically the CIP list is a ranking by priority at what our top priorities are. They had a long discussion about a shipyard building and some of the members on the City Council thought that (a shipyard building) really wasn't a City function to build a building and create more City infrastructure and have to staff the building for boat work and stuff like that. Some thought that it should be available for a private entity to come build a building and do whatever. **Reggiani** explained that it's been in some people's thoughts that developing a shipyard area would encourage businesses to come in (fiber glass companies, welders, machinists) and set up shops down there so that when the boats get hauled out they can go to one of the shops. He said, he thought the Planning and Zoning Commission would be ahead of ourselves to change any of these "Not Available" designations to "Available". He'd really like to request that the Harbor Commission take a look at that and if they are really thinking that a City-owned shipyard building isn't the direction they'd want to go to (they'd rather see that privatized) that's won't happen if it's marked "Not Available". **Reggiani** suggests the Harbor Commission look at the maps and make a recommendation as to what they believe is "Available". **Bailer** agreed that the Harbor Commission should make the recommendation since he has been getting conflicting opinions as to which group wants the area and which doesn't. **Pegau** said he thinks that the expansion and a big building was incorporated into a plan, but he may be wrong. He said that they have a really good Harbormaster who's not afraid to handle anything or answer any questions and that he really enjoys working with him. **Pegau** requested clarification about what exactly the Planning and Zoning Commission would like to see from the Harbor Commission: were they in fact asking the Harbor Commission to essentially draw out what the new configuration would look like? **Bailer** said yes. **LoForte** said it would be nice if there was more delineation between short term and junk yard storage. **Sam** said they're working on it. **Baenen** said he definitely wanted to see business promoted in Cordova and he would rather see businesses and companies rather than boat storage any day; more businesses means more people and they're buying houses. He'd like to see land available down there. **LoForte** explained some things that have been kicked around for the North Fill Development Park Area. They are reviewing the best use of the area for a new ramp, electrical hookups and they want to eliminate the congestion by Baja Taco. **Reggiani** said that Council is considering two things: to expand the fill and another was to have a shipyard building. As soon as boats were hauled out they can roll into a building to get fixed. The two ideas are not combined but will be looked at

separately. They are discussing which should be the priority. **Greenwood** stated that he was hoping fill was on the radar as we are running out of flat useable land. It will be money well spent. **LoForte** said that they are putting the new ramp and electrical in this summer to get rid of the congestion by Baja Taco. **Sam** said that we may want to get the land disposal status on the North Fill changed and that she is asking the Harbor to come up with a plan for Lot 3A by Bayside Storage to either utilize it or dispose of it, by possibly making it a standard lot as it is sub-standard currently. **McGann** requested clarification on the breakwater fill area: should be sale pending and the triangular area in front of Trident South should be "Not Available". **Sam** said that it was a bad GIS layer but she will continue working on it. **Pegau** recommended the designation of Shell Beach as "Not Available". **Sam** said she was not sure how to display that as it isn't its own lot but she will work on ATS220 for the next meeting hopefully. **Sam** suggested that Shell Beach be designated as "Not Available" but it may be a better way to say it would be reviewed every time and the answer would be yes or no instead of changing the designation, since it's not a platted piece of property within ATS220.

I have added ATS boundary to the land disposal maps. I left it as an outline versus a filled parcel because of the size of the ATS and the variety of ownership along the land side.

All City property and snow dumps show as not available on the maps.

This is the annual update of the land disposal maps. These changes below were made to the 2014 maps.

1. Lot 2 Block 3 Cordova Industrial Park from sale pending to private. (Tidewater Development Park and Cordova Industrial Map In process of being sold to Dan Nichols)
2. Added and designated as Not Available USS 252 ASLS 2001-5 (New England Cannery Road Map)
3. Changed ATS 220 Parcel A & B to private Ownership (Shoreside lots, Ocean Dock Area Map)
4. Changed Lots 3 and lot 5 Block 2 Southfill Development Park to Private (Roemhildt Purchase).
5. Changed Lot 6 Block 2 South fill Development Park to Sold (sold to Thai Vu and Camtu).
6. Changed Lots 1-4, Block 42 Original Townsite to Private (Americus Purchase)
7. Changed Lot 1 Block 1 CIP from leased to sold (Ocean Beauty)

PART III. STAFF RECOMMENDATION:

The staff recommends that the Planning Commission approves Resolution 14-03 that recommends the 2014 Land Disposal Maps to City Council.

PART V. SUGGESTED MOTION:

"I move to approve resolution 14-03 a resolution of the Planning and Zoning Commission of the city of Cordova, Alaska, recommending 2014 land disposal maps to the City of Cordova's City Council."

5 Mile Loop Area

DRAFT



Note: All proposals for lease
or sale are subject to P&Z and
City Council review and approval

Feet
0 112.5 225 450



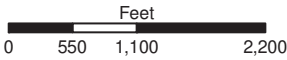
New England Cannery Road

DRAFT



Note: All proposals for lease or sale are subject to P&Z and City Council review and approval

*Land inside ATS 220 Boundary is consider Tidelands



North Fill Development Park

DRAFT



Note: All proposals for lease or sale are subject to P&Z and City Council review and approval

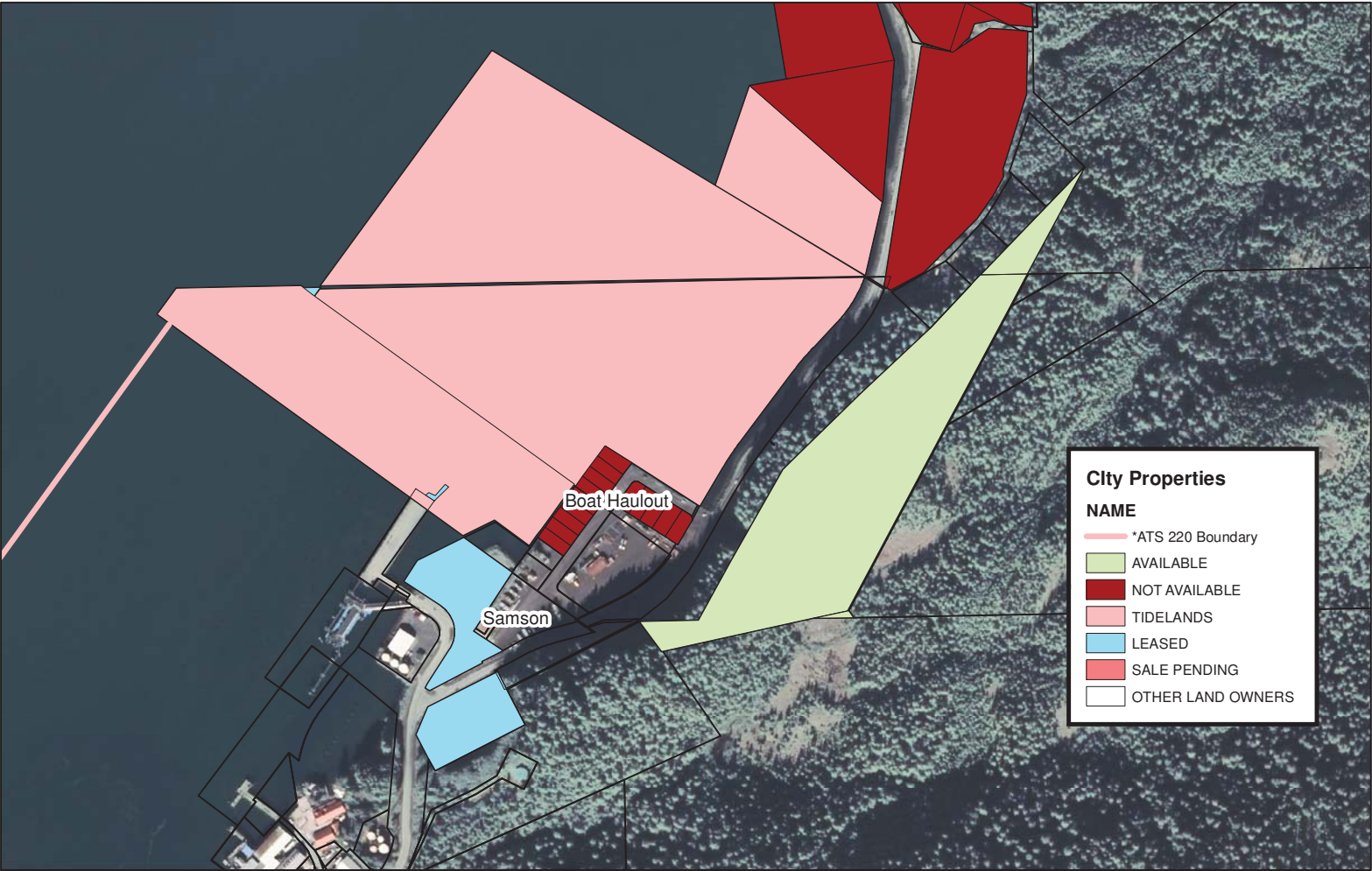
*Land inside ATS 220 Boundary is consider Tidelands

Feet
0 115 230 460



Ocean Dock Subdivision

DRAFT



Note: All proposals for lease
or sale are subject to P&Z and
City Council review and approval

*Land inside ATS 220 Boundary is consider Tidelands

Odiak Park Area

DRAFT



Note: All proposals for lease or sale are subject to P&Z and City Council review and approval

*Land inside ATS 220 Boundary is consider Tideland

Feet
0 175 350 700



Odiak Slough Area



Note: All proposals for lease
or sale are subject to P&Z and
City Council review and approval

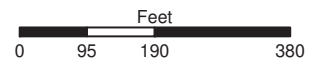
*Land inside ATS 220 Boundary is consider Tidelands



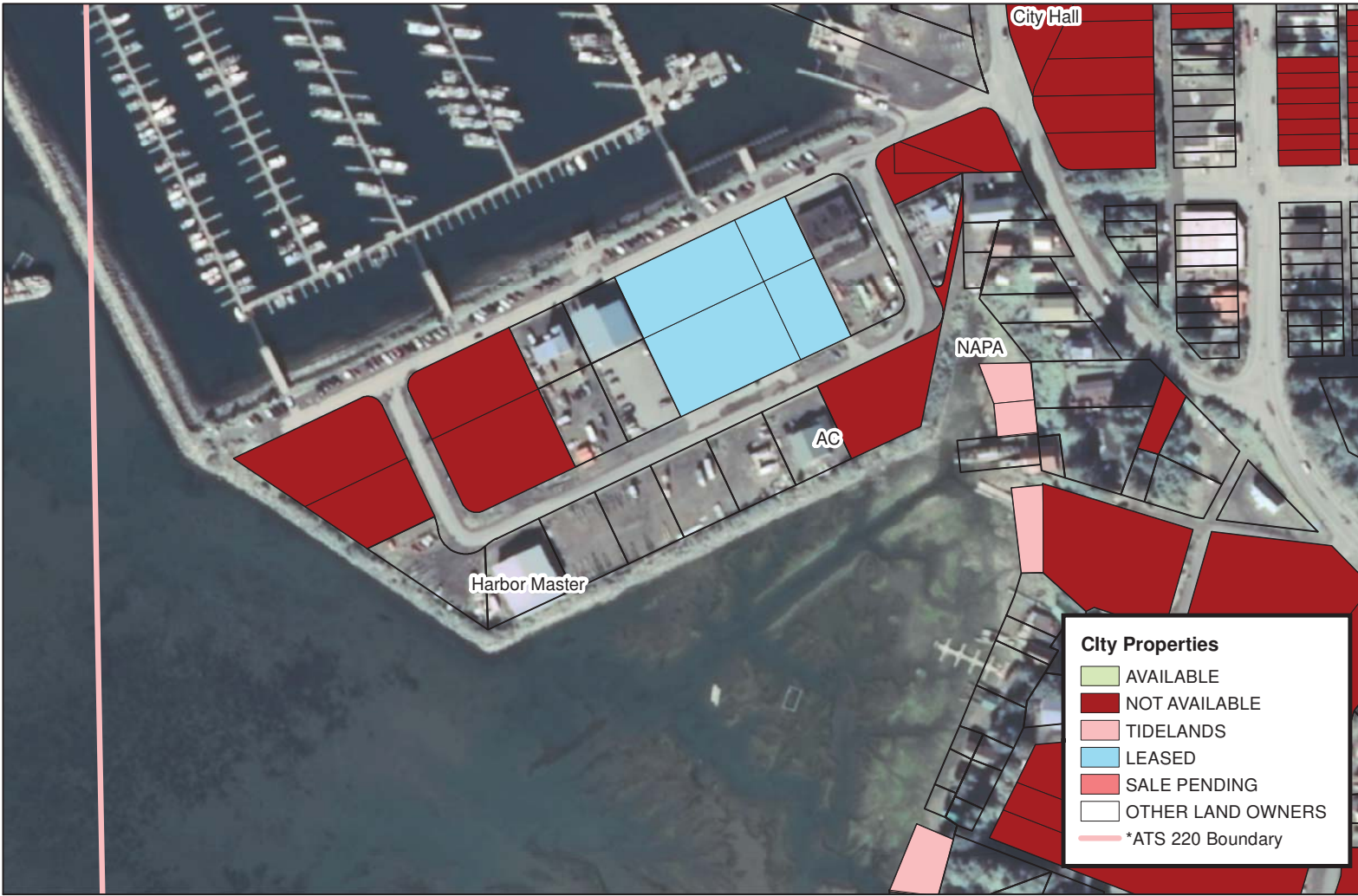
Old Town Area



Note: All proposals for lease or sale are subject to P&Z and City Council review and approval



South Fill Development Park



Note: All proposals for lease or sale are subject to P&Z and City Council review and approval

*Land inside ATS 220 Boundary is consider Tidelands

TideWater Development Park & And Cordova Industrial Park

DRAFT



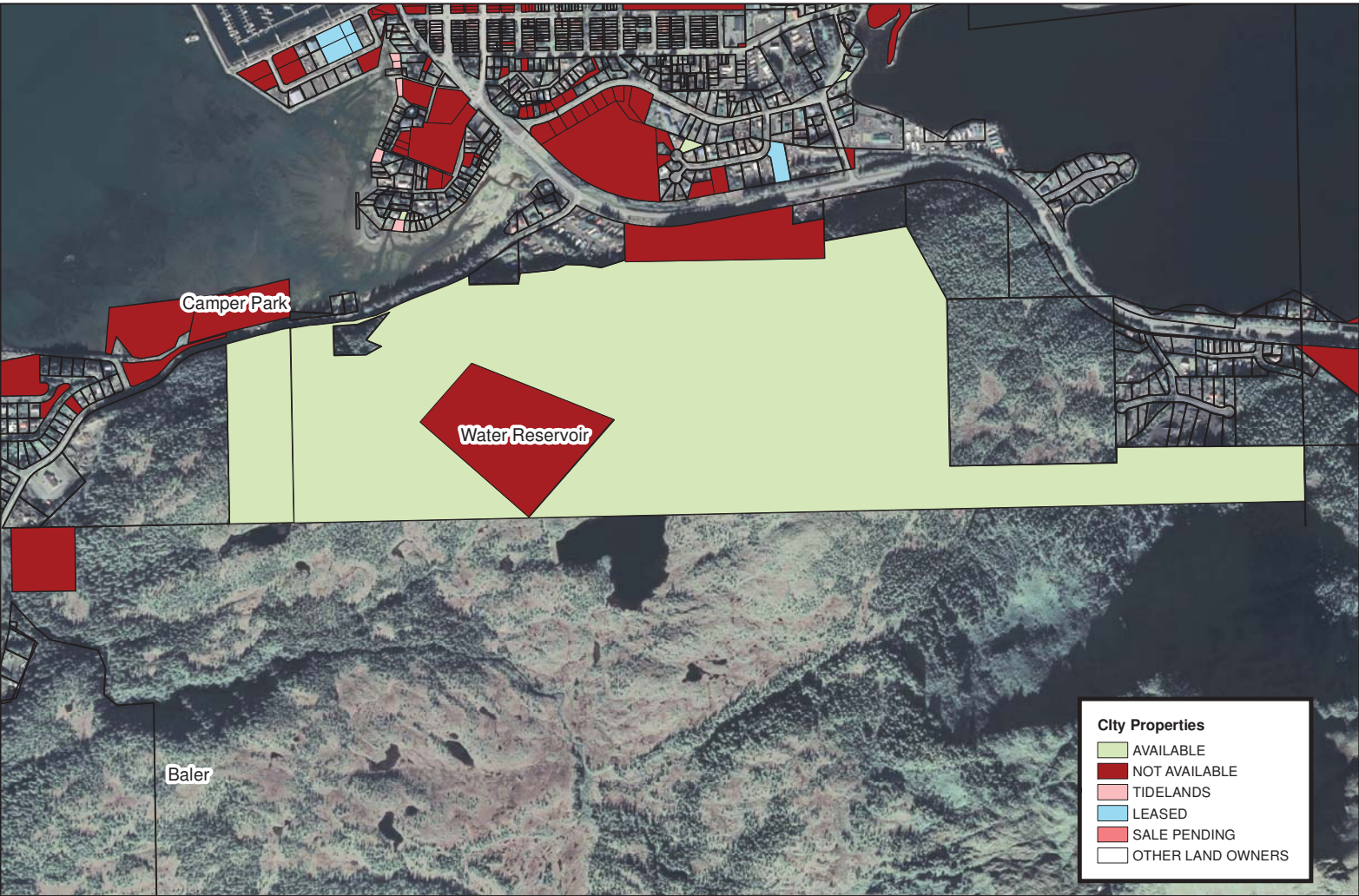
Note: All proposals for lease or sale are subject to P&Z and City Council review and approval

*Land inside ATS 220 Boundary is consider Tidelands

Feet
0 195 390 780



Whitshed Road Area



Note: All proposals for lease
or sale are subject to P&Z and
City Council review and approval

**CITY OF CORDOVA, ALASKA
PLANNING AND ZONING COMMISSION
RESOLUTION 14-03**

**A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF
CORDOVA, ALASKA, RECOMMENDING 2014 LAND DISPOSAL MAPS TO THE CITY
COUNCIL OF THE CITY OF CORDOVA, ALASKA,**

WHEREAS, the City of Cordova's city manager and city planner are directed by the Cordova Municipal Code Section 5.22.040(C) – Application to lease or purchase the city manager shall refer an application from a qualified applicant to the city planner. If the city planner finds that the real property is available for lease or purchase, the city planner shall schedule the application for review by the planning commission not later than its next regular meeting; and City of Cordova's Planning and Zoning Commission directed by the Cordova Municipal Code Section 5.22.040(D) – Application to lease or purchase The planning commission shall review the application, and recommend to the city council whether the city should accept the application, offer the real property interest for disposal by one of the competitive procedures in Section 5.22.060, or decline to dispose of the real property interest; and

WHEREAS, the City of Cordova's Planning and Zoning Commission has determined that updating the initial land disposal maps from the 2006 land disposal committee and annually reviewing and recommending the maps for City Councils approval will enable the city manager and city planner to efficiently determine if land is available for purchase, lease or lease to purchase; and

WHEREAS, the City of Cordova's Planning and Zoning Commission has identified these land disposal maps as the most current and update version of land disposal maps to be used in the land disposal process; and

WHEREAS, having annually updated maps will benefit the citizens of Cordova by providing maps for public review; and

NOW, THEREFORE BE IT RESOLVED THAT the City of Cordova's Planning and Zoning Commission hereby recommends the 2014 Land Disposal Maps to the City Council of the City of Cordova, Alaska.

PASSED AND APPROVED THIS 11th DAY OF March 2014.

John Greenwood, Co-Chairman

ATTEST:

Samantha Greenwood, City Planner

March 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5 City Council Regular Meeting Library Conference Room 7:30 PM	6	7	8
9	10	11 P&Z Meeting Library Conference Room 6:30PM	12 Harbor Commission Meeting 7:00 PM City Hall	13	14	15
16	17	18	19 City Council Regular Meeting Library Conference Room 7:30 PM	20	21	22
23	24	25	26	27	28	29
30	31 Seward's Day City Closed					

April 2014						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 City Council Regular Meeting Library Conference Room 7:30 PM	3	4	5
6	7	8 P&Z Meeting Library Conference Room 6:30PM	9 Harbor Commission Meeting 7:00 PM City Hall	10	11	12
13	14	15	16 City Council Regular Meeting Library Conference Room 7:30 PM	17	18 Good Friday	19
20 Easter Sunday	21	22	23	24	25	26
27	28	29	30			