

Chairman  
Tom Bailer

Commissioners  
David Reggiani  
John Greenwood  
Tom McGann  
Scott Pegau  
John Baenen  
Roy Srb

City Planner  
Samantha Greenwood  
Assistant Planner  
Shannon Joekay

**PLANNING COMMISSION REGULAR MEETING  
SEPTEMBER 10, 2013 @ 6:45 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 and Roy Srb

**3. APPROVAL OF REGULAR AGENDA (voice vote)**

**4. APPROVAL OF CONSENT CALENDAR**

- a. Minutes of 8-13-13 Planning Commission Public Hearing ..... Page 1
- b. Minutes of 8-13-13 Planning Commission Regular Meeting..... Pages 2-8
- c. Minutes of 8-27-13 Planning Commission Special Meeting ..... Pages 9-12
- d. Record Excused Absence of John Greenwood for August 13, 2013 Regular Meeting

**5. DISCLOSURES OF CONFLICTS OF INTEREST**

**6. CORRESPONDENCE**

- a. None

**7. COMMUNICATIONS BY AND PETITIONS FROM VISITORS**

- a. Guest Speakers
- b. Audience comments regarding agenda items (3 minutes per speaker)
- c. Chairpersons and Representatives of Boards and Commissions

**8. PLANNERS REPORT..... Page 13**

**9. NEW/MISCELLANEOUS BUSINESS**

- a. Lot 1, Block 1 Proposal Recommendation to City Council (voice vote)..... Pages 14-42
- b. Preliminary Plat of Block 45 and Block 46, Original Townsite (voice vote)... Pages 43-49
- c. Jim Poor Avenue-Seasonal One Way Street Discussion..... Pages 50-52
- d. South Fill Commercial Area Draft Final Report Review..... Pages 53-208

**10. OLD BUSINESS**

- a. 2014 Capital Improvements List Recommendation to City Council (voice vote) Pages 209-215

**11. PENDING CALENDAR**

- a. September 2013 Calendar..... Page 216
- b. October 2013 Calendar..... Page 217

**12. AUDIENCE PARTICIPATION**

**13. COMMISSION COMMENTS**

**14. ADJOURNMENT**

If you have a disability that makes it difficult to attend city-sponsored functions,  
you may contact 424-6200 for assistance.  
Full Planning Commission agendas and packets are available online at [www.cityofcordova.net](http://www.cityofcordova.net)

PLANNING COMMISSION PUBLIC HEARING  
AUGUST 13, 2013 @ 6:30 PM  
LIBRARY MEETING ROOM  
MINUTES  
**DRAFT**

**1. Call to order**

Chairman **Tom Bailer** called the Planning Commission Public Hearing to order at 6:30 PM on August 13, 2013 in the Library Meeting Room.

**2. Roll Call**

Present for roll call were **Chairman Tom Bailer** and Commissioners **David Reggiani, Tom McGann, Scott Pegau, Roy Srb** and **John Baenen**. Commissioner **John Greenwood** was absent.

Also present was Planner, **Samantha Greenwood** and Assistant Planner, **Shannon Joekay**. There were no people in the audience.

**3. Public Hearing Topics**

- a. Final Plat of Whitshed Road-Mile 4.1 SLUP Lot Subdivision: A Subdivision of Eyak Corporation Lands within USS 5103 containing 2 Tracts
- b. Preliminary Plat of Whitshed Road-Mile 5 SLUP Lot Subdivision: A Subdivision of Eyak Corporation Lands within USS 5103 containing 4 Tracts

**Bailer** stated for the record that there was nobody in the audience for the public hearing as of yet.

**M/Reggiani, S/McGann** moved to recess the Public Hearing at 6:31 PM; with no objection, the meeting was recessed.

**Bailer** stated that the Public Hearing would recess until 6:45 PM.

**Bailer** called the meeting back to order at 6:45 PM.

**4. Adjournment**

**M/McGann S/Pegau** moved to adjourn the Public Hearing at 6:45 PM; with no objection, the meeting was adjourned.

PLANNING COMMISSION REGULAR MEETING  
AUGUST 13, 2013 @ 6:45 PM  
LIBRARY MEETING ROOM  
MINUTES  
**DRAFT**

**1. Call to order**

Chairman **Tom Bailer** called the Planning Commission Regular Meeting to order at 6:45 PM on August 13, 2013 in the Library Meeting Room.

**2. Roll Call**

Present for roll call were **Chairman Tom Bailer** and Commissioners **David Reggiani, Tom McGann, Scott Pegau, John Baenen** and **Roy Srb**. Commissioner **John Greenwood** was absent.

Also present were Planner, **Samantha Greenwood**, Assistant Planner, **Shannon Joekey**, City Manager, **Randy Robertson** and Public Works Director, **Moe Zamarron**.

There were no people in the audience.

**3. Approval of Agenda**

**M/Reggiani S/McGann** to approve the Regular Agenda.

Upon voice vote, motion passed, 6-0

Yea: Bailer, McGann, Srb, Pegau, Reggiani, Baenen

Nay: None

Absent: Greenwood

**4. Approval of Consent Calendar**

Minutes of 7-9-13 Planning Commission Regular Meeting

**M/Reggiani S/Pegau** to approve the Consent Calendar

Upon voice vote, motion passed, 6-0

Yea: Bailer, McGann, Srb, Pegau, Reggiani, Baenen

Nay: None

Absent: Greenwood

**5. Disclosure of Conflict of Interest**

None

**6. Correspondence**

Letter received from Tim Joyce, Acting District Ranger for the Cordova Ranger District suggesting a 50 foot no build buffer between the proposed housing at the Whitshed Road-5 Mile SLUP Lot Subdivision and the Heney Ridge Trail.

**7. Communication by and Petitions from Visitors**

**1. Guest Speakers**

None

**2. Audience comments regarding items in the agenda**

None

**3. Chairpersons and Representatives of Boards and Commissions**

None

## 8. Planners Report

**Samantha Greenwood** stated the new City Manager started yesterday and we had an All Hands Meeting today. Tomorrow the Resource Development Council will be in town. **McGann** wanted to know when the South Fill Final Report would be available and would also like some comments on what the mechanical investigator and **Bob Plumb** the Fire Marshal were looking at. **Samantha** said she hopes the South Fill report would be on the September meeting and that **Shelly Wade** has been on vacation. The State Mechanical guy comes to Cordova every couple years and asks us about building permits. **Shannon Joekay** said that he came to the office a couple times to make sure there were current building permits for the construction he saw around town and to ask which contractor was assigned on the building permits so he could check out their licenses. **Samantha** said that **Bob Plumb** is trying to get to Cordova twice a year and was checking on the canneries and the Coho during this visit. **Scott Pegau** asked about the email that was sent to **Leo Vargas** regarding the snow stops. **Sam** explained that the email had to do with wanting snow stops installed over the stair roofs as that snow had the potential to slide into Prime Select's lot. **Sam** also said that she talked to **Rick Isaac** from Trident this week and he was going to look into it and she will follow up with **Leo** when the fishing season calms down a little bit. **Scott Pegau** also wanted to know about the addressing status. **Sam** said we are still compiling all the issues and working on creating a plan of attack. **Sam** also gave a little more information regarding the Bioswale at the Hospital that **Kate (Morse)** has been working on and that **Kate** is looking into hiring a Project Manager and that the contract will be going out shortly. **Srb** wanted to know if addressing was part of E-911. **Sam** said that it is related but is also a stand-alone project because the City needs to be addressed. **Srb** also asked if there was further discussion with Ocean Beauty regarding their vans sticking out into Jim Poor Avenue. **Sam** said that **Michael (Clutter)** had an engineer looking into what they can do to improve their van situation but also stated that the area is not designed for foot traffic as it is an industrial area. **Reggiani** remembered talking about turning that into a one-way street during the busy season. **Sam** said that we could throw it on next month's agenda as a discussion item.

## 9. New Business

a. Final Plat of Whitshed Road-4.1 Mile SLUP Lot Subdivision: A Subdivision of Eyak Corporation Lands within USS 5103 containing 2 Tracts

**M/Reggiani S/Srb** moved to approve the Final Plat for Eyak Corporation, Whitshed Road-4.1 Mile SLUP Lot Subdivision: A Subdivision of Eyak Corporation Lands within USS 5103, located in Sec. 1, T. 16 S., R.4 W., C.R.M., Alaska.

**Srb** wanted to confirm the driveway easements to the new lots. **Sam** showed the existing easement and the new easement and also explained that all the roads and driveways were on private property and they had no intention to ask the City to take them over. **Reggiani** requested that the maps be in color next time so they are easier to read and to see the lines.

**Sam** said that we would do the maps in color in the future. **Sam** also explained that since these are SLUP (Special Land Use Permit: 99 year leases) lots and the lessees of Eyak Corporation Lands don't pay taxes our tax base is sketchy because of the lack of information. **Shannon** explained that there are no taxes paid on lots that are less than 1.5 acres and that if a lot is greater than 1.5 acres they only pay tax on the amount over 1.5 acres. **Srb** wanted to know if there was a fee for services such as snow plowing or if there was a payment in lieu of taxes. **Sam** said she would look into that. **Pegau** wanted to know if there were any encroachments. **Sam** stated that the surveyor would've drawn any encroachments on this plat. **Pegau** also asked that the two new SLUP lots be renamed since there is already an existing Tract A SLUP lot. **Sam** said she would contact them about renaming the new SLUP lots before the plat gets recorded.

Upon voice vote, motion passed, 6-0

Yea: Bailer, McGann, Srb, Pegau, Reggiani, Baenen



Nay: None

Absent: Greenwood

b. Preliminary Plat of Whitshed Road-5 Mile SLUP Lot Subdivision: A Subdivision of Eyak Corporation Lands within USS 5103 containing 4 Tracts

**M/Srb S/McGann** moved to approve the Preliminary Plat for Eyak Corporation, Whitshed Road-5 Mile SLUP Lot Subdivision: A Subdivision of Eyak Corporation Lands within USS 5103, located in Sec. 1, T. 16 S., R.4 W., C.R.M., Alaska.

**Srb** confirmed that the letter received from the Cordova Ranger District addressed concerns for this agenda item. **Sam** showed the commissioners the area in question. **Bailer** said that he would be in favor of referring this back to staff to make sure the Forest Service and Eyak Corporation can figure out this out (the easement request).

**M/Reggiani S/Srb** moved to refer this agenda item back to staff.

Upon voice vote, motion passed, 6-0

Yea: Bailer, McGann, Srb, Pegau, Reggiani, Baenen

Nay: None

c. 2014 Capital Improvement List Recommendation to City Council

**M/Srb S/Reggiani** moved to approve resolution 13-10 a resolution of the City of Cordova's Planning and Zoning Commission recommending a capital improvement list for FY 2014 to the City of Cordova's City Council.

**Sam** stated she put this as a resolution in the packet since that is a job of the Planning Commission to submit an annual Capital Improvement List and that we have one more planning meeting before it has to go to City Council. **Srb** questioned whether the Parks and Rec Department was interested in land in the avalanche area. **Sam** said they were possibly interested in the paved area as a place to stage the bus and potentially a snack shack area. There are many restrictions to that area. **Reggiani** said that he would like a little more time to think about the CIP list and to possibly come up with some new priorities and projects. **Srb** wanted to know if the Shelter Cove campground was contingent upon the removal of the burn pile. **Sam** said she believed it was not but rather it was that the water didn't have enough contact time before it reached Shelter Cove to make it potable. **Moe** said that at the end of 2014 when all the LT2 modifications have been completed, this would no longer be an issue and all that water would be potable. **McGann** would also like to see the final South Fill Plan and would like a little more time to work on the priorities. **Pegau** would also like to see the other plans such as the Harbormaster Plan to see what items are on their wish lists.

**M/Reggiani S/Pegau** moved to refer this agenda item back to staff.

Upon voice vote, motion passed, 6-0

Yea: Bailer, McGann, Srb, Pegau, Reggiani, Baenen

Nay: None

d. Public Facility Improvement, Solid Waste Plan Recommendation to City Council

**M/Srb S/Pegau** moved to accept resolution 13-08.

**Moe** stated that per our code Planning and Zoning is supposed to review if these projects fit the overall plan and if they are proper for the location. He is trying to come up with a method of approving and questioning plans he brings forward for the City. Planning and Zoning is made up of individuals familiar with construction that could ask technical questions regarding building and design projects. **Reggiani** wanted to know how the process for City improvements started: new projects, significant remodels or improvements. **Moe** referred back to the code and stated that it seems to be very early in the projects that all City departments would notify the Planning Commission. **Reggiani** asked how the building permits and site review process starts for City projects. **Sam** said that, as far as municipal buildings go, there isn't any direction on how to proceed except for referring back to 3.40.080 Planning Commission-Powers and duties-Designated. She stated that we are trying to

establish how to move forward, such as by site plan review. **Reggiani** stated that an engineer should be involved and **Sam** confirmed that an engineer would be building to code; however, we do not currently require a stamped engineering drawing. **McGann** said that if we adopted the IBC it would be included in there. **Moe** said that as far as life and safety goes, **Bob (Plumb)** goes over all the City's plans and usually says that he would not need to be involved, but that he does reviews all the plans for the City. Between **Josh (Hallquist)** and **Moe** all plans for the City get run by **Bob**. **Moe** presented the engineered concept of the new building to the commissioners and wanted to know where the project could get a good thorough review. **Pegau** felt that Planning and Zoning wouldn't be involved with all the equipment purchases because they weren't "buildings". He would be more interested in a site review. He also said that it is not in code to review the structure for our City-owned buildings. **Sam** confirmed that she does not believe it has been done in the past (for municipal buildings). **Pegau** said it should almost be a two-step process: this is what we would like to do and the impact. **Reggiani** said he agreed that there would be two steps: the proposal and then the site plan review including the floor plan and elevations. He would like them to go to the State Fire Marshal to get a stamped review. **Srb** wanted to know how this got so far along with the process. **Moe** explained grants and loans from the Department of Environmental Conservation. He stated there were mandates handed out and money that followed them. **Bailer** questioned why there were no wash down facilities in the proposed building. **Moe** said that it was thought out based on the flow of the workers to get to their break room. **Reggiani** suggested the possibility of making the building bigger could be identified by the Commission. **Moe** said that they are unable to make the footprint any bigger at this phase since it would run into Environmental Protection Agency issues. They are trying to work within a very limited space. He went on to state that if the elementary school playground would've come before the commission that someone would've noticed that it was too low; however, that was handled outside of the City. **Reggiani** explained that would've come as a proposal but then should've also come back for a site plan review. **Pegau** said that he realizes that the commission will see a number of proposed projects that would never materialize but there would still be a benefit and it is necessary. **Moe** said that there is a questionnaire period in which they turn in their first requests for funding which has a couple months waiting period that he can present a very rough idea of the project and the concepts could be evaluated. **Pegau** said that the second stage is the infrastructure or review of the facility. **McGann** wanted to know where the burner would be located. **Moe** said that it is not in this plan. **McGann** also worried about the amount of the repairs to the existing building and that it doesn't seem like it is enough. **Moe** said that he would be able to transfer money from a different line item that is coming in lower than expected. **Reggiani** stated the proposal seemed incomplete. He would like to see the complete comprehensive plan and see the phases and project timeline for the phases. He wants to see the end result. **Moe** said that was in the original presentation: site work, new cans, bailer rehab. He referred to attachment A where there is a more complete list. **Reggiani** said he would have some issues with the comprehensive plan. He wants to be very clear on what they are recommending and moving forward with. **Moe** said that was difficult because of the way the money comes in. He said the comprehensive plan isn't set in stone with this type of funding because it changes quite a bit. **Pegau** said he feels that planning and zoning deals with the building and the proposed outline of the facility. **Moe** referred back to code that says any improvement to a public facility or equipment would make him bring back any change to plans or equipment. **Pegau** referred to the beginning of that section where it states if it changes a survey or map or design of a public building, which is what should come back to the planning commission. **Reggiani** said he is interested in the site development. He wants to know how we will be complete with the site development and how it would be phased regardless of funding as that is a function of time. **Moe** said that is all in the original plan. **Reggiani** said he wants to see how everything is laid out on the ground. **Bailer** agreed and would also like to see how the building interior is laid out as well. He said that the planning

commission would be another set of eyes to look at the plans before they go to Council. **Baenen** said that insulated panels cost more money but in the long run they are a better product. **McGann** said there are issues with any penetrations such as windows though. **Pegau** wanted to know if there was a hazardous waste plan. **Bailer** said that is why there is a reason there is a site plan review and the public could be involved. **Moe** was worried that the process would drag on with a question here and a question there. **Reggiani** said that the site plan review would get all the questions and concerns answered and wouldn't drag on. He also questioned burning at the location. **Moe** said that they are re-evaluating their needs based on the new recycling program. **Reggiani** feels the community, as a whole, should help with the prioritization of each of the projects. **Baenen** said that the water coming out of the bailer will have to be addressed in one of the phases as well. **Moe** said this phase covers that. **Pegau** said that he knows we are using the word "phase" but that we really don't know which phase will come first, second, third, fourth...since it's all based on funding. We just need to know all the components and as funding becomes available, they will be funded as long as it doesn't conflict with another one. He also stated that he doesn't want us to get lost in the process and kill the project by accident. **Moe** said the way we spend the loan is very particular since it is a clean water loan. He is still waiting to hear from the EPA on what they will cover with that loan and there are a lot of restrictions and are working within the confines of the loan and the grant descriptions. **Reggiani** questioned the resolution and stated that he doesn't feel he has enough information to make a recommendation since he doesn't know how this project fits with the comprehensive plan and specifically the location and the potential of anything being burned in the area. He would like it referred back to staff for additional information and a comprehensive site plan to understand where we are going and how we are going to address the issues.

**M/Reggiani S/Bailer** to refer this back to staff.

**Samantha Greenwood** asked for clarification of what all is necessary of staff. She asked **Moe** if there was a layout of the other buildings at this point in time since there won't be engineering money or drawings yet. She said she is not clear that they could provide that. **Moe** said that a comprehensive plan hasn't been done from an engineering standpoint yet. **Sam** then discussed the resolution and pointed out that it was as described in Attachment A. **Reggiani** said he understood that point but he was worried about an incinerator, and all the parts and pieces. **Sam** asked if they could look at a comprehensive plan without those details. **Reggiani** said he thought that the comprehensive plan in that area wouldn't support an industrial incinerator. **Moe** said it isn't an industrial incinerator; it's a woodstove. **Sam** stated that some of this needs to get moved forward to council. **Moe** said that if the whole plan has to come next, he will contact the engineer and put it together. **McGann** pointed out that the main reason for the resolution is attachment A- which shows that **Moe** is asking that we recommend maintenance on this building. It needs to be done regardless of phase 2 or anything else that gets done. The building needs to be maintained. **Reggiani** agreed.

Upon voice vote, motion passed, 4-2

Yea: Bailer, Reggiani, Baenen, Srb

Nay: McGann, Pegau

Absent: Greenwood

e. Public Facility Improvement, LT2 Water Compliance Plan Recommendation to Council

**M/ Pegau S/Srb** moved to accept resolution 13-09.

**Pegau** stated this doesn't fall into code criteria. There are no changes to buildings, it's just equipment. He supports moving the motion forward if it is required. **Bailer** asked **Moe** if there were any buildings that were having work completed under this project. **Moe** stated the Eyak Water Plant is one but it is currently under construction. **Bailer** said that it would've been good to see that before it began. **Reggiani** asked if there were any construction projects that hadn't been started on this list. **Moe** stated the catchment basins haven't been started; Mercheson and Orca. He also said we will have a water shortage next

year since we are shutting off Meals and Heney. This repair will give us the catchment we need. **Baenen** asked why we were shutting those two off. **Moe** explained that the EPA requires that every open water source we have has to be monitored. We have 5 of them and every one costs a lot of money. 3 of them have already been approved or the equipment we will put into them will make them acceptable. Meals and Heney would be very costly to get them to compliance. **Srb** asked where the water meters were being installed. **Moe** said they are being installed at the canneries, in the industrial area.

Upon voice vote, motion passed, 6-0

Yea: Bailer, Reggiani, McGann, Srb, Pegau, Baenen

Nay: None

Absent: Greenwood

## 10. Old Business

### a. ROW Discussion

**Sam** said that she, **Shannon Joekay** and **Bill Howard** drove around to the potential lots, made the map and labeled the lots with letters to refer to them easier. She explained the most practical options as far as snow dumps are concerned. **Bill's** biggest concern is snow dumps for this area since Lake Avenue is State-owned and they dump at the tops of the streets. He would prefer to have one lot on each street as a snow dump. She said that lots C and D are a road that is used to access the Coast Guard maintenance shop and the families use it primarily in the winter time. She said lot B has a trailer in the middle of it that needs to be addressed. We need to come up with an overall plan: do we want to move forward, do we need a cost benefit, do we want to vacate the entire right of way, should it go on the CIP for next year. We also need to look at installing water mains and fire hydrants. **Pegau** said if we are abandoning parts of the right away we should do it in segments, instead of chopping up the road in small pieces. **Reggiani** liked the review of the lots. He was wondering if the Coast Guard would be interested in leasing a portion of the outcrops of 8<sup>th</sup> and 9<sup>th</sup> street for snow dump locations. He would like to see lots made and increase the tax base. **Srb** questioned if the wetlands designation spills over to 8<sup>th</sup> street at all. He also questioned how much we should be putting into this project instead of on other projects if we are going to be selling the lots for \$50,000. **Reggiani** said his focus is not on the original sale of the land but the improvements that go on the land and the tax base increase. **Bailer** also agreed and said that we would end up with new energy efficient homes. He said this would help highly qualified people that leave town to stay since they would be able to find them here. It also creates local income. **Sam** said her concern with asking the Coast Guard to lease some of their land for snow dumps is if the land ever got developed we would be without snow dumps. **Reggiani** said he would like to see how everything is laid out to maximize the available lots. **Bailer** wanted to know the next steps to look at F, G, H and I. **Sam** said we would have to do a survey and go through the vacation process of a portion of Adams. We would probably want to do a public hearing before we start the process. We could look at a project from 2014 to include surveying, re-platting, vacating, dealing with Lot B. **Bailer** asked for a recommendation for the next meeting that we could pass on to Council. **Sam** also said she will include on the list the upgrade of the water mains and how to budget it. **Bailer** confirmed everyone was in concurrence with F, G, H and I. **McGann** also said we need to clean up the issue on lot B. **Sam** said that she has to research lot B.

b. Site Visit to Adams Avenue from 5<sup>th</sup> Street to 9<sup>th</sup> Street and Lake Avenue at 5<sup>th</sup> Street  
Canceled

## 11. Pending Calendar

### a. August 2013 Calendar

### b. September 2013 Calendar

**Shannon** said that we are adding the Ocean Beauty one way street idea to the September meeting. **Sam** said she got called for Federal Jury so she may be out of the office a bit.

**12. Audience Participation**

**Randy Robertson**, the new city manager, introduced himself and thanked the Planning Commission for what they do. He also said that the Regional Development Council is in town. The Commissioners introduced themselves to him.

**13. Commission Comments**

**Srb** found the baler project to be a bit confusing but we can make a better process. **Baenen** agreed and he would like to see more plans. **Reggiani** thanked the staff for putting together a great packet. **Pegau** looks forward to talking about the CIP list and is glad to have time to think about it. He wanted to know if the Planning Commission could have the opportunity to take a look at the priorities of the planning department. **McGann** wanted to thank **Moe** for taking on the recycling program. He felt we made progress with the process. He said that the commission needs to do what we can to maintain the baler facility. **Bailer** said that he thinks we all agree but there were a few things that needed to be answer.

**14. Adjournment**

**M/Pegau S/Reggiani** moved to adjourn the Regular Meeting at 9:12 PM; with no objection, the meeting was adjourned.

Approved:

---

Shannon Joekay, Assistant Planner

PLANNING COMMISSION SPECIAL MEETING  
AUGUST 27, 2013 @ 6:30 PM  
LIBRARY MEETING ROOM  
MINUTES  
**DRAFT**

**1. Call to order**

Chairman **Tom Bailer** called the Planning Commission Regular Meeting to order at 6:30 PM on August 27, 2013 in the Library Meeting Room.

**2. Roll Call**

Present for roll call were **Chairman Tom Bailer** and Commissioners **David Reggiani, Tom McGann, Scott Pegau** and **John Baenen**. Commissioners **John Greenwood** and **Roy Srb** were absent.

Also present were Planner, **Samantha Greenwood**, Assistant Planner, **Shannon Joekay**, Mayor, **James Kacsh**, City Manager, **Randy Robertson**, Public Works Director, **Moe Zamarron** and Refuse Division Head, **Brandon Dahl**.

There was 1 person in the audience.

**3. Approval of Agenda**

**M/Reggiani S/Pegau** to approve the Regular Agenda.

Upon voice vote, motion passed, 5-0

Yea: Bailer, McGann, Pegau, Reggiani, Baenen

Nay: None

Absent: Greenwood, Srb

**4. Disclosure of Conflict of Interest**

None

**5. Correspondence**

None

**6. Communication by and Petitions from Visitors**

**1. Guest Speakers**

None

**2. Audience comments regarding items in the agenda**

None

**3. Chairpersons and Representatives of Boards and Commissions**

None

**7. Old Business**

a. Site Plan Review Baler Facility-Recommendation to City Council (voice vote)

**M/McGann S/Reggiani** moved that the Planning Commission recommend to City Council to approve the Site Plan to re-construct the Baler Building.

**McGann** liked the presentation and is in favor of this motion. **Reggiani** thanked **Moe, Sam** and **Shannon** for putting together the information. After he reviewed the packet it seemed like the project was getting clearer and cleared and he appreciates that. He was thinking

what the work was for P&Z as his impression of the project is that it is a winterization project. The intent is to replace the exterior fabric and some interior work. It left him thinking how it was going to change the site plan. The foot print doesn't appear to change, there are no additions or new out structures. He said that we are trying to put our municipality buildings into the same realm as our commercial buildings but if it isn't changing the site plan, he is not sure what there is for P&Z to do. He said that they looked at the more comprehensive plan at the last meeting with different phases and this is just this project (the baler re-construction) that is coming forward now. **Pegau** said the last meeting was trying to figure out the process: it took a while to find the appendix table but once he did, the only thing he could see that would come into Planning and Zoning is the drainage plan. He agrees that most of what was on there wouldn't belong at Planning and Zoning since it didn't change the foot print, the building or major structural changes that should trigger a review. I don't know that a site plan is necessary for this project. Separating this project from the complete one makes it clearer. **Baenen** said that it doesn't seem like there are major changes to the drainage plan and wanted to know if **Kristin Carpenter's** letter had been addressed already. **Moe** said that the drainage plan is the original one from the original design that is still in place. He said he will continue to bring all projects and that the Planning Commission can pass it along (to City Council) in whatever fashion: via recommendation or "this isn't for us". Right now, by code, he has to bring all this forward. The fact that we paved the foot print would have been a trigger (to bring it to Planning and Zoning). The building will now have 20 years of additional life. He asked if that fits with everyone's expectation. The guys will now have a reasonable place to work and a safe environment. The water is now corralled and doesn't go out anymore. **Reggiani** said he was more interested in the interpretation. He would classify this (project) as deferred maintenance and is not sure that deferred maintenance on any municipal building would need to come if there are no changes. There is nothing for us to plan or refer back to the Comprehensive Plan. **Moe** asked if we (staff) make those determinations-what is "just maintenance". **Reggiani** said the paving would trigger it but was more focused on the siding and the building. There are no design criteria to look at. **Moe** said he did have a problem at Council where they didn't feel they had eyes looking at our design. I am thinking the water plant, but that is a different subject. But still the whole topic of what comes and what doesn't come is for another session. **Reggiani** said that (discussion) would be for another venue. He also said he is curious if our lawyers weighed in on the interpretation to code. **Moe** said he was reading it "face value". **Sam** said she spoke to the lawyer and she spoke about the first sentence "make or cause to be made surveys, maps and plans relating to location and design" which was the discussion, those two words (location and design). She agreed that this isn't a location and design, but on the other end of that paragraph was the sentence that says the remainder of the provision indicates that any improvement to a public facility must be reviewed by the planning commission. It is all about definition. What is our definition of an improvement? Is it maintenance or an improvement? What is our definition of design? Is a remodel, design or not? She said if you are having a discussion about the process, those are things you should talk about: setting the parameters-what makes it maintenance, what makes it design? That was her summary of just that paragraph, the other sections weren't discussed. **Bailer** said in his mind it is simple. This is a maintenance project that they are doing. He said he argued this-in Anchorage, you don't need a building permit if you are going to re-side your building or replace your windows. Now if you are making the door bigger, then you need a building permit; any time you change the structure of the building. If a shed is going to be added, then you need to come and give us input. The part on the last packet that had him confused and concerned was that he was not given the recommendation to Council of the grand plan of the burner. He wanted to see if it coincided with the Comprehensive Plan. This packet was clear and spelled out the job, it is maintenance and it is overdue. **Sam** answered **John's** question in that the things from **Kristin's** letter have already been addressed. It was not clearly written in that email. The only thing that hadn't been

addressed was where the D1 was going to go but they are addressing those. **Bailer** also said he appreciates the maintenance issues coming to the commission just to inform us so we can tell the public what they are doing. He said it's good to be informed but not necessarily for approval on maintenance issues. **Moe** said there is a design for the office, it is single story and is going to two stories. That was not a two story office before. **McGann** said there is also the canopy which is structural. **Bailer** said this packet was more clear as to what was going to be done.

**M/Reggiani S/ Bailer** moved to refer this back to staff. **Pegau** asked the reasoning for moving it back to staff. **Reggiani** said for all the reasons they discussed. There is nothing for P&Z to refer. He would like to start having a conversation about the bigger, site development plan, with the incinerator and chipper. The sooner we talk about those things and having public comment, the better. **Pegau** said in referring this back to staff we have concurrence for them to go do it since the job is a maintenance issue. **Sam** asked what the next step was. **Reggiani** said he was speaking on the motion to approve the site plan; there is no change in the site plan. If there was a desire to change the site plan that would come here. The maintenance project needs to go to Council. **Sam** said then we would move it forward without the recommendation from P&Z since it doesn't need a site plan review and doesn't fit into this section of code. We could summarize what happened in P&Z in the memo to City Council. **Pegau** said he definitely wants to see this moving forward. He said he would consider an alternative to pass a motion from P&Z that we recommend this funding request go forward rather than approve the site plan. **Reggiani** said he would consider referring this motion back to staff then follow up with a recommendation to City Council for the maintenance project.

Upon voice vote, motion passed, 5-0

Yea: Bailer, McGann, Pegau, Reggiani, Baenen

Nay: None

Absent: Greenwood, Srb

**M/Pegau S/Reggiani** moved that the Planning Commission recommend to City Council to approve the requested maintenance on the Baler Building.

Upon voice vote, motion passed, 5-0

Yea: Bailer, McGann, Pegau, Reggiani, Baenen

Nay: None

Absent: Greenwood, Srb

**8. Audience Participation**

**James Kacsh**, 824 Woodland Drive, said he really appreciates all the commission's time on all the stuff that the commission tackles at these meetings. He said if there are deficiencies in the code, then pass them forward and come up with recommendations to Council to fix them and make everyone's job smoother. That way the projects in the City could move forward.

**9. Commission Comments**

**Bailer** said that by bringing these projects forward to P&Z is one more way of getting the information out there so people don't have to show up to Council. This major maintenance project will get a lot of questions and it is nice that we got to see it. He appreciates the simplicity of this last packet.

**10. Adjournment**

**M/McGann S/Pegau** moved to adjourn the Special Meeting at 6:54 PM; with no objection, the meeting was adjourned.



Approved:

---

Shannon Joekay, Assistant Planner

# Planning Department

## Planners Report

To: Planning Commission  
From: Planning Department Staff  
Date: 8/13/13  
Re: Recent Activities and updates

---

- The following permits were issued:

023-2013	Groves, Jason	Fence Construction	Lots 5 & 6, Mt. Eccles Estate
024-2013	City of Cordova	Roof replacement-Water Treatment Plant	PTN USS 900
025-2013	Ocean Beauty Seafoods	Bunkhouse Remodel	Lot 1A, Block 2 CIP
026-2013	Gillespie, Lanny	Construction of a Warehouse	Lot 3, Bud Banta Subdivision
027-2013	Hill, Kenneth	Roof replacement	Tract 26 B, Forestry Service Marine Way Subdivision
028-2013	Graham, Gary & Libbie	Deck Addition	Lots 1 and 2, Elmer's Point Subdivision

- The Forest Service and Eyak Corporation are discussing the building setback for the SLUP plat at 5.2 mile Whitshed Road when that is resolved it will come back to the P&Z as a preliminary Plat.
- The Lot Letters on the Mile 4.1 Whitshed SLUP lots were changed to D and C prior to being placed on the City Council Agenda and the plat was approved at the 8/21/2013 meeting.
- Follow up to tax exempt question
  - ANCSA Corporation share holder home sites are exempt from taxation pursuant federal law. The law states that the corporations (native corporations) may transfer shareholder home sites up to 1.5 acres which are restricted to residential use and they are exempt from taxation. In our opinion the law includes improvements that may be built upon the site. The exemption remains in effect as long as it is in native ownership. If the lots are sold to non-native, the property becomes taxable. Also the law restricts the shareholder sites to 1.5 acres. If the corporation develops the property into lots that are larger than 1.5 acres, the exemption does not apply to any of the sites. Your planner appears to believe that if the lots were larger than 1.5 acres, the first 1.5 acres would be exempt and the remainder would be taxable. This is not the case. If the development of the lots are into parcels that exceed the 1.5 acres, the exemption does not apply at all.
- Meet with new CM
- Working with City Manager on PWSSC properties
- Worked with Agnew/Beck on Final Report
- Working AGD&G and AC on lease terms
- Memo to City Council summarizing the P&Z special meeting
- Worked on Chapter 17 subdivision code

# Memorandum

To: Planning Commission

Thru: Planning Department Staff

Date: August 29, 2013

Re: Review of Proposals for Lot 1, Block 1, Cordova Industrial Park (02-059-201)

---

## **PART I. GENERAL INFORMATION:**

Attached is the Sealed Proposal Packet that was released on July 26, 2013. The 30 day public notice period expired at 5 PM on August 26, 2013.

Attached are four proposals, in alphabetical order, received by 5 PM on August 26, 2013 for Lot 1, Block 1 Cordova Industrial Park.

This parcel is adjacent to Ocean Beauty Seafoods and across the street from the City of Cordova building currently leased by the Prince William Sound Science Center. Uses within the Waterfront Commercial district are intended to be applied to land with direct access or close proximity to navigable tidal waters within the city. Uses within the waterfront industrial district are intended to be marine-dependent or marine-oriented, and primarily those uses which are particularly related to location or commercial enterprises that derive an economic benefit from a waterfront location (CMC 18.33.010 Purpose).

## **PART II. RECOMMENDED MOTION:**

### **Motion for Approval:**

"I move that the Planning Commission recommend to City Council to **approve** the proposal from \_\_\_\_\_ to purchase Lot 1, Block 1, Cordova Industrial Park."

## SEALED PROPOSAL FORM

**All proposals must be submitted by August 26, 2013 @ 5 PM in a sealed envelope.**

Property: Lot 1, Block 1, located in the Cordova Industrial Park. (Does not include Tidelands)  
See attached map.

Name of Proposer \_\_\_\_\_

Name of Business \_\_\_\_\_

Address \_\_\_\_\_ Phone # \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_

**Note: All submitted proposals for this property will be reviewed by the Planning & Zoning Commission using the attached criteria. The Planning and Zoning Commission will then recommend a proposal to City Council for final review and acceptance.**

**The City Council reserves the right to reject any proposal, part of any proposal, or all proposals. The City Council may accept any proposal deemed most advantageous to the City of Cordova.**

The chosen proposal will be required to provide a site plan and architectural plan to Planning and Zoning for review per City of Cordova Municipal Code section 18.39.130 - Site Plan and Architectural review. This process shall be completed prior to a Building Permit being issued.

The minimum price that will be accepted for Lot 1, Block 1; Cordova Industrial Park is \$145,200. Fair Market Value for this property is based on the appraised value set by the City. If the successful proposal amount is greater than the minimum price, that shall be the amount paid for the property.

All Organizations that submit proposals, including non-profits with proposals of less than Fair Market Value, will be required to meet the appropriate criteria within Cordova Municipal Code Section 5.22. A link to the City code is available at [www.cityofcordova.net](http://www.cityofcordova.net).

**Proposed Price \$** \_\_\_\_\_

The applicant shall be responsible for all fees and costs the City incurred to third-parties in the transaction, including without limitation costs of appraisal, attorney's fees and costs, surveying and platting fees and costs, closing costs and escrow fees as per City of Cordova Municipal Code section 5.22.100.

**Additional Information required** (Please attach separately)

1. Describe the type of business you're proposing to develop.
2. What is the proposed square footage of the building?
3. Provide a sketch, to scale, of your building in relationship to the lot. (Attachment C)
4. What is the benefit of the proposed development to the community?
5. What is the value of the proposed improvements (in dollars)?
6. What is proposed timeline for development?

**Included for your convenience:**

**Attachment A:** Criteria used when evaluating each submitted proposal.

**Attachment B:** A map showing subject property.

**Attachment C:** The property parcel with measurements (used for #3 above).

**Attachment D:** Chapter 18.33-Waterfront Industrial District

**Please address sealed proposals to:**

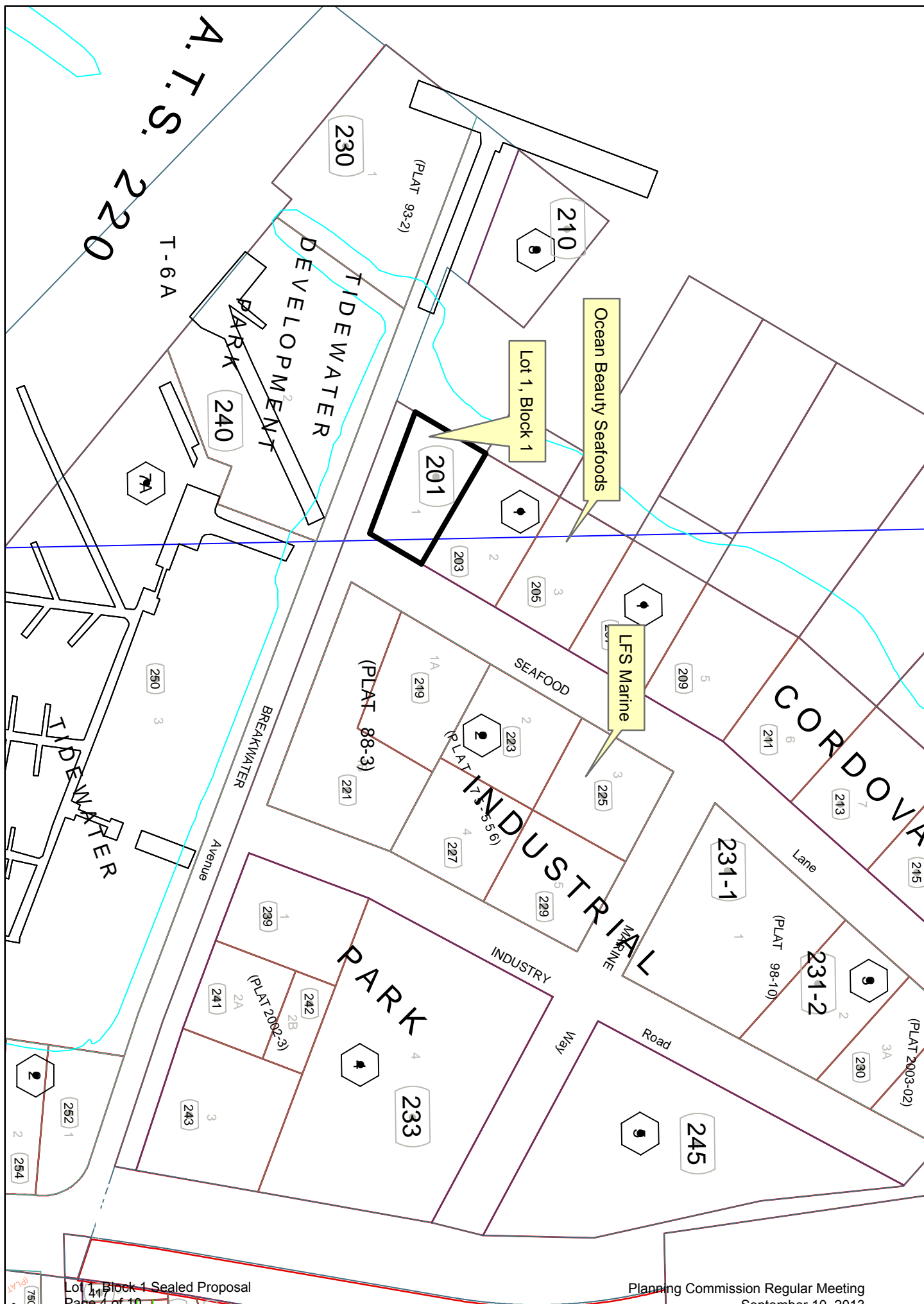
**City of Cordova  
Planning Department  
C/O Sealed Proposals  
P.O. Box 1210  
Cordova, Alaska 99574**

Planning and Zoning will evaluate each proposal by using the criteria in the table below. Each criteria will be scored from 1-10 for the individual proposals. The multiplier will then be applied to the scores to determine a final score.

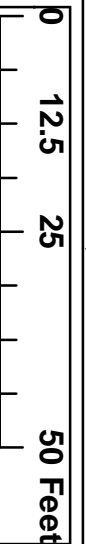
Final Land Disposal Evaluation Criteria

<b>Criteria</b>	<b>Multiplier</b>	<b>Proposal A Rank 1-10</b>	<b>Proposal B Rank 1-10</b>	<b>Proposal C Rank 1-10</b>	<b>Subtotal for Proposal A</b>	<b>Subtotal for Proposal B</b>	<b>Subtotal for Proposal C</b>
Value of improvements	1.75						
Number of employees	1						
Sales tax revenue	1						
Importance to community	1.75						
5 year business plan/time line	0.75						
Enhanced architectural design	1.25						
Proposal price	1						
Consistency with Comprehensive Plan	1.5						
<b>Total</b>	<b>10</b>						

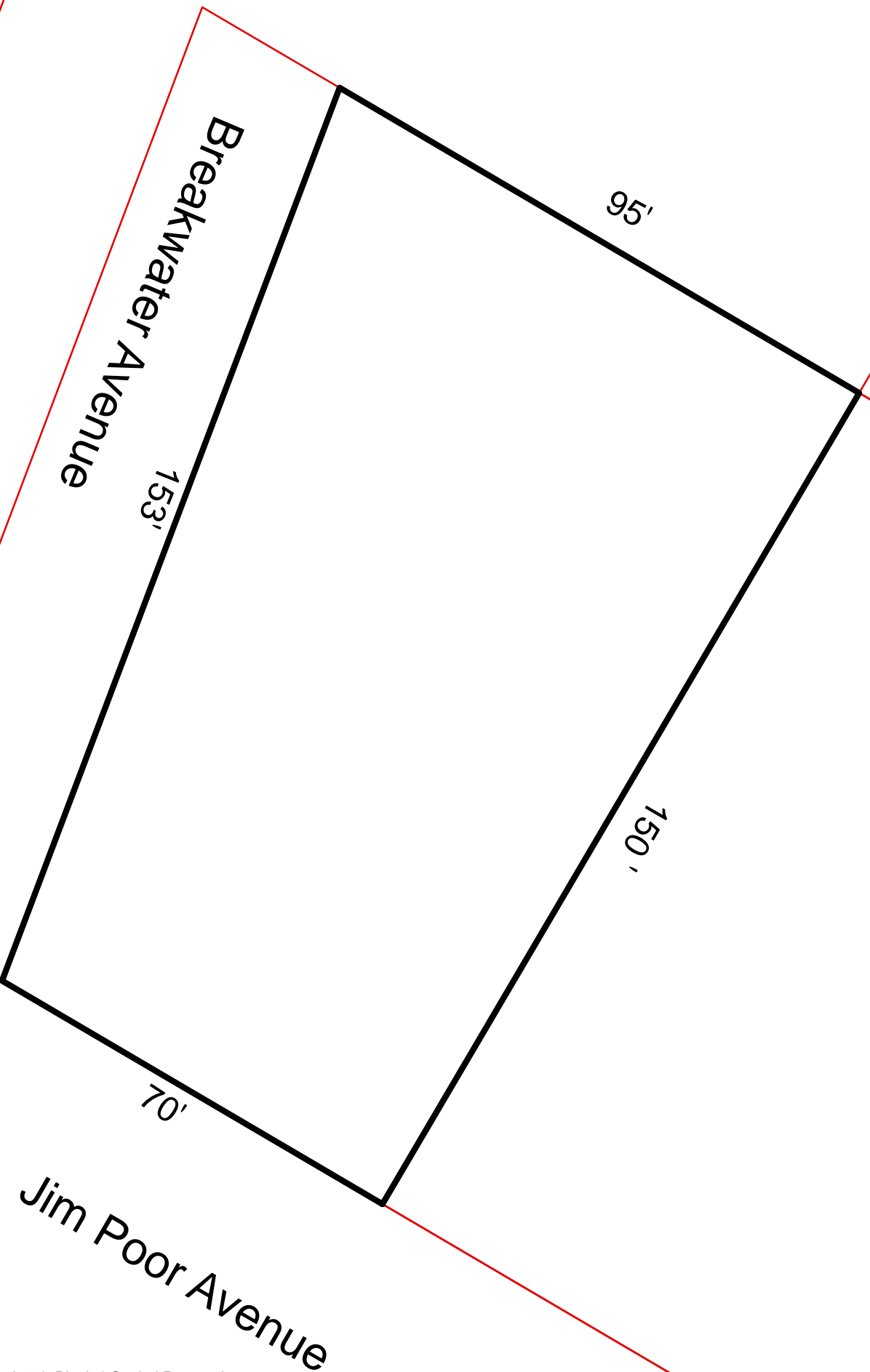
**Lot 1, Block 1 Cordova Industrial Park**



Lot 1, Block 1



Area: 12,477 sq ft  
Zoning: Waterfront Industrial





## **Chapter 18.33 WATERFRONT INDUSTRIAL DISTRICT**

*Sections:*

[18.33.010 Purpose.](#)

[18.33.020 Permitted principal uses and structures.](#)

[18.33.030 Permitted accessory uses and structures.](#)

[18.33.040 Conditional uses and structures.](#)

[18.33.050 Prohibited uses and structures.](#)

[18.33.060 Setbacks.](#)

[18.33.070 Lot coverage.](#)

[18.33.080 Height.](#)

[18.33.090 Off-street parking and loading.](#)

[18.33.100 Minimum lot requirements.](#)

[18.33.110 Signs.](#)

[18.33.120 Floor elevations.](#)

[18.33.130 Site plan review.](#)

### **18.33.010 Purpose.**

The following statement of intent and use regulations shall apply in the WI district:

The waterfront Industrial district is intended to be applied to land with direct access or close proximity to navigable tidal waters within the city. Uses within the waterfront industrial district are intended to be marine-dependent or marine-oriented, and primarily those uses which are particularly related to location or commercial enterprises that derive an economic benefit from a waterfront location.

(Ord. 634 (part), 1988).

### **18.33.020 Permitted principal uses and structures.**

The following are the permitted principal uses and structures in the waterfront industrial district:

- A. Marine sales;
- B. Open wet moorage;
- C. Covered wet moorage;
- D. Passenger staging facility;
- E. Haulout facilities;
- F. Marine construction, repair and dismantling;
- G. Cargo terminal;
- H. Cargo handling and marine-oriented staging area;

- I. Fish and seafood processing;
- J. Warehousing and wholesaling;
- K. Open storage for marine-related facilities;
- L. Fuel storage and sales.

(Ord. 634 (part), 1988).

#### **18.33.030 Permitted accessory uses and structures.**

- A. Bunkhouses in conjunction with permitted principal uses;
- B. Residential dwelling for watchman or caretaker employed on the premises, or owner-operator and members of his family, in conjunction with permitted principal uses;
- C. Retail business when accessory to a permitted principal use.

(Ord. 634 (part), 1988).

#### **18.33.040 Conditional uses and structures.**

Subject to the requirements of the conditional use standards and procedures of this title, the following uses and structures may be permitted in the WI district:

- A. Log storage and rafting;
- B. Timber and mining manufacturing.

(Ord. 634 (part), 1988).

#### **18.33.050 Prohibited uses and structures.**

Any use or structure not of a character as indicated under permitted uses, accessory uses, or conditional uses.

(Ord. 634 (part), 1988).

#### **18.33.060 Setbacks.**

- A. Minimum Setbacks.
  - 1. Front yard-Twenty feet.
  - 2. Side yard and rear yard: subject to Uniform Building Code regarding fire walls and separation of buildings.

(Ord. 634 (part), 1988).

#### **18.33.070 Lot coverage.**

- A. Maximum lot coverage by all buildings and structures as regulated by the Uniform Building Code.

(Ord. 634 (part), 1988).

### **18.33.080 Height.**

- A. Maximum height of buildings and structures: subject to Uniform Building Code regarding building heights.

(Ord. 634 (part), 1988).

### **18.33.090 Off-street parking and loading.**

- A. Off- street Parking and Loading. The requirements for off-street parking and loading in the waterfront industrial district shall be as set forth in [Chapter 18.48](#) of this code.

(Ord. 634 (part), 1988).

### **18.33.100 Minimum lot requirements.**

- A. Minimum Lot Requirements.

1. Lot width: 100 feet;
2. Lot size: 10,000 feet.

(Ord. 634 (part), 1988).

### **18.33.110 Signs.**

- A. Signs. Signs may be allowed in the waterfront industrial district subject to the supplementary district regulations, the Uniform Sign Code, as set forth in [Chapter 18.44](#) of this code.

(Ord. 634 (part), 1988).

### **18.33.120 Floor elevations.**

- A. Minimum Finished Floor Elevations. In the waterfront industrial district, the following minimum finished floor elevations for the ground floor shall be adhered to:

#### *North Fill Development Park*

<i>Block 1</i>	
Lot 1	27.00'
Lot 2	26.50'
Lot 3	27.25'
<i>Block 2</i>	
Lot <a href="#">4</a>	27.25'

Lot 1	26.50'
<i>Block 3</i>	
Lot 2	26.25'
Lot 1	26.50'
<i>Block <a href="#">4</a></i>	
Lot 1	27.25'
Lot 2	27.25'
Lot 3	27.25'
Lot <a href="#">4</a>	27.25'
Lot 5	26.25'
<i>Block 5</i>	
Lot 1	27.25'
Lot 2	27.25'
<i>Block <a href="#">6</a></i>	
Lot 2	26.50'
Lot 1	26.25'
<i>Block 7</i>	
Lot 2	26.50'
Lot 3	26.25'

Lot 1	26.75'
Lot 3	27.25'
<i>Block <a href="#">8</a></i>	
Lot 1	27.00'
Lot 2	26.75'
Lot 3	26.50'
Lot <a href="#">4</a>	26.25'

Note: The elevation datum used is based on the following described bench mark:

USC & GS Standard Brass Disk Located in Sidewalk Adjacent to Fish Game Building near Southwest Corner of Intersection Railroad Avenue and Breakwater Avenue. Elevation 40.40 Above M.L.L.W.

(Ord. 634 (part), 1988).

### **18.33.130 Site plan review.**

- A. Prior to the issuance of a building for construction within the waterfront industrial district, the planning commission shall approve the development plan for the project. The site plan review shall be conducted in accordance with [Chapter 18.42](#) of this code.
- B. The exterior siding and roof shall be finished in earthtone colors.

(Ord. 634 (part), 1988).

## SEALED PROPOSAL FORM

All proposals must be submitted by August 26, 2013 @ 5 PM in a sealed envelope.

Property: Lot 1, Block 1, located in the Cordova Industrial Park. (Does not include Tidelands)  
See attached map.

Name of Proposer JERRY BLACKLER  
Name of Business ALPINE DIESEL LLC

Address PO Box 605 Phone # 907-424-7664  
921 CENTER DRIVE  
CORDOVA AK 99574

**Note:** All submitted proposals for this property will be reviewed by the Planning & Zoning Commission using the attached criteria. The Planning and Zoning Commission will then recommend a proposal to City Council for final review and acceptance.

**The City Council reserves the right to reject any proposal, part of any proposal, or all proposals. The City Council may accept any proposal deemed most advantageous to the City of Cordova.**

The chosen proposal will be required to provide a site plan and architectural plan to Planning and Zoning for review per City of Cordova Municipal Code section 18.39.130 - Site Plan and Architectural review. This process shall be completed prior to a Building Permit being issued.

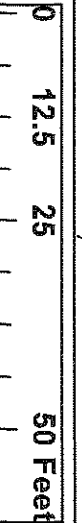
The minimum price that will be accepted for Lot 1, Block 1; Cordova Industrial Park is \$145,200. Fair Market Value for this property is based on the appraised value set by the City. If the successful proposal amount is greater than the minimum price, that shall be the amount paid for the property.

All Organizations that submit proposals, including non-profits with proposals of less than Fair Market Value, will be required to meet the appropriate criteria within Cordova Municipal Code Section 5.22. A link to the City code is available at [www.cityofcordova.net](http://www.cityofcordova.net).

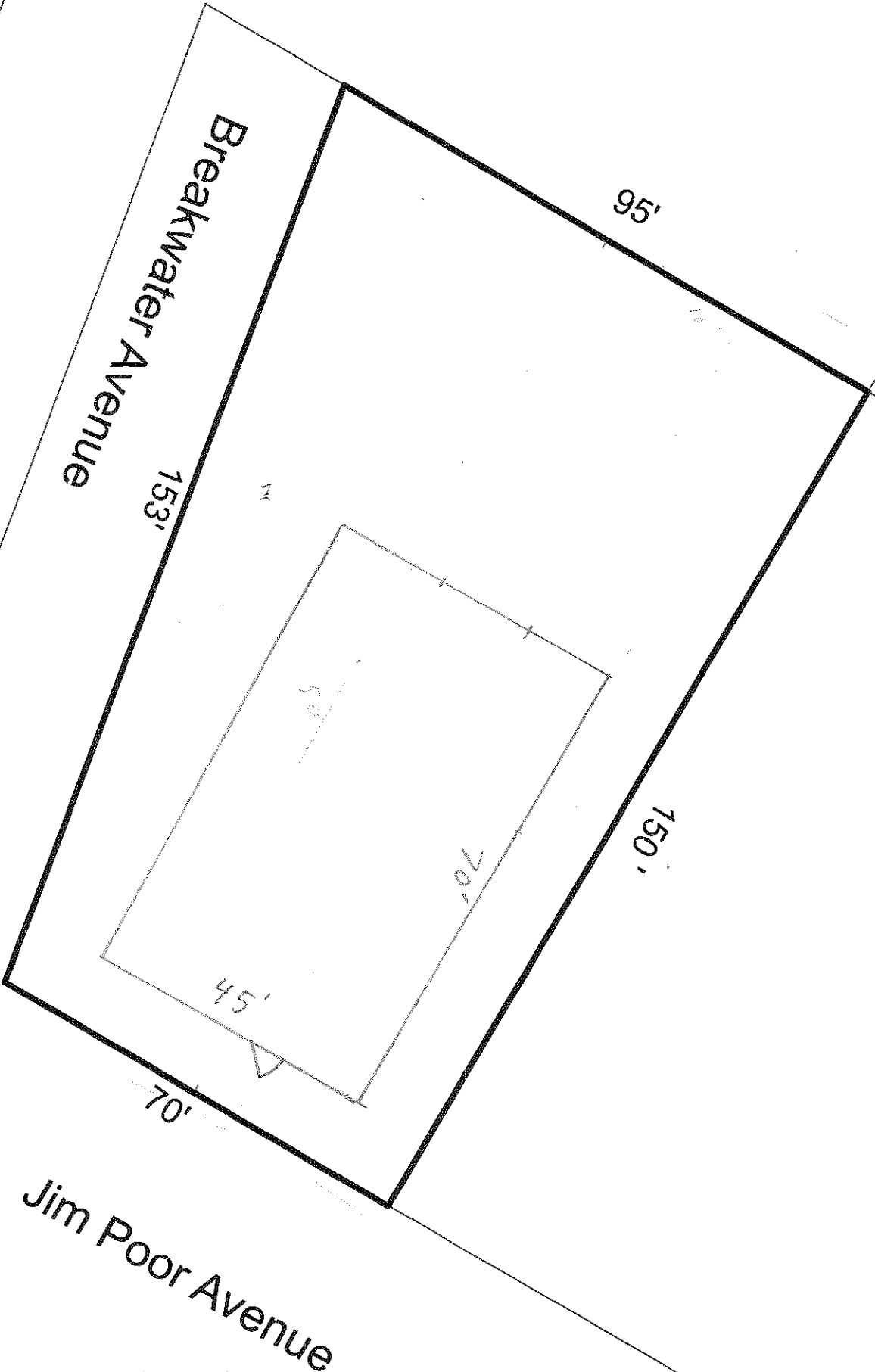
**Proposed Price** \$ 156,500.00

The applicant shall be responsible for all fees and costs the City incurred to third-parties in the transaction, including without limitation costs of appraisal, attorney's fees and costs, surveying and platting fees and costs, closing costs and escrow fees as per City of Cordova Municipal Code section 5.22.100.

Lot 1, Block 1



Area: 12,477 sq ft  
Zoning: Waterfront Industrial



## ALPINE DIESEL LLC

---

JERRY BLACKLER, owner  
PO BOX 605  
CORDOVA AK 99574

907-424-7664  
907-424-7564 fax  
[docblack@ctcak.net](mailto:docblack@ctcak.net)

August 23, 2013

Planning & Zoning Commission  
City of Cordova  
PO Box 1210  
Cordova AK 99574

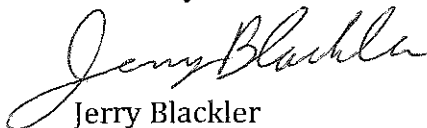
RE: Lot 1, Block 1, Cordova Industrial Park

Alpine Diesel LLC is interested in purchasing lot 1, block 1 of the Cordova Industrial Park to build a 45' x 70' metal shop for the purpose of expanding the business to a site closer to the marine industry. We would open a storefront for retail sales of hydraulics and all related facets, the site would also be used for engine and transmission sales & repair. Alpine Diesel has been in the sales, service & repair business since 1982 with the majority of the business being marine related.

The proposed shop would be 3150 sq ft.. Please see enclosed drawing as to placement of the shop on the lot. We anticipate the improvements to be between \$350,000 - \$400,00. We would start demolition of the current building as soon as the City accepts the proposal. And would like to have the foundation in by the end of December 2013, with the building to be erected in the spring/summer of 2014.

The location is a prime spot for this type of business with both harbors being within walking distance and the City Dock being right down the road. We feel the benefit to the community is our commitment to maintain a business that serves and supports the fishing industry and fishing fleet in Cordova.

Sincerely,



Jerry Blackler  
Alpine Diesel LLC



Planning and Zoning will evaluate each proposal by using the criteria in the table below. Each criteria will be scored from 1-10 for the individual proposals. The multiplier will then be applied to the scores to determine a final score.

Final Land Disposal Evaluation Criteria

<b>Criteria</b>	<b>Multiplier</b>	<b>Proposal A Rank 1-10</b>	<b>Proposal B Rank 1-10</b>	<b>Proposal C Rank 1-10</b>	<b>Subtotal for Proposal A</b>	<b>Subtotal for Proposal B</b>	<b>Subtotal for Proposal C</b>
Value of improvements	1.75						
Number of employees	1						
Sales tax revenue	1						
Importance to community	1.75						
5 year business plan/time line	0.75						
Enhanced architectural design	1.25						
Proposal price	1						
Consistency with Comprehensive Plan	1.5						
<b>Total</b>	<b>10</b>						

## SEALED PROPOSAL FORM

**All proposals must be submitted by August 26, 2013 @ 5 PM in a sealed envelope.**

Property: Lot 1, Block 1, located in the Cordova Industrial Park. (Does not include Tidelands)  
See attached map.

Name of Proposer DUNE LANKARD  
Name of Business CORDOVA COMMUNITY COLD STORAGE and KITCHEN  
Address PO BOX 456 Phone # 907 424 7808  
CORDOVA, AK 99574

**Note: All submitted proposals for this property will be reviewed by the Planning & Zoning Commission using the attached criteria. The Planning and Zoning Commission will then recommend a proposal to City Council for final review and acceptance.**

**The City Council reserves the right to reject any proposal, part of any proposal, or all proposals. The City Council may accept any proposal deemed most advantageous to the City of Cordova.**

The chosen proposal will be required to provide a site plan and architectural plan to Planning and Zoning for review per City of Cordova Municipal Code section 18.39.130 - Site Plan and Architectural review. This process shall be completed prior to a Building Permit being issued.

The minimum price that will be accepted for Lot 1, Block 1; Cordova Industrial Park is \$145,200. Fair Market Value for this property is based on the appraised value set by the City. If the successful proposal amount is greater than the minimum price, that shall be the amount paid for the property.

All Organizations that submit proposals, including non-profits with proposals of less than Fair Market Value, will be required to meet the appropriate criteria within Cordova Municipal Code Section 5.22. A link to the City code is available at [www.cityofcordova.net](http://www.cityofcordova.net).

**Proposed Price \$** 150,000.00

The applicant shall be responsible for all fees and costs the City incurred to third-parties in the transaction, including without limitation costs of appraisal, attorney's fees and costs, surveying and platting fees and costs, closing costs and escrow fees as per City of Cordova Municipal Code section 5.22.100.

August 26, 2013

City of Cordova  
C/O Sealed Proposals  
P.O. Box 1210  
Cordova, AK 99574

RE: Sealed Proposal L1, B1, Cordova Industrial Park

**Proposed Type of Business:**

The building to be developed will house a fish processing facility with abundant cold storage and a commercial kitchen (the "facility"). It will be owned and governed by an Alaskan Cordova-based non-profit company with a mission to serve the community and fishermen of Cordova. It will achieve this mission by providing affordable and certified facilities to value-add to commercial fishing catches, allowing for fishermen to direct-sell to retail markets as well as provide the ability for locals to process and store subsistence home-packs.

The facility will be built to LEED (Leadership in Energy and Environmental Design) standards. LEED certification consists of a suite of rating systems for the design, construction and operation of high performing buildings. These buildings are developed with goals of saving money, conserving energy, reducing water consumption, improving indoor air quality, and making thoughtful material choices. Because of the wind, tides, rain and hydro, Cordova is the ideal place to focus on turning abundant natural resources into useable affordable energy to power the facility and offset daily overhead expenses.

Corporate governance and oversight of business of developing and operating the facility will be provided by a separate and functioning community-based Board of Directors. This Board will be involved with approving plant design, financing and development of the facility, in addition to future operations of the facility. This nonprofit entity is pursuing 501(c)(3) status.

This venture will be an example of a new sustainable hybrid business model. It will be a nonprofit entity supporting a for-profit incubator for local cottage and fishing industries. This model will provide time and space to small community businesses that want to handle, process, smoke, freeze, and package their wild foods themselves, while enriching and cultivating invaluable social profit (i.e., subsistence philanthropy) in our fishing community. The entity will develop its own for-profit brand for both wholesale and direct to consumer sales. The non-profit will also support, train, and assist high-quality conscious commercial fishermen to handle, process and market their own catch.

**Proposed square footage of the building:**

The footprint of the two-story building will be 60 'X 90'. This will provide approximately 10,800 sq. ft. of useable space within the facility.

The facility will include the following features:

- Space to handle, process, smoke, freeze, package and direct market commercial seafood;
- Space to handle, process and value-add subsistence-based foods (for subsistence home-packs);
- Separate but adjacent space to process fur bearing animals (i.e., deer, moose, goat, sea otters, etc.);

- Community Kitchen space and an area for packaging and boxing finished products;
- Blast Freezer, coolers and cold storage space (250,000 lb. minimum capacity in this footprint)
- Space for “Battery Room” (i.e., renewable energy systems could include hydro, tidal, sun, biodiesel, etc.) to offset daily operating expenses;
- Classroom space for research, recipe sharing and testing of finished products, learning and teaching others how to best utilize facility, be certified to use equipment and market their finished products;
- Artisan retail space for finished products.

#### **Benefit of the proposed development to the Cordova Community:**

This facility is aligned with the City of Cordova’s Comprehensive Plan as it will support on-shore fish processing, value-added industry strategies, manufacturing, and business incubator activities. It will benefit the Cordova community by bringing residents together to process and value-add their wild food sources themselves and providing a facility for local fishermen to keep their hard-earned dollars within the community by providing a locally-owned, affordable, non-profit facility. This facility will attract new investments into the community such as new-technology partners as well as the ability to expand and introduce Cordova to new seafood markets. Social capital investors are interested in funding sustainable triple-bottom-line (economy, social, environment) companies that increase local social values when building resilient economies and communities.

The overarching mission of this facility is to support the community while cultivating individual and local businesses that respect, compliment, and enrich the region’s wild aquaculture. Working side-by-side, subsistence users and commercial fisherman will be able to share community space and abundant natural food resources, along with proven ideas and processing techniques to improve and compliment some of the best and healthiest subsistence and commercial foods available in Cordova, let alone in the world.

In addition to construction jobs during development, this facility will create at least 5 jobs at start-up, as it requires several full time employees (plant caretaker, scheduler, plant and equipment trainer, etc.). Once fully operational, another 5-10 employees for contract processing, wholesale and retail sales, shipping and receiving, and general office support will be required. These positions will be full-time and permanent.

#### **Value of proposed improvements:**

The facility is estimated to cost approximately \$2 Million to build. This will increase the tax base for the City of Cordova. This facility would compliment the City of Cordova’s zoning for the Cordova Industrial Park lands on Seafood Lane. This will be a good fit for Cordova’s growing seafood industry. It will provide for our regional processing needs so residents and stakeholders can process and value-add more of our regional seafoods in Cordova, while highlighting Cordova seafood products nationwide. This is a unique opportunity for the City of Cordova to display its commitment to its community, fishers and local cottage industry.

While up-front building costs for this facility is higher than traditional facilities, the investment in modern technology and super-efficient energy systems will lower the overhead and daily usage requirements of the facility, keeping it affordable for locals and visiting user groups (such as the growing sports fishing industry).

Value to Cordovans will be significant, once residents, fishers, and other user groups realize that they can improve both the short and long-term quality of their subsistence and commercial foods. Additionally, users that develop products for sale will be able to command a higher price for their finished recipes and products while increasing sales tax revenues to the City of Cordova.

### **Proposed timeline for development:**

Committed Board Members & Initiate Entity	Complete and Ongoing
Secure Site L1 B1 Cordova Industrial Park	Upon City Approval of Sale
Apply for EDA funding	September 15, 2013
Apply for additional State & Federal Funding	Continuous
Initial design package	December 31 2013
Solicit Bids for Construction	January 31, 2014
Project Financing Secured	March 15, 2014
Finalize Design:	May 15, 2014
Begin Construction	June 15, 2014
Open for Business:	May 1, 2015.

### **Potential Development Partners and Summary:**

The Economic Development Authority, many private social impact investors, the Prince William Sound Economic Development District, and our Cordova community have expressed interest and support of this project. The Valdez Development Fisheries Association (VDFA) has developed a Community Processing Facility and Cold Storage Facility.

Senator Lisa Murkowski is interested in this project and wants to stay updated with our new developments. She has stated that because of the renewable energy aspects of the facility and the fact that it helps build community and local cottage industry, that there may be additional federal funding available for this project.

Shirley Kelly, Executive Director for the State's Economic Development Administration, has suggested that the ownership entity may be eligible for a 50% match from the state. Additionally, she committed to review the statistics for our Cordova area to confirm the match, and then upon submission of a feasibility study and business plan, she will be able to meet and start the process for our program to be involved in the State of Alaska's matching program.

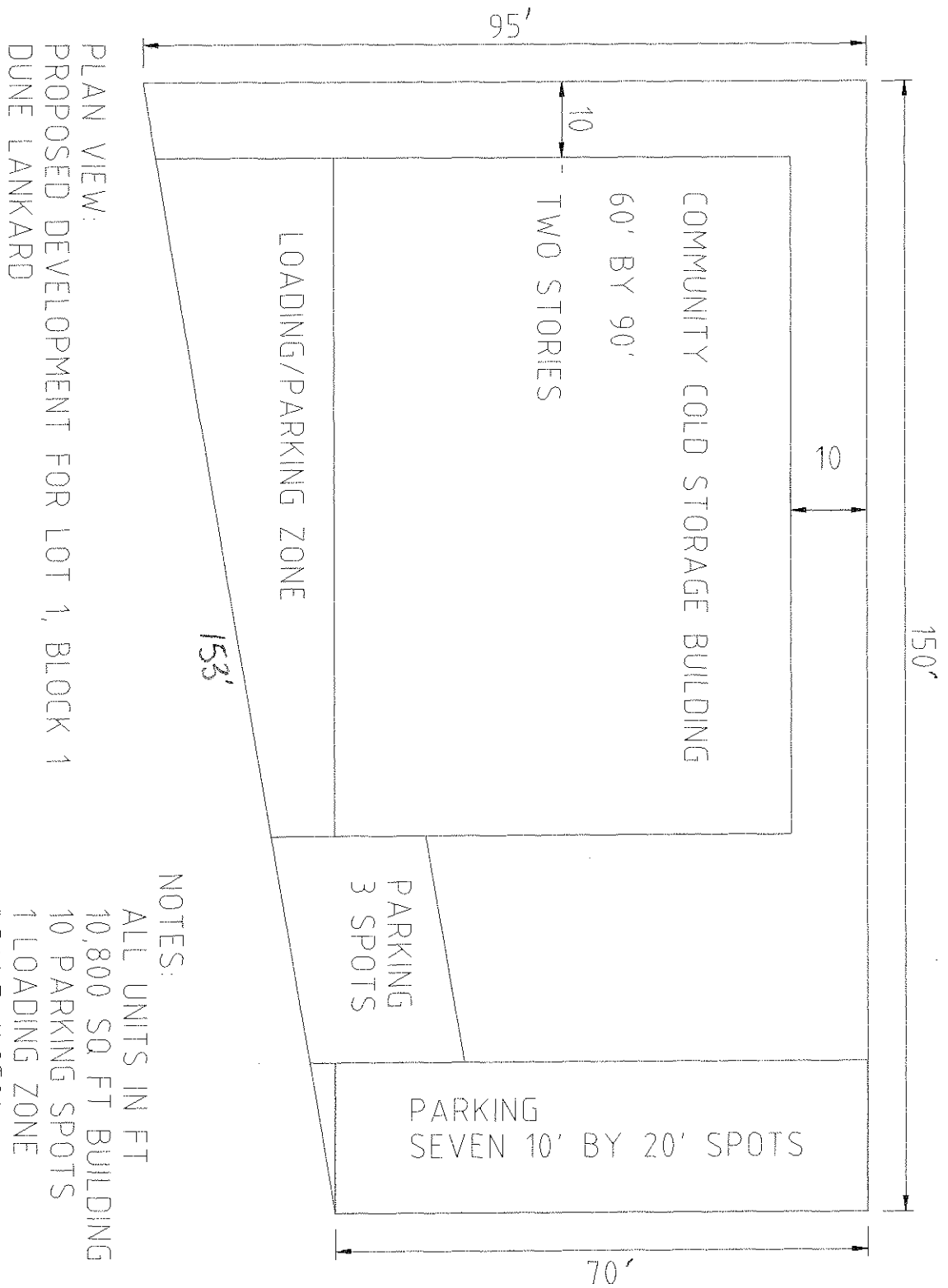
Included in this bid packet is an overview of building placement of the CCCS building on Lot 1, Block 1.

In the spirit of past community leaders who have wanted to see a community processing facility built in Cordova, it is our desire and honor to support important ideas and visions that empower our community and further enhances our relationship with the incredible bounty that comes from the sea and our homelands.

Thank you for considering my bid proposal for Lot 1 Block 1 Cordova Industrial Park. If you have any questions or need more information please contact me at 907.952.5265 (cell) or 907.424.7808 (home) or via email at [dune@redzone.org](mailto:dune@redzone.org).

Respectfully Submitted,

  
Dune Lankard



NOTES:  
ALL UNITS IN FT  
10,800 SQ FT BUILDING  
10 PARKING SPOTS  
1 LOADING ZONE  
SCALE 1"=250'

Planning and Zoning will evaluate each proposal by using the criteria in the table below. Each criteria will be scored from 1-10 for the individual proposals. The multiplier will then be applied to the scores to determine a final score.

Final Land Disposal Evaluation Criteria

<b>Criteria</b>	<b>Multiplier</b>	<b>Proposal A Rank 1-10</b>	<b>Proposal B Rank 1-10</b>	<b>Proposal C Rank 1-10</b>	<b>Subtotal for Proposal A</b>	<b>Subtotal for Proposal B</b>	<b>Subtotal for Proposal C</b>
Value of improvements	1.75						
Number of employees	1						
Sales tax revenue	1						
Importance to community	1.75						
5 year business plan/time line	0.75						
Enhanced architectural design	1.25						
Proposal price	1						
Consistency with Comprehensive Plan	1.5						
<b>Total</b>	<b>10</b>						

## SEALED PROPOSAL FORM

All proposals must be submitted by August 26, 2013 @ 5 PM in a sealed envelope.

Property: Lot 1, Block 1, located in the Cordova Industrial Park. (Does not include Tidelands)  
See attached map.

Name of Proposer MARK PALMER  
Name of Business Ocean Beauty Seafoods  
Address Ocean Beauty Seafoods Phone # (206) 281-5891  
PO BOX 70739  
Seattle, WA 98127

**Note:** All submitted proposals for this property will be reviewed by the Planning & Zoning Commission using the attached criteria. The Planning and Zoning Commission will then recommend a proposal to City Council for final review and acceptance.

**The City Council reserves the right to reject any proposal, part of any proposal, or all proposals. The City Council may accept any proposal deemed most advantageous to the City of Cordova.**

The chosen proposal will be required to provide a site plan and architectural plan to Planning and Zoning for review per City of Cordova Municipal Code section 18.39.130 - Site Plan and Architectural review. This process shall be completed prior to a Building Permit being issued.

The minimum price that will be accepted for Lot 1, Block 1; Cordova Industrial Park is \$145,200. Fair Market Value for this property is based on the appraised value set by the City. If the successful proposal amount is greater than the minimum price, that shall be the amount paid for the property.

All Organizations that submit proposals, including non-profits with proposals of less than Fair Market Value, will be required to meet the appropriate criteria within Cordova Municipal Code Section 5.22. A link to the City code is available at [www.cityofcordova.net](http://www.cityofcordova.net).

**Proposed Price \$** 175,000

The applicant shall be responsible for all fees and costs the City incurred to third-parties in the transaction, including without limitation costs of appraisal, attorney's fees and costs, surveying and platting fees and costs, closing costs and escrow fees as per City of Cordova Municipal Code section 5.22.100.





1. Ocean Beauty Seafoods will utilize the available property to expand our existing adjacent seafood processing plant. The additional square footage is imperative to the expansion of our processing capability. We will utilize the space to build a two story building consisting of offices, a tunnel freezer, a heading and gutting line and/or to possibly accommodate auxiliary functions to support probable expansion of capacity to the existing buildings.
2. Conceptually, we will build a 12,000 sq. ft. building, but we are still determining the exact size and configuration of our plans.
3. For a sketch, please see attached document.
4. Our intention is to expand the Ocean Beauty plant and supplement existing capacity by an estimated 40% for the 2014 season and eventually by an additional 20-25%. This expansion will allow us to hire an additional 40-50 employees, purchase more fish, and thus greatly increase the fish taxes we pay, currently estimated at \$800,000 for 2013. Currently, during years with large salmon runs, significant opportunity is lost for additional fish (and fish tax income) coming to Cordova due to production limitations. Increasing capacity will alleviate these issues by allowing us to lift fishing limits placed on fishermen and process more salmon in Cordova. Sales tax revenue will also increase because the additional employees will be making retail purchases locally. Additionally, our hopes are that the new space will allow us to eventually reconfigure the current tractor trailer parking spaces to provide room for 53 ft. trucks creating a safety buffer that does not exist today.
5. The value of the proposed improvements ranges from \$2.5 million-\$10 million.
6. We plan to begin construction in 2014 and complete building for the 2015 season. Additional curb appeal and architectural design enhancements are set to be completed by 2016.

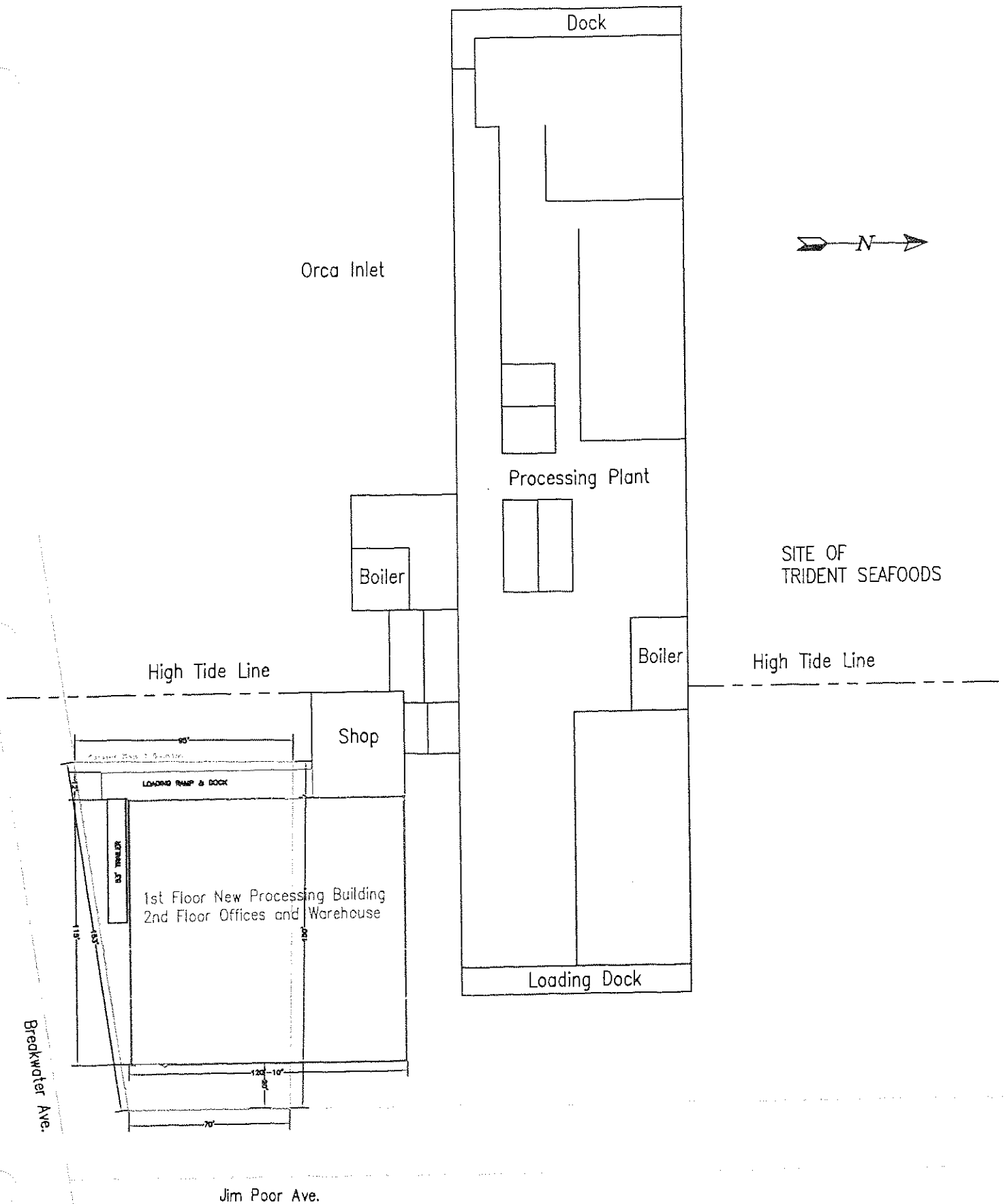
OCEAN BEAUTY SEAFOODS LLC

1100 W. EWING ST. • P.O. BOX 70739 • SEATTLE, WASHINGTON 98127-1539 • (206) 285-6800 • FAX (206) 281-0820

Planning Commission Regular Meeting  
September 10, 2013  
Page 36 of 217

Please note, this sketch is a conceptual image of Ocean Beauty's plans.

Exact architecture will be determined after final approval.



Planning and Zoning will evaluate each proposal by using the criteria in the table below. Each criteria will be scored from 1-10 for the individual proposals. The multiplier will then be applied to the scores to determine a final score.

Final Land Disposal Evaluation Criteria

<b>Criteria</b>	<b>Multiplier</b>	<b>Proposal A Rank 1-10</b>	<b>Proposal B Rank 1-10</b>	<b>Proposal C Rank 1-10</b>	<b>Subtotal for Proposal A</b>	<b>Subtotal for Proposal B</b>	<b>Subtotal for Proposal C</b>
Value of improvements	1.75						
Number of employees	1						
Sales tax revenue	1						
Importance to community	1.75						
5 year business plan/time line	0.75						
Enhanced architectural design	1.25						
Proposal price	1						
Consistency with Comprehensive Plan	1.5						
<b>Total</b>	<b>10</b>						

## SEALED PROPOSAL FORM

All proposals must be submitted by August 26, 2013 @ 5 PM in a sealed envelope.

Property: Lot 1, Block 1, located in the Cordova Industrial Park. (Does not include Tidelands)  
See attached map.

Name of Proposer TRIDENT SEAFOODS CORPORATION  
Name of Business TRIDENT SEAFOODS CORDOVA

Address P.O. Box 1040 Phone # 907-424-7111  
CORDOVA, AK 99574

**Note:** All submitted proposals for this property will be reviewed by the Planning & Zoning Commission using the attached criteria. The Planning and Zoning Commission will then recommend a proposal to City Council for final review and acceptance.

**The City Council reserves the right to reject any proposal, part of any proposal, or all proposals. The City Council may accept any proposal deemed most advantageous to the City of Cordova.**

The chosen proposal will be required to provide a site plan and architectural plan to Planning and Zoning for review per City of Cordova Municipal Code section 18.39.130 - Site Plan and Architectural review. This process shall be completed prior to a Building Permit being issued.

The minimum price that will be accepted for Lot 1, Block 1; Cordova Industrial Park is \$145,200. Fair Market Value for this property is based on the appraised value set by the City. If the successful proposal amount is greater than the minimum price, that shall be the amount paid for the property.

All Organizations that submit proposals, including non-profits with proposals of less than Fair Market Value, will be required to meet the appropriate criteria within Cordova Municipal Code Section 5.22. A link to the City code is available at [www.cityofcordova.net](http://www.cityofcordova.net).

Proposed Price \$ \$176,000

The applicant shall be responsible for all fees and costs the City incurred to third-parties in the transaction, including without limitation costs of appraisal, attorney's fees and costs, surveying and platting fees and costs, closing costs and escrow fees as per City of Cordova Municipal Code section 5.22.100.



## TRIDENT SEAFOODS CORPORATION

5303 Shilshole Ave. NW, Seattle, WA 98107-4000 USA • (206) 783-3818 • Fax 782-7195  
Domestic Sales: (206) 783-3474 • Fax: (206) 782-7246  
Canned Sales: (206) 781-7606 • (206) 781-7604  
Export Sales: (206) 783-3718 • (206) 782-7195

8/26/2013

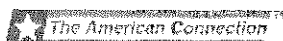
To: Planning Commission

Trident Seafoods is proposing to develop Lot 1, Block 1 located in the Cordova Industrial Park. The proposed development will be a 132 person bunkhouse that is 13,800 square feet with a design that is similar to the 3 story building that was built last winter. Please find attached the preliminary drawing of the site development. By building this bunkhouse we will be able to keep more fish in Cordova increasing our fish processing capacity and adding 132 jobs, instead of fish having to be sent to Southeast or Kodiak plants. We are budgeting \$1,500,000 for this project, not including the price of purchase for the property with a completion time of June 1, 2014.

Thank you for taking the time review this project, if you have any questions or need clarification please do not hesitate to contact myself.

Sincerely,  
Rick Isaacson  
PWS Operations Manager

Alaska



Washington

**Akutan • Anchorage • Chignik • Clarks Point • Cordova • Dillingham • Dutch Harbor**  
**Anacortes • Bellingham • Everett**

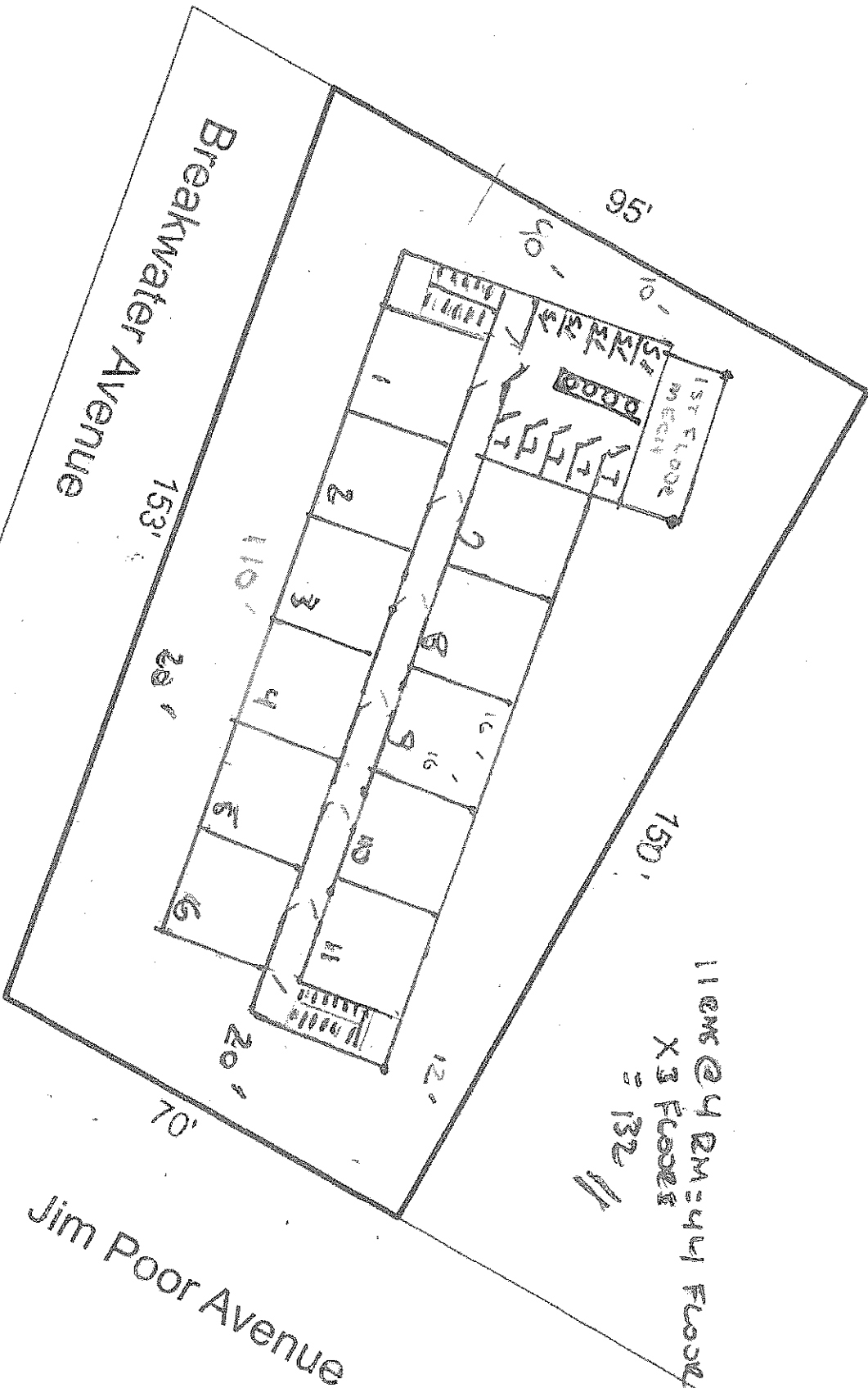
Ketchikan • Kodiak • Naknek • Petersburg • Sand Point • South Naknek • St. Paul

Planning Commission Regular Meeting  
September 10, 2013  
Page 40 of 217

# Lot 1, Block 1



Area: 12,477 sq ft  
Zoning: Waterfront Industrial



11 @ 4 RM = 44 FLOOR  
X 3 FLOOR  
= 132 //

Planning and Zoning will evaluate each proposal by using the criteria in the table below. Each criteria will be scored from 1-10 for the individual proposals. The multiplier will then be applied to the scores to determine a final score.

Final Land Disposal Evaluation Criteria

<b>Criteria</b>	<b>Multiplier</b>	<b>Proposal A Rank 1-10</b>	<b>Proposal B Rank 1-10</b>	<b>Proposal C Rank 1-10</b>	<b>Subtotal for Proposal A</b>	<b>Subtotal for Proposal B</b>	<b>Subtotal for Proposal C</b>
Value of improvements	1.75						
Number of employees	1						
Sales tax revenue	1						
Importance to community	1.75						
5 year business plan/time line	0.75						
Enhanced architectural design	1.25						
Proposal price	1						
Consistency with Comprehensive Plan	1.5						
<b>Total</b>	<b>10</b>						

# Memorandum

To: Planning Commission  
Thru: Planning Department Staff  
Date: August 6, 2013  
Re: Preliminary Plat

---

## **PART I. GENERAL INFORMATION:**

File No.:

Requested Action: Preliminary Plat approval for Block 45 and Block 46, Original Townsite

---

Applicant: Linden O'Tool  
Owner's Name: Lindens Land Company  
Zoning: Low Density Residential (LDR)  
Applicable Regulations: Title 17, Subdivision Regulations

## **PART II. BACKGROUND:**

This preliminary plat proposes to combine 56 lots into 6 lots, vacates one undeveloped ROW (Eyak Av) and three undeveloped alleys. These lots are part of the original town site plat which when created did not take topography into account. The re-platting of these lots and vacation of ROW will provide 6 useable/buildable lots.

There is a an 8 inch sewer main running up Council Avenue and the proposed Lot 1 is within 150 feet of that sewer main and will be required to connect to the sewer main when a building permit is applied for. Local contractor reviewed area and feels that septic tanks are doable, although some may require engineered drawings. The water line that supplies the houses on the upper portion of Council Avenue is a 1 inch line and is not considered a main. Until there is further expansion of the water main from corner of Council and Sixth the lots will have alternative water sources.

Due to terrain access to each lot will be provided through a record easement running north to south on lot 3 and along and east and west through lots 2, 3, 4 and 5 for access to each lot. This east/ west easement will be extend through 1 and 5 to provide a utility easement which is required by code section 17.16.060.

The Council ROW is not developed and by combining and re-platting these lots and approving the vacations of the street and alleys in this requests in no way obligates the City of Cordova to develop Council Avenue ROW. This re-plat is to create lots only; the city will not be requested to take over any improvements.



**PART III. SUGGESTED FINDINGS:**

1. The proposed subdivision conforms to the purposes and requirements of the Subdivision Ordinance; and the Comprehensive Plan Policies and serves the public use, health and safety
2. There are no known physical conditions present which may be hazardous to the future inhabitants with this Subdivision

**PART III. SPECIAL CONDITIONS:**

1. Subdivider has 24 months to submit final plat
2. The Final Plat will include the Trail easement across all newly vacated property and will be recorded at the time of final plat being recorded

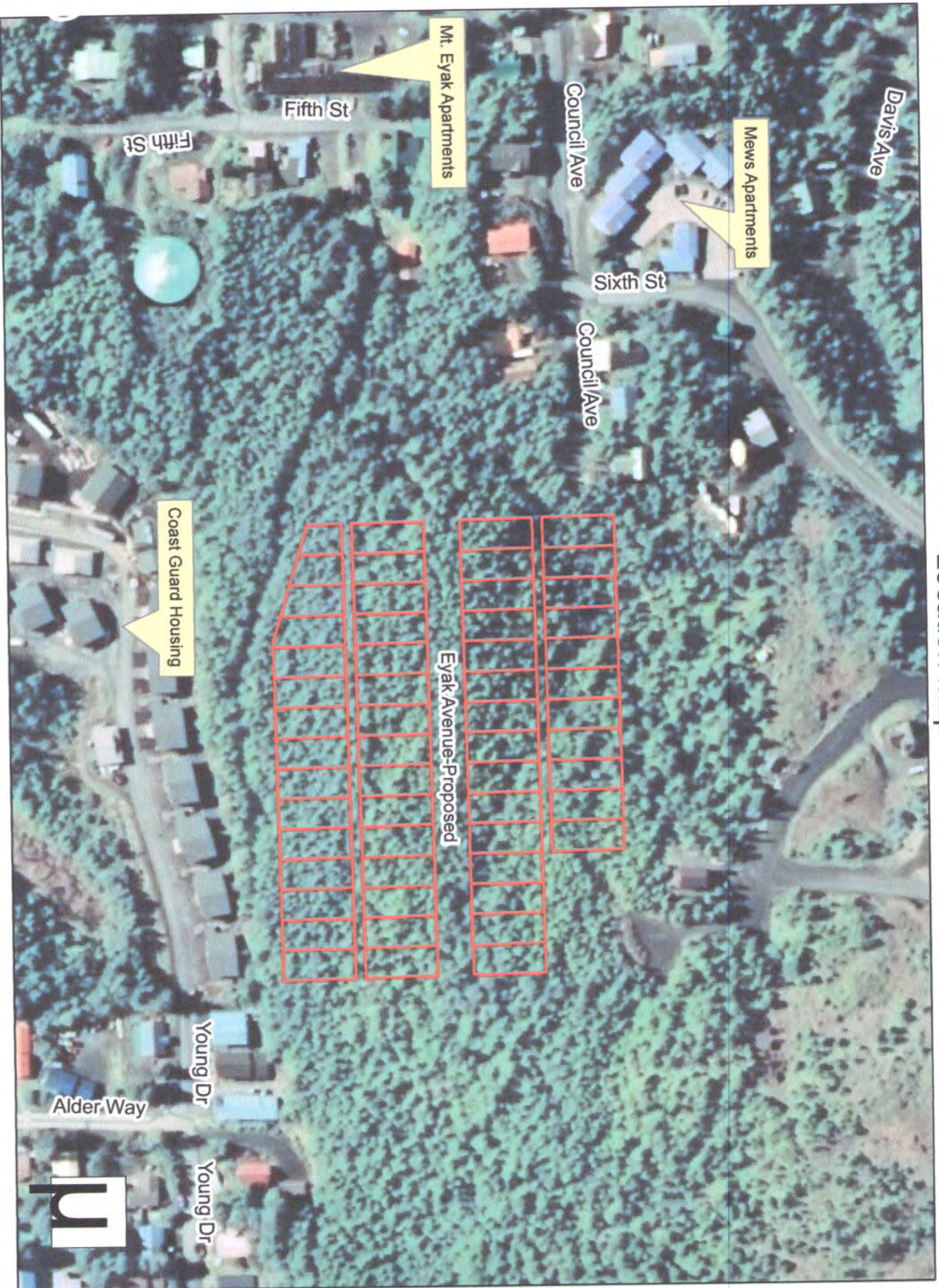
**PART IV. STAFF RECOMMENDATION:**

Staff recommends that the request for the Preliminary Plat approval Enchanted Forest,: A re-plat of lots Block 45 and Block 46, Original Townsite be approved

**PART V. RECOMMENDED MOTION:**

“I move to approve the Preliminary Plat request of Linden Land Company, for the Preliminary Plat approval Enchanted Forest,: A re-plat of lots Block 45 and Block 46, Original Townsite.”

# Preliminary Plat of Block 45 and Block 46, Original Townsite Location Map

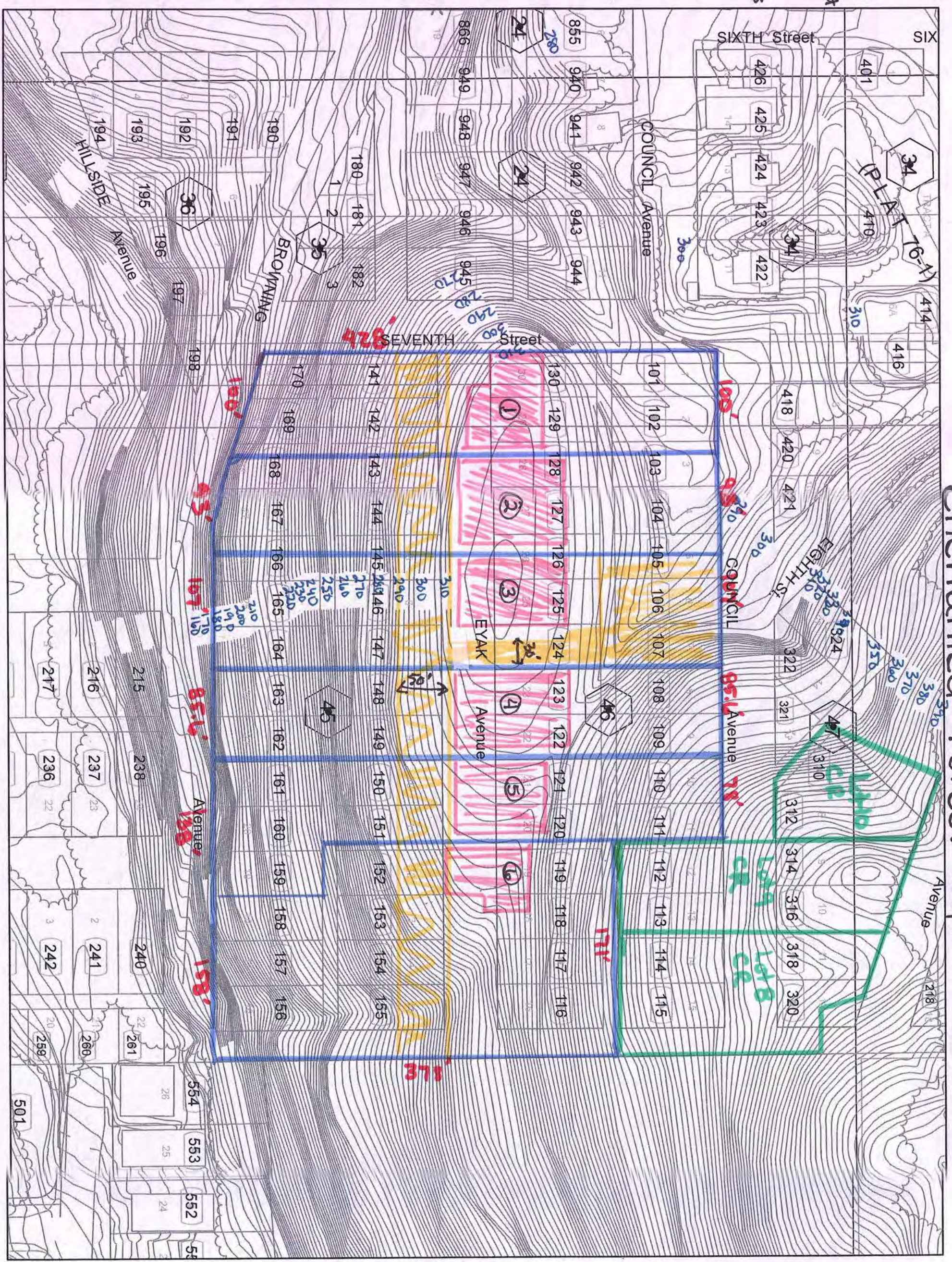




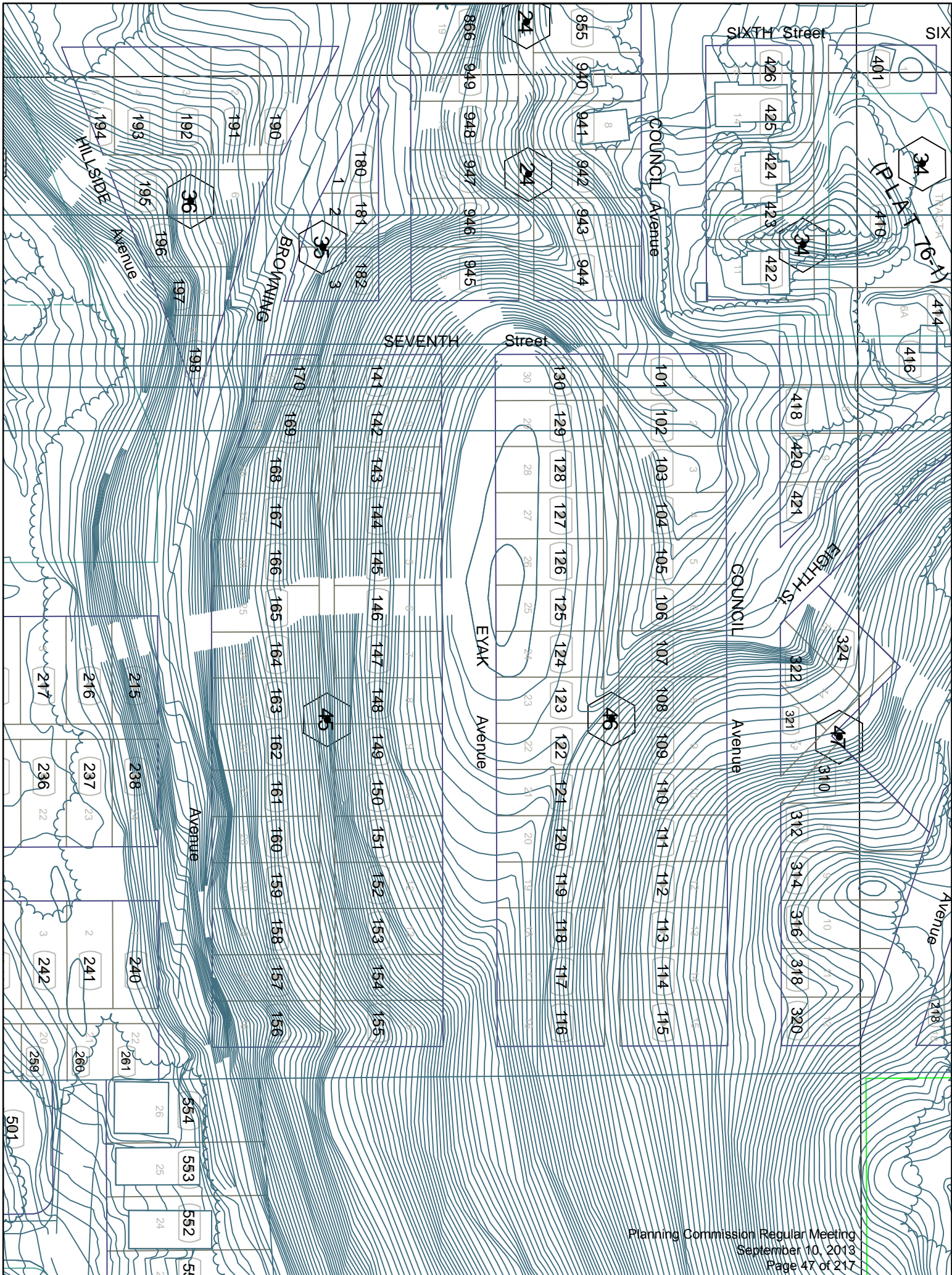
# Enchanted Forest Replot

- Proposed lot lines
- Access, utility easement
- homesites, buildable
- Existing Cabin Ridge lots

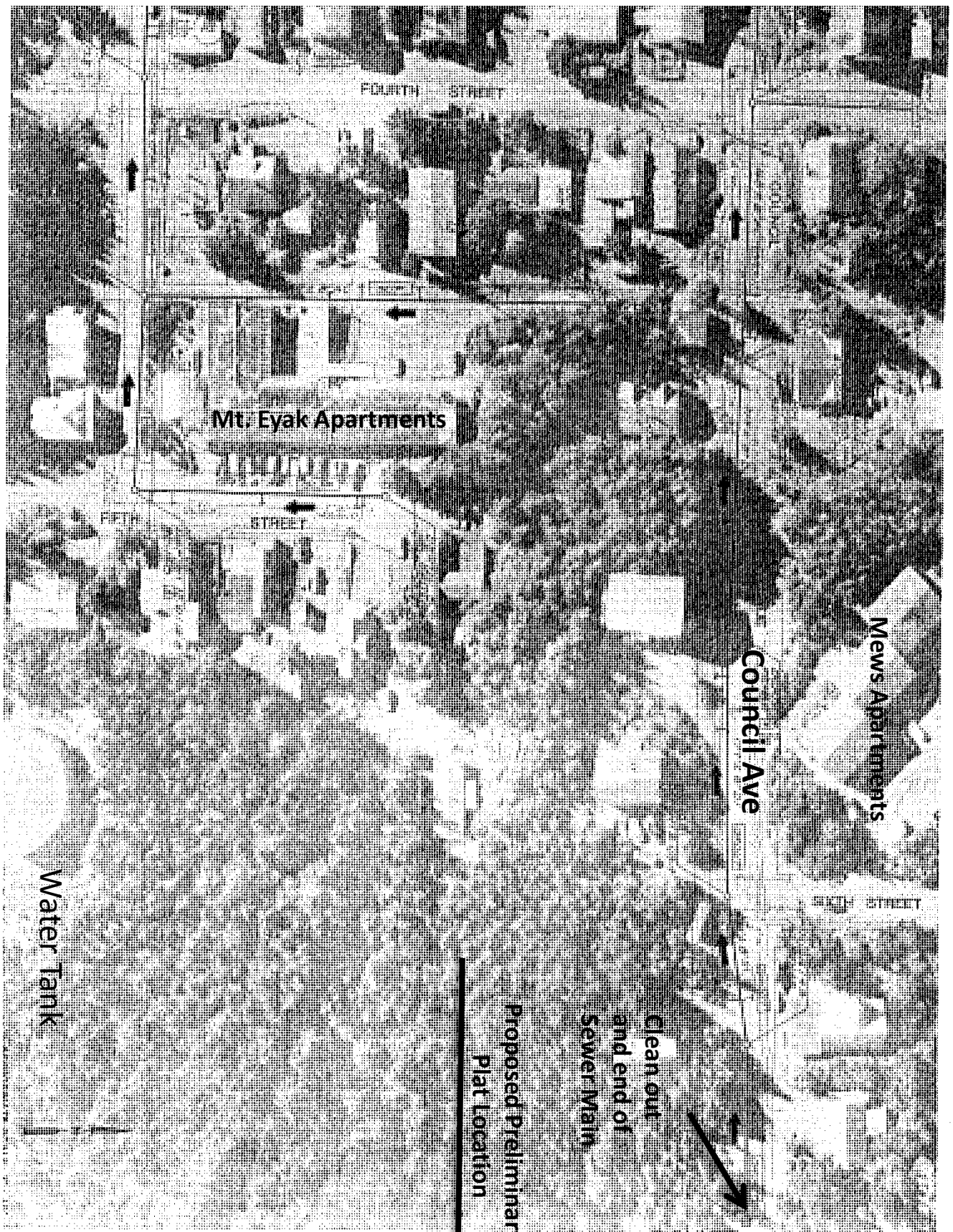
- Lot 1 - 44,800sf
- Lot 2 - 44,262
- Lot 3 - 51,146
- Lot 4 - 46,917
- Lot 5 - 41,557
- Lot 6 - 55,595













Memorandum

To: Planning Commission  
Thru: Planning Department Staff  
Date: September 3, 2013  
Re: One Way Road

PART I. GENERAL INFORMATION:

At the August Meeting there was some discussion about traffic concerns on Jim Poor Avenue, mostly in the area between the corners of Breakwater Avenue extending to the next corner at Marine way. The possibility of a one-way designation on this block had been discussed in the past and the commission requested that information be brought forward. I was not involved in previous discussion and none of the city employees who were are still at the city. I spent some time discussing the concerns with people who I thought could provide some input in to the pros and cons of this idea. Attached are emails from the chief of police, the harbor master and Jim Holly from AML. It appears that this idea raised a variety of concerns with the people. Although after talking with them these solutions were suggested. It seems these solutions are easily doable and I think would be helpful in the future.

1. Spring time – education- radio, scanner and newspaper ads. Asking/reminding people that this area is an industrial area and that walking is not recommend; Drivers be cautious of trucks and forklifts in the area; send polite letters to canneries reminding them to be courteous of cars and people
2. Reduce the speed limit to 20 MPH
3. Add signage: caution trucks and others

Jim Holly AML one way street concerns

Concerns

1. AML drivers need access both ways in order to efficiently and quickly move in and out of the truck bays.
2. It would be difficult and confusing to enforce a one way street especially on seasonal basis
3. Possibly some newspaper ads asking drivers to be courteous and take extra caution in that area during canning season and some signage "watch for trucks" also a maybe a reduced speed limit would go a long ways to help with the congestion.



**From:** [Tony Schinella](#)  
**To:** [George Wintle](#); [Sam Greenwood](#); [Moe Zamarron](#); [Bill Howard](#)  
**Cc:** [Shannon Joekay](#)  
**Subject:** RE: one way  
**Date:** Thursday, August 29, 2013 12:01:05 PM  
**Attachments:** [image001.png](#)

---

Sam,

I would be opposed for the following reasons

1. Trident Seafood's, Ocean Beauty and Prime Select all use the road to transport product via forklift from the Ocean Dock and the Harbor Loading Dock.
2. I also believe it would AML and Samson would not be able to make the left turn at ADF&G.
3. I travel this road Monday thru Friday and have never seen an issue with traffic.

I believe that making this road One Way, even for seasonal use would be more an inconvenience all of the business's in that area.

Tony Schinella  
Harbormaster  
City of Cordova  
PO Box 1210  
Cordova, Alaska 99574  
Phone: 907-424-6400  
Direct: 907-424-6279  
Fax: 907-424-6446  
Email: [harbor@cityofcordova.net](mailto:harbor@cityofcordova.net)

---

**From:** George Wintle  
**Sent:** Thursday, August 29, 2013 9:36 AM  
**To:** Sam Greenwood; Moe Zamarron; Bill Howard; Tony Schinella  
**Cc:** Shannon Joekay  
**Subject:** RE: one way

Sam,

I have never been associated with any of these concerns for the one way traffic and would be opposed to that idea for a few reasons.

1. Signage would need to be created for the public to be aware of the one way road. If the one way road was used only during seasonal times, the street signage would need to be changed with that time frame.
2. Local community might become confused on when and where the street was a one way which could possibly cause vehicular accidents or other related traffic situations.
3. If changes were made, it might be a good idea to address that whole area as to alternate one way streets which would allow for better traffic flow.
4. I would not be opposed to speed limits being reduced to a 20mph zone or speed bumps which could cause problems during the winter months and snow removal.

Chief

---

**From:** Sam Greenwood  
**Sent:** Tuesday, August 27, 2013 5:29 PM  
**To:** Moe Zamarron; George Wintle; Bill Howard; Tony Schinella  
**Cc:** Shannon Joekay  
**Subject:** one way

## Memo

The South Fill draft report is presented for your review and input. We are still working on formatting issues, but feel most of the report is complete. We wanted to have this when the CIP list was being considered so decided to include it in this packet, knowing that it will be brought back as a final version. The end goal is for P&Z to recommend the planning document to City Council and will provide P&Z with a planning document to move forward with the South Fill Commercial Area.

The report consists of why and how the meetings got started, the meeting approach and process, and a brief summary of each meeting. We did not spend a lot of time re-hashing each meeting in the report because we felt that the meetings created the end products of an overall waterfront area (including the SFCA) goals, the project consideration criteria and the action plan matrices. All the PowerPoint, maps and meeting notes are available in the Appendixes. The maps graphically show the evolution of the projects throughout the meeting process.

We will gladly take comments and edits but we must respect what occurred at the meetings and the input received there.

# South Fill Commercial Area Final Report **DRAFT**



*DRAFT Final Report  
September 5, 2013  
Prepared for:  
The City of Cordova  
Prepared by:  
Agnew::Beck  
Samantha Greenwood  
Shannon Joekay*

## TABLE OF CONTENTS

<b><u>ACKNOWLEDGEMENTS</u></b>	<b><u>1</u></b>
<b><u>INTRODUCTION</u></b>	<b><u>2</u></b>
<b><u>THE SFCA PLANNING PROCESS</u></b>	<b><u>2</u></b>
<b><u>PUBLIC MEETINGS</u></b>	<b><u>4</u></b>
<b><u>SOUTH FILL COMMERCIAL AREA ACTION PLANS</u></b>	<b><u>7</u></b>
<b><u>NEAR-TERM PROJECTS</u></b>	<b><u>8</u></b>
<b><u>SHORT-TERM PROJECTS</u></b>	<b><u>9</u></b>
<b><u>MEDIUM-TERM PROJECTS</u></b>	<b><u>13</u></b>
<b><u>OTHER WATERFRONT PROJECTS ACTION PLAN</u></b>	<b><u>17</u></b>
<b><u>NEXT STEPS</u></b>	<b><u>22</u></b>
<b><u>APPENDIX A: P&amp;Z AND COUNCIL TIMELINE</u></b>	<b><u>23</u></b>
<b><u>APPENDIX B: POWERPOINTS AND MAPS</u></b>	<b><u>29</u></b>
<b><u>APPENDIX C: MEETING NOTES</u></b>	<b><u>138</u></b>
<b><u>APPENDIX D: PRELIMINARY PROJECT COST AND OPERATION AND MAINTENANCE COST</u></b>	<b><u>149</u></b>

## **Acknowledgements**

The City of Cordova Planning Department and Agnew::Beck would like to thank South Fill Commercial Area property owners, all meeting participants, and Cordova residents for their input and willingness to participate in public meetings. We also appreciate the support of the Planning and Zoning Commission who recommended the planning processes to the City Council and provided the funding make it happen. The Planning Department would also like to wholeheartedly thank Shelly Wade and Chris Beck from Agnew::Beck. With their guidance, experience and expertise, these meetings were successful beyond our expectations. Shelly and Chris also created a learning environment for Planning staff and residents alike. Their willingness to listen to our ideas and concerns, and to provide input on every aspect of the process, was very much appreciated. Thanks are also extended to Assistant Planner Shannon Joekay for taking care of all the details and her endless editing of maps and PowerPoint presentations; her can-do attitude never wavered.

## **Introduction**

The South Fill Commercial Area (SFCA) was developed in the early 80s and the plat was recorded in 1985, to promote economic development and to expand growth opportunities for Cordova. For many years, the area sat vacant and was used for parking and seasonal storage for boat trailers. However, development has slowly been increasing on the SFCA, and today there are no remaining lots available for purchase. All vacant lots are slated for future development by property owners or will be used seasonally for parking and snow dumps by the City of Cordova.

In September of 2012, the Planning and Zoning (P&Z) Commission received four proposals for the purchase of the last available lot in the South Fill area. While there are no longer lots available in the SFCA, there is still demand for commercial property in the area. Additionally, there is community interest in exploring other projects and ideas for this waterfront property. Recognizing this interest, in March 2012, the P&Z Commission directed City staff recommending the City Council undergo a formal planning process for the area. In the summer of 2012, the City passed a resolution to examine SFCA expansion options (Appendix A).

As outlined in this report, the purpose of the SFCA planning process, held over a four-month period from January – April 2013, was to develop a prioritized suite of projects to implement over the coming years in the SFCA. Through this process, the P&Z sought to identify a range of short-term, easily-to-accomplish projects, as well as more ambitious ideas for future development. At a minimum, the project team wanted to make sure that all priority projects were “shelf-ready,” meaning they had public support, an initial design, a cost estimate and a narrative, as these components are all necessary to proceed with grant applications, capital funding or to pursue other funding sources. This report describes the process and major outcomes of the SFCA planning effort and serves as a decision-making tool for City staff, the P&Z Commission and the City Council.

## **The SFCA Planning Process**

The planning process, and ultimately this plan, seeks to identify waterfront issues, concerns, goals and a set of recommended projects and strategies for the SFCA. P&Z Commission Members and City Staff also recognize the need for a broader conversation regarding the surrounding waterfront and nearby downtown area. Throughout the process, community members were encouraged to share ideas regarding other waterfront development issues and desired goals. Those ideas are documented in the public meeting notes (Appendix C) and in Table 5: Other Waterfront Efforts Action Plan. These ideas are valuable contributions to parallel effort of waterfront planning efforts (e.g., Harbor Redesign Study). Still, the main objective of this plan is to focus in particular on options for the SFCA.

To kick off the process in March 2012, neighbors and businesses on and adjacent to the South Fill Commercial Area received a letter from the city notifying them of the planning process and inviting them to participate in a P&Z meeting to discuss expansion of the SFCA. The letter also included a map which listed one alternative for expanding the area. Fervent discussion about the map confirmed that additional public input and planning was needed before moving forward with the South Fill Expansion. The City Council and the P&Z decided that a facilitator was needed to direct the conversation, and to ensure that concerns, priorities and ideas about the project were adequately addressed (Appendix A). Agnew::Beck was hired to assist the City with the public participation process which included a series of stakeholder interviews and three public meetings.

## **Stakeholder Interviews**

The project team began by researching SFCA issues and goals through a series of interviews with various stakeholders, including SFCA property and business owners, local fishermen, members of

the Cordova Chamber of Commerce, and P&Z Commission Members. From these conversations and input from City staff, the team developed an initial list of issues and goals.

#### Preliminary Issues

- Overall, lack of coordinated waterfront/site planning.
- Need to strengthen and diversify local economy.
- Improve character of downtown and waterfront areas.
- Lack of trails and sidewalks.
- Lack of viewing opportunity and scenic overlooks.
- Right uses in the right locations (zoning district).
- Generate revenues to support local government support local government services.
- Need more area for commercial development.

#### Preliminary Goals

1. Create a plan to encourage economic development for Cordova with emphasis on South fill Area.
2. Increase connectivity between Sawmill/Cordova High School/South Fill Area to the harbor, Cordova Center and downtown.
3. Provide safe walking/viewing areas for local residents and visitors.

## Public Meetings

Using the preliminary lists above, as well as additional research on existing land use conditions and availability in the SFCA, waterfront and surrounding areas, the project team solicited public input during a series of meetings Spring 2013. The meetings were held over a month period. All meetings were advertised in the local newspaper, radio, scanner TV channel and on the City's website. Flyers were also posted around town for each meeting.

All meetings were well attended; average attendance was around 35 participants. Attendees included a range of stakeholders, with a core group of approximately 10-15 people who attended all the meetings. The atmosphere of the meetings was positive and the public was appreciative of the opportunity to participate. The Planning Department developed lines of communication with the public that continue today. The maps became an important part of the meetings and provided a good communication tool between staff and the public. The multi-meeting approach worked well as participants' ideas and understandings developed over the meeting series. The time between meetings also gave the project team an opportunity to make revisions to maps and to gather additional relevant information to help inform and guide the conversation at each additional meeting.

Three meetings seemed to be the optimal number of meetings for this size and type of project. The continuity, iterative nature and well defined objectives for each meeting, as well as the timeframe for completing the meetings (i.e., three meetings in a two-month period is unusual) gave more credibility to the planning process with comments like "we are seeing our thoughts and ideas being brought to the next meetings...", "...it feels like we are making an impact, not just being told what is happening".

Three important tools came out of the planning meetings and the overall process; they include the overall waterfront area (including the SFCA) goals (presented below), the project consideration criteria (presented below), and the action plan matrices. These tools will help guide the Planning & Zoning Commission's work along the waterfront, and specifically, the SFCA.

### *Waterfront/SFCA Goals*

The overall refined goals for the waterfront area, including the SFCA are:

- Improve waterfront access to both residents and visitors.
- Create a visually attractive waterfront business district.
- Compliment and contribute to the vitality of the downtown area.
- Improve the strength and diversity of Cordova's economy.
- Create a safe and pedestrian-friendly waterfront.
- Consider and protect critical habitat.

### *Project Consideration Criteria*

- Meet the overall goals and will align with other waterfront planning/development efforts/projects.
- Economically feasible - available capital and long-term operation cost and maintenance.
- Physically doable.
- Environmentally compatible.

A brief synopsis of each meeting is outlined below. Appendix B includes the power points, maps and handouts for each meeting. Appendix C has detailed meeting notes which were used to frame the next meeting's presentation and maps.



### Meeting 1 – March 26, 2013

The first meeting provided general background and overview of the purpose of the SFCA planning project issues, goals, and project ideas. Topics covered during this meeting included:

- Preliminary issues, concerns, needs and potential goals of overall waterfront.
- Current zoning – districts and purpose.
- Potential and future waterfront projects.
- Background for considering expansion of the SFCA.
- Permitted principal uses and structures in the waterfront commercial district.
- Current and future makeup of the SFCA area (existing and future businesses).
- Pros and cons of other areas in the community zoned for waterfront commercial and/or business development.
- Preliminary issues, concerns, needs and potential goals for SFCA.
- SFCA preliminary ideas.

Using the background information provided above, and detailed maps of the South Fill Commercial Area, participants were split into small groups, asked to identify their areas of concern, and where possible, draw/describe specific projects ideas. After this small group exercise, each group reported back to the larger group. Notably, all groups had very similar concerns and projects for the SFCA, as well as the overall waterfront area. The meeting concluded with a discussion of next steps and what to expect at the subsequent meeting. The group agreed that moving forward; projects could be grouped by priority into short, medium and long-term projects. After the meeting, the project team used the maps and notes to gather additional information, refine the issues/concerns and vision/goals list, and to create a set of revised maps with projects arranged by priority for Meeting 2.

### Meeting 2 – April 16, 2013

The overall goal of the second meeting was to summarize, address and evaluate feedback from meeting one and to develop a more detailed phased approach for addressing SFCA development.

One of the biggest concerns shared during the first meeting was whether or not there is a documented need for additional commercial property. Participants noted Cordova's decreasing population trend, as well as the numerous vacant lots and buildings for sale in the downtown area, as reasons for questioning the actual need. City staff addressed this topic, as well as other concerns from the first meeting. Specific topics covered during Meeting 2 included:

- Project purpose, waterfront and SFCA issues, goals and short, medium and long-term development options.
- Context and background information – What do we know about Cordova today?
  - Population
  - School district enrollment
  - City and private land availability
  - City-issued building permits
  - Newly constructed and proposed commercial buildings
  - Current waterfront planning efforts
  - Current CIP list for State legislation
- Specific project considerations and preliminary prioritization criteria.

Using the information outlined above, and maps showing a summary of input from Meeting 1, participants fleshed out different project ideas. Specifically, participants were asked to answer the following questions:

- What projects are missing?

- What is the right timeline for proposed projects? Are these short (1-5 years), medium (6-10 years) or long-term (10+years) projects?
- How does each project meet the criteria?
- What do we know about it?
- What ideas do you have for getting these projects done? What specific tasks, partners, resources would make the project a reality?
- Of the projects on short-term ideas map, which of these rises to the top as the most important (i.e., from what you know and have learned; best meets criteria)?
  - Of the projects on medium-term ideas map?
  - Of the projects on long-term ideas map?

Representatives from each small group presented and discussed. When the small groups reported back, much like the first meeting, there was general agreement across the groups about time frames and project priority. The meeting concluded with the project team reviewing next steps and the main objectives for the third and final meeting including:

- Review and confirm project selection criteria.
- Revise project maps to reflect Meeting 2 feedback.
- Research and provide preliminary project capital and operation and maintenance cost estimates for key projects.
- Develop Meeting 3 agenda to focus on SFCA specifically.

#### Meeting 3 – April 30, 2013

The objective of the final meeting was to review and discuss more detailed information, including preliminary cost estimates for SFCA-specific projects identified and refined in Meetings 1 and 2, and to get community feedback on a near-term action plan comprised of actions to be completed toward SFCA improvements within the next six months. To best accomplish the meeting objective, City staff developed and presented matrices showing proposed projects, criteria and other information for each projects, by timeframe (near, short, medium and long-term).

With this additional information, and as meeting participants realized the costs associated with particular projects, some projects increased in priority, while others were determined less important. For example, the estimated high costs associated with the Sawmill Avenue Connection, led to a discussion and support for reprioritizing certain segments of sidewalk improvements. In other words, less costly solutions, like constructing/improving sidewalks could meet the intended goal of creating a safe walkable waterfront-down area and help provide safe pathways for local youth.

## South Fill Commercial Area Action Plans

The following tables include priority projects identified during the community meeting series. The tables are organized by timeframe, ranging from projects that are currently underway (**Near Term**), projects that are 1-5 years out (**Short Term**), projects that could happen in the next 5-10 years (**Medium Term**), and projects are not listed in any particular order. Each matrix includes the following categories:

Table 1 Example of Matrix Categories.

<b>Overarching Project/Purpose – Example: Improvements to existing South Fill Commercial Area: To provide a visually attractive waterfront.</b>	
<i>Project Considerations</i>	<i>Specific Project – Pocket Park</i>
A. Goals Met – Does the project meet the criteria?	Yes
B. Gains/Achieves – What does the project accomplish? How does it improve upon what we have?	Provide safe gathering place for residents and visitors
C. Project Status – What is the project's current status (in progress/not started/incomplete)?	In progress; estimated completion: 7/15/2013
D. Physical Constraints – What are some of the anticipated challenges of pursuing this project?	Utilities
E. Legal/Regulatory Issues – Are there any anticipated legal/regulatory issues that would make the project more difficult to accomplish?	None
F. Preliminary capital costs – What are the estimated costs for completing the project (NOTE: includes all phases of project development, from design to construction)?	<ul style="list-style-type: none"> <li>\$2,500: Commercial grade picnic table and freight; future cost would include thorough design of pocket park including interpretive signage</li> </ul>
G. Preliminary operation + maintenance costs – What are the estimated costs of sustaining the project? What are the annual costs of operating and maintaining the project?	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>Setup/take down: \$300</li> </ul>

It is important to note that many of these projects are ideas that are early in the planning phases, and while estimated costs have been provided, the actual design, permitting and other logistical details still need to be refined. The project specifics may change or need to be adjusted. Going forward, the project criteria will be a useful reference point to confirm that projects still meet the goals and objectives even as the details evolve. The Planning and Zoning Commission anticipates sending email updates to the project mailing list and additional public meetings as projects develop. The P&Z Commission and staff would like to continue the public's involvement with the decisions affecting the waterfront and downtown area.

## Near-Term Projects (Within 1 Year)

Table 2: Near-Term SFCA Action Plan

Improvements to existing South Fill Commercial Area: To provide a visually attractive waterfront.			
Project Considerations	Pocket Park	Dirt Pile	Street Signs
H. Goals Met	Yes	Yes	Yes
I. Gains/Achieves	Provide safe gathering place for residents and visitors	Redevelop existing trailer parking by removing dirt pile	Install street signs and speed limit signs
J. Project Status	In progress  Est. completion 5/2014	Done	In progress Est. completion 4/2014
K. Physical Constraints	Utilities		
L. Legal/Regulatory Issues			
M. Preliminary capital costs	<ul style="list-style-type: none"> <li>\$2,500: Commercial grade picnic table and freight</li> <li>Future cost would include thorough design of pocket park including interpretive signage</li> </ul>	<ul style="list-style-type: none"> <li>\$28,000</li> </ul>	Unknown at this time
N. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>Setup/take down: \$300</li> </ul>	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>General upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>General upkeep: \$2,500</li> </ul>
Project Considerations	Harbor Loop Road	Trash Problem	North Fill Ramp Plan Assessment
A. Goals Met	Yes	Yes	
B. Gains/Achieves	Assess best alternative to reduce potholes and maintenance.	Assess the trash problem in and around SFCA.	Assess the impact of the N. Fill ramp plan on traffic congestion at Baja Taco.
C. Project Status	Streets reviewing alternatives & planning	Harbor Master is addressing	10/2013
D. Physical Constraints	Utilities	NA	NA
E. Legal/Regulatory Issues	NA	NA	NA
F. Preliminary capital costs	NA	NA	NA
G. Preliminary operation + maintenance costs	NA	NA	NA



Short-Term Projects (1-5 Years)  
Figure 1 Short term projects for SFCA.





## Short-Term Project Descriptions

### **Development Study**

As identified during the public meeting series, community members expressed the need for more objective information regarding development needs and potential in Cordova. The Development Study would achieve this objective through the following tasks:

- Inventory and identify promising parcels and/or structures with high potential for redevelopment (requires defining some simple preliminary screening criteria for what constitutes such a site, e.g., downtown location, older structure, vacant lot, expressed interest in change such as for sale sign or past application for building permits).
- Briefly research redevelopment strategies used in other communities around the United States, including various forms of public funding (e.g., assistance with infrastructure, property tax relief, small grants for façade improvements, or overall improvement to a district that increases the desirability of an area, such as happens under national Main Street program, <http://www.preservationnation.org/main-street/>).
- Interview property/building owners to learn what they see as constraints and opportunities for redevelopment (e.g., why would they rather build new on South Fill rather than build/redevelop downtown?). Issues to understand and document include restraints related to lot size, cost to tear down/rebuild, regulatory requirements, access, parking, etc. Talk with owners about options to accelerate redevelopment process, and what they believe the City might do that would be most helpful.
- Develop a set of draft strategies to address concerns and encourage redevelopment; review with community and planning commission/city council; approve and implement.

### **Greenbelt Outside of Current Fill Area**

The Greenbelt Project is to create a walkway with scenic overlooks on the outside of the current South Fill area. The planning of the greenbelt would need to incorporate planning efforts related to the Saw Mill Connection and sidewalk projects (see below). Through the meeting series, a number of path/trail ideas, including specific Cordova-specific landscaping ideas, were shared. These ideas need further review and analysis. Additionally, current landowners should be consulted, as this project will impact adjacent properties.

### **Sidewalk Projects 2 and 6**

Combined, there are six sidewalks projects on the short and medium-term SFCA project lists. These projects are important to establish connectivity between the SFCA and surrounding areas including other waterfront areas (e.g., north end of the harbor), and the SFCA and downtown Cordova. During Meeting 3, two projects were elevated from medium-term to short-term priorities, as they were considered good alternatives, achieving the same kind of connection, as the more costly Sawmill Avenue to SFCA connection project.

### **Sawmill Avenue to South Fill Connection**

The Sawmill Avenue to South Fill connection has been a topic of discussion for many years. There is a broad spectrum of documented stakeholder support for this project. Consensus from the public meeting series is to develop a trail versus road connection. Ideas shared during the meeting series ranged from creating navigable water under the trail, allowing water to pass through via culverts, to filling everything the unfilled area behind the trail. Details for alternatives with the greatest support through the public dialogue are outlined in Table 4. As described in the public meeting overview, after reviewing the potential cost, timeframe and implementation logistics of this project, moved this project from the short-term to medium-term project list.

### Table 3: Short-Term SFCA Action Plan\*

**Planning Projects:**

To assess what buildings and lots are currently available and develop consistent standards that meet the vision and goals for the South Fill Commercial Area.

<i>Project Considerations</i>	<i>Development Study</i>
A. Goals Met	Yes
B. Gains/Achieves	Assesses what buildings and lots are currently available
C. Physical Constraints	N/A
D. Legal/Regulatory Issues	N/A
E. Preliminary capital costs	<ul style="list-style-type: none"> <li>\$10,560</li> </ul>
F. Preliminary operation + maintenance costs	N/A

**Improvements to existing South Fill Commercial Area:**

To provide a visually attractive waterfront.

<i>Project Considerations</i>	<i>"Greenbelt"</i>
A. Goals Met	Yes
B. Gains/Achieves	Cantilever Boardwalk around current South Fill
C. Physical Constraints	Building on rip rap; working with landowners; utilities
D. Legal/Regulatory Issues	Land ownership
E. Preliminary capital costs	<ul style="list-style-type: none"> <li>\$150,000</li> </ul>
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>General Upkeep: \$2,500</li> </ul>

**Sawmill to South Fill Connection:**

To connect Sawmill Avenue to the South Fill Commercial Area to provide a safe pedestrian access, especially to students who access the South Fill Commercial Area.

<i>Project Considerations</i>	<i>Alternative 1 (Pilings and walkway)</i>	<i>Alternative 2 (Path or Trail with fill; non navigable; fill behind)</i>	<i>Alternative 3 (Navigable access with walkway)</i>	<i>Alternative 4 (Path or Trail with fill; culverts {12 foot trail: 10' of walkable space with railings})</i>
A. Goals Met	Yes	Yes	Yes	Yes
B. Gains/Achieves	Safe connection between the High School and SFCA	Safe connection between the High School and SFCA	Safe connection between the High School and SFCA	Safe connection between the High School and SFCA

C. Physical Constraints	Sewer buried in slough; land ownership	Sewer buried in slough; land ownership	Sewer buried in slough; land ownership; <i>Not ADA compliant: ADA requires 1:12 slope; this one would be 1:8. Top of walkway would be 10' above current South Fill. 250' long bridge, 15' at the top of the bridge would have to remain at 30' for navigable access</i>	Sewer buried in slough; land ownership
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting	Permitting
E. Preliminary capital costs	• \$13,500,000	• \$1,000,000	Unknown w/o engineer input	• \$763,700
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>General Upkeep: unknown</li> </ul>	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>General Upkeep: \$2,500</li> </ul>

**Sidewalks connecting South Fill to downtown:**

To provide a safe route for residents and visitors from the downtown area to the boat harbors and South Fill Commercial Area.

<i>Project Considerations</i>	<i>Project SW2</i>	<i>Project SW6</i>
A. Goals Met	Yes	Yes
B. Gains/Achieves	Sidewalks: Main Street to Railroad Ave (without the cost of the stairs already included in Cordova Center project)	Sidewalks: Harbor Loop Road to Railroad Ave develop stairs/crossing from HS
C. Physical Constraints	Utilities; ROW issues	Utilities; ROW issues
D. Legal/Regulatory Issues	NA	NA
E. Preliminary capital costs	• \$18,000	• \$144,000
F. Preliminary operation + maintenance costs	• General Upkeep: \$2,500	• General Upkeep: \$2,500

\*See Appendix D for capital and operation maintenance cost calculations.



Medium-Term Projects (6-10 Years)  
Figure 2 Medium term projects for SFCA.





### Medium-Term Project Descriptions

#### **Develop + Implement Design Standards**

The development and implementation of design standards is a planning project that would establish consistent design of new development in and around the SFCA. The project would create standards that would provide for a more attractive and unique area, to promote specific business and development (i.e., waterfront commercial development to attract tourists and visitors) that would not compete with the downtown area. Potential tasks for this project may include:

- Walk the waterfront district, take pictures, and make observations. Identify buildings and building features that are more and less successful. Topics to explore include: building location on lot; building entry features; scale and character of doors and windows; building form and building materials; use and character of lots (parking, landscaping, collection of debris, etc.).
- Briefly research waterfront design standards, design guidelines in other locations. Gain a sense of the goals, level of detail, types of policies, advisory vs. mandatory, etc. Some examples are outlined below; these likely all go into more detail than Cordova would require.
  - [http://westlinnoregon.gov/sites/default/files/fileattachments/wia\\_design\\_guidelines\\_final2.pdf](http://westlinnoregon.gov/sites/default/files/fileattachments/wia_design_guidelines_final2.pdf)
  - <http://www.novaregion.org/DocumentCenter/Home/View/1354>
  - <http://www.juneau.org/cddftp/documents/WaterfrontDesignGuidelines2008.pdf>
- Hold a meeting with a small group of invited land and business owners, Chamber of Commerce, other involved parties. Discuss pluses and minuses of standards; agree on goals for standards – What topics do the guidelines need to address? Is intent a handful of simple advisory guidelines? Or alternatively, is intent a more fleshed out full and detailed set of policies, like some of the examples above?
- Develop a set of draft guidelines that respond to the conclusion of step immediately above.
- Review design standards package with community, P&Z Commission, City council; approve and implement.

#### **Current South Fill Area West End Square Off**

The idea of placing additional fill in the South Fill Commercial Area was the start of the SFCA planning process. The original map (Appendix A), presented at the March 2012 Planning and Zoning meeting was created to illustrate a potential concept for adding commercial space to the SFCA. Lacking proper background information and community dialogue, the original map, was not well received. At that time, the P&Z Commission removed it from a resolution of support they had recommended to City Council, acknowledging the need for more public education and dialogue regarding community goals for the SFCA (and other waterfront areas).

Through the spring 2013 public meeting series, a modification of the original fill concept, was shared and supported by meeting participants. After reviewing the current status of the SFCA, and the current property available downtown, participants felt the new alternative, shown in Figure 2 above, is considered a good alternate development meeting the desired outcome – more waterfront commercial development space in the SFCA. Moreover, participants expressed the new alternative would raise less environmental concerns off the west end of the current fill, and would have less of an impact on current land owners.

#### **Sidewalk Projects**

Combined, there are six sidewalks projects on the short and medium-term SFCA project lists. These projects are important to establish connectivity between the SFCA and surrounding areas including other waterfront areas (e.g., north end of the harbor), and the SFCA and downtown Cordova. During Meeting 3, two projects were elevated from medium-term to short-term priorities, as they

were considered good alternatives, achieving the same kind of connection, as the more costly Sawmill Avenue to SFCA connection project.

### Gazebo

The gazebo project was discussed in all three public meetings and is considered a nice addition to some of the improvements outlined in the near and short-term SFCA project lists. For example, if the greenbelt project were completed, adding a gazebo for sitting, relaxing, taking in waterfront views, while getting shelter from the elements, would add to the resident and visitor recreational experience.

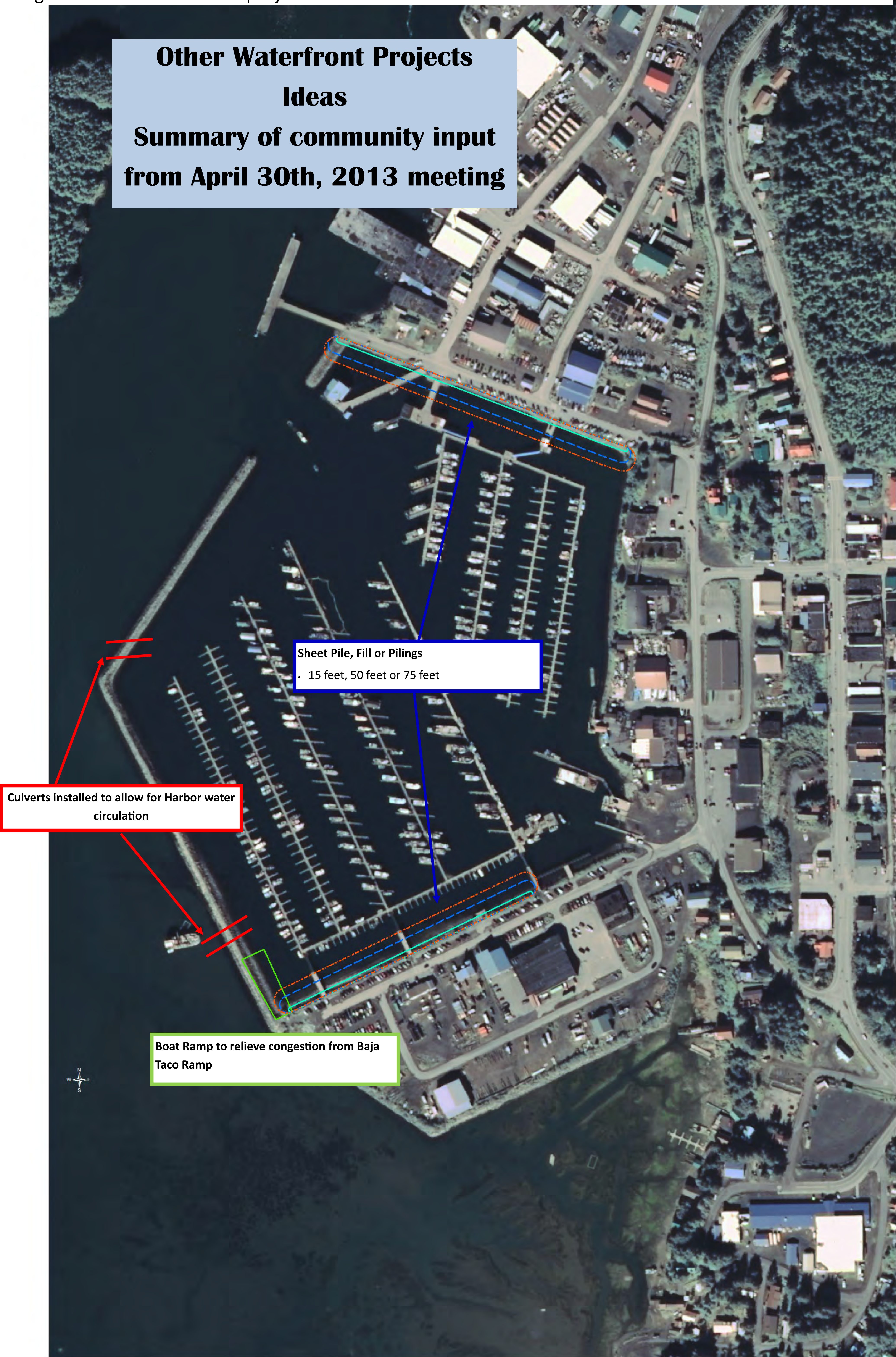
Table 4: Medium-Term SFCA Action Plan\*

Planning Projects: To develop a consistent set of standards which would meet the vision and goals of the South Fill Commercial Area.			
Project Considerations	Waterfront Design Standards		
A. Goals Met	Yes		
B. Gains/Achieves	Develop consistent set of standards that meet the vision and goals for the South Fill Commercial Area		
C. Physical Constraints	NA		
D. Legal/Regulatory Issues	Legal review will be required		
E. Preliminary capital costs	• \$12,000		
F. Preliminary operation + maintenance costs	NA		
Square Off West End of Current South Fill Commercial Area: To add commercial space to the current South Fill.			
Project Considerations	Alternative 1 (Fill)	Alternative 2 (Planks)	Alternative 3 (Sheet Pile)
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	7 new commercial spaces (with current zoning code lot size requirements); additional greenbelt walking area	7 new commercial spaces (with current zoning code lot size requirements); additional greenbelt walking area	7 new commercial spaces (with current zoning code lot size requirements); additional greenbelt walking area
C. Physical Constraints	Shorebird Habitat; Elevations and tides	Shorebird Habitat; Elevations and tides	Shorebird Habitat; Elevations and tides
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	• \$2,208,375	• \$55,001,250	• \$5,583,375
F. Preliminary operation + maintenance costs	• Garbage: \$3,600 • Plowing: \$19,000 • Grading: \$2,400 • General Upkeep: \$2,500	• Garbage: \$3,600 • Plowing: \$35,000 • Grading: \$0 • General Upkeep: \$2,500	• Garbage: \$3,600 • Plowing: \$19,000 • Grading: \$2,400 • General Upkeep: \$2,500

<b>Additional Sidewalks:</b> To provide a safe route for residents and visitors.				
<i>Project Considerations</i>	<i>Project SW3</i>	<i>Project SW4</i>	<i>Project SW5</i>	<i>Project SW1</i>
A. Goals Met	Yes	Yes	Yes	Yes
B. Gains/Achieves	Sidewalks: North Harbor through ROW to Railroad Ave	Sidewalks: continue existing at Council Ave along Railroad Ave to existing sidewalk before CRH intersection	Sidewalks: Railroad Ave from Reluctant ROW to Nicholoff intersection	Sidewalks: Connecting Cordova Center to Railroad Avenue and Downtown
C. Physical Constraints	Utilities	Utilities; ROW issues	Utilities; ROW issues	Utilities; ROW issues
D. Legal/Regulatory Issues	ROW	ROW	ROW	ROW
E. Preliminary capital costs	• \$52,200	• \$108,000	• \$65,250	• \$58,500
F. Preliminary operation + maintenance costs	• General Upkeep: \$2,500	• General Upkeep: \$2,500	• General Upkeep: \$2,500	• General Upkeep: \$2,500
<b>Improvements to existing South Fill Commercial Area:</b> To add a gazebo at the end of the existing Breakwater Trail.				
<i>Project Considerations</i>	<i>Gazebo</i>			
A. Goals Met	Partial			
B. Gains/Achieves	Provides viewing area			
C. Physical Constraints	High wind area. Needs to be engineered to withstand weather conditions.			
D. Legal/Regulatory Issues	USCG			
E. Preliminary capital costs	• \$10,000 gazebo cost. <b>Cannot determine engineering cost for making the gazebo withstand weather conditions.</b>			
F. Preliminary operation + maintenance costs	• Garbage: \$3,600 • General Upkeep: \$2,500			

\*See Appendix D for capital and operation maintenance cost calculations.







### Other Waterfront Project Descriptions

Unlike projects listed in the near, short and medium-term project lists, the “other waterfront projects” action plan includes projects for other waterfront areas, especially the harbor area. Throughout the planning process, community members shared and discussed in detail other key waterfront projects that would help improve waterfront areas adjacent to the SFCA. An important next task is to review these project ideas to ensure they align with existing waterfront planning efforts, such as the Harbor Redesign Study.

Table 5: Other Waterfront Projects Action Plan\*

Improvements to Existing South Fill Commercial Area: To improve Harbor water circulation and add an additional boat ramp.			
Project Considerations	Culverts		Additional Launch Ramp
A. Goals Met	Maybe		Maybe
B. Gains/Achieves	Install 2 culverts in the current breakwater to allow for water circulation and flushing		Additional launch ramp to reduce congestion at Baja Taco
C. Physical Constraints	Utilities; Trident’s discharge line		Utilities; Trident’s discharge line; no additional maintenance area without losing parking; need maintenance area for boats to pull out to
D. Legal/Regulatory Issues	Permitting		Permitting
E. Preliminary capital costs	• \$262,800		• \$760,655
F. Preliminary operation + maintenance costs	• General Upkeep: \$2,500		• Garbage: \$3,600 • General Upkeep: \$2,500
North Harbor-15': To extend the North Harbor Parking Area to include additional parking and walkways (green belt may include commercial area).			
Project Considerations	Alternative 1 (Fill)	Alternative 2 (Planks)	Alternative 3 (Sheet Pile)
A. Goals Met/Aligns with other planning efforts	Yes	Yes	Yes
B. Gains/Achieves	Move parking in 5’ and widen road; 10’ green belt	Move parking in 5’ and widen road; 10’ green belt	Move parking in 5’ and widen road; 10’ green belt
C. Physical Constraints	Rip Rap Equation- 1 foot: 1.5 feet; utilities	utilities	utilities
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	• \$800,625	• \$10,293,750	• \$4,918,125
F. Preliminary operation + maintenance costs	• Garbage: \$3,600 • Plowing: \$5,760 • Grading: \$720 • General Upkeep: \$2,500	• Garbage: \$3,600 • Plowing: \$10,000 • Grading: \$0 • General Upkeep: \$2,500	• Garbage: \$3,600 • Plowing: \$5,760 • Grading: \$720 • General Upkeep: \$2,500

**North Harbor - 50':**

To extend the North Harbor Parking Area to include additional parking and walkways (green belt may include commercial area).

<i>Project Considerations</i>	<i>Alternative 1 (Fill)</i>	<i>Alternative 2 (Planks)</i>	<i>Alternative 3 (Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	95 additional parking spaces; 15 feet greenbelt	95 additional parking spaces; 15 feet greenbelt	95 additional parking spaces; 15 feet greenbelt; dredge would make deeper boat access & new slips
C. Physical Constraints	Rip Rap Equation- 1 foot: 1.5 feet; utilities; boat access concerns	Utilities	Utilities; 30 year life span
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	• \$1,601,250	• \$34,312,500	• \$5,718,750
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> <li>• Garbage: \$3,600</li> <li>• Plowing: \$19,000</li> <li>• Grading: \$2,400</li> <li>• General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>• Garbage: \$3,600</li> <li>• Plowing: \$25,000</li> <li>• Grading: \$0</li> <li>• General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>• Garbage: \$3,600</li> <li>• Plowing: \$19,000</li> <li>• Grading: \$2,400</li> <li>• General Upkeep: \$2,500</li> </ul>

**North Harbor - 75':**

To extend the North Harbor Parking Area to include additional parking and walkways (green belt may include commercial area).

<i>Project Considerations</i>	<i>Alternative 1 (Fill)</i>	<i>Alternative 2 (Planks)</i>	<i>Alternative 3 (Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space; dredge would make deeper boat access & new slips
C. Physical Constraints	Rip Rap Equation- 1 foot: 1.5 feet; utilities; boat access concerns	Utilities	Utilities; 30 year life span
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	• \$2,173,125	• \$51,468,750	• \$6,290,625
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> <li>• Garbage: \$3,600</li> <li>• Plowing: \$28,800</li> <li>• Grading: \$3,600</li> <li>• General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>• Garbage: \$3,600</li> <li>• Plowing: \$35,000</li> <li>• Grading: \$0</li> <li>• General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>• Garbage: \$3,600</li> <li>• Plowing: \$28,800</li> <li>• Grading: \$3,600</li> <li>• General Upkeep: \$2,500</li> </ul>

<b>South Harbor - 15':</b> To extend the South Harbor Parking Area to include additional parking and walkways.			
<i>Project Considerations</i>	<i>Alternative 1 (Fill)</i>	<i>Alternative 2 (Planks)</i>	<i>Alternative 3 (Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	Move parking in 5' and redevelop green belt area	Move parking in 5' and redevelop green belt area	Move parking in 5' and redevelop green belt area
C. Physical Constraints	Rip Rap Equation- 1 foot: 1.5 feet; utilities; Trident's discharge line	Utilities; Trident's discharge line	Utilities; Trident's discharge line
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	• \$761,250	• \$9,787,500	• \$4,676,250
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>Plowing: \$5,760</li> <li>Grading: \$720</li> <li>General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>Plowing: \$10,000</li> <li>Grading: \$0</li> <li>General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>Plowing: \$5,760</li> <li>Grading: \$720</li> <li>General Upkeep: \$2,500</li> </ul>
<b>South Harbor - 50':</b> To extend the South Harbor Parking Area to include additional parking and walkways.			
<i>Project Considerations</i>	<i>Alternative 1 (Fill)</i>	<i>Alternative 2 (Planks)</i>	<i>Alternative 3 (Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	90 parking spaces gained; 15 feet of greenbelt	90 parking spaces gained; 15 feet of greenbelt	90 parking spaces gained; 15 feet of greenbelt; dredge would create deeper boat access and would create slips
C. Physical Constraints	Rip Rap Equation- 1 foot: 1.5 feet; utilities; Trident's discharge line; boat access concerns; not improving Harbor slips	Utilities; Trident's discharge line	Utilities; 30 year life span
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	• \$1,522,500	• \$32,625,000	• \$5,437,500
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>Plowing: \$19,000</li> <li>Grading: \$2,400</li> <li>General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>Plowing: \$25,000</li> <li>Grading: \$0</li> <li>General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>Garbage: \$3,600</li> <li>Plowing: \$19,000</li> <li>Grading: \$2,400</li> <li>General Upkeep: \$2,500</li> </ul>
<b>South Harbor - 75':</b> To extend the South Harbor Parking Area to include additional parking and walkways.			
<i>Project Considerations</i>	<i>Alternative 1 (Fill)</i>	<i>Alternative 2 (Planks)</i>	<i>Alternative 3 (Sheet Pile)</i>



A. Goals Met	<b>N/A</b>	Yes	Yes
B. Gains/Achieves	<b>N/A</b>	Move the parking onto the extension which will widen the road; add 1 additional row or parking; 20 foot green belt and/or commercial area and crane location	Potential additional parking, commercial area and greenbelt/walkway design; dredge would create deeper boat access and would create slips and crane locations
C. Physical Constraints	<b>Not enough room on the South Harbor side for fill due to the rip rap equation</b>	Utilities; Trident's discharge line	Utilities; 30 year life span; Trident's discharge line
D. Legal/Regulatory Issues	<b>N/A</b>	Permitting	Permitting
E. Preliminary capital costs	<b>N/A</b>	• \$48,937,500	• \$5,981,250
F. Preliminary operation + maintenance costs	<b>N/A</b>	<ul style="list-style-type: none"> <li>• Garbage: \$3,600</li> <li>• Plowing: \$35,000</li> <li>• Grading: \$0</li> <li>• General Upkeep: \$2,500</li> </ul>	<ul style="list-style-type: none"> <li>• Garbage: \$3,600</li> <li>• Plowing: \$28,800</li> <li>• Grading: \$3,600</li> <li>• General Upkeep: \$2,500</li> </ul>

\*See Appendix D for capital and operation maintenance cost calculations.

## Next Steps

Moving forward, it is imperative that the City follows through on the near-term projects developed in this plan. By implementing near-term projects, such as moving the dirt pile and working towards developing a picnic area at the pocket park, the City will demonstrate commitment to a plan that was developed and endorsed by local residents. This shared success could set the stage for ongoing City and resident partnerships in making short, medium and longer-term SFCA (and other waterfront) projects a reality.

This final report will be presented to the P&Z Commission for review and discussion during their September 2013 meeting. Upon their approval, P&Z will recommend the document to the City Council as a guide for developing the South Fill Commercial Area. Likewise, most of the longer-term, harbor-related will be submitted to the Harbor Commission for their continued planning efforts.

After the plan is reviewed and accepted by the City Council, the Planning and Zoning Commission will develop timelines and funding strategies for implementation of the short-term projects. While all P&Z Commission meetings are open to the public, City staff will conduct additional public forums at opportune times to provide progress updates on SFCA action plans, and, to solicit feedback regarding work completed. Via the City website, City staff will share project approaches including designs, timelines and funding strategies, and will encourage input from local residents.

P&Z staff will work hard to support South Fill Commercial Area goals. The Planning and Zoning Commission will use the matrices to pursue priority projects and to keep efforts moving forward as design, cost estimates and funding sources are identified.

Lastly, throughout the Spring 2013 meeting series, there were many discussions about the entire waterfront area, with a specific interest and focus on the harbor area. The meetings presented a good opportunity for the City to share some of the planning that is occurring across the waterfront, and to provide the public with a better understanding of zoning district permitted uses. While conversations regarding projects outside the SFCA are not within the scope of this plan, these ideas were discussed when relevant, and all these conversations were captured via meeting detailed meeting notes, and will be passed on to the appropriate stakeholders. These ideas will ultimately become a part of the Harbor Redesign and/or other larger waterfront planning efforts.

## **Appendix A - P&Z and City Council timeline for approval of resolution of support for South Fill Area Planning**

Memorandum

To: Planning Commission From: Planning Staff

Date: 3/1/2012

Re: South Fill Extension Area

The south fill development park has had an influx of business development and growth in the recent past. The number of lots on the south fill that are available for sale have been reduced, yet it appears that there is still a demand for commercial property. There has been a variety of ideas, projects and discussion about the expansion of the south fill and the surrounding area. These ideas include sidewalks that would connect the south fill to Council Avenue and the new Cordova center, sawmill extension trail and/or road, and boardwalks around the harbor. All these ideas serve to create an area that will eventually provide a connection between the sawmill avenue, Cordova center, downtown, and the old and new harbor.

The idea of expanding the south fill has been mentioned many times at a variety of venues, while some of these projects such as the sidewalks and boardwalks have been approved to move into the design phase, the concept of expanding the south fill and connecting sawmill avenue with a road has never been formally started. The staff would like to start “formally” planning the development of the south fill and incorporating the many projects in the area into an overall plan by having Planning and Zoning agree to an overall conceptual plan of expansion, so that the detail planning and design work can begin. At this meeting staff is asking P&Z to make decisions based on the information provided and depending on those decisions to make a recommendation to the city council to formally start the formal planning process or not.

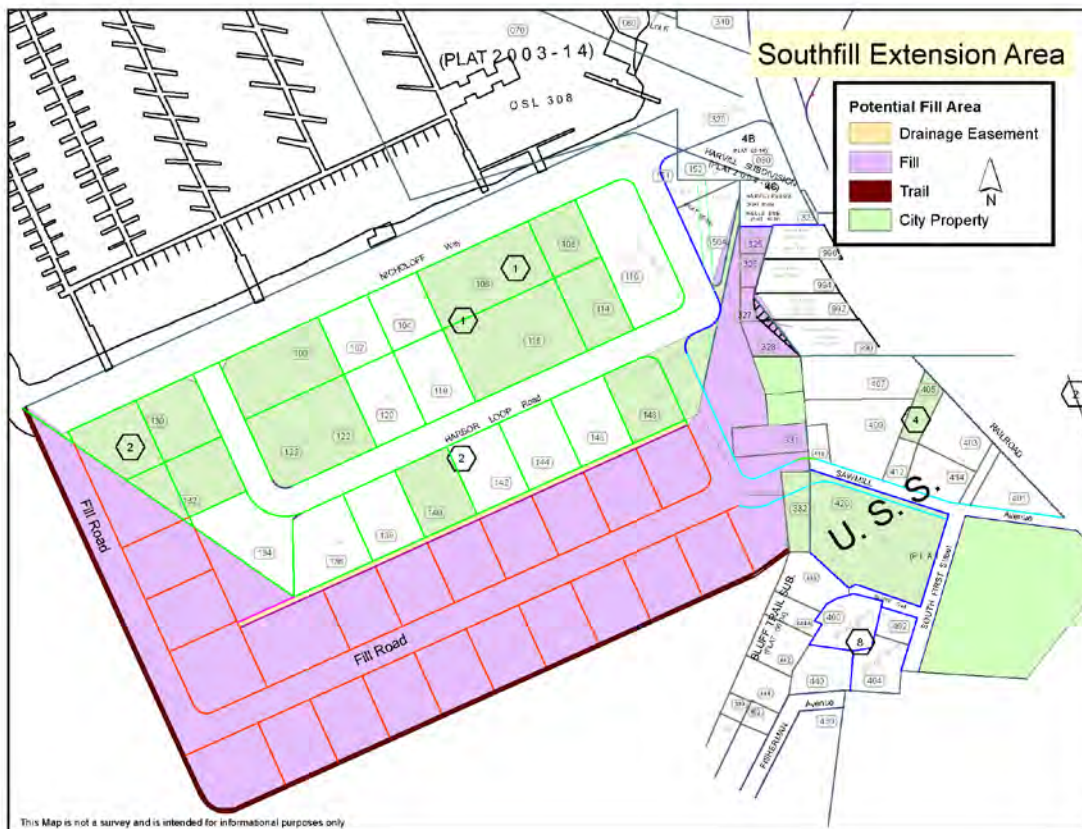
The first question is, does P&Z believe that this is a good conceptual plan for the community’s future economic growth?

Please remember that this is a conceptual plan at this point. There will be numerous known details that will have to be worked out in the future, but at this point we are only asking if this is the basic direction that P&Z and City Council would like to move?

If this is the direction that P&Z wants to go, then making the following

recommendations to city council seem appropriate at this time.

- A. Expand the South fill Development Park using this basic concept (exhibit A) as a blueprint and incorporate other projects into an overall plan to Cordova's commercial, downtown and harbor areas. Support public hearings and work sessions throughout the process.
- B. Maintain this project as a high priority on the City' Capital Project list.
- C. Ask City Council to commit funds to proceed with formal planning, including design, engineering, land issues, permits, surveys, fill strategies, grant effort and matches, and other issues that may arise.
- D. This will be the initial step in the long term planning process the end product would be to connect both vehicles and pedestrians from the sawmill area to the southfill and downtown area.



Approved Minutes from the 3/6/2012 P&Z meeting related to the South Fill Expansion Project

**K. OLD BUSINESS**

**Discussion on the South Fill Expansion**

**Mark Lynch** ~ I just wanted to intro this a little bit, Sam, Moe, Dale and I have worked on this for a long time and I think probably the first time I brought it up to this group was close to a year ago that we had started to work on this and it's taken us this long to really get what we felt was a comprehensive plan together that we hope tonight to bring to you a plan that you can support in its entirety but that's up to you. I know one question came up earlier about how tides might be affected and one of the things we talk about in this is that at this process moves forward there's going to have to be engineering and that's an engineering concern that would be addressed. And then I think Kristin (Carpenter) brought up that we were coming into this without good basis and she (**Samantha Greenwood**) didn't type this up since you spoke. We have some of the reasons that we have discussed and now I'm going to turn it over to Sam and let her go through it.

**Samantha Greenwood** ~ Okay, so I wanted to have a kind of more formal introduction to this as Mark (Lynch) said we've been talking about this for a long time and we never really had a recommendation from Planning and Zoning to City Council that says that we want to move forward with some formal planning and that's what we're looking for right here. We're not saying that we're going to build this just like this picture says we're just trying to come up with a concept, an idea and move it through the proper channels. So I just want to make that really clear. Some of the reasons that we've talked about the South Fill is that we continue to get requests for properties with these types of uses that area available on the South Fill. Another thing is that we've talked for a long time about a possible trail from Sawmill Avenue, a road from Sawmill Avenue, how can we get the kids across there that are coming down to AC or Baja Taco safer. So this is what we want to accomplish in this meeting I put this in the Memo, this is straight out of the Memo. The first question is: Do you want to move this way? Yes or No? It's pretty straight forward. If so, then can we discuss, modify and or make these recommendations to City Council so that we can start the formal processing. If it does move forward, I'm hoping to have it on the Council Meeting on the 21<sup>st</sup> of March.

**Bailer** ~ Well, What was the first question? Does P&Z believe that this is a good conceptual plan?

**Mark Lynch** ~ Ultimately what we need to know tonight, there is a resolution for this and if you approve the resolution we'll move this forward to Council on the 21<sup>st</sup> so that potentially they can give us the approval to go ahead and start atleast dealing with some of the issues that we're aware of and like Sam said, permitting for one thing that's something that if we do it in-house I don't think the cost should be tremendously high but it will be time consuming and there's going to have to be public input.

**M/ Reggiani S/Greenwood** "I move resolution 12-02 A Resolution of the Planning and Zoning Commission of the City of Cordova, Alaska recommending the formal planning of the expansion of the South Fill Development Park to the City Council of the City of Cordova, Alaska."

Upon Voice Vote: Motion Passed 7-0

**M/ Reggiani S/Greenwood** to Amend "A" in the resolution to now read "Expand the South Fill Development Park and incorporate other projects into an overall plan to Cordova's commercial, downtown and harbor areas."

Upon Voice Vote: Motion Passed 7-0

**M/Reggiani S/Pegau** to Amend "D" in the resolution to now read "Ask City Council to commit funds to proceed with formal planning."

Upon Voice Vote: Motion Passed 7-0

**CITY OF CORDOVA, ALASKA  
PLANNING AND ZONING COMMISSION  
RESOLUTION 12-02**

**A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF  
CORDOVA, ALASKA, RECOMMENDING THE FORMAL PLANNING OF THE EXPANSION OF  
THE SOUTHFILL DEVELOPMENT PARK TO THE CITY COUNCIL OF THE CITY OF  
CORDOVA, ALASKA**

**WHEREAS**, the City of Cordova developed the Southfill Development Park in the early 1980s to provide for economic development and business growth for the City of Cordova, and businesses have since developed and flourished there.

**WHEREAS**, most lots in the Southfill Development Park have been sold, yet there is still demand for commercial property; and

**WHEREAS**, the concept of expanding the Southfill Development Park has been a topic of discussion in multiple venues, and while some projects such as the Southfill Development Park sidewalks, Harbor Study, and Harbor boardwalks have been moved into the design phase, the planning of the expansion of the Southfill Development Park and associated extension of Sawmill Avenue has not yet formally begun; and

**WHEREAS**, the Planning Department staff and the Planning and Zoning Commission would now like to start “formally” planning the development of the Southfill Development Park and incorporating the many projects in the area into an overall plan; and

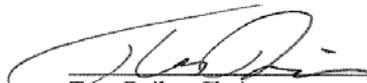
**WHEREAS**, the Planning and Zoning Commission believes that a long term planning process incorporating the future economic development and the connectivity of Cordova’s commercial, downtown and harbor areas will benefit the citizens of Cordova; and

**WHEREAS**, the Planning and Zoning Commission recommends to the Cordova City Council the below items in order to officially begin the planning process for the Southfill Development Park:

- A. Expand the Southfill Development Park and incorporating other projects into an overall plan to Cordova’s commercial, downtown and harbor areas.
- B. Support public hearings and work sessions throughout the process.
- C. Maintain this project as a high priority on the City’ Capital Project list.
- D. Ask City Council to commit funds to proceed with formal planning.

**NOW, THEREFORE, BE IT RESOLVED THAT** the Planning and Zoning Commission of the City of Cordova does hereby recommend the formal planning of the expansion of the Southfill Development Park to the City Council of the City of Cordova, Alaska

**PASSED AND APPROVED THIS 6<sup>th</sup> DAY OF MARCH, 2012**

  
Tom Bailer, Chairman

ATTEST:

  
Samantha Greenwood, City Planner

Memorandum

**To:** City Council  
**From:** Sam Greenwood, City Planner  
**Date:** 9/5/2013  
**Re:** Southfill Development Park

**PART I. BACKGROUND:**

- At the March 6<sup>th</sup> 2012 P&Z meeting a discussion about expanding the southfill development park, implementing the formal planning process occurred. A resolution was also approved

The Southfill Development Park has had an influx of business development and growth in the recent past. The number of lots on the Southfill that are available for sale have been reduced, yet it appears that there is still a demand for commercial property. There has been a variety of ideas, projects and discussion about the expansion of the Southfill and the surrounding area. These ideas include sidewalks that would connect the Southfill to Council Avenue and the new Cordova center, sawmill extension trail and/or road, and boardwalks around the harbor. All these ideas serve to create an area that will eventually provide a connection between the sawmill avenue, Cordova center, downtown, and the old and new harbor.

The idea of expanding the Southfill has been mentioned many times at a variety of venues, while some of these projects such as the sidewalks and boardwalks have been approved to move into the design phase, the concept of expanding the Southfill and connecting sawmill avenue has never been formally started. The staff would like to start “formally” planning the development of the Southfill and incorporating the many projects in the area into an overall plan by having City Council accept the resolution that Planning and Zoning is presenting.

**PART II. GENERAL INFORMATION:**

The first consideration that P&Z addressed at their March meeting was that the commission believed that expanding the Southfill would be a good plan for the community’s future economic growth. The resolution that Planning and Zoning is providing will be the initial step in the formal planning process for the expansion of the Southfill Development Park.

There are numerous known and unknown details that will have to be worked out in the future. Planning and Zoning feels that resolution 12-02 with the following recommendations is needed to start the formal planning process and start working through the feasibility of the expansion.

- A. Expand the Southfill Development Park and incorporate other projects into an overall plan to Cordova’s commercial, downtown and harbor areas.

- B. Support public hearings and work sessions throughout the process.
- C. Maintain this project as a high priority on the City' Capital Project list.
- D. Ask City Council to commit funds to proceed with formal planning.

### **PART III. SUGGESTED MOTION:**

*"I move city council accept resolution 12-02 from the Planning and Zoning Commission."*

*Approved Minutes from 2/21/2013 City Council Meeting relating to the P&Z resolution.*

22. Council's acceptance of P&Z Commission's Resolution 12-02

**M/Allison S/Bradford** for City Council to accept resolution 12-02 from the Planning and Zoning Commission.

**Allison** asked how many funds they would like Council to commit to the project. He is in favor to committing funds but he would like to know how much. **Lynch** stated that there is a request in to the State for \$100k. After we find out how much the State will commit then Council will decide how much they want to commit. **Reggiani** and **Mayor Kallander** agreed with **Lynch**. **Bradford** stated that he thinks this will get things going in the right direction and start the public process.

Vote on motion: 7 yeas, 0 nays. Motion passes.



Appendix B, Section 1:  
1st South Fill Commercial Area Meeting March 26, 2013

**March 26<sup>th</sup>, 2013**

**Masonic Lodge**

**Cordova**



## Cordova South Fill Commercial Area Planning for Future Options

# Purpose of this Process

## Generally...

- Identify existing waterfront issues, concerns, needs
- Get a better sense of waterfront vision, goals
- Identify areas along waterfront (or other places in the community) that address those needs

# Purpose of this Process

Specifically...

- Identify options for **South Fill Commercial Area**

Later...

- Develop/implement plan for one or more of those future options

# Tonight – Meeting Purpose + Agenda

- Review purpose, timeline, products for this process
- Discuss overall waterfront issues, concerns, needs, potential vision + goals
- Brainstorm initial ideas for South Fill Commercial Area – What do you want for the future of the area?
- Review immediate next steps

6:00 PM – 8:30 PM

# Meeting Guidelines

- Stay on topic
- Be clear and concise
- Cell phone on vibrate
- One person has the floor at a time



# The Process Area – Cordova Waterfront





# Timeline for Process

- Initial meetings last spring
- Background research + stakeholder interviews
- **March 26<sup>th</sup> – Community Meeting #1**
- Compile, summarize + evaluate what we've heard
- Develop potential alternatives for SFCA
- **April 16<sup>th</sup> – Community Meeting #2: Share potential alternatives**

# Timeline for Process

- Summarize + evaluate feedback on alternatives
- Develop a “Detailed Preferred Option” or “Options” for Review
- **April 30<sup>th</sup> – Community Meeting #3: Share options**
- Draft + present final preferred alternatives to Planning + Zoning Commission
- Present final package of options to City Council

# Issues, Concerns, Needs + Potential Goals

## Overall Waterfront

- Overall, lack of coordinated waterfront/site planning
- Need to strengthen and diversify local economy
- Improve character of downtown, other waterfront areas
- Lack of trails and sidewalks
- Lack of viewing opportunities and scenic overlooks

# Issues, Concerns, Needs + Potential Goals

## Overall Waterfront

- Right uses in the right locations – zoning districts
- Development would generate revenues to support local government services
- Need more areas for commercial development
- Other issues, concerns, potential goals?

# Setting the Context – Current Zoning

## Zoning

- Business
- Central Business
- Conservation
- Public Lands & Institutions
- Unzoned
- Waterfront Commercial
- Waterfront Historic
- Waterfront Industrial
- Watershed Protection



# Purpose of Waterfront Commercial District

## 18.39.010 - Purpose.

- The waterfront commercial park district is intended to be applied to land with direct access or close proximity to navigable tidal waters within the city.
- Structures within the WCP district are to be constructed in such a manner as to be aesthetically consistent with, and reflect the community's marine—oriented lifestyle.
- Uses within the waterfront commercial park district are intended to be water-dependent or water-related, and primarily those uses that are particularly related to location, recreation or commercial enterprises that derive an economic or social benefit from a waterfront location.



# Waterfront Zoning + Potential Future Projects

## Proposed additional fill in SFCA:

- Extra waterfront commercial zoned property
- Public pathways, mini parks
- Improved access from High School to South Harbor area

- Harbor Redesign Study
- Potential boardwalks

## Proposed additional fill Haul Out area:

- Take advantage of Boat Haul Out Facility
- More space for industrial activities





# Why Consider New Options for South Fill Commercial Area?

- Continued requests for commercial property that is centrally located and close to/on waterfront
  - Example: Recent property disposal for the South Fill had 7 requests for 2 lots
  - Since 2010, five lot sales – every lot that isn't a parking lot has been sold/leased
- Safer routes + traffic flow
  - For kids to access the South Fill business area
  - For improved traffic flow around the boat ramp area
- Creates a recreational walking area
  - Links the Harbor, South Fill Commercial Area, Sawmill Area, Whitshed, Cordova Center + Downtown

# Why Consider New Options South Fill Commercial Area?

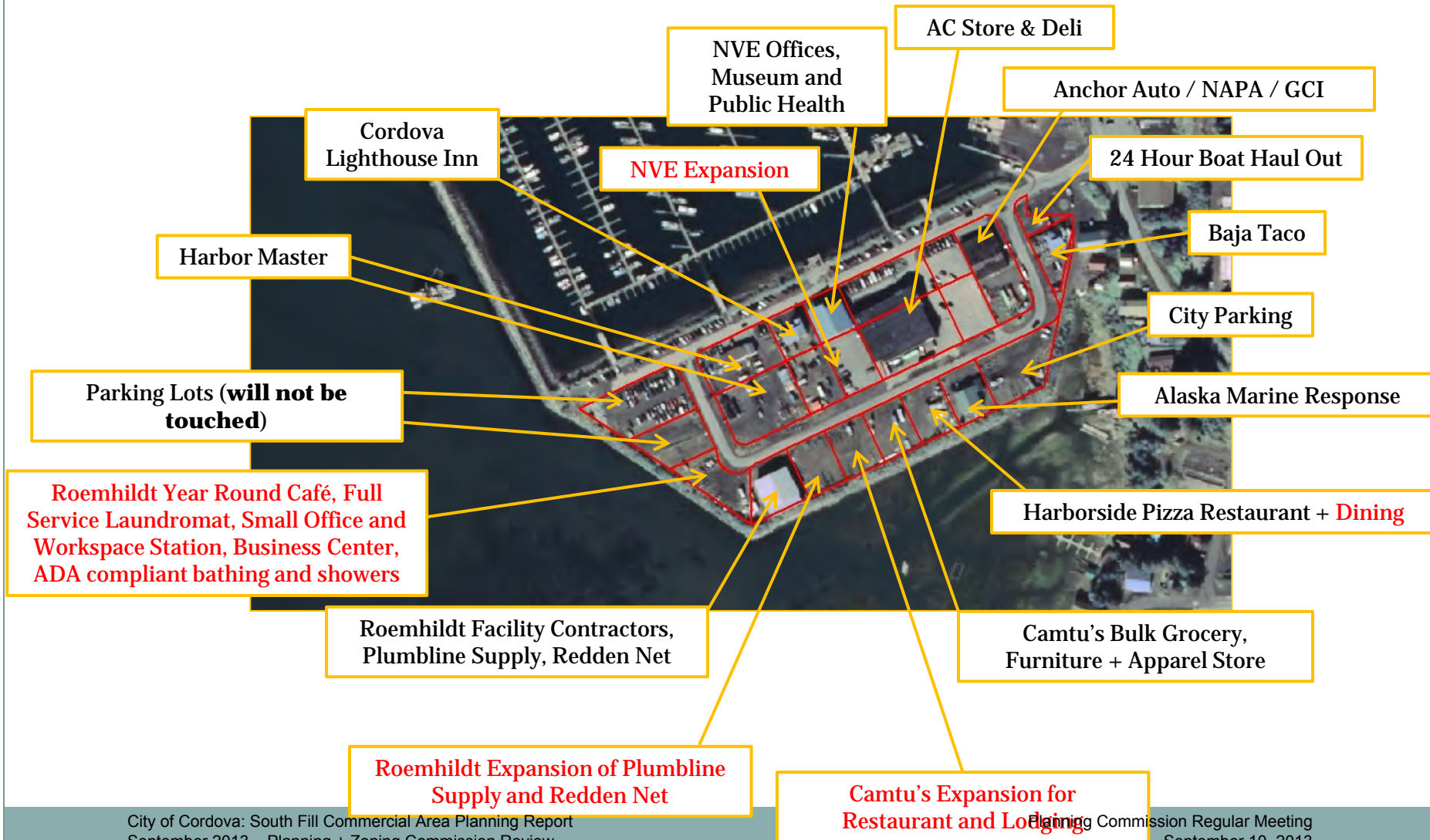
- Projected increase in tourism
  - Cordova Center opening
  - Fast ferry
  - Increased recreational activities
- Generates additional revenue
- Project will take years to plan, permit, fund – take steps now for initial planning
- Prepare for potential funding opportunities
- **Due to the factors above** – City Council and Planning + Zoning Commission have funded South Fill Commercial Area planning

# Permitted Principal Uses + Structures

## Waterfront Commercial District

- Boat charter services
- Commercial and sport fishing supplies and services
- Docks and harbor facilities
- Eating and drinking facilities
- Fish and seafood markets
- Fueling piers
- Gift shops
- Hotels
- Laundromats and laundries
- Marine-related retail and wholesale stores
- Offices associated with permitted principal uses
- Recreational goods sales
- Travel agencies
- Visitor information center
- Waterfront parks, access paths, and boardwalks

# Current + **Future** Makeup of South Fill Commercial Area

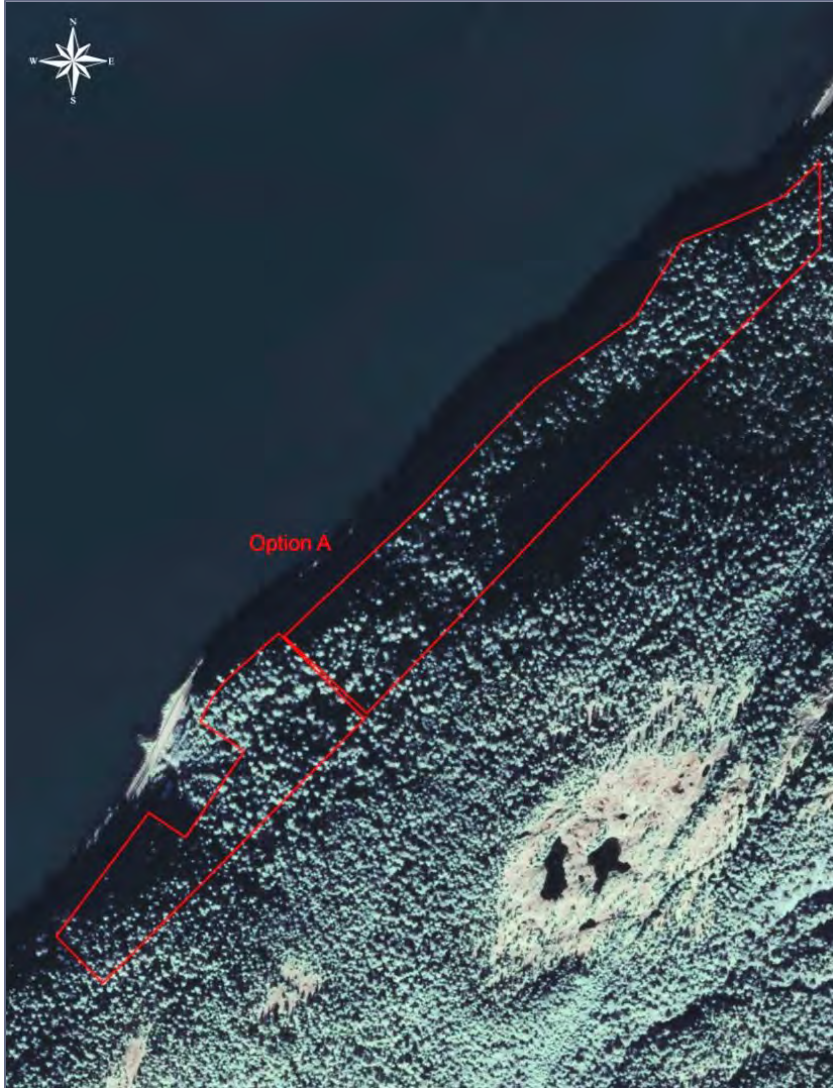


# Other Available Areas Zoned Waterfront Commercial or Business

- A. Last mile of New England Cannery Road – Waterfront Commercial**
- B. Museum + Library Lots – Central Business**
- C. Area near Eagle Contracting on Copper River Highway – Business**



# A. New England Cannery Road Waterfront Commercial



## • Pros

- Correct zone
- Not filling tidelands
- Scenic overviews
- Potential for trails
- Space for parking

## • Cons

- Major extraction of rock
- Far from to city center
- No harbor/dock facilities

## B. Library + Museum Lots – Central Business



- **Pros**

- Central location
- Walkable to downtown + harbor
- Near Cordova Center

- **Cons**

- Small area
- Not waterfront
- Parking is limited
- Does not meet waterfront commercial zoning purpose

# C. Copper River Highway – Business



- **Pros**

- Large area
- Off street parking
- Potential trails

- **Cons**

- Major extraction of rock
- Far from to city center/harbor/waterfront



# Stakeholder Issues + Concerns – SFCA

- Unsafe for kids walking from high school to SFCA on their lunch breaks
- In general, unsafe for pedestrians that want to walk down to the harbor and South Fill businesses
- Development could have potential negative impact to residences in the area
- We don't want to lose any parking – we don't have enough parking; what we have is unsafe
- Development could impact environment, birds, wildlife

# Stakeholder Issues + Concerns – SFCA

- Let's not rush this project, we need to look at the waterfront as a whole
- Can commercial development need be met on other City properties?
- Other issues and concerns?



# South Fill Commercial Area

## Preliminary Ideas

Proposed additional fill to meet these needs:

- Extra Waterfront Commercial zoned property
- Public pathways, mini-parks
- Improved access from high school to South Harbor area

Meets commercial property needs, safety concerns

- Link existing pathways to future development – meets safety, recreational, tourism needs
- Develop boardwalks around harbor

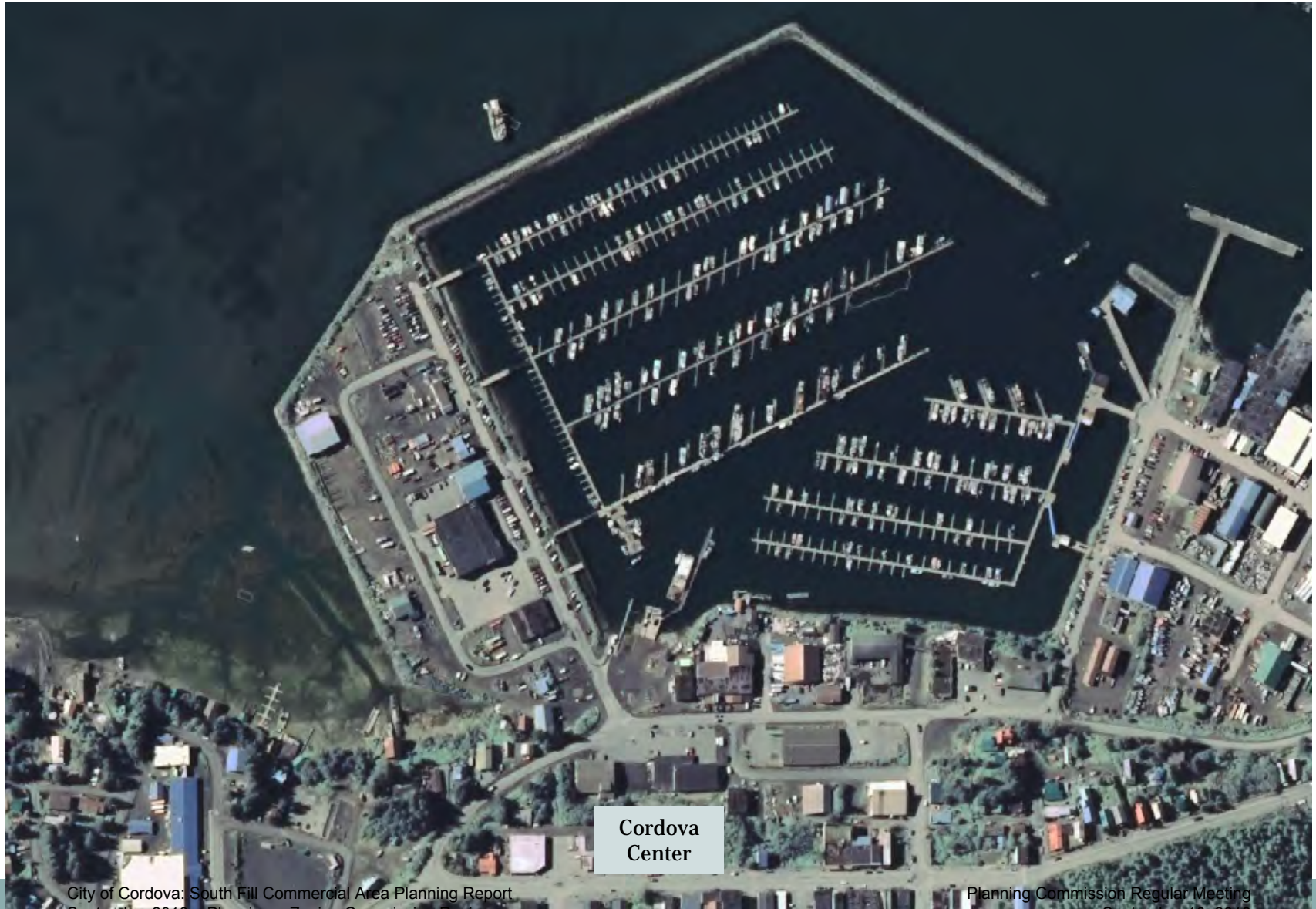
Proposed trail or road connecting Sawmill to South Fill Commercial Area

Develop sidewalks around South Fill Area

Trail from Cordova Center /Downtown to SFCA

Cordova Center

# What are your thoughts?



# Immediate Next Steps

- Compile, summarize + evaluate what we've heard tonight
- Develop potential alternatives for South Fill Commercial Area
- **April 16<sup>th</sup> – Community Meeting #2**
- Stay involved
  - Get more information – [www.cityofcordova.net](http://www.cityofcordova.net)
  - Share your comments, questions, concerns with:
    - Sam, 424.6233, [planning@cityofcordova.net](mailto:planning@cityofcordova.net)
    - Shannon, 424.6220, [planning2@cityofcordova.net](mailto:planning2@cityofcordova.net),



# South Fill Commercial Area

## Preliminary Ideas

Proposed additional fill to meet these needs:

- Extra Waterfront Commercial zoned property
- Public pathways, mini-parks
- Improved access from high school to South Harbor area

Meets commercial property needs, safety concerns

- Link existing pathways to future development – meets safety, recreational, tourism needs
- Develop boardwalks around harbor

Proposed trail or road connecting Sawmill to South Fill Commercial Area

Develop sidewalks around South Fill Area

Trail from Cordova Center /Downtown to SFCA

Cordova Center

Appendix B, Section 2:  
2nd South Fill Commercial Area Meeting April 16, 2013



**April 16<sup>th</sup>, 2013**

**2<sup>nd</sup> Public  
Meeting**

**Masonic Lodge**

**Cordova**



## Cordova South Fill Commercial Area Planning for Future Options

# Purpose of this Process

## Generally...

- Identify existing waterfront issues, concerns, needs
- Get a better sense of waterfront vision, goals
- Identify areas along waterfront (or other places in the community) that address those needs

# Purpose of this Process

Specifically...

- Identify options for **South Fill Commercial Area**

Later...

- Develop/implement plan for one or more of those future options

# Tonight – Meeting Purpose + Agenda

- Purpose, timeline, products for this process
- Why we're here – issues + concerns
- Key messages from Meeting #1
- Context – existing conditions, waterfront planning efforts
- And flesh out project ideas
- Review immediate next steps

# Meeting Guidelines

- Stay on topic
- Be clear and concise
- Cell phone on vibrate
- One person has the floor at a time

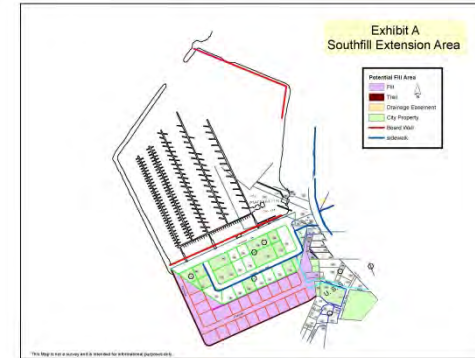


# Process Timeline + Key Products

- Initial meetings last spring, March 2012

*We've come a long way since then...*

- February/March – Conducted background research + stakeholder interviews
- **March 26<sup>th</sup> – Community Meeting #1**
- Compiled, summarized + evaluated what we heard, learned from more research
- Develop potential phased development approach for SFCA



# Process Timeline + Key Products

- **April 16<sup>th</sup> – Community Meeting #2: Share + get feedback on potential phased development approach**
- Summarize + evaluate feedback
- Develop more detailed “Phased Development Approach” for Review
- **April 30<sup>th</sup> – Community Meeting #3: Share + get feedback on detailed approach**
- Draft + present final phased development approach to Planning + Zoning Commission
- Present final package of options to City Council

# Why We're Here - Issues, Concerns, Needs

## Overall Waterfront

- Overall, lack of coordinated waterfront/site planning
- Need to strengthen, diversify local economy
- Desire to improve character of downtown, other waterfront areas
- Lack of trails, sidewalks
- Lack of viewing opportunities and scenic overlooks

# Why We're Here – Issues, Concerns, Needs Overall Waterfront

- Right uses in the right locations – zoning districts
- Development would generate revenues to support local government services
- Need more areas for commercial development



# Why We're Here – Issues, Concerns, Needs South Fill Commercial Area?

- Continued requests for commercial property that is centrally located and close to/on waterfront (e.g. recent property disposal for the South Fill had 7 requests for 2 lots)
- Safer routes + traffic flow (e.g. high school students; traffic flow to boat ramp area)
- Creates a recreational walking area (i.e. links Harbor, South Fill Commercial Area, Sawmill Area, Whitshed, Cordova Center + Downtown)

# Why We're Here – Issues, Concerns, Needs

## South Fill Commercial Area

- Projected increase in tourism (e.g. Cordova Center opening, fast ferry, increased recreational activities)
- Opportunity to generate additional revenue
- Any of the potential projects will take years to plan, permit, fund – take steps now for initial planning
- Prepare for potential funding opportunities
- **Due to the factors above** – City Council and Planning + Zoning Commission have funded South Fill Commercial Area planning

# Key Takeaways from Meeting # 1 + Subsequent Interviews

- General agreement on vision/goals for the overall waterfront and SFCA.
- General agreement on the types of projects, where they should happen.
- Purpose of tonight is to learn more and refine:
  - Collective knowledge of existing conditions, planning efforts – **more on context for this process.**
  - **Vision, goals** for SFCA area.
  - List of **potential projects** and what we know about them.
  - **Criteria** for fleshing out, **prioritizing** potential projects.

# Context – What do we know about Cordova today?

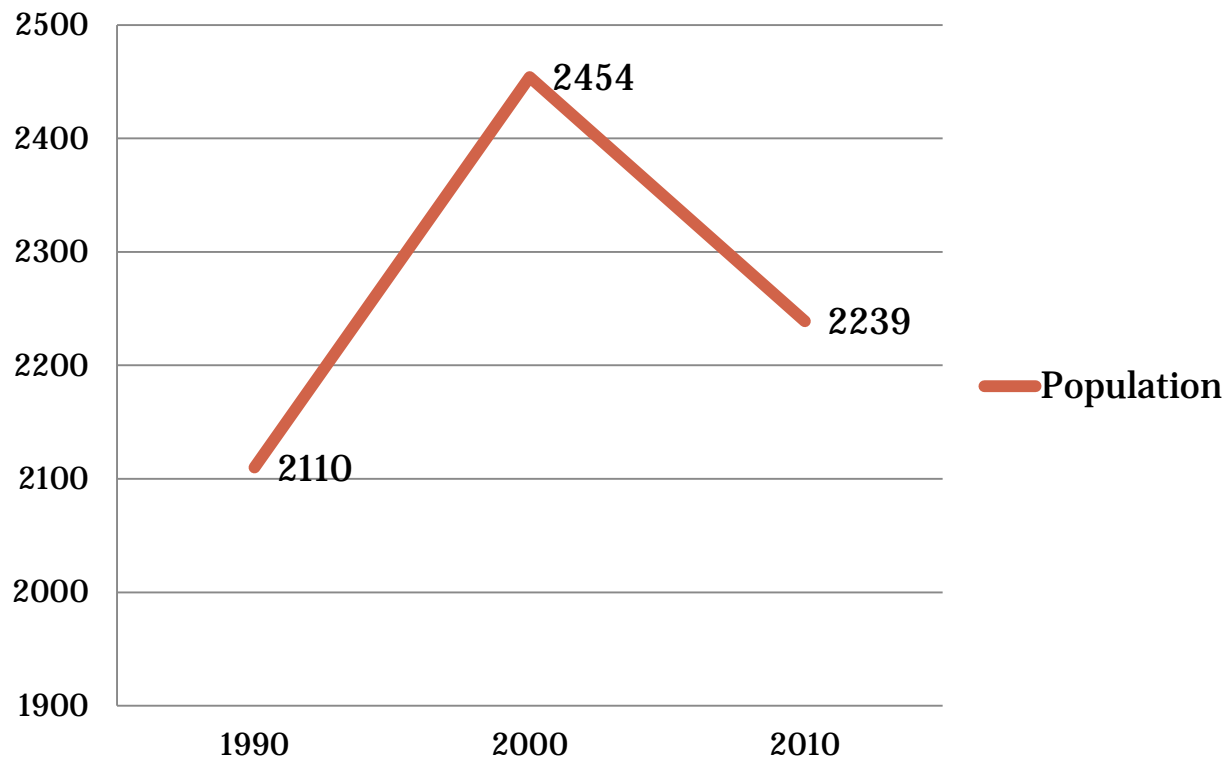
- Population
- School enrollment
- Commercial development land availability
- Newly constructed building permits
- Current + future makeup of SFCA
- Existing/current planning efforts



# Context – Cordova Population 1990-2010



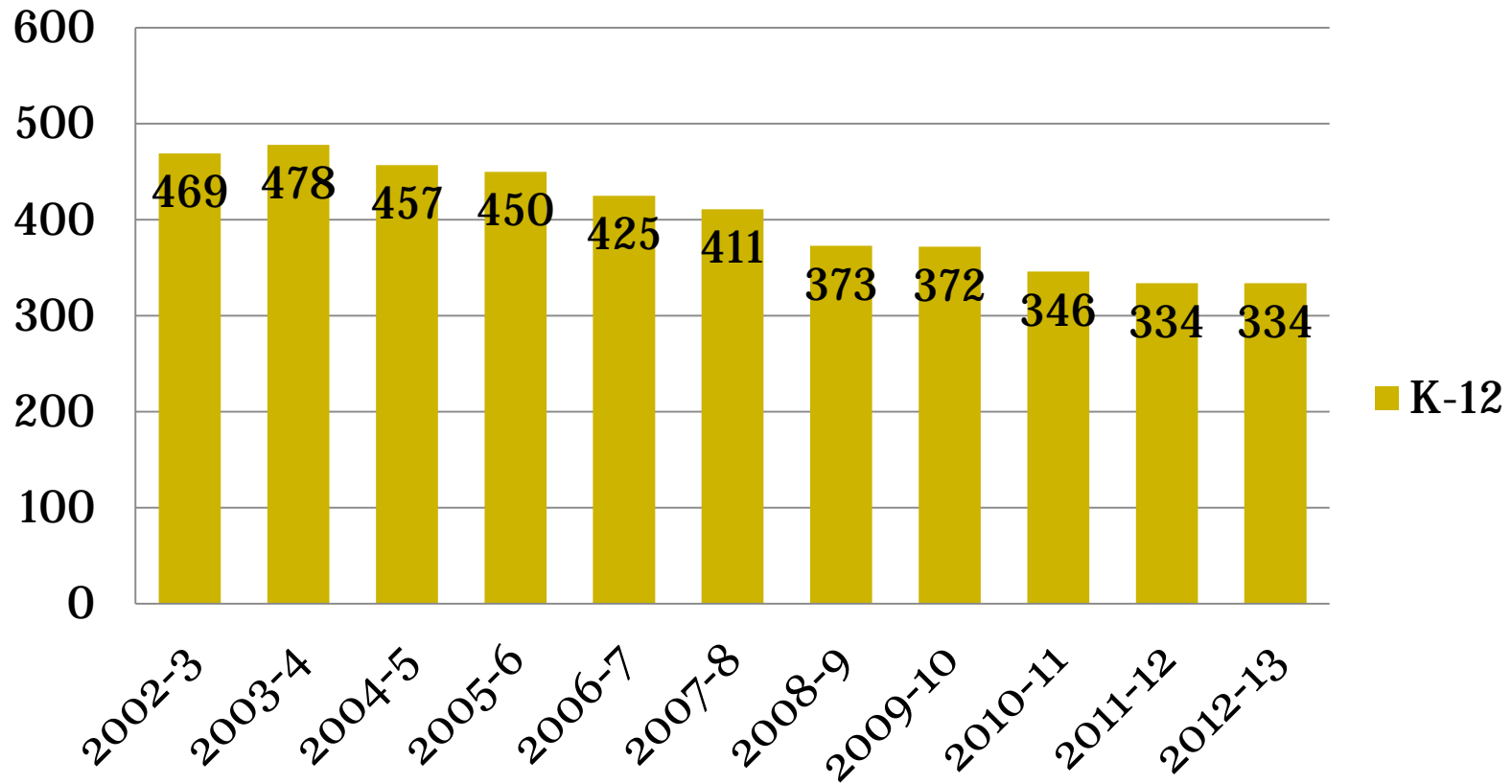
## Cordova Population



# Context – Cordova School District Student Population K-12



## School Population



# Context – City + Private Land Availability



## Downtown Area

### City Property:

1. Vacant Lot—Next to Wells Fargo
2. Library/Museum Library Lot-Future availability
3. Snow Dump area behind current Library/Museum
4. Vacant Lot- 527 Third Street

### Private Property

#### *For sale or lease:*

1. Camtu: 512 Second Street
2. Allen Schmitt: 508 Second Street
3. Remy's: 530 Second Street
4. Steve Schmid: 412 First Street
5. Wilson Building (formally Pastimes): 500 Water Street

#### *Vacant lots*

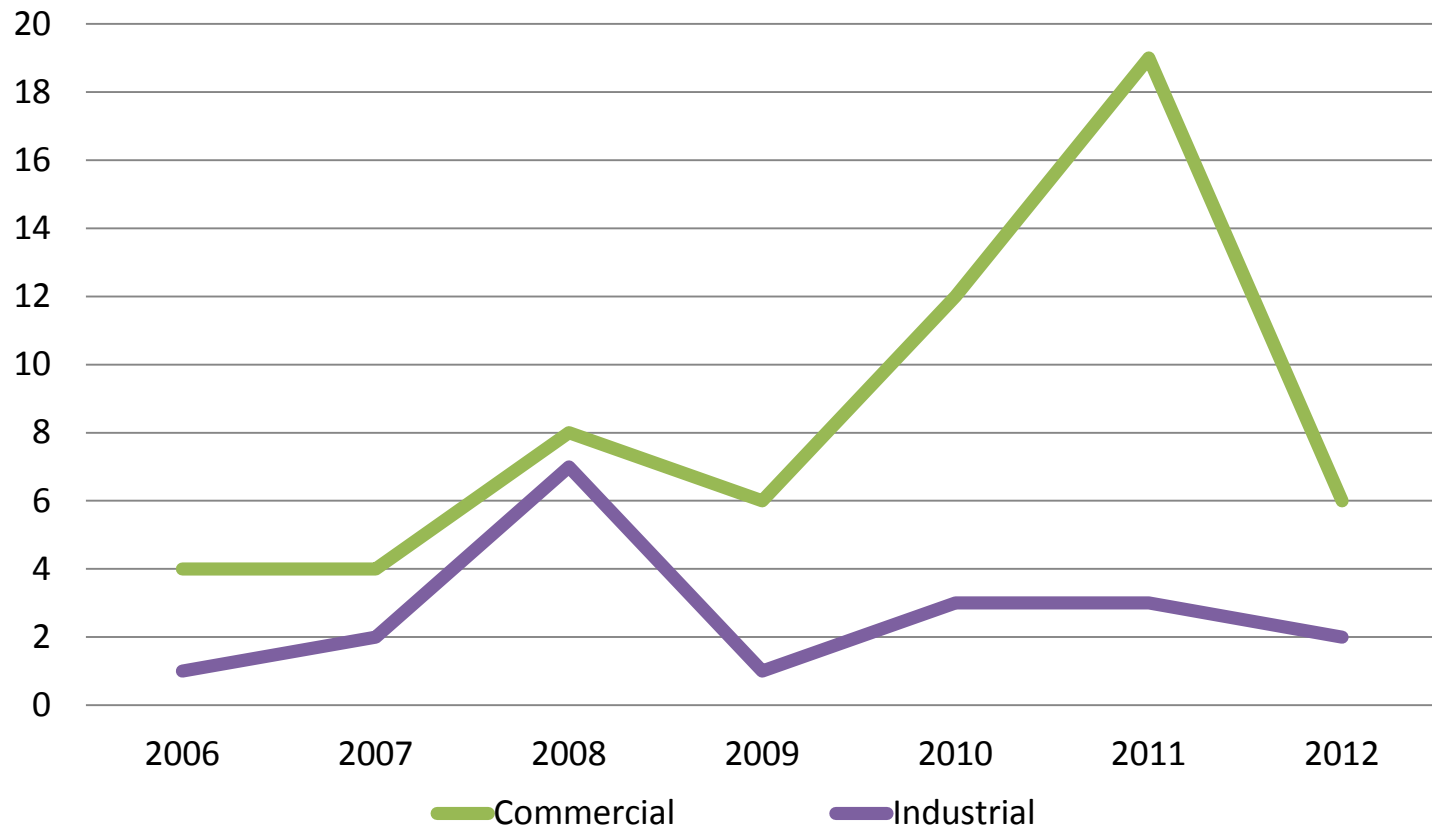
## Outlying Area

1. Copper River Highway
2. New England Cannery Road

# Context – Issued Building Permits



**Annual Building Permit (New and Remodel) Count**

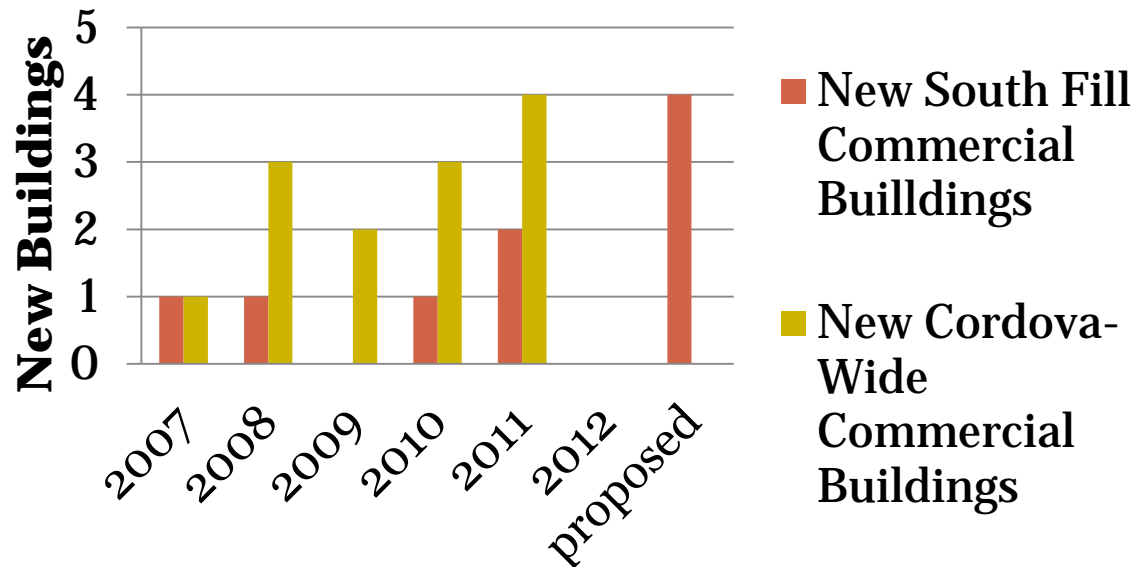




# Context – Newly Constructed + Proposed Commercial Buildings



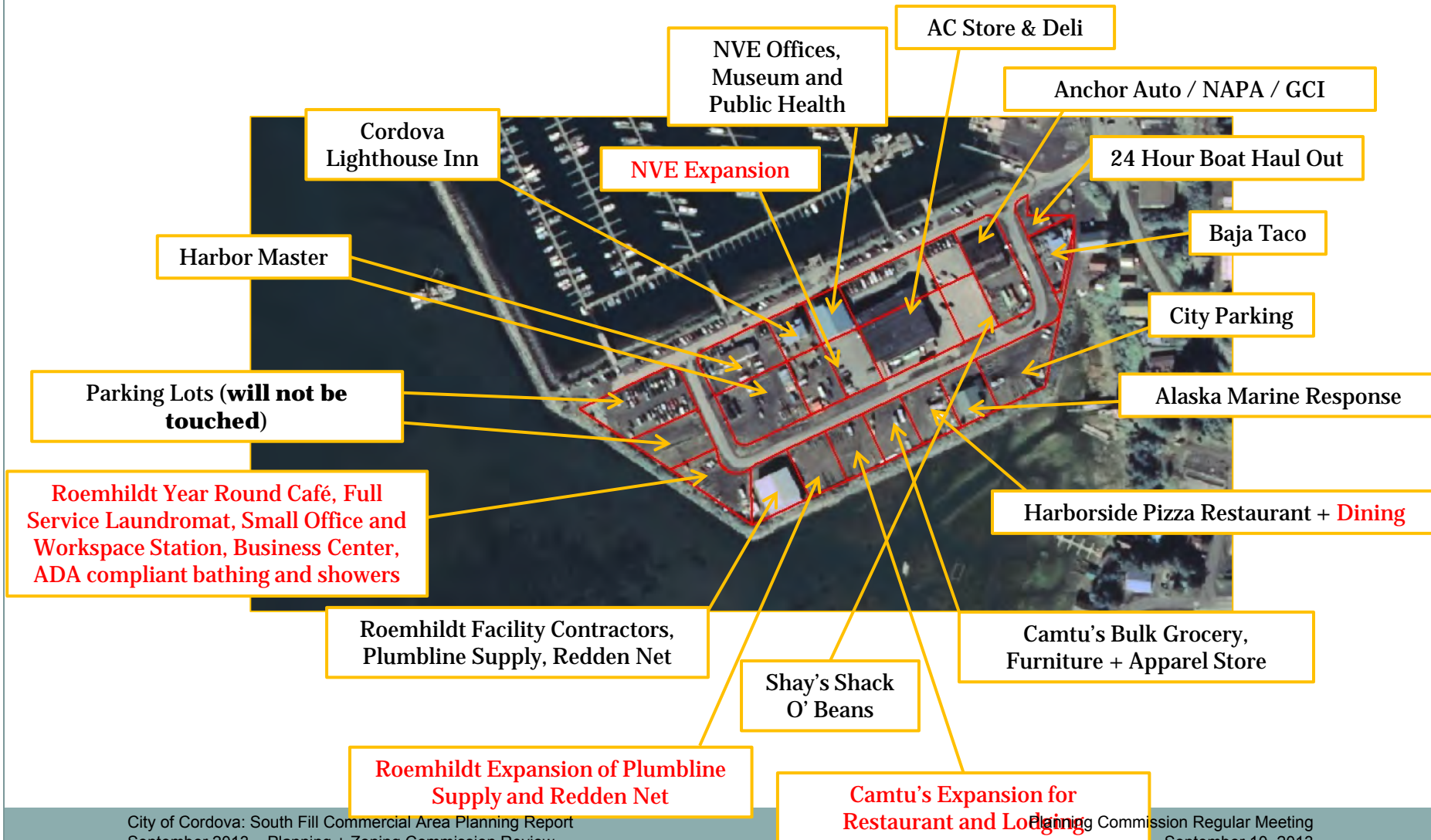
## Issued Permits for New Commercial Buildings



In progress commercial buildings on the South Fill include:

- Year Round Café, Laundromat, Business Center, Bathing and Showers
- Restaurant and Lodging
- Plumblin Expansion and Redden Net
- NVE Expansion

# Current + **Future** Makeup of SFCA



# Context

## Current Water Front Planning Efforts



1. North Fill Boat Ramp Plan
2. Samson and City Land Swap
3. Potential Shipyard Fill
4. Harbor Re-Design
5. Boardwalks
6. Sidewalks
7. South Fill

# 1. North Fill Ramp Planning Efforts

## **Project Goals**

- Alleviate congestion at South Ramp.
- Develop underutilized area.
- Create safe and user friendly area.



# 1. North Fill Ramp Plan



## 2. Samson + City Land Swap

Land Swap between Samson and City is near completion.

- Samson and Harbor Staff are moving buildings, boats and equipment.
- Harbor Staff is looking at new lay out options created by the land swap.
- Harbor Commission will be reviewing and discussing new lay out options created by land swap



### 3. Shipyard Area + Potential Fill



- Preliminary engineering efforts:
  - Working on design and approximate cost
  - Consulting with ADF&G, Army Corps of Engineers and other agencies on needed permits.
- Potential fill construction and shipyard building on Capital Improvement Project (CIP) list for State Legislation.
- Limited planning on layout of facilities on proposed fill area; site planning is in very preliminary stages.



# Other Current Waterfront Planning Efforts



## **4. Harbor Re-design**

- Preliminary design has been received from engineer.
- Review by Harbormaster and Harbor Commission is at beginning stages.

## **5. Boardwalks around Harbor**

- Engineer has done survey work

## **6. Sidewalks**

- Discussed and reviewed at P + Z meetings

## **7. South Fill**

- Current public meetings



# Context – Current CIP list for State Legislation



1. Cordova Center
2. Shipyard Fill
3. G Float Replacement
4. Shipyard Building
5. Municipal Dock  
(Ocean Dock)  
Renovation
6. South Fill Sidewalks
7. South Fill Expansion  
+ Sawmill Avenue  
Extension
8. Public Safety Building
9. Recreation Building
10. Ferry Trail

# Moving Forward – Refining Our Work



Let's review...

- **Shared Goals**
- **Shared Specific Project Considerations**

**Together...these are your project identification + selection CRITERIA**

- **Will help to refine preliminary project ideas**

# Shared Goals – Overall Waterfront + SFCA



1. Improve water front access to both residents and visitors of Cordova.
2. Create a visually attractive water front business district.
3. Compliment and contribute to the vitality of downtown.
4. Improve the strength and diversity of Cordova's economy.
5. Create a safe and pedestrian-friendly waterfront.
6. Protect shorebird habitat.

# Shared Specific Project Considerations



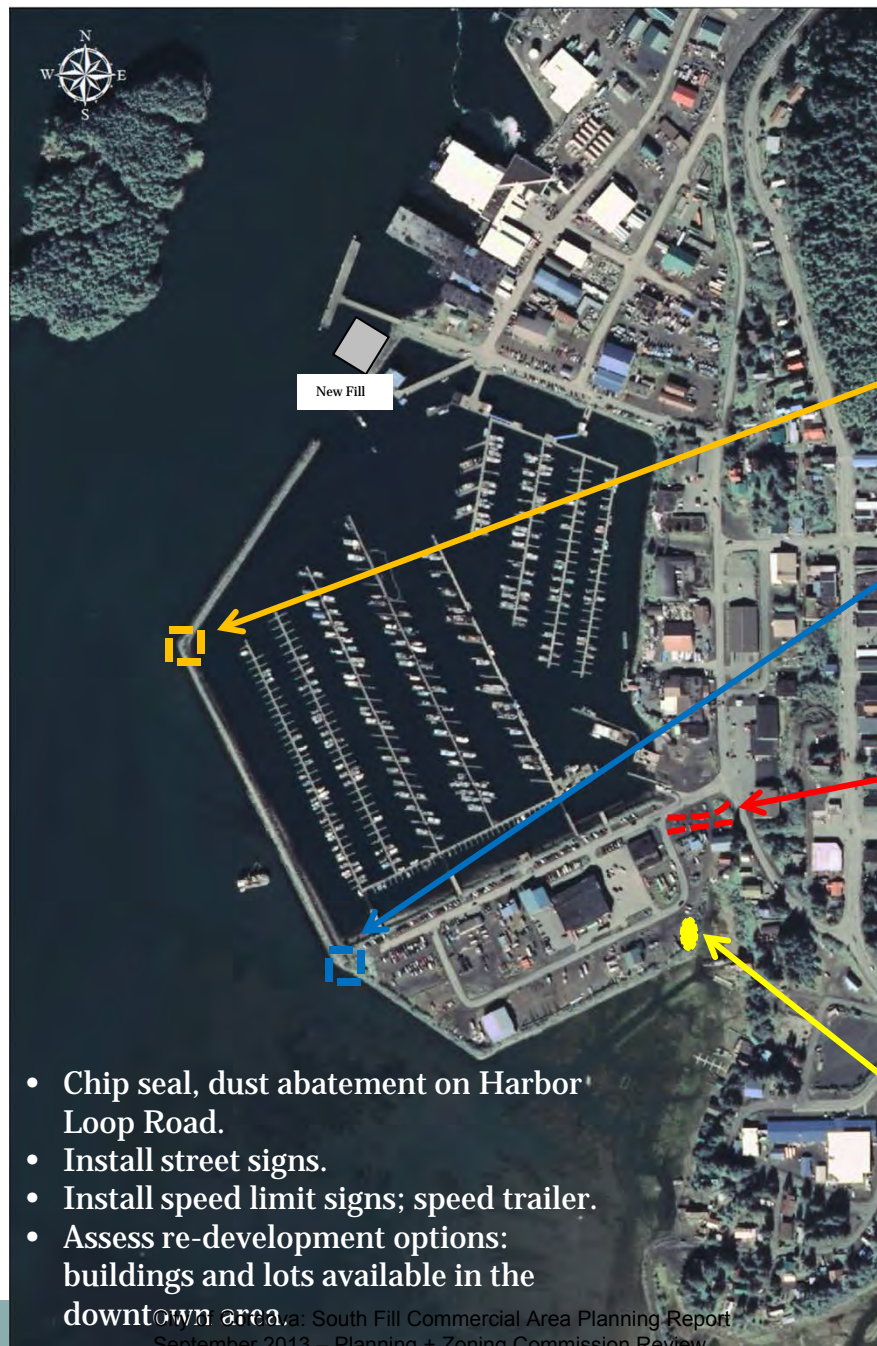
- **Align with other waterfront planning/development efforts, projects.**
- **Economically feasible – both capital costs and long-term operation and maintenance.**
- **Physically doable.**
- **Environmentally compatible.**



# South Fill Commercial Area Future Development Options

## Short Term (1-5 years)

### Summary of community input as of 4/16/2013 Meeting



- Chip seal, dust abatement on Harbor Loop Road.
- Install street signs.
- Install speed limit signs; speed trailer.
- Assess re-development options: buildings and lots available in the

downtown area

- Construct “Widows Watch” Gazebo at end of current Breakwater Trail
  - Research and develop building criteria due to strong winds.
  - Obtain funding.
- Develop pocket park at beginning of Breakwater Trail
  - Implement picnic table, trash can , clean up for summer 2013.
  - Develop long term plan including beautification of pocket park.
- Move Nicholoff Road over to put maintenance area on ramp side.
  - Assess feasibility; determine need after assessing impact of North Fill Ramp Plan implementation.
  - State owns land adjacent to the ramp.
  - Shifting the road would require grade work.
  - Access from Railroad Avenue to Nicholoff Way and Harbor Loop Road would be affected.
- Remove the dirt pile and create 72 hour boat trailer parking
  - Public Works developing permitting process to remove dirt pile and will implement in May '13.



# South Fill Commercial Area Future Development Options

## **Medium Term (6-10 years)**

### Summary of community input as of 4/16/2013 Meeting

- Culverts installed to allow for Harbor water circulation.
  - Review functionality of multiple culverts.
- Sidewalks, trails and/or boardwalks connecting South Fill to downtown.
  - South Fill sidewalks are on legislative capital list.
  - Sidewalks in front of and through Trident private property aren't feasible.
- Covered walkways at Cordova Center, Baja Taco and existing snow dump .
  - Cordova Center covered stairs connecting to First Street are already funded as part of the project.
  - Snow dump areas are limited.
- Acquire corner lot to allow for widening road at Copper River Highway and Railroad Avenue intersection.
- Green belt around current South Fill.
  - Work with land owners on design and compatibility.
  - Design must accommodate rip rap.
  - Develop design to create green belt over rip rap.



# South Fill Commercial Area Future Development Options

## Long Term (10 + years)

### Summary of community input as of 4/16/2013 Meeting



- Sheet pile
  - North and South Harbors to add parking and/or boardwalks and trails .
  - Inner area of current breakwater to allow for a second boat ramp in South Fill – provide maintenance area for additional ramps.
- Square off the end and extend to NW corner of harbor. All new fill would have greenbelt, trail or boardwalks on outer edges.
  - Filling in front of the breakwater may limit harbor expansion.
  - City does not own all the land outside the breakwater.
- Cut “L” Dock in half to allow for boat access.
  - Does not allow continuous access between floats.
- Square off end of current South Fill. All new fill would have greenbelt, trail or boardwalks on outer edges.
- Fill behind Sawmill connection.
  - Work with landowners.
- Connect South Fill to Sawmill
  - Path, road or bridge.
  - Scenic overlook to view migrating birds.
  - Develop tideland area adjacent to extension.
  - Alignment with idea for navigable waters.
  - Work with landowners.

# Small Group Activity – Guiding Questions



## ***Flesh Out Preliminary Ideas***

1. What projects are missing?
2. What is the right timeline?
3. How does each project meet the criteria?
4. What do we know about it?
5. What ideas do you have for these projects?

## ***Importance – From what you know, have learned...***

1. Of the projects on **short-term ideas map**, which of these rises to the top as the most important (i.e., from what you know and have learned; best meets criteria)?
2. Of the projects on **medium-term ideas map**?
3. Of the projects on **long-term ideas map**?



# Immediate Next Steps


- Compile, summarize + evaluate what we've heard tonight
- Develop detailed potential phased development approach for South Fill Commercial Area with preliminary action plan on “priority projects”
- **April 30<sup>th</sup> – Community Meeting #3**
- Stay involved
  - Get more information – [www.cityofcordova.net](http://www.cityofcordova.net)
  - Share your comments, questions, concerns with:
    - Sam, 424.6233, [planning@cityofcordova.net](mailto:planning@cityofcordova.net)
    - Shannon, 424.6220, [planning2@cityofcordova.net](mailto:planning2@cityofcordova.net)

# Navigating to the South Fill Project Page

cityofcordova.net/ Welcome - City of Cordova...

Tools Help

ftwa... AKDNR - Alaska Mapper Reprojecting spatial data i... Alaska DNR LRIS, Public L... Alaska Department of Nat... Municode SkillPath Seminars - Search Kessler BlogGIS Kessler GIS On-site Classes Staple

 **City of Cordova**  
ALASKA

CITY DIRECTORY ★ FIND A JOB  Search

**WELCOME** LIVING In Cordova BUSINESS In Cordova **GOVERNMENT** Of Cordova CORDOVA CENTER Grand Opening 2014 How Do I...? DOCUMENT CENTRAL Forms for Download

**Welcome to Cordova!**  
Situating in the southeastern end of Prince William Sound, the Alaskan City of Cordova is quickly emerging as one of America's best places to live, work, play, and visit.

**Notices/Announcements**  
**Port and Harbor**  
**Planning (Land Use & Development)** **South Fill Project**  
**Police/Fire/Ambulance** **Building Permits**  
**Cemetery** **Zoning & Conditional Use**  
**Mayor & City Council** **Setbacks & Variances**  
**Boards & Commissions** **Subdivisions**  
**City Charter & Code** **Lease or Purchase City Land**  
**Public Records Request** **Comprehensive Plan**  
**Local Hazards Mitigation Plan**

**MAYOR & CITY COUNCIL**  
Mayor  
City Council  
Agendas, Packets, & Minutes  
Proclamations  
Resolutions  
Ordinances  
Committee Work  
City Charter & Code

**BULLETIN BOARD**  
**Pool Closure**  
**South Fill Commercial Project**  
**2013 Fish Follies Art Show**


**PUBLIC NOTICES**  
**Baler Facility To Open Saturdays**  
**Abandoned Vehicles**

**PUBLIC MEETINGS**  
Mon Apr 15: 7:00pm - Board of Equalization - Library Meeting Room  
Tue Apr 16: 6:00pm - 8:30pm South Fill Second Public Meeting - Masonic Lodge  
Wed Apr 17: 7:30pm - City Council Regular Meeting - Library Meeting Room

**City of Cordova: South Fill Commercial Area Planning Report**  
September 2013 - Planning + Zoning Commission Review  
Page 92 of 153

**Planning Commission Regular Meeting**  
September 10, 2013  
Page 147 of 217

# Looking around the South Fill Project Page



http://www.cityofcordova.net/government/planning/south-fill-prc

South Fill Project - City of C...

View Favorites Tools Help

GIS Mapping Softwa... AKDNR - Alaska Mapper Reprojecting spatial data i... Alaska DNR LRIS, Public L... Alaska Department of Nat... Municode SkillPath Seminars - Search Kessler BlogGIS Kessler GIS Or

[WELCOME](#) [LIVING In Cordova](#) [BUSINESS In Cordova](#) [GOVERNMENT Of Cordova](#) [CORDOVA CENTER Grand Opening 2014](#) [How Do I...?](#) [DOCUMENT CENTRAL Forms for Download](#)

You are here: [Home \(Welcome\)](#) [Government](#) [Planning \(Land Use & Development\)](#) [South Fill Project](#)


## South Fill Public Meetings

### Learn More + Give Your Feedback!

### Come to Community Workshop #2

### The Future of the South Fill Commercial Area

**WHEN: Tuesday, April 16, 2013; 6:00 – 8:30 PM**  
**WHERE: Masonic Lodge, 400 First Street**



The City of Cordova Planning Department is holding a second workshop to discuss the future of the South Fill Commercial Area and would like to **share and get your feedback** on:

- ❖ **Issues + Concerns** – What we learned from talking with you, Community Workshop #1
- ❖ **Existing Conditions** – What we have learned from additional research
- ❖ **Existing Planning Efforts** – How this process ties into other community projects

### SOUTH FILL PROJECT MEETINGS

Tue Apr 16: 6:00pm – 8:30pm  
South Fill Second Public Meeting – Masonic Lodge

### SOUTH FILL PROJECT RESOURCES

[Comprehensive Plan](#)  
[Harbor Facilities/Uplands Management Plan](#)  
[Tourism Plan](#)  
[First Meeting \(March 26\) Power Point](#)

City of Cordova: South Fill Commercial Area Planning Report  
September 2013 – Planning + Zoning Commission Review  
Page 93 of 153

Planning Commission Regular Meeting  
September 10, 2013  
Page 148 of 217

# Handout from 2nd South Fill Meeting

## Project Identification + Selection Criteria

### *Overarching Goals – Does the project help to...*

- Improve waterfront access to both residents and visitors of Cordova.
- Create a visually attractive waterfront business district.
- Compliment and contribute to the vitality of downtown.
- Improve the strength and diversity of Cordova's economy.
- Create a safe and pedestrian-friendly waterfront.
- Others?

### *Project-Specific Considerations – Does/is the project...*

- Align with other waterfront planning/development efforts, projects.
- Economically feasible – capital construction + operation maintenance costs.
- Physically doable.
- Environmentally compatible.

## Small Group Guiding Questions

### *Fleshing Out the Preliminary Ideas*

- What projects are missing from this list?
- How does each project meet the criteria?
- What do we know about it?

### *Importance – From what you know, have learned...*

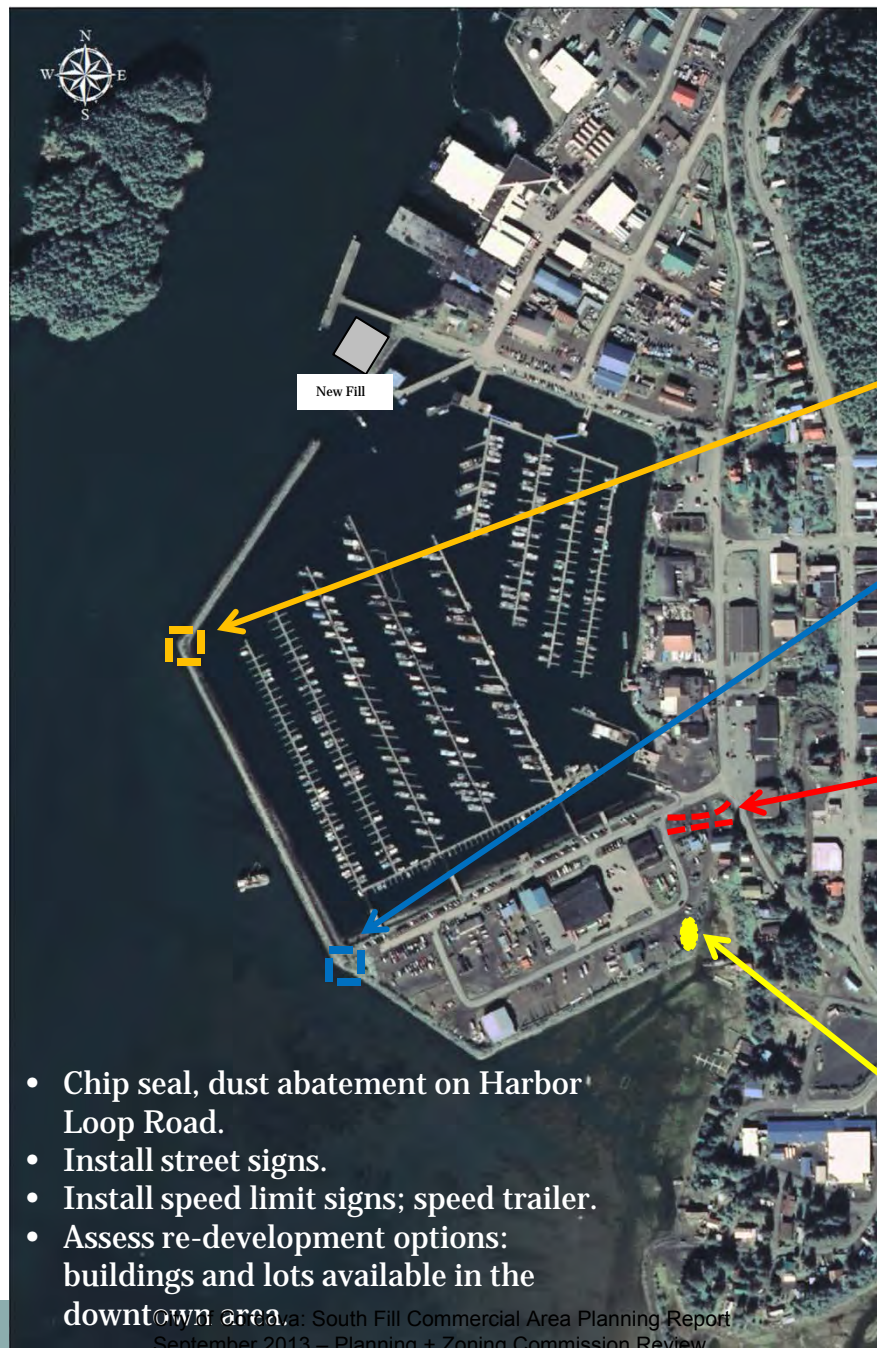
- Of the projects on **short-term ideas map**, which of these rises to the top as the most important (i.e. from what you know and have learned; best meets the criteria)?
- Of the projects on **medium-term ideas map**, which of these rises to the top as the most important (i.e. from what you know and have learned; best meets the criteria)?
- Of the projects on **long-term ideas map**, which of these rises to the top as the most important (i.e. from what you know and have learned; best meets the criteria)?



# South Fill Commercial Area Future Development Options

## Short Term (1-5 years)

### Summary of community input as of 4/16/2013 Meeting



- Chip seal, dust abatement on Harbor Loop Road.
- Install street signs.
- Install speed limit signs; speed trailer.
- Assess re-development options: buildings and lots available in the

downtown area

- Construct “Widows Watch” Gazebo at end of current Breakwater Trail
  - Research and develop building criteria due to strong winds.
  - Obtain funding.
- Develop pocket park at beginning of Breakwater Trail
  - Implement picnic table, trash can , clean up for summer 2013.
  - Develop long term plan including beautification of pocket park.
- Move Nicholoff Road over to put maintenance area on ramp side.
  - Assess feasibility; determine need after assessing impact of North Fill Ramp Plan implementation.
  - State owns land adjacent to the ramp.
  - Shifting the road would require grade work.
  - Access from Railroad Avenue to Nicholoff Way and Harbor Loop Road would be affected.
- Remove the dirt pile and create 72 hour boat trailer parking
  - Public Works developing permitting process to remove dirt pile and will implement in May '13.



# South Fill Commercial Area Future Development Options

## **Medium Term (6-10 years)**

### Summary of community input as of 4/16/2013 Meeting

- Culverts installed to allow for Harbor water circulation.
  - Review functionality of multiple culverts.
- Sidewalks, trails and/or boardwalks connecting South Fill to downtown.
  - South Fill sidewalks are on legislative capital list.
  - Sidewalks in front of and through Trident private property aren't feasible.
- Covered walkways at Cordova Center, Baja Taco and existing snow dump .
  - Cordova Center covered stairs connecting to First Street are already funded as part of the project.
  - Snow dump areas are limited.
- Acquire corner lot to allow for widening road at Copper River Highway and Railroad Avenue intersection.
- Green belt around current South Fill.
  - Work with land owners on design and compatibility.
  - Design must accommodate rip rap.
  - Develop design to create green belt over rip rap.



# South Fill Commercial Area Future Development Options

## Long Term (10 + years)

### Summary of community input as of 4/16/2013 Meeting



- Sheet pile
  - North and South Harbors to add parking and/or boardwalks and trails .
  - Inner area of current breakwater to allow for a second boat ramp in South Fill – provide maintenance area for additional ramps.
- Square off the end and extend to NW corner of harbor. All new fill would have greenbelt, trail or boardwalks on outer edges.
  - Filling in front of the breakwater may limit harbor expansion.
  - City does not own all the land outside the breakwater.
- Cut “L” Dock in half to allow for boat access.
  - Does not allow continuous access between floats.
- Square off end of current South Fill. All new fill would have greenbelt, trail or boardwalks on outer edges.
- Fill behind Sawmill connection.
  - Work with landowners.
- Connect South Fill to Sawmill
  - Path, road or bridge.
  - Scenic overlook to view migrating birds.
  - Develop tideland area adjacent to extension.
  - Alignment with idea for navigable waters.
  - Work with landowners.

## Appendix B, Section 3 :

### 3rd South Fill Commercial Area Meeting April 30, 2013



**April 30<sup>th</sup>, 2013**

**3<sup>rd</sup> Public  
Meeting**

**Mt. Eccles  
Elementary  
School**

**Cordova**



## Cordova South Fill Commercial Area Planning for Future Options

# Purpose of this Process

Generally...

- Identify existing waterfront issues, concerns, needs
- Get a better sense of waterfront vision, goals
- Identify areas along waterfront (or other places in the community) that address those needs

# Purpose of this Process

Specifically...

- Identify options for **South Fill Commercial Area**

Later...

- Develop/implement plan for one or more of those future options

# Tonight – Meeting Purpose + Agenda

- Review purpose, timeline, products for this process
- Review why we're here – issues + concerns
- Share and get feedback on what we've accomplished since Meeting #2
- Collaboratively, develop a near-term action plan
- Review immediate next steps

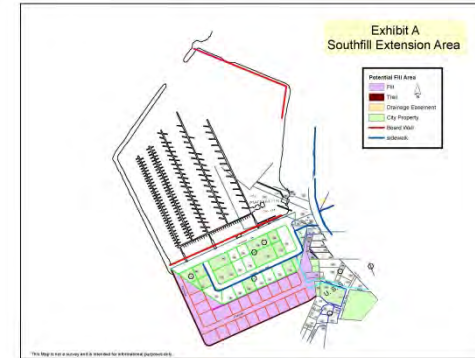


# Process Timeline + Key Products

- Initial meetings last spring, March 2012

*We've come a long way since then...*

- February/March – Conducted background research + stakeholder interviews
- **March 26<sup>th</sup> – Community Meeting #1**
- Compiled, summarized + evaluated what we heard, learned from more research
- Developed potential phased development approach for SFCA



# Process Timeline + Key Products

- **April 16<sup>th</sup> – Community Meeting #2: Share + get feedback on potential phased development approach**
- Summarized + evaluated feedback
- Developed more detailed “Phased Development Approach” for Review
- **April 30<sup>th</sup> – Community Meeting #3: Share + get feedback on detailed approach**
- Draft + present final phased development approach to Planning + Zoning Commission
- Present final package of options to City Council

# Why We're Here – Issues, Concerns, Needs South Fill Commercial Area?

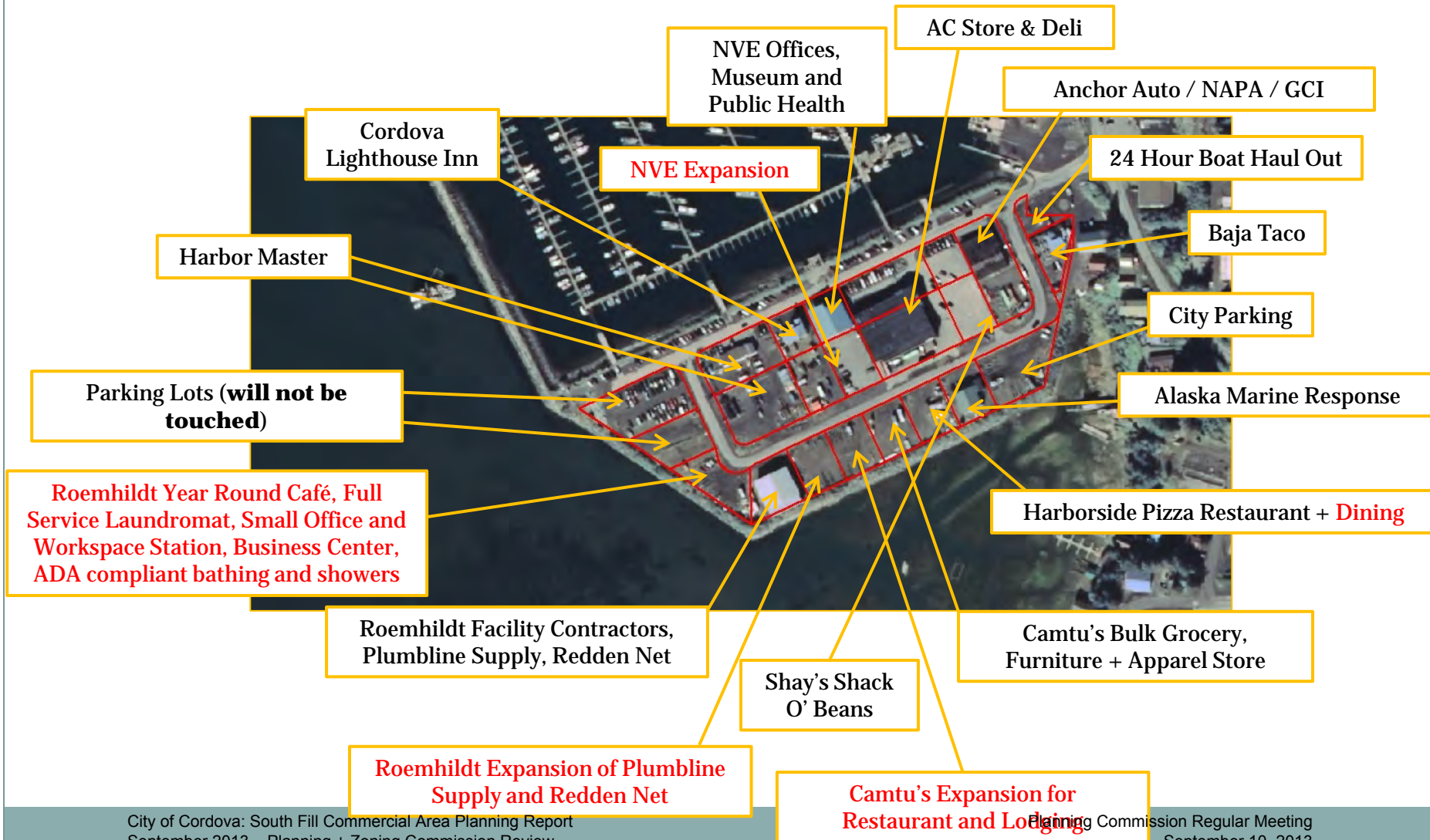
- Continued requests for commercial property that is centrally located and close to/on waterfront
- Need safer pedestrian routes
- Need to ease traffic flow
- Desire for recreational walking, viewing areas
- Potential tourism opportunities

# Why We're Here – Issues, Concerns, Needs South Fill Commercial Area

- Opportunity to generate additional revenue
- Any of the potential projects will take years to plan, permit, fund – take steps now for initial planning
- Prepare for potential funding opportunities
- **Due to the factors above** – City Council and Planning + Zoning Commission have funded South Fill Commercial Area planning



# Current + **Future** Makeup of SFCA



# What we've accomplished since Meeting #2



- Confirmed and slightly revised shared goals, project considerations.
- Assessed how potential projects meet/not meet shared goals.
- Revised short, medium and long-term maps.
- Used the project considerations to develop detailed project summaries.
- Developed step-by-step example for highest priority project: Sawmill Ave to SFCA pathway.
- Developed a preliminary plan for near-term actions.

# Shared Goals – Overall Waterfront + SFCA



1. Improve water front access to both residents and visitors of Cordova.
2. Create a visually attractive water front business district.
3. Compliment and contribute to the vitality of downtown.
4. Improve the strength and diversity of Cordova's economy.
5. Create a safe and pedestrian-friendly waterfront.
6. Consider and protect critical habitat.

# Shared Specific Project Considerations



- A.** Meets overall goals + will align with other waterfront planning/development efforts, projects
- B.** Tangible gains/benefits
- C.** Physical constraints
- D.** Legal or regulatory issues
- E.** Economically feasible:
  - Capital costs
  - Long-term operation and maintenance



# Focus of this process – SFCA



- What happens to the other potential waterfront projects we've discussed?
  - Sample project: **North Harbor Extension Options**

# North Harbor-75': To extend the North Harbor Parking Area to include additional parking and walkways (green belt may include commercial area)

<i>Criteria</i>	<i>Alternative 1 (Fill)</i>	<i>Alternative 2 (Planks)</i>	<i>Alternative 3 (Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space; dredge would make deeper boat access & new slips
C. Physical Constraints	Rip Rap Equation-1 foot: 1.5 feet; utilities; boat access concerns	utilities	Utilities; 30 year life span
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	\$2,173,125 (\$32 per square foot)	\$\$\$	\$6,290,625 (\$91.67 per square foot)
F. Preliminary operation + maintenance costs	Garbage: \$3,600 Plowing: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 <b>Total: \$38,500</b>	Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General Upkeep: \$2,500 <b>Total: \$41,100</b>	Garbage: \$3,600 Plowing: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 <b>Total: \$38,500</b>

# Examples



**Sheet  
pile**



**Planks**



# Overview of SFCA Projects



## 1. Short, Medium, Long-Term Projects

- Maps
- Summary tables

## 2. Step-by-Step Plan for Highest Priority: Sawmill Ave to SFCA Pathway

## 3. Near Term Action Plan

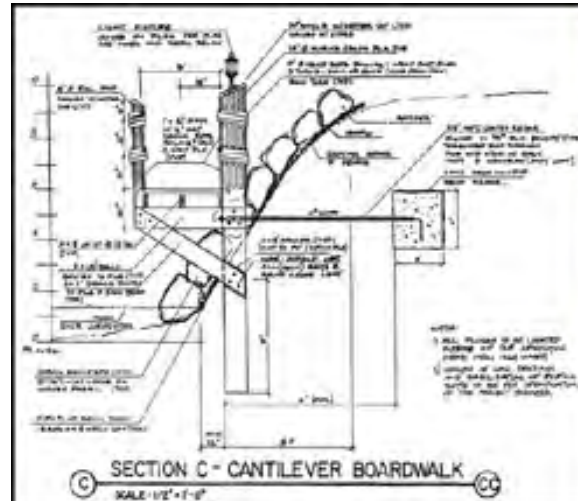


# Examples



• Roll curb + gutter

Cantilever •



# **Sawmill Avenue to South Fill Commercial Area**

## **Preliminary Step-by-Step**

### **Step 1:**

Hold 3 public meetings to discuss South Fill Commercial Area Priorities.

(March/April 2013)

### **Step 2:**

Complete general design decisions.

(4-6 months)

### **Step 3:**

Finalize preliminary design recommendation in a 4<sup>th</sup> public meeting.

(1 month)

### **Step 4:**

Recommendation to City Council for final preliminary design.

(2 months)

### **Step 5:**

Research grant opportunities for engineering design and survey work.

(2 months)

### **Step 6:**

Apply and wait for grant response.

(8-12 months)

### **Step 7:**

If grant is denied or no grant is available, go to City Council for appropriation of funds for the final preliminary design and survey.

(6-12 months-depending if funds are appropriated in mid-year or if they have to be requested at the beginning of fiscal year)

### **Step 8:**

RFP sent out and awarded.

### **Step 9: Project completion.**

(best case scenario – 2019)

# Near Term Action Plan



# Immediate Next Steps

- Compile, summarize + evaluate what we've heard tonight
- Develop and share package for Planning + Zoning Commission.
  - FOCUS: SFCA options, with notes re: other waterfront projects
- Stay involved
  - Get more information – [www.cityofcordova.net](http://www.cityofcordova.net)
  - Share your comments, questions, concerns with:
    - Sam, 424.6233, [planning@cityofcordova.net](mailto:planning@cityofcordova.net)
    - Shannon, 424.6220, [planning2@cityofcordova.net](mailto:planning2@cityofcordova.net)




# Navigating to the South Fill Project Page

cityofcordova.net/ Welcome - City of Cordova...

Tools Help

ftwa... AKDNR - Alaska Mapper Reprojecting spatial data i... Alaska DNR LRIS, Public L... Alaska Department of Nat... Municode SkillPath Seminars - Search Kessler BlogGIS Kessler GIS On-site Classes Staple

 **City of Cordova**  
ALASKA

CITY DIRECTORY ★ FIND A JOB  Search

**WELCOME** LIVING In Cordova BUSINESS In Cordova **GOVERNMENT** Of Cordova CORDOVA CENTER Grand Opening 2014 How Do I...? DOCUMENT CENTRAL Forms for Download

**Welcome to Cordova!**  
Situating in the southeastern end of Prince William Sound, the Alaskan City of Cordova is quickly emerging as one of America's best places to live, work, play, and visit.

**Notices/Announcements**  
**Port and Harbor**  
**Planning (Land Use & Development)** **South Fill Project**  
**Police/Fire/Ambulance** **Building Permits**  
**Cemetery** **Zoning & Conditional Use**  
**Mayor & City Council** **Setbacks & Variances**  
**Boards & Commissions** **Subdivisions**  
**City Charter & Code** **Lease or Purchase City Land**  
**Public Records Request** **Comprehensive Plan**  
**Local Hazards Mitigation Plan**

**MAYOR & CITY COUNCIL**  
Mayor  
City Council  
Agendas, Packets, & Minutes  
Proclamations  
Resolutions  
Ordinances  
Committee Work  
City Charter & Code

**BULLETIN BOARD**  
**Pool Closure**  
**South Fill Commercial Project**  
**2013 Fish Follies Art Show**

**PUBLIC NOTICES**  
**Baler Facility To Open Saturdays**  
**Abandoned Vehicles**

**PUBLIC MEETINGS**  
Mon Apr 15: 7:00pm - Board of Equalization - Library Meeting Room  
Tue Apr 16: 6:00pm - 8:30pm South Fill Second Public Meeting - Masonic Lodge  
Wed Apr 17: 7:30pm - City Council Regular Meeting - Library Meeting Room

**City of Cordova: South Fill Commercial Area Planning Report**  
September 2013 - Planning + Zoning Commission Review  
Page 119 of 153

**Planning Commission Regular Meeting**  
September 10, 2013  
Page 174 of 217

## ~Near Term Action Plan: within 1 year~

<b>Improvements to existing South Fill Commercial Area:</b> To provide a visually attractive waterfront			
<i>Project Considerations</i>	<i>Pocket Park</i>	<i>Dirt Pile</i>	<i>Street Signs</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	Provide safe gathering place for residents and visitors	Redevelop existing trailer parking by removing dirt pile	Install street signs and speed limit signs
C. Physical Constraints	Utilities		
D. Legal/Regulatory Issues			
E. Preliminary capital costs	\$2,500: Commercial Grade picnic table and freight Future cost would include thorough design of pocket park including interpretive signage	\$28,000 {\$175 per hour per truck x 5 trucks x 32 trips}	
F. Preliminary operation + maintenance costs	Garbage: \$3,600 Setup/Take Down: \$300 <b>Total: \$3,900</b>	Garbage: \$3,600 General Upkeep: \$2,500 <b>Total: \$6,100</b>	General Upkeep: \$2,500 <b>Total: \$2,500</b>
<b>Improvements to existing South Fill Commercial Area:</b> To provide a visually attractive waterfront			
<i>Project Considerations</i>	<i>Harbor Loop Road</i>	<i>Trash Problem</i>	<i>North Fill Ramp Plan Assessment</i>
A. Goals Met	Yes	Yes	
B. Gains/Achieves	Assess best alternative to reduce potholes and maintenance	Assess the trash problem in and around SFCA.	Assess The N. Fill Ramp plan Impact on traffic congestion at Baja Taco
C. Physical Constraints	Utilities		
D. Legal/Regulatory Issues			
E. Preliminary capital costs			
F. Preliminary operation + maintenance costs			

## ~Short Term Plan: 1-5 years~

<b>Sidewalks connecting South Fill to downtown:</b> To provide a safe route for residents and visitors from the downtown area to the boat harbors and South Fill Commercial Area		
<i>Project Considerations</i>	<i>Project SW1</i>	<i>Project SW2</i>
A. Goals Met	Yes	Yes
B. Gains/Achieves	Sidewalks: Main Street to Railroad Ave: without the cost of the stairs already included in Cordova Center Project	Sidewalks: Harbor Loop Road to Railroad Ave
C. Physical Constraints	Utilities; ROW issues	Utilities; ROW issues
D. Legal/Regulatory Issues		
E. Preliminary capital costs	\$18,000 {200 linear feet x \$90 per linear foot (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter)}	\$144,000 {1,600 linear feet x \$90 per linear foot (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter)}
F. Preliminary operation + maintenance costs	General Upkeep: \$2,500 <b>Total: \$2,500</b>	General Upkeep: \$2,500 <b>Total: \$2,500</b>
<b>Improvements to existing South Fill Commercial Area:</b> To provide a visually attractive waterfront		
<i>Project Considerations</i>	<i>"Greenbelt"</i>	
A. Goals Met	Yes	
B. Gains/Achieves	Cantilever Boardwalk around current South Fill	
C. Physical Constraints	Building on rip rap; working with landowners; utilities	
D. Legal/Regulatory Issues		
E. Preliminary capital costs	\$150,000 approximately for cantilever boardwalks with scenic overlooks and interpretive signage {\$100 per linear foot x 1,500 feet}	
F. Preliminary operation + maintenance costs	Garbage: \$3,600 General Upkeep: \$2,500 <b>Total: \$6,100</b>	

## ~Short Term Plan: 1-5 years~ (Continued)

<b>Sawmill to South Fill Connection:</b> To connect Sawmill Avenue to the South Fill Commercial Area to provide a safe pedestrian access especially to students who access the South Fill Commercial Area				
<i>Project Considerations</i>	<i>Alternative 1 (Pilings and walkway)</i>	<i>Alternative 2 (Path or Trail with fill; non navigable; fill behind)</i>	<i>Alternative 3 (Navigable access with walkway)</i>	<i>Alternative 4 (Path or Trail with fill; culverts {12 foot trail: 10' of walkable space with railings})</i>
A. Goals Met	Yes	Yes	Yes	Yes
B. Gains/Achievements	Safe connection between the High School and SFCA	Safe connection between the High School and SFCA	Safe connection between the High School and SFCA	Safe connection between the High School and SFCA
C. Physical Constraints	Sewer buried in slough; land ownership	Sewer buried in slough; land ownership	Sewer buried in slough; land ownership;  <i>Not ADA compliant: ADA requires 1:12 slope; this one would be 1:8. Top of walkway would be 10' above current South Fill. 250' long bridge, 15' at the top of the bridge would have to remain at 30' for navigable access</i>	Sewer buried in slough; land ownership
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting	Permitting
E. Preliminary capital costs	\$13,500,000 { \$750 per square foot x 18,000 sq. ft. }	\$1,000,000 { \$450,000 fill cost, \$100,000 rip rap cost, \$450,000 covering cost }		\$763,700 { \$75,000 fill; \$200,000 rip rap; \$29,700 HDPE culverts (2 each of 48" wide by 90' long at \$115 per foot) and \$9,000 freight; \$450,000 covering cost }
F. Preliminary operation + maintenance costs	Garbage: \$3,600 General Upkeep: \$2,500 <b>Total: \$6,100</b>	Garbage: \$3,600 General Upkeep: \$2,500 <b>Total: \$6,100</b>		Garbage: \$3,600 General Upkeep: \$2,500 <b>Total: \$6,100</b>



## ~Short Term Plan: 1-5 years~ (Continued)

<b>Planning Projects:</b> To assess what buildings and lots are currently available and develop consistent standards that meet the vision and goals for the South Fill Commercial Area.	
<i>Project Considerations</i>	<i>Development Study</i>
A. Goals Met	Yes
B. Gains/Achieves	Assesses what buildings and lots are currently available
C. Physical Constraints	
D. Legal/Regulatory Issues	
E. Preliminary capital costs	\$10,560 (88 hours x \$120 per hour)
F. Preliminary operation + maintenance costs	

## ~Medium Term Plan: 6-10 years~

<b>Square off the current South Fill Commercial Area:</b> To add commercial space to the current South Fill				
<i>Project Considerations</i>	<i>Alternative 1(Fill)</i>	<i>Alternative 2(Planks)</i>	<i>Alternative 3(Sheet Pile)</i>	
A. Goals Met	Yes	Yes	Yes	
B. Gains/ Achieves	7 new commercial spaces (with current zoning code lot size requirements); additional greenbelt walking area	7 new commercial spaces (with current zoning code lot size requirements); additional greenbelt walking area	7 new commercial spaces (with current zoning code lot size requirements); additional greenbelt walking area	
C. Physical Constraints	Shorebird Habitat; Elevations and tides	Shorebird Habitat; Elevations and tides	Shorebird Habitat; Elevations and tides	
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting	
E. Preliminary capital costs	\$2,208,375 (\$30.11 per sq. ft.) (\$270,990 cost for 1 commercial lot*with current zoning code lot size requirement of 9,000 square feet)	\$55,001,250 { \$750 per sq. ft. x 73,335 square feet }	\$5,583,375 (\$76 per sq. ft.) (\$684,000 cost for 1 commercial lot*with current zoning code lot size requirement of 9,000 square feet) (dredging cost not included)	
F. Preliminary operation + maintenance costs	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 <b>Total: \$27,500</b>	Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General Upkeep: \$2,500 <b>Total: \$41,100</b>	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 <b>Total: \$27,500</b>	
<b>Additional Sidewalks:</b> To provide a safe route for residents and visitors				
<i>Project Considerations</i>	<i>Project SW3</i>	<i>Project SW4</i>	<i>Project SW5</i>	<i>Project SW6</i>
A. Goals Met	Yes	Yes	Yes	Yes
B. Gains/ Achieves	Sidewalks: North Harbor through Reluctant ROW to Railroad Ave	Sidewalks: continue existing at Council Ave along Railroad Ave to existing sidewalk before CRH intersection	Sidewalks: Railroad Ave from Reluctant ROW to Nicholoff intersection	Sidewalks: Railroad Avenue to Nicholoff Way
C. Physical Constraints	Utilities	Utilities; ROW issues	Utilities; ROW issues	Utilities; ROW issues
D. Legal/Regulatory Issues				

E. Preliminary capital costs	\$52,200 {580 linear feet x \$90 per linear foot (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter)}	\$108,000 {1,200 linear feet x \$90 per linear foot (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter)}	\$65,250 {725 linear feet x \$90 per linear foot (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter)}	\$58,500 {650 linear feet x \$90 per linear foot (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter)}
F. Preliminary operation + maintenance costs	General Upkeep: \$2,500 <b>Total: \$2,500</b>	General Upkeep: \$2,500 <b>Total: \$2,500</b>	General Upkeep: \$2,500 <b>Total: \$2,500</b>	General Upkeep: \$2,500 <b>Total: \$2,500</b>

**Improvements to existing South Fill Commercial Area:** To add a gazebo at the end of the existing Breakwater Trail

<i>Project Considerations</i>	<i>Gazebo</i>
A. Goals Met	Maybe
B. Gains/Achieves	
C. Physical Constraints	High wind area. Needs to be engineered to withstand weather conditions.
D. Legal/Regulatory Issues	
E. Preliminary capital costs	<i>\$10,000 gazebo cost. Cannot determine engineering cost for making the gazebo withstand weather conditions.</i>
F. Preliminary operation + maintenance costs	Garbage: \$3,600 General Upkeep: \$2,500 <b>Total: \$6,100</b>

**Planning Projects:** To develop a consistent set of standards which would meet the vision and goals of the South Fill Commercial Area

<i>Project Considerations</i>	<i>Waterfront Design Standards</i>
A. Goals Met	Yes
B. Gains/Achieves	Develop consistent set of standards that meet the vision and goals for the South Fill Commercial Area
C. Physical Constraints	
D. Legal/Regulatory Issues	
E. Preliminary capital costs	\$12,000 (roughly 100 hours at \$120 per hour)
F. Preliminary operation + maintenance costs	

## ~Long Term Plan: 10 + years~

<b>North Harbor-15':</b> To extend the North Harbor Parking Area to include additional parking and walkways (green belt may include commercial area)			
<i>Project Considerations</i>	<i>Alternative 1(Fill)</i>	<i>Alternative 2(Planks)</i>	<i>Alternative 3(Sheet Pile)</i>
A. Goals Met/Aligns with other planning efforts	Yes	Yes	Yes
B. Gains/Achieves	Move parking in 5' and widen road; 10' green belt	Move parking in 5' and widen road; 10' green belt	Move parking in 5' and widen road; 10' green belt
C. Physical Constraints	Rip Rap Equation- 1 foot: 1.5 feet; utilities	utilities	utilities
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	\$800,625 (\$58 per square foot)	\$10,293,750 (\$750 per square foot x 13,725 sq. ft.)	\$4,918,125 (\$358 per square foot) (dredging cost not included)
F. Preliminary operation + maintenance costs	Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General Upkeep: \$2,500 <b>Total: \$12,580</b>	Garbage: \$3,600 Plowing: \$10,000 Grading: \$0 General Upkeep: \$2,500 <b>Total: \$16,100</b>	Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General Upkeep: \$2,500 <b>Total: \$12,580</b>
<b>North Harbor-50':</b> To extend the North Harbor Parking Area to include additional parking and walkways (green belt may include commercial area)			
<i>Project Considerations</i>	<i>Alternative 1(Fill)</i>	<i>Alternative 2(Planks)</i>	<i>Alternative 3(Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	95 additional parking spaces; 15 feet greenbelt	95 additional parking spaces; 15 feet greenbelt	95 additional parking spaces; 15 feet greenbelt; dredge would make deeper boat access & new slips
C. Physical Constraints	Rip Rap Equation- 1 foot: 1.5 feet; utilities; boat access concerns	utilities	Utilities; 30 year life span
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	\$1,601,250 (\$35 per square foot)	\$34,312,500 {\$750 per sq. ft. x 45,570 sq. ft.}	\$5,718,750 (\$125 per square foot) (dredging cost not

			included)
F. Preliminary operation + maintenance costs	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 <b>Total: \$27,500</b>	Garbage: \$3,600 Plowing: \$25,000 Grading: \$0 General Upkeep: \$2,500 <b>Total: \$31,100</b>	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 <b>Total: \$27,500</b>
<b>North Harbor-75':</b> To extend the North Harbor Parking Area to include additional parking and walkways (green belt may include commercial area)			
<i>Project Considerations</i>	<i>Alternative 1(Fill)</i>	<i>Alternative 2(Planks)</i>	<i>Alternative 3(Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space	95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space; dredge would make deeper boat access & new slips
C. Physical Constraints	Rip Rap Equation-1 foot: 1.5 feet; utilities; boat access concerns	utilities	Utilities; 30 year life span
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	\$2,173,125 (\$32 per square foot)	\$51,468,750 {\$750 per sq. ft. x 68,625 sq. ft.}	\$6,290,625 (\$91.67 per square foot) (dredging cost not included)
F. Preliminary operation + maintenance costs	Garbage: \$3,600 Plowing: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 <b>Total: \$38,500</b>	Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General Upkeep: \$2,500 <b>Total: \$41,100</b>	Garbage: \$3,600 Plowing: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 <b>Total: \$38,500</b>
<b>South Harbor-15':</b> To extend the South Harbor Parking Area to include additional parking and walkways			
<i>Project Considerations</i>	<i>Alternative 1(Fill)</i>	<i>Alternative 2(Planks)</i>	<i>Alternative 3(Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	Move parking in 5' and redevelop green belt area	Move parking in 5' and redevelop green belt area	Move parking in 5' and redevelop green belt area
C. Physical Constraints	Rip Rap Equation-1 foot: 1.5 feet; utilities; Trident's	Utilities; Trident's discharge line	Utilities; Trident's discharge line



	discharge line		
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	\$761,250 (\$58.33 per square foot)	\$9,787,500 {\$750 per sq. ft. x 13,050 sq. ft.}	\$4,676,250 (\$365 per square foot) (dredging cost not included)
F. Preliminary operation + maintenance costs	Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General Upkeep: \$2,500 <b>Total: \$12,580</b>	Garbage: \$3,600 Plowing: \$10,000 Grading: \$0 General Upkeep: \$2,500 <b>Total: \$16,100</b>	Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General Upkeep: \$2,500 <b>Total: \$12,580</b>
<b>South Harbor-50': To extend the South Harbor Parking Area to include additional parking and walkways</b>			
<i>Project Considerations</i>	<i>Alternative 1(Fill)</i>	<i>Alternative 2(Planks)</i>	<i>Alternative 3(Sheet Pile)</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	90 parking spaces gained; 15 feet of greenbelt	90 parking spaces gained; 15 feet of greenbelt	90 parking spaces gained; 15 feet of greenbelt; dredge would create deeper boat access and would create slips
C. Physical Constraints	Rip Rap Equation-1 foot: 1.5 feet; utilities; Trident's discharge line; boat access concerns; not improving Harbor slips	Utilities; Trident's discharge line	Utilities; 30 year life span
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	\$1,522,500 (\$35 per square foot)	\$32,625,000 {\$750 per sq. ft. x 43,500}	\$5,437,500 (\$125 per square foot) (dredging cost not included)
F. Preliminary operation + maintenance costs	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 <b>Total: \$27,500</b>	Garbage: \$3,600 Plowing: \$25,000 Grading: \$0 General Upkeep: \$2,500 <b>Total: \$31,100</b>	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 <b>Total: \$27,500</b>

## ~Long Term Plan: 10 + years~ (Continued)

<b>South Harbor-75':</b> To extend the South Harbor Parking Area to include additional parking and walkways			
<i>Project Considerations</i>	<i>Alternative 1(Fill)</i>	<i>Alternative 2(Planks)</i>	<i>Alternative 3(Sheet Pile)</i>
A. Goals Met	N/A	Yes	Yes
B. Gains/Achieves	N/A	Move the parking onto the extension which will widen the road; add 1 additional row or parking; 20 foot green belt and/or commercial area and crane location	Potential additional parking, commercial area and greenbelt/walkway design; dredge would create deeper boat access and would create slips and crane locations
C. Physical Constraints	<b>Not enough room on the South Harbor side for fill due to the rip rap equation</b>	Utilities; Trident's discharge line	Utilities; 30 year life span; Trident's discharge line
D. Legal/Regulatory Issues	N/A	Permitting	Permitting
E. Preliminary capital costs	N/A	\$48,937,500 {\$750 per sq. ft. x 65,250 sq. ft.}	\$5,981,250 (\$91.67 per square foot) (dredging cost not included)
F. Preliminary operation + maintenance costs	N/A	Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General Upkeep: \$2,500 <b>Total: \$41,100</b>	Garbage: \$3,600 Plowing: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 <b>Total: \$38,500</b>

## ~Long Term Plan: 10 + years~ (Continued)

<b>Improvements to existing South Fill Commercial Area:</b> To improve Harbor water circulation and add an additional boat ramp		
<i>Project Considerations</i>	<i>Culverts</i>	<i>Additional Launch Ramp</i>
A. Goals Met	Maybe	Maybe
B. Gains/Achieves	Install 2 culverts in the current breakwater to allow for water circulation and flushing	Additional launch ramp to reduce congestion at Baja Taco
C. Physical Constraints	Utilities; Trident's discharge line	Utilities; Trident's discharge line; no additional maintenance area without losing parking; need maintenance area for boats to pull out to
D. Legal/Regulatory Issues	Permitting	Permitting
E. Preliminary capital costs	\$262,800 {culvert cost: \$22,800 (2 each of 48" wide by 60' long at \$115 per foot) and \$9,000 freight; removal and reinstallation of breakwater \$240,000 (\$120,000 per culvert)}	\$760,655 {100' length x 43' width (25' ramp plus 18' fill to breakwater) x 5' average depth=21,500 x \$1.25 per cubic foot=\$26,875; 100'x \$4,000 averaged = \$400,000 sheet pile cost; engineer cost for boat ramp \$60,000; excavation and backfill \$50,000; Concrete plank and plank lags \$213,780; base timber for planks \$10,000 (dredging cost not included)}
F. Preliminary operation + maintenance costs	General Upkeep: \$2,500 <b>Total: \$2,500</b>	Garbage: \$3,600 General Upkeep: \$2,500 <b>Total: \$6,100</b>



# South Fill Commercial Area Future Development Options





# South Fill Commercial Area Future Development Options





# South Fill Commercial Area Future Development Options

**Long Term Project Ideas  
(10 Plus Years)  
Summary of community input  
as of April 30th, 2013**

Culverts installed to allow for Harbor water circulation

Sheet Pile, Fill or Pilings  
• 15 feet, 50 feet or 75 feet

Boat Ramp to relieve congestion from Baja Taco Ramp





Appendix B, Section 4:

Wrap Up Maps after April 30, 2013 South Fill Commercial Area Meeting



# South Fill Commercial Area Future Development Options



## Short Term Project Ideas (1-5 Years)

Summary of community input  
From April 30th, 2013 meeting

### Planning Projects:

- Development Study to assess buildings and lots that are currently available and develop consistent standards that meet the vision and goals or the South Fill Commercial Area.

Sidewalks installed for Pedestrian Access

Covered walkways at Baja Taco

SW-2

SW-6

Fill behind Sawmill connection

Connect South Fill to Sawmill

Green belt around current South Fill



# South Fill Commercial Area Future Development Options





# Other Waterfront Areas Future Development Options

## Other Waterfront Projects Ideas Summary of community input from April 30th, 2013 meeting

Sheet Pile, Fill or Pilings  
• 15 feet, 50 feet or 75 feet

Culverts installed to allow for Harbor water circulation

Boat Ramp to relieve congestion from Baja Taco Ramp





## 1st South Fill Meeting Report Back

March 26, 2013

### **Big Picture**

- Need to think about the waterfront as a whole.
- City has done and is continuing to do a lot of waterfront planning; need to re-examine and take advantage (workshop coming up April 8th, 6:30 on North Fill, for example).
- Think broadly about what constitutes "waterfront" ("1<sup>st</sup> Street, even 2<sup>nd</sup> Street could be part of "waterfront" with better access;" "we need to better use what we have").
- Is there a budget for these South Fill and other waterfront improvements? Need to think about how best to spend finite community resources; is there actually demand for more land? Is the town actually growing?
- Need to respect importance of commercial fishing as the fundamental driver of the community and the community economy. Above all, don't shrink area available to support commercial fishing.

### **Meeting Commercial Demand**

- Need to think about land use needs over near and long term; what is supply of land today, including both city and private land? Is this sufficient to meet foreseeable needs?
- Instead of filling new waterfront areas, which is very expensive, encourage infill on existing private lands. "Several properties for sale downtown." "What about five empty buildings on 2<sup>nd</sup> street"?
- If there is a need for more fill, decide by looking at the waterfront as a whole, comparing relative environmental/habitat values in different areas, and the relative value of different areas for developed uses.
- If more fill in the existing South Fill area is needed, consider extending South Fill west, into deeper water. This area is slightly less valuable for birds, would have less environmental and community impact.

### **Meeting Demand for Other Uses**

- Need for more public land for waterfront mini-parks, seating areas; for residents, for businesses.

- There is a severe lack of places for cannery off work workers, areas to decompress (today, lots of folks hang out by the gazebo, and on the hill below the gas station).
- Add a greenbelt along outer edge of existing fill? Does property ownership allow?
- Clean-up and create a small park on water side of ball field, not far from school.

### **Harbor-edge, Other Fill Options**

- Expand existing fill into harbor, by installing vertical sheet pile and backfilling. This could be done along both the south and north sides of the existing harbor. NOTE: Whittier has done this (successfully?).
- If existing fill is expanded along Nicholoff Way, keep existing boat parking; consider breaking up dock that parallels Nicholoff to allow for easier access.
- Consider pushing out existing breakwater to west; this could happen as part of adding fill on the outer, western side of the existing South Fill.
- Better use of existing South Fill land – get rid of dirt pile to clear up usable space.
- Mudflats are critical stop over for shore birds. Cordova area is designated/recognized for critical value to migrating shore birds. In general, highest mudflat values are in shallower area; these often extend quite far from the high tide mark.

### **Pedestrian Circulation**

- Waterfront area needs to be a safer, more attractive and enjoyable place to walk; need pathways and sidewalks.
- New sidewalks would address many of the objectives that are tied to the proposed South Fill.
- Add sidewalks along Railroad Ave, and along other roads near the harbor.
- Create a walking trail/sidewalk along water side of the harbor, from north, to east, to south. Take advantage of the City right of way passing Reluctant.
- Put in sidewalks along Harbor Loop Road.
- Some connection along the route from school to AC/harbor is needed; advantages and disadvantages road vs. trail connection:
  - Road just shifts vehicular congestion into school area?
  - A trail beside a road is easier to plow.

- PWS Audubon chapter: road or trail prefer it's built on pilings (but very costly).
- If road or trail, have a good sized culvert to allow water to flow under and through
- Vital to connect downtown to harbor:
  - Covered walkway and steps down from Cordova center are planned.
  - Enhance or replace existing walk below gas station (called for in Cordova Tourism Plan).

### **Vehicular Circulation**

- Vehicular and pedestrian circulation along Railroad Ave is a mess.
  - Widen, improve intersection where Railroad hits 1<sup>st</sup> street.
  - Install stoplight at Railroad and Nicholoff Way?
  - Add sidewalks in congested areas.

### **Boat Ramp Solutions**

- Current boat ramp area is very busy, congested and at times unsafe – but only for 1-2 relatively short periods per year.
- Improve existing road/boat ramp area before building new.
- Recognize that even if sidewalks are built kids won't necessarily use them; need to be realistic about people's tendency to take the shortest route from A to B.
- Improve configuration and widen Nicholoff road next to ramp; create more space for rigs backing and out, and for pedestrians trying to squeeze by.
- New boat ramp and associated facilities is planned at North Fill by Copper River Seafood; that should help relieve congestion at downtown boat launch.
- Move boat ramp to south side of the harbor? Does this simply shift congestion? Would help if there was a one way road system on existing fill.
- Ease pressure by adding new ramps, perhaps install sheet pile along extent of existing breakwater, would allow direct loading.

## 2nd South Fill Meeting Report Back

April 16, 2013

### **~Group 1~**

#### ***Short-term***

- Gazebo low priority

#### **Add/emphasize as high priorities**

- Pocket parks
- Bring back 72-hour parking, move dirt.
- Move quickly on sawmill road-high school pathway – but a path, not a road.
- Assess redevelopment options – encourage use of downtown property.

#### ***Medium-term***

- Greenbelt? – primarily a walkway (vs. a focus on plantings)
- Culverts – wouldn't be successful in southwest location shown.

#### **Add/emphasize as high priorities**

- Move fire station.
- Issues with fire station location is tied to tsunami zone; State is working on but hasn't yet released final study; City can't get funding for Fire Station until that issue is resolved.

#### ***Longer-term***

- Extension of fill towards west is not a good idea because that area, like area to the south, is mostly mudflats with value for shorebirds; other species (not clear relative value of west extension area vs. south).
- Sheet pile on the side of harbor breakwater – lower priority than other two locations
- Other sheet piles higher priority – north highest, south second, harbor-side lowest

## **~Group 2~**

### ***Short-term***

#### **Add/emphasize as high priorities**

- Path to high school – use a bridge rather than fill
- Sidewalks to downtown
- Boat ramp/ space for landing craft

Lower priorities – gazebos on breakwater

### ***Medium-term***

#### **Add/emphasize as high priorities**

- Move up access to higher priorities, near term; aim to create a continuous outer, ocean side pathway around edge of fill that connects to breakwater.

### **Other**

- Yes on culverts, even if not working at all tides; southwest corner most needs flushing.
- Greenbelt – some green, some beautification, but mostly trails and benches

### **Longer-term**

- Confusion about breakwater options – don't want to create barrier to possible eventual expansion of the harbor; don't place fill on outside of breakwater.
- Along breakwater – extend sheet pile north just far enough to create deeper water in that area and space for a boat ramp.
- If there is a need for fill use the area extending westward.

## **~Group 3~**

### **Trident says:**

- Issues with a number of the recommendations
  - SW harbor culvert won't work; conflicts with existing 6" outfall; moving line requires big costs, difficult permit issues.



- NW culvert would work
- Trident sidewalk not possible – TSA safety area

### **Add/emphasize as high priorities**

- Better management of trash is a priority; get a dumpster grant.
- Parking more of a priority use of fill than new buildings.
- Pocket parks
- New fill to create path to high school.
- Pedestrian access – into harbor area from downtown; along water within harbor
- Use wood resin for dust control, replace chip seal.
- Fill on western end might impact expectations of existing fill businesses.

Gazebo lower priority; build a gazebo it's a trash collection point; also very windy.

### **~Group 4~**

### **Add/emphasize as high priorities**

- Missing – fill on original south side
- Trash is less of a visible problem – people are ditching things in the ocean before they get into the harbor, because getting rid of trash at the harbor is difficult. Need to improve options for legal trash disposal.
- Tsunami warning sign is an eyesore. It's in a high risk seismic zone, so might not function in the case of an earthquake when it might be needed.
- Paving a priority
- Timeline: sawmill-high school trail should be short term priority.
- Agree with prioritization among three sheet pile locations offered by another group; move to near-term for permitting, construction to mid-term on CIP list for highest priority.
- As mentioned by other groups – southwest sheet pile would be limited only to area of proposed boat launch.
- Culverts opening into mudflats were environmental/permitting problem in Valdez – outflow of polluted water (shallow one not doable). Flushing out is priority, feasibility is a question to be worked out.

### **~Group 5~**

- Prioritize everything that is pedestrian related – high school, sawmill connection as a priority, a pedestrian path (*proposed by this group, not by*

- others: provide option for gill net boat to pass under pathway to get access to existing private parcel).*
- Perimeter pathway, for visitors, for residents; with signage.
  - Square off western edge with more fill, space for pocket parks; (less impact on shorebirds; less impact on landowners).
  - *Proposed by this group, not by others: harbor master building raised a floor or two, with space underneath for services, businesses.*

### **Summary of Priorities from all breakout groups:**

- *Same as Group Five plus below*
- Deal with stagnant harbor water; throwing sport fishing carcasses into harbor is a bad practice. Although, harbormaster points out that state "clean harbor" person said that Cordova has relatively little sport fishing, so actually a quite minor issue.
- Solve boat ramp issue – Cordova depends on sport fishing.
  - North fill ramp – is not apples to apples; not going to replace south/Baja Taco ramp, won't work for single person; need a boat ramp where harbor is; a place where you take care of business.
  - Southwest corner could work for a boat ramp, if portion of new fill devoted to those functions.
  - Adding a second ramp in harbor doesn't alleviate any traffic.
  - Crane is a priority in making north ramp a true alternative to the existing ramp – plan for a crane at the north ramp, but not at floating dock. Note: people who don't have slips in the harbor – subsistence and sport users for example – will be more prone to using the north ramp.
  - Sheet pile in three phases:
    - North side is place to start.
    - Majority of cost for sheet pile projects is sheet pile itself; addition of fill is a relatively minor cost. Consequently adding sheet pile with minimal fill, as is proposed for the harbor, is potentially a high cost project with only modest benefits.
    - Pocket parks yes, with realism about what will or will not grow in Cordova; gazebo not a high priority.
    - Cleaning up trash is a priority.

## 3rd South Fill Meeting Report Back

April 30, 2013

### **Overall**

- It would be helpful to add information regarding "potential income" or "revenue" to "Section B. Gains/Achieves" for each project. For example, what are the projected revenues related to fill, additional property/sales taxes?
- Overviews are just a beginning. Based on the feedback at this meeting, confirming the general direction makes sense (i.e. we are still meeting the goals of the SFCA), we need to learn a lot more about the different options and feasibility of potential projects.
- Focus of this meeting is on the SFCA projects. Other projects shown in the overviews document and correlated maps, would ultimately become part of the harbor redesign and/or other larger waterfront planning efforts.

### **Short-Term Projects**

#### *Sidewalk Projects*

- Need to include what the Cordova Center plans. These plans currently show connectivity from Main Street to Nicholoff Road.
- Should possibly add painted crosswalk from the pool to Nicholoff.

#### *Sawmill to South Fill Connection*

- Add lights to the connection to deter kids from hanging out there after dark and getting into trouble.
- Fill cost could be different: some fill costs could be substantially less dependent on what "fill" you use. Quality of the middle compared to the outer fill.
- Could the dirt pile at the South Harbor be given to residents or can they pay for the fill? City Council has requested the fill be gone within a month. It will be moved and it is not the best fill as it has broken glass in it.
- In terms of cost, would it be cheaper to have a narrower sidewalk? Isn't the 10 feet shown in the draft project overview the size of a road? Actually, the 10 feet is needed for emergency vehicle access. Also, it is definitely the group's consensus that the connection, as mentioned in previous

meetings, be a pathway. Makes sense for the intended use, including kids that are using the baseball field.

- What about the manholes for the sewer line in the slough? According to Public Works, the sewer lines will continuously be raised and then will be capped off wherever the top is.
- The costs for this project seem exorbitant. Do we really have to make it a "safe pathway" for youth? Where are the documents supporting the need for a "safe route"? Why do we have to provide that? Youth will use the easiest access point, no matter what. Still, seems there is strong support for some form of a "pathway connection". However, perhaps the other sidewalk projects should become a priority of the Southfill to Sawmill, especially given the cost of the Sawmill project.

### *Development Study*

- Is there a way to include existing and available residential property as part of this study? In other words, we need to consider the larger land use needs, as compared to existing conditions. You can build all the commercial property you want, where are people going to live?

## **Medium-Term Projects**

### *General*

- Again, a missing component in the project overviews related to project-specific considerations is the revenue generating portion; need to get some basic level of understanding of what new commercial property and future changes will bring us. How will these changes help us achieve the goal of creating new revenue and economic development opportunities for the City, community?

### *Square off the Current SFCA*

- The additional boat ramp and the "squaring off the South Fill" projects need to go hand-in-hand, since there isn't that much room down there now.
- Maybe take more boat parking into consideration: not just commercial parking. The other item to add to the list is having a maintenance area.
- If the additional boat ramp continues to stay as an option, you should probably extend the new fill further in order to allow for boat parking/maintenance areas.

### *Additional Sidewalks*

- From the Project Overviews, SW3: Is that going over the water? Would imagine it would be some sort of cantilever boardwalk and then connecting to the sidewalks.
- Need the right type of equipment to take care of the sidewalks in the winter: due to the current state of the sidewalks.
- All the sidewalks seem to be high priority: it's all dependent on funding sources.
- Completion of sidewalks 2 and 6 could potentially eliminate the need for the Sawmill/South Fill Connection. NVE's safety study could possibly help with this.
- Still trying to observe and assess the North Fill Ramp Plan impact on the Baja Taco Ramp.
- Shouldn't ignore the Reluctant waterside sidewalk: people walk over there.
- Make the stairway by the Curran's house (from HS to Railroad Ave) safer since kids use it right now.

Sawmill to South Connection Step-by-Step Overview – Understanding project process from beginning to longer-term O+M

- Need to add "permitting" as an additional step at multiple times during a project planning, implementation process.
- There is not the same degree of enthusiasm for the Sawmill/South Fill Connection this evening. It is a reality check having some rough numbers in front of us that shows potential investment. Better long-term investment may be in the sidewalks that help to address part of the safety need, getting kids from one place to another, safely.

### **Near-Term Action Plan**

- List projects by their objectives rather than by Short, Medium, Long Term so you can address them a little easier: can articulate the safety concern using that method.
- Sidewalk planning can tie into the near term action plan.
- Have a conversation with the State regarding the land near the current boat ramp and if it's possible to use some of their land.
- Get a group of people together to plant wildflowers at the South Fill Commercial Area.
- Someone is working on getting a covered area installed around fisherman's memorial.



- We could also make interpretive signs more attractive.
- Sidewalks 2 and 6 should come closer to the near term.
- Harbor Re-Design: do a feasibility study in the short term.
- Current sidewalks need to be plowed (with special equipment) in the wintertime.
- Use volunteer effort if possible: especially for beautification.

## Appendix D: Preliminary Project Cost and Operation & Maintenance Cost

### Short Term Preliminary Capital and Future Costs

#### Sawmill to South Fill Connection

Preliminary Cost and O&M Calculations	Alternative 1 (Pilings and walkway)	Alternative 2 (Path or Trail with fill; non navigable; fill behind)	Alternative 3 (Navigable access with walkway)	Alternative 4 Path or Trail with fill; culverts {12 foot trail: 10' of walkable space with railings}
Preliminary Cost	Cost \$13,500,000  Construction Cost \$750 per square foot x 18,000 sq. ft.	Cost \$1,000,000  Fill \$450,000, rip rap \$100,000 Construction 50,000	Unknown without engineering input	Cost \$763,700  Fill \$75,000 Rip rap \$200,000 HDPE culverts 48" X 90' \$115 per foot = \$29,700 Shipping \$9000 Construction \$450,000
O&M Cost Calculations	Garbage: \$3600 General: \$2500	Garbage: \$3600 General: \$2500	Unknown	Garbage: \$3600 General: \$2500

#### Development Study

Preliminary Cost and O&M Calculations	Development Study
Preliminary Cost	Cost \$10,560 88 consultant hours * \$120.00
O&M Cost Calculations	N/A

#### Sidewalks connecting South Fill to downtown

Preliminary Cost and O&M Calculations	SW1	SW6
Preliminary Cost	Cost \$18,000  Construction Cost 200 linear feet x \$90 per linear foot – (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter)	Cost \$55,001,250  Construction Cost 1,600 linear feet x \$90 per linear foot (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter)
O&M Cost Calculations	General: \$2,500	General: \$2,500

### Greenbelt

Preliminary Cost and O&M Calculations	Greenbelt
Preliminary Cost	Cost \$150,000 Construction Cost: \$100 per linear foot x 1,500 feet (cantilever boardwalks with scenic overlooks and interpretive signage)
O&M Cost Calculations	Garbage: \$3,600 General Upkeep: \$2,500

## Medium Term Preliminary Capital and Future Costs

### Square off West end of current South Fill Commercial Area

Preliminary Cost and O&M Calculations	Alternative 1 Fill	Alternative 2 Planks	Alternative 3 Sheet Pile
Preliminary Cost	Cost \$2,733,616.85  Fill \$2,208,375 Rip rap \$475,500 Construction \$50,000	Cost \$55,001,250  Construction Cost \$750 per sq. ft. x 73,335 square feet	Cost \$5,583,375
O&M Cost Calculations	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General: \$2,500	Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General: \$2,500	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General: \$2,500

### Sidewalks

Preliminary Cost and O&M Calculations	SW3	SW4	SW5
Preliminary Cost	Cost \$52,200  580 linear feet x \$90 per linear foot – (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter	Cost \$55,001,250  1,200 linear feet x \$90 per linear foot – (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter	Cost \$5,583,375  725 linear feet x \$90 per linear foot – (Rolled curb and gutter: 5 foot sidewalk, 2 foot curb & gutter
O&M Cost Calculations	General: \$2,500	General: \$2,500	General: \$2,500

### Gazebo

Preliminary Cost and O&M Calculations	Gazebo
Preliminary Cost	Cost \$10,000 Construction Cost Additional Cost for engineering for

	making the gazebo withstand weather conditions
O&M Cost Calculations	Garbage: \$3,600 General Upkeep: \$2,500

### Waterfront Design Standards

Preliminary Cost and O&M Calculations	Waterfront Design Standards
Preliminary Cost	Cost \$12,000 Construction Cost 100 hours of Consultant time at \$120 per hour
O&M Cost Calculations	N/A

## Other Waterfront Projects Capital and Future Costs

### Culverts

Preliminary Cost and O&M Calculations	Culverts
Preliminary Cost	Cost \$262,800 Construction Cost HDPE culverts 48" X 90' \$115 per foot = \$29,700 Shipping \$9000 removal and reinstallation of breakwater \$240,000
O&M Cost Calculations	Upkeep: \$2,500

### Additional Launch Ramp

Preliminary Cost and O&M Calculations	Additional Launch Ramp
Preliminary Cost	Cost \$760,655 100' length x 43' width (25' ramp plus 18' fill to breakwater) x 5' average depth=21,500 x \$1.25 per cubic foot=\$26,875; 100'x \$4,000 averaged = \$400,000 sheet pile cost; engineer cost for boat ramp \$60,000; excavation and backfill \$50,000; Concrete plank and plank lags \$213,780; base timber for planks \$10,000 (dredging cost not included)
O&M Cost Calculations	Upkeep: \$2,500

#### North Harbor Extension – 15 Feet

Preliminary Cost and O&M Calculations	Alternative 1 Fill	Alternative 2 Planks	Alternative 3 Sheet Pile
Preliminary Cost	Cost \$800,625  Fill \$2,208,375 Rip rap \$475,500 <b>Construction \$50,000</b> <b>\$800,625 (\$58 per square foot)</b> Does this include Rip Rap	Cost \$10,293,750  Construction Cost \$750 per square foot x 13,725 sq. ft.	Cost \$5,583,375  Construction Cost \$358 per square foot Dredging not included
O&M Cost Calculations	Garbage: \$3,600 Plowing: \$5,760 Grading: \$2,400 General: \$2,500	Garbage: \$3,600 Plowing: \$10,000 Grading: \$0 General: \$2,500	Garbage: \$3,600 Plowing: \$5,760 Grading: \$2,400 General: \$2,500

#### North Harbor Extension – 50 Feet

Preliminary Cost and O&M Calculations	Alternative 1 Fill	Alternative 2 Planks	Alternative 3 Sheet Pile
Preliminary Cost	Cost \$1,601,250  Fill \$2,208,375 Rip rap \$475,500 <b>Construction \$50,000</b> <b>\$800,625 (\$35 per square foot)</b>	Cost \$34,312,500  Construction Cost \$750 per sq. ft. x 45,570 sq. ft.	Cost \$5,718,750  Construction Cost \$125 per square foot Dredging not included
O&M Cost Calculations	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General: \$2,500	Garbage: \$3,600 Plowing: \$25,000 Grading: \$0 General: \$2,500	Garbage: \$3,600 Plowing: \$5,760 Grading: \$2,400 General: \$2,500

#### North Harbor Extension – 75 Feet

Preliminary Cost and O&M Calculations	Alternative 1 Fill	Alternative 2 Planks	Alternative 3 Sheet Pile
Preliminary Cost	Cost \$2,173,125  Fill \$2,208,375 Rip rap \$475,500 <b>Construction \$50,000</b> <b>\$800,625 (\$32 per square foot)</b>	Cost \$51,468,750  Construction Cost \$750 per sq. ft. x 45,570 sq. ft.	Cost \$6,290,625  Construction Cost \$91.67 per square foot Dredging not included
O&M Cost Calculations	Garbage: \$3,600 Plowing: \$28,800 Grading: \$3,600 General: \$2,500	Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General: \$2,500	Garbage: \$3,600 Plowing: \$28,000 Grading: \$3,600 General: \$2,500

#### South Harbor Extension – 15 Feet



Preliminary Cost and O&M Calculations	Alternative 1 Fill	Alternative 2 Planks	Alternative 3 Sheet Pile
Preliminary Cost	Cost \$761,250  Fill \$2,208,375 Rip rap \$475,500 Construction \$50,000 \$800,625 (\$58.33 per square foot)	Cost \$9,787,500  Construction Cost \$750 per sq. ft. x 13,050 sq. ft.	Cost \$4,676,250  Construction Cost \$365 per square foot Dredging not included
O&M Cost Calculations	Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General: \$2,500	Garbage: \$3,600 Plowing: \$10,000 Grading: \$0 General: \$2,500	Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General: \$2,500

#### South Harbor Extension – 50 Feet

Preliminary Cost and O&M Calculations	Alternative 1 Fill	Alternative 2 Planks	Alternative 3 Sheet Pile
Preliminary Cost	Cost \$1,522,500  Fill \$2,208,375 Rip rap \$475,500 Construction \$50,000 \$800,625 (\$35 per square foot)	Cost \$32,625,000  Construction Cost \$750 per sq. ft. x 43,500 sq. ft.	Cost \$5,437,500  Construction Cost \$125 per square foot Dredging not included
O&M Cost Calculations	Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General: \$2,500	Garbage: \$3,600 Plowing: \$25,000 Grading: \$0 General: \$2,500	Garbage: \$3,600 Plowing: \$5,760 Grading: \$2,400 General: \$2,500

#### South Harbor Extension – 75 Feet

Preliminary Cost and O&M Calculations	Alternative 1 Fill	Alternative 2 Planks	Alternative 3 Sheet Pile
Preliminary Cost	N/A	Cost \$48,937,500  Construction Cost \$750 per sq. ft. x 65,250 sq. ft.	Cost \$5,981,250  Construction Cost \$91.67 per square foot Dredging not included
O&M Cost Calculations	NA	Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General: \$2,500	Garbage: \$3,600 Plowing: \$28,000 Grading: \$3,600 General: \$2,500

# Memorandum

To: Planning Commission  
Thru: Planning Department Staff  
Date: August 29, 2013  
Re: Capital Projects for 2014

---

## **PART I. BACKGROUND:**

The Planning and Zoning Commission are directed in the city code to develop a list of capital improvements (see below) to recommend to City Council. Last year the P&Z commission created and prioritized a list of capital projects to be forwarded to the City Council. At this meeting the commission should review and edit the list as so that it can be forwarded to city council.

**E. Submit annually to the city council, not less than ninety days prior to the beginning of the budget year, a list of recommended capital improvements which in the opinion of the commission are necessary or desirable to be constructed during the forthcoming three-year period. Such list shall be arranged in order of preference, with recommendations as to which projects shall be constructed in which year;**

At the August meeting the CIP list was referred back to staff in order to provide the commissioners more time to think about projects, the South fill report to be completed, and for staff to talk with other departments. Attached you find emails from a variety of staff and Susie Herschleb from Parks and Rec will be at the September meeting. The resolution can be edited during the meeting and brought back or edited and passed.

Below are some additional CIP projects to consider for the 2014 FY

### **Vacation of Adams ROW**

Time line

#### **October-December**

1. Work Session with notices being sent to adjacent property owners of lots E-I –number of public meeting would depend on public input. 1-3 months

#### **April through September**

1. Assuming project moves forward. Survey and re-plat of the ROW 1-4 months-cost \$7000 to \$10000
2. P&Z Preliminary and Final Plat approval
3. Upgrading water and sewer line and placing fire hydrant – 1-6 months – approximately-\$50,000
4. Prepare lots?

Does not include connecting the houses on 9<sup>th</sup> that have individual services. It does include fire hydrants for both streets.

Backhoe 6 days X \$120 = \$720

Air compressor 4 days X \$150 = \$600  
D1 & road topping 140cu/yd. X \$28 = \$3920  
2 laborer & 1 equipment operator at \$72 X 3 = \$216 X 8hrs X 6 days = \$10,368  
Compactor 4 days X \$60 = \$240  
Labor & Equipment \$15,848.00  
Materials –water& Sewer \$30,285.66  
Grand total of \$46,133.00

Approximate CIP request \$60,000 if lots are prepared for building request would increase

### **Sidewalks Projects**

Around South Fill and connecting the High school stairs to sidewalk on Railroad

Railroad from Fire Hall to council

Preliminary design through P&Z and public meetings. –2-4 months

Engineering Design—address drainage and roads

Investigate Possible road relocation Move railroad closer to pool side allowing sidewalk on opposite side of road

Pave South Fill roads

Previous cost estimates \$150,000 to \$200,000

### **Filling in towards Harbor on North side for additional parking space and sidewalk**

Eliminates public safety issue

### **Shipyard fill expansion start public process (much like south fill meetings, research grant opportunities)**

Shipyard is completely filled for winter, haul out is well above projected lifts.

### **Comprehensive plan**

### **Establishing high water bench marks for the 6 and 6.5 mile area and Power Creek road**

Survey work and report would be required. The end product would provide guidelines for new structures and background data for new FEMA flood maps.

### **Cordova Center**

### **PART II. REVIEW OF APPLICABLE CRITERIA:**

The list final from the previous meetings is below in order of priority:

1. Sawmill Trail Extension
2. Avalanche Area Phased Recreational Development
  - A. Summer Camp –Base Camp Development
  - B. Planning Other Recreational Opportunity
3. Chip Seal Angle Parking at the Harbor
4. Phased Development of Shelter Cove Campground
  - A. Water
  - B. Electric
  - C. Dump Station
5. Sidewalk/Trail Connection between town and the Ferry Office
6. Moving 2<sup>nd</sup> Street to the correct location

### **PART III. STAFF RECOMMENDATION:**

The staff recommends that the Planning Commission approves resolution Resolution13-09 that describes and recommends the list of capital improvements to City Council.

**PART IV. STAFF RECOMMENDATION:**

“I move to approve resolution 13-10 a resolution of the City of Cordova’s Planning and Zoning Commission recommending a capital improvement list for FY 2014 to the City of Cordova’s City Council.”

**CITY OF CORDOVA, ALASKA  
PLANNING AND ZONING COMMISSION  
RESOLUTION 13-10**

**A RESOLUTION OF THE PLANNING AND ZONING COMMISSION OF THE CITY OF  
CORDOVA, ALASKA, RECOMMENDING A CAPITAL IMPROVEMENT LIST TO THE  
CITY OF CORDOVA'S CITY COUNCIL.**

**WHEREAS**, the City of Cordova's Planning and Zoning Commission is directed by the Cordova Municipal Code Section 3.40.080 - Planning commission—Powers and duties—Designated. E. Submit annually to the City Council, not less than ninety days prior to the beginning of the budget year, a list of recommended capital improvements which in the opinion of the commission are necessary or desirable to be constructed during the forthcoming three-year period. Such list shall be arranged in order of preference, with recommendations as to which projects shall be constructed in which year;

**WHEREAS**, the City of Cordova's Planning and Zoning Commission has identified and prioritized a Capital Improvement list that will benefit the citizens of Cordova, and

**WHEREAS**, the City of Cordova's Planning and Zoning Commission has identified the following Capital Improvement list as being critical to the future wellbeing and economy of Cordova and the surrounding area:

1. Sawmill Trail Extension
2. Avalanche Area Phased Recreational Development
  - A. Summer Camp –Base Camp Development
  - B. Planning Other Recreational Opportunity
3. Chip Seal Angle Parking at the Harbor
4. Phased Development of Shelter Cove Campground
  - A. Water
  - B. Electric
  - C. Dump Station
5. Sidewalk/Trail Connection between town and the Ferry Office
6. Realign South 2<sup>nd</sup> Street to the East lot line according to US Survey 2637 points 8 and 9 for the benefit of Parks and Recreation of City of Cordova

**NOW, THEREFORE, BE IT RESOLVED THAT** the City of Cordova's Planning and Zoning Commission hereby recommends the above listed projects as Capital Improvement to the City of Cordova's City Council.

**PASSED AND APPROVED THIS 13 DAY OF AUGUST, 2013**

\_\_\_\_\_  
Tom Bailer, Chairman

ATTEST:

\_\_\_\_\_  
Samantha Greenwood, City Planner



Sam,

I haven't forgotten about you! Roy Srb stopped by this morning and reminded again as well. Thanks for your patience.

Although I will be unable to pull together a P&R Commission meeting prior to your P&Z meeting; I can say with reasonable certainty, that addressing the air quality at the pool and the overall efficiency for both of our facilities (Pool and Bidarki) will be highest on our priority list for Capital Projects.

You know, from our discussion(s) on Nirvana Park and the Skate Park, that we will have to seriously consider projects related to meeting grant requirements. I believe however, that we will be able to pacify the grantors with small increases to our Parks Maintenance operating budget (in 2014) and proactive planning for bigger projects in the near future.

I believe the Commission would make the drainage/turf issues @ the grassy field a high priority as well. We can no longer realistically manage the turf without making a serious (negative) impact to the water quality in Odiak Pond. Ideas that have been discussed:

- a total recap of the field.
- creating a community garden
- building a seasonal outdoor volleyball court .

-the second two ideas would be in addition to maintaining the soccer area which is relatively good condition.

So, the only question I cannot answer with certainty is how they/we want to address the problem; do we want to maintain the amount of grassy turf we currently have or do we want to consider alternate uses of the space? I think the Commission would say let's build a big sand lot for v-ball & put in a D1 base w/ raised beds for a community garden.....

I hope this helps; even if it isn't an official recommendation. Let me know if you have any questions.

Thanks,

Susan E. Herschleb

Director of Parks and Recreation  
City of Cordova  
P.O. Box 1210  
Cordova AK  
99574  
(907)424-7282

**From:** [Roy Srb](#)  
**To:** [Sam Greenwood](#)  
**Subject:** Updated CIP List  
**Date:** Friday, August 23, 2013 3:34:01 PM

---

Hi Sam,

CIP ideas.

1. Baler facility – Additional monies for necessary site improvements.
2. Mitigate Storm water migration in sewer system.
3. Potable water system improvements.
4. Travel lift expansion.
5. Energy efficient improvements for city buildings.
6. Parks improvements.
7. Paving.
8. South 2<sup>nd</sup> St. realignment.

Have a great September, see you all at the October Meeting.

*Roy W. Srb*

**From:** [Sam Greenwood](#)  
**To:** [Shannon Joekay](#)  
**Subject:** FW: CIP Priorities  
**Date:** Wednesday, August 21, 2013 5:40:34 PM

---

Just so I don't lose track of it

---

**From:** Roy Srb [mailto:rsrb@cordovaelectric.com]  
**Sent:** Wednesday, August 21, 2013 5:25 PM  
**To:** Sam Greenwood  
**Subject:** CIP Priorities

Hi Sam,

As previously discussed, Dede and I will be traveling the month of September. I don't think we will have access to a land line, but I will pick up the numbers from Shannon just in case. With regards to the 2014 CIP list. I would have liked to hear from staff regarding what they see as our most immediate needs prior to creating a list. Absent that, my layman's observations are:

1. **Additional monies for design and the remediation of the unfiltered storm drainage, along with other site improvements at the Bailer facilities would be my number one priority.** (I did just happen to stop by the facility today during a heavy rainfall, I was personally surprised to see the magnitude of the runoff problems at that site.) Not only is the drainage and the contaminated mud free flowing to the nearby stream, but also the conditions inside the facilities itself. It's gross, it is very unsanitary. 'Frankly I don't know if we should even permit the public on site'. Conditions for the employees working there are filthy and deplorable!
2. **Sewer and Water upgrades.**
3. **Paving around town.**
4. **North harbor parking.**
5. **Expansion of the marine travel facilities.**
6. **Sidewalks**
7. **Parks and Recreation improvements.**

Thank you, see you in October.

*Roy W. Srb*

## September 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2 <b>Labor Day</b> City Closed	3	4 City Council Regular Meeting Library Conference Room 730	5 1 <sup>st</sup> Annual Newcomer's Briefing 5-7 Mt. Eccles	6	7
8	9	10 P&Z Meeting Library Conference Room 6:30PM	11 Harbor Commission Meeting 7:00 PM City Hall	12	13	14
15	16	17	18 City Council Regular Meeting Library Conference Room 730	19	20	21
22	23	24	25	26	27	28
29	30					

# October 2013

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2 City Council Regular Meeting Library Conference Room 730	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 730	17	18 Alaska Day City Closed	19
20	21	22	23	24	25	26
27	28	29	30	31 Halloween		