

Chairman
Tom Bailer

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

City Planner
Samantha Greenwood
Assistant Planner
Shannon Joekav

**PLANNING COMMISSION REGULAR MEETING
OCTOBER 8, 2013 AT 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 9-10-13 Planning Commission Public Hearing Page 1
 - b. Minutes of 9-10-13 Planning Commission Regular Meeting..... Pages 2-7
 - c. Record Unexcused Absence of Roy Srb for September 10, 2013 Regular Meeting
- 5. DISCLOSURES OF CONFLICTS OF INTEREST**
- 6. CORRESPONDENCE**
- 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**..... Pages 8-10
- 9. NEW/MISCELLANEOUS BUSINESS**
 - a. Camtu Site Plan Review..... Pages 11-17
- 10. OLD BUSINESS**
 - a. Preliminary 5.1 Whitshed Road-Eyak..... Pages 18-21
 - b. CIP..... Pages 22-23
 - c. South Fill Report..... Pages 24-159
- 11. PENDING CALENDAR**
 - a. October 2013 Calendar..... Page 160
 - b. November 2013 Calendar..... Page 161
- 12. AUDIENCE PARTICIPATION**
- 13. COMMISSION COMMENTS**
- 14. ADJOURNMENT**

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PLANNING COMMISSION PUBLIC HEARING
SEPTEMBER 10, 2013 @ 6:30 PM
LIBRARY MEETING ROOM
MINUTES

1. **Call to order**

Chairman **Tom Bailer** called the Planning Commission Public Hearing to order at 6:30 PM on September 10, 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 Greenwood** and **John Baenen**. Commissioner **Roy Srb** was absent.

Also present was Planner, **Samantha Greenwood** and Assistant Planner, **Shannon Joekay**. There was 1 person in the audience.

3. **Public Hearing Topics**

a. Preliminary Plat of Block 45 & Block 46, Original Townsite

Bailer asked if anyone wished to speak to the public hearing topic. **Linden O'Toole**, PO Box 1875, said there were 55-56 lots (that are on the current plat) and since she just donated the trail easement to the City of Cordova, she wanted to, at the same time restructure the plat so it is constructible in the future. She doesn't have plans to develop it herself, but she did get bids for bringing in a road. Her plan is to create 6 lots then sewage wouldn't have to be pumped up hill since each lot would be big enough to have its own septic system. It would be better to re-plat into bigger lots instead of selling them individually. The land is pretty steep except the area that is shaded in pink on the drawings which is the buildable area and there is more than enough room to put a house on each lot. The yellow area is where an easement will be right on the plat so a shared driveway can be constructed. Part of the buildable land is in the Eyak Avenue Right of Way, so this will involve the vacation of that right of way to make it work.

M/Reggiani S/Greenwood moved to recess at 6:34 PM; with no objection, the meeting was recessed.

Bailer called the meeting back to order at 6:43 PM and asked if there were any other comments; there were none.

4. **Adjournment**

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

Approved:

Shannon Joekay, Assistant Planner

PLANNING COMMISSION REGULAR MEETING
SEPTEMBER 10, 2013 @ 6:45 PM
LIBRARY MEETING ROOM
MINUTES

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, John Greenwood, Tom McGann, Scott Pegau**, and **John Baenen**. Commissioner **Roy Srb** was absent.

Also present were Planner, **Samantha Greenwood**, Assistant Planner, **Shannon Joekay** and City Manager, **Randy Robertson**.

There were 11 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, Greenwood, Pegau, Reggiani, Baenen

Nay: None

Absent: Srb

4. **Approval of Consent Calendar**

a. Minutes of 8-13-13 Planning Commission Public Hearing

b. Minutes of 8-13-13 Planning Commission Regular Meeting

c. Minutes of 8-27-13 Planning Commission Special Meeting

d. Record excused absence of John Greenwood for August 13, 2013 Regular Meeting

M/Reggiani S/Greenwood to approve the Consent Calendar

Upon voice vote, motion passed, 6-0

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

Nay: None

Absent: Srb

5. **Disclosure of Conflict of Interest**

Baenen stated that he possibly had a conflict of interest with the property disposal since he works with all 4 of the proposers as a construction company. **Bailer** asked if he had been asked by any of them to build on this particular lot. **Baenen** stated that he hadn't. **Bailer** determined there was no conflict of interest.

6. **Correspondence**

None

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

1. **Guest Speakers**

None

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

Mark Palmer, President of Ocean Beauty Seafoods, said they put in a proposal for a lot adjacent to their current facility. He said they also operate 5 other processing plants around the state, in addition to Cordova. The resource around Prince William Sound has been one of the bright spots around the state. This year, without a doubt, had been a year they never seen before. Their only possibility of expanding is to expand onto that piece of property. They need to increase their footprint to increase capacity. Every year they export fish to Kodiak. The benefit to the community would be an increase in capacity. They would hire another 40-50 employees. It is critical to offer a bigger market to the fisherman and the tax benefit would be direct to the community. It is the best use of the property. At the same time they expand, they would be able to upgrade the curb appeal off the street by taking the offices and putting them upstairs. They would like to make their facility look more waterfront to benefit the community. **Rick Isaacson**, Prince William Sound Operations Manager for Trident Seafoods Corporation, wants to increase the capacity in Cordova. They currently operate the North and South Plant and have floating vessels in the sound and also, at times, export fish to other plants. They are looking at an expansion at the North Plant by increasing their canning capacity by 30% and their freezing capacity at the South Plant by 25%. Their employee base will increase by 132 people and they would like to build another bunkhouse. There is a lack of area in this area to build another one. This would bring more fish to the tax base of Cordova instead of across the state. **Jerry Blackler**, Alpine Diesel, said he wants to expand his hydraulic and engine repair. It is a good location, closer to the harbor and it is easier access to the fisherman. **Dune Lankard**, PO Box 456, has been trying to build a community cold storage and kitchen for a while. It is a great benefit to have a community processing facility that was designated a site for fisherman to process and direct market their seafood. Locals can also value, add and process their subsistence foods. There are a lot of sports fishermen and that industry is getting bigger. The facility would also bring more attention to Copper River Seafoods and Prince William Sound. It would be able to allow fishers to process more of their catch in Cordova. It will have a sustainable building product, it will cost a little bit more. It will create more local jobs for subcontractors and businesses could be created. A lot of people have talent and gifts in Cordova that if they had a facility they could create jobs and businesses out of it would add to Cordova. It is one of the most bountiful seafood ports on the planet. This is an incredible opportunity for Cordovans.

3. Chairpersons and Representatives of Boards and Commissions

None

8. Planners Report

Samantha Greenwood added that Wilson Construction got the bid for the Bio-swale at the Hospital. They will have a private project foreman. That will happen this fall and she will give updates as it moves forward. NVE has a potential transportation grant that we can possibly use toward sidewalks, Sawmill extension and possibly the North Fill harbor road where the congestion is. **Moe** and her took a cruise by Sjostedt's to see if there were water issues and there weren't at the peak of the rain. She hasn't heard anything on the driveway permit yet. **Pegau** wanted to know which bunkhouse was remodeled. **Michael Clutter** said it was the tan building.

9. New Business

a. Lot 1 Block 1 Proposal Recommendation to City Council

M/Reggiani S/ McGann moved that the Planning Commission recommend to City Council to approve the proposal from Ocean Beauty Seafoods to purchase Lot 1, Block 1, Cordova Industrial Park.

Bailer explained how they approached this in the past. **Reggiani** asked if he would ask questions to Ocean Beauty. He wanted clarification on item #4 on page 36. **Palmer** stated that it is a two phase project which would increase 60-65% within the next two years. After

next salmon season they would move the offices upstairs. **Reggiani** also asked about the ranges in item #5. **Palmer** stated that the equipment costs vary since there are different types of equipment that they are looking at installing. The second phase will be the construction of the building. They have an engineering company coming up on the 20th and they ball parked what the equipment would cost. **Reggiani** also asked if there would be a stand-alone building on lot 1 block 1. **Palmer** said that it will be connected. **Reggiani** said that lot 1 block 1 would help them expand their existing facility by moving and reorganizing the space. **Pegau** asked if there would be a building in phase 1. **Mike Simpson** said that the first year there would be staging and some housing on lot 1 block 1. The next year there would be a new building. **Pegau** wondered about what the “and/or” statement was in their proposal. **Palmer** stated that it is a huge process to up your waste disposal limit. If they can up it, it would change what they could do. They might look at doing some file or skinless/boneless lines. **Simpson** said they are fully committed to increasing their capacity. **Bailer** asked about the 53 foot trucks. **Palmer** said they have to angle the spots. They would lose 2 van spots but they have asked for them to add angled spots to their new drawings. **Pegau** wanted to discuss ranks since they have an adopted formula to guide them. He stated his #1 was Blackler, #2 Ocean Beauty, #3 Cordova Kitchen. **Reggiani** said his #1 was Ocean Beauty and #2 Trident. He appreciated all 4 and they were all good and needed for the community. He liked that Ocean Beauty could reorganize with land adjacent to them. He also said that Trident could put another bunkhouse on other City land. **Greenwood** said his #1 was Ocean Beauty, #2 Trident, #3 Blackler and #4 Cordova Kitchen. He felt we can put a bunkhouse somewhere else. **McGann** said he liked all four proposals and would be happy with any of them. He ranked Ocean Beauty #1 and Trident #2. **Bailer** said that Ocean Beauty was his #1, Trident #2, Blackler #3. He felt the bunkhouse could be located on another City lot. A bunkhouse on that corner would be a foot traffic problem. Blackler’s could go on another lot. The Cordova Kitchen seems to have support, then died off, now resurrected again. The commercial side of things drives this town. **Baenen** said he ranked Ocean Beauty #1 and Trident #2 based on the criteria.

Upon voice vote, motion passed, 6-0

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

Nay: None

Absent: Srb

b. Preliminary Plat of Block 45 & Block 46 Original Townsite

M/Reggiani S/Pegau moved to approve the Preliminary Plat request of Linden’s Land Company, for the Preliminary Plant approval Enchanted Forest: a re-plat of lots, Block 45 and Block 46, Original Townsite.

Pegau said he wished he saw this more often. The Old Townsite lots aren’t realistic. He said the thought process of being able to insure a septic system could go in is great. He really appreciates the level of work that has gone in, down to the nice topographic maps.

Greenwood asked about the access easement. **O’Toole** said you can either go down 8th Street or Council Avenue. **Greenwood** asked if 8th Street was a platted right of way.

Samantha Greenwood confirmed. **Bailer** wanted to know why this is a re-plat not a subdivision. **Samantha Greenwood** said she isn’t asking for the design criteria, she’s providing her own access, she’s not creating a public road and not asking the City to maintain it. It is a re-plat of poorly platted lots to create buildable space. **Bailer** said he was hung up on Title 17 which specifically talks about the sub divider. **Samantha Greenwood** said she didn’t disagree that she is not a sub divider but she disagrees that this is a development of a subdivision. That is how she interprets this code. **Bailer** asked if the utility companies had been asked if they could run utilities up there. **Samantha Greenwood** said that is why the utility easement was run on the flat areas of the lots. **Pegau** said this isn’t a division of “a” lot; it is a combination of several lots. This is a re-plat, these are already

existing platted lots that the request is to combine not divide. You're not dividing, you're combining. **Reggiani** asked if **Bailer** was asking about the overall boundary being re-subdivided. **Bailer** confirmed. **Samantha Greenwood** said that if we wanted to go the subdivision round we would have to look into a variance due to the terrain. **Reggiani** asked if the plat and the vacation of right of way would go hand in hand. **Samantha Greenwood** confirmed that you wouldn't want to do one without the other. She said that access to the development would be either by extending Council Avenue or coming down on 8th Street.

M/Reggiani S/McGann moved to refer this item back to staff.

Upon voice vote, motion passed, 6-0

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

Nay: None

Absent: Srb

c. Jim Poor Avenue, Seasonal One Way Discussion

Samantha Greenwood said she spoke to **Paul Trumblee**, the Fire Marshal and he has the same concerns as the Police Chief. He said to educate people and legally they are supposed to follow one-way rules. It is difficult to get into places. Everyone said to just educate people. **Jim Holley** discussed ways to educate people. It is an industrial zone; we have to be considerate of that zoned district. **McGann** said that a lot of this problem will go away with the Ocean Beauty plan. **Samantha Greenwood** said that education during the spring time would help. **Pegau** said that this road also accesses other businesses and he hopes that Ocean Beauty reconfigures to allow better access. Right of Ways should be honored even in an industrial area or we move the road over. **Bailer** said he hopes it takes care of itself.

d. South Fill Commercial Area Draft Final Report Review

Greenwood said he would pass on a couple grammar corrections. **McGann** said he was confused since we're calling it a plan but it is really just a list of alternatives. **Samantha Greenwood** said she looks at it as a place to start. She referenced Sawmill Avenue and how it has been on the plate since she started and now has public input about it as well. **McGann** asked that if we have the Sawmill extension, do we need Sidewalk 6. **Samantha Greenwood** said that was a discussion at the last meeting. The public thought that Sidewalk 6 and Sidewalk 2 were more feasible projects that could potentially happen in the short term; Sawmill would take more money, design and time. Planning and Zoning needs to look at how to prioritize the projects, since we know the community's prioritization. **Baenen** brought up that he received a South Fill update that said we were going to tear up the chip seal and start grading Harbor Loop Road. He questioned if we could put a recommendation to City Council to pave the road next summer since everyone uses it. **McGann** referred to an issue with calculations on Appendix D on Page 204. **Samantha Greenwood** confirmed it was a copy and paste error and that it would be corrected but the estimates were correct; the total was incorrect. **McGann** asked how much faith was had in the Sawmill connection. **Samantha Greenwood** stated that we got engineered quotes per square foot. **Bailer** referred to the connection from the baseball field to town and the cost of that connection was more than widening Whitshed Road. **Samantha Greenwood** stated that we need to pick some projects that we want to look at more seriously and get accurate costs but preliminary costs are from an engineer. **Reggiani** wanted to know the thought process on the report review. He would like this on the next agenda so there is a bit more time to look over it. **McGann** referred to page 77 regarding the final report being provided to City Council. **Baenen** asked about the email he received with the updated South Fill information. **Samantha Greenwood** said that we had sent an email out to the list of South Fill participants. **Bailer** and **McGann** said they didn't receive the email. **Shannon** said she would check and make sure their email addresses were correct in the group. **Reggiani** said that the public should be aware and be able to comment. **Samantha Greenwood** said she

agrees but the report is about the meetings; it's not about additional ideas or projects.

Reggiani agreed and also felt the title could be changed since it is a report on the meetings or work sessions and it needs to be a bit clearer. **Samantha Greenwood** said we would add "workshops" to the title to make it clearer.

10. Old Business

a. 2014 Capital Improvements List Recommendation to City Council

M/Greenwood 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 FY2014 to the City of Cordova's City Council.

Greenwood would like to modify the resolution but at least open it to discussion. He questioned "Realign South 2nd 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". **Reggiani** said it is left league on the little league field. **Greenwood** also wondered why the Comprehensive Plan isn't on the list. **Reggiani** said it should be on there. **Samantha Greenwood** said that the list included in the packet was from last year and that it was on the last meeting and the Commission wanted some more time to look at it and talk about it. **Baenen** spoke about the need for paving the streets in Cordova and would like to see that on the list every year. **Reggiani** said that we need to quantify paving by prioritizing the roads and adding a value to it annually. **Samantha Greenwood** said that we need to have Public Works input on that. **Pegau** stated that paving seemed to be a common theme. **Baenen** said that if we wanted to do sidewalks, we need to do them along with paving so the paving could be matched with the sidewalk and the curb. **Samantha Greenwood** also said that drainage is another huge issue on the roads that needs to be addressed correctly.

After a lengthy and comprehensive discussion, the Commission came up with the following Capital Improvements list with estimates:

- Comprehensive Plan Update \$35,000
- Paving \$1,000,000
- Baler Development – as needed
- Sewer treatment plant and infrastructure – as needed
- Potable Water System-LT2 Compliance – as needed
- N. Side of Harbor – 75' sheet pile (extend parking and walkway) \$6,290,625
- Sidewalks between HS and Harbor Loop SW 2 & SW 6 (before paving) \$200,000
- Survey City roads and property \$40,000
- Shipyard Expansion (Public Process) \$15,000
- Establishing high water bench marks for the 6 & 6.5 mile area and the Power Creek Road residential areas
- Vacation of Adams Avenue: includes survey, water/sewer lines, fire hydrants \$100,000
- Sawmill Trail Extension \$1,000,000

The Commission requested that the Capital Improvements List be placed on the October 8th, 2013 Planning Commission regular meeting so they can think more about it before then and vote on it at the meeting. The Commission also requested that **Samantha Greenwood** contact the Harbor and Parks and Recreation Departments to ask for their input on the list.

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

Upon voice vote, motion passed, 6-0

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

Nay: None
Absent: Srb

- 11. Pending Calendar**
a. September 2013 Calendar
b. October 2013 Calendar

Samantha Greenwood said there is Planning Commissioner training in November in Anchorage. **Baenen** would like the information. **Shannon** said she has the South Fill report and the Capital Improvements Recommendation for the agenda for the next meeting. **Samantha** also said that both **Bailer's** and **Srb's** seats end in November.

- 12. Audience Participation**

Michael Clutter, Ocean Beauty Seafoods, thanked the Commission and said that Ocean Beauty is now one step closer for expansion that is necessary to compete and thrive. He also thanked staff for all the questions answered so far.

- 13. Commission Comments**

Baenen said it was a good meeting. **Pegau** said the CIP list was one of the more interesting items. **Bailer** wanted to make sure all the commissioners were on the South Fill email contact list.

- 14. Adjournment**

M/Greenwood S/Reggiani moved to adjourn the Regular Meeting at 9:15 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: 10/1/13

Re: Recent Activities and updates

-
- The following permits were issued:

030-2013	Nothstine, Nicole	Tree house Construction	Lot 5, Block 3 Vina Young Subdivision
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- Spoke with Leo Vargas and Mike from Trident regarding adding snow stops on their bunkhouse roofs.
- Sought clarification from lawyers for access to Block 3, USS 2764. (Fleming Spit) Access has to be granted through public ATS lands the city has the ability to direct and determine where and how developed the access is. The city may change the access point at any time. Staff believes that the road that is currently used as an access is the best option at this time. See attached letter and map.
- LT2 is completely funded and doesn't need to go on the CIP list.
- Attended a meeting with Danielle at the Copper River Watershed and agreed to be a partner in the fight against invasive plants.
- Dealt with storing personal property on City property and in ROW.
- Research and reviewed bio swale idea on Center drive lot
- Comp Plan training possible dates between November 13th and November 22nd. It will be 3 hour training with dinner provided.
- Working on some cleanup and beatification of city lots
- Attended Forest Service Plan revision meeting
- Conference call with Mark St. Denny and ADOT about Whitshed ROW and platting.
- Completed grant application with NVE for stairs and sidewalk along Railroad Avenue
- Here are some ideas to help eliminate large packets or provide additional for reading
 1. Have packets no matter size out on the Tuesday before the meeting. This will shorten cutoff date for agenda items which could affect efficiency of getting city business done.
 2. Agenda would not have more than 4 items or staff discretion depending on items. Any additional items would be place on a special meeting that would be scheduled during pending calendar of the first regular meeting.
 3. Schedule two meetings a month, second meeting could be canceled. Would need to determine when meeting would be canceled and still would require noticing if second meeting was scheduled. Staff feels option would be more efficient and create less paper work.
 4. If commissioners feel that they did not have enough time to read packet, or if item was refer back to staff then recess (or something like this) and schedule 2nd meeting instead of adding to next month's meeting



October 1, 2013

Tony Barnes
Steve Witsoe
Danielle Redman
PO Box 2073
Cordova, AK 99574

Tony, Steve and Danielle (co-owners):

The request for an easement across ATS 900 was brought before the Planning and Zoning Commission on February 12, 2013 by the owners of Lot 3, USS 2764. The easement request was referred back to staff at that time for more information. Staff has consulted with the Parks and Recreation Department and there are no immediate plans to develop ATS 900 by that department. Staff has also looked in to legalities of providing access over a publically owned piece of property.

The City is granting the owners of Lot 3, USS 2764 an easement across Tract A, ATS 900. The easement does not grant the owners of Lot 3, USS 2764 exclusive use of the easement area. Since ATS 900 is publically owned, any member of the public may use the easement area on Tract A, ATS 900, including any driveway developed by the owners of Lot 3, USS 2764.

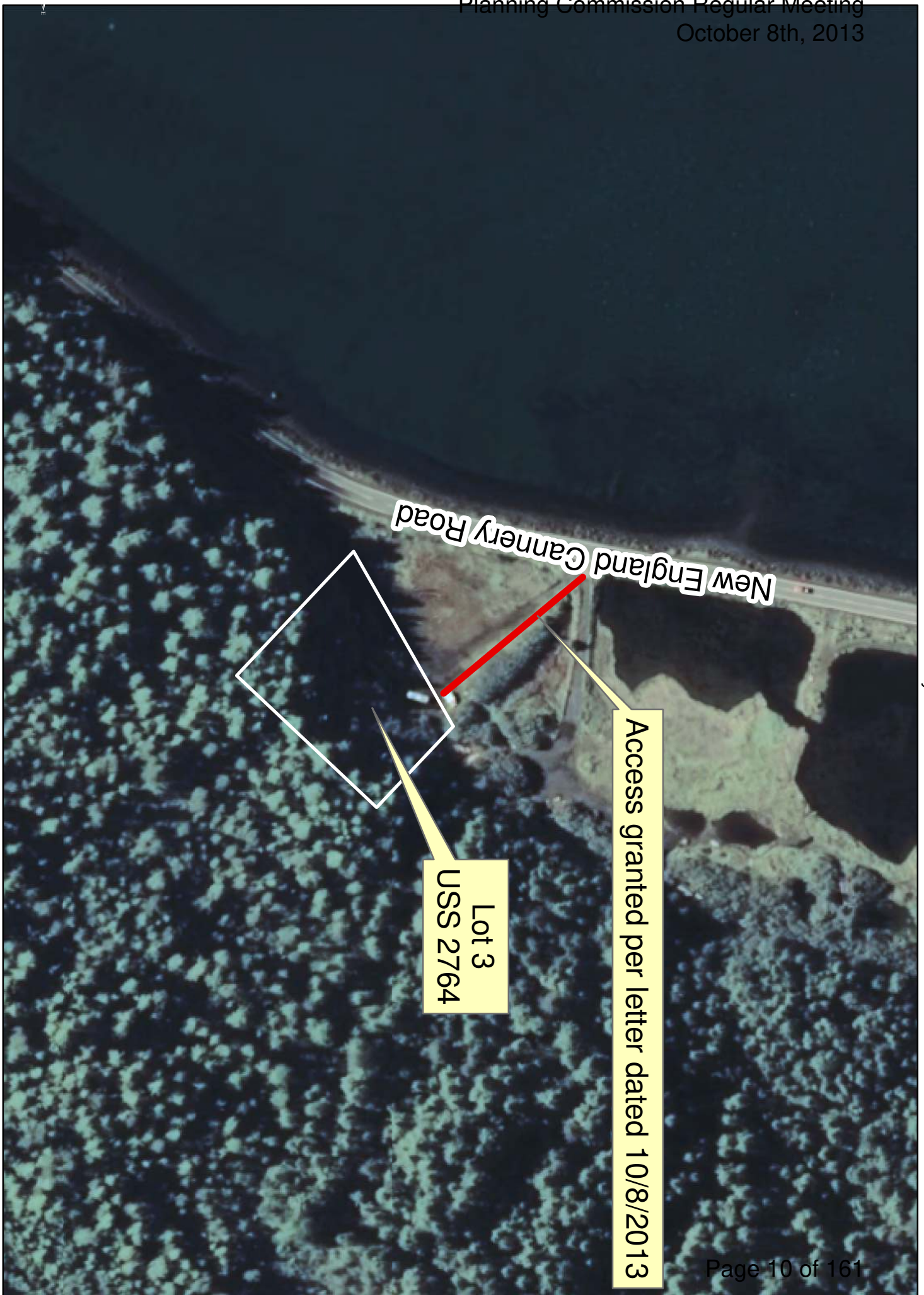
ATS 900 is a publically owned property, and while it is not developed yet, it may be in the future. Consequently the City reserves the right to identify and change the location of the driveway easement as necessary, but will continue to provide access. The City at this time would prefer that the owners of Lot 3, USS 2764 use the developed access points on the North East side of ATS 900 as their main access to their property (see attached map). If for some reason this access point does not work out now or in the future, the owners need to contact the Planning Department discuss the possibility of an alternate access route.

We appreciate your efforts to work with the City on this access issue. If you have any additional questions or concerns, feel free to call or email.

Sincerely,

Samantha Greenwood
City Planner

Access to Lot 3, USS 2764



Memorandum

To: Planning Commission
From: Planning Staff
Date: 10/2/2013
Re: Site Plan Review ~ Camtu Center (Current Building)

PART I. GENERAL INFORMATION

Requested Actions: Site Plan Review
Applicant: Thai Vu & Camtu Ho
Owners Name: Thai Vu & Camtu Ho
Address: 129 Harbor Loop Road
Parcel Number: 02-473-142
Zoning: Waterfront Commercial Park
Lot Area: 12,943 square feet

PART II. BACKGROUND

Camtu is proposing an addition to their **current building** that would include an enclosed building addition of 25 X 60 feet and covered back loading dock area that is 25 X 30 feet. The enclosed area will provide additional space for the store and the fish transporting business. The open area will allow for covered unloading and loading of freight and storage.

Snow Storage there is approximately 1500 square feet of snow dump space. These are shown on both lots and owners plan to plow access area as needed in the winter.

Camtu and Thai have purchased the adjacent lot (Lot 6) which is shown in the site plan drawings and have incorporated an easement along the lot lines to provide access to both lots. This access easement is 20 feet wide and will be legally recoded once the site plan has been approved. The police

chief and fire marshal have been sent the site plan for their review and their responses are included.

PART III. REVIEW OF APPLICABLE CRITERIA & SUGGESTED FINDINGS

The applicable regulations for this variance request are the following sections:

Chapter 18.33 Waterfront Commercial District

Chapter 18.42 Site Plan Review

Chapter 18.48 Off Street Parking, Loading and Unloading

Chapter 18.33 Waterfront Commercial District

This use in this site plan of additional store space, warehouse and fish marketing space is a permitted use in the water front commercial district.

Chapter 18.42 Site Plan Review

Ch 18.42.010 Purpose.

Whenever required by this code or the city council, a site plan review shall be completed by the planning commission with a recommendation to the city council. Prior to the issuance of a building permit, the city council must approve the site plan for the project.

A site plan review is required in the waterfront commercial zone district.

Whenever required by this code or the city council, a site plan review shall be completed by the planning commission with a recommendation to the city council. Prior to the issuance of a building permit, the city council must approve the site plan for the project.

18.48.060 Off-street parking requirements

Warehouse and storage uses. One parking space for every 1,000 square feet of gross building area.

General stores. One space for each six hundred square feet of gross floor space.

Single-family dwellings, two-family dwellings, trailers, multifamily dwellings and other places containing dwelling units. Two parking spaces for each unit

Parking requirements are addressed in the site plan. There are 12 parking spaces along the front of the store and additional 4 spaces in the back and

in the new covered area to meet the warehouse requirements and single family dwelling requirements.

PART IV. SPECIAL CONDITIONS

1. The Planning Department must be in receipt of a Site Plan approval from The Division of Fire and Life Safety prior to issuance of a Building Permit

PART V. STAFF RECOMMENDATIONS

Staff recommends that the Planning Commission forward a recommendation to the City Council to *approve* the Site Plan Review requested by Camtu's Service Center for the construction of an enclosed building addition of 25 X 60 feet and a covered back loading dock that is 25 X 30 feet.

PART VI. SUGGESTED MOTION

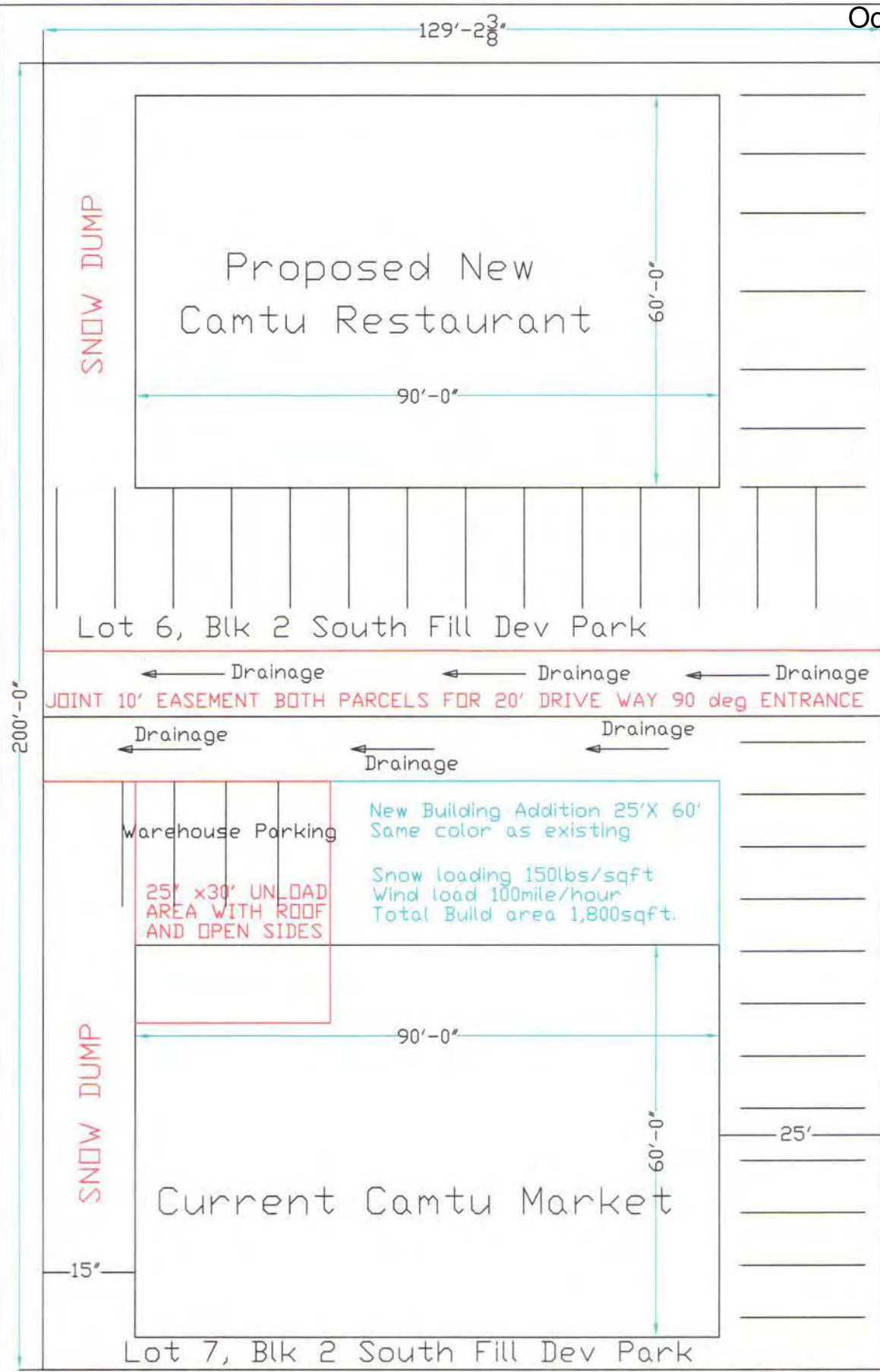
"I move that Planning Commission recommend to City Council to approve the Site Plan Camtu's Service Center for the construction of an enclosed building addition of 25 X 60 feet and a covered back loading dock that is 25 X 30 feet on Lot 7 Block 2 South Fill Development Park."

October 8th, 2013

SCALE: 1/8" = 2.81'



Civil and Structural Engineering
MOUNTAIN VIEW ENGINEERING INC
BY: JJ Phone: (435) 734-9700



Drive way entrance
90 deg, roadway

HARBOR LOOP ROAD

SITE PLAN
WATER FRONT COMMERCIAL ZONE
LOT WIDTH 90FEET
SEISMIC ZONE "D"

Camtu Service Center

P.O. Box 1502, Cordova, AK 99574
No. 6 & 7 Harbor Loop Road
Phone: (907) 424-3124
Lot 6&7, Blk 2 S. Fill Dev Park
Date: 9/10/2013

From: [George Wintle](#)
To: [Shannon Joekay](#)
Subject: RE: Camtu Proposal
Date: Thursday, September 12, 2013 11:36:24 AM

Shannon,

I have reviewed the site plan which appears to be safe for the public with no concerns from the Cordova Police Department. I would recommend some type of building lighting or street light be available between the buildings to assist law enforcement to see better when patrolling the buildings and to prevent any illegal entry based on where door and windows might be placed in the building designs. I might also suggest no windows in the rear of the building to prevent any break ins to occur which police officers would not immediately see when patrolling the area.

Thanks,
Chief

From: Shannon Joekay
Sent: Thursday, September 12, 2013 8:50 AM
To: George Wintle; Paul Trumblee
Subject: Camtu Proposal

Hi Chief & Paul,

Camtu & Thai have requested a site plan review on our October 8th meeting. I am looking for feedback from you both (please provide it to me as soon as you can so I can make sure it gets in the packet) on the access easement between their lots. Currently, our code states that in Waterfront Commercial, you can build up to 5' from your lot line, which in most cases would mean there would only be 10' between buildings.

Camtu & Thai have proposed a 10' setback on both their lots, the lot with their existing building and the lot they just purchased and will build their new building on. This will give a comfy 20' easement that cannot be built upon and will be a recorded legal document that will follow both properties. You can see the access easement they are proposing on the attached drawing.

Please let me know if you have any questions and thanks in advance for your input.

Shannon Joekay

Assistant Planner
City of Cordova
PO Box 1210
Cordova, AK 99574
907-424-6220 (direct)
907-424-6000 (fax)

From: [Sam Greenwood](#)
To: [Sam Greenwood](#)
Subject: FW: site plan for Camtu
Date: Wednesday, October 02, 2013 8:43:10 AM

From: Moe Zamarron
Sent: Wednesday, October 02, 2013 8:39 AM
To: Sam Greenwood
Subject: FW: site plan for Camtu

From: Moe Zamarron
Sent: Wednesday, October 02, 2013 8:23 AM
To: Sam Greenwood
Cc: Shannon Joekay (planning2@cityofcordova.net)
Subject: RE: site plan for Camtu

PW has no issues with the new Camtu layout.

Thanks,
Moe

From: Sam Greenwood
Sent: Tuesday, October 01, 2013 6:05 PM
To: Moe Zamarron
Cc: Shannon Joekay (planning2@cityofcordova.net)
Subject: site plan for Camtu

Moe

I should of sent this to you sooner but I forgot. Can you review for any concerns from Public works side. Thanks

Samantha Greenwood
City Planner
City of Cordova
PO Box 1210
Fax 907-424-6000
Phone 907-424-6233

From: [Paul Trumblee](#)
To: [Shannon Joekay](#)
Subject: Fire Access road road
Date: Tuesday, October 01, 2013 5:19:46 PM

2006 International Fire Code

503.2.1 Dimensions.

Fire Apparatus access roads shall have an unobstructed width of not less than 20 feet(6096 mm),
Expect for approved security gates in accordance with section 503.6, and an unobstructed vertical
clearance of not less the 13 feet 6 inches (4115 mm)

Memorandum

To: Planning Commission
Thru: Planning Department Staff
Date: September 13, 2013
Re: Preliminary Plat

PART I. GENERAL INFORMATION:

File No.:	Whitshed Road-Mile 5 SLUP Lot Subdivision within USS 5103
Requested Action:	Preliminary Plat approval
Applicant:	Eyak Corporation
Owner's Name:	Eyak Corporation
Zoning:	Unrestricted District (UR)
Applicable Regulations:	Title 17, Subdivision Regulations

PART II. BACKGROUND:

8/13/2013 P&Z referred plat back to staff after letter of concern was received

At the August 13th, 2013 Planning and Zoning Commission meeting, the Commission referred this preliminary plat back to staff after receiving a letter of concern from Tim Joyce, Acting District Ranger of the Cordova Ranger District. Since then, Tim Joyce and Angela Arnold have worked together and have come to an agreement to place a 20 foot no build set back and a 20 foot greenbelt easement for the Heney Ridge Trail and is now on preliminary plat. A written agreement is attached as well.

The definition of a subdivision is:
17.04.130 Subdivision.

For the purpose of these regulations, a subdivision of land is:

- A. The division of land into two or more lots, sites or parcels of **one acre or less in area**;
- B. Establishment or dedication of a road, highway, street or alley through a tract of land regardless of area;
- C. Resubdivision of land heretofore divided or platted into lots, sites or parcels; provided, however, that the sale or exchange of small parcels of land to or between adjoining property owners, where such sale or exchange does not create additional lots, shall not be considered as a subdivision of land; or
- D. Any area of land also considered a subdivision of acreage in excess of ten acres. Owners of tracts of land in excess of ten acres shall be permitted to subdivide into tracts of not less than ten acres, unless the intention is to subdivide and develop a subdivision in accordance with this title.

The proposed plat divides a portion of Eyak Corporation lands into four tracts: Tract A (1.50 acres), Tract B (1.5 acres), Tract C (2.25 acres) and Tract D (1.5 acres). This does not meet the definition of a subdivision but the platting process needs to be completed so that a plat can be recorded. All tracts will meet the Unrestricted District code requirements. The hatched area shown on the plat is a private driveway easement granted by the Eyak Corporation and will not be maintained or accepted by the City of Cordova. This is described in Plat note 5. The water is 10 inch & sewer is 8 inch mains on Whitshed Road and ends at the Baler facility.

PART III. SUGGESTED FINDINGS:

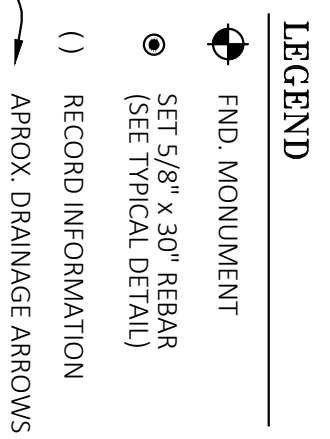
1. The proposed plat conforms to the Comprehensive Plan Policies and serves the public use, health and safety
2. There are no known physical conditions present which may be hazardous to the future inhabitants of these tracts.

PART IV. STAFF RECOMMENDATION:

Staff recommends that the request for the Preliminary Plat approval for Eyak Corporation, Whitshed Road-Mile 5 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, be approved by the Planning Commission.

PART V. RECOMMENDED MOTION:

“I move to approve the Preliminary Plat request for Eyak Corporation, Whitshed Road-Mile 5 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.”



We hereby certify that we are the owners of the property shown and described hereon. We hereby request approval of this plat showing such easements for public utilities, roadways, and alleys dedicated for public use.

NOTARY'S ACKNOWLEDGMENT

Seal of the State of Alaska, 49th Professional Land Surveyor, Michael J. Home, No. LS-5318, Registered Professional Land Surveyor.

Notary Public for the State of Alaska
My Commission Expires _____

1. The minimum closure of the tract boundary and minimum accuracy of the field survey exceeds 1:5000.

2. All bearings are true bearings as oriented to the "Basis of Bearing."
3. All distances shown hereon are reduced to horizontal field distances.
4. The right of way for Whistled Road was established from the existing physical roadway and adjacent surveys
5. The area shown as hatched is a private driveway easement for the common use of tracts A, B, C & D. Over that portion of tracts B & C a common private road will be constructed by the Tract owners for access to each lot.
6. Drainage arrows are based on anticipated development of each tract and do not show natural existing drainage pattern.
7. In unsubdivided areas, the Point Whistled Road right-of-way width is not defined by recorded documentation. R/W shown hereon is 33' each side of the road centerline, as depicted on 1947 Federal Works Agency Highway Map. The AK DOT/PP has a prescriptive easement to use whatever width of R/W is necessary to perform maintenance. Land conveyed to the Eyak Corporation are subject to a 200' wide R/W, 100' each side of road centerline.
8. Prior to construction, a driveway permit will be required from state of Alaska D.O.T.

No wastewater system shall be permitted on any lot unless such systems are located constructed and equipped in accordance with the requirements of the Alaska Department of Environmental Conservation (ADEC). Construction plans must be submitted and approved by (ADEC) prior to construction of any portion of a sewage disposal system. Additional soils information may be necessary. Permits from other agencies may also be required.

A SUBDIVISION OF:
EYAK CORPORATION LANDS WITHIN USS 5103
SITUATED WITHIN
SECTION 1, T. 16 S., R. 4 W., COPPER RIVER MERIDIAN, ALASKA
CONTAINING 4 TRACTS AND 6.75 ACRES, MORE OR LESS

Farpoint Land Services, LLC

WORK ORDER NO:		DATE:		SCALE:		SHEET:	
13003		Sep. 23, 2013		1" = 100'		1 of 1	
DRAWN BY: M/JH		CHECKED BY: ME		GRID NO: N/A		FEEDBACK PAGE: N/A	
						DRAWING NAME: 130035.dwg	

**Preliminary Plat of Eyak Corporation-5 Mi SLUP Lot
Location Map**



Memorandum

To: Planning Commission
Thru: Planning Department Staff
Date: October 1, 2013
Re: Capital Projects for 2014

PART I. BACKGROUND:

8/13/2013 CIP list was referred back to staff with no edits

9/10/13 P&Z Meeting: The Commission discussed the CIP list and added values to each of the projects. The Commission referred the CIP list back to staff to address some question and ask the public works director to come to the October.

Questions from the 9/10/203 meeting

1. LT2 is completely funded
2. Harbor Master is in agreement with the North Harbor fill/sheet pile extension up to 60 feet
3. Parks and Rec will provide update for meeting.

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;

The resolution 13-10 is attached and if additional edits are needed it may be edited during the meeting and passed.

PART III. STAFF RECOMMENDATION:

The staff recommends that the Planning Commission approves resolution Resolution13-10 that describes and recommends the list of capital improvements to City Council.

PART IV. SUGGESTED MOTION:

“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. Comprehensive Plan Update \$35,000
2. Paving \$1,000,000
3. Baler Development – as needed
4. Sewer treatment plant and infrastructure – as needed
5. Potable Water System-LT2 Compliance – as needed
6. N. Side of Harbor – 75' sheet pile (extend parking and walkway) \$6,290,625
7. Sidewalks between HS and Harbor Loop SW 2 & SW 6 (before paving) \$200,000
8. Survey City roads and property \$40,000
9. Shipyard Expansion (Public Process) \$15,000
10. Establishing high water bench marks for the 6 & 6.5 mile area and the Power Creek Road residential areas \$
11. Vacation of Adams Avenue: includes survey, water/sewer lines, fire hydrants \$100,000
12. Sawmill Trail Extension \$1,000,000

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.

PASS AND APPROVED THIS 8TH DAY OF OCTOBER, 2013

Memorandum

To: Planning Commission
Thru: Planning Department Staff
Date: October 2, 2013
Re: South Fill Report

PART I. BACKGROUND:

3/6/2012 P&Z forwarded Resolution 12-02 to City Council for formal planning of expansion of the South Fill Development Park.

3/21/2012 City Council accepted Resolution 12-02 from P&Z.

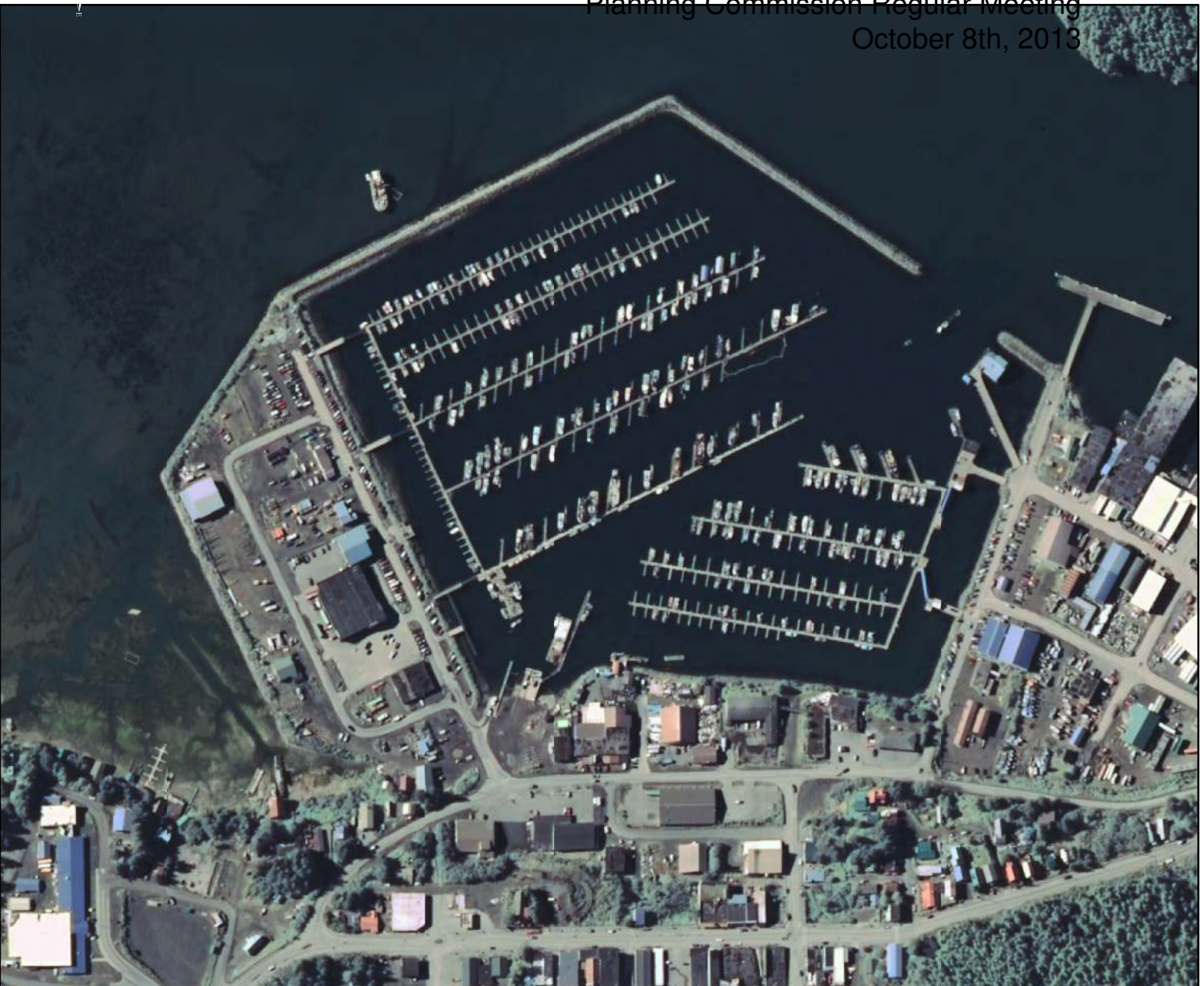
We moved forward with meetings to develop this planning document. Shelly Wade from Agnew::Beck facilitated 3 community meetings for the South Fill Commercial Area which focused on planning for the future. The complete report is available online at www.cityofcordova.net which encompasses all the information and comments from the community meetings. The complete report will not be printed for this packet but is available upon request.

PART II. STAFF RECOMMENDATION:

The staff recommends that the Planning Commission accepts “A Summary of 3 Community Meetings for the South Fill Commercial Area” as a planning document and recommends this planning document to City Council.

PART III. STAFF RECOMMENDATION:

“I move to accept “A Summary of 3 Community Meetings for the South Fill Commercial Area” as a planning document and recommend this planning document to City Council.”



A Summary of 3 Community Meetings for the South Fill Commercial Area DRAFT

Page 29 of 161



DRAFT Final Report
September 27, 2013
Prepared for:
The City of Cordova
Prepared by: Agnew::Beck,
Samantha Greenwood,
Shannon Joekey

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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 to 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 1980s 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 of 2012, the P&Z Commission recommended to City Council 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 facilitated 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 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 2 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.
- Complement 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 project, 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.

Overarching Project/Purpose – Example: Improvements to existing South Fill Commercial Area: To provide a visually attractive waterfront.	
<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"> \$2,500: Commercial grade picnic table and freight; future cost would include thorough design of pocket park including interpretive signage
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"> Garbage: \$3,600 Setup/take down: \$300

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.			
<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. Project Status	In progress Est. completion 5/2014	Done	In progress Est. completion 4/2014
D. Physical Constraints	Utilities		
E. Legal/Regulatory Issues			
F. 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/hr per truck x 5 trucks x 32 trips)	Unknown at this time
G. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> Garbage: \$3,600 Setup/take down: \$300 Total: \$3,900 	<ul style="list-style-type: none"> Garbage: \$3,600 General upkeep: \$2,500 Total: \$6,100 	<ul style="list-style-type: none"> General upkeep: \$2,500
<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 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 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 facade 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 Sawmill 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 including 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, this project moved from the short-term to medium-term project list.

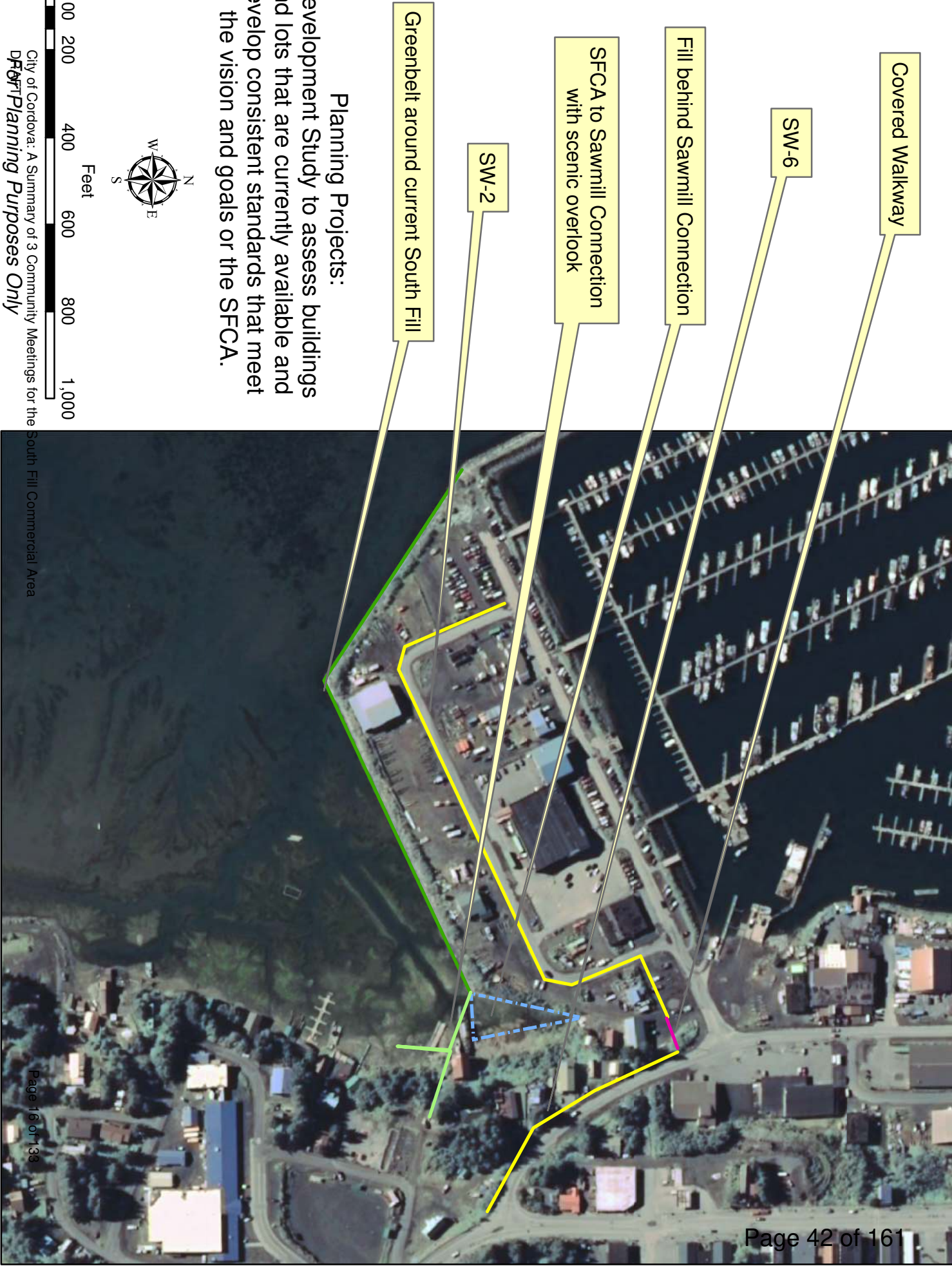
Table 3: Short-Term SFCA Action Plan

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	\$10,560 (\$120/hr x 88 hours)
F. Preliminary operation + maintenance costs	N/A
Improvements to existing South Fill Commercial Area: To provide a visually attractive waterfront.	
<i>Project Considerations</i>	"Greenbelt"
A. Goals Met	Yes
B. Gains/Achieves	Cantilever Boardwalk around current South Fill
C. Physical	Building on rip rap; working with landowners; utilities

Constraints				
D. Legal/Regulatory Issues	Land ownership			
E. Preliminary capital costs	\$150,000 (\$100/linear foot x 1,500 feet) Estimate includes cantilever boardwalks with scenic overlooks and interpretive signage			
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none">Garbage: \$3,600General Upkeep: \$2,500 Total: \$6,100			
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.				
Project Considerations	Alternative 1 (Pillings 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})
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; 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	Sewer buried in slough; land ownership
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting	Permitting
E. Preliminary capital costs	<ul style="list-style-type: none">\$13,500,000 (\$750/sq ft x 18,000 sq ft)	<ul style="list-style-type: none">\$1,000,000 (\$450,000 fill cost; \$100,000 rip	Unknown w/o engineer input	<ul style="list-style-type: none">\$763,700 (\$75,000 fill cost; \$29,700 HDPE

		rap cost: \$450,000 covering cost)	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	<ul style="list-style-type: none"> Garbage: \$3,600 General Upkeep: \$2,500 Total: \$6,100 	<ul style="list-style-type: none"> Garbage: \$3,600 General Upkeep: \$2,500 Total: \$6,100 	<ul style="list-style-type: none"> Garbage: \$3,600 General Upkeep: unknown <ul style="list-style-type: none"> Garbage: \$3,600 General Upkeep: \$2,500 Total \$6,100
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	\$144,000 (1,600 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	<ul style="list-style-type: none"> General Upkeep: \$2,500 	<ul style="list-style-type: none"> General Upkeep: \$2,500 	

Short-Term Project Ideas (within 1-5 years)
Summary of Community Input



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 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://westlinmoregon.gov/sites/default/files/fileattachments/wia_design_guidelines_final2.pdf
 - <http://www.novaregon.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

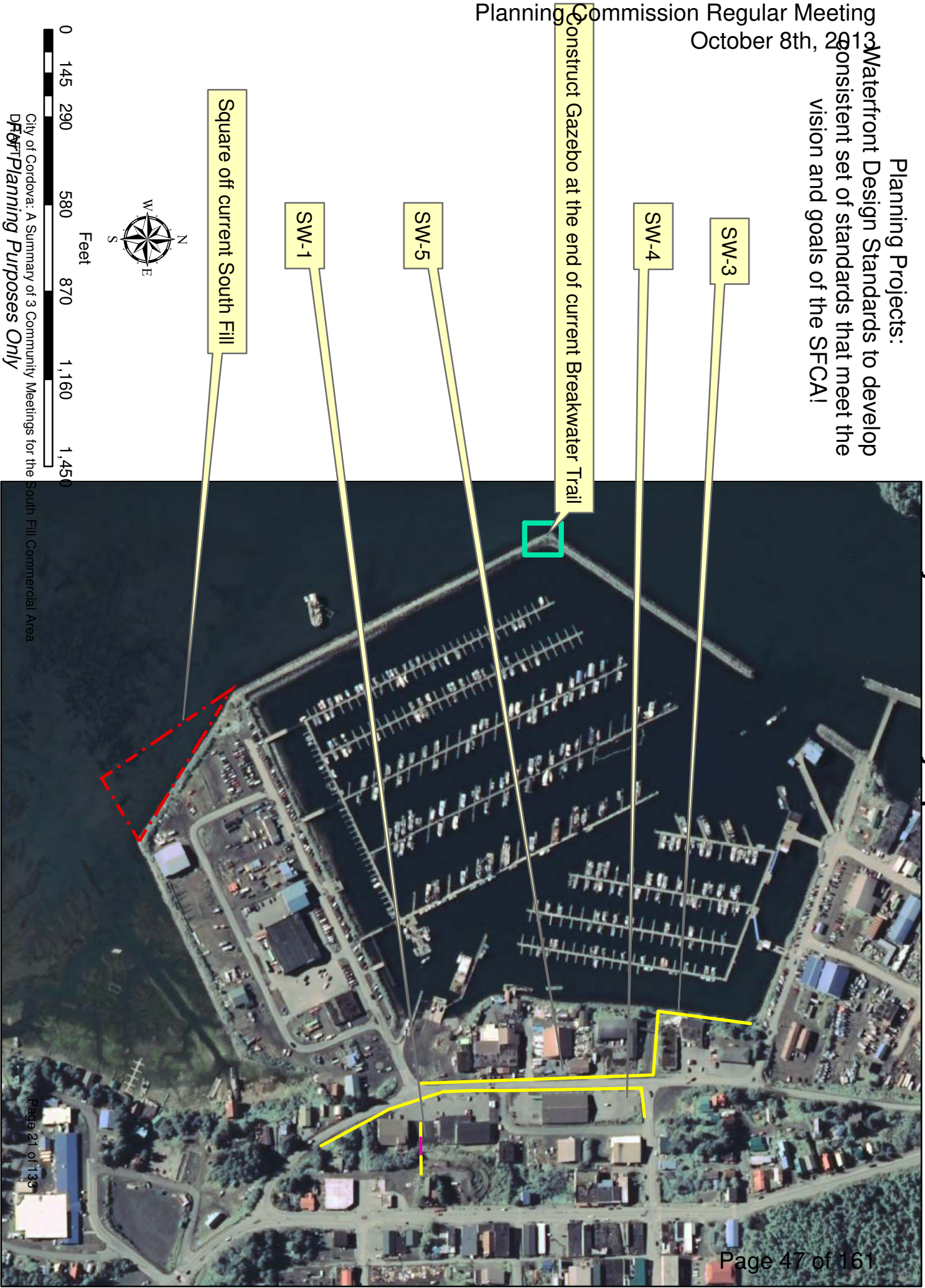
Planning Projects: To develop a consistent set of standards which would meet the vision and goals of the South Fill Commercial Area.			
Project Considerations		Waterfront Design Standards	
A. Goals Met	Yes		
B. Gains/Achieves	Develop consistent set of standards that meet the vision and goals for the South Fill Commercial Area		
C. Physical Constraints	NA		
D. Legal/Regulatory Issues	Legal review will be required		
E. Preliminary capital costs	• \$12,000 (100 hours x \$120/hr)		
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	\$2,208,175 (\$30.11 per sq. ft. x 73,335 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 sq ft; \$6,750,000 cost for 1 commercial lot* with current zoning code lot size requirement of 9,000 square feet)	\$5,573,460 (\$76 per sq. ft. x 73,335 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	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 Total: \$27,500	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General Upkeep: \$2,500 Total: \$41,100	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 Total: \$27,500
Additional Sidewalks: To provide a safe route for residents and visitors.			
<i>Project Considerations</i>	<i>Project SW1</i>	<i>Project SW3</i>	<i>Project SW4</i>
A. Goals Met	Yes	Yes	Yes
B. Gains/Achieves	Sidewalks: Main Street to Railroad Ave: without the cost of the stairs already included in Cordova Center Project	Sidewalks: North Harbor through Reluctant ROW to Railroad Ave	Sidewalks: continue existing at Council Ave along Railroad Ave to existing sidewalk before CRH intersection
C. Physical Constraints	Utilities	Utilities; ROW issues	Utilities; ROW issues

D. Legal/Regulatory Issues	ROW			
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)	\$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)
F. Preliminary operation + maintenance costs	• General Upkeep: \$2,500	• General Upkeep: \$2,500	• General Upkeep: \$2,500	• General Upkeep: \$2,500
Improvements to existing South Fill Commercial Area: To add a gazebo at the end of the existing Breakwater Trail.				
<i>Project Considerations</i>	Gazebo			
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	<ul style="list-style-type: none"> \$10,000 gazebo cost. Cannot determine engineering cost for making the gazebo withstand weather conditions. 			
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> Garbage: \$3,600 General Upkeep: \$2,500 Total \$6,100			

Medium-Term Project Ideas (within 6-10 years) **Summary of Community Input**

Planning Projects:
 Waterfront Design Standards to develop
 consistent set of standards that meet the
 vision and goals of the SFCOA



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 SFCOA. 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 (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	<ul style="list-style-type: none"> General Upkeep: \$2,500 	<ul style="list-style-type: none"> Garbage: \$3,600 General Upkeep: \$2,500 <p>Total \$6,100</p>

North Harbor-15':
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	\$796,050 (\$58 per square foot x 13,725 sq ft)	\$10,293,750 (\$750 per square foot x 13,725 sq. ft.)	\$4,913,550 (\$358 per square foot x 13,725 sq ft; dredging cost not included)
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General Upkeep: \$2,500 Total \$12,580	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$10,000 Grading: \$0 General Upkeep: \$2,500 Total \$12,580	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General Upkeep: \$2,500 Total \$12,580

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-	Utilities	Utilities; 30 year life span

	I foot: 1.5 feet; utilities; boat access concerns		
D. Legal/Regulatory Issues	Permitting	Permitting	Permitting
E. Preliminary capital costs	\$1,594,950 (\$35 per square foot x 45,570 sq ft)	\$34,177,500 (\$750 per sq. ft. x 45,570 sq. ft.)	\$5,696,250 (\$125 per square foot x 45,570 sq ft; dredging cost not included)
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 Total \$27,500	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$25,000 Grading: \$0 General Upkeep: \$2,500 Total \$31,100	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 Total \$27,500
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	\$2,196,000 (\$32 per square foot x 68,625 sq ft)	\$51,468,750 (\$750 per sq. ft. x 68,625 sq. ft.)	\$6,290,853 (\$91.67 per square foot x 68,625 sq ft; dredging cost not included)

F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 Total \$38,500	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$35,000 Grading: \$0 General Upkeep: \$2,500 Total \$41,100	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 Total \$38,500
South Harbor - 15': 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 (\$58.33 per square foot x 13,050 sq ft)	\$9,787,500 (\$750 per sq. ft. x 13,050 sq. ft.)	\$4,676,250 (\$365 per square foot x 13,050 sq ft; dredging cost not included)
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General Upkeep: \$2,500 Total \$12,580	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$10,000 Grading: \$0 General Upkeep: \$2,500 Total \$16,100	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$5,760 Grading: \$720 General Upkeep: \$2,500 Total \$12,580
South Harbor - 50': 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 (\$35 per square foot x 43,500)	\$32,625,000 (\$750 per sq. ft. x 43,500)	\$5,437,500 (\$125 per square foot x 43,500; dredging cost not included)
F. Preliminary operation + maintenance costs	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 Total \$27,500	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$25,000 Grading: \$0 General Upkeep: \$2,500 Total \$31,100	<ul style="list-style-type: none"> Garbage: \$3,600 Plowing: \$19,000 Grading: \$2,400 General Upkeep: \$2,500 Total \$27,500

South Harbor - 75':

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 of 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	Not enough room on the South Harbor side for fill due	Utilities; Trident's discharge line	Utilities; 30 year life span; Trident's discharge line

	to the rip rap equation		
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)	\$5,981,467.50 (\$91.67 per square foot x 65,250 sq ft; dredging cost not included)
F. Preliminary operation + maintenance costs	N/A	<ul style="list-style-type: none"> • Garbage: \$3,600 • Plowing: \$35,000 • Grading: \$0 • General Upkeep: \$2,500 	<ul style="list-style-type: none"> • Garbage: \$3,600 • Plowing: \$28,800 • Grading: \$3,600 • General Upkeep: \$2,500

Other Waterfront Projects Summary of Community Input

Planning Commission Regular Meeting
October 8th, 2013

Planning Projects:
Waterfront Design Standards to develop a consistent set of standards that meet the vision and goals of the SFCOA!

Sheet Pile, Fill or Piling
15', 50' or 75'

Install culverts to allow for circulation & flushing of the Harbor

Sheet Pile, Fill or Piling
15', 50' or 75'

Install culverts to allow for circulation & flushing of the Harbor

Additional launch ramp to relieve congestion at Baja Taco Ramp



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 detailed meeting notes, and will be passed on to the appropriate stakeholders. These ideas will ultimately become 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.

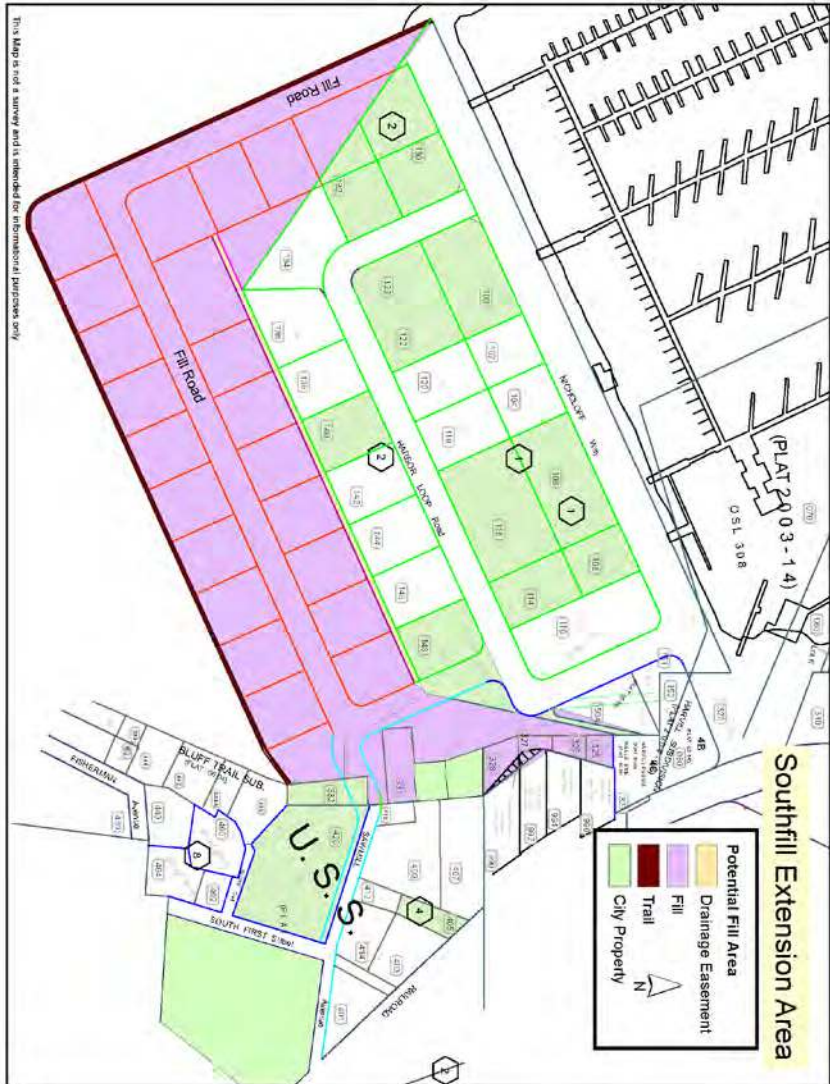
The first question is, does P&Z believe that this is a good conceptual plan for the community’s future economic growth?

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's 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'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 21st of March.

Bailey ~ 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 21st 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's 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 6th DAY OF MARCH, 2012


Tom Bailor, Chairman

ATTEST:

Samantha Greenwood, City Planner

Memorandum

To: City Council
From: Sam Greenwood, City Planner
Date: 3/21/2012
Re: Southfill Development Park

PART I. BACKGROUND:

- At the March 6th 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's 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.

Planning Commission Regular Meeting
October 8th, 2013

March 26th, 2013

Masonic Lodge

Cordova



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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

Planning Commission Regular Meeting
October 8th, 2013

Baseball Field

South Fill Commercial
Area

Old Coast Guard Dock

Coast Guard Dock

North Fill Boat Ramp Area

Copper River
Seafoods

Ferry Dock

Ski Hill

Boat

City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area
DRAFT

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Timeline for Process

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

Timeline for Process

Summarize + evaluate feedback on alternatives

Develop a “Detailed Preferred Option” or “Options” for Review

- **April 30th – 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

City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area
DRAFT



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

Baseball Field

Proposed bike/walk path

Waterfront Commercial

Business

Central Business

Waterfront Industrial

In general – We need signage

North Fill Boat Ramp Area:
Improvements +
reorganization of area

Waterfront Historic

Proposed trail or road
connecting Sawmill to
South Fill Commercial Area

Walkable Trail from Ferry
to Town

Ski Hill

Waterfront Industrial

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

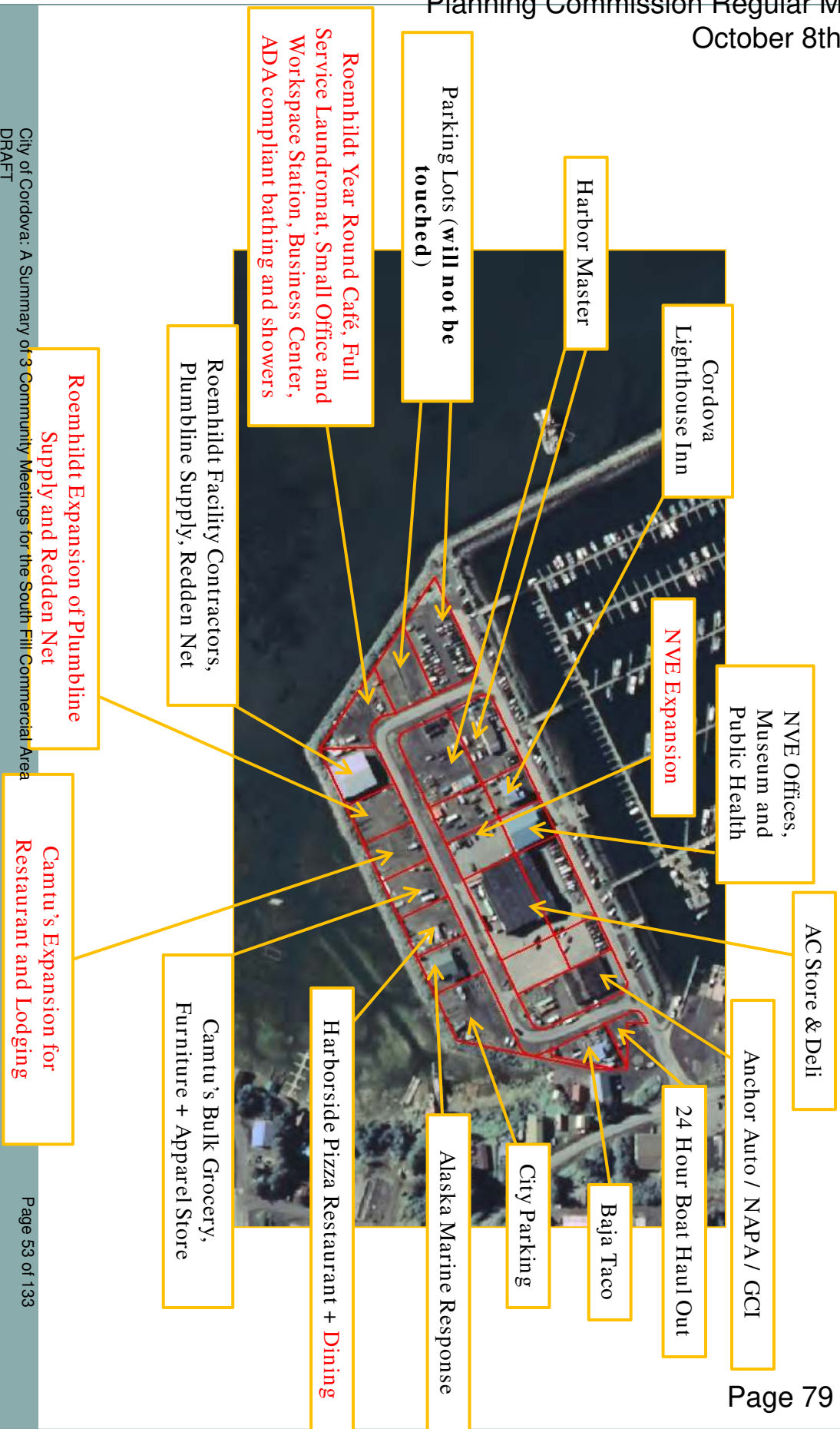
- Cordova Center opening
- Fast ferry
- Increased recreational activities
- Generates additional revenue
- Project will take years to plan, permit, fund – take steps now for initial planning
- Prepare for potential funding opportunities
- **Due to the factors above** – City Council and Planning + Zoning 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 wholesales 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



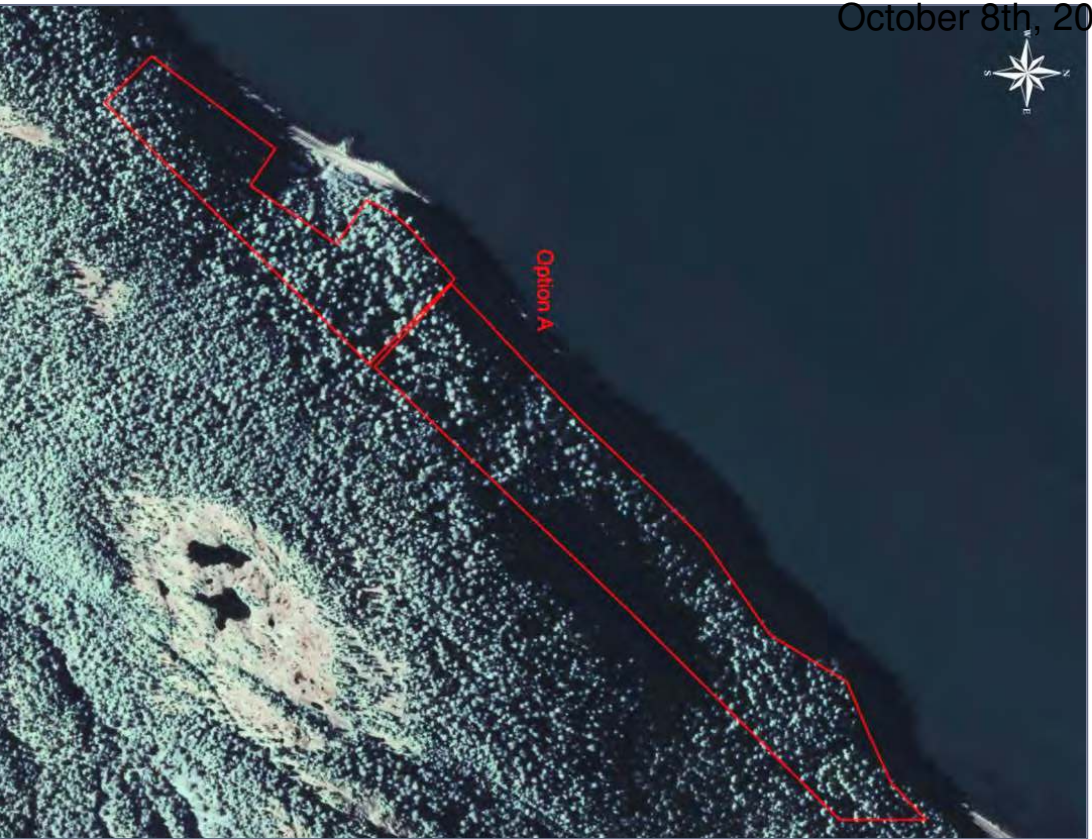
Other Available Areas Zoned Waterfront Commercial or Business

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

Cordova Center

Trail from Cordova Center / Downtown to SFCA

What are your thoughts?



City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area
DRAFT

Cordova
Center

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Immediate Next Steps

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

April 16th, 2013

**2nd 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

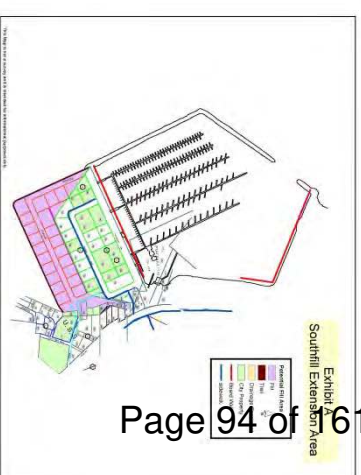
We've come a long way since then...

- February/ March – Conducted background research + stakeholder interviews

- March 26th – 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 16th – Community Meeting #2: Share + get feedback on potential phased development approach

Summarize + evaluate feedback

- Develop more detailed “Phased Development Approach” for Review

- **April 30th – 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

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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.

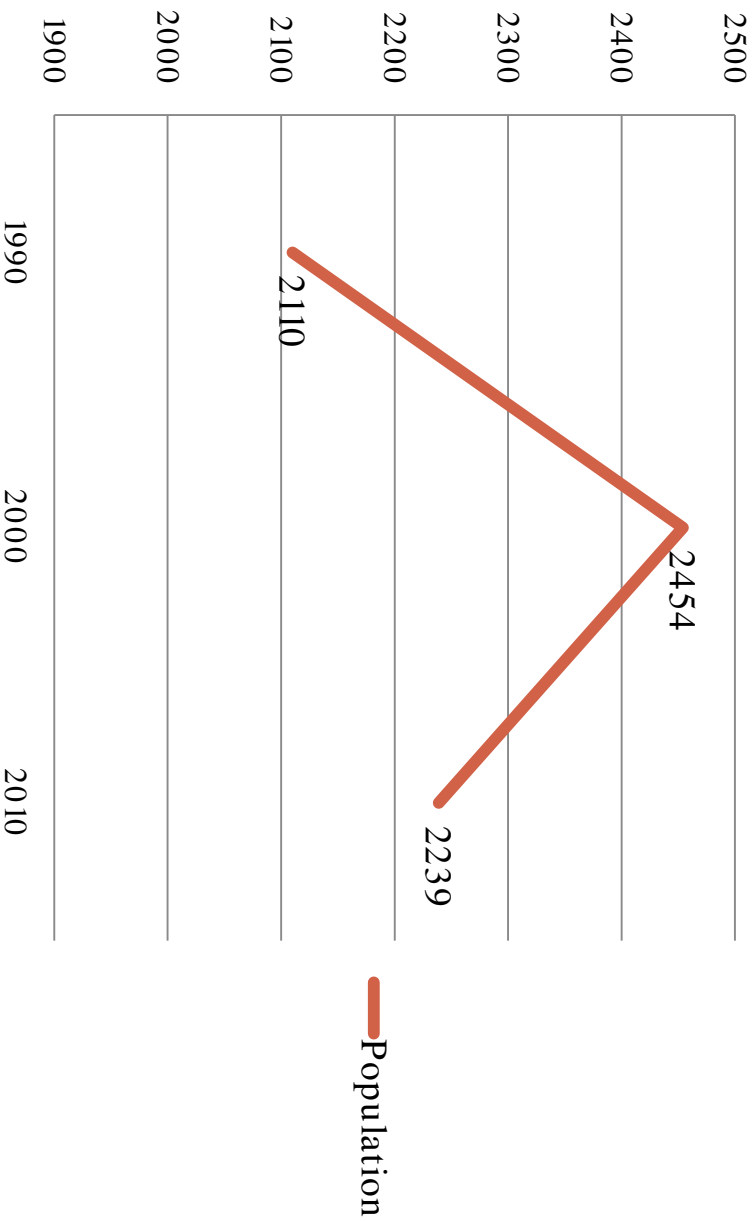
Context – What do we know about Cordova today?

- 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



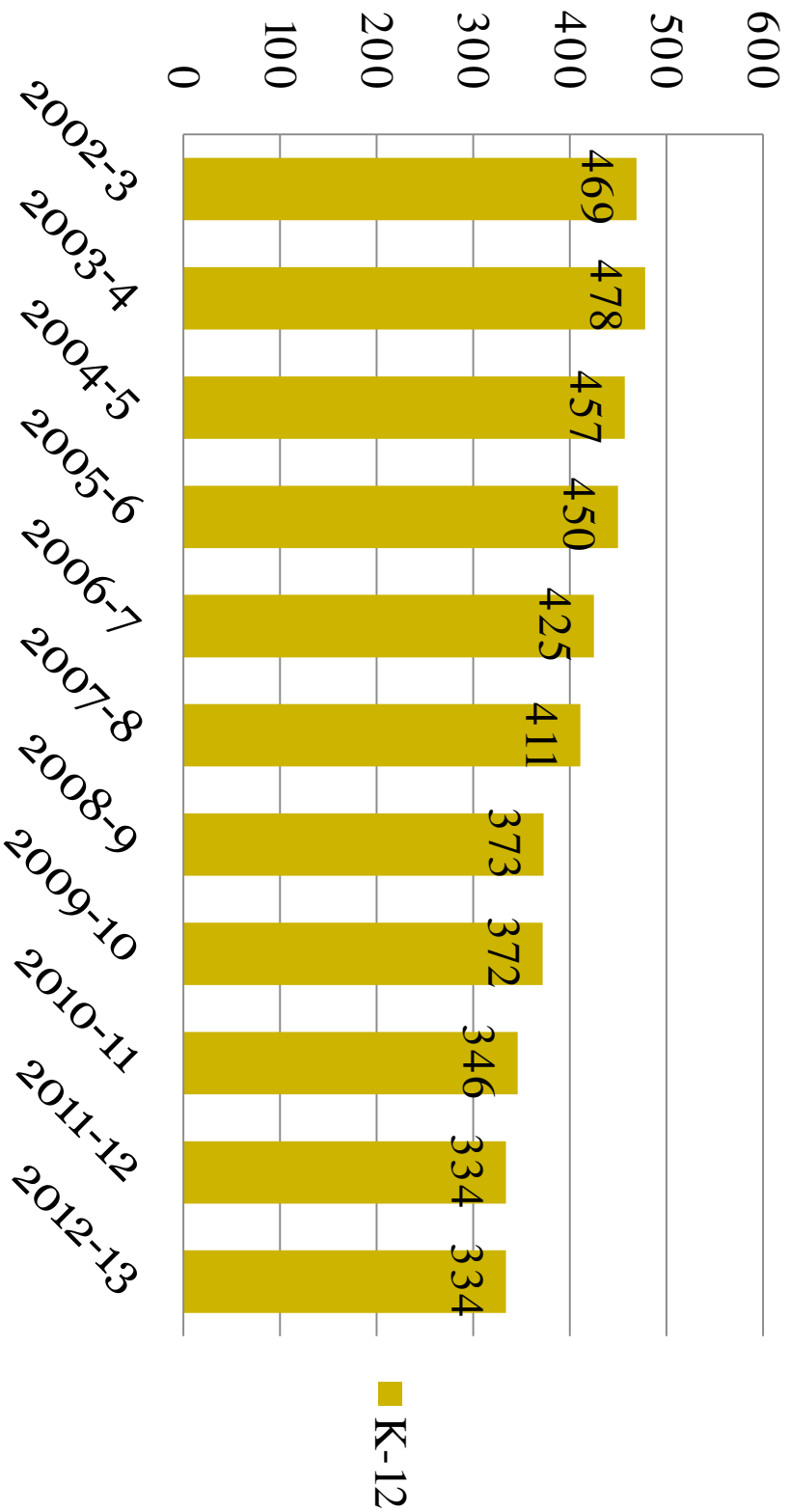
Cordova Population



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

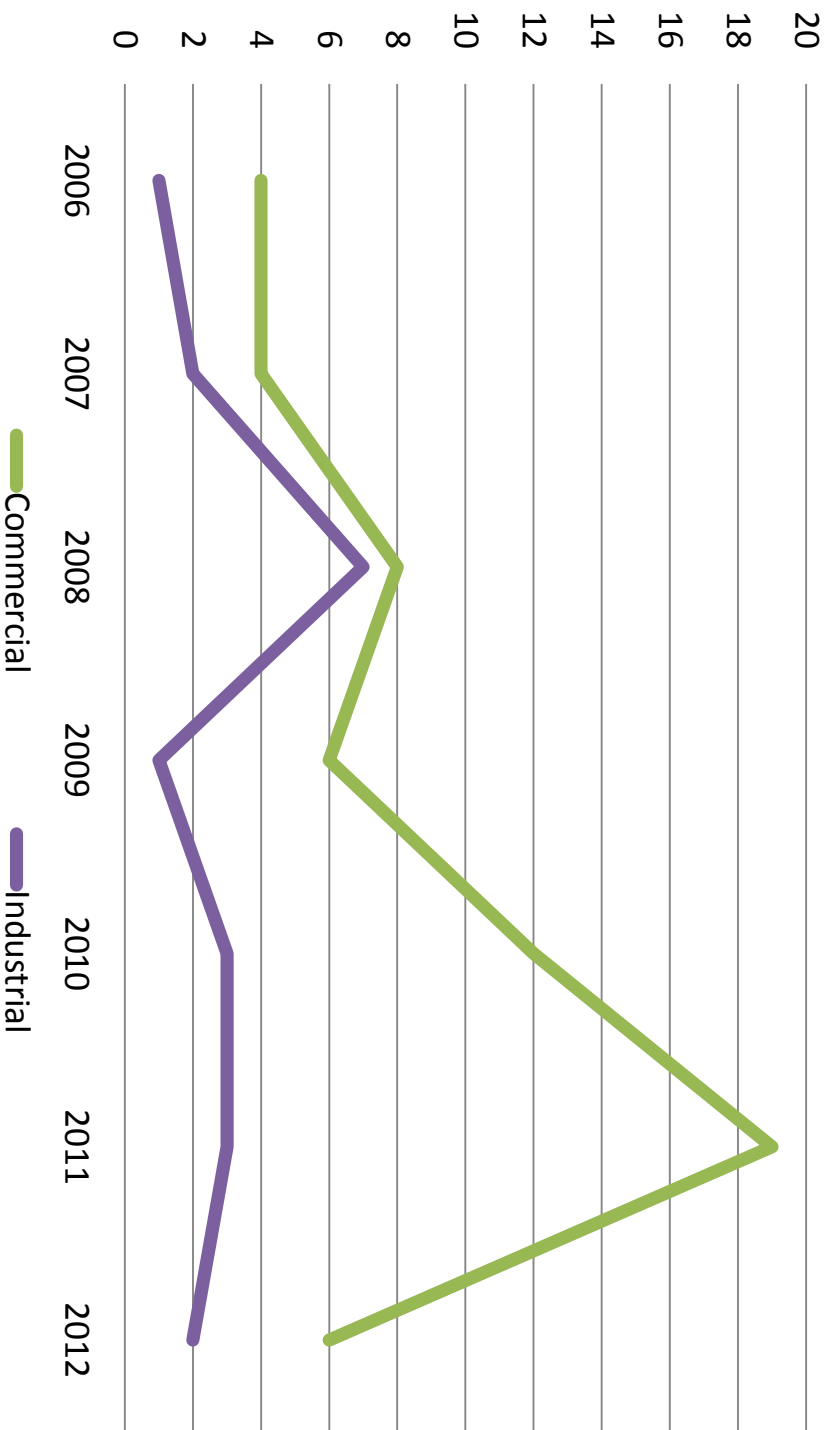
1. Copper River Highway
2. New England Cannery Road



Context – Issued Building Permits

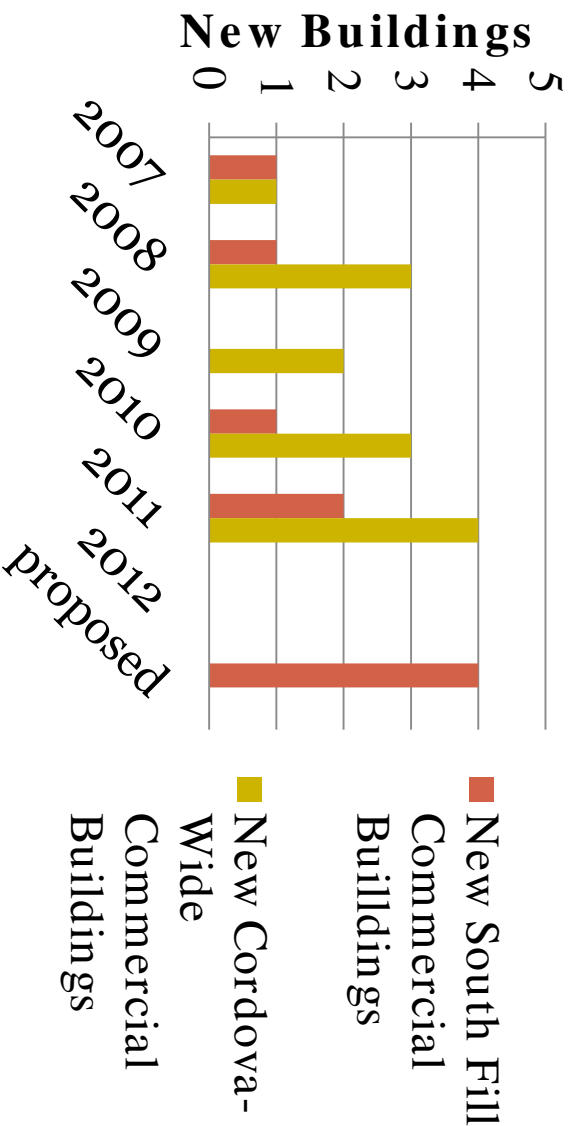


Annual Building Permit (New and Remodel) Count





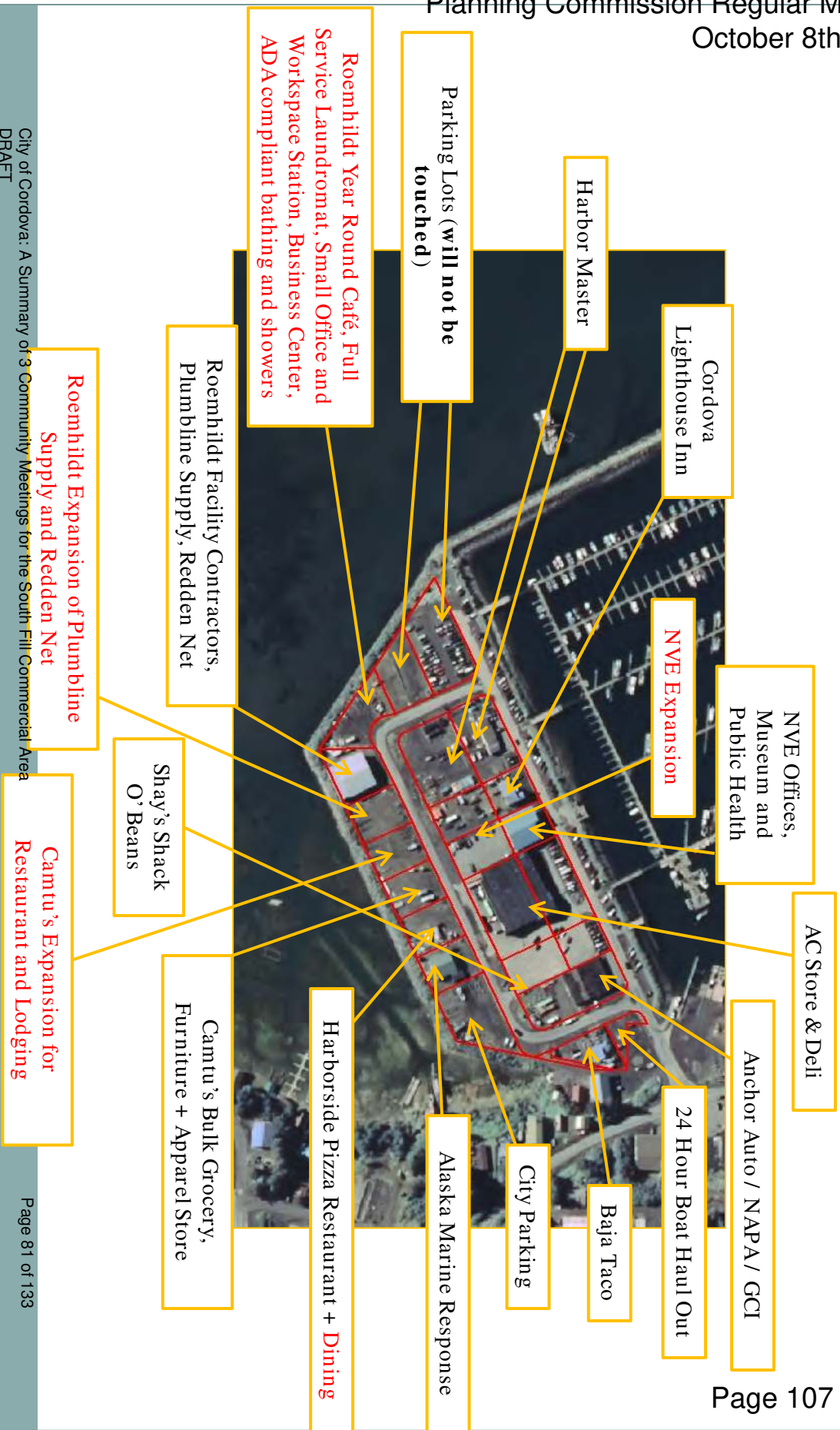
Issued Permits for New Commercial Buildings



In progress commercial buildings on the South Fill include:

- Year Round Café, Laundromat, Business Center, Bathing and Showers
- Restaurant and Lodging
- Plumline 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

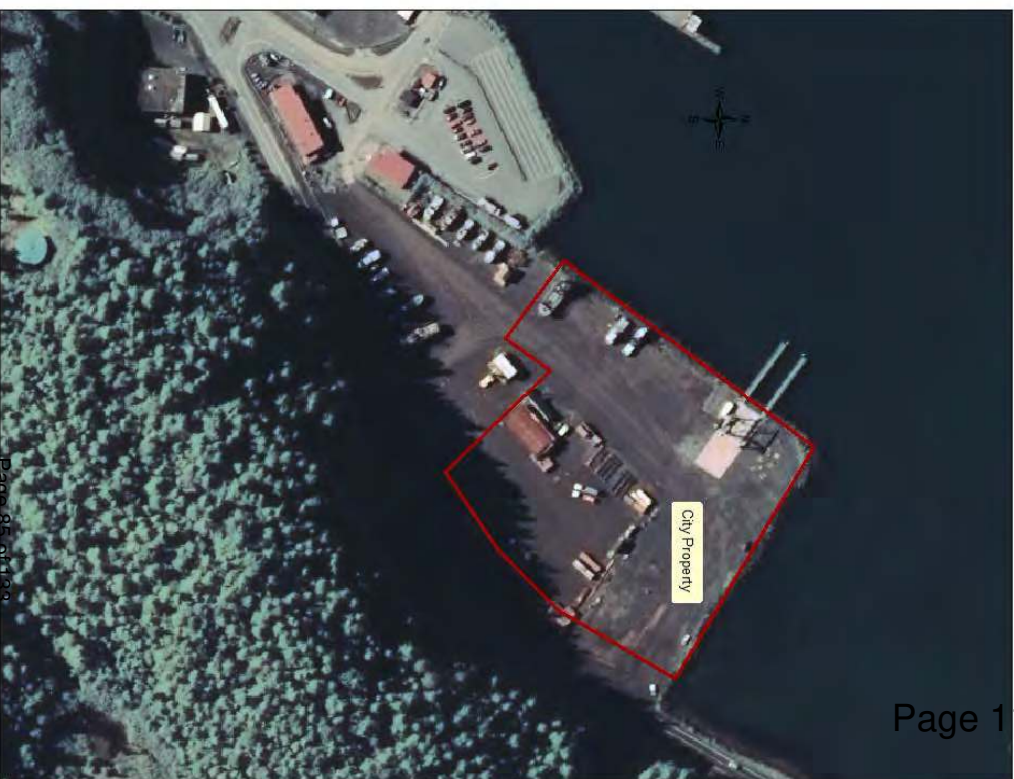


City of Cordova: A Summary of 3 Community Meetings for the North Fill Commercial Area
DRAFT

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.

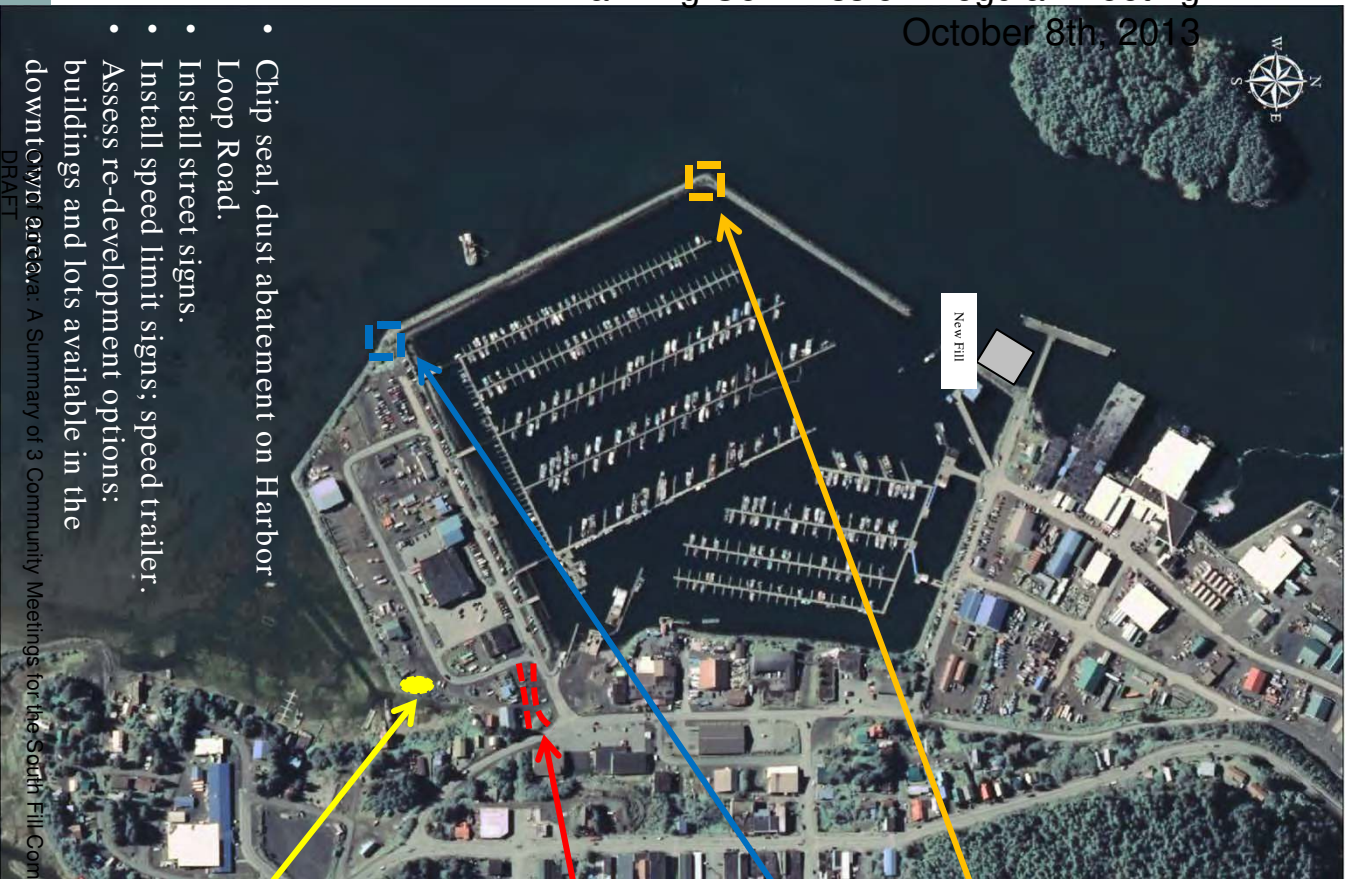
6. Protect shorebird habitat.

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

- 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.

- 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.

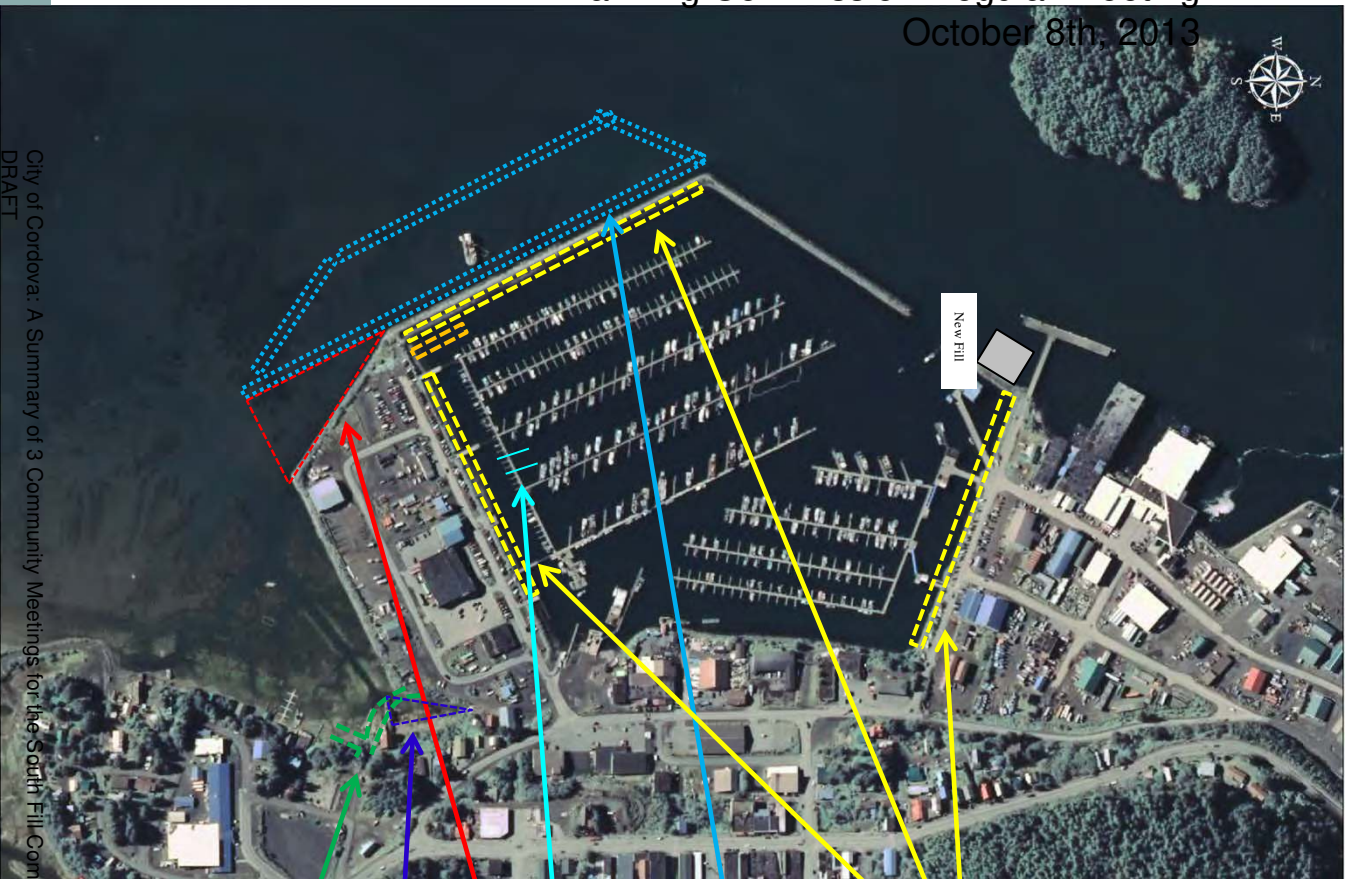


South Fill Commercial Area Future Development Options

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 phased development approach for South Fill Commercial Area with preliminary action plan on "priority projects"

- **April 30th – Community Meeting #3**

- **Stay involved**

- Get more information – www.cityofcordova.net
- Share your comments, questions, concerns with:
 - Sam, 424.6233, planning@cityofcordova.net
 - Shannon, 424.6220, planning2@cityofcordova.net

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Looking around the South Fill Project Page

City of Cordova
Planning Software... AKDNR - Alaska Mapper
South Fill Project - City of C...
Repredicting spatial data ... Alaska DNR LRIS, Public L... Alaska Department of Nat... Municipcode SkillPath Seminars - Search Kessler BlogGIS KesslerGIS Or
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in Cordova in Cordova Of Cordova Grand Opening 2014 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

April 30th, 2013

**3rd 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

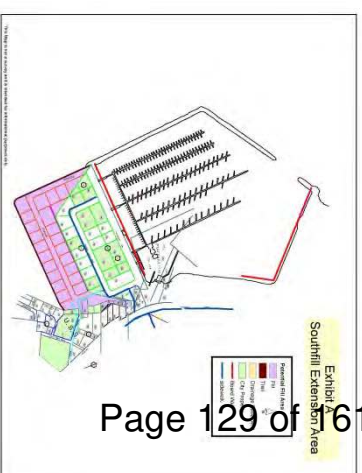
We've come a long way since then...

- February/ March – Conducted background research + stakeholder interviews

- **March 26th – 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 16th – Community Meeting #2: Share + get feedback on potential phased development approach

Summarized + evaluated feedback

- Developed more detailed “Phased Development Approach” for Review

- **April 30th – 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

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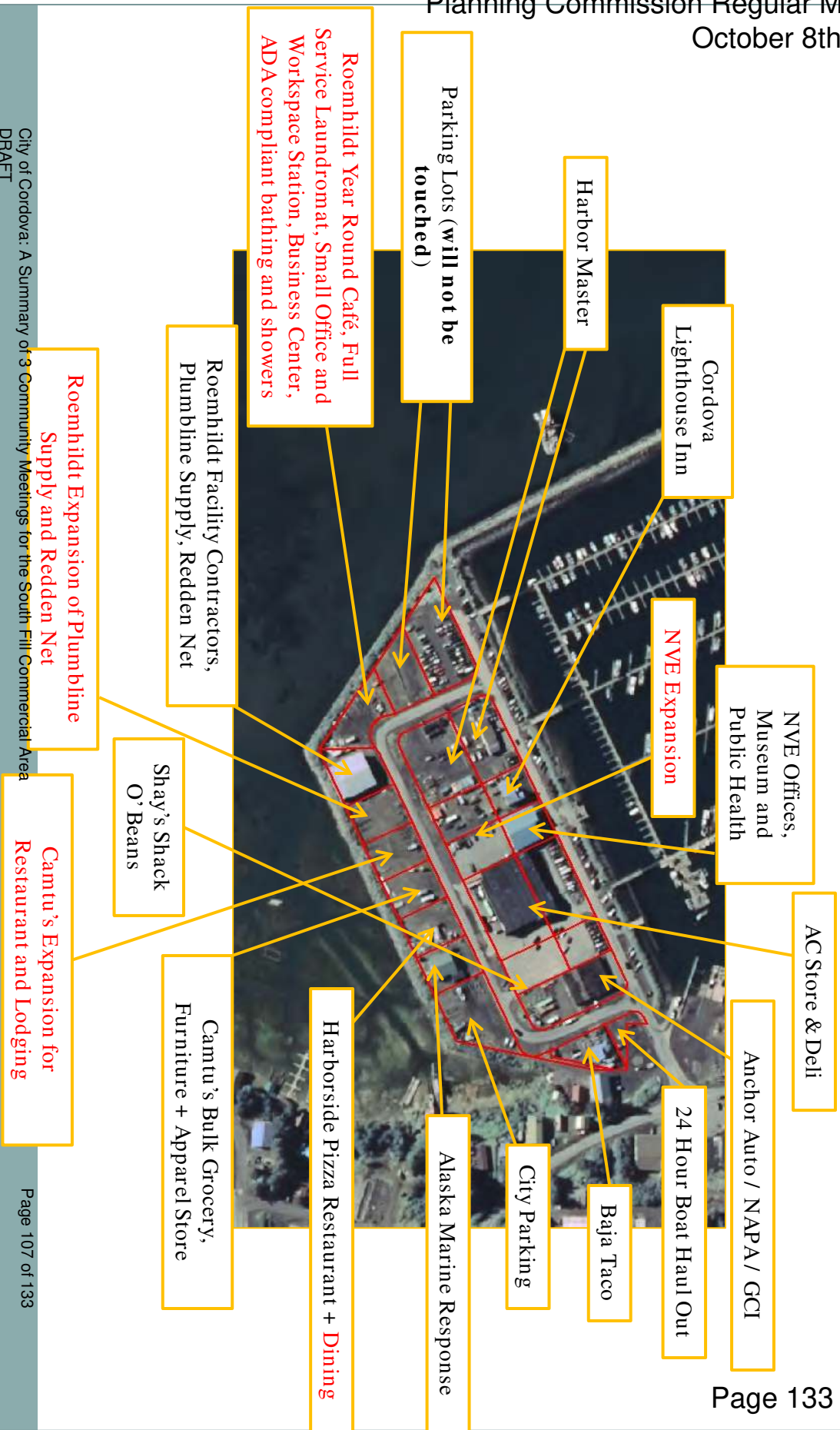
- Need safer pedestrian routes
- Need to ease traffic flow
- Desire for recreational walking, viewing areas
- Potential tourism opportunities

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)

Criteria			
Planning Commission Regular Meeting October 8th, 2014	A. Goals Met	Alternative 1 (Till)	Alternative 2 (Planks)
	B. Gains/Achieves	Yes	Yes
		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
	C. Physical Constraints	Rip Rap Equation-1 foot: 1.5 feet; utilities; boat access concerns	utilities
	D. Legal/Regulatory Issues	Permitting	Permitting
	E. Preliminary capital costs	\$2,173,125 (\$32 per square foot)	\$\$\$
	F. Preliminary operation + maintenance costs	Garbage: \$3,600 Ploving: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 Total: \$38,500	Garbage: \$3,600 Ploving: \$35,000 Grading: \$0 General Upkeep: \$2,500 Total: \$41,100
			Garbage: \$3,600 Ploving: \$28,800 Grading: \$3,600 General Upkeep: \$2,500 Total: \$38,500

Examples



Sheet
pile



Planks

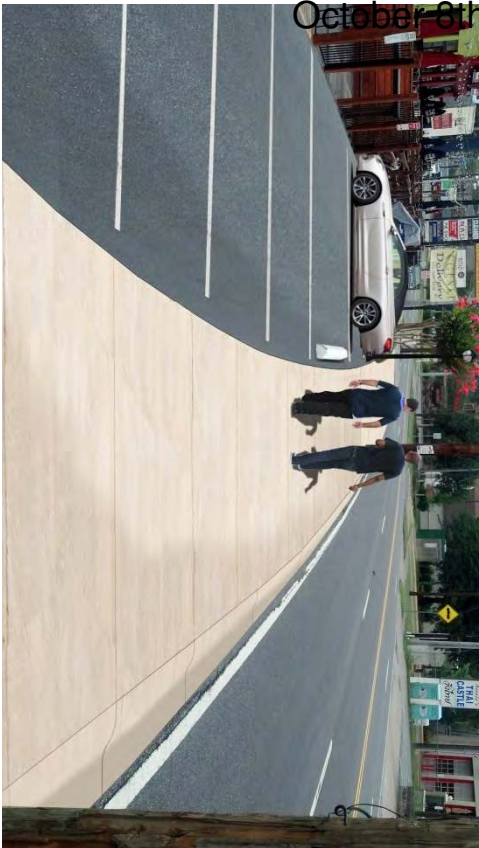


Overview of SFCA Projects

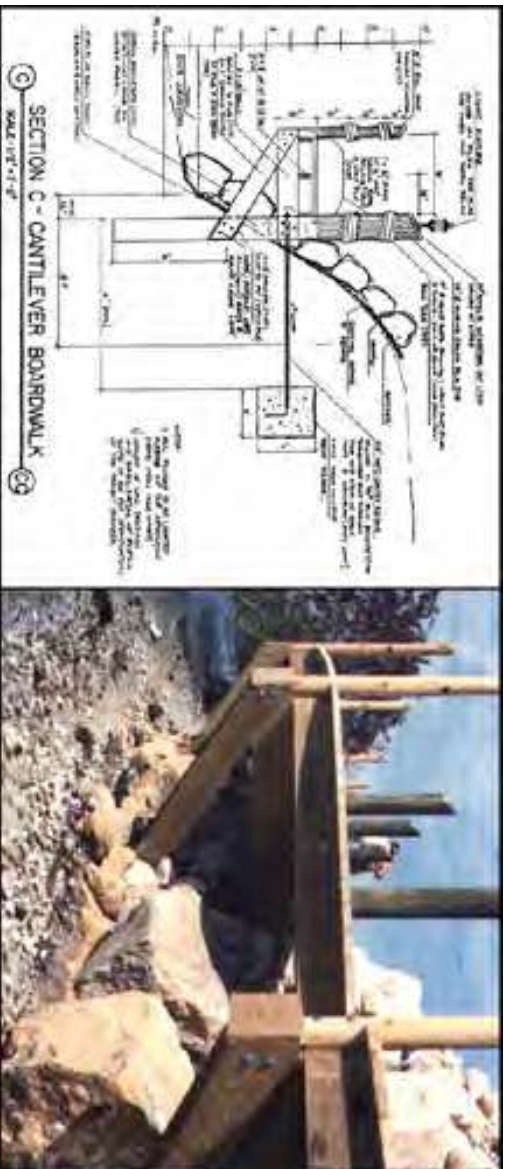


1. Short, Medium, Long-Term Projects
 - Maps
 - Summary tables
2. Step-by-Step Plan for Highest Priority: Sawmill Ave to SFCA Pathway
3. Near Term Action Plan

Examples



• Roll curb + gutter



Cantilever • →

Saw mill 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 5:

Research grant opportunities for engineering design and survey work.

(2 months)

Step 2:

Complete general design decisions.

(4-6 months)

Step 6:

Apply and wait for grant response.

(8-12 months)

Step 3:

Finalize preliminary design recommendation in a 4th public meeting.

(1 month)

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 4:

Recommendation to City Council for final preliminary design.

(2 months)

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
 - Share your comments, questions, concerns with:
 - Sam, 424.6233, planning@cityofcordova.net
 - Shannon, 424.6220, planning2@cityofcordova.net

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[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: A Summary of 3 Community Meetings for the South Fill Commercial Area

DRAFT

Appendix C: Meeting Notes
Section 1. 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" ("1st Street, even 2nd 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 2nd 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 1st 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.

Appendix C: Meeting Notes
Section 2. 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 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.

Appendix C: Meeting Notes
Section 3. 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 and 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.

October 2013

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

November 2013						
Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6 City Council Regular Meeting Library Conference Room 730	7	8	9
10	11 Veteran's Day City Closed	12 P&Z Meeting Library Conference Room 6:30PM	13 Harbor Commission Meeting 7:00 PM City Hall	14	15	16
17	18	19	20 City Council Regular Meeting Library Conference Room 730	21	22	23
24	25	26	27	28 Thanksgiving Day City Closed	29 City Closed	30