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:

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*Shannon Joekay, Assistant Planner*
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 filet 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 Plat 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 he thought the process of being able to assure 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
To:       Planning Commission  
From:  Planning Department Staff  
Date:   10/1/13  
Re:         Recent Activities and updates

• The following permits were issued:

<table>
<thead>
<tr>
<th>Permit No.</th>
<th>申请人</th>
<th>项目内容</th>
<th>地址</th>
</tr>
</thead>
<tbody>
<tr>
<td>030-2013</td>
<td>Nothstine, Nicole</td>
<td>Tree house Construction</td>
<td>Lot 5, Block 3 Vina Young Subdivision</td>
</tr>
</tbody>
</table>

• 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 into legalities of providing access over a publicly 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 publicly 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 publicly 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

New England Cannery Road

Access granted per letter dated 10/8/2013

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 waterfront 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.”
Proposed New Camtu Restaurant

Lot 6, Blk 2 South Fill Dev Park

Drainage

Joint 10' Easement Both Parcels for 20' Drive Way 90 deg Entrance

Drive way entrance 90 deg, roadway

Warehouse Parking

25' x 30' Unload Area with Roof and Open Sides

New Building Addition 25' x 60' Same color as existing

Snow loading 150lbs/sqft

Wind load 100 mile/hour

Total Build area 1,800 sqft.

Current Camtu Market

Lot 7, Blk 2 South Fill Dev Park

HARBOR LOOP ROAD

SITE PLAN

WATER FRONT COMMERCIAL ZONE
LOT WIDTH 90 FEET
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 South Fill Dev Park
Date: 9/10/2013
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

Shannon Joekay
Assistant Planner
City of Cordova
PO Box 1210
Cordova, AK 99574
907-424-6220 (direct)
907-424-6000 (fax)
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
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), except for approved security gates in accordance with section 503.6, and an unobstructed vertical clearance of not less than 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.”
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 proved 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.”
Draft
Commercial Area
Meetings for the South Fill
A Summary of 3 Community
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Planning Commission Regular Meeting October 8th, 2013
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 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 are grateful for the input of the Planning and Zoning Commission who recommended the planning processes to the City Council and provided the funding to make it happen.

Thanks are also extended to Assistant Planner Shannon Joekay for taking care of the details and her endless solicitude of maps and PowerPoint presentations, her can-do attitude never wavered.

Planning Department staff for taking care of all the details and her endless solicitude of maps and PowerPoint presentations, her can-do attitude never wavered.

Lastly, but certainly not least, 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 are grateful for the input of the Planning and Zoning Commission who recommended the planning processes to the City Council and provided the funding to make it happen.
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. A minimum of 10 waterfront planning efforts are underway in downtown Cordova, and these efforts are documented in the public meeting notes (Appendix C) and in Table 5: Other Waterfront Efforts Action Plan. These meetings also included the need for a broader conversation regarding the surrounding waterfront and the SFCA. P&Z, Cordova, and City staff also recognized the need for a broader conversation regarding the surrounding waterfront and the SFCA.

The SFCA Planning Process

The planning process seeks to identify waterfront issues, concerns, goals and a set of recommended projects and strategies for the SFCA. The SFCA Planning Process, and ultimately this plan, seeks to identify waterfront issues, concerns, goals and a set of recommended projects and strategies for the SFCA.
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.
4. Increase waterfront opportunities for Cordova Center and downtown.
5. Improve character of downtown and waterfront area.
6. Need to strengthen and diversify local economy.
7. Overall, lack of coordinated waterfront site planning.

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

Planning Commission Regular Meeting
October 8th, 2013
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 in 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 gather additional feedback from the public to help guide the planning process.

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 importance of communicating the project’s progress in a two-month period, were key factors in this decision. Attendees expressed confidence that their thoughts and ideas were being brought to the next meetings, and felt they were making a positive impact on the planning process.

Three important tools came out of the planning meetings and the overall process; they include the overall waterfront area (including the SFCA) goals, the project consideration criteria, 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.
- Create a visually attractive waterfront business district.
- Create a visually attractive waterfront business district.
- Create a visually attractive waterfront business district.
- Create a visually attractive waterfront business district.

Project Consideration Criteria

- Meet the overall goals and will align with other waterfront planning/development efforts/projects.
- Meet the overall goals and will align with other waterfront planning/development efforts/projects.
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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 business development.
- Specific neighborhood examples of waterfront communities.
- Current and future market of the SFCA area (existing and future businesses).
- 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 main concern was whether or not there is a documented need for additional commercial property.

Meeting 2 – April 16, 2013

The overall goal of the second meeting was to summarize, address and evaluate feedback from the first meeting, and to develop a more detailed phased approach to 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.

Detailed meeting notes which were used to frame the next meeting's presentation and maps are attached as Appendix C. A brief synopsis of each meeting is outlined below.

Appendix B includes the power points, maps and handouts from meeting one and two to develop a more detailed phased approach for addressing SFCA development.
Specific topics covered during the 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?

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 timelines and project priorities. The meeting concluded with the project team reviewing next steps and the main objectives for the third meeting. Where the small groups reported back, much like the first meeting, there was general agreement across the groups about timelines and project priorities. The meeting concluded with the project team reviewing next steps and the main objectives for the third meeting. Where the small groups reported back, much like the first meeting, there was general agreement across the groups about timelines and project priorities. The meeting concluded with the project team reviewing next steps.
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 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 estimated 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 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.

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 within the next six months.
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 that are not listed in any particular order (Long Term). 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.
- Project Considerations
  - Specific Project – Pocket Park
  - Goals Met – Does the project meet the criteria? Yes
  - Gains/Achieves – What does the project accomplish? How does it improve upon what we have? Provide safe gathering place for residents and visitors.
  - Project Status – What is the project's current status (in progress/not started/incomplete)? In progress; estimated completion: 7/15/2013
  - Physical Constraints – What are some of the anticipated challenges of pursuing this project? Utilities
  - Legal/Regulatory Issues – Are there any regulatory issues that would make the project more difficult to accomplish? None
  - Preliminary Capital Costs – What are the estimated costs for completing the project (NOTE: includes all phases of project development from design to construction)? $2,500: Commercial grade picnic table and freight; future cost would include thorough interpretive design of pocket park including interpretive signage
  - Preliminary Operation + Maintenance Costs – What are the estimated costs of sustaining the project? What are the annual costs of operating and maintaining the project? Garbage: $3,600

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. Going forward, the project specifics may change or need to be adjusted. Project timelines may also change or need to be revised. The project criteria will be a useful reference point to confirm that projects still meet the goals of the Community Meeting.

Table 1: Example of Matrix Categories.

- Overarching Project/Purpose – Example: Improvements to existing South Fill Commercial Area: To provide a visually attractive waterfront.
- Project Considerations
  - Specific Project – Pocket Park
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  - Project Status – What is the project's current status (in progress/not started/incomplete)? In progress; estimated completion: 7/15/2013
  - Physical Constraints – What are some of the anticipated challenges of pursuing this project? Utilities
  - Legal/Regulatory Issues – Are there any regulatory issues that would make the project more difficult to accomplish? None
  - Preliminary Capital Costs – What are the estimated costs for completing the project (NOTE: includes all phases of project development from design to construction)? $2,500: Commercial grade picnic table and freight; future cost would include thorough interpretive design of pocket park including interpretive signage
  - Preliminary Operation + Maintenance Costs – What are the estimated costs of sustaining the project? What are the annual costs of operating and maintaining the project? Garbage: $3,600

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. Going forward, the project specifics may change or need to be adjusted. Project timelines may also change or need to be revised. The project criteria will be a useful reference point to confirm that projects still meet the goals of the Community Meeting. The Planning Commission and the City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area
Commission and staff would like to continue the public’s involvement with the decisions affecting the waterfront and downtown area. The P&Z Commission and staff anticipate sending email updates to the project mailing list and additional public meetings as projects develop. The P&Z Commission anticipates sending email updates to the project mailing list and additional public meetings as projects develop.
### Table 2: Near-Term SFCA Action Plan

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

- To provide a visually attractive waterfront.

<table>
<thead>
<tr>
<th>A. Goals Met</th>
<th>B. Gains/Achieves</th>
<th>Project Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Pocket Park</td>
</tr>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>Dirt Pile</td>
</tr>
<tr>
<td>Yes</td>
<td>Yes</td>
<td>To provide a visually attractive waterfront</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NA</th>
<th>NA</th>
<th>NA</th>
<th>Physical Constraints</th>
</tr>
</thead>
<tbody>
<tr>
<td>10/2013</td>
<td>Harbor Master is addressing &amp; Streets Reengineering Strategies &amp; Hub Tickets</td>
<td>C. Project Shuts</td>
<td></td>
</tr>
<tr>
<td>4/2014</td>
<td>SFCA &amp; on traffic congestion at Baja Taco</td>
<td>C. Project Shuts</td>
<td></td>
</tr>
<tr>
<td>4/2014</td>
<td>Assess the effect of the N. Fill ramp plan</td>
<td>C. Project Shuts</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Project Considerations</th>
<th>North Fill Ramp Plan Assessment</th>
<th>Trash Problem</th>
<th>Harbor Loop Road</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Goals Met</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>B. Gains/Achieves</td>
<td>Provide safe gathering place for residents and visitors</td>
<td>Assess the trash problem in and around San Pedro.</td>
<td>Assess the trash problem in and around San Pedro.</td>
</tr>
<tr>
<td>C. Project Status</td>
<td>In progress</td>
<td>Done</td>
<td>2014</td>
</tr>
<tr>
<td>D. Physical Constraints</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>E. Legal/Regulatory Issues</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>F. Preliminary Capital Costs</td>
<td>$2,500: Commercial grade picnic table</td>
<td>$28,000</td>
<td>$20,000</td>
</tr>
<tr>
<td>G. Preliminary Operation + Maintenance Costs</td>
<td>• Garbage: $3,500</td>
<td>• General upkeep: $2,500</td>
<td>• Commercial grade picnic table</td>
</tr>
<tr>
<td>H. Preliminary Operation + Maintenance Costs</td>
<td>• 175/hr per truck x 5 trucks x 32 trips = $2,800</td>
<td>• 3,300</td>
<td>• Commercial grade picnic table</td>
</tr>
</tbody>
</table>

**Future cost would include thorough design of pocket park including interpretive signage and further cost would include thorough design of pocket park including interpretive signage.**

**Unknown at this time:**

**Total:** $3,500

**Estimated:** $3,300

**Total:** $2,800

**Estimated:** $2,500
<p>| | | | |</p>
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<thead>
<tr>
<th></th>
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<tbody>
<tr>
<td>E. Legal/Regulatory</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>G. Preliminary costs</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>F. Preliminary capital</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
Development Study

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

• Inventory and identify promising parcels and/or structures with high potential for redevelopment (requires defining some simple preliminary screening criteria for what constitutes such a site, e.g., downtown location, older structure, vacant lot, expressed interest in change such as for sale sign or past application for building permits).

• Briefly research redevelopment strategies used in other communities around the United States, including various forms of public funding (e.g., assistance with infrastructure, property tax relief, small grants for façade improvements, or overall improvement to a district that increases the desirability of an area, such as happens under national Main Street program, http://www.preservationnation.org/main-street/).

• Interview property/building owners to learn what they see as constraints and opportunities for redevelopment (e.g., why would they rather build new on South Fill than 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; 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 Avenue and sidewalk projects (see below). Through the meeting series, a number of useful ideas were shared, including specific Cordova-specific landscaping ideas, etc. These ideas need further review and analysis. Additionally, current park/fill ideas, including potential Cordova-specific landscape ideas, were shared. These ideas need further review and analysis.

Sidewalk Projects 2 and 6

Combined, there are six walkable 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 priority as they were considered good alternatives. For the same reason, the Sawmill Avenue to SFCA connection project, which currently ranks 2nd among all SFCA projects, was also elevated to short-term status.

Sawmill Avenue to South Fill Connection

The Sawmill Avenue to South Fill connection is considered the most costly project in the SFCA project list. During Meeting 3, two projects were elevated from medium-term to short-term priority, including the Sawmill Avenue to South Fill connection. These projects are important to establish connectivity between the SFCA and surrounding areas.

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 Avenue and sidewalk projects (see below). Through the meeting series, a number of useful ideas were shared, including specific Cordova-specific landscaping ideas, etc. These ideas need further review and analysis. Additionally, current park/fill ideas, including potential Cordova-specific landscape ideas, were shared. These ideas need further review and analysis.

Sidewalk Projects 2 and 6

Combined, there are six walkable 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 priority as they were considered good alternatives. For the same reason, the Sawmill Avenue to SFCA connection project, which currently ranks 2nd among all SFCA projects, was also elevated to short-term status.

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 section of documented support for this project. Community members have requested a full report on this connection. Ideas shared during the meeting series included building a trail or connecting the buildings under the trail, allowing water to pass through via culverts, to吉利生态。
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

<table>
<thead>
<tr>
<th>Planning Projects</th>
<th>A. Goals Met</th>
<th>B. Gains/Achieves</th>
<th>C. Physical</th>
<th>D. Legal/Regulatory</th>
<th>E. Preliminary capital costs</th>
<th>F. Preliminary operation + maintenance costs</th>
<th>G. Constraints</th>
<th>H. Preliminary operation + maintenance costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Improvements to existing South Fill Commercial Area: To provide a visually attractive waterfront.</td>
<td>Yes</td>
<td>Cannellor Boardwalk around current South Fill</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>“Greenbelt”</td>
<td></td>
<td>Building on rip rap; working with landowners; utilities</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Development Study</td>
<td>Yes</td>
<td>Assess what buildings and lots are currently available and develop consistent standards that meet the vision and goals for the South Fill Commercial Area.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Preliminary capital costs

- **Alternative 1 (Path or Trail with fill)**
  - Sewer buried in slough; land ownership
  - Permitting
  - $13,500,000 ($750/sq ft x 18,000 sq ft)

- **Alternative 2 (Path or Trail with fill; culverts)**
  - Top of walkway would be 10’ to navigable access; 10’ bridge would have to remain at top of the bridge. 15’ at the top of the bridge above current South Fill.
  - Permitting
  - Total: $6,100
    - General Upkeep: $2,500
    - Capital: $3,600

- **Alternative 3 (Navigable access with walkway)**
  - Top of walkway would be 10’ to navigable access; 10’ bridge would have to remain at top of the bridge. 15’ at the top of the bridge above current South Fill.
  - Permitting
  - Total: $150,000
    - $100,000 (per linear foot x 1,500 feet)
    - $50,000 (land ownership)

### Preliminary operation + maintenance costs

- **Garbage**: $3,600
- **General Upkeep**: $2,500

**Total**: $6,100

---

### Project Considerations

**Alternative 1 (Path or Trail with fill)**

- Sewer buried in slough; land ownership
- Permitting
- $13,500,000

**Alternative 2 (Path or Trail with fill; culverts)**

- Top of walkway would be 10’ to navigable access; 10’ bridge would have to remain at top of the bridge. 15’ at the top of the bridge above current South Fill.
- Permitting
- Total: $6,100
  - General Upkeep: $2,500
  - Capital: $3,600

**Alternative 3 (Navigable access with walkway)**

- Top of walkway would be 10’ to navigable access; 10’ bridge would have to remain at top of the bridge. 15’ at the top of the bridge above current South Fill.
- Permitting
- Total: $150,000
  - $100,000 (per linear foot x 1,500 feet)
  - $50,000 (land ownership)

**Alternative 4 (Path or Trail with fill; culverts)**

- Top of walkway would be 10’ to navigable access; 10’ bridge would have to remain at top of the bridge. 15’ at the top of the bridge above current South Fill.
- Permitting
- Total: $6,100
  - General Upkeep: $2,500
  - Capital: $3,600

---

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

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.
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.

### Sidewalks

- **Project SW2**
  - Total $6,100
  - General Upkeep: $2,500
  - Curbage: $3,600

### Project SW6
- NA

#### Costs

- **Capital costs**
  - NA
- **Regulatory Issues**
  - NA

#### Project Considerations

- **A. Goals Met**
  - 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 (without the cost of the stairs)
  - NA

- **C. Physical Constraints**
  - Utilities; ROW issues

- **D. Legal/Regulatory Issues**
  - NA

- **E. Preliminary operation + maintenance costs**
  - General Upkeep: $2,500
  - Curbage: $3,600

---

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

**Planning Commission Regular Meeting**
October 8th, 2013

---

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

**Planning Commission Regular Meeting**
October 8th, 2013
Planning Projects:

Planning Study to assess buildings and lots that are currently available and develop consistent standards that meet the vision and goals of the SFCA.

- Greenbelt around current South Fill
- SFCA to Sawmill Connection with scenic overlook
- Fill behind Sawmill Connection
- SW-2
- SW-6
- Covered Walkway

Short-Term Project Ideas (within 1-5 years)

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

Planning Commission Regular Meeting
October 8th, 2013
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.

• 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 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 draft guidelines developed with community, P&Z Commission, City council, approve and implement.

Current South Fill Area - West End Square Off

Through the spring 2013 public meeting series, a modification of the SFCA, downtown, waterfront, and other waterfront areas, community goals for the SFCA (and other waterfront areas).

This idea of planning additional fill in the downtown, West Commercial Area was the result of the SFCA Planning process. The original fill (Appendix A) was removed at the March 2012 Planning and Zoning meeting was to illustrate a potential concept for addressing additional space to the SFCA.

The idea of planning additional fill in the downtown, West Commercial Area was the result of the SFCA Planning process. The original fill (Appendix A) was removed at the March 2012 Planning and Zoning meeting was to illustrate a potential concept for addressing additional space to the SFCA.

The original fill (Appendix A) was removed at the March 2012 Planning and Zoning meeting was to illustrate a potential concept for addressing additional space to the SFCA.
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

<table>
<thead>
<tr>
<th>Planning Projects</th>
<th>Alternative 1 (Fill)</th>
<th>Alternative 2 (Structural)</th>
<th>Alternative 3 (Sheet Pile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>To develop a consistent set of standards which would meet the vision and goals of the South Fill Commercial Area:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Vision/Goals</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>B. Gain/Achieve</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C. Preliminary Cost</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>D. Legal/Regulatory Issues</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>E. Preliminary Operation &amp; Maintenance</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>F. Pre-bid phase (100 hours x $120/hour)</td>
<td>$12,000</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Planning Projects: 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.
### A. Goals Met
- Yes
- 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)
- $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)
- $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)

### F. Preliminary operation + maintenance costs
- • Garbage: $3,600
  • Plowing: $19,000
  • Grading: $2,400
  • General Upkeep: $2,500
  • Total: $27,500
- • Garbage: $3,600
  • Plowing: $35,000
  • Grading: $0
  • General Upkeep: $2,500
  • Total: $41,100

### Additional Sidewalks:

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project SW4</td>
<td>Sidewalks: Main Street to Railroad Ave</td>
<td>$2,208,175</td>
</tr>
<tr>
<td>Project SW3</td>
<td>Sidewalks: North Harbor to Railroad Ave</td>
<td>$5,573,460</td>
</tr>
<tr>
<td>Project SW1</td>
<td>Sidewalks: Railroad Ave from Reluctant Row to Nicholoff intersection</td>
<td>$55,001,250</td>
</tr>
</tbody>
</table>

### Project Considerations
- To provide a safe route for residents and visitors.
### Preliminary Capital Costs

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rolled curb and gutter: 5 foot sidewalk, 2 foot curb &amp; gutter</td>
<td>$18,000</td>
</tr>
<tr>
<td>$52,200 (580 linear feet x $90 per linear foot)</td>
<td></td>
</tr>
<tr>
<td>$108,000 (1,200 linear feet x $90 per linear foot)</td>
<td></td>
</tr>
<tr>
<td>$65,250 (725 linear feet x $90 per linear foot)</td>
<td></td>
</tr>
</tbody>
</table>

### Preliminary Operation + Maintenance Costs

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>General Upkeep: $2,500</td>
<td></td>
</tr>
<tr>
<td>Improvements to existing South Fill Commercial Area:</td>
<td></td>
</tr>
<tr>
<td>To add a gazebo at the end of the existing Breakwater Trail</td>
<td></td>
</tr>
</tbody>
</table>

### Gazebo

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>USCG</td>
<td></td>
</tr>
<tr>
<td>Provides viewing area</td>
<td></td>
</tr>
<tr>
<td>Partial</td>
<td></td>
</tr>
</tbody>
</table>

#### Goals Met

- Partial

#### Gains/Achieves

- Provides viewing area

#### Physical Constraints

- High wind area. Needs to be engineered to withstand weather conditions.

#### Legal/Regulatory Issues

- USCG

#### Preliminary Capital Costs

- $10,000 gazebo cost.

#### Preliminary Operation + Maintenance Costs

- Garbage: $3,600
- General Upkeep: $2,500

**Total:** $6,100
Medium-Term Project Ideas (within 6-10 years)

- Construct Gazebo at the end of current Breakwater Trail
- Square off current South Fill

Summary of Community Input:

- SW-1
- SW-3
- SW-4
- SW-5

For Planning Purposes Only

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

Planning Projects:

- Waterfront Design Standards to develop consistent set of standards that meet the vision and goals of the SFCA!
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 access and circulation to the SCg. An important next step 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

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Goals Met</th>
<th>Gains/Achieves</th>
<th>Physical Constraints</th>
<th>Legal/Regulatory Issues</th>
<th>Preliminary Capital Costs</th>
<th>Preliminary Operation + Maintenance Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Distribution Area for Board to Pull Out to Maintenance Area without Losing Parking, Need Utilities, Trident’s Discharge Line</strong></td>
<td>Maybe</td>
<td>Install 2 culverts in the current breakwater to allow for water circulation and flushing</td>
<td>Utilities; Trident’s discharge line; no additional maintenance area; without losing parking; need Utilities, Trident’s discharge line</td>
<td>Permitting</td>
<td>$262,800 (culvert cost: $22,800; 2 x 48&quot; wide by 60' long at $115 per 60' length x 48&quot; width 25' ramp plus 18' fill to breakwater)</td>
<td>$2,000 (General Upkeep: $2,500; Garbage: $3,600)</td>
</tr>
</tbody>
</table>
### Project Considerations

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Goals Met/Aligns with other planning efforts</th>
<th>Gains/Achieves</th>
<th>Physical Constraints</th>
<th>Legal/Regulatory Issues</th>
<th>Preliminary capital costs</th>
<th>Preliminary operation + maintenance costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fill (Alternative 1)</td>
<td>Yes</td>
<td>Move parking in 5' and widen road; 10' green belt</td>
<td>Rip Rap Equation -</td>
<td>Permitting</td>
<td>$796,050 ($58 per square foot x 13,725 sq ft)</td>
<td>$796,050</td>
</tr>
<tr>
<td>Planks (Alternative 2)</td>
<td>Yes</td>
<td>Move parking in 5' and widen road; 10' green belt</td>
<td>Rip Rap Equation -</td>
<td>Permitting</td>
<td>$10,293,750 ($750 per square foot x 13,725 sq ft)</td>
<td>$10,293,750</td>
</tr>
<tr>
<td>Sheet Pile (Alternative 3)</td>
<td>Yes</td>
<td>Move parking in 5' and widen road; 10' green belt; dredge would make deeper boat access &amp; new slips</td>
<td>Rip Rap Equation -</td>
<td>Permitting</td>
<td>$4,913,550 ($358 per square foot x 13,725 sq ft; dredging cost not included)</td>
<td>$4,913,550</td>
</tr>
</tbody>
</table>

---

**North Harbor - 50':**

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

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Goals Met</th>
<th>Gains/Achieves</th>
<th>Physical Constraints</th>
<th>Legal/Regulatory Issues</th>
<th>Preliminary capital costs</th>
<th>Preliminary operation + maintenance costs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fill (Alternative 1)</td>
<td>Yes</td>
<td>95 additional parking spaces; 15 feet greenbelt</td>
<td>Rip Rap Equation -</td>
<td>Permitting</td>
<td>$796,050 ($58 per square foot x 13,725 sq ft)</td>
<td>$796,050</td>
</tr>
<tr>
<td>Planks (Alternative 2)</td>
<td>Yes</td>
<td>95 additional parking spaces; 15 feet greenbelt</td>
<td>Rip Rap Equation -</td>
<td>Permitting</td>
<td>$10,293,750 ($750 per square foot x 13,725 sq ft)</td>
<td>$10,293,750</td>
</tr>
<tr>
<td>Sheet Pile (Alternative 3)</td>
<td>Yes</td>
<td>95 additional parking spaces; 15 feet greenbelt; dredge would make deeper boat access &amp; new slips</td>
<td>Rip Rap Equation -</td>
<td>Permitting</td>
<td>$4,913,550 ($358 per square foot x 13,725 sq ft; dredging cost not included)</td>
<td>$4,913,550</td>
</tr>
</tbody>
</table>

---

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

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

<table>
<thead>
<tr>
<th>Project Considerations</th>
<th>Alternative</th>
<th>Cost Considerations</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Goals Met</td>
<td>Alternative 1 (Fill)</td>
<td>$2,196,000 ($32 per square foot x 68,625 sq ft)</td>
</tr>
<tr>
<td>B. Gains/Achieves</td>
<td>Yes</td>
<td>$6,290,853 (nearly $9,67 per square foot x 68,625 sq ft, NOT including dredge cost)</td>
</tr>
<tr>
<td>C. Physical Constraints</td>
<td>Yes</td>
<td>$51,468,750 ($750 per sq. ft. x 68,625 sq ft)</td>
</tr>
<tr>
<td>D. Legal/Regulatory Issues</td>
<td>Permitting</td>
<td>$34,177,500 ($750 per sq. ft. x 45,570 sq ft)</td>
</tr>
<tr>
<td>E. Preliminary capital costs</td>
<td>Yes</td>
<td>$1,594,950 ($35 per square foot x 45,570 sq ft)</td>
</tr>
</tbody>
</table>

#### North Harbor - 75':

- **Garbage:** $3,600
- **Plowing:** $19,000
- **Grading:** $2,400
- **General Upkeep:** $2,500

**Total:** $27,500

### Alternative 2 (Planks)

- **Garbage:** $3,600
- **Plowing:** $25,000
- **Grading:** $0
- **General Upkeep:** $2,500

**Total:** $31,100

### Alternative 3 (Sheet Pile)

- **Garbage:** $3,600
- **Plowing:** $19,000
- **Grading:** $2,400
- **General Upkeep:** $2,500

**Total:** $27,500

**Total:**

- **Garbage:** $3,600
- **Plowing:** $25,000
- **Grading:** $0
- **General Upkeep:** $2,500

**Total:** $31,100
South Harbor - 15’:
To extend the South Harbor Parking Area to include additional parking and walkways.

Project Considerations

Alternative 1 (Fill)
Alternative 2 (Planks)
Alternative 3 (Sheet Pile)

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

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

• Garbage: $3,600
  • Plowing: $5,760
  • Grading: $720
  • General Upkeep: $2,500
  Total $12,580

• Garbage: $3,600
  • Plowing: $10,000
  • Grading: $0
  • General Upkeep: $2,500
  Total $16,100

• 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.

Project Considerations

Alternative 1 (Fill)
Alternative 2 (Planks)
Alternative 3 (Sheet Pile)

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

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

• Garbage: $3,600
  • Plowing: $5,760
  • Grading: $720
  • General Upkeep: $2,500
  Total $12,580

• Garbage: $3,600
  • Plowing: $10,000
  • Grading: $0
  • General Upkeep: $2,500
  Total $16,100

• Garbage: $3,600
  • Plowing: $5,760
  • Grading: $720
  • General Upkeep: $2,500
  Total $12,580
<table>
<thead>
<tr>
<th>Project Considerations</th>
<th>Alternative 1 (Fill)</th>
<th>Alternative 2 (Planks)</th>
<th>Alternative 3 (Sheet Pile)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. Goals Met</td>
<td>N/A</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>B. Gains/Achieves</td>
<td>N/A</td>
<td>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</td>
<td>Potential additional parking, commercial area and greenbelt/walkway design; dredge would create deeper boat access and would create slips and crane locations</td>
</tr>
<tr>
<td>C. Physical Constraints</td>
<td>Not enough room on the North Harbor side for fill due to utility, Trident’s discharge line, and crest of high water</td>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

**South Harbor - 75 feet**

<table>
<thead>
<tr>
<th>Permitting</th>
<th>Permitting</th>
<th>Permitting</th>
</tr>
</thead>
<tbody>
<tr>
<td>$72,750.00</td>
<td>$3,710.00</td>
<td>$72,750.00</td>
</tr>
<tr>
<td>$2,400.00</td>
<td>$900.00</td>
<td>$2,400.00</td>
</tr>
<tr>
<td>$1,900.00</td>
<td>$600.00</td>
<td>$1,900.00</td>
</tr>
<tr>
<td>$43,500</td>
<td>$43,500</td>
<td>$43,500</td>
</tr>
</tbody>
</table>

**F. Preliminary Operation + Maintenance Costs**

<table>
<thead>
<tr>
<th>Total</th>
<th>Total</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>$32,625,000</td>
<td>$5,437,500</td>
<td>$3,600</td>
</tr>
</tbody>
</table>

**G. Costs**

- Permitting
- Crest of high water
- Deepen slips
- Utilities: 30 year life span
- Utilities: Trident’s discharge line
- N/A
- Gains/Achieves
- Gains/Achieves
- Gains/Achieves
- Gains/Achieves
to the rip rap equation

Legal/Regulatory Issues

Permitting

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)

Preliminary operation + maintenance costs

• Garbage: $3,600
• Plowing: $35,000
• Grading: $0
• General Upkeep: $2,500

• Garbage: $3,600
• Plowing: $28,800
• Grading: $3,600
• General Upkeep: $2,500

N/A
Other Waterfront Projects:

- Install culverts to allow for circulation & flushing of the Harbor
- Additional launch ramp to relieve congestion at Baja Taco Ramp
- 15', 50' or 75' Sheet Pile, Fill or Piling

Planning Projects:

- Waterfront Design Standards to develop consistent set of standards that meet the vision and goals of the SFCA!
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 SFC (South Fill Commercial) and 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 projects 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 on ongoing work completed. Via the City website, City staff will share project updates on SFCA action plans, and to solicit feedback on ongoing work completed. The Planning and Zoning Commission will use the matrices to pursue priority projects and to keep clear moving forward as designs, cost estimates, and funding sources are identified.

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 clear moving forward as designs, cost estimates, and funding sources are identified.

The Harbor Commission will be presented with the P&Z Commission’s report on short-term projects, and they will review and discuss the City’s recommendations. The Harbor Commission will then submit its recommendations to the City Council for approval. If approved, the City Council will direct the Planning and Zoning Commission to develop timelines and funding strategies for implementation of the short-term projects.

Finally, throughout the Spring Meeting Series, there were many discussions about the entire waterfront area, with a specific focus on the harbor area. The meetings provided an opportunity for the City to share some of the planning that is occurring across the waterfront, and to receive feedback from local residents.

Lastly, throughout the Spring Meeting Series, there were many discussions about the entire waterfront area, with a specific focus on the harbor area. The meetings provided an opportunity for the City to share some of the planning that is occurring across the waterfront, and to receive feedback from local residents.

In summary, it is imperative that the City follows through on the near-term projects developed in this plan. By implementing near-term projects, 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 SFC (South Fill Commercial) and waterfront projects a reality.
Appendix A – P&Z and City Council timeline for approval of resolution of support for South Fill Area

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 and boardwalks that would connect the south fill to Cordova Avenue and the new harbor property. These ideas have been formalized and Zoning has agreed to an overall conceptual plan of expansion. So far, the formal planning process of the south fill and the surrounding area has been conceptual. Now is the time to start the formal planning process of the south fill and the surrounding area. The ideas include sidewalks and boardwalks 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 various community meetings. The staff would like to start formally planning the development of the south fill and incorporating the many projects into an overall plan. The staff would like to start formally planning the development of the south fill and incorporating the many projects into an overall plan.

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 on those decisions. All the information provided to P&Z will be decision based on the information provided and depending on having Planning and Zoning agree to an overall conceptual plan of expansion, so the conceptual planning and design can begin. At this meeting the staff is asking P&Z to make decisions based on the conceptual plan of expansion, so the conceptual planning and design can begin.

Formally planning the development of the south fill and incorporating the many projects in the area into an overall plan will eventually provide a connection between the sawmill avenue, Cordova center, downtown, and the old and new harbor. The ideas will eventually be formalized and Zoning and Planning will agree to an overall conceptual plan of expansion. So far, the formal planning process of the south fill has been conceptual. Now is the time to start.
If this is the direction the P&Z wants to go, then making the following recommendations to City Council seems appropriate:

A. Expand the South Fill Development Park using this basic concept (exhibit A) as a blueprint and incorporate other projects into this timeline.

B. Maintain this project as a high priority on the City Capital Project List.

C. Ask City Council to commit funds to proceed with formal planning, including design, engineering, land issues, permits, surveys, etc.

D. This will be the initial step in the long-term planning process for the end product would be to connect both vehicles and pedestrians from the sawmill area to the Southfill and downtown area.

If this is the direction that P&Z and City Council would like to move?
Approved Minutes from the 3/6/2012 P&Z meeting related to the South Fill Expansion Project

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

Planning Commission Regular Meeting
October 8th, 2013

[Text from the meeting minutes is not fully legible due to the quality of the image provided.]
RESOLUTION NO. 2012-02
PLANNING AND ZONING COMMISSION
CITY OF CORDOVA, ALASKA


WHEREAS, the Planning and Zoning Commission believes that a long-term planning process is necessary to achieve a more efficient and effective development of the Southwest Development Park and other municipal projects.

WHEREAS, the Planning and Zoning Commission recognizes the long-term benefits that a comprehensive plan can provide for the City of Cordova and the development of the Southwest Development Park.

WHEREAS, the Planning and Zoning Commission is committed to ensuring that the development of the Southwest Development Park meets the needs of the City of Cordova and its residents.

WHEREAS, the Planning and Zoning Commission believes that the long-term benefits of a comprehensive plan outweigh the potential short-term costs.

WHEREAS, the Planning and Zoning Commission recognizes the importance of involving the public in the planning process.

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WHEREAS, the Planning and Zoning Commission believes that the long-term benefits of a comprehensive plan outweigh the potential short-term costs.
PART I. BACKGROUND:

- At the March 6th 2012 P&Z meeting, a discussion about expanding the Southfill Development Park occurred. The resolution that Planning and Zoning is submitting will be the initial step in the formal planning process for the expansion of the Southfill Development Park.

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 has been reduced, yet it appears that there is still a demand for commercial property. There have been various ideas, projects, and discussions about the expansion of the Southfill and connecting sidewalks and boardwalks. These ideas have been mentioned in a variety of venues, while some of these projects such as the sidewalks around the harbor and the concept of expanding the Southfill have been approved to move into the design phase, the concept of expanding the Southfill has never been formally started.

The staff would like to see the expansion of the Southfill Development and connecting sawmill Avenue formally presented to City Council. The resolution that Planning and Zoning is submitting was the initial step in the formal planning process for the expansion of the Southfill Development Park.

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 presenting will be the initial step in the formal planning process for the expansion of the Southfill Development Park.

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 have been various ideas, projects, and discussions about the expansion of the Southfill and connecting sawmill Avenue to Council Avenue and the new Cordova center. The ideas include sidewalks and boardwalks that would provide a connection between the sawmill and the old and new harbor. All these ideas serve to create an area that will eventually provide a connection between the sawmill and Cordova Center.

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 for the expansion of the Southfill Development Park.

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

PART III. SUGGESTED MOTION:

D. Ask City Council to commit funds to proceed with formal planning.

C. Maintain this project as a high priority on the City’s Capital Project List.

B. Support public hearings and work sessions throughout the process.

A. Support the Council to complete or expand the Southfill Development Park and incorporate other projects into an overall plan to Cordova.

APPROVED MINUTES FROM 2/21/2013 CITY COUNCIL MEETING RELATING TO THE P&Z RESOLUTION.

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

PART III. SUGGESTED MOTION:

D. Ask City Council to commit funds to proceed with formal planning.

C. Maintain this project as a high priority on the City’s Capital Project List.

B. Support public hearings and work sessions throughout the process.

A. Support the Council to complete or expand the Southfill Development Park and incorporate other projects into an overall plan to Cordova.
Planning for Future Options
Cordova South Fill Commercial Area

Masonic Lodge
March 26th, 2013
Purpose of this Process

Purpose of this Process

1. Identify existing waterfront issues, concerns, needs
2. Get a better sense of waterfront vision, goals
3. 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/implementation 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
• Stay on topic
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

City of Cordova: A Summary of 2 Community Meetings for the South Fill Commercial Area
Timeline for Process

- Summarize + evaluate feedback on alternatives
- Develop a "Detailed Preferred Option" or "Options" for Review
- Develop a "Detailed Preferred Option" or "Options" for Zoning Commission
- Present final preferred alternatives to Planning + Zoning Commission
- Present final package of options to City Council
- Draft + present final preferred alternatives to Planning + Zoning Commission

April 30th - Community Meeting #3: Share Options

- Review a "Detailed Preferred Option" or "Options" for
- Summarize + evaluate feedback on alternatives
- Present final package of options to City Council
Issues, Concerns, Needs + Potential Goals

Overall Waterfront

• Lack of viewing opportunities and scenic overlooks

• Lack of trails and sidewalks

• Improvement character of downtown, other waterfront areas

Need to strengthen and diversify local economy

Overall, lack of coordinated waterfront/site planning

Overall Waterfront
• *Other issues, concerns, potential goals?*

Need more areas for commercial development.

Local government services development would generate revenues to support.

Right uses in the right locations – zoning districts.

Overall Waterfront

Issues, Concerns, Needs + Potential Goals
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. Uses within the waterfront commercial park district are intended to be water-dependent or water-related, and 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. The waterfront commercial park district is intended to be an economic or social benefit from a waterfront location. Recreational or commercial enterprises that derive an economic or social benefit from a waterfront location, primarily those uses that are particularly related to location, and where within the waterfront commercial park district are to be constructed in a manner that is consistent with the city's marine-oriented lifestyle.

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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

Proposed additional fill Haul Out area:
• Take advantage of Boat Haul Out Facility
• More space for industrial activities

In general – We need signage

Harbor Redesign Study
• Potential boardwalks

North Fill Boat Ramp Area:
• Improvements + reorganization of area

Proposed trail or road connecting Sawmill to South Fill Commercial Area

Walkable Trail from Ferry to Town

Proposed bike/walk path

Baseball Field

Central Business

Waterfront Historic

Waterfront Industrial

Waterfront Commercial

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

Planning Commission Regular Meeting
October 8th, 2013

Page 75 of 161
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, Whitshead, Cordova Center + Downtown
- Creates a recreational walking area
Why Consider New Options South Fill Commercial Area?

- Projected increase in tourism
- Cordova Center opening
- Fast ferry
- Increased recreational activities

Due to the factors above – City Council and Planning Commission have funded South Fill Commercial Area planning and prepare for potential funding opportunities. Now for initial planning, project will take years to plan, permit, fund, and take steps to generate additional revenue.

The factors above – City Council and Planning Commission have funded South Fill Commercial Area planning.
Permitted Principal Uses + Structures

Permitted Principal Uses + Structures

- Boat charters
- Commercial and sport fishing
- Docks and harbor facilities
- Eating and drinking facilities
- Fish and seafood markets
- Muslim and drinking facilities
- Offices associated with permitted uses
- Recreation goods sales
- Travel agencies
- Visitor information centers
- Waterfront commercial districts
- Boardwalks
- Laundromats and laundries
- Waste and recycling centers
- Waterfront parks, access paths, and boardwalks
- Hotels
- Gift shops
- Fueling piers
- Parks and recreation areas
- Marine-related retail and wholesale stores
- Visitor information centers
Current + Future Makeup of South Fill Commercial Area

Parking Lots (will not be touched)

Roemhildt Expansion of Plumbline, Redden Net

Roemhildt Facility Contractors

Camtu's Bulk Grocery, Furniture + Apparel Store

Harborside Pizza Restaurant + Dining

Alaska Marine Response

City Parking

Baja Taco

24 Hour Boat Haul Out

Anchor Auto / NAPA / GCI

AC Store & Deli

Public Health Museum and NVE Offices

NVE Expansion

Lighthouse Inn

Cordova

Anchor Auto / NAPA / GCI

Ac Store & Deli

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Cordova

Anchor Auto / NAPA / GCI

Ac Store & Deli

Public Health Museum and NVE Offices

NVE Expansion

Lighthouse Inn

Cordova

Parking Lots (will not be touched)
Other Available Areas Zoned Waterfront

- Last mile of New England Cannery Road – Commercial or Business
- Museum + Library Lots – Central Business
- Area near Eagle Contracting on Copper River – Commercial or Business
- Last mile of New England Cannery Road – Commercial or Business
- Waterfront Commercial

Highway – Business
A. New England Cannery Road

Pros

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

Cons

• Major extraction of rock
• Far from city center
• No harbor/dock facilities
• Not filling tidelands

Waterfront Commercial
Pros

• Central location
• Walkable to downtown + harbor

Cons

• Small area
• Not waterfront

Does not meet waterfront commercial zoning purpose

Near Cordova Center
C. Copper River Highway – Business

Pros

- Large area
- Off street parking
- Potential trails
- Large area

Cons

- Far from city center / harbor / waterfront
- Major extraction of rock
Development could impact environment, birds, wildlife, parking, what we have is unsafe.

We don't want to lose any parking – we don't have enough.

Residences in the area.

Development could have potential negative impact to the harbor and South Fill businesses.

In general, unsafe for pedestrians that want to walk down lunch breaks.

Unsafe for kids walking from high school to SFCA on their.

Stakeholder Issues + Concerns – SFCA
• Let’s not rush this project, we need to look at the waterfront as a whole.

Other issues and concerns?

Can commercial development need be met on other City properties?

Stakeholder Issues + Concerns – SFCA
South Fill Commercial Area

Preliminary Ideas

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

Cordova Center

Proposed trail or road connecting Sawmill to South Fill Commercial Area

Proposed trail or road connecting Cordova to South Fill Commercial Area

Develop sidewalks around South Fill Area

Develop boardwalks around harbor

Meet commercial property needs, safety, development - meets safety, recreational, tourism needs

Concerns

- Harbor area
- Public pathways, mini-parks
- Extra Waterfront Commercial zoned

Meets commercial property needs, safety
What are your thoughts?
Immediate Next Steps

• Compile, summarize + evaluate what we’ve heard tonight
• Develop potential alternatives for South Fill Commercial Area

April 16th – Community Meeting #2

Area

Develop potential alternatives for South Fill Commercial

Compile, summarize + evaluate what we’ve heard tonight

Stay involved

Share your comments, questions, concerns with:

Sam, 424.6233, planning@cityofcordova.net

Shannon, 424.6220, planning2@cityofcordova.net

Get more information – www.cityofcordova.net

www.cityofcordova.net
Cordova South Fill Commercial Area

Planning for Future Options

Planning Commission Regular Meeting
October 8th, 2013

2nd Public Meeting
April 16th, 2013

Masonic Lodge

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

DRAFT
Purpose of this Process

Generally...

1. Identify existing waterfront issues, concerns, needs
2. Get a better sense of waterfront vision, goals
3. Identify areas along waterfront (or other places in the community) that address those needs
Purpose of this Process

• Identify options for South Fill Commercial Area

Later...

• Develop/implementation plan for one or more of those options

Specifically...

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
- Why we're here – issues + concerns
- Purpose, timeline, products for this process

- Review immediate next steps
- And flesh out project ideas

- Efforts

City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area
Planning Commission Regular Meeting
October 8th, 2013
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Meeting Guidelines

- One person has the floor at a time
- Cell phone on vibrate
- Be clear and concise
- Stay on topic
We've come a long way since then...

Initial meetings last spring, March 2012

Process Timeline + Key Products

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

City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area
• Present final package of options to City Council

• Planning + Zoning Commission
  Draft + present final phased development approach

• April 30th – Community Meeting #3: Share + Get Feedback on detailed approach
  Review
  Develop more detailed “Phased Development Approach” for
  Summarize + evaluate feedback

• April 16th – Community Meeting #2: Share + Get Feedback on potential phased development approach

Process Timeline + Key Products
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

Planning

Overall, lack of coordinated waterfront/site

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

Planning Commission Regular Meeting
October 8th, 2013
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

• Right uses in the right locations – zoning districts

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

Planning Commission Regular Meeting

October 8th, 2013
Why We're Here – Issues, Concerns, Needs

South Fill Commercial Area?

• Continued requests for commercial property that is centrally located and close to/on waterfront (e.g. recent property disposal for the South Fill had 7 requests for 2 lots)

• Safer routes + traffic flow (e.g. high school students, traffic flow to boat ramp area)

• Creates a recreational walking area (i.e. links with other areas; e.g. Harbor, South Fill Commercial Area, Sawmill Area, Whitshead, Cordova Center + Downtown)

• Recent property disposal for the South Fill had 7 centrally located and close to/on waterfront (e.g. Whitshead, Cordova Center + Downtown, South Fill Commercial Area, Sawmill Area, Harbor, South Fill Commercial Area, 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

Due to the factors above – City Council and Planning Commission have funded South Fill Commercial Area planning + Zoning Commission have funded South Fill Commercial Area.

Prepare for potential funding opportunities, permit, fund, take steps now for initial planning.

Any of the potential projects will take years to plan, prepare, fund, permit, etc.
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.

The purpose of tonight is to learn more and refine:

• List of potential projects and what we know about them.
• Vision, goals for SFCA area.
• Criteria for fleshing out, prioritizing potential projects.

Collective knowledge of existing conditions, planning efforts – more on context for this process.

General agreement on the types of projects, where they should happen.

General agreement on vision/goals for the overall waterfront and SFCA.
Context – What do we know about Cordova today?

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

DRAFT
City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area
Planning Commission Regular Meeting
October 8th, 2013
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Cordova Population 1990-2010

1990: 2239
2000: 2454
2010: 2110

Context – Cordova Population 1990-2010
Context – City + Private Land Availability

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

Private Property
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 (formerly Pastimes): 500 Water Street

Vacant Lots

Outside Area
1. Copper River Highway
2. New England Cannery Road
3. Copper River Highway
4. Wilson Building (formerly Pastimes): 500 Water Street

For Sale or Lease:

Vacant Lot – 527 Third Street
Snow Dump area behind current Library/Museum
Vacant Lot – Next to Wells Fargo

Private Property

Downtown Area
**Newly Constructed + Proposed Commercial Buildings**

- Issued Permits for New Commercial Buildings on the South Fill

- New Cordova
- New South Fill
- Year Round Cafe
- Restaurant and Lodging
- Plumbline Expansion
- NVE Expansion
- and Redden Net
- Shower

In progress commercial buildings on the South Fill include:

- Business Center, Bathing and Laundromat, Business
- Building

**Graph Overview**

- New Buildings
- 2007 to 2012
- 0 to 5 buildings
Current + Future Makeup of SFCA

Parking Lots (will not be touched)
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

City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area
1. North Fill Ramp Planning Efforts

Project Goals

- Create safe and user friendly area.
- Develop underutilized area.
- Alleviate congestion at South Ramp.
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 layout options created by the land swap.
- Harbor Commission will be reviewing and discussing new layout options created by the land swap.
- Samson and Harbor Staff are near completion of the move between Samson and City.

2. Samson + City Land Swap
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.
- Potential fill construction and shipyard building on
- Limited planning on layout of facilities on proposed
- Site planning is in very preliminary stages.

3. Shipyard Area + Potential Fill
4. Harbor Re-design
   • Preliminary design has been received from engineer.
   • Review by Harbormaster and Harbor Commission is at beginning stages.
   • Review by Harbormaster and Harbor Commission is at preliminary design has been received from engineer.

5. Boardwalks around Harbor
   • Engineer has done survey work

6. Sidewalks

7. South Fill
   • Discussed and reviewed at P + Z meetings

Other Current Waterfront Planning Efforts

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

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Current CIP list for State Legislation

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

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

Planning Commission Regular Meeting
Planning Commission Regular Meeting

October 8th, 2013

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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
6. Protect shorebird habitat.

5. Create a safe and pedestrian-friendly waterfront.

4. Improve the strength and diversity of Cordova’s economy.

3. Complement and contribute to the vitality of downtown.

2. Create a visually attractive waterfront business district.

Improve waterfront access to both residents and visitors.

Shared Goals – Overall Waterfront + SFCA
• 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.
- Harbor Loop Road would be affected.
- Remove the dirt pile and create 72 hour boat trailer parking.
- Harbor Loop Road would be affected.
- Access from Railroad Avenue to Nicholoff Way and share ovens land adjacent to the ramp.
- State owns land adjacent to the ramp.
- Impact of North Fill Ramp Plan implementation.
- Assess feasibility; determine need after assessing ramp side.
- Chip seal, dust abatement on Harbor Loop.
- Chip seal, dust abatement on Nicholoff.
- Install street signs.
- Install speed limit signs; speed trailer.
- Assess redevelopment options: buildings and lots available in the downtown area.
- Chip seal, dust abatement on Harbor Loop.
South Fill Commercial Area Future Development Options

Medium Term (6-10 Years)

- Culverts installed to allow for Harbor water circulation.
- Review functionality of multiple culverts.
- Sidewalks, trails, and/or boardwalks connecting South Fill to downtown.
- Sidewalks, trails, and/or boardwalks connecting South Fill to downtown.
- South Fill sidewalks are on legislative capital list.
- Snow dump areas are limited.
- Acquire corner lot to allow for widening road at intersection.
- Copper River Highway and Railroad Avenue.
- Work with land owners on design and
- Green belt around current South Fill.
- Acquire corner lot to allow for widening road at First Street are already hindered as part of the Cordova Center.
- Covered walkways at Cordova Center, Baja Taco and existing snow dump.
- Cordova Center covered stairs connecting to First Street.
- Covered walkways in front of and through Trident.
- South Fill sidewalks are on legislative capital list.
- New Fill sidewalks.
- FIII to downtown.
- Review functionality of multiple culverts.
- Culverts installed to allow for Harbor water.

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

• Design must accommodate rip rap.
• Compatibility.
• Work with land owners on design and
South Fill Commercial Area Future Development Options

Long Term (10+ years)

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

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

2. Of the projects on medium-term ideas map, which of these meets criteria?

3. Of the projects on long-term ideas map?

What are the right timeline?

How does each project meet the criteria?

What do we know about it?

What ideas do you have for these projects?

What pros and cons are missing?
Immediate Next Steps

• Compile, summarize + evaluate what we’ve heard tonight
• Develop detailed potential phased development approach for South Fill Commercial Area with preliminary action plan on "priority projects"
• April 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

City of Cordova: A Summary of 3 Community Meetings for the South Fill Commercial Area DRAFT
Navigating to the South Fill Project Page
Planning for Future Options
Cordova South Fill Commercial Area

Cordova
School
Elementary
Mt. Eccles
Meeting
3rd Public
April 30th, 2013
Purpose of this Process

- 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

...Generally...
Purpose of this Process

Specifically:

• Identify options for South Fill Commercial Area

Later:

• Develop/implementation plan for one or more of those future options

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
- Review process, timeline, products for this
We’ve come a long way since then...

Initial meetings last spring, March 2012

Process Timeline + Key Products

Developed potential phased development approach for SFCA

We’ve come a long way since then...

Compiled, summarized + evaluated what we heard, learned from more research

February/March – Conducted background research + stakeholder interviews

March 26th – Community Meeting #1

Compiled, summarized + evaluated what we heard, learned from more research

Initial meetings last spring, March 2012

Process Timeline + Key Products

Developed potential phased development approach for SFCA

We’ve come a long way since then...

Initial meetings last spring, March 2012

Process Timeline + Key Products
Process Timeline + Key Products

• April 16th – Community Meeting #2: Share + get feedback on potential phased development approach

  Summarized + evaluated feedback on phased development approach

  Developed more detailed phased development approach

  Review

• April 30th – Community Meeting #3: Share + get feedback on detailed phased development approach

  Summarized + evaluated feedback

• April 16th – Community Meeting #2: Share + get feedback on phased development approach

  Draft + present final phased development approach to Planning + Zoning Commission

  Present final package of options to City Council
Potential tourism opportunities

Desire for recreational walking, viewing areas

Need to ease traffic flow

Need safer pedestrian routes

Continued requests for commercial property that is centrally located and close to/on waterfront

South Fill Commercial Area?

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

South Fill Commercial Area

Opportunity to generate additional revenue

Preparing for potential funding opportunities

Due to the factors above – City Council and Planning + Zoning Commission have funded South Fill Commercial Area planning

Any of the potential projects will take years to plan, permit,

Any steps now for initial planning
Current + Future Makeup of SFCA

Parking Lots (will not be touched)

Roemhild Expansion of Plumline Supply and Redden Net

Roemhild Facility Contractors

Harborside Pizza Restaurant + Dining

Camtu’s Bulk Grocery, Furniture + Apparel Store

Shay’s Shack

Furniture, Restaurant and Lodging

Camtu’s Expansion for Restaurant and Lodging

Alaska Marine Response

City Parking

Baja Taco

24 Hour Boat Haul Out

Anchor Auto / NAPA / GCI

AC Store & Deli

Public Health

NVE Offices

NVE Expansion

AC Store & Deli

Lighthouse Inn

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

Planning Commission Regular Meeting

October 8th, 2013
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.
- Revised shared goals, project considerations.
- Developed step-by-step example for highest priority project: Sawmill Ave to SFCA pathway.
- Developed a preliminary plan for near-term actions.
- Used the project considerations to develop detailed project summaries.
6. Consider and protect critical habitat.

5. Create a safe and pedestrian-friendly waterfront.

4. Improve the strength and diversity of Cordova’s economy.

3. Compliment and contribute to the vitality of downtown.

2. Create a visually attractive water front business district.

1. Improve water front access to both residents and visitors of Cordova.
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. Legally or regulatory issues

E. Economically feasible: • Capital costs • Long-term operation and maintenance • Economically feasible

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

Planning Commission Regular Meeting October 8th, 2013

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What happens to the other potential waterfront projects we've discussed?

Sample project: North Harbor Extension

Focus of this process – SFCA
To extend the North Harbor Parking Area to include additional commercial areas and walkways (green belt may include commercial areas), the following criteria are presented:

**Criteria**

<table>
<thead>
<tr>
<th>Alternative</th>
<th>Goals Met</th>
<th>Gains/Achieves</th>
<th>Physical Constraints</th>
<th>Legal/Regulatory</th>
<th>Preliminary Capital</th>
<th>Preliminary O&amp;M Costs</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1 (Fill)</strong></td>
<td>Yes</td>
<td>95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space</td>
<td>Rip Rap Equation - Utilities, 30-year life</td>
<td>Permitting</td>
<td>$2,173,125 ($32 per square foot)</td>
<td>$3,600 (garbage), $28,800 (plowing), $3,600 (grading), $2,500 (general upkeep), Total: $38,500</td>
</tr>
<tr>
<td><strong>2 (Planks)</strong></td>
<td>Yes</td>
<td>95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space</td>
<td>Utilities</td>
<td>Permitting</td>
<td>$2,173,125 ($33 per square foot)</td>
<td>$3,600 (garbage), $35,000 (plowing), $0 (grading), $2,500 (general upkeep), Total: $41,100</td>
</tr>
<tr>
<td><strong>3 (Sheet Pile)</strong></td>
<td>Yes</td>
<td>95 additional parking spaces; current parking moved off road; 20 feet greenbelt with possible commercial space; dredge would make deeper boat access &amp; new slips</td>
<td>Utilities, 30-year life</td>
<td>Permitting</td>
<td>$6,290,625 ($91.67 per square foot)</td>
<td>$3,600 (garbage), $28,800 (plowing), $3,600 (grading), $2,500 (general upkeep), Total: $38,500</td>
</tr>
</tbody>
</table>
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
   - Summary tables
   - Maps

3. Near Term Action Plan

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

Roll curb + gutter

Cantilever
Step 1:
Hold 3 public meetings to discuss South Fill Commercial Area Priorities.
(March/April 2013)

Step 2:
Complete general design decisions.
(4-6 months)

Step 3:
Finalize preliminary design recommendation in a 4th public meeting.
(1 month)

Step 4:
Recommendation to City Council for final preliminary design.
(2 months)

Step 5:
Research grant opportunities for engineering design and survey.
(2 months)

Step 6:
Apply and wait for grant response.
(8-12 months)

Step 7:
If grant is denied or no grant is available, go to final preliminary design and survey.

Step 8:
RFP sent out and awarded.

Step 9:
Project completion.

Step 10:
Prep work.

Step 11:
Design and survey work.

Step 12:
Research grant opportunities for engineering.

Step 13:
Hold 3 public meetings to discuss South Fill Commercial Area Priorities.

Step 14:
Preliminary Step-by-Step

Sawmill Avenue to South Fill Commercial Area
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
  - Share your comments, questions, concerns with:
    - Shannon, 424.6230, planning@cityofcordova.net
    - Sam, 424.6233, planning2@cityofcordova.net
  - Get more information – www.cityofcordova.net

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

Planning Commission Regular Meeting
October 8th, 2013

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Appendix C: Meeting Notes

Section 1: South Fill Meeting Report Back

March 26, 2013

Big Picture

Meeting Commercial Demand

- 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.
- Need to think about land use needs over near and long term. What is supply of land today, including both city and private lands?
- Need to think about how best to spend finite community resources.
- Is there a budget for these South Fill and other waterfront improvements? Need to think about how best to spend.
- Think broadly about what constitutes waterfront. “2nd Street, even 2nd Street could be part of waterfront.”
- 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.

South Fill

- Need to use land wisely. What about five empty buildings on 2nd Street? “Several properties for sale downtown.”
- Instead of filling new waterfront areas, which is very expensive, encourage infill on existing private lands. “Several.
- Need to think about land use needs over near and long term. What is supply of land today, including both city and private lands?”
- Is there 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.
- 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.
- Need to think about the waterfront as a whole. “1st Street, even 2nd Street could be part of waterfront.”
- Planning Commission Regular Meeting

October 8th, 2013

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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-works workers, areas to decompress (today, lots of folks hang out by the gazebo, and on the hill below the gas station).
- Need for more public land for waterfront mini-parks, seating areas; for residents, for businesses.

Harbor-edge, Other Fill Options

- Clean-up and create a small park on water side of ball field, not far from school.
- Add a greenbelt along outer edge of existing fill; Does property ownership allow?
- New sidewalks would address many of the objectives that are tied to the proposed South Fill. New sidewalks along Railroad Ave, and along other roads near the harbor.
- Waterfront area needs to be a safer, more attractive and enjoyable place to walk; need pathways and sidewalks.
- Add a greenbelt along Railroad Ave, and along other roads near the harbor.
- New sidewalks would address many of the objectives that are tied to the proposed South Fill.

Pedestrian Circulation

- New sidewalks would address many of the objectives that are tied to the proposed South Fill. New sidewalks along Railroad Ave, and along other roads near the harbor.
- Waterfront area needs to be a safer, more attractive and enjoyable place to walk; need pathways and sidewalks.

Harbor-edge, Other Fill Options

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Pedestrian Circulation

- New sidewalks would address many of the objectives that are tied to the proposed South Fill. New sidewalks along Railroad Ave, and along other roads near the harbor.
- Waterfront area needs to be a safer, more attractive and enjoyable place to walk; need pathways and sidewalks.
Create a walking trail/sidewalk along waterfront from harbor, from north, to east, to south. Take advantage of City right of way passing Reluctant.

Create sidewalks along Harbor Loop Road.

Some connection along route from school to AC/harbor is needed; advantages and disadvantages road vs. trail.


draft

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

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Planning Commission Regular Meeting
• 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.

• 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.
Appendix C: Meeting Notes

Section 2.2

South Fill Meeting Report Back

April 16, 2013

~Group 1~

Short-term

• Gazebo low priority
  
  Add/emphasize as high priorities

• Pocket parks

• 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.

Medium-term

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

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

• Move fire station.

Add/emphasize as high priorities

• Gazebo low priority

Short-term

~Group 1~

April 16, 2013

Section 2.2

South Fill Meeting Report Back

Appendix C: Meeting Notes
 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
• Sidewalks to downtown
• Path to high school – use a bridge rather than fill

Medium-term
• Boat ramp: space for landing craft

Short-term
• Add/emphasize as high priorities

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

• Add/emphasize as high priorities

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

~Group 2~

• Longer-term
• New fill to create path to high school.
• Pocket parks
• Parking more of a priority use of fill than new buildings.
• Better management of trash is a priority; get a dumpster grant.

**Long-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.
- Confusion about breakwater options – don’t want to create barrier to possible eventual expansion of the harbor.

**Add/Emphasize as high priorities**

- Trident sidewalk not possible – TSA safety area
- NW culvert would work
- SW harbor culvert won’t work; conflicts with existing 6” outfall; moving line requires big costs; difficult permit issues.
- Issues with a number of the recommendations

**Trident says:**

- Issues with a number of the recommendations

**Group 3**

- If there is a need for fill use the area extending westward.
- Ramp.

**Greenbelt – some green, some beautification, but mostly trails and benches**

- Yes on culverts, even if not working at all tides; southwest corner most needs flushing.
Group 4

- 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.
- Pedestrian access – into harbor area from downtown; along water within harbor

Group 5

- (shallow one not doable). Flushing out is priority, feasibility is a question to be worked out.
- Culverts opening into mudflats were environmental/permitting problem in Valdez – outflow of polluted water
- As mentioned by other groups – southwest sheet pile would be limited only to area of proposed boat launch
- Permitting, construction to mid-term on GP list for highest priority.
- Agree with prioritization among three sheet pile locations offered by another group; move to near-term for paving a priority.
- 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.
- Trash is less of a visible problem – people are dumping 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.
- Missing – fill on original south side

Add/emphasize as high priorities

- Gazebo, lower priority; build a gazebo it’s a trash collection point. Also very windy.
- Fill on western end might impact expectations of existing fill businesses.
- Use wood resin for dust control, replace chip seal.
• Prioritize everything that is pedestrian related – high school, sawmill connection as 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.

• Sheet pile in three phases:
  o For example – will be more prone to using the north ramp, but not at floating dock. Hence: people who don’t have slips in the harbor – subsistence and sport users need a boat ramp where harbor is; a place where you take care of business.
  o Adding a second ramp in harbor doesn’t alleviate any traffic. Not going to replace south/Baja Taco ramp, won’t work for single boat ramp – is not apples to apples. North fill ramp is not apples to apples.

• Proposed by this group, not by others: harbor master building raised a floor or two, with space underneath for services, businesses.

• Solve boat ramp issue – Cordova depends on sport fishing, although a quite minor issue.

• South Shoremariner points out that state “clean harbor” person said that Cordova has relatively little sport fishing, so pharmacist said that Cordova has relatively little sport fishing, so

• Deal with stagnant harbor water: throwing sport fishing carcasses into harbor is a bad practice. Although:

  o North fill ramp – is not apples to apples; not going to replace south/Baja Taco ramp, won’t work for single boat ramp – is not apples to apples.

Summary of Priorities from all breakout groups:

• Same as Group Five plus below:

  o sheet pile in three phases:
  o For example – will be more prone to using the north ramp, but not at floating dock. Hence: people who don’t have slips in the harbor – subsistence and sport users need a boat ramp where harbor is; a place where you take care of business.
  o Adding a second ramp in harbor doesn’t alleviate any traffic. Not going to replace south/Baja Taco ramp, won’t work for single boat ramp – is not apples to apples. North fill ramp is not apples to apples; not going to replace south/Baja Taco ramp, won’t work for single boat ramp – is not apples to apples.
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.

Cost project with only modest benefits.

Consequently adding sheet pile with minimal fill is proposed for the harbor is potentially a high.

Majority of cost for sheet pile projects is sheet pile itself; addition of fill is a relatively minor cost.
Appendix C: Meeting Notes

April 30, 2013

Section 3.3 South Fill Meeting Report Back

Overall

April 30, 2013

The middle compared to the outer fill.
Fill costs could be different: Some fill costs could be substantially less depending on what fill you use. Quality of fill could be different: Some fill costs could be substantially less depending on what fill you use.

- Add lights to the connection to deter kids from hanging out there after dark and getting into trouble.
- Sawmill to South Fill Connection
  - Should possibly add painted crosswalk from the pool to Nicholoff.
  - Nicholoff to Road.
  - Need to include what the Cordova center plans. These plans currently show connectivity from Main Street to South Fill.

Short-Term Projects

Sidewalk Projects

Need to include what the Cordova Center plans. These plans currently show connectivity from Main Street to South Fill.

- Focus of this meeting is on the SFCA projects. Other projects shown in the overviews document are still under discussion and the overall plan at this meeting was to provide feedback on the SFCA projects.
- Need to learn more about the different options and their feasibility. We need to learn more about the different options and their feasibility.
- It would be helpful to add information regarding potential income or revenue to "Section B. Gains/Achieves" for potential projects.
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 extravagant. 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. What about the manholes for the sewer line in the slough? According to Public Works, the sewer lines will be capped off wherever the top is.

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?

The cost of this project could be reduced and then will be capped off wherever the top is.

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.

Medium-Term Projects

Development Study

•

General

The costs for this project seem extravagant. 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.”

Access point on master plan 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 South Fill to Sawmill, especially given that the cost of the Sawmill project.

According to Public Works, the sewer lines will continuously be raised and then will be capped off wherever the top is.

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?
Additional Sidewalks

• Make the stairway by the Curran's house (from HS to Railroad Ave) safer since kids use it night now.
• Shouldn't ignore the frequent waterfront sidewalk users who walk there from time to time. Safety study could possibly help with this.
• Still trying to observe and assess the North Fill Ramp Plan Impact on the Baja Taco Ramp.
• Safety
• Completions of sidewalks 2 and 6 could potentially eliminate the need for the Sawmill/South Fill Connection. NVE's safety study could help with this.

Additional Sidewalks

• Need the right type of equipment to take care of the sidewalks in the winter due to the current state of the boardwalk and then connecting to the sidewalks.
• From the Project Overviews, SW3: Is that going over the water? Would imagine it would be some sort of cantilever boardwalk.

Square off the Current SFCA

Development opportunities for the City's community?

Changes will bring us. How will these changes help us achieve the goal of creating new revenue and economic
• Need to add “permitting” as an additional step at multiple times during a project planning, implementation.

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 Harbor Re-Design: do a feasibility study in the short term.

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.

Use volunteer effort if possible: especially for beautification.

Current sidewalks need to be plowed (with special equipment) in the wintertime.

We could also make interpretive signs more attractive.

Someone is working on getting a covered area installed around Fisherman’s Memorial.

Get a group of people together to plant wildflowers at the South Fill Commercial Area.

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.

Harbor Re-Design: do a feasibility study in the short term.

Sidewalks 2 and 6 should come closer to the near term.

Sidewalks 2 and 6 should come closer to the near term.

List projects by their objectives rather than by Short, Medium and Long Term so you can address them a little easier. As an additional step at multiple times during a project planning, implementing...
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