

Chairman

Robert Beedle- Council Rep.

Vice-Chairman

Greg LoForte

Commission Members

Brent Davis

Mike Adams

Max Wiese

Harbormaster

Dale Muma

Secretary

Brandy Griffith



**HARBOR COMMISSION REGULAR MEETING
3/14/2012 7:00PM
CITY HALL CONFERENCE ROOM**

AGENDA

A. CALL TO ORDER

B. ROLL CALL

Brent Davis, Greg LoForte, Robert Beedle, Mike Adams, Max Wiese

C. APPROVAL OF AGENDA

D. COMMUNICATIONS BY VISITORS

E. APPROVAL OF MINUTES

1. Regular meeting of 2/8/12

F. HARBORMASTER'S REPORT

G. CORRESPONDENCE

H. OLD BUSINESS

I. NEW BUSINESS

1. Harbor Facilities/Uplands Master Plan - Final Review
2. South Containment Fill Extension Proposal
3. Harbor Area Parking Plan

J. AUDIENCE PARTICIPATION

K. COMMISSION COMMENTS

L. ADJOURNMENT

Harbor Commission Regular Meeting
Wednesday, February 8, 2012 at 7:30 PM
City Hall Conference Room

- A. Call to Order: The meeting was called to order by Chairman Robert Beedle at 7:30 pm.
- B. Roll Call: In Attendance: Greg Loforte, Robert Beedle, Mike Adams, Max Wiese, Harbormaster Dale Muma, and recording secretary Brandy Griffith.
- C. Approval of Agenda: M/Wiese, S/Loforte, V/ Unanimous to approve agenda.
- D. Communication by visitors: Karen Swartzbart presented her concerns about the need for a cleaner harbor and possible ways for improving the current conditions. Her concerns and ideas were discussed. Swartzbart expressed concern over high cost of travel lift rates, and need for extra dumpsters. The commission discussed these concerns. Agreement was made that an educational newsletter could be included with the annual statements that go out in June as long as the material was received by the harbor office by June 1.
- E. Approval of previous minutes: M/ Wiese, S/Adams, V/ Unanimous to approve minutes.
- F. Harbormaster's Report: Harbormaster Muma reported status of Sound Developer and Spartan removal. There is progress on the sidewalk plan in the planning department, and there will be no change to the harbor parking plan. The new launch ramp area was discussed as well as the proposed north fill workpad.
- G. Correspondence: None
- H. Old Business: None
- I. New Business: HB 184 This bill would adjust the percentage of fish tax revenue from 50:50 to 75:25 for the municipalities and state respectively. Commission discussed implications of the bill and decided they needed some clarification into it before drafting a resolution of support.
- J. Audience Participation: Swartzbart commented that she was very excited about new changes in the harbor and possible improvements.
- K. Commission Comments: Adams will not be attending next meeting.
- L. Adjournment: M/ Loforte, 2/Adams, V/ Unanimous to adjourn

HARBORMASTER'S REPORT

MARCH 2012

1. Since the beginning of the year, the haulout facility has been quiet. In January there were no lifts (understandable with the winter weather). In February there were two lifts. At the writing of this report there have been no lifts in March.
2. On 2/28/12, the city issued the Notice To Proceed to RSP, Inc and S&R Enterprises of Soldotna, AK for the removal of the Sound Developer and the Spartan. The deadline for removal of the Sound Developer is 3/31/12 and the deadline for the Spartan is 4/15/12. The debris is to be moved to the "stockpile" location which I believe is where all the scrap steel was stored last year. The deadline for removal from the stockpile area is 5/30/12. I have attached Exhibit A, from the contract, which describes the description of work for this project.
3. The deadline to submit proposals for the Breakwater Improvement project was 2/27/12. I questioned Mark about the results. He indicated that they do have responsive bids but they cannot be made public yet. I will let you know as soon as I get more information.
4. A lease agreement between the City and Chugach for Lot 12, Block 2 of the Ocean Dock Subdivision will go before council at their 3/21 meeting. If you recall this lot is the one we have been negotiating with Chugach to sell or lease for about two years now. If passed by council, the lease will go into effect 30 days after its acceptance. I have attached a map of the area showing the lot for your information.

EXHIBIT A

DESCRIPTION OF WORK

Work to be completed under this Contract consists of furnish all materials, equipment and labor to perform the following:

1. Work at City Boat Haulout Facility. Contractor shall remove the vessels "Spartan" and Sound Developer" from City's Boat Haulout Facility and process and store all metal in preparation for shipment. Contractor shall perform this Work for the total sum of Sixty Seven Thousand and no/100 dollars (\$67,000.00), and shall retain 100% of the metal. If there is non-metal debris from the vessels that the Contractor does not wish to retain, the Contractor may haul such material to the City's transfer site with no disposal fees charged to Contractor.

2. Collection of Additional Scrap Metals. Contractor may collect additional scrap metals and stockpile at the Stockpile Location, so long as all laws of the United States of America, State of Alaska, and City of Cordova are obeyed. Contractor shall not stockpile any vehicles at the Stockpile Location that are not drained of fluids.

3. Additional Terms and Conditions.

- For the purpose of stockpiling materials collected by Contractor under this Agreement, City shall permit Contractor to use a plot of City-owned land shown in Exhibit B (the "Stockpile Location"), for a period commencing on February 24, 2012, and ending on or before May 30, 2012.
- Contractor shall remove from the Stockpile Location all materials that it has stockpiled, and return the Stockpile Location to the City in as good condition as the Stockpile Location was in at the commencement of Contractor's occupancy no later than May 30, 2012.
- City shall provide snow removal from the Boat Haulout Facility and Stockpile Location as necessary to facilitate the Contractor's ability to perform the Work.
- City shall move the Spartan to facilitate Contractor's Work at no charge. Moving should be arranged and coordinated with the City's Harbormaster.
- City and Contractor agree that revisions to this document must be by agreement of both parties.



CITY OF CORDOVA
 PO BOX 1210
 CORDOVA, ALASKA 99574
 PHONE: (907) 424-6200
 FAX: (907) 424-6900

DRAFT
 11/3/08

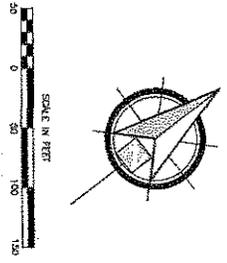
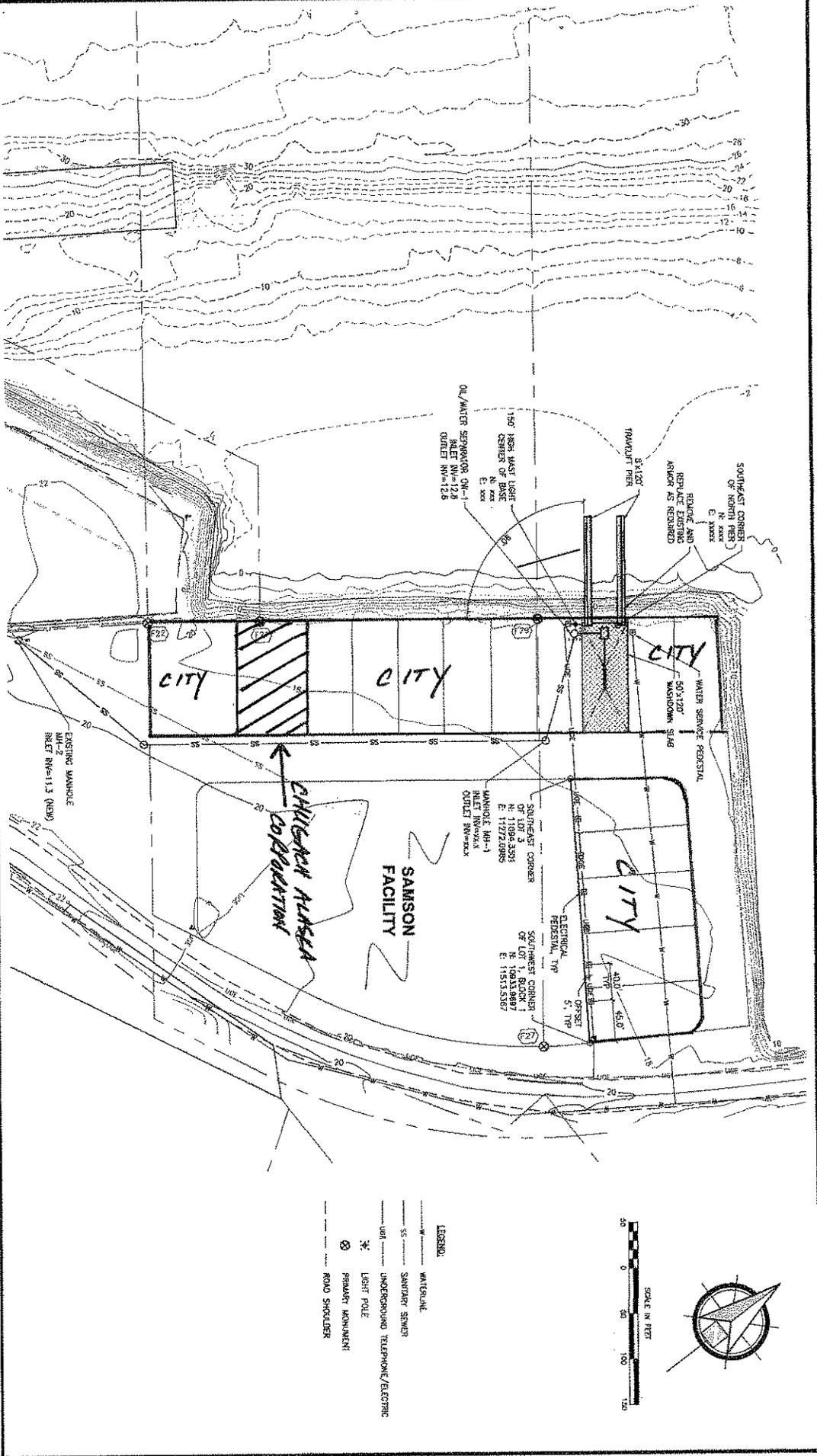
AND CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CORDOVA AND THE STATE OF ALASKA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CORDOVA AND THE STATE OF ALASKA. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF CORDOVA AND THE STATE OF ALASKA.

REV	DATE	DESCRIPTION

1500 West 14th Avenue
 Anchorage, Alaska 99503
 Phone: 907.341.1111
 Fax: 907.341.1255
 www.pandjengineering.com



CORVOIA BOAT HAULOUT FACILITY
 NEW SITE PLAN
 SHEET NO. 3 OF 12



- LEGEND:**
- WATERLINE
 - SANITARY SEWER
 - UNDERGROUND TELEPHONE/ELECTRIC
 - ☉ LIGHT POLE
 - ⊗ PRECAST MONUMENT
 - ROAD SHOULDER

MEMO

DATE: March 1, 2012

TO: Harbor Commission

FROM: Harbormaster Muma 

RE: Master Plan

Attached you will find a copy of the proposed Harbor Facilities/Uplands Master Plan. You have looked at this document twice now. This is the final review by this commission. Provided you approve and adopt this document, I will forward it to the City Council for their consideration.

CITY OF CORDOVA HARBOR FACILITIES/UPLANDS MASTER PLAN

The purpose of this document is to provide the Harbor Commission, city council, city administration and city staff direction for the future maintenance, use and development of the Cordova Harbor facilities and the immediate adjacent harbor area uplands. Recommendations in this document will be developed by the Harbor Commission and harbor staff as a long-term plan and will be presented to the Cordova City Council upon its completion.



Prepared by Cordova Harbor Dept., 2011

FACILITIES

OLD HARBOR – Originally constructed in 1938, this facility was re-built following the 1964 earthquake. In 2005, after 41 years, this facility was completely renovated using funds received from the State in a transfer of ownership agreement which gave the City full ownership of the entire harbor. This facility is constructed using wooden floats, supported by steel piles and has the capacity to moor 214 vessels. **Current condition: Excellent**

Future Needs Within:

- ❖ 5 Years – Minor maintenance
- ❖ 10 Years – Minor maintenance/limited replacement of float components such as bullrails, decking, utilities where necessary.
- ❖ 20 Years- Maintenance to major components becomes more significant and frequent. Ongoing replacement of floats, decking, utilities should continue. Discussion regarding renovation should begin as this facility will be 26 years old. As part of renovation discussion, consideration should be given to installing sheet pile the length of Breakwater Ave. on the harbor side to provide for expanded parking, sidewalks or additional dock space.

LOADING DOCK – This facility was also rebuilt following the 1964 earthquake. The decking was replaced in 1998 and again in 2010. The old gantry style hoist was removed in 2010 and replaced with a hydraulic hoist. There are no known problems with existing piling or bracing. **Current condition: Good**

Future Needs Within:

- ❖ 5 Years- Replacement of decking where needed.
- ❖ 10 Years- Evaluation of support piles and bracing. Replacement of all decking.
- ❖ 20 Years-Evaluation of entire facility for useful life remaining.

OLD GRID- This facility is a 180’/90 ton wooden grid which was constructed following the 1964 earthquake. It has had some replacement of timbers in the early 90’s but no other maintenance. Several of the supporting piling are rotten. The Harbor Department placed a vessel length limit of 50’ on this facility in the late 1990’s to help reduce damage. The trestle and dock associated with this grid have had some minor piling repair and bracing replacement. The building on this dock is currently being used as offices for the Prince William Sound Science Center. It has had extensive repairs and upgrades but is an old structure and should be evaluated in the future to determine if it retains any useful life. The deck to this trestle was replaced in 1998. **Current condition: Grid-Poor to Fair, Trestle-Fair**

Future Needs Within:

- ❖ 5 Years-Replacement of grid timbers and trestle decking as needed.
- ❖ 10 Years-Evaluation of entire facility including the building. Based on the evaluation of the facility, decide whether to close and remove entire facility including grid, trestle, dock and building. This area could be used

as a location for future expansion of harbor facilities. Possibilities include a new grid, more slips, the extension of the Old Harbor Loading Dock.

- ❖ 20 Years-Construction of a new facility in this area.

OLD HARBOR APPROACH #4- This facility was constructed following the 1964 earthquake and the only maintenance performed has been decking replacement. During the renovation of the Old Harbor in 2005, this approach had a complete decking replacement. The building on this approach, although appears to be in fair condition, is approximately 46 years old. To eliminate future maintenance, this structure should be removed once it has reached the end of its useful life. The gangway on this approach was installed during the 2005 renovation and is in excellent condition. **Current condition:**

Good

Future Needs Within:

- ❖ 5 Years- Replacement of all decking.
- ❖ 10 Years- Evaluation of all decking, support piles and bracing and replace as needed. Evaluation of building and removal if necessary. Evaluation of gangway and repair where necessary.
- ❖ 20 Years- Evaluation of support piles, bracing and replace as needed. Replacement of all decking. Evaluation of building (if still in existence) and removal if necessary. Evaluation of gangway and repair where necessary.

OLD HARBOR APPROACH #5- This facility was constructed following the 1964 earthquake and the only maintenance performed has been decking replacement. The decking was replaced in 1998 and again in 2010. The gangway on this approach was installed during the 2005 renovation and is in excellent condition. **Current condition:**

Good

Future Needs Within:

- ❖ 5 Years-Continued replacement of decking as needed.
- ❖ 10 Years- Evaluation of all decking, support piles and bracing and replace as needed. Evaluation of gangway and repair where necessary.
- ❖ 20 Years- Evaluation of entire facility for remaining useful life.

NEW HARBOR-This facility was constructed with the expansion of the harbor beginning in the early 80's. It is currently 27 years old. This is primarily a concrete float facility with wooden components to tie it together. The transient float is wood with steel piles. The remainder of the harbor has a combination of wood and steel piles. Although the concrete in this facility has held up very well, we are starting to see the wooden components beginning to fail. The waterline was replaced in the mid-90's with an HDPE line which, since its introduction, has required very little maintenance. Electrical components have had to be replaced at frequent intervals. H and I Floats have experienced significant damage due to winter storms which produces a swell which enters the harbor uninterrupted. In 1994, the State of Alaska spent approximately \$100,000 repairing damage from the north wind. Since that time, the harbor has seen the loss of several more finger floats due to the same north swells. This harbor has the

capacity to moor 501 vessels. This facility should provide another 10-15 years of reliable service. **Current condition: Fair to good**

Future Needs Within:

- ❖ 5 Years-Continued replacement of and maintenance to structural components and utilities. Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.
- ❖ 10 Years-Continued replacement of and maintenance to structural components and utilities. Efforts to secure funding for facility replacement should be in progress.
- ❖ 15 Years-Replacement of facility.

NEW GRID-This facility is a 160'/250 ton steel grid and was constructed during the harbor expansion of the early 80's. During the first twenty years of its existence, this facility required frequent replacement of the wooden timbers. The last complete replacement of the wooden components was in 1997. In 2006, all of the wooden timbers were replaced with HDPE. Since that time, no maintenance has been required at this facility. **Current condition: Very good**

Future Needs Within:

- ❖ 5 Years-Monitor silt accumulation around lower grid bents and remove as necessary.
- ❖ 10 Years- Monitor silt accumulation around lower grid bents and remove as necessary. Complete an evaluation of all grid components, including steel piling, catwalk and HDPE timbers and replace items where necessary.
- ❖ 20 Years- Monitor silt accumulation around lower grid bents and remove as necessary. Complete an evaluation of all grid components, including steel piling, catwalk and HDPE timbers and replace items where necessary.

NEW HARBOR APPROACH #1-This facility was constructed during the New Harbor construction of the early 80's. Since that time, no maintenance or repairs has been required at this approach. **Current condition: Good**

Future Needs Within:

- ❖ 5 Years-Replace planks and bullrails as needed.
- ❖ 10 Years- Continued replacement decking where needed. Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.
- ❖ 15 Years- Replacement of facility.

NEW HARBOR APPROACH #2- This facility was constructed during the New Harbor construction of the early 80's. Since that time, no maintenance or repairs has been required at this approach. **Current condition: Good**

Future Needs Within:

- ❖ 5 Years-Replace planks and bullrails as needed.

- ❖ 10 Years- Continued replacement decking where needed. Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.
- ❖ 15 Years- Replacement of facility.

NEW HARBOR APPROACH #3- This facility was constructed during the New Harbor construction of the early 80's. Since that time, no maintenance or repairs has been required at this approach. **Current condition: Good**

Future Needs Within:

- ❖ 5 Years-Replace planks and bullrails as needed.
- ❖ 10 Years- Continued replacement decking where needed. Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.
- ❖ 15 Years- Replacement of facility.

NEW HARBOR/NEW GRID APPROACH - This facility was constructed during the New Harbor construction of the early 80's. Since that time, no maintenance or repairs has been required at this approach. **Current condition: Good**

Future Needs Within:

- ❖ 5 Years-Replace planks and bullrails as needed.
- ❖ 10 Years- Continued replacement decking where needed. Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.
- ❖ 15 Years- Replacement of facility.

THREE STAGE DOCK- There was major modification and enhancement of this facility during the New Harbor expansion of the early 80's. Since that time, the decking has been replaced on all levels of this dock, bullrails have been replaced, and all sway bracing under the dock has been replaced as well. **Current condition: Good**

Future Needs Within:

- ❖ 5 Years-Replace planks and bullrails as needed.
- ❖ 10 Years- Continued replacement decking where needed. Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.
- ❖ 15 Years- Replacement of facility.

INNER HARBOR LAUNCH RAMP- This facility was constructed in 2005 with the renovation of the Old Harbor. This launch ramp also includes an access float. Since its construction, no maintenance has been necessary. **Current condition: Excellent**

Future Needs Within:

- ❖ 5 Years-Continued monitoring of concrete planks on ramp and articulated access float. Make repairs/maintenance as needed.
- ❖ 10 Years- Continued monitoring of concrete planks on ramp and articulated access float. Make repairs/maintenance as needed.
- ❖ 20 Years- Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.

NORTH FILL LAUNCH RAMP- This facility was constructed in 1990 and has seen considerable damage to concrete planks due primarily to landing craft use. Although still usable, this facility needs improvement work. In 2011, funds were approved by the State of Alaska in the amount of \$350,000 for launch ramp improvements. Initial estimates by city engineers report that approximately \$800,000 will be needed to construct and install an access float at this ramp. **Current condition: Fair**

Future Needs Within:

- ❖ 5 Years- Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.
- ❖ 10 Years- Continued monitoring of facility for repairs and maintenance. Secure funding and replace facility.
- ❖ 20 Years- Continued monitoring of facility. Make repairs/maintenance as Needed.

NORTH CONTAINMENT BOAT STORAGE AREA- Since the creation of this fill, these three lots just north of Bayside Storage have been used as a city boat storage area. It has been re-organized once and the Harbor Dept., along with the Harbor Commission, is currently developing plans and rules for use of this area to make it more user friendly by the addition of a maintenance area with water and power beginning in 2012. **Current condition: Good**

Future Needs Within:

- ❖ 5 Years- Completion of maintenance area including vessel spaces with water and electricity available at each space. Continue monitoring by harbor staff to ensure proper use.
- ❖ 10 years- Maintenance to utilities as needed. Continued monitoring by harbor staff to ensure proper use.
- ❖ 20 Years- Maintenance to utilities as needed. Continued monitoring by harbor staff to ensure proper use.

CITY DOCK- Constructed in 1965, this facility was the moorage facility for the USCG buoy tenders until 2002 when the USCG relocated to the North Fill T-Dock. This dock was completely re-decked in 1998 and then underwent a 4 million dollar renovation in 2005. This renovation included piling replacement, decking and bullrail replacement, installation of fenders and camels, installation of dolphins, upgraded lighting and replacement of all sway-bracing. Since the renovation only minor maintenance has been required to the camels and lighting. **Current condition: Excellent**

Future Needs Within:

- ❖ 5 Years - Monitoring of facility for needed repairs and maintenance.
- ❖ 10 Years- Continued monitoring of facility for repairs. Decking will most likely need replacement. Camel anchoring system should be evaluated and replaced as needed.
- ❖ 20 Years- Continued monitoring of facility. Replacement of all decking and bullrails. Replacement of sway-bracing where needed. Replacement of camels and anchoring system. Upgrade/replacement of lighting system.

NORTH CONTAINMENT T-DOCK- This facility was constructed in 1989 and was initially used for loading and unloading of fishing gear and light freight. In 2002, extensive upgrades were completed as part of an agreement with the USCG to relocate their new buoy tender to this facility. This is a secure facility and is leased to the USCG for buoy tender moorage. This facility is a concrete dock supported by steel piles. It has a timber fender system as well as a series of camel logs which keeps the buoy tender off the face of the dock. Since the upgrade, little maintenance has been required at this facility. One fender was replaced due to a vessel strike and there have been some waterline problems during the winter months. The abutment between the dock approach and the road was replaced with a concrete one in 2011. **Current condition: Excellent**

Future Needs Within:

- ❖ 5 Years- Monitor fenders, camels and lighting for needed maintenance.
- ❖ 10 Years- Evaluation of steel piles for corrosion and installation of cathodic protection if necessary. Monitor fenders, camels and lighting for needed maintenance.
- ❖ 20 Years- Continued monitoring of all facility components for repairs.

MUNICIPAL DOCK(Ocean Dock)- This is Cordova's primary facility for the reception of the community's fuel and waterborne freight. This dock, constructed in 1968, is a concrete facility supported by steel piles. A brief history of maintenance at this facility is as follows: 1982- Replacement of all fenders on the face of the dock. 1994- Installation of heat shrink wraps to all piling to enhance corrosion protection. 1997- Bullrail repair/replacement at the face of the dock. 2001- Piling cluster re-securement at dock corners. There is a small building of the dock which houses the Cathodic Protection system which provides a steady current to all piling to prevent corrosion. This system is inspected and serviced every year and is in good operating condition. This facility, for its age, is generally in good condition. I credit the condition of the dock to less use over recent years. Samson Tug & Barge and Shoreside Petroleum are the only regular users. In the past other users included Sealand, and the Alaska Marine Highway. Sealand no longer comes into Cordova and the Marine Highway constructed their own facility in 2005. Upgrades to components of the dock need to be considered to extend the life of the facility. **Current condition: Good**

Future Needs Within:

- ❖ 5 Years- Continued maintenance to bullrails, fenders, overhead lighting and cathodic protection. Although these components are starting to show their age, with proper repairs should last at least five more years.
- ❖ 10 years- Funding should be secured to begin replacement of all bullrails, fenders (especially at dock face) and lighting. The cathodic protection system should be evaluated for life expectancy and either be updated or replaced.
- ❖ 20 years- A thorough evaluation of this facility should be completed to Determine remaining useful life.

TRAVEL LIFT FACILITY- Construction to this facility was completed in 2010. It includes the Marine Travelift, piers, washdown pad, water treatment unit, maintenance area including overhead lighting and utilities. The facility operates on approximately 2

acres of the Ocean Dock Subdivision. The Marine Travel Lift was purchased in 2009. The City is currently negotiating with Samson Tug & Barge to make a property trade to make the travel lift facility and operating area more efficient. **Current condition:**

Excellent

Future Needs Within:

- ❖ 5 Years- Explore options and secure funding to expand existing fill to provide for additional space for vessel maintenance/storage and to provide space to erect a large maintenance building.
- ❖ 10 Years- Expand fill and erect maintenance building.
Monitor facility, equipment and systems for continued maintenance and repairs.
- ❖ 20 Years- Continued maintenance to all facilities, equipment and systems.

UPLANDS

SOUTH CONTAINMENT FILL- Since its construction during the early 80's harbor expansion project, this area has reached its capacity for future development. The possibility of expansion of this area needs to be discussed. Other discussion should include parking, sidewalks and use and direction of future expansion.

Future Needs:

1. All current parking areas should be designated and maintained as permanent harbor parking and those areas should never be considered as available for sale.
2. Sidewalks with proper curbs and drainage should be established throughout this area.
3. Designate and maintain a short-term trailer parking area for recreational users.
4. Explore the installation of sheet piles on the harbor side of Nicholoff Way to provide additional space for sidewalks, parking or businesses.
- 5.
- 6.
- 7.
- 8.

NORTH CONTAINMENT FILL- Since its construction during the early 80's harbor expansion project, this area has reached its capacity for future development. The possibility of expansion of this area needs to be discussed. Other discussion should include parking, sidewalks and use and direction of future expansion.

Future Needs/Discussion Items:

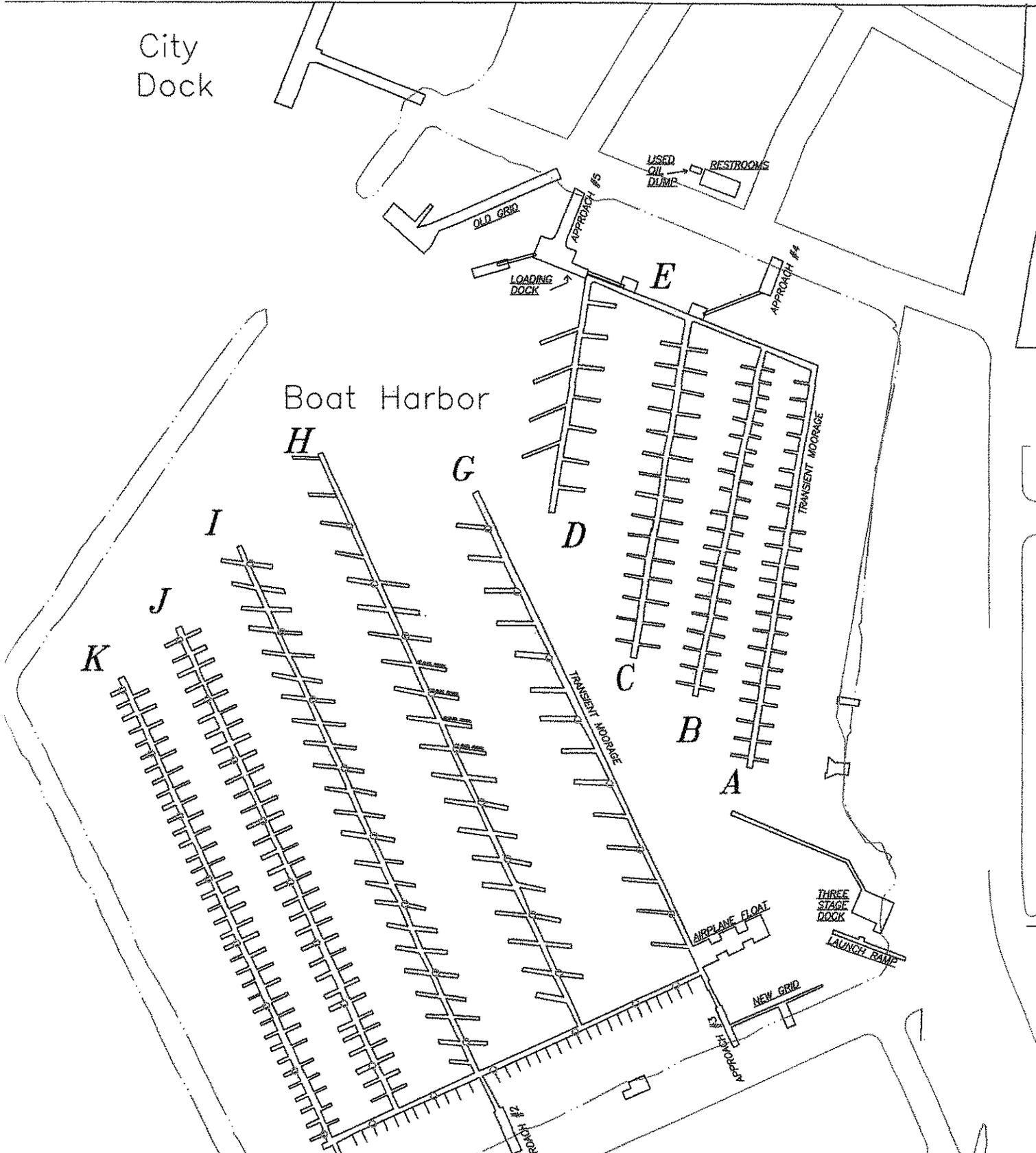
1. Designate and maintain Lot 1&2, Block 6 as a staging, turnaround and parking area for trailer use at the North Fill Launch Ramp.
2. Designate Lots 1&2, Block 6 and Lot 3, Block 5 as snow dumps during winter months.
- 3.
- 4.
- 5.
- 6.
- 7.
- 8.

HARBOR EXPANSION

The future expansion of the harbor is a topic that has been discussed recently since slips for boats larger than 40' have been in demand for approximately the last year. Due to damage from the north wind, the harbor experienced the loss of three more 50' finger floats during the winter of 2010/2011. Since the last expansion in the early 80's, winter storms have caused the loss of 7-50' finger floats(14 slips) and 3-30' finger floats(6 slips). The loss of the smaller slips is insignificant, however, the loss of the 50' slips has proven to put a demand for large boat moorage on the harbor. Although discussion of expansion is certainly a valid topic, there may be ways to avoid this expensive endeavor. At some point in the next 10-15 years, the New Harbor will have to be renovated as it will be approaching the end of its useful life. With thoughtful design and engineering, the New Harbor renovation should provide adequate moorage for years to come. With input from city staff, Harbor Commission and the public, engineers should be able to design a more efficient, user friendly harbor layout that will sufficiently provide moorage for the fleet. Since about 1990, the annual stall rental capacity has fluctuated anywhere

from 70% to as high as 88%. With a more efficiently designed harbor, the ability to accommodate all users should not be an issue. Possible future expansion into the area that is now occupied by the Old Grid and the Prince William Sound Science Center could also provide for additional slips as well. This area could provide for several large boat slips or as many as twenty small boat slips.

City Dock



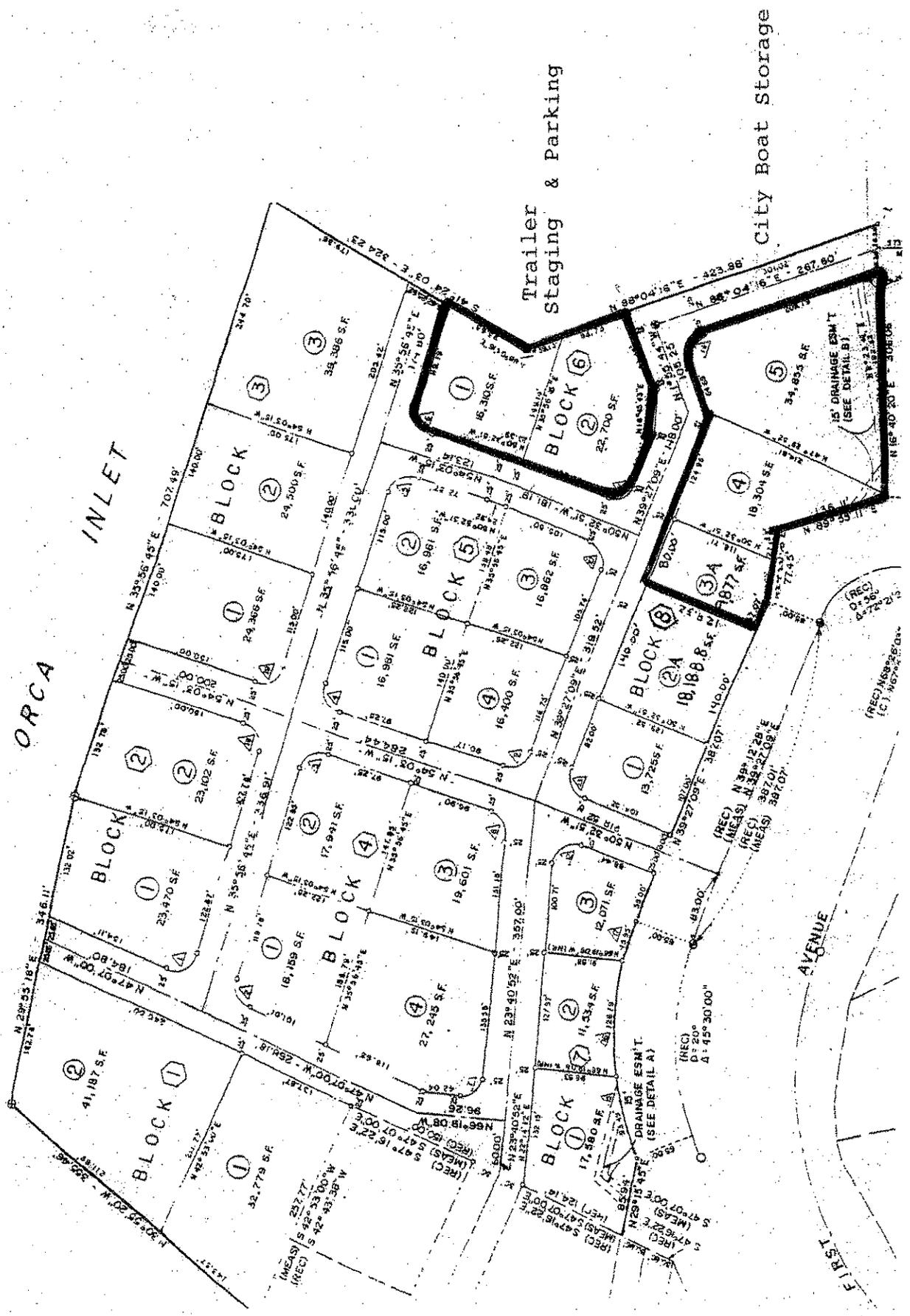
City of Cordova

HARBOR LOCATION

DRAWN BY: DBP	FILE NAME: TR-HARB.DWG
DATE: 3-13-00	PLOT AT: 250

Current
Map

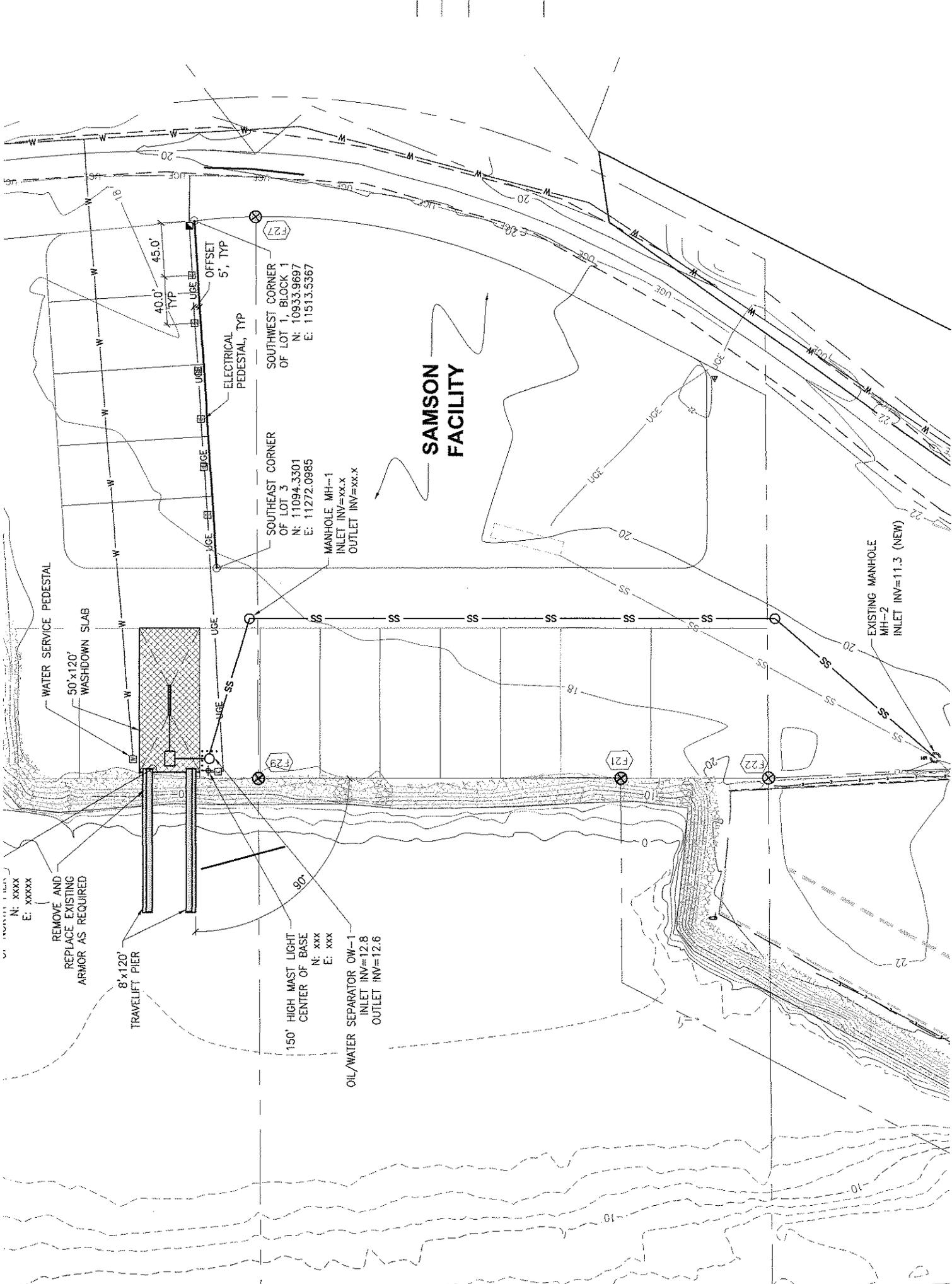
NORTH CONTAINMENT AREA



Trailer
Staging & Parking

City Boat Storage

WEST AVENUE



N: xxxxx
E: xxxxx

REMOVE AND
REPLACE EXISTING
ARMOR AS REQUIRED

8'x120'
TRAVEL LIFT PIER

150' HIGH MAST LIGHT
CENTER OF BASE
N: xxx
E: xxx

OIL/WATER SEPARATOR OW-1
INLET INV=12.8
OUTLET INV=12.6

WATER SERVICE PEDESTAL
50'x120'
WASHDOWN SLAB

F22

F27

SOUTHWEST CORNER
OF LOT 3
N: 11094.3301
E: 11272.0985

MANHOLE MH-1
INLET INV=xx.x
OUTLET INV=xx.x

ELECTRICAL
PEDESTAL, TYP

SOUTHWEST CORNER
OF LOT 1, BLOCK 1
N: 10933.9697
E: 11513.5367

**SAMSON
FACILITY**

EXISTING MANHOLE
MH-2
INLET INV=11.3 (NEW)

MEMO

DATE: March 1, 2012

TO: Harbor Commission

FROM: Harbormaster Muma 

RE: South Fill Expansion

Attached is a memo and maps from the City Planner regarding South Fill expansion. At this time, P&Z is looking at the concept of expansion and whether or not it is something to continue planning for. As the planner is asking P&Z, is this the direction that the Harbor Commission would like to proceed using this plan as a basic starting concept.

Keep in mind that there will be many more meetings and public hearings as the city proceeds with any expansion plans. These documents presented here are conceptual only to provide you with an idea of where the city wants to begin the planning process.

Does the Harbor Commission want to make a recommendation supporting the continuation of a formal planning process regarding the expansion of the South Containment Fill?

Memorandum

To: Planning Commission
From: Planning Staff
Date: 3/1/2012
Re: Soutfill Extension Area

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

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

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

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

If this is the direction that P&Z wants to go, then making the following recommendations to city council seem appropriate at this time.

- A. Expand the Southfill Development Park using this basic concept (exhibit A) as a blueprint and incorporate other projects into an overall plan to Cordova’s commercial, downtown and harbor areas.

- B. Support public hearings and work sessions throughout the process.
- C. Maintain this project as a high priority on the City' Capital Project list.
- D. Ask City Council to commit funds to proceed with formal planning, including design, engineering, land issues, permits, surveys, fill strategies, grant effort and matches, and other issues that may arise.

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

Exhibit A

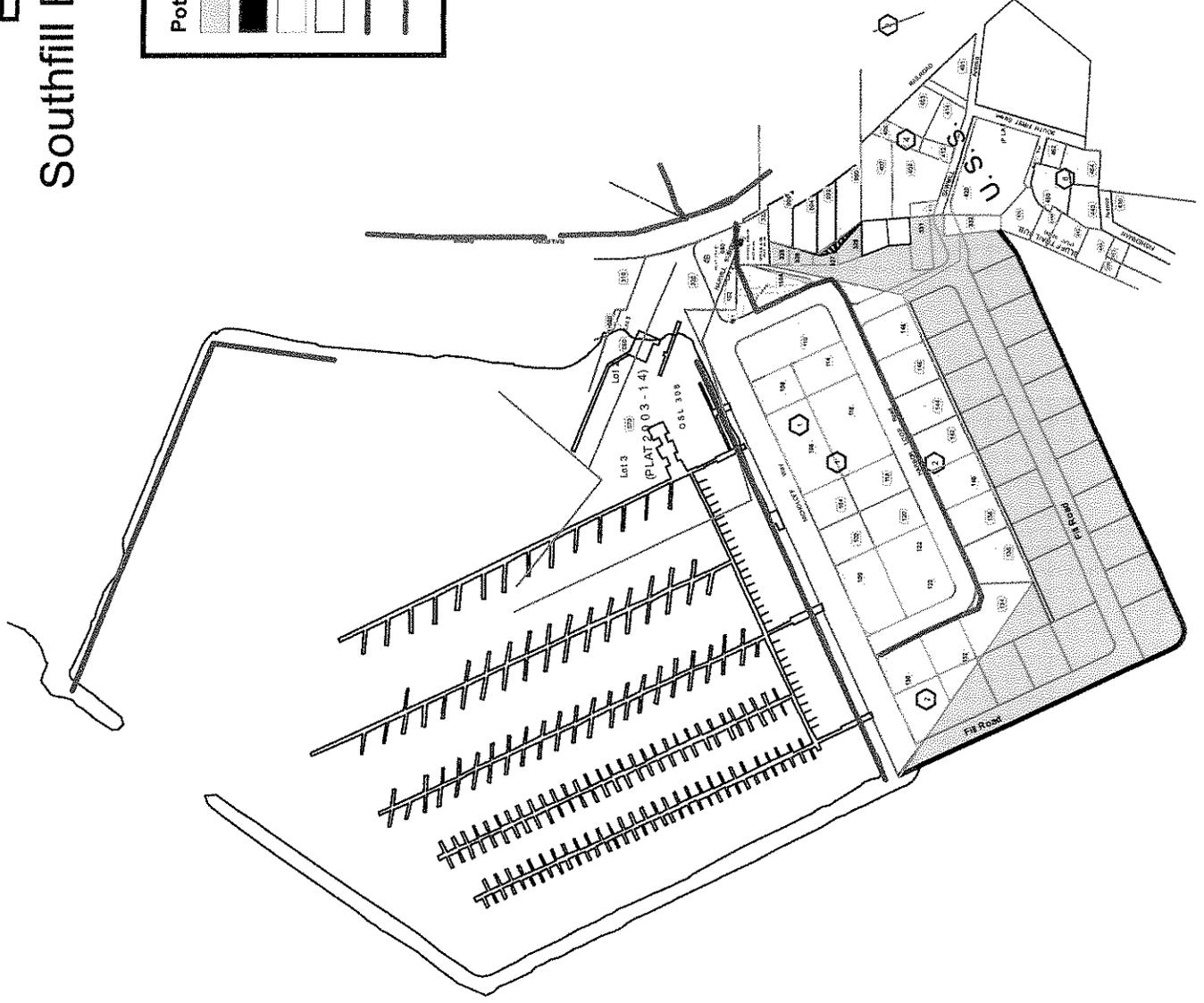
Southfill Extension Area

Potential Fill Area

	Fill
	Trail
	Drainage Easement
	City Property
	Board Wall
	sidewalk



 N



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

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

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

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

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

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

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

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

- A. Expand the Southfill Development Park using this basic concept (exhibit A) as a blueprint and incorporate other projects into an overall plan to Cordova’s commercial, downtown and harbor areas.
- B. Support public hearings and work sessions throughout the process.
- C. Maintain this project as a high priority on the City’ Capital Project list.
- D. Ask City Council to commit funds to proceed with formal planning, including design, engineering, land issues, permits, surveys, fill strategies, grant effort and matches, and other issues that may arise.

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

PASSED AND APPROVED THIS 6th DAY OF MARCH, 2012

Tom Bailer, Chairman

ATTEST:

Samantha Greenwood, City Planner

MEMO

DATE: March 2, 2012

TO: Harbor Commission

FROM: Harbormaster Muma 

RE: Harbor Area Parking

At the last meeting, you asked to review the harbor area parking. I tried to get a copy of last years plan but apparently there was nothing in writing as well as no maps produced. This was at the recommendation of the city manager to lessen confusion. People were told to obey the parking signs.

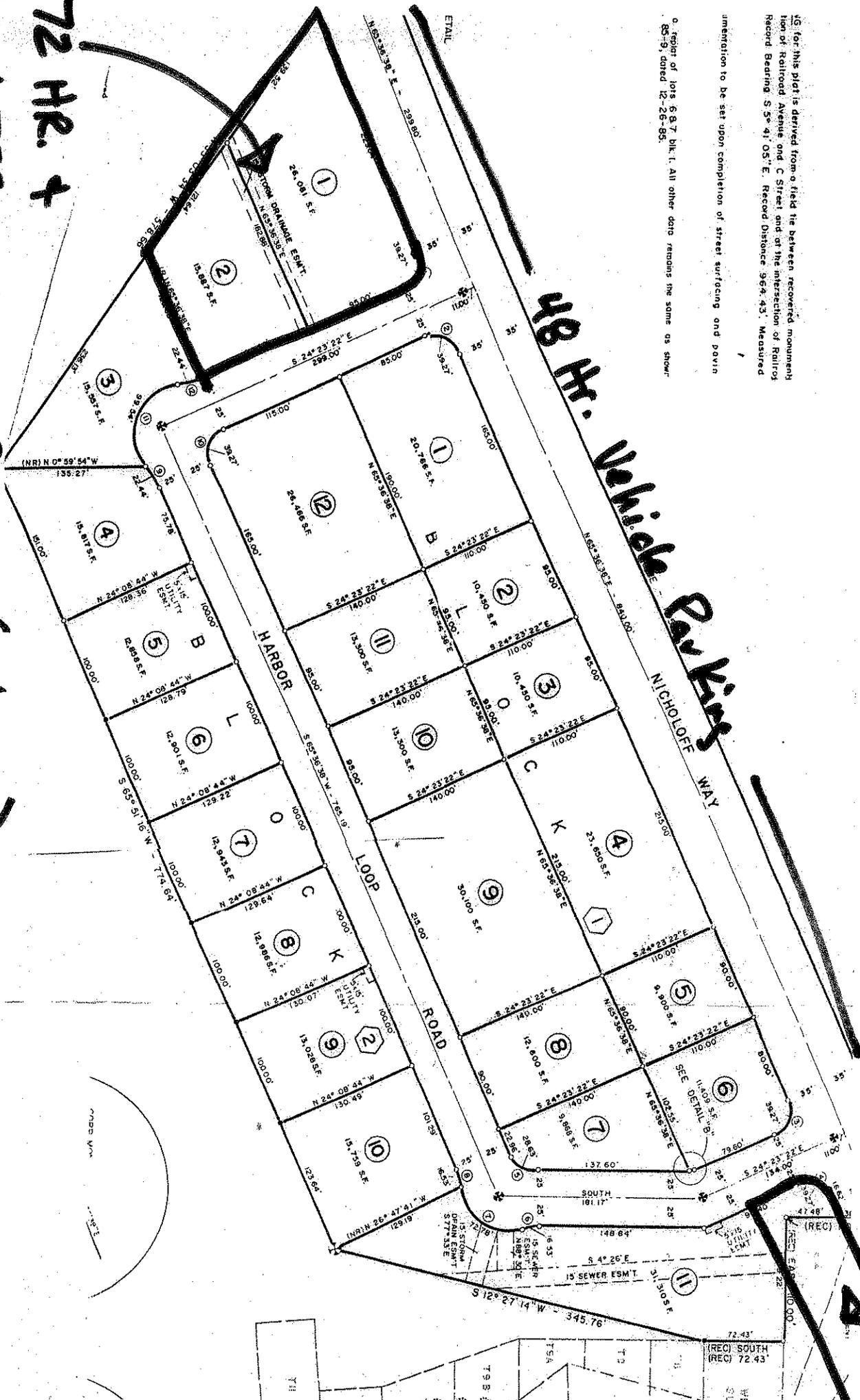
I have put together(see below) a summary of last years parking areas and the regulation for that area. I have also included a couple of maps for your information. I was told earlier this year by the city manager that things will most likely stay the same for 2012 as last year.

If you have any suggestions for changes, you need to put them in the form of a motion, vote on it and then I will forward to the city manager for his consideration.

NICHOLOFF WAY – 48 hour vehicle parking
BREAKWATER AVE. – 48 hour vehicle parking
OLD HARBOR PARKING LOT – 72 hour or long term vehicle parking w/permit
L 1&2, B 2 SOUTH CONTAINMENT FILL – 72 hour or long term vehicle parking w/permit
L 11, B 2 SOUTH CONTAINMENT FILL(across from launch ramp) – 24 hour boat repair
L3, B5 & L2,B6 NORTH CONTAINMENT FILL – 24 trailer parking spaces.

AS FOR THIS PLAT IS DERIVED FROM A FIELD MEASUREMENT BETWEEN RECOVERED MONUMENTS
 LOCATION OF RAILROAD AVENUE AND C STREET AND AT THE INTERSECTION OF RAILROAD
 RECORD BEARING S 5° 41' 05" E. RECORD DISTANCE 964.33'. MEASURED
 DIMENSION TO BE SET UPON COMPLETION OF STREET SURFACING AND PAVIN

0. RECORD OF LOTS 6, 8, 7, blk. 1. ALL OTHER DATA REMAINS THE SAME AS SHOWN
 85'9", DATED 12-26-85.



72 HR. +
 48 HR. Vehicle Parking
 24 Hour Boat Repair
 72 HR. +
 48 HR. Vehicle Parking
 24 Hour Boat Repair

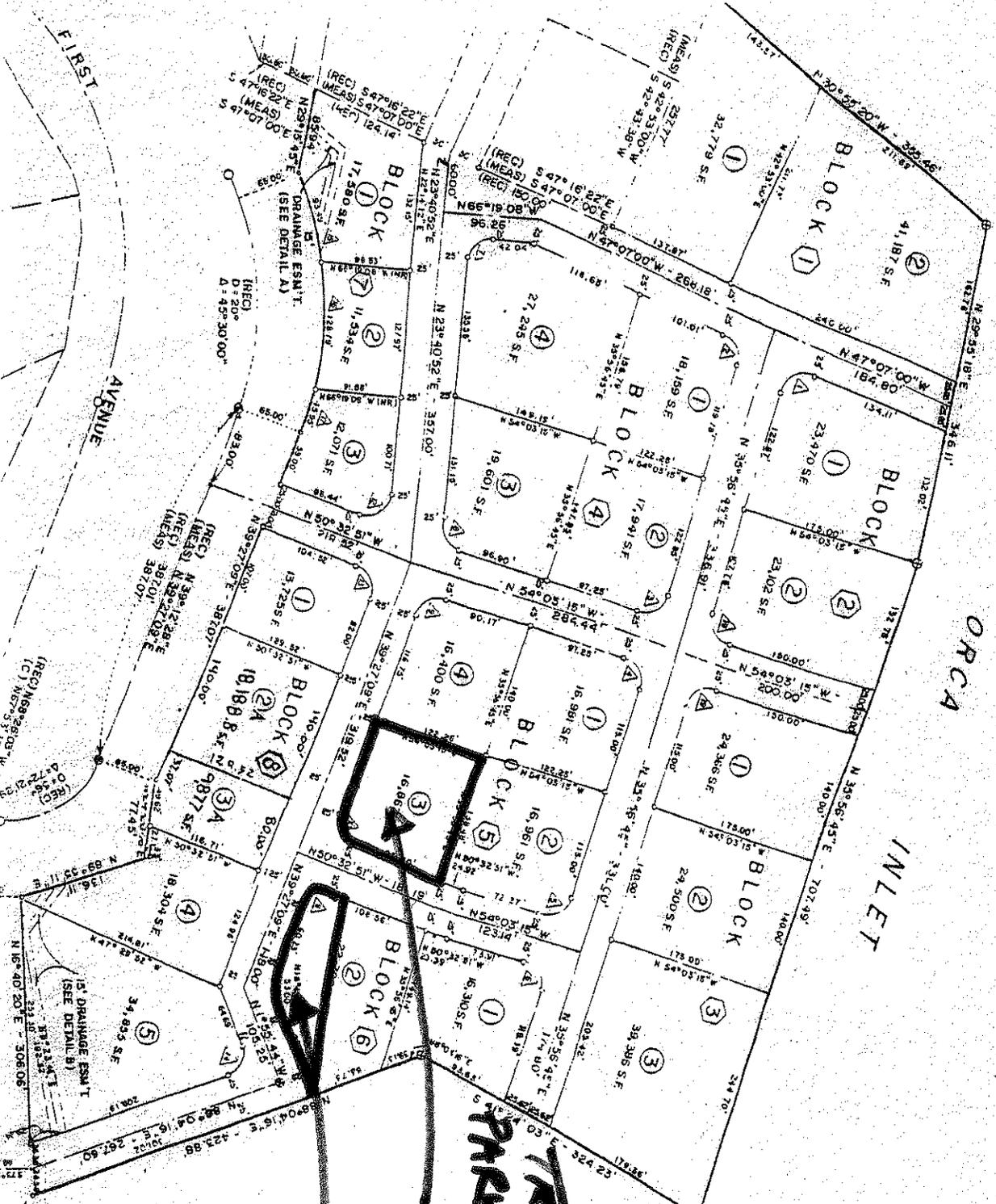
24 Hour Boat Repair

(REC) SOUTH
 (REC) 72.43'

NORTH CONTAINMENT AREA

Current

Map



TRAILER
PARKING
15 spaces
9 spaces