

**Planning Commission Agenda**  
**REGULAR MEETING**  
**CITY HALL CONFERENCE ROOM**  
**TUESDAY, APRIL 10, 2012**

**Chairman**

Tom Bailer

**Commissioners**

David Reggiani  
John Greenwood  
Roy Srb  
Greg LoForte  
Thomas McGann  
Scott Pegau

**In those matters coming before the Cordova Planning Commission at 6:00 p.m.;**  
**Tuesday, April 10, 2012 in the City Hall Conference Room, 602 Railroad Ave, Cordova,**  
**Alaska, are as follows:**

**City Planner**

Samantha Greenwood

**Assistant Planner**

Faith Wheeler-Jeppson

- A. **CALL TO ORDER**
- B. **ROLL CALL**  
Chairman Tom Bailer, Commissioner David Reggiani, John Greenwood,  
Roy Srb, Greg LoForte, Tom McGann and Scott Pegau.
- C. **APPROVAL OF AGENDA**
- D. **APPROVAL OF CONSENT CALENDAR**  
Minutes from the December 19, 2011 Worksession (Pages 1-3)  
Minutes from the February 14, 2012 Public Hearing (Page 4)  
Minutes from the February 14, 2012 Regular Meeting (Pages 5-8)  
Minutes from the February 28, 2012 Worksession (Pages 9-14)  
Minutes from the March 6, 2012 Regular Meeting (Pages 15-19)
- E. **RECORD ABSENCES**
- F. **DISCLOSURE OF CONFLICT OF INTEREST**
- G. **CORRESPONDENCE**
- H. **COMMUNICATIONS BY AND PETITIONS FROM VISITORS**
  - 1. **Guest Speakers** (10-15 minutes per item)  
A presentation from Public Works Director Moe Zamarron on Solid Waste Upgrade Plan
  - 2. **Audience comments regarding items on the agenda** (3 minutes per speaker)
  - 3. **Chairpersons and Representatives of Boards and Commissions**
- I. **PLANNERS REPORT** (Page 20)
- J. **New Business**
  - 1. **Comprehensive Plan 2012 Update** (Pages 21-48)
  - 2. **Discussion on Snow Load** (Pages 49-64)
- K. **Old Business**
  - 1. **CMC Title 18 ~ Zoning Code**
    - Nonconforming Uses (Pages 65-67)
    - Site Plan Review (Pages 68-70)
    - Waterfront Commercial Park (Pages 71-76)
- L. **Miscellaneous Business**
- M. **Pending Calendar**
  - April 2012 Calendar (Pages 77)
  - May 2012 Calendar (Pages 78)
- N. **Audience Participation**
- O. **Commission Comments**
- P. **Adjournment**

Planning Commission  
WORK SESSION  
CITY HALL CONFERENCE ROOM  
MONDAY, DECEMBER 19th, 2011  
MINUTES

**In those matters coming before the Cordova Planning Commission at 6:00 p.m.;  
Monday, December 19, 2011, in the City Hall Conference Room, 602 Railroad Avenue Cordova,  
Alaska, are as follows:**

**A. Call to order –**

**B. Roll Call** Present for roll call were Chairman Tom Bailer, David Reggiani, John Greenwood, Greg LoForte, Roy Srb, Tom McGann and Scott Pegau.  
Also present were City Planner Samantha Greenwood and Assistant Planner Faith Wheeler-Jeppson.  
There were 2 people in the audience.

**C. CORDOVA MUNICIPAL CODE TITLE 18 - ZONING.**

**A letter was provided anonymously for the packet regarding firing weapons in the Unrestricted District**

**McGann** ~ I'd just like to comment that in the Zoning that it says that if it's illegal by State or Federal Laws that it's illegal, we don't have to address something like this in Zoning it's a crime.

**Samantha Greenwood** ~ It's legal in the Unrestricted District

**Pegau** ~ It's exempt

**Bailer** ~ RR-1 Sam do you want to start us off?

**Samantha Greenwood** ~ So this got kind of rushed in trying to work with the lawyer and stuff, so I feel like I didn't do the greatest job on the memo. We had been talking about it for so long that I forgot that we needed a little prep for the people who hadn't been talking about it for a long time. These are just suggested ways of making the Code a little more efficient, making some changes that are drastically needed from the 1970's language and verbiage. This isn't what's going to happen these aren't the rules these are just ideas to get things moving forward. The one thing that Attorney Holly Wells and I finally decided on the Principal Permitted Uses was to make a list, what do you want to see in residential? Then we'll work with the lawyer to make sure that it's kosher. But some of these things like truck gardening, that's a pretty old word. But it is allowing outdoor commercial uses. The other thing that I forgot to mention is that we dissolved Public lands and Institutions, because really that was a spot zone, anywhere that there was a City building they made it Public Lands and Institutions. And the better way to do that is to incorporate it into your Districts, you can have schools in residential and maybe a Conditional; use Permit so you can deal with traffic and square footage. But instead of having to re-zone a piece of property it would already be permitted as a Conditional Use.

**Bailer** ~ Reasons for combining, number one on the sheet says "Currently all districts have same lot size requirement 4,000 square foot for single family dwelling and 2,000 square feet for 2-3 family dwelling"

**Samantha Greenwood** ~ That's what it is in Code currently and it is very confusing.

**Bailer** ~ That doesn't make any sense

**McGann** ~ I think that's per unit

**Srb** ~ It is per unit

**Samantha Greenwood** ~ The definitions alone will probably be a work session

**Bailer** ~ O.K. so discussion points under number "Could require anything over 4plex to apply for a Conditional Use Permit", so you're saying that someone could build a 4 plex without a Conditional Use Permit.

**Samantha Greenwood** ~ Currently yes if it were in a High Density Zone which we don't even have on the ground.

**Bailer** ~ So in the wording "anything over a 4 plex" is that including a 4 plex? Basically, anything over a 3plex would require a Conditional Use Permit.

**Reggiani** ~ It's kind of how you approach this whole thing, are we looking at it currently the way we're zoned are we trying to fit the zones to what we have or are we trying to plan for the future and create zones that we're going to be thinking about as the developers start to open up more properties. If you look at it from that point of view, I think it would be good to have 'tools in the toolbox' whether we have them now or don't have them now, so that we could establish different neighborhoods for different things. Really, we're so jumbled right now and for the most part most of the buildable land is built upon already. Unless we have a big fire, I'm not sure that we're really going to be able to reclaim or reuse land and restructure what we have right now. But, I do see as the developers start going up the hillsides and developing that we'll need to talk about density levels whether we have it or not.

**Bailer** ~ I see your point about new properties but there is some remodeling going on and one that went the other way right there on Boardwalk, Buscher and Berry's property they had an apartment separate from their house and that recently has been torn down and replaced with boat parking.

**Srb** ~ Just to kind of follow up on Reggiani's point, years ago I went to an AML where they had a Planning Attorney speaking and he said that one of the powers of the Planning Commission was; was for future planning you could turn around and take existing uses, no compatible use and grandfather them in but at some point if the business sells or that there accommodation made by the City that there is other property available, that we could create something going forward with more of a sense of what your long term vision would be.

**Reggiani** ~ That's a good point

**Bailer** ~ So, I'm kind of hearing a little resistance to combining all of the residential districts

**Pegau** ~ I can see two districts, but I can't see one.

**McGann** ~ Yeah, as long as like what we were saying we can grandfather people in, we don't want people being noncompliant with zoning when they've been there for 20 years.

**Samantha Greenwood** ~ That's the deal, it's as of this date.

**Pegau** ~ And the compliance issue, we had a map earlier of all the lots in town what is the median sized lot? Because I don't think most of them meet the four thousand square foot so we actually zoned what looks like the majority of the inside of town noncompliant.

**Samantha Greenwood** ~ Most people own more than one lot, but 25' by 100' is how they were platted originally.

**Samantha Greenwood** ~ Right now our Code doesn't really speak to density per say, there is no High Density on the ground there's really not much difference between High Density and Medium Density.

**Pegau** ~ But Medium Density doesn't allow Townhouses as far as I can tell whereas High Density does.

**Pegau** ~ Interestingly, the two family dwelling you only need 4,000 square feet in Low Density and you need 6,000 square feet in High Density.

**Reggiani** ~ It's hard to look out into the future too, my thought process is do we eliminate and then just have to recreate in the future some time or we just leave it on there and just better define the Low, Medium and High. And then go to the next step as far as mapping up the city and the zones that we have. I'm leaning more towards better defining Low, Medium and High so that they are relative to density rather than eliminating or combining.

**Greenwood** ~ I can see definitely where they need to be cleaned up. To me High Density means more of apartment buildings type of structures.

**McGann** ~ Another issue that's being talking about in Code is the percentage of the lot that's being occupied.

**LoForte** ~ Your townhouses, I'm relatively sure are considered High Density units even though they are single family dwellings. My question is, if you have a High Density area you're not allowed to develop a single dwelling? Is that what you're hashing back and forth.

**Samantha Greenwood** ~ Yeah that's what they've been talking about, a single dwelling meaning a Single Family residence free standing.

**After a lengthy discussion the Commission agreed that Low, Medium and High Density Residential District needs to be rewritten.**

**Bailer** ~ So, Tom (McGann) if you're looking at smaller lot size I would ask for a recommendation on size and then we'll get that out of the way.

**McGann** ~ Certainly it could be 3,000 square feet, and still have a very nice house on it.

**Bailer** ~ Ok what are we going to do with the 3,000 square foot lot that someone comes in and says okay I need a variance because half of my 3,000 square foot is mountain side. Are we going to give it to them or hold the line at 3,000 square foot?

**Bailer** ~ OK, so for now let's put it at 3,000 square foot for consideration and we can revisit that.

**Bailer** OK, so what percentage of the lot were you thinking then?

**McGann** ~ With a lot that's 40' by 75' 3,000 square feet you take away the setbacks that leaves you with 1,500 square feet of buildable space, so that's 50%.

**Reggiani** ~ Mr. Chairman if I could help, Faith gave me this magic book, in the Planners Dictionary its talking about 'intensity' and 'density' and it's defining as "A relative measure of development impact as defined by characteristics such as the number of dwelling units per acre, amount of traffic generated, and the amount of site coverage." It's talking about the degree to which land is occupied or the density of development (There is no single measure of the intensity of land use. Rather, a land use is relatively more or less intense than another use.) But I was thinking that there's got to be some kind of definition, I'm not sure how much we need to reinvent the wheel. Other municipalities should have some examples that we could look at.

**Bailer** ~ For High Density?

**Reggiani** ~ For High Density, Medium and Low, all of them

**Bailer** ~ I think what we're kind of throwing out here now is the lot size, we've got 4,000 square foot now do we want to consider lowering the size? Right now we're considering 3,000 square foot.

**Reggiani** ~ Why would we do that? I'll throw that out there. Right now in Code its 4,000 square foot.

**McGann** ~ We'd make it more dense

**Bailer** ~ Okay so we're going around the table here.

**Reggiani** ~ I'd like to keep with the 4,000 square foot lot

**Bailer** ~ And I would favor keeping the 4,000 square foot and keeping it all the same

**Srb** ~ I would leave the lot size alone

**Pegau** ~ I have no problem with that, I'd leave it

**Greenwood** ~ I'd rather see it smaller

**McGann** ~ I'll go with consensus, 4,000 square foot is fine

**Samantha Greenwood** ~ Ok, so let's go through High Density really quick before we drop it. What about uses?

**Bailer** ~ They're good

**McGann** ~ There's one there that says 'noncommercial boats'.

**Bailer** ~ Oh there you go, I was looking for that too, we need to change that.

**Pegau** ~ But it doesn't say noncommercial boats, it says noncommercial trucks comma. The noncommercial only applies to trucks in the way that it is written.

**Samantha Greenwood** ~ That would be a lawyer discussion. So, the question is, in High Density are you going to let fishermen park their commercial boats in the parking lot?

**The Commission had a lengthy discussion on lot size of lot coverage; there was concurrence to come back to this at another time.**

**The Commission had a lengthy discussion on height; there was concurrence to come back to this point after further independent research.**

**Bailer** ~ What I want to do is go home and look at some of the Anchorage Codes and do a little research.

**Reggiani** ~ That's what I'm looking at doing, maybe we should stay at a higher elevation on this and look at zones, combining or not combining, eliminating or not eliminating without diving into the trees on each one of them to see if it makes sense. And then once we get the list of zones that we would like to keep then maybe come back with some comparables. I think at our next meeting we could ask Staff to bring back some comparables like what does Petersburg do and what does Anchorage do.

**Samantha Greenwood** ~ We did that before though and the reaction we got is why we went to doing it this way coming in with something that is already written. I'm not totally shooting that down.

**Reggiani** ~ I think the decision that we've made by consensus is that we like all three, so we're not talking about combining them anymore. We are going to have three and we want to go through and have some good definitions of the density levels and then we need to map them out. Instead of getting in a big discussion about height and stuff I'd like to have some comparables to see what other communities are doing.

**Bailer** ~ And that's kind of where I was trying to head with it too, we have two things to go back and look at and for all of us and Staff to go back and study and that's 'lot coverage' if we want to address that and the 'height'. The rest of it we're pretty much good with what's in the High Density then.

Staff needs to provide the Planning Commission with definitions for the following:

- Townhouse
- Condominium
- Apartment
- Dwelling

**The Commission had a discussion on whether or not the Unrestricted Zone District has a 'sunset clause' and when it was created. Staff was asked to research this to determine if any information could be found lending credence to the claim.**

**Minimum Lot Size for the Unrestricted Zone District**

**A lengthy discussion ensued regarding the language in 18.18.030 – Lot Area**

**A.) Minimum lot size must meet the requirements of current state regulations.**

**Staff will contact Alaska DEC to see what the current State Regulations are.**

**Bailer** ~ I'd like to have the Commission consider the language "Be inspected by an independent Certified Installer" in regards to property owners doing a septic system self-install.

**Bailer** ~ So everyone is going to think about the minimum lot size (UR District) and kick that around.

**D. ADJOURNMENT**

**M/Reggiani S/Srb Motion to adjourn at 9:05 pm**

\_\_\_\_\_  
Thomas Bailer, Chairman                      Date

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

Planning Commission  
PUBLIC HEARING  
CITY HALL CONFERENCE ROOM  
TUESDAY, FEBRUARY 14, 2012  
MINUTES

**In those matters coming before the Cordova Planning Commission at 6:00 p.m.;  
Tuesday, February 14th, 2012, in the City Hall Conference Room, 602 Railroad Road Cordova,  
Alaska, are as follows:**

**A. Call to order –**

**B. Roll Call** Present for roll call were Chairman Tom Bailer, John Greenwood, Greg LoForte, Roy Srb, Tom McGann and Scott Pegau.

Also present were City Planner Samantha Greenwood and Assistant Planner Faith Wheeler-Jeppson. There were 5 people in the audience and 2 people on teleconference.

**C. Public Hearing Topic**

**1. Variance request by Diana Riedel from the setback requirements for 305 Observation Avenue.**

Sandra Van Dyck ~ 301 Observation Avenue, That's why we're here, is to hear what Diana's plan is. I just saw this big packet I haven't seen.

Tom Bailer ~ Well this is the Public Hearing part, so if you want to comment and then we'll take it up in the Regular Meeting after this where we'll be discussing the details of it. Right now we're basically just taking in input from the public.

Sandra Van Dyck ~ We're just moving up into that neighborhood, just a consideration of how things will work. Snow removal in general and be a working zone for everybody. I'm sure that's what Diana is planning, but I hadn't seen all this stuff before so I'm just getting up to snuff on everything.

Ross Mullins ~ 118 W. Davis Avenue, I was on the previous teleconference back in the fall and basically my comments are about the same, I think the City really needs to give strong consideration of that area because it is a potential problem in the winter. And I think that this winter has been a primary example of what is necessary and I think you're ought to get testimony from the guy that is running the plows and trying to dispose of the snow because historically that area has been an area of the snow dump and I think that's something to consider. I have no objection to a house being built, but I do believe that a zero lot line, unless there is some modification of the street right-of-way there to create a bulkhead and that City property is clearly delineated. I don't even know if you could figure out where the lot line is, the street keeps increasing in size (in width) over the years with the gradual accumulation of more material it's all downhill from above. I would just like to make sure that whatever you do doesn't create a future problem, so that would be my comment.

Bill Black ~ 309 Observation Avenue, I'm here listening in, I just want Diana to have the nicest place she could have and have everything work for everybody and get a good, safe house and have the road be safe and travelable and everything will work out real well and don't do something half-baked, it creates problems. So Thanks.

Tom Bailer ~ O.K. Thank you.

Jeff Van Dyck ~ 301 Observation Avenue, It's hard for me to visualize anything without seeing it as far as lines and stuff. Looking at this picture that she drew here and we're on the corner, I'm just wondering, the snow line and that stuff. It seems that traditionally the City makes that a snow dump right there on that corner.

Tom Bailer ~ That is private property and if the property owner so wishes, snow won't be dumped on there anymore. So the issue we're going to be discussing is whether to grant a zero lot line which would allow her to be close to the property line. So, it's not so much the building of the house, it's more of the location of the house on the lot that is out concern along with how that affects the road and that sort of thing.

**D. ADJOURNMENT  
M/Greenwood S/Srb  
Motion to adjourn at 6:15 pm**

Planning Commission  
REGULAR MEETING  
CITY HALL CONFERENCE ROOM  
TUESDAY, FEBRUARY 14, 2012  
MINUTES

**In those matters coming before the Cordova Planning Commission at 6:15 p.m.; Tuesday, February 14, 2012, in the City Hall Conference Room, 602 Railroad Road Cordova, Alaska, are as follows:**

- A. Call to order –**
- B. Roll Call** Present for roll call were Chairman Tom Bailer, Greg LoForte, John Greenwood, Roy Srb, Tom McGann and Scott Pegau.  
Also present were City Planner Samantha Greenwood and Assistant Planner Faith Wheeler-Jeppson.  
There were 5 people in the audience.
- C. Approval of Agenda**  
**M/Greenwood S/Pegau**  
**Upon voice vote, motion passed, 6-0**
- D. Approval of Consent Calendar**  
**None**
- E. Record Absences**  
Commissioner David Reggiani was excused from the February 14<sup>th</sup> 2012 Regular Planning Commission meeting.
- F. Disclosure of Conflict of Interest**  
**None**
- G. Correspondence**  
**Letter from James Mykland**  
**Letter from Ron Goodrich**
- H. Communication by and Petitions from Visitors**
- 1. Guest Speakers**
  - 2. Audience comments regarding items in the agenda**
  - 3. Chairpersons and Representatives of Boards and Commissions**
- I. Planners Report**  
**Samantha Greenwood** ~ Back at the December Meeting there were some requests for information and Faith gathered that up. I'll talk to you guys later at Pending Agenda trying for a Worksession for Chapter 18 before the end of this month; Holly is supposed to get me the rewrites tonight. I'm hoping to have the Chugach lease to City Council for approval. We're finally coming on to the point where we're going to try to lease the Chugach lot on the Ocean Dock Fill where the ship haul out is. We've also been working with Samson to possibly shift them over towards the Ferry Terminal Office. The City did get the Declaration for Disaster from the snow event. We declared as a City, but the Governor has now declared. Currently it is only for Public Assistant which is City Infrastructure and State. Upcoming projects are "Poop the Scoop" with NVE (Native Village of Eyak). The Baler, were talking about some different options. And then the South Fill extension and sidewalks and trying to come up with a more unified plan across that whole South Fill/Harbor area.
- Tom McGann ~ The first item on page 3, if you could just give us a little more information.  
Faith Wheeler-Jeppson ~ Right now, the information on the training has been given to the City Manager.  
Samantha Greenwood ~ I think it's a position that would have to be created because it's not currently on the books.
- J. New Business**
- 1.) Variance request by Diana Riedel from the setback requirements for 305 Observation Avenue.**  
**M/Pegau S/Greenwood "I move that the request by Diana Riedel, for a Variance from front yard setback requirements located at 305 Observation Avenue in the Medium Density Residential Zoning District (MDR) be approved based upon the findings and special conditions as contained in the staff report."**
- Scott Pegau** ~ I see that lot a lot because I walk past it all the time. I've gone up and gone downhill and with a piece of paper, I can't see putting anything other than a really tiny cottage on there without a Variance. When I was going through the conditions I think that there is definitely physical circumstances, the width of the lot is not sufficient to build a single family home on without a Variance. So when I went through it, it looked like it met all of the criteria for the Variance request.  
**John Greenwood** ~ After looking at the four things I agree that it has met those criteria, but looking at things further, looking at the drawings I have some questions and some doubts as to the application if it can actually be done that way. I was just curious if Diana has talked to a Contractor or a concrete person?

**Diana Riedel** ~ I just got a quote from Eagle, according to my plans its thirty two feet by sixteen inches, it's like a sea wall. So it comes out then drops down four feet. And that would address the retaining wall issues and it would be the insulated concrete forms.

**John Greenwood** ~ That was one of my main questions there. For now that answers all of my questions.

**Tom McGann** ~ I have concerns about the explanations on page ten, but I won't go there. I have nothing against a lined drawing, but I don't consider these elevations. They are something between a plan and a perspective and not dimensioned. I guess my first concern is the front and the back of the lot the legal description is Observation Avenue that would mean that that is the front of the house, so the ten foot setback to the west is undersized. I also have a concern about the south side, the Code requires you to have two ten foot by twenty foot parking spaces, so this sixteen feet is inadequate. I don't have a problem with the zero lot line, I have John's same concern about the thirty foot unbraced twenty foot high concrete wall, I don't think that's doable, I'm not a structural engineer but I really don't think that's doable. And I'll leave it at that.

**Greg LoForte** ~ My feeling is when I read and look at it is, the question of the parking lot and the location of the parking lot was a questionable issue, I wasn't sure how that was going to work. I did feel in the overall looking at it that there was an existing house on the road. That's was another question I had is the lot line on the road? How far is the road from the lot line?

**Samantha Greenwood** ~ There is about eight feet of 'right-of-way' between the lot line and the road.

**Greg LoForte** ~ Okay so there is eight feet from the lot line to the edge of the road, when I looked at it it didn't show the road on the drawing. My feeling is that with the questions about the parking, that's an engineering problem. But just for the Variance there was a house on this piece of property before, that extended way in past the existing property line. That house was removed and we're being asked to put another house with a zero lot line, so my conclusion was to grant it. Because of the fact that there was another house that further sat onto this right-of-way.

**Roy Srb** ~ From the drawings its really kind of hard, I'm having a difficult time trying to actually envision the footprint of the house and trying to marry it up with the variety of drawings that we've gotten. Going through and looking at the test as to whether this should even be considered for a Variance. My take is a little bit different in that there really isn't anything wrong with the property, it's putting too big of a house on the property itself, necessitating the variance and I don't know if that's grounds to grant a variance. In the case of the snow and looking at what's going on in that neighborhood, a lot of the snow that the City had even pushed had to now be cleared off of Railroad Avenue down below. There is absolutely no space there and even the orientation of the roof creates a concern. I see that she's going to have the gable facing the road which is probably proper to keep the snow off of the lower road. But, I don't believe the house design itself, the size of the house is suited to the size of the property with considerations to the lot line. I would speak against the motion.

**Tom Bailer** ~ I guess I want to look at the application review criteria there. In number one it says that there are "Exceptional physical circumstances or conditions that apply to the property or to its intended use or development which do not apply generally to other properties in the same land use district." So when you say the same land use district, what does that encompass? That's not the Ski Hill, Forest Heights Subdivision?

**Faith Wheeler-Jeppson** ~ It's all of the Medium Density Residential Zone District.

**Tom Bailer** ~ Because I would make a point that the Ski Hill lots have the same issue, Wilson's Subdivision Forest Heights has a couple lots there that have the same issue. You have to make the house fit the lot, not the lot fit the house and there are lots up there that are going to have the same issues and people are going to have to make the adjustments. There are also two other lots, Bill (Bill Black) and Ross (Ross Mullins) they are right there too. **"Strict application of the provisions of this title would result in practical difficulties or unnecessary hardship."** Well I don't think that adjusting your house plan is an unnecessary hardship, it's something that we all have to do. You can change the size, work it around. If you couldn't build on it at all I would consider it an unnecessary hardship, but I don't think that's the case. **"Granting of the variance will not result in material damage or prejudice to other properties in the vicinity nor be detrimental to the public health, safety or welfare."** I could make a case as to the crowding of that road and a heavy snow year like we've gotten could make an issue for the right-of-way for emergency traffic. **"That the granting of the variance will not be contrary to the objectives of the Comprehensive Plan."** It's not but I don't think it's a build at any cost kind of attitude. On suggested findings on number two there it states that **"If the applicant is required to meet setbacks the structure would be moved west on the lot ten feet, this would place the building site elevation approximately five feet lower than if there was a zero lot line and terrain becomes more difficult."** Five feet of building is a minimal issue, you're not incurring a terrific cost there. **"This area is an older part of town and many of the houses do not meet current set back requirements nor provide off street parking. The zero lot line request is on the street/front of the property the structure will not be adjacent to an adjoining neighbor's structures."** I don't believe there are any zero lot lines down there, there are issues with parking and I think as Roy said anytime we've got an opportunity to correct these issues I think we should. I'm going to vote no against this, I think more effort needs to be done in the planning and getting a house that will fit this lot.

**Scott Pegau** ~ I keep looking at this and I'm going, okay, its 832 square feet, two stories 1600 square feet and you're asking to push, she's already against the back lot line so she can't move the whole house any direction all she can do is change the shape of the house to fit the lot.

**Tom Bailer** ~ Let me make myself clear, I would not have a problem with the back lot line, you're getting away from the road. My big issue with being close to the road is snow build up, traffic. The back lot line is not as critical. I guess that's what I'm looking at, If I can explain myself as a Commissioner I would not have a problem giving the variance if we squeezed close to this line because we're not interfering with traffic, snow plowing or anything like that. This drops down and there is a road down here, I don't think it would be an issue. Again, make the house fit the lot.

**Diana Riedel** ~ First of all, I think I just gave you a new piece of paper and the house is 26 foot by 32 foot and we're going with a one foot thick wall. The actual inside dimensions are 24 foot by 30 foot, for three stories is like 2,140 or 2,160 square foot but with the stairs being up to code (4 feet wide) I'm losing a ton of house with the stairs. I don't know if I can move the house nay closer to the cliff I have small children and animals and the whole point of pacing the house as close to the preexisting retaining wall was to create no gaps from the road to the house which right now is sixteen feet. It was mostly concerning safety of the children and animals that I put it like that and kept the house off the cliff. I'm trying to budget myself so it's not too bid of a house, I don't think for my family size it's too big. I'm trying to make it as small as I can and still have a comfortable living area.

**Sandy Van Dyck** ~ I know that snow is an issue, we haven't moved into our house but there is so much snow that it's up against the windows on the bottom floor of our house, maybe it's because the adjusting where your building. I know it's an exceptional snow year; it's rather phenomenal that the snow is almost shoving into our house from where they're dumping. It does seem a little problematic, though our renters have never complained.

**Yea: Pegau, LoForte**  
**Nay: Greenwood, McGann, Srb, Bailer**  
**Absent: Reggiani**

**Upon Voice Vote: Motion Failed 4-2**

**2.) Recommendation of Land Disposal Maps to City Council**

**M/Srb S/Greenwood “I move to approve Resolution 12-01 a resolution of the Planning and Zoning Commission of the City of Cordova, Alaska, recommending Land Disposal Maps to the City of Cordova’s City Council.”**

**Samantha Greenwood** ~ So when we passed the City Land Disposal Maps in November, we said that we would update the maps every year so now it’s time to update the maps. So the only difference between what we put forward in November is that I changed Lot 6, South Fill Development Park from Available to Sale Pending because we don’t really have a category for something that’s possibly going out for proposals so I just changed it to Sale Pending. I didn’t want to put it as Not Available because it really isn’t “Not Available”.

**Tom McGann** ~ I guess I wonder what’s wrong with its “Available”?

**Samantha Greenwood** ~ Okay I can change that back to “Available”.

**Samantha Greenwood** ~ The other one started long before I came, but I ended up wrapping it up. Its Lot 13, Block 13, Original Townsite and that prior to this map was available it’s now Private Ownership.

**Samantha Greenwood** ~ And Lots 1-4, Block 42, Original Townsite it now listed as “Sale Pending”.

**Jason Borer** ~ Just a quick comment, I was there at the meeting when we got the pallet of choices and it seemed to me that Council was quite taken aback by having to make a decision basically in minutes without having some sort of measure to weigh the different ones. There were so many different people with so many different ideas that I remember Council looking pretty much ‘jaw dropped’ at this. And I think that the request was to come up with a better ranking of when they come in on a recommendation.

**Tom Bailer** ~ I guess what I’m driving at is rather than saying ‘your proposal is better than his proposal’ that they are both good proposals; here are the pros and cons to Council.

**Roy Srb** ~ I have a quick question while you have the map up, what is this right here (Lot 11, Block 43, OT).

**Yea: Pegau, LoForte, Greenwood, McGann, Srb, Bailer**

**Nay: None**

**Absent: Reggiani**

**Upon Voice Vote: Motion Passed 6-0**

**K. OLD BUSINESS**  
**None**

**L. MISCELLANEOUS BUSINESS**  
**None**

**M. PENDING CALENDAR**  
**Regular Meeting rescheduled for 3/06/2012 at 6pm.**  
**Worksession scheduled for 2/28/2012 at 6pm.**  
**Kate Alexander and Angie Kelly will have a brief discussion on Odiak Pond at the 3/06/2012 meeting.**  
**Water lines and where does the responsibility begin with property owner.**  
**Samson Tug and Barge update**  
**Comprehensive Plan**

**N. AUDIENCE PARTICIPATION**  
**Moe Zamarron** ~ In Public Works we make a lot of requests to the State for funds, whether its loans or grants. One of the things that they really like to see are Comprehensive Plans, I’m not really sure overall what the Planning Boards participation is in that. But I would hope that sometime soon we can get it updated.

**O. COMMISSION COMMENTS**

**Scott Pegau** ~ No

**John Greenwood** ~ No

**Tom McGann** ~ I hope Diana does puts in another request for something, I’d like to see her build there.

**Greg LoForte** ~ No

**Roy Srb** ~ I agree with Tom, if she can just sharpen her pencil little bit and find a way to make that fit.

**Tom Bailer** ~ I concur with that, it’s one of our tough jobs to tell somebody no but we have a whole community that we have to think about.

**P. ADJOURNMENT**  
**M/Greenwood S/Srb**  
**Motion to adjourn at 7:20 pm**

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Thomas Bailer, Chairman                      Date

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Samantha Greenwood, City Planner      Date

**Planning Commission  
WORK SESSION  
CITY HALL CONFERENCE ROOM  
TUESDAY, MARCH 6th, 2012  
MINUTES**

**In those matters coming before the Cordova Planning Commission at 8:45 p.m.;  
Tuesday, March 6th, 2012, in the City Hall Conference Room, 602 Railroad Avenue Cordova,  
Alaska, are as follows:**

**A. Call to order –**

**B. Roll Call** Present for roll call were Chairman Tom Bailer, David Reggiani, John Greenwood, Greg LoForte, Roy Srb, Tom McGann and Scott Pegau.  
Also present were City Planner Samantha Greenwood and Assistant Planner Faith Wheeler-Jeppson.  
There were 0 people in the audience.

**C. CORDOVA MUNICIPAL CODE TITLE 18 - ZONING.**

**Continuation from the February 28<sup>th</sup>, 2012 Worksession**

**Bailer** ~ Okay what page did we leave off on?

**Samantha Greenwood** ~ I think we were going to talk about on “Permitted Uses” in each District so we can start at Low on page 9 Low Density, work our way that way and we can also talk about the “Purposes”.

**Reggiani** ~ So how are we supposed to attack this, by thinking about what’s on the ground already or just concept?

**Pegau** ~ So for “Accessory Uses Permitted” that’s where we’re at?

**Samantha Greenwood** ~ Principle Permitted

**McGann** ~ I question whether three family dwelling should be in Low Density.

**Pegau** ~ I thought we struck that last time

**Reggiani** ~ Yeah

**McGann** ~ Boarding houses and Rooming houses?

**Pegau** ~ No that was still in there, we had just struck three family dwellings

**McGann** ~ What about Public service and Municipal buildings?

**Samantha Greenwood** ~ Can I give a little background on that? So, right now we have a Zone called “Public Lands and Institutions” and basically what it is is everywhere there is a public building it’s zoned Public Lands and Institutions. In some places like the CEC (Cordova Electric Cooperative) shop off of Eyak Lake is Public Lands and Institutions because that is something else that is considered that type of things. The way the lawyer looks at that zoning in general as ‘spot zoning’, you’re saying this is that. So now if you wanted to build a school or put in a sub-station or do something that you would have to re-zone if it’s a permitted use then you don’t. There wouldn’t be any Planning and Zoning input on it if it’s a permitted use.

**McGann** ~ Sounds good to me, move item “G” (Public service and Municipal buildings) to Conditional Use.

**Pegau** ~ I guess I would see “H” (Private clubs and lodges except that any use involving sale of dispensing or service of alcoholic beverages may be permitted by conditional use only) doing the same through a Conditional Use. I would think for Low Density Residential, I see it as a Conditional Use but not as a Principle Use Permitted.

**Reggiani** ~ What do you guys think about “E” (Public, private or parochial academic schools and daycare facilities) as far as schools and daycare facilities?

**Greenwood** ~ I can go with that

**Reggiani** ~ Put that under Conditional Uses is my idea

**Srb** ~ I would agree and the thing too is if you look at the Daycare I think the proper question should be they should come in front of a body and show that they have the parking spaces to support what they want to do.

**Reggiani** ~ Sam, can you help me with “B” (Boardinghouses, Rooming houses or Bed and Breakfasts), I get the idea of Bed and Breakfasts and it’s that people are coming and going night by night. What’s the difference between a Boardinghouse and a Rooming House?

**Pegau** ~ I would think that Fisherman’s Camp is a Boardinghouse.

**Samantha Greenwood** ~ It’s in the definitions.

**Srb** ~ In a Low Density neighborhood it’s not really compatible. I guess just as a thought with the specific density of the zone whether its Medium Density or High Density that whatever that occupation level would be to be compliant within that zone might be something that we might be able to tie that B&B to and if it exceeds that then they have to come in and get a Conditional Use permit.

**LoForte** ~ I hear what you’re saying about Low Density, but golly there are people in Low Density area now that have Bed and Breakfasts and that’s part of the mystique of coming here.

**Pegau** ~ To some degree it might be easier to put this under Conditional Use where you actually get to review what you are trying to do versus under a Principle Use.

**McGann** ~ Still it would be nice to have a definition.

**Srb** ~ I was just going to make a comment that I had something that AML (Alaska Municipal League) had given out that had a one page interpretation of what a Conditional Use and a Variance is for legal ease purposes.

**Pegau** ~ But we were moving “B” to Conditional Use is that where people were going?

**Reggiani** ~ I scratched Boardinghouse.

**Pegau** ~ Okay you're scratching Boardinghouse, Rooming House but moving Bed and Breakfasts to Conditional Use.

**Reggiani** ~ Yes

**Reggiani** ~ In my notes I had that we crossed out "commercial size limits, how to include commercial boats." We were just going to talk about boats, not talk about commercial or noncommercial.

**Bailer** ~ And I thought that we kind of went around in circles until we came back to at least five foot from any property line for a setback (front).

**Pegau** ~ In section 18.02.040 Conditional Uses permitted it seems like "B" Townhouses and Row Houses built to a common wall at side lot lines is not consistent with Low Density and should be struck.

**McGann** ~ Can we delete "J" or at least Correctional Institutions? And then delete "L" Crematorium.

**Srb** ~ For that matter "H" Recreational Parks.

**Reggiani** ~ I'm thinking about "J" Rehabilitation facilities and related institutions.

**Bailer** ~ Since they (K&H LLC.) brought this to us and they developed it and it's only for their section it's what they wanted. Let's move on to Medium Density.

**Pegau** ~ I'd like to point out one thing on the Principle Uses permitted that we need to consider when we adopt this, this has one, two, three and four family dwellings. If we adopt this, this changes essentially the language that used to allow "Multi-Family" that would go up to seven or eight. So in essence there would no longer be any place in town that's zoned for an apartment building.

**Samantha Greenwood** ~ On the ground

**Pegau** ~ If we're doing this we also need to be thinking about taking a look at the zoning and asking ourselves where do we put those larger units. Because this town is in desperate need of affordable housing and that's the only way it's going to happen in places that are bigger than four family dwellings.

**McGann** ~ And you can't spot zone

**LoForte** ~ The old High School, what's that zoned as, up by Dr. Urata's?

**Samantha Greenwood** ~ Medium or Low, I don't know.

**Faith Wheeler-Jeppson** ~ It's zoned Medium.

**Pegau** ~ It's one of those things, that at the end of the day I realized that if we adopt this we have to be careful with what we've done, we've essentially zoned out any apartment buildings.

**Reggiani** ~ And are you for apartment buildings being in Medium Density?

**Pegau** ~ No, I think we need to define some High Density areas on the ground.

**McGann** ~ Conditional Uses permitted "J" take out Correctional Institutions. Delete "L" Crematoriums also.

**Bailer** ~ We have concurrence that "H" Recreational Vehicle Parks is going.

**Bailer** ~ Moving on to High Density.

**Reggiani** ~ Why would we allow Single Family dwellings in High Density? And why Two-Family?

**Samantha Greenwood** ~ We're going to move "A" (Townhouses and Row Houses built to a common wall at side lot lines) from Conditional Uses to be included with "C" (Multiple Family dwellings).

#### **City Planner Samantha Greenwood reviewed the definitions for Townhouse, Apartment and Condominium provided from the February 14, 2012 Regular Meeting.**

**Reggiani** ~ So what are we going to do with R.V. Parks?

**Bailer** ~ RV Parks in High Density, I don't know does it make sense to anybody?

**Greenwood** ~ Scratch it.

**Bailer** ~ Where are we going next?

**Faith Wheeler-Jeppson** ~ Page 20

The Planning Commission had a lengthy discussion regarding whether a Recreational Vehicle Park would be appropriate for the Mixed-Use District.

**Bailer** ~ Is there any reason not to have it under a Conditional uses permitted.

**McGann** ~ No

**Bailer** ~ Okay, I don't think you're going to get a bunch of people yelling at us, I think it would be just the opposite if we let them put it in.

**McGann** ~ I won't get on the soapbox but just for a second but we blew off building heights and I haven't been able to find in Chapter 16 where the Ladder Code is. I really appreciate the sentiment of that notion, but I think it's a bad way to define Code. I mean what if we buy a different Ladder? Just pick a number.

**Samantha Greenwood** ~ We do have a number, 31' at the eaves.

**McGann** ~ Okay, so it's not the same in all of the different chapters and sections of this, in Chapter 18 it varies and the definition of building height I think we need to work on.

**Reggiani** ~ I appreciate your comments because I agree with that, either we're going to limit ourselves by our existing ladders or we're going to go higher and buy a new ladder.

**Samantha Greenwood** ~ The was Holly explained it to me, this is what she said you decide what you want your building heights to be in every zone whether it's 100' or 20' whatever. But after 31' at the eaves you can have a local amendment to the IBC (International Building Code) and the IRC (International Residential Code) that says you will talk to the Fire Department or have some kind of fire suppression or something like that. So that's our number, the 31' is the number that you then have to take some different measures.

**McGann** ~ I guess I don't like the notion of "at the eave" in one section and in another section it says "building height".

**Bailer** ~ So we need to standardize "building height".

**McGann** ~ Yeah, we don't have to chew on it tonight but we do at some point it's getting late.

**D. ADJOURNMENT**  
**M/Reggiani S/McGann Motion to Adjourn at 9:45 pm**  
**Upon Voice Vote, Motion Passed 7-0**

\_\_\_\_\_  
Thomas Bailer, Chairman                      Date

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

**Planning Commission**  
**WORK SESSION**  
**CITY HALL CONFERENCE ROOM**  
**TUESDAY, FEBRUARY 28, 2012**  
**MINUTES**

**In those matters coming before the Cordova Planning Commission at 7:00 p.m.; Tuesday, February 28th, 2012, in the City Hall Conference Room, 602 Railroad Avenue Cordova, Alaska, are as follows:**

**A. Call to order –**

**B. Roll Call** Present for roll call were Chairman Tom Bailer, David Reggiani, John Greenwood, Greg LoForte, Roy Srb, Tom McGann and Scott Pegau.  
Also present were City Planner Samantha Greenwood and Assistant Planner Faith Wheeler-Jeppson.  
There were 0 people in the audience.

**C. CORDOVA MUNICIPAL CODE TITLE 18 - ZONING.**

**Bailer** ~ We have a quorum, with that I'll turn it over to you Sam.

**Samantha Greenwood** ~ Okay so we're trying to pick back up from the last time we had a meeting on Code and where we had combined all of them into one residential and you decided you didn't want to do that. So we pulled them back out and from what my memory is that it seemed like to me we had a lot of discussion on "density", "lot size", "building area" and "lot coverage" so I tried to go in and talk about those and give some definitions and some examples. And I also have some "densities" for you to look at that Faith pulled that are pretty good. I tried to list out what I want to get settled during this Worksession in my Memo with the decision that we need to make so that we can move forward and get these Codes written up. So that's my new tactic, I'm going to try to have what we want to accomplish at this meeting for these kinds of things in the packet.

**Bailer** ~ And with that being said Sam, you've got some definitions here. I'd just like to hear professionally what you prefer.

**Samantha Greenwood** ~ For...?

**Bailer** ~ Well you've got a couple of different definitions here what would you like to see in the Code as we go through the whole deal.

**Samantha Greenwood** ~ Okay, I guess the picture that Faith made showing lot coverage, we just made it to setbacks and you're already at 40%.

**McGann** ~ You're at 60%

**Samantha Greenwood** ~ Okay there you go, we're at 60% lot coverage meeting setbacks in a 5000 square foot lot and our minimum lot size is 4000 square feet. So just logistically I don't know. After looking at that I was thinking that maybe our minimum lot size controls our coverage area with setbacks.

**McGann** ~ But this is a ginormous house.

**Samantha Greenwood** ~ I agree but it is built to the setbacks.

**Srb** ~ In some of the other writings further on we're talking about being able to store boats on the property and the like. And one of the requirements there was that you had to store it 5' off of the property line. So with that in mind one of the things that is a concern particularly for me in our neighborhood is that fact that they built those houses right up to the front yard setbacks. There is no depth for people to put any parking in, the question is, is the intent of all our codes with parking to have people park off the right-of-way on the setbacks or are we allowed to park next to the asphalt? What is the intent because that might have something to do with this initial setback or leaving enough side yard that we guarantee that we have two parking spots per dwelling and that sort of thing might dictate some of what we look at with regards to lot coverage.

**Samantha Greenwood** ~ What's in your write-up is not necessarily in code right now, but some of the things that we want to put in code. We're just trying to get those ideas out there because right now there isn't a lot of "well can I put my boat there or not" but it doesn't say you can't and doesn't say you can. We're trying to get some kind of clarification without making it so tight that you can't do anything. So what's on the paper in your packet isn't necessarily what's in code right now.

**Srb** ~ Just in thinking about that I think it helps us to make a determination if we're talking about the maximum coverage you can have in setbacks is 60%, well maybe dialing that back down to 35% of the coverage then allows for those auxiliary uses that doesn't allow that person to put themselves immediately in conflict.

**McGann** ~ Maybe we should go back to the beginning and let's get our heads into the building area and lot coverage.

Because building area wouldn't include boats and things like that. Building area is just "unobstructed to the sky". There's another definition we should look at and that's "yards". And they allow for 2' encroachment into that 5' with roofline, stairs all kinds of stuff in that 5' which I don't think it should be allowed.

**Bailer** ~ And that's something that we're going to address. If we're talking about lot coverage, no matter what lot you've got the maximum you can go is like this is showing 15' in the back, 5' on the sides and then 10' in the front.

**Samantha Greenwood** ~ For residential?

**Bailer** ~ Yes, for residential. And I think at some point we were going to address the 5' side lot lines.

**Srb** ~ I think if you don't address having a specific lot coverage percentage or building area percentage, then I think immediately you're subjecting that development for issues of code violation, issues with parking, issues with some of the things that we're wrestling with in this snow season.

**Bailer** ~ I'm confused then, as long as you're maintaining your 5', 10' and 15' we're good right? Or are you saying you want more than that, is that where the conversation is leaning towards?

**McGann** ~ Well that's where the discussion of coverage comes in, that's where density plays in if you don't want the residential area being totally packed with a house, after house, after house if you want yardage and stuff. The homeowner should be required to design in such a way that there are open spaces.

**Bailer** ~ And do we have a good number that we're looking at for the percentage?

**McGann** ~ Certainly no more than 50% and I'm thinking in Low Density 35% coverage would be more in line.

**Commission had a lengthy discussion on the definitions of yard and setback.**

**LoForte** ~ We're going round and round here, let's make a decision and cut it one way or the other.

**Bailer** ~ I think Tom (McGann) pretty much simplified it, we want a 10' setback and we're going to discuss extending the side yard but for right now let's just say its 5', we want 5' side yards and 15' in the back. And your porches and decks cannot protrude into that area.

**Samantha Greenwood** ~ Okay, so is that for Low, Medium and High Density?

**Bailer** ~ Let's go with Low and Medium because we don't have any High.

**McGann** ~ I think it should go for all three.

**Bailer** ~ Okay.

**McGann** ~ Coverage is the one that we can control with density.

**Bailer** ~ Do we need to define yard?

**Pegau** ~ You have to have clear view of the sky. You can have nothing that obstructs the skyline in the setback.

**Bailer** ~ Okay setbacks are measured from the lot lines.

**Samantha Greenwood** ~ I think we need to get some definitions for lot line and setback because some of those are pretty convoluted.

**Bailer** ~ Moving on then, what's the next question?

**Samantha Greenwood** ~ Okay first of all are we doing lot area or building area? Somebody tell me which one and give me a definition.

**Pegau** ~ I would recommend building area.

**Bailer** ~ Okay so let's go around the table, you're leaning towards a definition of building area of coverage?

**Pegau** ~ Yes, without needing the lot coverage definition

**Greenwood** ~ I concur

**LoForte** ~ Yea

**McGann** ~ I guess you've got building area and then how does that relate to the percentage of the lot?

**Bailer** ~ Okay, right now we're looking at the lot coverage area, you don't like that definition?

**McGann** ~ Well I see two definitions one being building area and the other one coverage.

**Samantha Greenwood** ~

**"Building area" is when viewed from above, the area covered by building.**

**"Building area coverage" is the percentage of lot covered by building area.**

**The Commission had a lengthy discussion regarding lot coverage and building.**

**McGann** ~ Okay let's stick with these three zones and pick our percentages.

**Pegau** ~ And that's what she's asking is to assign those values. We've been throwing out the numbers for Low Density I thought that the Maximum Building Coverage is 35% and Maximum Lot Coverage is 50%.

**McGann** ~ So RR-3 let's just pick a number, Building Coverage at 10% and Lot Coverage at 25%.

**Medium Density**

**Building Coverage 45%**

**Lot Coverage 60%**

**High Density**

**Building Coverage 50%**

**Lot Coverage 60%**

**Unrestricted District**

**Samantha Greenwood** ~ Okay we need a name for Unrestricted and to determine a lot size.

**Reggiani** ~ So your (Samantha Greenwood) suggestion it the "U" District?

**Samantha Greenwood** ~ I don't have a suggestion.

**McGann** ~ That "Combination District" isn't all that bad.

**Srb** ~ RR-4

**Samantha Greenwood** ~ The one thing I will put out there is that I don't think you want to put "R" in it at all because it is a Multi-Zone District.

**Pegau** ~ I was going to say just call it "Mixed-Use District"

**LoForte** ~ What about "Multiple-Use District"

**The Commission agreed that the "Unrestricted District" would be changed to "Multi-Use District".**

**Samantha Greenwood** ~ Okay let's talk about lot size, if you guys remember from last time and what's currently in Code the lot size is very big.

**Bailer** ~ You know I asked this question before and I'm not sure if I got the answer, If I own a 3500 square foot lot can I build a garage on it? Can I build a storage shed on it?

**Samantha Greenwood** ~ What zone are you in?

**Bailer** ~ Any zone. Let's start with the Combination District (Multi-Use District).

**D. ADJOURNMENT**  
**M/Reggiani S/McGann Motion to Adjourn at 9:45 pm**  
**Upon Voice Vote, Motion Passed 7-0**

\_\_\_\_\_  
Thomas Bailer, Chairman                      Date

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

Planning Commission  
REGULAR MEETING  
CITY HALL CONFERENCE ROOM  
TUESDAY, MARCH 6, 2012  
MINUTES

**In those matters coming before the Cordova Planning Commission at 6:00 p.m.; Tuesday, March 6, 2012, in the City Hall Conference Room, 602 Railroad Road Cordova, Alaska, are as follows:**

- A. Call to order –**
- B. Roll Call** Present for roll call were Chairman Tom Bailer, David Reggiani, Greg LoForte, John Greenwood, Roy Srb, Tom McGann and Scott Pegau.  
Also present were City Planner Samantha Greenwood and Assistant Planner Faith Wheeler-Jeppson.  
There were 18 people in the audience.
- C. Approval of Agenda**  
**M/Reggiani S/Greenwood**  
**Upon voice vote, motion passed, 7-0**
- D. Approval of Consent Calendar**  
**Minutes from the December 19, 2012 Worksession**  
**Minutes from the February 14, Public Hearing**  
**Minutes from the February 14, Regular Meeting**
- E. Record Absences**  
**None**
- F. Disclosure of Conflict of Interest**  
**None**
- G. Correspondence**  
**None**
- H. Communication by and Petitions from Visitors**
- 1. Guest Speakers**
- Kate Alexander ~ Copper River Watershed Project regarding Odiak Pond Watershed:**  
I'm Kate Alexander and I work with the Copper River Watershed Project and I'm here tonight to talk about some work we've got going on in the Odiak Pond area. I just want to reiterate that our mission as an organization is to support the Wild Salmon economy for the Copper River Watershed for Wild Salmon. A lot of the work that you do is important to us and we really appreciate your time, energy and what you do. So the main reason that we've targeted Odiak Pond for some of our work recently is storm water. Odiak is one of the major receiving bodies for storm water runoff in the community of Cordova.  
**The Powerpoint presentation is in the permanent file and a copy is available upon request.**
- 2. Audience comments regarding items in the agenda**
- Mary Little ~** I don't really know what I'm reading here, but I think the Fire Hall and Police Department location is up for discussion. Okay, so I just wanted to put my feelings out there about the downtown location being really inappropriate for the downtown merchants we're desperate for parking down there it's been really rough the last two years with all of the construction. And I really feel that it would be a bad experience for the kids for the length of the project with all of the noise and the trucks, the construction of it all is very distracting when you're listening to it for hours at a time. So I would like to hear later on when you discuss it where you're going with that and I really encourage the Copper River Highway section.
- Bailer ~** Just a really quick comment on that, regardless there's going to be something done with the Library buildings and that particular area. We would love to get some comment from the business community, obviously it can't all be parking but what the business community thinks should be down there as far as maybe a couple of business' or parking, bring that to us so we've got something to look at, we'd really appreciate it.
- Kristin Carpenter ~** I just wanted to speak up, maybe there will be more opportunity for discussion later but I just came to listen in on the discussion about the South Fill and the proposed ideas and I realize it's conceptual at this point and it's a drawing for the sake of having more than a blank page to start with. But I do, I guess want to reiterate that we talked about a year ago about trying to do more waterfront or comprehensive waterfront planning and I'd like to encourage Planning and Zoning and City Council to maybe start thinking about what are the needs, what are the objectives and then go to where do we want to put certain things.
- Deborah Eckley ~** I am here also to learn what the ideas are with the South Fill, I'm pretty closely affected with where I live I'll be almost touching it. I can understand good things about it, I can really feel that it's going to devalue where I live but I'm here to learn so I want to be part of the input.
- Darlene Galambush ~** I'd like to comment we do also live down there and I saw the plans and I thought, wow that's a big bunch of rock and I wonder how is that going to affect tide, especially high tide with the wind behind it it does tend to increase with the wind and we have our furnace about a foot above the highest tide and I'm concerned.

**Rob Eckley** ~ I just wanted to add one more thing, I drew up a letter and I don't know if my wife passed it out yet.  
**Rob Eckley's letter is in the permanent file and a copy can be made available upon request.**

### **3. Chairpersons and Representatives of Boards and Commissions** **Update by David Reggiani on the Public Safety Building Design Committee**

**David Reggiani** ~ So, you brought this up a couple of meetings ago, maybe a few months ago at this point with the idea of trying to talk about the site selection for the Public Safety Building as we move forward and what you asked me to do was kind of bring everybody up to speed as far as what's been done so far. So, basically in our packet starting on page 13 you can see the original discussion started and actually they started well before 2008, but we have documentation that starts at 2008. Where we're starting to see that the proposed Civic Center has got some funding legs and it's going to be happening. Former Mayor Joyce started the ball rolling as far as setting up and getting some comments from Staff and heading up some committees to start looking at what to do with some of the old City buildings. And one of the promises that was made at the time was as I understand it was the when the new City Cordova Center was built and we relocated City Hall and moved the Library and Museum into it that some City buildings would be disposed of in one way or another and so consolidate, get into more energy efficient buildings and then relieve the City of some of these older energy inefficient buildings. On page 15 we made recommendations to the City Council and this is a copy of that. We also reviewed several locations for the new Police and Fire Department and we identified those on the page. We identified those at the time with the feedback that the current City Hall and Police and Fire Station are located in the Tsunami Zone, the main thrust was to move those services and offices out of the Tsunami Zone. After that Committee we formed another Committee the Police and Fire Committee and that report is on page 16. And basically what we tried to look at was to nail down a little bit more of what we actually needed and so the Committee members were representatives from the Police and Fire and then a builder and we came up with some ideas as far as square footage that we would need for the Police Department, square footage for the Fire Department and then we looked at lot sizes and tried to see which lots or locations would be big enough to actually put something on there. On page 17 is a resolution from City Council basically creating a Public Service Design Committee and so basically what that did was develop another committee and the idea there was not so much a selection committee but a Building Design Committee. The idea and goal was basically to come up with a floor plan and maybe some exterior elevations so that we could have something that we could take to potential funding sources. I wanted to draw your attention to a couple of things, page 22, I wanted to talk to that resolution because I think if you read it out of context I could see how people could get really worked up "The Resolution to City Council of the City of Cordova Alaska to designation the properties previously occupied by the Children's Memorial Park and currently occupied by the Cordova Library and Museum as the future location of the new Cordova Police and Fire Station". So if you take that out of context and you don't know the intent behind it Council when we passed this I can see people getting their torches and pitchforks and marching down to City Hall. There was a requirement before we could start applying for grants to actually designate a lot, you can't just say "we want to build it" you have to say okay where are you going to build it. And so it was the intent of City Council to designate this parcel because one it would fit the building size and two it was City owned. But it was passed just for the intent of getting the ball rolling to open up avenues for grant sources. And the intent was that this was not the final selection for the location, but that's what that was about.

**Mark Lynch** ~ Can I speak to that grant issues, I'll try to be as to the point as I can and not go too long. We're in sort of a "Catch 22" right now with this because one of the reasons that Dave (Reggiani) was pointing out we needed to go forward with grant funding and primarily Oscar Delpino worked on that while he was Fire Marshal, I haven't had time to go over it with Paul (Trumblee) since he was hired. Homeland Security and Emergency Management who is essentially going to decide whether the City is eligible for Emergency Management grants which is what it falls under told us early on that we have to build outside the Tsunami Zone. So our question first was, "What Tsunami Zone?" Because our official Tsunami Zone is at 100' and they said okay we agree that's ridiculous but you need to be above 50'. So we proceeded based on that conversation and that's all that was, a conversation. We were looking for a site at 50'; I will say that I spoke with Emergency management people when they were in town and of the sites that we have discussed so far the only one that they essentially said that they would be comfortable with was the one up on Main Street for elevation sake. The others they felt were too low, the concern at the Copper River Highway was the seiche in addition to a Tsunami, so you have a Tsunami Area and a Seiche Zone. I assume that everybody is familiar with that term, it's a fresh water Tsunami. So if you have a landslide into Eyak Lake at the far end it would send a huge wave toward town and so they considered that to still be in a danger zone because of the seiche. So, when it came down to the final moments of this and there was objection to that lot uptown I talked to them about and one they would not put anything for me or Oscar in writing committing to the 50' level because the State of Alaska is currently in the middle of a new Tsunami Assessment Program and this was a year ago so I don't know how things have progressed since, but they were supposed to be releasing new Tsunami Zones for all of the coastal communities.

**David Reggiani** ~ Excellent summary Mark and a great segue into page 23 which is the Tsunami Map update and you can see that we are not on the top of the list, Kodiak is actually top priority.

**Tom McGann** ~ What are the two elevations?

**Mark Lynch** ~ The one up on Main Street is around 60' and the one on Copper River Highway is something like 40'.

## **I. Planners Report**

**Samantha Greenwood** ~ I just have a couple of quick updates, the Chugach lease should be on the City Council meeting on the 21<sup>st</sup>. I'm going to meet with Samson and Shoreside this week to talk about those two contracts moving forward which is also very exciting. And Roy (Srb) you brought up the little piece of property by the Little Chapel, we put it into the packet and let us know if you guys have any questions about that.

- **Lot 11, Block 43, Original Townsite update**

**Samantha Greenwood** ~ That is the little piece of property next to the Little Chapel, it's City property and there is an explanation.

- **Comprehensive Plan update**

**Samantha Greenwood** ~ Okay, Faith sent out an email to the Department Heads and already has some updates back, so we'll just keep trying to move that forward.

**Tom Bailer** ~ And just for the people here, we're just trying to keep it updated and staff is working on that.

## J. New Business

### 1.) Recommendation to City Council for the evaluation of Water Line responsibility.

**Bailer** ~ Okay this came about because of the debate on who is responsible for the water lines from the curb box to the house and the curb box to the main, which generally is in the road. Council asked us to flush this out a little bit and see what's going on, Sam have you got some information for us?

**Samantha Greenwood** ~ Mark (Lynch) is going to do it for us.

### PowerPoint presentation by City Manager Mark Lynch (Presentation available upon request)

**Mark Lynch** ~ Moe is not here yet but that's okay, I should just mention in most cases in Cordova there's not such a thing as a curb box we have what we call service lines connected directly from the main to the residence. Often times if there is a curb box or a shut-off of any kind it's not located on the property line sometimes it's out very near the main, sometimes it's up very near the house. What brought us here is a utility customer contested City Code that establishes how are repairs to service lines are currently charged and that current City Code reads "...the customer is responsible for repairing and maintaining each connection by which the customer receives City Water or Sewer service." And I think the key that's been in effect since at least 1995, we couldn't find any Code that went older than that. The primary basis of the customer's complaint was that our current method is unfair, Council instructed staff to review options and of course then bring it to Planning and Zoning which we're now doing. The 'connection' in Cordova means and this is from Code "The physical connection of a service line to a City Water or Sewer main which together with appropriate permits ...." So the important part I highlighted in red and blue and the word service line is in blue because we're going to look at what that means next, but it is the physical connection to a City Water or Sewer main. And that service line is really what comes into question here; hence service line means "All pipes, fittings, appurtenances for conveying water from the City's Water System main to the plumbing of a facility or conveying wastewater from a facility to the City Sewer System main. So, you can see there that the service line means everything from the main, and the customer is currently responsible for that entire service line.

Three options were available for recommendation by the Planning Commission to City Council.

**Option 1.** Utility bears entire cost of service line repairs.

**Option 2.** Utility and Customer split the cost of repairs.

**Option 3.** Customer bears entire cost of repairs.

**M/Greenwood S/ Reggiani** "Move to recommend to Council that Water and Sewer service lines be the responsibility of the City to the private property line."

**Upon Voice Vote: Motion Passed 7-0**

## K. OLD BUSINESS

### Discussion on the South Fill Expansion

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

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

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

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

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

**Upon Voice Vote; Motion Passed 7-0**

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

**Upon Voice Vote; Motion Passed 7-0**

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

**Upon Voice Vote; Motion Passed 7-0**

**L. MISCELLANEOUS BUSINESS**  
None

**M. PENDING CALENDAR**  
**April 3<sup>rd</sup> Worksession CMC Title 18 Zoning**  
**April 12<sup>th</sup> Worksession on the South Fill Development Park Expansion**

**N. AUDIENCE PARTICIPATION**

**Darlene Galambush, 117 Fisherman Avenue** ~ We've lived there for a long time and that would change the value of our property. It's going to make a big impact especially if you're going to fill this much property. And the other issue I think I have is, those that have already purchased properties there have designed their buildings with the access to the view that they have. I'm wondering about the Zoning too, the distances between a residential area and a commercial area. And also navigable water, there is navigable water there.

**Cathy Sherman** ~ I would really encourage Planning and Zoning to meet in the Library Meeting room where there is more space and better air circulation. I also want to encourage you as someone who has both benefitted and been beaten up by the public process, go for it!

**Susie Herschleb, 114 South Orca** ~ This is my view that I wake up to everyday and I love and I'm speaking personally as well. I just have some really good ideas as far as public non-work sessions, in 2007 we held a planning charette it was a three day planning session and the first night everybody got a pile of post-its and everybody that had anything that they wanted to say could put these post-its up and everybody went through them, it's that public process. 250' is a huge impact and I look at it personally at that fill and it's just a straight line. I could actually embrace this if it were aesthetically pleasing and if we could develop and we need to spend money to develop an aesthetically pleasing drawing to even look at before we can embrace it so I'm kind of sitting on both sides of the fence I just want to be so sure for the people, those of us who live down there and have invested a lot of time and effort.

**Mary Little** ~ I want to go back to the water issue I don't know if you guys already passed a resolution or what. I just wanted to say that you know that perhaps you might want to add to the shut off or to the property whichever is present because I think that would really clear up a lot of problems that you're going to run into later.

**Lindsey Butters** ~ Boy, I sure do understand and sympathize with our need as a City for more property to develop for different reasons this kind of gets under my skin though I'm really worried about all of the commercial properties that are down there on the South Fill and everyone on the other side with personal properties and what this does to the value of their properties. Many people bought those properties for the waterfront, they paid for those properties that were assessed given the waterfront. There's a lot I don't know so this just brings up a lot of questions, but I'm definitely concerned for what this is going to mean for people who are living and have businesses in the area.

**Kristin Carpenter** ~ So, I will participate as much as I can in this process and I'm doing this as somebody who works for an organization who you heard earlier from when Kate made her presentation, we want to promote smart growth and promote sustainable developments and I feel like if you put this drawing out and you specifically refer to the South Fill Development your completely attached just to that alternative and Scott made the comment earlier what are the alternatives, there haven't been any discussion about what are the alternatives and I think there's been very little discussion about what the potential uses would be. Is this for warehouses? I heard restaurants, bars, but a lot of things have been tossed around so if we have those specific needs where else can we accommodate them what are the alternatives? Because I can't believe that there aren't any and I feel like that's part of what Cathy was talking about, have the public process, hash through maps, look at properties. I sat down with Sam (Greenwood) last week and we did find one lot that's about eight acres if you're looking for warehouse space or other kinds of things in that area that are zoned business. And so what are the uses that this is going to be used for? Where else could we possibly put those things? And I think a lot of times we get attached to one big kind of silver bullet idea when maybe the solutions are a lot smaller. I encourage the City to not be too attached to one outcome and look at the alternatives really hard.

**O. COMMISSION COMMENTS**

**Srb** ~ I agree with the sentiments of the Commission and also the public that transparency is good, the more meetings I think that we have alleviates (indistinct) with the ideas in mind that we have to press forward with regards to conscientious development I think having that community (indistinct) makes a difference with regards to the acceptability.

**McGann** ~ I agree and I just would like to reiterate what some of the other people have said, we need to develop without impacting our citizens negatively if at all possible, I'll leave it at that.

**Reggiani** ~ I appreciate everybody coming tonight and throwing out ideas and I think we can count this as the first meeting in a long series of meetings because we've got some really good ideas. I like Susie's ideas of maybe calling it something else, call it a gathering and bouncing off ideas or the fancy word that you said that I can't remember. But one of the things while we were kind of scoping out the shipyard is right angles and so you hit on one of my sensitive things because in nature right angles don't happen. So curves and lots of little things can be pleasing, but my point is that a lot of good ideas have already been thrown out and I'm sure there's going to be a lot more. I'm kind of anxious to jump into it and have a bunch of series of meetings, get a lot of input and craft something that will meet the City's needs and that of the surrounding residents.

**LoForte** ~ Good meeting.

**Greenwood** ~ I also agree with Dave, it's good to see the public come out. We have a lot of meetings where sometimes there's no public. So we obviously hit a sensitive subject that we can all work through it's just going to take meetings and we will come up with an idea. Also about the Fire Hall tonight, I encourage Mary (Little) and maybe some uptown businesses to bring us an idea of maybe what they would like to see for some development up there because that's what we're here for, we're not the only ones with ideas but unless someone brings it to us we don't have any other ideas.

**Pegau** ~ Every meeting is a learning experience for me, this one was definitely quite the learning experience we get to finally deal with a couple of issues that are actually a lot more controversial than others. I think it is important that we consider the planning and the City growth as we look at project like this and how do we make it work for the people of the community and the commercial aspects as well.

**Bailer** ~ Yeah, and as a Planning Commission we have been talking about where we're going to expand for quite a while and we've had formal and informal discussions, so this isn't something new so we have been looking at this and there is going to be a

need and we're looking towards the future on it. But I'm torn and I think everyone else is torn from doing City business and moving City business forward and being a citizen here and that's a tough one. I would not have supported that resolution as it was written, but the changes that were made I feel a lot more comfortable, it just gets the ball rolling, gets Council able to get some funding going and then we start the whole process. To me that sounded too much like this is what we're going to do whether you like it or not. I like this and I support this. There are some people that are really going to be impacted by this; I'm going to be impacted by this. I look forward to moving forward, I thank everybody for being here we sure appreciate it and the more ideas we get from the public the better we can do our job.

**P. ADJOURNMENT**  
**M/Reggiani S/Greenwood**  
**Motion to adjourn at 8:30 pm**

\_\_\_\_\_  
Thomas Bailer, Chairman                      Date

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

# Planning Department

## Planners Report

To: Planning Commission  
From: Planning Department Staff  
Date: March 27, 2012  
Re: Recent Activities and updates

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- Assistant Planner has issued 2 Permits in the past month.
- Assistant Planner has received all of the edits from the Cordova Volunteer Fire Department and the Cordova Police Department for the DRAFT Road Addressing, Naming and Signing Policy. A final review of edits and definitions are being completed at this time.
- The Performance Deed of Trust and the Purchase and Sale Agreement have been signed and mailed to First American Title for Lots 1-4, Block 42, Original Townsite.
- Assistant Planner updated the Land Disposal Maps on the City's Website.
- Assistant Planner prepared the proposal packet for Lot 6, Block 2, South Fill Development Park.
- Installed and learning GPS Trimble software
- Prepared City Council documents
- Worked with Parks and Recreation and state for alternative RV parking for summer'
- Worked on Shoreside sale
- Worked with Cordova Kitchen to termination the lease to purchase contract on Lot Two (2), Block Three (3), CORDOVA INDUSTRIAL PARK
- Created and Implemented a vacation of utility easement request
- Worked with state to get sublease out to CVW and NOAA
- Worked with Allstate insurance and state flood coordinator on local flood insurance request
- Working with Joanie on Hazard mitigation plan and EOM maps'
- Staff worked with public and other city staff answering questions and compiling data.

# Memorandum

To: Planning Commission  
From: Planning Staff  
Date: 4/5/2012  
Re: Comprehensive Plan Update

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Planning Department Staff has sent out sections of the Comprehensive Plan to be updated by the appropriate Department Head with a deadline for updates to be returned back to Staff.

The attached sections have been updated and returned back to Staff:

- Chapter 4: CCMC and Sound Alternatives updated by Sound Alternatives Director Stephen Sundby.
- Chapter 4: Schools updated by Cordova School District Superintendent Jim Nygaard.
- Chapter 4: Prince William Sound Science Center updated by President and CEO of PWSSC Katrina Hoffman.
- Chapter 5: Harbor and Port updated by Harbormaster Dale Muma.

Also attached for updating are the following Comprehensive Plan sections:

- Table of Contents and Introduction
- Chapter 1: Economic Development
- Chapter 2: Land Use

## **V. CORDOVA COMMUNITY MEDICAL CENTER SERVICES**

The Cordova Community Medical Center (CCMC), owned by the City of Cordova, is a 23 bed, dually certified Critical Access Hospital and Long Term Care Facility located on Chase Avenue, just east of its intersection with the Copper River Highway. Providence Health & Services Alaska provides the management of CCMC. The 49,621 square foot facility contains a 24/7 emergency department, 13 dual-use acute care or swing beds, an outpatient physician's clinic, a behavioral health (mental health, substance abuse, & developmental disabilities) department that provides 24/7 emergency mental health services, and a long term care facility with 10 beds. The radiology department utilizes modern digital x-ray equipment, plus offers ultrasonography services and bone densitometry; CCMC also offers an extensive array of laboratory services. Both the laboratory and radiology departments are on call 24/7 in support of the emergency department. Cordova Community Medical Center's physical therapy department is staffed by a full time MPT, providing outpatient and inpatient (swing bed and LTC patients) physical therapy services.

The hospital medical staff includes family practice physicians, an ER physician, plus PA-Cs with extensive ER and clinic experience; it is supplemented by regular visits from physicians in various specialties which include psychiatry, ophthalmology, family practice/women's health, orthopedics, and ear, nose and throat; internal medicine is to be added in the near future. The hospital also hosts a naturopathic physician as part of the specialty clinic program. The Ilanka Health Center opened recently to provide health and well being care to members of the Native Village of Eyak and all other people seeking care regardless of ethnic or economic backgrounds.

Funding to add a CT scanner to the radiology department is being sought. The hospital will be exploring the feasibility of adding one Designated Evaluation and Stabilization (DES) bed for acute/emergent mental health patients.

## **W. BEHAVIORAL HEALTH AND DEVELOPMENTAL DISABILITIES**

Cordova Community Medical Center is one of the few remaining small hospitals in Alaska fortunate enough to have a comprehensive behavioral health clinic (Sound Alternatives) as one of its departments, thus providing the opportunity for patients to receive professional care for both their behavioral health and physical health care needs in the same setting. Research has shown that this type of collaborative care is instrumental in extending the life span of patients with serious behavioral health diagnoses by more than 15 years (as compared to patients receiving treatment from nonconnected programs). Sound Alternatives provides services to children, adults, couples, and families who are experiencing problems related to any aspect of mental health, substance abuse, or developmental disability issues. Services offered include substance abuse evaluation and treatment (up to outpatient treatment), mental health assessment, diagnosis and treatment, outpatient psychotherapy and counseling, developmental disability respite care, psychiatric medication evaluation and management, critical incident stress management (CISM), traditional case management services and skills development training for those adults suffering from a serious mental illness (SMI) or for children who experience severe emotional disturbance (SED). Sound Alternatives is on-call to the ER 24/7 for emergency psychiatric evaluations.

As mentioned above, CCMC/SA is evaluating the possibility of expanded allopathic and behavioral health services through the addition of designated substance abuse detoxification, evaluation and stabilization beds. Sound Alternatives is in the planning stage for expanding its offering of prevention services in various areas, including substance abuse, mental health, women's issues, plus family and couples relationships.

## **X. HEALTH CARE**

Historically, health care services in Cordova have been provided primarily through the Cordova Community Medical Center (CCMC), a Critical Access Hospital with acute, primary and long-term care capabilities. Please refer to the description of services, above.

In addition to CCMC, the community also has a public health nurse, a dentist, and the Ilanka Community Health Center.

The public health nurse provides supplemental health care for the community. These services include prenatal training, infant checkups and public immunizations. The nurse also administers to those who cannot afford health care through normal means and helps them obtain funding for needed services.

With the hospital and the physician clinic, as well as the Ilanka Community Health Center, the community's basic health and emergency care needs are being met. State and federal agencies tightly control expansion of hospital services, and any plans for additional expansions would be carefully scrutinized on both health care and economic grounds.

The strategies for providing adequate facilities for short-term and long-term medical care are as follows:

- Management agreement with Providence Health & Services.
- Maintain hospital designation as a Critical Access Hospital, with 24/7 ER, acute, primary and long term care capabilities.
- Enhance the hospital's care delivery by supporting CCMC ongoing upgrade of medical equipment, including a CT scanner, colposcope, and new endoscopic (upper and lower) equipment, etc.
- Support hospital's continuing repair and modernization of its physical plant, including replacing the roof, installing a more efficient heating and cooling system, etc.
- Continue support of the hospital's behavioral health programs.

#### **Q. PUBLIC SCHOOLS OVERVIEW**

As a home rule municipality under Alaska Statutes, Cordova not only owns the facility, but has the responsibility of operating its own public school system. This includes building and maintaining the necessary buildings and other facilities. The school district boundary coincides with Cordova's corporate limits. The Cordova School District has a contract with a private business for bus service for children living further than 1-1/2 miles from town.

Administratively, the Cordova School District is divided into an elementary school (kindergarten through 6<sup>th</sup> grade) and Junior/Senior high school (7<sup>th</sup> through 12<sup>th</sup> grade). This administrative division is also a physical building division.

Financial support for the operation and maintenance of the school district is a combination of local, state, and federal funds. The majority of funding is provided by the state, though the local contribution has steadily increased in recent years.

#### **R. MT. ECCLES ELEMENTARY SCHOOL**

The Mt. Eccles Elementary School occupies a 35,000 square foot site that is bounded by Second Street and Adams Avenue. All elementary school functions are housed within this single two-story structure with a basement. This newly remodeled facility provides spaces for classrooms, offices, multi-purpose rooms, a kitchen, a library, dedicated music room, teacher's lounge, offices, gymnasium, additional covered play area, and a storage area.

An addition of five classrooms to the second story in 1963, a covered play area in 1983, and some remodeling work was done in 1991. A major renovation was done the summer/fall 2001 concerning ADA accessibility issues. An elevator and 3 ramps were added to the school along with a new front entrance. Although there is an indoor play area a gym is still needed. A swimming pool, located two blocks away, is used for the swimming program. The 2011-2012 enrollment of the elementary school is 170 students. All classroom space is currently utilized with traditional classroom use, or that for specialist access (speech/ELL)

An extensive renovation began June of 2009 and was completed December 2010. This project included the addition of a library, gymnasium, relocation of the district office to the basement, as well as remarkable efforts to bring the facility up to current code with seismic bracing, new electrical source, new water lines/sewer lines, tech access and the relocation of the stage located in the commons.

### **S. CORDOVA HIGH SCHOOL**

The Cordova High School is located at Second and Fisherman Avenues. The 2011-2012 enrollments are 170 students, and continue to see projected decline of roughly 7-8% annually. All classrooms are currently in use and needed. This facility contains 14 classrooms, including one for special education, band room, multi-purpose gymnasium, library, audio/visual equipment room, nurse's room, teacher's lounge, offices, welding/auto/wood shop, home economics room, storage area and a lunch room/cafe/tertia/kitchen.

The science rooms were renovated during the late 1990's. A major renovation project spanning 2 years was accomplished during 2000-2002. This included replacing all the windows, re-working the entire heating system, some electrical work and the addition of an elevator to the basement locker/shower and the stage area to address ADA accessibility issues. At the same time major renovation was done in the basement locker/shower rooms and new bleachers added to the gym making all of these areas ADA accessible. The shop/welding/woodshop areas were also renovated at this time.

With the relocation of the district office to the basement of Mt. Eccles, the existing district office was sold and removed from the property. The district immediately began construction of a new 1600 sq. ft. ILP (Innovative Learning Program) building August of 2011. With the completion of the new ILP building, the original ILP modular is scheduled for removal spring of 2012.

The district has also built an "Energy Center" that serves as a maintenance shop, houses our oil burner, and stores miscellaneous supplies through out the school year. This 1600 sq. ft. building is located on the backside of the high school adjacent to the ILP building.

On-site recreation space for high school students is limited since an estimated 75% of the site is occupied either by buildings or by streets and parking area. To some extent, this limited outdoor recreation space is off-set by the presence of tennis courts and the municipal ballpark adjacent to the school site. However, additional space is still needed. The High School gymnasium and the community swimming pool are utilized for indoor activities and physical education. Both facilities are heavily used.

Requests for facility expansion based on increased enrollment should be conservative and studied carefully. Facility expansion based on program needs is governed by the educational offerings of the district and the desires of the community. At this time, recommending new facilities based on program needs are probably the more viable argument. Overall enrollment forecasts are difficult to make because future population characteristics are contingent upon a wide variety of social and economic variables. The best projection for future school enrollment is probably moderate growth. In the meantime, the City is examining ways to reserve land for future school sites.

The strategies for providing high quality, diversified, and locally controlled educational opportunities for elementary, secondary, and adult students

are as follows:

- Coordinate with the School Board in reviewing the status of State assistance in school funding on an annual basis.
- Evaluate the feasibility of Borough formation and annexation options and the effect on school district funding and administration.

The strategies for providing adequate school facilities and excellent education programs for local residents are as follows:

- Expand school district facilities as dictated by enrollment and/or program requirements.
- Continue funding school district at adequate levels to assure quality education programs.
- Identify land for future school expansions.

The strategies for providing adequate post-secondary educational opportunities for local residents are as follows:

- Encourage continued development of Prince William Sound Community College.
- Encourage continued development of the Prince William Sound Science Center and the Copper River Delta Institute.

Cordova has a strong base of higher education and science based organizations. The community has supported a college since the mid 1970's and has particularly supported the growth of science related industries since the 1989 Exxon Valdez oil spill. This development is healthy because it not only enhances educational opportunities for residents but also diversifies the economy and adds stability to the seasonal fishing economy. It is an environmentally benign industry and the research topics undertaken will likely benefit other industries Cordova depends upon, particularly the fishing and tourism industries.

## **T. PRINCE WILLIAM SOUND SCIENCE CENTER**

The City of Cordova helped establish the Prince William Sound Science Center in 1989, just three weeks after the Exxon Valdez oil spill. The Science Center's founders saw the need for an independent research organization to initiate and conduct locally relevant research, provide logistical support for visiting scientists, and develop science based education programs focused on resources of importance to the region's residents.

Between 1989 and 2012 the Science Center has generated almost \$50 million in revenue, and spent over \$25 million in Cordova. The center's budget averages about \$2.5 million, with an annual local payroll exceeding \$1.2 million, and local vessel charters and other services averaging almost \$700,000. The center's education programs serve the local school district and other regional communities, with average annual investments in education and outreach of over \$300,000. In addition to the year-round contributions to the Cordova economy, over \$22 million in research funding generated by the Center went to support science at other universities and agencies, almost all in Alaska.

The majority of science center funding is from research grants. Other support is gained through a combination of foundation grants, corporate sponsorships, membership and other donations.

The Science Center also houses and administers the Prince William Sound Oil Spill Recovery Institute (OSRI), which was established by Congress in the Oil Pollution Act of 1990. OSRI's mission is to support research, education and demonstration projects all of which are designed to address oil spills in Arctic and sub-Arctic marine environments. OSRI is funded through the interest earnings from a fund maintained within the National Oil Spill Liability Trust Fund. It awards grants to a wide range of organizations and universities for projects to achieve its mission. Congress has mandated OSRI to continue as long as oil and gas exploration and development is occurring in Alaska.

The Science Center has partnered with other agencies and organizations in the community on both research and science education programs. Locally these include Cordova District Fishermen United, the Alaska Department of Fish and Game, the U.S. Forest Service, the Native Village of Eyak, the Copper River Watershed Project, Alaska Sea Grant's Marine Advisory Program, the Cordova School District and the Prince William Sound Community College.

## **U. SCIENCE AND EDUCATION**

Strategies to promote Cordova as a science and education center include:

- Continue to support stability for the Prince William Sound Science Center and the Oil Spill Recovery Institute.
- Support the development of new education and research facilities and equipment that these institutions can use, such as offices, educational facilities, technology development infrastructure, support services for visiting scientists, laboratories, telecommunications, distance learning infrastructure, housing and warehousing.
- Help recruit university and agency partners to Cordova for expanded research and education service capacity.
- Support science camps through efforts such as: construction of camp facilities, access to housing for seasonal staff and access to facilities and field trip sites of interest.
- Support grant proposals and other funding opportunities (e.g. those offered by foundations, individuals and estates) to develop and implement formal and informal science education and research programs.

## **A. PORT AND HARBOR**

Several disasters along the Cordova waterfront have played a large part in shaping how the area looks today. The March 1964 earthquake caused a bottom uplift of about 6.5 feet in the Cordova harbor area, leaving the harbor and most docks high and dry. The Urban Renewal Project, which followed, resulted in a major revamping of the community's port facilities. (However, as extensive as the restoration efforts were, they did not restore Cordova's ability to serve as a deep-water port). In 1968, the destruction by fire of the city's main dock created the need to construct the present Ocean Dock complex. These disasters had a positive outcome because Cordova's port facilities today rate among the best in Alaska.

Cordova's existing port facilities include three docks for large vessels, two boat ramps, a three-tier dock, a small boat harbor, and a few piers associated with the cannery complexes. All three docks are owned by the City of Cordova. The small boat harbor facilities are owned and operated by the City.

The Municipal Dock (Ocean Dock) is located approximately three-quarter of a mile north of the small boat harbor just off Orca Road. Ocean Dock is Cordova's main commercial port facility. The dock's outside face is 408 feet long with an average draft of approximately 25 feet. The inside face of the dock is 325 feet long with an average depth of 16 feet. The dock is equipped with potable water, and gasoline and diesel fuel pumps. This dock is utilized primarily for the transfer of petroleum products and general cargo as well as freight and passengers arriving via the ferry system. Immediately east of the north end of the Ocean Dock is the Ocean Dock Subdivision; an approximately 12-acre fill area currently used as a staging area and open storage area for shipping containers and fishing vessels. This is also the site of the new ferry staging area and the City's 150 ton travel-lift facility for the maintenance and storage of vessels.

The City Dock is used primarily for the transfer of fishing gear and light cargo. The dock is located at the west end of Breakwater Avenue and immediately north of the harbor entrance. The seaward face of the City Dock is 280 feet long with an average draft of 23 feet. The dock is equipped with two 1-ton hoists, electricity, and potable water. A \$4,000,000.00 renovation of this facility was completed in 2007 to include new decking, pile replacement, and the installation of a new lighting and fender system.

The North Containment Dock is located on the west face of the North Fill Development Park; a fill area reserved for waterfront industrial uses. The area features a boat ramp. This ramp is schedule to have a floating dock constructed and installed in 2012. This is Cordova's newest dock. The dock's outside face is 213 feet long with a 50 feet dolphin and an average depth of 19 feet. It is used primarily by the Coast Guard for moorage of the buoy tender ship "Sycamore".

The Cordova Small Boat Harbor has 727 slips available within a basin that is approximately 30 acres in area making it the fifth largest harbor in the state. Electricity, telephone and potable water are provided on all floats.

The Harbormaster's office is located in the northwest corner of the South Fill Development Park on Nicholoff Drive. It provides a center for Harbor Department office space and equipment storage.

The fleet using the harbor is dominated by commercial fishing vessels, most of which engage in salmon fishing. During the salmon and herring-seining season, there is a significant influx of transient fishing boats. The commercial fleet is expected to remain essentially stable over the next few years. There is a small possibility that a local bottom fishery will be established here, however, this would have little effect on the small boat harbor since most of these boats are too large to use it.

The future demand for slips for recreational boats remains unknown. At this time, it is premature to make predictions about future needs for slips for recreational boats. A stable fleet size of approximately 1,000 user vessels of every nature can be reliably predicted. Following is a projected fleet mix for the immediate future:

**TABLE 7-2**

**Projected Fleet Mix**

<b>Craft Use</b>	<b>Boat Equiv.</b>	<b>Average Length</b>	<b>Average Width</b>	<b>Average Draft</b>	<b>Governing Draft</b>
Salmon	390	34	10	4	- 8ft MLLW
Crab	12	80	24	8	-10ft MLLW
Halibut	11	80	26	12	-14ft MLLW
Utility	288	20	6	8	-10ft MLLW
<b>Heavy</b>					
Commercial	50	68	22	14	-16ft MLLW
Bottom Fish	20	80	30	14	-16ft MLLW
Recreation	86	22	6	2	- 8ft MLLW

**Source:** U.S. Army Corps of Engineers

From this data it would appear that, barring any significant growth in the fishing industry or in the visitor industry, Cordova's harbor facilities are adequate for the near future. However, because of the inherent nature of the fishing industry, it is very difficult at best to

make predictions concerning the demand and need for harbor expansion. Further, as noted above, projections regarding the demand for slips for recreational boats are also highly speculative.

The fishing industry is critical to the economic survival of Cordova. The community is hoping that the visitor industry will also become a significant component of the economy in future years. Both industries are unpredictable and both could require additions to the community's port facilities in the future. One possible addition to Port & Harbor facilities, to support the fishing industry and to help boost the local economy, is a travel lift facility. The City of Cordova completed a Travel Lift Feasibility Study in 2004 with intentions to collect grant funds to complete the construction of the facility and purchase of equipment. The City should position itself to be able to respond quickly to any demand for harbor expansion by identifying site locations and initiating permitting and preliminary planning.

The strategies for providing adequate port and harbor facilities for present and future needs are as follows:

- Continue proper maintenance of all harbor facilities and provide for future needs through the development and implementation of a maintenance schedule
- Support the development of a large vessel haul out.
- Continue to evaluate and promote the Deep Water Port.
- Add float to boat ramp at North Fill Development Park.
- Upgrade and make necessary repairs to cathodic and fender systems.
- Implement the Waterfront Master Plan.

**B. MARINE TRANSPORTATION**

Hundreds of private marine craft call on Cordova each year, with boat traffic reaching its peak during the summer season. Many are commercial fishing vessels; the remainders of the boats are pleasure craft. In addition, Cordova is a regular port of call of the Alaska Marine Highway System (AMHS). The City of Cordova is a major point for passengers and vehicular disembarkment, traffic has been steadily increasing.

To keep healthy and growing, the community must be able to offer moorage space and the necessary related amenities. The development of mining activities in the area could also impact demand for marine transportation facilities.

Cordova has been working towards the expansion of the visitor industry in the area. Most visitors arrive by ferry or small cruise ships, and the number of private vessels visiting Cordova has been growing. Current dock facilities are inadequate for deep draft cruise ships and would require lightering from the ship that is anchored in Orca Inlet. However, recent surveys of Cordova residents indicate a desire to limit the scale of the visitor industry to minimize impacts on the character of the community.

### **C. FERRY SERVICE**

The AMHS operates several vessels, some of which provide ferry service to Cordova and other communities in Prince William Sound. The smaller vessels are used to provide feeder service to other communities, including Whittier and Valdez in the Prince William Sound. A mainline ferry that connects the Prince William Sound to Juneau and points south to Bellingham also serves Valdez. Year round ferry service is provided to Cordova with approximately 3 sailings per week during the winter months.

The strategies for maintaining and improving the ferry connections between Cordova and the rest of Prince William Sound are as follows:

- Work with the Alaska Marine Highway System to maintain a viable system, which provides regular service at reasonable hours.
- Continue to lobby for scheduling and rate improvements.
- Support State efforts to improve the Marine Highway Service to Cordova.

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# INTRODUCTION

## UPDATE 2008

### A. THE CITY'S MISSION

This document serves as the City of Cordova's 2008 Comprehensive Plan (Plan) updating the comprehensive plan of 1995. The Cordova City Council has officially approved this Plan in its effort to shape an even better place to live and work highlighting improved standards and conditions while simultaneously avoiding costly mistakes that may be detrimental to the community's well being. Guidance for civic decision makers and citizens alike is presented in the Plan as binding elements of land use, advisory elements of growth and development, and a selected series of actions designed to enhance the quality of life in Cordova.

Current and certain background information regarding the community's history, natural environment, economy, structure, and infrastructure is discussed in the document with the intent of presenting a realistic blueprint to aide it's users in establishing a positive vision of short-term comprehensive planning for the next ten (10) to twenty (20) years and no later than the year 2028 under this distinct criteria. The Plan is envisioned in part by many entities including community residents, landowners, business owners, public officials, and City management as a measure to present a clearly defined view of what the community is today, both strengths and weaknesses, and what is preferred to happen in the future.

The Cordova Planning and Zoning Commission, with technical assistance from consulting and the City Planning Department, prepared this document using the results of numerous community planning meetings and workshops. The goals and objectives identified under each vision element were developed based on public input and form the basis for land use regulations and future policy decision-making throughout the term of this document.

The City in accordance with this document will provide the following:

- Offer quality leadership, operate efficiently, and be responsive to the desires of its residents.
- Preserve and promote the unique heritage, culture, natural setting, and beauty of the Cordova area.
- Create a safe place to live and further the social and economic well being of its citizens.

The local government and the community in accordance with this Plan will provide the following as needed or as envisioned:

- Anticipate potential growth and forecast needs for land use, city infrastructure, service improvements, and economic development.
- Provide guidance on how land use and infrastructure decisions can facilitate economic development.
- Present an opportunity for the community and government to assess how it is doing, identify strengths and values to preserve and on which to build upon; identify weaknesses and problems to address; and examine current trends affecting the community.
- Facilitate community and government consensus on direction for the future, such as where growth should occur, what improvements are needed in roads, recreation facilities and utilities, and what types of development the community should encourage.
- Develop strategies to accomplish community goals and objectives and assign responsibility for acting on those strategies to the City and other groups.

Through the process of comprehensive planning, Cordova can promote, protect, and prepare for the task of improving public health and safety with the intent of preserving comfort, good order, and appearance. The Plan, with some foresight, can be used to prevent overcrowding and forecast transportation needs including those needs for water, sewer, and power systems. A balance can be struck in conserving, developing, utilizing, and protecting natural resources within its jurisdiction.

The Plan is intended to be a meaningful and effective document; therefore, it is highly advised and urged that it be used consistently by the citizens of Cordova, City government, and City management as a means to fulfill the Plan's intended purpose. It should be kept current. Discussions related to community growth, re-development, capital and social improvements or budget, should always occur in consultation to the Plan and used as a resource and referred to when making decisions. Use of the Plan in this way will help to bring into focus sufficient detailed information and data so that the best possible objective judgment can be made.

Implementation of the Plan is meant to bring an enhancement of quality of life and success to Cordova. The Cordova of the future will be known for its high standards of community appearance complimented by a healthy and diverse economy. It will be a town that is easily accessible with modern air, marine, and overland highways to and from points throughout the world; it will be a city with a full range of educational opportunities for children and adults alike accompanied by a full range of modern public facilities and services. Cordova will be known for its beautiful landscaping and a level of cleanliness unsurpassed reflecting its community pride. Cordova's success will be evidenced by its vibrant downtown, expanded recreational and commercial small boat harbor, fully

developed industrial center, and a showcase of historic Alaskan structures on permanent display for the public to view and appreciate. But most of all, Cordova will become a better place to live in which City government operates efficiently and is responsive to the desires of its residents.

**B. BASIS FOR REVISING THE COMPREHENSIVE PLAN**

Cordova has experienced significant changes in the years since the 1995 comprehensive plan was adopted. The community retains many of the values and characteristics of a small town that should be preserved. Cordova is however, a growing community with an evolving economy and a changing character. Changes in the nature of commercial fishing and the number of visitors arriving in Cordova in recent years have caused some diversification accompanied by the associated economic benefits and impacts. This Cordova 2008 Comprehensive Plan addresses these issues.

### C. LOCATION AND EXISTING CONDITIONS

The incorporated City of Cordova (core-DOH-vuh), Alaska, home of the world famous Copper River Wild Salmon, is a small coastal Home Rule City with an official population of 2,194 residents as censused in 2007 by the Alaska Department of Commerce - Community and Economic Development Council (ADCCEDC). It is located within the northern most reaches of the Pacific temperate rain forest along the coastal region of the eastern Prince William Sound in the Gulf of Alaska approximately 25 miles west by highway from the Copper River as it meanders through the Copper River Delta to the ocean waters of the Gulf of Alaska. The entire shoreline in this area consists predominantly of a rugged combination of old and new growth forests, jagged mountains, rolling foothills, numerous lakes and rivers, expansive wetlands and marshes, with near-shore and tidewater glaciers in close proximity. Cordova is globally positioned at 60 degrees, 32 minutes, 34.1 seconds North and 145 degrees, 45 minutes, 36.59 seconds West (60.54805, - 145.760164) - Section 28, Township 15South; Copper River Meridian.

Cordova's average annual precipitation is recorded at 168 inches per year with a snowfall of 80 inches and is considered to be one of the highest averages precipitation for any given town or city in the entire continental United States, including Hawaii. Seattle, Washington for example, is considered a very wet and rainy city but by contrast, averages only 37.1 inches of precipitation per year in comparison.

One of Cordova's greatest strengths is its location being strategically placed by its founders to provide safe harbor for shipping vessels, commercial fishing vessels, and others for relatively easy and safe access to shipping lanes to commercial markets and needed local infrastructure for maintenance and mooring of sea-going vessels. Cordova is home to one of the largest harbors in the State of Alaska and is reinforced through a series of natural ocean barriers described by the USFS as the "Big Islands". These Islands in conjunction with the surrounding upland foothills and mountain ranges fortify the community and provide shelter against the sometimes extremely turbulent conditions associated with the Gulf of Alaska and inland storms.

Cordova has a resident population of 2,194 citizens who live in Cordova year around. However, the local population increases during the summer months to upward of 5,000 people as a result of the salmon drift net and purse seining season and the associated on-shore fresh market and canning industries. Together, these two industries provide the foundation for the community's economy. In addition, state, federal, and non-profit resource agencies such as the U.S. Forest Service (USFS), the Alaska Department of Fish and Game (ADFG), Prince William Sound Science Center (PWSSC) and the Copper River Delta Institute employ significant numbers of seasonal workers, researchers, and students.

Cordova is connected to state and world infrastructure by air and ocean lanes only. The community is served by two main sources of alternative commercial travel throughout the year. The *Alaska Marine Highway* has traditionally provided ocean travel opportunity for visitors and commerce in the Prince William Sound connecting to Whittier, Valdez and Seward, each with rail or road access to the

rest of the state. The State of Alaska recently improved the ferry service to Cordova with the addition of the M/V Aurora and M/V Chenequa providing faster travel time and increased passenger amenities such as an increased number of trips per week during the summer months. *Jet and small plane services* continue to be an important link to Cordova's commercially developing economy as the fresh market of wild salmon sector continues to grow and prosper.

# CHAPTER 1

## ECONOMIC DEVELOPMENT

**GOAL:** Enhance the existing business and economic environment and attract a diversified economy that creates quality employment opportunities.

### A. ECONOMIC OVERVIEW

We are a community that wants a strong and diverse economy with year-round employment, and we choose to promote environmentally responsible industries and jobs that create a higher standard of living. Since its beginning, the City of Cordova's economy has been directly linked to the fishing industry. Cordova currently is one of the higher-ranking harbor communities in Alaska known all over the world for the quality and value of fish landed; Cordova and the Prince William Sound in general, experienced a decline in related fisheries following the Exxon Valdez oil spill in 1989, but some industries such as the salmon drift/gill net have rebounded quite well. It is not unusual for local fish processors operating cold storage facilities, canneries, custom packing, and value added services to employ as many transient seasonal workers during the run of each season as there are permanent residents that live in Cordova. Salmon are the species of fish that Cordova depends on for its livelihood. However, halibut, herring, sablefish and ground fish are also an important part of Cordova's waterfront industry. Crab, shrimp and clams also exist in the near vicinity of Cordova, with potential as a future viable industry.

Commercial/recreational use activities in southeastern Prince William Sound have been on the increase in recent years bringing with it more independent sportsmen and visitors utilizing the local charter boats and lodges. Small cruise ships are accommodated in the small boat harbor up to a certain size and draft. There is the possibility that a deep water port facility may be established at Shepard Point for oil spill response purposes, but could be used for other local industry development too.

Cordova continues to experience a robust residential development climate at the time of this writing. Five (5) new subdivisions have been approved to date within Cordova City limits. There is no indication that the construction pace is slowing and the City is currently enjoying a higher than normal construction rate in 2007-2008.

### B. ECONOMIC DEVELOPMENT STRATEGIES

*It is the intent of the City to maintain and develop a strong downtown business district by using strategies as follows:*

- Systematically promote economic development and diversification.
- Work with government to enhance Cordova’s position as a government administration center.
- Work with the Cordova Electric Cooperative to promote projects that will result in lower power rates and increased benefits to its residents and customers, such as the development of solar, wind, tidal, and hydro-electric energy.
- Enter into a memorandum of understanding with the Native Village of Eyak to work cooperatively on mutual projects and work to enhance long-term communication.
- Evaluate the feasibility of incentives to include infrastructure improvements and low interest loans for building improvements (exterior, fire suppression, heating efficiency).
- Support and assist in the on-going cost/benefit and impact analysis of large projects as follows:
  - Investigate the costs/benefits of a deep-water port for the staging of oil spill response equipment, cruise ship docking and related development activity.
  - Support efforts to construct facilities capable of handling conventions, symposiums, conferences, and the arts.
- Identify grant opportunities and funding resources for City projects.
- Develop productive working relationships with other organizations working on local and regional economic development projects.

**C. FISHING AND FISH PROCESSING DEVELOPMENT STRATEGIES**

*It is the intent of the City to stimulate growth and diversification in the local fishing and fish processing industries using the following strategies:*

- Support efforts to diversify the salmon hatchery program.
- Support efforts to aggressively market Cordova fish products.
- Work towards development of sustainable, under-utilized fisheries.

- Support on-shore processing
- Support on-shore fish offal processing
- Support development of the local mariculture industry.
- Increase incentives for fish processors by working to:
  - Lower power rates.
  - Promote new and value-added products.
  - Construct a deep-water port.
  - Provide for best and most efficient use of remaining waterfront land.
- Enhance the harbor and port facilities by:
  - Acquiring a new travel lift facility.
  - Building a deep-water port.
  - Maintaining the small boat harbor.

**D. VALUE ADDED INDUSTRY STRATEGIES:**

*It is the intent of the City to support value-added manufacturing industries such as fishing, timber, and mining using the following strategies:*

- Identify feasible value-added industries and sources of raw materials to develop value-added products (i.e., specialized fish processing products, wood cabinet making, log house kits, etc.).
- Identify and/or make available sites which are appropriately zoned, with access to roads and utilities for individuals or businesses interested in value-added manufacturing.
- Identify City facilities and services that can be utilized to assist feasible value-added manufacturing.
- Identify opportunities and/or build a structure that could be utilized as a business incubator.
- Investigate sources of low interest loans or incentives to attract and support value-added manufacturing.

- Investigate the development of alternative fisheries and processing products.
- Be open to the development of environmentally benign mineral exploration efforts region wide, including logistical support services from Cordova.

## **E. VISITOR INDUSTRY**

The visitor industry is rapidly becoming an important component of Cordova's economy. As early as 1998 the Cordova Chamber of Commerce, along with the Copper River Watershed Project, began the development of a tourism plan for the community. A Tourism Advisory Committee was formed in 2000 and has worked since that time to implement plan recommendations. This committee also identified the development of a year-round visitor industry as an opportunity for economic growth within the community. The City Council adopted the **Cordova Community Tourism Plan** on October 2, 2002; this plan remains in effect today and is used by the Chamber of Commerce and the City for the promotion of tourism within the community.

Cordova has experienced a growth in the visitor industry with the establishment of fish charter operations, sightseeing businesses, bed and breakfasts, and other visitor related industries. Public hearings have been held on a number of occasions since 1998 to provide input into the development of the tourism plan. Most input was directed towards a desire that Cordova develop plans to manage growth of the visitor industry and to provide for more tourism during the fall and winter seasons. The on-going development within the harbor will continue to provide docking facilities for small cruise ships and increase the safety and usability of the harbor.

Several air taxi operators currently provide flight-seeing trips that include wildlife viewing opportunities. Visitors with a vehicle can see a variety of wildlife along the State owned and maintained Copper River Highway. Wildlife viewing is also available by boat where seagoing creatures such as seals, otters and whales can be seen.

## **F. VISITOR INDUSTRY IMPROVEMENT STRATEGIES**

*It is the intent of the City to develop a visitor industry in Cordova that fits the character of the community and retains the quality of life expected in the community by using the following strategies:*

- Make Cordova a more visitor-friendly community through signage, adequate restroom facilities, and other amenities that enhance the existing character of Cordova.
- Develop more visitor attractions in Cordova by:

- Creating a historic district.
  - Completing Railroad Park.
  - Building an auditorium/convention center.
  - Expanding the museum and library.
- Enhance recreational and outdoor opportunities by:
    - Developing recreation and sport fishing areas.
    - Establishing a state park.
    - Encourage the development of more campgrounds and trails.
    - Develop other visitor facilities.
  - Work toward better and more convenient access to Cordova, including:
    - More convenient ferry schedule.
  - Increase marketing and promotion activities.

#### **G. ASTHETIC IMPROVEMENT STRATEGIES**

*It is the intent of the City to clean up Cordova and make it more visually attractive by using the following strategies.*

- Continue to promote recycling.
- Revise and enforce sidewalk ordinance.
- Enforce litter, junkyard and nuisance laws.
- Create a Historic/Main Street District.
- Provide incentives to encourage property owners to fix up their property and buildings.
- Support those efforts by the Chamber of Commerce

## CHAPTER 2

### LAND USE

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

#### A. LAND USE OVERVIEW

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

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

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

#### B. RESIDENTIAL

The major subdivision plats for the City are old type grids, which in many cases have been overlaid on irregular and mountainous terrain. These plats also do not take into consideration the topography, small streams and drainages, and the ever-present wetlands and muskeg areas. The results are a large grid type system of streets and lots that are only moderately developed and only partially able to be developed if landowners re-plat these subdivisions. Typical lot sizes range from 4,000 square feet within the traditional downtown area, to large acreage in the outlying areas. The area adjacent to the MT. EYAK SKI Area has many privately owned residential lots that are mostly undeveloped. The eastern part of the community along the Copper River Highway, and the western

part of the community along Whittished Road are much more rural in character than the remainder of the community, with lot sizes much larger than in the urban areas. Several short roads lead off from these two state highways into small subdivisions that contain large residential lots.

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

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

### **C. COMMERCIAL**

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

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

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

#### **D. INDUSTRIAL**

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

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

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

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

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

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

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

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

#### **E. CITY OWNED - PUBLIC LANDS. PUBLIC LAND OWNERSHIP**

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

Developed city-owned lands, fire halls, parking lots, schools, pool, hospital, and the recreation center are located on the fringes of the central business district and are within walking distance of the residential neighborhoods. The City maintains a number of parcels of land for recreational purposes. These parcels are located around the central core of the community near the elementary school and the high school as well as the hospital. There are other public lands dedicated for recreational purposes at Fleming Spit and on Eyak Lake

at Nirvana Park and several small sites located in or near the residential district adjacent to the central business district. The City also has undeveloped park lands located in the South Fill Development Park on Center Drive, the Whitshed Road Wayside - Ball Diamond Area /RV park, and immediately adjacent to the cemetery on Eyak Lake Road. A number of small pocket parks exist throughout the community. The City also maintains two parking lots within the central business district as well as parking lots located on the north and south fills for the storage of boat trailers under a lease program for the fishing season.

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

#### **F. AIRPORT**

The Cordova airport, located at 13 Mile of the Copper River Highway, has an excellent potential for new industrial expansion. The airport is serviced by local carriers, as well as Alaska and Era airlines providing commercial jet service. Air-freight is expensive. However, the demand for fresh seafood and products that can only be marketed as fresh cargo need air transportation. In most cases, as supply and demand increases, air transportation rates decrease and competition increases. The airport facility should attract increasing interest as a place to process for trans-shipment of goods out of Cordova. The airport area is just beginning to realize its importance as an industrial development area. The airport can expect an increase in use as a trans-shipment point for small-scale and specialty or value-added seafood products. The primary advantage for the airport for industrial uses is the ability to supply a quick access to markets for fresh and specialty products. The airport has adequate space to meet the needs for significant industrial expansion, but will probably require an upgrade in infrastructure needed to maintain an industrial district.

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

# Memorandum

To: **Planning and Zoning**  
From: **Staff**  
Date: **4/5/2012**  
Re: **Snow Load**

## **PART I. BACKGROUND:**

It has been requested to have a discussion on the current snow load requirements for the City of Cordova. To begin this discussion we have included the design criterion that the group decided on when reviewing Chapter 16 Building Codes, a table showing snow load requirements for other Alaska towns. and additional background information on ground snow load and roof snow load.

**GROUND SNOW LOAD** – The weight of snow on the ground. The 50-year mean recurrence of ground snow is used to determine the design roof snow load.

**ROOF SNOW LOAD** – Load induced by the weight of snow on the roof of the structure.

Snow loads are prevalent in northern and/or mountainous regions all over the world. The snow load provisions of ASCE 7-05 provide guidance for determining the magnitude of those loads based on geographic location and the nature of the structure being considered.

In colder regions, the peak snow load is not the result of a single event. It is the result of accumulation from many storms over the course of a winter season. In between winter storms, the roof systems that support the snow may lose some of the accumulated snow as the result of wind activity, melting from warm temperatures, or melting from building heat.

Roof slope, roof sheathing materials, the thermal characteristics of the structure, and exposure to wind all have an impact on the amount of snow that may be present on a roof over the course of a winter season. ASCE 7-05 accounts for each of these factors.

The basis for ASCE 7-05 snow load computations is the ground snow load,  $p_g$ . This value is modified to become a flat roof snow load,  $p_f$ , by multiplying by a constant that accounts for roof snow loss that ground measurements don't see. In addition, the value is modified by coefficients that account for building exposure to wind, the thermal characteristics of the building, and the importance of the structure.

For sloped roofs, the flat roof snow load is modified to account for slope and the roughness characteristics of the roof. Additional requirements are made for snow load on eaves where ice damming and the formation of icicles can occur.

Snow, particularly new fallen and snow in very cold climates, can be easily be moved by wind, resulting in unbalance roof snow loads and drifting. The imbalance may create

critical loading cases in some structures. Drifting creates surcharge loadings on lower roofs that are in the wind shadow of higher wind obstructions. It is important to quantify these effects.

Finally, sloped roofs may shed the snow that falls on them. The snow that slides off a higher roof onto another one creates additional loading on the lower roof that must be considered.

<http://www.bgstructuralengineering.com/BGASCE7/BGASCE7008/index.htm>

Lots of information and explanation

[http://www.ce.udel.edu/courses/CIEG407/CIEG\\_407\\_Protected/Chapter%207%20Commentary.pdf](http://www.ce.udel.edu/courses/CIEG407/CIEG_407_Protected/Chapter%207%20Commentary.pdf)

<http://www.civil.utah.edu/~cv5450/roofload/SNOWLOAD.htm> good general information

[http://www.ehow.com/how\\_6144596\\_calculate-roof-snow-loads.html](http://www.ehow.com/how_6144596_calculate-roof-snow-loads.html) how snow load is calculated



# CITY OF CORDOVA

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### **DESIGN CRITERIA\*\***

In accordance with the International Building Code (IBC)

#### **Design Type**

#### **Criteria**

Roof Snow Load	100 lbs. per sq. foot
Wind Speed	100 mile per hour
Seismic Zone	E
Weathering	Severe
Frost Line Depth	24"
Termite	No
Decay	Yes
Winter Design Temperature	12°
Flood Hazards	Yes

Design Winter Temp	-2°
Design Winter Wind Speed	4.8 mph
Heating Degree Days	9004

## Chapter 7 SNOW LOADS

### 7.1 SYMBOLS AND NOTATION

- $C_e$  = exposure factor as determined from Table 7-2  
 $C_s$  = slope factor as determined from Fig. 7-2  
 $C_t$  = thermal factor as determined from Table 7-3  
 $h_b$  = height of balanced snow load determined by dividing  $p_s$  by  $\gamma$ , in ft (m)  
 $h_c$  = clear height from top of balanced snow load to (1) closest point on adjacent upper roof, (2) top of parapet, or (3) top of a projection on the roof, in ft (m)  
 $h_d$  = height of snow drift, in ft (m)  
 $h_o$  = height of obstruction above the surface of the roof, in ft (m)  
 $I$  = importance factor as determined from Table 7-4  
 $l_u$  = length of the roof upwind of the drift, in ft (m)  
 $L$  = roof length parallel to the ridge line, in ft (m)  
 $p_d$  = maximum intensity of drift surcharge load, in lb/ft<sup>2</sup> (kN/m<sup>2</sup>)  
 $p_f$  = snow load on flat roofs ("flat" = roof slope  $\leq 5^\circ$ ), in lb/ft<sup>2</sup> (kN/m<sup>2</sup>)  
 $p_g$  = ground snow load as determined from Fig. 7-1 and Table 7-1; or a site-specific analysis, in lb/ft<sup>2</sup> (kN/m<sup>2</sup>)  
 $p_s$  = sloped roof snow load, in lb/ft<sup>2</sup> (kN/m<sup>2</sup>)  
 $s$  = separation distance between buildings, in ft (m)  
 $S$  = roof slope run for a rise of one  
 $\theta$  = roof slope on the leeward side, in degrees  
 $w$  = width of snow drift, in ft (m)  
 $W$  = horizontal distance from eave to ridge, in ft (m)  
 $\gamma$  = snow density, in lb/ft<sup>3</sup> (kN/m<sup>3</sup>) as determined from Eq. 7-3

### 7.2 GROUND SNOW LOADS, $p_g$

Ground snow loads,  $p_g$ , to be used in the determination of design snow loads for roofs shall be as set forth in Fig. 7-1 for the contiguous United States and Table 7-1 for Alaska. Site-specific case studies shall be made to determine ground snow loads in areas designated CS in Fig. 7-1. Ground snow loads for sites at elevations above the limits indicated in Fig. 7-1 and for all sites within the CS areas shall be approved by the authority having jurisdiction. Ground snow load determination for such sites shall be based on an extreme value statistical analysis of data available in the vicinity of the site using a value with a 2 percent annual probability of being exceeded (50-year mean recurrence interval).

Snow loads are zero for Hawaii, except in mountainous regions as determined by the authority having jurisdiction.

### 7.3 FLAT ROOF SNOW LOADS, $p_f$

The snow load,  $p_f$ , on a roof with a slope equal to or less than  $5^\circ$  (1 in./ft =  $4.76^\circ$ ) shall be calculated in lb/ft<sup>2</sup> (kN/m<sup>2</sup>) using the following formula:

$$p_f = 0.7 C_e C_t I p_g \quad (7-1)$$

but not less than the following minimum values for low slope roofs as defined in Section 7.3.4:

where  $p_g$  is 20 lb/ft<sup>2</sup> (0.96 kN/m<sup>2</sup>) or less,

$$p_f = (I) p_g \text{ (Importance factor times } p_g)$$

where  $p_g$  exceeds 20 lb/ft<sup>2</sup> (0.96 kN/m<sup>2</sup>),

$$p_f = 20(I) \text{ (20 lb/ft}^2 \text{ times Importance factor)}$$

**7.3.1 Exposure Factor,  $C_e$ .** The value for  $C_e$  shall be determined from Table 7-2.

**7.3.2 Thermal Factor,  $C_t$ .** The value for  $C_t$  shall be determined from Table 7-3.

**7.3.3 Importance Factor,  $I$ .** The value for  $I$  shall be determined from Table 7-4.

**7.3.4 Minimum Values of  $p_f$  for Low-Slope Roofs.** Minimum values of  $p_f$  shall apply to monoslope roofs with slopes less than  $15^\circ$ , hip and gable roofs with slopes less than the larger of  $2.38^\circ$  ( $1/2$  on  $12$ ) and  $(70/W) + 0.5$  with  $W$  in ft (in SI:  $21.3/W + 0.5$ , with  $W$  in m), and curved roofs where the vertical angle from the eaves to the crown is less than  $10^\circ$ .

### 7.4 SLOPED ROOF SNOW LOADS, $p_s$

Snow loads acting on a sloping surface shall be assumed to act on the horizontal projection of that surface. The sloped roof snow load,  $p_s$ , shall be obtained by multiplying the flat roof snow load,  $p_f$ , by the roof slope factor,  $C_s$ :

$$p_s = C_s p_f \quad (7-2)$$

Values of  $C_s$  for warm roofs, cold roofs, curved roofs, and multiple roofs are determined from Sections 7.4.1 through 7.4.4. The thermal factor,  $C_t$ , from Table 7-3 determines if a roof is "cold" or "warm." "Slippery surface" values shall be used only where the roof's surface is unobstructed and sufficient space is available below the eaves to accept all the sliding snow. A roof shall be considered unobstructed if no objects exist on it that prevent snow on it from sliding. Slippery surfaces shall include metal, slate, glass, and bituminous, rubber, and plastic membranes with a smooth surface. Membranes with an imbedded aggregate or mineral granule surface shall not be considered smooth. Asphalt shingles, wood shingles, and shakes shall not be considered slippery.

**7.4.1 Warm Roof Slope Factor,  $C_s$ .** For warm roofs ( $C_t \leq 1.0$  as determined from Table 7-3) with an unobstructed slippery surface that will allow snow to slide off the eaves, the roof slope factor  $C_s$  shall be determined using the dashed line in Fig. 7-2a, provided that for nonventilated warm roofs, their thermal resistance (R-value) equals or exceeds 30 ft<sup>2</sup> h °F/Btu (5.3 °C m<sup>2</sup>/W) and for warm ventilated roofs, their R-value equals or exceeds 20 ft<sup>2</sup> h °F/Btu (3.5 °C m<sup>2</sup>/W). Exterior air shall be able to circulate freely under a ventilated roof from its eaves to its ridge. For warm roofs that do not meet the aforementioned conditions, the solid line in Fig. 7-2a shall be used to determine the roof slope factor  $C_s$ .

**7.4.2 Cold Roof Slope Factor,  $C_s$ .** Cold roofs are those with a  $C_t > 1.0$  as determined from Table 7-3. For cold roofs with  $C_t = 1.1$  and an unobstructed slippery surface that will allow snow to slide off the eaves, the roof slope factor  $C_s$  shall be determined using the dashed line in Fig. 7-2b. For all other cold roofs with  $C_t = 1.1$ , the solid line in Fig. 7-2b shall be used to determine the roof slope factor  $C_s$ . For cold roofs with  $C_t = 1.2$  and an unobstructed slippery surface that will allow snow to slide off the eaves, the roof slope factor  $C_s$  shall be determined using the dashed line on Fig. 7-2c. For all other cold roofs with  $C_t = 1.2$ , the solid line in Fig. 7-2c shall be used to determine the roof slope factor  $C_s$ .

**7.4.3 Roof Slope Factor for Curved Roofs.** Portions of curved roofs having a slope exceeding  $70^\circ$  shall be considered free of snow load (i.e.,  $C_s = 0$ ). Balanced loads shall be determined from the balanced load diagrams in Fig. 7-3 with  $C_s$  determined from the appropriate curve in Fig. 7-2.

**7.4.4 Roof Slope Factor for Multiple Folded Plate, Sawtooth, and Barrel Vault Roofs.** Multiple folded plate, sawtooth, or barrel vault roofs shall have a  $C_s = 1.0$ , with no reduction in snow load because of slope (i.e.,  $p_s = p_f$ ).

**7.4.5 Ice Dams and Icicles Along Eaves.** Two types of warm roofs that drain water over their eaves shall be capable of sustaining a uniformly distributed load of  $2p_f$  on all overhanging portions: those that are unventilated and have an R-value less than  $30 \text{ ft}^2 \text{ h } ^\circ\text{F/Btu}$  ( $5.3 \text{ } ^\circ\text{C m}^2/\text{W}$ ) and those that are ventilated and have an R-value less than  $20 \text{ ft}^2 \text{ h } ^\circ\text{F/Btu}$  ( $3.5 \text{ } ^\circ\text{C m}^2/\text{W}$ ). No other loads except dead loads shall be present on the roof when this uniformly distributed load is applied.

## 7.5 PARTIAL LOADING

The effect of having selected spans loaded with the balanced snow load and remaining spans loaded with half the balanced snow load shall be investigated as follows:

**7.5.1 Continuous Beam Systems.** Continuous beam systems shall be investigated for the effects of the three loadings shown in Fig. 7-4:

Case 1: Full balanced snow load on either exterior span and half the balanced snow load on all other spans.

Case 2: Half the balanced snow load on either exterior span and full balanced snow load on all other spans.

Case 3: All possible combinations of full balanced snow load on any two adjacent spans and half the balanced snow load on all other spans. For this case there will be  $(n-1)$  possible combinations where  $n$  equals the number of spans in the continuous beam system.

If a cantilever is present in any of the above cases, it shall be considered to be a span.

Partial load provisions need not be applied to structural members that span perpendicular to the ridgeline in gable roofs with slopes greater than the larger of  $2.38^\circ$  ( $1/2$  on  $12$ ) and  $70/W + 0.5$  with  $W$  in ft (in SI:  $21.3/W + 0.5$ , with  $W$  in m).

**7.5.2 Other Structural Systems.** Areas sustaining only half the balanced snow load shall be chosen so as to produce the greatest effects on members being analyzed.

## 7.6 UNBALANCED ROOF SNOW LOADS

Balanced and unbalanced loads shall be analyzed separately. Winds from all directions shall be accounted for when establishing unbalanced loads.

**7.6.1 Unbalanced Snow Loads for Hip and Gable Roofs.** For hip and gable roofs with a slope exceeding  $70^\circ$  or with a slope less than the larger of  $70/W + 0.5$  with  $W$  in ft (in SI:  $21.3/W + 0.5$ , with  $W$  in m) and  $2.38^\circ$  ( $1/2$  on  $12$ ) unbalanced snow loads are not required to be applied. Roofs with an eave to ridge distance,  $W$ , of 20 ft (6.1 m) or less, having simply supported prismatic members spanning from ridge to eave shall be designed to resist an unbalanced uniform snow load on the leeward side equal to  $Ip_g$ . For these roofs the windward side shall be unloaded. For all other gable roofs, the unbalanced load shall consist of  $0.3p_s$  on the windward side,  $p_s$  on the leeward side plus a rectangular surcharge with magnitude  $h_d\gamma/\sqrt{S}$  and horizontal extent from the ridge  $8\sqrt{S}h_d/3$  where  $h_d$  is the drift height from Fig. 7-9 with  $\ell_u$  equal to the eave to ridge distance for the windward portion of the roof,  $W$ . Balanced and unbalanced loading diagrams are presented in Fig. 7-5.

**7.6.2 Unbalanced Snow Loads for Curved Roofs.** Portions of curved roofs having a slope exceeding  $70^\circ$  shall be considered free of snow load. If the slope of a straight line from the eaves (or the  $70^\circ$  point, if present) to the crown is less than  $10^\circ$  or greater than  $60^\circ$ , unbalanced snow loads shall not be taken into account.

Unbalanced loads shall be determined according to the loading diagrams in Fig. 7-3. In all cases the windward side shall be considered free of snow. If the ground or another roof abuts a Case II or Case III (see Fig. 7-3) curved roof at or within 3 ft (0.91 m) of its eaves, the snow load shall not be decreased between the  $30^\circ$  point and the eaves, but shall remain constant at the  $30^\circ$  point value. This distribution is shown as a dashed line in Fig. 7-3.

**7.6.3 Unbalanced Snow Loads for Multiple Folded Plate, Sawtooth, and Barrel Vault Roofs.** Unbalanced loads shall be applied to folded plate, sawtooth, and barrel-vaulted multiple roofs with a slope exceeding  $3/8 \text{ in./ft}$  ( $1.79^\circ$ ). According to Section 7.4.4,  $C_s = 1.0$  for such roofs, and the balanced snow load equals  $p_f$ . The unbalanced snow load shall increase from one-half the balanced load at the ridge or crown (i.e.,  $0.5p_f$ ) to two times the balanced load given in Section 7.4.4 divided by  $C_e$  at the valley (i.e.,  $2p_f/C_e$ ). Balanced and unbalanced loading diagrams for a sawtooth roof are presented in Fig. 7-6. However, the snow surface above the valley shall not be at an elevation higher than the snow above the ridge. Snow depths shall be determined by dividing the snow load by the density of that snow from Eq. 7-3, which is in Section 7.7.1.

**7.6.4 Unbalanced Snow Loads for Dome Roofs.** Unbalanced snow loads shall be applied to domes and similar rounded structures. Snow loads, determined in the same manner as for curved roofs in Section 7.6.2, shall be applied to the downwind  $90^\circ$  sector in plan view. At both edges of this sector, the load shall decrease linearly to zero over sectors of  $22.5^\circ$  each. There shall be no snow load on the remaining  $225^\circ$  upwind sector.

## 7.7 DRIFTS ON LOWER ROOFS (AERODYNAMIC SHADE)

Roofs shall be designed to sustain localized loads from snowdrifts that form in the wind shadow of (1) higher portions of the same structure and (2) adjacent structures and terrain features.

**7.7.1 Lower Roof of a Structure.** Snow that forms drifts comes from a higher roof or, with the wind from the opposite direction, from the roof on which the drift is located. These two kinds of drifts (“leeward” and “windward” respectively) are shown in Fig. 7-7. The geometry of the surcharge load due to snow drifting shall be approximated by a triangle as shown in Fig. 7-8. Drift loads shall be superimposed on the balanced snow load. If  $h_c/h_b$  is less than 0.2, drift loads are not required to be applied.

For leeward drifts, the drift height  $h_d$  shall be determined directly from Fig. 7-9 using the length of the upper roof. For windward drifts, the drift height shall be determined by substituting the length of the lower roof for  $l_u$  in Fig. 7-9 and using three-quarters of  $h_d$  as determined from Fig. 7-9 as the drift height. The larger of these two heights shall be used in design. If this height is equal to or less than  $h_c$ , the drift width,  $w$ , shall equal  $4h_d$  and the drift height shall equal  $h_d$ . If this height exceeds  $h_c$ , the drift width,  $w$ , shall equal  $4h_d^2/h_c$  and the drift height shall equal  $h_c$ . However, the drift width,  $w$ , shall not be greater than  $8h_c$ . If the drift width,  $w$ , exceeds the width of the lower roof, the drift shall be truncated at the far edge of the roof, not reduced to zero there. The maximum intensity of the drift surcharge load,  $p_d$ , equals  $h_d\gamma$  where snow density,  $\gamma$ , is defined in Eq. 7-3:

$$\gamma = 0.13p_g + 14 \text{ but not more than } 30 \text{ pcf} \quad (7-3)$$

(in SI:  $\gamma = 0.426p_g + 2.2$ , but not more than  $4.7 \text{ kN/m}^3$ )

This density shall also be used to determine  $h_b$  by dividing  $p_s$  by  $\gamma$  (in SI: also multiply by 102 to get the depth in m).

**7.7.2 Adjacent Structures and Terrain Features.** The requirements in Section 7.7.1 shall also be used to determine drift loads caused by a higher structure or terrain feature within 20 ft (6.1 m) of a roof. The separation distance,  $s$ , between the roof and adjacent structure or terrain feature shall reduce applied drift loads on the lower roof by the factor  $(20-s)/20$  where  $s$  is in ft ( $[6.1-s]/6.1$  where  $s$  is in m).

## 7.8 ROOF PROJECTIONS

The method in Section 7.7.1 shall be used to calculate drift loads on all sides of roof projections and at parapet walls. The height of such drifts shall be taken as three-quarters the drift height from Fig. 7-9 (i.e.,  $0.75h_d$ ) with  $l_u$  equal to the length of the roof upwind of the projection or parapet wall. If the side of a roof projection

is less than 15 ft (4.6 m) long, a drift load is not required to be applied to that side.

## 7.9 SLIDING SNOW

The load caused by snow sliding off a sloped roof onto a lower roof shall be determined for slippery upper roofs with slopes greater than  $1/4$  on 12, and for other (i.e., nonslippery) upper roofs with slopes greater than 2 on 12. The total sliding load per unit length of eave shall be  $0.4p_fW$ , where  $W$  is the horizontal distance from the eave to ridge for the sloped upper roof. The sliding load shall be distributed uniformly on the lower roof over a distance of 15 ft from the upper roof eave. If the width of the lower roof is less than 15 ft, the sliding load shall be reduced proportionally.

The sliding snow load shall not be further reduced unless a portion of the snow on the upper roof is blocked from sliding onto the lower roof by snow already on the lower roof or is expected to slide clear of the lower roof.

Sliding loads shall be superimposed on the balanced snow load.

## 7.10 RAIN-ON-SNOW SURCHARGE LOAD

For locations where  $p_g$  is 20 lb/ft<sup>2</sup> (0.96 kN/m<sup>2</sup>) or less, but not zero, all roofs with slopes (in degrees) less than  $W/50$  with  $W$  in ft (in SI:  $W/15.2$  with  $W$  in m) shall have a 5 lb/ft<sup>2</sup> (0.24 kN/m<sup>2</sup>) rain-on-snow surcharge. This rain-on-snow augmented design load applies only to the balanced load case and need not be used in combination with drift, sliding, unbalanced, or partial loads.

## 7.11 PONDING INSTABILITY

Roofs shall be designed to preclude ponding instability. For roofs with a slope less than  $1/4$  in./ft (1.19°), roof deflections caused by full snow loads shall be investigated when determining the likelihood of ponding instability from rain-on-snow or from snow meltwater (see Section 8.4).

## 7.12 EXISTING ROOFS

Existing roofs shall be evaluated for increased snow loads caused by additions or alterations. Owners or agents for owners of an existing lower roof shall be advised of the potential for increased snow loads where a higher roof is constructed within 20 ft (6.1 m). See footnote to Table 7-2 and Section 7.7.2.

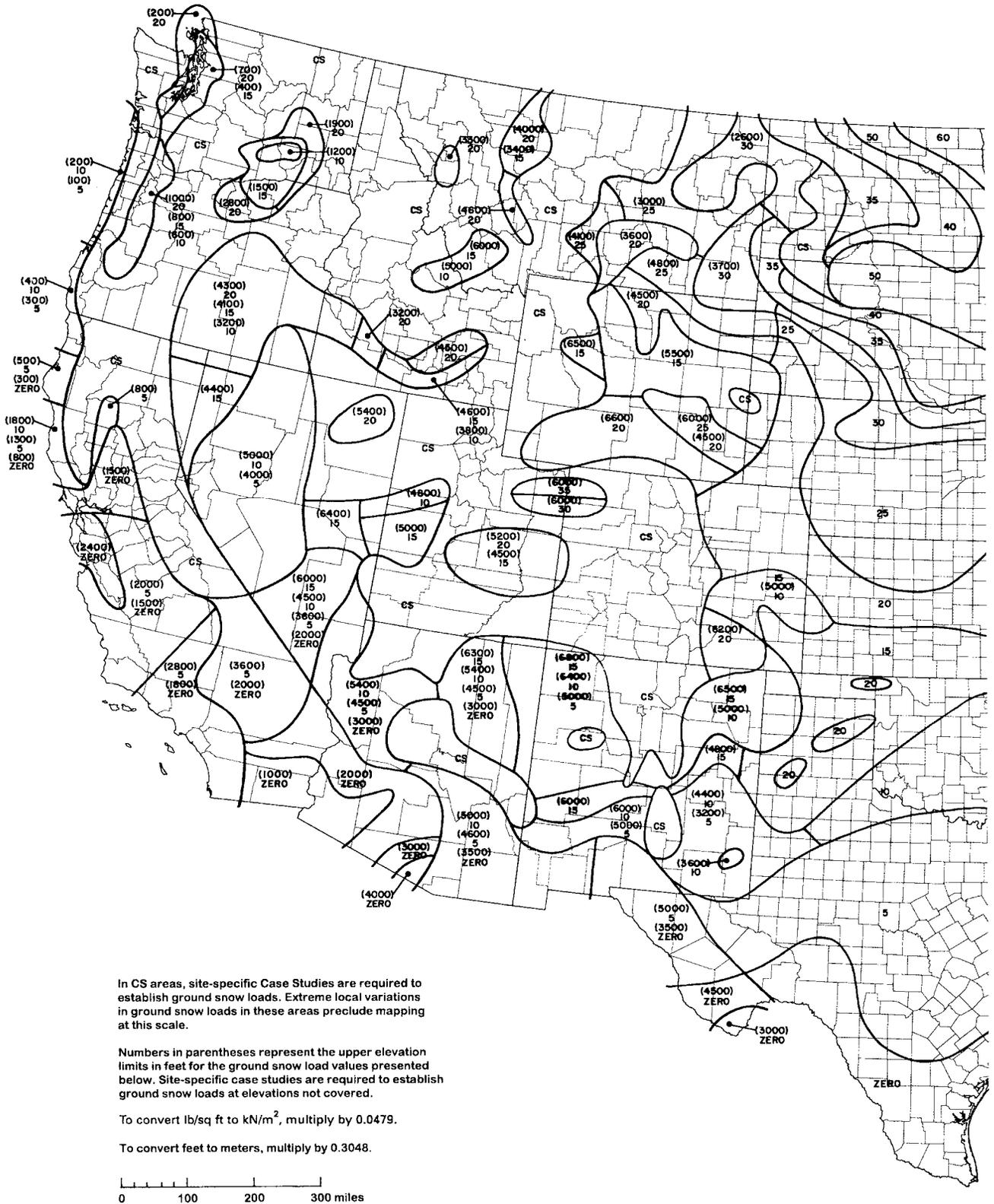


FIGURE 7-1 GROUND SNOW LOADS,  $p_g$ , FOR THE UNITED STATES (LB/FT<sup>2</sup>)

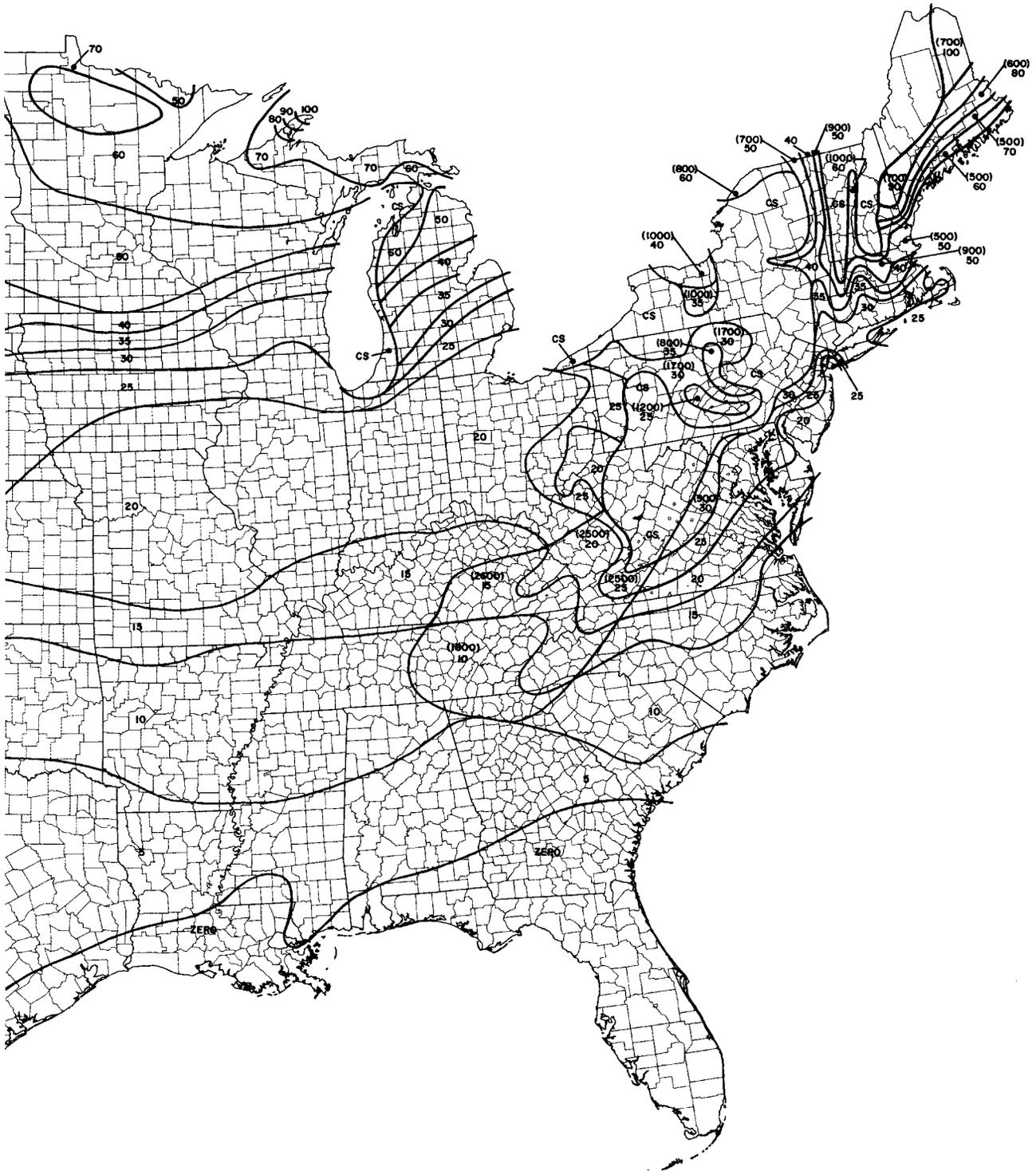


FIGURE 7-1 (continued) GROUND SNOW LOADS,  $p_g$ , FOR THE UNITED STATES (LB/FT<sup>2</sup>)

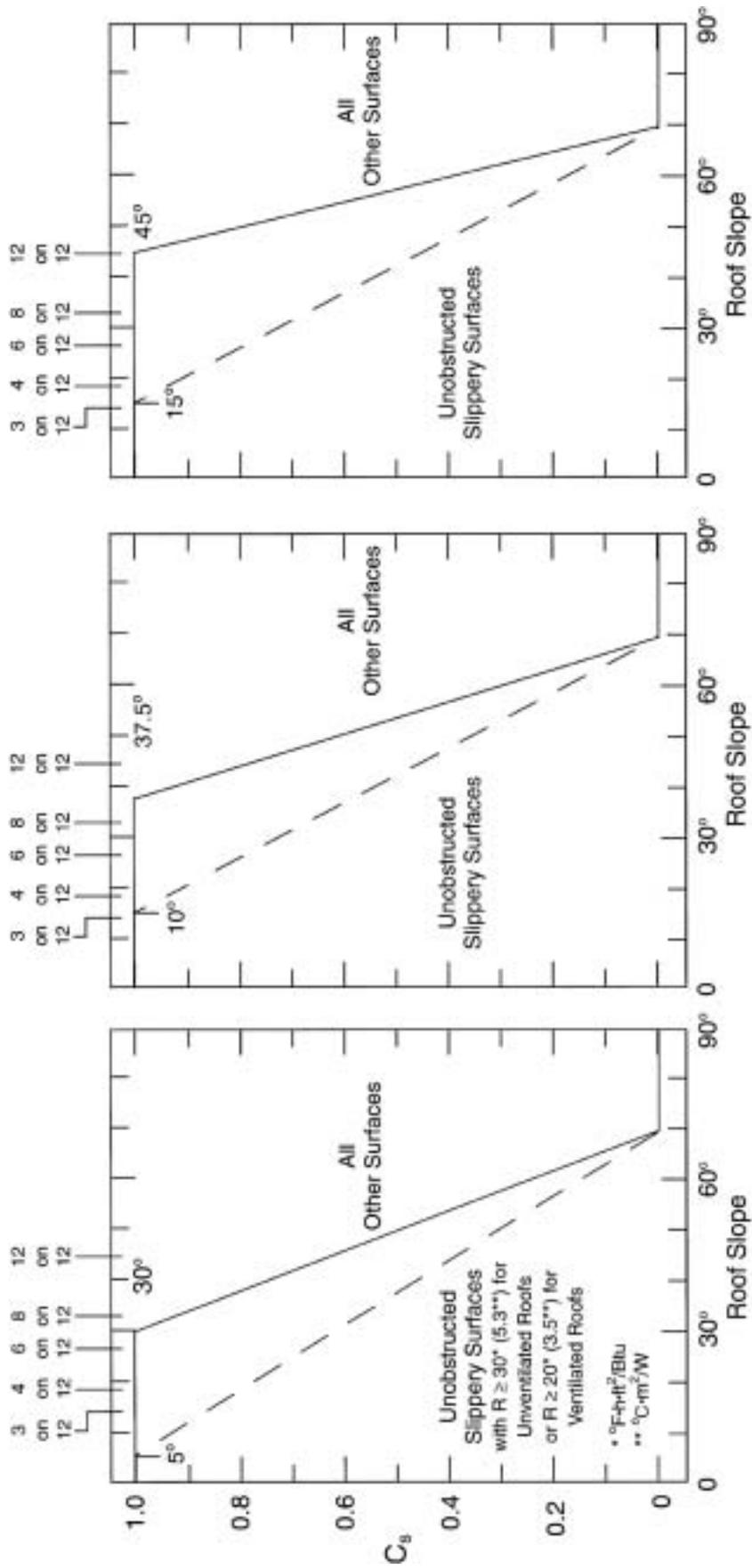


FIGURE 7-2 GRAPHS FOR DETERMINING ROOF SLOPE FACTOR  $C_s$  FOR WARM AND COLD ROOFS (SEE TABLE 7-3 FOR  $C_i$  DEFINITIONS)

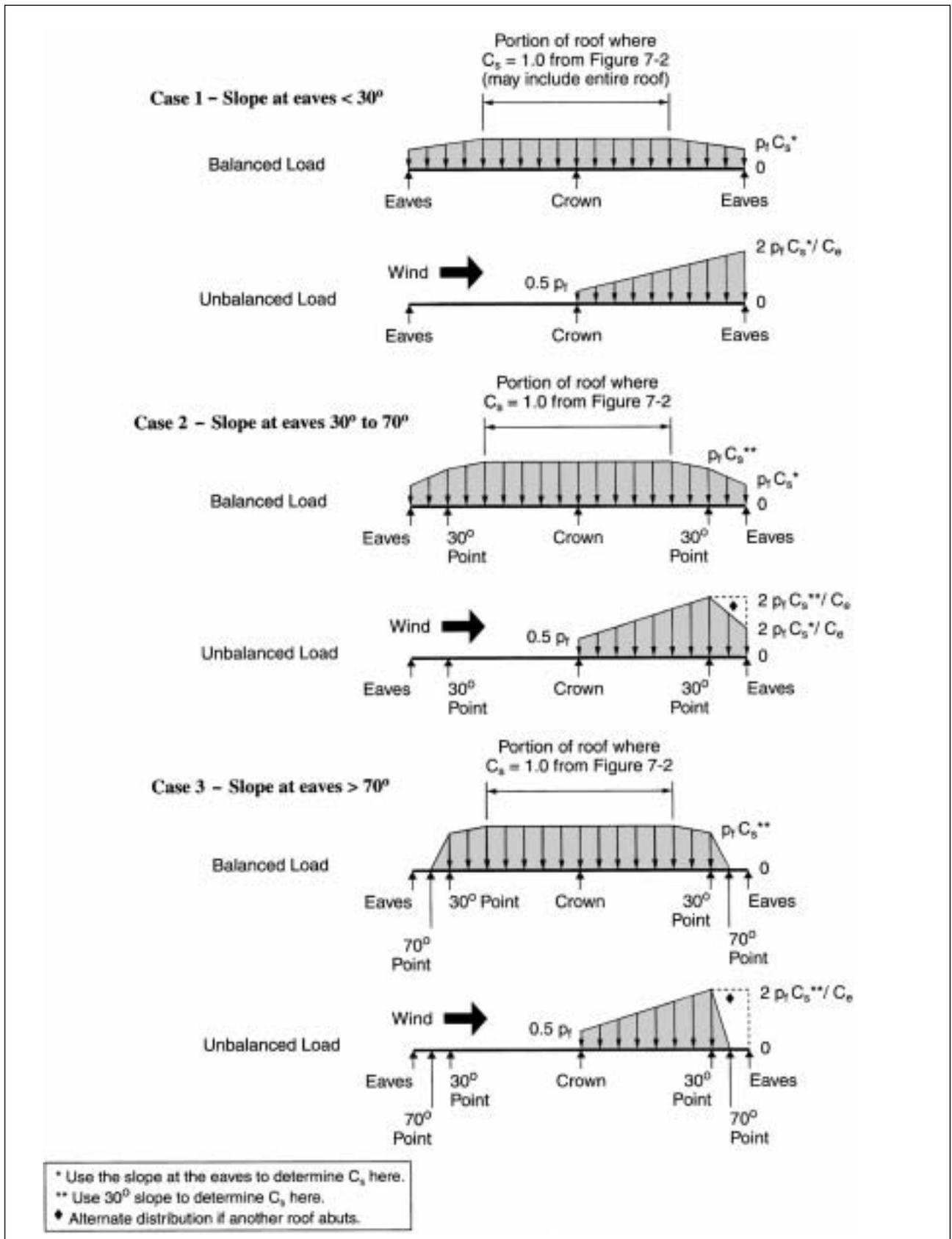


FIGURE 7-3 BALANCED AND UNBALANCED LOADS FOR CURVED ROOFS

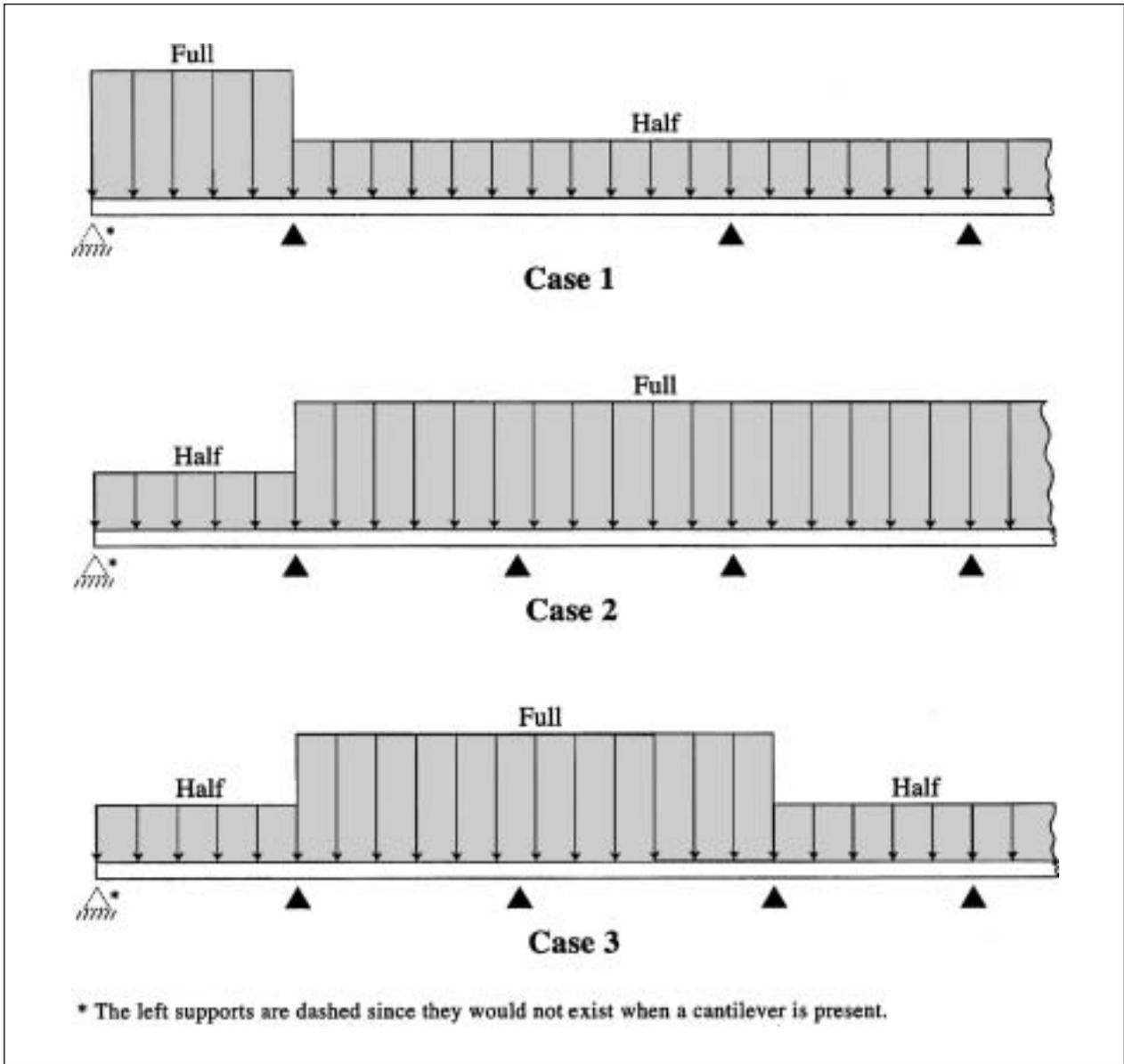


FIGURE 7-4 PARTIAL LOADING DIAGRAMS FOR CONTINUOUS BEAMS

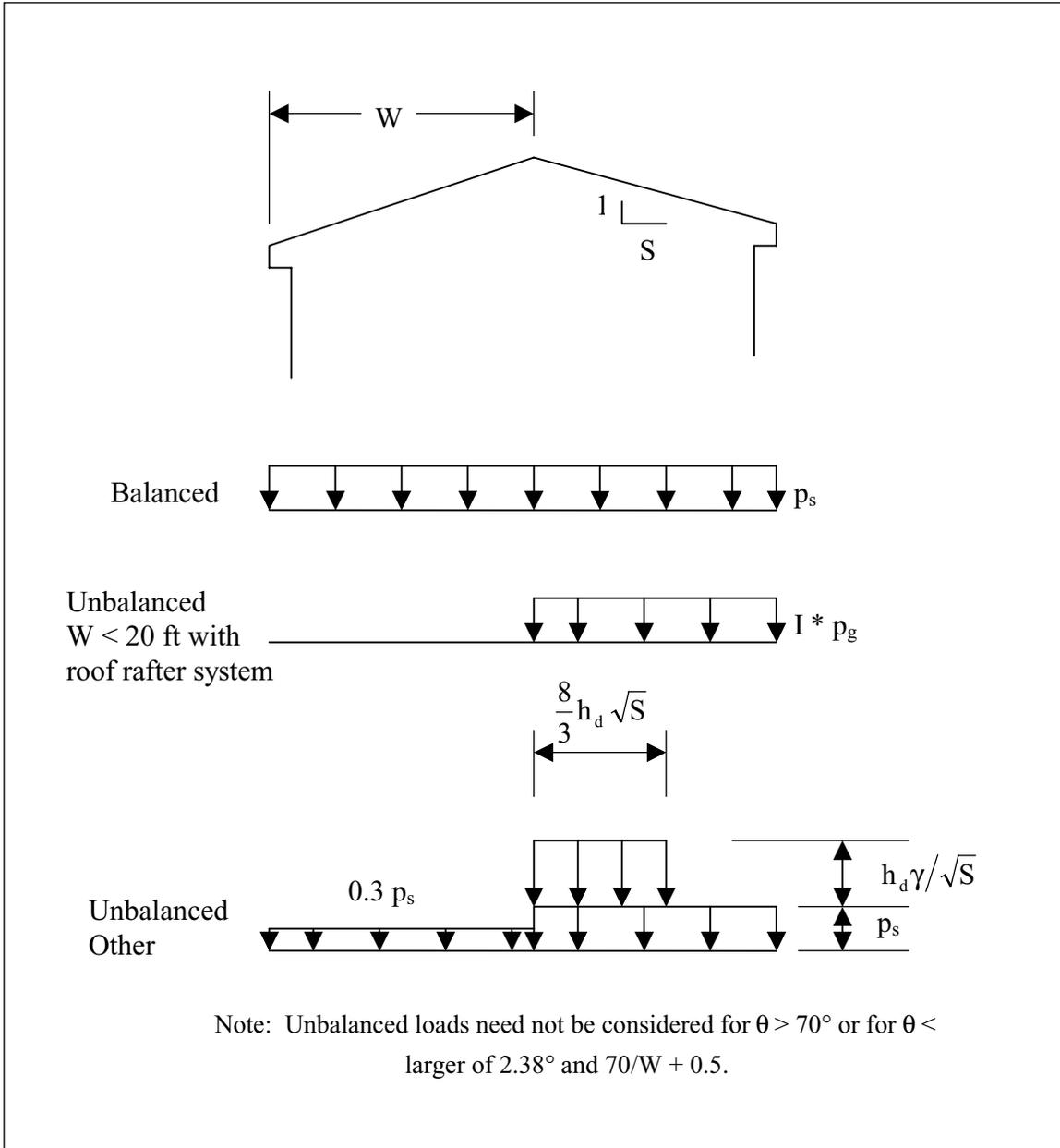


FIGURE 7-5 BALANCED AND UNBALANCED SNOW LOADS FOR HIP AND GABLE ROOFS

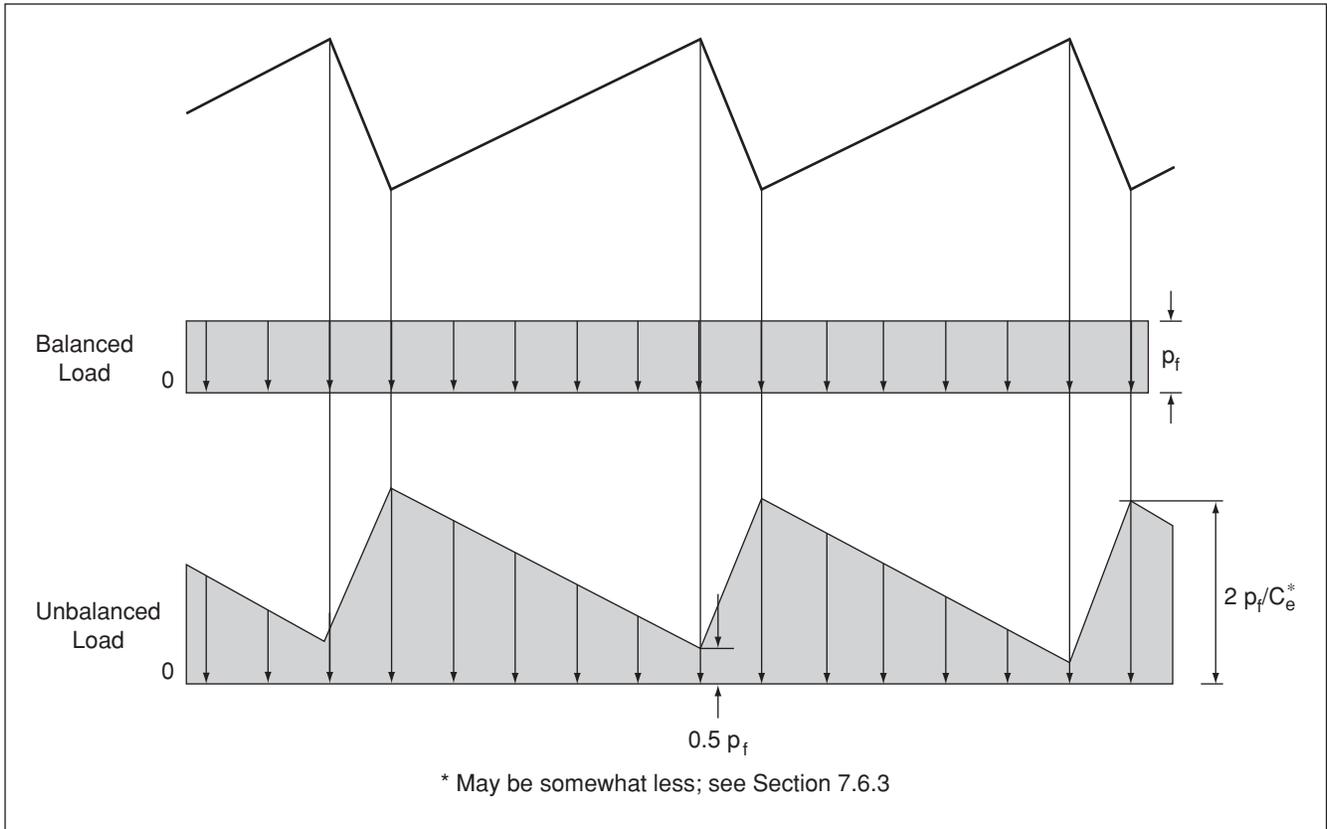


FIGURE 7-6 BALANCED AND UNBALANCED SNOW LOADS FOR A SAWTOOTH ROOF

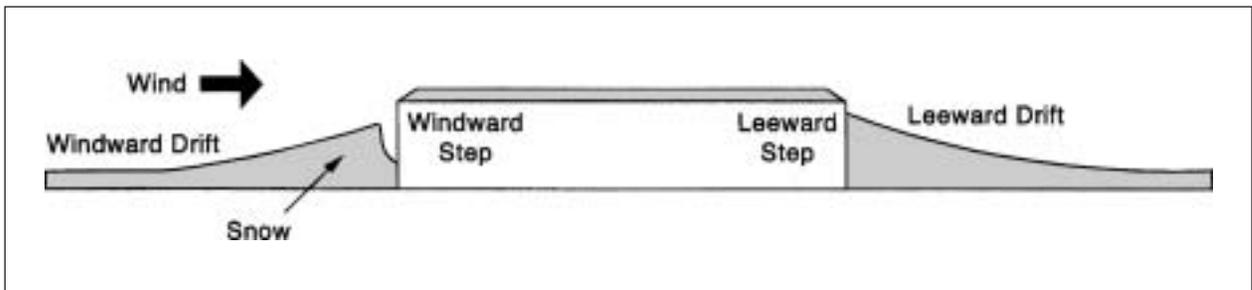


FIGURE 7-7 DRIFTS FORMED AT WINDWARD AND LEEWARD STEPS

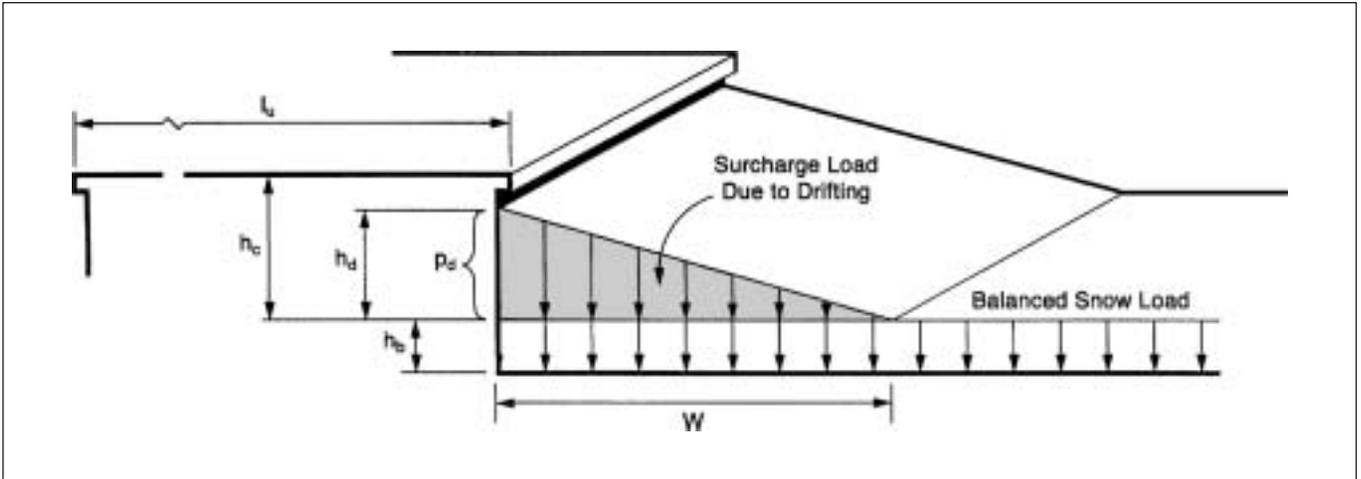
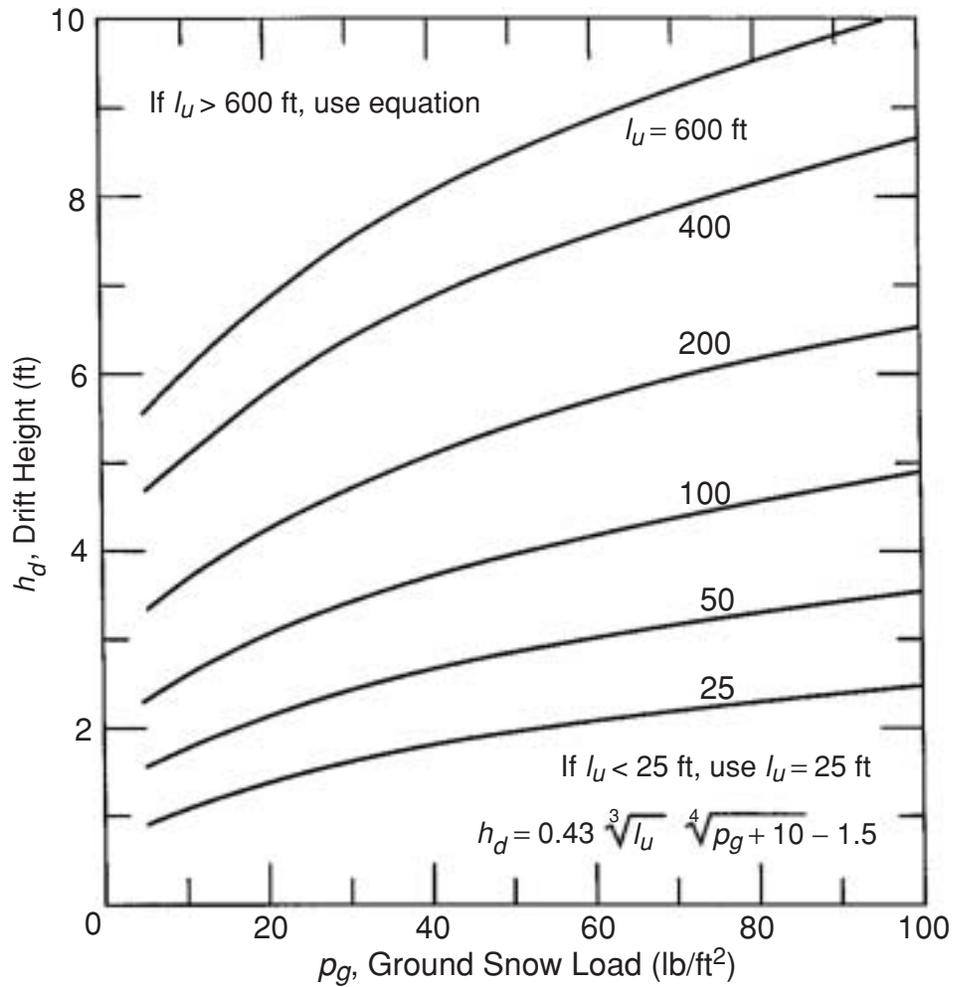


FIGURE 7-8 CONFIGURATION OF SNOW DRIFTS ON LOWER ROOFS



To convert lb/ft<sup>2</sup> to kN/m<sup>2</sup>, multiply by 0.0479.  
 To convert ft to m, multiply by 0.3048.

FIGURE 7-9 GRAPH AND EQUATION FOR DETERMINING DRIFT HEIGHT,  $h_d$

**TABLE 7-1 GROUND SNOW LOADS,  $p_g$ , FOR ALASKAN LOCATIONS**

Location	$p_g$		Location	$p_g$		Location	$p_g$	
	lb/ft <sup>2</sup>	(kN/m <sup>2</sup> )		lb/ft <sup>2</sup>	(kN/m <sup>2</sup> )		lb/ft <sup>2</sup>	(kN/m <sup>2</sup> )
Adak	30	(1.4)	Galena	60	(2.9)	Petersburg	150	(7.2)
Anchorage	50	(2.4)	Gulkana	70	(3.4)	St Paul	40	(1.9)
Angoon	70	(3.4)	Homer	40	(1.9)	Seward	50	(2.4)
Barrow	25	(1.2)	Juneau	60	(2.9)	Shemya	25	(1.2)
Barter	35	(1.7)	Kenai	70	(3.4)	Sitka	50	(2.4)
Bethel	40	(1.9)	Kodiak	30	(1.4)	Talkeetna	120	(5.8)
Big Delta	50	(2.4)	Kotzebue	60	(2.9)	Unalakleet	50	(2.4)
Cold Bay	25	(1.2)	McGrath	70	(3.4)	Valdez	160	(7.7)
Cordova	100	(4.8)	Nenana	80	(3.8)	Whittier	300	(14.4)
Fairbanks	60	(2.9)	Nome	70	(3.4)	Wrangell	60	(2.9)
Fort Yukon	60	(2.9)	Palmer	50	(2.4)	Yakutat	150	(7.2)

**TABLE 7-2 EXPOSURE FACTOR,  $C_e$**

Terrain Category	Fully Exposed	Exposure of Roof <sup>a</sup> Partially Exposed	Sheltered
B (see Section 6.5.6)	0.9	1.0	1.2
C (see Section 6.5.6)	0.9	1.0	1.1
D (see Section 6.5.6)	0.8	0.9	1.0
Above the treeline in windswept mountainous areas.	0.7	0.8	N/A
In Alaska, in areas where trees do not exist within a 2-mile (3 km) radius of the site.	0.7	0.8	N/A

The terrain category and roof exposure condition chosen shall be representative of the anticipated conditions during the life of the structure. An exposure factor shall be determined for each roof of a structure.

<sup>a</sup>Definitions: Partially Exposed: All roofs except as indicated in the following text. Fully Exposed: Roofs exposed on all sides with no shelter<sup>b</sup> afforded by terrain, higher structures, or trees. Roofs that contain several large pieces of mechanical equipment, parapets that extend above the height of the balanced snow load ( $h_b$ ), or other obstructions are not in this category. Sheltered: Roofs located tight in among conifers that qualify as obstructions.

<sup>b</sup>Obstructions within a distance of  $10h_o$  provide "shelter," where  $h_o$  is the height of the obstruction above the roof level. If the only obstructions are a few deciduous trees that are leafless in winter, the "fully exposed" category shall be used. Note that these are heights above the roof. Heights used to establish the terrain category in Section 6.5.3 are heights above the ground.

**TABLE 7-3 THERMAL FACTOR,  $C_t$**

Thermal Condition <sup>a</sup>	$C_t$
All structures except as indicated below:	1.0
Structures kept just above freezing and others with cold, ventilated roofs in which the thermal resistance (R-value) between the ventilated space and the heated space exceeds $25\text{ }^\circ\text{F} \times h \times \text{ft}^2/\text{Btu}$ ( $4.4\text{ K} \times \text{m}^2/\text{W}$ ).	1.1
Unheated structures and structures intentionally kept below freezing.	1.2
Continuously heated greenhouses <sup>b</sup> with a roof having a thermal resistance (R-value) less than $2.0\text{ }^\circ\text{F} \times h \times \text{ft}^2/\text{Btu}$ ( $0.4\text{ K} \times \text{m}^2/\text{W}$ )	0.85

<sup>a</sup>These conditions shall be representative of the anticipated conditions during winters for the life of the structure.

<sup>b</sup>Greenhouses with a constantly maintained interior temperature of  $50\text{ }^\circ\text{F}$  ( $10\text{ }^\circ\text{C}$ ) or more at any point 3 ft above the floor level during winters and having either a maintenance attendant on duty at all times or a temperature alarm system to provide warning in the event of a heating failure.

**TABLE 7-4 IMPORTANCE FACTOR,  $I$  (SNOW LOADS)**

Category <sup>a</sup>	$I$
I	0.8
II	1.0
III	1.1
IV	1.2

<sup>a</sup>See Section 1.5 and Table 1-1.

# Memorandum

To: **Planning and Zoning**  
From: **Sam Greenwood, City Planner**  
Date: **4/5/2012**  
Re: **Chapter 18 Zoning**

## **PART I. BACKGROUND:**

The section of Cordova City Code for nonconforming uses is attached. It was requested that the section be reviewed so that an understanding of nonconforming use and the time frames allowed for rebuilding. Below are some definitions. If we choose to edit this section these are some questions I would suggest

1. Is this clear? if not how can we make clear

18.08.460 - Nonconforming building.

"Nonconforming building" means any building or structure or any portion thereof, lawfully existing at the time the ordinance codified in this title became effective, which was designed, erected or structurally altered for a use that does not conform to the use regulations of the zone in which it is located or a building or structure that does not conform to all the height and area regulations of the zone in which it is located.

"legal nonconforming use" Areas lawfully occupied by a building or landuse at the time this title or amendments thereto take effect, and which does not conform with the use regulations of the district in which it is located.

Nonconforming use, a use that was valid when brought into existence but by subsequent regulation becomes no longer conforming. This may be a structure, use, or parcel of land.

## Chapter 18.52 - NONCONFORMING USES

### Sections:

- [18.52.010 - Conditions for continuation.](#)
- [18.52.020 - Conditions for occupation or use.](#)
- [18.52.030 - Damage or destruction.](#)
- [18.52.040 - Applicability.](#)
- [18.52.050 - Junkyards—Declared nuisance when.](#)

### **18.52.010 - Conditions for continuation.**

Any otherwise lawful use of land, structure, building or premises (including parking areas), existing at the time the ordinance codified in this title became effective, but not conforming to the provisions hereof, may be continued, provided:

- A. That if such nonconforming use is discontinued for a period of over ninety days or is abandoned, the use of such land thereafter shall be subject to the provisions of this title;
- B. That no conforming building or building used for a nonconforming use shall be added to, structurally altered, or enlarged in any manner, except as required by another ordinance of the city or by state law, or in order to bring the building, or its use into full conformity with the provisions of this title or Title 16
- C. That no conforming use occupying a conforming building or portion thereof, or occupying any land, shall be enlarged or extended into any other portion of such building or land not actually so occupied at the effective date of the ordinance codified in this title;
- D. In cases where a variance is sought from Chapter 18.52, nonconforming single-family buildings shall be exempt from section 18.64.020(A)(2)(a) of this title;
- E. Nothing in this section shall be construed to prevent general maintenance on a nonconforming building or building housing a nonconforming use.

(Ord. 695 § 2, 3, 1992; prior code § 15.213(A)).

### **18.52.020 - Conditions for occupation or use.**

Any building or portion thereof in existence prior to the effective date of this ordinance which is specifically designed or arranged to be lawfully occupied or used in a manner not conforming to the provisions of this title may thereafter be so occupied or used, subject to the limitations set forth above for existing nonconforming uses. The term "in existence" shall include, for the purposes of this section only, any building under actual construction at such date; provided, that such building be completed within one year therefrom.

(Prior code § 15.213(B)).

**18.52.030 - Damage or destruction.**

A. Except as provided in Subsection B of this section, no building which has been damaged or partially destroyed to the extent of more than fifty percent of its assessed value shall be repaired, moved or altered except in conformity with the provisions of this title.

B. The planning commission may grant a conditional use permit for a telecommunication tower to be repaired or replaced without changing its location, provided that the repaired or replaced telecommunication tower meets all of the requirements for a conditional use permit under Section 18.60.015, except the requirements in Section 18.60.015(C)(7) and (9).

(Prior code § 15.213(C)).

(Ord. No. 1070, § 10, 7-21-2010)

**18.52.040 - Applicability.**

The provisions of this chapter shall apply to uses which become nonconforming by reason of any amendment to the ordinance codified in this title, as of the effective date of such amendment.

(Prior code § 15.213(D)).

**18.52.050 - Junkyards—Declared nuisance when.**

Regardless of any other provision of this title, any junkyard as defined in this title, which after the adoption of the ordinance codified in this title exists located in any district other than an I district as nonconforming use, is declared to be a public nuisance and shall be abated, removed or changed to a conforming use within two years thereafter.

(Prior code § 15.213(E)).

# Memorandum

To: **Planning and Zoning**  
From: **Sam Greenwood, City Planner**  
Date: **4/5/2012**  
Re: **Chapter 18 Zoning**

## **PART I. BACKGROUND:**

The section of Cordova City Code s, for site plan review is attached for review and edits. When the sections for industrial, commercial and business were discussed it was requested that this section also be reviewed. This is what needs to be accomplished at this meeting

1. How does the commission want to address snow
2. Are we still in agreement that 4-plex and higher, waterfront industrial, industrial, waterfront commercial, central business and business will have a site plan review?
3. Does the site plan review need to go to city council after P&Z approves it?
4. A complete review of the required information

## Chapter 18.42 - SITE PLAN REVIEW

### Sections:

[18.42.010 - Purpose.](#)

[18.42.020 - Application procedure.](#)

[18.42.030 - Required information.](#)

### **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.

(Ord. 636 (part), 1988).

### **18.42.020 - Application procedure.**

The following procedures will govern the site plan review process when required by this code or the city council.

A. The developer shall submit ~~twenty~~ ONE copy of the site plan, including all items to be incorporated in such site plan, to the ~~public works~~/planning director's office at least three weeks (twenty-one days) before a regularly scheduled planning commission meeting. The ~~public works~~/planning director shall then transmit copies of the site plan to the planning commission and, as appropriate, to other bodies and/or agencies for review and comment. Bodies or individuals receiving plans for review shall forward written comments to the ~~public works~~/planning director within fifteen days of the receipt of the plans. Upon receipt of comments and recommendations from the planning commission and appropriate bodies, the public works/planning director shall submit the same to the city council at its next regularly scheduled meeting for action, but in any event, no later than forty-five days of the initial receipt of the site plan.

B. An approved site plan shall regulate the development on the site unless modified in the same manner as the plans were originally approved; provided, however, that incidental or minor variations of the approved site plan shall not invalidate prior site plan approval; provided, that the variations have first been revised and written approval received for the variations from the public works/planning director and city manager.

(Ord. 984, 2006; Ord. 636 (part), 1988).

### **18.42.030 - Required information.**

A. The site plan to be submitted as required herein shall contain the following information. If any of the information requested herein is not applicable to a given project, the reasons for the non-applicability of the information requested shall be stated in the site plan:

1. Name, address and phone number of owner/developer;
2. Legal description of property;
3. A scale of not less than 1" = 20";
4. Date, north point and scale;
5. The dimensions of all lot and property lines, showing the relationship of the subject property to abutting properties;
6. The zoning and siting of all structures on the subject property and abutting properties;
7. The location of each proposed structure in the development area, the use or uses to be contained therein, the number of stories, gross building area, distances between structures and lot lines, setback lines and approximate location of vehicular entrances and loading points;
8. The location of all existing and proposed drives and parking areas with the number of parking and/or loading spaces provided and the location and right-of-way widths of all abutting streets;
9. Location and height of all walls, fences and screen plantings, including a general plan for the landscaping of the development and the method by which landscaping is to be accomplished and be maintained;
10. Types of surfacing, such as paving, turfing or gravel to be used at the various locations;
11. A grading plan of the area demonstrating the proposed method of storm drainage;
12. Size and location of proposed sewer and water lines and connections;
13. Front and side elevations of proposed structures;
14. Exterior finish and color.

B. Where phased or staged construction is contemplated for the development of a project, the site plan submitted must show the interrelationship of the proposed project to the future stages, including the following:

1. Relationship and identification of future structures, roadways, drainage, water and sewer;
2. Pedestrian and vehicular circulation;
3. Time schedule for completion of various phases of the proposed construction;
4. Temporary facilities or construction of same as required to facilitate the stage development.

(Ord. 636 (part), 1988).

# Memorandum

To: **Planning and Zoning**  
From: **Sam Greenwood, City Planner**  
Date: **4/5/2012**  
Re: **Chapter 18 Zoning**

## **PART I. BACKGROUND:**

At the last work session we got through all the districts except Waterfront Commercial Park. At this meeting we need to address these questions

1. Do we want a Harbor Service Zone or keep this area as is? See attached map
2. Do these zones need lots sizes? If so what would be the sizes?
3. Determine if lot coverage and building coverage are required for these zones? If so what are the coverage for each zone?
4. Are the setbacks adequate for each zone? Do we to use yards for all these zones?

**Proposed Districts** versus Current Districts

### **Harbor Services Districts (See Map for potential area)**

Economic Development District (No current write up in City Code)

Waterfront Commercial District

Lot size requirement 9,000 square feet

Portion of Business District

## Chapter 18.39 - WATERFRONT COMMERCIAL PARK DISTRICT

### Sections:

[18.39.010 - Purpose.](#)

[18.39.020 - Permitted principal uses and structures.](#)

[18.39.030 - Permitted accessory uses and structures.](#)

[18.39.040 - Conditional uses.](#)

[18.39.050 - Prohibited uses and structures.](#)

[18.39.060 - Minimum lot requirements.](#)

[18.39.070 - Minimum setback requirements.](#)

[18.39.080 - Maximum height of buildings and structures.](#)

[18.39.090 - Required off-street parking and loading.](#)

[18.39.100 - Signs.](#)

[18.39.110 - Drainage.](#)

[18.39.120 - Minimum finished floor elevations.](#)

[18.39.130 - Site plan and architectural review.](#)

### **18.39.010 - Purpose.**

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

(Ord. 612 (part), 1986).

### **18.39.020 - Permitted principal uses and structures.**

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

- A. Boat charter services;
- B. Commercial and sport fishing supplies and services;
- C. Docks and harbor facilities;
- D. Eating and drinking facilities;
- E. Fish and seafood markets;
- F. Fueling piers;
- G. Gift shops;

- H. Hotels;
- I. Laundromats and laundries;
- J. Marine-related retail and wholesale stores;
- K. Offices associated with permitted principal uses;
- L. Recreational goods sales;
- M. Travel agencies;
- N. Visitor information center;
- O. Waterfront parks, access paths, and boardwalks.

(Ord. 612 (part), 1986).

**18.39.030 - Permitted accessory uses and structures.**

The following are the permitted accessory uses and structures in the WCP district:

- A. Accessory buildings;
- B. Parking in conjunction with permitted principal uses and conditional uses;
- C. Outside storage;
- D. Processing of seafood where no more than two thousand square feet of gross floor space of structure is used for processing. The smoking of seafood is prohibited.
- E. Watchman's quarters.

(Ord. 612 (part), 1986).

(Ord. No. 1073, 7-7-2010)

**18.39.040 - Conditional uses.**

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

- A. Outside storage.

(Ord. 612 (part), 1986).

**18.39.050 - Prohibited uses and structures.**

Any use or structure not of a character as indicated under permitted principal uses and structures or permitted under conditional uses is prohibited.

(Ord. 612 (part), 1986).

**18.39.060 - Minimum lot requirements.**

The following are the minimum lot requirements in the WCP district:

- A. Lot width, ninety feet
- B. Lot area, nine thousand square feet.

(Ord. 802 § 1, 1998; Ord. 612 (part), 1986).

**18.39.070 - Minimum setback requirements.**

The following are the minimum setback requirements in the WCP district:

- A. Front yard, fifteen feet
- B. Side yard, five feet
- C. Rear yard, five feet.

(Ord. 802 § 2, 1998; Ord. 612 (part), 1986).

**18.39.080 - Maximum height of buildings and structures.**

The following are the maximum heights of buildings and structures in the WCP district:

- A. Principal buildings and structures, 30 feet
- B. Accessory buildings and structures, 20 feet.

(Ord. 623 § 1, 1987; Ord. 612 (part), 1986).

**18.39.090 - Required off-street parking and loading.**

The requirements for off-street parking and loading in the WCP district shall be as set forth in Chapter 18.48 of this code. In addition the following parking requirements shall apply to property in the WCP district:

- A. Parking areas and drives shall be limited to fifty percent of the required front yards to provide for landscaping, pathways, or similar nonvehicular improvements.
- B. Parking areas in required front yards shall be separated from property lines to provide for the delineation and limitation of access drives.

(Ord. 802 § 3, 1998; Ord. 612 (part), 1986).

**18.39.100 - Signs.**

Signs may be allowed in the WCP district subject to the supplementary district regulations, the Uniform Sign Code, and as set forth in Chapter 18.44 of this code.

(Ord. 612 (part), 1986).

**18.39.110 - Drainage.**

The developer wishing to develop land in the WCP district shall be required to submit a drainage plan. Such drainage plan shall address stormwater runoff from the unused portion of the lot, and roof runoff.

(Ord. 612 (part), 1986).

**18.39.120 - Minimum finished floor elevations.**

In the WCP district, the minimum finished floor elevations as listed shall be adhered to:

South Fill Development Park	Feet
Block 1, Lot 2	24.00
3	24.00
5	24.00
6	24.25
7	25.00
8	25.50
10	25.75
Block 1, Lot 11	25.75
12	25.25
Block 2, Lot 2	25.00
Block 2, Lot 3	25.25
4	25.50
5	25.75
6	26.00
7	26.00
8	26.00
9	25.75
10	25.50

Note: Elevation datum based on the following: North Bolt fire hydrant at northwest corner of intersection of Nicholoff Way and Railroad Avenue: Elevation 29.84 feet above M.L.L.W.

(Ord. 612 (part), 1986).

**18.39.130 - Site plan and architectural review.**

The development plan of any proposed development in the WCP district shall be subject to review by the planning commission. The architectural plans shall, in addition to requirements of Sections 18.39.010 through 18.39.120, include the following:

- A. Exterior finish material;
- B. Color scheme.

Exterior siding finish of structures shall be wood, stucco, brick or approved metal building material. Color scheme of exterior siding and roof finish shall consist of earth tones.



Potential Harbor  
Service District

~ April 2012 ~							May 2012 ▶	
◀ Mar 2012	Sun	Mon	Tue	Wed	Thu	Fri	Sat	
1		2	3 PLANNING COMMISSION TITLE 18~ ZONING 6PM CITY HALL	4	5	6	7	
8		9	10 PLANNING COMMISSION 6 PM CITY HALL	11	12 PLANNING COMMISSION SFDP EXPANSION 6PM LIBRARY	13	14	
15		16	17	18	19	20	21	
22		23	24	25	26	27	28	
29		30	Notes:					

~ May 2012 ~							Jun 2012 ▶
◀ Apr 2012	Sun	Mon	Tue	Wed	Thu	Fri	Sat
			1	2	3	4	5
6	7	8 PLANNING COMMISSION 6PM CITY HALL	9	10	11	12	
13	14	15	16	17	18	19	
20	21	22	23	24	25	26	
27	28 CITY HALL CLOSED MEMORIAL DAY!	29	30	31	Notes:		