

**PLANNING COMMISSION REGULAR MEETING  
TUESDAY OCTOBER 8<sup>th</sup>, 2024 AT 6:30 PM  
CORDOVA CENTER COMMUNITY ROOMS A & B**

**Chair**

Tania Harrison

**Vice Chair**

Mark Hall

**Commissioners**

Chris Bolin

Sarah Trumblee

Kris Ranney

Gail Foode

Sean Den Adel

**City Planner**

Kevin Johnson

**AGENDA**

**1. CALL TO ORDER**

**2. ROLL CALL**

Chair Tania Harrison, Commissioners Chris Bolin, Sarah Trumblee, Mark Hall, Kris Ranney, Gail Foode, and Sean Den Adel

**3. APPROVAL OF AGENDA**

**4. APPROVAL OF CONSENT CALENDAR**

a. Record excused absence of Sean Den Adel form the September 10, 2024 Regular Meeting

b. Record unexcused absence of Tania Harrison form the September 10, 2024 Regular Meeting

**5. DISCLOSURES OF CONFLICTS OF INTEREST AND EX PARTE COMMUNICATIONS**

**6. CORRESPONDENCE**

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

a. Guest Speakers

b. Audience comments regarding agenda items (3 minutes per speaker)

**8. PLANNER'S REPORT**

**9. UNFINISHED BUSINESS**

**10. NEW BUSINESS**

a. Resolution in support of improvements to the Veterans Memorial / Breakwater Trail Head.....Page 1

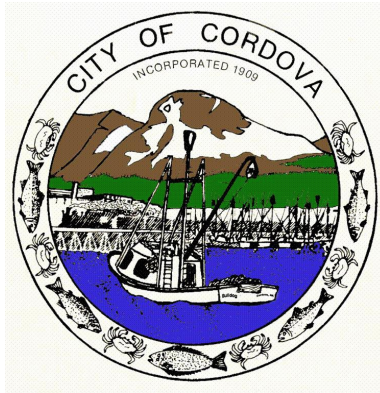
b. Shipyard Expansion Discussion ..... Page 10

**11. AUDIENCE COMMENTS**

**12. COMMISSION COMMENTS**

**13. ADJOURNMENT**

**You may submit written public comments via email to [planning@cityofcordova.net](mailto:planning@cityofcordova.net), mail comments to City of Cordova, PO Box 1210, Cordova, AK 99574, or delivered to City Hall directly. Written public comments must be received by 4:00 p.m. on the day of the meeting**



**AGENDA ITEM # 10a**  
**Planning Commission Meeting Date: 10/8/24**

**PLANNING COMMISSION COMMUNICATION FORM**

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**FROM:** Kevin Johnson, Public Works Director / Acting City Planner  
**DATE:** 10/8/24  
**ITEM:** Resolution in support of improvements to the Veterans Memorial / Breakwater Trail Head  
**NEXT STEP:** Decision on Passage of Resolution of Support

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INFORMATION  
 MOTION  
 RESOLUTION

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**I. REQUEST OR ISSUE:**

Requested Actions: Decision on Passage of Resolution of Support  
Applicant: Cordova Covered Spaces Project  
Area: Approximately .34 Acres  
Zoning: Waterfront Commercial Park District  
Attachments: Request Letter from Cordova Covered Spaces Project  
Concept Plan  
Resolution 24-03  
CDFU Letter of Support

**II. RECOMMENDED ACTION / NEXT STEP:**

Staff has provided the following recommended motions for the Planning Commission to open the agenda

item for discussion:

“I move to approve Resolution 24-03 recognizing the existing of the Veterans Memorial Park and supporting its improvement”

Alternate motion:

“I move to reject Resolution 24-03”

**III. FISCAL IMPACTS:**

No city funds are being requested. Future fiscal impacts could include maintenance costs of improvements.

**IV. BACKGROUND INFORMATION:**

Cordova Covered Spaces Project (CCSP) has worked with City staff to identify potential locations for covered spaces throughout Cordova. One location identified was the “Veterans Memorial Park” space located at the end of Nicholoff Way. The City began working with CCSP on a plan to improve this space, and in Fall of 2023 a concept plan was created (attached to this memo) and presented to the public to provide input. Approximately 85% of respondents to the consultation survey supported the development of concept plan.

While this location has historically been used as a public space and park since the original veterans memorial and bench were installed in 2016, it is not officially zoned as a park space or recognized as a park based on existing city documents. This has caused CCSP to run into barriers in obtaining grant funding for this project. CCSP has asked that the City formally recognize the location as a public park through a rezone of the area as well as providing resolutions supporting the improvements so that they are able to obtain outside grant funding.

With grant deadlines looming, our current limited staff resources, and the lengthy process a rezone process requires, staff determined that the best course of action to keep CCSP and the project moving forward was to being with getting resolutions of support passed by the appropriate commissions and then City Council. Resolutions of support have already been passed by the Parks Commission (2/27/24) and Harbor Commission (5/8/24). A letter of support was also submitted by CDFU supporting the project.

Staff is still uncertain if a formal rezone is necessary as the current zoning, Waterfront Commercial Park, allows for “Waterfront parks, access paths, and boardwalks”, however it would be best practice to formally recognize the space as a park and follow that up with a rezone in the future. However, all that is being asked for at this time is to provide CCSP with resolutions showing that the city recognizing the existence of the existing park space and support its improvement.

**Applicable Code:**

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

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

- A. Business services;*
- B. Cultural centers;*
- C. Docks and harbor facilities;*
- D. Eating and drinking establishments;*

- E. Hotels;*
- F. Public service and municipal buildings;*
- G. Retail services;*
- H. Waterfront parks, access paths, and boardwalks..*

**VI. LEGAL ISSUES:**

N/A

**VII. SUMMARY AND ALTERNATIVES:**

Veterans Memorial Park has been an unofficially designated park space since it was established in 2016. Cordova Covered Spaces Project along with City staff have worked to create a concept for improvements to the park space. Outside funding for these improvements has been stalled due to the lack of official recognition of the park space by the City. Cordova Covered Spaces Project asks that the City pass resolutions recognizing the park space and showing support of its improvement.

9/23/24

City of Cordova Planning and Zoning Commission  
P.O. Box 1210  
Cordova, AK 9957

Re: Cordova Covered Spaces requests approval for Breakwater Park location

Dear Planning and Zoning Commission Members,

Thank you for your efforts and time serving on Planning and Zoning Commission, your work is greatly appreciated.

City finances are tight and we are not requesting dollars from Planning and Zoning and City of Cordova. We are requesting approval of a site where a much-needed covered space can be built in the future. Please approve the Breakwater Park site so the search for grants can continue for site development and progress toward building a covered space at the Breakwater Park location.

The Cordova Covered Spaces Project is a volunteer community project to build covered structures in Cordova. Covered spaces will improve the quality of life and everyone can use the spaces to get out of the rain, for classes, celebrations, picnics, meetings, and recreation.

The project has received great support from community members and others in the form of donations, volunteer effort and fundraising efforts. The City of Cordova Staff has also helped as the project has progressed. We are continuing fundraising efforts; but to complete grant applications we need the Planning Commissions support for the Breakwater Park location.

The area is already used as a park and has the Breakwater Trail access, the memorial site, wildlife watching area and is a regularly used spot where many people spend time enjoying the view, a covered space would enhance the area and offer recreational opportunities in wet weather.

Developing a pocket park and greenspace at the Breakwater location with some kind of covered space has long been planned and appears in the old City of Cordova Comprehensive plan completed in 2013. The links to the plans are here, they are all found on the City of Cordova website. See "South Fill Commercial Area Action Plans" beginning on page 8 of the 2013 plan. <https://www.cityofcordova.net/city-planning-and-land-use/>

In the "Cordova Comprehensive Plan Executive Summary in 2019" <https://www.cityofcordova.net/wp-content/uploads/2021/08/2019-Cordova-Comprehensive-Plan-Executive-Summary.pdf> the Breakwater Trail image is shown on the front page of the plan. Quality of life and outdoor recreation are shown to be highly valued by the community. On page 8 of this summary item number one is listed as "1. Expand and improve Cordova's indoor and outdoor recreation" on page 11.

In the "Cordova Comprehensive Plan" <https://www.cityofcordova.net/wp-content/uploads/2021/08/2019-Cordova-Comprehensive-Plan.pdf.pdf> page 46 Strategy #1 lists "Quality of life strategies and actions" Strategy #1: Expand and improve Cordova's indoor and outdoor recreation opportunities. With the following NOTE: these strategies also have the potential

to help make Cordova a more desirable tourism destination and contribute to economic development.

The Harbor Commission approved the Breakwater Park location during last summer 2024. The Cordova Covered Spaces project is also in the draft plan of the Cordova Trails Committee, and the Parks and Recreation Plan and City Council approved a resolution of support for the project in 2023.

Numerous local organizations support the project and many letters of support from community organizations have been written in support of the project, for more information about community support please visit the website listed below.

Again we understand that City finances are tight and we are not requesting dollars from Planning and Zoning and the City of Cordova. We are requesting approval of the site that is already in the comprehensive plans and where a much-needed covered space can built in the future. Please approve the Breakwater Park site so the search for grants can continue and volunteer efforts can help actually help create something tangible and put some of the costly planning efforts the City has been doing over the years to good use.

More information about the Covered Spaces project can be found at <https://cordovacoveredspaces.org/> or feel free to contact either of us for more information.

Sincerely,

Natasha Casciano

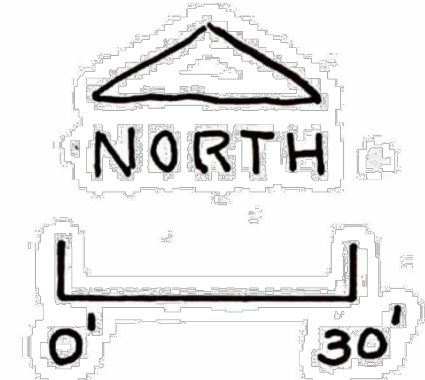
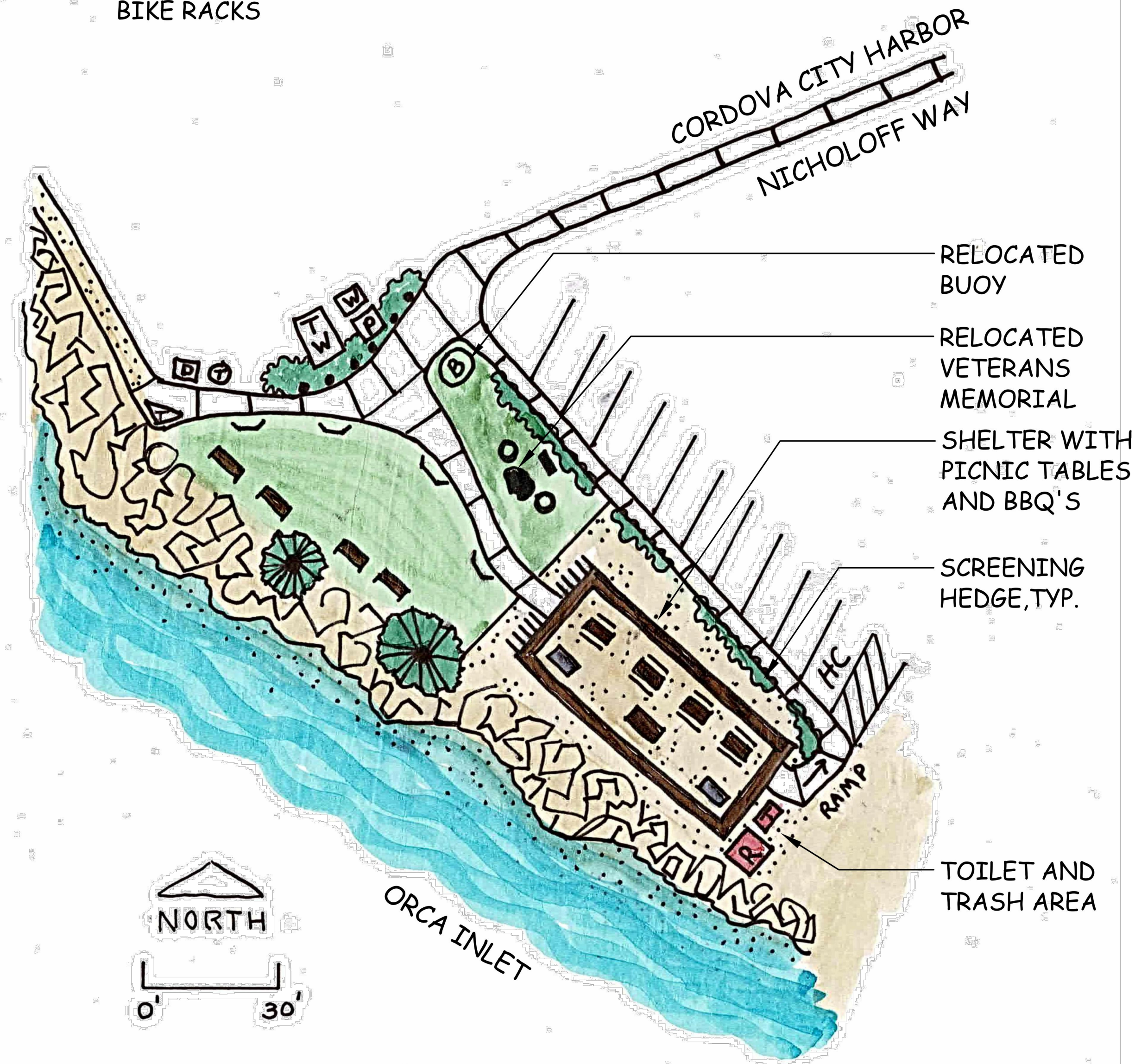
Dotty Widmann



**BREAKWATER PARK**

- BENCH
- EDUCATIONAL SIGNAGE
- TELESCOPE
- GRAVEL GROUND COVER
- CONCRETE PAVING
- DOG STATION
- RELOCATED UTILITIES AND WEATHER STATION
- BIKE RACKS

**Client: City of Cordova**  
 601 1st Street  
 Cordova, Alaska 99574  
 907-424-6200  
 08/18/2023



**Belloli Landscape Architecture, LLC**  
 6020 Maximilian Dr., Anchorage, AK 99507  
 lbelloli@live.com, 909-525-6267

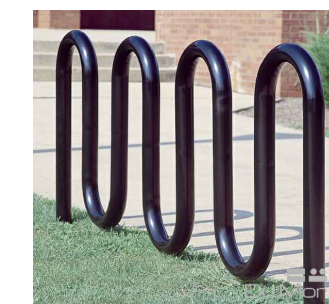
**BREAKWATER PARK AMENITY EXAMPLES**



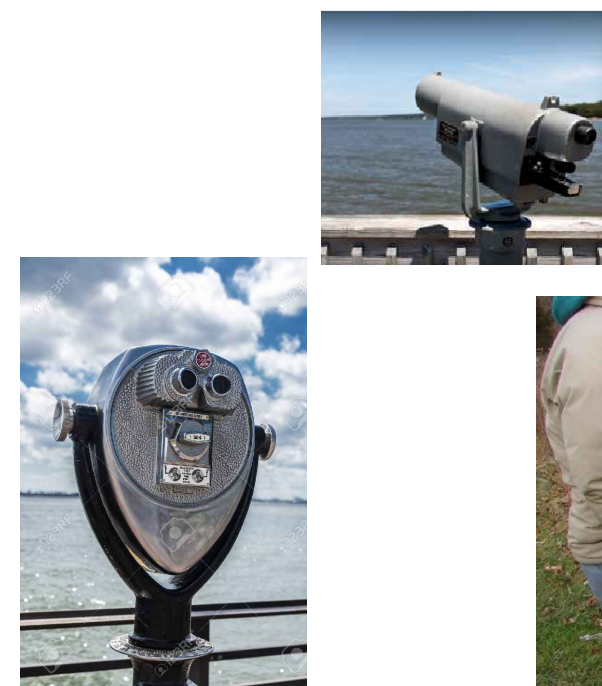
SHELTER



RESTROOM / BEAR PROOF RECEPTACLE / DOG CLEAN-UP STATION



BBQ / ACCESSIBLE PICNIC TABLE / BENCH / BIKE RACK



TELESCOPE / EDUCATIONAL SIGNAGE / SALT AND WIND TOLERANT PLANTING



**Belloli Landscape Architecture, LLC**

2440 E Tudor Rd  
 PMB 159  
 Anchorage, Alaska 99507  
 Tel. 907-525-6267  
 email: belloli@lva.com



**BREAKWATER PARK**

CITY OF CORDOVA

P.O. BOX 1210, Cordova, Alaska 99574

OWNER:  
 City of Cordova  
 Division of Parks and Rec  
 P.O. Box 1210  
 Cordova, Alaska 99574  
 907-424-6274

DATE: 11/03/2023

Revision:

DRAWING TITLE

**CONCEPT SITE PLAN**

DRAWING NO.

**L-1**



**CITY OF CORDOVA, ALASKA  
PLANNING COMMISSION  
RESOLUTION 24-03**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CORDOVA,  
RECOGNIZING VETERANS MEMORIAL HISTORICAL USE AS PARK SPACE AND  
SUPPORTING THE IMPROVEMENT OF THIS SPACE**

**WHEREAS**, the space was established as a Veterans Memorial on November 11 2016; and

**WHEREAS**, Since its establishment the site has functioned as a public park and has been slowly improved over the years through the addition of a picnic table, planters, garbage can, and dog waste bag station; and

**WHEREAS**, the Planning Commission recognizes that due to our location within a rainforest that there is a desperate need for covered spaces for community members to gather and enjoy our city even in inclement weather; and

**WHEREAS**, the Veterans Memorial space has been identified by the Cordova Covered Spaces Project along with City staff as a top candidate for the installation of a covered space; and

**WHEREAS**, the Planning Commission recognizes and acknowledges that the Veterans Memorial has functioned as a public park for almost a decade, and that it should be formally recognized as a public park; and

**WHEREAS**, the Planning Commission supports the Cordova Covered Spaces Project initiative to raise money for the purpose of improving the Veterans Memorial site with the installation of a covered space and other improvements similar to those proposed in the conceptual drawing created in fall of 2023; and

**WHEREAS**, the Planning Commission recommends that the Cordova City Council supports the recognition of the Veterans Memorial site as a public park and further supports Cordova Covered Spaces Project initiative to improve the space.

**NOW, THEREFORE, BE IT RESOLVED**, that the Planning Commission of the City of Cordova, Alaska, supports the recognition of Veterans Memorial as park space and supports the improvement of this space.

**PASSED AND APPROVED THIS 8<sup>th</sup> DAY OF OCTOBER, 2024**

\_\_\_\_\_  
Tania Harrison, Chair

ATTEST: \_\_\_\_\_  
Kevin Johnson, City Planner





**Cordova District Fishermen United**  
PO Box 939 | 509 First Street | Cordova, AK 99574  
phone. (907) 424 3447 | fax. (907) 424 3430  
web. [www.cdfu.org](http://www.cdfu.org)

January 18, 2024

City of Cordova  
PO Box 1210  
Cordova, Alaska 99574

Re: Breakwater Trail Park

Dear Mayor Allison, City Manager Howorth, and City Council Members,

On behalf of Cordova District Fishermen United (CDFU), I am writing to express support for the proposed vision of the Breakwater Trail Park improvements near K Float at the Cordova Harbor. We are excited by what a safe, attractive waterfront greenspace with amenities will bring to Cordova's fishing community.

Thinking of CDFU members, the entire fleet, and the Cordova community, we are especially interested in Cordova Covered Spaces Working Group's work and private fundraising toward the addition of a covered picnic space. We all want more sheltered places that let us be outside more or for longer periods, whether from rain, snow, high sun or winds. Weather is a barrier for CDFU to dependably hold outdoor events or activities near the harbor, and we regularly desire a dependable space for picnics and other fleet gatherings. We would regularly use this space and add vitality to the area. It makes us smile to think of a fresh, safe greenspace where fishermen can get off their boat and easily walk to relax and meet with each other, family and friends. We expect a covered space with seating, tables and grills would be extremely popular, very well-used by community groups and local families, adding to the reasons people want to live and remain in Cordova.

As a shared public gathering space, a roof also creates a sense of togetherness and collective ownership. This can be subtle, but two separate people pausing five minutes to stare at the harbor from the Fishermen's memorial are two separate people pausing and going about their busy days. But two separate people who both choose to sit under the same picnic shelter at Breakwater Park to admire Orca Inlet are now doing something separately, together, simply



**Cordova District Fishermen United**  
PO Box 939 | 509 First Street | Cordova, AK 99574  
phone. (907) 424 3447 | fax. (907) 424 3430  
web. [www.cdfu.org](http://www.cdfu.org)

because they are sharing a roof. Even if they don't interact, they can more easily recognize they are using the same thing and therefore sharing an experience (not alone). With a high seasonal workforce performing stressful work, park places provide an opportunity to replace stress and loneliness with a sense of community, and in turn promote more positive mental health and life choices. We're hopeful that the Breakwater Park project will help foster more positive community off the dock that helps captains retain and grow a healthy crew workforce staying year-round or returning to Cordova year after year to strengthen the Area E fleet.

In current concept renderings of the park improvements it looks like the existing informal parking spaces at the end of Nicholoff Way will need to be made more strategic to accommodate the Breakwater Park plans, and that overall a space of about eight parking spaces will be absorbed to complete the park's ultimate vision. There may be minor inconveniences to the fleet or harbor during any construction phases on improvements, but all is outweighed by what an active waterfront greenspace will mean for quality of life of fishermen and residents.

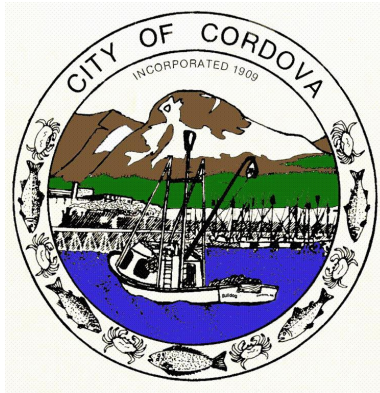
Cordova deserves a working waterfront with related harbor improvements that reflect its economic force and influence, and we are excited for Breakwater Park upgrades being a part of that. Thank you for the City's efforts collaborating with local volunteers and the Cordova Covered Spaces Working Group to develop Breakwater Trail Park.

Sincerely,

Jess Rude  
Executive Director

cc: Natasha Casciano, Cordova Covered Spaces Working Group [natasha@cordovagear.com](mailto:natasha@cordovagear.com)





**AGENDA ITEM # 10b**  
**Planning Commission Meeting Date: 10/8/24**

**PLANNING COMMISSION COMMUNICATION FORM**

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**FROM:** Kevin Johnson, Public Works Director / Acting City Planner

**DATE:** 10/8/24

**ITEM:** Discussion – Shipyard Expansion

**NEXT STEP:** Discuss Potential Future Expansion of the Shipyard

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INFORMATION  
 MOTION  
 RESOLUTION

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**I. REQUEST OR ISSUE:**

Commissioner Rainey has requested that a discussion item be placed on the agenda to discuss future expansion of the shipyard.

Attachments: Area Map  
Shipyard Plat  
2014 Harbor Facilities Uplands Master Plan

**II. RECOMMENDED ACTION / NEXT STEP:**

No motion required. The Chair should introduce the topic and open it open for discussion.

**III. FISCAL IMPACTS:**

N/A

**IV. BACKGROUND INFORMATION:**

Commissioner Rainey has requested that a discussion item be placed on the agenda to discuss future expansion of the shipyard.

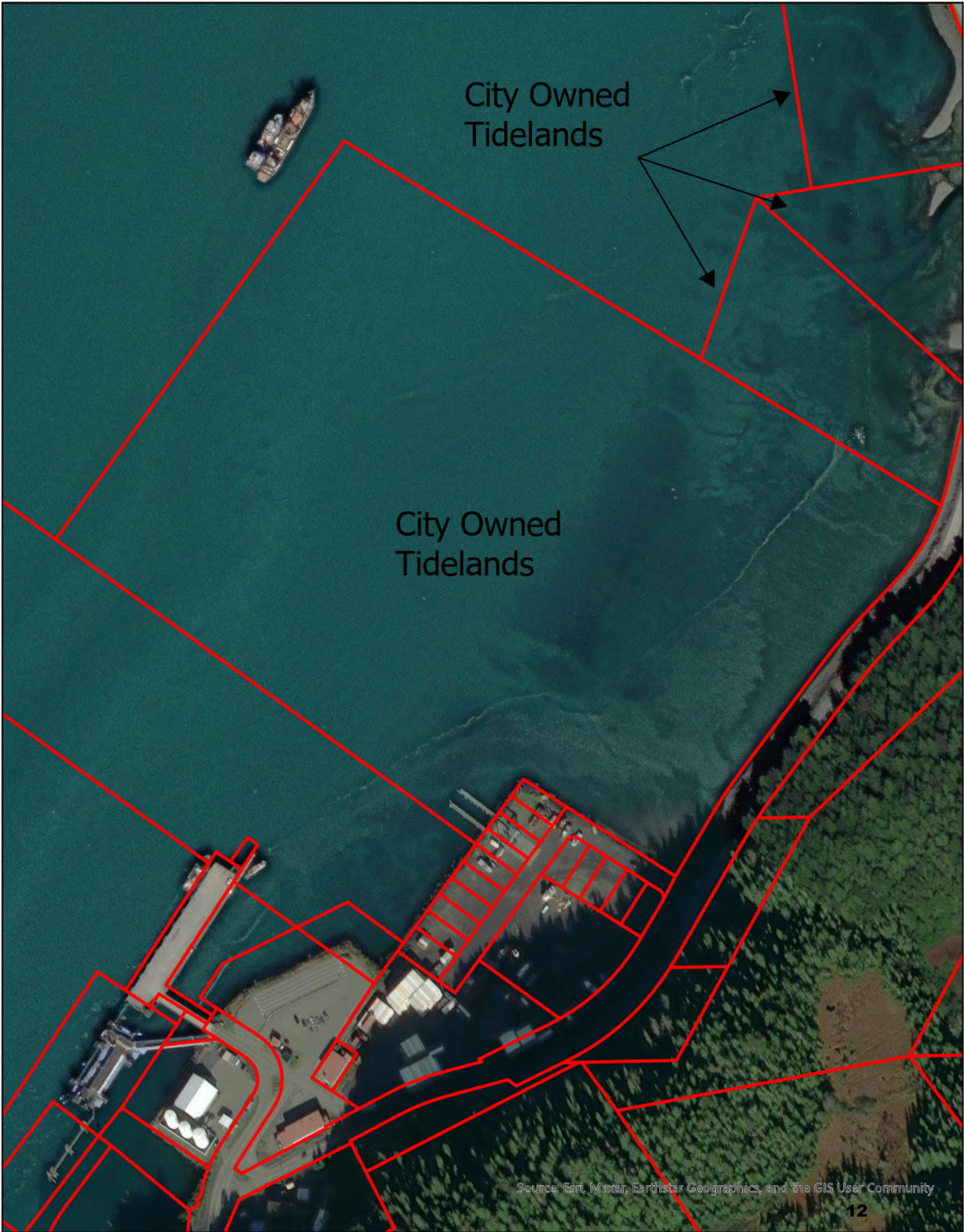
Staff has provided some information that may be relevant to the conversation as attachments.

**VI. LEGAL ISSUES:**

N/A

**VII. SUMMARY AND ALTERNATIVES:**

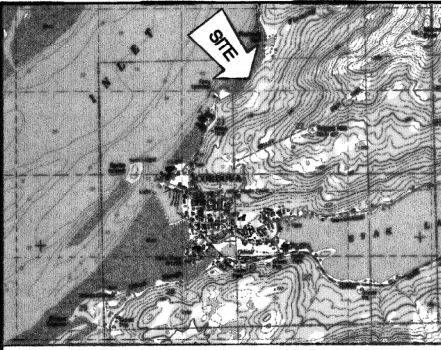




City Owned  
Tidelands

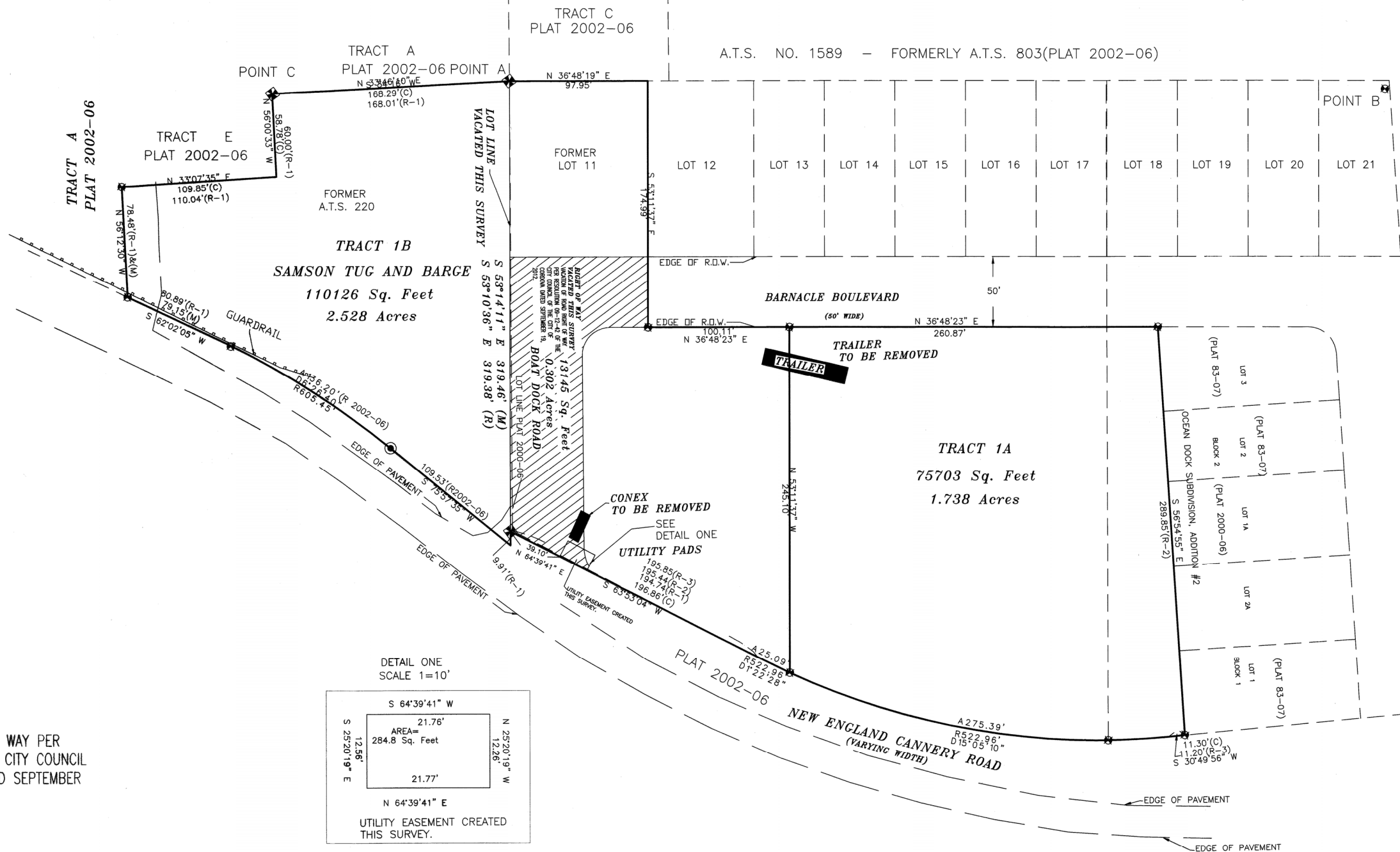
City Owned  
Tidelands





VICINITY MAP

SOURCE: USGS QUADRANGLE  
CORDOVA (C-5) SW

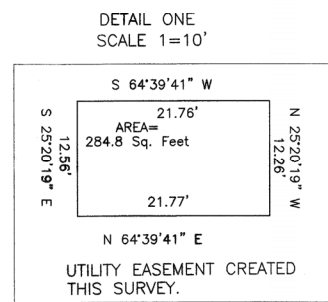


LEGEND

- SET 2" ALUMINUM CAP
- FOUND REBAR - NO CAP
- FOUND 1-1/2" ALUMINUM CAP
- ⊕ FOUND 2" ALUMINUM CAP
- ⊗ FOUND 3-1/4" BRASS CAP
- (M) MEASURED DIMENSION
- (R-1) RECORD DIMENSION PLAT 2002-6
- (R-2) RECORD DIMENSION PLAT 2000-6
- (R-3) RECORD DIMENSION PLAT 1983-7
- (C) COMPUTED DIMENSION

NOTE:

1. VACATION OF ROAD RIGHT OF WAY PER RESOLUTION 09-12-42 OF THE CITY COUNCIL OF THE CITY OF CORDOVA DATED SEPTEMBER 19, 2012.



NOTES:

1. SUBJECT TO ALL CONDITIONS, SERVITUDE'S, EASEMENTS, COVENANTS, RESERVATION, RESTRICTIONS AND RIGHTS OF WAY OF RECORD.
2. SUBJECT TO ALL COPY RIGHT LAWS.
3. ST. DENNY SURVEYING INC. ASSUMES NO RESPONSIBILITY OR LIABILITY FOR ANY ERRORS OR OMISSIONS OF ANY KIND WHATSOEVER IN TERMS OF CONTENT SHOWN HEREON AND DISCLAIMS ALL WARRANTIES AND/OR CONDITIONS, EXPRESS OR IMPLIED, TO THE CONTENT INTO ANY MATTER RELATING TO THE INFORMATION SHOWN HEREON.
4. LOCATION OF PUBLIC UTILITIES ARE PER FIELD INSPECTION AND AVAILABLE RECORDS WITH NO GUARANTEE OF THOROUGHNESS; SAID LOCATIONS ARE FOR GENERAL REFERENCE ONLY AND NOT TO BE USED FOR CONSTRUCTION OR ENGINEERING PURPOSES.

BASIS OF BEARING—HELD POINT A FOR POSITION AND POINT B FOR LINE. THIS POSITION WAS USED TO ESTABLISH LOTS IN A.T.S. 1589, OCEAN DOCK SUBDIVISION AND RIGHT OF NEW ENGLAND CANNERY. HELD POINT A FOR POSITION AND POINT C FOR LINE TO ESTABLISH LOTS IN A.T.S. 220. AND LOTS ON PLAT 2002-06. THIS IS THE BEST FIT WITH EVIDENCE FOUND IN THE FIELD. PLAT 2000-01 USED 3/4" ALUMINUM CAP FOUND WHICH IS THE EASTERLY MONUMENT BETWEEN LOTS 17 AND 18. THEN PLAT 2002-06 PLAT USED THE 2" ALUMINUM CAP BETWEEN LOTS 17 AND 18 WHICH IS THE MOST WESTERLY MOST MONUMENT BETWEEN LOTS 17 AND 18. THIS CREATED TWO LOT LINES FOR THE INTENDED SAME LOT LINE WHICH IS THE EASTERLY LOT LINE OF TRACT B. THE SURVEYS AFTER THESE PLATS SEEMED TO BE BASED INDEPENDENTLY ON EACH PLAT IN EACH INDEPENDENT A.T.S. THIS IS WHAT APPEARS TO BE THE CASE IN THE MONUMENTS WE FOUND.

2013-2  
Cordova  
4/1/2013  
DATE  
1:34 PM  
TIME

OWNERSHIP AFFIDAVIT

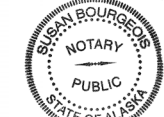
I HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY DESCRIBED HEREON. I HEREBY DEDICATE TO THE PUBLIC ALL EASEMENTS FOR PUBLIC UTILITIES, STREETS, ALLEYS, THROUGH FARES, PARKS AND OTHER PUBLIC AREAS SHOWN HEREON.  
*Paul J. Moore* DATE 3/19/13  
CITY OF CORDOVA REPRESENTATIVE

OWNERSHIP AFFIDAVIT

I HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE PROPERTY DESCRIBED HEREON. I HEREBY DEDICATE TO THE PUBLIC ALL EASEMENTS FOR PUBLIC UTILITIES, STREETS, ALLEYS, THROUGH FARES, PARKS AND OTHER PUBLIC AREAS SHOWN HEREON.  
*George Bagan* DATE 3/17/13  
SAMSON TUG AND BARGE COMPANY INC. REPRESENTATIVE

NOTARY ACKNOWLEDGMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS 19th DAY OF March 2013  
*Sm Bi* DATE 3/19/13  
FOR THE CITY OF CORDOVA REPRESENTATIVE



NOTARY ACKNOWLEDGMENT

SUBSCRIBED AND SWORN TO BEFORE ME THIS 7th DAY OF March 2013  
*Juli Audette* DATE 3-7-13  
FOR THE SAMSON TUG AND BARGE COMPANY INC. REPRESENTATIVE



TAX CERTIFICATE

I HEREBY CERTIFY THAT ACCORDING TO THE RECORDS OF THE CITY OF CORDOVA ALL TAXES ASSESSED AND DUE AGAINST SAID LAND AND IN FAVOR OF THE CITY OF CORDOVA ARE PAID IN FULL.  
DATED AT CORDOVA ALASKA, THIS 20th DAY OF March 2013

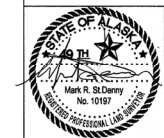
*Sm Bi*  
CITY OF CORDOVA CLERK

PLAT APPROVAL

CITY OF CORDOVA PLANNING AND ZONING COMMISSION  
RECEIVED *Sharon Wilkey* DATE 3-5-13  
APPROVED *Sharon Wilkey* DATE 3-12-13  
CHAIRMAN *Tom Babin* DATE 3-18-2013

THIS IS TO CERTIFY THAT WITHIN PLAT IS DULY APPROVED IN ACCORDANCE WITH THE CITY OF CORDOVA CITY CODE THIS 19th DAY OF March 2013  
CITY MANAGER *Paul J. Moore*  
CITY CLERK *Sm Bi* DATE 3/20/13

COMMUNITY DEVELOPMENT DIRECTOR *Paul J. Moore* DATE 3/19/13



SURVEYOR'S CERTIFICATE  
I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA. THAT THIS AS-BUILT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION AND THAT THE MONUMENTS SHOWN HEREON ACTUALLY EXIST AS DESCRIBED AND THAT ALL DIMENSIONS AND OTHER DETAILS ARE CORRECT.  
DATE 2-12-2013 REGISTRATION NO. 10197  
MARK R. STEDNEY REGISTERED LAND SURVEYOR

REPLAT TRACT 1 OF OCEAN DOCK SUBDIVISION ADDITION #2 AND PART OF ALASKA TIDELAND SURVEY #220 ALSO VACATION OF PART OF BOAT DOCK ROAD AND VACATION OF PART OF BARNACLE BOULEVARD  
CREATING: TRACT 1A OCEAN DOCK SUBDIVISION ADDITION #2 TRACT 1B SAMSON TUG AND BARGE ALASKA TIDELAND SURVEY #220 CORDOVA RECORDING DISTRICT  
DRAWN BY DATE SCALE  
PREPARED FOR: MSTD 5-29-12 13'  
CITY OF CORDOVA ALASKA  
ST. DENNY SURVEYING INC.  
P.O. BOX 388, KODIAK, ALASKA 99615 (907) 481-3500



# CITY OF CORDOVA HARBOR FACILITIES/UPLANDS MASTER PLAN

The purpose of this document is to provide the Harbor Commission, city council, city administration and city staff direction for the future maintenance, use and development of the Cordova Harbor facilities and the immediate adjacent harbor area uplands.



Prepared by Cordova Harbor Dept., 2012, Updated 2014

## **FACILITIES**

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

### **Future Needs Within:**

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

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

### **Future Needs Within:**

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

**OLD GRID-** This facility is a 180’/90 ton wooden grid which was constructed following the 1964 earthquake. It has had some replacement of timbers in the early 90’s but no other maintenance. Several of the supporting piling are rotten. The Harbor Department placed a vessel length limit of 40’ on this facility in the late 1990’s to help reduce damage. The trestle and dock associated with this grid have had some minor piling repair and bracing replacement. The building on this dock is currently being used as offices for the Prince William Sound Science Center. It has had extensive repairs and upgrades but is an old structure and should be evaluated in the future to determine if it retains any useful life. The deck to this trestle was replaced in 1998. **Current condition:**

**GridPoor to Fair, Trestle-Fair**

### **Future Needs Within:**

- ❖ 5 Years-Replacement of grid timbers and trestle decking as needed.



- ❖ 10 Years-Evaluation of entire facility including the building. Based on the evaluation of the facility, decide whether to close and remove entire facility including grid, trestle, dock and building. This area could be used as a location for future expansion of harbor facilities. Possibilities include a new grid, more slips, and new airplane float.
- ❖ 20 Years-Construction of a new facility in this area.

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

**Future Needs Within:**

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

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

**Future Needs Within:**

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

**NEW HARBOR-**This facility was constructed with the expansion of the harbor beginning in the early 80's. It is currently 27 years old. This is primarily a concrete float facility with wooden components to tie it together. The transient float is wood with steel and wood piles. The remainder of the harbor has a combination of wood and steel piles. Although the concrete in this facility has held up well, we are starting to see the wooden components and concrete beginning to fail. The waterline was replaced in the mid-90's with an HDPE line which, since its introduction, has required very little maintenance.

Electrical components have had to be replaced at frequent intervals. H and I Floats have experienced significant damage due to winter storms which produces a swell which enters the harbor uninterrupted. In 1994, the State of Alaska spent approximately \$100,000 repairing damage from the north wind. Since that time, the harbor has seen the loss of several more finger floats due to the same north swells. This harbor has the capacity to moor 501 vessels. This facility should provide another 10-15 years of reliable service. **Current condition: Fair to Poor**

**Future Needs Within:**

- ❖ 5 Years-Continued replacement of and maintenance to structural components and utilities. Replace float systems in multiple phases, commencing with G float. Complete an evaluation of facility condition with preliminary design and cost estimate for facility replacement.
- ❖ 10 Years-Continued replacement of and maintenance to structural components and utilities including replacement of floats damaged by north winds. Efforts to secure funding for facility replacement should be in progress.
- ❖ 15 Years-Complete replacement or renovation of facility

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

**Future Needs Within:**

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

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

**Future Needs Within:**

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



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

**Future Needs Within:**

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

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

**Future Needs Within:**

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

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

**Future Needs Within:**

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

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

**Future Needs Within:**

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

**INNER HARBOR LAUNCH RAMP-** This facility was constructed in 2005 with the

renovation of the Old Harbor. This launch ramp also includes an access float. Since its construction, no maintenance has been necessary. **Current condition: Excellent**

**Future Needs Within:**

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

**NORTH FILL LAUNCH RAMP-** This facility was constructed in 1990 and has seen considerable damage to concrete planks due primarily to landing craft use. Although still usable, this facility needs improvement work. In 2011, funds were approved by the State of Alaska in the amount of \$350,000 for launch ramp improvements. In 2013 a 3<sup>rd</sup> of the concrete planks were replaced and a seasonal floating dock with steel pilings were installed. **Current condition: Good**

**Future Needs Within:**

- ❖ 5 Years- Replacement of the remaining old concrete planks.
- ❖ 10 Years- Continued monitoring of facility for repairs and maintenance. Secure funding and replace facility.
- ❖ 20 Years- Continued monitoring of facility. Make repairs/maintenance as Needed.

**NORTH CONTAINMENT BOAT STORAGE AREA-** Since the creation of this fill, these three lots just north of Bayside Storage has been used as a city boat storage area. It has been re-organized once and the Harbor Dept., along with the Harbor Commission, has recently developed plans and guidelines for use of this area to make it more user friendly by the addition of a maintenance area with water and power beginning in 2013.

**Current condition: Good**

**Future Needs Within: North Fill Ramp Plan**

A map of the area is attached and all areas described below have a corresponding letter on the map. Here are some definitions for terms in this plan.

**Accessible Winter Storage** means that the road that services the storage area will be plowed by the City. It does not mean that boats, paths to boats or boat tongues will be shoveled during the winter.

**Semi Accessible Winter Storage** means that the boat owner can access their boat but the city will not plow the area that the boat is stored in during the winter.

**North Ramp Plan -All Areas**

*Purpose: Provide services for both commercial and recreational users.*



### Summer 2013

Continue removal and cleanup of area  
Place existing properties into the newly identified areas.  
Develop most efficient layout for all areas

### Future 1-5 years

Evaluate area as a whole make changes if needed  
Evaluate fee schedules

### Future 6-10 years

- 1) Explore option of year-round floating dock use
  - A) Potential Breakwater
  - B) Wake Protection
- 2) Explore tideland purchase A) Additional Harbor Space
- 3) Explore Access
  - A) Improving access from Copper River Highway to Coast Guard Lane
  - B) Accessing areas through ROWs and Using ROW

### **Area A Maintenance Area**

*Purpose: To provide an maintenance area with water and electricity for commercial boats. A daily rate will be charged for use of this area.*

Summertime: Maintenance Area 4/2-10/30

Wintertime: Semi-Accessible winter storage 10/31-4/1

### Summer 2013

One Power pedestal to accommodate 4 power cords 1 spigot installed.  
Water would be shut off at valve box in winter (Oct 15)

### Future 1-5 years

Evaluate and make changes based on previous season's use  
Metered Power for every maintenance space (1 power pedestal for every 2 spaces)  
Update and determine fee schedule  
Water would be combined with the power pedestals and would be supplied to every maintenance space  
Research covering portions of the maintenance area (temporary vs. permanent) Research possibility/feasibility of Gantry crane

### Future 6-10 years

Update fee schedule as necessary  
Implement covered maintenance areas

Possible 220 power source  
Gantry crane- purchase and install

### **Area B Long-Term Storage Area**

*Purpose: Provide an area for long term storage. Rent will be on monthly bases. This area will also be used for Oil Spill Response equipment.*

Summertime: Storage 4/2-10/30

Wintertime: Accessible winter storage 10/31-4/1

#### Summer 2013

Continue removal of non-operable derelict boats or other property Research  
how far we can push back toward CRH

Research if EVOST barges/equipment is in best area

Research fencing possibilities to prevent snow damage to stored property Research  
possible gabion (cut bank back) at Railroad Ave.

Identify best layout for the area

#### Future 1-5 years

Evaluate and make changes based on previous season's use

Develop implementation plan and timeline

Update Master Plan

#### Future 6-10 years

Implement as research is completed and plans are developed

### **Area C Trailer Parking Area**

*Purpose: To provide summer season trailer parking and winter boat/trailer storage.*

Summertime: Trailer Parking 4/2-10/30

Wintertime: Accessible Winter Storage 10/31-4/1

Number of spaces determined by boat sizes

#### Summer 2013

Provide spaces for boat trailer parking

Organize existing vessels

#### Future 1-5 years

Evaluate and make changes based on previous season's use

#### Future 6-10 years

Implement as research is completed and plans are developed

**Area D Non Permit Required Vehicle Only Parking**

*Purpose: Provide 72 hour parking for stand-alone vehicles.*

Summertime: Vehicle Parking 4/2-10/30

Wintertime: Accessible Winter Storage 10/31-4/1  
Number of spaces determined by boat sizes

Summer 2013

Provide parking spaces for vehicles only..

Future 1-5 years

Evaluate and make changes based on previous season's use

Future 6-10 years

Implement as research is completed and plans are developed

**Area E Permitted Trailer Storage Area**

*Purpose: Provide permitted trailer parking for summer season. Provide winter boat storage.*

Summertime: Trailer Parking 4/2-10/30

Wintertime: Non-Accessible Boat Storage 10/31-4/1  
Number of spaces determined by boat sizes

Summer 2013

Provide spaces for boat trailer parking

Future 1-5 years

Evaluate and make changes based on previous season's use

Future 6-10 years

Implement as research is completed and plans are developed

**Area F 72 hour Boat and Trailer Parking Area**

*Purpose: Provide 72 hour Non-Permit required parking area for recreational boats and trailers **only**. Ramp Permit must be purchased and displayed.*

Summertime: Boat and Trailer Parking 4/2-11/30

Wintertime: Snow Dump 12/1-4/1



Summer 2013

Provide parking spaces for recreational boats and trailers.

Future 1-5 years

Evaluate and make changes based on previous season's use

Future 6-10 years

Implement as research is completed and plans are developed

**Area G 24 hour Boat and Trailer Parking Area**

*Purpose: Provide 24 hour Non-Permit required staging area for commercial trailer and boats, like area provided across from South Ramp-Baja Taco area. Not to provide standalone vehicle parking. Ramp Permit must be purchased and displayed.*

Summertime: Trailer Parking 4/2-10/30

Wintertime: Snow Dump 10/31-4/1

Summer 2013

Provide 24 hour staging area for commercial trailers and boats.

Future 1-5 years

Evaluate and make changes based on previous season's use.

Future 6-10 years

Implement as research is completed and plans are developed

**Area H Permitted Trailer Storage Area**

*Purpose: Provide permitted trailer parking for summer season.*

Summertime: Trailer Parking 4/2-10/30

Wintertime: Snow Dump 10/31-4/1

Summer 2013

Provide permitted spaces for boat trailer parking

Future 1-5 years

Evaluate and make changes based on previous season's use

Future 6-10 years

Implement as research is completed and plans are developed

**Area I Outbuildings**

*Purpose: Provide restrooms, waste oil / antifreeze collection area and dumpsters.*

Summertime Only: 4/2-10/30

Wintertime: Winterized 10/31-4/1

Summer 2013

Provide Port-A-Potty.

Future 1-5 years

Research outbuilding design and feasibility, including steel bollards.

Implement as research is completed and plans are developed

Evaluate and make changes based on previous season's use

Future 6-10 years

Implement as research is completed and plans are developed

**Area J Future Use Area**

*Purpose: Continue development of North Fill Ramp Area*

Summertime: Summer Use 4/2-10/30

Wintertime: Snow Dump 10/31-4/1

Summer 2013

Determine the need of future storage or other uses.

Future 1-5 years

Develop storage areas or other uses as needed.

Evaluate and make changes based on previous season's use

Future 6-10 years

Implement as research is completed and plans are developed

**Area K Future Access**

*Purpose: Continue development of North Fill Ramp Area*

Summertime: Summer Access 4/2-10/30

Wintertime: Winter Access 10/31-4/1

Summer 2013

Determine the need of additional or new access.

Future 1-5 years

Evaluate and make changes based on previous season's use Develop access as needed.

Future 6-10 years

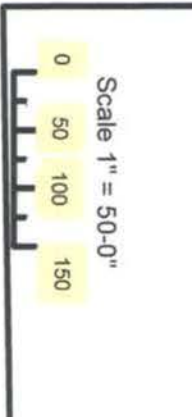
Implement as research is completed and plans are developed

- ❖ 5 Years- Completion of maintenance area including vessel spaces with water and electricity available at each space. Continue monitoring by harbor staff to ensure proper use.

- ❖ 10 years- Maintenance to utilities as needed. Continued monitoring by harbor staff to ensure proper use.

- ❖ 20 Years- Maintenance to utilities as needed. Continued monitoring by harbor staff to ensure proper use.









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

**Future Needs Within:**

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

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

**Future Needs Within:**

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

**MUNICIPAL DOCK(Ocean Dock)-** This is Cordova's primary facility for the reception of the community's fuel and waterborne freight. This dock, constructed in 1968, is a concrete facility supported by steel piles. A brief history of maintenance at this facility is as follows: 1982- Replacement of all fenders on the face of the dock. 1994- Installation of heat shrink wraps to all piling to enhance corrosion protection. 1997- Bull rail repair/replacement at the face of the dock. 2001- Piling cluster re-securement at dock corners. There is a small building of the dock which houses the Cathodic Protection system which provides a steady current to all piling to prevent corrosion. This system is inspected and serviced every year and is in good operating condition. This facility, for its age, is generally in good condition. I credit the condition of the dock to less use over recent years. Samson Tug & Barge, Trident and Shoreside Petroleum are the only regular users. In the past other users included Sealand, and the Alaska Marine Highway.

Sealand no longer comes into Cordova and the Marine Highway constructed their own facility in 2005. Some of the ocean side fendering system is starting to break lose from the dock face. Upgrades to components of the dock need to be considered to extend the life of the facility. **Current condition: Fair**

**Future Needs Within:**

- ❖ 1-5 Years- Make repairs to ocean side fendering system.
- ❖ Continued maintenance to bull rails, fenders, overhead lighting and cathodic protection. Although these components are starting to show their age, with proper repairs should last at least five more years.
- ❖ 10 years- Funding should be secured to begin replacement of all bullrails, fenders (especially at dock face) and lighting. The cathodic protection system should be evaluated for life expectancy and either be updated or replaced.
- ❖ 20 years- A thorough evaluation of this facility should be completed to determine remaining useful life.

**TRAVEL LIFT FACILITY-** Construction to this facility was completed in 2010. It includes the Marine Travel lift, piers, wash down pad, water treatment unit, maintenance area including overhead lighting and utilities. The facility operates on approximately 2 acres of the Ocean Dock Subdivision. The Marine Travel Lift was purchased in 2009. In 2013 the City completed a land swap with Samson Tug & Barge, making the travel lift facility and operating area more efficient. **Current condition: Excellent**

**Future Needs Within:**

- ❖ 1-5 Years- Replacement of travel lift straps and tires. Explore options and secure funding to expand existing fill to provide for additional space for vessel maintenance/storage and to provide space to erect a large maintenance building.
- ❖ 10 Years- Expand fill and erect maintenance building.  
Monitor facility, equipment and systems for continued maintenance and repairs.
- ❖ 20 Years- Continued maintenance to all facilities, equipment and systems.

## **UPLANDS**

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

**Future Needs:**



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

5

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

#### **Future Needs**

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

## **HARBOR EXPANSION**

The future expansion of the harbor is a topic that has been discussed recently since slips for boats larger than 40' have been in demand for approximately the last year. Since the last expansion in the early 80's, winter storms have caused the loss of 10-50' finger floats(20 slips), 2-40' finger floats(4 slips) 2-30' finger floats(4 slips) and 1-26' finger float(2 slips). The loss of the smaller slips is insignificant, however, the loss of the 50' slips has proven to put a demand for large boat moorage on the harbor. Although discussion of expansion is certainly a valid topic, there may be ways to avoid this expensive endeavor.

At some point in the next 10-15 years, the New Harbor will have to be renovated as it will be approaching the end of its useful life. With thoughtful design and engineering, the New Harbor renovation should provide adequate moorage for years to come. With input from city staff, Harbor Commission and the public, engineers should be able to design a more efficient, user friendly harbor layout that will sufficiently provide moorage for the fleet. Since about 2010, the annual stall rental capacity has held consistently around 90% capacity. With a more efficiently designed harbor, the ability to accommodate all users should not be an issue.

Possible future expansion into the area that is now occupied by the Old Grid and the Prince William Sound Science Center could also provide for additional slips as well. This area could provide for several large boat slips or as many as twenty small boat slips.