

CITY OF CRAIG PLANNING COMMISSION AGENDA

Meeting of January 23, 2020
7:00 p.m., Craig City Council Chambers

Roll Call

Sharilyn Zellhuber (chair), John Moots, Kevin McDonald, Barbara Stanley, Millie Schoonover

Approval of Minutes

1. Minutes of December 12, 2019

Public Comment

1. Non-Agenda Items

Public Hearing and New Business

1. CUP 200123 – PC Resolution 591-20, Andrews Commercial/LI Use in Marine Industrial Zone

Old Business

1. Public Hearing and Discussion – Skatepark Sites
2. Craig Cannery Site Development Recommendations and Next Steps

Adjourn

CITY OF CRAIG
PLANNING COMMISSION MINUTES
Meeting of December 12 , 2019

Roll Call

Sharilyn Zellhuber (chair), John Moots, Kevin McDonald, and Barbara Stanley were present. Millie Schoonover was absent excused.

Approval of Minutes

1. Minutes of September 26, 2019. A motion was made and seconded to approve the minutes of the September 26, 2019 meeting.

MOTION TO APPROVE MCDONALD/STANLEY APPROVED

Public Comment

1. Non-Agenda Items. There were no non-agenda items discussed by the public.

Public Hearing and New Business

1. Rezone 191126, Planning Commisison Resolution 590-19, Recommending a rezone of Lot 1A, Block 20, USS 1430 from Residential – High Density 1 to Commercial. Brian reported that Misty Fitzpatrick and Michael Burgess (dba Tongass Electric) had applied to rezone Lot 1A, Block 20, USS 1430 from high density residential to commercial. Their intent was to use the property as housing and for their electrical contractor business.

John Moots declared a conflict of interest as an adjacent neighbor to the property and asked to be recused. There was no objection by the other commission members.

There was some discussion about the adjacent property zoning and the appropriateness of rezoning this property. Misty and Mike explained their intended use. John Moots said that he didn't have a problem with the intended use but was concerned about future commercial uses of the property if Misty and Mike ever sold. Brian said that the planning commission could require fencing or vegetative screening as part of the rezone. After some discussion the commission directed the city planner to meet with John, Misty, and Mike to develop some mutually agreeable standards for fencing or vegetation between the commercial and adjacent residential properties.

A motion was made a seconded to approve Resolution 590-19, recommending rezoning of Lot 1A, Block 20, USS 1430 to commercial. Brian said he would forward the recommendation to the city council for their consideration and approval.

MOTION TO APPROVE STANLEY/MCDONALD APPROVED 3-0

(JOHN MOOTS WAS RECUSED)

Old Business

1. Adoption of Craig Cannery Site Development Recommendations. Brian reported that the commission had been working most of the year on the recommendations for the city council regarding the development of the Craig Cannery Site uplands. Brian provided a copy of the draft recommendations worked out by the planning commission and a copy of the final recommendations approved by the harbor advisory committee.

After a short discussion the commission agreed that the draft comments met the intent of the commission and reflected the discussions that had gone on throughout the year. A motion was made and seconded to forward the recommendations to the Craig City Council for their consideration and adoption.

Brian said that he would put both the harbor recommendations and the upland recommendations under a single cover memo and would send them to the city council for consideration at the same time.

Brian thanked the commission for all of the meetings and hard work that went into the recommendations.

MOTION TO APPROVE MOOTS/MCDONALD APPROVED

Adjourn

A motion was made and seconded to adjourn the meeting.

MOTION TO ADJOURN STANLEY/MCDONALD APPROVED

Chairman Sharilyn Zellhuber

ATTEST: Brian Templin

**CITY OF CRAIG
PLANNING COMMISSION**

Staff Report
January 17, 2020

Applicant: Josh Andrews

Requested Action: Conditional Use Permit – Commercial/Light Industrial Use in Marine Industrial Zone

Location: Lot 3A, Block 22A, USS 1430 CTA (408 9th Street)

Lot Size: 6,032 SF

Zoning: Marine Industrial

Surrounding Uses: North: Commercial
West: ROW/High Density Residential
South: Marine Industrial
East: South Cove Harbor/Marine Industrial

Analysis

In 2019, Robert Andrews (Josh Andrews, agent) has received a conditional use permit to operate a Home Occupation business in an Accessory Structure in a High Density Residential Zone, located at 107 Main Street (Lot 7A, Block 17, USS 1430). The applicant was approved to operate a nano-brewery in an accessory structure on property used as a principal residence. The business owners have recently purchased a piece of property in Craig that will better facilitate their brewery operations and allow for eventual expansion. The property is currently zoned Marine Industrial. The MI zone allows for non-preemptive commercial or industrial uses. Non-preemptive means uses that can easily and economically be moved, relocated, or converted to conforming uses. For commercial and industrial uses in the marine industrial zone this has generally been interpreted as uses which do not alter the property to prevent marine industrial uses in the future. The site plan attached to the application shows that no destruction of marine related facilities or other changes will take place on the property that will prevent it from being used for marine industrial purposes in the future.

Parking and traffic generated by the use will generally be the business owners and employees with some customer related traffic. The applicant does not intend to open a tasting room for 4 – 5 years. 9th Street is generally problematic for parking but the site plan shows that the property will maximize off street parking on the dock structure.

This use does not appear to be any more impactful than any other marine industrial related use would be in terms of parking and traffic.

I have attached a copy of the application.

Per 18.06.002 of the LDC, the following criteria shall be met before a conditional use permit may be issued:

1. That the proposal is consistent with the Craig Comprehensive Plan, the Craig Municipal Code, and other applicable ordinances.
2. That the proposed use is conditionally permitted in the zone.
3. That the proposed use is compatible with other existing or proposed uses in the area affected by the proposal.
4. That the proposed use would not create noise, odor, smoke, dust, or other objectionable pollutants creating impacts on surrounding areas.
5. That the proposed use would not affect the health and safety of persons or property.
6. That the location, size, design and operating characteristics will mitigate conflicting uses.
7. That unsightliness, building height, or structural incompatibility would not significantly affect surrounding areas or the designated viewshed.
8. That the proposal would not have a significant detrimental effect on property values in the area.
9. That all utilities required by the proposed use are adequate or will be made adequate by the applicant at no additional expense to the city and will not interfere with utility capacity to serve other areas of the city.
10. That access is adequate to serve the additional volume and type of traffic generated and would not threaten health and safety by significantly altering traffic volumes and patterns.
11. That adequate off-street parking is provided. (See Chapter 18.14, Parking.)
12. That the proposed use would not degrade land, air, water, or habitat quality.
13. That the proposed use will not interfere with the efficiency of, the planned expansion of, or access to water dependent or water related uses unless: 1) there is a documented public need for the proposed use, 2) no alternative site, and 3) the public good will be served better by the proposed use than by the water dependent or water related use.
14. That other relevant objections made evident at the public hearing are addressed.
15. That the proposed use and development do not disturb trees or shrubs which are designated for habitat or resource protection; wind, noise, sediment, or pollution buffers; recreation or open space; protection from natural hazards, watershed protection, or visual considerations unless a plan is approved which will mitigate potential adverse impacts.

Criteria 1-13 and 15 of this section appear to be met on the face of the application. The commission should discuss Criteria 14 at the public hearing on October 11, 2018.

Recommendation

That the planning commission discuss the required criteria for approval at the January 23, 2020 meeting and consider adoption of Resolution 591-20-PC granting a CUP to Josh

Andrews to operate a commercial/industrial Business in a marine industrial zone, located at 408 9th Street (Lot 3A, Block 22A, USS 1430 CTA) subject to the following conditions:

1. that the conditional use permit is not transferable to another individual or location;
2. that all parking for personal use and customer use will be off-street.;
3. that the home occupation will comply with all State and Federal regulations regarding the production and sales of alcohol;
4. that all sales tax due on the operations covered by this permit must be paid within 30 days of the end of the quarter that the sales were made.
5. that this conditional use permit is voidable by the City of Craig, at its sole discretion, if the applicant is unable to meet the above conditions.;
6. the conditional use permit will be reviewed by the Planning Commission 12 months after approval to ensure compliance with these provisions.

CITY OF CRAIG
PLANNING COMMISSION
RESOLUTION 591-20-PC

GRANTING A CONDITIONAL USE PERMIT TO JOSH ANDREWS TO OPERATE A COMMERCIAL/INDUSTRIAL USE IN MARINE INDUSTRIAL ZONE AT 408 9TH STREET, LOT 3A, BLOCK 22A, USS 1430 CTA

WHEREAS, the Planning Commission held a public hearing on January 23, 2020; and,

WHEREAS, public notice was given in accordance with Section 18.06.002 of the Craig Land Development Code; and,

WHEREAS, the Planning Commission finds that the specific criteria of Section 18.06.002 of the Craig Land Development Code are met as follows, subject to the conditions listed below:

1. That the proposal is consistent with the Craig Comprehensive Plan, the Craig Municipal Code, and other applicable ordinances.
2. That the proposed use is conditionally permitted in the zone.
3. That the proposed use is compatible with other existing or proposed uses in the area affected by the proposal.
4. That the proposed use would not create noise, odor, smoke, dust, or other objectionable pollutants creating impacts on surrounding areas.
5. That the proposed use would not affect the health and safety of persons or property.
6. That the location, size, design and operating characteristics will mitigate conflicting uses.
7. That unsightliness, building height, or structural incompatibility would not significantly affect surrounding areas or the designated viewshed.
8. That the proposal would not have a significant detrimental effect on property values in the area.
9. That all utilities required by the proposed use are adequate or will be made adequate by the applicant at no additional expense to the city and will not interfere with utility capacity to serve other areas of the city.
10. That access is adequate to serve the additional volume and type of traffic generated and would not threaten health and safety by significantly altering traffic volumes and patterns.
11. That adequate off-street parking is provided.
12. That the proposed use would not degrade land, air, water, or habitat quality.
13. That the proposed use will not interfere with the efficiency of, the planned expansion of, or access to water dependent or water related uses unless: 1) there is a documented public need for the proposed use, 2) no alternative site, and 3) the public good will be served better by the proposed use than by the water dependent or water related use.

14. That other relevant objections made evident at the public hearing are addressed.
15. That the proposed use and development do not disturb trees or shrubs which are designated for habitat or resource protection; wind, noise, sediment, or pollution buffers; recreation or open space; protection from natural hazards, watershed protection, or visual considerations unless a plan is approved which will mitigate potential adverse impacts.

NOW, THEREFORE, BE IT RESOLVED that the Planning Commission grants Josh Andrews a conditional use permit to operate a commercial/industrial use in marine industrial zone, located at 408 9th Street (Lot 3A, Block 22, USS 1430 CTA), subject to the following conditions:

1. that the conditional use permit is not transferable to another individual or location;
2. that all parking for personal use and customer use will be off-street.;
3. that the home occupation will comply with all State and Federal regulations regarding the production and sales of alcohol;
4. that all sales tax due on the operations covered by this permit must be paid within 30 days of the end of the quarter that the sales were made.
5. that this conditional use permit is voidable by the City of Craig, at its sole discretion, if the applicant is unable to meet the above conditions.;
6. the conditional use permit will be reviewed by the Planning Commission 12 months after approval to ensure compliance with these provisions.

Approved this 23rd day of January, 2020

Chairman Sharilyn Zellhuber

Brian Templin, City Planner

Published on *Craig Alaska* (<https://www.craigak.com>)

[Home](#) > [Conditional Use Permit Application](#) > [Webform results](#) > Submission #3

Submission information

Form: [Conditional Use Permit Application](#) [1]

Submitted by Visitor (not verified)

Mon, 12/30/2019 - 1:37pm

64.186.124.47

Applicant's Name

Joshua Andrews

Applicant's Address

PO Box 863, Craig

Applicant's Telephone Number

(907) 401-0127

Applicant's Email Address

josh@firststandmainbrew.com

Property Legal Description (Lot, Block/Tract, and Survey Number)

Lot 3A, Block 22A, USS 1430

Subdivision Name

Lot Size

6032 sq ft.

Township and Range

Describe in detail the conditional use requested.

Establish a nano-brewery in the current building (408 9th St.) The brewery will market to local bars, restaurants, and lodges and will distribute via kegged product.

Site/Plot Plan showing lot lines, building locations, parking spaces, and other relevant information.

[408_9th_st.pdf](#) [2]

What types of chemicals, processes, machinery or equipment will be used?

Standard beer brewing equipment will be used: Sanitizer and mild corrosive cleaning products; boiling, fermenting, and kegging. Equipment includes hot liquid kettles, fermenters, and kegs.

Approximately how many days per week and how many hours per day will the proposed use operate?

Ultimately, regular hours to be held Friday and Saturday afternoon/evenings (4 hours approx). No regular hours for manufacturing. 6-8 brew days (6-8 hours) per month and regular maintenance.

What noise, odor, smoke, dust, or other pollutants could be caused by the proposal?

No noise, smoke, dust or other will be caused by the proposal. There may be an odor associated with the active brewing process that is malty (sweet) in nature. It is a very pleasant smell, not alcoholic. No roasting on premises.

What types of uses are currently located within 300 feet of the exterior property boundaries?

Currently a bed and breakfast, a marijuana shop, the forest service, and several private residences are located within 300 feet.

What types and sizes of buildings, signs, storage and loading areas, screening, etc. are planned (size, height, type)?

No additional buildings will be included. Will demolish part of the existing (unattached) structure. Will look into removal of vans on dock. No significant external storage, or loading areas necessary. Sign will be mounted flat on outside of building on existing sign location.

What utilities are needed?

Water, sewer, garbage, and electricity will be required

What roads will provide access?

9th street

What are your parking needs and where will they be provided (indicate on the plot plan where parking is to be provided)?

Parking needs are minimal. Asphalt is extended to dock making parking available. Dock planks will be replaced adding additional parking on the dock.

What type and volume of traffic will be generated by the conditional use?

Limited traffic will be generated. Potentially summertime parking will be necessary for customers to have growlers filled. Plans for tap room are 4-5 years in future

Will the proposed conditional use be compatible with the neighborhood in general? Why?

Yes – there is currently a marijuana shop on the corner – this brewery will be quiet, low impact, and generate minimal traffic.

Applicant's Certification

I swear, depose and say that the foregoing statements and answers herein contained, and the information herewith submitted, are in all respects true and correct to the best of my knowledge and beliefs.

Source URL: <https://www.craigak.com/node/7474/submission/407>

Links

[1] <https://www.craigak.com/planning/webform/conditional-use-permit-application>

[2] https://www.craigak.com/system/files/webform/zone-change/408_9th_st.pdf

**First and Main Brew Conditional Use Request (Lot 3A, Block 22A, USS 1430)
100.5' X 60'**

Navigable waters

Dock: 100'

Current Structure
26' X 30'

On Dock Parking

2 shipping vans
Hope to remove

Dock: 35'

Street Parking (asphalt extended to dock)

CITY OF CRAIG MEMORANDUM

To: Craig Planning Commission
From: Brian Templin, City Planner
Date: January 17, 2020
RE: Skateboard Park – Site Selection Update

In February 2019 the planning commission narrowed the potential skate park sites down to two sites; the Spruce Street water tank site and the East Hamilton park site.

Between May and November 2019 we tried to gather information from local skaters on which site would best fit some design standards to meet local needs. In December 2019 I met with a group of skaters and parents regarding the site.

At the December meeting the group felt that there were issues with both potential sites and asked that we look at a number of other sites.

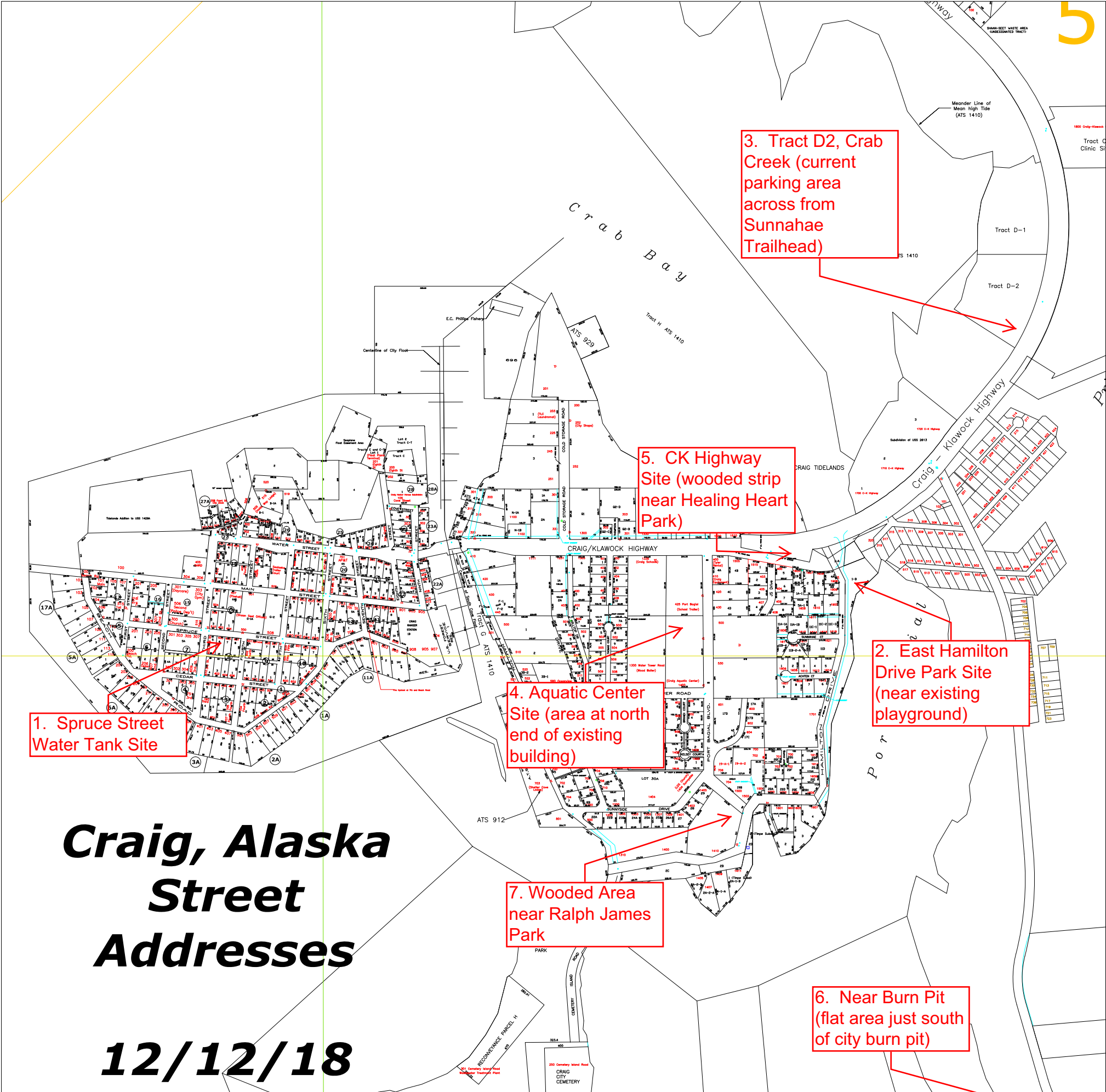
Based on the two original selected sites, and the discussions in December there are seven city property sites that are under consideration.

1. Adjacent to the Craig Recreation Center at the site of the wooden water storage tank when the tank is demolished
2. East Hamilton Park (replacing aged basketball court) near East Hamilton and the highway
3. The parking area across the highway from the Sunnahae Trailhead (currently this is the preferred location by the local skateboarders)
4. The area at the north end of the Craig Aquatic Center building
5. The wooded strip of land between Park Place and the Craig-Klawock Highway between the Healing Heart Park and JS Drive
6. The flat area to the south of the city burn pit on Port St. Nicholas Road
7. The wooded area south of the playground and restrooms near Ralph James Park

The group talked about a number of sites on property that the city does not own. I told the group at the time that if they wanted to pursue any of those sites the process would be different and would likely involve the group (or some representatives) would have to approach the property owner directly. I told the group that I would advertise the new potential city sites and that the planning commission could hear public testimony on those sites at the January meeting. The group indicated that their preference was likely site 3.

Chad Schwegel and Christina Collins are spearheading the skater group and acting as my primary points of contact.

At the January 23, 2019 the commission should discuss the sites, hear public testimony, and prepare a short list (or a selected site for further discussion). Ultimately we are looking for a site recommendation by the commission to take to the city council so design and construction can move forward. A map showing these sites is attached.



1. Spruce Street Water Tank Site

2. East Hamilton Drive Park Site (near existing playground)

3. Tract D2, Crab Creek (current parking area across from Sunnahae Trailhead)

5. CK Highway Site (wooded strip near Healing Heart Park)

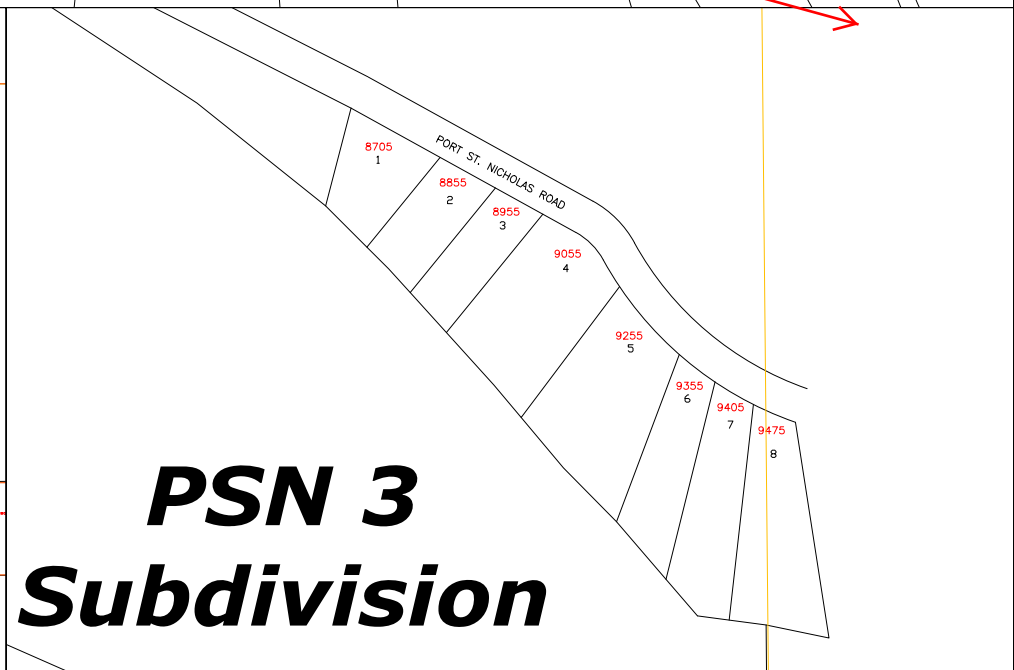
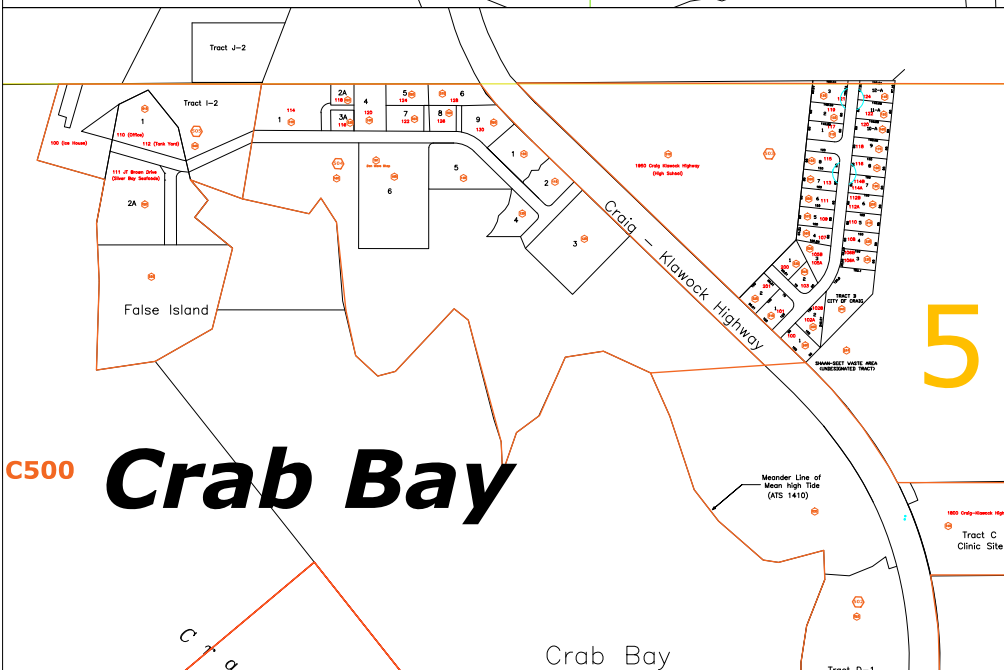
4. Aquatic Center Site (area at north end of existing building)

6. Near Burn Pit (flat area just south of city burn pit)

7. Wooded Area near Ralph James Park

Craig, Alaska Street Addresses

12/12/18



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PSN 3
Subdivision

C500 Crab Bay

CITY OF CRAIG MEMORANDUM

To: Craig Planning Commission
From: Brian Templin, City Planner
Date: January 17, 2020
RE: Craig Cannery Site Development Recommendations and Next Steps

The recommendations developed by the planning commission and harbor advisory committee and approved in November 2019 were presented to the city council for discussion and adoption at the January 16, 2020 council meeting.

The council chose to change some language that appeared to be restrictive (shall, will, etc.) to language that leaves the recommendations more open (should, could, etc.). These changes were primarily in the harbor committee recommendations. All of the planning commission recommendations were already worded using the more open language. There were no other changes to either set of recommendations and the council adopted all of the recommendations with the change of restrictive/permissive language. A copy of the adopted recommendations is attached for the commission's information.

Thanks for all of the work over the past year to get us to this point. While much of the design work for the uplands is now dependent on the preliminary harbor designs, there are some tasks that the planning commission should talk about in the interim. I anticipate that we will talk about access, roads, and utilities once we have some direction from the harbor designers on what will be needed for the harbor (parking, access, utilities, etc.). At that point we will start laying out road and utility corridors on the property to facilitate that development. The road and utility layout will also have a great deal of impact on the available parcels and buildings for other development.

Until we have some preliminary information from the design firm (probably not likely until summer/fall 2020) there is little in the way of design that we can be working on.

One item we can work on over the next several months is the zoning. Discussion throughout the 2007 planning process, and the process over the last year has indicated that some sort of mixed zone that includes a historical district overlay would be appropriate for the property. I will research and try to provide some examples for future meetings.

At the January 23rd commission meeting I would like to have an informal discussion on the appropriate uses for the property to help with my research and drafting of zoning that will be appropriate for the development.

Other than discussion, no action is required from the commission at this time.

Craig Cannery Site Development Recommendations

January 16, 2020

At the regular city council meeting on January 16, 2020 the Craig City Council adopted a number of recommendations made by the Craig Planning Commission and Craig Harbor Advisory Committee regarding the construction of a new harbor and the development of the uplands at the Craig Cannery Site.

The recommendations were a result of numerous meetings by each body, workshops, public input, and reviews of previous planning processes for the site.

The recommendations as adopted are intended as guidelines only, and in many cases will create conflicts during development. These recommendations are not binding upon the City Council or City Staff to make decisions and guide development of the site as the project moves forward. Staff will work on issues that create conflict between various recommendations and will get additional guidance from the planning commission, harbor advisory committee, and the city council as the development plans move forward.

Adopted Recommendations Regarding the Cannery Harbor Development.

1. The new harbor should be designed to accommodate 125 – 150 moorage slips and larger vessel transient moorage.
2. Slip sizes should be distributed generally (more or less as the design permits) as shown in the table below:

Slip Size	% of Total Slips (approximate number)
Over 60'	5% - 6% of total slips (6 – 9 slips)
47' -60' (+/- 53')	15% - 17% of total slips (19 – 26 slips)
37' – 46' (+/- 41')	28% - 32% (35 – 48 slips)
28' – 36' (+/- 32')	35% - 40% (44 – 60 slips)
21' – 27' (+/- 24')	20% - 24% (25 – 36 slips)
Under 20' (+/- 17')	12% - 15% (15 – 23 slips)*
Large Transient	Full length of the easternmost main float should be reserved for transient moorage capable of mooring vessels in excess of 100'

- *The new harbor should be designed to accommodate a mix of slips and skiff pullouts (under 20') shoreward of the innermost main float. Harbor access points (piers and ramps) should be designed to allow skiffs/small vessels access to these floats at most tidal stages.
- *The number of small vessel (under 20')/skiff slips/pullouts may exceed the general distribution shown above by dedicating space shoreward of the main float system.
- Larger slips should be located along the main floats closer to the harbor entrance (east side of harbor basin), with vessel slips getting smaller as the design moves to the west to allow for best navigation inside the harbor.

3. The new harbor should have 1 parking space for every 1.5 slips in the harbor design dedicated to harbor use.
 - The design should include adequate turnarounds, temporary parking, and vehicle access to the new harbor.
 - All parking, access, and other vehicle improvements will be contained wholly on the adjacent upland.
 - The majority of the parking may be located anywhere on the upland site, but parking areas (short term) should be designed directly adjacent to each access point
4. The new harbor should have a minimum of two access points (pier and ramp), with additional access points installed depending on the layout of the harbor to allow for shorter access to the entirety of the harbor.
 - One access point should be a drive down ramp capable of supporting 20,000 GVW.
 - Drive down ramp should be designed to emphasize pedestrian safety by separating pedestrian and vehicle drive down sections of the ramp.
 - All secondary ramps (if included) should be pedestrian only ramps.
5. The new harbor should have a landing/work float at the drive down ramp. The city would like the design engineer/architect to consider design and provide input on three options for the drive down/work float:
 - Option 1: The easternmost main dock leg should be capable of supporting two-way traffic (20' – 30' driving width) the length of the float with a turnaround area at the end of the dock leg.
 - Option 2: The easternmost dock leg should be capable of supporting one way traffic (15' – 20' in width) with a dedicated turnaround/work float at the end of the dock leg. Work float should be a minimum of 60' x 60'.
 - Option 3: A work float (minimum size 60' x 60') should be located at the bottom of the drive down ramp.
 - For all options, the work float should have electrical service capable of powering a portable welder
6. The new harbor should include water spigots along the float system that could allow for shared use (i.e. no more than 100' from a water spigot to any designed slip).
 - Water distribution system should be accessible from the floats to allow for maintenance and repair.
 - Water system should be designed with main trunks and shutoff valves at each major intersection to allow for maintenance/repair of the system while still providing water services to the remainder of the harbor.
7. Electrical services (120/240v service) should be installed at every slip 32' or larger and one electrical pedestal should be installed within 50' of any slip in the new harbor. Electrical pedestals should be designed/constructed to allow the city or vessel owner to secure the electrical connection when not in use.
8. Restrooms should be designed on the upland at each access point to the harbor.

- Restrooms at the drive down ramp access point should have a minimum of two showers in addition to other facilities.
 - Restrooms at additional access points do not need to include showers.
9. A waste oil/solid waste collection point should be included adjacent to the drive down ramp.
10. The new harbor should include fish cleaning stations at the end of each main leg with slips designed for vessels under 36’.
- Fish cleaning stations should be designed with stainless steel cleaning tables and water spigots.
 - The design engineer/architect should present options to the city for fish cleaning stations where the fish waste can be collected and dumped in deep water by harbor staff.
11. Additional upland support facilities may include:
- Area for loaner life jackets
 - Spill response storage
 - Dock cart storage area

A draft CONCEPT plan of the new harbor is attached and should be included with the design recommendations in the scope of work for harbor design services. This drawing is not intended to be to scale, or to specifically direct the design, but is intended to demonstrate general layout and conceptual design elements.

Adopted Recommendations Regarding the Cannery Site Upland Development.

1. Development of the Craig Cannery site uplands should be undertaken in a way that:
 - Recognizes and seeks to preserve and maintain the historic character of the site.
 - Maintains and enhances its present day value as a recreational and social gathering site.
 - Provides future civic and economic benefits to the residents of Craig.
 - Supports the proposed new harbor facilities.
2. The upland development should include adequate parking, installation of utilities, and construction of road access to the site as needed for both harbor and upland development.
 - The city should integrate the development into downtown Craig. Development of the site should provide traffic flow, overflow parking for the downtown area, and provide opportunities that will revitalize the cannery property as an attraction that supports the needs of both local residents and harbor users.
 - The city should consider at least two access/egress points to the site. The site should connect through Water/Front Street and Second Street at a minimum.
 - The city should plan additional access roads, cul-de-sacs, and parking to support existing/potential buildings and development on the site when needed.

- Parking for upland uses should be calculated in ADDITION to, not a part of parking set aside for harbor slips.
 - If feasible, the city should locate a majority of harbor parking east of the administration buildings to reduce impacts to existing buildings on the remainder of the site.
3. The upland development should include green spaces and be pedestrian friendly.
 - The city should retain the park and green space at the west end of the property.
 - The city should develop a trail/boardwalk along the beach line of the site from Front Street to Beach Road/Main Street.
 - The city should develop pedestrian improvements and green space as part of the overall development of the site to maximize recreational and pedestrian use.
 4. The city should develop zoning and/or a historic district overlay that includes a mixed use zone including appropriate commercial, light industrial, marine industrial, public, and residential uses. Residential uses should be accessory to other permitted uses on the site and contained within commercial/industrial/public buildings. The historic district overlay should include design/construction requirements that maintain the cannery “look and feel”.
 5. After appropriate zoning and subdivision work is complete the city should develop, use, and lease parcels and identified buildings for identified activities. Identified activities include public uses, economic development, and harbor support.
 - The city should maintain ownership of all cannery site uplands.
 - Public uses are generally those buildings or developments where the improvements are made by the city or other non-profit entities for public uses such as a museum, public event venue, etc. Maintenance and operations of these uses are generally funded by the city or non-profit agency.
 - Economic Development may include development of parcels by the city or lease of parcels (with or without buildings) to private entities generally engaged in for-profit business activities. It is likely that the final zoning for the site will include a mix of commercial, light industrial, public, and marine industrial uses that are compatible with the overall development. Maintenance and operations of these uses are generally funded by the private entity.
 - Harbor support uses on the uplands include solid waste, waste oil disposal, harbor access points, restrooms, parking, spill response storage, lifejacket loaner stations, dock cart storage space, and other facilities required by the harbor or the harbor department related to the new harbor.
 6. Where feasible, the city should make every effort to preserve and maintain the historic and cultural values of the site. The planning commission has identified the following buildings, resources, and action as high priority:

- Preservation and use of the Administration Building is a high priority. The city may consider using this building (or replicating the building on the site) as a small business incubator (small lease spaces with common facilities) for local businesses, artists, charter operators, etc. This building may also be a good candidate for space to display artifacts from the cannery.
- Preservation and use of the Web Loft is a high priority. The city should consider renovation/restoration of the Web Loft for continued use as a web loft (upper level) and community event/meeting venue (lower level).
- Preservation and use of the Maintenance Shop is a high priority. No specific potential use has been identified.
- Preservation, restoration, and use of other buildings on the site should be considered on a case by case basis. While not specifically identified as “high priority”, these buildings contribute to the overall historic character of the site and should be retained if at all possible.
- The city should collect, inventory, and store artifacts of historical significance on the site for preservation and future display.
- The city should secure the retort (boiler) and work to prevent additional vandalism and decay.
- The city should have an engineer inspect high priority buildings (or other buildings being considered for use, restoration, or preservation) for safety and structural integrity. Unsafe buildings should be made safe or demolished and removed from the site. For buildings that are deemed structurally safe and are being considered for restoration or preservation, the city should conduct a condition assessment of the building (to include cost estimates for restoration).
- The city should complete a historical/archeological survey of the overall site before beginning any ground disturbing activities. This survey should determine the local, regional, and national significance of the site and make recommendations for documentation, stabilization, and/or preservation of the most significant features and structures.
- As a minimum, and based on the recommendations of the historical/archeological survey, the city should conduct extensive photo documentation of the site, the buildings, and other improvements prior to renovation/removal of buildings or other construction activities on the site.
- The city should conduct hazardous material testing on buildings before renovation, restoration, removal, or other construction activities on the buildings.

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