

# 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.