City and Borough of Sitka, Alaska

Sitka 2030 Comprehensive Plan

Future Growth Map

Granite Creek and No-Name Mountain Creek:
- Master Planning needed.
- C/I uses will drive area development.
- Likely some small and large lot, well buffered, R too.
- Affirm area rock resource, development costs.
- ID best route for road, affirm Sitka Cross Trail route
- ID level development that triggers utility upgrades

Commercial and Industrial uses

Estimated path of Road

Encourage R use and Infill

Benchlands and Harbor Mountain Bypass Road Area:
- Adherence to Sitka's Landslide Area Management statutes and codes for development in moderate and high landslide areas.

Light Commercial

Sheldon Jackson Educational /Science/Arts District
-Encourage uses that support Sitka's education, arts, and sciences economy and activities.
-Preserve and enhance historic character of Sheldon Jackson College campus, beauty of area.
-Expect compatible C uses and R in dorms, apartments, condominiums, or homes for students, seniors, faculty, and visitors.
-Attention to buffering for adjacent R.

High Priority Residential Development Area
-Encourage Residential Delevopment, including Infill
-Expected complimentary uses: agricultural, multi-use/multi-funder facility with tsunami shelter, child care facility, transitional housing, and recreation center.
-Use tools such as PUD, cluster subdivision design, smaller lot sizes, etc. to allow higher residential densities that also preserve/cluster open space.
-Collaborate to create a mixed-housing style subdivision.

Encourage R use and Infill

"Greater Downtown"
- Focus is R Infill and Higher Densities

Katlian District - Master Planning and Investment, Vital Mix of Walkable R and I.
- Collaborative Master Planning
- Celebrate area culture and history
- Public Infrastructure upgrades - seawalk through the area,design and install benches, street lighting, and sidewalk that reflect area history and culture
- Increase R - Reduce minimum lot sizes and required lot width to better match existing
- Parking flexibility
- Reconfigure but do not widen Katlian, improve utilities as needed
- Reconnect Sitka Indian Village to waterfront in select locations

Possible Seaplane Dock

Transhipment and Airport C & I

Encourage R Use and Infill

Heavy commercial/industrial uses.

Price Street Area - Work to Reduce Conflict among Land Uses
- Create light/heavy C zones and Restrict R
- Significant buffering required for heavy C and I uses
- Pave Price St. and use its 83 ft. R-O-W to add sidewalk.
- Use Price St. as buffer between heavy I/C to west and R/light to east.

Gary Paxton Industrial Park – Uplands C/I

Gary Paxton Industrial Park –Waterfront oriented C/I

Encourage R use and Infill

Water-Dependent and Oriented Development, Over time:
- Light C/I waterfront development.

Water-Dependent and Oriented Development, Over time:
- Heavy C/I waterfront development.

Central Business District
- Maintain compact, walkable, charming downtown character.
- Encourage multi-story buildings.
- Promote Infill

Light Commercial - Over Time Encourage
- Small professional service offices that need parking.
- Parking behind, rather than in front of building.
- Top Floor Residential.

Place for "Live-Work" Uses and Development, Over time Encourage:
-2-3 story townhomes and Multiple Family Residential.
-Good location for "Live-Work" business such as home-based or professional service offices with owner also living in building.
-Expect businesses that do not need customer parking to create significant customer traffic.

N E S W

Legend

- Sitka
- Parcels
- Trails
- Roadway
- Planning Areas

Future Growth Zoning

- Live-Work Use and Development
- Pre-Zone Specific Plan
- Commercial Light
- Commercial/Industrial
- Commercial/Industrial Heavy
- Light Commercial Offices
- Light C/I Waterfront Development
- Heavy C/I Waterfront Development
- Residential and Infill
- Multi-Family Residential
- Residential High Priority Development Area
- Residential and Infill Higher Density
- Pre-Zone Specific Plan Parcel
- Planned Development Area
- Waterfront Development

0 0.5 1 2 Miles

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