



REGULAR PLANNING COMMISSION AGENDA

August 12, 2025 at 7:00 PM

Zoom Webinar Only

<https://juneau.zoom.us/j/85421744892> or 1-253-215-8782 Webinar ID: 854 2174 4892

A. LAND ACKNOWLEDGEMENT

We would like to acknowledge that the City and Borough of Juneau is on Tlingit land and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. *Gunalchéesh!*

B. ROLL CALL

C. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

D. APPROVAL OF MINUTES

1. July 15, 2025, Draft Minutes Planning Commission Committee of the Whole - APPROVED

E. BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION

- F. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS (Limited to no more than 20 minutes, with each speaker limited to a length of time set by the Mayor not to exceed three minutes.)

G. ITEMS FOR RECONSIDERATION

H. CONSENT AGENDA

1. SMF2025 0002: Final Plat approval for Phase 1B of Pederson Hill Subdivision. - APPROVED AS RECOMMENDED

Applicant: Tlingit and Haida Regional Housing Authority

Location: Glacier Hwy

DIRECTOR'S REPORT

The applicant requests a final plat review for Pederson Hill Subdivision, Phase 1B. The approval would authorize the development of 30 residential lots and two (2) public use lots, including right-of-ways and a pedestrian thoroughfare (Wild Rose Walk). The subdivision is consistent with the approved preliminary plat (SMP2016-0002).

STAFF RECOMMENDATION

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE Final Plat SMF2025 0002.

I. UNFINISHED BUSINESS

1. **AME2019 0015:** The proposed Text Amendment would update the City and Borough of Juneau's Comprehensive Plan by adding the Downtown Douglas / West Juneau Area Plan as an attachment. - **RECOMMENDED AS AMENDED**

Applicant: City and Borough of Juneau
Location: N/A

DIRECTOR'S REPORT

The draft Downtown Douglas / West Juneau Area Plan (the Plan) is a 20-year vision for development and growth in the area from the Juneau-Douglas Bridge to Sandy Beach. The Plan includes five main elements to set forth the goals and actions that support its vision of a community that is: connected, prosperous, healthy and active, cultural and artistic, and sustainable and green.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission APPROVE the Downtown Douglas / West Juneau Area Plan as an addition to the CBJ Comprehensive Plan and forward their Notice of Recommendation to the City Assembly.

J. REGULAR AGENDA

K. OTHER BUSINESS

L. STAFF REPORTS

M. COMMITTEE REPORTS

N. LIAISON REPORT

O. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

P. PLANNING COMMISSION COMMENTS AND QUESTIONS

Q. EXECUTIVE SESSION

R. SUPPLEMENTAL MATERIALS

1. **Additional Materials**

S. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, e-mail: city.clerk@juneau.gov.

DRAFT MINUTES

Agenda

Planning Commission

Committee of the Whole Meeting

CITY AND BOROUGH OF JUNEAU

Mandy Cole, Chair

July 15, 2025

I. LAND ACKNOWLEDGEMENT – Read by Mr. Pedersen.

We would like to acknowledge that the City and Borough of Juneau is on Tlingit land and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh!

II. ROLL CALL

Mandy Cole, Chairwoman, called the Committee of the Whole Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in Assembly Chambers of the Municipal Building, virtually via Zoom Webinar, and telephonically, to order at 7:28 p.m.

Commissioners present: Commissioners present in Chambers – Mandy Cole, Chair; Erik Pedersen, Vice Chair; Adam Brown; David Epstein; Lacey Derr; Douglas Salik; Larry Gamez

Commissioners present via video conferencing – Nina Keller; Jessalynn Rintala

Commissioners absent: None

Staff present: Jill Lawhorne, CDD Director; Irene Gallion, Senior Planner; Madeline Carse, CDD Administrative Assistant; Sherri Layne, Attorney III; Forrest Courtney, Senior Planner; Ilsa Lund, Planner II; Minta Montalbo, Senior Planner

Assembly members: Christine Woll

III. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

IV. REGULAR AGENDA

1. MEMO: FZE2025 0001 – Flood Zone Exception

Nate Rumsey, Deputy Director of Engineering and Public Works for CBJ, gave a presentation on the HESCO Barrier Phase 1 Project and requested consideration for a flood zone exception from the Planning Commission for this work. He specified that the project was conceived of, developed, and intended to mitigate the impacts of an event similar to the 2024 Mendenhall GLOF and other events similar in nature and size. He gave a background of the project, which was directed by the Assembly and supported by around 75% of the affected property owners after extensive engagement with stakeholders and more than six months of CBJ former public processes. He stated that the net impact of the project will vastly reduce impacts to at-risk properties along the Mendenhall River, and special care was taken to prevent unintended impacts to the floodplain. He also discussed the project development, which included flood fighting expert consultations, USACE advance measures, hydrologic and hydraulic modeling, CBJ licensed engineers, manufacturer's recommendations, and USACE/manufacturer's technical advisors. He went over the project permitting process, which consisted of a pre-application conference, submittal of permit applications, received permits, outstanding permits, potential additional regulatory, and requirements. He noted that because CBJ did not follow the typical FEMA prescriptive no-rise certification process for the hydraulic and hydrologic modeling, the CDD Department is prohibited from permitting this project, which is part of the reason they are asking for the exception. He briefly discussed the project timeline and displayed project visuals.

Mr. Rumsey talked about CBJ's specific ask with the flood zone exception request and the different codes that they are requesting exceptions for. He said many of them have to do with the urgent nature of the project and that the traditional methods to go through were not realistic with the timeline they had. He stated that the hydraulic and hydrologic modeling effort was focused on informing decisions about the project and providing the community with updated inundation maps, so it was chosen to make use of the base level engineering model instead of going through FEMA's typical prescriptive process. However, they believe that will give them better and more useable information to understand their flood impacts. He went over the justifications for this exception, such as there being an urgent needs in this case, hydrologic and hydraulic modeling being custom built to support HESCO Barrier installation and developing new inundation maps, the project being developed and executed with oversight by licensed CBJ engineers with support from highly qualified consultants, USACE flood fighting experts, and manufacturer's technical advisors, with the whole purpose of the project being to reduce community flood risk from GLOF events.

Mr. Epstein asked if he was correct in assuming that they are going through this process to get the exception that they would have gotten in a perfect world but were not able to, but it still needs to be done.

Director Lawhorne provided some context for the National Flood Insurance Program (NFIP), which is what this came down to. She explained that in order to participate in the NFIP, each community across the country has to adopt the same regulations from FEMA. She said FEMA drafts the code and we are not permitted to change it, and even though the Floodplain Development Permit is issued by her, the director, her authority is limited to that prescriptive code. She stated that if they cannot meet all the requirements in an orderly fashion, she is not allowed to issue a permit, but FEMA wrote in an exception process similar to a variance, and in this case it is an exception. She voiced that they had been using what they called the no rise policy, that they worked with FEMA to develop, which stops short of having to do the hydraulic and hydrologic modeling, which worked for many years until this most recent GLOF. She expressed that they gave EPW, as the applicant, guidance to proceed using the no rise analysis, but with all the changes that occurred since the GLOF and this new year, it was no longer an option; therefore, they pivoted to the exception process instead. Director Lawhorne explained the reason why it is so critical that EPW receives a permit is because it keeps them compliant with the NFIP Program for the community. She shared they are here to bring the project forward and to fruition, but similar to if they had received the Floodplain Development Permit, a condition would be to receive a letter of map revision from FEMA at the end of the project, which is recommended as a condition. She added that the NFIP program is about mapping the 100-year flood event, and the GLOF is more like a 500-year flood event happening annually or biannually, and going through the CLOMR, mapping process, permit, and then the mapping at the end again, and that at least takes about a year, and they did not have a year.

Mr. Rumsey expressed that Engineering and Public Works are aware of what the typical process would be and have interacted throughout this time, and FEMA had started to maybe look at this situation or scrutinize in a different way about the policies, but at that point we had already made decisions to go about our modeling that would give us the best information. He added that to go through the typical FEMA process, they would have had to go back to the existing model and it uses an older technology and is one dimensional, and what we have now is two-dimensional modeling that provides much more detail and could start with known existing conditions, and they made a decision that this was in our best interest. He shared that Michael Baker International are experts in performing this type of work, letter of map revisions, and certifications.

Garrett Yager, Service Water Manager at Michael Baker International, stated that FEMA's original effective model is outdated, and the river has changed considerably, so

running that model was going to take a lot of new bathymetry, and they need to build this existing conditions model that better reflect the current conditions. He said that through that process, they would have gone through something similar where they would have built out a two-dimensional model and FEMA would have recognized that the two-dimensional model is the preferred technology to simulate flooding in this area and would have followed a similar path, but the exception would have been that they collected more survey information in the channel that could refine some of the results, but when looking at the impacts of existing conditions and proposed conditions, they are looking at the change between those that the HESCO has.

Mr. Epstein asked what the consequences would be if they decide to say no on this.

Director Lawhorne responded that will hopefully not be the outcome, and suggested getting any questions they may have out tonight as best they can, and if they hear anything next week beyond what they have heard already, hopefully questions will be answered then. She added they have the opportunity to continue the public hearing and provide more time to get more information. She commented that if it is denied, there are a couple of paths forward, where the applicant has the ability to appeal that to the Assembly and if she was not quite sure how it would impact their Flood Insurance Program, but she did not feel that FEMA is out to be heavy-handed on this, as they know we are dealing with a different situation here than anyone in the country.

Mr. Gamez thanked Mr. Rumsey for being there, and said his presentation was very informative. He stated that it seems like it going to work, but asked where the water will go by the glacier side by the bridge and south of town by the sewer treatment plant.

Mr. Rumsey responded that Juneau and the Mendenhall River, where they performed this work, only has one side of the river developed. He said that in modeling effort by Michael Baker, one area where it does not increase flood levels at the base flood elevation but does shift some water over to the undeveloped portion on the western side of the river where there is significant capacity to store water for periods of time. He noted that the riprap revetment that was installed would not slow water down because of the undulating nature of a lot of the damaged riprap revetment or sections that did not have revetment, as revetment helps keep water moving and the material is very consistent with the existing riverbank and river bottom. He expressed that the HESCO Barrier is relatively a flat surface, and the alignment of the barrier is setup to ensure it does not hold water up and cause levels to rise upstream in a flood event and does not significantly increase the speed of water. Mr. Rumsey shared they are very confident the water will move west, where there is storage capacity, which will not cause any unanticipated rises in the water level anywhere along the river.

Mr. Pedersen voiced that in looking at the aerial images of the constructed HESCO Barriers, it looks like in certain locations, there may be two HESCO barriers high, two HESCO barriers deep, and in other locations there is just a single HESCO barrier. He asked for an explanation how the thicker and taller sections were picked versus the less width shorter sections.

Mr. Rumsey responded that when they started the development of the path and configuration of the barrier, the best information they had to indicate the height of what the barriers should be was high water marks, information from residents and others in the area, and aerial photography they had. He said their goal was to try to maintain at least one barrier height above the high water marks, but after they completed the modeling and run the analysis, it demonstrated that for phase one, the HESCO barrier would provide protection for up to an 18 feet GLOF. However, for the width or depth of any of those sections, there is a possibility of some energy behind the water and it crests the bank if they have another flood, so they wanted to give themselves an additional width of depth barrier to withstand the force of the water.

Ms. Derr asked what the exception means for the homeowners or if it would be preventing them from doing anything moving forward.

Director Lawhorne answered that she was not aware of any scenario where it would impact the property owners, but there may be a restriction on doing certain things to the barriers, but it would not affect permitting.

Mr. Rumsey stated that this was a hugely challenging project and they really tried to be as communicative as possible and recognize there was no way to get around real world impacts to people's property, but they tried to work with homeowners. He noted that this is now a CBJ piece of infrastructure that they will have to maintain, and if sections of the homeowners existing property becomes a challenge for them, they will continue working with them moving forward on that. However, he could not speak to how this would affect their ability to permit.

Mr. Epstein inquired if the Local Improvement District had any impact on what a property owner can do with their property or if is a funding mechanism for the project.

Director Lawhorne answered that it does not have an impact on the LID.

Mr. Brown stated that he noticed that at 16.5, 17, 17.5, 18 feet, the modeling puts people at risk south of Egan, even though it was referenced earlier that it would not increase any risk at those levels. He asked if there was any projection on how that would take place and what the risk would be regarding the HESCO Barriers and the people south of Egan.

Mr. Rumsey responded that part of it comes down to when the decision was made to do a near term non-temporary flood fighting effort, they knew they would not be able to capture all portions of the river, so they had to make use of the best information that they had at the time, which was the 16 foot inundation map that existing through NWS. However, from an engineering solution standpoint, he has to make reasonable recommendations to city leadership and the Assembly about potential additional HESCO work that may need to be done. He added their initial argument was to try to provide protection at or around 16 foot, but he has reviewed maps at the 17-18 foot levels and recognized that it would have been better to get more work done. His recommendation was to continue identifying additional locations to perform additional HESCO Barrier work in the future.

Mr. Brown asked if they applied for the Floodplain Development Permit at any point in the process.

Mr. Rumsey answered that there was a Floodplain Development Application submitted in March, which started this process, but through a lot of back and forth, it was determined that coming before this body and putting information out to the public and giving them a chance to weigh in would be the best way to ensure adequate visibility.

Chair Cole asked about a page in the presentation talking about the specific elements of code for the exception. She said the explanation of the prescriptive FEMA process and the timing all made sense to her, but number four said, "Design, modify, and anchor new construction and substantial improvements to prevent floatation collapse or lateral movement of structures." She asked why they needed an exception for that piece.

Mr. Rumsey responded that he imagined that most constructed projects that would otherwise need to adhere to this type of floodplain management rule for a municipality would be a more traditional constructed facility of some sort, but in this case, the HESCO Barrier is intended to sit on the ground and not use any form of an anchor system or construct a traditional foundation. He added that ideally they would set it on vegetative soil but due to the slope and cross-slope, they had to do some light grading or bring in fill material in some places to make sure they had a suitable foundation.

Ms. Derr asked if there was a reason this came before them so close to the next event or if that just how the timing worked out. She also inquired how the updated flood maps would impact their homeowners flood insurance.

Director Lawhorne replied that as far as the inundation maps that were developed by Michael Baker International, they are not the official adopted maps by FEMA. She explained that the National Flood Insurance Program uses the adopted maps by FEMA,

so the inundation maps are for the applicant's mechanical use, and available as public information, but does not impact the flood insurance.

Mr. Rumsey added that they did not do this because the GLOF was coming up, and was just the way the timing worked out.

Ms. Rintala asked about a part in the packet where it specifies that the Commission should grant exceptions only in cases where they understand the exception is the minimum necessary considering the flood hazard to afford relief. She asked Mr. Rumsey to speak to that from his experience and engineering perspective.

Director Lawhorne stated that saying exception shall only be issued a determination when exception is the minimum necessary considering the flood hazard to afford relief, is similar to their variance language, where the variance has to be tailored to the hardship. She suggested Mr. Rumsey speak to how has the HESCO Barrier Project was tailored to have the minimum impact but provide protection and explain why they need to be afforded the relief.

Mr. Rumsey responded that one way to think about it is there were different decision points made when it came to what would the city do in response to what they know to likely be annual GLOF events. He noted that in answering if they did the minimum required to address the underlying issue here, they used the information they had at the time from the 2024 GLOF high water marks as a primary basis for their decision making. He shared that once they decided to make an effort to do a near term non-permanent solution, the project they constructed met the intent to try to afford the protection required to avoid impacts of a similar event. From an engineering perspective, he believed they did the minimum they could to afford the protection intended.

Mr. Brown asked at what point they find out or come to the conclude that filling out the floodplain development application was not the best avenue and coming here was.

Mr. Rumsey answered that there was some initial back and forth within the first several weeks about whether or not the information they provided was acceptable and met the requirements for CDD to be able to authorize a permit, and it took maybe another 4 to 6 weeks to identify whether this would be the appropriate pathway or not. He expressed that it evolved over time through extensive conversation and coordination between engineering, public works, and community development.

Director Lawhorne added that separate from EPW's application, CDD has been doing a lot with FEMA or with floodplain development permitting in general. She said that ever since '23 GLOF, CBJ has been the one out front on permitting without having support from our state agencies, so they are trying to figure out the way through a GLOF but

having to use the floodplain development permit that was not intended for that type of event has been challenging. She shared that they found out in the spring that the no-rise policy that was previously acceptable to FEMA would no longer be, so they have been doing their best to guide all property owners through these events. She expressed that EPW is not the only ones finding out that they cannot use the no rise, so it was really just the timing of all of it, even separate from EPW's application, so they are still learning this process with FEMA as they go forward.

Mr. Brown commented that with the basic timeline of April 9th, with four to six weeks, it looks like they knew they need to go this route in May and now we are in July and trying to push it in rather quickly, so from the outside and public's perspective it seems like they are trying to make it happen quickly now that it is already done versus if it was a private sector coming in. He suggested laying that out when the public is here.

Chair Cole gave a reminder that this was an informational meeting, and thanked Mr. Rumsey and his team for taking time to do this for them. She stated that they will meet back here next week to hear this as a case and open it up to public comment, take public testimony, make decisions about the findings CDD gave them, and make a motion for these exceptions.

V. SUPPLEMENTAL MATERIALS

1. Additional Materials

VI. ADJOURNMENT

The July 15, 2025 Planning Commission Meeting was adjourned at 9:01 p.m.



**PLANNING COMMISSION STAFF REPORT
MAJOR SUBDIVISION SMF2025 0002
HEARING DATE: AUGUST 12, 2025**

(907) 586-0715

CDD_Admin@juneau.gov

www.juneau.org/community-development

155 Heritage Way • Juneau, AK 99801

DATE: August 4, 2025
TO: Mandy Cole, Chair, Planning Commission
BY: David Peterson, Planner II 
THROUGH: Jill Lawhorne, Director, AICP

PROPOSAL: Applicant requests a Final Plat Review for Pederson Hill Subdivision, Phase 1B. The approval would authorize the development of 30 residential lots and two (2) public use lots, including rights-of-way and pedestrian thoroughfare (Wild Rose Walk).

STAFF RECOMMENDATION: Approval.

KEY CONSIDERATIONS FOR REVIEW:

- The overall layout is consistent with prior approvals (SMP2016-0002 and CSP2016-0006).
- THRHA acquired Lot 2B from CBJ in 2023.
- THRHA is prepared to record the plat for Phase 1B.
- Construction drawings have been submitted and are under review.

GENERAL INFORMATION	
Property Owner	Tlingit Haida Regional Housing Authority
Applicant	Tlingit and Haida Regional Housing Authority
Property Address	Glacier Hwy
Legal Description	PEDERSON HILL II LT 2B
Parcel Number	4B2201010103
Zoning	D10SF
Lot Size	500,263 square feet/11.48 acres
Water/Sewer	CBJ Water and Sewer provided
Access	Karl Reishus Blvd.
Existing Land Use	Vacant
Associated Applications	BLD2024-0787

ALTERNATIVE ACTIONS:

1. **Amend:** amend the approval to require conditions.
2. **Deny:** deny the permit and adopt new findings for items 1-3 below that support the denial.
3. **Continue:** to a future meeting date if determined that additional information or analysis is needed to make a decision, or if additional testimony is warranted.

ASSEMBLY ACTION REQUIRED:

Assembly action is not required for this permit.

STANDARD OF REVIEW:

- Quasi-judicial decision
- Requires five (5) affirmative votes for approval
- Code Provisions:
 - CBJ 49.15.402
 - CBJ 49.15.412
 - CBJ 49.80

The Commission shall hear and decide the case per CBJ 49.15.400(a) - Purpose and applicability. The purpose of this article is to facilitate the subdivision of land to promote the public health, safety, and general welfare of the citizens of the CBJ in accordance with the Comprehensive Plan of the City and Borough of Juneau, Alaska.

And per CBJ 49.15.402(a) - A major subdivision permit is required for subdivisions resulting in 14 or more lots.

SITE FEATURES AND ZONING



SURROUNDING ZONING AND LAND USES	
North (D10 T D10SF)	Vacant
South (D10SF)	Vacant
East (D1 T D5)	Vacant
West (D10)	Church/Residential

SITE FEATURES	
Anadromous	N/A
Flood Zone	N/A
Hazard	N/A
Hillside	N/A
Wetlands	N/A
Parking District	N/A
Historic District	N/A
Overlay Districts	Mining & Exploration Surface Activities Exclusion District; Bonus Eligible Overlay District.

BACKGROUND INFORMATION

Project Description – Tlingit Haida Regional Housing Authority (THRHA) will be using COVID-era funding to construct three dwellings before the end of the year. THRHA had originally intended to build the dwellings at their Seet Kanax Duteen project (north of the Douglas Bridge on North Douglas Highway), but civil design has been a challenge. THRHA shifted project funds to Peterson Hill to meet funding deadlines. THRHA has received one funding extension, and if the dwellings do not have a Certificate of Occupancy by December, the funding will be lost.

Since acquiring Lot 2B from the City and Borough of Juneau (CBJ) in 2023 (**Attachment E**), THRHA is now prepared to record Phase 1B—the second phase of the three-phase Pederson Hill Subdivision. (**Attachment B**)

Construction drawings for this phase have been submitted and are currently under review. Phase 1B includes the creation of 30 residential lots, 2 lots reserved for public use, and a pedestrian thoroughfare known as Wild Rose Walk. The street originally identified as Kwalx (Fiddlehead Ferns) has been renamed Keet Street (Orca Whale). Aside from this renaming, Phase 1B remains consistent with the layout previously approved under SMP2016-0002 and CSP2016-0006. (**Attachment I**)

Architect drawings submitted with the application demonstrate that each lot has buildable area. There are six floor plans to choose from (**Attachment D**).

Background -

The table below summarizes relevant history for the lot and proposed development.

Item	Summary
2025 Plat	Plat of Pederson Hill Subdivision II, Phase 1B, a Subdivision of Lot 2B, Pederson Hill Subdivision II, Phase 1A, U.S. Survey No. 3873. This subdivision records the next 30 residential lots, two (2) public use lot, a pedestrian thoroughfare (Wild Rose Walk), and right of ways for the second phase in a three-phase development of Pederson Hill Subdivision. (Attachment B)
2024 Construction Plan	Complete set of construction plans for Pederson Hill Subdivision II, Phase 1B. Plans include Grading, Drainage, Paving, Sidewalks, Water, Sewer, Electrical, Signing and Striping. (Attachment E)
2023 Quitclaim Deed	A quitclaim deed conveys and quitclaims Lot 2B, Pederson Hill Subdivision II, Phase 1A, as shown on Plat 2019-34, from the City and Borough of Juneau, a municipal corporation of the State of Alaska, to the grantee, Tlingit Haida Regional Housing Authority. (Attachment F)
2019 Recorded Plat	Plat 2019-34, having satisfied conditions of approval under SMP2017-0001, was recorded as Pederson Hill Subdivision II, Phase 1A. (Attachment G)
2017 Planning Commission Notice of Decision	The Planning Commission initially approved the preliminary plat for the Pederson Hill Subdivision on February 28, 2017, with conditions. The applicant has since proposed minor modifications to phase the development into three sub-phases: 1A, 1B, and 1C, primarily for internal financing reasons. The subdivision layout remains substantially the same, with the primary change being the relocation of emergency vehicle access from a planned equestrian trail to a route through Christ Evangelical Church property. Modifications and Status of Conditions: The modified plat complies with prior conditions of approval. All conditions required prior to Construction Plan approval and Final Plat approval have been addressed or incorporated into the revised preliminary plat. Key changes include: • Emergency access now routed via Christ Evangelical property (easement secured). • Cheex Equestrian Trail realigned to address property owner concerns. • Subdivision phasing allows for development without a central treasury loan. • Preservation lots renamed “Public Use Lots” per CBJ Code. • Wildlife corridors reviewed with ADF&G; mitigation measures recommended. • Setbacks no longer shown on plat per updated CBJ guidance. (Attachment H)
2017 Preliminary Plat	The proposed Preliminary Plat for Pederson Hill Subdivision II constitutes a subdivision of Lot 2, Pederson Hill Subdivision, U.S. Survey No. 3873. (Attachment I)
2016 Planning Commission Notice of Decision	SMP2016-0002 – The approval of a Preliminary Plat for Phase 1 of the Pederson Hill Subdivision, which includes the following elements:

	• Creation of 86 residential lots • Five lots designated for preservation and park purposes • Construction of five new public streets, with associated sidewalks and drainage infrastructure • Pedestrian connections to the existing trail network, including the Kaxdigoowu Heen Dei Trail Phases 2 and 3 of the broader subdivision concepts are depicted for illustrative purposes only and are not included in the scope of this application. The proposed subdivision is consistent with applicable CBJ land use plans, zoning requirements, and subdivision regulations. Staff recommends approval, subject to conditions that ensure compliance with fire access standards, stormwater management requirements, and habitat protection measures. (Attachment J)
2016 CSP Staff Report	CSP2016-0006 – City Consistency Review for Phase 1 of the Pederson Hill Subdivision was approved, authorizing the subdivision of land resulting in 86 residential lots and five lots designated for preservation and park purposes. The proposal was found to be consistent with the City and Borough of Juneau’s adopted plans, including the 2013 Comprehensive Plan, 2016 Housing Action Plan, 2016 Land Management Plan, 2015 Economic Development Plan, 2009 Non-Motorized Transportation Plan, and the 2001 Area-Wide Transportation Plan. The project supports key municipal goals by facilitating the development of affordable, small-lot housing; establishing infrastructure to accommodate future growth; promoting private development; enhancing multimodal transportation and trail connectivity; and preserving designated natural and habitat areas. (Attachment K)
2014 Rezone NOR	On March 25, 2014, the Planning Commission adopted findings and approved the rezoning of approximately 152 acres from D1(T)D5 to a combination of D10 and D10SF zoning districts. (Attachment L)

ANALYSIS

Compliance with Title 49 - The plat conforms to Title 49, and staff has confirmed compliance with conditions as outlined in the staff report for SMP2016-0002 and CSP2016-0006. **(Attachments J & K)** The proposed lots as shown on the preliminary plat meet or exceed the dimensional standards listed in CBJ 49.25.400. The CBJ 49.25.400

Bond (BND2025-0001) for Pederson Hill Subdivision II Phase 1B improvements of Yan Street, Guwakaan Street and Kwalx Street including water, sewer, and drainage improvements per Homeshore Engineering subdivision plans dated 10/18/24. **(Attachment E)**

Building permit BLD2024-0787 has been approved for grading and site improvements. **(Attachment D)**

Preliminary Plat Conditions of Approval -

Condition	Status	Summary
Prior to construction plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).	☒ Met ☐ Unmet ☐ On-going	Condition was met with SMF2019-0003.
Staff has recommended as a condition of SMP2016-0002, approval that the walking surface of Wild Rose Walk be at least 10 feet wide per CBJ 49.35.610(a)	☒ Met ☐ Unmet ☐ On-going	Wild Rose Walk is a 20 foot platted right-of-way.
Prior to construction plan approval, applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets.	☒ Met ☐ Unmet ☐ On-going	Condition has been met. See Attachment B .
Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as shown below: Public Use Lots: Lot 5 has been set aside as a neighborhood park for recreation. Development in this park for public recreation is appropriate. Lot 7 has been set aside specifically for habitat preservation. Removal of vegetation is not allowed except for removal of invasive species. No fill or other building development is permitted except for trails and perimeter fencing. Trail construction shall be permitted in accordance with CBJ title 19.12 – Excavation and grading code. Perimeter fencing shall be constructed using techniques that minimize soil and vegetative disturbance.	☒ Met ☐ Unmet ☐ On-going	This note has been included on the preliminary plat for phase 1B. (See note 6 on Attachment B)
Prior to final plat approval, applicant shall add the following plat note: Wetlands exist throughout this subdivision. Development restrictions may apply. Permits/approvals shall be obtained prior to impacting wetlands.	☒ Met ☐ Unmet ☐ On-going	This note has been included on the preliminary plat for phase 1B. (See note 7 on Attachment B)
Prior to Construction plan approval, the applicant shall submit an updated lot closure report.	☒ Met ☐ Unmet ☐ On-going	Condition has been met. See Attachment C .
Prior to construction plan approval, the applicant shall submit required documentation meeting 49.15.411(6) Erosion control.	☒ Met ☐ Unmet ☐ On-going	Condition has been met. See Attachment E .

AGENCY REVIEW

CDD conducted an agency review comment period between July 11, 2025 – July 25, 2025. Agency review comments can be found in **Attachment M**.

Agency	Summary
CBJ Building	No concerns at this time.
CBJ General Engineering	No concerns at this time.
CBJ Cartography	Minor revisions. See Attachment M , for details.
CBJ Zoning	Minor revisions. See Attachment M , for details.
Capital City Fire and Rescue	No concerns at this time.
Army Corps of Engineers	Wetland fill permit, has been issued.
Department of Environmental Control	Issued a Certificate of Reasonable Assurance with conditions requiring best management practices to protect water flow, quality, and habitat.
Alaska Department of Fish and Game	No concerns at this time.

PUBLIC COMMENTS

CDD conducted a public comment period between July 17, 2025 – August 4, 2025. Public notice was mailed to property owners within 500 feet of the subject parcel. (**Attachment N**) A public notice sign was also posted on-site two weeks prior to the scheduled hearing. (**Attachment O**) No public comments submitted at time of writing this staff report.

FINDINGS

Final plat approval criteria - Per CBJ 49.15.402(f)(3) the Director makes the following findings:

1. *Has the applicant complied with any conditions or plat notes as required in the notice of decision approving the preliminary plat?*

Analysis: Preliminary plat meets the conditions of SMP2016-0002.

Finding: **Yes.** The conditions of preliminary plat have been met.

2. *Has the applicant constructed all required improvements or provided a financial guarantee in accordance with CBJ 49.55.010?*

Analysis: Applicant is in process of grading for Phase 1B with BLD2024-0787 and has bonded for improvements with BND2025-0001.

Finding: **Yes.** The applicant has provided a financial guarantee for improvements.

3. *Does the final plat meet the standards set forth in CBJ 49.15.412 for final plats?*

Analysis: No additional analysis needed.

Finding: **Yes.** The final plat complies with CBJ 49.15.415 Final Plat Standards.

RECOMMENDATION

Staff recommends the Planning Commission adopt the Director's analysis and findings and approve the requested final plat. The permit would allow the final plat approval for the Pederson Hill Subdivision II, Phase 1B on Karl Reishus Blvd in a D10 SF zone.

STAFF REPORT ATTACHMENTS

Item	Description
Attachment A	Application Packet_SMF25-02
Attachment B	Preliminary Plat SMF25-02 Phase 1B
Attachment C	SMF25-01 - Closure report
Attachment D	Pederson Hill II Phase 1B Building Plans
Attachment E	SMF25-02 - Construction Plan
Attachment F	Lot 2B Quit Claim Deed
Attachment G	2019-34 Plat
Attachment H	2017 - Prelim NOD and Staff Report
Attachment I	Pederson Hill Sub Phase 1 Plat
Attachment J	2016 - Prelim NOD and Staff Report
Attachment K	STF_CSP16-06
Attachment L	NOR_AME14-03_ReZoning
Attachment M	Agency Review Comments Memo
Attachment N	Abutters Notice_SMF25-02
Attachment O	Public Notice Sign Posted_SMF25-02



DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications. This form and all documents associated with it are public record once submitted.

To be completed by Applicant	PROPERTY LOCATION													
	Physical Address Pederson Hill Subdivision													
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) <i>Pederson Hill II L2B</i> Pederson Hill Subdivision II, Phase 1B, A subdivision of lot 2B, Pederson Hill Subdivision II, Phase 1A US Survey No. 3873 City & Borough of Juneau, Alaska													
	Parcel Number(s) 4B220101010X3													
	☐ This property is located in the downtown historic district ☐ This property is located in a mapped hazard area, if so, which _____													
	LANDOWNER/ LESSEE													
	Property Owner Tlingit Haida Regional Housing Authority	Contact Person Lorraine DeAsis												
	Mailing Address 5446 Jenkins Drive	Phone Number(s) 907-780-6868												
	E-mail Address LDEASIS@THRHA.ORG													
	LANDOWNER/ LESSEE CONSENT													
Required for Planning Permits, not needed on Building/ Engineering Permits. Consent is required of all landowners/ lessees. If submitted with the application, alternative written approval may be sufficient. Written approval must include the property location, landowner/ lessee's printed name, signature, and the applicant's name. I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for the City and Borough of Juneau officials/employees to inspect my property as needed for purposes of this application. <table border="0"><tr><td>Jacqueline Pata</td><td>President, CEO</td></tr><tr><td>Landowner/Lessee (Printed Name)</td><td>Title (e.g.: Landowner, Lessee)</td></tr><tr><td>X <i>Jacqueline Pata</i></td><td>7-10-2025</td></tr><tr><td>Landowner/Lessee (Signature)</td><td>Date</td></tr><tr><td>_____ Landowner/Lessee (Printed Name)</td><td>_____ Title (e.g.: Landowner, Lessee)</td></tr><tr><td>X _____ Landowner/Lessee (Signature)</td><td>_____ Date</td></tr></table> NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours. We will make every effort to contact you in advance, but may need to access the property in your absence and in accordance with the consent above. Also, members of the Planning Commission may visit the property before a scheduled public hearing date.			Jacqueline Pata	President, CEO	Landowner/Lessee (Printed Name)	Title (e.g.: Landowner, Lessee)	X <i>Jacqueline Pata</i>	7-10-2025	Landowner/Lessee (Signature)	Date	_____ Landowner/Lessee (Printed Name)	_____ Title (e.g.: Landowner, Lessee)	X _____ Landowner/Lessee (Signature)	_____ Date
Jacqueline Pata	President, CEO													
Landowner/Lessee (Printed Name)	Title (e.g.: Landowner, Lessee)													
X <i>Jacqueline Pata</i>	7-10-2025													
Landowner/Lessee (Signature)	Date													
_____ Landowner/Lessee (Printed Name)	_____ Title (e.g.: Landowner, Lessee)													
X _____ Landowner/Lessee (Signature)	_____ Date													
APPLICANT														
If same as LANDOWNER, write "SAME"														
Applicant (Printed Name) Same		Contact Person												
Mailing Address		Phone Number(s)												
E-mail Address														
X <i>Jacqueline Pata</i>		7-10-2025												
Applicant's Signature		Date of Application												

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

Intake Initials <i>DP</i>	
Case Number <i>SMF 25-02</i>	Date Received <i>7/10/25</i>



SUBDIVISION AND DEVELOPMENT PLAN APPLICATION

See subdivision hand-outs for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

PROJECT SUMMARY

Final Plat Recording for Pederson Hill Ø 1B

Number of Existing Parcels 1 Total Land Area 5.1 acres Number of Resulting Parcels 30 + 2 Public Use

HAS THE PARCEL BEEN CREATED BY A MINOR SUBDIVISION IN THE PRECEDING 24 MONTHS

☐ NO

☐ YES Case Number _____

TYPE OF SUBDIVISION OR PLATTING APPROVAL REQUESTED

MINOR DEVELOPMENT

(changing or creating 13 or fewer lots)

- ☐ Preliminary Plat (MIP)
- ☐ Final Plat (MIF)
- ☐ Panhandle Subdivision
- ☐ Accretion Survey
- ☐ Boundary Adjustment
- ☐ Lot Consolidation (SLC)
- ☐ Bungalow Lot Subdivision
- ☐ Common Wall/Zero Lot Subdivision
- ☐ Other _____

MAJOR DEVELOPMENT

(changing or creating 14 or more lots)

- ☐ Preliminary Plat (SMP)
- ☒ Final Plat (SMF)
- ☐ Preliminary Development Plan – PUD (PDP)
- ☐ Final Development Plan – PUD (PDF) Preliminary
- ☐ Development Plan – ARS (ARP) Final
- ☐ Development Plan – ARS (ARF)
- ☐ Bungalow Lot Subdivision
- ☐ Common Wall/Zero Lot Subdivision
- ☐ Other _____

ALL REQUIRED DOCUMENTS ATTACHED

☐ Pre-application conference notes

☒ Narrative including:

- ☒ Legal description(s) of property to be subdivided
- ☒ Existing structures on the land
- ☒ Zoning district
- ☒ Density
- ☒ Access
- ☒ Current and proposed use of any structures
- ☒ Utilities available
- ☒ Unique characteristics of the land or structure(s)

☐ Preliminary Plat checklist

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

SUBDIVISION/PLATTING FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ <u>2,240⁰⁰</u>			
Admin. of Guarantee	\$ _____			
Adjustment	\$ _____			
Total Fee	\$ _____			

For assistance filling out this form, contact the Permit Center at 586-0770.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

I:\FORMS\PLANFORM\Subdivision Application.docx

Case Number	Date Received
<u>SMF 25-002</u>	<u>7/10/25</u>

Revised October 2019 - Page 1 of 1



July 10, 2025

Pederson Hill Major Subdivision Narrative

Legal Description: Pederson Hill Subdivision II, Phase 1B a subdivision of Lot 2B, Pederson Hill Subdivision of Lot 2B, Pederson Hill Subdivision II, Phase 1A US Survey No. 3873 City & Borough of Juneau, Alaska. Juneau Recording District.

Existing Structures on the Land: None

Zoning District: D10 Single Family Residential Subdivision

Density: D10 Single Family Residential

Access: Karl Reishus Blvd.

Current and proposed use of any structures:

Current: No current structures are on property

Proposed: Single Family Residential (D10)

Utilities available: Currently: None

THRHA is installing water, sewer, electric, phone/cable. All roads and utilities will be City/Borough of Juneau.

Unique characteristics of the land or structure(s):

Lot 5 has been set aside as a neighborhood park for recreation. Development in this park for public recreation is appropriate.

Lot 7 has been set aside specifically for habitat preservation. Removal of vegetation is not allowed except for removal of invasive species. No fill or other building development is permitted except for trails and perimeter fencing. Trail construction shall be permitted in accordance with CBJ Title 10.12 – excavation and grading code. Perimeter fencing shall be constructed using techniques that minimize soil and vegetative disturbance.

Pathway between Lots 30 & 31 is a shared-use pathway for pedestrian and bicycle use.

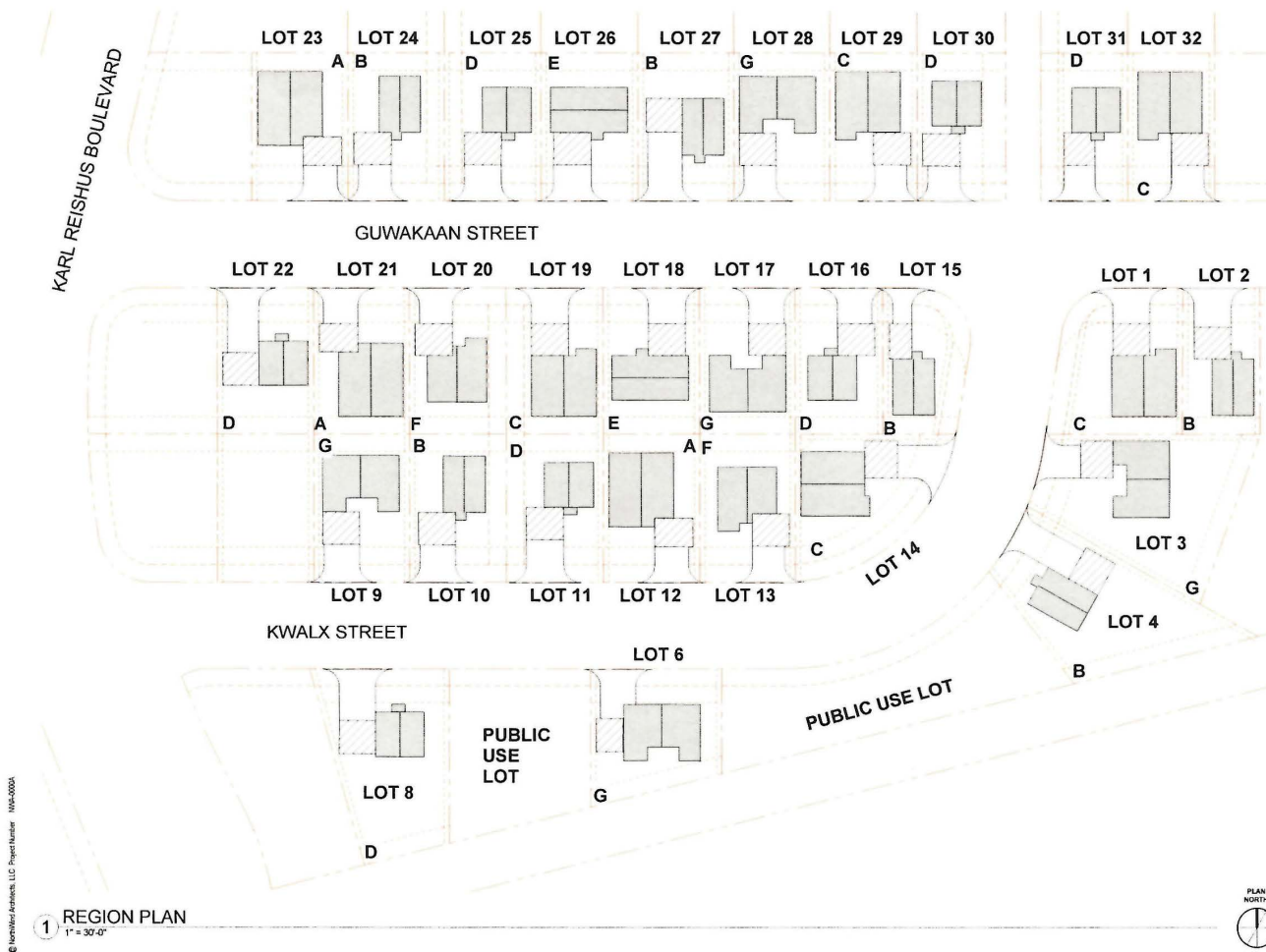
Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the U.S. Army Corp of Engineers.

Other comments:

THRHA has secured grant funding for road development and construction of 16 of the 30 lots for homes. The first grant deadline is 12/31/25 for three homes. This is a hard deadline as this grant has already been extended and is ARP funds. The homes must be fully built by 12/31/25.

5446 Jenkins Dr. • Juneau, AK 99801 • E. info@thrha.org
T. (907) 780-6868 • Toll Free (888) 241-6868 • F. (907) 780-6895 • regionalthousingauthority.org

The second grant deadline is 7/12/26 for 13 homes. We may be able to request an extension on this grant if we can show significant progress. In order to do so, we need to have foundations poured before winter.



02/15/2020
W
N
NorthWind
Architects, LLC
126 Seward St
Juneau, AK 99801
PH: (907) 586-6150
www.northwindarch.com

IF THE ABOVE DIMENSION DOES NOT
MEASURE ONE DIMENSION EXACTLY, THIS
DIMENSION SHALL BE USED FOR
REDUCED AFFECTING ALL LABEL SIZES

**PEDERSON HILL FLOORPLAN
OPTIONS**

THPRA
JUNE 2014

SHEET TITLE
**NEIGHBORHOOD
PLAN**

CHECKED	JB
DRAWN	SCC
ISSUE	DATE DESCRIPTION

SHEET # **G1.0**

ISSUE DATE 06/04/2025

	maximum lot coverage	d10	50%		
Lot/House Combo	House (sf)	Garage (sf)	lot (sf)	coverage W/ Garage	Coverage W/O Garage
Lot 1 - House B	808.63	395.78	3797.93	31.71%	21.29%
Lot 2 - House C	1355.39	395.78	5985.5	29.26%	22.64%
Lot 3 - House G	1293.33	395.78	8316.21	20.31%	15.55%
lot 4 - House B	808.63	397.03	7337.74	16.43%	11.02%
Lot 6 - House G	1293.33	295.34	5294.57	30.01%	24.43%
Lot 8 - House D	761.4	397.03	7011.67	16.52%	10.86%
Lot 9 - house G	1293.33	395.78	4674.05	36.14%	27.67%
Lot 10 - House B	808.63	395.78	4675	25.76%	17.30%
Lot 11 - House D	761.4	395.78	4675	24.75%	16.29%
Lot 12 - House A	1522.27	360.48	4673.1	40.29%	32.58%
Lot 13 - House F	1086.33	395.78	4674.35	31.71%	23.24%
Lot 14 - House C	1379.58	395.78	5740.73	30.93%	24.03%
Lot 15 - House B	808.63	262.28	3828.66	27.97%	21.12%
Lot 16 - House D	761.4	395.78	4250	27.23%	17.92%
Lot 17 - House G	1293.33	395.78	4675	36.13%	27.66%
lot 18 - House E	1172	395.78	4676.9	33.52%	25.06%
Lot 19 - House C	1355.99	395.78	4675.95	37.46%	29.00%
Lot 21 - House 21	1522.27	366.96	4675.95	40.40%	32.56%
Lot 22 - House D	761.4	397.03	4675.95	24.77%	16.28%
Lot 23 - House A	1522.27	366.96	4675	40.41%	32.56%
lot 24 - House B	808.63	395.78	4675	25.76%	17.30%
Lot 25 - House D	761.4	395.78	4675	24.75%	16.29%
Lot 26 - House E	1172	395.78	4675	33.54%	25.07%
Lot 27 - House B	808.63	397.03	4675	25.79%	17.30%
Lot 28 - House G	1293.33	395.78	4675	40.83%	31.52%
Lot 29 - House C	1339.6	395.78	4250	40.83%	31.52%
Lot 30 - House D	761.4	395.78	4250	27.23%	17.92%
Lot 31 - House D	761.4	337.72	4250	25.86%	17.92%
Lot 32- House C	1339.6	395.78	4250	40.83%	31.52%



USI Insurance Services
601 Union Street
Suite 1000
Seattle, WA 98101
www.usi.com
Tel: 206.441.6300

March 19, 2025

Kenneth Southerland
TH Regional Housing Authority
5446 Jenkins Drive
Juneau, AK 99801

RE: City and Borough of Juneau Pederson Hill II LT 2B

Dear Ken,

Enclosed you will find your executed bond for City and Borough of Juneau Pederson Hill II LT 2B. Please be sure to sign the original bond prior to filing with City and Borough of Juneau.

Should you have any questions or need anything further, please do not hesitate to reach me directly at 425-532-3877.

Sincerely,

A handwritten signature in blue ink that reads "Marina Matyunin".

Marina Matyunin
Surety Account Manager
Marina.Matyunin@usi.com
Enclosures

MERCHANTS
BONDING COMPANY™

MERCHANTS BONDING COMPANY (MUTUAL) P.O. BOX 14498, DES MOINES, IA 5030 - 3498
PHONE: (515) 243-8171 FAX: (515) 243-3854

PUBLIC IMPROVEMENT BOND

Bond No.: 101388250

KNOW ALL PERSONS BY THESE PRESENTS:

That we, Tlingit-Haida Regional Housing Authority as
Principal, and Merchants Bonding Company (Mutual) (hereinafter called the Surety) are
held and firmly bound unto the City and Borough of Juneau
as Obligee, in the penal sum of Two Million Nine Hundred Sixty-Three Thousand Four Hundred Five and 00/100
dollars (\$2,963,405.00), lawful money of the United States to the payment of which sum
well and truly to be made, the Principal herein firmly binds himself (themselves), their heirs,
executors, and administrators, and the said Surety binds itself, its successors, assigns, executors
and administrators, jointly and severally, firmly by these presents.

NOW THE CONDITION OF THIS OBLIGATION IS SUCH, THAT, whereas the above
bounden Principal received permission to perform certain work associated with the _____
Pederson Hill II LT 2B
project, Project Number: Permit ROW25-0008

WHEREAS, the above bounden Principal has agreed to furnish all material and labor
necessary for installation of the following improvement(s):
Pederson Hill Subdivision II Phase 1B improvements of Yan Street, Guwakaan Street and Kwalx Street including
water, sewer, and drainage improvements per Homeshore Engineering subdivision plans dated 10/18/24.

ALL such improvements to be completed in accordance with specifications used by the
Obligee for like improvements and to the approval and acceptance of the Obligee.

NOW, if the Principal shall in all respects fulfill this said obligation according to the terms
thereof, and shall satisfy all claims and demands incurred for same and shall fully indemnify and
save harmless the Obligee from all costs and damages which it may suffer by reason of failure
to do so and shall fully reimburse and repay the Obligee all outlays and expenses which it may
incur in making good any such default, then this obligation is to be void and of no effect;
otherwise to remain in full force and effect.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this 19th day of
March, 20 25.

Tlingit-Haida Regional Housing Authority

Principal

By

Merchants Bonding Company (Mutual)

By

Marna Matyunin
Marna Matyunin, Attorney-in-Fact

MERCHANTS
BONDING COMPANY™
POWER OF ATTORNEY

Know All Persons By These Presents, that MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., both being corporations of the State of Iowa, d/b/a Merchants National Indemnity Company (in California only) (herein collectively called the "Companies") do hereby make, constitute and appoint, individually,

Allison McClintock; Amber Engel; Benjamin Wells; Brock Dinneen; Debbie Lindstrom; Holly E Ulfers; Jamie Armfield; Jeff Hansen; Kathleen M Mitchell; Kathy Nye; Kristine Santamaria; Laura Kovarik; Marina Matyunin; Rob Tobeck; Roxana Palacios; Scott C Alderman; Tara A Koloski; Tatiana Gefter

their true and lawful Attorney(s)-in-Fact, to sign its name as surety(ies) and to execute, seal and acknowledge any and all bonds, undertakings, contracts and other written instruments in the nature thereof, on behalf of the Companies in their business of guaranteeing the fidelity of persons, guaranteeing the performance of contracts and executing or guaranteeing bonds and undertakings required or permitted in any actions or proceedings allowed by law.

This Power-of-Attorney is granted and is signed and sealed by facsimile under and by authority of the following By-Laws adopted by the Board of Directors of Merchants Bonding Company (Mutual) on April 23, 2011 and amended August 14, 2015 and April 27, 2024 and adopted by the Board of Directors of Merchants National Bonding, Inc., on October 16, 2015 and amended on April 27, 2024.

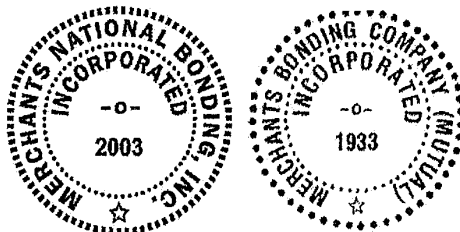
"The President, Secretary, Treasurer, or any Assistant Treasurer or any Assistant Secretary or any Vice President shall have power and authority to appoint Attorneys-in-Fact, and to authorize them to execute on behalf of the Company, and attach the seal of the Company thereto, bonds and undertakings, recognizances, contracts of indemnity and other writings obligatory in the nature thereof."

"The signature of any authorized officer and the seal of the Company may be affixed by facsimile or electronic transmission to any Power of Attorney or Certification thereof authorizing the execution and delivery of any bond, undertaking, recognizance, or other suretyship obligations of the Company, and such signature and seal when so used shall have the same force and effect as though manually fixed."

In connection with obligations in favor of the Florida Department of Transportation only, it is agreed that the power and authority hereby given to the Attorney-in-Fact includes any and all consents for the release of retained percentages and/or final estimates on engineering and construction contracts required by the State of Florida Department of Transportation. It is fully understood that consenting to the State of Florida Department of Transportation making payment of the final estimate to the Contractor and/or its assignee, shall not relieve this surety company of any of its obligations under its bond.

In connection with obligations in favor of the Kentucky Department of Highways only, it is agreed that the power and authority hereby given to the Attorney-in-Fact cannot be modified or revoked unless prior written personal notice of such intent has been given to the Commissioner-Department of Highways of the Commonwealth of Kentucky at least thirty (30) days prior to the modification or revocation.

In Witness Whereof, the Companies have caused this instrument to be signed and sealed this 6th day of February, 2025.



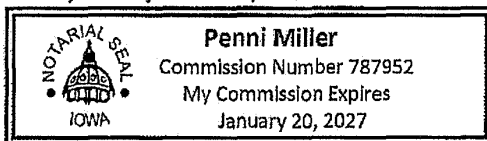
MERCHANTS BONDING COMPANY (MUTUAL)
MERCHANTS NATIONAL BONDING, INC.
d/b/a MERCHANTS NATIONAL INDEMNITY COMPANY

By

Larry Taylor
President

STATE OF IOWA
COUNTY OF DALLAS ss.

On this 6th day of February, 2025, before me appeared Larry Taylor, to me personally known, who being by me duly sworn did say that he is President of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC.; and that the seals affixed to the foregoing instrument are the Corporate Seals of the Companies; and that the said instrument was signed and sealed in behalf of the Companies by authority of their respective Boards of Directors.

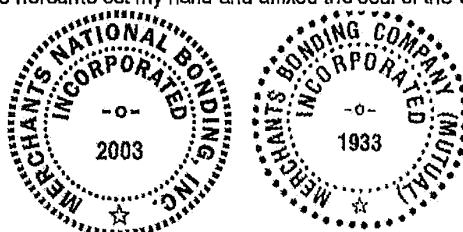


(Expiration of notary's commission does not invalidate this instrument)

Penni Miller
Notary Public

I, Elisabeth Sandersfeld, Secretary of MERCHANTS BONDING COMPANY (MUTUAL) and MERCHANTS NATIONAL BONDING, INC., do hereby certify that the above and foregoing is a true and correct copy of the POWER-OF-ATTORNEY executed by said Companies, which is still in full force and effect and has not been amended or revoked.

In Witness Whereof, I have hereunto set my hand and affixed the seal of the Companies on this 19th day of March, 2025.



Elisabeth Sandersfeld
Secretary

POA 0018 (6/24)



BUILDING PERMIT

Permit No.
BLD20240787

* NOTE: "Building Permit" is a generic term which includes Building Safety Inspection, Grading Permits, and permits for Electrical, Plumbing and Mechanical work.

Your special attention is called to the following:

This permit is granted on the express conditions that the construction shall, in all respects, conform to the ordinances of the City and Borough of Juneau. It may be revoked at any time upon violation of any of said ordinances.

The granting of this permit does not authorize the violation of any federal, state or local law regulating construction for the violation of the terms of any deed or covenant or any zoning or other regulation.

If plan review was required, this permit must be attached to the approved drawings. The permit, plans and record of inspections must be available on site at all times while the construction is in progress and before final inspection.

The yellow posting notice must be prominently displayed to show a permit has been issued and to assist the inspectors in location of the project. This permit becomes null and void if work or construction authorized is not commenced within one year or if work or construction is suspended or abandoned for a period of one year at any time after work has commenced.

Note: City Ordinances REQUIRE a Final Inspection be approved for every Building Permit.

Inspections

Inspections can be arranged by telephoning 586-1703 or by written or by online form or Email.

The Online Building Inspection Request Form is at: www.juneau.org/community-development/cdd-inspection-request.

Work shall not proceed until the inspector has approved the various stages of construction. An approved Final Inspection is required.

All inspections must be requested before noon the business day prior. Same day inspections must be requested by calling 586-0770

Please provide the following information: 1 Permit Number, 2 Address, 3 Type of Inspection, 4 Date and Time and 5 Contact Name and Phone Number.

Job Address: **GLACIER HWY**
Permit Number: **BLD20240787**
Project Description: Grading / site improvements

Issued Date : **12/24/2024**
Parcel No: **4B2201010103**

Parcel Information : PEDERSON HILL II LT 2B

Setbacks: Zone: :
Front: 20.00 Ft. Side 1: 3.00 Ft.
Rear: 10.00 Ft. Side 2: 3.00 Ft.
Street Side: 10.00 Ft.

Comments:

Owner : **TLINGIT HAIDA REGIONAL HOUSING AUT**
5446 JENKINS DR
JUNEAU AK 99801

Applicant : **TLINGIT AND HAIDA REGIONAL HOUSING A**
5446 JENKINS DR
JUNEAU AK 99801

Fee Type	Date	Receipt	Amount Paid
BLD- Grading Plan Review	12/24/2024	68376	\$54.00
BLD- Grading Permit Fee	12/24/2024	68376	\$141.00
Total Fees Paid:			\$195.00

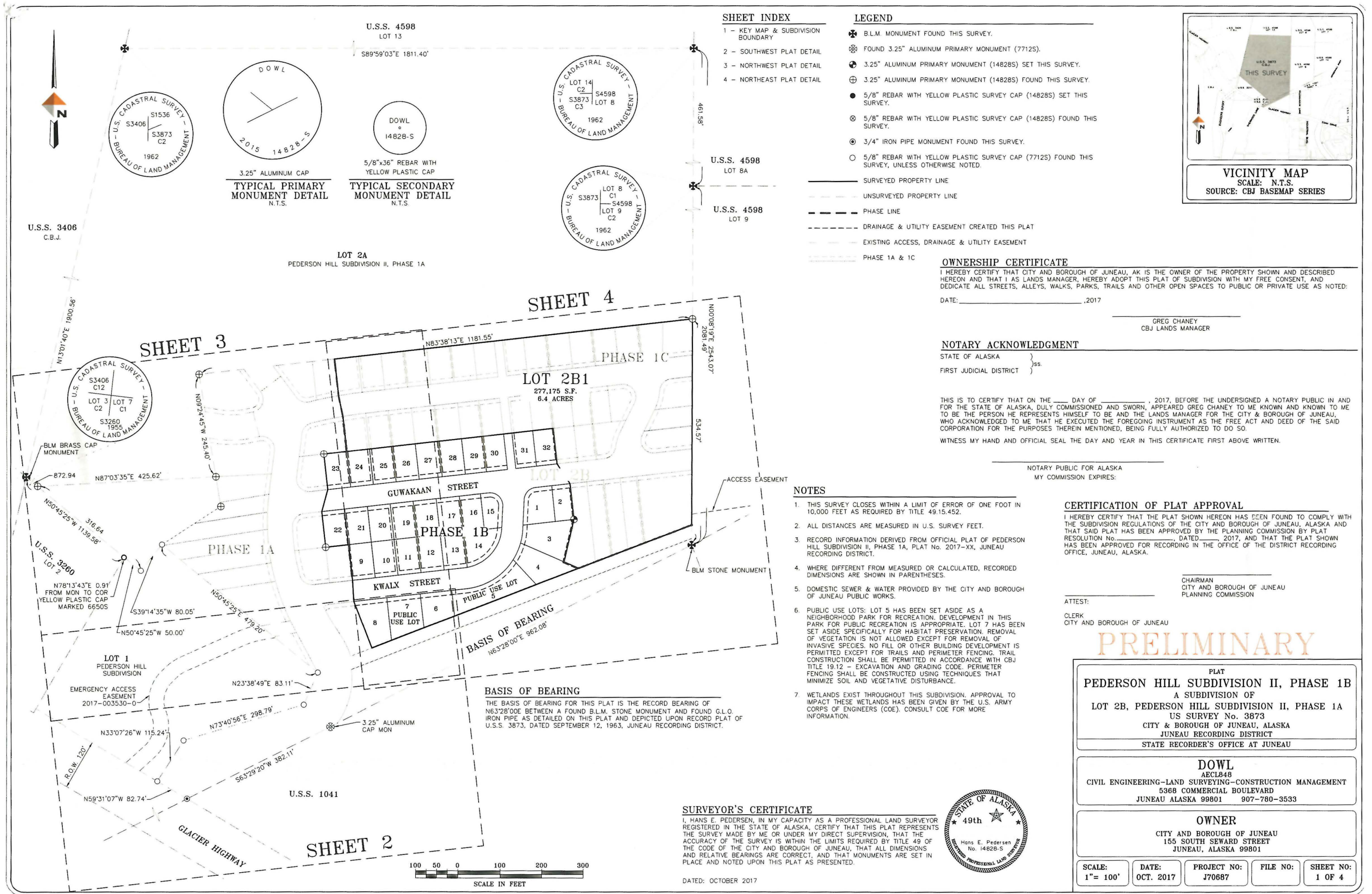
Valuation for Permit Fee Calculations:

S.F.	Type	Rate	Amount
Total Valuation:			\$0.00

Project Conditions and Holds:
None.

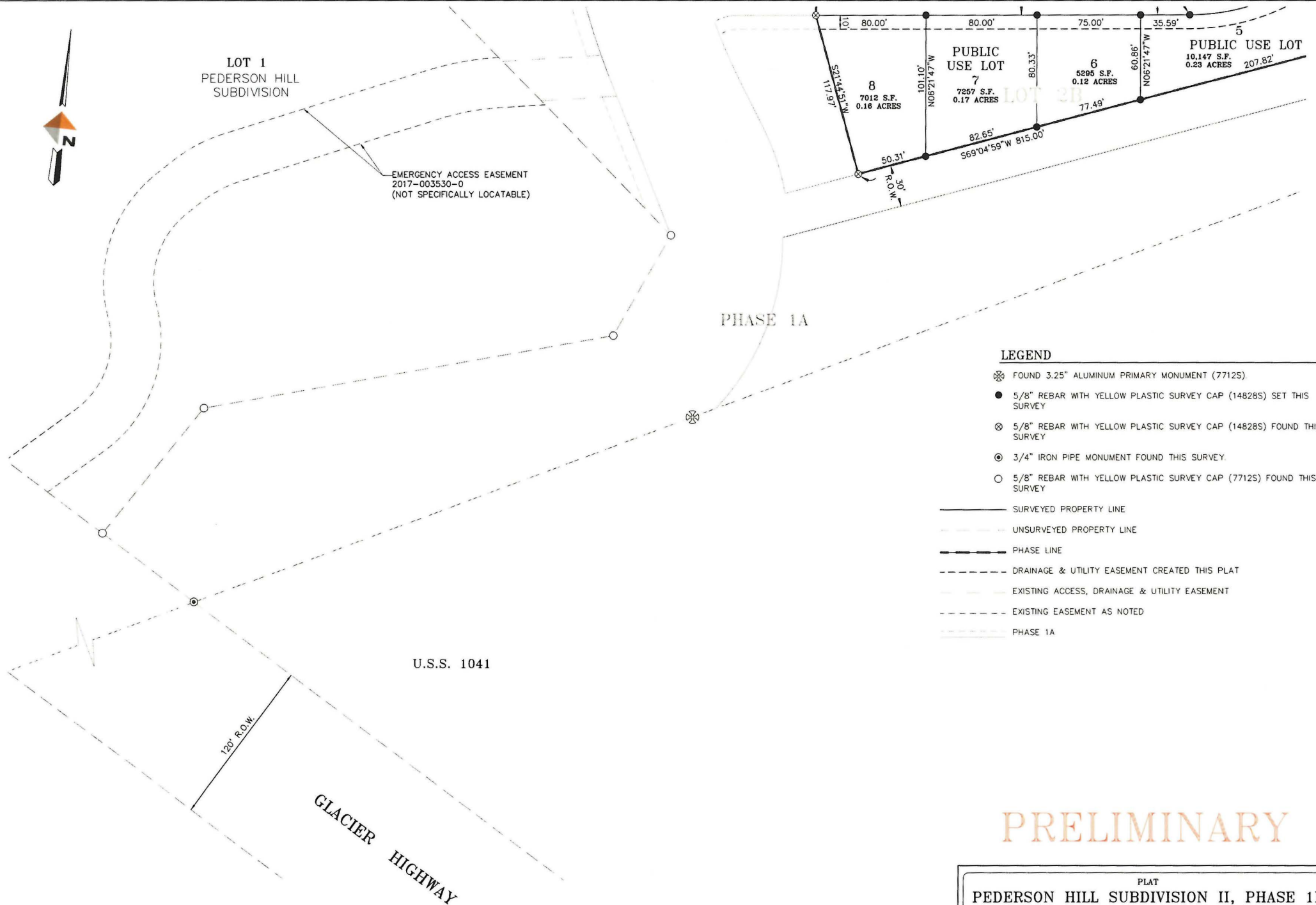
Inspections Required: Call for inspection before covering or concealing any of the work described below. Inspections may be combined.

JUNEAU PERMIT CENTER - 230 S. Franklin Street - 4th Floor, Marine View Center - Mail: 155 S. Seward Street, Juneau, AK 99801
Phone: 586-0770 - FAX: 586-4529 - Inspection Requests: 586-1703, Inspections@Juneau.org - Questions, Email: permits@juneau.org
Web Site: www.juneau.org/community-development



NOTES

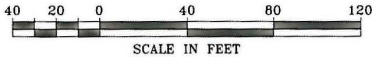
- 1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
- 2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
- 3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT OF PEDERSON HILL SUBDIVISION II, PHASE 1A, PLAT No. 2017-XX, JUNEAU RECORDING DISTRICT.
- 4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
- 5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
- 6. PUBLIC USE LOTS: LOT 5 HAS BEEN SET ASIDE AS A NEIGHBORHOOD PARK FOR RECREATION. DEVELOPMENT IN THIS PARK FOR PUBLIC RECREATION IS APPROPRIATE. LOT 7 HAS BEEN SET ASIDE SPECIFICALLY FOR HABITAT PRESERVATION. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR OTHER BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAILS AND PERIMETER FENCING. TRAIL CONSTRUCTION SHALL BE PERMITTED IN ACCORDANCE WITH CBJ TITLE 19.12 - EXCAVATION AND GRADING CODE. PERIMETER FENCING SHALL BE CONSTRUCTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.
- 7. WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE) CONSULT COE FOR MORE INFORMATION.



LEGEND

- FOUND 3.25" ALUMINUM PRIMARY MONUMENT (7712S).
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (14828S) SET THIS SURVEY
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (14828S) FOUND THIS SURVEY
- 3/4" IRON PIPE MONUMENT FOUND THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) FOUND THIS SURVEY
- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- PHASE LINE
- DRAINAGE & UTILITY EASEMENT CREATED THIS PLAT
- EXISTING ACCESS, DRAINAGE & UTILITY EASEMENT
- EXISTING EASEMENT AS NOTED
- PHASE 1A

PRELIMINARY



SURVEYOR'S CERTIFICATE

I, HANS E. PEDERSEN, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: OCTOBER 2017

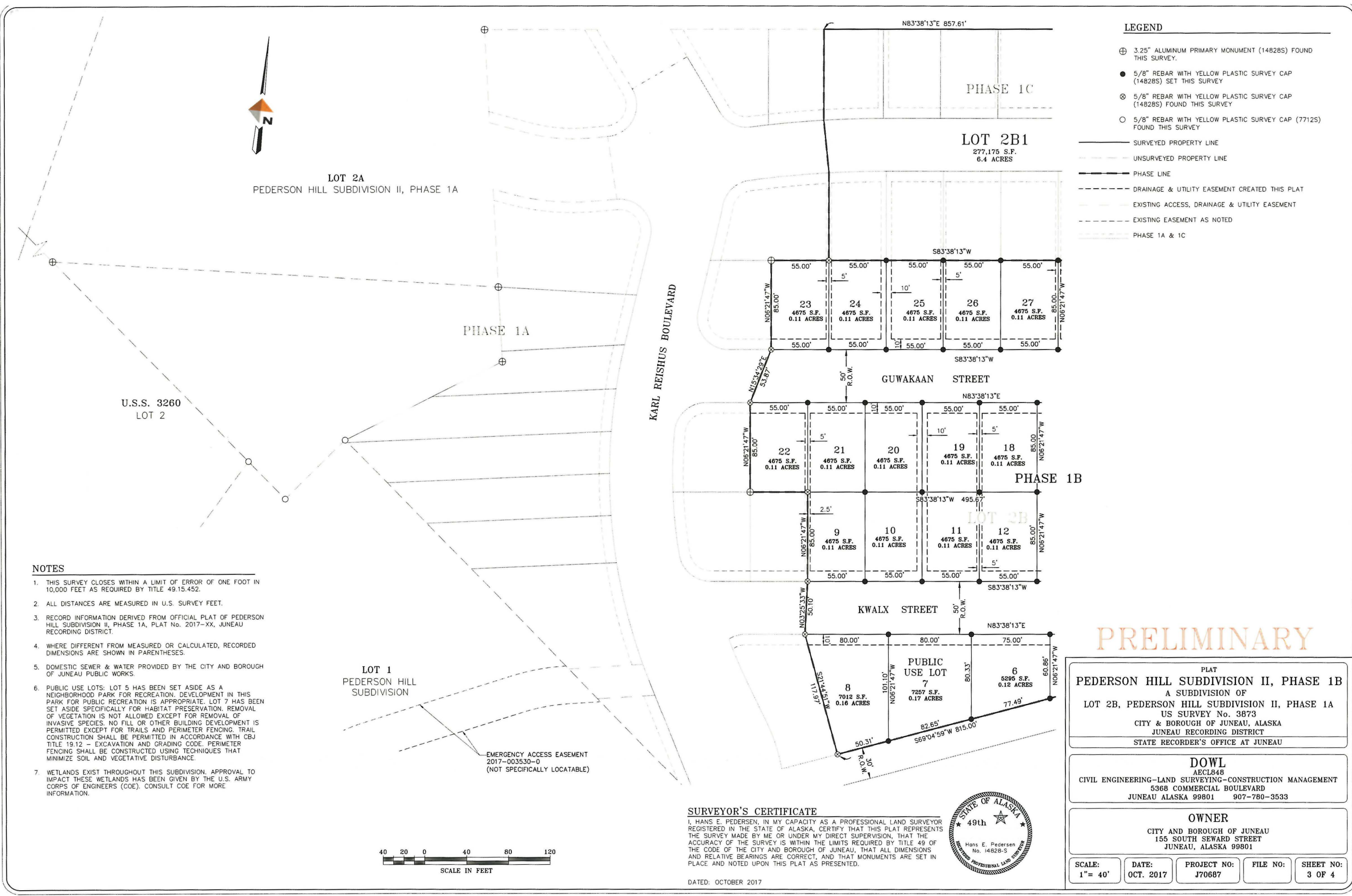


PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1B
A SUBDIVISION OF
LOT 2B, PEDERSON HILL SUBDIVISION II, PHASE 1A
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AECL848
CIVIL ENGINEERING-LAND SURVEYING-CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE: 1"= 40'
DATE: OCT. 2017
PROJECT NO: J70687
FILE NO:
SHEET NO: 2 OF 4



LEGEND

- ⊕ 3.25" ALUMINUM PRIMARY MONUMENT (14828S) FOUND THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (14828S) SET THIS SURVEY
- ⊗ 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (14828S) FOUND THIS SURVEY
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) FOUND THIS SURVEY
- SURVEYED PROPERTY LINE
- - - - - UNSURVEYED PROPERTY LINE
- PHASE LINE
- - - - - DRAINAGE & UTILITY EASEMENT CREATED THIS PLAT
- - - - - EXISTING ACCESS, DRAINAGE & UTILITY EASEMENT
- - - - - EXISTING EASEMENT AS NOTED
- - - - - PHASE 1A & 1C

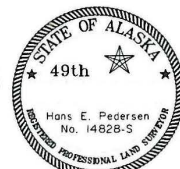
NOTES

1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT OF PEDERSON HILL SUBDIVISION II, PHASE 1A, PLAT No. 2017-XX, JUNEAU RECORDING DISTRICT.
4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
6. PUBLIC USE LOTS: LOT 5 HAS BEEN SET ASIDE AS A NEIGHBORHOOD PARK FOR RECREATION. DEVELOPMENT IN THIS PARK FOR PUBLIC RECREATION IS APPROPRIATE. LOT 7 HAS BEEN SET ASIDE SPECIFICALLY FOR HABITAT PRESERVATION. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR OTHER BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAILS AND PERIMETER FENCING. TRAIL CONSTRUCTION SHALL BE PERMITTED IN ACCORDANCE WITH CBJ TITLE 19.12 - EXCAVATION AND GRADING CODE. PERIMETER FENCING SHALL BE CONSTRUCTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.
7. WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE). CONSULT COE FOR MORE INFORMATION.

EMERGENCY ACCESS EASEMENT
2017-003530-0
(NOT SPECIFICALLY LOCATABLE)

SURVEYOR'S CERTIFICATE

I, HANS E. PEDERSEN, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.



DATED: OCTOBER 2017

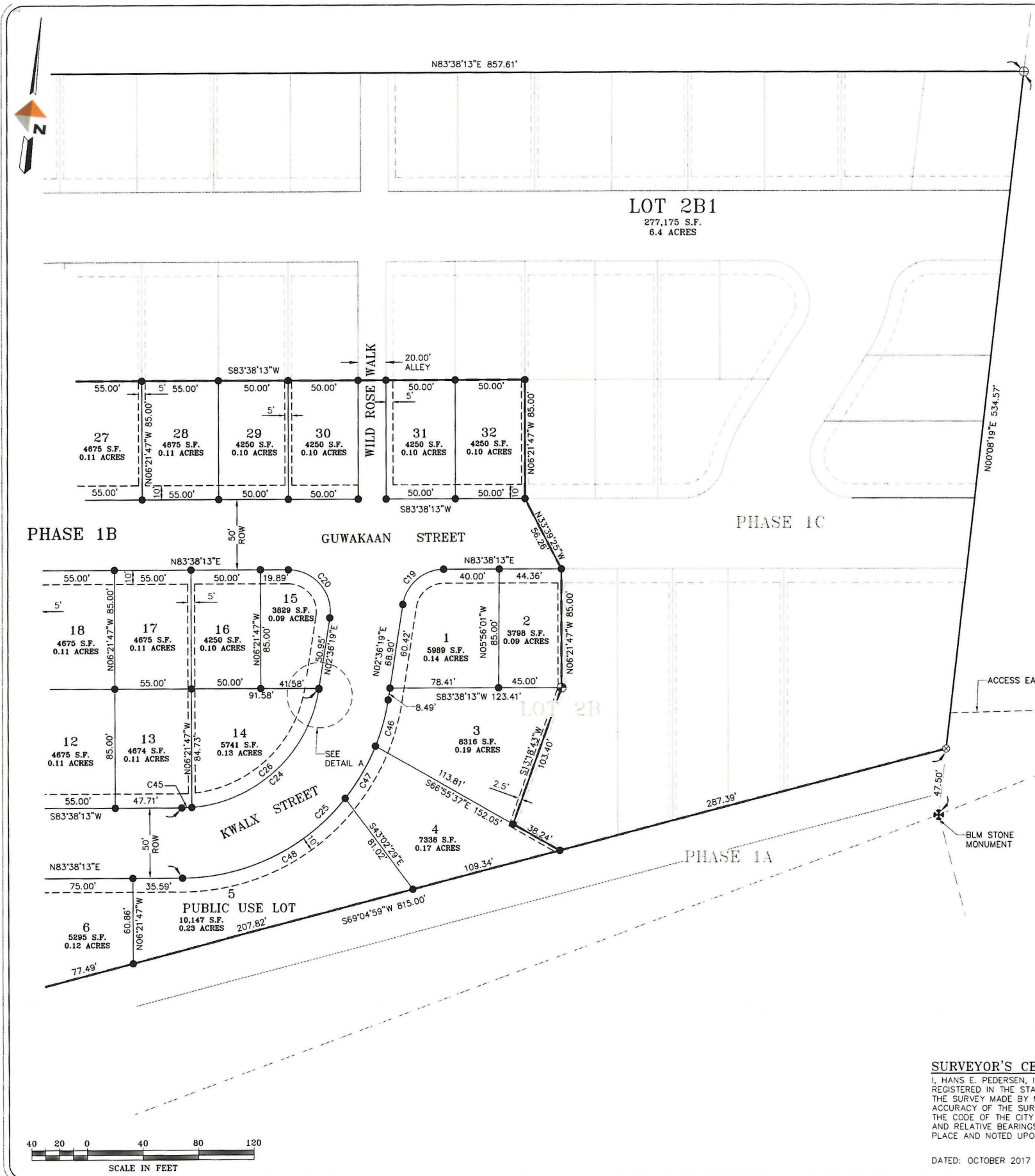
PRELIMINARY

PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1B
A SUBDIVISION OF
LOT 2B, PEDERSON HILL SUBDIVISION II, PHASE 1A
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AECL848
CIVIL ENGINEERING—LAND SURVEYING—CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

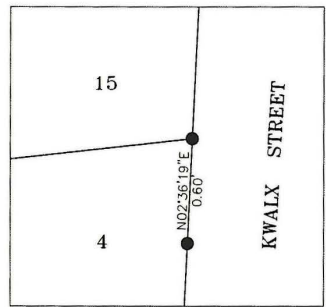
OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE: 1"= 40'
DATE: OCT. 2017
PROJECT NO: J70687
FILE NO:
SHEET NO: 3 OF 4



- LEGEND**
- ✱ B.L.M. MONUMENT FOUND THIS SURVEY.
 - ⊕ 3.25" ALUMINUM PRIMARY MONUMENT (148285) SET THIS SURVEY.
 - ⊕ 3.25" ALUMINUM PRIMARY MONUMENT (148285) FOUND THIS SURVEY.
 - 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (148285) SET THIS SURVEY
 - ⊗ 5/8" REBAR WITH YELLOW PLASTIC CAP (148285) FOUND THIS SURVEY
 - SURVEYED PROPERTY LINE
 - - - UNSURVEYED PROPERTY LINE
 - PHASE LINE
 - - - DRAINAGE & UTILITY EASEMENT CREATED THIS PLAT
 - - - EXISTING EASEMENT AS NOTED
 - - - PHASE 1A & 1C

U.S.S. 4598
LOT 9



DETAIL A

NOTES

1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452
2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT OF PEDERSON HILL SUBDIVISION II, PHASE 1A, PLAT No. 2017-XX, JUNEAU RECORDING DISTRICT.
4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
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7. WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE). CONSULT COE FOR MORE INFORMATION.

CURVE TABLE				
CURVE No.	RADIUS	DELTA	LENGTH	CHORD BEARING & DISTANCE
C1				NOT USED
C2				NOT USED
C3				NOT USED
C4				NOT USED
C5				NOT USED
C6				NOT USED
C7				NOT USED
C8				NOT USED
C9				NOT USED
C10				NOT USED
C11				NOT USED
C12				NOT USED
C13				NOT USED
C14				NOT USED
C15				NOT USED
C16				NOT USED
C17				NOT USED
C18				NOT USED
C19	30.00	81°01'54"	42.43	S43°07'16"W 38.98
C20	30.00	98°58'05"	51.82	S46°52'44"E 45.61
C21				NOT USED
C22				NOT USED
C23				NOT USED
C24	100.00	81°01'55"	141.43	S43°07'16"W 129.93
C25	150.00	81°01'55"	212.14	S43°07'16"W 194.90
C26	100.00	76°51'07"	134.13	S43°01'52"W 124.30
C27				NOT USED
C28				NOT USED
C29				NOT USED
C30				NOT USED
C31				NOT USED
C32				NOT USED
C33				NOT USED
C34				NOT USED
C35				NOT USED
C36				NOT USED
C37				NOT USED
C38				NOT USED
C39				NOT USED
C40				NOT USED
C41				NOT USED
C42				NOT USED
C43				NOT USED
C44				NOT USED
C45				NOT USED
C46	150.00	13°07'58"	34.38	N09°10'18"E 34.31
C47	150.00	16°32'11"	43.29	N24°00'22"E 43.14
C48	150.00	51°21'45"	134.47	N57°57'21"E 130.01
C49				NOT USED
C50				NOT USED
C51				NOT USED
C52				NOT USED
C53				NOT USED

PRELIMINARY

PLAT

PEDERSON HILL SUBDIVISION II, PHASE 1B

A SUBDIVISION OF

LOT 2B, PEDERSON HILL SUBDIVISION II, PHASE 1A

US SURVEY No. 3873

CITY & BOROUGH OF JUNEAU, ALASKA

JUNEAU RECORDING DISTRICT

STATE RECORDER'S OFFICE AT JUNEAU

DOWL

AEC1848

CIVIL ENGINEERING—LAND SURVEYING—CONSTRUCTION MANAGEMENT

5368 COMMERCIAL BOULEVARD

JUNEAU ALASKA 99801 907-780-3533

OWNER

CITY AND BOROUGH OF JUNEAU

155 SOUTH SEWARD STREET

JUNEAU, ALASKA 99801

SCALE: 1" = 40'

DATE: OCT. 2017

PROJECT NO: J70687

FILE NO:

SHEET NO: 4 OF 4

SURVEYOR'S CERTIFICATE

I, HANS E. PEDERSEN, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

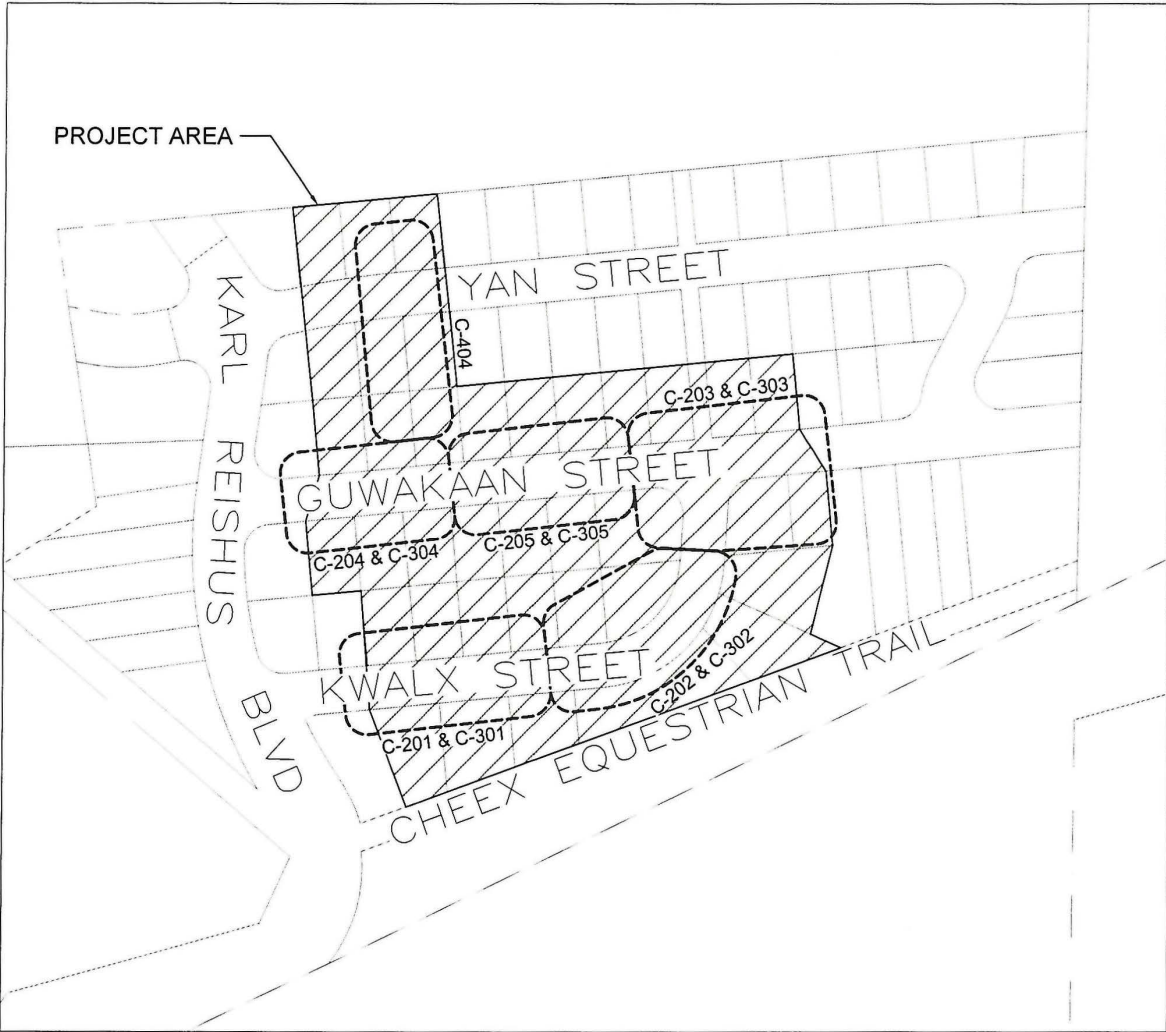


DATED: OCTOBER 2017

PEDERSON HILL SUBDIVISION II

PHASE 1B

SHEET INDEX	
SHEET NO.	TITLE
GENERAL	
G-001	COVER SHEET, KEY MAP, AND SHEET INDEX
G-002	LEGEND, ABBREVIATIONS, AND GENERAL NOTES
G-003	EROSION AND SEDIMENT CONTROL PLAN WITH OVERALL CLEARING LIMITS
G-004	SURVEY CONTROL
CIVIL	
C-100	TYPICAL SECTIONS
C-101	SUMMARY TABLES
C-102	SUMMARY TABLES
C-201	PLAN - KWALX STREET BOP TO STA "K" 12+45
C-202	PLAN - KWALX STREET STA "K" 12+45 TO STA "K" 14+85
C-203	PLAN - KWALX/GUWAKAAN INTERSECTION STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "G" 16+50
C-204	PLAN - GUWAKAAN STREET BOP TO STA "G" 12+00
C-205	PLAN - GUWAKAAN STREET STA "G" 12+00 TO STA "G" 14+15
C-301	GRADING PLAN - KWALX STREET BOP TO STA "K" 12+45
C-302	GRADING PLAN - KWALX STREET STA "K" 12+45 TO 14+85
C-303	GRADING PLAN - KWALX/GUWAKAAN INTERSECTION STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "G" 16+50
C-304	GRADING PLAN - GUWAKAAN STREET BOP TO STA "G" 12+00
C-305	GRADING PLAN - GUWAKAAN STREET STA "G" 12+00 TO STA "G" 14+15
C-401	WATER SYSTEM DETAILS
C-402	MISCELLANEOUS DETAILS
C-403	MISCELLANEOUS DETAILS
C-404	SD-55 PLAN, PROFILE, AND DETAILS
C-501	SIGNING AND STRIPING - KWALX STREET BOP TO STA "K" 12+45
C-502	SIGNING AND STRIPING - KWALX STREET STA "K" 14+85 TO STA "K" 14+70
C-503	SIGNING AND STRIPING - KWALX/GUWAKAAN INTERSECTION STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "G" 16+50
C-504	SIGNING AND STRIPING - GUWAKAAN STREET BOP TO STA "G" 12+00
C-505	SIGNING AND STRIPING - GUWAKAAN STREET STA "G" 12+00 TO STA "G" 14+15
C-601	PROFILE - STA "K" 10+00 TO STA "K" 14+85
C-602	PROFILE - STA "K" 14+85 TO STA "K" 15+92 STA "G" 10+00 TO STA "G" 12+00
C-603	PROFILE - STA "G" 12+00 TO STA "G" 16+50

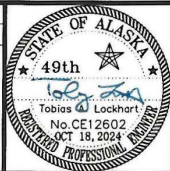


KEY MAP
PEDERSON HILL II LT 2B
JUNEAU, ALASKA

SHEET INDEX	
SHEET NO.	TITLE
LIGHTING + UTILITIES (NIC)	
E-100	TITLE, INDEX, LEGEND & GENERAL NOTES
E-101	OVERALL PHASE LAYOUT
E-201	PLAN - KWALX STREET STA "K" 10+10 TO STA "K" 12+45
E-202	PLAN - KWALX STREET STA "K" 12+45 TO STA "K" 14+85
E-203	PLAN - KWALX/GUWAKAAN INTERSECTION STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "G" 16+50
E-204	PLAN - GUWAKAAN STREET STA "G" 10+00 TO STA "G" 12+00
E-205	PLAN - GUWAKAAN STREET STA "G" 12+00 TO STA "G" 14+15
E-300	EXISTING LOAD CENTER DETAILS
E-301	LIGHT POLE DETAILS
E-400	SINGLE LINE DIAGRAM - POWER UTILITY
E-401	SINGLE LINE DIAGRAM - POWER UTILITY
E-402	RISER DIAGRAM - TELEPHONE
E-403	RISER DIAGRAM - TV
E-500	SINGLE PHASE TRANSFORMER MOUNTING DETAIL
E-501	SINGLE PHASE PRIMARY PEDESTAL DETAIL
E-502	PRIMARY PEDESTAL INSTALLATION DETAIL
E-503	SECONDARY POWER PEDESTAL INSTALLATION DETAIL
E-504	TRENCH DETAIL
E-600	EXISTING PHASE 1A STATION AND OFFSET TABLES
E-601	NEW PHASE 1B STATION AND OFFSET TABLES

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REVISION		
No.	DATE	DESCRIPTION



HOMESHORE
ENGINEERING, LLC

6035 Sunset Street
Juneau, Alaska 99801
907-463-5395

Toby Lockhart
toby@homeshorellc.com
Candy Sias
candy@homeshorellc.com

Regional Housing Authority

PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

COVER SHEET, KEY MAP, AND SHEET INDEX

PROJECT 23-015
DATE 10/18/2024

SHEET
G-001

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LEGEND				ABBREVIATIONS		GENERAL NOTES
DESCRIPTION	EXISTING	REMOVE	PROPOSED			
ADA TILE				AC	ASPHALT CONCRETE	- BEGIN SUBCUT AT 12 INCHES FROM PAVEMENT SAWCUT LINE AT STREET CONNECTIONS, UNLESS OTHERWISE SHOWN ON THE DRAWINGS, OR DIRECTED BY THE ENGINEER. REMOVE AND REPLACE BASE COURSE WITH 6 INCHES OF 2" MINUS SHOT ROCK W/BASE COURSE TO 6 INCHES FROM PAVEMENT SAWCUT LINE. SAWCUT AS NECESSARY ALONG ALL STREET AND DRIVEWAY APPROACHES TO PROVIDE A NEAT MATCH LINE. - CONTRACTOR SHALL ENSURE UNINTERRUPTED GARBAGE PICKUP AND DAILY MAIL SERVICE TO ALL RESIDENCES IMPACTED BY THIS PROJECT. - THE 4TH EDITION OF THE CBJ STANDARD DETAILS, DATED AUGUST 14 2011 AND STANDARD SPECIFICATIONS DATED 2003 AND ALL ERRATA, ARE MADE PART OF THIS CONTRACT, WITH CURRENT REVISIONS AS APPLICABLE. - EXISTING PIPE LOCATIONS ARE DERIVED FROM CBJ AS-BUILTS OR FIELD LOCATED. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN. DEPTH OF THE EXISTING WATER PIPES SHOWN ON THE PROFILES ARE ASSUMED. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EACH POINT OF CONNECTION TO THE EXISTING UTILITIES. CALL "DIAL BEFORE YOU DIG" AT 586-1333 FOR UNDERGROUND UTILITY LOCATES AND 811 ALASKA DIG LINE FOR ACS AND GCI PRIOR TO ANY EXCAVATION ACTIVITIES. - THE GRADING AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. - LOCATION OF WATER SYSTEM IMPROVEMENTS, SANITARY SEWER MANHOLES, PIPING AND PIPE LENGTHS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. - THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES, LONI VANKIRK AT 907-723-4975 OF ANY WATER MAIN INTERRUPTION AT LEAST 48-HOURS PRIOR TO SHUTDOWN OR FLUSHING. - A MINIMUM VERTICAL CLEARANCE OF 18-INCHES SHALL BE OBTAINED BETWEEN THE WATER MAIN AND BOTH THE SANITARY SEWER MAINS AND STORM SEWER MAINS. IN SOME LOCATIONS THIS WILL REQUIRE THAT THE WATER MAIN BE INSTALLED WITH MORE THAN 60-INCHES OF COVER. WHERE THE STORM SEWER CROSSES THE WATER MAIN, INSTALL THE STORM DRAIN SO THAT THE JOINTS ARE AT LEAST 10'-FT FROM THE CROSSING. - PROPERTY LINE LOCATIONS SHOWN ON THESE PLANS REPRESENT THE RECORDED PLAT FOR PEDERSON HILL SUBDIVISION II, PHASE 1A AND THE PROPOSED PLAT FOR PEDERSON HILL SUBDIVISION II, PHASE 1B. - ALL ITEMS DESIGNATED FOR REMOVAL SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS. - CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. REBARS, CONCRETE NAILS, BRASS CAP MONUMENT, ETC.) PRIOR TO CONSTRUCTION, REMONUMENT AFTER SURFACING IS REPLACED, AND SUBMIT A RECORD OF MONUMENT TO THE ENGINEER. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR. - AEL&P, ACS, AND GCI WILL BE CONDUCTING WORK WITHIN THE PROJECT LIMITS TO EXTEND THEIR RESPECTIVE SYSTEMS. THE CONTRACTOR SHALL COORDINATE ITS ACTIVITIES WITH EACH UTILITY COMPANY AND PROVIDE ACCESS AS NECESSARY FOR UTILITIES COMPANIES TO CONDUCT THEIR WORK. - THE CONTRACTOR SHALL RESTRICT COMPACTION AND OTHER VIBRATION INDUCING OPERATIONS AS NECESSARY TO ENSURE NO DAMAGE OCCURS TO ADJACENT BUILDINGS OR STRUCTURES. REFER TO SECTION 01530, ARTICLE 1.7 FOR FURTHER REQUIREMENTS. - THE PLAN SHEETS DO NOT SHOW ALL OF THE TREES AND OTHER VEGETATION THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES. NO TREES OR OTHER VEGETATION ARE TO BE REMOVED OR DAMAGED, UNLESS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER. "JUMPING JACK" OR SIMILAR TYPE COMPACTION SHALL BE USED TO THOROUGHLY COMPACT ALL LAYERS OF MATERIAL AROUND WATER VALVE BOXES, CATCH BASINS, MANHOLES AND OTHER STRUCTURES. - THE CONTRACTOR SHALL INSTALL AND MAINTAIN ENGINEER APPROVED EROSION CONTROL DEVICES DURING CONSTRUCTION PER SECTION 01570.
AREA DRAIN				BOP	BEGINNING OF PROJECT	
CAP				BV	BUTTERFLY VALVE	
CATCH BASIN				CB	CATCH BASIN	
CLEARING LIMITS				CBJ	CITY AND BOROUGH OF JUNEAU	
CONTROL POINT				CH	CHORD	
CURB & GUTTER - TYPE I				CL	CENTERLINE	
CUT LIMITS				CMP	CORRUGATED METAL PIPE	
EASEMENT				CONC	CONCRETE	
EDGE OF ASPHALT				CPP	CORRUGATED POLYETHYLENE PIPE	
FILL LIMITS				CTE	CONNECT TO EXISTING	
FIRE HYDRANT				CU	COPPER	
GRADE BREAK				DI	DUCTILE IRON	
GRAVEL				DIA	DIAMETER	
LIGHT POLE				EL	ELEVATION	
PROPERTY LINE				EOP	END OF PROJECT	
SANITARY SEWER CLEANOUT				EP	EDGE OF PAVEMENT	
SANITARY SEWER GRAVITY PIPE				FL	FLOWLINE	
SANITARY SEWER MANHOLE				FG	FINISHED GRADE	
SAWCUT				GALV	GALVANIZED STEEL	
SHOULDER				GV	GATE VALVE	
SIGN				HDPE	HIGH DENSITY POLYETHYLENE PIPE	
STORM DRAIN PIPE				HP	HIGH PRESSURE	
SWALE CENTERLINE				INV	INVERT	
TOP OF BANK				LG	LIP OF GUTTER	
UNDERGROUND UTILITY				LT	LEFT	
UTILITY PEDESTALS				MJ	MECHANICAL JOINT	
WATER LINE PIPE				MH	MANHOLE	
WATER BUTTERFLY VALVE				MN	MAGNETIC NAIL	
WATER CURB STOP				MTE	MATCH TO EXISTING	
WATER GATE VALVE				NIC	NOT IN CONTRACT	
				NO	NUMBER	
				NTS	NOT TO SCALE	
				PC	POINT OF CURVATURE	
				PCC	POINT OF COMPOUND CURVATURE	
				PE	PLAIN END	
				PERF	PERFORATED	
				PT	POINT OF TANGENT	
				POC	POINT ON CURVE	
				PVC	POLYVINYL CHLORIDE	
				ROW	RIGHT-OF-WAY	
				RT	RIGHT	
				SD	STORM DRAIN	
				SHLD	SHOULDER	
				SS	SANITARY SEWER	
				STA	STATION	
				STD	STANDARD	
				SVC	SERVICE	
				TBC	TOP BACK OF CURB	
				TBVG	TOP BACK OF VALLEY GUTTER	
				TP	TOP OF PAVEMENT	
				TYP	TYPICAL	
				UD	UNDERDRAIN	
				WT	WATERTIGHT	

REVISION			
No	DATE	DESCRIPTION	BY

6035 Sunset Street
Juneau, Alaska 99801
907-463-5395
Toby Lockhart
toby@homesorellc.com
Candy Sims
candy@homesorellc.com

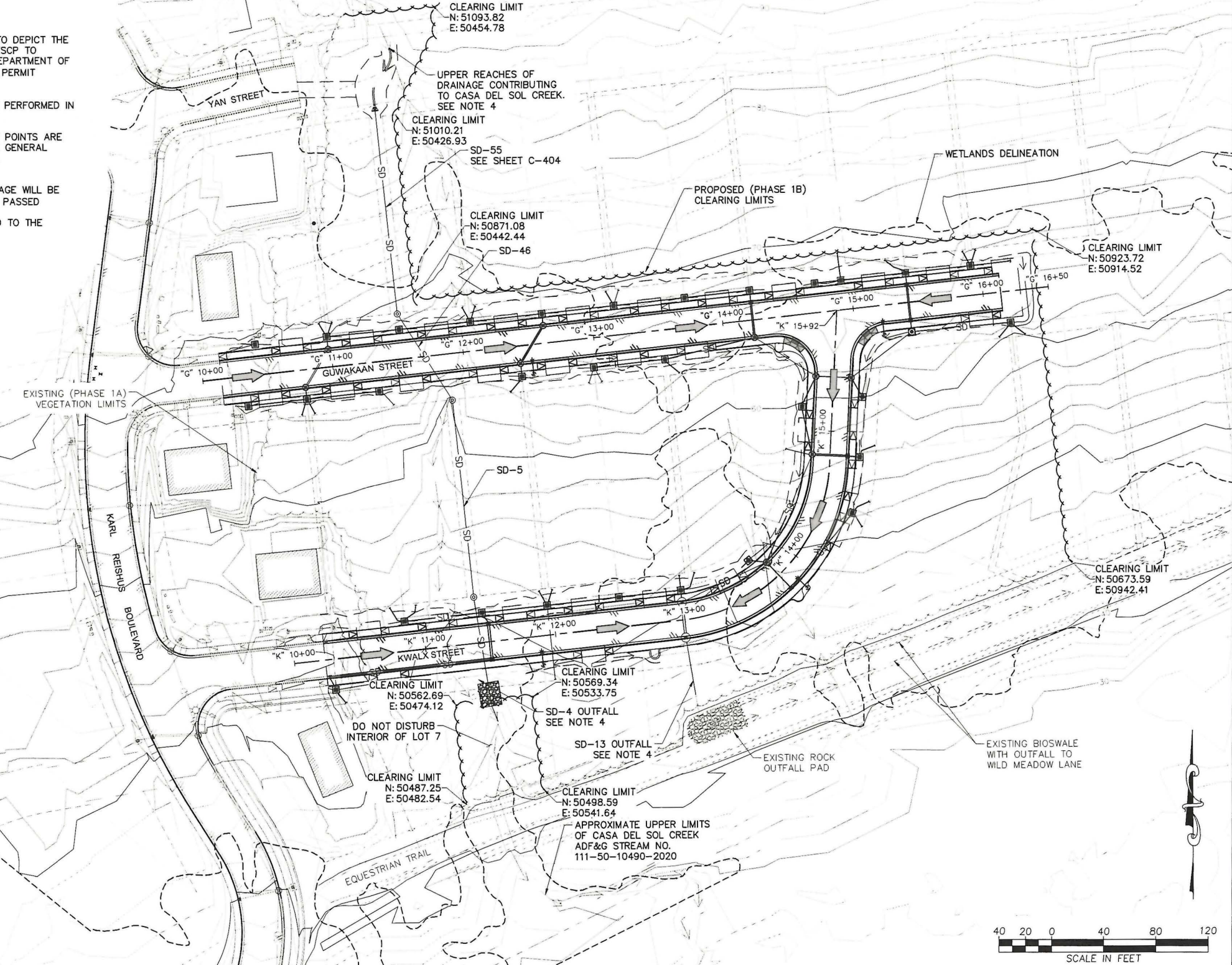
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
LEGEND, ABBREVIATIONS, AND
GENERAL NOTES

PROJECT DATE	23-015 10/18/2024
SHEET	G-002

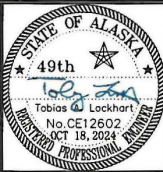
EROSION AND SEDIMENT CONTROL NOTES:

- 1. THE EROSION AND SEDIMENT CONTROL PLAN (ESCP) PROVIDED IS ONLY INTENDED TO DEPICT THE OVERALL SITE DRAINAGE CHARACTERISTICS. THE CONTRACTOR SHALL UTILIZE THE ESCP TO DEVELOP THE SWPPP IN ACCORDANCE WITH THE REQUIREMENTS OF THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC) AND THE ALASKA CONSTRUCTION GENERAL PERMIT (ACGP).
- 2. THE OVERALL CLEARING LIMITS ARE ESTIMATED AT 4.5 ACRES. CLEARING SHALL BE PERFORMED IN ACCORDANCE WITH THE U.S. FISH AND WILDLIFE SERVICE RECOMMENDATIONS.
- 3. THE GRUBBING AREA OF DISTURBANCE IS ESTIMATED 4.0 ACRES. CLEARING LAYOUT POINTS ARE PROVIDED ON THIS SHEET. THE TYPICAL SECTION AND PLAN SHEETS ALSO INCLUDE GENERAL DIMENSIONS AND ADDITIONAL LAYOUT POINTS FOR CLEARING AND GRUBBING LIMITS.
- 4. STORMWATER RUNOFF FOR THIS PROJECT CAN BE DIVIDED INTO TWO CATEGORIES:
 - THE EXISTING DRAINAGE THAT OUTFALLS TO CASA DEL SOL CREEK. THIS DRAINAGE WILL BE INTERCEPTED ABOVE GUWAKAAN STREET (SEE SHEET C-404) WITH SD-55 AND PASSED THROUGH THE SITE VIA SD-46, SD-5, AND THE OUTFALL AT SD-4.
 - THE REMAINDER OF STORMWATER WITHIN THE PROJECT LIMITS WILL BE DIRECTED TO THE OUTFALL AND EXISTING BIOSWALE VIA SD-13.

LEGEND	
	SURFACE FLOWS PER GRADING PLAN
	EXISTING VEGETATION LIMITS
	PROPOSED CLEARING LIMITS
	EXISTING DRAINAGE
	WETLAND DELINEATION



REVISION		
No.	DATE	DESCRIPTION

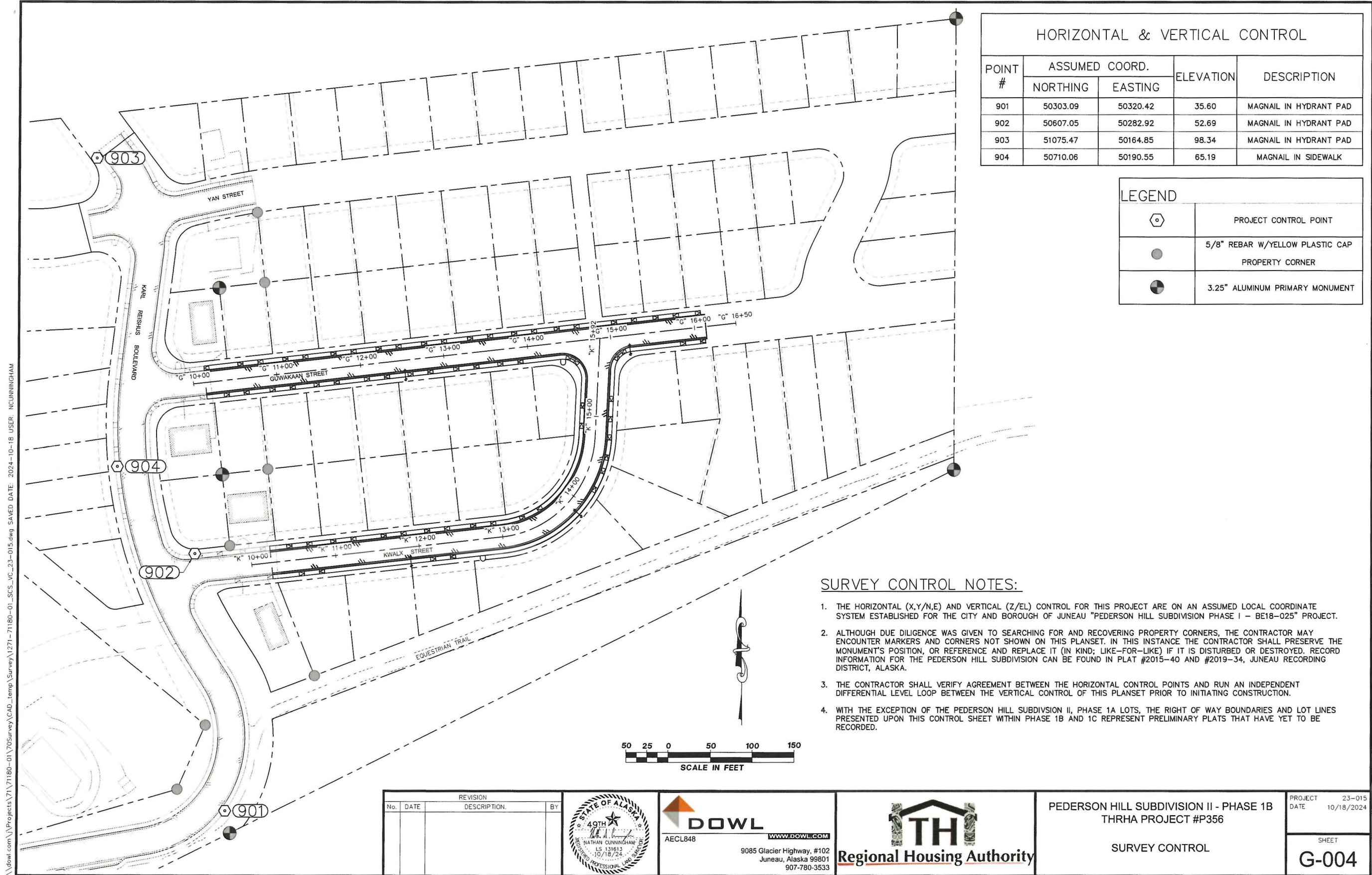


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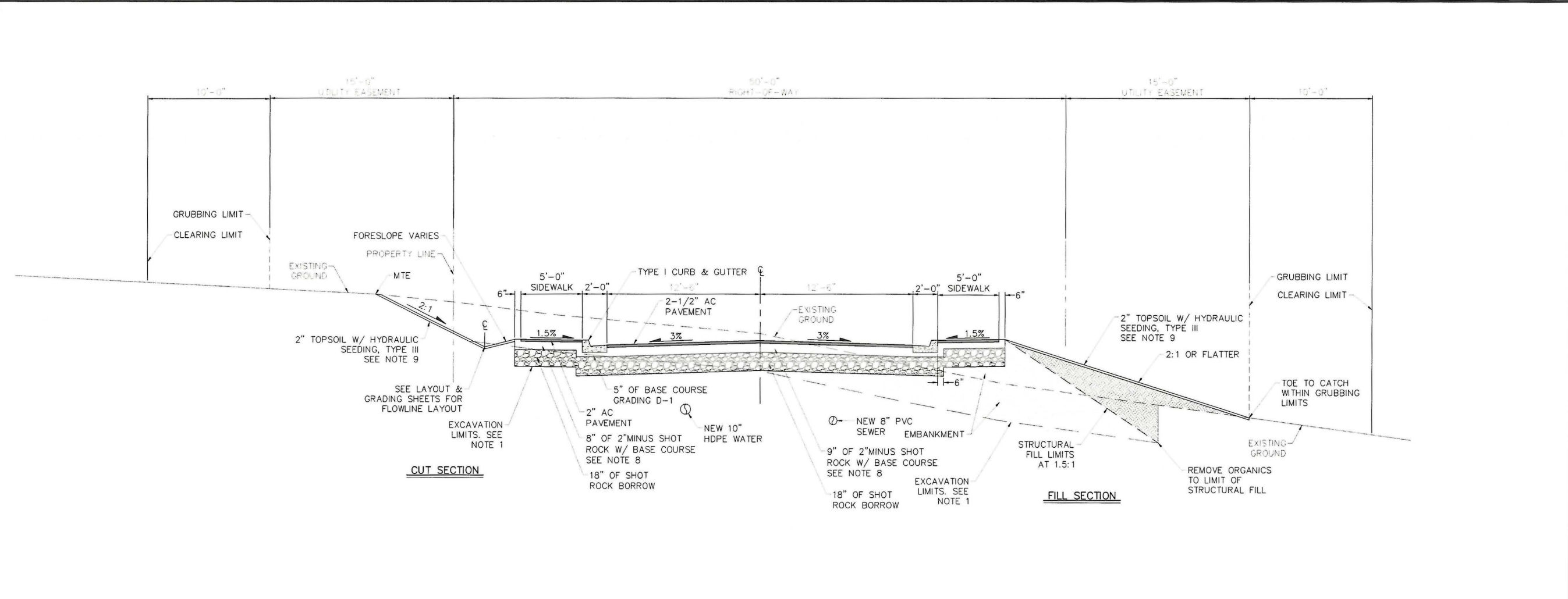


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
EROSION AND SEDIMENT
CONTROL PLAN WITH OVERALL
CLEARING LIMITS

PROJECT
DATE 23-015
10/18/2024
SHEET
G-003



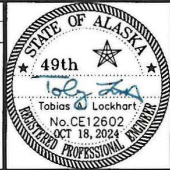
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NOTES:

- EXCAVATION LIMITS SHOWN ARE ONLY AN APPROXIMATION OF THE BOTTOM OF ORGANICS IN A FILL SECTION, OR THE BOTTOM OF STRUCTURAL ROADWAY SECTION IN A CUT SECTION. ADDITIONAL EXCAVATION BELOW THE NEATLINE SUBCUT MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, IF ORGANIC OR OTHER UNSUITABLE MATERIALS ARE ENCOUNTERED AT OR NEAR THE PLANNED SUBCUT ELEVATION.
- THE ORGANIC LAYER IS APPROXIMATED AT 1.5 TO 3.0 FEET DEEP.
- BEDROCK HAS NOT BEEN OBSERVED WITHIN THE PROJECT LIMITS, HOWEVER ROCK OUTCROPS ARE VISIBLE ABOVE THE PROJECT LIMITS.
- UNDERGROUND ELECTRICAL, CABLE, AND TELEPHONE UTILITIES ARE NOT SHOWN ON THE TYPICAL SECTIONS. SEE PLAN SHEETS FOR APPROXIMATE LOCATIONS.
- SEE GRADING PLAN SHEETS FOR GRADING DETAILS.
- DEPTH AND HORIZONTAL LOCATION OF WATER, SANITARY SEWER, AND STORM SEWER VARIES. LOCATIONS SHOWN ON THE TYPICAL SECTION ARE APPROXIMATE ONLY. SEE PLAN SHEETS FOR VERTICAL AND HORIZONTAL LAYOUT.
- TOP OF ASPHALT CONCRETE PAVEMENT SHALL BE 1/4 INCH ABOVE THE LIP OF CONCRETE GUTTER. TOP OF PAVEMENT GRADES GIVEN ON THE GRADING PLAN REFLECT THE ACTUAL FINISH PAVEMENT SURFACE.
- TEST
- THE 2-INCH MINUS SHOT ROCK W/BASE COURSE SECTION SHALL INCLUDE A 1" TO 2" LEVELING COURSE OF BASE COURSE, GRADING D-1, WITH THE REMAINDER OF THE UNDERLYING SECTION CONSISTING OF 2-INCH MINUS SHOT ROCK. THE TOTAL THICKNESS SHALL BE 8" UNDER THE SIDEWALK, AND 9" UNDER THE ROADWAY ASPHALT. THE 2-INCH MINUS SHOT ROCK SHALL BE COMPACTED WITH VIBRATORY EQUIPMENT PRIOR TO PLACING THE BASE COURSE, GRADING D-1.
- ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES NOT RESURFACED WITH ASPHALT PAVEMENT OR BASE COURSE SHALL BE GRADED TO A UNIFORM, WELL-DRAINED APPEARANCE AND STABILIZED WITH HYDRAULIC SEEDING OR AS OTHERWISE APPROVED BY THE ENGINEER.
- CATCH LINES FOR TOPSOIL AND SEEDING VARY IN DISTANCE. GRADE TOPSOIL TO PROVIDE A SMOOTH, WELL DRAINED TRANSITION TO EXISTING GRADE. SEE PLAN SHEETS FOR APPROXIMATE LIMITS.

REVISION			
No.	DATE	DESCRIPTION	BY



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

TYPICAL SECTIONS

PROJECT 23-015
DATE 10/18/2024

SHEET
C-100

CATCH BASIN FRAME AND GRATE SUMMARY	
CATCH BASIN NO.	EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY CO., CBJ STANDARD No., OR APPROVED EQUAL
CB-1	EXISTING FRAME & GRATE TO REMAIN
CB-2	RESET EXISTING FRAME & GRATE
CB-3	RESET EXISTING FRAME & GRATE
CB-4	EJ 3721Z FRAME & 3700M GRATE
CB-5	EJ 3721Z FRAME & 3700M GRATE
CB-6	CBJ STD 306
CB-7	EJ 3721Z FRAME & 3700M GRATE
CB-8	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-9	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-10	EJ 3721Z FRAME & 3700M GRATE
CB-11	EJ 3721Z FRAME & 3700M GRATE
CB-12	EJ 3721Z FRAME & 3700M GRATE
CB-13	EJ 7701M3 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-14	EJ 7701M3 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-15	EJ 3721Z FRAME & 3700M GRATE
CB-16	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-17	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-18	EJ 3721Z FRAME & 3700M GRATE
CB-19	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-20	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-21	EJ 3721Z FRAME & 3700M GRATE
CB-22	EJ 3721Z FRAME & 3700M GRATE
CB-23	EJ 3721Z FRAME & 3700M GRATE
CB-24	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-25	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-26	EJ 7701M3 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-27	EJ 7701M3 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-28	EJ 3721Z FRAME & 3700M GRATE
CB-29	EJ 3721Z FRAME & 3700M GRATE
CB-30	EJ 3721Z FRAME & 3700M GRATE
CB-31	EJ 3721Z FRAME & 3700M GRATE
CB-32	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-33	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-34	EJ 3721Z FRAME & 3700M GRATE
CB-35	EJ 3721Z FRAME & 3700M GRATE

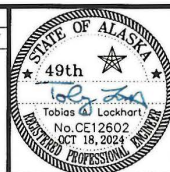
CATCH BASIN FRAME AND GRATE SUMMARY CONT'D	
CATCH BASIN NO.	EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY CO., CBJ STANDARD No., OR APPROVED EQUAL
CB-36	EJ 3721Z FRAME & 3700M GRATE
CB-37	EJ 3721Z FRAME & 3700M GRATE
CB-38	EJ 3721Z FRAME & 3700M GRATE
CB-39	EJ 3721Z FRAME & 3700M GRATE
CB-40	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-41	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-42	EJ 3721Z FRAME & 3700M GRATE
CB-43	EJ 3721Z FRAME & 3700M GRATE
CB-44	EJ 3721Z FRAME & 3700M GRATE
CB-45	CBJ STD 306
CB-46	CBJ STD 306
CB-47	EJ 3721Z FRAME & 3700M GRATE
CB-48	EJ 3721Z FRAME & 3700M GRATE
CB-49	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-50	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-51	EJ 3721Z FRAME & 3700M GRATE
CB-52	EJ 3721Z FRAME & 3700M GRATE
CB-53	EJ 3721Z FRAME & 3700M GRATE
CB-54	EJ 3721Z FRAME & 3700M GRATE
CB-55	EJ 3721Z FRAME & 3700M GRATE

NOTES:

- CATCH BASIN TOP SLAB OPENINGS SHALL BE DIMENSIONED TO FIT THE FRAME DIMENSIONS. ALL COVERS SHALL BE HEAVY DUTY CONSTRUCTION AND BICYCLE SAFE. ALL FRAMES AND GRATES SHALL BE DUCTILE IRON.
- ALL FINISHED GRADES (FG) PROVIDED ARE TO THE FLOWLINE OF FRAME AT THE LONGITUDINAL CENTER OF THE FRAME AFTER APPLICATION OF THE LOCALIZED DEPRESSION. FOR TYPE I CURB AND GUTTER THE FG WILL BE 0.56' BELOW THE TBC AND 0.14' BELOW THE LG.
- STD 309 FOR TYPE I CURB AND GUTTER SHALL BE MODIFIED AS FOLLOWS: THE LOCALIZED DEPRESSION AT THE CATCH BASIN SHALL BE 3/4", WITH 6" TRANSITIONS TO EACH SIDE OF THE FRAME, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE ROADWAY CROSS-SLOPE SHALL BE MAINTAINED AND THE EDGE OF ASPHALT SHALL NOT DIP ACROSS THE FRAME AND TRANSITIONS, SEE DETAIL 2, SHEET C-403.

STORM SERVICE SUMMARY		
PHASE 1B LOT NUMBER	LOCATION	SIZE/TYPE
8	STA "K" 10+35.7, 34.0' RT	6" PVC
9	STA "K" 10+76.1, 34.0' LT	6" PVC
10	STA "K" 10+96.1, 34.0" LT	6" PVC
11	STA "K" 11+91.1, 34.0' LT	6" PVC
6	STA "K" 11+96.1, 34.0' RT	6" PVC
12	STA "K" 12+01.1, 34.0' LT	6" PVC
13	STA "K" 12+99.1, 34.0' LT	6" PVC
14	STA "K" 13+15.3, 34.0' LT	6" PVC
4	STA "K" 14+38.6, 34.0' RT	6" PVC
3	STA "K" 14+54.3, 34.0' RT	6" PVC
15	STA "K" 14+81.9, 34.0' LT	6" PVC
1	STA "K" 14+90.8, 34.0' RT	6" PVC
22	STA "G" 10+72.8, 34.0' RT	6" PVC
21	STA "G" 10+82.8, 34.0' RT	6" PVC
23	STA "G" 10+92.9, 34.0' LT	6" PVC
24	STA "G" 11+02.9, 34.0' LT	6" PVC
20	STA "G" 11+42.8, 34.0' RT	6" PVC
25	STA "G" 12+02.9, 34.0' LT	6" PVC
26	STA "G" 12+12.9, 34.0' LT	6" PVC
19	STA "G" 12+32.8, 34.0' RT	6" PVC
18	STA "G" 12+92.8, 34.0' RT	6" PVC
17	STA "G" 13+02.8, 34.0' RT	6" PVC
27	STA "G" 13+12.9, 34.0' LT	6" PVC
28	STA "G" 13+22.9, 34.0' LT	6" PVC
16	STA "G" 13+62.8, 34.0' RT	6" PVC
29	STA "G" 14+17.9, 34.0' LT	6" PVC
30	STA "G" 14+27.9, 34.0' LT	6" PVC
31	STA "G" 15+32.9, 34.0' LT	6" PVC
32	STA "G" 15+52.9, 34.0' LT	6" PVC
2	STA "G" 16+08.7, 34.0' RT	6" PVC
5	STA "G" 16+28.7, 34.0' RT	6" PVC
NOTES: 1) STATION AND OFFSET ARE GIVEN TO THE EXTENTS OF THE STORM SERVICE. 2) INSTALL WOOD POST, #5 REBAR WITH GREEN PLASTIC CAP PER STD 307.		

REVISION			
No.	DATE	DESCRIPTION.	BY



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Regional Housing Authority

PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SUMMARY TABLES

PROJECT	23-015
DATE	10/18/2024

SHEET

C-101

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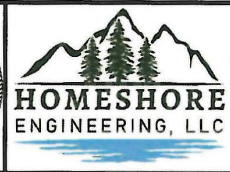
SEWER SERVICE SUMMARY		
PHASE 1B LOT NUMBER	LOCATION	COMMENTS
9	STA "K" 10+65.3, 25.0' LT	
8	STA "K" 10+63.1, 24.5' RT	
10	STA "K" 11+17.8, 25.0' LT	
11	STA "K" 11+77.8, 25.0' LT	
6	STA "K" 12+20.3, 24.5' RT	
12	STA "K" 12+30.3, 25.0' LT	
13	STA "K" 12+85.3, 25.0' LT	
14	STA "K" 13+35.9, 25.0' LT	
4	STA "K" 14+23.1, 24.5' RT	
3	STA "K" 14+59.1, 24.5' RT	
15	STA "K" 14+93.3, 25.0' LT	
1	STA "K" 15+02.8, 24.5' RT	
22	STA "G" 10+43.6, 24.5' RT	
23	STA "G" 10+63.7, 24.5' LT	
21	STA "G" 10+98.6, 24.5' RT	
24	STA "G" 11+17.4, 24.5' LT	
20	STA "G" 11+55.1, 24.5' RT	
25	STA "G" 11+74.9, 24.5' LT	
19	STA "G" 12+11.1, 24.5' RT	
26	STA "G" 12+28.7, 24.5' LT	
18	STA "G" 12+63.6, 24.5' RT	
27	STA "G" 12+83.7, 24.5' LT	
17	STA "G" 13+18.6, 24.5' RT	
28	STA "G" 13+38.7, 24.5' LT	
16	STA "G" 13+71.1, 24.5' RT	
29	STA "G" 13+91.2, 24.5' LT	
30	STA "G" 14+42.4, 24.5' LT	
31	STA "G" 15+11.2, 24.5' LT	
32	STA "G" 15+61.2, 24.5' LT	
2	STA "G" 15+89.8, 24.5' RT	
5	STA "G" 16+11.2, 24.5' LT	
NOTES: 1) STATION AND OFFSET ARE GIVEN TO THE CENTER OF THE NEW CLEANOUT COVER. 2) INSTALL NEW 6" PVC SEWER SERVICE WITH CLEANOUT PER DETAIL 3 ON SHEET C-402.		

WATER SERVICE SUMMARY		
PHASE 1B LOT NUMBER	LOCATION	SIZE/TYPE
9	STA "K" 10+61.3, 25.0' LT	1" POLY
8	STA "K" 10+67.1, 24.5' RT	1" POLY
10	STA "K" 11+13.8, 25.0' LT	1" POLY
11	STA "K" 11+73.8, 25.0' LT	1" POLY
6	STA "K" 12+24.3, 24.5' RT	1" POLY
12	STA "K" 12+26.3, 25.0' LT	1" POLY
13	STA "K" 12+81.3, 25.0' LT	1" POLY
14	STA "K" 13+40.9, 25.0' LT	1" POLY
4	STA "K" 14+26.5, 24.5' RT	1" POLY
3	STA "K" 14+62.4, 24.5' RT	1" POLY
15	STA "K" 14+97.3, 25.0' LT	1" POLY
1	STA "K" 15+06.8, 24.5' RT	1" POLY
22	STA "G" 10+47.6, 24.5' RT	1" POLY
23	STA "G" 10+67.7, 24.5' LT	1" POLY
21	STA "G" 11+02.6, 24.5' RT	1" POLY
24	STA "G" 11+21.4, 24.5' LT	1" POLY
20	STA "G" 11+55.1, 24.5' RT	1" POLY
25	STA "G" 11+78.9, 24.5' LT	1" POLY
19	STA "G" 12+15.1, 24.5' RT	1" POLY
26	STA "G" 12+32.7, 24.5' LT	1" POLY
18	STA "G" 12+67.6, 24.5' RT	1" POLY
27	STA "G" 12+87.7, 24.5' LT	1" POLY
17	STA "G" 13+22.6, 24.5' RT	1" POLY
28	STA "G" 13+42.7, 24.5' LT	1" POLY
16	STA "G" 13+75.1, 24.5' RT	1" POLY
29	STA "G" 13+95.2, 24.5' LT	1" POLY
30	STA "G" 14+46.4, 24.5' LT	1" POLY
31	STA "G" 15+15.2, 24.5' LT	1" POLY
32	STA "G" 15+65.2, 24.5' LT	1" POLY
2	STA "G" 15+93.8, 24.5' LT	1" POLY
5	STA "G" 16+15.2, 24.5' LT	1" POLY
NOTES: 1) INSTALL NEW WATER SERVICE WITH WARNING TAPE, VALVE BOX AND TRACE WIRE. STATION AND OFFSET ARE GIVEN TO THE CENTER OF THE VALVE BOX. 2) ALL FITTINGS BETWEEN THE WATER MAIN AND THE CURB STOP SHALL BE FOR THE 1-INCH DIAMETER SERVICE. NO BUSHINGS WILL BE PERMITTED.		

SIGN SUMMARY		
POST NO.	LOCATION	DESCRIPTION
1	STA "K" 10+33.6, 20.5' RT	R7-1 "NO PARKING"
2	STA "K" 10+90.6, 20.5' LT	R7-1 "NO PARKING"
3	STA "K" 11+08.5, 20.5' RT	R2-1 "SPEED LIMIT 20"
4	STA "K" 12+55.6, 20.5' LT	R7-1 "NO PARKING"
5	STA "K" 12+63.5, 20.5' RT	R7-1 "NO PARKING"
6	STA "K" 13+74.7, 20.5' LT	R7-1 "NO PARKING"
7	STA "K" 13+88.5, 20.5' RT	R7-1 "NO PARKING"
8	STA "K" 14+86.6, 20.5' RT	R7-1 "NO PARKING"
9	STA "K" 15+22.1, 20.5' RT	R7-1 "NO PARKING"
10	STA "K" 15+55.6, 20.5' RT	30"x8" D3-1 "GUWAKAAN STREET"
		24"x8" D3-1 "KWALX STREET"
		30"x30" R1-1
11	STA "G" 10+28.3, 20.5' RT	R2-1 "SPEED LIMIT 20"
12	STA "G" 10+42.9, 20.5' LT	R7-1 "NO PARKING"
13	STA "G" 11+28.3, 20.5' RT	R7-1 "NO PARKING"
14	STA "G" 12+12.5, 20.5' LT	R7-1 "NO PARKING"
15	STA "G" 12+47.3, 20.5' RT	R7-1 "NO PARKING"
16	STA "G" 13+77.5, 20.5' LT	R2-1 "SPEED LIMIT 20"
17	STA "G" 14+02.8, 20.5' RT	R7-1 "NO PARKING"
18	STA "G" 15+47.5, 20.5' LT	R7-1 "NO PARKING"
19	STA "G" 15+74.4, 20.5' RT	R7-1 "NO PARKING"
NOTES: 1) SIGNS SHALL BE MOUNTED ON NEW POSTS IN ACCORDANCE WITH STD 127A WITH ALL HARDWARE AS REQUIRED.		

GALVANIC ANODE SUMMARY	
LOCATION	DESCRIPTION
STA "K" 12+73.9, 22.6' RT	1 ANODE, FIRE HYDRANT
STA "G" 15+61.9, 42.9' RT	1 ANODE, FIRE HYDRANT
NOTES: 1) ANODES SHALL BE INSTALLED IN ACCORDANCE WITH DETAIL 1, SHEET C-401.	

REVISION		
No.	DATE	DESCRIPTION

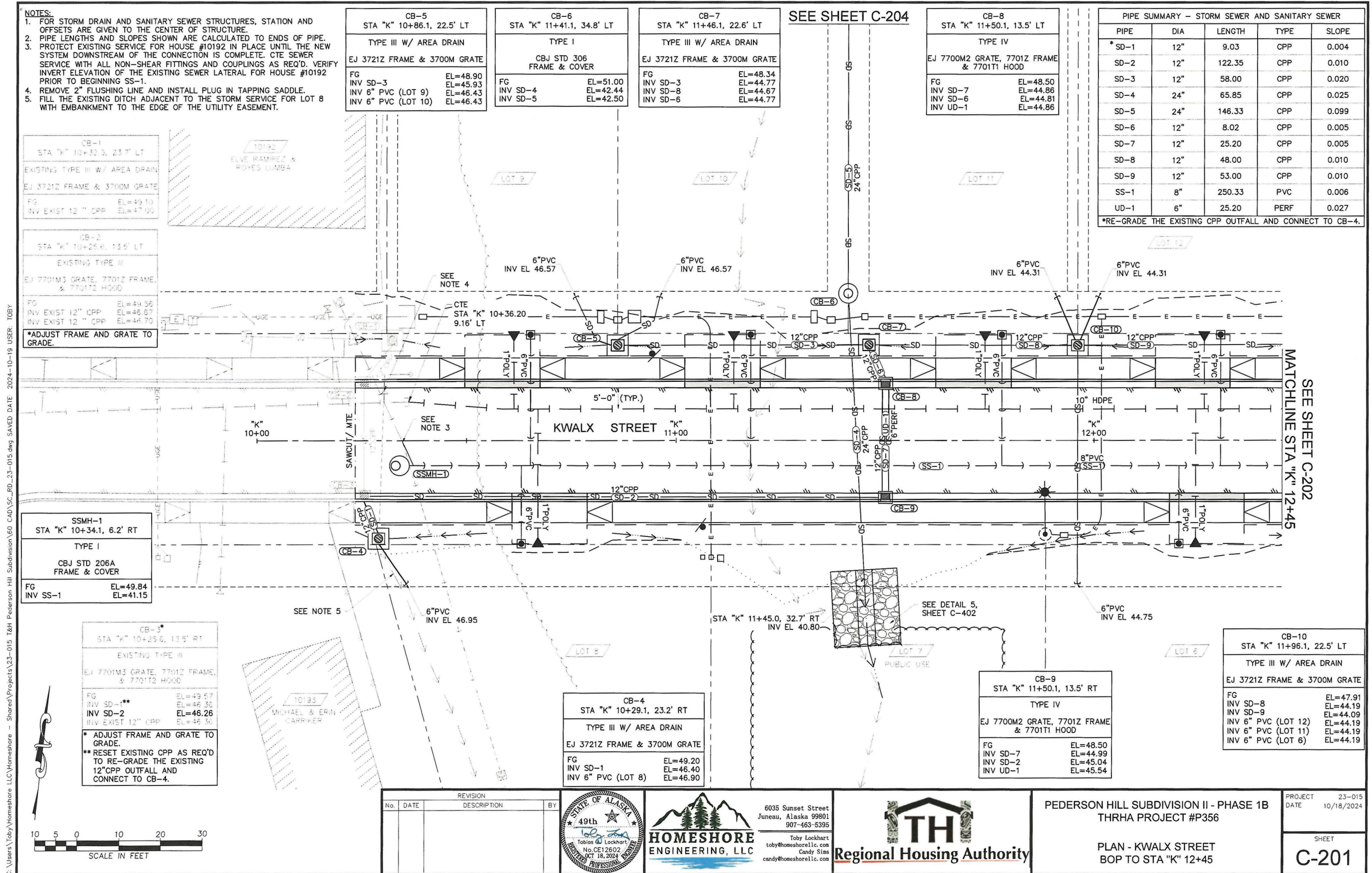


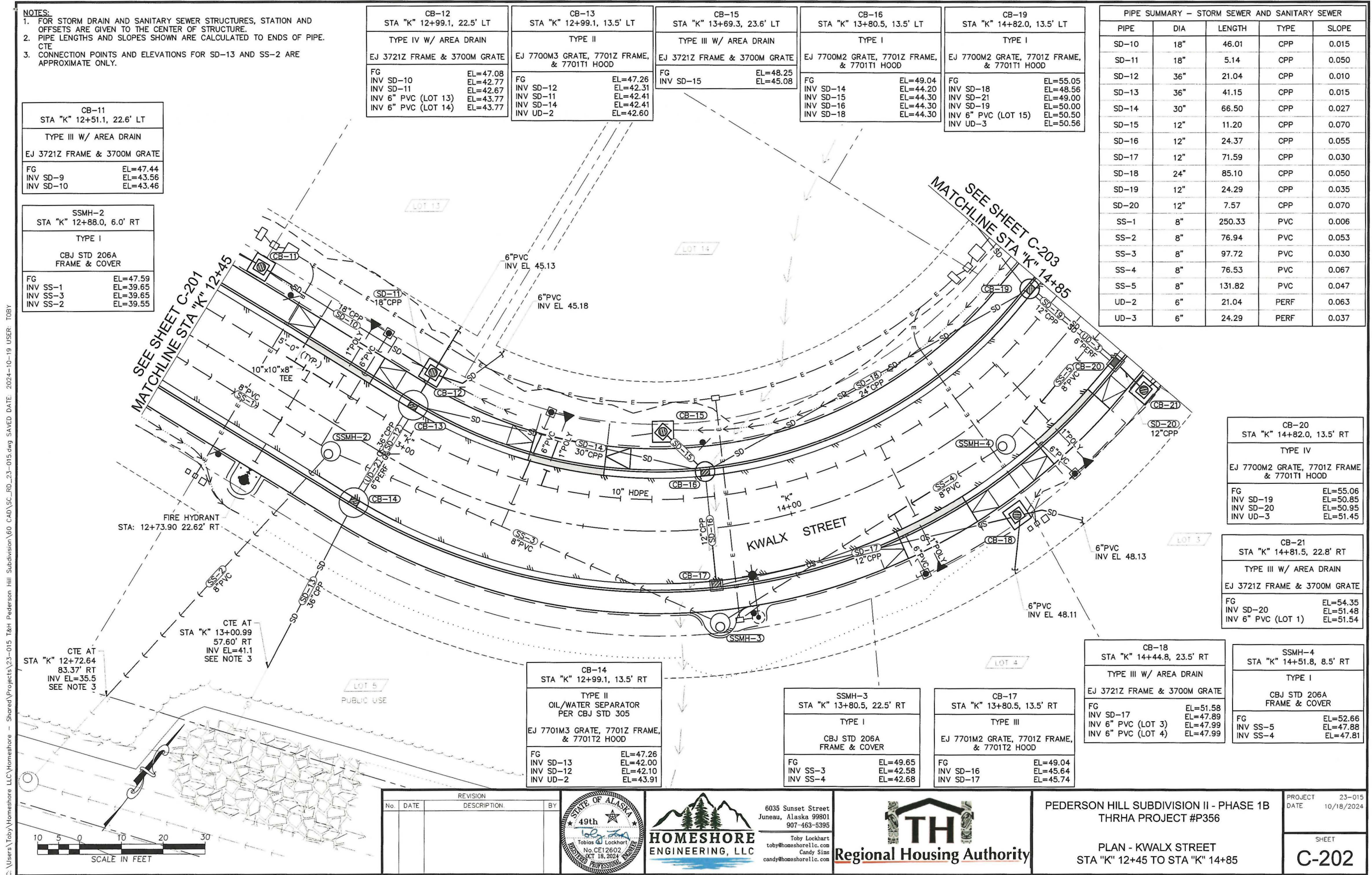
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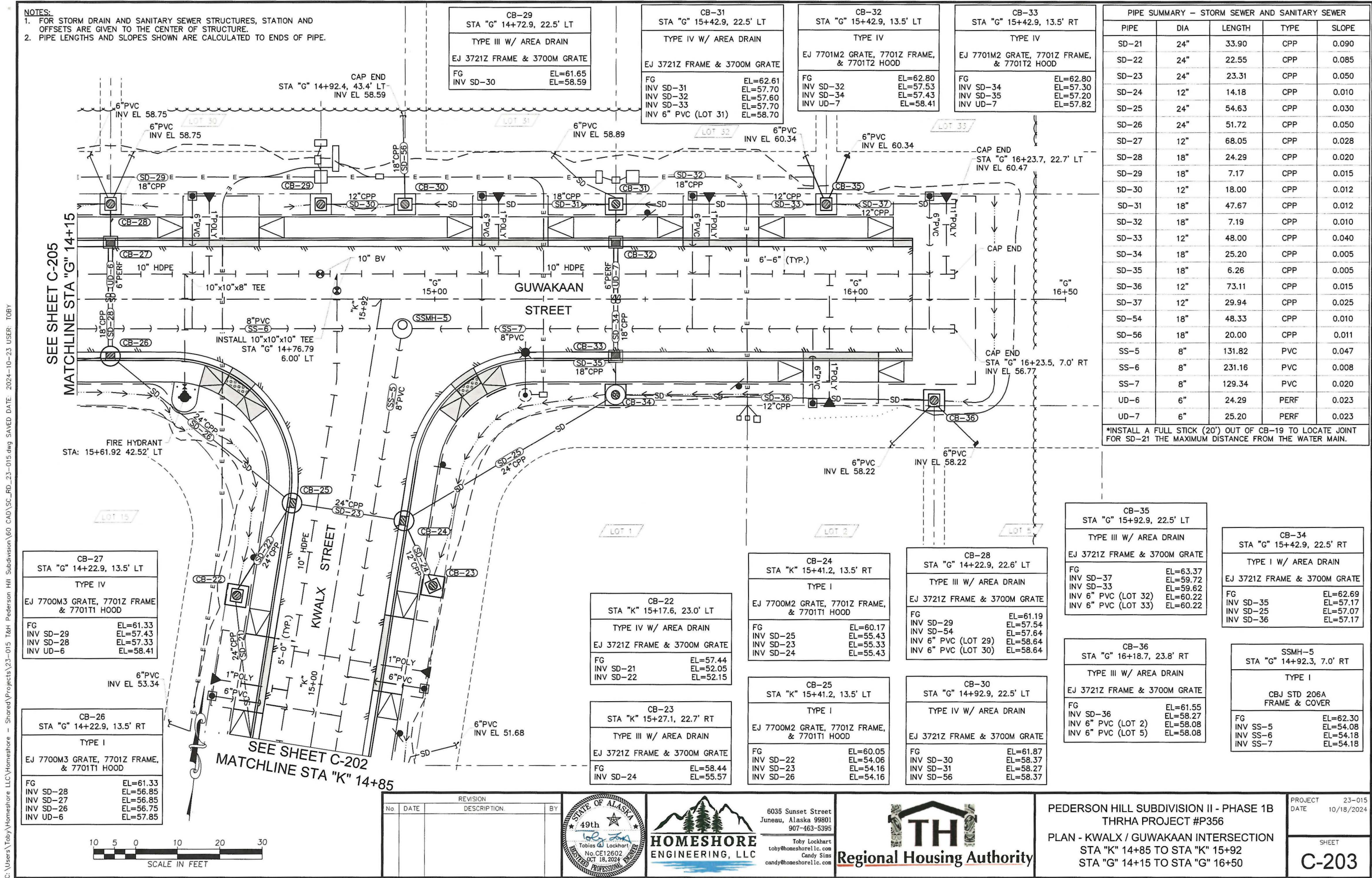
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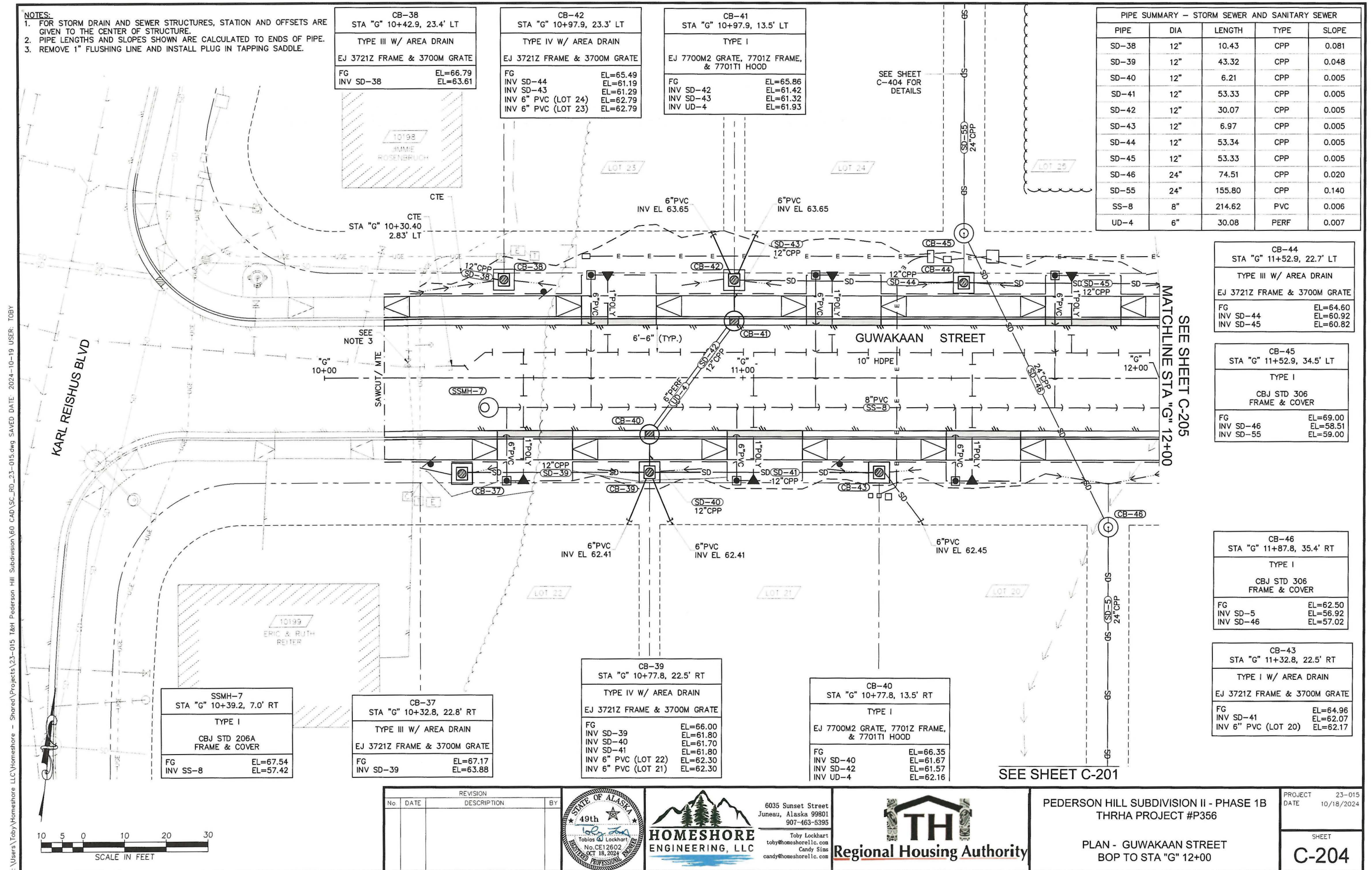


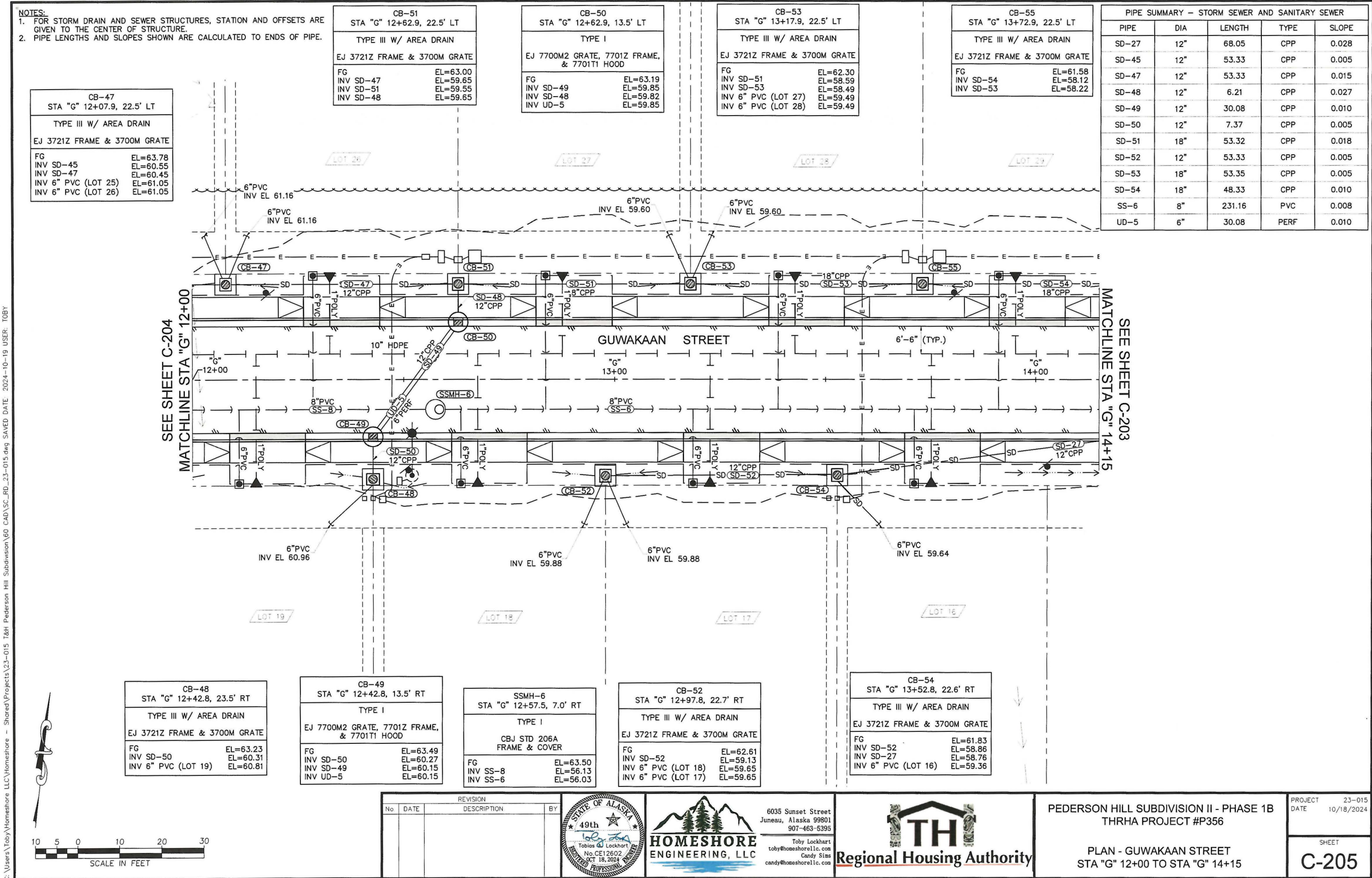
PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT DATE 23-015 10/18/2024
SUMMARY TABLES		SHEET C-102

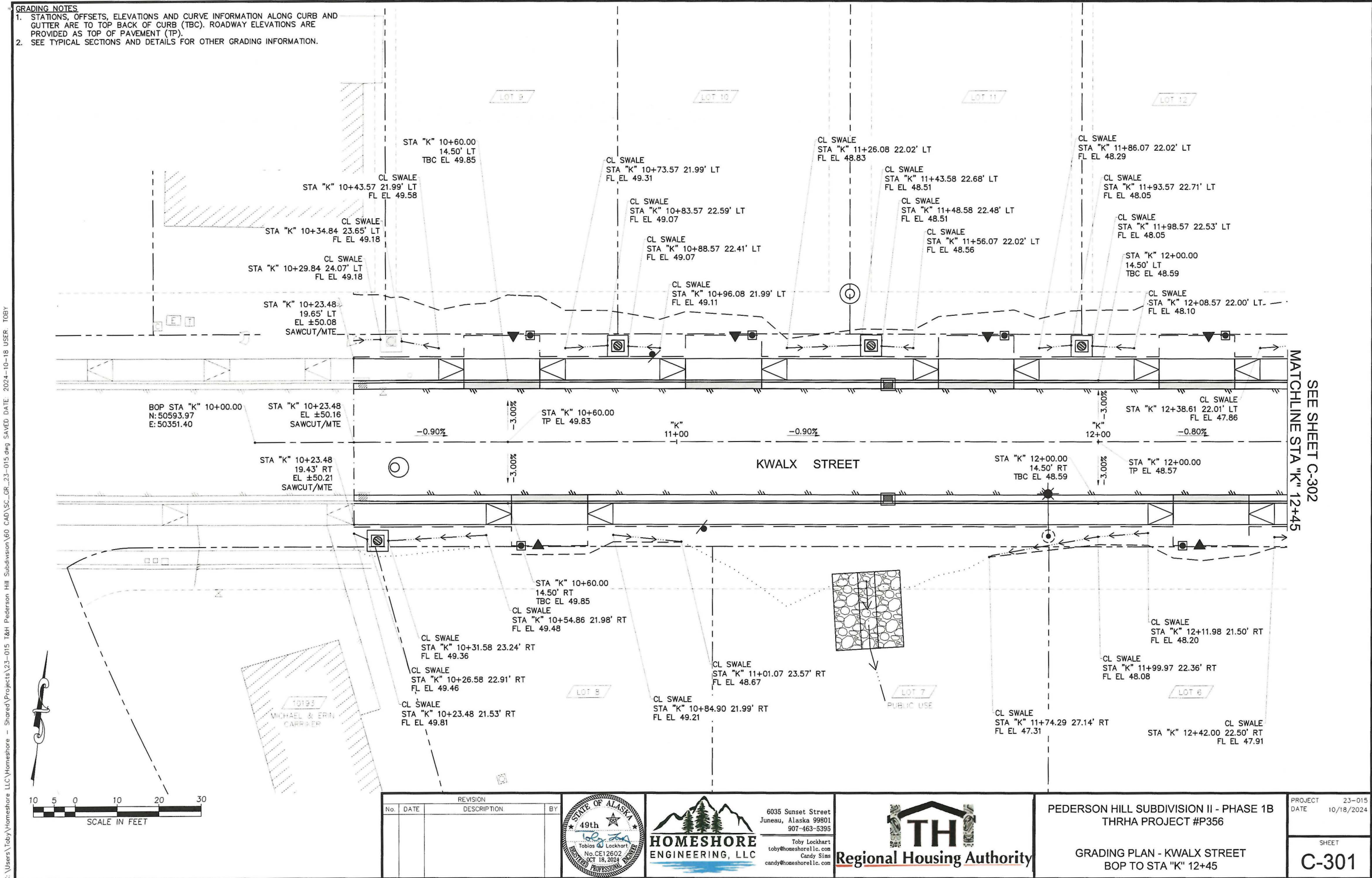


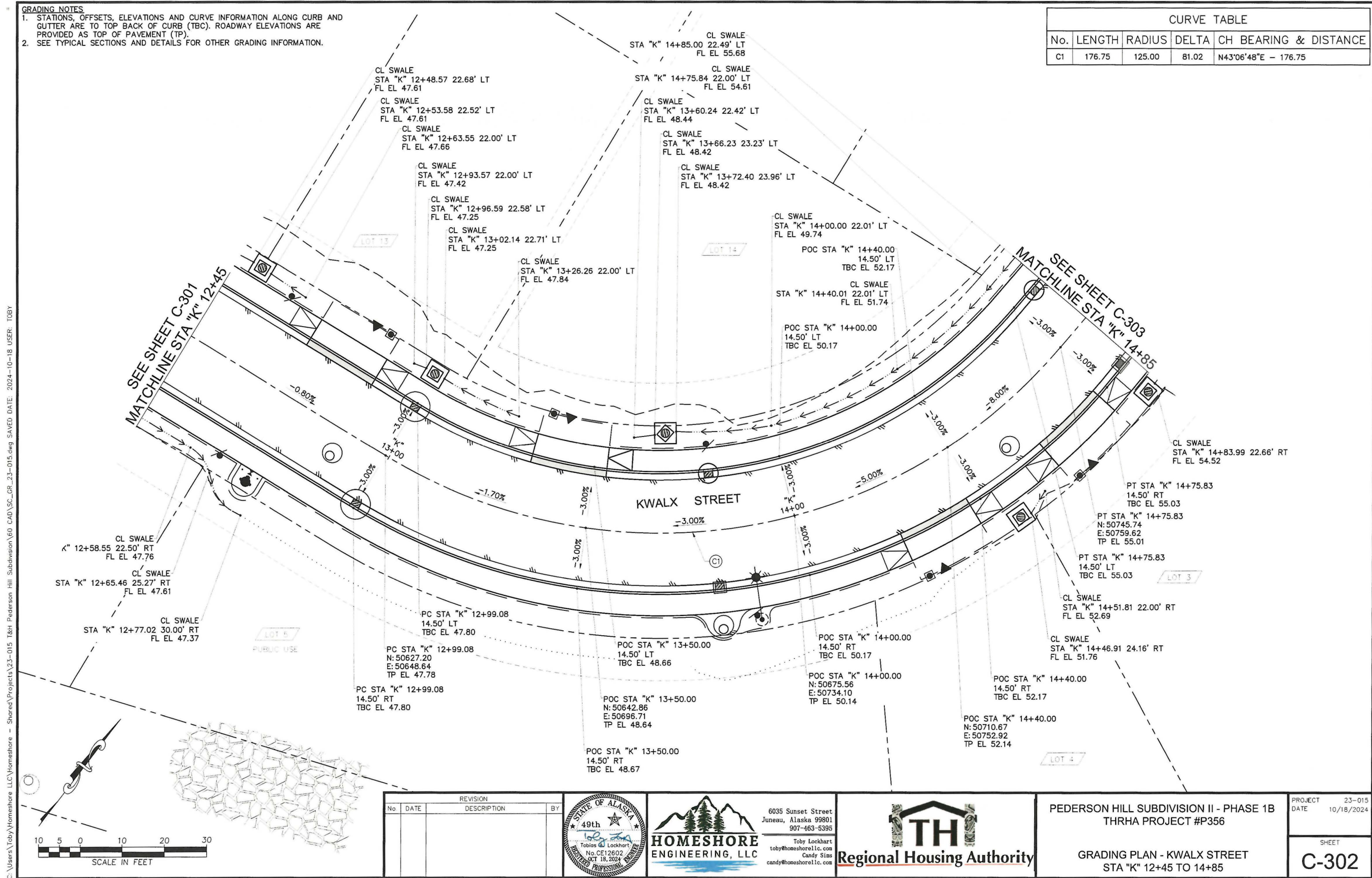










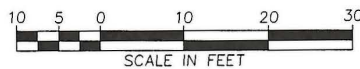
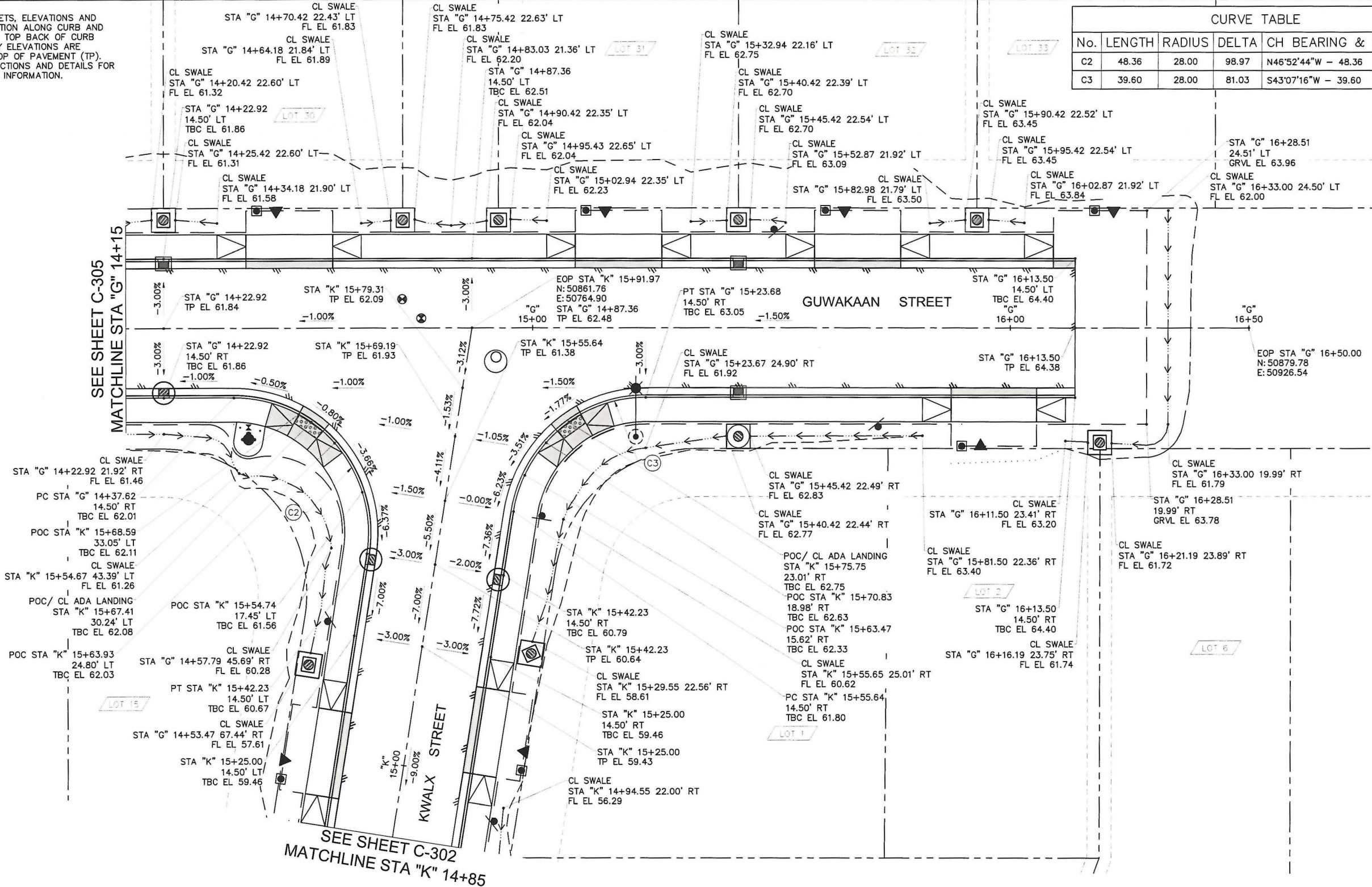


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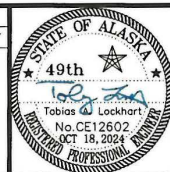
GRADING NOTES

1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURB AND GUTTER ARE TO TOP BACK OF CURB (TBC). ROADWAY ELEVATIONS ARE PROVIDED AS TOP OF PAVEMENT (TP). SEE TYPICAL SECTIONS AND DETAILS FOR OTHER GRADING INFORMATION.

CURVE TABLE				
No.	LENGTH	RADIUS	DELTA	CH BEARING & DISTANCE
C2	48.36	28.00	98.97	N46°52'44"W - 48.36
C3	39.60	28.00	81.03	S43°07'16"W - 39.60



REVISION			
No.	DATE	DESCRIPTION	BY

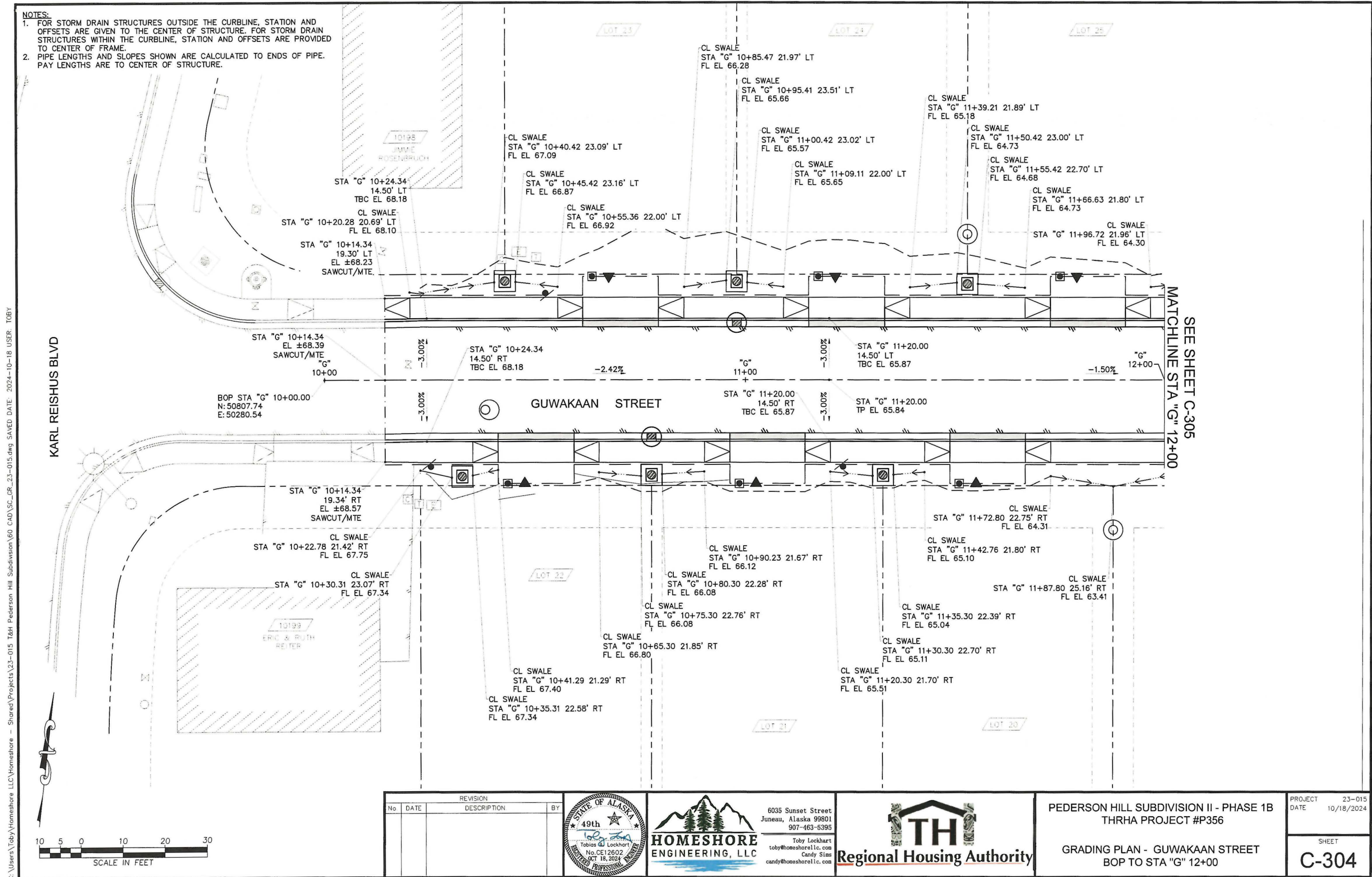


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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
GRADING PLAN -
KWALX / GUWAKAAN INTERSECTION
STA "K" 14+85 TO STA "K" 15+92
STA "G" 14+15 TO STA "G" 16+50

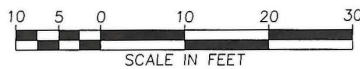
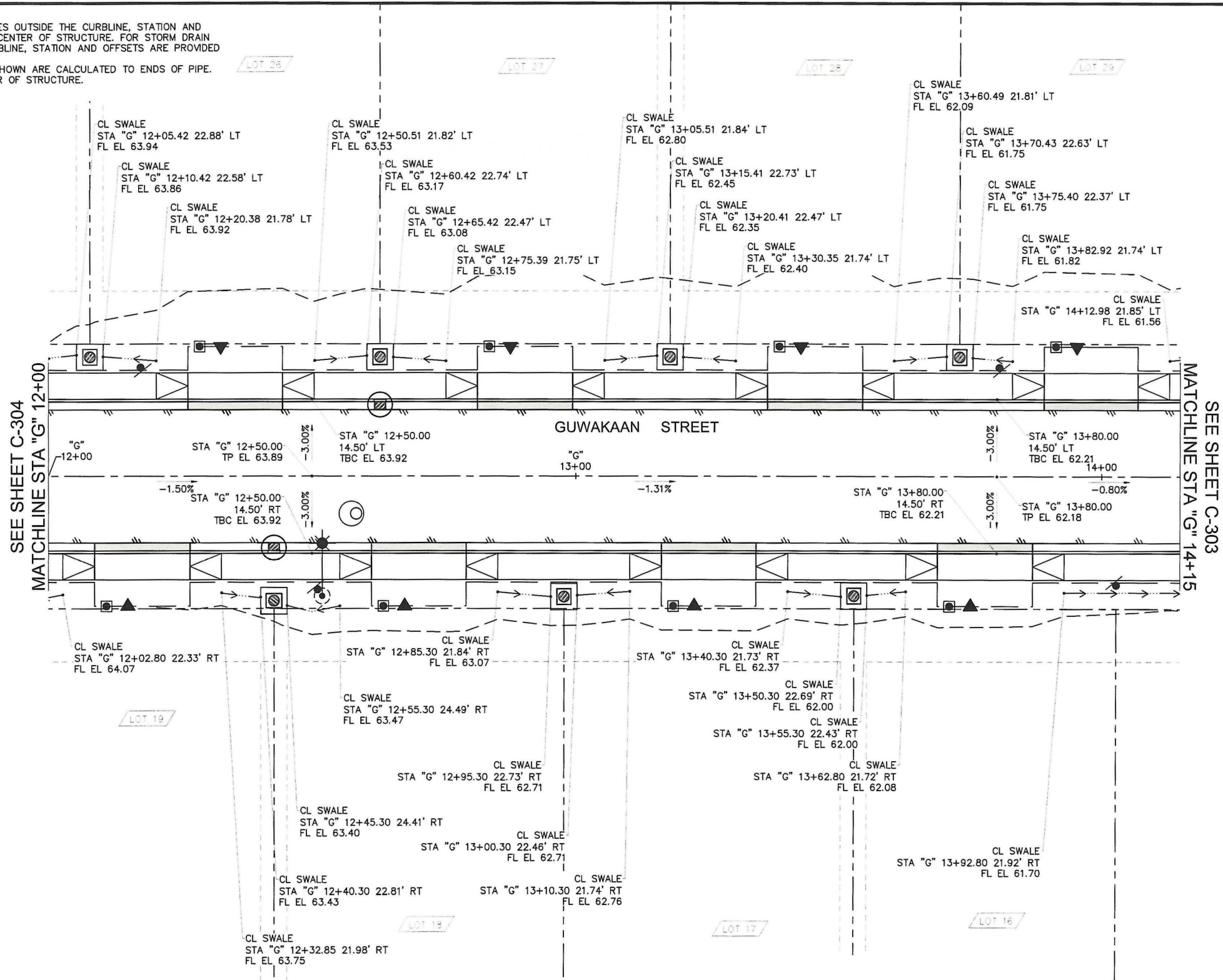
PROJECT DATE	23-015 10/18/2024
SHEET	C-303



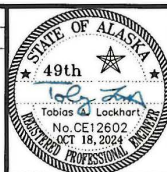
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NOTES:

1. FOR STORM DRAIN STRUCTURES OUTSIDE THE CURBLINE, STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURE. FOR STORM DRAIN STRUCTURES WITHIN THE CURBLINE, STATION AND OFFSETS ARE PROVIDED TO CENTER OF FRAME.
2. PIPE LENGTHS AND SLOPES SHOWN ARE CALCULATED TO ENDS OF PIPE. PAY LENGTHS ARE TO CENTER OF STRUCTURE.



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

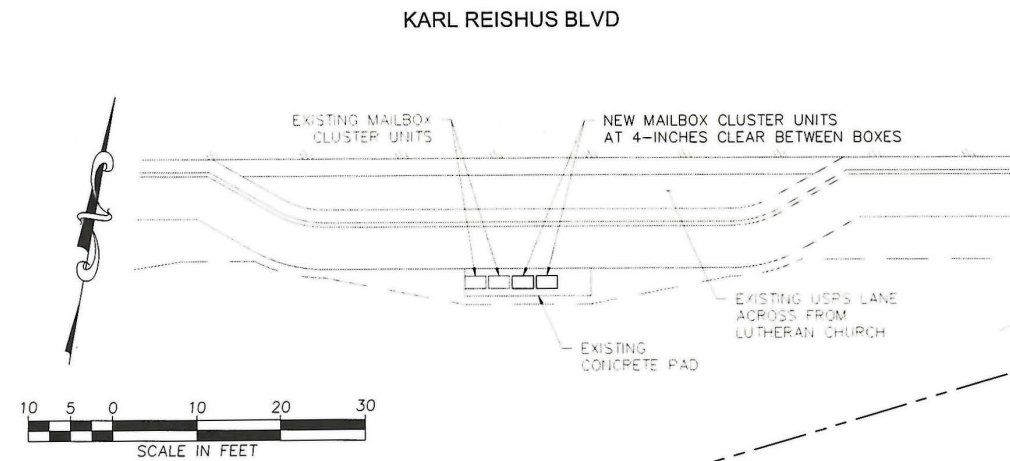
GRADING PLAN - GUWAKAAN STREET
STA "G" 12+00 TO STA "G" 14+15

PROJECT 23-015
DATE 10/18/2024

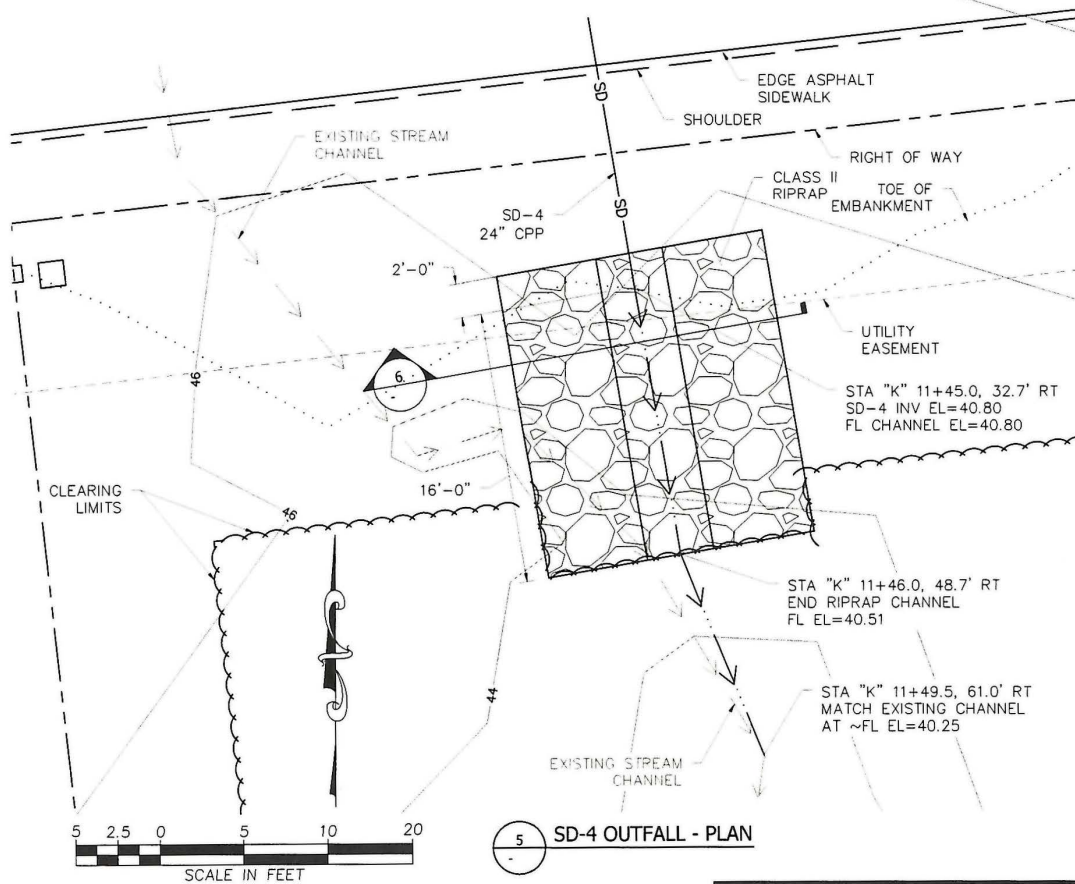
SHEET
C-305

Page 50 of 372

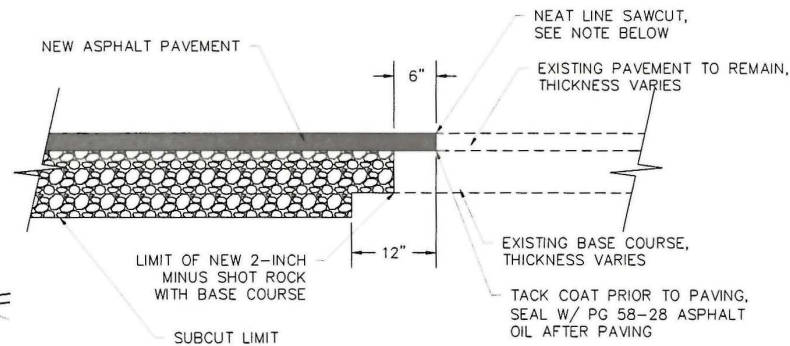
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1 MAILBOX CLUSTER - PLAN

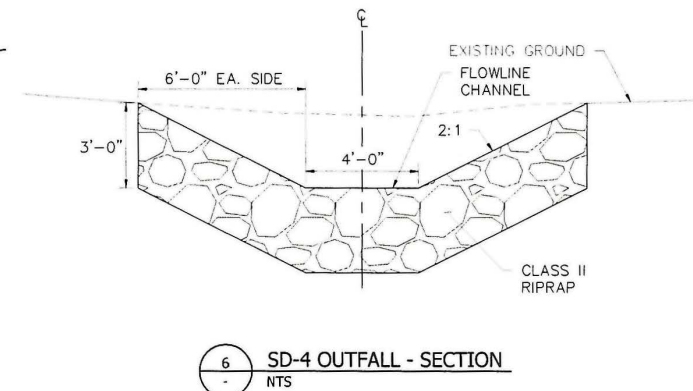


5 SD-4 OUTFALL - PLAN

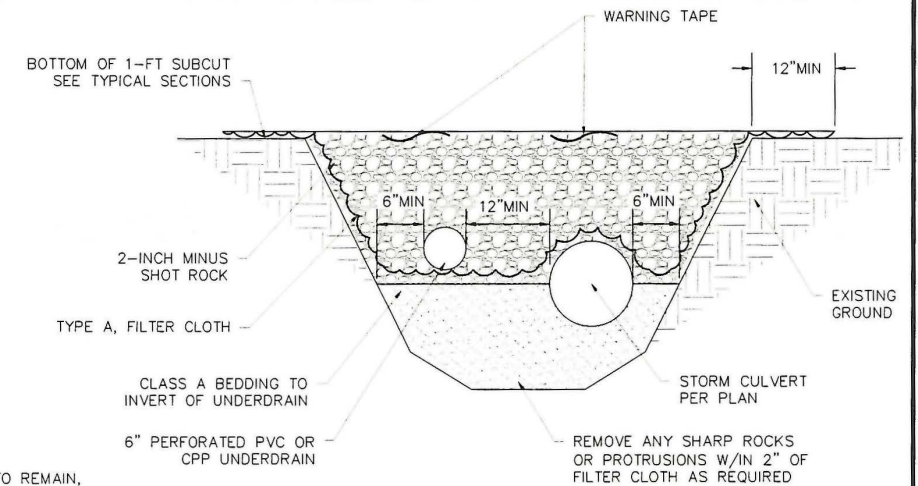


4 PAVEMENT MATCH JOINT DETAIL

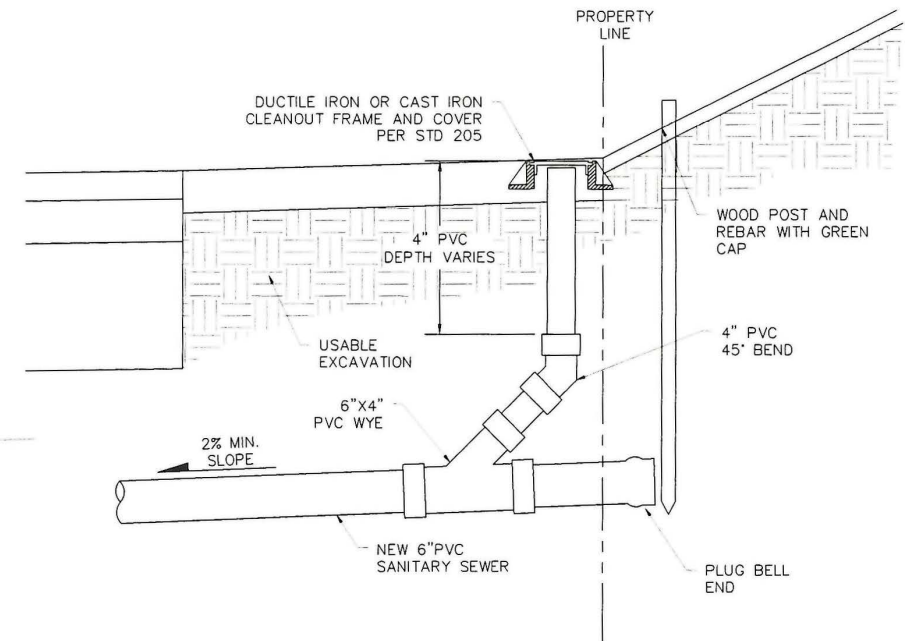
NOTES:
1. FINAL SAWCUT OF EXISTING PAVEMENT SHALL NOT BE MADE UNTIL 24 HOURS PRIOR TO FINAL PAVING.



6 SD-4 OUTFALL - SECTION

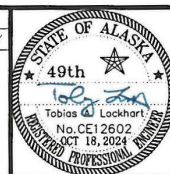


2 STORM DRAIN TRENCH WITH UNDERDRAIN



3 SEWER CLEANOUT FOR EXISTING SERVICE

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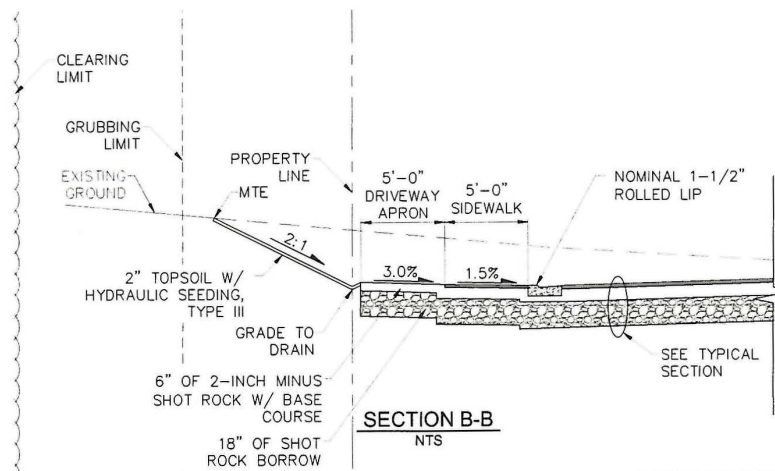
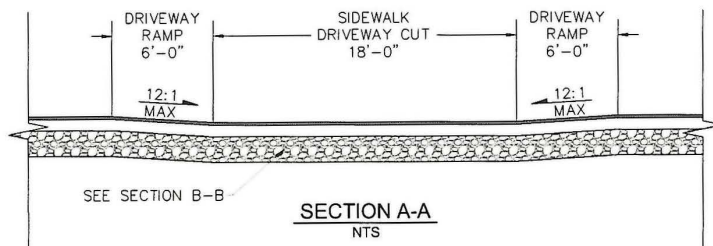
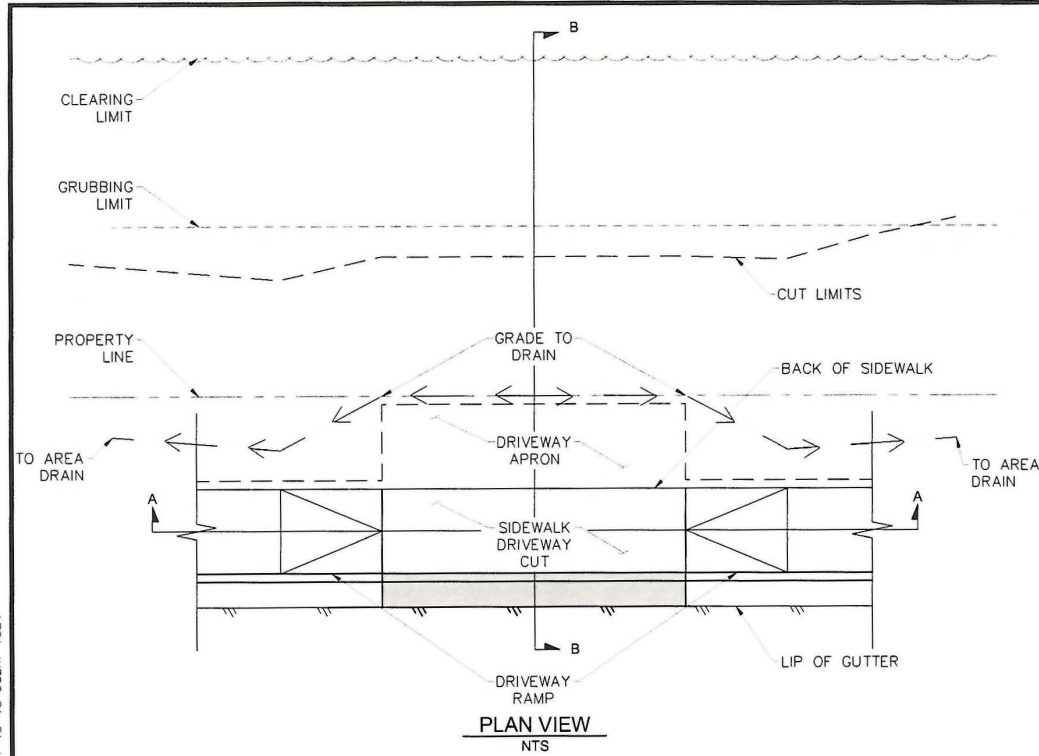


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
MISCELLANEOUS
DETAILS

PROJECT 23-015
DATE 10/18/2024

SHEET
C-402

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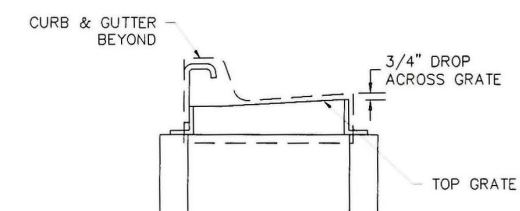
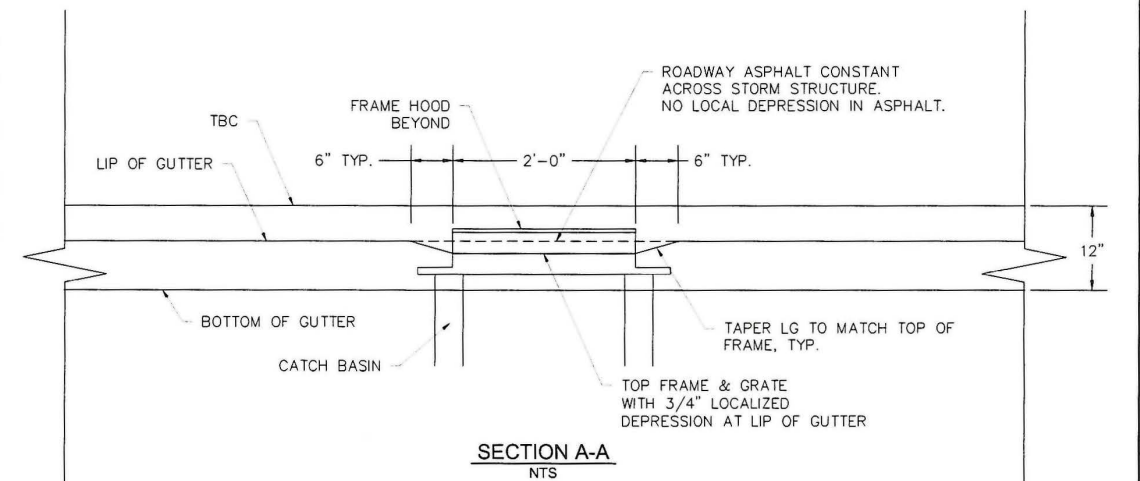
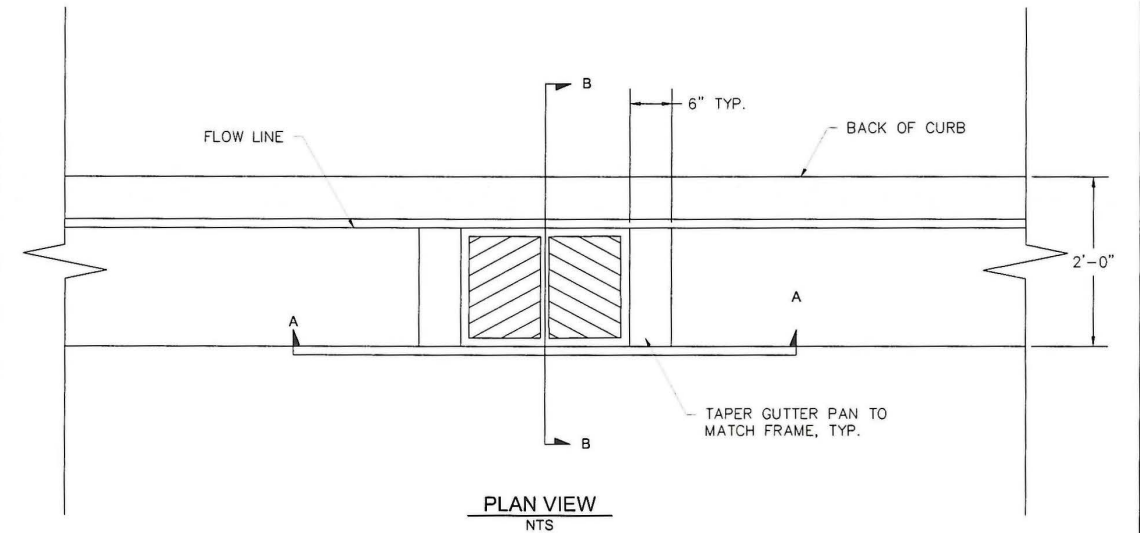


1 DRIVEWAY APRON DETAIL NTS

DRIVEWAY SUMMARY	
PHASE 1B LOT NUBER	LOCATION
9	STA "K" 10+58.6, 14.50' LT
8	STA "K" 10+69.9, 14.50' RT
10	STA "K" 11+11.1, 14.50' LT
11	STA "K" 11+71.1, 14.50' LT
12	STA "K" 12+23.6, 14.50' LT
6	STA "K" 12+27.0, 14.50' RT
13	STA "K" 12+78.6, 14.50' LT
14	STA "K" 13+43.3, 14.50' LT
4	STA "K" 14+29.3, 14.50' RT
3	STA "K" 14+65.3, 14.50' RT
15	STA "K" 15+00.1, 14.50' RT
1	STA "K" 15+09.6, 14.50' RT
22	STA "G" 10+50.3, 14.50' RT
23	STA "G" 10+70.4, 14.50' LT
21	STA "G" 11+05.3, 14.50' RT
24	STA "G" 11+24.2, 14.50' LT
20	STA "G" 11+57.8, 14.50' RT
25	STA "G" 11+81.7, 14.50' LT
19	STA "G" 12+17.8, 14.50' RT
26	STA "G" 12+35.4, 14.50' LT
18	STA "G" 12+70.3, 14.50' RT
27	STA "G" 12+90.4, 14.50' LT
17	STA "G" 13+25.3, 14.50' RT
28	STA "G" 13+45.3, 14.50' LT
16	STA "G" 13+77.8, 14.50' RT
29	STA "G" 13+97.9, 14.50' LT
30	STA "G" 14+49.2, 14.50' LT
31	STA "G" 15+17.9, 14.50' LT
32	STA "G" 15+67.9, 14.50' LT
2	STA "G" 15+96.5, 14.50' RT

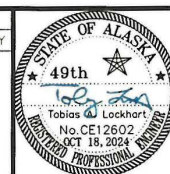
NOTES:

1) STATION AND OFFSET ARE GIVEN TO THE CENTER OF DRIVEWAY AT THE TOP BACK OF CURB.



2 LOCALIZED DEPRESSION DETAIL NTS

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No.	DATE	DESCRIPTION	BY



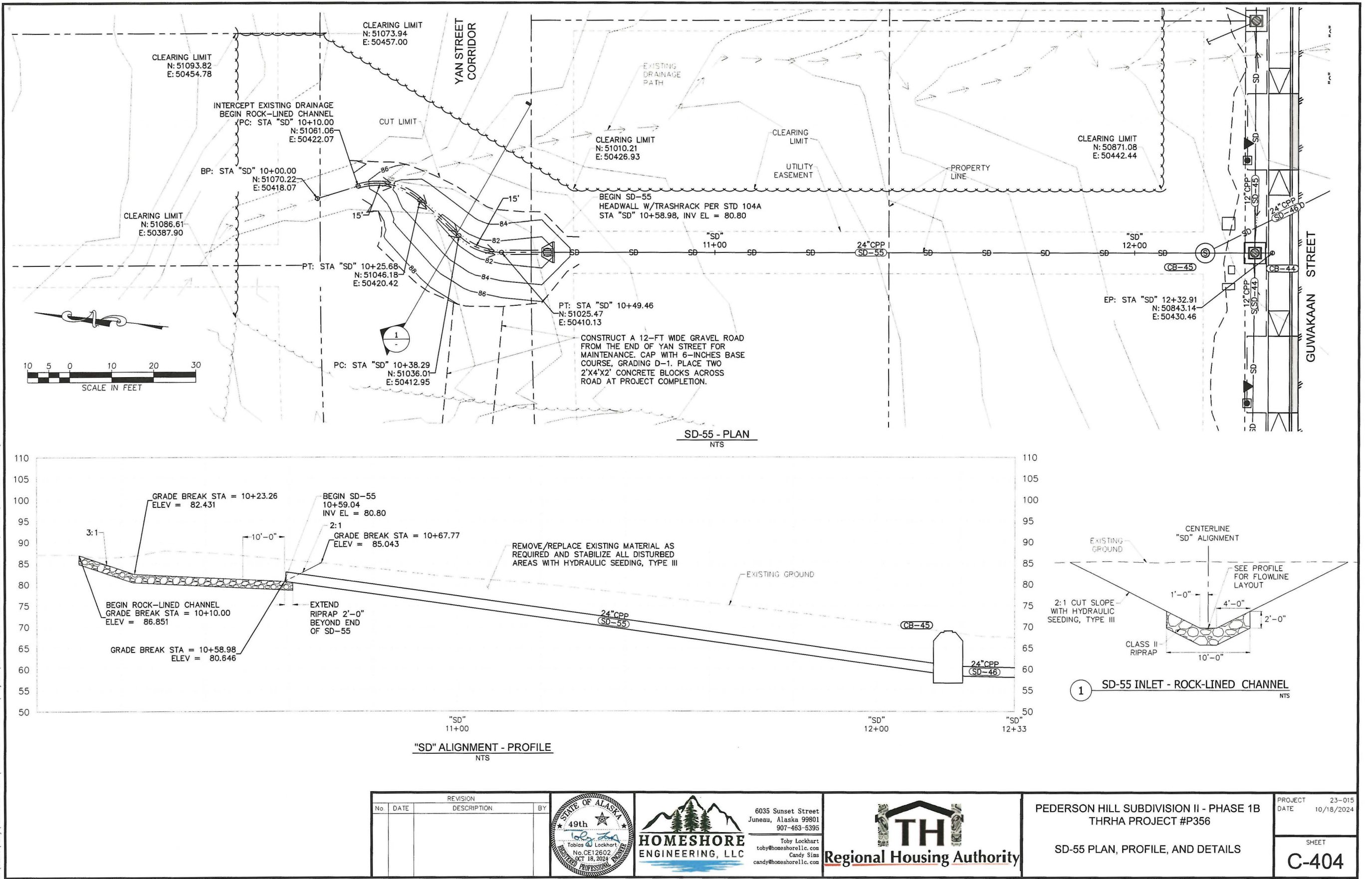
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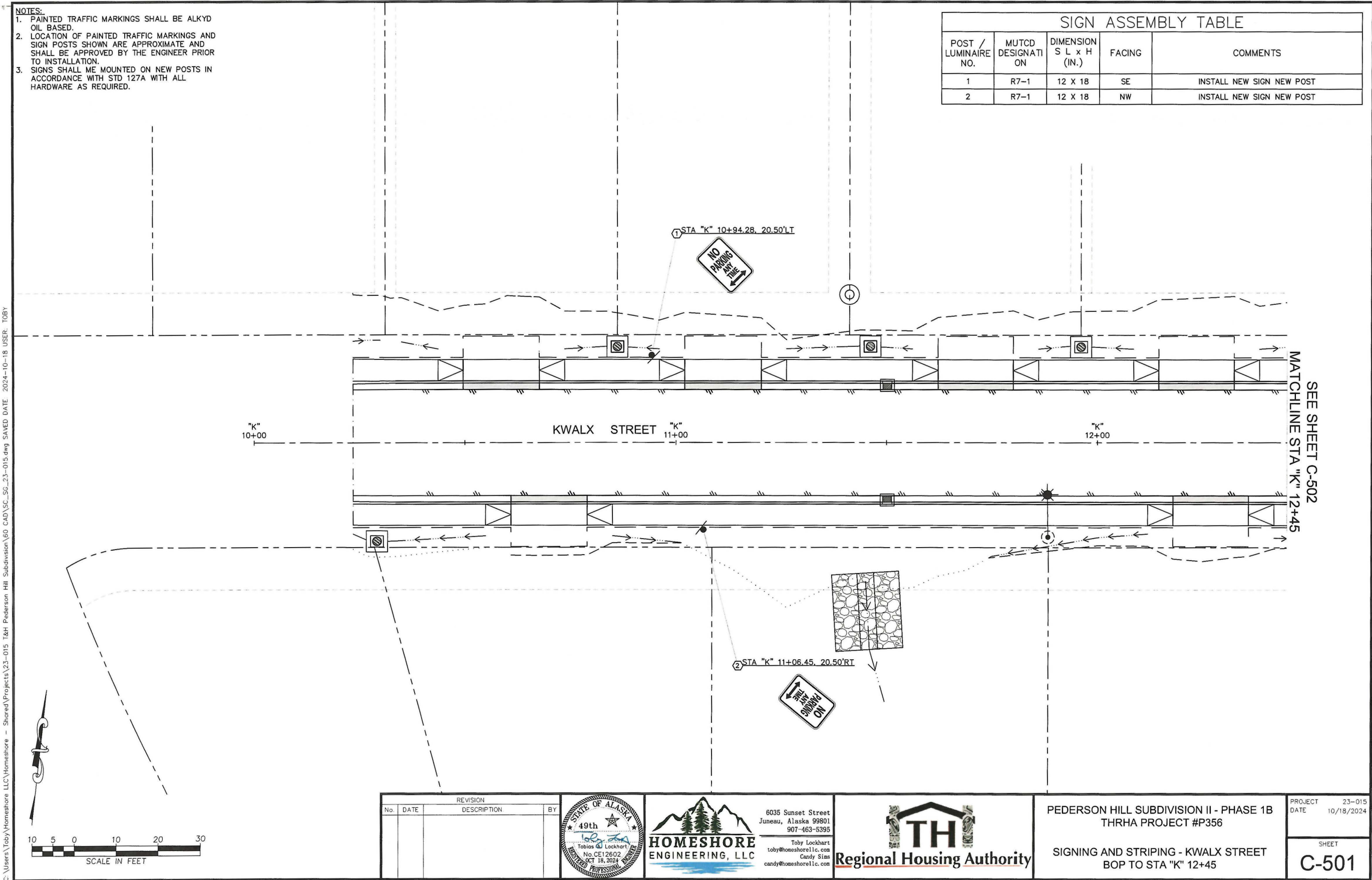


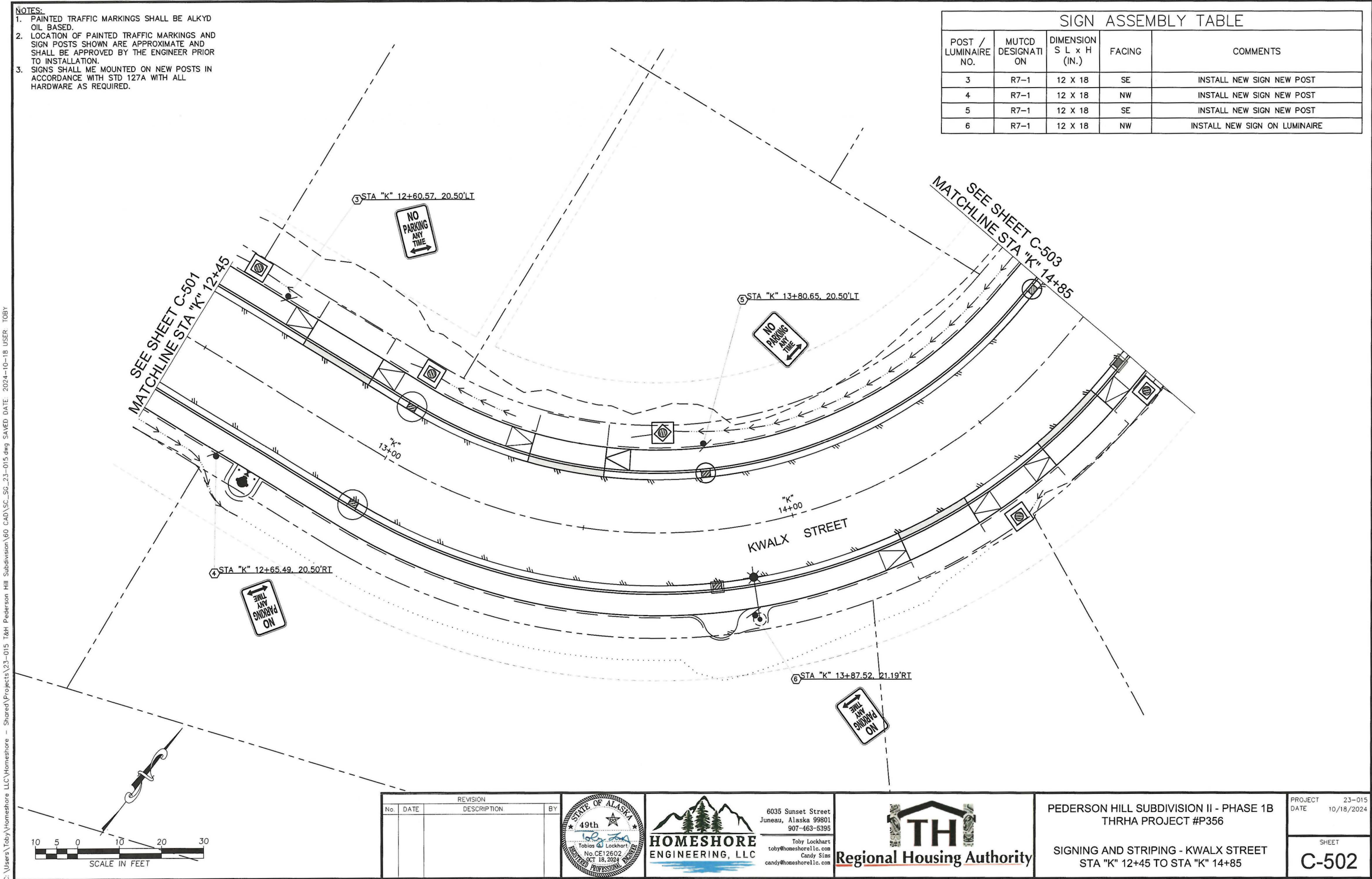
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
MISCELLANEOUS
DETAILS

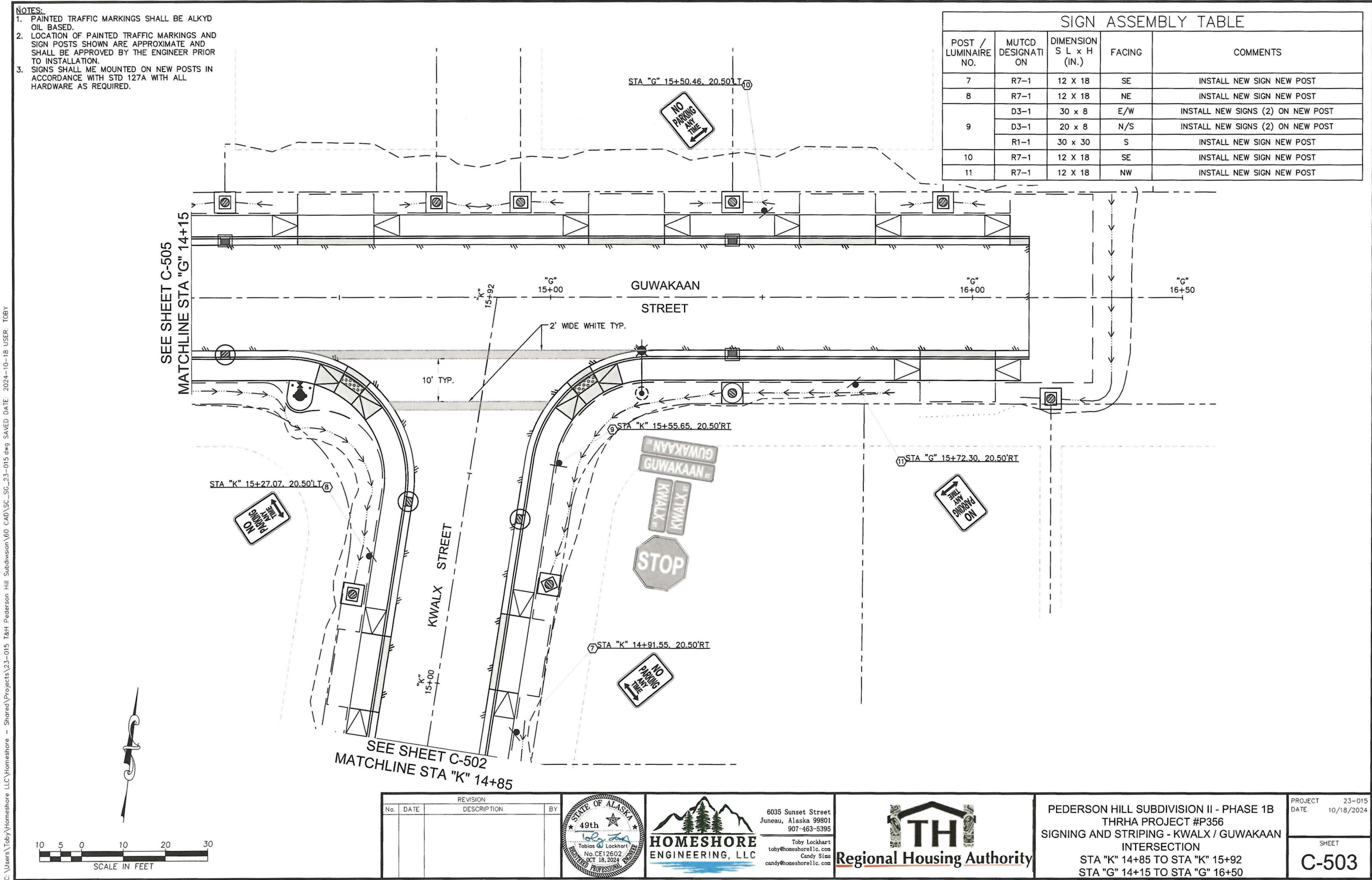
PROJECT 23-015
DATE 10/18/2024
SHEET
C-403

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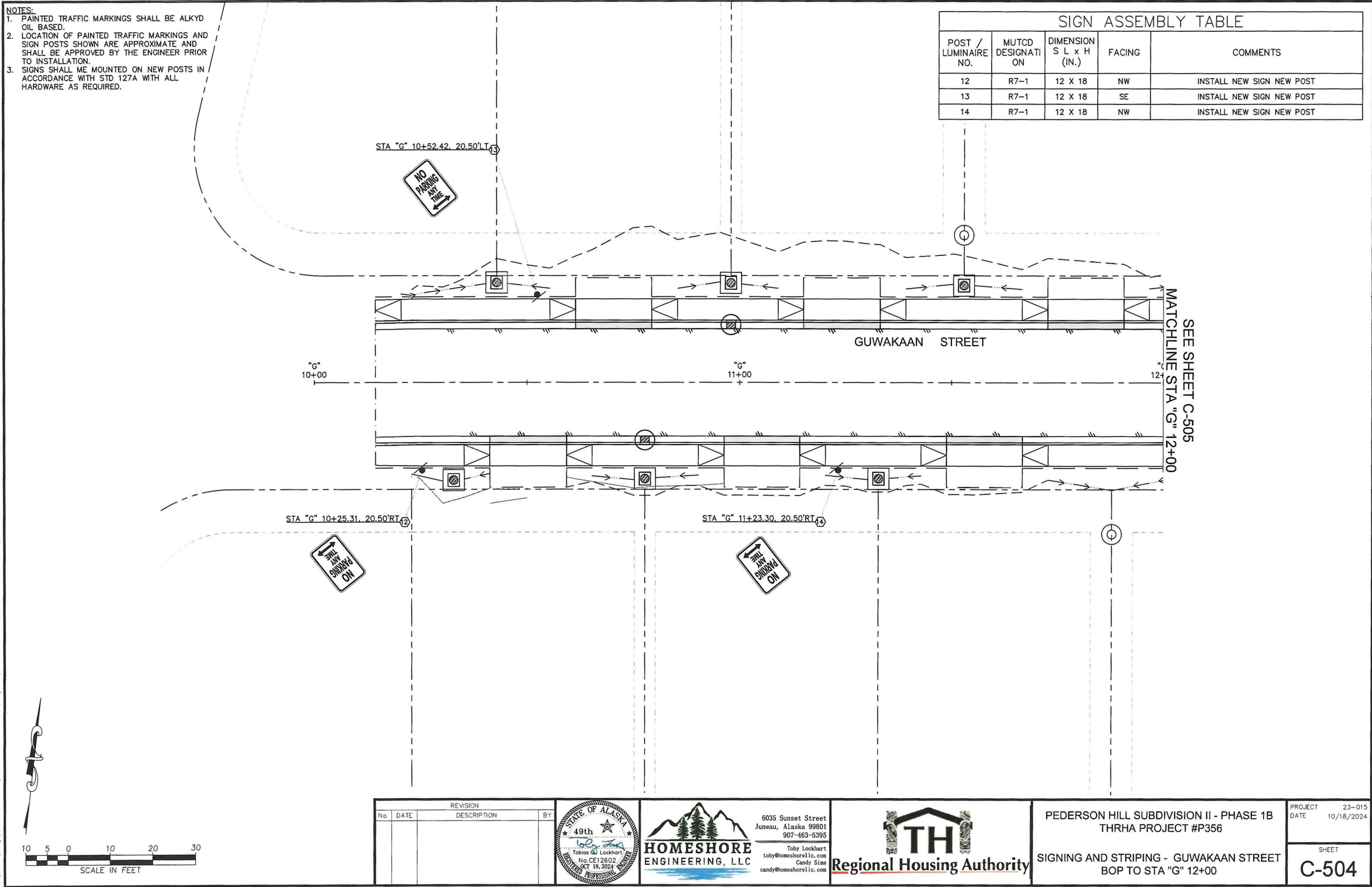








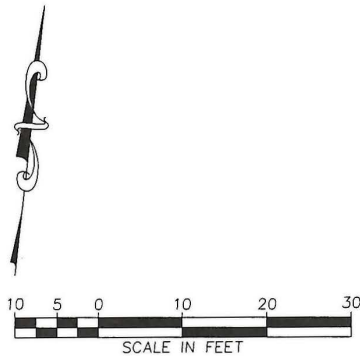
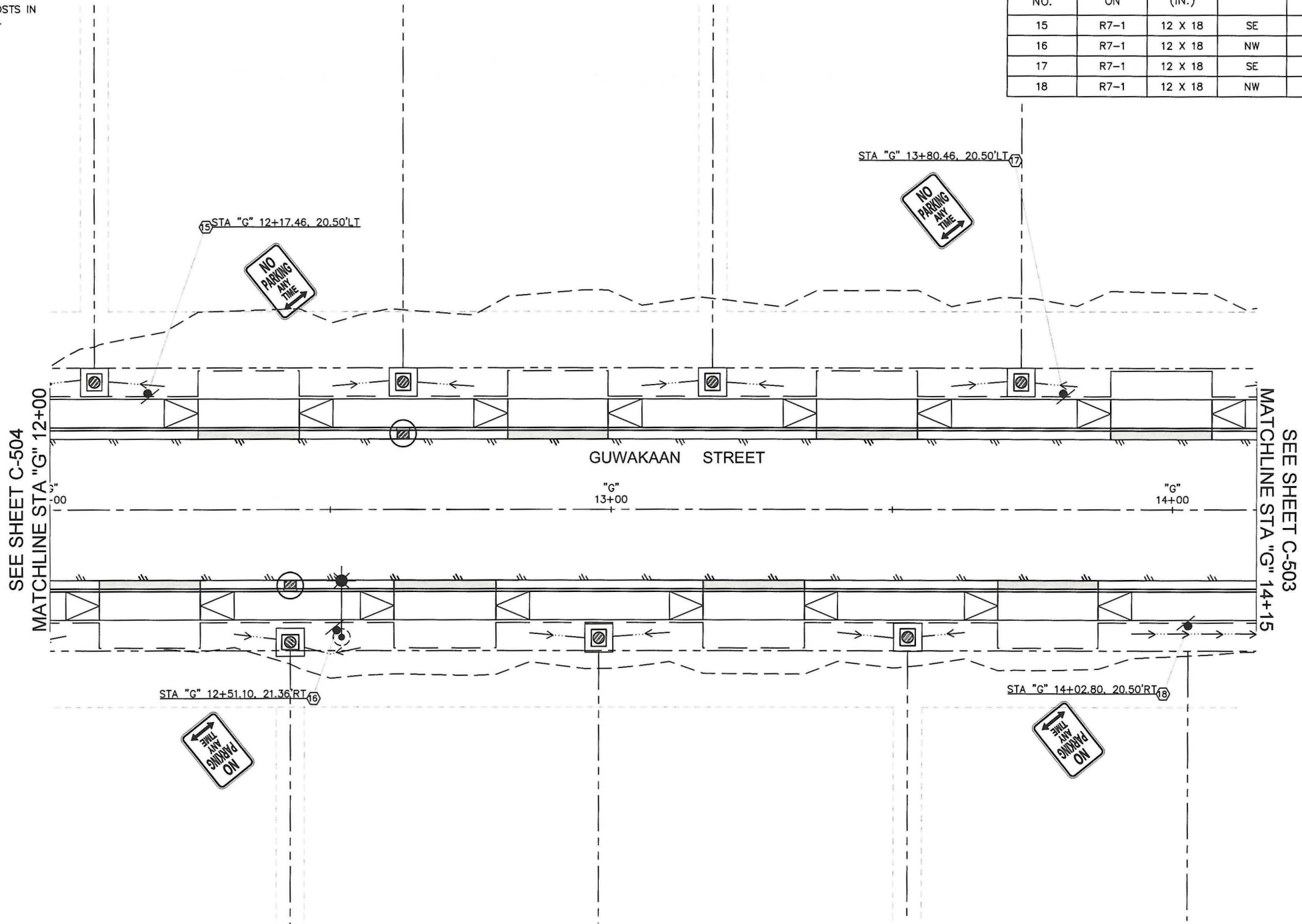
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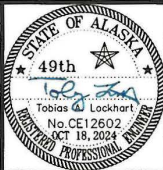
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- NOTES:
1. PAINTED TRAFFIC MARKINGS SHALL BE ALKYD OIL BASED.
 2. LOCATION OF PAINTED TRAFFIC MARKINGS AND SIGN POSTS SHOWN ARE APPROXIMATE AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
 3. SIGNS SHALL BE MOUNTED ON NEW POSTS IN ACCORDANCE WITH STD 127A WITH ALL HARDWARE AS REQUIRED.

SIGN ASSEMBLY TABLE				
POST / LUMINAIRE NO.	MUTCD DESIGNATION	DIMENSION S L x H (IN.)	FACING	COMMENTS
15	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
16	R7-1	12 X 18	NW	INSTALL NEW SIGN ON LUMINAIRE
17	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
18	R7-1	12 X 18	NW	INSTALL NEW SIGN NEW POST



REVISION			
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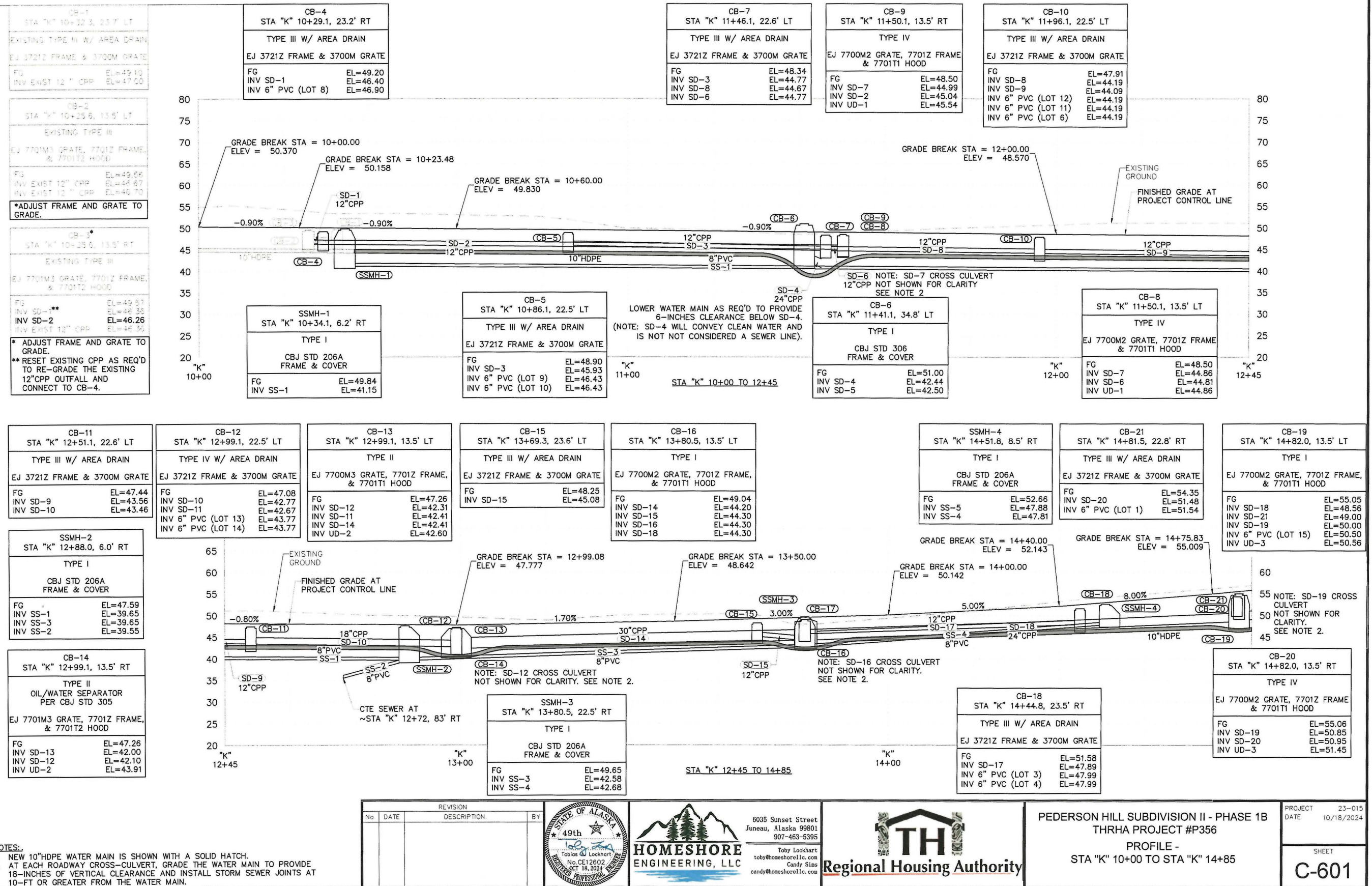
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SIGNING AND STRIPING - GUWAKAAN STREET
STA "G" 12+00 TO STA "G" 14+15

PROJECT 23-015
DATE 10/18/2024

SHEET
C-505

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CB-22	
STA "K" 15+17.6, 23.0' LT	
TYPE IV W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=57.44
INV SD-21	EL=52.05
INV SD-22	EL=52.15

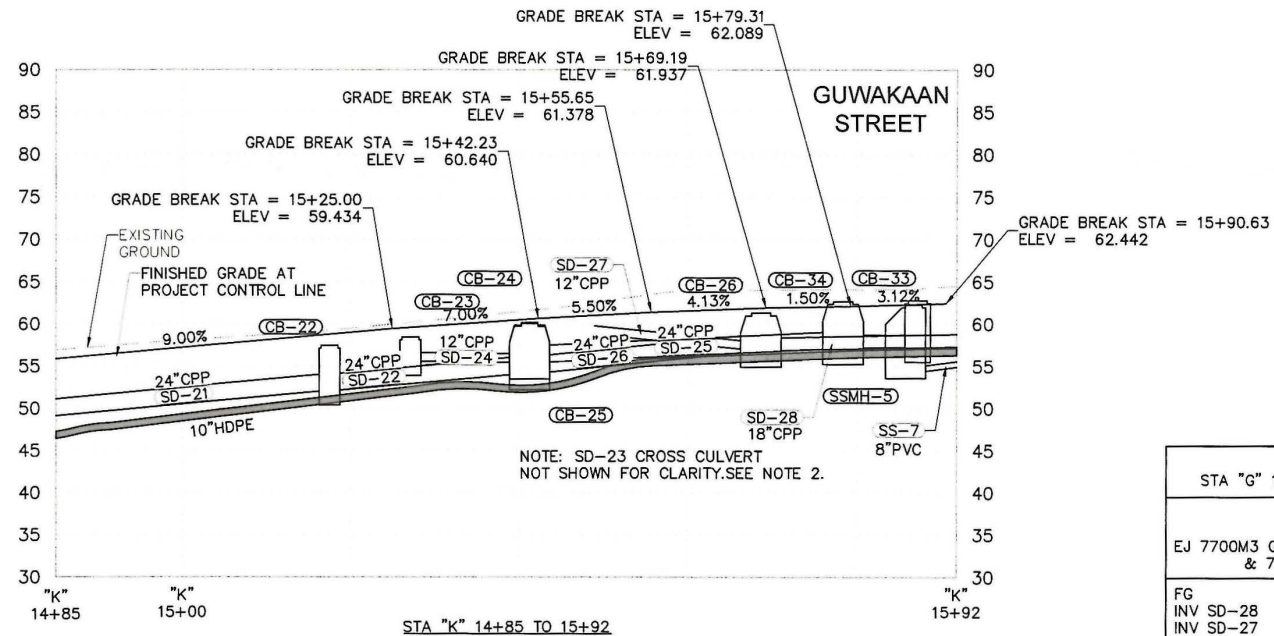
CB-23	
STA "K" 15+27.1, 22.7' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=58.44
INV SD-24	EL=55.57

CB-24	
STA "K" 15+41.2, 13.5' RT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=60.17
INV SD-25	EL=55.43
INV SD-23	EL=55.33
INV SD-24	EL=55.43

CB-39	
STA "G" 10+77.8, 22.5' RT	
TYPE IV W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=66.00
INV SD-39	EL=61.80
INV SD-40	EL=61.70
INV SD-41	EL=61.80
INV 6" PVC (LOT 22)	EL=62.30
INV 6" PVC (LOT 21)	EL=62.30

CB-38	
STA "G" 10+42.9, 23.4' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=66.79
INV SD-38	EL=63.61

CB-37	
STA "G" 10+32.8, 22.8' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=67.17
INV SD-39	EL=63.88

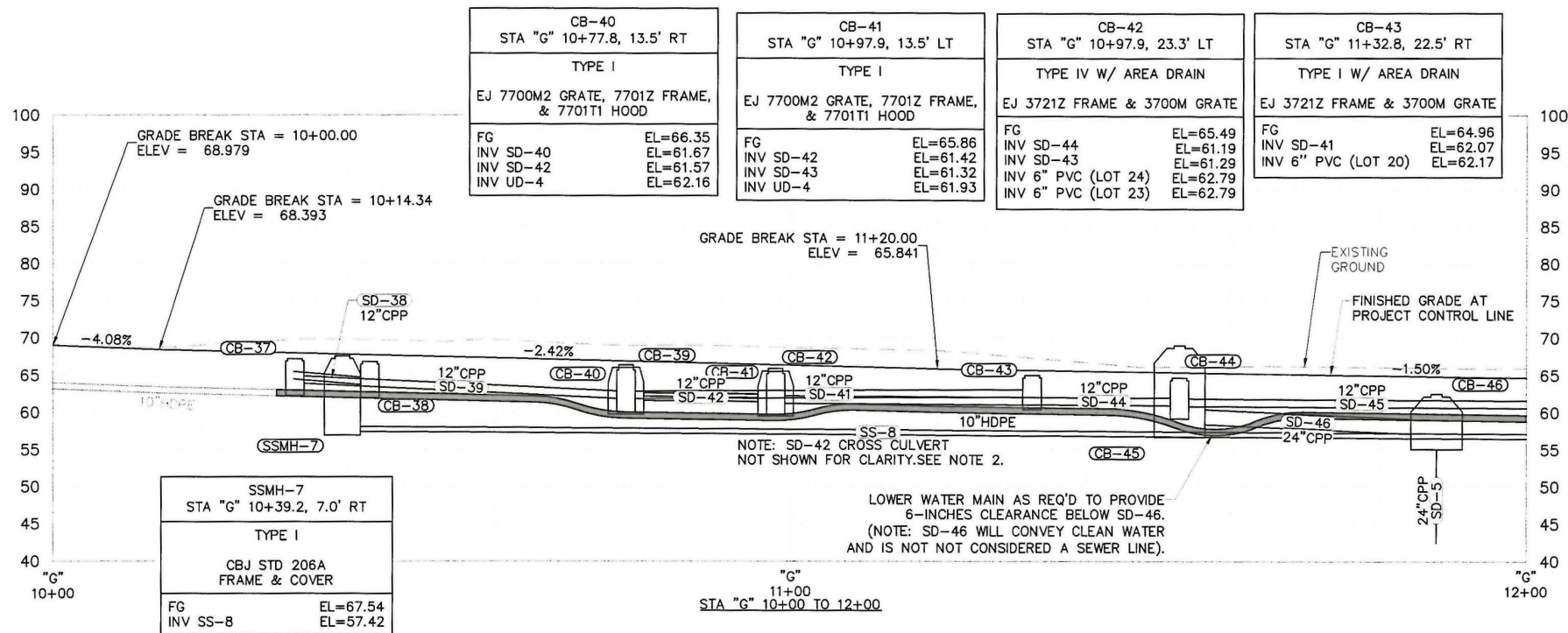


CB-33	
STA "G" 15+42.9, 13.5' RT	
TYPE IV	
EJ 7701M2 GRATE, 7701Z FRAME, & 7701T2 HOOD	
FG	EL=62.80
INV SD-34	EL=57.30
INV SD-35	EL=57.20
INV UD-7	EL=57.82

SSMH-5	
STA "G" 14+92.3, 7.0' RT	
TYPE I	
CBJ STD 206A FRAME & COVER	
FG	EL=62.30
INV SS-5	EL=54.08
INV SS-6	EL=54.18
INV SS-7	EL=54.18

CB-26	
STA "G" 14+22.9, 13.5' RT	
TYPE I	
EJ 7700M3 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=61.33
INV SD-28	EL=56.85
INV SD-27	EL=56.85
INV SD-26	EL=56.75
INV UD-6	EL=57.85

CB-34	
STA "G" 15+42.9, 22.5' RT	
TYPE I W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=62.69
INV SD-35	EL=57.17
INV SD-25	EL=57.07
INV SD-36	EL=57.17



CB-40	
STA "G" 10+77.8, 13.5' RT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=66.35
INV SD-40	EL=61.67
INV SD-42	EL=61.57
INV UD-4	EL=62.16

CB-41	
STA "G" 10+97.9, 13.5' LT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=65.86
INV SD-42	EL=61.42
INV SD-43	EL=61.32
INV UD-4	EL=61.93

CB-42	
STA "G" 10+97.9, 23.3' LT	
TYPE IV W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=65.49
INV SD-44	EL=61.19
INV SD-43	EL=61.29
INV 6" PVC (LOT 24)	EL=62.79
INV 6" PVC (LOT 23)	EL=62.79

CB-43	
STA "G" 11+32.8, 22.5' RT	
TYPE I W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=64.96
INV SD-41	EL=62.07
INV 6" PVC (LOT 20)	EL=62.17

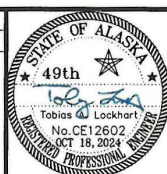
CB-44	
STA "G" 11+52.9, 22.7' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=64.60
INV SD-44	EL=60.92
INV SD-45	EL=60.82

CB-45	
STA "G" 11+52.9, 34.5' LT	
TYPE I	
CBJ STD 306 FRAME & COVER	
FG	EL=69.00
INV SD-46	EL=58.51
INV SD-55	EL=59.00

CB-46	
STA "G" 11+87.8, 35.4' RT	
TYPE I	
CBJ STD 306 FRAME & COVER	
FG	EL=62.50
INV SD-5	EL=56.92
INV SD-46	EL=57.02

- NOTES:
1. NEW 10"HDPE WATER MAIN IS SHOWN WITH A SOLID HATCH.
 2. AT EACH ROADWAY CROSS-CULVERT, GRADE THE WATER MAIN TO PROVIDE 18-INCHES OF VERTICAL CLEARANCE AND INSTALL STORM SEWER JOINTS AT 10-FT OR GREATER FROM THE WATER MAIN.

REVISION			
No.	DATE	DESCRIPTION	BY

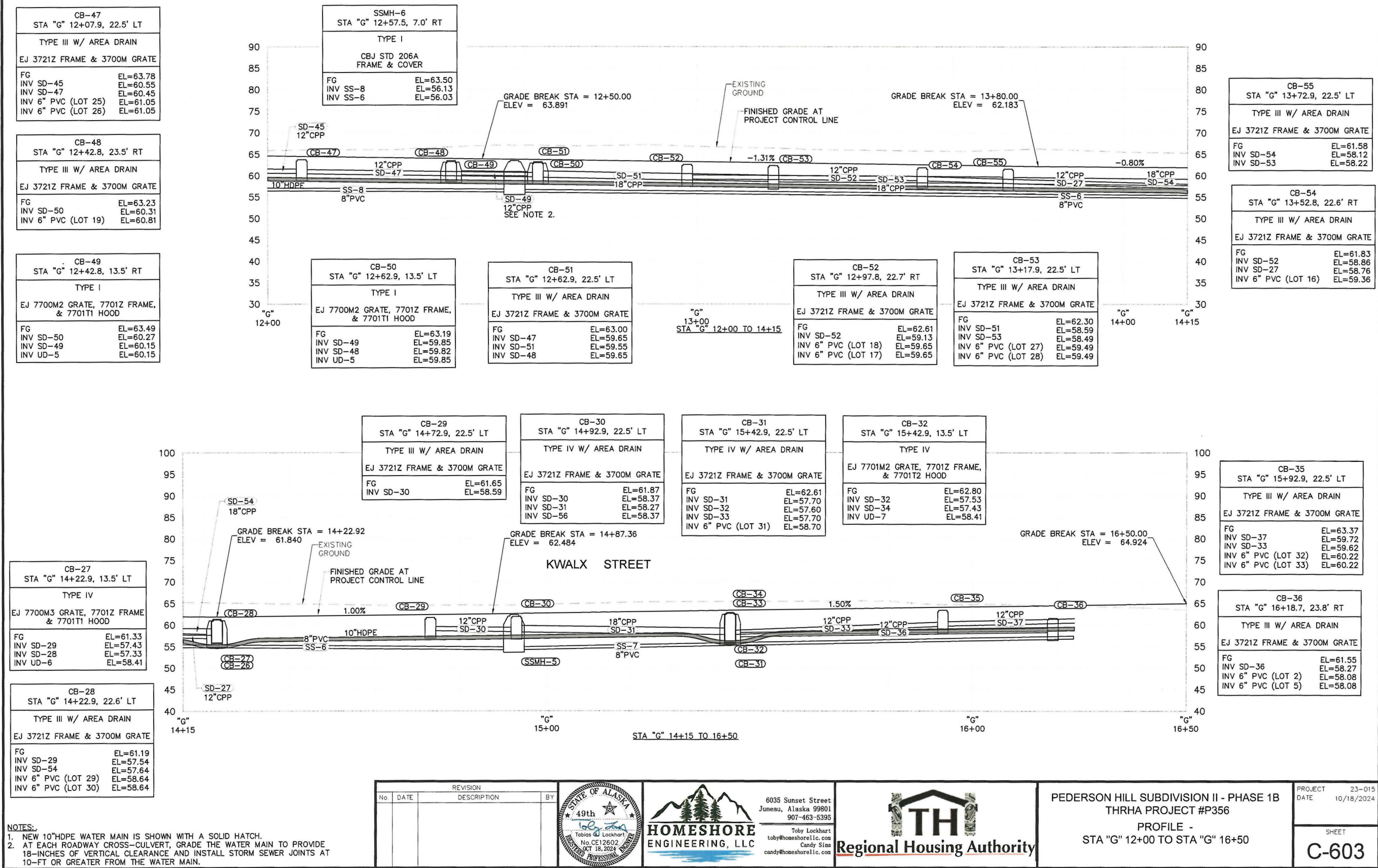


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
PROFILE -
STA "K" 14+85 TO STA "K" 15+92
STA "G" 10+00 TO STA "G" 12+00

PROJECT 23-015
DATE 10/18/2024

SHEET
C-602

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PEDERSON HILL SUBDIVISION, PHASE 1B JUNEAU, ALASKA

SHEET LIST TABLE	
SHEET NO.	SHEET TITLE
E-100	TITLE, INDEX, LEGEND & GENERAL NOTES
E-101	OVERALL PHASE LAYOUT
E-201	PLAN - KWALX STREET, STA "K" 10+10 TO STA "K" 12+45
E-202	PLAN - KWALX STREET, STA "K" 12+45 TO STA "K" 14+85
E-203	PLAN - KWALX & GUWAKAAN INTERSECTION, STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "K" 16+50
E-204	PLAN - GUWAKAAN STREET, STA "G" 10+00 TO STA "G" 12+00
E-205	PLAN - GUWAKAAN STREET, STA "G" 12+00 TO STA "G" 14+15
E-300	EXISTING LOAD CENTER DETAILS
E-301	LIGHT POLE DETAILS
E-400	SINGLE LINE DIAGRAM - POWER UTILITY **
E-401	SINGLE LINE DIAGRAM - POWER UTILITY **
E-402	RISER DIAGRAM - TELEPHONE **
E-403	RISER DIAGRAM - TV **
E-500	SINGLE PHASE TRANSFORMER MOUNTING DETAIL **
E-501	SINGLE PHASE PRIMARY PEDESTAL DETAIL **
E-502	PRIMARY PEDESTAL INSTALLATION DETAIL **
E-503	SECONDARY POWER PEDESTAL INSTALLATION DETAIL **
E-504	TRENCH DETAIL
E-600	EXISTING PHASE 1A STATION AND OFFSET TABLES
E-601	NEW PHASE 1B STATION AND OFFSET TABLES
** FOR COORDINATION ONLY	

LEGEND	
AEL&P	ALASKA ELECTRIC LIGHT & POWER
APPROX	APPROXIMATELY
C	CIRCUIT
CKT	CIRCUIT
CU	BARE COPPER
C/B	CIRCUIT BREAKER
20/1	CIRCUIT BREAKER (AMPS/POLES)
	CONTACTOR
DIST	DISTANCE
EXTG	EXISTING

LEGEND	
GFI	GROUND FAULT INTERRUPTER
GND	GROUND
GRS	GALVANIZED RIGID STEEL
HOA	HAND-OFF-AUTO
	HAND-OFF-AUTO SWITCH
J-BOX	JUNCTION BOX
	LIGHTING CONTACTOR
	LIGHT POLE WITH LUMINAIRE
MAX	MAXIMUM

LEGEND	
(M)	METER
MIN	MINIMUM
NEC	NATIONAL ELECTRICAL CODE
PED	PEDESTAL
(PE)	PHOTOCELL
PVC	POLYVINYL CHLORIDE CONDUIT
	RECEPTACLE
REC	RECEPTACLE
TYP-#	TYPICAL
XFMR	TRANSFORMER

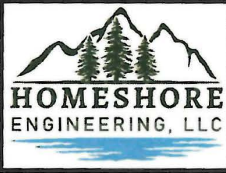
GENERAL NOTES:

- PERFORM ALL WORK PER NATIONAL ELECTRICAL CODE (NEC), 2020 EDITION.
- PERFORM ALL WORK AS SHOWN ON DRAWINGS AND AS REQUIRED TO PROVIDE OPERATIONAL SYSTEMS.
- COORDINATE WITH POWER, TELEPHONE, AND TELEVISION UTILITIES TO ALLOW THEM TO PERFORM THEIR WORK. UTILITY WORK WILL BE PAID FOR BY OTHERS. DO NOT INSTALL ANYTHING IN CONFLICT WITH UTILITIES. BRING ALL CONFLICTS TO THE ATTENTION OF THE ENGINEER. OBTAIN LOCATES BEFORE WORKING TO AVOID NEWLY INSTALLED UTILITIES. POWER, TELEPHONE, AND TV UTILITY FACILITY DRAWINGS ON SHEETS E-400 - E-503 ARE SHOWN TO INFORM THE CONTRACTOR WHERE AND HOW THEY WILL BE INSTALLED TO ALLOW FOR PROPER COORDINATION. THE POWER, TELEPHONE AND TV UTILITY COMPANIES WILL INSTALL THEIR FACILITIES, NOT THE CONTRACTOR.
- ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A JUNCTION BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL, SHEET E-504.
- ALL WIRING SHALL BE IN CABLE WITH COPPER CONDUCTOR, 600V RATED XHHW-2 INSULATION, AND OVERALL PVC JACKET. PROVIDE ADDITIONAL BARE GROUND. USE BARE GROUND TO GROUND TYPE 1A JUNCTION BOXES, LIGHT POLES, FOUNDATIONS, ETC. BOND GROUND INSIDE CABLE TO LOAD CENTER AND LIGHT POLES.
- SAFE OFF LIGHTING SYSTEM CONDUCTORS AND CABLES IN J-BOX PRIOR TO CAPPING CONDUIT AT LIMITS FOR PHASE 1B.
- THE SUBDIVISION IS BEING BUILT IN PHASES. PHASE 1A WAS CONSTRUCTED AND IS SHOWN AS EXISTING. THIS PROJECT IS PHASE 1B. THE PLAN VIEWS ARE NOT SHOWN FOR ADDITIONAL PHASES, HOWEVER OTHER DRAWINGS MAY SHOW FUTURE WORK. PERFORM THE WORK SHOWN FOR PHASE 1B.
- LOCATE EQUIPMENT WHERE SHOWN ON THE STATION AND OFFSET TABLES, SEE SHEET E-601.
- EXTEND LIGHTING SYSTEMS FROM JUNCTION BOXES LOCATED AT THE END OF PHASE 1A ON KWALX AND GUWAKAAN STREETS. EXTEND CONDUIT & CONDUCTORS TO A J-BOX AT THE LIMIT OF PHASE 1B. SAFE OFF CONDUCTORS FOR FUTURE EXTENSION OF LIGHTING SYSTEM SEE SHEET E-203.
- DO NOT INSTALL ANYTHING IN CONFLICT WITH EXISTING UTILITIES. BRING ALL CONFLICTS TO THE ATTENTION OF THE ENGINEER. UNDERGROUND UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE. OBTAIN LOCATES BEFORE WORKING TO AVOID DAMAGING UNDERGROUND UTILITIES.
- ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. TRANSITION TO 2" GALVANIZED RMC 90° ELBOWS AT JUNCTION BOXES. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A JUNCTION BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL, SHEET E-504.
- COORDINATE NEW CONDUIT ROUTING WITH ALL EXISTING AND NEW OBSTRUCTIONS (STORM DRAINS, SANITARY SEWERS, ETC.). ROUTE CONDUIT BELOW OBSTRUCTIONS WHERE REQUIRED. THERE ARE MANY CONFLICTS POTENTIALLY, NOT ALL ARE NOTED. DIG WITH EXTREME CAUTION AND COORDINATE AS REQUIRED.
- MAINTAIN 5 FEET NOMINAL SEPARATION BETWEEN ALL ELECTRICAL AND ALL EXISTING AND NEW NON-ELECTRICAL INFRASTRUCTURE (AREA DRAIN, STORM DRAIN, ETC.)



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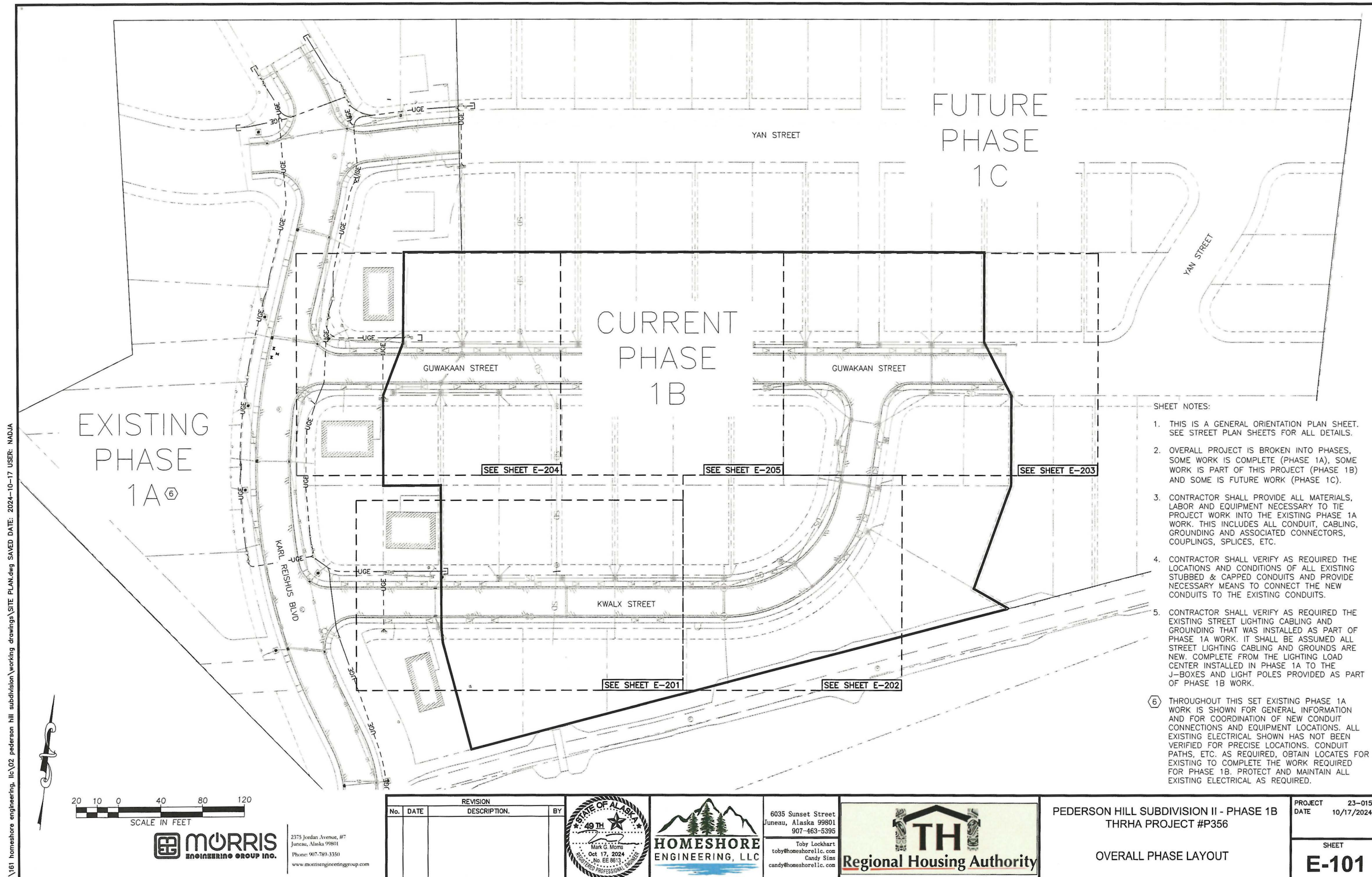


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

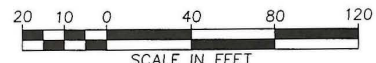
TITLE, INDEX, LEGEND & GENERAL NOTES

PROJECT 23-015
DATE 10/17/2024

SHEET
E-100

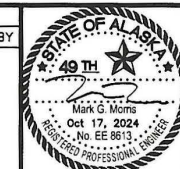


- SHEET NOTES:
1. THIS IS A GENERAL ORIENTATION PLAN SHEET. SEE STREET PLAN SHEETS FOR ALL DETAILS.
 2. OVERALL PROJECT IS BROKEN INTO PHASES, SOME WORK IS COMPLETE (PHASE 1A), SOME WORK IS PART OF THIS PROJECT (PHASE 1B) AND SOME IS FUTURE WORK (PHASE 1C).
 3. CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO TIE PROJECT WORK INTO THE EXISTING PHASE 1A WORK. THIS INCLUDES ALL CONDUIT, CABLING, GROUNDING AND ASSOCIATED CONNECTORS, COUPLINGS, SPLICES, ETC.
 4. CONTRACTOR SHALL VERIFY AS REQUIRED THE LOCATIONS AND CONDITIONS OF ALL EXISTING STUBBED & CAPPED CONDUITS AND PROVIDE NECESSARY MEANS TO CONNECT THE NEW CONDUITS TO THE EXISTING CONDUITS.
 5. CONTRACTOR SHALL VERIFY AS REQUIRED THE EXISTING STREET LIGHTING CABLING AND GROUNDING THAT WAS INSTALLED AS PART OF PHASE 1A WORK. IT SHALL BE ASSUMED ALL STREET LIGHTING CABLING AND GROUNDS ARE NEW. COMPLETE FROM THE LIGHTING LOAD CENTER INSTALLED IN PHASE 1A TO THE J-BOXES AND LIGHT POLES PROVIDED AS PART OF PHASE 1B WORK.
 6. THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.



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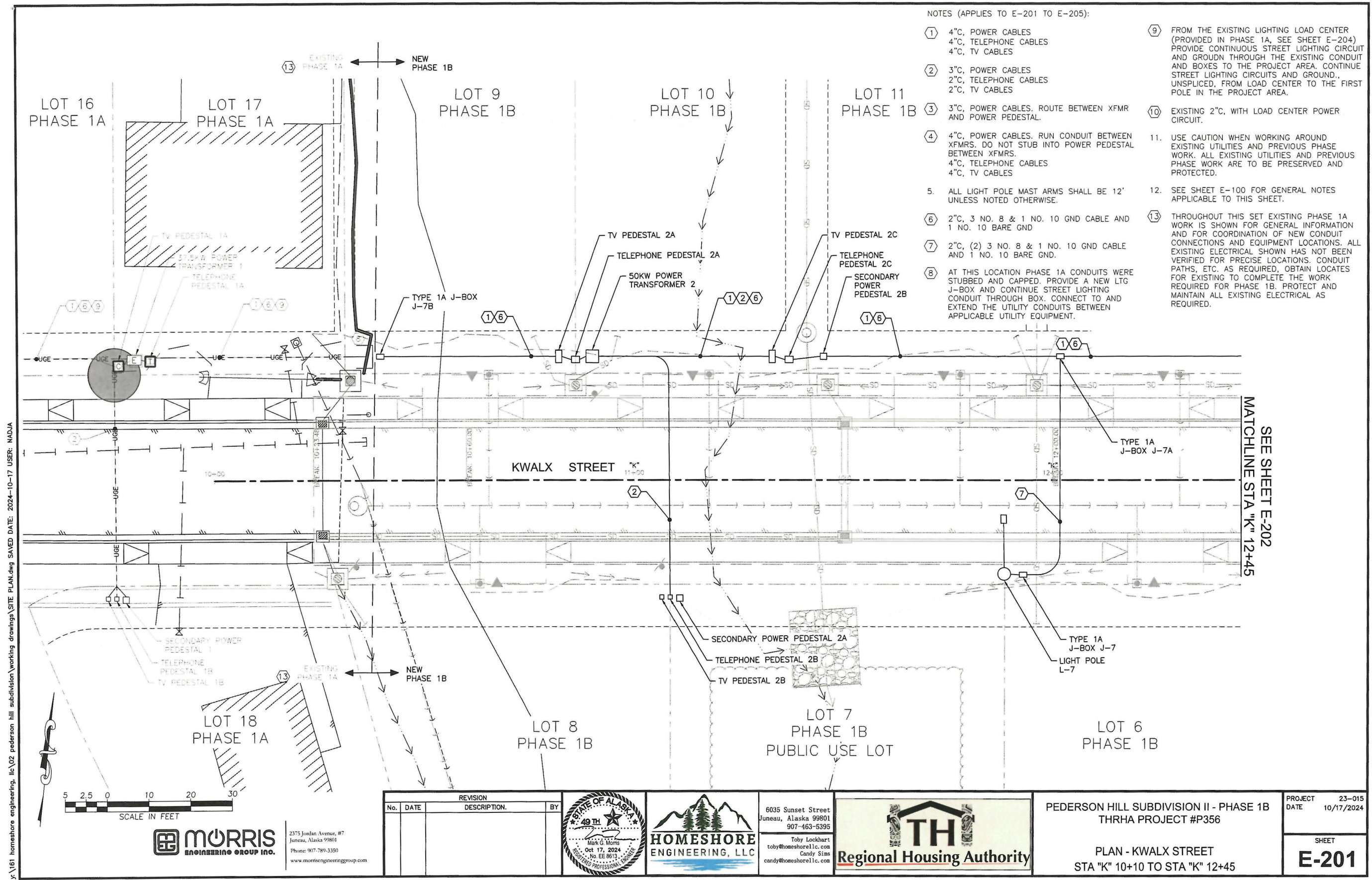


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

OVERALL PHASE LAYOUT

PROJECT 23-015
DATE 10/17/2024

SHEET
E-101



- NOTES (APPLIES TO E-201 TO E-205):
- ① 4" C, POWER CABLES
4" C, TELEPHONE CABLES
4" C, TV CABLES
 - ② 3" C, POWER CABLES
2" C, TELEPHONE CABLES
2" C, TV CABLES
 - ③ 3" C, POWER CABLES, ROUTE BETWEEN XFMR AND POWER PEDESTAL.
 - ④ 4" C, POWER CABLES, RUN CONDUIT BETWEEN XFMRs. DO NOT STUB INTO POWER PEDESTAL BETWEEN XFMRs.
4" C, TELEPHONE CABLES
4" C, TV CABLES
 - 5. ALL LIGHT POLE MAST ARMS SHALL BE 12' UNLESS NOTED OTHERWISE.
 - ⑥ 2" C, 3 NO. 8 & 1 NO. 10 GND CABLE AND 1 NO. 10 BARE GND
 - ⑦ 2" C, (2) 3 NO. 8 & 1 NO. 10 GND CABLE AND 1 NO. 10 BARE GND.
 - ⑧ AT THIS LOCATION PHASE 1A CONDUITS WERE STUBBED AND CAPPED. PROVIDE A NEW LTG J-BOX AND CONTINUE STREET LIGHTING CONDUIT THROUGH BOX. CONNECT TO AND EXTEND THE UTILITY CONDUITS BETWEEN APPLICABLE UTILITY EQUIPMENT.
 - ⑨ FROM THE EXISTING LIGHTING LOAD CENTER (PROVIDED IN PHASE 1A, SEE SHEET E-204) PROVIDE CONTINUOUS STREET LIGHTING CIRCUIT AND GROUND THROUGH THE EXISTING CONDUIT AND BOXES TO THE PROJECT AREA. CONTINUE STREET LIGHTING CIRCUITS AND GROUND, UNSPLICED, FROM LOAD CENTER TO THE FIRST POLE IN THE PROJECT AREA.
 - ⑩ EXISTING 2" C, WITH LOAD CENTER POWER CIRCUIT.
 - 11. USE CAUTION WHEN WORKING AROUND EXISTING UTILITIES AND PREVIOUS PHASE WORK. ALL EXISTING UTILITIES AND PREVIOUS PHASE WORK ARE TO BE PRESERVED AND PROTECTED.
 - 12. SEE SHEET E-100 FOR GENERAL NOTES APPLICABLE TO THIS SHEET.
 - ⑬ THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.

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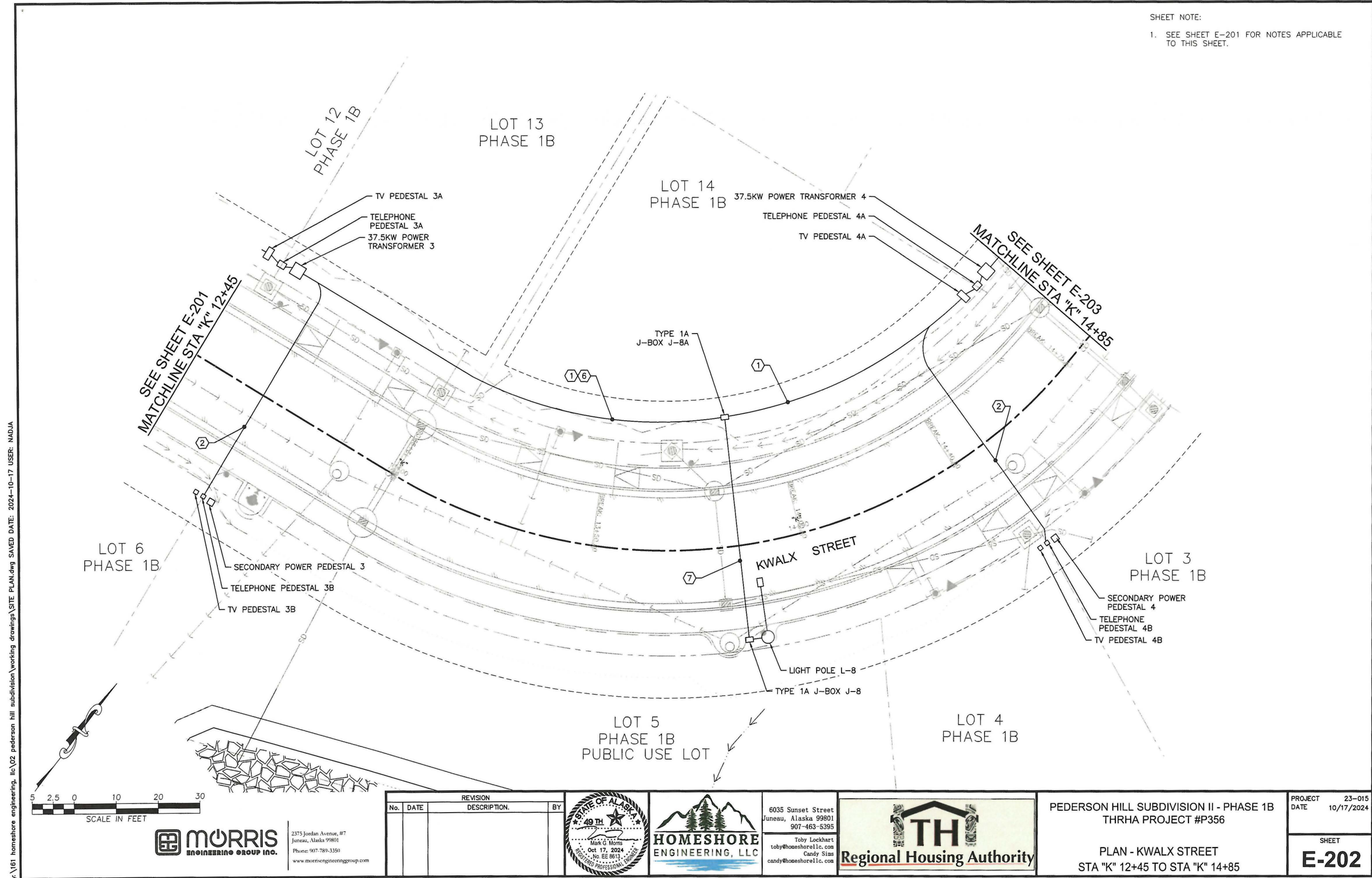
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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PLAN - KWALX STREET
STA "K" 10+10 TO STA "K" 12+45

PROJECT 23-015
DATE 10/17/2024

SHEET
E-201



SHEET NOTE:

1. SEE SHEET E-201 FOR NOTES APPLICABLE TO THIS SHEET.

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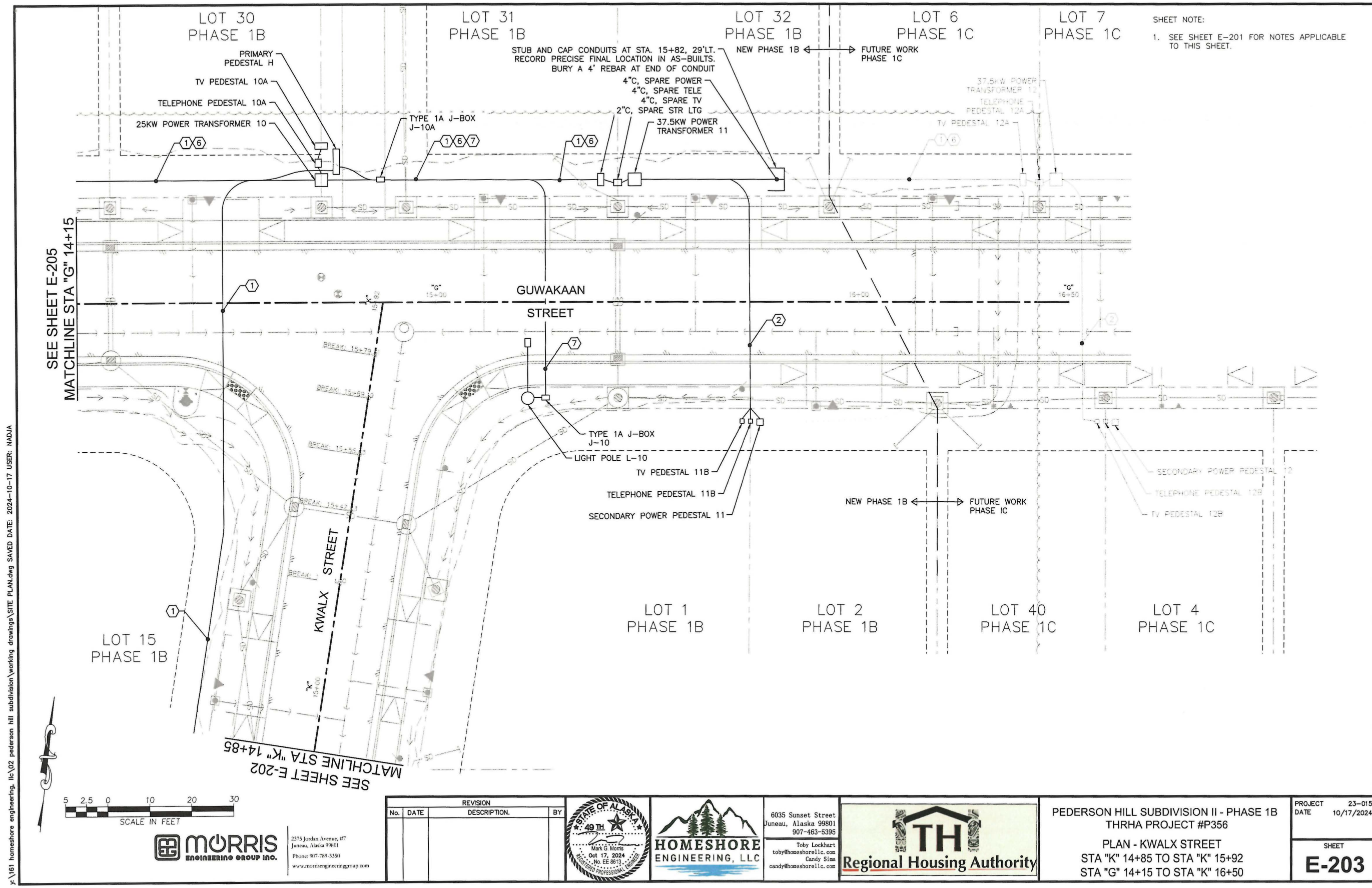
TH Regional Housing Authority

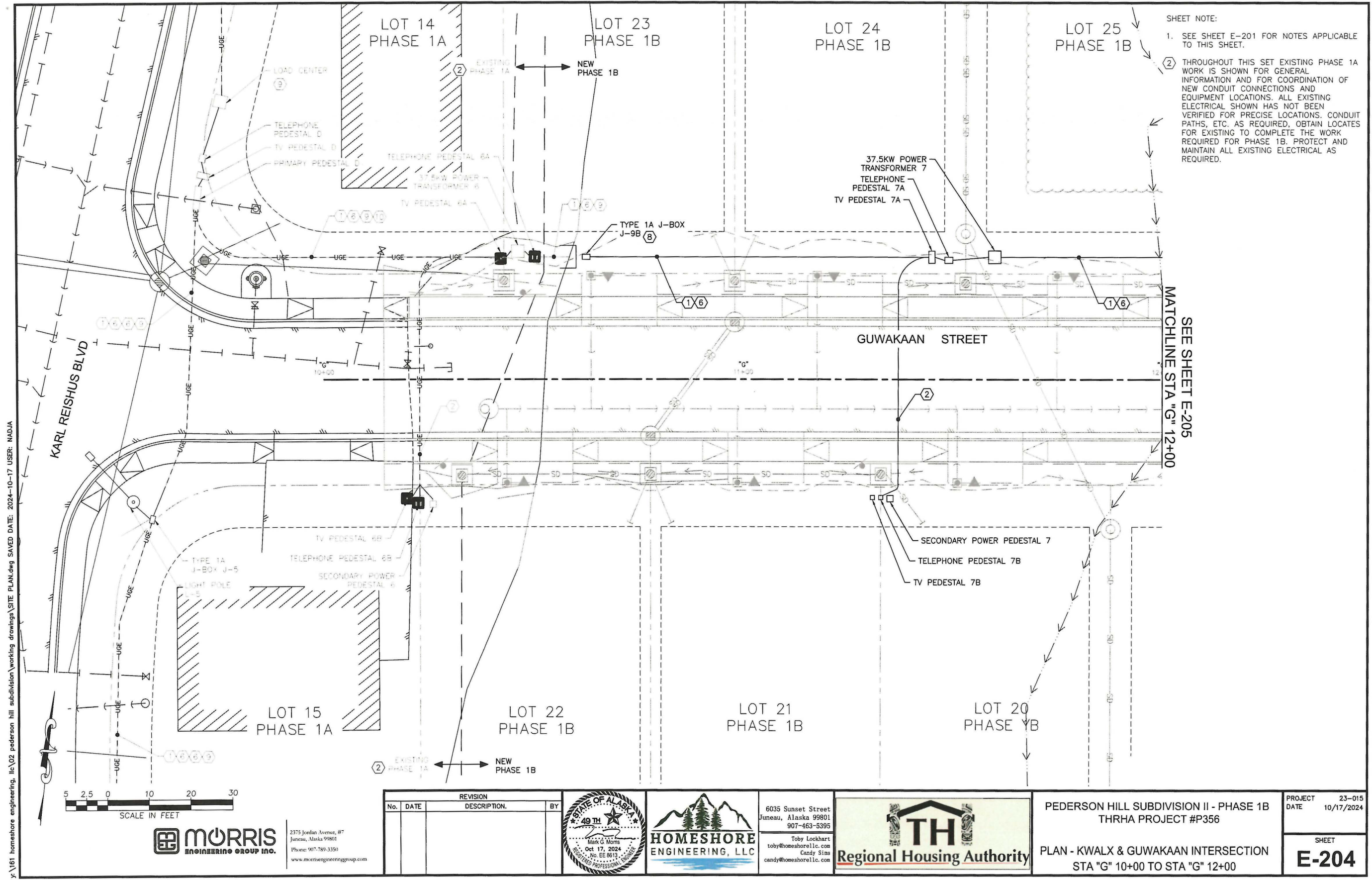
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PLAN - KWALX STREET
STA "K" 12+45 TO STA "K" 14+85

PROJECT 23-015
DATE 10/17/2024

SHEET
E-202

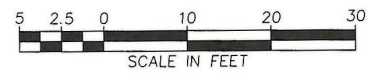




SHEET NOTE:
1. SEE SHEET E-201 FOR NOTES APPLICABLE TO THIS SHEET.
2. THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.

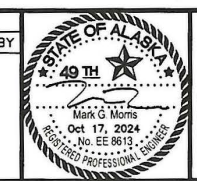
SEE SHEET E-205
MATCHLINE STA "G" 12+00

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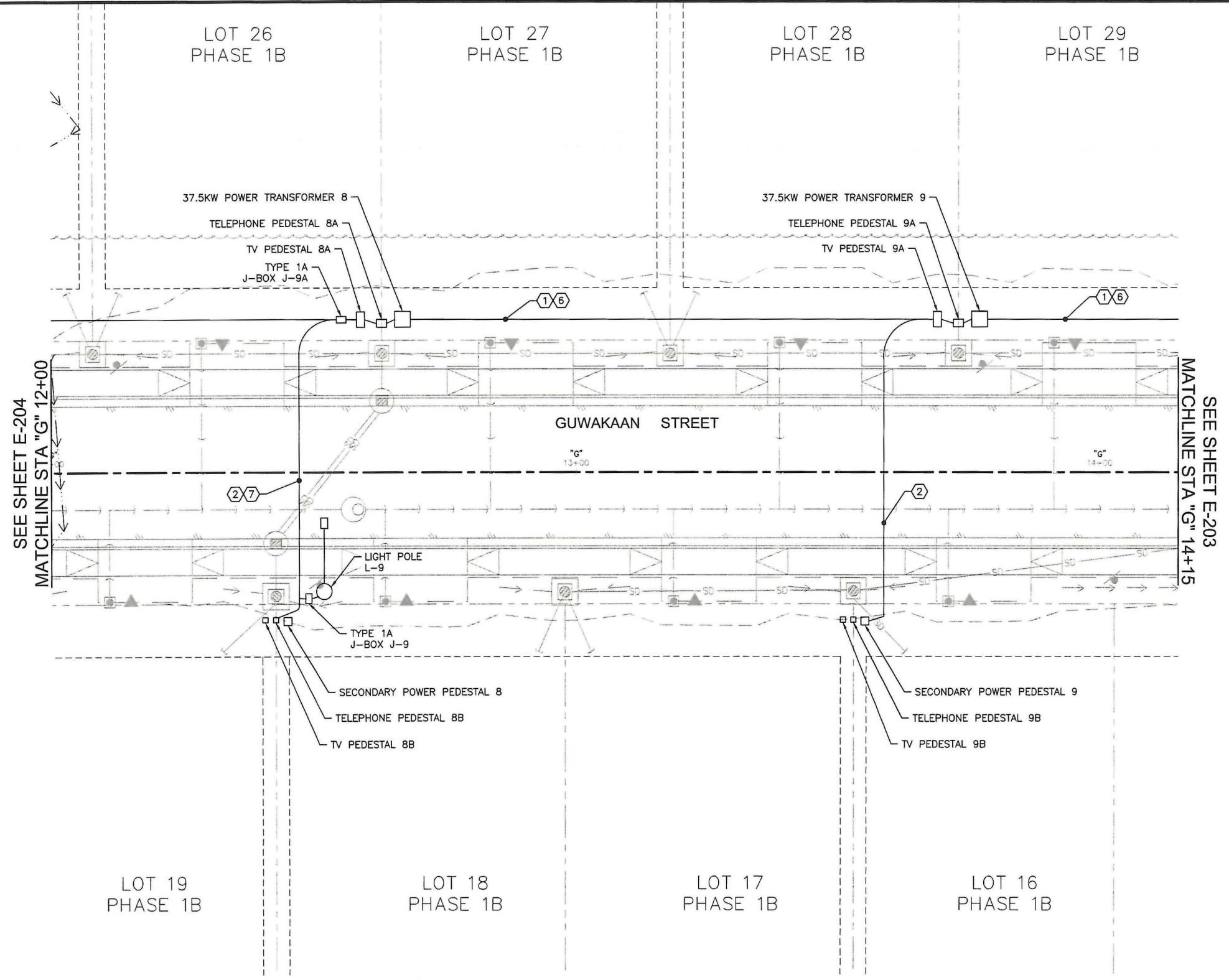
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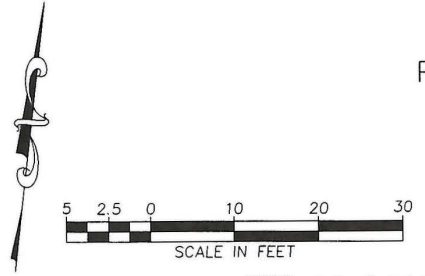
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
PLAN - KWALX & GUWAKAAN INTERSECTION
STA "G" 10+00 TO STA "G" 12+00

PROJECT 23-015
DATE 10/17/2024
SHEET
E-204

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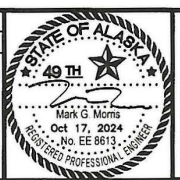


SHEET NOTE:
1. SEE SHEET E-201 FOR NOTES APPLICABLE TO THIS SHEET.



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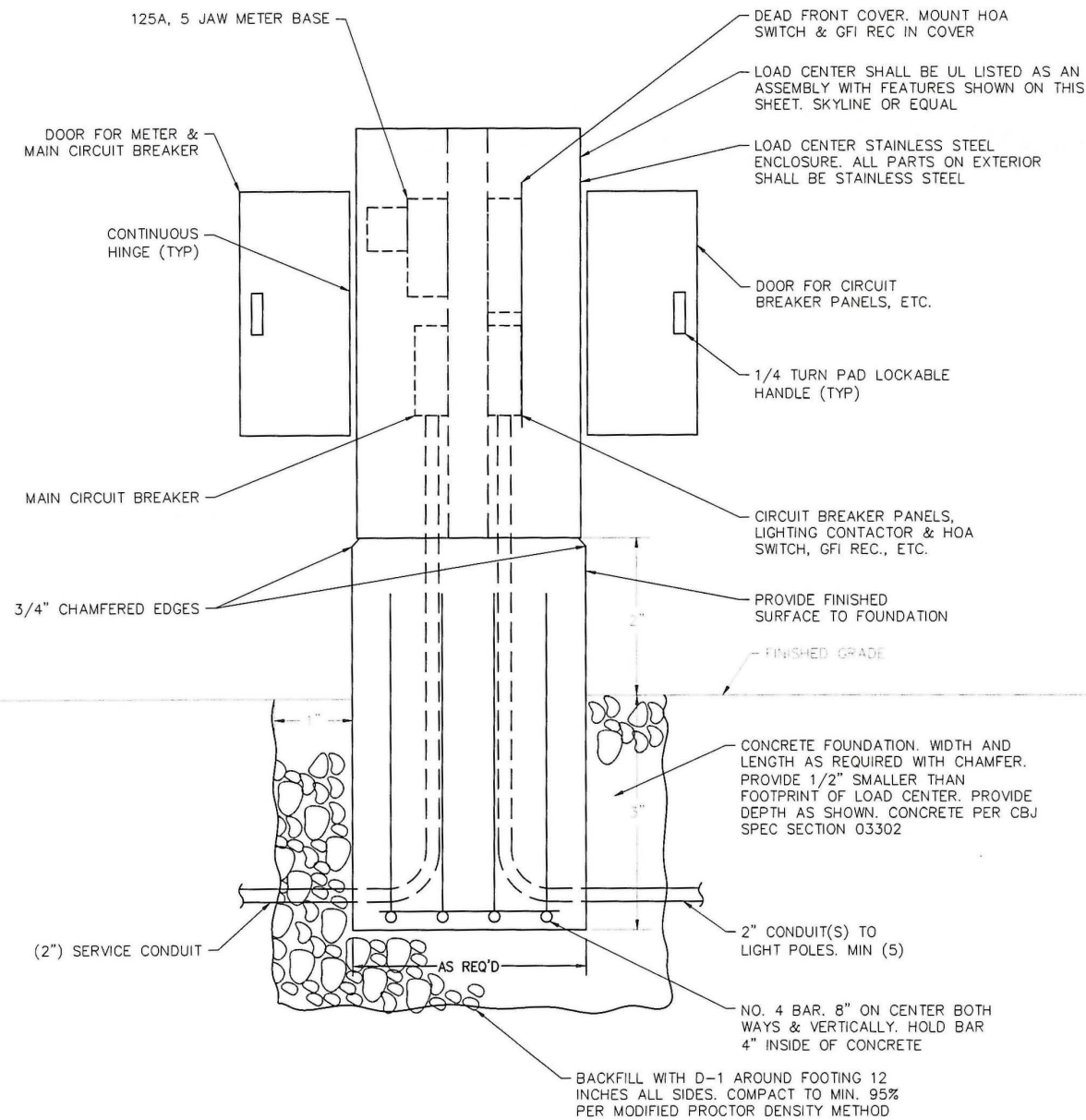
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PLAN - GUWAKAAN STREET
STA "G" 12+00 TO STA "G" 14+15

PROJECT 23-015
DATE 10/17/2024

SHEET
E-205

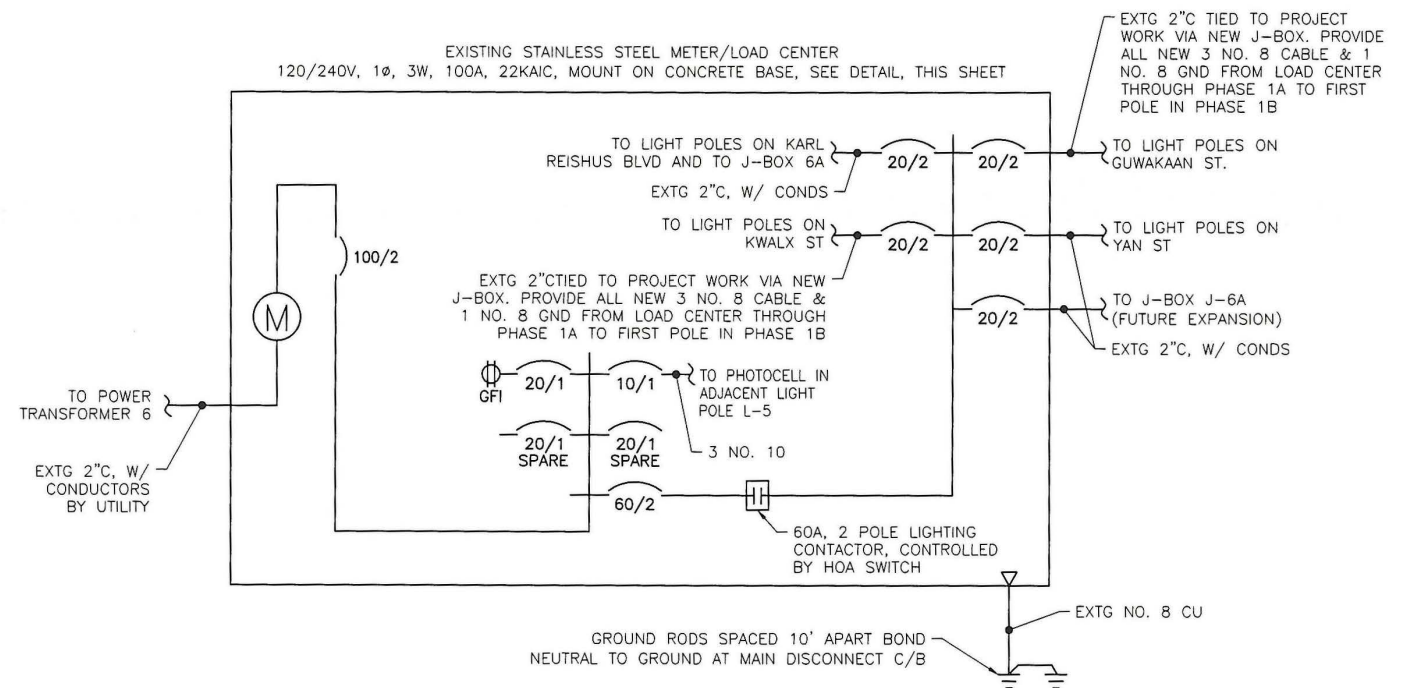
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NOTES:

- ORIENT THE LOAD CENTER SO THAT THE DOORS OF THE LOAD CENTER FACE ALONG, NOT ACROSS THE STREET.
- ALL WORK ASSOCIATED WITH THE LOAD CENTER IS EXISTING EXCEPT EXTENSION OF LIGHTING CIRCUITS AS SHOWN.

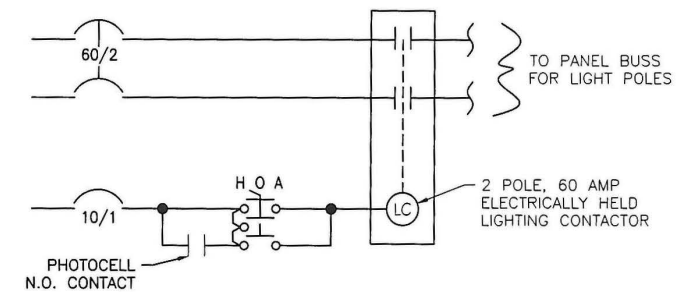
① LIGHTING LOAD CENTER ELEVATION
(PHASE 1A, SEE NOTE 2) NO SCALE



NOTES:

- THE LIGHTING CONTACTOR SHALL BE CONTROLLED BY THE PHOTOCELL WHEN THE HOA SWITCH IS IN THE AUTOMATIC POSITION.
- A STATE OF ALASKA DOT/PF STANDARD LOAD CENTER FOR HIGHWAY ILLUMINATION MAY BE SUBSTITUTED FOR THE LOAD CENTER SHOWN. COMPLY WITH THE ELECTRICAL REQUIREMENTS SHOWN.
- INSTALL GROUNDING HUBS, THIRD PARTY CERTIFIED FOR WET LOCATIONS (MYERS TYPE), WHEN ATTACHING CONDUITS TO THE LOAD CENTER ENCLOSURE.
- LABEL ALL CIRCUIT BREAKERS AS TO FUNCTION AND POSITION. LABEL THE SELECTOR SWITCH "LIGHTING" AND ITS POSITIONS "ON-OFF-AUTO".
- STORE A SCHEMATIC DIAGRAM, A CIRCUIT DIRECTORY, AND A MATERIALS LIST THAT INCLUDES THE MANUFACTURER'S NAME AND PART/CATALOG NUMBERS, ALL LAMINATED IN PLASTIC, IN A METAL POCKET ATTACHED TO THE INSIDE OF THE LOAD CENTER. INSTALL THE POCKET ON THE LOAD CENTER DOOR AND PROVIDE DRAIN HOLES IN THE LOAD CENTER TO PREVENT WATER ACCUMULATION.
- PROVIDE ALL CIRCUIT BREAKERS SHOWN. PULL CONDUCTORS FROM CIRCUIT BREAKERS TO TERMINATION POINT (TYPE 1A JUNCTION BOX OR LIGHT POLE) FOR EACH CIRCUIT.
- ALL WORK ASSOCIATED WITH THE LOAD CENTER IS EXISTING EXCEPT EXTENSION OF LIGHTING CIRCUITS AS SHOWN.

② SINGLE LINE DIAGRAM - LIGHTING LOAD CENTER



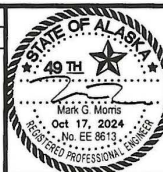
NOTE:
ALL WORK ASSOCIATED WITH THE LOAD CENTER IS EXISTING EXCEPT EXTENSION OF LIGHTING CIRCUITS AS SHOWN.

③ HOA SWITCH CONTROL SCHEMATIC
(PHASE 1A)



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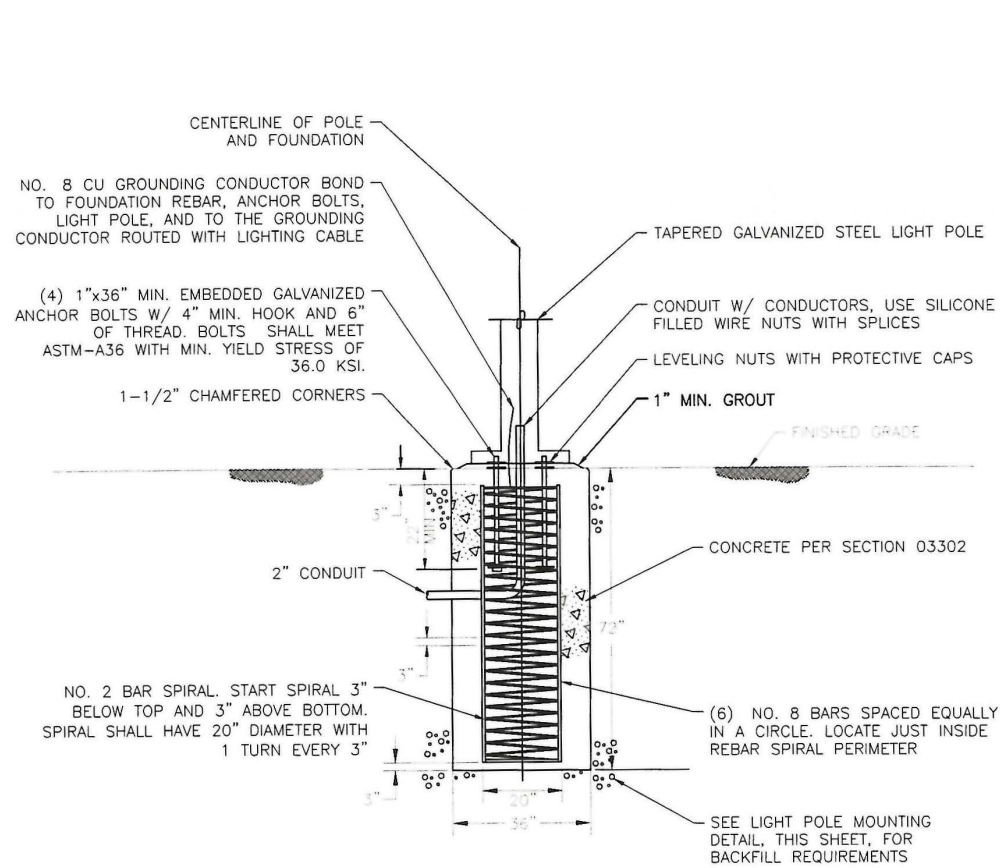
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THRHA PROJECT #P356

EXISTING LOAD CENTER DETAILS

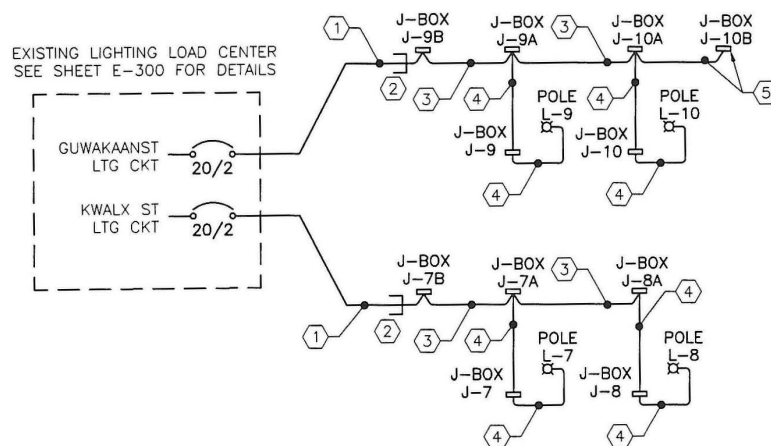
PROJECT 23-015
DATE 10/17/2024

SHEET
E-300

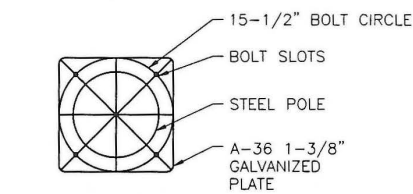
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1 LIGHT POLE BASE DETAIL
NO SCALE



3 STREET LIGHTING SCHEMATIC
(PARTIAL)
NO SCALE



BOLT CIRCLE DETAIL
NO SCALE

ROUND TAPERED STEEL LIGHT POLE WITH MAST ARM. LUMINAIRE MOUNTING HEIGHT SHALL BE 30'. VALMONT DS32 SERIES OR EQUAL. POLE MAST SHALL BE HOT-DIPPED GALVANIZED. POLE SHALL HAVE A 15-1/2" BOLT CIRCLE. SIZE POLE HEIGHT AS REQUIRED

POLE BASE PER DETAIL 1, THIS SHEET

LOCATE THE JUNCTION BOX WHERE SHOWN ON PLAN SHEETS AND PER STATION & OFFSETS SHOWN ON CIVIL SHEETS

TYPE 1A JUNCTION BOX PER ALASKA DOT STANDARD L-23. BACK FILL IN THE SAME MANNER AS FOR POLE FOOTING. INSTALL FLUSH WITH GRADE

2" GRS CONDUIT 3 NO. 8 CABLE & 1 NO. 8 GND

2 LIGHT POLE MOUNTING DETAIL
NO SCALE

DETAIL 3 NOTES:

- 2" C SPARE CONDUIT PROVIDED AS PART OF PHASE 1A WORK. CONTINUE CONDUIT BETWEEN BOXES. PROVIDE NEW STREET LIGHTING CIRCUIT CABLE AND CABLE FROM LOAD CENTER TO THE JUNCTION BOX AND CONTINUE ON.
- AT CAPPED EXISTING SPARE CONDUIT LOCATION SET A NEW TYPE 1A J-BOX AND ROUTE EXISTING AND NEW CONDUITS INTO BOX.
- 2" C, (1) STREET LIGHTING CIRCUIT CABLE AND GROUND.
- 2" C, (2) STREET LIGHTING CIRCUIT CABLES AND GROUND.
- SPARE 2" C CONDUIT WITH PULL STRING BETWEEN JUNCTION BOXES.
- SEE SHEET E-300 FOR LIGHTING LOAD CENTER DETAILS.
- PROVIDE ALL NEW STREET LIGHTING CONDUIT AND CONDUCTORS AND CONNECTIONS TO EXISTING CONDUIT AND CONDUCTORS AS REQUIRED TO POWER AND CONTROL THE STREET LIGHTS FROM THE EXISTING LOAD CENTER.

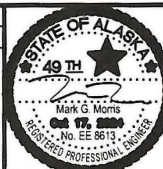
MAST ARM RISE	
LENGTH (NOM.)	RISE (MAX)
10'-0"	2'-6"
12'-0"	3'-0"
15'-0"	4'-0"

DETAIL 2 NOTES:

- ALL SPLICES SHALL BE IN BASE OF POLE.
- PROVIDE GROUNDING BUSHINGS ON CONDUIT. BOND GROUNDING CONDUCTOR ROUTED WITH LIGHTING CABLE TO GROUNDING BUSHINGS AND STEEL COVER, AND ROUTE TO LIGHT POLE BASE.
- PROVIDE DOUBLE FUSED CONNECTOR KITS IN BASE OF POLE. SEC NO. 1791-DF OR EQUAL. THE FUSES SHALL BE BUSS KTK-5 FAST ACTING DUAL FERRULE TYPE OR APPROVED EQUAL.
- LOCATE THE LIGHT POLES AND JUNCTION BOXES WHERE SHOWN ON TABLES ON SHEET E-600 AND E-601. ROUTE CONDUIT AS SHOWN.
- SIZE POLE WITH LUMINAIRE FOR 90 MPH SUSTAINED WINDS WITH GUSTS TO 110 MPH, EXPOSURE B (IBC 2003).
- PROVIDE A PHOTOCELL AT TOP OF POLE L-5.
- FIXTURE SHALL MATCH PHASE 1A FIXTURES INSTALLED DURING PREVIOUS PHASE. TYPE II DISTRIBUTION, 130W, 3000K, 120-277V DRIVER, SILVER, WITH HOUSE SIDE SHIELD, FULL CUTOFF, CREE OSQ SERIES, OSQ-A-NM-2ME-K-30K-UL-SV, OSA-AA-SV, OSQ-BLSMF.



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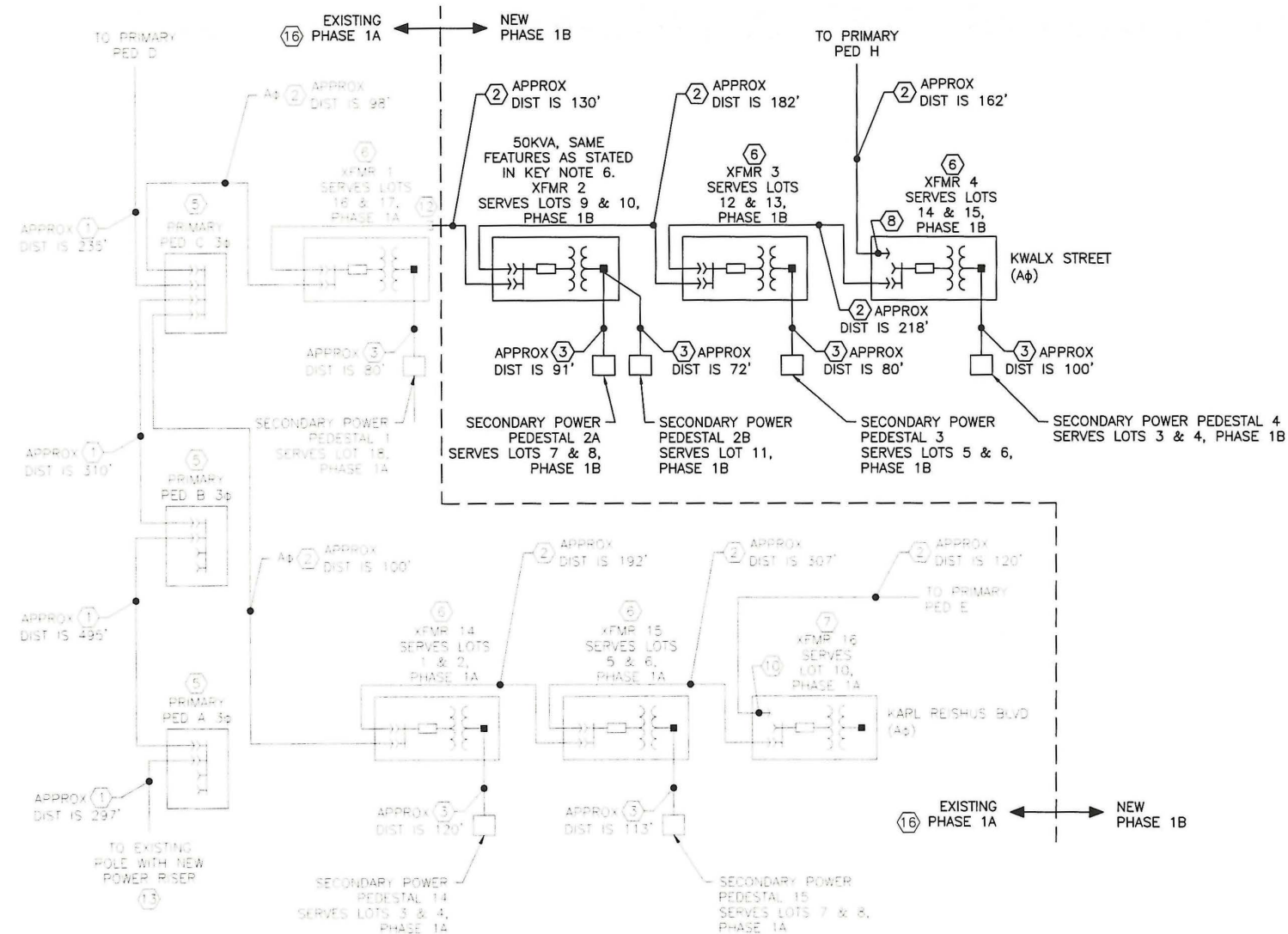
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

LIGHT POLE DETAILS

PROJECT 23-015
DATE 10/17/2024

SHEET
E-301

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NOTES:

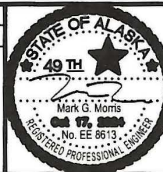
- ① 4" C, 3 NO. 1/0, 15KV, 1 NO. 1/0, 600V. APPROXIMATE DISTANCE SHOWN.
- ② 4" C, 1 NO. 2 WITH CONCENTRIC NEUTRAL, 15KV, APPROXIMATE DISTANCE SHOWN.
- ③ 3" C, 3 NO. 3/0, ROUTE BETWEEN TRANSFORMER AND POWER PEDESTAL. APPROXIMATE DISTANCE SHOWN.
- ④ PRIMARY PEDESTAL, 1φ, 4 POSITION, 200A, 15KV.
- ⑤ PRIMARY PEDESTAL, 3φ, 4 POSITION, 200A, 15KV.
- ⑥ 7200:120/240V 1φ, 37.5KVA PAD MOUNT TRANSFORMER. SERVES LOT NUMBERS SHOWN.
- ⑦ 7200:120/240V 1φ, 25KVA PAD MOUNT TRANSFORMER. SERVES LOT NUMBERS SHOWN.
- ⑧ LABEL AS KWALX STREET FEEDER (Aφ). DO NOT PLUG INTO PRIMARY PEDESTAL. PUT ON PARKING STAND.
- ⑨ LABEL AS GUWAKKAN STREET FEEDER (Bφ). DO NOT PLUG INTO PRIMARY PEDESTAL. PUT ON PARKING STAND.
- ⑩ LABEL AS KARL REISHUS FEEDER. DO NOT PLUG INTO PRIMARY PEDESTAL. PUT ON PARKING STAND.
11. ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A J-BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL SHEET E-504. USE GRS ELBOWS.
- ⑫ EXTEND CONDUIT FROM WHERE IT WAS CAPPED AT IN PHASE 1A. PROVIDE CONDUCTORS FROM LAST TRANSFORMER IN PHASE 1A.
- ⑬ ROUTE AS SHOWN ON SITE PLAN. CASING SHALL BE BORED UNDER HIGHWAY. USE 20" DIAMETER, SCHEDULE 40 STEEL. DEPTH OF CASING SHALL BE 48"-60" TO TOP OF CASING FROM SURFACE OF HIGHWAY.
- ⑭ ROUTE CONDUIT ONLY FROM LAST TRANSFORMER TO WHERE CONDUIT IS CAPPED AT LIMIT OF PHASE 1B.
15. MUCH OF THE WORK SHOWN ON THIS SHEET IS EITHER COMPLETED WORK (AS PART OF PHASE 1A) OR FUTURE WORK (AS PART OF PHASE 1C).
- ⑮ THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS, CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.

① SINGLE LINE DIAGRAM - POWER UTILITY



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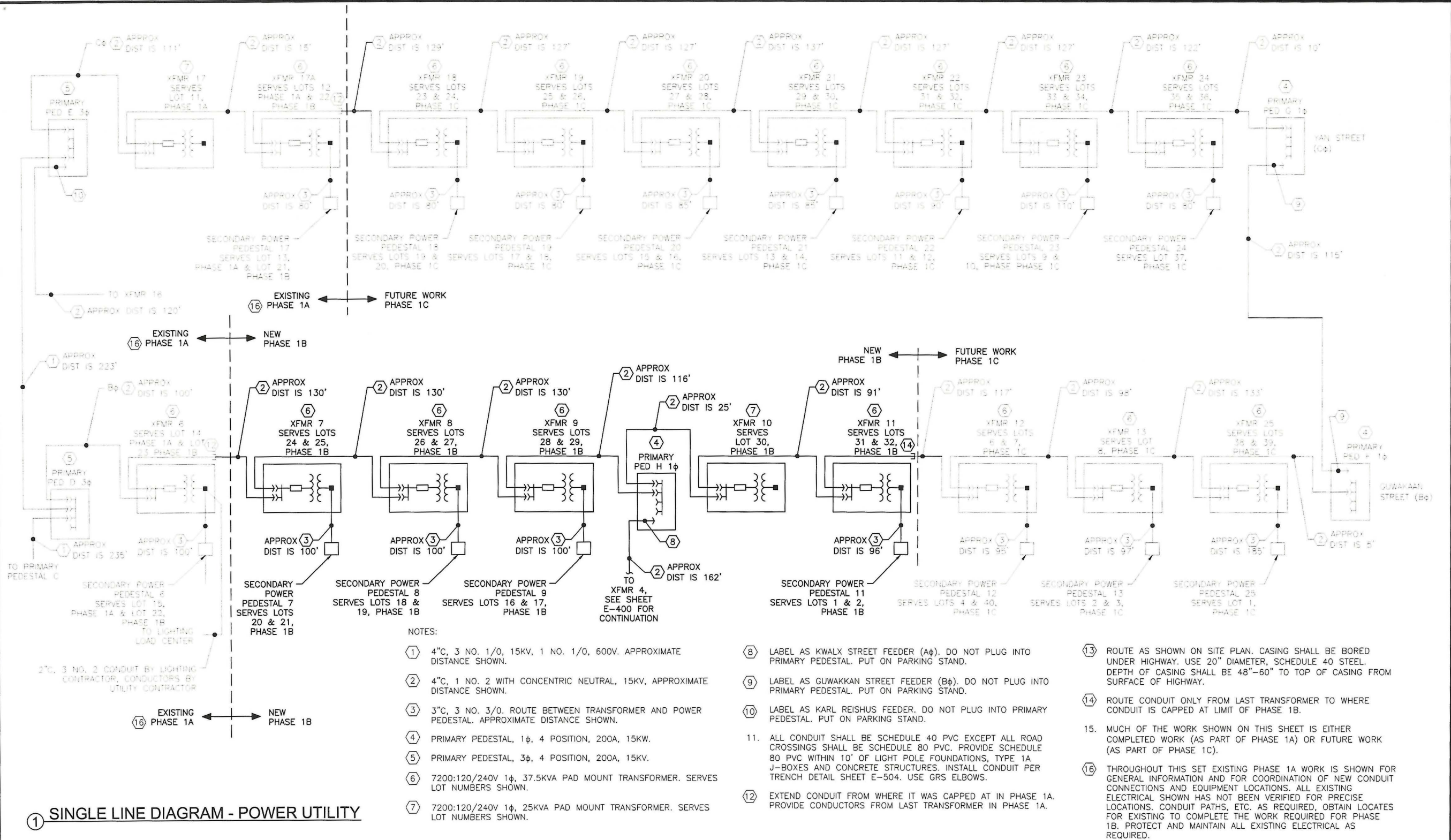
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SINGLE LINE DIAGRAM - POWER UTILITY
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

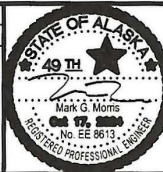
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SAVED DATE: 2024-10-17 USER: JDI



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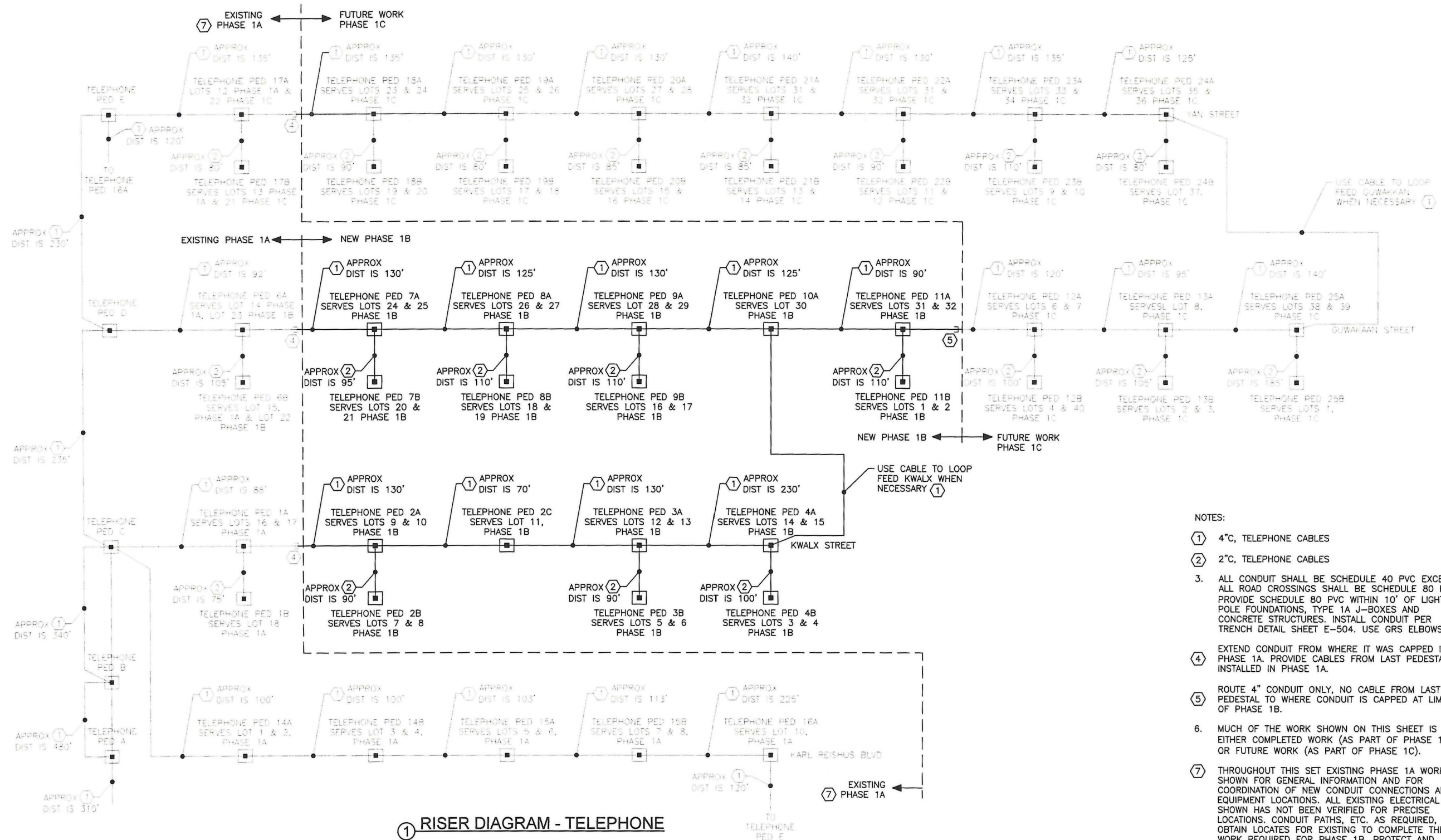
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SINGLE LINE DIAGRAM - POWER UTILITY
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

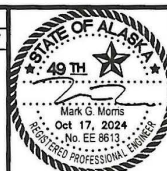
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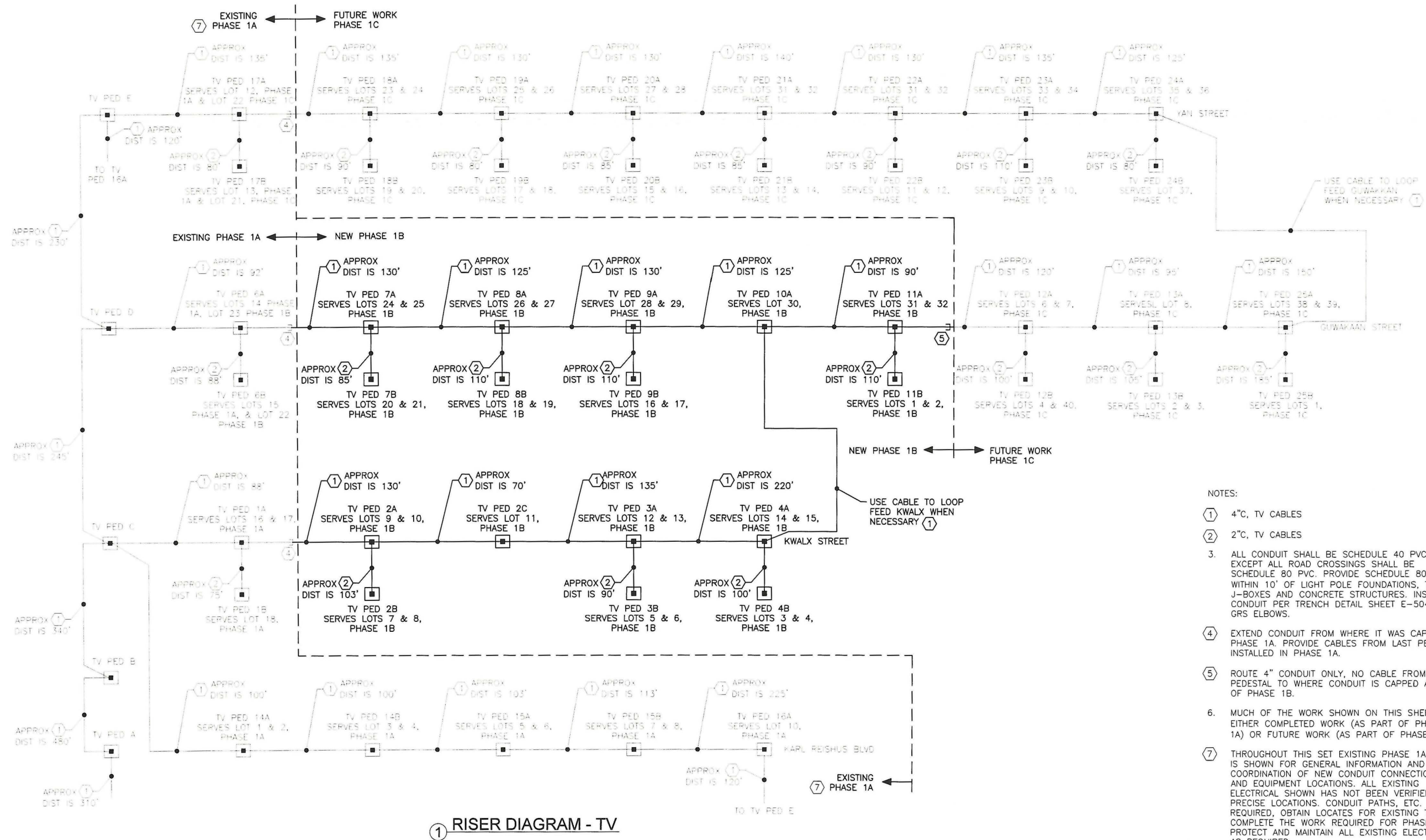


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

RISER DIAGRAM - TELEPHONE
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
E-402



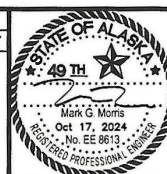
- NOTES:
- ① 4"C, TV CABLES
 - ② 2"C, TV CABLES
 3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A J-BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL SHEET E-504. USE GRS ELBOWS.
 - ④ EXTEND CONDUIT FROM WHERE IT WAS CAPPED IN PHASE 1A. PROVIDE CABLES FROM LAST PEDESTAL INSTALLED IN PHASE 1A.
 - ⑤ ROUTE 4" CONDUIT ONLY, NO CABLE FROM LAST PEDESTAL TO WHERE CONDUIT IS CAPPED AT LIMIT OF PHASE 1B.
 6. MUCH OF THE WORK SHOWN ON THIS SHEET IS EITHER COMPLETED WORK (AS PART OF PHASE 1A) OR FUTURE WORK (AS PART OF PHASE 1C).
 - ⑦ THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.



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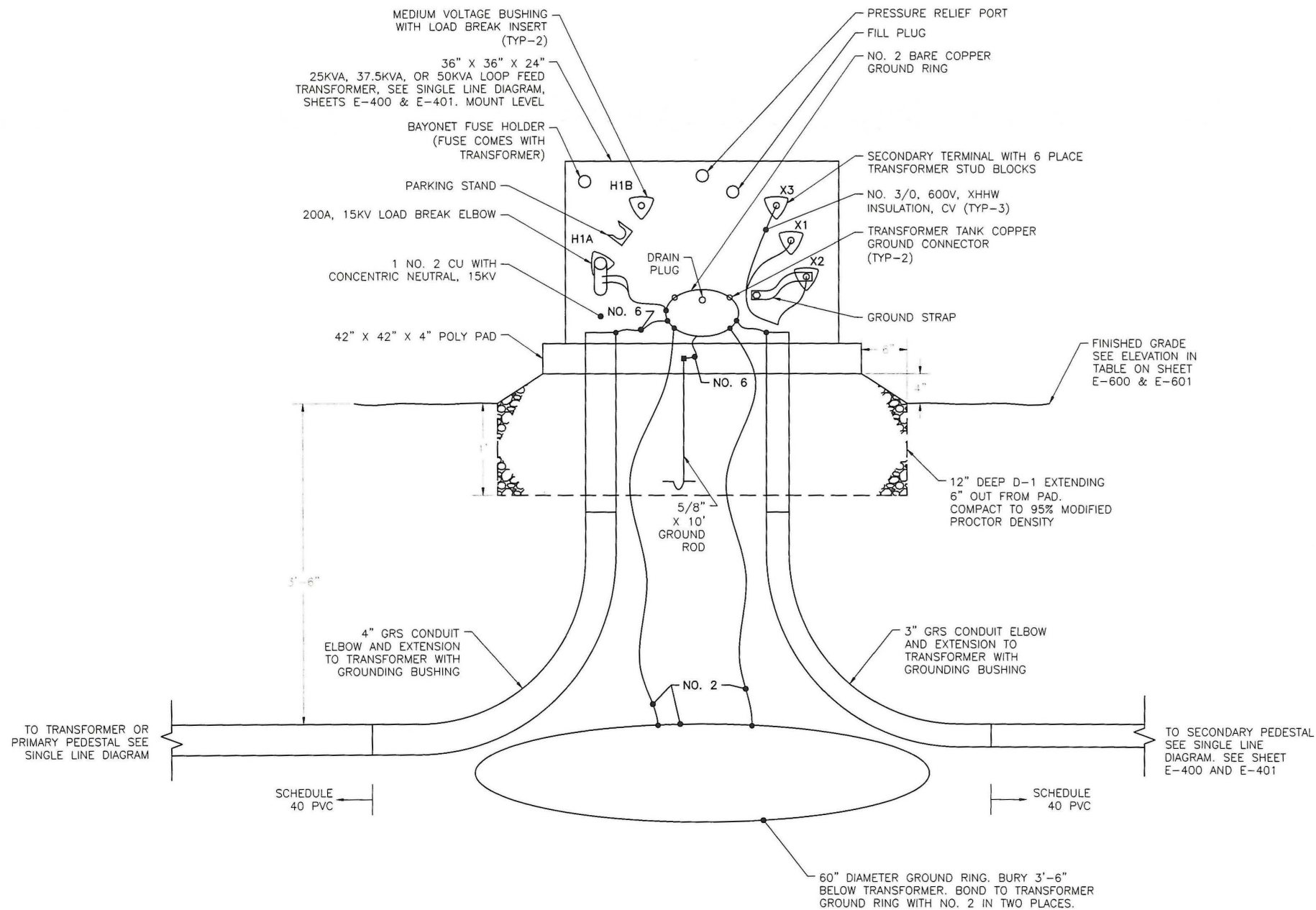
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

RISER DIAGRAM - TV
(FOR COORDINATION ONLY)

PROJECT	23-015
DATE	10/17/2024

SHEET
E-403

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- NOTES:
1. THE PRIMARY FEEDER FOR H1B IS NOT SHOWN FOR CLARITY. PROVIDE IN SAME MANNER AS FEEDER SHOWN WHEN TRANSFORMER IS LOOP FED.
 2. GROUND RINGS SHALL BE NO. 2 BARE COPPER. USE BURNDY IRREVERSIBLE GROUNDING CONNECTORS TO CONNECT TO GROUND RING. FARGO CONNECTORS ARE ACCEPTABLE TO CONNECT GROUNDS FROM LOAD BREAK ELBOWS.
 3. PLACE POLY PAD ON 12" OF D1 UNDER PAD AND OUT 6" AROUND ALL SIDES. COMPACT TO 95% MODIFIED PROCTOR DENSITY. SLOPE D1 AWAY FROM TRANSFORMER AT 66%.
 4. GROUND THE LOAD BREAK ELBOWS, THE CONCENTRIC NEUTRAL ON THE PRIMARY, AND THE SECONDARY NEUTRAL TO THE GROUND RING. BOND THE GROUND RING TO A GROUND ROD AND A BURIED GROUND RING AS SHOWN.
 5. PROVIDE SUFFICIENT SLACK IN PRIMARY CABLES TO REMOVE LOAD BREAK ELBOW AND SET IT IN PARKING STAND.
 6. USE MATERIAL FROM AEL&P ONLY, THIS INCLUDES THE PAD, TRANSFORMER, ELBOWS, STUD BLOCKS, AND CONDUCTORS.
 7. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.
 8. ROUTE A NO. 6 GROUND TO EACH ADJACENT TELEPHONE AND TV PEDESTAL FROM TRANSFORMER. STUB UP NEXT TO TELEPHONE OR TV PEDESTAL CONDUIT.

① SINGLE PHASE TRANSFORMER MOUNTING DETAIL



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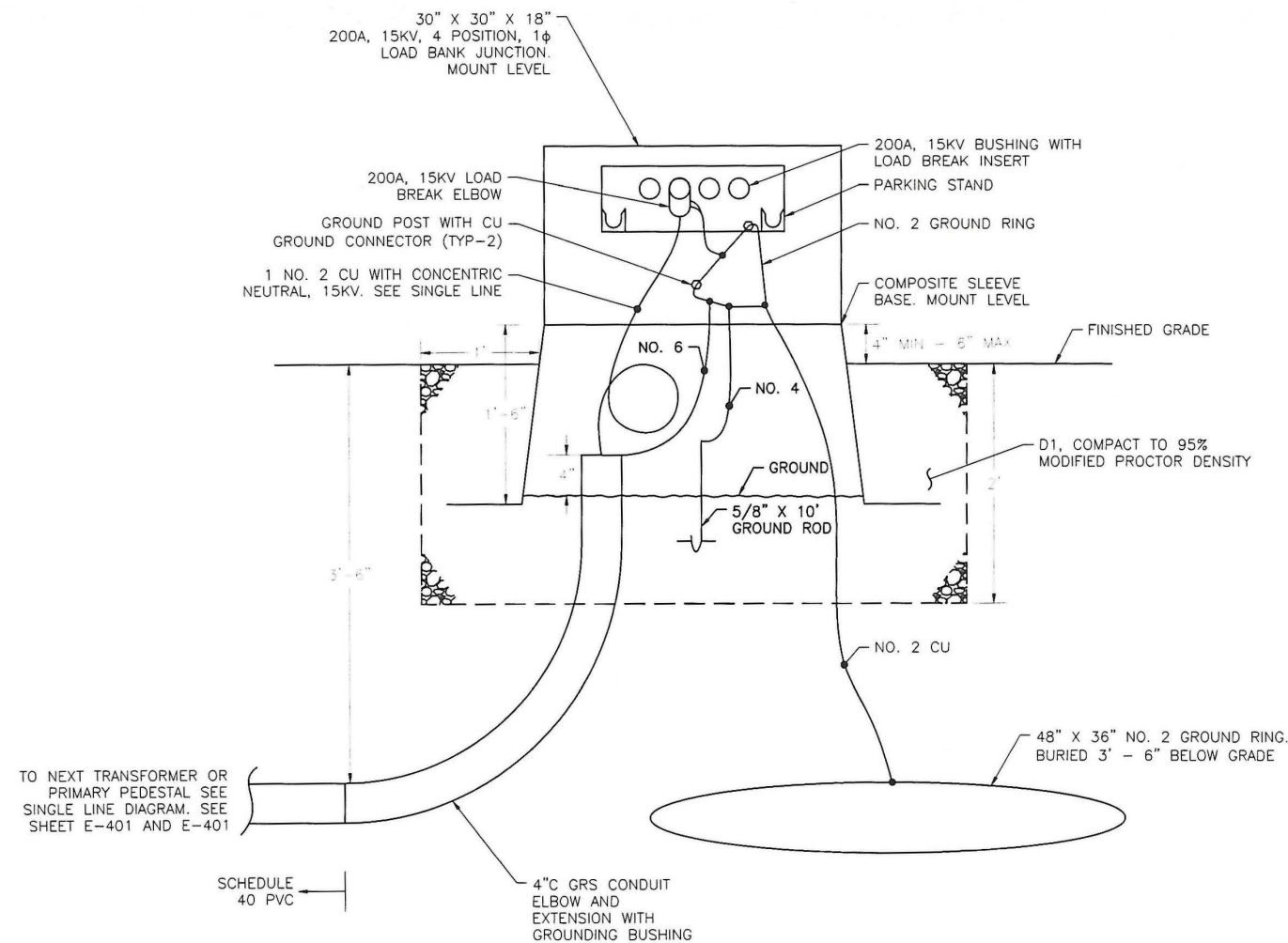
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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
SINGLE PHASE TRANSFORMER
MOUNTING DETAIL
(FOR COORDINATION ONLY)

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SHEET
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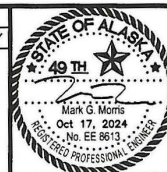
NOTES:

1. ONLY ONE FEEDER IS SHOWN FOR CLARITY. SEE SINGLE LINE DIAGRAM FOR SIZE AND QUANTITY OF FEEDERS.
2. GROUND RINGS SHALL BE NO. 2 BARE COPPER. USE BURNDY IRREVERSIBLE GROUNDING CONNECTORS TO CONNECT TO GROUND RING. FARGO CONNECTORS ARE ACCEPTABLE TO CONNECT GROUNDS FROM LOAD BREAK ELBOWS.
3. PLACE BASE IN 24" DEEP D1 EXTENDING 12" ALL SIDES. COMPACT TO 95% MPD.
4. GROUND THE LOAD BREAK JUNCTION AND CONCENTRIC NEUTRAL TO THE GROUND RING. BOND THE GROUND RING TO A GROUND ROD AND THE BURIED GROUND RING AS SHOWN.
5. LOOP PRIMARY CABLES IN BASE.
6. USE MATERIAL FROM AEL&P ONLY, THIS INCLUDES THE LOAD BREAK JUNCTION, SLEEVE BASE, LOAD BREAK ELBOWS, CABLE AND CONDUCTORS, AND GROUND ROD.
7. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.

1 SINGLE PHASE PRIMARY PEDESTAL DETAIL



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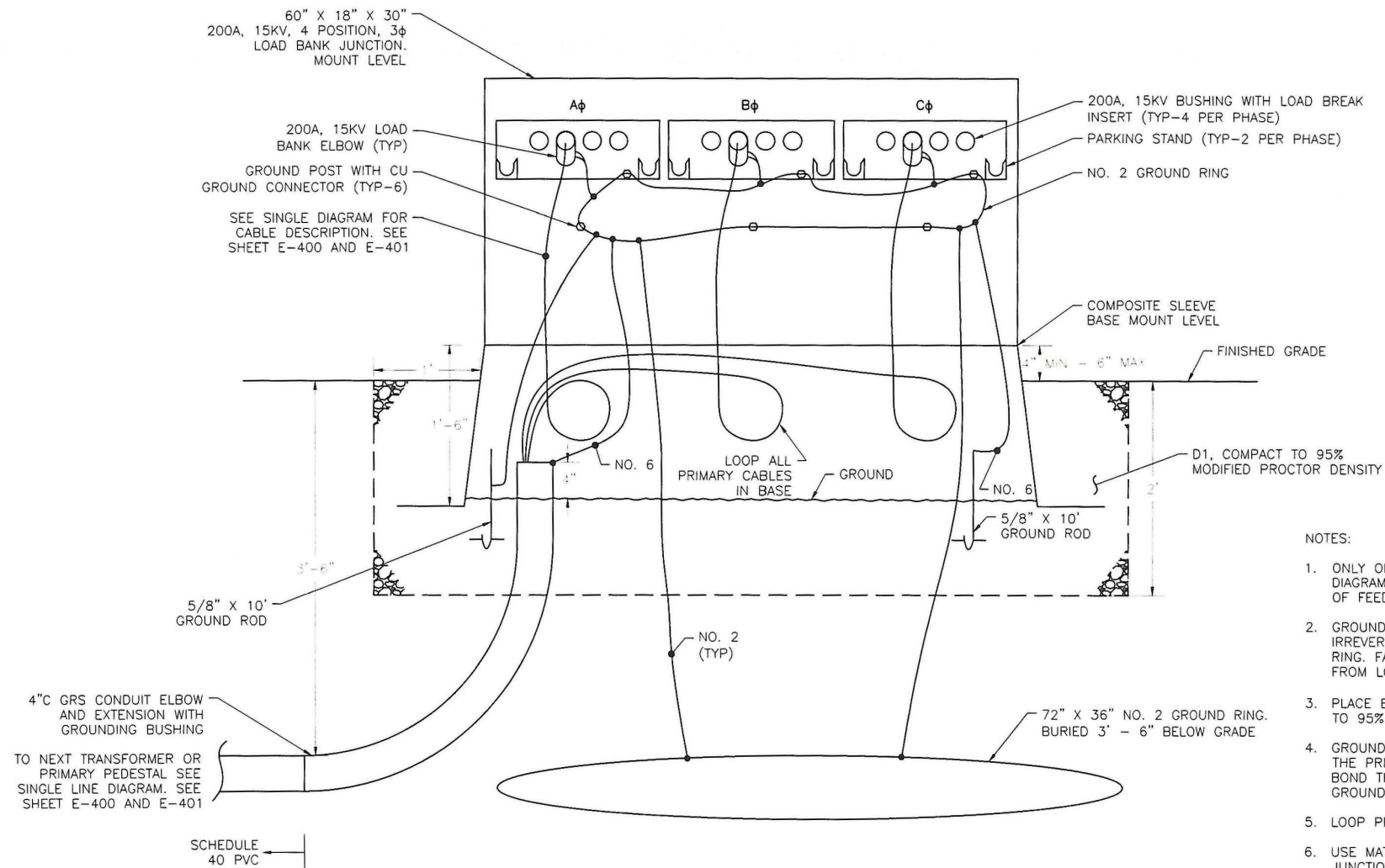
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SINGLE PHASE PRIMARY PEDESTAL DETAIL
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
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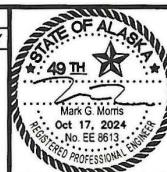
NOTES:

1. ONLY ONE FEEDER IS SHOWN FOR CLARITY. SEE SINGLE LINE DIAGRAM, SEE SHEET E-400 AND E-401 FOR SIZE AND QUANTITY OF FEEDERS.
2. GROUND RINGS SHALL BE NO. 2 BARE COPPER. USE BURNDY IRREVERSIBLE GROUNDING CONNECTORS TO CONNECT TO GROUND RING. FARGO CONNECTORS ARE ACCEPTABLE TO CONNECT GROUNDS FROM LOAD BREAK ELBOWS.
3. PLACE BASE IN 24" DEEP D1 EXTENDING 12" ALL SIDES. COMPACT TO 95% MODIFIED PROCTOR DENSITY.
4. GROUND THE LOAD BREAK ELBOWS, ANY CONCENTRIC NEUTRAL ON THE PRIMARY, AND THE 600V NEUTRALS TO THE GROUND RING. BOND THE GROUND RING TO TWO GROUND RODS AND A BURIED GROUND RING AS SHOWN.
5. LOOP PRIMARY CABLES IN BASE.
6. USE MATERIAL FROM AEL&P ONLY, THIS INCLUDES LOAD BREAK JUNCTION, COMPOSITE SLEEVE BASE, LOAD BREAK ELBOWS, CONDUCTORS, CABLES, AND GROUND RODS.
7. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.

① PRIMARY PEDESTAL INSTALLATION DETAIL



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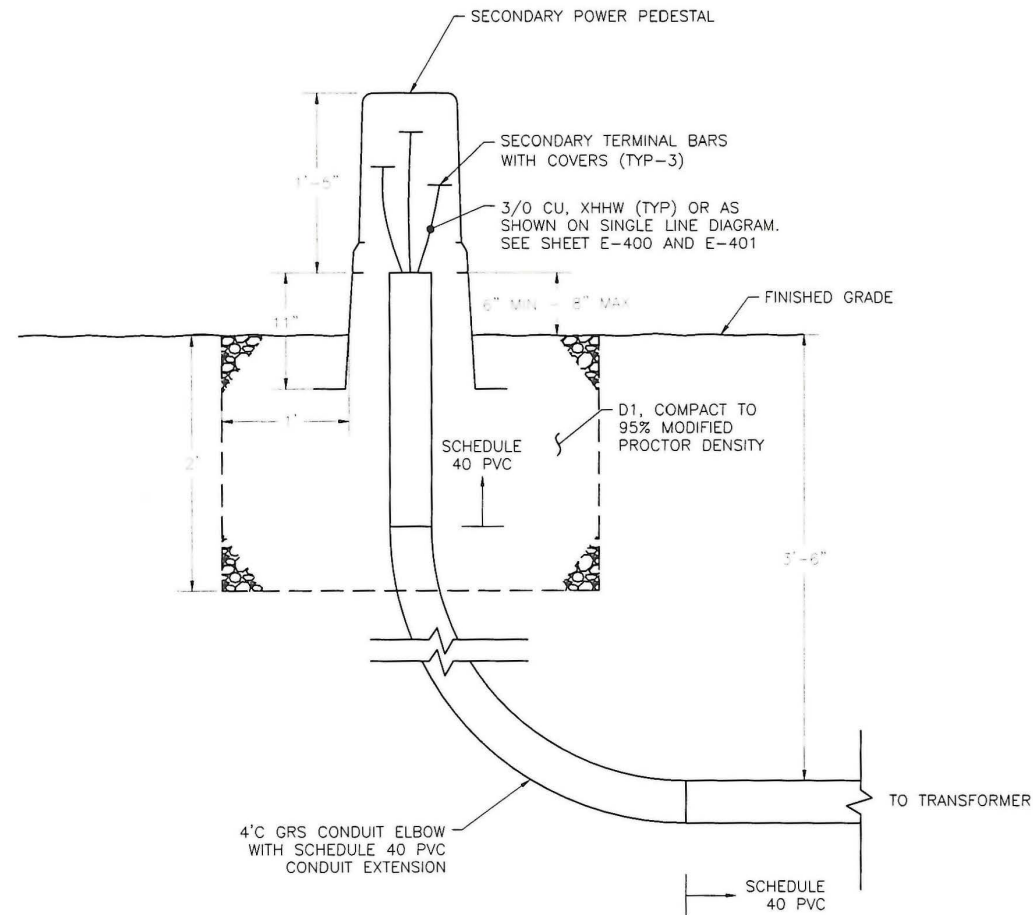
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PRIMARY PEDESTAL INSTALLATION DETAIL
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
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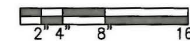
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NOTES:

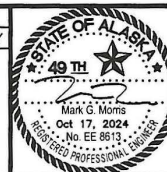
1. OBTAIN ALL PARTS FROM AEL&P. THAT INCLUDES PEDESTAL, TERMINAL BARS WITH COVERS, AND CONDUCTORS.
2. TERMINATE EACH SECONDARY CONDUCTOR ON A TERMINAL BAR.
3. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.

① SECONDARY POWER PEDESTAL INSTALLATION DETAIL



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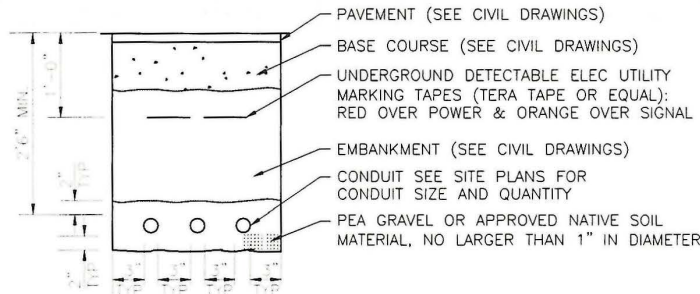
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SECONDARY POWER PEDESTAL
INSTALLATION DETAIL
(FOR COORDINATION ONLY)

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DATE 10/17/2024

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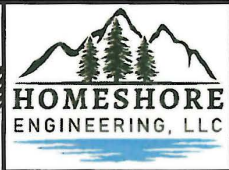
- NOTES:
1. ALL DIMENSIONS ARE MINIMUM.
 2. SEE CIVIL DRAWINGS FOR TYPICAL SECTIONS UNDER PAVED AREAS. PROVIDE BACKFILL (MATERIAL, COMPACTION, ETC.) PER THE CIVIL DRAWINGS. WHERE NOT UNDER PAVEMENT, PROVIDE D1 IN THE TOP 12" WITH SELECT BORROW BELOW.
 3. THE LOCATION OF ALL EXISTING PIPING, CONDUIT, ETC MAY NOT BE WHERE SHOWN AND MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN UTILITY LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID WATER, SEWER, DRAINAGE PIPES AND OTHER CONFLICTS.
 4. MAINTAIN 12 INCHES MINIMUM SEPARATION (ALL DIRECTIONS) BETWEEN POWER AND OTHER, PIPES, ETC.
 5. CUT & REPLACE EXISTING ASPHALT, CONCRETE, CONCRETE CURB, GUTTER, SIDEWALK, ETC AS NECESSARY.
 6. SAWCUT EXISTING ASPHALT AS REQUIRED TO INSTALL CONDUIT AND OTHER ELECTRICAL ITEMS. SAWCUT ASPHALT BACK 18" ON EACH SIDE OF EDGE OF TRENCH OR EXCAVATION AREA (ALL SIDES). THERE SHALL BE 18" OF UNDISTURBED SOIL BETWEEN EDGE OF SAWCUT AND EXCAVATION LIMITS. ALL TRENCHES SHALL BE 18" WIDE MINIMUM. COMPACT BACKFILL TO 95%. COMPACT D-1 TO 100% WHERE COVERED WITH PAVEMENT. RE-PAVE SAWCUT AREAS PER PAVING SPECIFICATIONS.
 7. POWER UTILITY CONDUITS SHALL BE BURIED AT A MINIMUM OF 3'-6". BURY CONDUITS DEEPER WHERE REQUIRED TO AVOID OTHER PIPES AND STRUCTURES.
 8. MODIFY CONDUIT BURIAL DEPTH WHERE SHOWN ON DRAWINGS AND AS REQUIRED TO AVOID ALL OBSTACLES. ROUTE BELOW OBSTACLES.
 9. THIS DETAIL ALSO APPLIES TO DRAIN CONDUITS.
 10. PROVIDE 36" MINIMUM BURY IN ROAD PRISM.

1 TRENCH DETAIL
NO SCALE



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

TRENCH DETAIL

PROJECT DATE	23-015 10/17/2024
SHEET	E-504

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EXISTING LIGHTING EQUIPMENT LOCATIONS			
STATION	OFFSET	ELEVATION	DESCRIPTION
SEE NOTES 1 & 2			LIGHT POLE L-1
			TYPE 1A J-BOX J-1
			TYPE 1A J-BOX J-2A
			TYPE 1A J-BOX J-2
			LIGHT POLE L-2
			TYPE 1A J-BOX J-3
			LIGHT POLE J-3
			TYPE 1A J-BOX J-4
			LIGHT POLE L-4
			TYPE 1A J-BOX J-5A
			LIGHT POLE L-5
			TYPE 1A J-BOX J-5
			TYPE 1A J-BOX J-6
			LIGHT POLE L-6
			TYPE 1A J-BOX J-6A

EXISTING UTILITY EQUIPMENT LOCATIONS (FOR COORDINATION ONLY)			
STATION	OFFSET	ELEVATION	DESCRIPTION
SEE NOTES 1 & 2			PRIMARY PEDESTAL A
			TV PEDESTAL A
			TELEPHONE PEDESTAL A
			PRIMARY PEDESTAL B
			TV PEDESTAL B
			TELEPHONE PEDESTAL B
			SECONDARY POWER PEDESTAL 1
			TELEPHONE PEDESTAL 1B
			TV PEDESTAL 1B
			37.5KW POWER TRANSFORMER 1
			TELEPHONE PEDESTAL 1A
			TV PEDESTAL 1A
			PRIMARY PEDESTAL C
			TV PEDESTAL C
			TELEPHONE PEDESTAL C
			TV PEDESTAL 14A
			TELEPHONE PEDESTAL 14A
			37.5KW POWER TRANSFORMER 14
			TV PEDESTAL 14B
			TELEPHONE PEDESTAL 14B
			SECONDARY POWER PEDESTAL 14
			TV PEDESTAL 6B
			TELEPHONE PEDESTAL 6B
			POWER PEDESTAL 6
			37.5KW POWER TRANSFORMER 6

EXISTING UTILITY EQUIPMENT LOCATIONS (FOR COORDINATION ONLY)			
STATION	OFFSET	ELEVATION	DESCRIPTION
SEE NOTES 1 & 2			TELEPHONE PEDESTAL 6A
			TV PEDESTAL 6A
			TV PEDESTAL 15A
			TELEPHONE PEDESTAL 15A
			37.5KW POWER TRANSFORMER 15
			PRIMARY PEDESTAL D
			TV PEDESTAL D
			TELEPHONE PEDESTAL D
			TV PEDESTAL 15B
			TELEPHONE PEDESTAL 15B
			SECONDARY POWER PEDESTAL 15
			LOAD CENTER
			SECONDARY POWER PEDESTAL 17
			TELEPHONE PEDESTAL 17B
			TV PEDESTAL 17B
			37.5KW POWER TRANSFORMER 17A
			TELEPHONE PEDESTAL 17A
			TV PEDESTAL 17A
			25KW TRANSFORMER
			PRIMARY PEDESTAL E
			TV PEDESTAL E
			TELEPHONE PEDESTAL E
			25KW POWER TRANSFORMER 16
			TELEPHONE PEDESTAL 16A
			TV PEDESTAL 16A

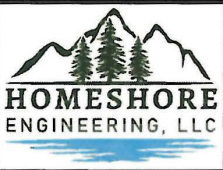
NOTES:

1. THIS SHEET CONTAINS EXISTING (PHASE 1A) EQUIPMENT LOCATIONS BASED ON ORIGINAL DESIGN DRAWINGS. PHASE 1B STATION, OFFSET, AND ELEVATION INFORMATION PROVIDED ON SHEET E-601 IS FOR THE CURRENT PROJECT.
2. PHASE 1A EQUIPMENT STATIONS, OFFSETS, AND ELEVATIONS SHOWN ON THIS SHEET. NEW PHASE 1B STATION AND OFFSET LINES AND ELEVATIONS HAVE BEEN ESTABLISHED FOR THIS PROJECT AND DO NOT MATCH THIS PROJECT. COORDINATE NEW WORK BASED OFF PHASE 1B STATION AND OFFSET.



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

EXISTING PHASE 1A STATION AND OFFSET
TABLES

PROJECT 23-015
DATE 10/17/2024

SHEET
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LIGHTING EQUIPMENT LOCATIONS ON KWALX STREET			
STATION "K"	OFFSET	ELEVATION	DESCRIPTION
10+39.55	29.30' LT	50.92	TYPE 1A J-BOX J-7B
11+88.36	22.24' RT	48.21	LIGHT POLE L-7
11+92.90	22.44' RT	48.12	TYPE 1A J-BOX J-7
12+01.77	29.31' LT	51.54	TYPE 1A J-BOX J-7A
12+84.52	22.29' RT	46.75	TYPE 1A J-BOX J-8
13+86.09	30.59' LT	51.79	TYPE 1A J-BOX J-8A
13+88.33	22.34' RT	46.94	LIGHT POLE L-8
ALL STATION AND OFFSETS IN THIS TABLE ARE FROM KWALX STREET "K"			

LIGHTING EQUIPMENT LOCATIONS ON GUWAKAAN STREET			
STATION "G"	OFFSET	ELEVATION	DESCRIPTION
12+49.00	23.92' RT	64.31	TYPE 1A J-BOX J-9
12+51.96	22.59' RT	63.77	LIGHT POLE L-9
12+55.26	28.96' LT	66.71	TYPE 1A J-BOX J-9A
10+62.53	28.99' RT	69.35	TYPE 1A J-BOX J-9B
15+21.62	22.59' RT	62.67	LIGHT POLE L-10
14+86.85	29.11' LT	65.82	TYPE 1A J-BOX J-10A
15+25.88	22.47' RT	62.85	TYPE 1A J-BOX J-10
ALL STATION AND OFFSETS IN THIS TABLE ARE FROM GUWAKAAN STREET "G"			

NOTES:

1. ALL STATION AND OFFSETS ARE FROM KWALX STREET OR GUWAKAAN STREET.
2. LOCATE EQUIPMENT WHERE SHOWN. LOCATIONS ARE PROVIDED TO THE CENTER OF THE EQUIPMENT. ADJUST CONDUIT FEEDING EQUIPMENT SO IT ENTERS EQUIPMENT AT THE CORRECT LOCATIONS.
3. ELEVATIONS PROVIDED ARE THE ELEVATION TO FINISHED GRADE AT THE LOCATION GIVEN. INSTALL EQUIPMENT PER MOUNTING DETAILS.

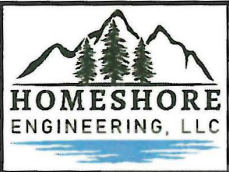
UTILITY EQUIPMENT LOCATIONS ON KWALX STREET (FOR COORDINATION ONLY)			
STATION "K"	OFFSET	ELEVATION	DESCRIPTION
10+82.07	29.24' LT	52.48	TV PEDESTAL 2A
10+86.07	28.54' LT	52.09	TELEPHONE PEDESTAL 2A
10+90.07	29.28' LT	52.56	50KW POWER TRANSFORMER 2
11+06.49	27.72' RT	48.51	TV PEDESTAL 2B
11+08.49	27.72' RT	48.45	TELEPHONE PEDESTAL 2B
11+10.74	27.97' RT	48.37	SECONDARY POWER PEDESTAL 2A
11+32.92	29.23' LT	51.30	TV PEDESTAL 2C
11+36.92	28.52' LT	51.05	TELEPHONE PEDESTAL 2C
11+45.07	29.27' LT	50.75	SECONDARY POWER PEDESTAL 2B
12+47.07	29.39' LT	51.06	TV PEDESTAL 3A
12+51.07	28.68' LT	50.66	TELEPHONE PEDESTAL 3A
12+55.07	29.43' LT	51.12	37.5KW POWER TRANSFORMER 3
12+61.49	27.76' RT	48.01	TV PEDESTAL 3B
12+63.49	27.76' RT	47.95	TELEPHONE PEDESTAL 3B
12+65.74	28.01' RT	47.85	SECONDARY POWER PEDESTAL 3
14+45.47	27.96' RT	52.20	TV PEDESTAL 4B
14+47.10	27.95' RT	52.37	TELEPHONE PEDESTAL 4B
14+48.94	28.21' RT	52.52	SECONDARY POWER PEDESTAL 4
14+71.29	29.01' LT	56.89	TV PEDESTAL 4A
14+76.32	28.25' LT	57.16	TELEPHONE PEDESTAL 4A
14+80.51	28.84' LT	57.48	37.5KW POWER TRANSFORMER 4
ALL STATION AND OFFSETS IN THIS TABLE ARE FROM KWALX STREET "K"			

UTILITY EQUIPMENT LOCATIONS ON GUWAKAAN STREET (FOR COORDINATION ONLY)			
STATION "G"	OFFSET	ELEVATION	DESCRIPTION
11+30.80	28.00' RT	66.22	TV PEDESTAL 7B
11+32.80	28.00' RT	66.20	TELEPHONE PEDESTAL 7B
11+35.05	28.25' RT	66.18	SECONDARY POWER PEDESTAL 7
11+44.94	28.96' LT	68.20	TV PEDESTAL 7A
11+48.95	28.25' LT	67.49	TELEPHONE PEDESTAL 7A
11+59.92	29.00' LT	68.07	37.5KW POWER TRANSFORMER 7
12+40.80	28.00' RT	65.13	TV PEDESTAL 8B
12+42.80	28.00' RT	65.27	TELEPHONE PEDESTAL 8B
12+45.05	28.25' RT	65.39	SECONDARY POWER PEDESTAL 8
12+58.92	28.96' LT	66.41	TV PEDESTAL 8A
12+62.92	28.25' LT	65.99	TELEPHONE PEDESTAL 8A
12+66.92	29.00' LT	66.50	37.5KW POWER TRANSFORMER 8
13+50.80	28.00' RT	64.65	TV PEDESTAL 9B
13+52.80	28.00' RT	64.60	TELEPHONE PEDESTAL 9B
13+55.05	28.25' RT	64.54	SECONDARY POWER PEDESTAL 9
13+68.92	28.96' LT	65.16	TV PEDESTAL 9A
13+72.92	28.25' LT	64.70	TELEPHONE PEDESTAL 9A
13+76.92	29.00' LT	65.15	37.5KW POWER TRANSFORMER 9
14+72.17	33.00' LT	67.08	TELEPHONE PEDESTAL 10A
14+72.88	37.00' LT	67.69	TV PEDESTAL 10A
14+72.92	29.00' LT	65.06	25KW POWER TRANSFORMER 10
14+76.43	33.34' LT	67.14	PRIMARY PEDESTAL H
15+38.92	28.96' LT	66.14	TV PEDESTAL 11A
15+42.92	28.25' LT	65.64	TELEPHONE PEDESTAL 11A
15+46.92	29.00' LT	66.08	37.5KW POWER TRANSFORMER 11
15+72.34	28.00' RT	63.18	TV PEDESTAL 11B
15+74.34	28.00' RT	63.03	TELEPHONE PEDESTAL 11B
15+76.59	28.25' RT	62.85	SECONDARY POWER PEDESTAL 11
ALL STATION AND OFFSETS IN THIS TABLE ARE FROM GUWAKAAN STREET "G"			



2375 Jordan Avenue, #7
Juneau, Alaska 99801
Phone: 907-789-3350
www.morrisengineeringgroup.com

REVISION			
No.	DATE	DESCRIPTION	BY



6035 Sunset Street
Juneau, Alaska 99801
907-463-5395

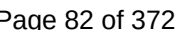
Toby Lockhart
toby@homeshorellc.com
Candy Sims
candy@homeshorellc.com



PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

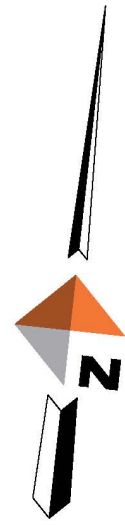
NEW PHASE 1B STATION AND OFFSET TABLES

PROJECT DATE	23-015 10/17/2024
SHEET	E-601



NOTES

1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT OF PEDERSON HILL SUBDIVISION II, PHASE 1A, PLAT No. 2019-34, JUNEAU RECORDING DISTRICT.
4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
6. PUBLIC USE LOTS: LOT 5 HAS BEEN SET ASIDE AS A NEIGHBORHOOD PARK FOR RECREATION. DEVELOPMENT IN THIS PARK FOR PUBLIC RECREATION IS APPROPRIATE. LOT 7 HAS BEEN SET ASIDE SPECIFICALLY FOR HABITAT PRESERVATION. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR OTHER BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAILS AND PERIMETER FENCING. TRAIL CONSTRUCTION SHALL BE PERMITTED IN ACCORDANCE WITH CBJ TITLE 19.12 — EXCAVATION AND GRADING CODE. PERIMETER FENCING SHALL BE CONSTRUCTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.
7. WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE). CONSULT COE FOR MORE INFORMATION.



LOT 1
PEDERSON HILL
SUBDIVISION

EMERGENCY ACCESS EASEMENT
2017-003530-0
(NOT SPECIFICALLY LOCATABLE)

PHASE 1A

U.S.S. 1041

120' R.O.W.

GLACIER
HIGHWAY

PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1B
A SUBDIVISION OF
LOT 2B, PEDERSON HILL SUBDIVISION II, PHASE 1A
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AECL848
CIVIL ENGINEERING—LAND SURVEYING—CONSTRUCTION MANAGEMENT
9085 GLACIER HIGHWAY
JUNEAU ALASKA 99801 907-780-3533

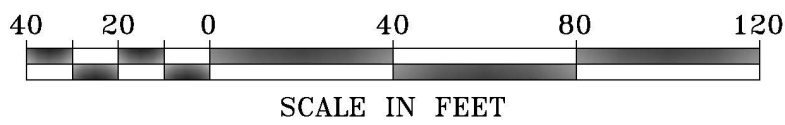
OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

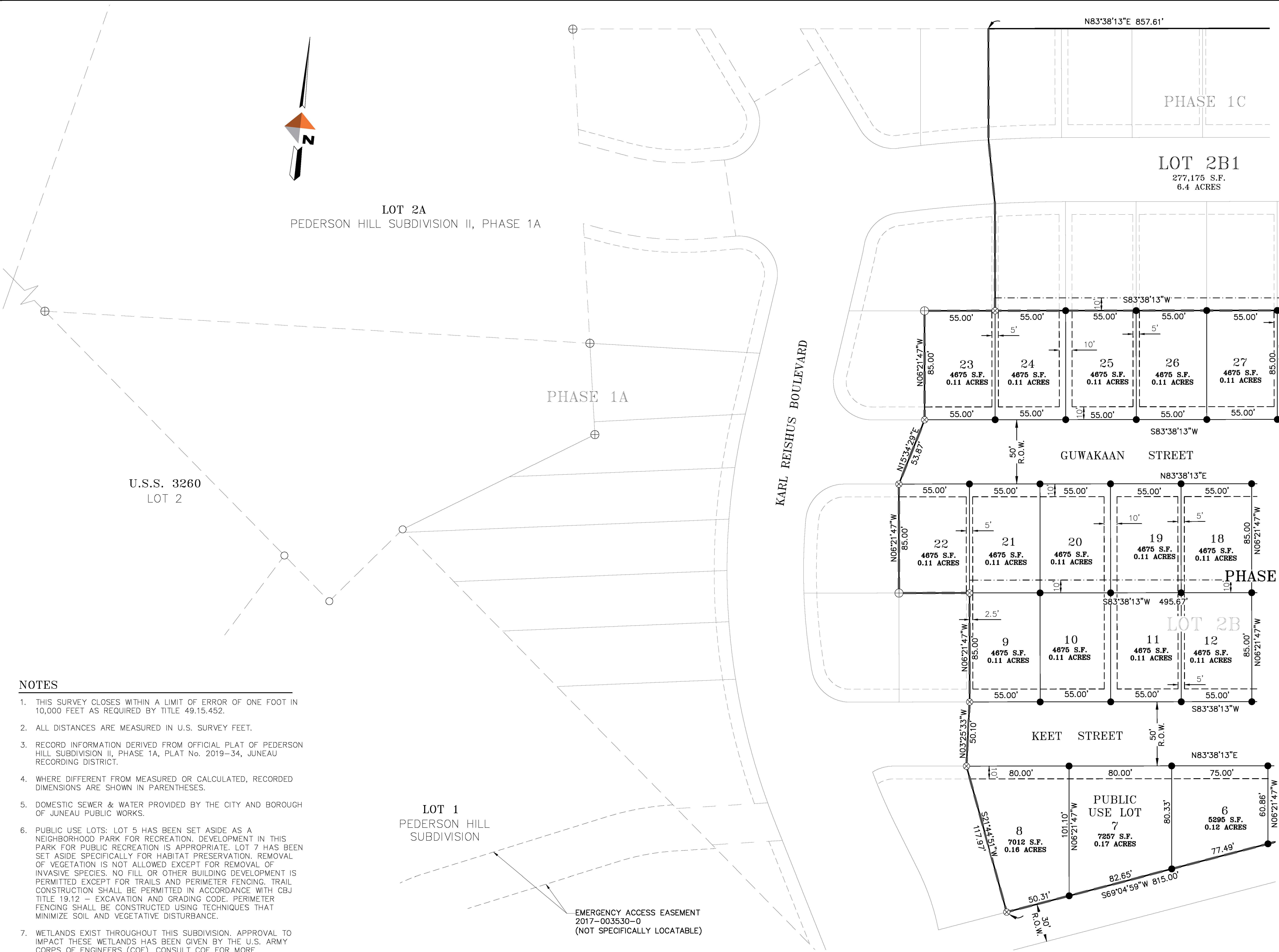
SCALE: 1"= 40'	DATE: JUL. 2025	PROJECT NO: 1270.71180.01	FILE NO:	SHEET NO: 2 OF 4
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- LEGEND**
- ✱ B.L.M. MONUMENT FOUND THIS SURVEY.
 - ⊗ FOUND 3.25" ALUMINUM PRIMARY MONUMENT (7712S).
 - ⊕ 3.25" ALUMINUM PRIMARY MONUMENT (14828S) SET THIS SURVEY.
 - ⊕ 3.25" ALUMINUM PRIMARY MONUMENT (14828S) FOUND THIS SURVEY.
 - 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (14828S) SET THIS SURVEY.
 - ⊗ 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (14828S) FOUND THIS SURVEY.
 - ⊙ 3/4" IRON PIPE MONUMENT FOUND THIS SURVEY.
 - 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) FOUND THIS SURVEY, UNLESS OTHERWISE NOTED.
 - SURVEYED PROPERTY LINE
 - - - UNSURVEYED PROPERTY LINE
 - - - - PHASE LINE
 - - - - DRAINAGE & UTILITY EASEMENT CREATED THIS PLAT
 - · - · - SLOPE EASEMENT CREATED THIS PLAT
 - - - - EXISTING ACCESS, DRAINAGE & UTILITY EASEMENT
 - - - - PHASE 1A & 1C

SURVEYOR'S CERTIFICATE

I, NATHAN G. CUNNINGHAM, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.





LEGEND

B.L.M. MONUMENT FOUND THIS SURVEY.

FOUND 3.25" ALUMINUM PRIMARY MONUMENT (7712S).

3.25" ALUMINUM PRIMARY MONUMENT (14828S) SET THIS SURVEY.

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SURVEYED PROPERTY LINE

UNSURVEYED PROPERTY LINE

PHASE LINE

DRAINAGE & UTILITY EASEMENT CREATED THIS PLAT

SLOPE EASEMENT CREATED THIS PLAT

EXISTING ACCESS, DRAINAGE & UTILITY EASEMENT

PHASE 1A & 1C

- NOTES
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4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.

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PRELIMINARY

PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1B
A SUBDIVISION OF
LOT 2B, PEDERSON HILL SUBDIVISION II, PHASE 1A
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AECL848
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9085 GLACIER HIGHWAY
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE:
1"= 40'

DATE:
JUL. 2025

PROJECT NO:
1270.71180.01

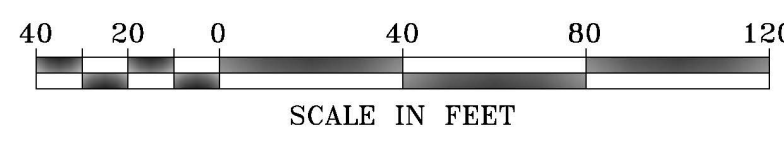
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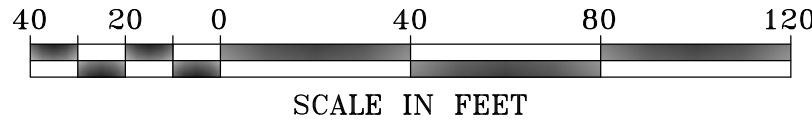
SHEET NO:
3 OF 4

SURVEYOR'S CERTIFICATE

I, NATHAN G. CUNNINGHAM, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

STATE OF ALASKA
49TH
NATHAN G. CUNNINGHAM
NO. 131613
REGISTERED PROFESSIONAL LAND SURVEYOR





Parcel Map Report

Client:

Lorraine DeAsis
Tlingit Haida Regional Housing Authority
5446 Jenkins Drive
Date: 7/15/2025 3:25:54 PM

Prepared by:

Bob Lafavour
DOWL
9085 Glacier Highway

Parcel Name: Phase 1 - Lot 1

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North: 50,753.31' East: 50,784.99'

Segment# 1: Line

Course: N2° 36' 19"E B Length: 60.42'
North: 50,813.67' B East: 50,787.74'

Segment# 2: Curve B

Length: 42.43' B Radius: 30.00'
Delta: 81.0318 (d) B Tangent: 25.64'
Chord: 38.98' Course: N43° 07' 16"E
Course In: S87° 23' 41"E B Course Out: N6° 21' 47"W
RP North: 50,812.31' B East: 50,817.71'
End North: 50,842.12' B East: 50,814.38'

Segment# 3: Line B

Course: N83° 38' 13"E B Length: 40.00'
North: 50,846.56' B East: 50,854.13'

Segment# 4: Line B

Course: S5° 56' 01"E B Length: 85.00'
North: 50,762.01' B East: 50,862.92' B

Segment# ne 2
 ourse S83° 38' 13"W L 2 ength 78.41'
 North 0,7 3.3 2 East 0,784.99'

 Per meter 306. 6' Area ,989.49Sq.Ft.
 Error losure 0.01 C 2 ource N 8° 33' 08"E
 Error North 0.008 2 East 0.004 2

 Prec s on 1 30,6 6.00

Parcel Name Phase 1B - ot 2
 Descr pt on
 Process segment order counterclockw se False
 Enable mapcheck across chord False
 North 0,76 .00' East 0,86 .9 '

Segment# 1 ne
 ourse N ° 6' 01"W L 2 ength 8 .00'
 North 0,846. ' 2 East 0,8 4.13'

Segment# ne 2
 ourse N83° 38' 13"E L 2 ength 44.36'
 North 0,8 1.47' East 0,898. '

Segment# 3 ne 2
 ourse S6° 1' 47"E L 2 ength 8 .00'
 North 0,766.99' East 0,907.64'

Segment# 4 ne 2
 ourse S83° 38' 13"W L 2 ength 4 .00'
 North 0,76 .00 East 0,86 .9 2

Perimeter: 7' " Area: 77 Sq Ft
Error Closure: 0 00 " Course: S44 17' W
Error North : -0 00 East: -0 00

Precision 1: , 60,000 00

Parcel Name: Phase 1B - Lot "

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North: 0,766 ' East: 0, 07 64'

Segment# 1: Line "

Course: S1 ° 18' 4 W" Length: 10 40'

North: 0,666 7' " East: 0,88 84'

Segment# : Line "

Course: N66° ' 7 W" Length: 11 80'

North: 0,710 7' " East: 0,77 14'

Segment# : Curve "

Length: 4 8' " Radius: 1 0 00'

Delta: 1 1 8 (d) " Tangent: 17 7'

Chord: 4 1' Course: N ° 10' 18 E

Course In: N74° 1 ' 4 W" Course Out: S87° ' 41 E

RP North: 0,7 1 6 ' " East: 0,6 4 76'

End North: 0,744 84' " East: 0,784 61'

Segment# 4: Line "

Course: N ° 6' 1 E" Length: 8 4 '

North: 0,7 ' " East: 0,784 '

Segment# : Line "

Course: 1 "E S Length: 7 .41
orth: 50,762.01 S st: 50, 62.92

egment# 6: Line
Course: 1 "E S Length: 45.00
orth: 50,766.99 S East: 50,907.64

Perimeter: .49 rea: , 16.21 q.Ft.
Error Closure: 0.00 S Course: 16 17 17"W
Error orth : 0.00 S ast: -0.001

Precision 1: ,4 0,000.00 S

Parcel ame: Phase 1B - Lot 4 S

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

orth:50,666. 7 East:50, . 4

egment# 1: Line S
Course: 66 55 7"E S Length: .24
orth: 50,651. East: 50,919.02

egment# 2: Line S
Course: 69 04 59"WS Length: 109. 4
orth: 50,612. 5 East: 50, 16.

egment# : Line S
Course: 4 02 29"WS Length: 1.02
orth: 50,671.56 ast: 50,761.5

egment# 4: Curve S
Length: 4 .29 adius: 150.00 S

Attachment C – SMF25-01 – Closure Report

Delta: 1 d) "	Tangent: 21 80'
Chord: 4 14'	Course: 24° 00' 22 E
Course In: N 7° 4 ' 2 W"	Course Out: S74° 1 ' 4 E
RP North: 0,7 1 '	East: 0, 4 7 '
End North: 0,710 97' "	East: 0,779 14'

Segment# : Line "	
Course: S ° ' 7 E "	Length: 11 80'
North: 0, 7' "	East: 0,88 8 '

Perimeter: 8 70' "	Area: 7, 7 74Sq Ft
Error Closure: 0 00 "	Course: N42° 0 ' 27 W
Error North : 0 004 "	East: -0 00

Precision 1: 8 , 90,000 00

Parcel Name: Phase 1B - Lot "

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North: 0, 71 '	East: 0,7 1 8'
------------------	------------------

Segment# 1: Line "	
Course: S4 ° 02' 29 E "	Length: 81 02'
North: 0, 12 4' "	East: 0,81 88'

Segment# 2: Line "	
Course: S 9° 04' 9 W"	Length: 207 82'
North: 0, 8 1 ' "	East: 0, 22 7 '

Segment# : Line "	
Course: N ° 21' 47 W"	Length: 0 8 '
North: 0, 98 '	East: 0, 1 01' "

Attachment C – SMF25-01 – Closure Report

Segment# 6
Course N83° 38' 13"E L 6
North 50, 02.58' East 50, 51.38'

Segment# 5 Curve 6
Length 13 . 7' Radius 150.00'
Delta 51.3 2 (d) 6 Tangent 72.13'
Chord 130.01' Course In N ° 21' 7"W
Course In N ° 21' 7"W Course Out S57° 3' 32"E
RP North 50,751. 5' East 50, 3 .7 '
End North 50, 71.5 ' 6 East 50,7 1.58'

Per meter 519.75' Area 10,1 .87Sq.Ft.
Error Closure 0.00 C 6 Course N83° 32' 9"E
Error North 0.000 6 East 0.000 6

Precision 1 519,7 0,000.00

Parcel Name Phase 1B - lot 6
Description
Process segment order counterclockwise False
Enable mapcheck across chord False 6
North 50,598. 3' East 50, 1 .01'

Segment# 1 Curve 6
Course S ° 21' 7"E L 6 Length 0.8 '
North 50,538.15' East 50, 22.7 '

Segment# 2 Curve 6
Course S 9° 0 ' 59"W L Length 77. 9'
North 50,510. 8' 6 East 50,550.38' 6

Course:	1 "E m	Length:	0.00
Orth:	50,590. 2 m	East:	50,541.4
Perimeter:	44.0	Area:	7,257.19Sq.Ft.
Error Closure:	0.00 m	Course:	61 44 42"E
Error Orth :	0.001	East:	0.002 m
Precision 1:	44,0 0,000.00		

Parcel a : Phase 1B - Lot m

Description:

Process segment order counterclockwise: False

Enable check across chord: False

Orth:	50,4 0.9	East:	50,47 .17
-------	----------	-------	-----------

Segment# 1: Line m

Course:	S69 04 59"Wm	Length:	50. 2
Orth:	50,46 .01 m	East:	50,426.17 m

Segment# 2: Line m

Course:	21 44 51"Wm	Length:	117.97
Orth:	50,572.59	East:	50, 2.46

Segment# : Line m

Course:	1 "E m	Length:	0.00
Orth:	50,5 1.45	East:	50,461.97

Segment# 4: Line m

Course:	S6 21 47"E m	Length:	101.10
Orth:	50,4 0.9	East:	50,47 .17

Perimeter:
 49. 9 | Area: | 7,011.67Sq.Ft. |

Error Closure:	0.00mm	Course:	S 2 17"Wm
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Attachment C – SMF25-01 – Closure Report

Precision 1: 349,39 , d

Parcel Name: Phase 1B Lot 9

Description:

Process segment or er counterclockwise: F lse

En ble m apcheck cross chor : F lse d

North:5 ,6 6 ' E st:5 ,379 47'

Segment# 1: Line d

Course: N6° 1' 47"Wd Length: 85 '

North: 5 ,7 7 8' d E st: 5 ,37 5'

Segment# : Line d

Course: N83° 38' 13"E d Length: 55 '

North: 5 ,713 17' d E st: 5 ,4 4 71'

Segment# 3: Line d

Course: S6° 1' 47"E d Length: 85 '

North: 5 ,6 8 7 d E st: 5 ,434 13'

Segment# 4: Line d

Course: S83° 38' 13"Wd Length: 55 '

North: 5 ,6 6 ' d E st: 5 ,379 47'

Perimeter: 8 ' d Are : 4,675 Sq Ft

Error Closure: course: N ° ' "E

Error North : d st:

Precision 1: 8 , , d

Segment# 1 ne ,
course N6° 2 ' 47"W L , length 85.00'
North 50 7 9.27' East 50 479.37'

Segment# 2 ne ,
course N83° 38' 3"E L , length 55.00'
North 50 725.36' East 50 534.03'

Segment# 3 ne ,
course S6° 2 ' 47"E L , length 85.00'
North 50 640.89' East 50 543.45'

Segment# 4 ne ,
course S83° 38' 3"W L , length 55.00'
North 50 634.79' East 50 488.79'

Per meter 280.00' , Area 4 675.00Sq.Ft. ,
Error closure 0.00 C , course N0° 00' 00"E ,
Error North 0.000 East 0.000

Prec s on 280 000 000.00

Parcel Name Phase B - lot 2
Description
Process segment order counterclockwise False
Enable mapcheck across chord False ,
North 50 640.89' East 50 543.45'

Segment# 1 ne
course N6° 2 ' 47"W L , length 85.00'
North 50 725.36' , East 50 534.03'

Segment# 2 ne ,

Course: 1 "E m Length: 55.00
orth: 50,7 1.46 m ast: 50,5 .6

Segment# : Line
Course: S6 21 47"E m Length: 5.00
orth: 50,646.9 m East: 50,59 .11

Segment# 4: Line m
Course: S 1 "Wm Length: 55.00
orth: 50,640. 9 m East: 50,54 .45

Perimeter: 2 0.00 rea: 4,675.00Sq.Ft.
Error Closure: 0.00 m Course: 0 00 00"E
Error orth : 0.000 m East: 0.000
m e
Precision 1: 2 0,000,000.00 m

Parcel a : Phase 1B - Lot 1 m

Description:

Process segment order counterclockwise: False

Enable pcheck across chord: False

orth: 50,646.9 East: 50,59 .11

Segment# 1: Line m
Course: 6 21 47"Wm Length: 5.00
orth: 50,7 1.46 East: 50,5 .69

Segment# 2: Line m
Course: 1 "E m Length: 55.00
orth: 50,7 7.55 ast: 50,64 . 5

Segment# : Line
Course: S6 21 47"E m Length: 4.7 m

Attachment C – SMF25-01 – Closure Report

North: 5 5 5' d

East: 5 52 74'

Segment# 4: Curve d

Length: 7 ' d

Radius: 1 ' d

Delta: 4 18 () d

Tangent: 5' d

Chord: 7 29' d

Course: S81° 2' 49"W

Course In: N1 ° 2' 5"W

Course Out: S ° 21' 47"E

RP North: 5 751 ' d

East: 5 4 45'

End North: 5 52 27' d

East: 5 45 5 ' d

Segment# 5: Line d

Course: S8 ° 8' 1 "W

Length: 47 71'

North: 5 4 99' d

East: 5 598 11'

Perimeter: 279 74' d

Area: 4 74 5Sq Ft

Error Closure:

Course: N7° 5' 4"E

Error North : 4 d

East: 1 d

Precision 1: 279 74 d

Parcel Name: Phase 1B - Lot 14

Description:

Process segment or er counterclockwise: False

Enable mapcheck across chord : False

North: 5 5 4'

East: 5 52 74'

Segment# 1: Line d

Course: N ° 21' 47"W

Length: 84 7 ' d

North: 5 7 7 55' d

East: 5 4 5'

Segment# 2: Line d

Course: N8 ° 8' 1 "E

Length: 5 ' d

North: 5 74 9'

East: 5 9 5' d

Attachment C – SMF25-01 – Closure Report

Segment# ne
 ourse S6° 21' 47"E L , ength 0.0 ' ,
North 50 74 .06' , , East 50 69 .05'

Segment# 4 ne ,
 ourse N6° 21' 47"W L , ength 0.0 ' ,
North 50 74 .09' East 50 69 .05'

Segment# 5 ne ,
 ourse N8 ° 8' 1 "E L , ength 41.58'
North 50 747.70' East 50 7 4. 7'

Segment# 6 ne
 ourse S2° 6' 19"W L , ength 0.60'
North 50 747.10' , East 50 7 4. 4'

Segment# 7 urve ,
 ength 1 4.1 ' Radius 100.00'
Delta 76.8519 (d) Tangent 79. ' ,
 hord 124. 0' ource S41° 01' 52"W
 ourse In N87° 2 ' 41"W C , ource Out S10° 2' 5"E
RP North 50 751.65' , East 50 6 4.45'
End North 50 65 . ' , East 50 652.74'

Per meter 11.11' , Area 5 740.71Sq.Ft.
Error losure 0.01 C ource S7° 56' 5 "W
Error North -0.008 , East -0.001

Prec s on 1 1 110.00

Parcel Name Phase 1B - ot 15 ,
Descr pt on ,

Process segment or error clockwise: False

Enable page check across chord: False

Northing: 50,743.10'

Easting: 50,693.05'

Segment # 1: Line .

Course: N6° 21' 47"W.

Length: 85.00'

Northing: 50,827.57' .

Easting: 50,683.63'

Segment # 2: Line .

Course: N83° 38' 13"E .

Length: 19.89'

Northing: 50,829.78' .

Easting: 50,703.39'

Segment # 3: Curve .

Length: 51.82' .

Radius: 30.00'

Delta: 98.9682 () .

Tangent: 35.11' .

Chord: 45.61'

Course: S46° 52' 44"E

Course I: S6° 21' 47"E .

Course O: S87° 23' 41"E

RP Northing: 50,799.96'

Easting: 50,706.72'

E Northing: 50,798.60' .

Easting: 50,736.69'

Segment # 4: Line

Course: S2° 36' 19"W.

Length: 50.95'

Northing: 50,747.70' .

Easting: 50,734.37'

Segment # 5: Line .

Course: S83° 38' 13"W.

Length: 41.58'

Northing: 50,743.09' .

Easting: 50,693.05'

Perimeter: 249.24'

Area: 3,828.65 Sq F

Error Closure: 0.00' .

Course: S17° 07' 25"E

Error Northing: -0.004' .

Easting: 0.001'

Precision: 1: 249,240,000.00. .

Attachment C – SMF25-01 – Closure Report

Course: '47"E m Length: 85.00'
North: 50,7 5. ' m East: 50,5 4.0 '

egment# 4: Line
Course: 83 38' 3"Wm Length: 55.00'
North: 50,7 9. 7' m East: 50,479.37'

Perimeter: 80.00' Area: 4, 75.00 sq.Ft.
Error Closure: 0.00 m Course: N0 00' 00"E
Error North : 0.000 m East: 0.000

Precision : 80,000,000.00 m

Parcel Name : Phase B - Lot 0 m
Description:
Process segment order counterclockwise: False
Enable polygon check across chord: False
North: 50,803.74' East: 50,4 9.95'

egment# : Line
Course: '47"E m Length: 85.00'
North: 50,7 9. 7' m East: 50,479.37'

egment# : Line m
Course: 83 38' 3"Wm Length: 55.00'
North: 50,7 3. 7' m East: 50,4 4.7 '

egment# 3: Line m
Course: N '47"Wm Length: 85.00'
North: 50,797. 5' m East: 50,4 5. 9'

egment# 4: Line
Course: N83 38' 3"E m Length: 55.00' m

North: 5 74' 1

East: 5 469 95'

Perimeter: 21 ' 1

Area: 4 675 Sq Ft

Error Closure: 1

Course: N ° ' "E

Error North :

ast:

Precision 1: 2

Parcel Name: Phase 1B - Lot 21 1

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North: 5 71 17'

East: 5 424 71'

Segment# 1: Line 1

Course: S ° ' 1 "W1

Length: 55 '

North: 5 77 ' 1

East: 5 7 5'

Segment# 2: Line 1

Course: N6° 21' 47"W1

Length: 5 '

North: 5 791 55' 1

East: 5 6 6 '

Segment# 3: Line 1

Course: N ° ' 1 "E 1

Length: 55 '

North: 5 797 65' 1

East: 5 415 29'

Segment# 4: Line

Course: S6° 21' 47"E 1

Length: 5 '

North: 5 71 17' 1

East: 5 424 71'

Perimeter: 2 ' 1

Area: 4 675 Sq Ft

Error Closure:

Course: N ° ' "E

Error North : 1

ast: 1

Attachment C – SMF25-01 – Closure Report

Process segment or er clockwise: False

Enable check across corner : False .

Nor h: 50,837 35' Eas : 50,320 43'

Segment # 1: Line .

Course: N6° 21' 47"W. Length: 85 00'

Nor h: 50,921 82' Eas : 50,311 01'

Segment # 2: Line .

Course: N83° 38' 13"E . Length: 55 00'

Nor h: 50,927 92' Eas : 50,365 67'

Segment # 3: Line .

Course: S6° 21' 47"E . Length: 85 00'

Nor h: 50,843 44' Eas : 50,375 09'

Segment # 4: Line .

Course: S83° 38' 13"W. Length: 55 00'

Nor h: 50,837 35' Eas : 50,320 43'

Perimeter: 280 00' Area: 4,675 00Sq F

Error Closure: 0 00' Course: N0° 00' 00"E

Error Nor h : 0 000' Eas : 0 000'

Precision: 1: 280,000,000 00 .

Parcel Name : Phase 1B - Lot 24

Description :

Process segment or er clockwise: False

Enable check across corner : False

Nor h: 50,843 44' Eas : 50,375 09'

Segment # 1: Line .

Course: N6° 21' 47"W. Length: 85 00' .

Attachment C – SMF25-01 – Closure Report

North: 5 . ' ° East: 5 365.6 ' °

Segment# : Line °

Course: N83 38' 13"E°° Length: 55. ' °

North: 5 34. 1' ° East: 5 4 .33' °

Segment# 3: Line °

Course: S6 1' 4 "E ° Length: 85. ' °

North: 5 84 .54' ° East: 5 4 . 5' °

Segment# 4: Line °

Course: S83 38' 13"W° Length: 55. ' °

North: 5 843.44' ° East: 5 3 5. ' °

Perimeter: 8 . ' °

Error Closure: . ° Area: 4 6 5. Sq.Ft.

Error North : . ource: N ' "E
ast: .
°

Precision 1: 8 ° . °

Parcel Name: Phase 1B - Lot 5

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North:5 84 .54' East:5 4 . 5' °

Segment# 1: Line °

Course: N6 1' 4 "W° Length: 85. ' °

North: 5 34. 1' ° East: 5 4 .33' °

Segment# : Line °

Course: N83 38' 13"E°° Length: 55. ' °

North: 5 4 .11' East: 5 4 4. °

Attachment C – SMF25-01 – Closure Report

Segment# ne N
 ourse S6° 21' 47"E L N ength 85.00'
 orth 50,855.6 ' East 50,484.41'

Segment# 4 ne
 ourse S8 ° 8' 1 "WL N ength 55.00'
 orth 50,849.54' N East 50,429.75'

Per meter 280.00' Area 4,675.00Sq.Ft. N
Error losure 0.00 C N ource 0° 00' 00"E
Error orth 0.000 N East 0.000

Prec s on 1 280,000,000.00

Parcel ame Phase 1B - ot 26 N
Descr pt on
Process segment order counterclockw se False
Enable mapcheck across chord False N
 orth 50,855.6 ' East 50,484.41'

Segment# 1 ne N
 ourse 6° 21' 47"WL N ength 85.00'
 orth 50,940.11' East 50,474.99'

Segment# 2 ne N
 ourse 8 ° 8' 1 "E L N ength 55.00'
 orth 50,946.20' East 50,529.65'

Segment# ne N
 ourse S6° 21' 47"E L N ength 85.00'
 orth 50,861.7 ' East 50,5 9.07' N

Segment#	ne E	
Course	S83° 38' 13"W	Length 55.00'
North	50,855.63'	East 50, 8 . 1'
Per meter	280.00'	Area .675.00Sq.Ft.
Error Closure	0.00 C E	Course N0° 00' 00"
Error North	0.000	East 0.000
Precision	1 280,000,000.00 E	

Parcel Name Phase 1B - lot 27
 Description
 Process segment order counterclockwise False
 Enable mapcheck across chord False E
 North 50,861.73' East 50,539.07'

Segment# 1	ne E	
Course	N6° 21' 7"W	Length 85.00'
North	50,9 6.20'	East 50,529.65'

Segment# 2	ne	
Course	N83° 38' 13" E	Length 55.00'
North	50,952.30' E	East 50,58 .31'

Segment# 3	ne	
Course	S6° 21' 7" E	Length 85.00'
North	50,867.82' E	East 50,593.7 '

Segment#	ne	
Course	S83° 38' 13"W	Length 55.00'
North	50,861.73' E	East 50,539.07'

Per meter	280.00' EE	Area .675.00Sq.Ft. E
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Error Closure	Course	° ' "E
Error Orth D D	East	

Precision 1 28 , , D

Parcel Name Phase 1B - Lot 28

Description

Process Segment Order Count Clockwise False

Enable Match Check Across Chord False D

Orth 5 ,867 82'	East 5 ,593 74'
-----------------	-----------------

Segment# 1 Line D

Course	6° 21' 47"WD	Length	85 ' "
Orth 5 ,952 3 ' "	East 5 ,584 31'		

Segment# 2 Line D

Course	83° 38' 13"E D	Length	55 ' "
Orth 5 ,958 39' D	East 5 ,638 98'		

Segment# 3 Line D

Course	S6° 21' 47"E D	Length	85 ' "
Orth 5 ,873 92' D	East 5 ,648 4 ' "		

Segment# 4 Line D

Course	S83° 38' 13"WD	Length	55 ' "
Orth 5 ,867 82'	East 5 ,593 74'		

Perimeter 28 ' D

Error Closure	D	Area	4,675 Sq Ft
Error Orth		Course	° ' "E
		East	

Precision 1 28 , , D

ma
Parcel Name Parcel B - Lot 29
Description
Process Counterclockwise False
Enable Page Across Order False
North 50,873.92' East 50,648.40' b

Segment# Line
Course N6° 2 ' 47"W b Length 85.00'
North 50,958.39' East 50,638.98'

Segment# 2 Line b
Course N83° 38' 3"E b Length 50.00'
North 50,963.94' b East 50,688.67'

Segment# 3 Line b
Course S6° 2 ' 47"E b Length 85.00'
North 50,879.46' b East 50,698.09'

Segment# 4 Line b
Course S83° 38' 3"W b Length 50.00'
North 50,873.92' bb East 50,648.40'

Perimeter 270.00' b Area 4,250.00Sq.Ft. b
Error Closure 0.00 b Course N0° 00' 00"E
Error North 0.000 East 0.000

ma
Precision 270,000,000.00 b

Parcel Name Parcel B - Lot 30
Description
Process Counterclockwise False
Enable Page Across Order False
North 50,879.46' East 50,698.09' b

Segment# 1 ne ,
course N6° 2 ' 47"W L , length 85.00'
North 50 963.94' East 50 688.67'

Segment# 2 ne ,
course N83° 38' 3"E L , length 50.00'
North 50 969.48' East 50 738.36'

Segment# 3 ne ,
course S6° 2 ' 47"E L , length 85.00'
North 50 885.00' East 50 747.78'

Segment# 4 ne ,
course S83° 38' 3"W L , length 50.00'
North 50 879.46' East 50 698.09'

Per meter 270.00' , Area 4 250.00Sq.Ft. ,
Error closure 0.00 C , course N0° 00' 00"E
Error North 0.000 East 0.000

Prec s on 270 000 000.00

Parcel Name Phase B - lot 3
Description
Process segment order counterclockwise False
Enable mapcheck across chord False ,
North 50 97 .69' East 50 758.24'

Segment# 1 ne
course N83° 38' 3"E L , length 50.00'
North 50 977.24' , East 50 807.93'

Segment# 2 ne ,

Course: '47"E 3 Length: 85.00'
North: 50,8 .7 ' 3 East: 50,8 7. 5'

egment# : Line
Course: 8 8' "W3 Length: 50.00'
North: 50,887. ' 3 East: 50,7 7. ' '

egment# 4: Line
Course: N '47"W3 Length: 85.00'
North: 50,97 . 9' 3 East: 50,758. 4'

Perimeter: 70.00' Area: 4, 50.00 q.Ft.
Error Closure: 0.00 3 Course: N0 00' 00"E
Error North : 0.000 3 East: 0.000

Precision : 70,000,000.00 3

Parcel Name: Phase B - Lot 3

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North:50,977. 4' East:50,807.9 ' '

egment# : Line 3
Course: N8 8' "E 3 Length: 50.00'
North: 50,98 .78' 3 East: 50,857. ' '

egment# : Line 3
Course: '47"E 3 Length: 85.00'
North: 50,898. 0' 3 East: 50,8 7.04'

egment# : Line
Course: 8 8' "W3 Length: 50.00' 3

Attachment C – SMF25-01 – Closure Report

North: 5 .76' C East: 5 17.35'

Segment# 4: Line C

Course: N6° 1' 47"W C Length: 5. '
North: 5 77. 4' East: 5 7. 3'

Perimeter: 7 . ' C Area: 4 5 . Sq.Ft.
Error Closure: . C Course: N ° ' "E
Error North : . East: .

Precision 1: 7 C . C

Parcel Name: Phase 1B - Lot B1 C

Description:

Process segment order counterclockwise: False

Enable mapcheck across chord: False

North:5 7. ' East:5 365.67'

Segment# 1: Line

Course: N6° 1' 47"W C Length: 3.5 '
North: 51 1 . ' C East: 5 356.41'

Segment# : Line

Course: N1 ° 5' 4 "WC Length: 5 . 5'
North: 51 5 . 6' C East: 5 345. 3'

Segment# 3: Line

Course: N6° 1' 47"W C Length: 6.6 '
North: 51 146. ' C East: 5 336.3 '

Segment# 4: Line C

Course: N 3° 3 ' 13"E C Length: 3 1. 5'
North: 51 1 .35' East: 5 715. 1' C

Attachment C – SMF25-01 – Closure Report

Segment#	ne		
course	N83° 38' 13"E L	length	47 .66'
North	1, 41.06'	East	1,188.64'
Segment# 6	ne		
course	S0° 08' 19"WL	length	487.07'
North	0,7 4.00'	East	1,187.47'
Segment# 7	ne		
course	S69° 04' 9"WL	length	87.39'
North	0,6 1.39'	East	0,919.0 '
Segment# 8	ne		
course	N66° ' 37"WL	length	38. 4'
North	0,666.38'	East	0,883.83'
Segment# 9	ne		
course	N13° 18' 43"E L	length	103.40'
North	0,767.00'	East	0,907.64'
Segment# 10	ne		
course	N6° 1' 47"WL	length	8 .00'
North	0,8 1.48'	East	0,898. '
Segment# 11	ne		
course	N33° 39' "WL	length	6. 6'
North	0,898.31'	East	0,867.04'
Segment# 1	ne		
course	N6° 1' 47"WL	length	8 .00'
North	0,98 .78'	East	0,8 7.6 ' 2

Course: 1 "Wm
North: 50,9 4.02 m

Length: 55.00
ast: 50,420.

eg nt# 22: Line m
Course: 1 "Wm
North: 50,927.92 m

Length: 55.00
East: 50, 65.67

Peri ter: 2,715.2 m
Error Closure: 0.01 m
Error North : 0.007 m

rea: 277,175.01 q.Ft.
Course: N4 0 1"E
East: 0.000

Precision 1: 271,52 .00 m

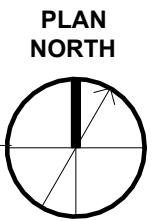
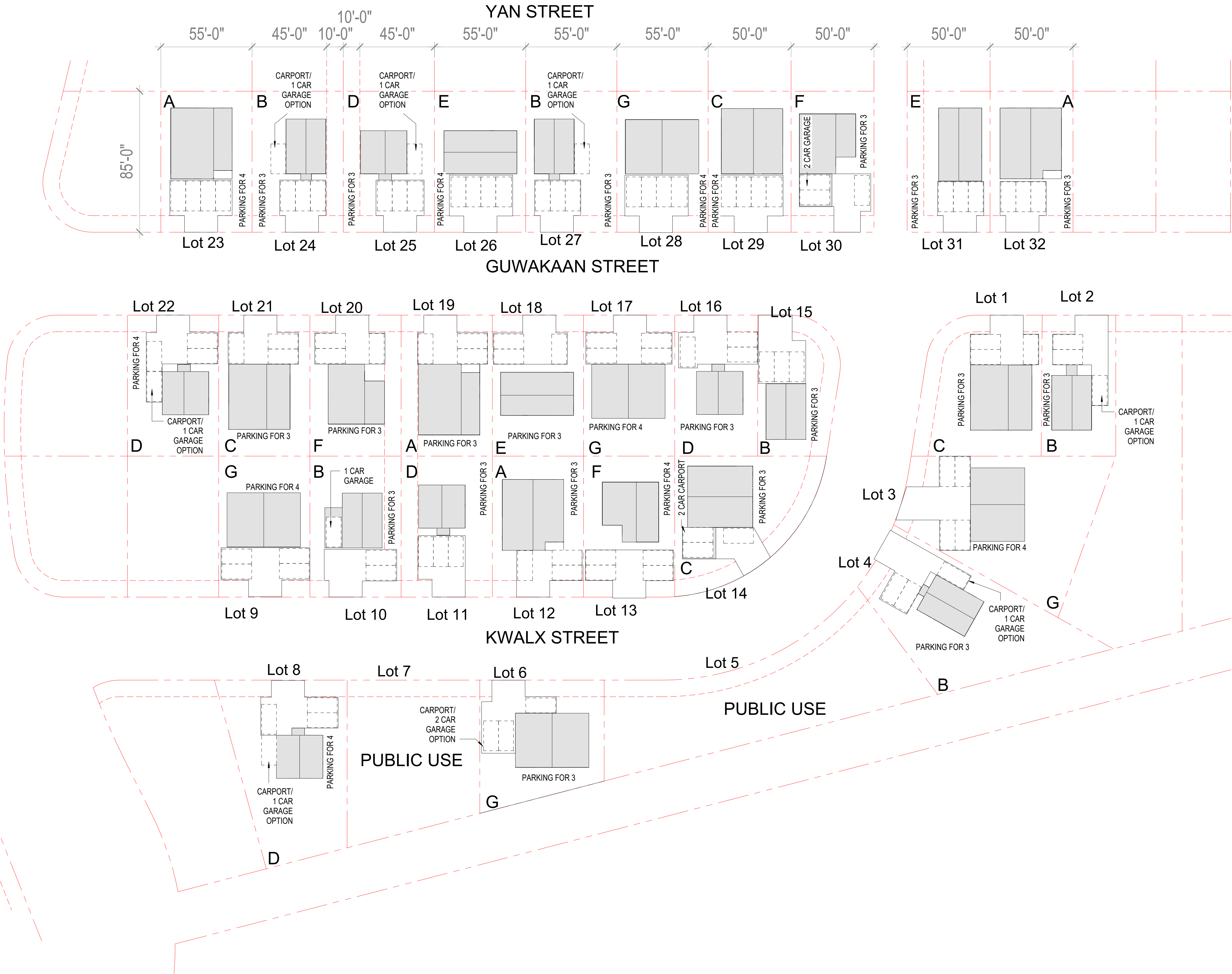
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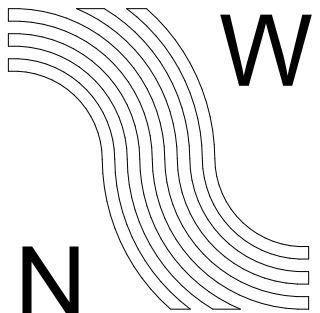
1

SITEPLAN
1" = 30'-0"

KARL REISHUS BOULEVARD



02/15/2020



NorthWind
Architects, LLC

126 Seward St
Juneau, AK 99801
Ph #907.586.6150
www.northwindarch.com

1" ACTUAL
IF THE ABOVE DIMENSION DOES NOT
MEASURE ONE INCH (1") EXACTLY, THIS
DRAWING WILL HAVE BEEN ENLARGED OR
REDUCED, AFFECTING ALL LABEL SCALES.

PEDERSON HILL FLOORPLAN
OPTIONS

THRHA
JUNEAU, ALASKA

SHEET TITLE:
SITEPLAN

CHECKED JB
DRAWN SCC

issue date description

SHEET #

G1.0

ISSUE DATE 05.21.2025

SEET KANAX DUTEEN FLOORPLAN B



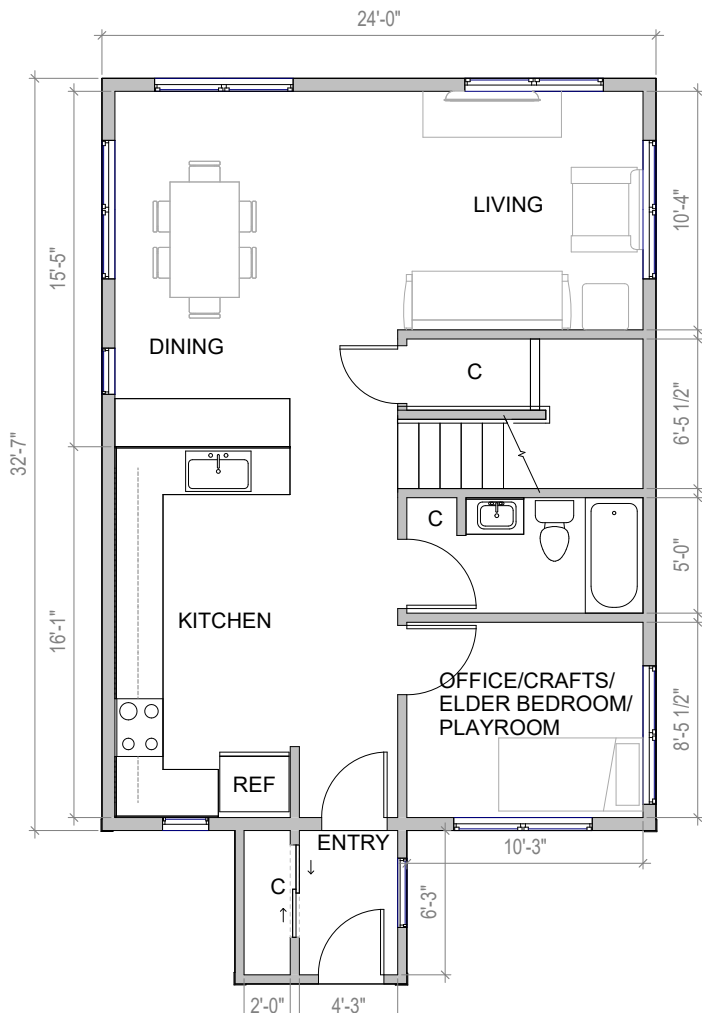
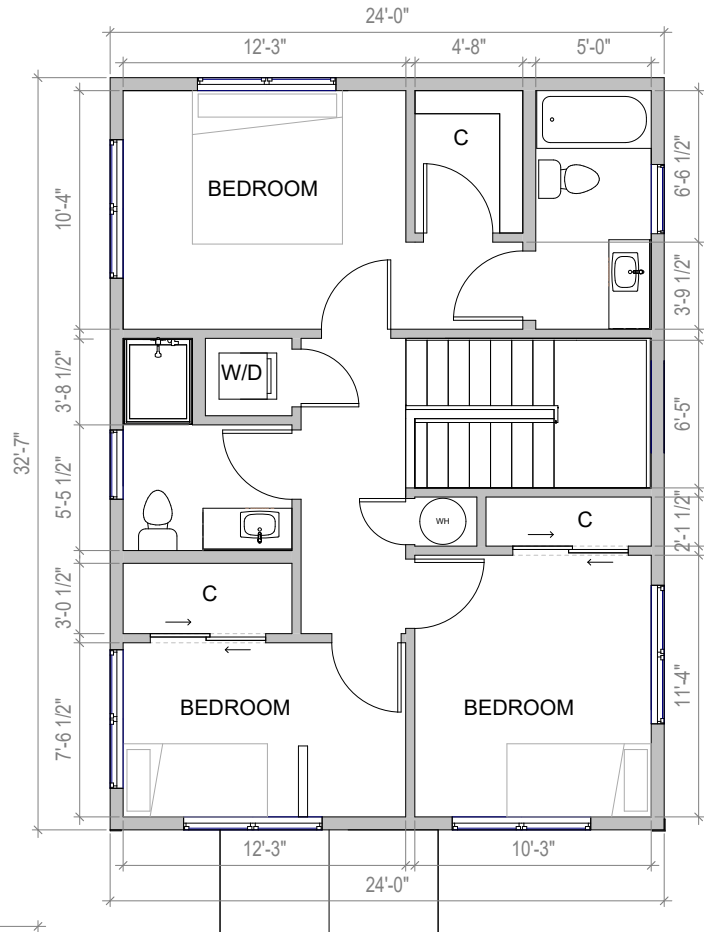
- 1509 SF TWO-STORY HOME
- 3-4 BEDROOMS, 3 BATHROOMS
- ACCESSIBLE DOWNSTAIRS BEDROOM FOR AGING IN PLACE
- OPEN GATHERING SPACES
- FLEX ROOM COULD BE USED AS ANOTHER BEDROOM, OFFICE, OR A PLAYROOM



Regional Housing Authority



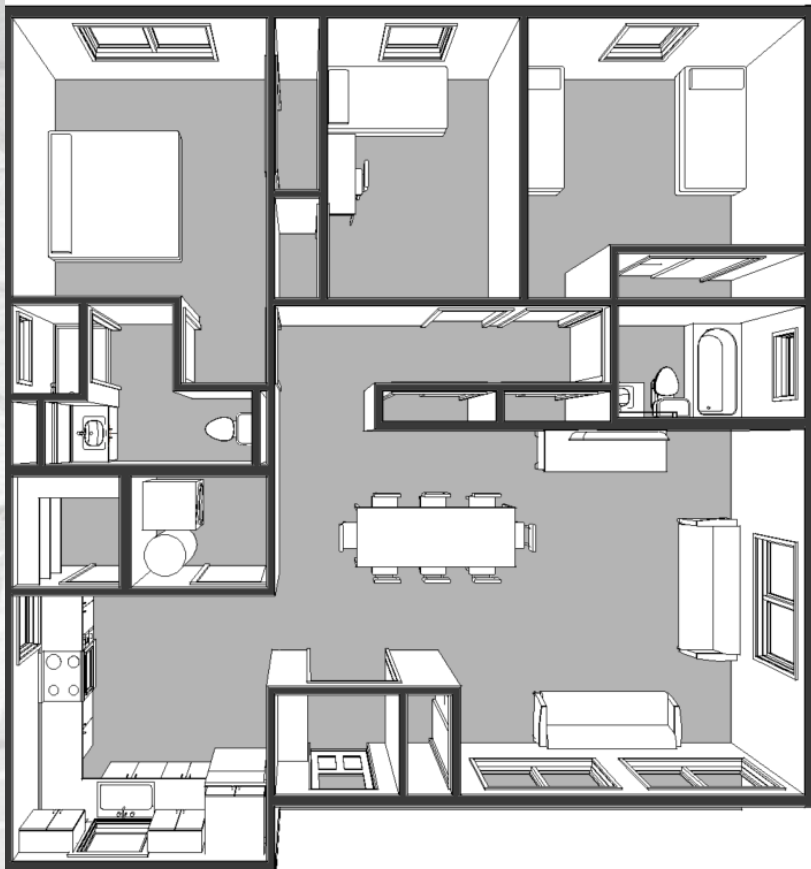
SECOND FLOOR



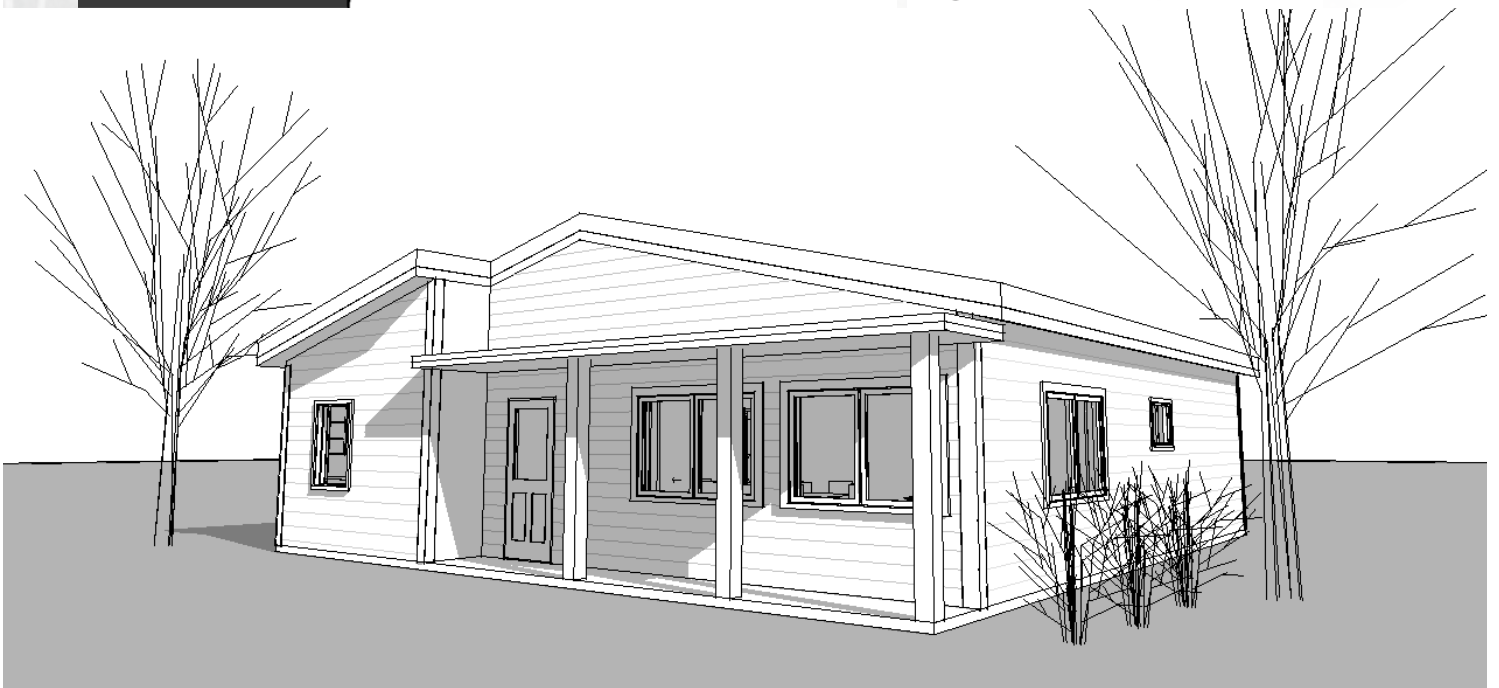
FIRST FLOOR

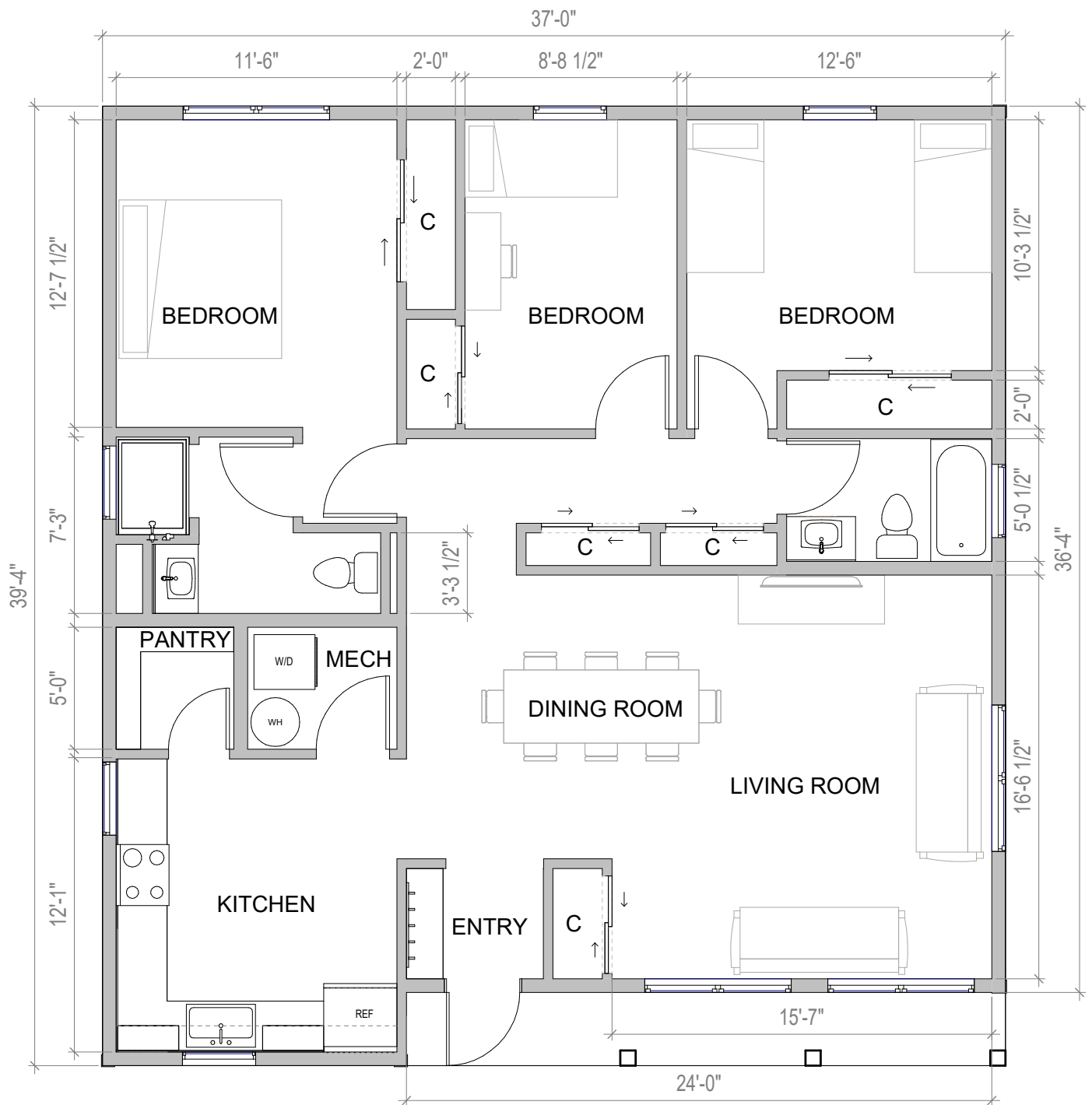
NOT PRINTED TO SCALE

SEET KANAX DUTEEN FLOORPLAN C



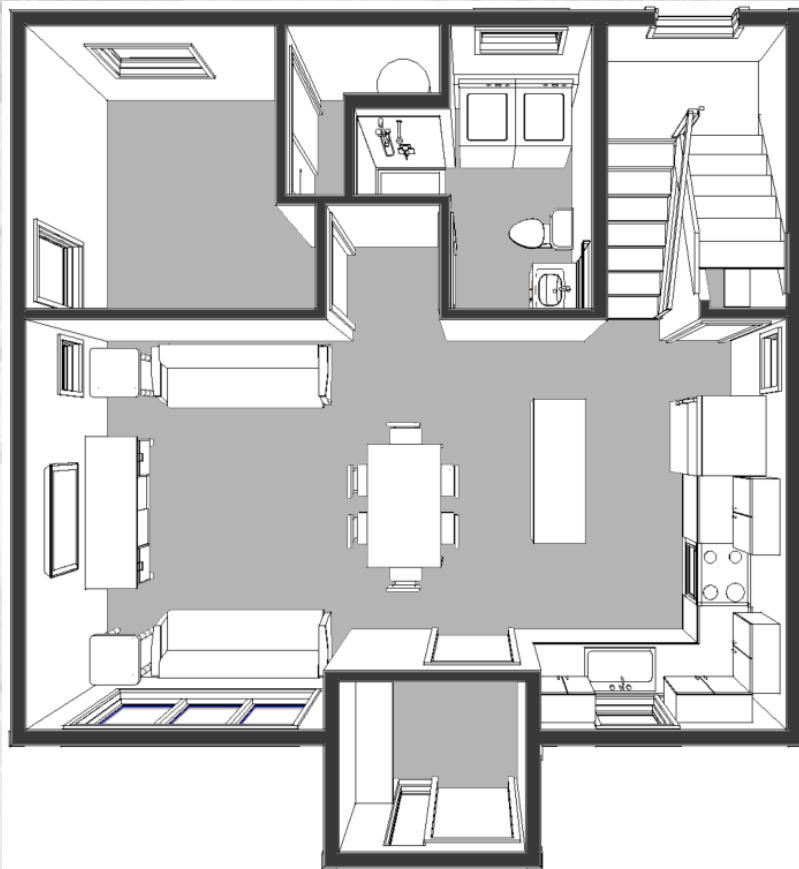
- 1381 SF SINGLE-STORY HOME
- 3 BEDROOMS, 2 BATHROOMS
- PRIVATE MASTER BEDROOM SUITE AND WALK-IN SHOWER
- LARGE PANTRY





NOT PRINTED TO SCALE

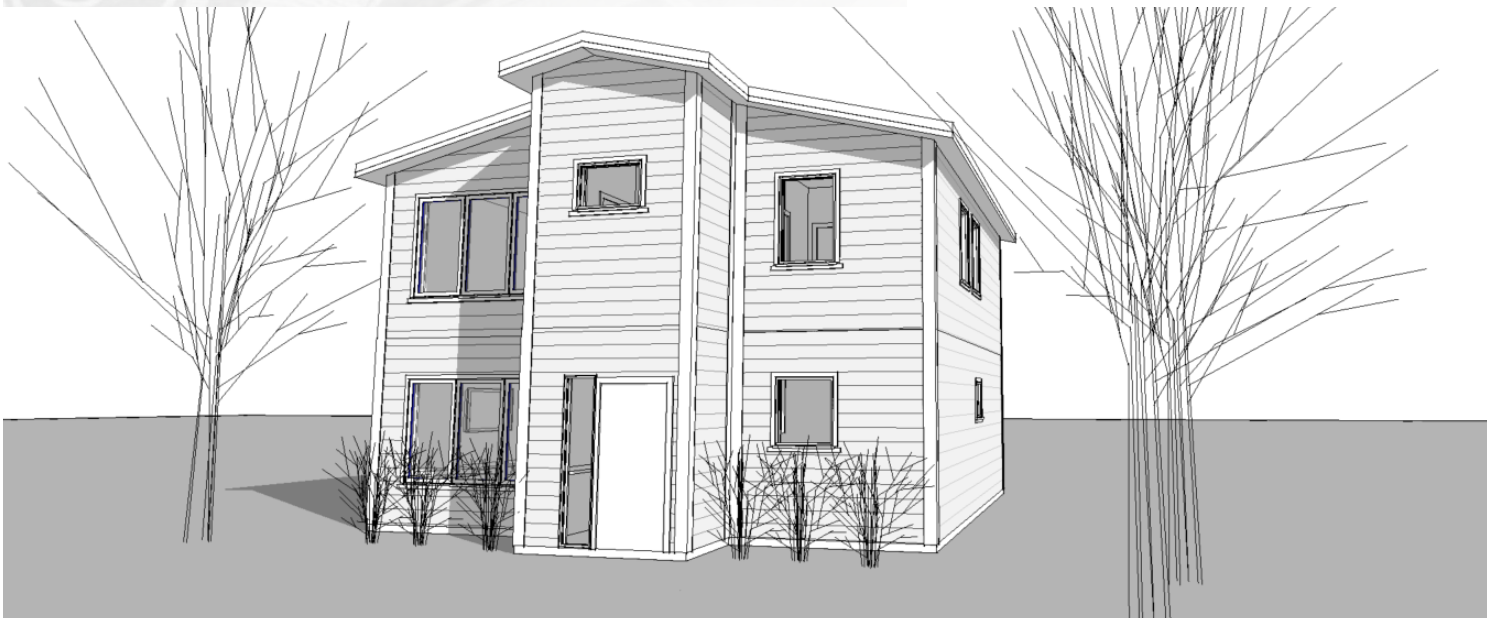
SEET KANAX DUTEEN FLOORPLAN D



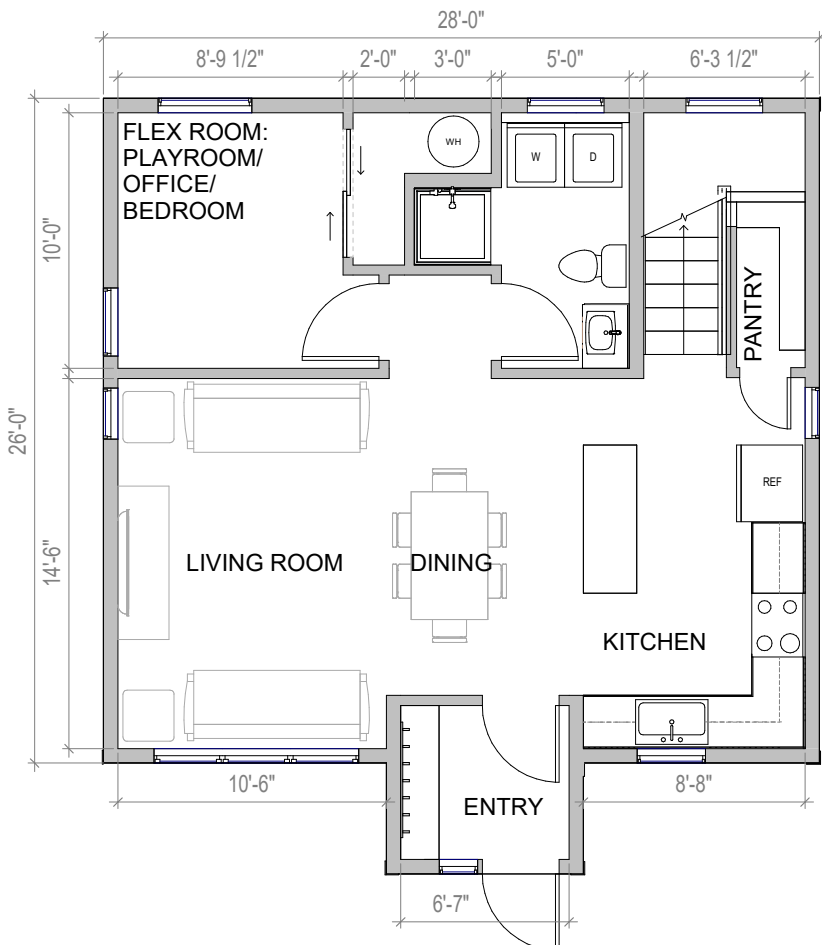
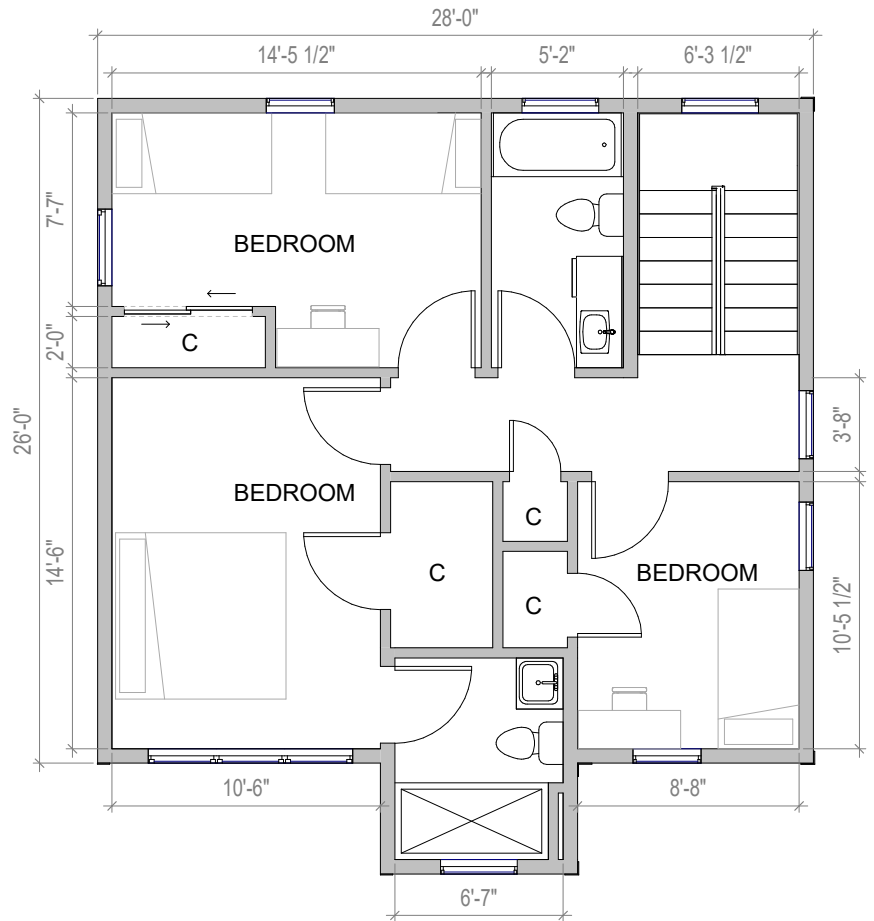
- 1460 SF TWO-STORY HOME
- 3-4 BEDROOMS, 2.5 BATHROOMS
- ACCESSIBLE DOWNSTAIRS BEDROOM FOR AGING IN PLACE
- OPEN GATHERING SPACES
- FLEX ROOM COULD BE USED AS ANOTHER BEDROOM, OFFICE, OR A PLAYROOM



Regional Housing Authority



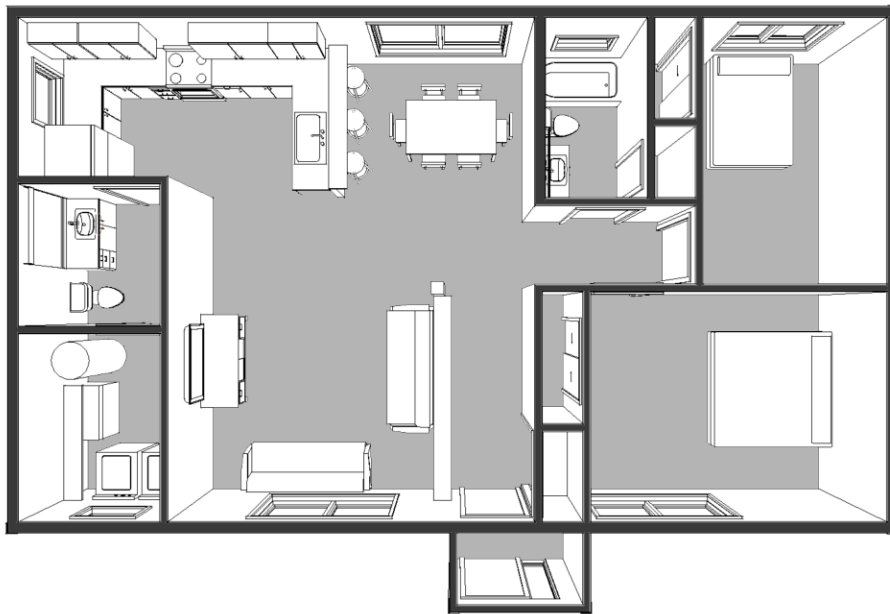
SECOND FLOOR



FIRST FLOOR

NOT PRINTED TO SCALE

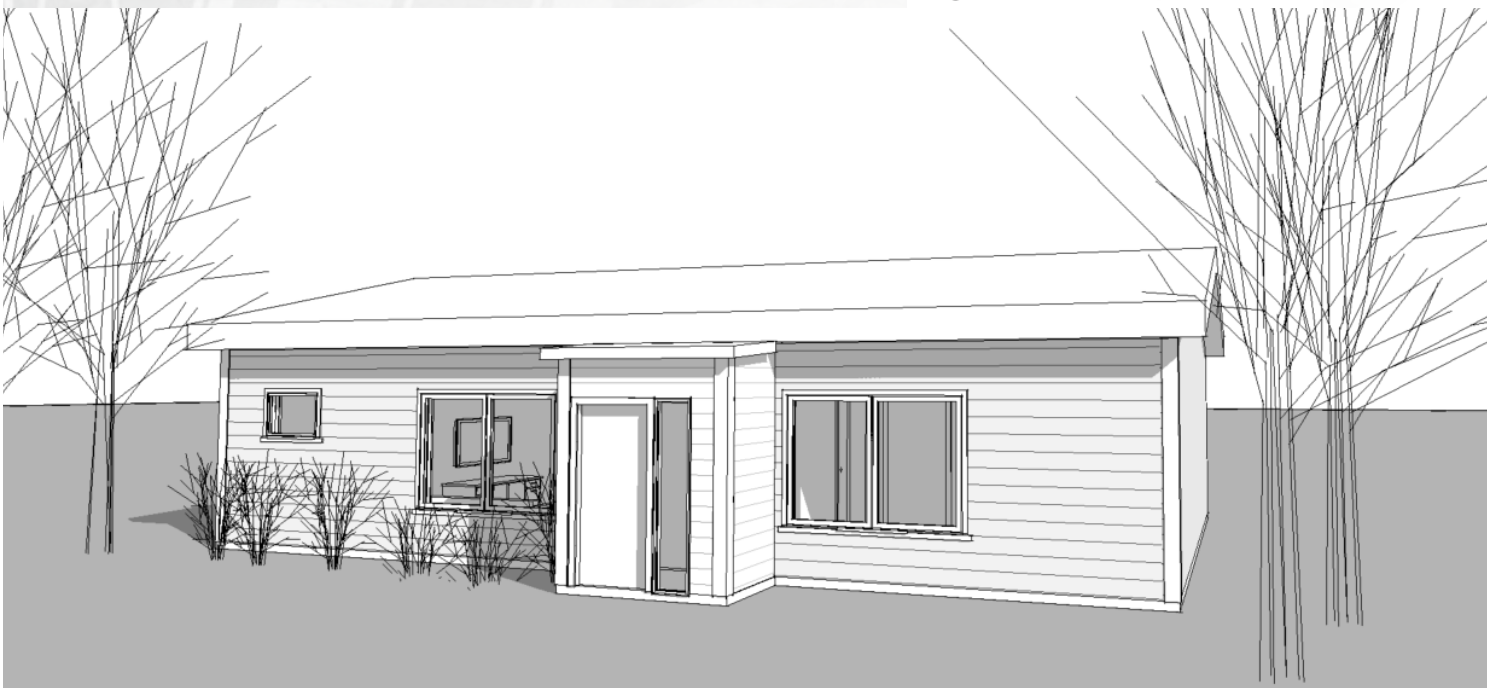
SEET KANAX DUTEEN FLOORPLAN E

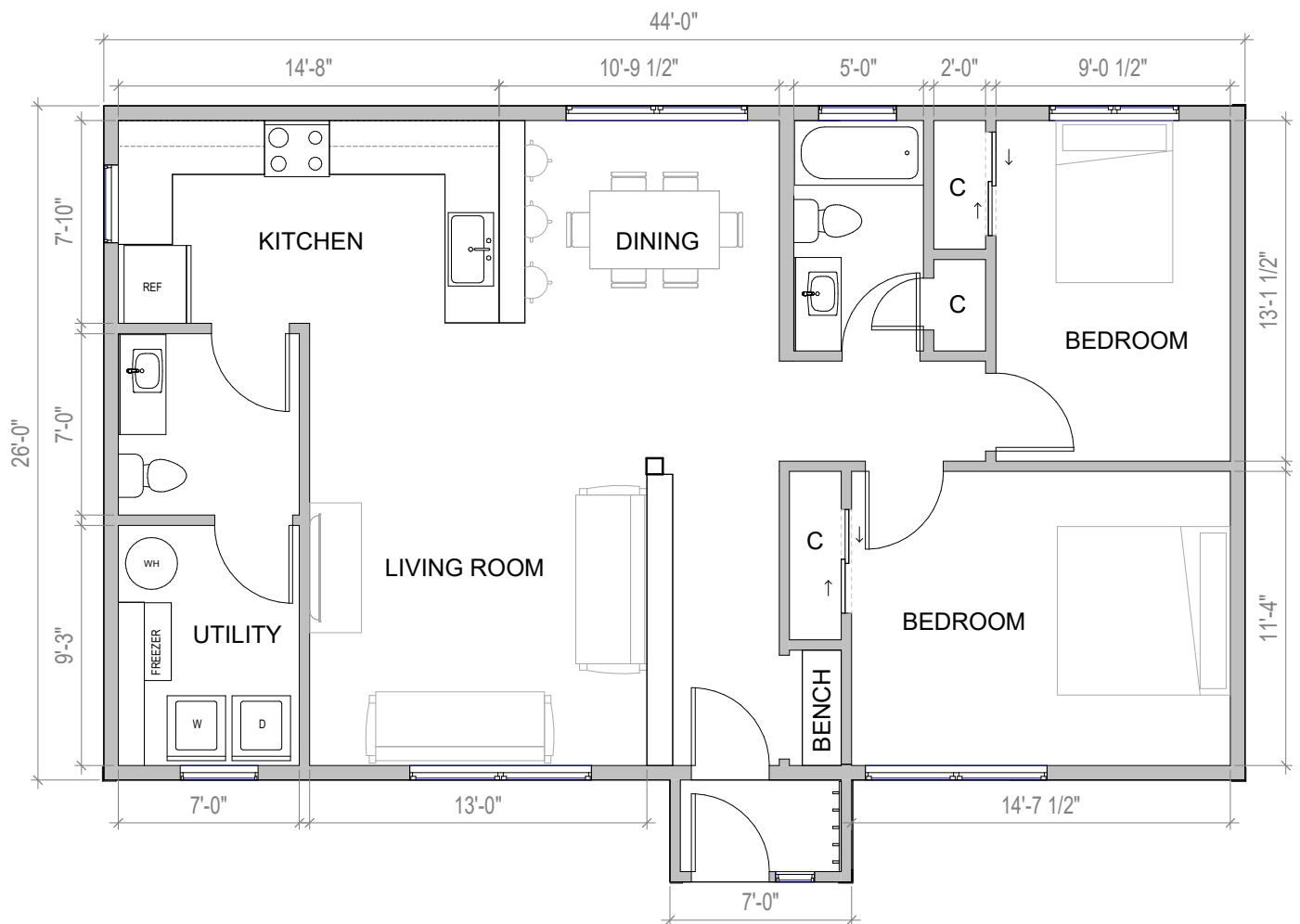


- 1144 SF SINGLE-STORY HOME
- 2 BEDROOMS, 1.5 BATHROOMS
- LARGE PANTRY/ LAUNDRY ROOM
- OPEN GATHERING ROOMS



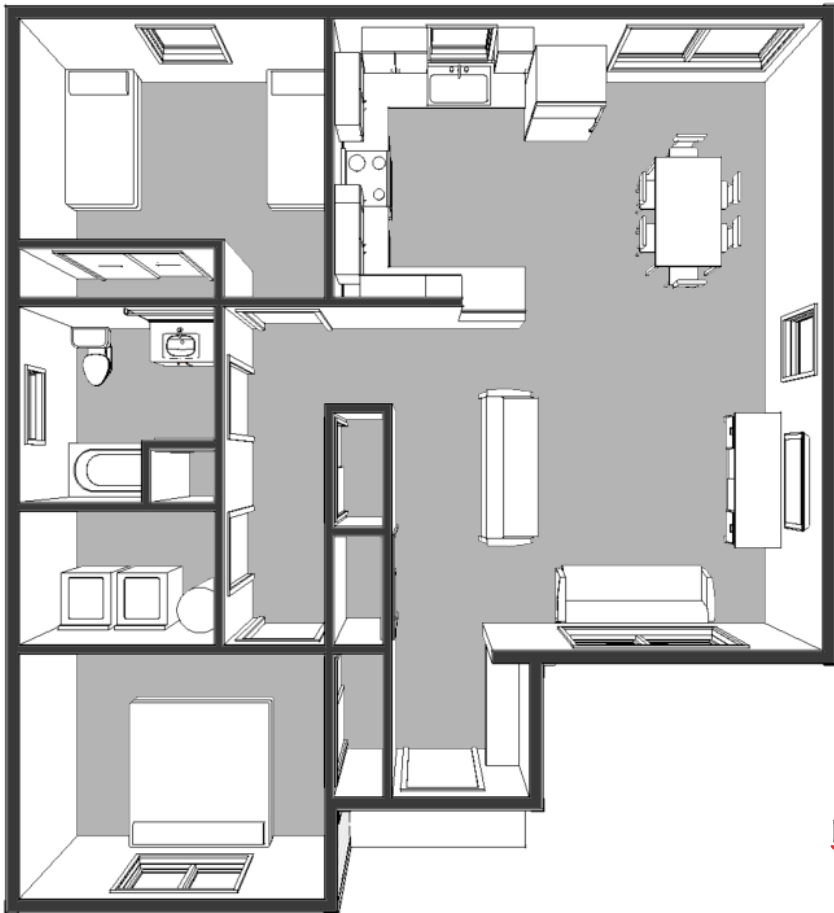
Regional Housing Authority





NOT PRINTED TO SCALE

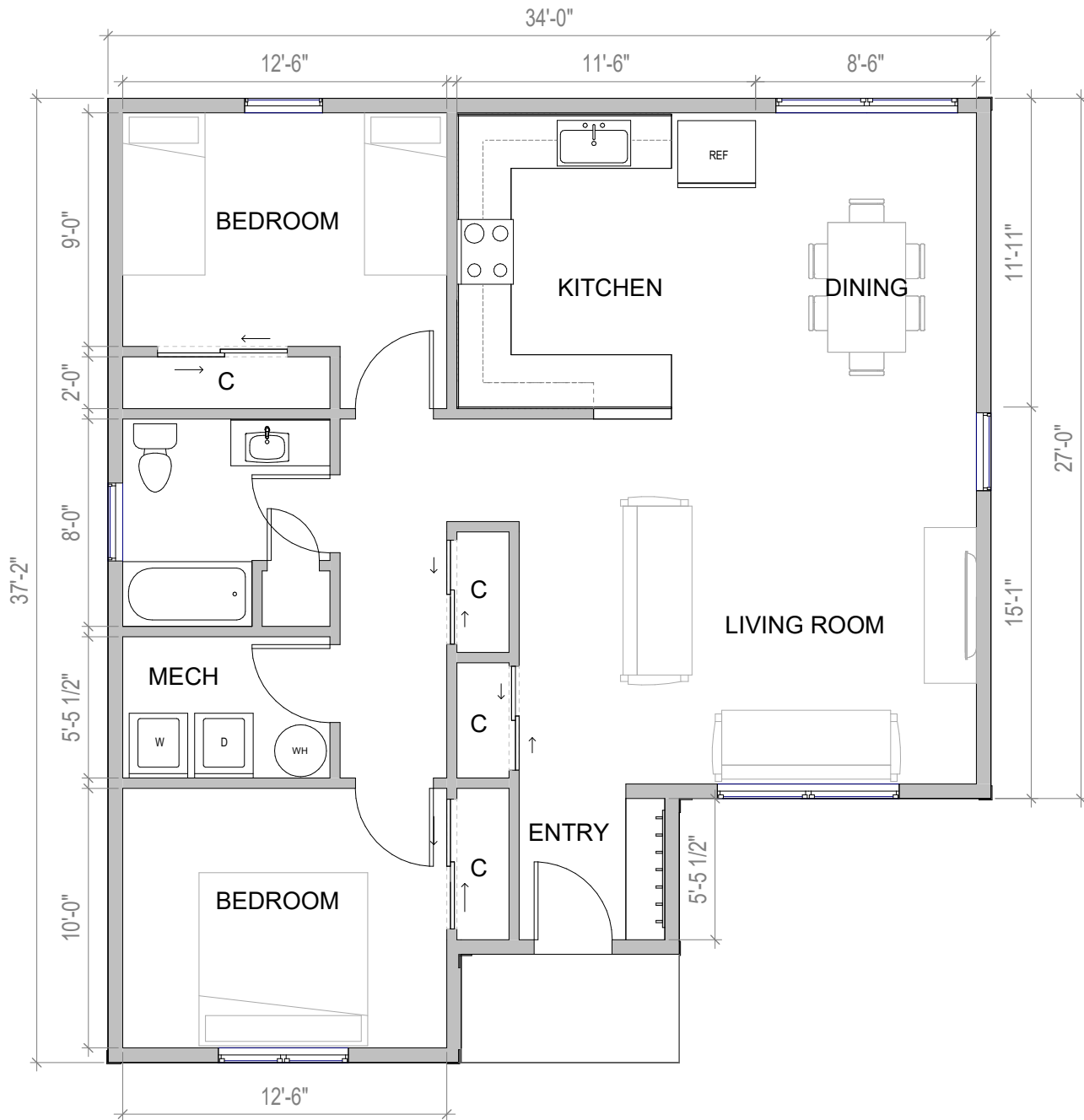
SEET KANAX DUTEEN FLOORPLAN F



- 1072 SF SINGLE-STORY HOME
- 2 BEDROOMS, 1 BATHROOM
- AMPLE CLOSET SPACE


Regional Housing Authority





1

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NOT PRINTED TO SCALE

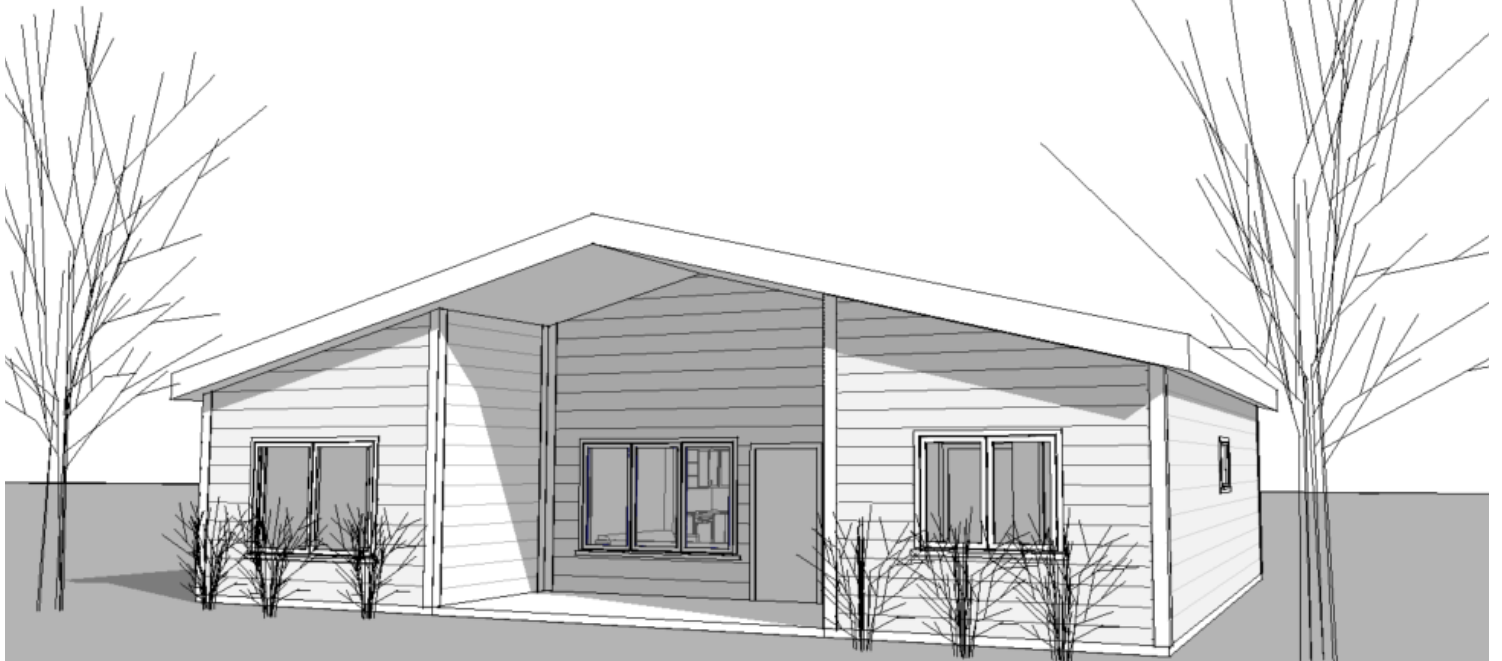
SEET KANAX DUTEEN FLOORPLAN G

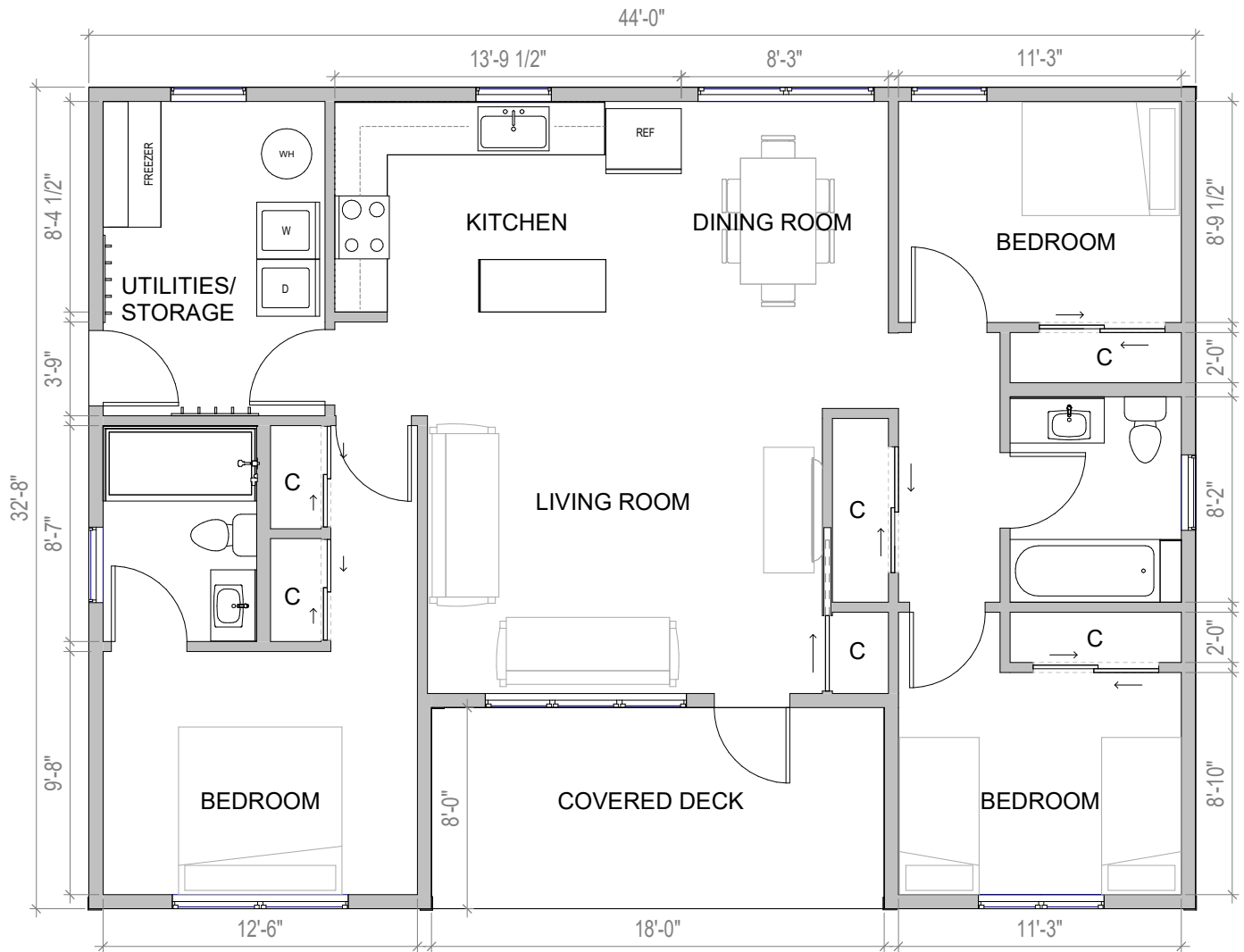


- 1292 SF SINGLE-STORY HOME
- 3 BEDROOMS, 2 BATHROOMS
- BEDROOM/ BATHROOM SUITE CAN BE RENTED FOR ADDITIONAL INCOME
- LARGE PANTRY/ LAUNDRY ROOM



Regional Housing Authority



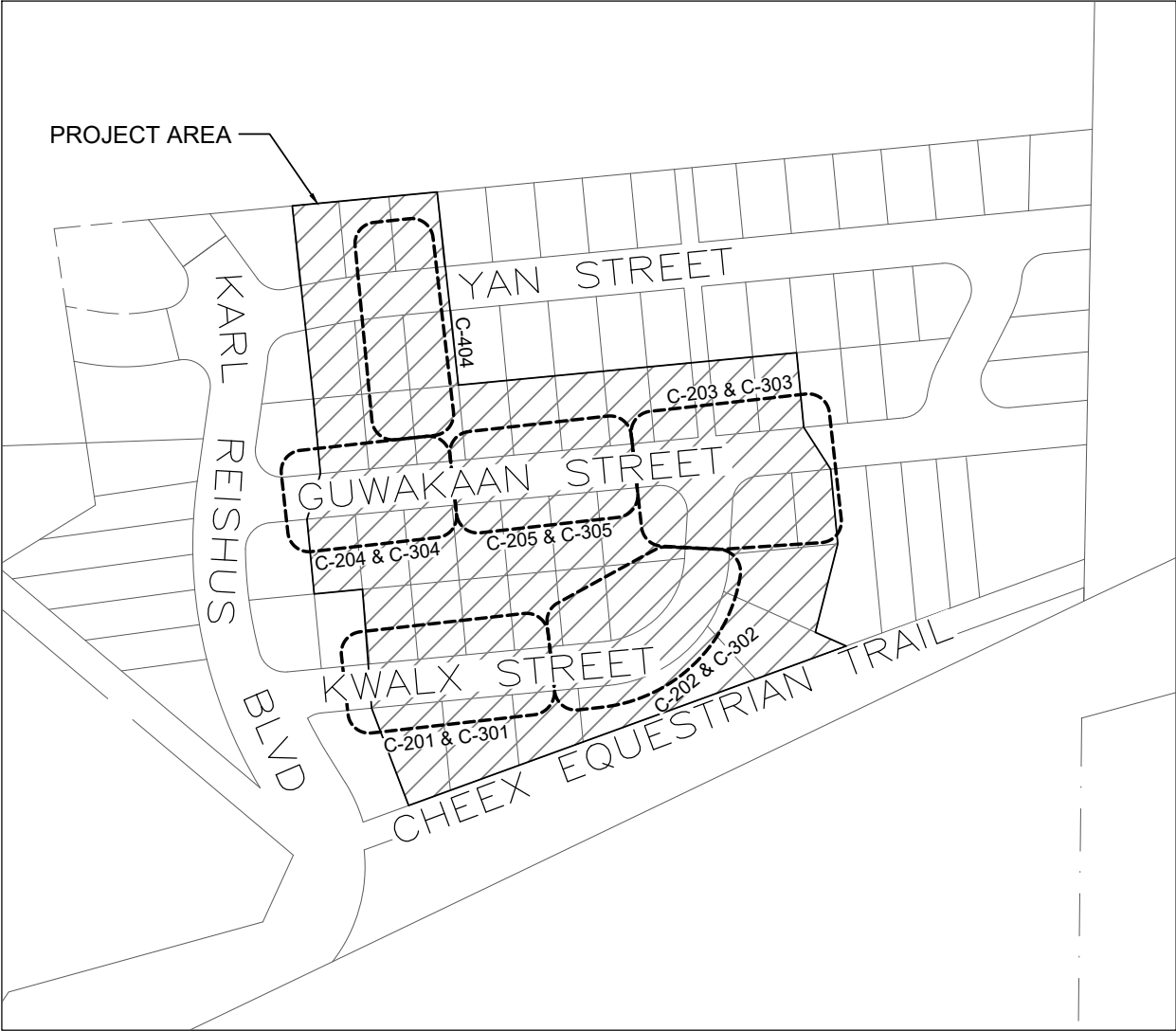


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PEDERSON HILL SUBDIVISION II

PHASE 1B

SHEET INDEX	
SHEET NO.	TITLE
GENERAL	
G-001	COVER SHEET, KEY MAP, AND SHEET INDEX
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G-003	EROSION AND SEDIMENT CONTROL PLAN WITH OVERALL CLEARING LIMITS
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CIVIL	
C-100	TYPICAL SECTIONS
C-101	SUMMARY TABLES
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C-201	PLAN – KWALX STREET BOP TO STA "K" 12+45
C-202	PLAN – KWALX STREET STA "K" 12+45 TO STA "K" 14+85
C-203	PLAN – KWALX/GUWAKAAN INTERSECTION STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "G" 16+50
C-204	PLAN – GUWAKAAN STREET BOP TO STA "G" 12+00
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C-301	GRADING PLAN – KWALX STREET BOP TO STA "K" 12+45
C-302	GRADING PLAN – KWALX STREET STA "K" 12+45 TO 14+85
C-303	GRADING PLAN – KWALX/GUWAKAAN INTERSECTION STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "G" 16+50
C-304	GRADING PLAN – GUWAKAAN STREET BOP TO STA "G" 12+00
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C-401	WATER SYSTEM DETAILS
C-402	MISCELLANEOUS DETAILS
C-403	MISCELLANEOUS DETAILS
C-404	SD-55 PLAN, PROFILE, AND DETAILS
C-501	SIGNING AND STRIPING – KWALX STREET BOP TO STA "K" 12+45
C-502	SIGNING AND STRIPING – KWALX STREET STA "K" 14+85 TO STA "K" 14+70
C-503	SIGNING AND STRIPING – KWALX/GUWAKAAN INTERSECTION STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "G" 16+50
C-504	SIGNING AND STRIPING – GUWAKAAN STREET BOP TO STA "G" 12+00
C-505	SIGNING AND STRIPING – GUWAKAAN STREET STA "G" 12+00 TO STA "G" 14+15
C-601	PROFILE – STA "K" 10+00 TO STA "K" 14+85
C-602	PROFILE – STA "K" 14+85 TO STA "K" 15+92 STA "G" 10+00 TO STA "G" 12+00
C-603	PROFILE – STA "G" 12+00 TO STA "G" 16+50



KEY MAP
PEDERSON HILL II LT 2B
JUNEAU, ALASKA

SHEET INDEX	
SHEET NO.	TITLE
LIGHTING + UTILITIES (NIC)	
E-100	TITLE, INDEX, LEGEND & GENERAL NOTES
E-101	OVERALL PHASE LAYOUT
E-201	PLAN – KWALX STREET STA "K" 10+10 TO STA "K" 12+45
E-202	PLAN – KWALX STREET STA "K" 12+45 TO STA "K" 14+85
E-203	PLAN – KWALX/GUWAKAAN INTERSECTION STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "G" 16+50
E-204	PLAN – GUWAKAAN STREET STA "G" 10+00 TO STA "G" 12+00
E-205	PLAN – GUWAKAAN STREET STA "G" 12+00 TO STA "G" 14+15
E-300	EXISTING LOAD CENTER DETAILS
E-301	LIGHT POLE DETAILS
E-400	SINGLE LINE DIAGRAM – POWER UTILITY
E-401	SINGLE LINE DIAGRAM – POWER UTILITY
E-402	RISER DIAGRAM – TELEPHONE
E-403	RISER DIAGRAM – TV
E-500	SINGLE PHASE TRANSFORMER MOUNTING DETAIL
E-501	SINGLE PHASE PRIMARY PEDESTAL DETAIL
E-502	PRIMARY PEDESTAL INSTALLATION DETAIL
E-503	SECONDARY POWER PEDESTAL INSTALLATION DETAIL
E-504	TRENCH DETAIL
E-600	EXISTING PHASE 1A STATION AND OFFSET TABLES
E-601	NEW PHASE 1B STATION AND OFFSET TABLES

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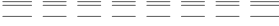
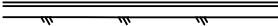
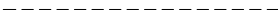
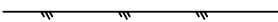
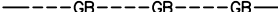
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PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT 23-015 DATE 10/18/2024
COVER SHEET, KEY MAP, AND SHEET INDEX		SHEET G-001

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LEGEND

DESCRIPTION	EXISTING	REMOVE	PROPOSED
ADA TILE			
AREA DRAIN			
CAP			
CATCH BASIN			
CLEARING LIMITS			
CONTROL POINT			
CURB & GUTTER – TYPE I			
CUT LIMITS			
EASEMENT			
EDGE OF ASPHALT			
FILL LIMITS			
FIRE HYDRANT			
GRADE BREAK			
GRAVEL			
LIGHT POLE			
PROPERTY LINE			
SANITARY SEWER CLEANOUT			
SANITARY SEWER GRAVITY PIPE			
SANITARY SEWER MANHOLE			
SAWCUT			
SHOULDER			
SIGN			
STORM DRAIN PIPE			
SWALE CENTERLINE			
TOP OF BANK			
UNDERGROUND UTILITY			
UTILITY PEDESTALS			
WATER LINE PIPE			
WATER BUTTERFLY VALVE			
WATER CURB STOP			
WATER GATE VALVE			

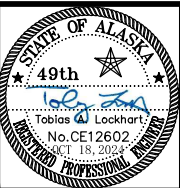
ABBREVIATIONS

AC	ASPHALT CONCRETE
BOP	BEGINNING OF PROJECT
BV	BUTTERFLY VALVE
CB	CATCH BASIN
CBJ	CITY AND BOROUGH OF JUNEAU
CH	CHORD
CL	CENTERLINE
CMP	CORRUGATED METAL PIPE
CONC	CONCRETE
CPP	CORRUGATED POLYETHYLENE PIPE
CTE	CONNECT TO EXISTING
CU	COPPER
DI	DUCTILE IRON
DIA	DIAMETER
EL	ELEVATION
EOP	END OF PROJECT
EP	EDGE OF PAVEMENT
FL	FLOWLINE
FG	FINISHED GRADE
GALV	GALVANIZED STEEL
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
HP	HIGH PRESSURE
INV	INVERT
LG	LIP OF GUTTER
LT	LEFT
MJ	MECHANICAL JOINT
MH	MANHOLE
MN	MAGNETIC NAIL
MTE	MATCH TO EXISTING
NIC	NOT IN CONTRACT
NO	NUMBER
NTS	NOT TO SCALE
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVATURE
PE	PLAIN END
PERF	PERFORATED
PT	POINT OF TANGENT
POC	POINT ON CURVE
PVC	POLYVINYL CHLORIDE
ROW	RIGHT-OF-WAY
RT	RIGHT
SD	STORM DRAIN
SHLD	SHOULDER
SS	SANITARY SEWER
STA	STATION
STD	STANDARD
SVC	SERVICE
TBC	TOP BACK OF CURB
TBVG	TOP BACK OF VALLEY GUTTER
TP	TOP OF PAVEMENT
TYP	TYPICAL
UD	UNDERDRAIN
WT	WATERTIGHT

GENERAL NOTES

- BEGIN SUBCUT AT 12 INCHES FROM PAVEMENT SAWCUT LINE AT STREET CONNECTIONS, UNLESS OTHERWISE SHOWN ON THE DRAWINGS, OR DIRECTED BY THE ENGINEER. REMOVE AND REPLACE BASE COURSE WITH 6 INCHES OF 2" MINUS SHOT ROCK W/BASE COURSE TO 6 INCHES FROM PAVEMENT SAWCUT LINE. SAWCUT AS NECESSARY ALONG ALL STREET AND DRIVEWAY APPROACHES TO PROVIDE A NEAT MATCH LINE.
- CONTRACTOR SHALL ENSURE UNINTERRUPTED GARBAGE PICKUP AND DAILY MAIL SERVICE TO ALL RESIDENCES IMPACTED BY THIS PROJECT.
- THE 4TH EDITION OF THE CBJ STANDARD DETAILS, DATED AUGUST 14 2011 AND STANDARD SPECIFICATIONS DATED 2003 AND ALL ERRATA, ARE MADE PART OF THIS CONTRACT, WITH CURRENT REVISIONS AS APPLICABLE.
- EXISTING PIPE LOCATIONS ARE DERIVED FROM CBJ AS-BUILTS OR FIELD LOCATED. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN. DEPTH OF THE EXISTING WATER PIPES SHOWN ON THE PROFILES ARE ASSUMED. CONTRACTOR SHALL FIELD VERIFY THE LOCATION OF EACH POINT OF CONNECTION TO THE EXISTING UTILITIES. CALL "DIAL BEFORE YOU DIG" AT 586-1333 FOR UNDERGROUND UTILITY LOCATES AND 811 ALASKA DIG LINE FOR ACS AND GCI PRIOR TO ANY EXCAVATION ACTIVITIES.
- THE GRADING AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- LOCATION OF WATER SYSTEM IMPROVEMENTS, SANITARY SEWER MANHOLES, PIPING AND PIPE LENGTHS ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER.
- THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES, LONI VANKIRK AT 907-723-4975 OF ANY WATER MAIN INTERRUPTION AT LEAST 48-HOURS PRIOR TO SHUTDOWN OR FLUSHING.
- A MINIMUM VERTICAL CLEARANCE OF 18-INCHES SHALL BE OBTAINED BETWEEN THE WATER MAIN AND BOTH THE SANITARY SEWER MAINS AND STORM SEWER MAINS. IN SOME LOCATIONS THIS WILL REQUIRE THAT THE WATER MAIN BE INSTALLED WITH MORE THAN 60-INCHES OF COVER. WHERE THE STORM SEWER CROSSES THE WATER MAIN, INSTALL THE STORM DRAIN SO THAT THE JOINTS ARE AT LEAST 10-FT FROM THE CROSSING.
- PROPERTY LINE LOCATIONS SHOWN ON THESE PLANS REPRESENT THE RECORDED PLAT FOR PEDERSON HILL SUBDIVISION II, PHASE 1A AND THE PROPOSED PLAT FOR PEDERSON HILL SUBDIVISION II, PHASE 1B.
- ALL ITEMS DESIGNATED FOR REMOVAL SHALL BE DISPOSED OF AT AN APPROVED DISPOSAL SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS.
- CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. REBARS, CONCRETE NAILS, BRASS CAP MONUMENT, ETC.) PRIOR TO CONSTRUCTION, REMONUMENT AFTER SURFACING IS REPLACED, AND SUBMIT A RECORD OF MONUMENT TO THE ENGINEER. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR.
- AEL&P, ACS, AND GCI WILL BE CONDUCTING WORK WITHIN THE PROJECT LIMITS TO EXTEND THEIR RESPECTIVE SYSTEMS. THE CONTRACTOR SHALL COORDINATE ITS ACTIVITIES WITH EACH UTILITY COMPANY AND PROVIDE ACCESS AS NECESSARY FOR UTILITIES COMPANIES TO CONDUCT THEIR WORK.
- THE CONTRACTOR SHALL RESTRICT COMPACTION AND OTHER VIBRATION INDUCING OPERATIONS AS NECESSARY TO ENSURE NO DAMAGE OCCURS TO ADJACENT BUILDINGS OR STRUCTURES. REFER TO SECTION 01530, ARTICLE 1.7 FOR FURTHER REQUIREMENTS.
- THE PLAN SHEETS DO NOT SHOW ALL OF THE TREES AND OTHER VEGETATION THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES. NO TREES OR OTHER VEGETATION ARE TO BE REMOVED OR DAMAGED, UNLESS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER.
- "JUMPING JACK" OR SIMILAR TYPE COMPACTION SHALL BE USED TO THOROUGHLY COMPACT ALL LAYERS OF MATERIAL AROUND WATER VALVE BOXES, CATCH BASINS, MANHOLES AND OTHER STRUCTURES.
- THE CONTRACTOR SHALL INSTALL AND MAINTAIN ENGINEER APPROVED EROSION CONTROL DEVICES DURING CONSTRUCTION PER SECTION 01570.

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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

LEGEND, ABBREVIATIONS, AND
GENERAL NOTES

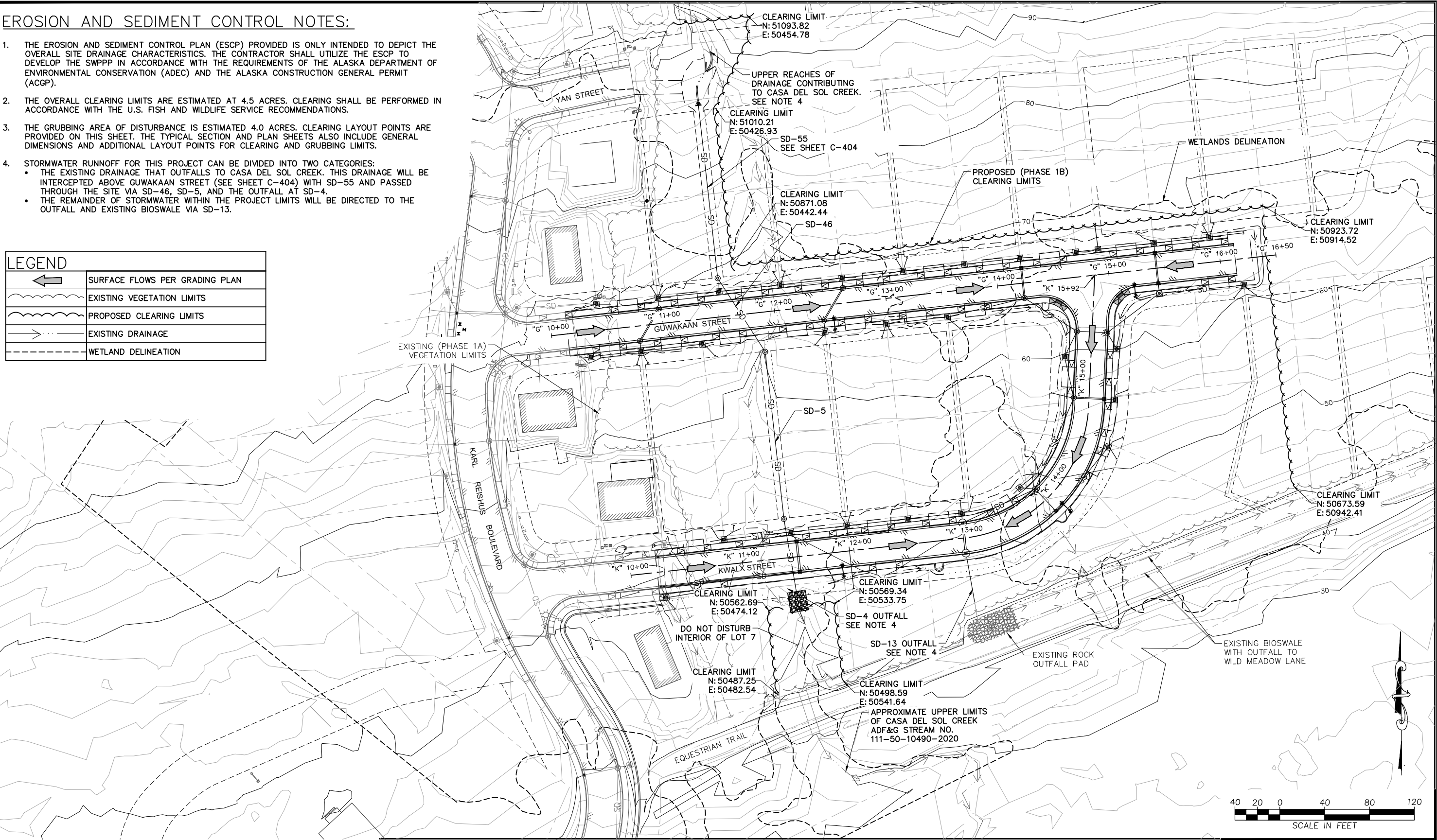
PROJECT 23-015
DATE 10/18/2024

SHEET
G-002

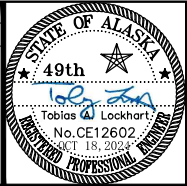
EROSION AND SEDIMENT CONTROL NOTES:

- 1. THE EROSION AND SEDIMENT CONTROL PLAN (ESCP) PROVIDED IS ONLY INTENDED TO DEPICT THE OVERALL SITE DRAINAGE CHARACTERISTICS. THE CONTRACTOR SHALL UTILIZE THE ESCP TO DEVELOP THE SWPPP IN ACCORDANCE WITH THE REQUIREMENTS OF THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC) AND THE ALASKA CONSTRUCTION GENERAL PERMIT (ACGP).
- 2. THE OVERALL CLEARING LIMITS ARE ESTIMATED AT 4.5 ACRES. CLEARING SHALL BE PERFORMED IN ACCORDANCE WITH THE U.S. FISH AND WILDLIFE SERVICE RECOMMENDATIONS.
- 3. THE GRUBBING AREA OF DISTURBANCE IS ESTIMATED 4.0 ACRES. CLEARING LAYOUT POINTS ARE PROVIDED ON THIS SHEET. THE TYPICAL SECTION AND PLAN SHEETS ALSO INCLUDE GENERAL DIMENSIONS AND ADDITIONAL LAYOUT POINTS FOR CLEARING AND GRUBBING LIMITS.
- 4. STORMWATER RUNOFF FOR THIS PROJECT CAN BE DIVIDED INTO TWO CATEGORIES:
 - THE EXISTING DRAINAGE THAT OUTFALLS TO CASA DEL SOL CREEK. THIS DRAINAGE WILL BE INTERCEPTED ABOVE GUWAKAAN STREET (SEE SHEET C-404) WITH SD-55 AND PASSED THROUGH THE SITE VIA SD-46, SD-5, AND THE OUTFALL AT SD-4.
 - THE REMAINDER OF STORMWATER WITHIN THE PROJECT LIMITS WILL BE DIRECTED TO THE OUTFALL AND EXISTING BIOSWALE VIA SD-13.

LEGEND	
	SURFACE FLOWS PER GRADING PLAN
	EXISTING VEGETATION LIMITS
	PROPOSED CLEARING LIMITS
	EXISTING DRAINAGE
	WETLAND DELINEATION



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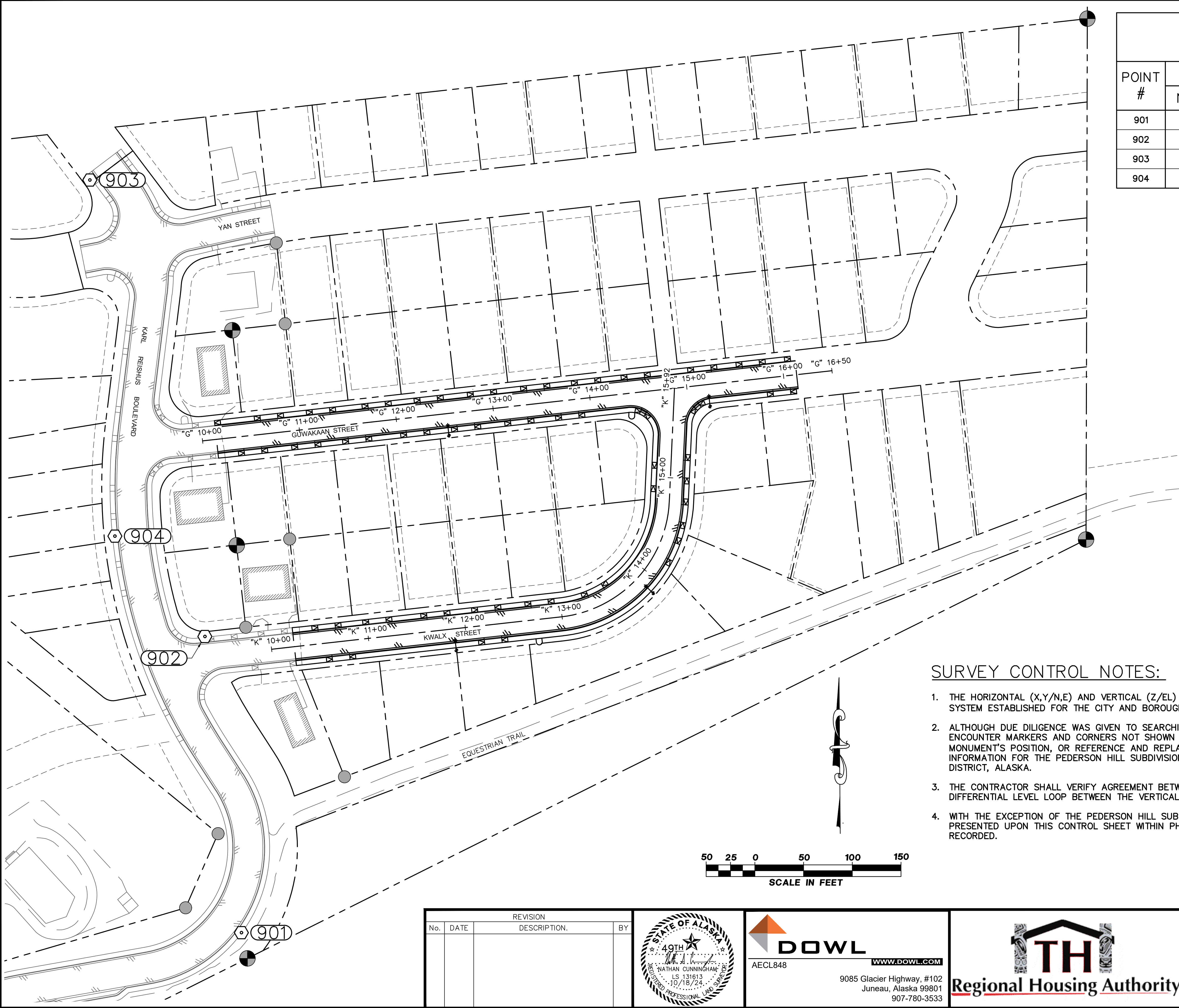
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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
EROSION AND SEDIMENT
CONTROL PLAN WITH OVERALL
CLEARING LIMITS

PROJECT 23-015
DATE 10/18/2024
SHEET
G-003

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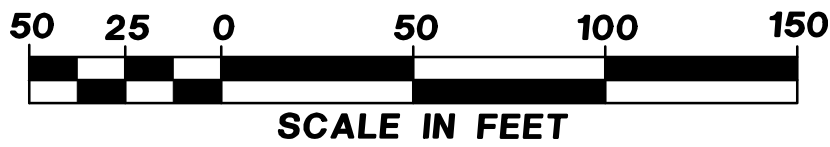


HORIZONTAL & VERTICAL CONTROL				
POINT #	ASSUMED COORD.		ELEVATION	DESCRIPTION
	NORTHING	EASTING		
901	50303.09	50320.42	35.60	MAGNAIL IN HYDRANT PAD
902	50607.05	50282.92	52.69	MAGNAIL IN HYDRANT PAD
903	51075.47	50164.85	98.34	MAGNAIL IN HYDRANT PAD
904	50710.06	50190.55	65.19	MAGNAIL IN SIDEWALK

LEGEND	
	PROJECT CONTROL POINT
	5/8" REBAR W/YELLOW PLASTIC CAP
	PROPERTY CORNER
	3.25" ALUMINUM PRIMARY MONUMENT

SURVEY CONTROL NOTES:

1. THE HORIZONTAL (X,Y/N,E) AND VERTICAL (Z/EL) CONTROL FOR THIS PROJECT ARE ON AN ASSUMED LOCAL COORDINATE SYSTEM ESTABLISHED FOR THE CITY AND BOROUGH OF JUNEAU "PEDERSON HILL SUBDIVISION PHASE I – BE18-025" PROJECT.
2. ALTHOUGH DUE DILIGENCE WAS GIVEN TO SEARCHING FOR AND RECOVERING PROPERTY CORNERS, THE CONTRACTOR MAY ENCOUNTER MARKERS AND CORNERS NOT SHOWN ON THIS PLANSET. IN THIS INSTANCE THE CONTRACTOR SHALL PRESERVE THE MONUMENT'S POSITION, OR REFERENCE AND REPLACE IT (IN KIND; LIKE-FOR-LIKE) IF IT IS DISTURBED OR DESTROYED. RECORD INFORMATION FOR THE PEDERSON HILL SUBDIVISION CAN BE FOUND IN PLAT #2015-40 AND #2019-34, JUNEAU RECORDING DISTRICT, ALASKA.
3. THE CONTRACTOR SHALL VERIFY AGREEMENT BETWEEN THE HORIZONTAL CONTROL POINTS AND RUN AN INDEPENDENT DIFFERENTIAL LEVEL LOOP BETWEEN THE VERTICAL CONTROL OF THIS PLANSET PRIOR TO INITIATING CONSTRUCTION.
4. WITH THE EXCEPTION OF THE PEDERSON HILL SUBDIVISION II, PHASE 1A LOTS, THE RIGHT OF WAY BOUNDARIES AND LOT LINES PRESENTED UPON THIS CONTROL SHEET WITHIN PHASE 1B AND 1C REPRESENT PRELIMINARY PLATS THAT HAVE YET TO BE RECORDED.



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THRHA
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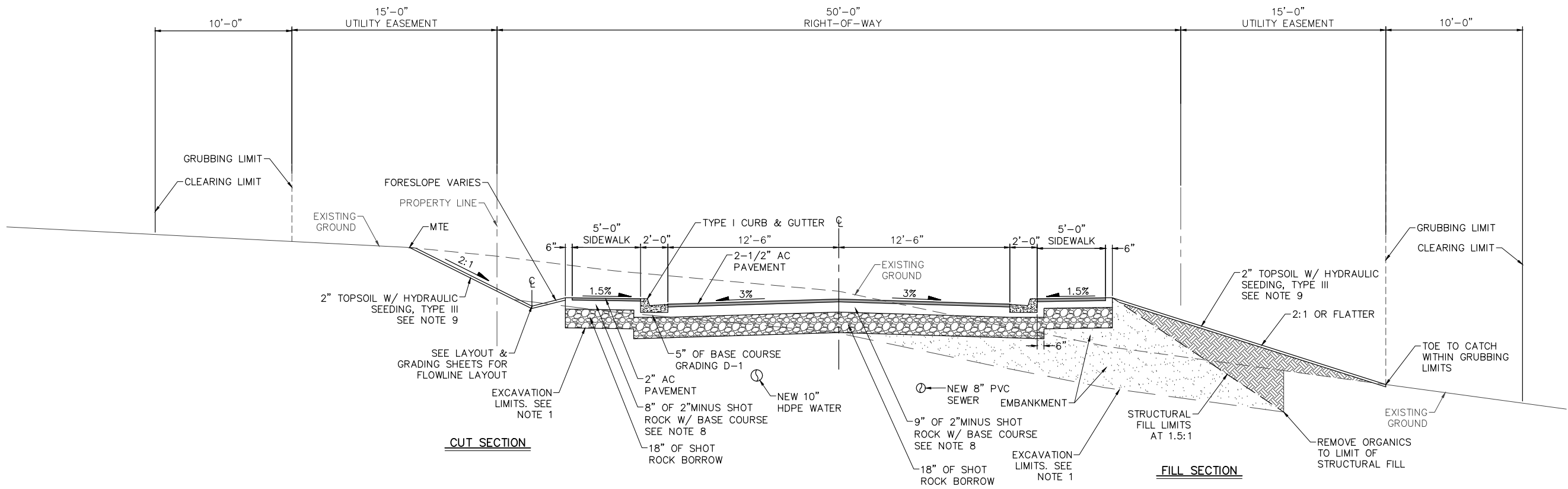
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SURVEY CONTROL

PROJECT 23-015
DATE 10/18/2024

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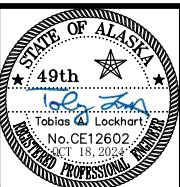
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NOTES:

- EXCAVATION LIMITS SHOWN ARE ONLY AN APPROXIMATION OF THE BOTTOM OF ORGANICS IN A FILL SECTION, OR THE BOTTOM OF STRUCTURAL ROADWAY SECTION IN A CUT SECTION. ADDITIONAL EXCAVATION BELOW THE NEATLINE SUBCUT MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, IF ORGANIC OR OTHER UNSUITABLE MATERIALS ARE ENCOUNTERED AT OR NEAR THE PLANNED SUBCUT ELEVATION.
- THE ORGANIC LAYER IS APPROXIMATED AT 1.5 TO 3.0 FEET DEEP.
- BEDROCK HAS NOT BEEN OBSERVED WITHIN THE PROJECT LIMITS, HOWEVER ROCK OUTCROPS ARE VISIBLE ABOVE THE PROJECT LIMITS.
- UNDERGROUND ELECTRICAL, CABLE, AND TELEPHONE UTILITIES ARE NOT SHOWN ON THE TYPICAL SECTIONS. SEE PLAN SHEETS FOR APPROXIMATE LOCATIONS.
- SEE GRADING PLAN SHEETS FOR GRADING DETAILS.
- DEPTH AND HORIZONTAL LOCATION OF WATER, SANITARY SEWER, AND STORM SEWER VARIES. LOCATIONS SHOWN ON THE TYPICAL SECTION ARE APPROXIMATE ONLY. SEE PLAN SHEETS FOR VERTICAL AND HORIZONTAL LAYOUT.
- TOP OF ASPHALT CONCRETE PAVEMENT SHALL BE 1/4 INCH ABOVE THE LIP OF CONCRETE GUTTER. TOP OF PAVEMENT GRADES GIVEN ON THE GRADING PLAN REFLECT THE ACTUAL FINISH PAVEMENT SURFACE.
- TEST
- THE 2-INCH MINUS SHOT ROCK W/BASE COURSE SECTION SHALL INCLUDE A 1" TO 2" LEVELING COURSE OF BASE COURSE, GRADING D-1, WITH THE REMAINDER OF THE UNDERLYING SECTION CONSISTING OF 2-INCH MINUS SHOT ROCK. THE TOTAL THICKNESS SHALL BE 8" UNDER THE SIDEWALK, AND 9" UNDER THE ROADWAY ASPHALT. THE 2-INCH MINUS SHOT ROCK SHALL BE COMPACTED WITH VIBRATORY EQUIPMENT PRIOR TO PLACING THE BASE COURSE, GRADING D-1.
- ALL AREAS DISTURBED BY CONSTRUCTION ACTIVITIES NOT RESURFACED WITH ASPHALT PAVEMENT OR BASE COURSE SHALL BE GRADED TO A UNIFORM, WELL-DRAINED APPEARANCE AND STABILIZED WITH HYDRAULIC SEEDING OR AS OTHERWISE APPROVED BY THE ENGINEER.
- CATCH LINES FOR TOPSOIL AND SEEDING VARY IN DISTANCE. GRADE TOPSOIL TO PROVIDE A SMOOTH, WELL DRAINED TRANSITION TO EXISTING GRADE. SEE PLAN SHEETS FOR APPROXIMATE LIMITS.

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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

TYPICAL SECTIONS

PROJECT 23-015
DATE 10/18/2024

SHEET
C-100

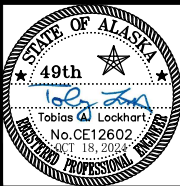
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SAVED DATE: 2024-10-19
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CATCH BASIN FRAME AND GRATE SUMMARY	
CATCH BASIN NO.	EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY CO., CBJ STANDARD No., OR APPROVED EQUAL
CB-1	EXISTING FRAME & GRATE TO REMAIN
CB-2	RESET EXISTING FRAME & GRATE
CB-3	RESET EXISTING FRAME & GRATE
CB-4	EJ 3721Z FRAME & 3700M GRATE
CB-5	EJ 3721Z FRAME & 3700M GRATE
CB-6	CBJ STD 306
CB-7	EJ 3721Z FRAME & 3700M GRATE
CB-8	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-9	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-10	EJ 3721Z FRAME & 3700M GRATE
CB-11	EJ 3721Z FRAME & 3700M GRATE
CB-12	EJ 3721Z FRAME & 3700M GRATE
CB-13	EJ 7701M3 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-14	EJ 7701M3 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-15	EJ 3721Z FRAME & 3700M GRATE
CB-16	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-17	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-18	EJ 3721Z FRAME & 3700M GRATE
CB-19	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-20	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-21	EJ 3721Z FRAME & 3700M GRATE
CB-22	EJ 3721Z FRAME & 3700M GRATE
CB-23	EJ 3721Z FRAME & 3700M GRATE
CB-24	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-25	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-26	EJ 7701M3 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-27	EJ 7701M3 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-28	EJ 3721Z FRAME & 3700M GRATE
CB-29	EJ 3721Z FRAME & 3700M GRATE
CB-30	EJ 3721Z FRAME & 3700M GRATE
CB-31	EJ 3721Z FRAME & 3700M GRATE
CB-32	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-33	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-34	EJ 3721Z FRAME & 3700M GRATE
CB-35	EJ 3721Z FRAME & 3700M GRATE

CATCH BASIN FRAME AND GRATE SUMMARY CONT'D	
CATCH BASIN NO.	EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY CO., CBJ STANDARD No., OR APPROVED EQUAL
CB-36	EJ 3721Z FRAME & 3700M GRATE
CB-37	EJ 3721Z FRAME & 3700M GRATE
CB-38	EJ 3721Z FRAME & 3700M GRATE
CB-39	EJ 3721Z FRAME & 3700M GRATE
CB-40	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-41	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-42	EJ 3721Z FRAME & 3700M GRATE
CB-43	EJ 3721Z FRAME & 3700M GRATE
CB-44	EJ 3721Z FRAME & 3700M GRATE
CB-45	CBJ STD 306
CB-46	CBJ STD 306
CB-47	EJ 3721Z FRAME & 3700M GRATE
CB-48	EJ 3721Z FRAME & 3700M GRATE
CB-49	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-50	EJ 7701M2 GRATE, 7701Z FRAME & 7701T2 HOOD
CB-51	EJ 3721Z FRAME & 3700M GRATE
CB-52	EJ 3721Z FRAME & 3700M GRATE
CB-53	EJ 3721Z FRAME & 3700M GRATE
CB-54	EJ 3721Z FRAME & 3700M GRATE
CB-55	EJ 3721Z FRAME & 3700M GRATE
NOTES: 1) CATCH BASIN TOP SLAB OPENINGS SHALL BE DIMENSIONED TO FIT THE FRAME DIMENSIONS. ALL COVERS SHALL BE HEAVY DUTY CONSTRUCTION AND BICYCLE SAFE. ALL FRAMES AND GRATES SHALL BE DUCTILE IRON. 2) ALL FINISHED GRADES (FG) PROVIDED ARE TO THE FLOWLINE OF FRAME AT THE LONGITUDINAL CENTER OF THE FRAME AFTER APPLICATION OF THE LOCALIZED DEPRESSION. FOR TYPE I CURB AND GUTTER THE FG WILL BE 0.56' BELOW THE TBC AND 0.14' BELOW THE LG. 3) STD 309 FOR TYPE I CURB AND GUTTER SHALL BE MODIFIED AS FOLLOWS: THE LOCALIZED DEPRESSION AT THE CATCH BASIN SHALL BE ¾", WITH 6" TRANSITIONS TO EACH SIDE OF THE FRAME, UNLESS OTHERWISE DIRECTED BY THE ENGINEER. THE ROADWAY CROSS-SLOPE SHALL BE MAINTAINED AND THE EDGE OF ASPHALT SHALL NOT DIP ACROSS THE FRAME AND TRANSITIONS, SEE DETAIL 2, SHEET C-403.	

STORM SERVICE SUMMARY		
PHASE 1B LOT NUMBER	LOCATION	SIZE/TYPE
8	STA "K" 10+35.7, 34.0' RT	6" PVC
9	STA "K" 10+76.1, 34.0' LT	6" PVC
10	STA "K" 10+96.1, 34.0" LT	6" PVC
11	STA "K" 11+91.1, 34.0' LT	6" PVC
6	STA "K" 11+96.1, 34.0' RT	6" PVC
12	STA "K" 12+01.1, 34.0' LT	6" PVC
13	STA "K" 12+99.1, 34.0' LT	6" PVC
14	STA "K" 13+15.3, 34.0' LT	6" PVC
4	STA "K" 14+38.6, 34.0' RT	6" PVC
3	STA "K" 14+54.3, 34.0' RT	6" PVC
15	STA "K" 14+81.9, 34.0' LT	6" PVC
1	STA "K" 14+90.8, 34.0' RT	6" PVC
22	STA "G" 10+72.8, 34.0' RT	6" PVC
21	STA "G" 10+82.8, 34.0' RT	6" PVC
23	STA "G" 10+92.9, 34.0' LT	6" PVC
24	STA "G" 11+02.9, 34.0' LT	6" PVC
20	STA "G" 11+42.8, 34.0' RT	6" PVC
25	STA "G" 12+02.9, 34.0' LT	6" PVC
26	STA "G" 12+12.9, 34.0' LT	6" PVC
19	STA "G" 12+32.8, 34.0' RT	6" PVC
18	STA "G" 12+92.8, 34.0' RT	6" PVC
17	STA "G" 13+02.8, 34.0' RT	6" PVC
27	STA "G" 13+12.9, 34.0' LT	6" PVC
28	STA "G" 13+22.9, 34.0' LT	6" PVC
16	STA "G" 13+62.8, 34.0' RT	6" PVC
29	STA "G" 14+17.9, 34.0' LT	6" PVC
30	STA "G" 14+27.9, 34.0' LT	6" PVC
31	STA "G" 15+32.9, 34.0' LT	6" PVC
32	STA "G" 15+52.9, 34.0' LT	6" PVC
2	STA "G" 16+08.7, 34.0' RT	6" PVC
5	STA "G" 16+28.7, 34.0' RT	6" PVC
NOTES: 1) STATION AND OFFSET ARE GIVEN TO THE EXTENTS OF THE STORM SERVICE. 2) INSTALL WOOD POST, #5 REBAR WITH GREEN PLASTIC CAP PER STD 307.		

REVISION		
No.	DATE	DESCRIPTION



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SUMMARY TABLES

PROJECT 23-015
DATE 10/18/2024

SHEET
C-101

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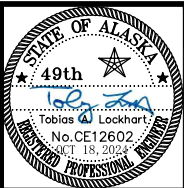
SEWER SERVICE SUMMARY		
PHASE 1B LOT NUMBER	LOCATION	COMMENTS
9	STA "K" 10+65.3, 25.0' LT	
8	STA "K" 10+63.1, 24.5' RT	
10	STA "K" 11+17.8, 25.0' LT	
11	STA "K" 11+77.8, 25.0' LT	
6	STA "K" 12+20.3, 24.5' RT	
12	STA "K" 12+30.3, 25.0' LT	
13	STA "K" 12+85.3, 25.0' LT	
14	STA "K" 13+35.9, 25.0' LT	
4	STA "K" 14+23.1, 24.5' RT	
3	STA "K" 14+59.1, 24.5' RT	
15	STA "K" 14+93.3, 25.0' LT	
1	STA "K" 15+02.8, 24.5' RT	
22	STA "G" 10+43.6, 24.5' RT	
23	STA "G" 10+63.7, 24.5' LT	
21	STA "G" 10+98.6, 24.5' RT	
24	STA "G" 11+17.4, 24.5' LT	
20	STA "G" 11+55.1, 24.5' RT	
25	STA "G" 11+74.9, 24.5' LT	
19	STA "G" 12+11.1, 24.5' RT	
26	STA "G" 12+28.7, 24.5' LT	
18	STA "G" 12+63.6, 24.5' RT	
27	STA "G" 12+83.7, 24.5' LT	
17	STA "G" 13+18.6, 24.5' RT	
28	STA "G" 13+38.7, 24.5' LT	
16	STA "G" 13+71.1, 24.5' RT	
29	STA "G" 13+91.2, 24.5' LT	
30	STA "G" 14+42.4, 24.5' LT	
31	STA "G" 15+11.2, 24.5' LT	
32	STA "G" 15+61.2, 24.5' LT	
2	STA "G" 15+89.8, 24.5' RT	
5	STA "G" 16+11.2, 24.5' LT	
NOTES: 1) STATION AND OFFSET ARE GIVEN TO THE CENTER OF THE NEW CLEANOUT COVER. 2) INSTALL NEW 6" PVC SEWER SERVICE WITH CLEANOUT PER DETAIL 3 ON SHEET C-402.		

WATER SERVICE SUMMARY		
PHASE 1B LOT NUMBER	LOCATION	SIZE/TYPE
9	STA "K" 10+61.3, 25.0' LT	1" POLY
8	STA "K" 10+67.1, 24.5' RT	1" POLY
10	STA "K" 11+13.8, 25.0' LT	1" POLY
11	STA "K" 11+73.8, 25.0' LT	1" POLY
6	STA "K" 12+24.3, 24.5' RT	1" POLY
12	STA "K" 12+26.3, 25.0' LT	1" POLY
13	STA "K" 12+81.3, 25.0' LT	1" POLY
14	STA "K" 13+40.9, 25.0' LT	1" POLY
4	STA "K" 14+26.5, 24.5' RT	1" POLY
3	STA "K" 14+62.4, 24.5' RT	1" POLY
15	STA "K" 14+97.3, 25.0' LT	1" POLY
1	STA "K" 15+06.8, 24.5' RT	1" POLY
22	STA "G" 10+47.6, 24.5' RT	1" POLY
23	STA "G" 10+67.7, 24.5' LT	1" POLY
21	STA "G" 11+02.6, 24.5' RT	1" POLY
24	STA "G" 11+21.4, 24.5' LT	1" POLY
20	STA "G" 11+55.1, 24.5' RT	1" POLY
25	STA "G" 11+78.9, 24.5' LT	1" POLY
19	STA "G" 12+15.1, 24.5' RT	1" POLY
26	STA "G" 12+32.7, 24.5' LT	1" POLY
18	STA "G" 12+67.6, 24.5' RT	1" POLY
27	STA "G" 12+87.7, 24.5' LT	1" POLY
17	STA "G" 13+22.6, 24.5' RT	1" POLY
28	STA "G" 13+42.7, 24.5' LT	1" POLY
16	STA "G" 13+75.1, 24.5' RT	1" POLY
29	STA "G" 13+95.2, 24.5' LT	1" POLY
30	STA "G" 14+46.4, 24.5' LT	1" POLY
31	STA "G" 15+15.2, 24.5' LT	1" POLY
32	STA "G" 15+65.2, 24.5' LT	1" POLY
2	STA "G" 15+93.8, 24.5' LT	1" POLY
5	STA "G" 16+15.2, 24.5' LT	1" POLY
NOTES: 1) INSTALL NEW WATER SERVICE WITH WARNING TAPE, VALVE BOX AND TRACE WIRE. STATION AND OFFSET ARE GIVEN TO THE CENTER OF THE VALVE BOX. 2) ALL FITTINGS BETWEEN THE WATER MAIN AND THE CURB STOP SHALL BE FOR THE 1-INCH DIAMETER SERVICE. NO BUSHINGS WILL BE PERMITTED.		

SIGN SUMMARY		
POST NO.	LOCATION	DESCRIPTION
1	STA "K" 10+33.6, 20.5' RT	R7-1 "NO PARKING"
2	STA "K" 10+90.6, 20.5' LT	R7-1 "NO PARKING"
3	STA "K" 11+08.5, 20.5' RT	R2-1 "SPEED LIMIT 20"
4	STA "K" 12+55.6, 20.5' LT	R7-1 "NO PARKING"
5	STA "K" 12+63.5, 20.5' RT	R7-1 "NO PARKING"
6	STA "K" 13+74.7, 20.5' LT	R7-1 "NO PARKING"
7	STA "K" 13+88.5, 20.5' RT	R7-1 "NO PARKING"
8	STA "K" 14+86.6, 20.5' RT	R7-1 "NO PARKING"
9	STA "K" 15+22.1, 20.5' RT	R7-1 "NO PARKING"
10	STA "K" 15+55.6, 20.5' RT	30"x8" D3-1 "GUWAKAAN STREET"
		24"x8" D3-1 "KWALX STREET"
		30"x30" R1-1
11	STA "G" 10+28.3, 20.5' RT	R2-1 "SPEED LIMIT 20"
12	STA "G" 10+42.9, 20.5' LT	R7-1 "NO PARKING"
13	STA "G" 11+28.3, 20.5' RT	R7-1 "NO PARKING"
14	STA "G" 12+12.5, 20.5' LT	R7-1 "NO PARKING"
15	STA "G" 12+47.3, 20.5' RT	R7-1 "NO PARKING"
16	STA "G" 13+77.5, 20.5' LT	R2-1 "SPEED LIMIT 20"
17	STA "G" 14+02.8, 20.5' RT	R7-1 "NO PARKING"
18	STA "G" 15+47.5, 20.5' LT	R7-1 "NO PARKING"
19	STA "G" 15+74.4, 20.5' RT	R7-1 "NO PARKING"
NOTES: 1) SIGNS SHALL BE MOUNTED ON NEW POSTS IN ACCORDANCE WITH STD 127A WITH ALL HARDWARE AS REQUIRED.		

GALVANIC ANODE SUMMARY	
LOCATION	DESCRIPTION
STA "K" 12+73.9, 22.6' RT	1 ANODE, FIRE HYDRANT
STA "G" 15+61.9, 42.9' RT	1 ANODE, FIRE HYDRANT
NOTES: 1) ANODES SHALL BE INSTALLED IN ACCORDANCE WITH DETAIL 1, SHEET C-401.	

REVISION		
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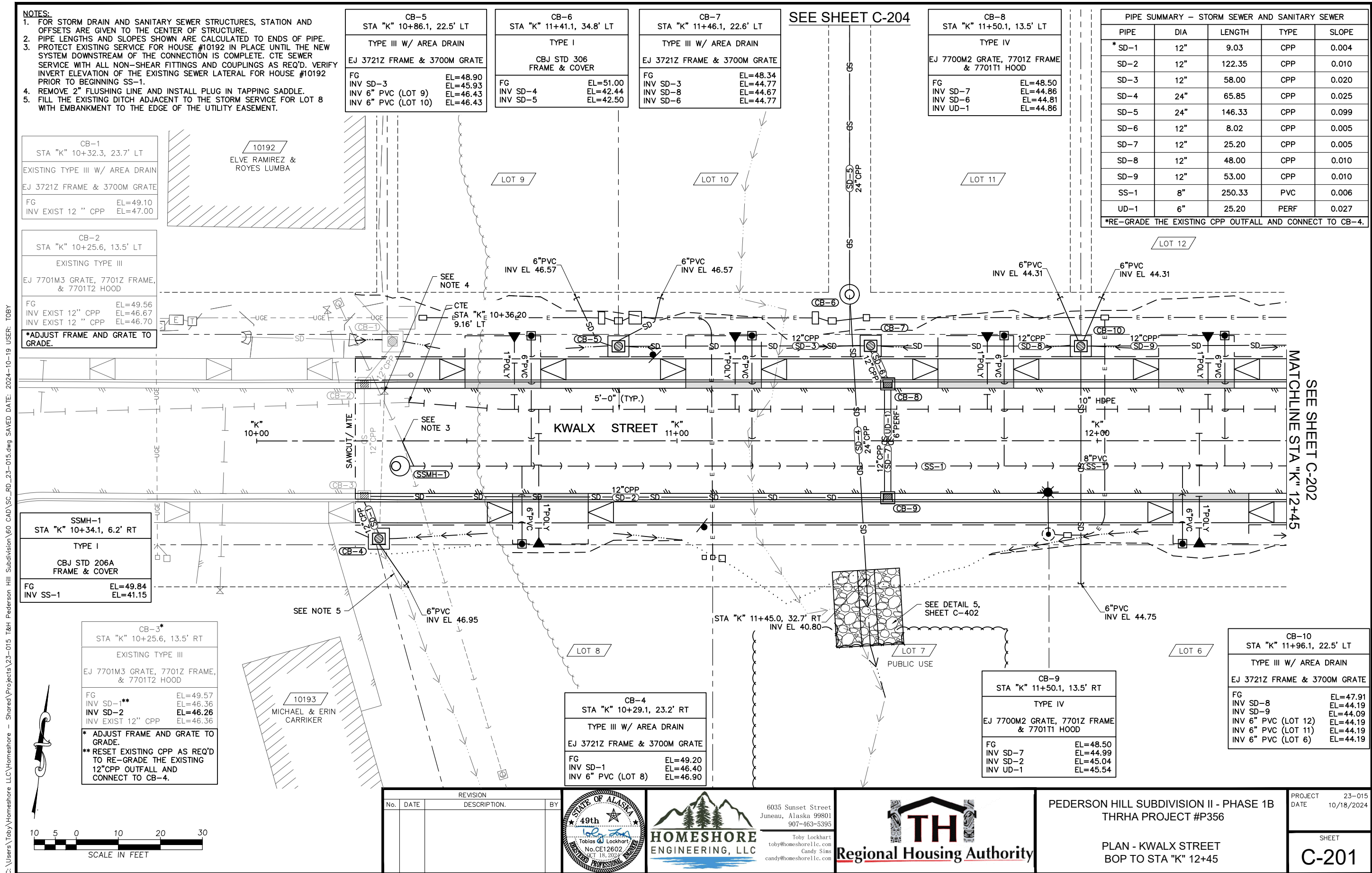


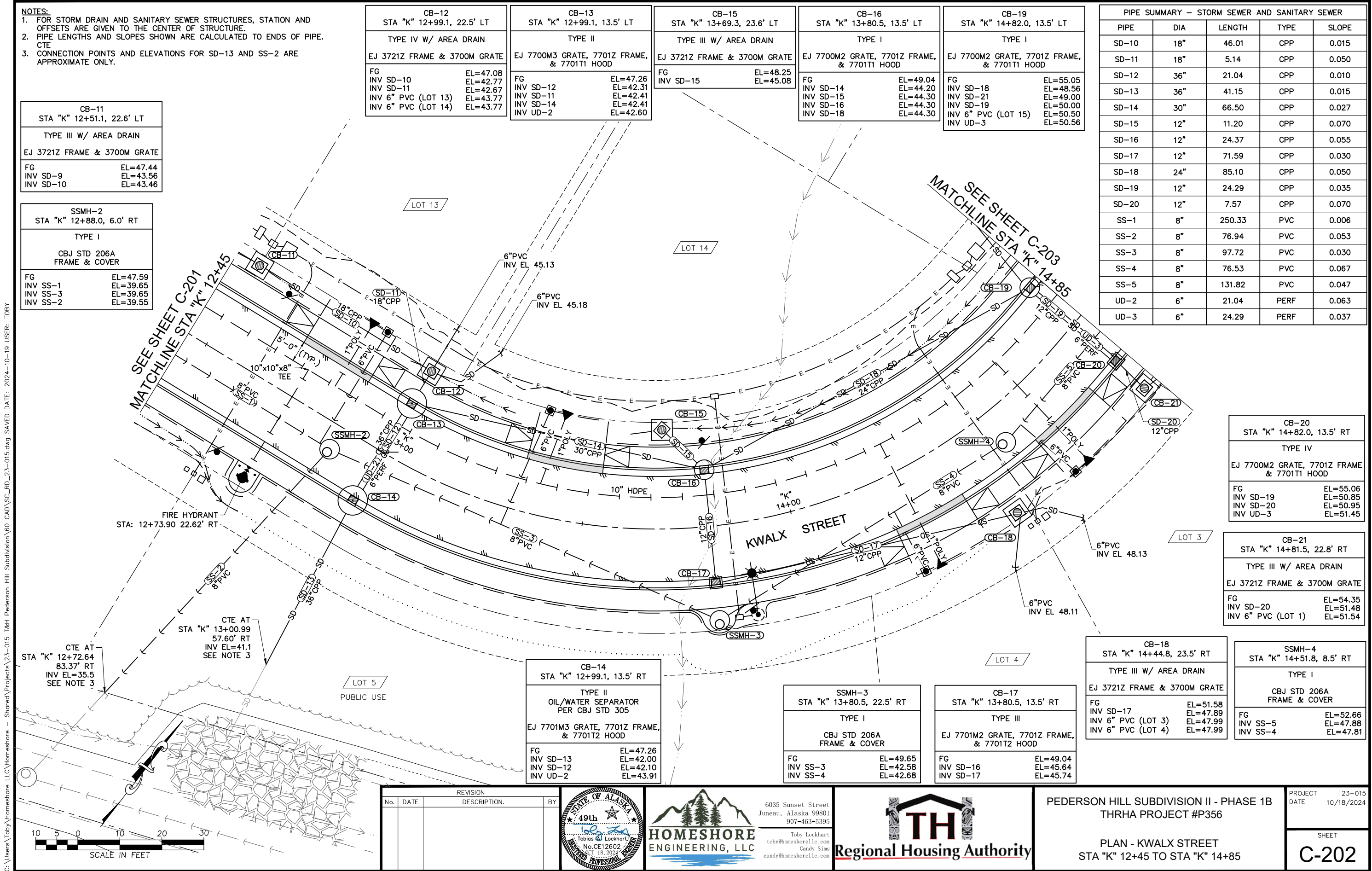
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SUMMARY TABLES

PROJECT 23-015
DATE 10/18/2024

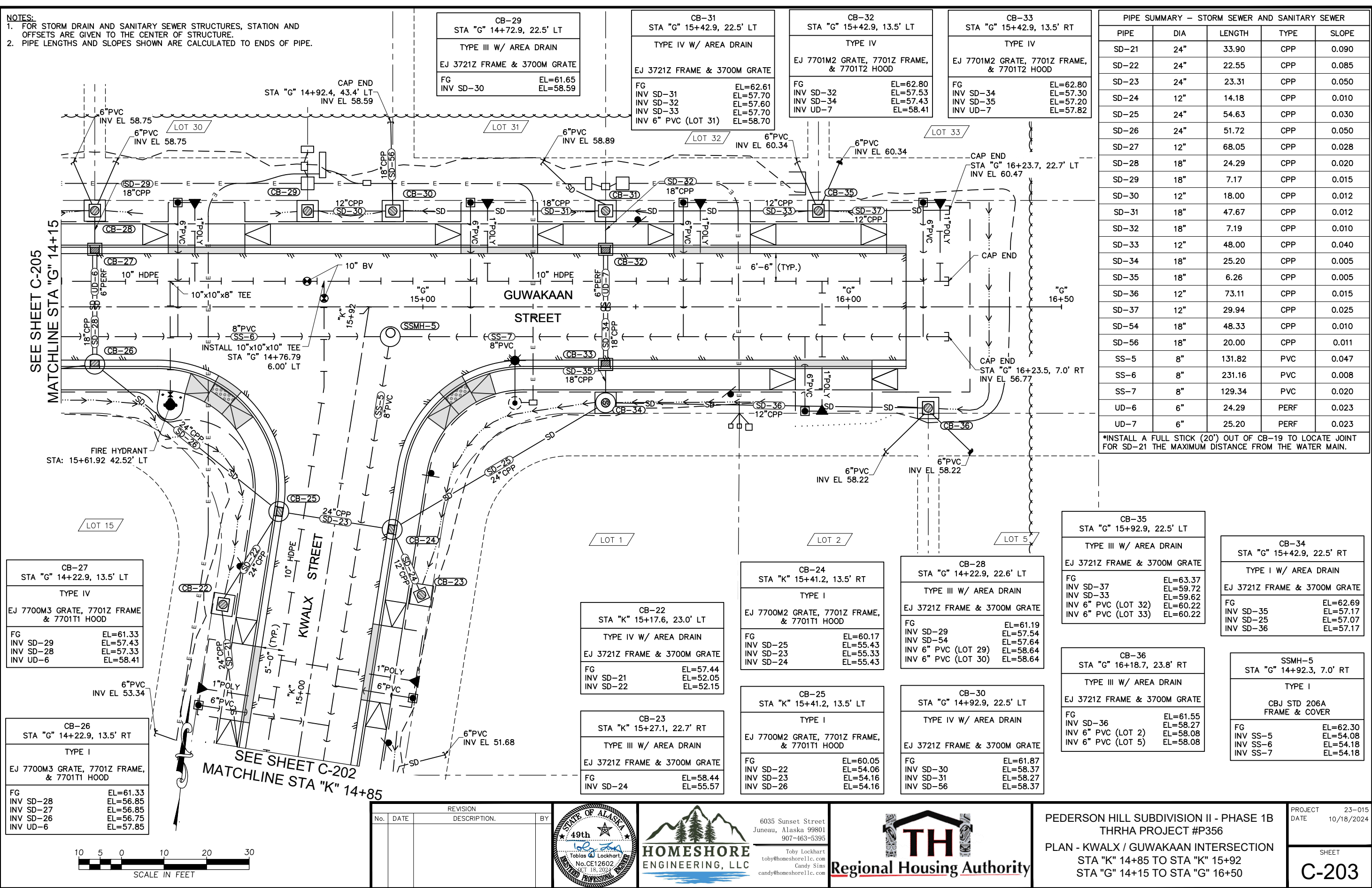
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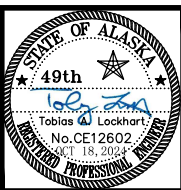
- NOTES:
- FOR STORM DRAIN AND SANITARY SEWER STRUCTURES, STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURE.
 - PIPE LENGTHS AND SLOPES SHOWN ARE CALCULATED TO ENDS OF PIPE.



*INSTALL A FULL STICK (20') OUT OF CB-19 TO LOCATE JOINT FOR SD-21 THE MAXIMUM DISTANCE FROM THE WATER MAIN.

PIPE SUMMARY - STORM SEWER AND SANITARY SEWER				
PIPE	DIA	LENGTH	TYPE	SLOPE
SD-21	24"	33.90	CPP	0.090
SD-22	24"	22.55	CPP	0.085
SD-23	24"	23.31	CPP	0.050
SD-24	12"	14.18	CPP	0.010
SD-25	24"	54.63	CPP	0.030
SD-26	24"	51.72	CPP	0.050
SD-27	12"	68.05	CPP	0.028
SD-28	18"	24.29	CPP	0.020
SD-29	18"	7.17	CPP	0.015
SD-30	12"	18.00	CPP	0.012
SD-31	18"	47.67	CPP	0.012
SD-32	18"	7.19	CPP	0.010
SD-33	12"	48.00	CPP	0.040
SD-34	18"	25.20	CPP	0.005
SD-35	18"	6.26	CPP	0.005
SD-36	12"	73.11	CPP	0.015
SD-37	12"	29.94	CPP	0.025
SD-54	18"	48.33	CPP	0.010
SD-56	18"	20.00	CPP	0.011
SS-5	8"	131.82	PVC	0.047
SS-6	8"	231.16	PVC	0.008
SS-7	8"	129.34	PVC	0.020
UD-6	6"	24.29	PERF	0.023
UD-7	6"	25.20	PERF	0.023

REVISION		
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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
PLAN - KWALX / GUWAKAAN INTERSECTION
STA "K" 14+85 TO STA "K" 15+92
STA "G" 14+15 TO STA "G" 16+50

PROJECT 23-015
DATE 10/18/2024
SHEET
C-203

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NOTES:

1. FOR STORM DRAIN AND SEWER STRUCTURES, STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURE.
2. PIPE LENGTHS AND SLOPES SHOWN ARE CALCULATED TO ENDS OF PIPE.
3. REMOVE 1" FLUSHING LINE AND INSTALL PLUG IN TAPPING SADDLE.

CB-38	
STA "G" 10+42.9, 23.4' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=66.79
INV SD-38	EL=63.61

CB-42	
STA "G" 10+97.9, 23.3' LT	
TYPE IV W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=65.49
INV SD-44	EL=61.19
INV SD-43	EL=61.29
INV 6" PVC (LOT 24)	EL=62.79
INV 6" PVC (LOT 23)	EL=62.79

CB-41	
STA "G" 10+97.9, 13.5' LT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=65.86
INV SD-42	EL=61.42
INV SD-43	EL=61.32
INV UD-4	EL=61.93

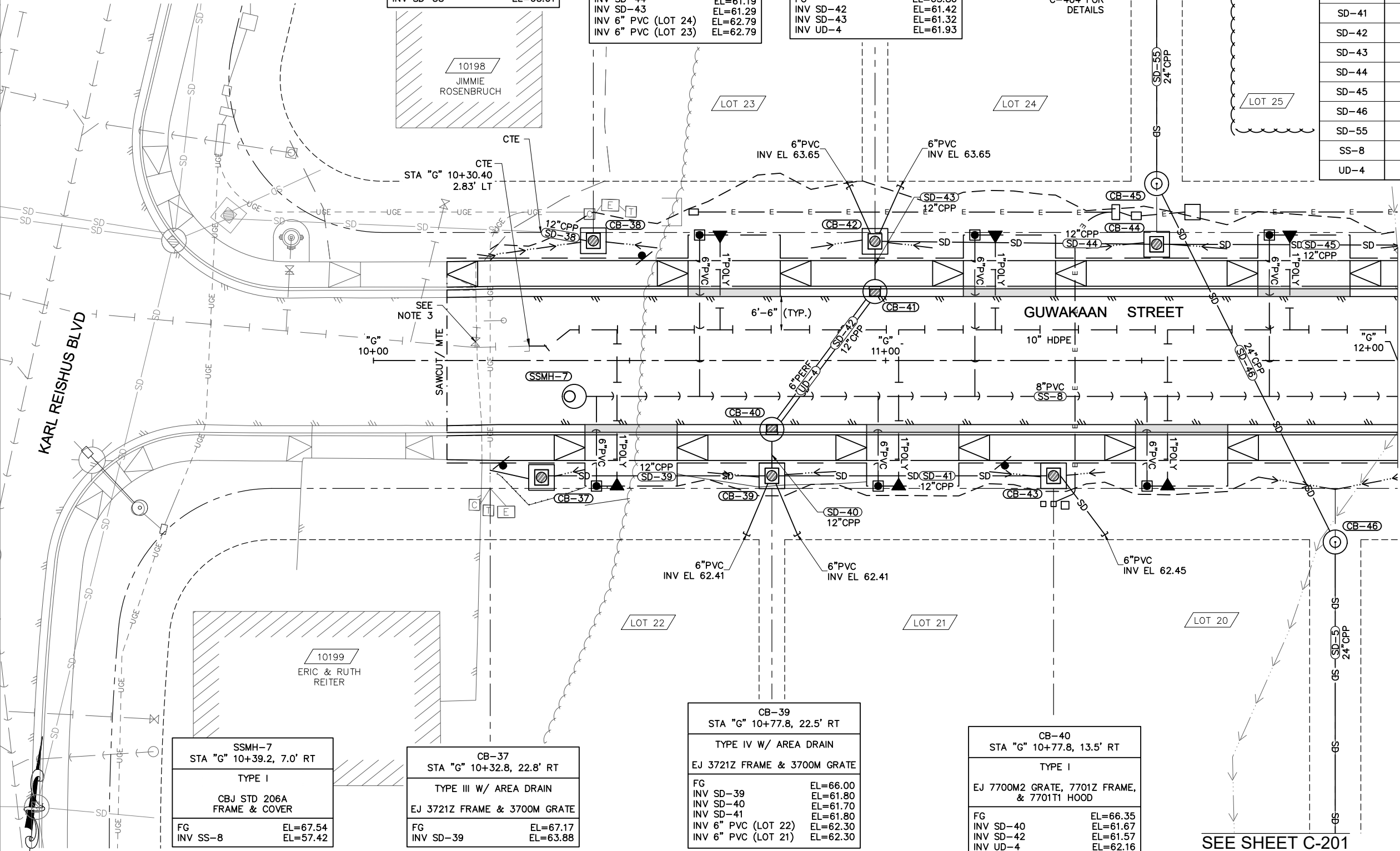
PIPE SUMMARY - STORM SEWER AND SANITARY SEWER				
PIPE	DIA	LENGTH	TYPE	SLOPE
SD-38	12"	10.43	CPP	0.081
SD-39	12"	43.32	CPP	0.048
SD-40	12"	6.21	CPP	0.005
SD-41	12"	53.33	CPP	0.005
SD-42	12"	30.07	CPP	0.005
SD-43	12"	6.97	CPP	0.005
SD-44	12"	53.34	CPP	0.005
SD-45	12"	53.33	CPP	0.005
SD-46	24"	74.51	CPP	0.020
SD-55	24"	155.80	CPP	0.140
SS-8	8"	214.62	PVC	0.006
UD-4	6"	30.08	PERF	0.007

CB-44	
STA "G" 11+52.9, 22.7' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=64.60
INV SD-44	EL=60.92
INV SD-45	EL=60.82

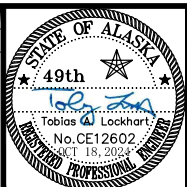
CB-45	
STA "G" 11+52.9, 34.5' LT	
TYPE I	
CBJ STD 306 FRAME & COVER	
FG	EL=69.00
INV SD-46	EL=58.51
INV SD-55	EL=59.00

CB-46	
STA "G" 11+87.8, 35.4' RT	
TYPE I	
CBJ STD 306 FRAME & COVER	
FG	EL=62.50
INV SD-5	EL=56.92
INV SD-46	EL=57.02

CB-43	
STA "G" 11+32.8, 22.5' RT	
TYPE I W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=64.96
INV SD-41	EL=62.07
INV 6" PVC (LOT 20)	EL=62.17



REVISION			
No.	DATE	DESCRIPTION.	BY



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PLAN - GUWAKAAN STREET
BOP TO STA "G" 12+00

PROJECT 23-015
DATE 10/18/2024

SHEET
C-204

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- NOTES:
1. FOR STORM DRAIN AND SEWER STRUCTURES, STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURE.
 2. PIPE LENGTHS AND SLOPES SHOWN ARE CALCULATED TO ENDS OF PIPE.

CB-47 STA "G" 12+07.9, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=63.78
INV SD-45	EL=60.55
INV SD-47	EL=60.45
INV 6" PVC (LOT 25)	EL=61.05
INV 6" PVC (LOT 26)	EL=61.05

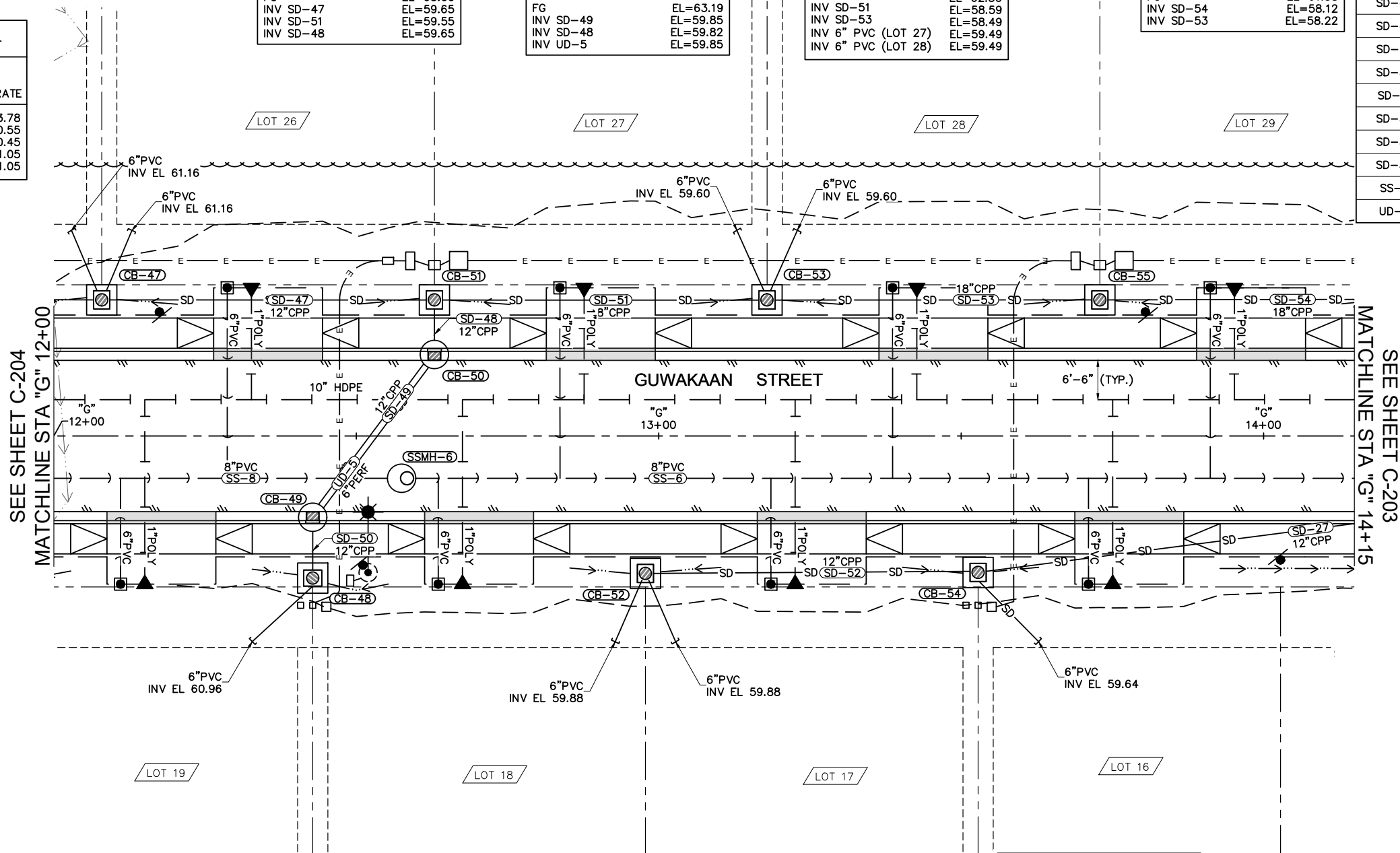
CB-51 STA "G" 12+62.9, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=63.00
INV SD-47	EL=59.65
INV SD-51	EL=59.55
INV SD-48	EL=59.65

CB-50 STA "G" 12+62.9, 13.5' LT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=63.19
INV SD-49	EL=59.85
INV SD-48	EL=59.82
INV UD-5	EL=59.85

CB-53 STA "G" 13+17.9, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=62.30
INV SD-51	EL=58.59
INV SD-53	EL=58.49
INV 6" PVC (LOT 27)	EL=59.49
INV 6" PVC (LOT 28)	EL=59.49

CB-55 STA "G" 13+72.9, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=61.58
INV SD-54	EL=58.12
INV SD-53	EL=58.22

PIPE SUMMARY - STORM SEWER AND SANITARY SEWER				
PIPE	DIA	LENGTH	TYPE	SLOPE
SD-27	12"	68.05	CPP	0.028
SD-45	12"	53.33	CPP	0.005
SD-47	12"	53.33	CPP	0.015
SD-48	12"	6.21	CPP	0.027
SD-49	12"	30.08	CPP	0.010
SD-50	12"	7.37	CPP	0.005
SD-51	18"	53.32	CPP	0.018
SD-52	12"	53.33	CPP	0.005
SD-53	18"	53.35	CPP	0.005
SD-54	18"	48.33	CPP	0.010
SS-6	8"	231.16	PVC	0.008
UD-5	6"	30.08	PERF	0.010



CB-48 STA "G" 12+42.8, 23.5' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=63.23
INV SD-50	EL=60.31
INV 6" PVC (LOT 19)	EL=60.81

CB-49 STA "G" 12+42.8, 13.5' RT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=63.49
INV SD-50	EL=60.27
INV SD-49	EL=60.15
INV UD-5	EL=60.15

SSMH-6 STA "G" 12+57.5, 7.0' RT	
TYPE I	
CBJ STD 206A FRAME & COVER	
FG	EL=63.50
INV SS-8	EL=56.13
INV SS-6	EL=56.03

CB-52 STA "G" 12+97.8, 22.7' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=62.61
INV SD-52	EL=59.13
INV 6" PVC (LOT 18)	EL=59.65
INV 6" PVC (LOT 17)	EL=59.65

CB-54 STA "G" 13+52.8, 22.6' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=61.83
INV SD-52	EL=58.86
INV SD-27	EL=58.76
INV 6" PVC (LOT 16)	EL=59.36



REVISION			
No.	DATE	DESCRIPTION	BY



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PLAN - GUWAKAAN STREET
STA "G" 12+00 TO STA "G" 14+15

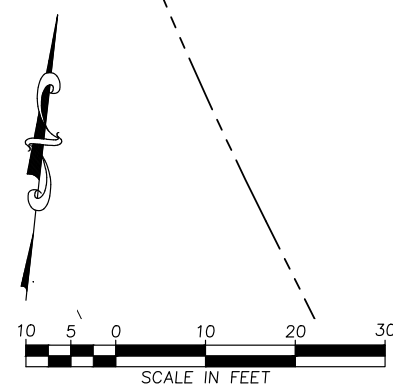
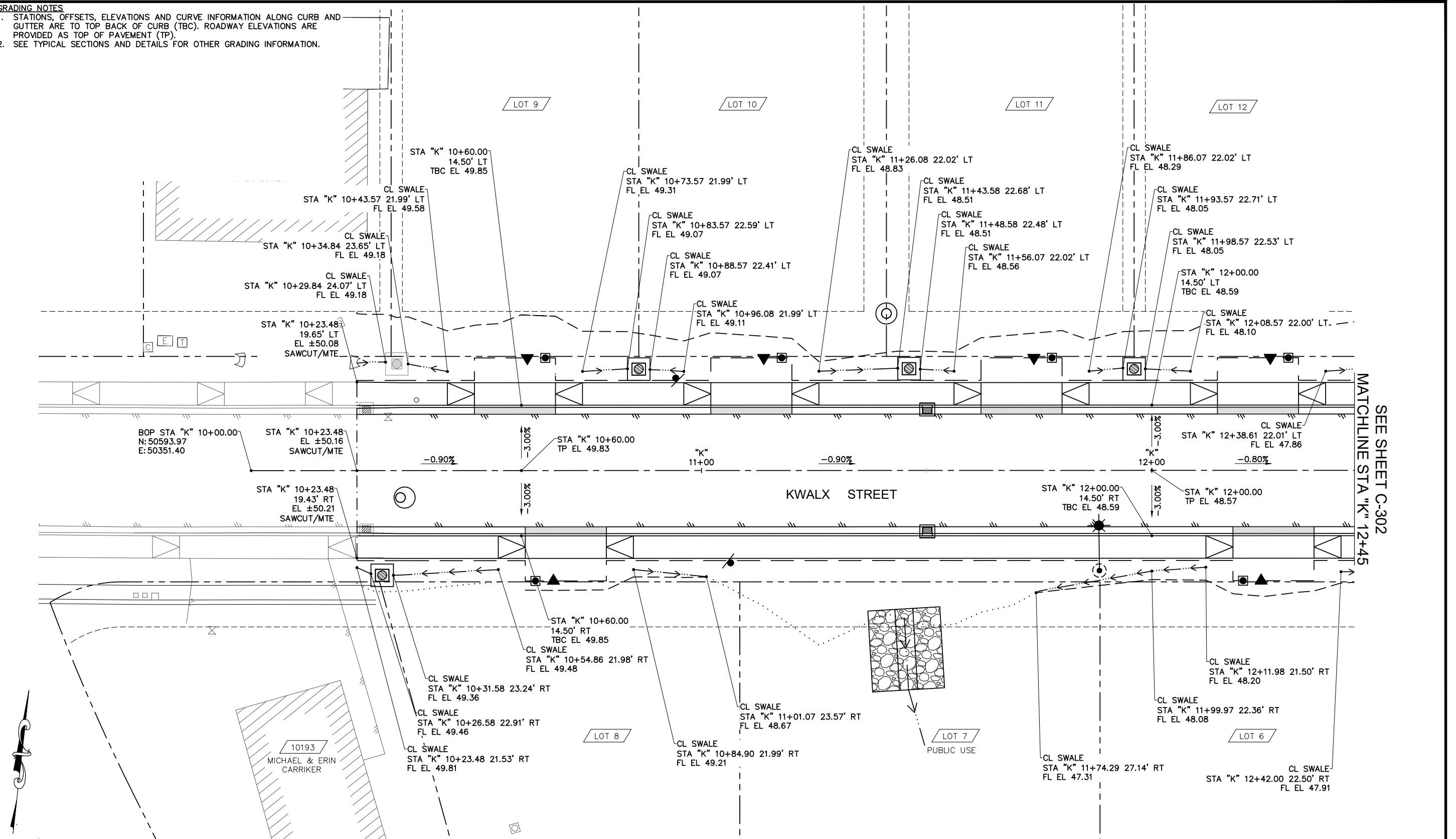
PROJECT 23-015
DATE 10/18/2024

SHEET
C-205

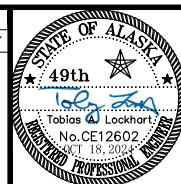
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GRADING NOTES

1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURB AND GUTTER ARE TO TOP BACK OF CURB (TBC). ROADWAY ELEVATIONS ARE PROVIDED AS TOP OF PAVEMENT (TP).
2. SEE TYPICAL SECTIONS AND DETAILS FOR OTHER GRADING INFORMATION.



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

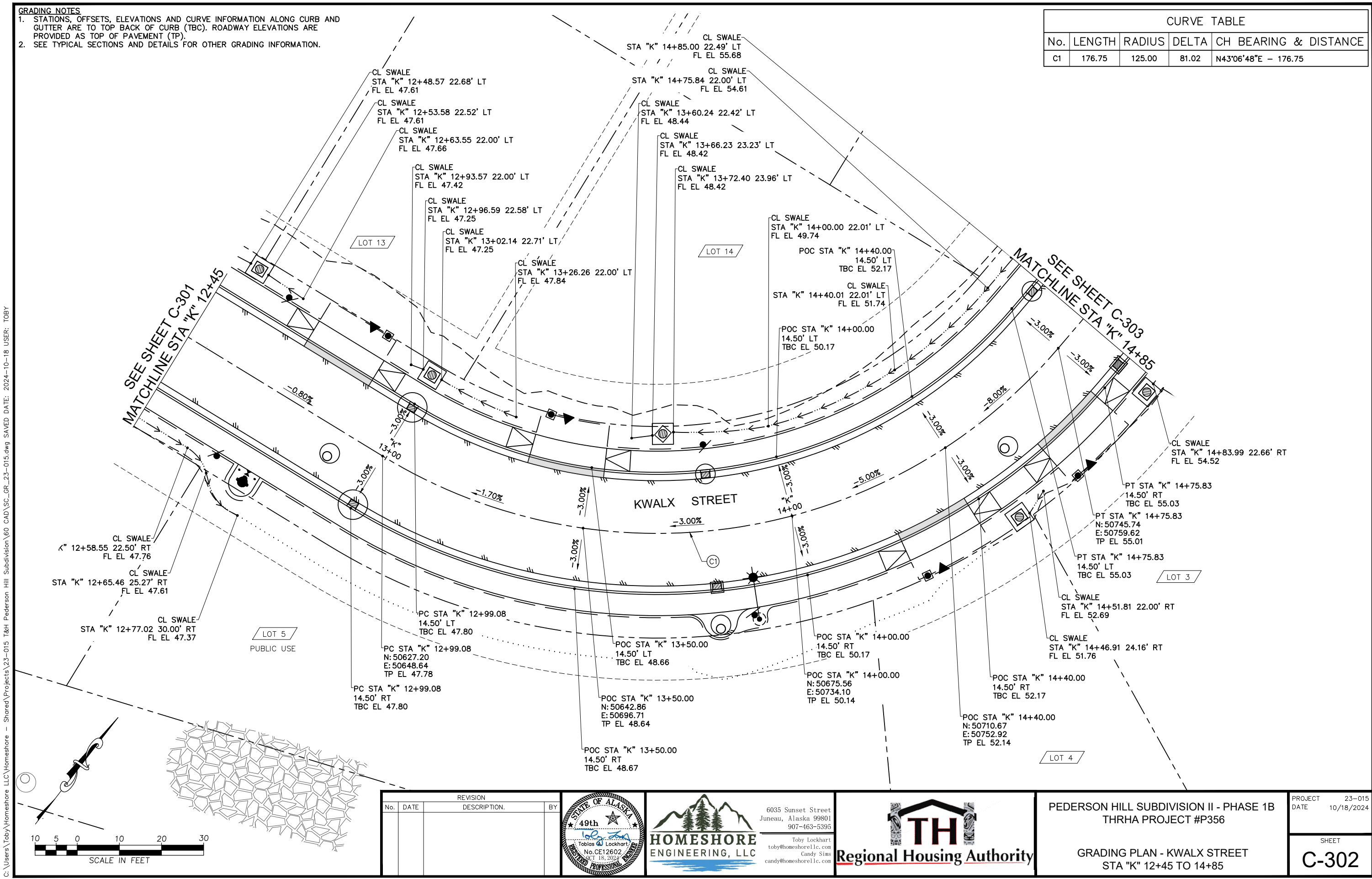
GRADING PLAN - KWALX STREET
BOP TO STA "K" 12+45

PROJECT 23-015
DATE 10/18/2024

SHEET
C-301

GRADING NOTES
1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURB AND GUTTER ARE TO TOP BACK OF CURB (TBC). ROADWAY ELEVATIONS ARE PROVIDED AS TOP OF PAVEMENT (TP).
2. SEE TYPICAL SECTIONS AND DETAILS FOR OTHER GRADING INFORMATION.

CURVE TABLE				
No.	LENGTH	RADIUS	DELTA	CH BEARING & DISTANCE
C1	176.75	125.00	81.02	N43°06'48"E - 176.75



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PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT 23-015 DATE 10/18/2024
GRADING PLAN - KWALX STREET STA "K" 12+45 TO 14+85		SHEET C-302

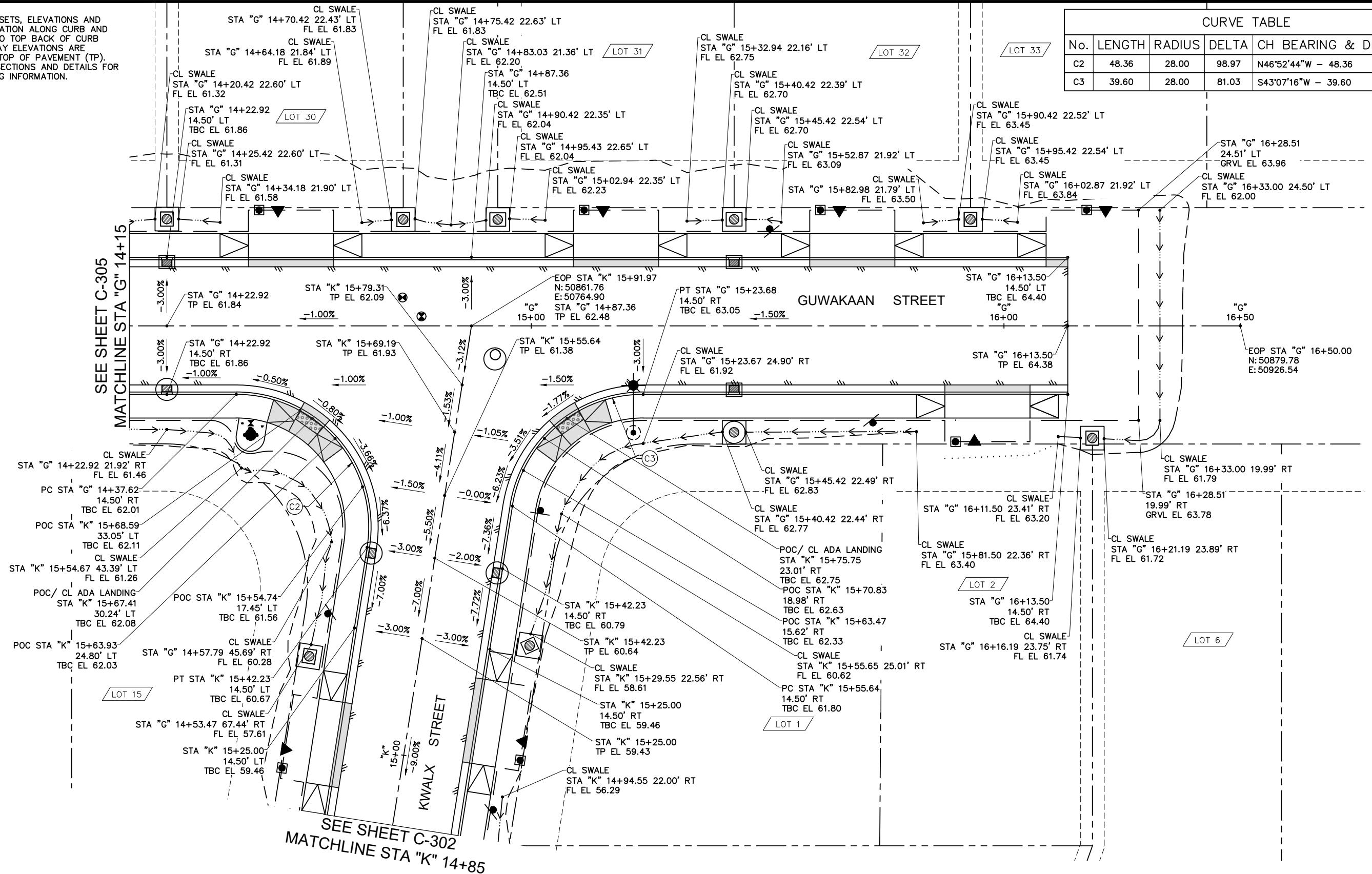
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USER: TOBY

GRADING NOTES

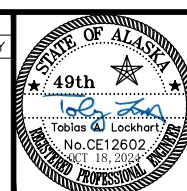
1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURB AND GUTTER ARE TO TOP BACK OF CURB (TBC). ROADWAY ELEVATIONS ARE PROVIDED AS TOP OF PAVEMENT (TP).
2. SEE TYPICAL SECTIONS AND DETAILS FOR OTHER GRADING INFORMATION.

CURVE TABLE

No.	LENGTH	RADIUS	DELTA	CH BEARING & DISTANCE
C2	48.36	28.00	98.97	N46°52'44"W - 48.36
C3	39.60	28.00	81.03	S43°07'16"W - 39.60



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
GRADING PLAN -
KWALX / GUWAKAAN INTERSECTION
STA "K" 14+85 TO STA "K" 15+92
STA "G" 14+15 TO STA "G" 16+50

PROJECT 23-015
DATE 10/18/2024

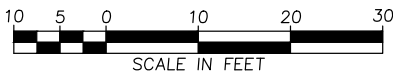
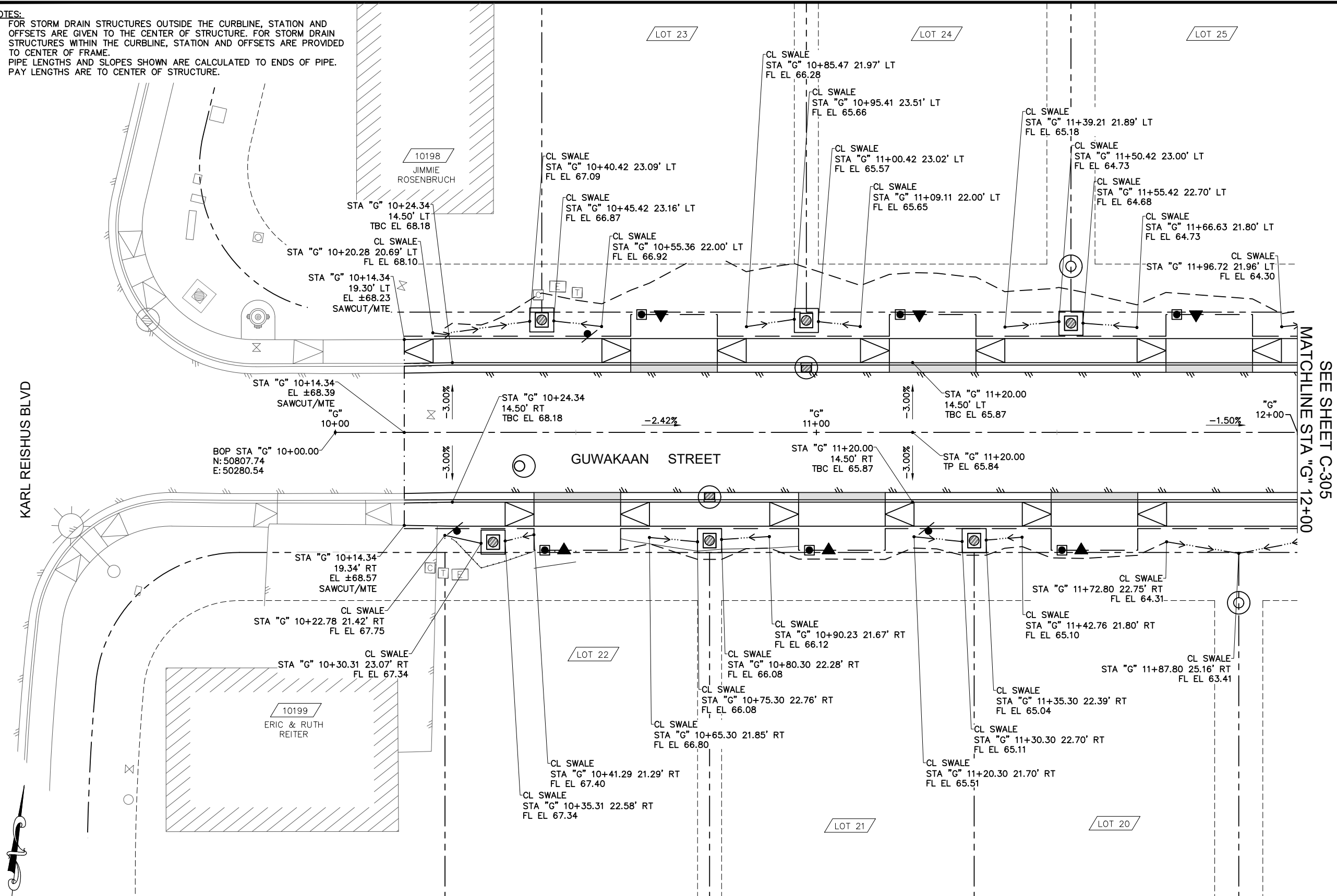
SHEET
C-303

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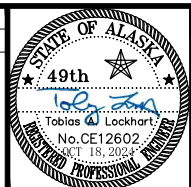
NOTES:

1. FOR STORM DRAIN STRUCTURES OUTSIDE THE CURBLINE, STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURE. FOR STORM DRAIN STRUCTURES WITHIN THE CURBLINE, STATION AND OFFSETS ARE PROVIDED TO CENTER OF FRAME.
2. PIPE LENGTHS AND SLOPES SHOWN ARE CALCULATED TO ENDS OF PIPE. PAY LENGTHS ARE TO CENTER OF STRUCTURE.

KARL REISHUS BLVD



REVISION			
No.	DATE	DESCRIPTION	BY



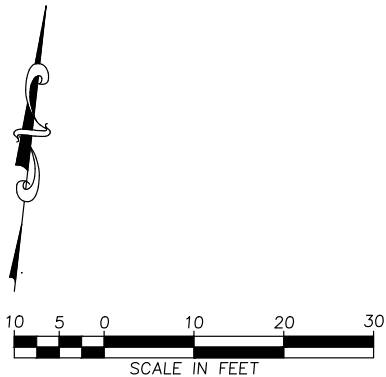
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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
GRADING PLAN - GUWAKAAN STREET
BOP TO STA "G" 12+00

PROJECT 23-015
DATE 10/18/2024
SHEET
C-304

1. FOR STORM DRAIN STRUCTURES OUTSIDE THE CURBLINE, STATION AND OFFSETS ARE GIVEN TO THE CENTER OF STRUCTURE. FOR STORM DRAIN STRUCTURES WITHIN THE CURBLINE, STATION AND OFFSETS ARE PROVIDED TO CENTER OF FRAME.
2. PIPE LENGTHS AND SLOPES SHOWN ARE CALCULATED TO ENDS OF PIPE. PAY LENGTHS ARE TO CENTER OF STRUCTURE.



STATE OF ALASKA
49th
Tobias A. Lockhart
No. CE12602
OCT 18, 2024
REGISTERED PROFESSIONAL ENGINEER



GRADING PLAN - GUWAKAAN STREET
STA "G" 12+00 TO STA "G" 14+15

305

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ANODES

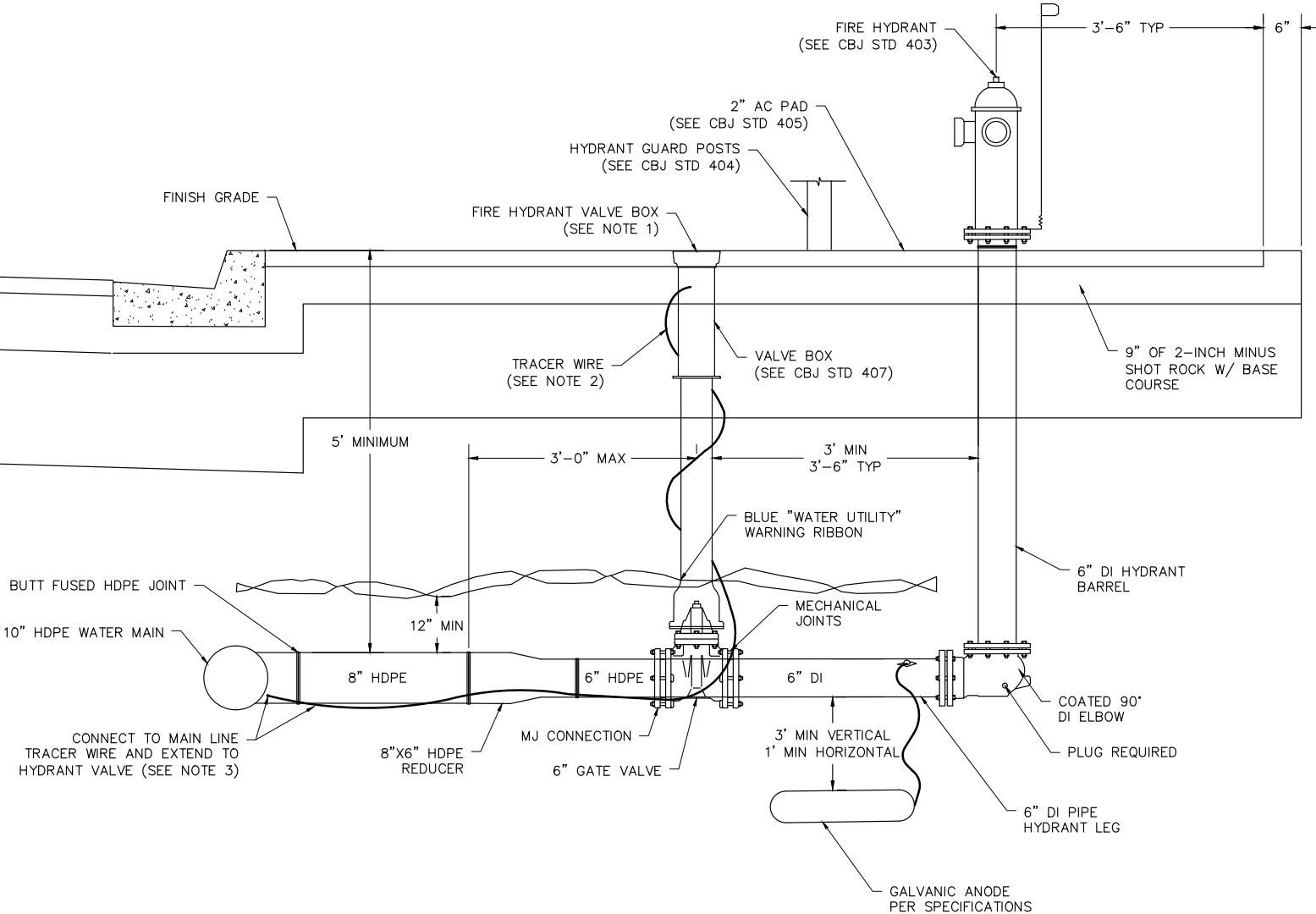
- 1. ANODES SHALL BE 18-LBS BARE WEIGHT ZINC WITH PREPACKAGED ANODE BACKFILL.
- 2. ACCEPTABLE ANODE MODELS ARE:
 - A. MODEL NO ZUR-18 FROM FARWEST INDUSTRIES
 - B. MODEL S18 FROM MESA PRODUCTS
 - C. APPROVED EQUAL
- 3. INSTALL TYPE, SIZE, AND NUMBER OF ANODES SPECIFIED.
- 4. INSTALL 2 ANODES TO ALL CONNECTIONS TO EXISTING CI OR DI PIPE 12-INCH DIAMETER AND LARGER. INSTALL 1 ANODE TO ALL CONNECTIONS TO EXISTING CI OR DI PIPE 12-INCH DIAMETER AND SMALLER.
- 5. CONDUCTOR WIRE SHALL BE A MINIMUM OF 10- FEET IN LENGTH, SIZE #8 OR LARGER, AND INSULATED WITH HIGH MOLECULAR WEIGHT POLYETHYLENE.
- 6. PREPACKAGED ANODE SHALL BE SATURATED WITH WATER PRIOR TO BACKFILL.
- 7. ANODES SHALL BE PLACED IN NATIVE EARTH BACKFILL. DO NOT PLACE IN PIPE BEDDING MATERIAL.

THERMITE (EXOTHERMIC) WELDING

- 1. THERMITE WELD MATERIALS SHALL BE DESIGNED FOR CONNECTION OF COPPER TO CI AND DI SURFACES AND SHALL BE INSTALLED PER MANUFACTURERS INSTRUCTIONS.
- 2. ACCEPTABLE MANUFACTURERS OF THERMITE WELD PRODUCTS ARE:
 - A. CADWELD BY ERICO PRODUCTS INC.
 - B. THERMOWELD BY CONTINENTAL INDUSTRIES INC.
 - C. APPROVED EQUAL
- 3. A 2-INCH SQUARE AREA IN THE PIPE SURFACE SHALL BE GROUND GLEAN PER MANUFACTURERS RECOMMENDATIONS PRIOR TO THERMITE WELDING.
- 4. WIRE ENDS SHALL HAVE PROPER ADAPTER SLEEVES TO ENSURE PROPER BOND. #8 AWG SHALL HAVE ADAPTER SLEEVES SPECIFIED BY THERMITE WELD MANUFACTURER, FIELD INSTALLED SLEEVES SHALL HAVE WIRE CONDUCTOR EXTEND 1/4-INCH BEYOND END OF SLEEVE.
- 5. WIRE CONNECTION SHALL BE TESTED FOR INTEGRITY PRIOR TO COATING.
- 6. CONTINUITY STRAPS SHALL BE #2 AWG COPPER STRANDED WIRE WITH THW INSULATION AND SHALL BE ATTACHED TO THE PIPE BY THERMITE WELDING AND COATED AND SEALED AS DESCRIBED BELOW.

COATING AND SEALING

- 1. ALL THERMITE WELDS SHALL BE PROTECTED AND SEALED BY:
 - A. PREFABRICATED THERMITE WELD CAPS, SIZED ACCORDING TO WIRE SIZE, MINIMUM DIMENSIONS OF 4-INCH BY 4-INCH FILLED WITH ELASTOMERIC COATING OR,
 - B. HEAT SHRINK SLEEVE PIPE ENCASEMENT AFTER COATING THERMITE WELD WITH ELASTOMERIC MASTIC COATING - HEAT SHRINK SLEEVE SHALL BE CANUSA AQUA SEAL OR APPROVED EQUAL.
- 2. ALL PIPE SURFACE COATING DAMAGED BEYOND THE WELD CAPS OR HEAT SHRINK SHALL BE COATED WITH PROTAL 7125 FROM DENSO NORTH AMERICA OR APPROVED EQUAL.



1
-
NTS
MODIFIED FIRE HYDRANT ASSEMBLY DETAIL

- NOTES:
- 1. FIRE HYDRANT VALVE BOX TO BE INSTALLED SO THAT THE LID IS A MINIMUM OF 3/8", MAXIMUM OF 5/8" BELOW FINISHED CONCRETE, SEE CBJ STANDARD DETAIL 407.
 - 2. TRACER WIRE SHALL BE No.10 AWG HIGH-STRENGTH COPPER CLAD STEEL WITH BLUE HDPE INSULATION JACKET. MAIN LINE TRACER WIRE SHALL NOT BE SPLICED AND SHALL BE CONTINUOUS BETWEEN VALVE BOXES. SERVICE AND HYDRANT LEGS SHALL USE WATERPROOF DIRECT BURY SPLICE CONNECTION LUGS. TRACER WIRE SHALL BE CONNECTED TO THE BOTTOM QUADRANT OF THE HDPE WATER PIPE. EACH END OF TRACER WIRE SHALL BE TERMINATED AT A VALVE BOX, TRACER WIRE SHALL RUN OUTSIDE THE VALVE BOX AND BE INSERTED INTO THE VALVE BOX THROUGH A 3/4" DRILLED HOLE WITHIN 9"-12" OF THE TOP. 5' OF ADDITIONAL TRACER WIRE SHALL BE NEATLY COILED WITHIN THE VALVE BOX.
 - 3. TRACER SPLICE CONNECTIONS ARE TO BE CONSTRUCTED USING DRYCONN WATERPROOF DIRECT BURY LUGS AS MANUFACTURED BY KING INNOVATION OR APPROVED EQUAL.
 - 4. HYDRANT BARREL AND VALVE BOX SHALL BE PLUMB.
 - 5. GROUND COVER SHALL BE 5' MINIMUM. ADDITIONAL COVER (MORE THAN 5') MAY BE REQUIRED BY THE ENGINEER.
 - 6. ALL HYDRANTS SHALL BE PAINTED CATERPILLAR YELLOW, AND THE NUMBER OF FEET TO THE VALVE SHALL BE PRINTED IN BLACK 1/2" BLOCK LETTERS JUST BELOW THE TOP BONNET. PORT CAPS SHALL BE COLOR CODED PER NFPA STANDARD 291 AS DIRECTED BY THE CBJ WATER UTILITIES DEPARTMENT.
 - 7. HYDRANT SHALL BE MUELLER CENTURION 200 OR 250 WITH INTEGRAL STORZ PUMPER CONNECTION OR APPROVED EQUAL. CLOW F2500 SERIES HYDRANTS ARE NO LONGER ACCEPTED BY CBJ.
 - 8. ALL BOLTS TO HAVE THREADED ZINC CAP.

REVISION			
No.	DATE	DESCRIPTION.	BY

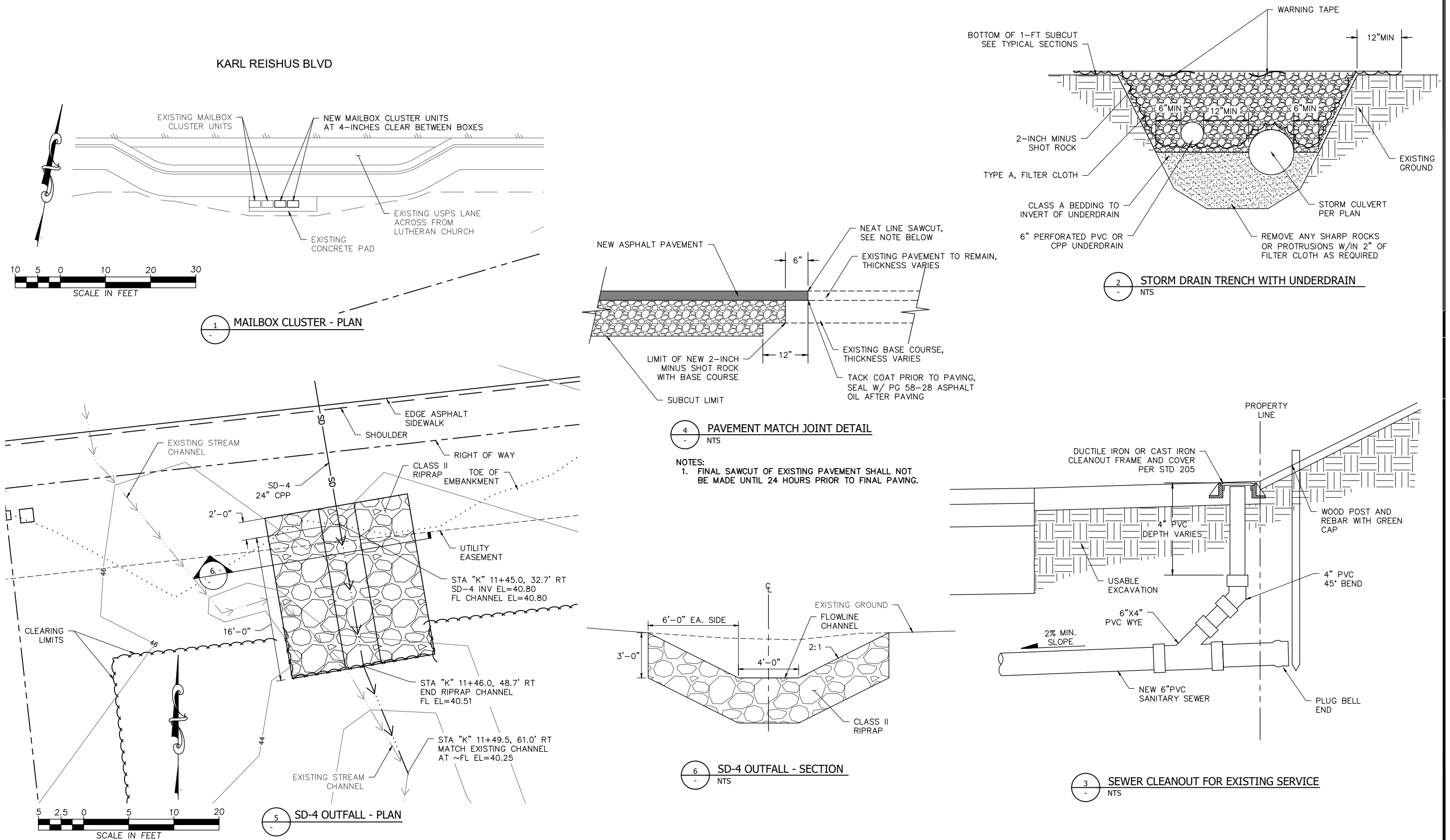


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PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT 23-015 DATE 10/18/2024
WATER SYSTEM DETAILS		SHEET C-401



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No.	DATE	DESCRIPTION.	BY





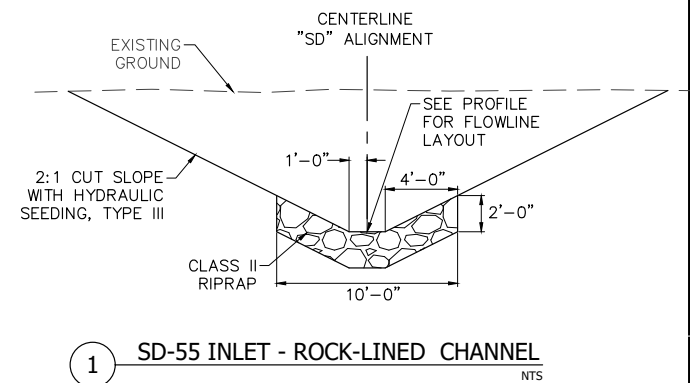
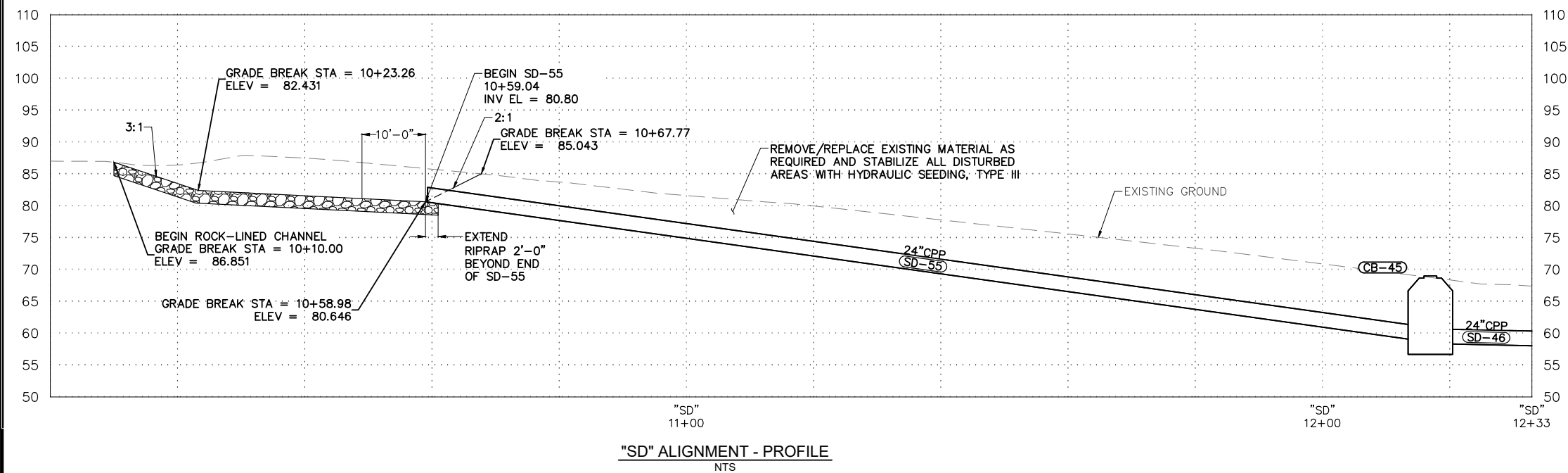
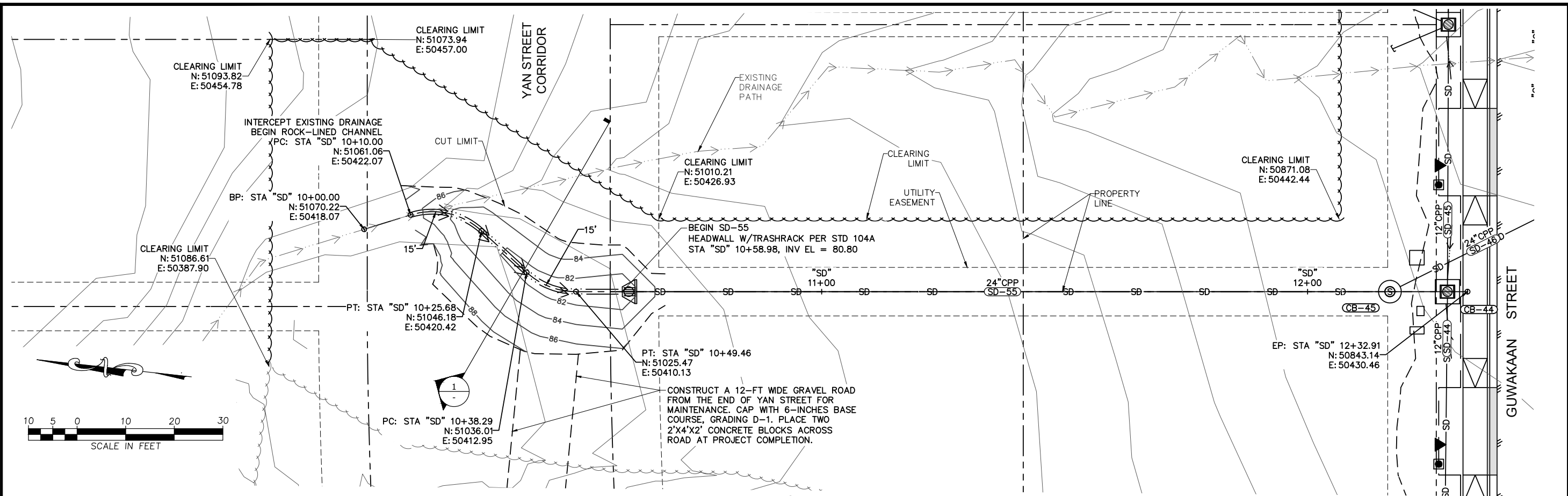
NOTES:

1) STATION AND OFFSET ARE GIVEN TO THE CENTER OF DRIVEWAY AT THE TOP BACK OF CURB.

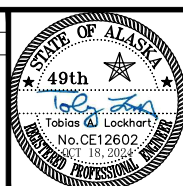


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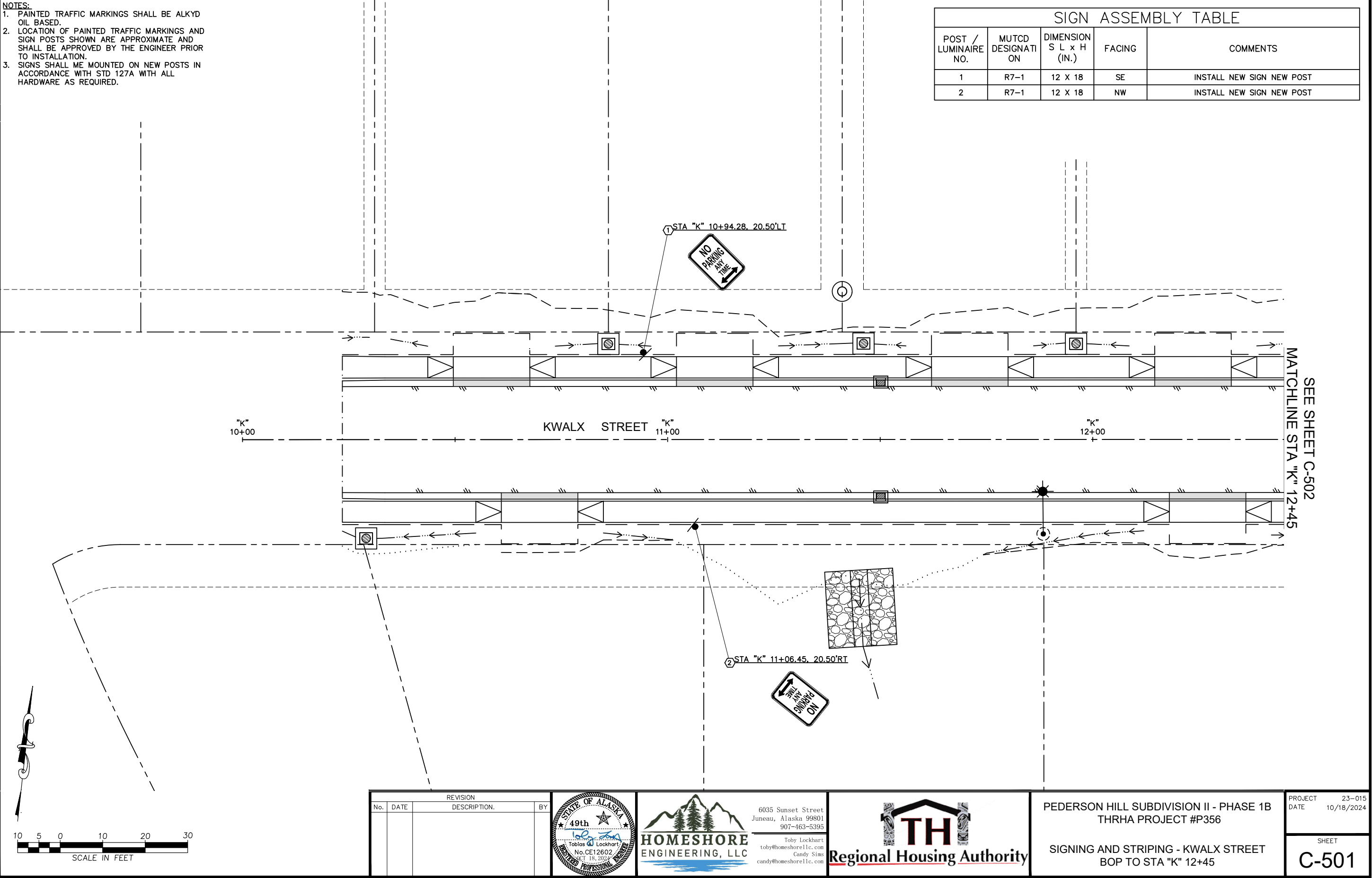
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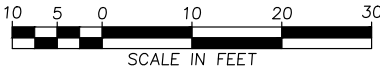
PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT 23-015 DATE 10/18/2024
SD-55 PLAN, PROFILE, AND DETAILS		SHEET C-404

NOTES:

1. PAINTED TRAFFIC MARKINGS SHALL BE ALKYD OIL BASED.
2. LOCATION OF PAINTED TRAFFIC MARKINGS AND SIGN POSTS SHOWN ARE APPROXIMATE AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. SIGNS SHALL ME MOUNTED ON NEW POSTS IN ACCORDANCE WITH STD 127A WITH ALL HARDWARE AS REQUIRED.



SIGN ASSEMBLY TABLE				
POST / LUMINAIRE NO.	MUTCD DESIGNATION	DIMENSION S L x H (IN.)	FACING	COMMENTS
1	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
2	R7-1	12 X 18	NW	INSTALL NEW SIGN NEW POST



REVISION			
No.	DATE	DESCRIPTION	BY



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

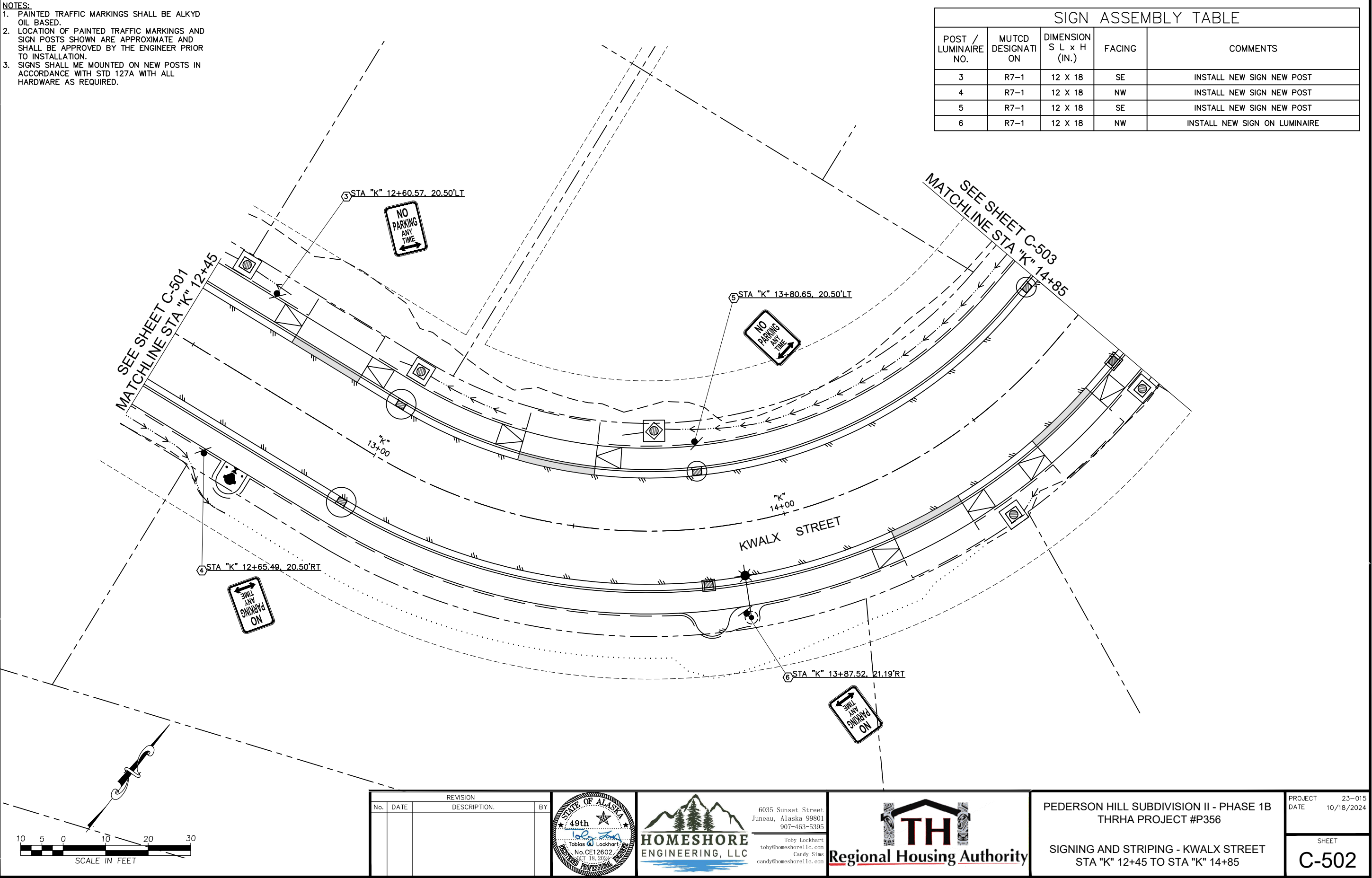
SIGNING AND STRIPING - KWALX STREET
BOP TO STA "K" 12+45

PROJECT 23-015
DATE 10/18/2024

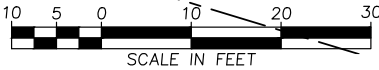
SHEET
C-501

NOTES:

1. PAINTED TRAFFIC MARKINGS SHALL BE ALKYD OIL BASED.
2. LOCATION OF PAINTED TRAFFIC MARKINGS AND SIGN POSTS SHOWN ARE APPROXIMATE AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. SIGNS SHALL ME MOUNTED ON NEW POSTS IN ACCORDANCE WITH STD 127A WITH ALL HARDWARE AS REQUIRED.



SIGN ASSEMBLY TABLE				
POST / LUMINAIRE NO.	MUTCD DESIGNATION	DIMENSION S L x H (IN.)	FACING	COMMENTS
3	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
4	R7-1	12 X 18	NW	INSTALL NEW SIGN NEW POST
5	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
6	R7-1	12 X 18	NW	INSTALL NEW SIGN ON LUMINAIRE



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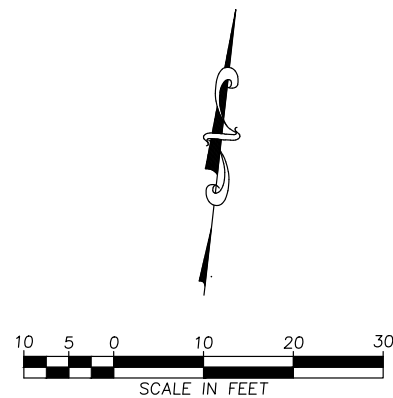
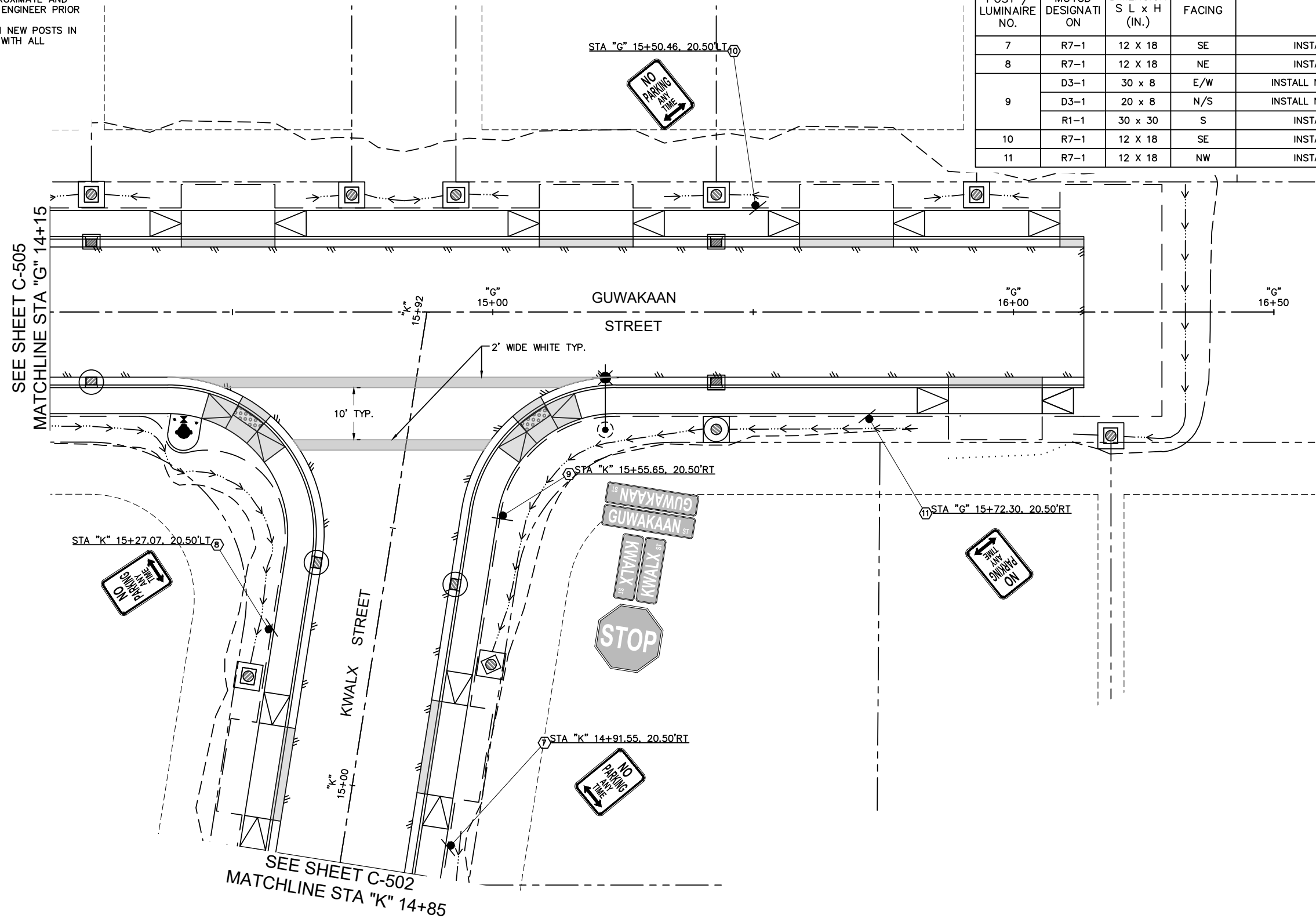
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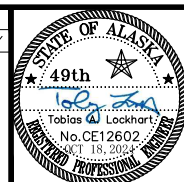
PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT 23-015 DATE 10/18/2024
SIGNING AND STRIPING - KWALX STREET STA "K" 12+45 TO STA "K" 14+85		SHEET C-502

1. PAINTED TRAFFIC MARKINGS SHALL BE ALKYD OIL BASED.
2. LOCATION OF PAINTED TRAFFIC MARKINGS AND SIGN POSTS SHOWN ARE APPROXIMATE AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. SIGNS SHALL ME MOUNTED ON NEW POSTS IN ACCORDANCE WITH STD 127A WITH ALL HARDWARE AS REQUIRED.

SIGN ASSEMBLY TABLE				
POST / LUMINAIRE NO.	MUTCD DESIGNATI ON	DIMENSION S L x H (IN.)	FACING	COMMENTS
7	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
8	R7-1	12 X 18	NE	INSTALL NEW SIGN NEW POST
9	D3-1	30 x 8	E/W	INSTALL NEW SIGNS (2) ON NEW POST
	D3-1	20 x 8	N/S	INSTALL NEW SIGNS (2) ON NEW POST
	R1-1	30 x 30	S	INSTALL NEW SIGN NEW POST
10	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
11	R7-1	12 X 18	NW	INSTALL NEW SIGN NEW POST



REVISION			
No.	DATE	DESCRIPTION.	B



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
SIGNING AND STRIPING - KWALX / GUWAKAAN
INTERSECTION
STA "K" 14+85 TO STA "K" 15+92
STA "G" 14+15 TO STA "G" 16+50

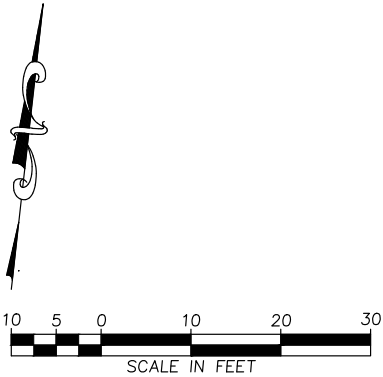
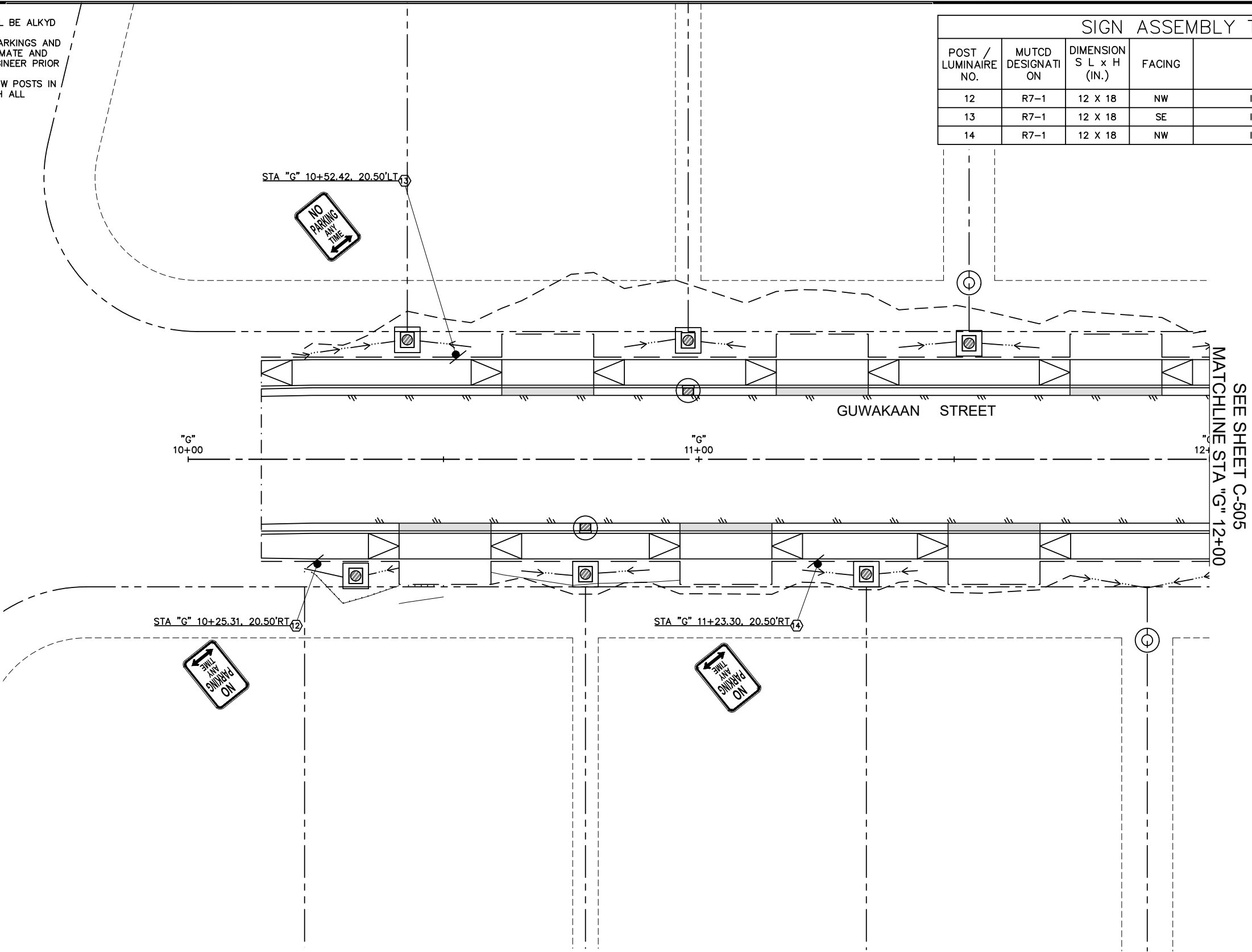
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C-503

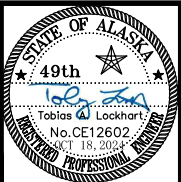
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- NOTES:
1. PAINTED TRAFFIC MARKINGS SHALL BE ALKYD OIL BASED.
 2. LOCATION OF PAINTED TRAFFIC MARKINGS AND SIGN POSTS SHOWN ARE APPROXIMATE AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
 3. SIGNS SHALL ME MOUNTED ON NEW POSTS IN ACCORDANCE WITH STD 127A WITH ALL HARDWARE AS REQUIRED.

SIGN ASSEMBLY TABLE				
POST / LUMINAIRE NO.	MUTCD DESIGNATION	DIMENSION S L x H (IN.)	FACING	COMMENTS
12	R7-1	12 X 18	NW	INSTALL NEW SIGN NEW POST
13	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
14	R7-1	12 X 18	NW	INSTALL NEW SIGN NEW POST



REVISION			
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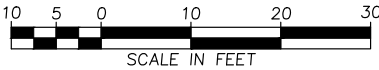
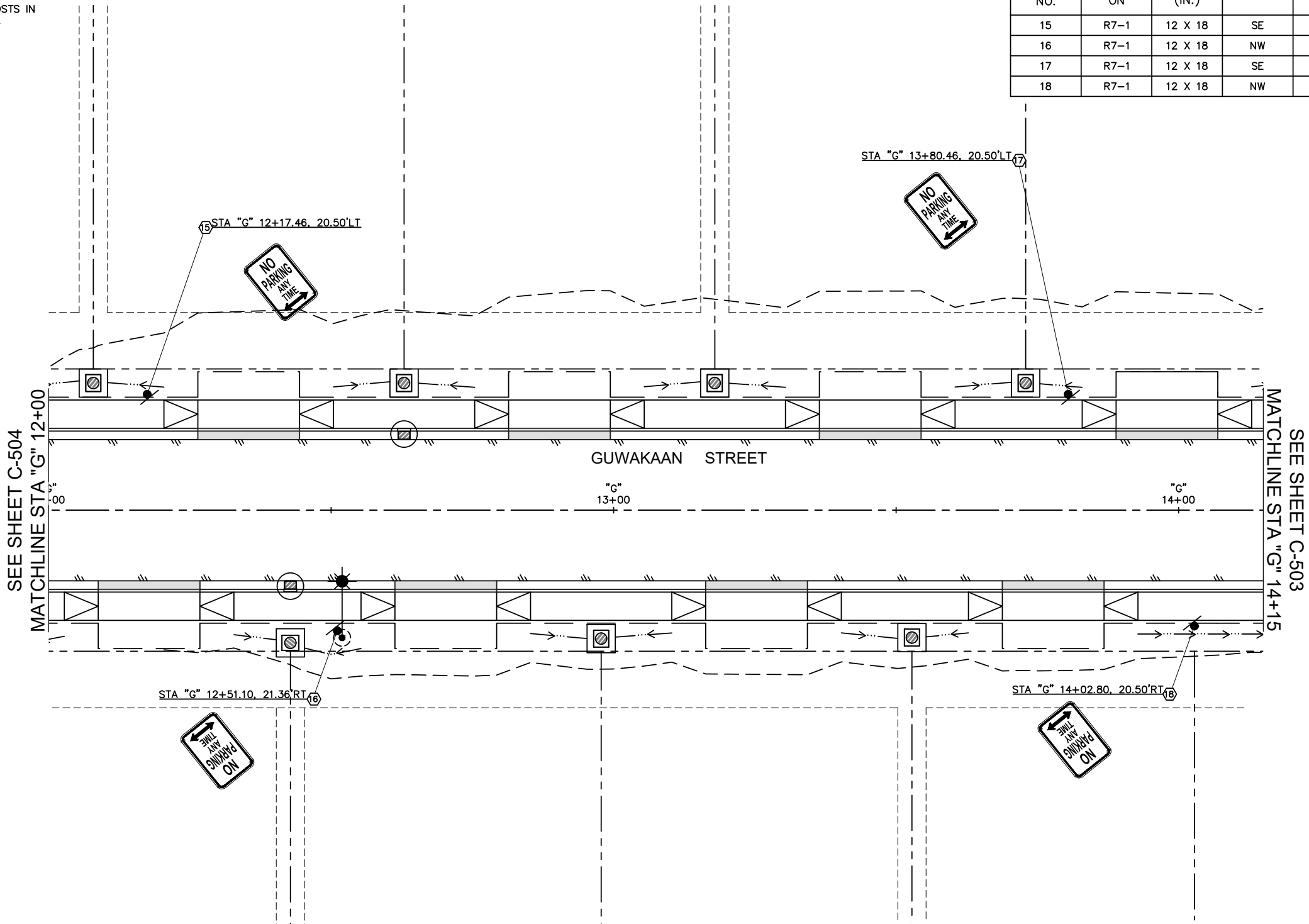


PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT 23-015 DATE 10/18/2024
SIGNING AND STRIPING - GUWAKAAN STREET BOP TO STA "G" 12+00		SHEET C-504

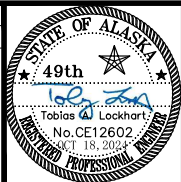
NOTES:

1. PAINTED TRAFFIC MARKINGS SHALL BE ALKYD OIL BASED.
2. LOCATION OF PAINTED TRAFFIC MARKINGS AND SIGN POSTS SHOWN ARE APPROXIMATE AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO INSTALLATION.
3. SIGNS SHALL ME MOUNTED ON NEW POSTS IN ACCORDANCE WITH STD 127A WITH ALL HARDWARE AS REQUIRED.

SIGN ASSEMBLY TABLE				
POST / LUMINAIRE NO.	MUTCD DESIGNATION	DIMENSION S L x H (IN.)	FACING	COMMENTS
15	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
16	R7-1	12 X 18	NW	INSTALL NEW SIGN ON LUMINAIRE
17	R7-1	12 X 18	SE	INSTALL NEW SIGN NEW POST
18	R7-1	12 X 18	NW	INSTALL NEW SIGN NEW POST



REVISION			
No.	DATE	DESCRIPTION	BY



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PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT 23-015 DATE 10/18/2024
SIGNING AND STRIPING - GUWAKAAN STREET STA "G" 12+00 TO STA "G" 14+15		SHEET C-505

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CB-1 STA "K" 10+32.3, 23.7' LT	
EXISTING TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=49.10
INV EXIST 12" CPP	EL=47.00

CB-2 STA "K" 10+25.6, 13.5' LT	
EXISTING TYPE III	
EJ 7701M3 GRATE, 7701Z FRAME, & 7701T2 HOOD	
FG	EL=49.56
INV EXIST 12" CPP	EL=46.67
INV EXIST 12" CPP	EL=46.70
*ADJUST FRAME AND GRATE TO GRADE.	

CB-3* STA "K" 10+25.6, 13.5' RT	
EXISTING TYPE III	
EJ 7701M3 GRATE, 7701Z FRAME, & 7701T2 HOOD	
FG	EL=49.57
INV SD-1**	EL=46.36
INV SD-2	EL=46.26
INV EXIST 12" CPP	EL=46.36
* ADJUST FRAME AND GRATE TO GRADE.	
** RESET EXISTING CPP AS REQ'D TO RE-GRADE THE EXISTING 12"CPP OUTFALL AND CONNECT TO CB-4.	

CB-11 STA "K" 12+51.1, 22.6' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=47.44
INV SD-9	EL=43.56
INV SD-10	EL=43.46

SSMH-2 STA "K" 12+88.0, 6.0' RT	
TYPE I	
CBJ STD 206A FRAME & COVER	
FG	EL=47.59
INV SS-1	EL=39.65
INV SS-3	EL=39.65
INV SS-2	EL=39.55

CB-14 STA "K" 12+99.1, 13.5' RT	
TYPE II	
OIL/WATER SEPARATOR PER CBJ STD 305	
EJ 7701M3 GRATE, 7701Z FRAME, & 7701T2 HOOD	
FG	EL=47.26
INV SD-13	EL=42.00
INV SD-12	EL=42.10
INV UD-2	EL=43.91

CB-4 STA "K" 10+29.1, 23.2' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=49.20
INV SD-1	EL=46.40
INV 6" PVC (LOT 8)	EL=46.90

SSMH-1 STA "K" 10+34.1, 6.2' RT	
TYPE I	
CBJ STD 206A FRAME & COVER	
FG	EL=49.84
INV SS-1	EL=41.15

CB-5 STA "K" 10+86.1, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=48.90
INV SD-3	EL=45.93
INV 6" PVC (LOT 9)	EL=46.43
INV 6" PVC (LOT 10)	EL=46.43

CB-7 STA "K" 11+46.1, 22.6' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=48.34
INV SD-3	EL=44.77
INV SD-8	EL=44.67
INV SD-6	EL=44.77

CB-9 STA "K" 11+50.1, 13.5' RT	
TYPE IV	
EJ 7700M2 GRATE, 7701Z FRAME & 7701T1 HOOD	
FG	EL=48.50
INV SD-7	EL=44.99
INV SD-2	EL=45.04
INV UD-1	EL=45.54

CB-10 STA "K" 11+96.1, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=47.91
INV SD-8	EL=44.19
INV SD-9	EL=44.09
INV 6" PVC (LOT 12)	EL=44.19
INV 6" PVC (LOT 11)	EL=44.19
INV 6" PVC (LOT 6)	EL=44.19

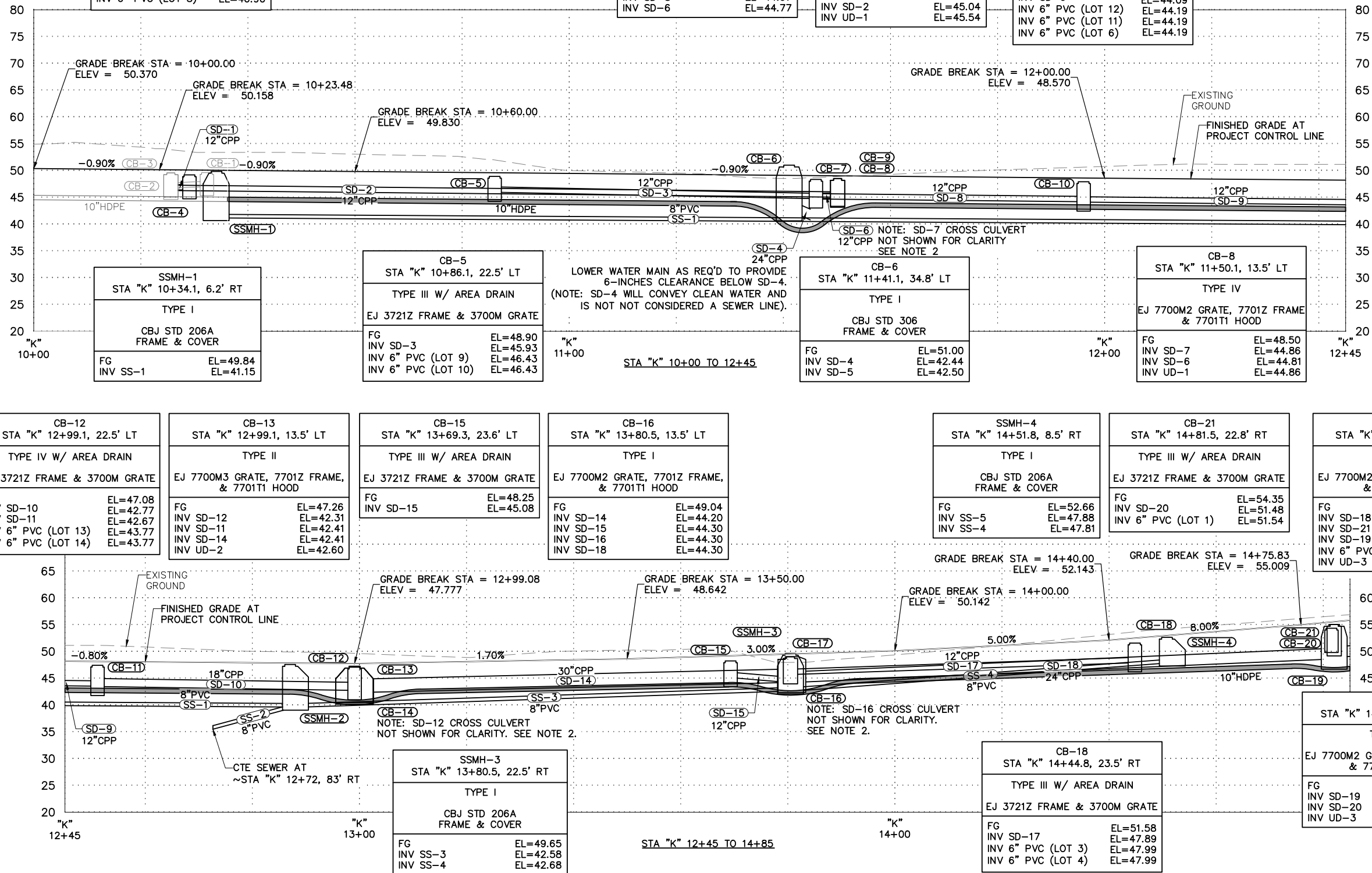
CB-8 STA "K" 11+50.1, 13.5' LT	
TYPE IV	
EJ 7700M2 GRATE, 7701Z FRAME & 7701T1 HOOD	
FG	EL=48.50
INV SD-7	EL=44.86
INV SD-6	EL=44.81
INV UD-1	EL=44.86

SSMH-4 STA "K" 14+51.8, 8.5' RT	
TYPE I	
CBJ STD 206A FRAME & COVER	
FG	EL=52.66
INV SS-5	EL=47.88
INV SS-4	EL=47.81

CB-21 STA "K" 14+81.5, 22.8' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=54.35
INV SD-20	EL=51.48
INV 6" PVC (LOT 1)	EL=51.54

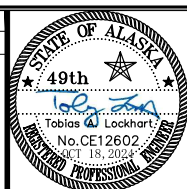
CB-19 STA "K" 14+82.0, 13.5' LT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=55.05
INV SD-18	EL=48.56
INV SD-21	EL=49.00
INV SD-19	EL=50.00
INV 6" PVC (LOT 15)	EL=50.50
INV UD-3	EL=50.56

CB-20 STA "K" 14+82.0, 13.5' RT	
TYPE IV	
EJ 7700M2 GRATE, 7701Z FRAME & 7701T1 HOOD	
FG	EL=55.06
INV SD-19	EL=50.85
INV SD-20	EL=50.95
INV UD-3	EL=51.45



- NOTES:
1. NEW 10"HDPE WATER MAIN IS SHOWN WITH A SOLID HATCH.
 2. AT EACH ROADWAY CROSS-CULVERT, GRADE THE WATER MAIN TO PROVIDE 18-INCHES OF VERTICAL CLEARANCE AND INSTALL STORM SEWER JOINTS AT 10-FT OR GREATER FROM THE WATER MAIN.

REVISION			
No.	DATE	DESCRIPTION	BY



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
PROFILE -
STA "K" 10+00 TO STA "K" 14+85

PROJECT 23-015
DATE 10/18/2024

SHEET
C-601

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CB-22 STA "K" 15+17.6, 23.0' LT	
TYPE IV W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=57.44
INV SD-21	EL=52.05
INV SD-22	EL=52.15

CB-23 STA "K" 15+27.1, 22.7' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=58.44
INV SD-24	EL=55.57

CB-24 STA "K" 15+41.2, 13.5' RT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=60.17
INV SD-25	EL=55.43
INV SD-23	EL=55.33
INV SD-24	EL=55.43

CB-39 STA "G" 10+77.8, 22.5' RT	
TYPE IV W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=66.00
INV SD-39	EL=61.80
INV SD-40	EL=61.70
INV SD-41	EL=61.80
INV 6" PVC (LOT 22)	EL=62.30
INV 6" PVC (LOT 21)	EL=62.30

CB-38 STA "G" 10+42.9, 23.4' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=66.79
INV SD-38	EL=63.61

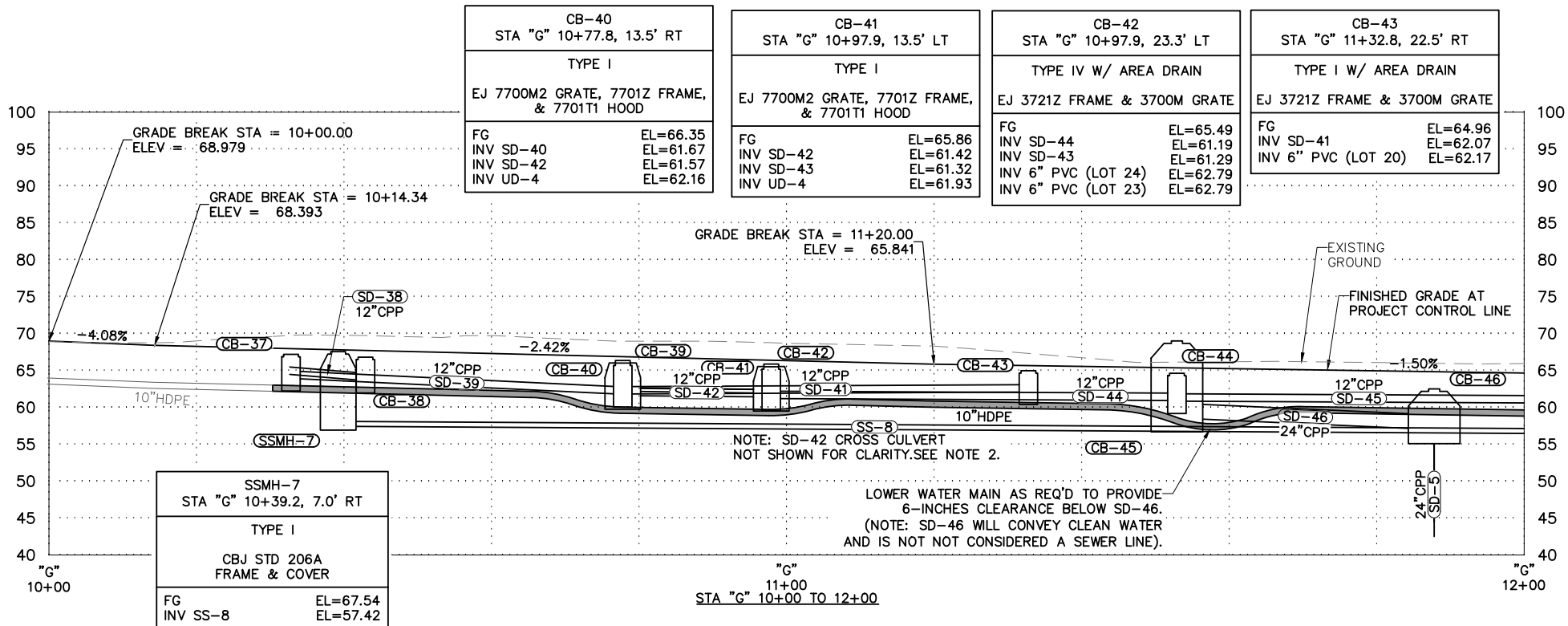
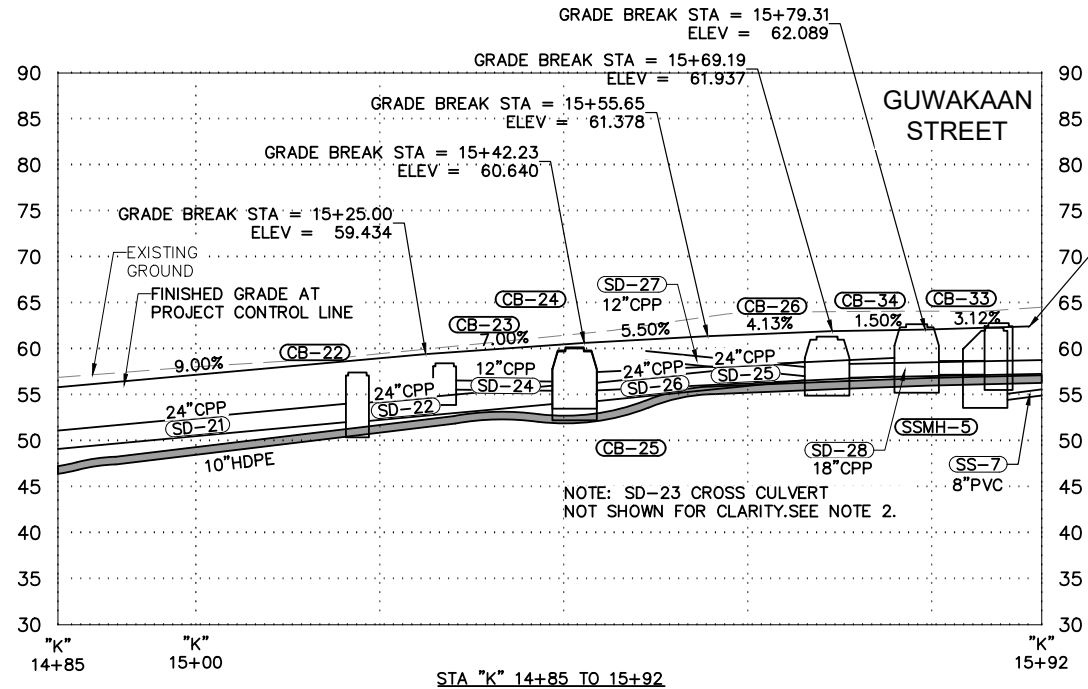
CB-37 STA "G" 10+32.8, 22.8' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=67.17
INV SD-39	EL=63.88

CB-33 STA "G" 15+42.9, 13.5' RT	
TYPE IV	
EJ 7701M2 GRATE, 7701Z FRAME, & 7701T2 HOOD	
FG	EL=62.80
INV SD-34	EL=57.30
INV SD-35	EL=57.20
INV UD-7	EL=57.82

SSMH-5 STA "G" 14+92.3, 7.0' RT	
TYPE I	
CBJ STD 206A FRAME & COVER	
FG	EL=62.30
INV SS-5	EL=54.08
INV SS-6	EL=54.18
INV SS-7	EL=54.18

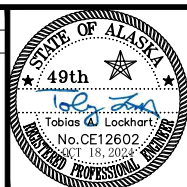
CB-34 STA "G" 15+42.9, 22.5' RT	
TYPE I W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=62.69
INV SD-35	EL=57.17
INV SD-25	EL=57.07
INV SD-36	EL=57.17

CB-26 STA "G" 14+22.9, 13.5' RT	
TYPE I	
EJ 7700M3 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=61.33
INV SD-28	EL=56.85
INV SD-27	EL=56.85
INV SD-26	EL=56.75
INV UD-6	EL=57.85



- NOTES:
- NEW 10"HDPE WATER MAIN IS SHOWN WITH A SOLID HATCH.
 - AT EACH ROADWAY CROSS-CULVERT, GRADE THE WATER MAIN TO PROVIDE 18-INCHES OF VERTICAL CLEARANCE AND INSTALL STORM SEWER JOINTS AT 10-FT OR GREATER FROM THE WATER MAIN.

REVISION			
No.	DATE	DESCRIPTION	BY



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PROFILE -
STA "K" 14+85 TO STA "K" 15+92
STA "G" 10+00 TO STA "G" 12+00

PROJECT 23-015
DATE 10/18/2024

SHEET
C-602

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CB-47 STA "G" 12+07.9, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=63.78
INV SD-45	EL=60.55
INV SD-47	EL=60.45
INV 6" PVC (LOT 25)	EL=61.05
INV 6" PVC (LOT 26)	EL=61.05

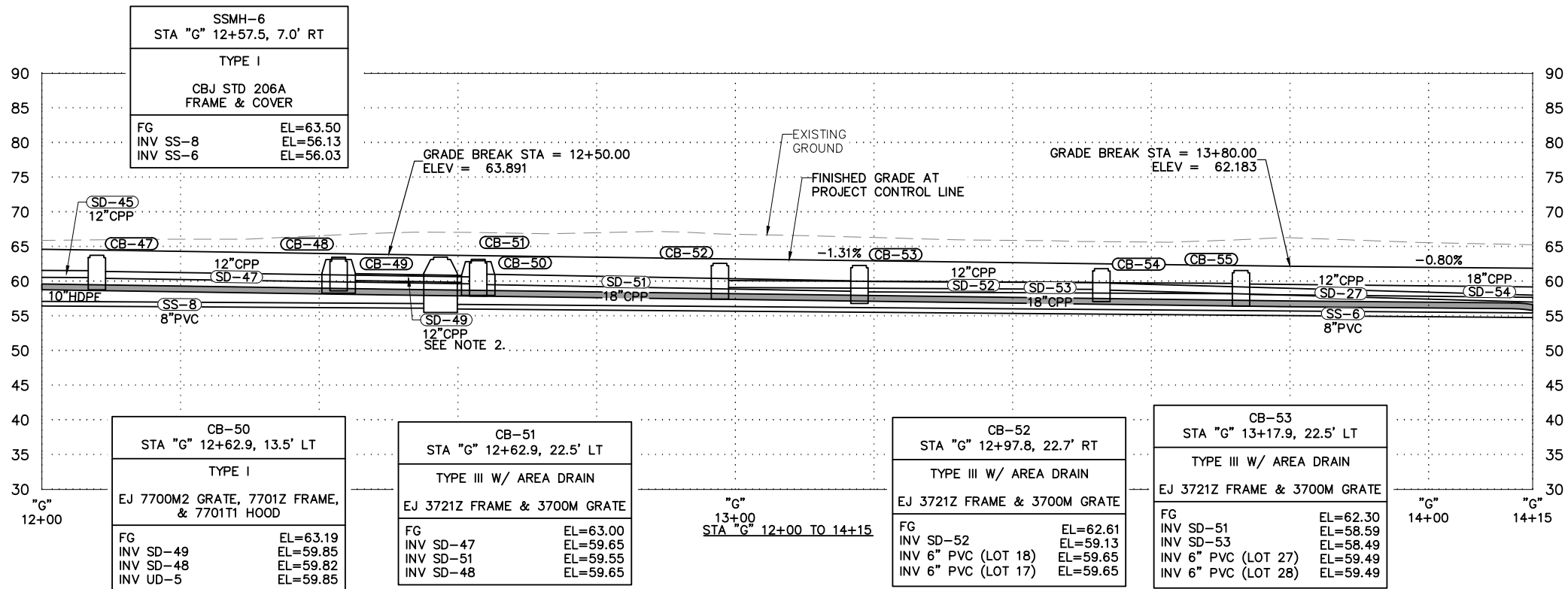
CB-48 STA "G" 12+42.8, 23.5' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=63.23
INV SD-50	EL=60.31
INV 6" PVC (LOT 19)	EL=60.81

CB-49 STA "G" 12+42.8, 13.5' RT	
TYPE I	
EJ 7700M2 GRATE, 7701Z FRAME, & 7701T1 HOOD	
FG	EL=63.49
INV SD-50	EL=60.27
INV SD-49	EL=60.15
INV UD-5	EL=60.15

CB-27 STA "G" 14+22.9, 13.5' LT	
TYPE IV	
EJ 7700M3 GRATE, 7701Z FRAME & 7701T1 HOOD	
FG	EL=61.33
INV SD-29	EL=57.43
INV SD-28	EL=57.33
INV UD-6	EL=58.41

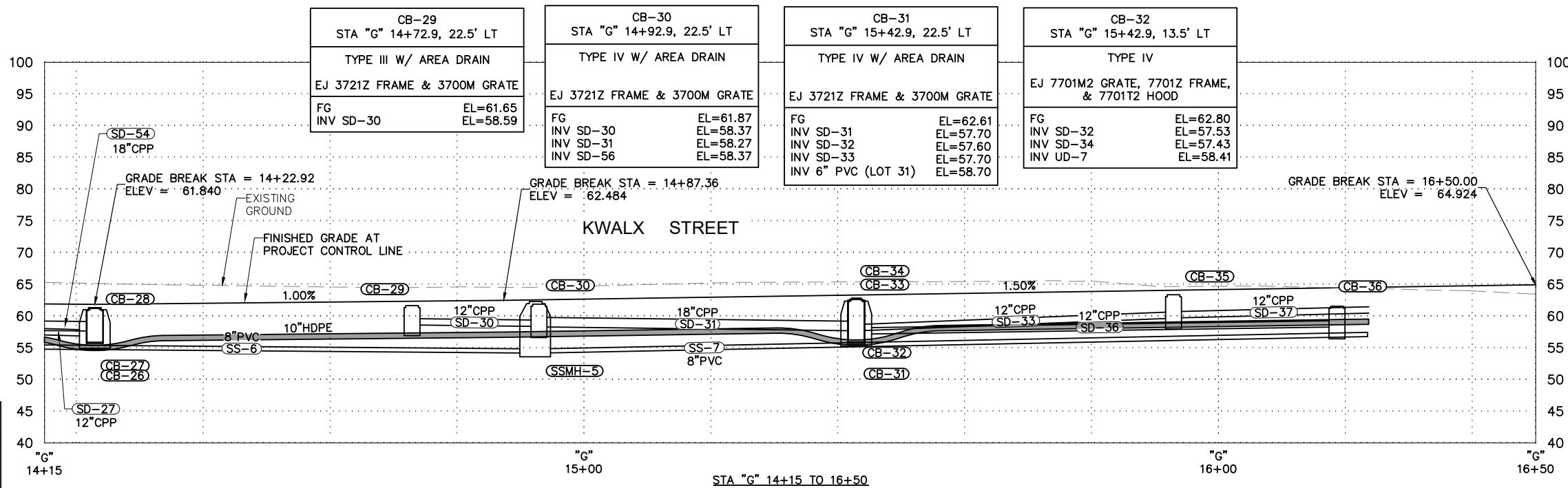
CB-28 STA "G" 14+22.9, 22.6' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=61.19
INV SD-29	EL=57.54
INV SD-54	EL=57.64
INV 6" PVC (LOT 29)	EL=58.64
INV 6" PVC (LOT 30)	EL=58.64

- NOTES:
1. NEW 10"HDPE WATER MAIN IS SHOWN WITH A SOLID HATCH.
 2. AT EACH ROADWAY CROSS-CULVERT, GRADE THE WATER MAIN TO PROVIDE 18-INCHES OF VERTICAL CLEARANCE AND INSTALL STORM SEWER JOINTS AT 10-FT OR GREATER FROM THE WATER MAIN.



CB-55 STA "G" 13+72.9, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=61.58
INV SD-54	EL=58.12
INV SD-53	EL=58.22

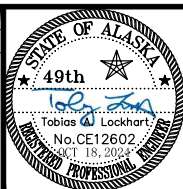
CB-54 STA "G" 13+52.8, 22.6' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=61.83
INV SD-52	EL=58.86
INV SD-27	EL=58.76
INV 6" PVC (LOT 16)	EL=59.36



CB-35 STA "G" 15+92.9, 22.5' LT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=63.37
INV SD-37	EL=59.72
INV SD-33	EL=59.62
INV 6" PVC (LOT 32)	EL=60.22
INV 6" PVC (LOT 33)	EL=60.22

CB-36 STA "G" 16+18.7, 23.8' RT	
TYPE III W/ AREA DRAIN	
EJ 3721Z FRAME & 3700M GRATE	
FG	EL=61.55
INV SD-36	EL=58.27
INV 6" PVC (LOT 2)	EL=58.08
INV 6" PVC (LOT 5)	EL=58.08

REVISION			
No.	DATE	DESCRIPTION	BY



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
PROFILE -
STA "G" 12+00 TO STA "G" 16+50

PROJECT 23-015
DATE 10/18/2024

SHEET
C-603

PEDERSON HILL SUBDIVISION,
PHASE 1B
JUNEAU, ALASKA

SHEET LIST TABLE	
SHEET NO.	SHEET TITLE
E-100	TITLE, INDEX, LEGEND & GENTERAL NOTES
E-101	OVERALL PHASE LAYOUT
E-201	PLAN - KWALX STREET, STA "K" 10+10 TO STA "K" 12+45
E-202	PLAN - KWALX STREET, STA "K" 12+45 TO STA "K" 14+85
E-203	PLAN - KWALX & GUWAKAAN INTERSECTION, STA "K" 14+85 TO STA "K" 15+92 STA "G" 14+15 TO STA "K" 16+50
E-204	PLAN - GUWAKAAN STREET, STA "G" 10+00 TO STA "G" 12+00
E-205	PLAN - GUWAKAAN STREET, STA "G" 12+00 TO STA "G" 14+15
E-300	EXISTING LOAD CENTER DETAILS
E-301	LIGHT POLE DETAILS
E-400	SINGLE LINE DIAGRAM - POWER UTILITY **
E-401	SINGLE LINE DIAGRAM - POWER UTILITY **
E-402	RISER DIAGRAM - TELEPHONE **
E-403	RISER DIAGRAM - TV **
E-500	SINGLE PHASE TRANSFORMER MOUNTING DETAIL **
E-501	SINGLE PHASE PRIMARY PEDESTAL DETAIL **
E-502	PRIMARY PEDESTAL INSTALLATION DETAIL **
E-503	SECONDARY POWER PEDESTAL INSTALLATION DETAIL **
E-504	TRENCH DETAIL
E-600	EXISTING PHASE 1A STATION AND OFFSET TABLES
E-601	NEW PHASE 1B STATION AND OFFSET TABLES
** FOR COORDINATION ONLY	

LEGEND	
AEL&P	ALASKA ELECTRIC LIGHT & POWER
APPROX	APPROXIMATELY
C	CIRCUIT
CKT	CIRCUIT
CU	BARE COPPER
C/B	CIRCUIT BREAKER
	CIRCUIT BREAKER (AMPS/POLES)
	CONTACTOR
DIST	DISTANCE
EXTG	EXISTING

LEGEND	
GFI	GROUND FAULT INTERRUPTER
GND	GROUND
GRS	GALVANIZED RIGID STEEL
HOA	HAND-OFF-AUTO
	HAND-OFF-AUTO SWITCH
J-BOX	JUNCTION BOX
	LIGHTING CONTACTOR
	LIGHT POLE WITH LUMINAIRE
MAX	MAXIMUM

LEGEND	
	METER
MIN	MINIMUM
NEC	NATIONAL ELECTRICAL CODE
PED	PEDESTAL
	PHOTOCELL
PVC	POLYVINYL CHLORIDE CONDUIT
	RECEPTACLE
REC	RECEPTACLE
TYP-#	TYPICAL
XFMR	TRANSFORMER

- GENERAL NOTES:
1. PERFORM ALL WORK PER NATIONAL ELECTRICAL CODE (NEC), 2020 EDITION.

2. PERFORM ALL WORK AS SHOWN ON DRAWINGS AND AS REQUIRED TO PROVIDE OPERATIONAL SYSTEMS.

3. COORDINATE WITH POWER, TELEPHONE, AND TELEVISION UTILITIES TO ALLOW THEM TO PERFORM THEIR WORK. UTILITY WORK WILL BE PAID FOR BY OTHERS. DO NOT INSTALL ANYTHING IN CONFLICT WITH UTILITIES. BRING ALL CONFLICTS TO THE ATTENTION OF THE ENGINEER. OBTAIN LOCATES BEFORE WORKING TO AVOID NEWLY INSTALLED UTILITIES. POWER, TELEPHONE, AND TV UTILITY FACILITY DRAWINGS ON SHEETS E-400 - E-503 ARE SHOWN TO INFORM THE CONTRACTOR WHERE AND HOW THEY WILL BE INSTALLED TO ALLOW FOR PROPER COORDINATION. THE POWER, TELEPHONE AND TV UTILITY COMPANIES WILL INSTALL THEIR FACILITIES, NOT THE CONTRACTOR.

4. ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A JUNCTION BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL, SHEET E-504.

5. ALL WIRING SHALL BE IN CABLE WITH COPPER CONDUCTOR, 600V RATED XHHW-2 INSULATION, AND OVERALL PVC JACKET. PROVIDE ADDITIONAL BARE GROUND. USE BARE GROUND TO GROUND TYPE 1A JUNCTION BOXES, LIGHT POLES, FOUNDATIONS, ETC. BOND GROUND INSIDE CABLE TO LOAD CENTER AND LIGHT POLES.

6. SAFE OFF LIGHTING SYSTEM CONDUCTORS AND CABLES IN J-BOX PRIOR TO CAPPING CONDUIT AT LIMITS FOR PHASE 1B.

7. THE SUBDIVISION IS BEING BUILT IN PHASES. PHASE 1A WAS CONSTRUCTED AND IS SHOWN AS EXISTING. THIS PROJECT IS PHASE 1B. THE PLAN VIEWS ARE NOT SHOWN FOR ADDITIONAL PHASES, HOWEVER OTHER DRAWINGS MAY SHOW FUTURE WORK. PERFORM THE WORK SHOWN FOR PHASE 1B.

8. LOCATE EQUIPMENT WHERE SHOWN ON THE STATION AND OFFSET TABLES, SEE SHEET E-601.

9. EXTEND LIGHTING SYSTEMS FROM JUNCTION BOXES LOCATED AT THE END OF PHASE 1A ON KWALX AND GUWAKAAN STREETS. EXTEND CONDUIT & CONDUCTORS TO A J-BOX AT THE LIMIT OF PHASE 1B. SAFE OFF CONDUCTORS FOR FUTURE EXTENSION OF LIGHTING SYSTEM SEE SHEET E-203.

10. DO NOT INSTALL ANYTHING IN CONFLICT WITH EXISTING UTILITIES. BRING ALL CONFLICTS TO THE ATTENTION OF THE ENGINEER. UNDERGROUND UTILITIES SHOWN ON THE DRAWINGS ARE APPROXIMATE. OBTAIN LOCATES BEFORE WORKING TO AVOID DAMAGING UNDERGROUND UTILITIES.

11. ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. TRANSITION TO 2" GALVANIZED RMC 90° ELBOWS AT JUNCTION BOXES. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A JUNCTION BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL, SHEET E-504.

12. COORDINATE NEW CONDUIT ROUTING WITH ALL EXISTING AND NEW OBSTRUCTIONS (STORM DRAINS, SANITARY SEWERS, ETC.). ROUTE CONDUIT BELOW OBSTRUCTIONS WHERE REQUIRED. THERE ARE MANY CONFLICTS POTENTIALLY, NOT ALL ARE NOTED. DIG WITH EXTREME CAUTION AND COORDINATE AS REQUIRED.

13. MAINTAIN 5 FEET NOMINAL SEPARATION BETWEEN ALL ELECTRICAL AND ALL EXISTING AND NEW NON-ELECTRICAL INFRASTRUCTURE (AREA DRAIN, STORM DRAIN, ETC.)



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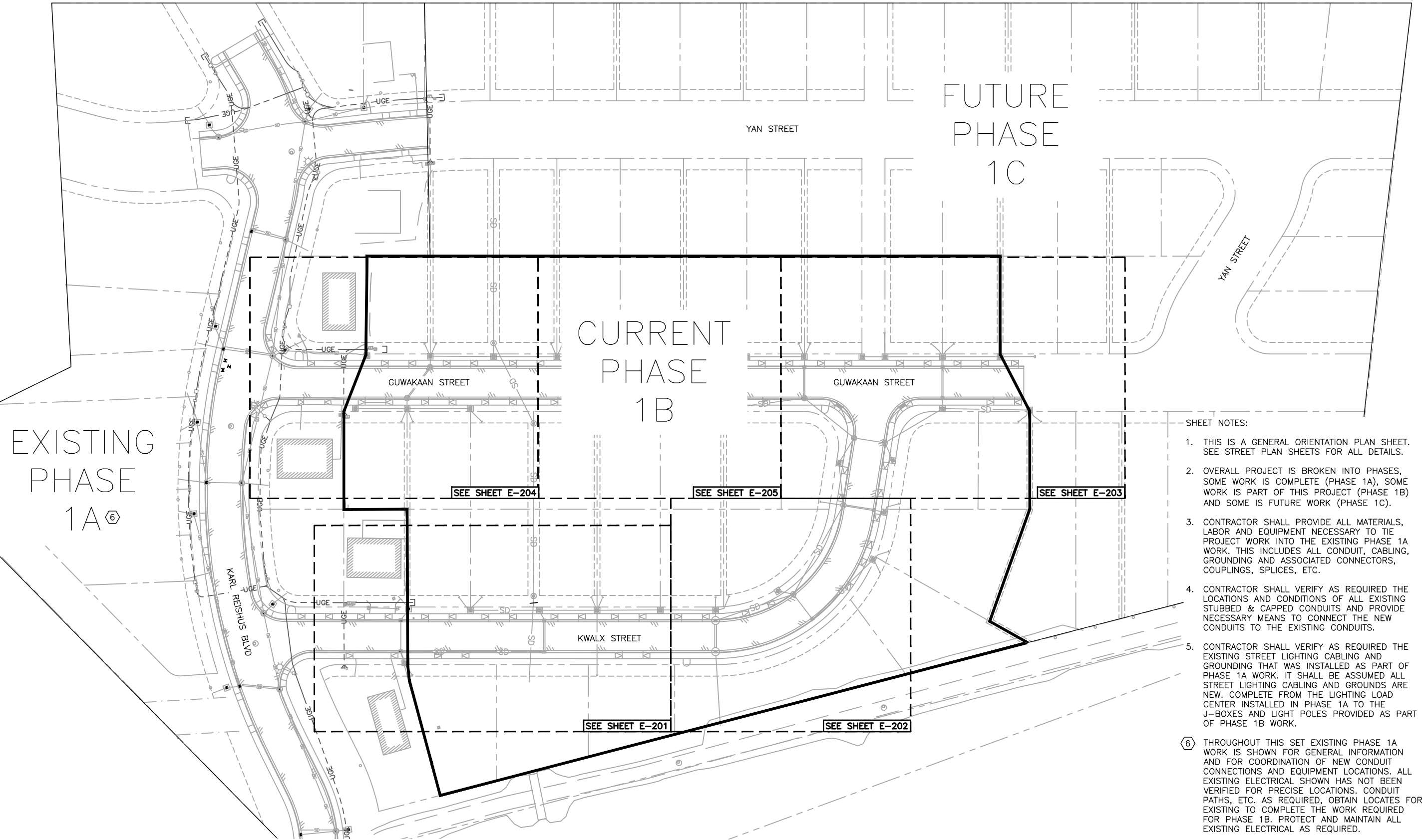
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

TITLE, INDEX, LEGEND & GENERAL NOTES

PROJECT 23-015
DATE 10/17/2024

SHEET
E-100

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SAVED DATE: 2024-10-17 USER: NADJA



- SHEET NOTES:
1. THIS IS A GENERAL ORIENTATION PLAN SHEET. SEE STREET PLAN SHEETS FOR ALL DETAILS.
 2. OVERALL PROJECT IS BROKEN INTO PHASES, SOME WORK IS COMPLETE (PHASE 1A), SOME WORK IS PART OF THIS PROJECT (PHASE 1B) AND SOME IS FUTURE WORK (PHASE 1C).
 3. CONTRACTOR SHALL PROVIDE ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO TIE PROJECT WORK INTO THE EXISTING PHASE 1A WORK. THIS INCLUDES ALL CONDUIT, CABLING, GROUNDING AND ASSOCIATED CONNECTORS, COUPLINGS, SPLICES, ETC.
 4. CONTRACTOR SHALL VERIFY AS REQUIRED THE LOCATIONS AND CONDITIONS OF ALL EXISTING STUBBED & CAPPED CONDUITS AND PROVIDE NECESSARY MEANS TO CONNECT THE NEW CONDUITS TO THE EXISTING CONDUITS.
 5. CONTRACTOR SHALL VERIFY AS REQUIRED THE EXISTING STREET LIGHTING CABLING AND GROUNDING THAT WAS INSTALLED AS PART OF PHASE 1A WORK. IT SHALL BE ASSUMED ALL STREET LIGHTING CABLING AND GROUNDS ARE NEW. COMPLETE FROM THE LIGHTING LOAD CENTER INSTALLED IN PHASE 1A TO THE J-BOXES AND LIGHT POLES PROVIDED AS PART OF PHASE 1B WORK.
 6. THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.



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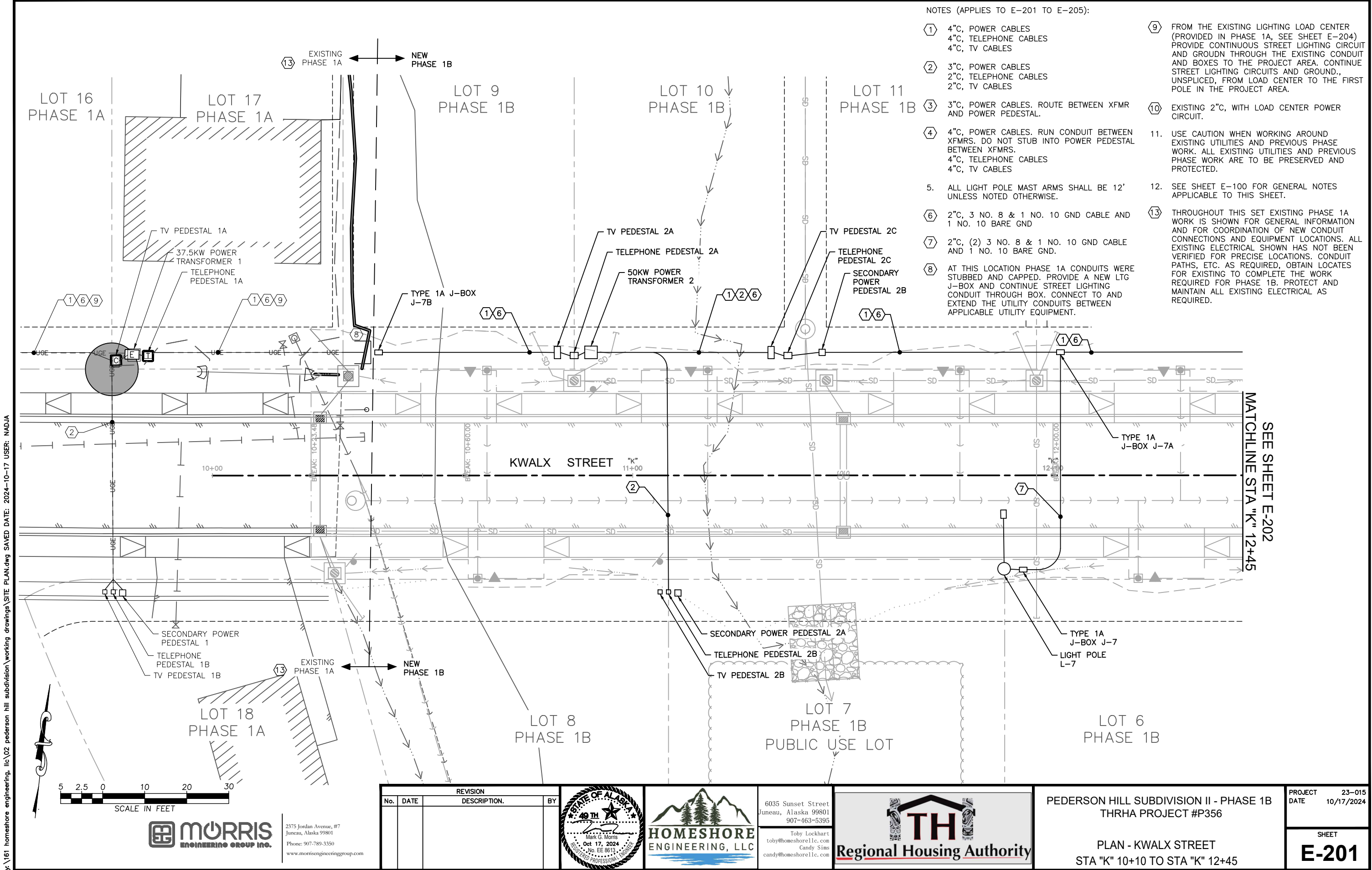


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PEDERSON HILL SUBDIVISION II - PHASE 1B THRHA PROJECT #P356		PROJECT 23-015 DATE 10/17/2024
OVERALL PHASE LAYOUT		SHEET E-101



NOTES (APPLIES TO E-201 TO E-205):

- 1

4" C, POWER CABLES
4" C, TELEPHONE CABLES
4" C, TV CABLES
- 2

3" C, POWER CABLES
2" C, TELEPHONE CABLES
2" C, TV CABLES
- 3

3" C, POWER CABLES. ROUTE BETWEEN XFMR AND POWER PEDESTAL.
- 4

4" C, POWER CABLES. RUN CONDUIT BETWEEN XFMRs. DO NOT STUB INTO POWER PEDESTAL BETWEEN XFMRs.
4" C, TELEPHONE CABLES
4" C, TV CABLES
- 5

ALL LIGHT POLE MAST ARMS SHALL BE 12' UNLESS NOTED OTHERWISE.
- 6

2" C, 3 NO. 8 & 1 NO. 10 GND CABLE AND 1 NO. 10 BARE GND
- 7

2" C, (2) 3 NO. 8 & 1 NO. 10 GND CABLE AND 1 NO. 10 BARE GND.
- 8

AT THIS LOCATION PHASE 1A CONDUITS WERE STUBBED AND CAPPED. PROVIDE A NEW LTG J-BOX AND CONTINUE STREET LIGHTING CONDUIT THROUGH BOX. CONNECT TO AND EXTEND THE UTILITY CONDUITS BETWEEN APPLICABLE UTILITY EQUIPMENT.
- 9

FROM THE EXISTING LIGHTING LOAD CENTER (PROVIDED IN PHASE 1A, SEE SHEET E-204) PROVIDE CONTINUOUS STREET LIGHTING CIRCUIT AND GROUND THROUGH THE EXISTING CONDUIT AND BOXES TO THE PROJECT AREA. CONTINUE STREET LIGHTING CIRCUITS AND GROUND., UNSPLICED, FROM LOAD CENTER TO THE FIRST POLE IN THE PROJECT AREA.
- 10

EXISTING 2" C, WITH LOAD CENTER POWER CIRCUIT.
- 11

USE CAUTION WHEN WORKING AROUND EXISTING UTILITIES AND PREVIOUS PHASE WORK. ALL EXISTING UTILITIES AND PREVIOUS PHASE WORK ARE TO BE PRESERVED AND PROTECTED.
- 12

SEE SHEET E-100 FOR GENERAL NOTES APPLICABLE TO THIS SHEET.
- 13

THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.

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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

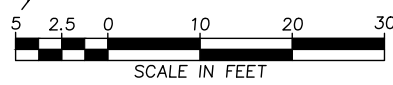
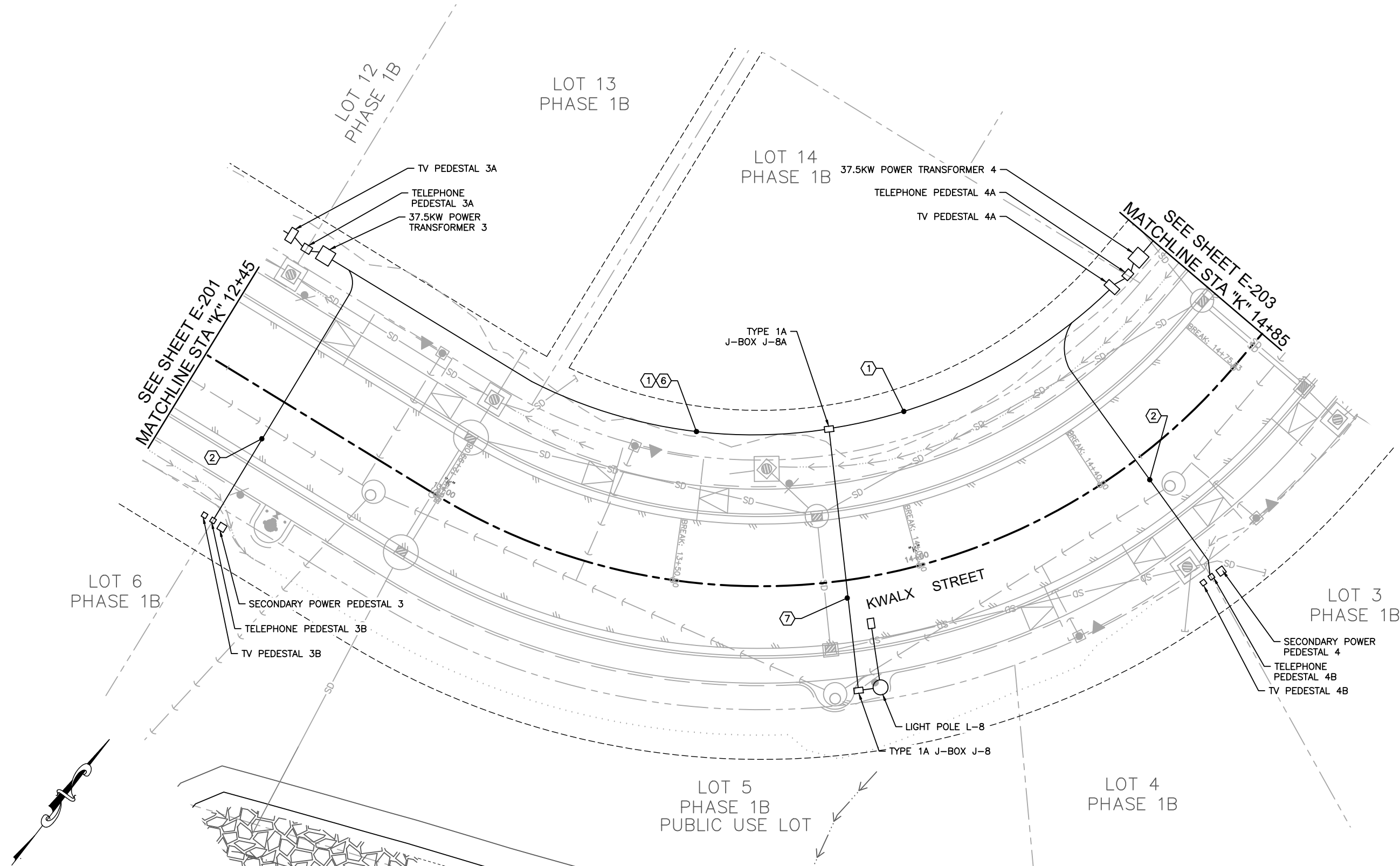
PLAN - KWALX STREET
STA "K" 10+10 TO STA "K" 12+45

PROJECT 23-015
DATE 10/17/2024

SHEET
E-201

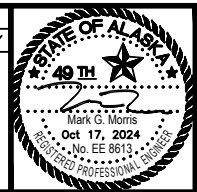
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- SHEET NOTE:
1. SEE SHEET E-201 FOR NOTES APPLICABLE TO THIS SHEET.



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PLAN - KWALX STREET
STA "K" 12+45 TO STA "K" 14+85

PROJECT 23-015
DATE 10/17/2024

SHEET
E-202

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SEE SHEET E-205
MATCHLINE STA "G" 14+15

LOT 30
PHASE 1B

PRIMARY
PEDESTAL H
TV PEDESTAL 10A
TELEPHONE PEDESTAL 10A
25KW POWER TRANSFORMER 10

LOT 31
PHASE 1B

STUB AND CAP CONDUITS AT STA. 15+82, 29'LT.
RECORD PRECISE FINAL LOCATION IN AS-BUILTS.
BURY A 4" REBAR AT END OF CONDUIT

LOT 32
PHASE 1B

4"C, SPARE POWER
4"C, SPARE TELE
4"C, SPARE TV
2"C, SPARE STR LTG
37.5KW POWER
TRANSFORMER 11

LOT 6
PHASE 1C

NEW PHASE 1B
FUTURE WORK
PHASE 1C

LOT 7
PHASE 1C

37.5KW POWER
TRANSFORMER 12
TELEPHONE
PEDESTAL 12A
TV PEDESTAL 12A

SHEET NOTE:

1. SEE SHEET E-201 FOR NOTES APPLICABLE TO THIS SHEET.

GUWAKAAN
STREET

TYPE 1A J-BOX
J-10
LIGHT POLE L-10
TV PEDESTAL 11B
TELEPHONE PEDESTAL 11B
SECONDARY POWER PEDESTAL 11

NEW PHASE 1B
FUTURE WORK
PHASE 1C

SECONDARY POWER PEDESTAL 12
TELEPHONE PEDESTAL 12B
TV PEDESTAL 12B

LOT 15
PHASE 1B

LOT 1
PHASE 1B

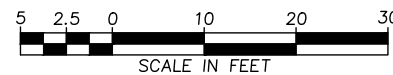
LOT 2
PHASE 1B

LOT 40
PHASE 1C

LOT 4
PHASE 1C

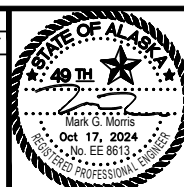
KWALX
STREET

SEE SHEET E-202
MATCHLINE STA "K" 14+85



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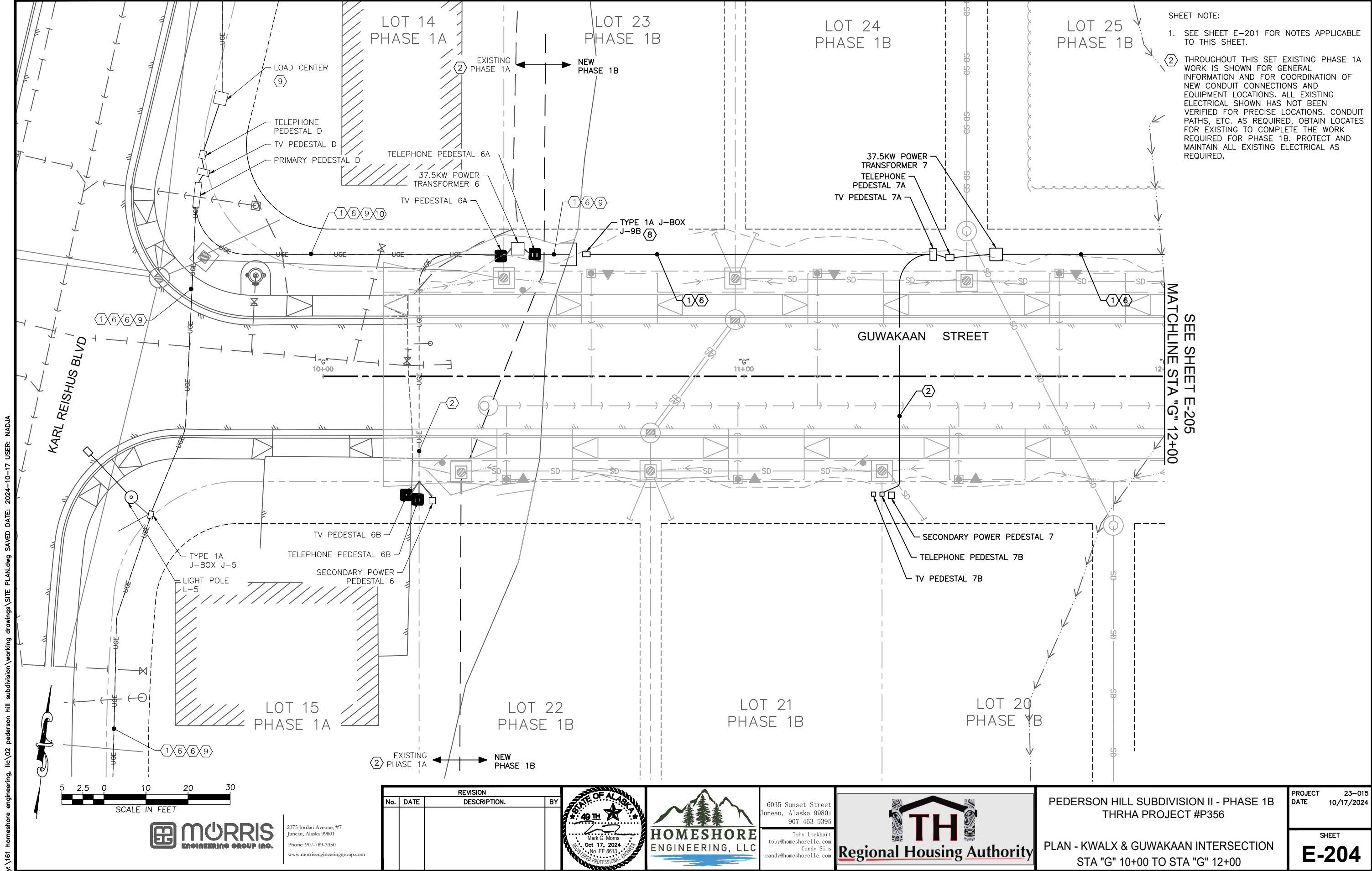


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PLAN - KWALX STREET
STA "K" 14+85 TO STA "K" 15+92
STA "G" 14+15 TO STA "K" 16+50

PROJECT 23-015
DATE 10/17/2024

SHEET
E-203



- SHEET NOTE:
- SEE SHEET E-201 FOR NOTES APPLICABLE TO THIS SHEET.
 - THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.

SEE SHEET E-205
MATCHLINE STA "G" 12+00

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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

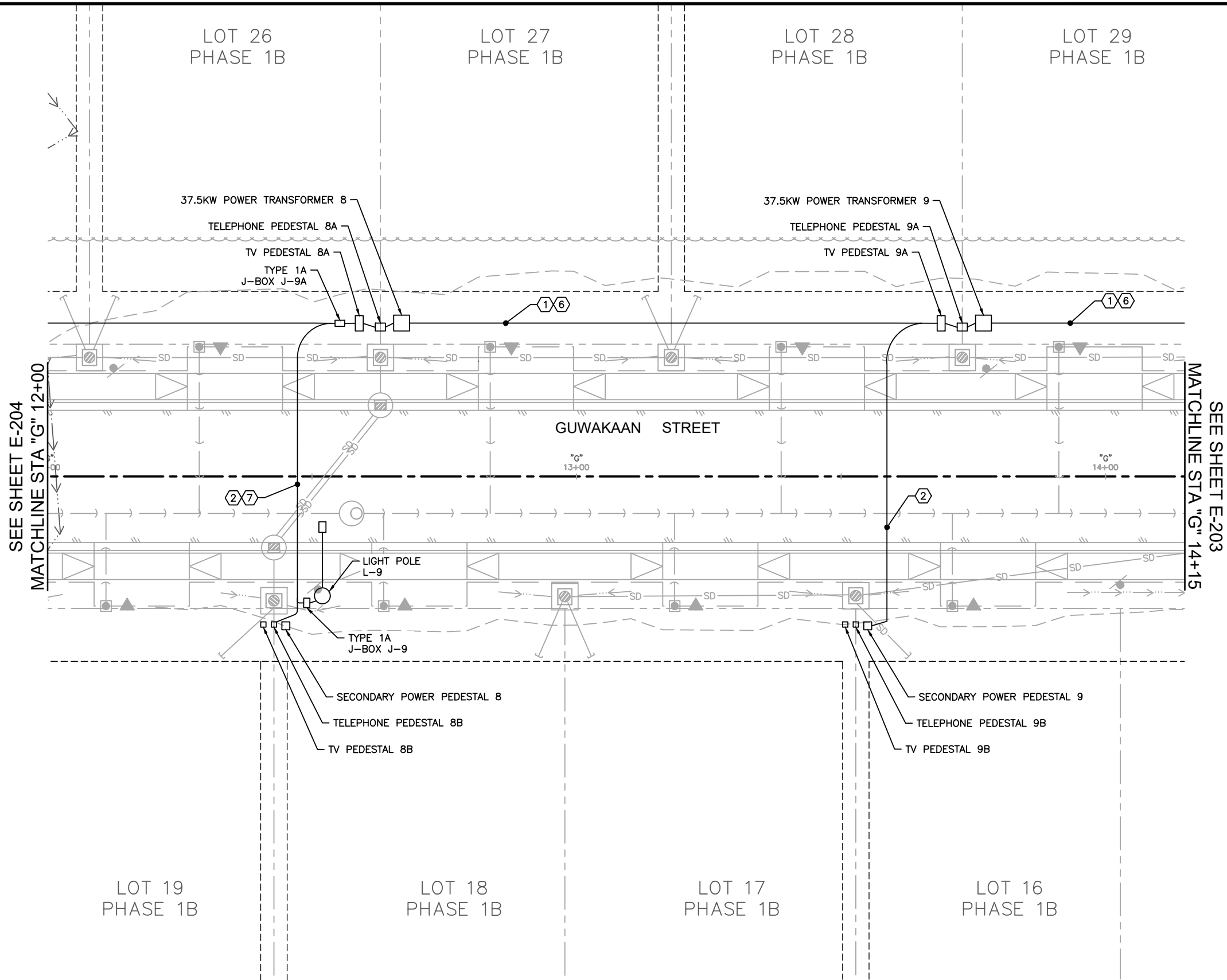
PLAN - KWALX & GUWAKAAN INTERSECTION
STA "G" 10+00 TO STA "G" 12+00

PROJECT 23-015
DATE 10/17/2024

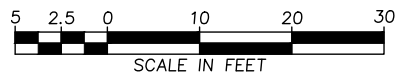
SHEET
E-204

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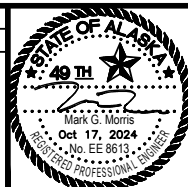


- SHEET NOTE:
1. SEE SHEET E-201 FOR NOTES APPLICABLE TO THIS SHEET.



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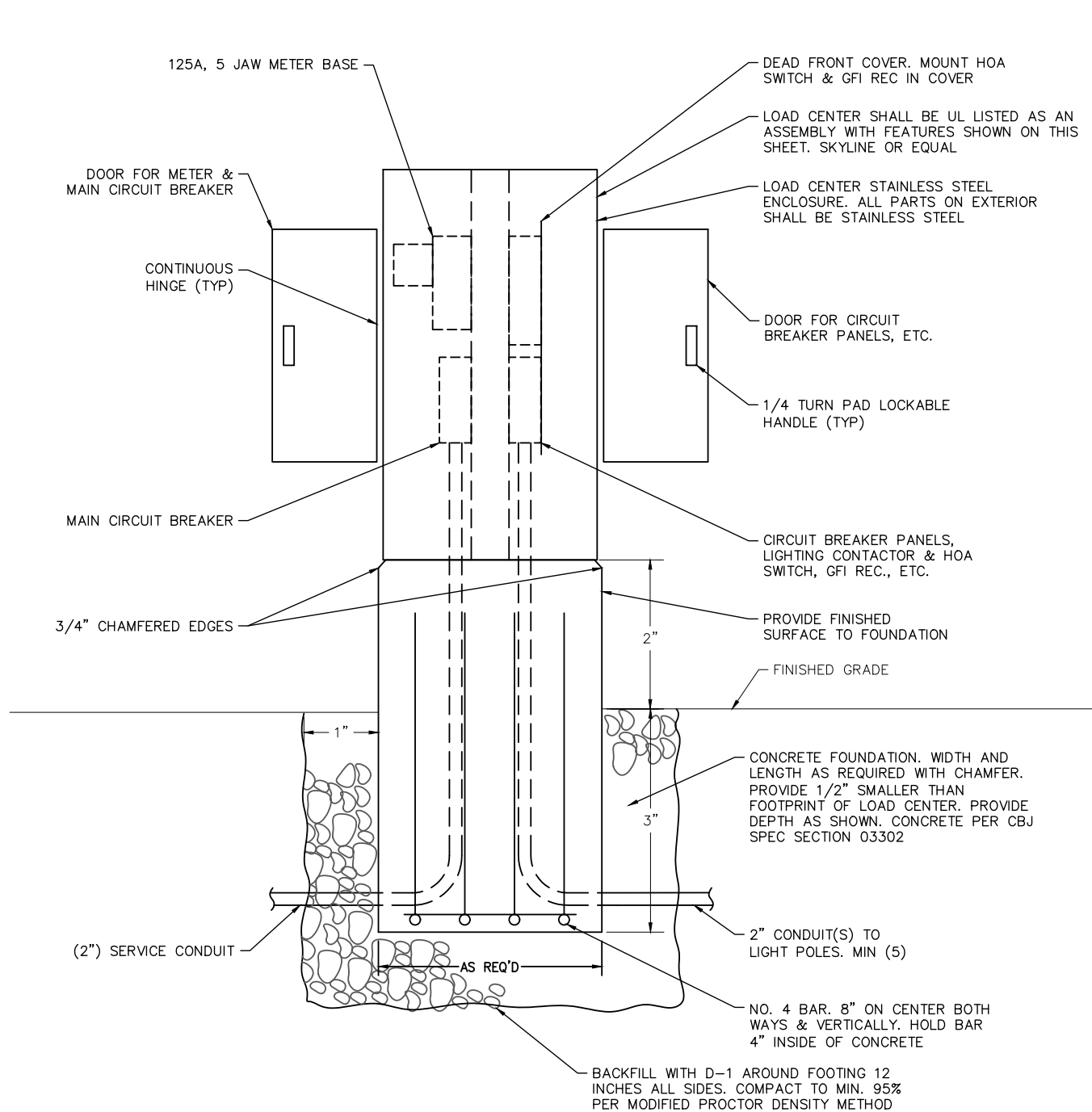
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THRHA PROJECT #P356

PLAN - GUWAKAAN STREET
STA "G" 12+00 TO STA "G" 14+15

PROJECT 23-015
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SHEET
E-205

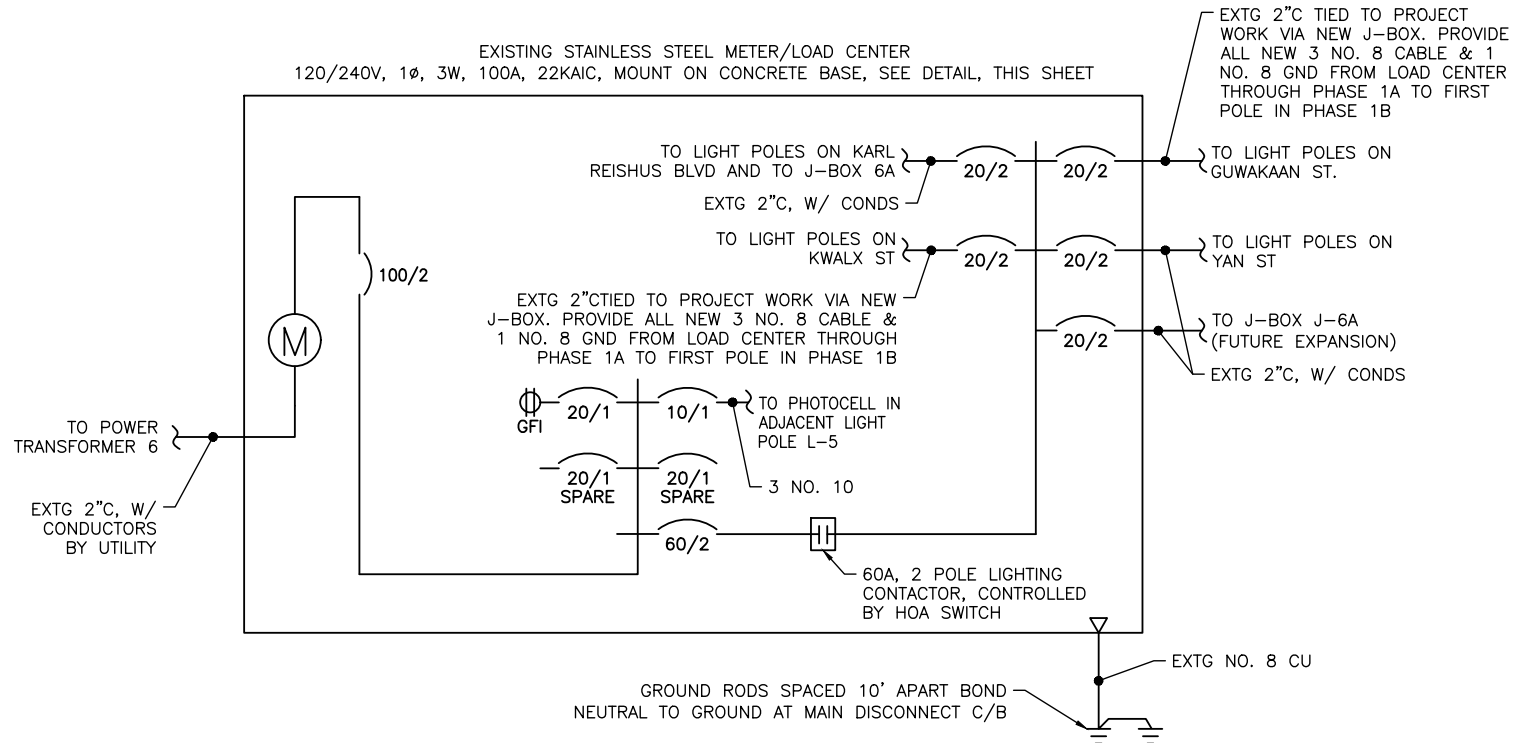
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NOTES:

1. ORIENT THE LOAD CENTER SO THAT THE DOORS OF THE LOAD CENTER FACE ALONG, NOT ACROSS THE STREET.
2. ALL WORK ASSOCIATED WITH THE LOAD CENTER IS EXISTING EXCEPT EXTENSION OF LIGHTING CIRCUITS AS SHOWN.

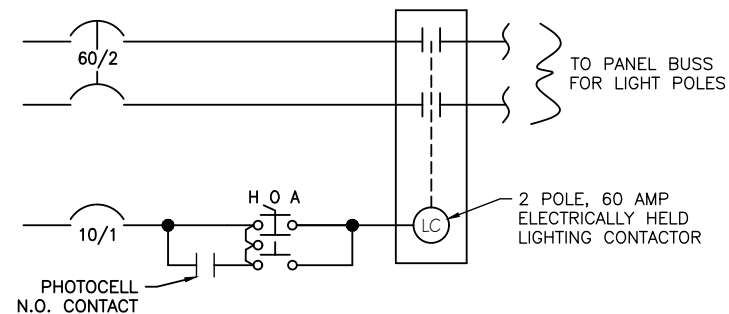
① LIGHTING LOAD CENTER ELEVATION
(PHASE 1A, SEE NOTE 2) NO SCALE



NOTES:

1. THE LIGHTING CONTACTOR SHALL BE CONTROLLED BY THE PHOTOCELL WHEN THE HOA SWITCH IS IN THE AUTOMATIC POSITION.
2. A STATE OF ALASKA DOT/PF STANDARD LOAD CENTER FOR HIGHWAY ILLUMINATION MAY BE SUBSTITUTED FOR THE LOAD CENTER SHOWN. COMPLY WITH THE ELECTRICAL REQUIREMENTS SHOWN.
3. INSTALL GROUNDING HUBS, THIRD PARTY CERTIFIED FOR WET LOCATIONS (MYERS TYPE), WHEN ATTACHING CONDUITS TO THE LOAD CENTER ENCLOSURE.
4. LABEL ALL CIRCUIT BREAKERS AS TO FUNCTION AND POSITION. LABEL THE SELECTOR SWITCH "LIGHTING" AND ITS POSITIONS "ON-OFF-AUTO".
5. STORE A SCHEMATIC DIAGRAM, A CIRCUIT DIRECTORY, AND A MATERIALS LIST THAT INCLUDES THE MANUFACTURER'S NAME AND PART/CATALOG NUMBERS, ALL LAMINATED IN PLASTIC, IN A METAL POCKET ATTACHED TO THE INSIDE OF THE LOAD CENTER. INSTALL THE POCKET ON THE LOAD CENTER DOOR AND PROVIDE DRAIN HOLES IN THE LOAD CENTER TO PREVENT WATER ACCUMULATION.
6. PROVIDE ALL CIRCUIT BREAKERS SHOWN. PULL CONDUCTORS FROM CIRCUIT BREAKERS TO TERMINATION POINT (TYPE 1A JUNCTION BOX OR LIGHT POLE) FOR EACH CIRCUIT.
7. ALL WORK ASSOCIATED WITH THE LOAD CENTER IS EXISTING EXCEPT EXTENSION OF LIGHTING CIRCUITS AS SHOWN.

② SINGLE LINE DIAGRAM - LIGHTING LOAD CENTER



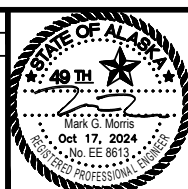
NOTE:
ALL WORK ASSOCIATED WITH THE LOAD CENTER IS EXISTING EXCEPT EXTENSION OF LIGHTING CIRCUITS AS SHOWN.

③ HOA SWITCH CONTROL SCHEMATIC
(PHASE 1A)



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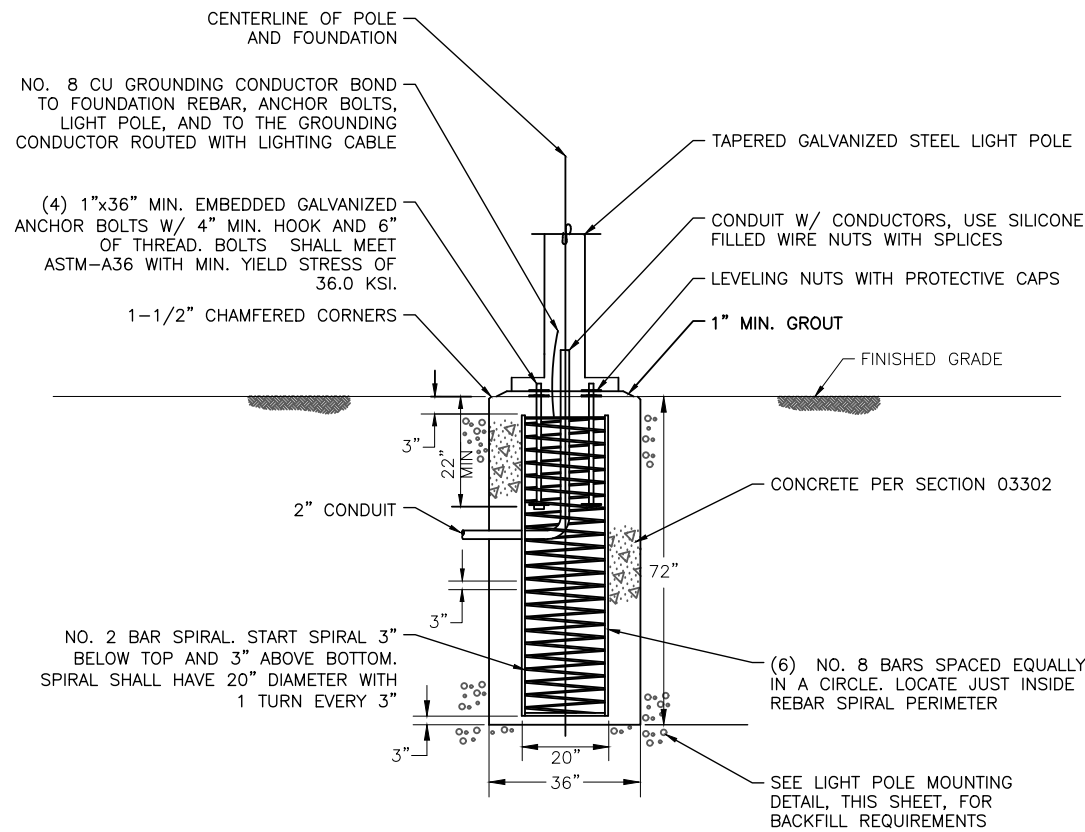
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THRHA PROJECT #P356

EXISTING LOAD CENTER DETAILS

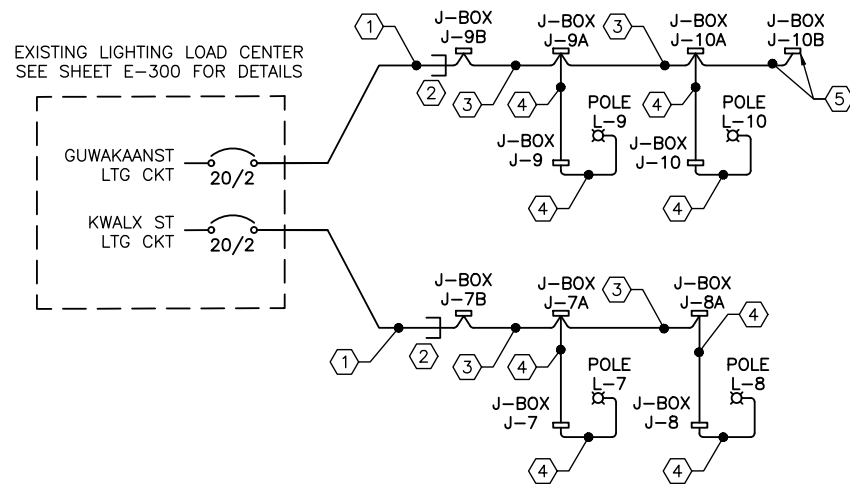
PROJECT 23-015
DATE 10/17/2024

SHEET
E-300

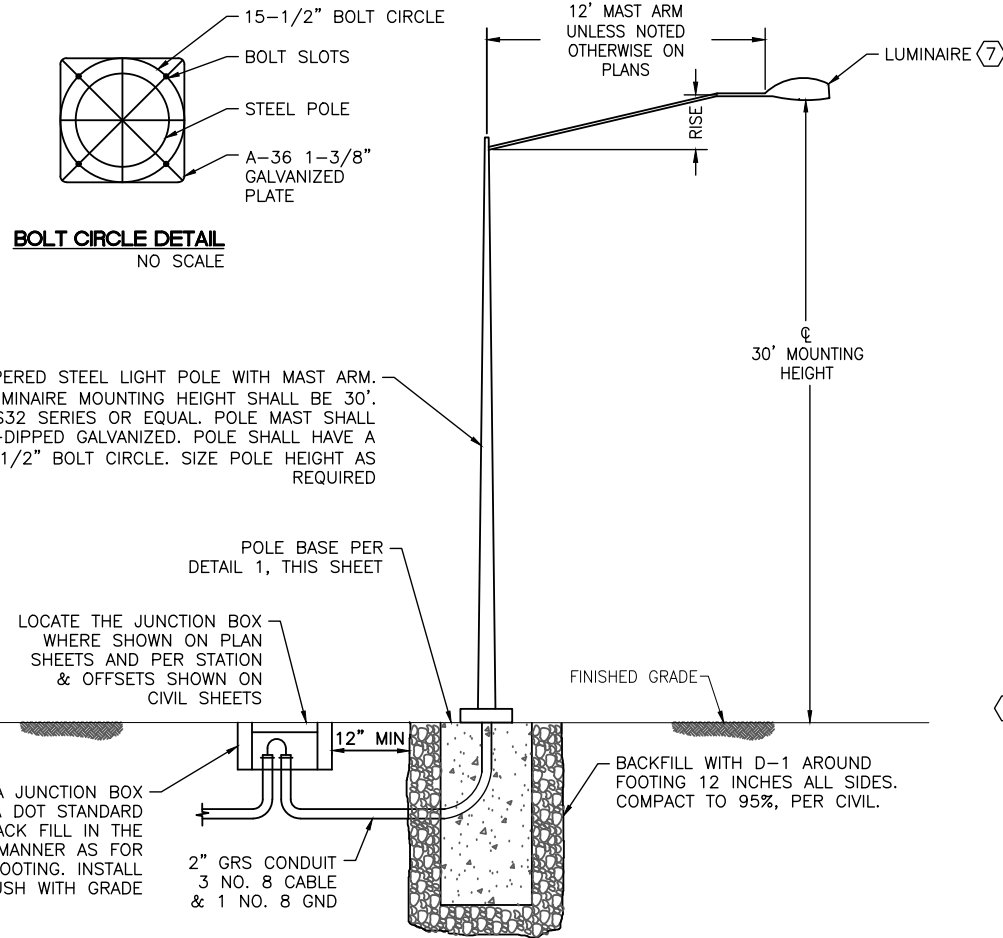
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① LIGHT POLE BASE DETAIL
NO SCALE



③ STREET LIGHTING SCHEMATIC
(PARTIAL)
NO SCALE



② LIGHT POLE MOUNTING DETAIL
NO SCALE

DETAIL 3 NOTES:

- ① 2"C SPARE CONDUIT PROVIDED AS PART OF PHASE 1A WORK. CONTINUE CONDUIT BETWEEN BOXES. PROVIDE NEW STREET LIGHTING CIRCUIT CABLE AND CABLE FROM LOAD CENTER TO THE JUNCTION BOX AND CONTINUE ON.
- ② AT CAPPED EXISTING SPARE CONDUIT LOCATION SET A NEW TYPE 1A J-BOX AND ROUTE EXISTING AND NEW CONDUITS INTO BOX.
- ③ 2"C, (1) STREET LIGHTING CIRCUIT CABLE AND GROUND.
- ④ 2"C, (2) STREET LIGHTING CIRCUIT CABLES AND GROUND.
- ⑤ SPARE 2"C CONDUIT WITH PULL STRING BETWEEN JUNCTION BOXES.
6. SEE SHEET E-300 FOR LIGHTING LOAD CENTER DETAILS.
7. PROVIDE ALL NEW STREET LIGHTING CONDUIT AND CONDUCTORS AND CONNECTIONS TO EXISTING CONDUIT AND CONDUCTORS AS REQUIRED TO POWER AND CONTROL THE STREET LIGHTS FROM THE EXISTING LOAD CENTER.

MAST ARM RISE	
LENGTH (NOM.)	RISE (MAX)
10'-0"	2'-6"
12'-0"	3'-0"
15'-0"	4'-0"

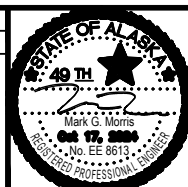
DETAIL 2 NOTES:

1. ALL SPLICES SHALL BE IN BASE OF POLE.
2. PROVIDE GROUNDING BUSHINGS ON CONDUIT. BOND GROUNDING CONDUCTOR ROUTED WITH LIGHTING CABLE TO GROUNDING BUSHINGS AND STEEL COVER, AND ROUTE TO LIGHT POLE BASE.
3. PROVIDE DOUBLE FUSED CONNECTOR KITS IN BASE OF POLE. SEC NO. 1791-DF OR EQUAL. THE FUSES SHALL BE BUSS KTK-5 FAST ACTING DUAL FERRULE TYPE OR APPROVED EQUAL.
4. LOCATE THE LIGHT POLES AND JUNCTION BOXES WHERE SHOWN ON TABLES ON SHEET E-600 AND E-601. ROUTE CONDUIT AS SHOWN.
5. SIZE POLE WITH LUMINAIRE FOR 90 MPH SUSTAINED WINDS WITH GUSTS TO 110 MPH, EXPOSURE B (IBC 2003).
6. PROVIDE A PHOTOCCELL AT TOP OF POLE L-5.
- ⑦ FIXTURE SHALL MATCH PHASE 1A FIXTURES INSTALLED DURING PREVIOUS PHASE. TYPE II DISTRIBUTION, 130W, 3000K, 120-277V DRIVER, SILVER, WITH HOUSE SIDE SHIELD, FULL CUTOFF, CREE OSQ SERIES, OSQ-A-NM-2ME-K-30K-UL-SV, OSA-AA-SV, OSQ-BLSMF.



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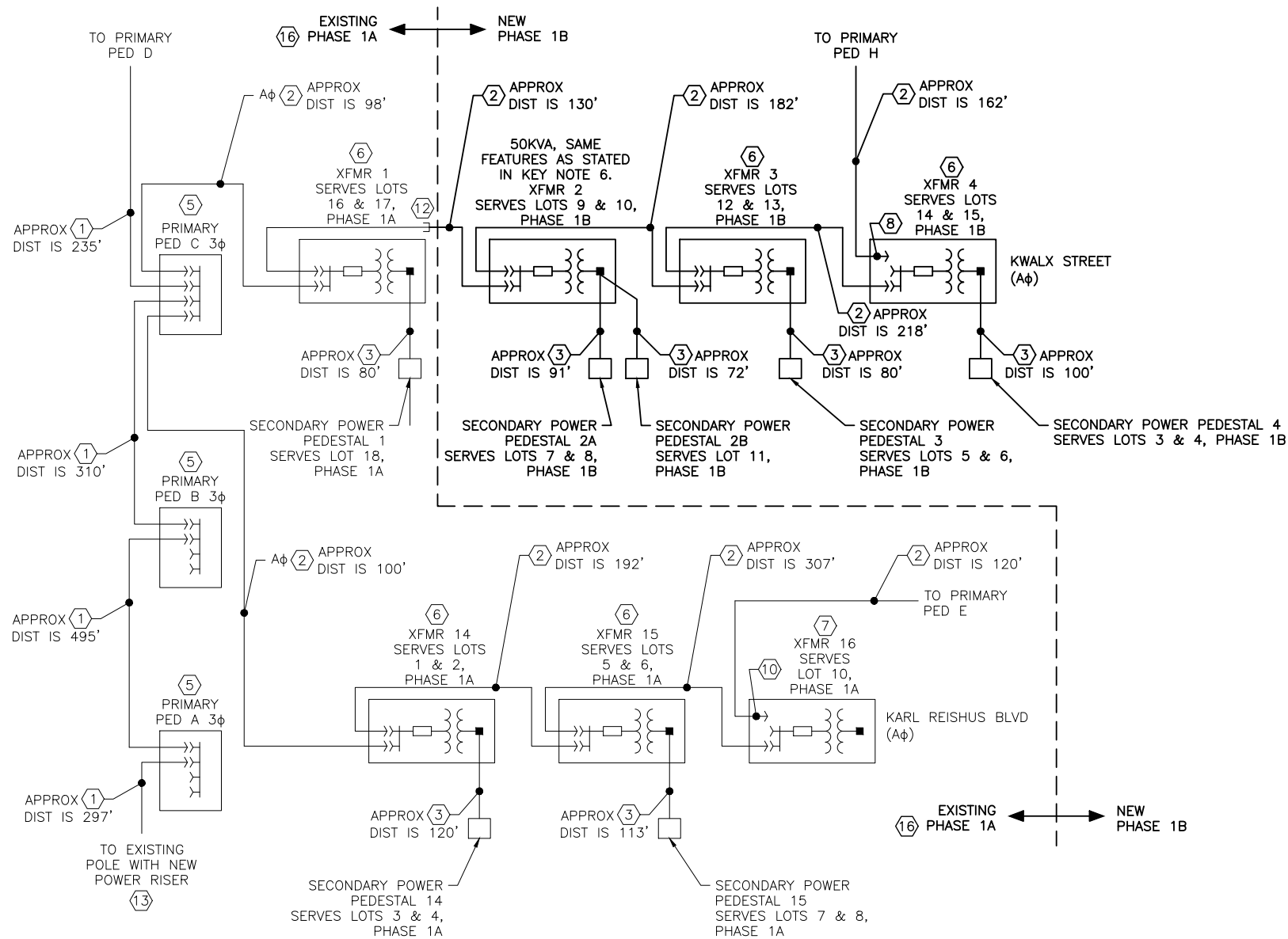
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

LIGHT POLE DETAILS

PROJECT 23-015
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SHEET
E-301

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NOTES:

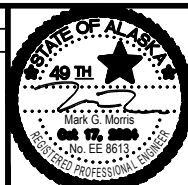
- 1 4"C, 3 NO. 1/0, 15KV, 1 NO. 1/0, 600V. APPROXIMATE DISTANCE SHOWN.
- 2 4"C, 1 NO. 2 WITH CONCENTRIC NEUTRAL, 15KV, APPROXIMATE DISTANCE SHOWN.
- 3 3"C, 3 NO. 3/0. ROUTE BETWEEN TRANSFORMER AND POWER PEDESTAL. APPROXIMATE DISTANCE SHOWN.
- 4 PRIMARY PEDESTAL, 1Φ, 4 POSITION, 200A, 15KW.
- 5 PRIMARY PEDESTAL, 3Φ, 4 POSITION, 200A, 15KV.
- 6 7200:120/240V 1Φ, 37.5KVA PAD MOUNT TRANSFORMER. SERVES LOT NUMBERS SHOWN.
- 7 7200:120/240V 1Φ, 25KVA PAD MOUNT TRANSFORMER. SERVES LOT NUMBERS SHOWN.
- 8 LABEL AS KWALX STREET FEEDER (AΦ). DO NOT PLUG INTO PRIMARY PEDESTAL. PUT ON PARKING STAND.
- 9 LABEL AS GUWAKKAN STREET FEEDER (BΦ). DO NOT PLUG INTO PRIMARY PEDESTAL. PUT ON PARKING STAND.
- 10 LABEL AS KARL REISHUS FEEDER. DO NOT PLUG INTO PRIMARY PEDESTAL. PUT ON PARKING STAND.
11. ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A J-BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL SHEET E-504. USE GRS ELBOWS.
- 12 EXTEND CONDUIT FROM WHERE IT WAS CAPPED AT IN PHASE 1A. PROVIDE CONDUCTORS FROM LAST TRANSFORMER IN PHASE 1A.
- 13 ROUTE AS SHOWN ON SITE PLAN. CASING SHALL BE BORED UNDER HIGHWAY. USE 20" DIAMETER, SCHEDULE 40 STEEL. DEPTH OF CASING SHALL BE 48"-60" TO TOP OF CASING FROM SURFACE OF HIGHWAY.
- 14 ROUTE CONDUIT ONLY FROM LAST TRANSFORMER TO WHERE CONDUIT IS CAPPED AT LIMIT OF PHASE 1B.
15. MUCH OF THE WORK SHOWN ON THIS SHEET IS EITHER COMPLETED WORK (AS PART OF PHASE 1A) OR FUTURE WORK (AS PART OF PHASE 1C).
- 16 THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.

1 SINGLE LINE DIAGRAM - POWER UTILITY



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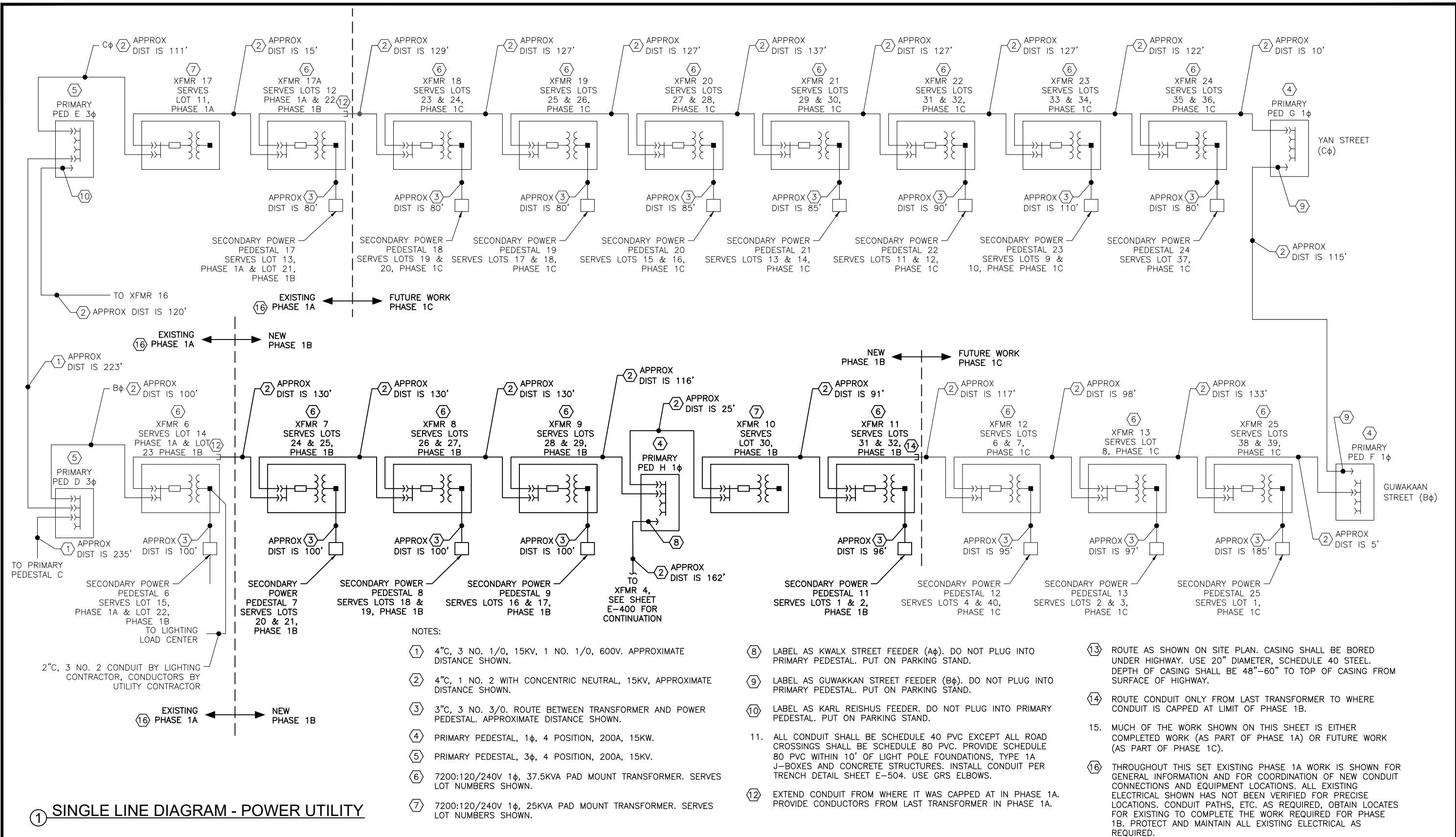
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SINGLE LINE DIAGRAM - POWER UTILITY
(FOR COORDINATION ONLY)

PROJECT 23-015
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SHEET
E-400

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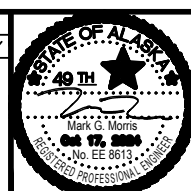


① SINGLE LINE DIAGRAM - POWER UTILITY



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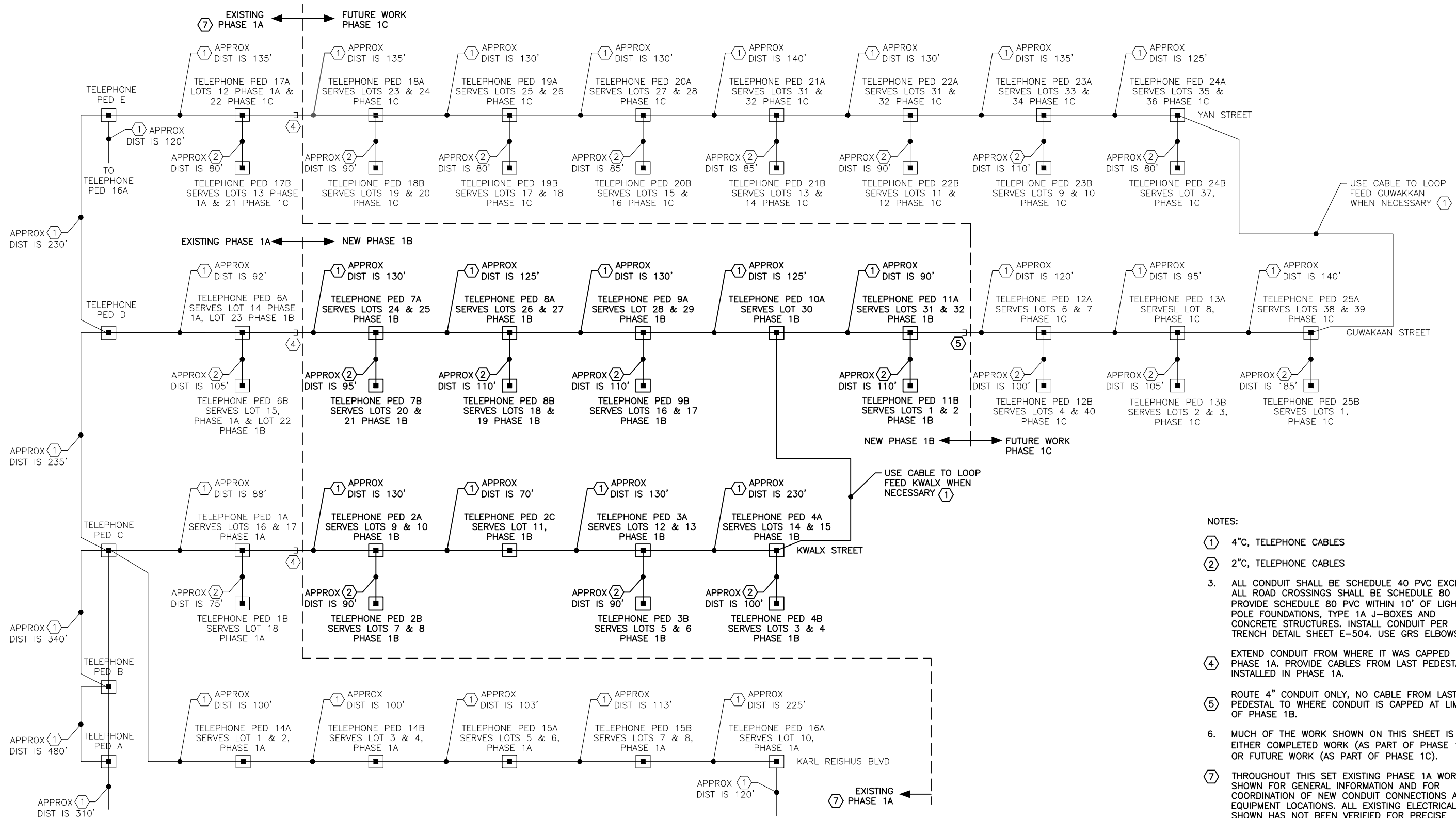
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

SINGLE LINE DIAGRAM - POWER UTILITY
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
E-401

x:\161 homeshore engineering, llc\02 pederson hill subdivision\working drawings\riser diagram - telephone (for coordination only).dwg SAVED DATE: 2024-10-17 USER: JODI



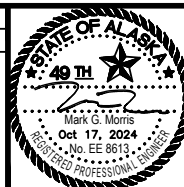
- NOTES:
- 1 4"C, TELEPHONE CABLES
 - 2 2"C, TELEPHONE CABLES
 - 3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A J-BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL SHEET E-504. USE GRS ELBOWS.
 - 4. EXTEND CONDUIT FROM WHERE IT WAS CAPPED IN PHASE 1A. PROVIDE CABLES FROM LAST PEDESTAL INSTALLED IN PHASE 1A.
 - 5. ROUTE 4" CONDUIT ONLY, NO CABLE FROM LAST PEDESTAL TO WHERE CONDUIT IS CAPPED AT LIMIT OF PHASE 1B.
 - 6. MUCH OF THE WORK SHOWN ON THIS SHEET IS EITHER COMPLETED WORK (AS PART OF PHASE 1A) OR FUTURE WORK (AS PART OF PHASE 1C).
 - 7. THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.

1 RISER DIAGRAM - TELEPHONE



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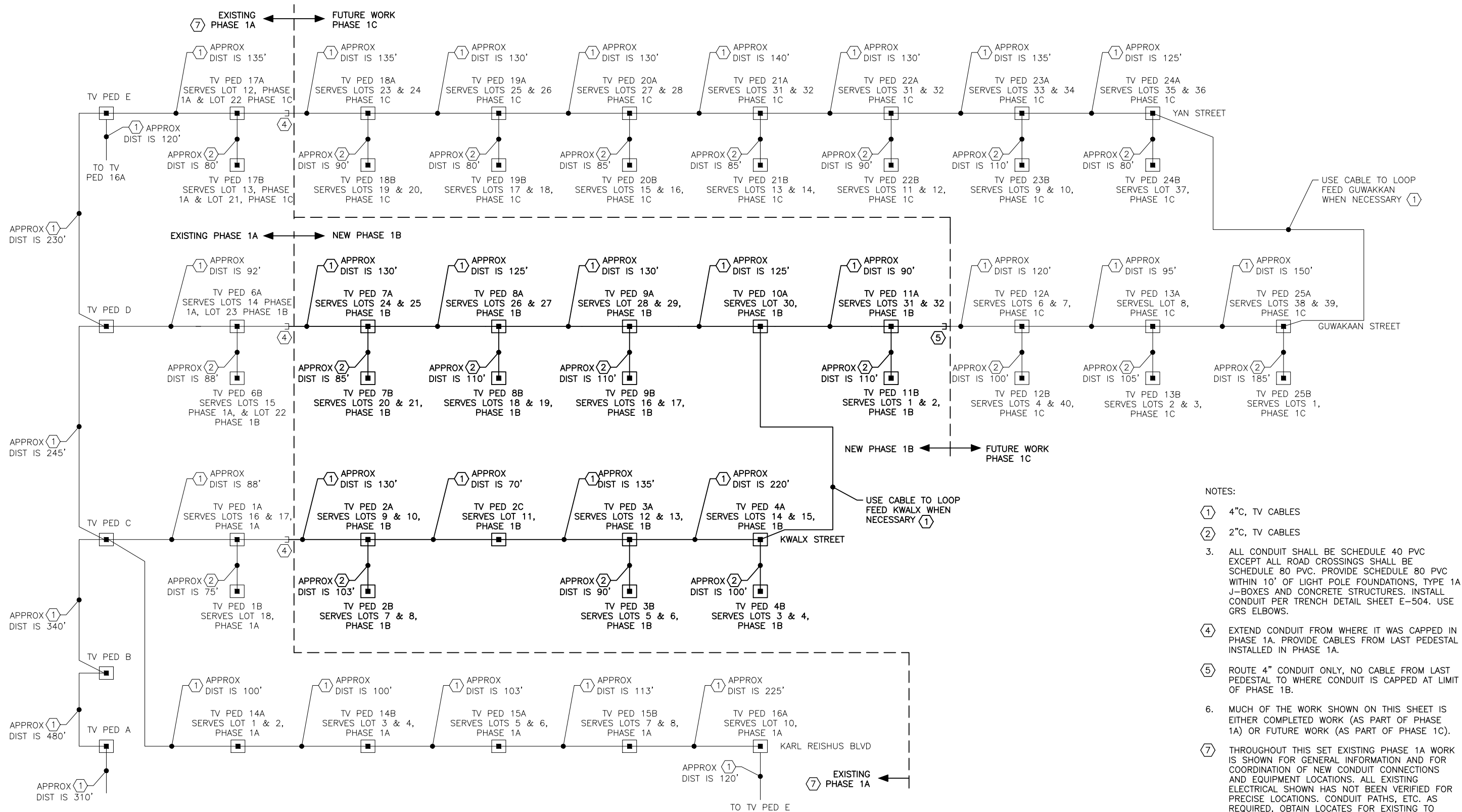
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

RISER DIAGRAM - TELEPHONE
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
E-402

y:\161 homeshore engineering, llc\02 pederson hill subdivision\working drawings\riser diagram -- TV (FOR COMMUNICATION ONLY).dwg SAVED DATE: 2024-10-17 USER: JODI



- NOTES:
- 1 4" C, TV CABLES
 - 2 2" C, TV CABLES
 - 3. ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A J-BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL SHEET E-504. USE GRS ELBOWS.
 - 4 EXTEND CONDUIT FROM WHERE IT WAS CAPPED IN PHASE 1A. PROVIDE CABLES FROM LAST PEDESTAL INSTALLED IN PHASE 1A.
 - 5 ROUTE 4" CONDUIT ONLY, NO CABLE FROM LAST PEDESTAL TO WHERE CONDUIT IS CAPPED AT LIMIT OF PHASE 1B.
 - 6. MUCH OF THE WORK SHOWN ON THIS SHEET IS EITHER COMPLETED WORK (AS PART OF PHASE 1A) OR FUTURE WORK (AS PART OF PHASE 1C).
 - 7 THROUGHOUT THIS SET EXISTING PHASE 1A WORK IS SHOWN FOR GENERAL INFORMATION AND FOR COORDINATION OF NEW CONDUIT CONNECTIONS AND EQUIPMENT LOCATIONS. ALL EXISTING ELECTRICAL SHOWN HAS NOT BEEN VERIFIED FOR PRECISE LOCATIONS. CONDUIT PATHS, ETC. AS REQUIRED, OBTAIN LOCATES FOR EXISTING TO COMPLETE THE WORK REQUIRED FOR PHASE 1B. PROTECT AND MAINTAIN ALL EXISTING ELECTRICAL AS REQUIRED.

1 RISER DIAGRAM - TV



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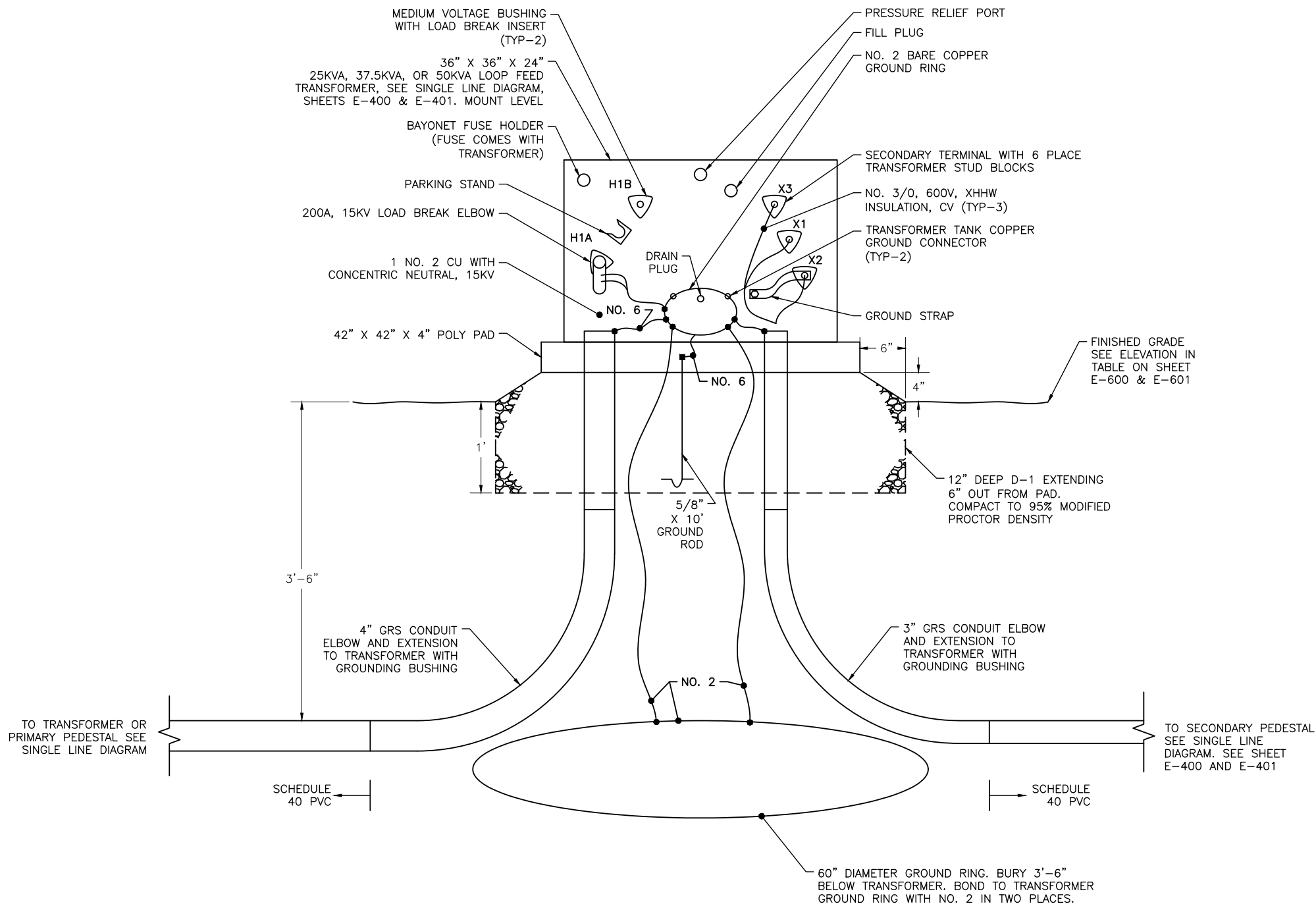
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

RISER DIAGRAM - TV
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
E-403

y:\161 homeshore engineering, llc\02 pederson hill subdivision\working drawings\single phase transformer mounting detail (for coordination only).dwg SAVED DATE: 2024-7-24 USER: JDI



NOTES:

1. THE PRIMARY FEEDER FOR H1B IS NOT SHOWN FOR CLARITY. PROVIDE IN SAME MANNER AS FEEDER SHOWN WHEN TRANSFORMER IS LOOP FED.
2. GROUND RINGS SHALL BE NO. 2 BARE COPPER. USE BURNDY IRREVERSIBLE GROUNDING CONNECTORS TO CONNECT TO GROUND RING. FARGO CONNECTORS ARE ACCEPTABLE TO CONNECT GROUNDS FROM LOAD BREAK ELBOWS.
3. PLACE POLY PAD ON 12" OF D1 UNDER PAD AND OUT 6" AROUND ALL SIDES. COMPACT TO 95% MODIFIED PROCTOR DENSITY. SLOPE D1 AWAY FROM TRANSFORMER AT 66%.
4. GROUND THE LOAD BREAK ELBOWS, THE CONCENTRIC NEUTRAL ON THE PRIMARY, AND THE SECONDARY NEUTRAL TO THE GROUND RING. BOND THE GROUND RING TO A GROUND ROD AND A BURIED GROUND RING AS SHOWN.
5. PROVIDE SUFFICIENT SLACK IN PRIMARY CABLES TO REMOVE LOAD BREAK ELBOW AND SET IT IN PARKING STAND.
6. USE MATERIAL FROM AEL&P ONLY, THIS INCLUDES THE PAD, TRANSFORMER, ELBOWS, STUD BLOCKS, AND CONDUCTORS.
7. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.
8. ROUTE A NO. 6 GROUND TO EACH ADJACENT TELEPHONE AND TV PEDESTAL FROM TRANSFORMER. STUB UP NEXT TO TELEPHONE OR TV PEDESTAL CONDUIT.

① SINGLE PHASE TRANSFORMER MOUNTING DETAIL



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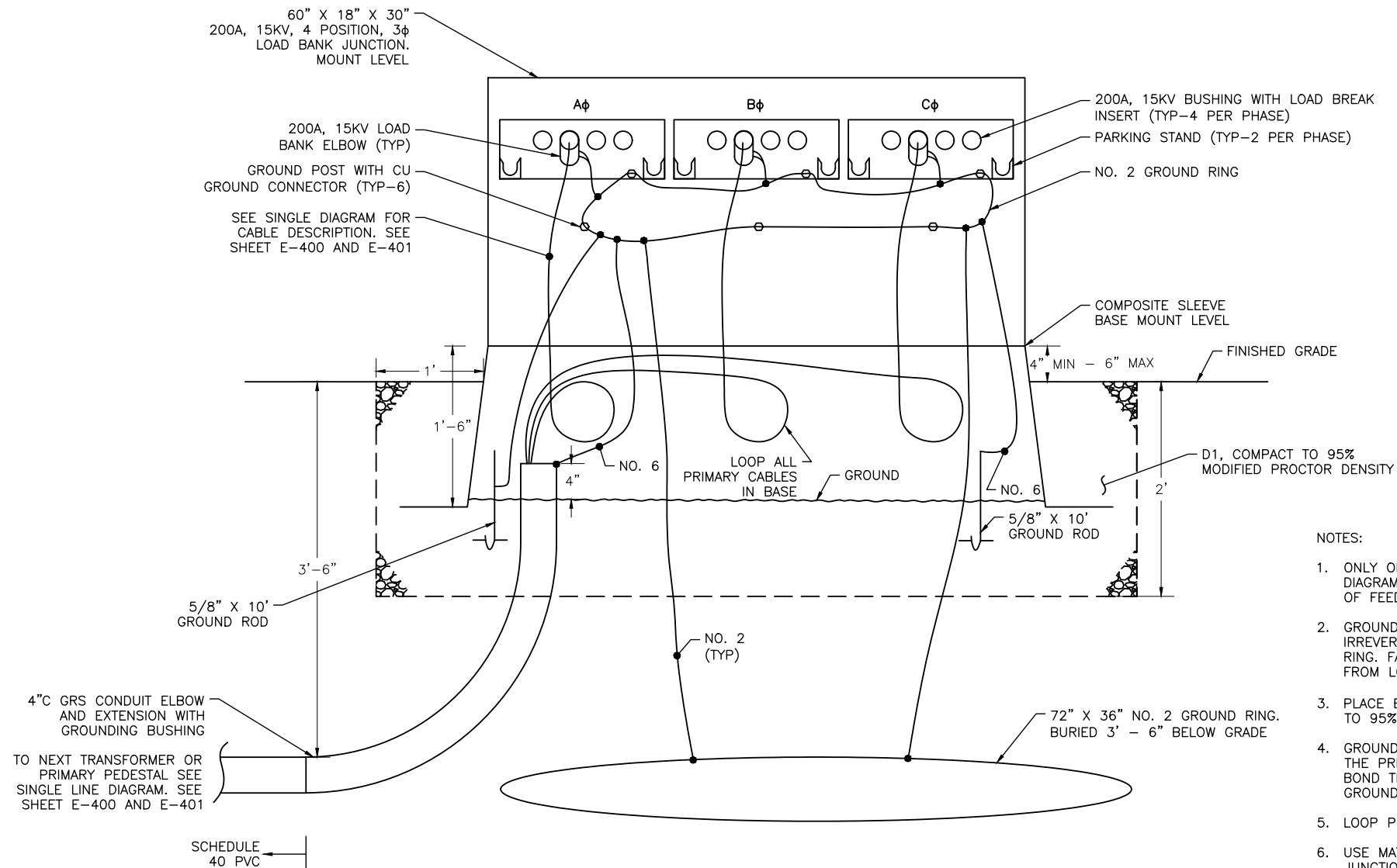


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
SINGLE PHASE TRANSFORMER
MOUNTING DETAIL
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
E-500

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NOTES:

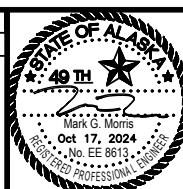
1. ONLY ONE FEEDER IS SHOWN FOR CLARITY. SEE SINGLE LINE DIAGRAM, SEE SHEET E-400 AND E-401 FOR SIZE AND QUANTITY OF FEEDERS.
2. GROUND RINGS SHALL BE NO. 2 BARE COPPER. USE BURNDY IRREVERSIBLE GROUNDING CONNECTORS TO CONNECT TO GROUND RING. FARGO CONNECTORS ARE ACCEPTABLE TO CONNECT GROUNDS FROM LOAD BREAK ELBOWS.
3. PLACE BASE IN 24" DEEP D1 EXTENDING 12" ALL SIDES. COMPACT TO 95% MODIFIED PROCTOR DENSITY.
4. GROUND THE LOAD BREAK ELBOWS, ANY CONCENTRIC NEUTRAL ON THE PRIMARY, AND THE 600V NEUTRALS TO THE GROUND RING. BOND THE GROUND RING TO TWO GROUND RODS AND A BURIED GROUND RING AS SHOWN.
5. LOOP PRIMARY CABLES IN BASE.
6. USE MATERIAL FROM AEL&P ONLY, THIS INCLUDES LOAD BREAK JUNCTION, COMPOSITE SLEEVE BASE, LOAD BREAK ELBOWS, CONDUCTORS, CABLES, AND GROUND RODS.
7. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.

① PRIMARY PEDESTAL INSTALLATION DETAIL



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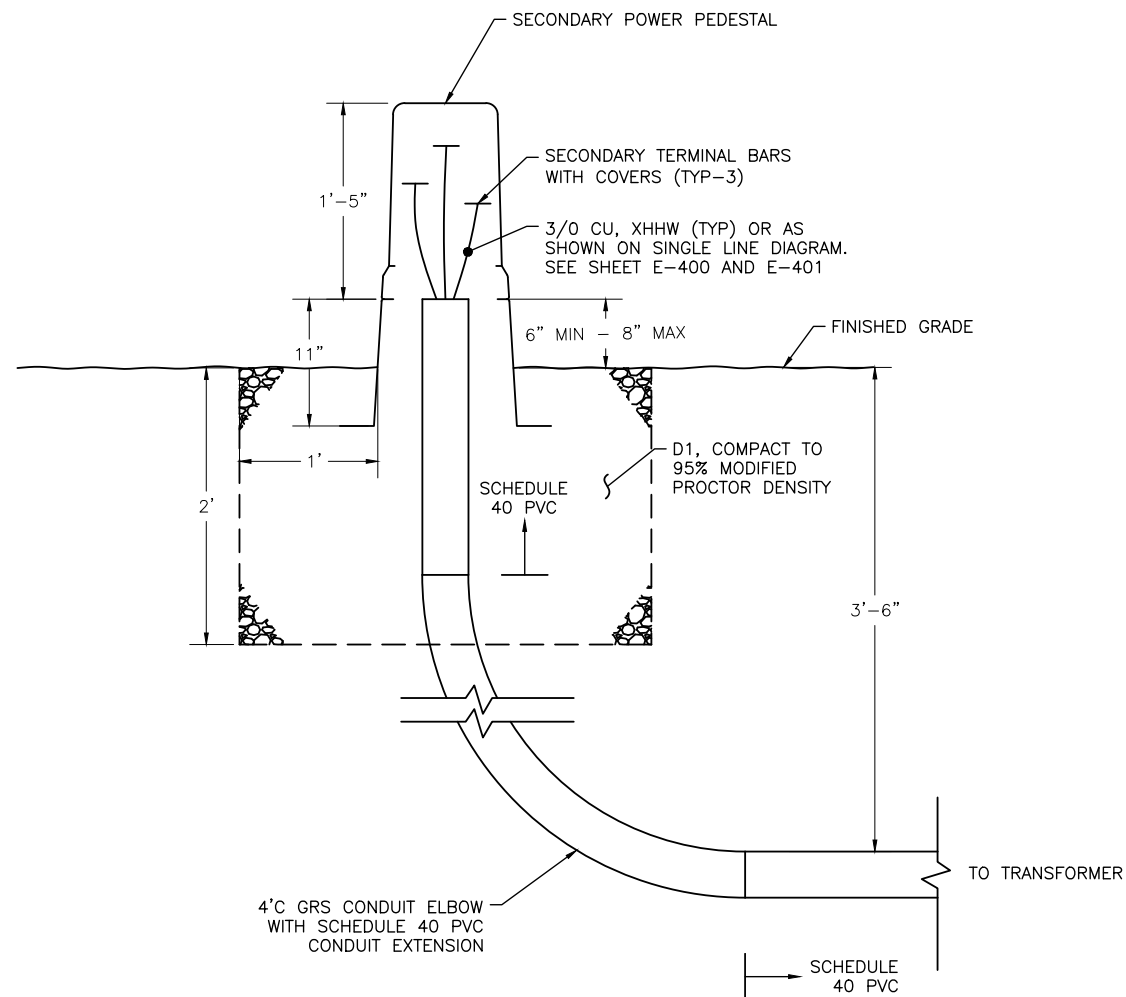
PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

PRIMARY PEDESTAL INSTALLATION DETAIL
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
E-502

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NOTES:

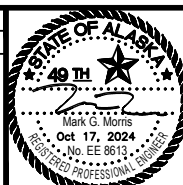
1. OBTAIN ALL PARTS FROM AEL&P. THAT INCLUDES PEDESTAL, TERMINAL BARS WITH COVERS, AND CONDUCTORS.
2. TERMINATE EACH SECONDARY CONDUCTOR ON A TERMINAL BAR.
3. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.

① SECONDARY POWER PEDESTAL INSTALLATION DETAIL



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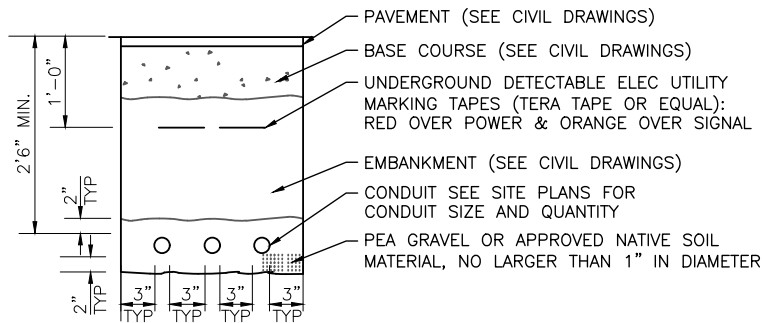


PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356
SECONDARY POWER PEDESTAL
INSTALLATION DETAIL
(FOR COORDINATION ONLY)

PROJECT 23-015
DATE 10/17/2024

SHEET
E-503

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NOTES:

1. ALL DIMENSIONS ARE MINIMUM.
2. SEE CIVIL DRAWINGS FOR TYPICAL SECTIONS UNDER PAVED AREAS. PROVIDE BACKFILL (MATERIAL, COMPACTION, ETC.) PER THE CIVIL DRAWINGS. WHERE NOT UNDER PAVEMENT, PROVIDE D1 IN THE TOP 12" WITH SELECT BORROW BELOW.
3. THE LOCATION OF ALL EXISTING PIPING, CONDUIT, ETC MAY NOT BE WHERE SHOWN AND MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN UTILITY LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID WATER, SEWER, DRAINAGE PIPES AND OTHER CONFLICTS.
4. MAINTAIN 12 INCHES MINIMUM SEPARATION (ALL DIRECTIONS) BETWEEN POWER AND OTHER, PIPES, ETC.
5. CUT & REPLACE EXISTING ASPHALT, CONCRETE, CONCRETE CURB, GUTTER, SIDEWALK, ETC AS NECESSARY.
6. SAWCUT EXISTING ASPHALT AS REQUIRED TO INSTALL CONDUIT AND OTHER ELECTRICAL ITEMS. SAWCUT ASPHALT BACK 18" ON EACH SIDE OF EDGE OF TRENCH OR EXCAVATION AREA (ALL SIDES). THERE SHALL BE 18" OF UNDISTURBED SOIL BETWEEN EDGE OF SAWCUT AND EXCAVATION LIMITS. ALL TRENCHES SHALL BE 18" WIDE MINIMUM. COMPACT BACKFILL TO 95%. COMPACT D-1 TO 100% WHERE COVERED WITH PAVEMENT. RE-PAVE SAWCUT AREAS PER PAVING SPECIFICATIONS.
7. POWER UTILITY CONDUITS SHALL BE BURIED AT A MINIMUM OF 3'-6". BURY CONDUITS DEEPER WHERE REQUIRED TO AVOID OTHER PIPES AND STRUCTURES.
8. MODIFY CONDUIT BURIAL DEPTH WHERE SHOWN ON DRAWINGS AND AS REQUIRED TO AVOID ALL OBSTACLES. ROUTE BELOW OBSTACLES.
9. THIS DETAIL ALSO APPLIES TO DRAIN CONDUITS.
10. PROVIDE 36" MINIMUM BURY IN ROAD PRISM.

① TRENCH DETAIL
NO SCALE



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

TRENCH DETAIL

PROJECT 23-015
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EXISTING LIGHTING EQUIPMENT LOCATIONS			
STATION	OFFSET	ELEVATION	DESCRIPTION
SEE NOTES 1 & 2			LIGHT POLE L-1
			TYPE 1A J-BOX J-1
			TYPE 1A J-BOX J-2A
			TYPE 1A J-BOX J-2
			LIGHT POLE L-2
			TYPE 1A J-BOX J-3
			LIGHT POLE J-3
			TYPE 1A J-BOX J-4
			LIGHT POLE L-4
			TYPE 1A J-BOX J-5A
			LIGHT POLE L-5
			TYPE 1A J-BOX J-5
			TYPE 1A J-BOX J-6
			LIGHT POLE L-6
			TYPE 1A J-BOX J-6A

EXISTING UTILITY EQUIPMENT LOCATIONS (FOR COORDINATION ONLY)			
STATION	OFFSET	ELEVATION	DESCRIPTION
SEE NOTES 1 & 2			PRIMARY PEDESTAL A
			TV PEDESTAL A
			TELEPHONE PEDESTAL A
			PRIMARY PEDESTAL B
			TV PEDESTAL B
			TELEPHONE PEDESTAL B
			SECONDARY POWER PEDESTAL 1
			TELEPHONE PEDESTAL 1B
			TV PEDESTAL 1B
			37.5KW POWER TRANSFORMER 1
			TELEPHONE PEDESTAL 1A
			TV PEDESTAL 1A
			PRIMARY PEDESTAL C
			TV PEDESTAL C
			TELEPHONE PEDESTAL C
			TV PEDESTAL 14A
			TELEPHONE PEDESTAL 14A
			37.5KW POWER TRANSFORMER 14
			TV PEDESTAL 14B
			TELEPHONE PEDESTAL 14B
			SECONDARY POWER PEDESTAL 14
			TV PEDESTAL 6B
			TELEPHONE PEDESTAL 6B
			POWER PEDESTAL 6
			37.5KW POWER TRANSFORMER 6

EXISTING UTILITY EQUIPMENT LOCATIONS (FOR COORDINATION ONLY)			
STATION	OFFSET	ELEVATION	DESCRIPTION
SEE NOTES 1 & 2			TELEPHONE PEDESTAL 6A
			TV PEDESTAL 6A
			TV PEDESTAL 15A
			TELEPHONE PEDESTAL 15A
			37.5KW POWER TRANSFORMER 15
			PRIMARY PEDESTAL D
			TV PEDESTAL D
			TELEPHONE PEDESTAL D
			TV PEDESTAL 15B
			TELEPHONE PEDESTAL 15B
			SECONDARY POWER PEDESTAL 15
			LOAD CENTER
			SECONDARY POWER PEDESTAL 17
			TELEPHONE PEDESTAL 17B
			TV PEDESTAL 17B
			37.5KW POWER TRANSFORMER 17A
			TELEPHONE PEDESTAL 17A
			TV PEDESTAL 17A
			25KW TRANSFORMER
			PRIMARY PEDESTAL E
			TV PEDESTAL E
			TELEPHONE PEDESTAL E
			25KW POWER TRANSFORMER 16
			TELEPHONE PEDESTAL 16A
			TV PEDESTAL 16A

NOTES:

1. THIS SHEET CONTAINS EXISTING (PHASE 1A) EQUIPMENT LOCATIONS BASED ON ORIGINAL DESIGN DRAWINGS. PHASE 1B STATION, OFFSET, AND ELEVATION INFORMATION PROVIDED ON SHEET E-601 IS FOR THE CURRENT PROJECT.
2. PHASE 1A EQUIPMENT STATIONS, OFFSETS, AND ELEVATIONS SHOWN ON THIS SHEET. NEW PHASE 1B STATION AND OFFSET LINES AND ELEVATIONS HAVE BEEN ESTABLISHED FOR THIS PROJECT AND DO NOT MATCH THIS PROJECT. COORDINATE NEW WORK BASED OFF PHASE 1B STATION AND OFFSET.



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PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

EXISTING PHASE 1A STATION AND OFFSET
TABLES

PROJECT 23-015
DATE 10/17/2024

SHEET
E-600

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LIGHTING EQUIPMENT LOCATIONS ON KWALX STREET			
STATION "K"	OFFSET	ELEVATION	DESCRIPTION
10+39.55	29.30' LT	50.92	TYPE 1A J-BOX J-7B
11+88.36	22.24' RT	48.21	LIGHT POLE L-7
11+92.90	22.44' RT	48.12	TYPE 1A J-BOX J-7
12+01.77	29.31' LT	51.54	TYPE 1A J-BOX J-7A
12+84.52	22.29' RT	46.75	TYPE 1A J-BOX J-8
13+86.09	30.59' LT	51.79	TYPE 1A J-BOX J-8A
13+88.33	22.34' RT	46.94	LIGHT POLE L-8
ALL STATION AND OFFSETS IN THIS TABLE ARE FROM KWALX STREET "K"			

LIGHTING EQUIPMENT LOCATIONS ON GUWAKAAN STREET			
STATION "G"	OFFSET	ELEVATION	DESCRIPTION
12+49.00	23.92' RT	64.31	TYPE 1A J-BOX J-9
12+51.96	22.59' RT	63.77	LIGHT POLE L-9
12+55.26	28.96' LT	66.71	TYPE 1A J-BOX J-9A
10+62.53	28.99' RT	69.35	TYPE 1A J-BOX J-9B
15+21.62	22.59' RT	62.67	LIGHT POLE L-10
14+86.85	29.11' LT	65.82	TYPE 1A J-BOX J-10A
15+25.88	22.47' RT	62.85	TYPE 1A J-BOX J-10
ALL STATION AND OFFSETS IN THIS TABLE ARE FROM GUWAKAAN STREET "G"			

UTILITY EQUIPMENT LOCATIONS ON KWALX STREET (FOR COORDINATION ONLY)			
STATION "K"	OFFSET	ELEVATION	DESCRIPTION
10+82.07	29.24' LT	52.48	TV PEDESTAL 2A
10+86.07	28.54' LT	52.09	TELEPHONE PEDESTAL 2A
10+90.07	29.28' LT	52.56	50KW POWER TRANSFORMER 2
11+06.49	27.72' RT	48.51	TV PEDESTAL 2B
11+08.49	27.72' RT	48.45	TELEPHONE PEDESTAL 2B
11+10.74	27.97' RT	48.37	SECONDARY POWER PEDESTAL 2A
11+32.92	29.23' LT	51.30	TV PEDESTAL 2C
11+36.92	28.52' LT	51.05	TELEPHONE PEDESTAL 2C
11+45.07	29.27' LT	50.75	SECONDARY POWER PEDESTAL 2B
12+47.07	29.39' LT	51.06	TV PEDESTAL 3A
12+51.07	28.68' LT	50.66	TELEPHONE PEDESTAL 3A
12+55.07	29.43' LT	51.12	37.5KW POWER TRANSFORMER 3
12+61.49	27.76' RT	48.01	TV PEDESTAL 3B
12+63.49	27.76' RT	47.95	TELEPHONE PEDESTAL 3B
12+65.74	28.01' RT	47.85	SECONDARY POWER PEDESTAL 3
14+45.47	27.96' RT	52.20	TV PEDESTAL 4B
14+47.10	27.95' RT	52.37	TELEPHONE PEDESTAL 4B
14+48.94	28.21' RT	52.52	SECONDARY POWER PEDESTAL 4
14+71.29	29.01' LT	56.89	TV PEDESTAL 4A
14+76.32	28.25' LT	57.16	TELEPHONE PEDESTAL 4A
14+80.51	28.84' LT	57.48	37.5KW POWER TRANSFORMER 4
ALL STATION AND OFFSETS IN THIS TABLE ARE FROM KWALX STREET "K"			

UTILITY EQUIPMENT LOCATIONS ON GUWAKAAN STREET (FOR COORDINATION ONLY)			
STATION "G"	OFFSET	ELEVATION	DESCRIPTION
11+30.80	28.00' RT	66.22	TV PEDESTAL 7B
11+32.80	28.00' RT	66.20	TELEPHONE PEDESTAL 7B
11+35.05	28.25' RT	66.18	SECONDARY POWER PEDESTAL 7
11+44.94	28.96' LT	68.20	TV PEDESTAL 7A
11+48.95	28.25' LT	67.49	TELEPHONE PEDESTAL 7A
11+59.92	29.00' LT	68.07	37.5KW POWER TRANSFORMER 7
12+40.80	28.00' RT	65.13	TV PEDESTAL 8B
12+42.80	28.00' RT	65.27	TELEPHONE PEDESTAL 8B
12+45.05	28.25' RT	65.39	SECONDARY POWER PEDESTAL 8
12+58.92	28.96' LT	66.41	TV PEDESTAL 8A
12+62.92	28.25' LT	65.99	TELEPHONE PEDESTAL 8A
12+66.92	29.00' LT	66.50	37.5KW POWER TRANSFORMER 8
13+50.80	28.00' RT	64.65	TV PEDESTAL 9B
13+52.80	28.00' RT	64.60	TELEPHONE PEDESTAL 9B
13+55.05	28.25' RT	64.54	SECONDARY POWER PEDESTAL 9
13+68.92	28.96' LT	65.16	TV PEDESTAL 9A
13+72.92	28.25' LT	64.70	TELEPHONE PEDESTAL 9A
13+76.92	29.00' LT	65.15	37.5KW POWER TRANSFORMER 9
14+72.17	33.00' LT	67.08	TELEPHONE PEDESTAL 10A
14+72.88	37.00' LT	67.69	TV PEDESTAL 10A
14+72.92	29.00' LT	65.06	25KW POWER TRANSFORMER 10
14+76.43	33.34' LT	67.14	PRIMARY PEDESTAL H
15+38.92	28.96' LT	66.14	TV PEDESTAL 11A
15+42.92	28.25' LT	65.64	TELEPHONE PEDESTAL 11A
15+46.92	29.00' LT	66.08	37.5KW POWER TRANSFORMER 11
15+72.34	28.00' RT	63.18	TV PEDESTAL 11B
15+74.34	28.00' RT	63.03	TELEPHONE PEDESTAL 11B
15+76.59	28.25' RT	62.85	SECONDARY POWER PEDESTAL 11
ALL STATION AND OFFSETS IN THIS TABLE ARE FROM GUWAKAAN STREET "G"			

NOTES:

1. ALL STATION AND OFFSETS ARE FROM KWALX STREET OR GUWAKAAN STREET.
2. LOCATE EQUIPMENT WHERE SHOWN. LOCATIONS ARE PROVIDED TO THE CENTER OF THE EQUIPMENT. ADJUST CONDUIT FEEDING EQUIPMENT SO IT ENTERS EQUIPMENT AT THE CORRECT LOCATIONS.
3. ELEVATIONS PROVIDED ARE THE ELEVATION TO FINISHED GRADE AT THE LOCATION GIVEN. INSTALL EQUIPMENT PER MOUNTING DETAILS.



2375 Jordan Avenue, #7
Juneau, Alaska 99801
Phone: 907-789-3350
www.morrisengineeringgroup.com

REVISION			
No.	DATE	DESCRIPTION.	BY



6035 Sunset Street
Juneau, Alaska 99801
907-463-5395

Toby Lockhart
toby@homeshorellc.com
Candy Sims
candy@homeshorellc.com



PEDERSON HILL SUBDIVISION II - PHASE 1B
THRHA PROJECT #P356

NEW PHASE 1B STATION AND OFFSET TABLES

PROJECT 23-015
DATE 10/17/2024

SHEET
E-601

A
L
A
S
K
A

2023-003447-0

Recording Dist: 101 - Juneau
10/31/2023 01:19 PM Pages: 1 of 3



AFTER RECORDING, RETURN TO:

Tlingit Haida Regional
Housing Authority
5446 Jenkins Drive
Juneau, AK 99801

Juneau Recording District

FATIC 4102184

QUITCLAIM DEED
(A.S. 34.15.040)

The GRANTOR, **THE CITY AND BOROUGH OF JUNEAU, AN ALASKA CORPORATION**, whose mailing address is 155 s. Seward Street, Juneau, AK 99801, for and in consideration of TEN DOLLARS (\$10.00) conveys and quitclaims to GRANTEE, **TLINGIT HAIDA REGIONAL HOUSING AUTHORITY**, whose mailing address is 5446 Jenkins Drive, Juneau, AK 99801, all of Grantor’s right, title and interest of ownership, if any, in the following-described real estate situated in the Juneau Recording District, First Judicial District, State of Alaska:

The Land referred to herein below is situated in the Juneau Recording District, State of Alaska, and is described as follows:

Lot 2B, PEDERSON HILL SUBDIVISION II, PHASE 1A, according to Plat 2019-34, Records of the Juneau Recording District, First Judicial District, State of Alaska.

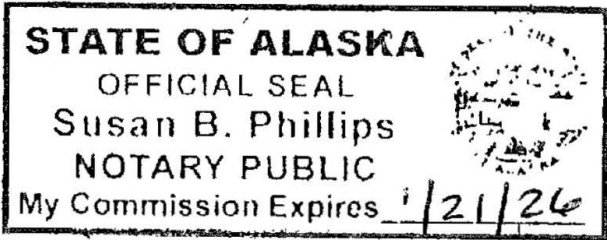
DATED this 27 day of October, 2023.

GRANTOR: **THE CITY and BOROUGH of JUNEAU, an Alaska Corporation**

Mary Katherine Koester
By: Mary Katherine Koester, City Manager

STATE OF ALASKA)
) ss.
FIRST JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me this 27th day of October, 2023, by **Mary Katherine Koester, City Manager of THE CITY and BOROUGH of JUNEAU**, on behalf of the corporation.



Susan B. Phillips
Notary Public in and for Alaska
My Commission Expires: 1/21/26



DATED this 26th day of October, 2023.

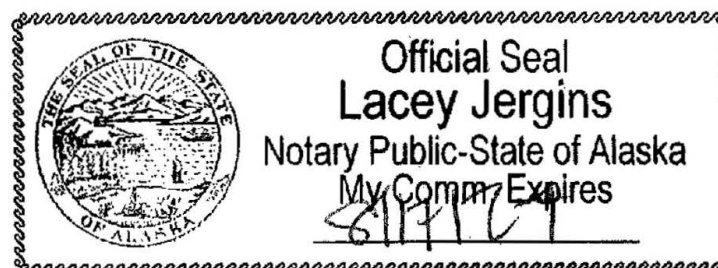
GRANTEE: **TLINGIT HAIDA REGIONAL HOUSING AUTHORITY**

By: Jacqueline Pata
By: Jacqueline Pata, President and CEO

STATE OF ALASKA)
) ss.
FIRST JUDICIAL DISTRICT)

The foregoing instrument was acknowledged before me this 26th day of October, 2023, by **Jacqueline Pata, President and CEO** of **TLINGIT HAIDA REGIONAL HOUSING AUTHORITY**, on behalf of the corporation.

Suey Higin
Notary Public in and for Alaska
My Commission Expires: 8/17/27



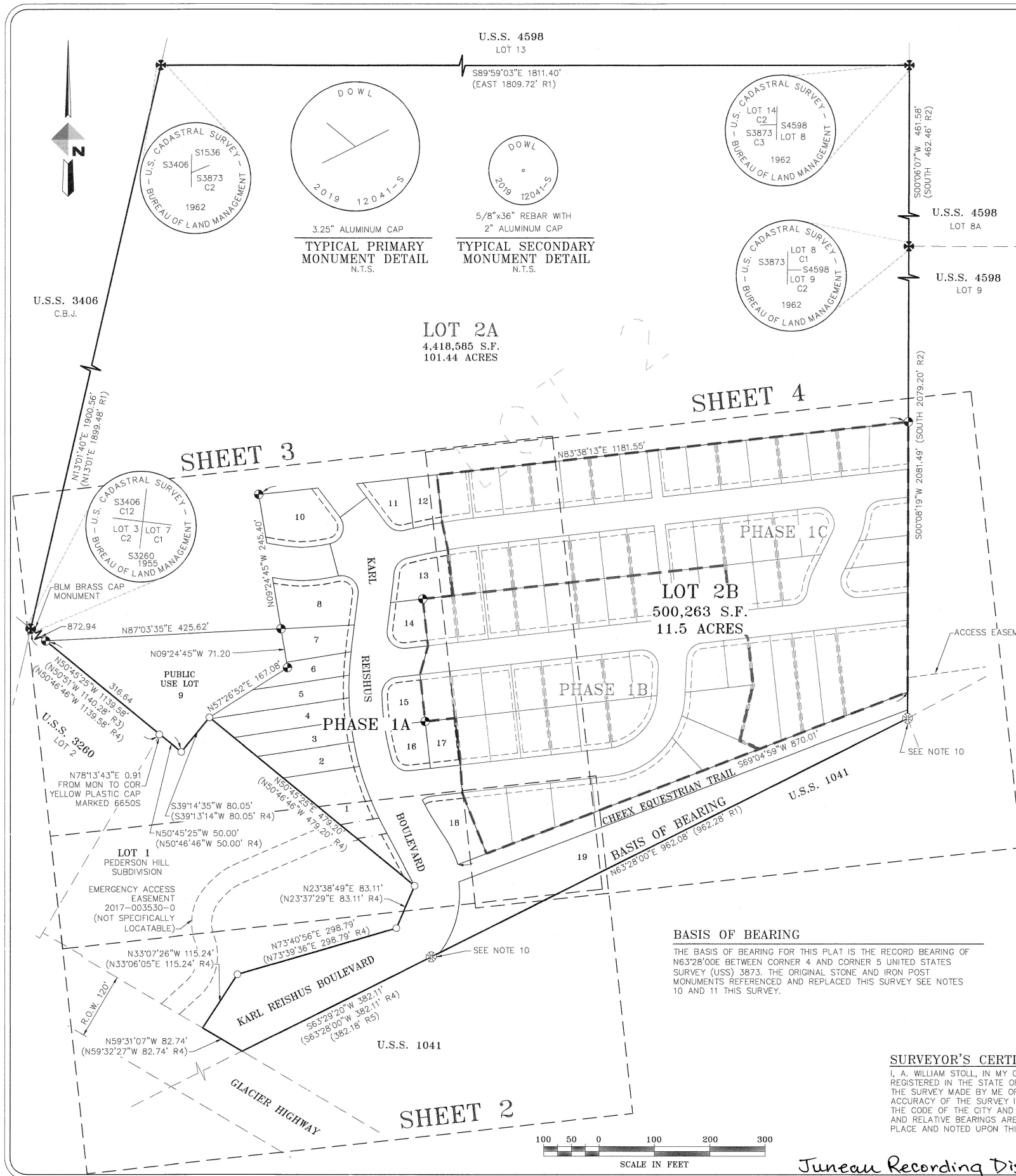
QUITCLAIM DEED
F-4308-12982

Page 3 of 3



3 of 3

101-2023-003447-0



OWNERSHIP CERTIFICATE

I HEREBY CERTIFY THAT CITY AND BOROUGH OF JUNEAU, AK IS THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I AS LANDS MANAGER, HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH MY FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, TRAILS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED:

DATE: SEPTEMBER 10th, 2019

Greg Chaney
GREG CHANEY
CJL LANDS MANAGER

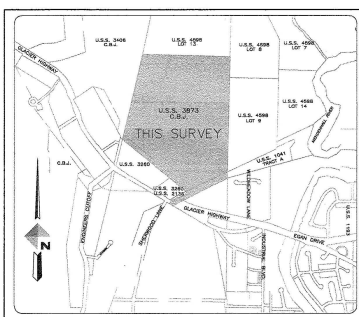
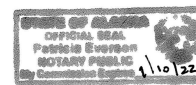
NOTARY ACKNOWLEDGMENT

STATE OF ALASKA }
FIRST JUDICIAL DISTRICT } ss.

THIS IS TO CERTIFY THAT ON THE 10 DAY OF September, 2019, BEFORE THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, APPEARED GREG CHANEY TO ME KNOWN AND KNOWN TO ME TO BE THE PERSON HE REPRESENTS HIMSELF TO BE AND THE LANDS MANAGER FOR THE CITY & BOROUGH OF JUNEAU, WHO ACKNOWLEDGED TO ME THAT HE EXECUTED THE FOREGOING INSTRUMENT AS THE FREE ACT AND DEED OF THE SAID CORPORATION FOR THE PURPOSES THEREIN MENTIONED, BEING FULLY AUTHORIZED TO DO SO.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

Patricia Everson
NOTARY PUBLIC FOR ALASKA
MY COMMISSION EXPIRES: 11/10/2022



VICINITY MAP
SCALE: N.T.S.
SOURCE: CBJ BASEMAP SERIES

SHEET INDEX

- 1 - KEY MAP & SUBDIVISION BOUNDARY
- 2 - SOUTHWEST PLAT DETAIL
- 3 - NORTHWEST PLAT DETAIL
- 4 - NORTHEAST PLAT DETAIL

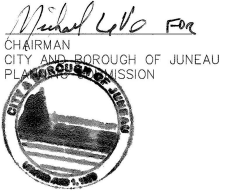
LEGEND

- ✱ B.L.M. MONUMENT FOUND THIS SURVEY.
- ✱ FOUND 3.25" ALUMINUM PRIMARY MONUMENT (AS SHOWN, SEE NOTE 10).
- ✱ 3.25" ALUMINUM PRIMARY MONUMENT (12041S) SET THIS SURVEY.
- 5/8" REBAR WITH 2" ALUMINUM CAP (12041S) SET THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) FOUND THIS SURVEY, UNLESS OTHERWISE NOTED
- SURVEYED PROPERTY LINE
- - - - - UNSURVEYED PROPERTY LINE
- - - - - PHASE LINE
- - - - - DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- - - - - ACCESS, DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- - - - - PHASE 1B & 1C

PLANNING COMMISSION PLAT APPROVAL

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA AND THAT SAID PLAT HAS BEEN APPROVED BY THE PLANNING COMMISSION BY PLAT RESOLUTION No. N0B.5MF.2019-0003 DATED 7/24/2019, AND THAT THE PLAT SHOWN HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT RECORDING OFFICE, ANCHORAGE, ALASKA.

Michael L. Lavoie
ATTEST:
CLERK
CITY AND BOROUGH OF JUNEAU



PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1A
A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT ANCHORAGE

DOWL
AECL848
CIVIL ENGINEERING—LAND SURVEYING—CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE: 1"= 100'
DATE: SEPT. 2019
PROJECT NO: J70687
FILE NO:
SHEET NO: 1 OF 4

SURVEYOR'S CERTIFICATE

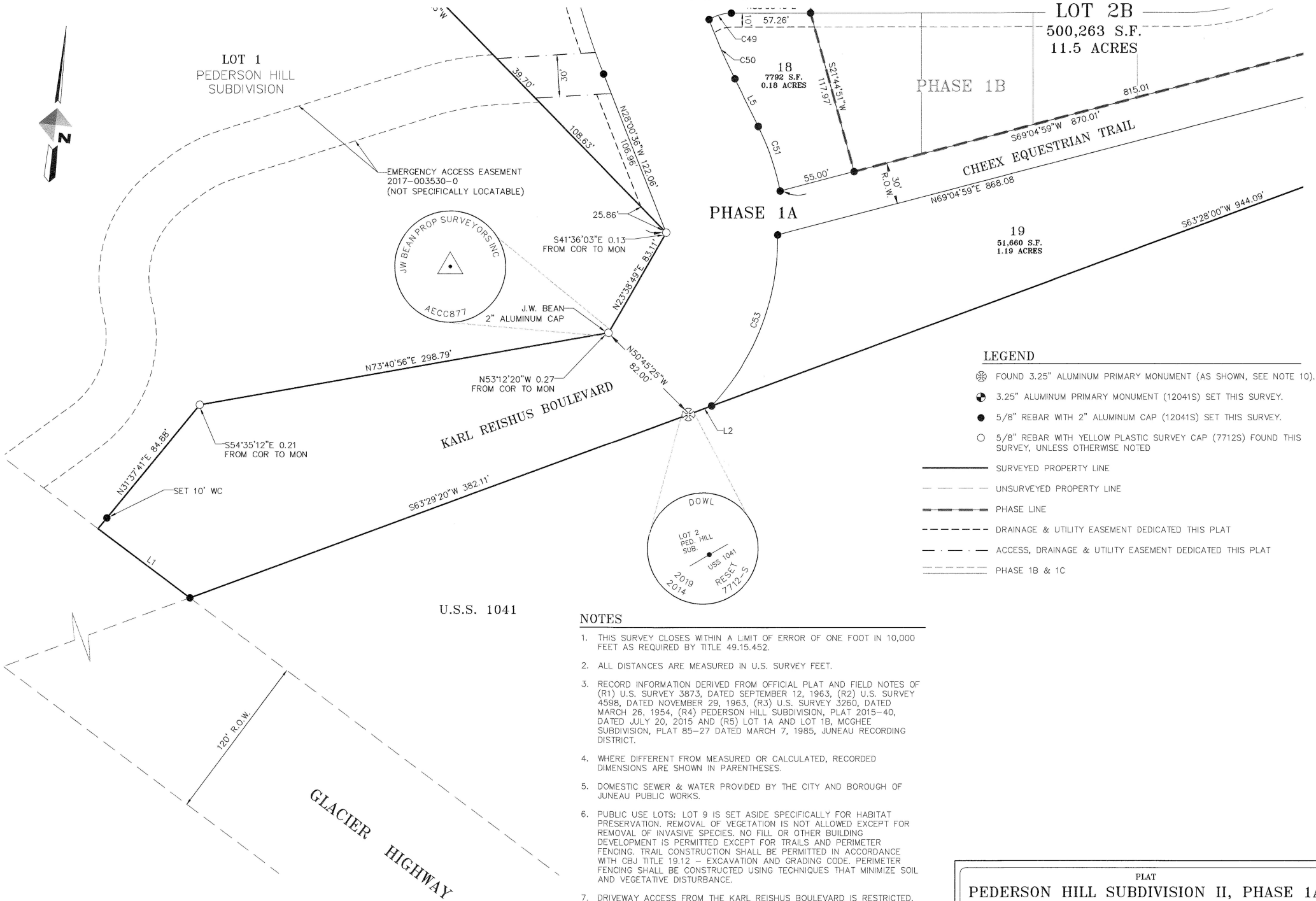
I, A. WILLIAM STOLL, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.



Juneau Recording District 2019-34

Table with 2 columns: LINE No., BEARING & DISTANCE. Rows L1 through L12 listing survey data.

Table with 5 columns: CURVE No., RADIUS, DELTA, LENGTH, CHORD BEARING & DISTANCE. Rows C1 through C53 listing curve data.



- LEGEND
- FOUND 3.25" ALUMINUM PRIMARY MONUMENT (AS SHOWN, SEE NOTE 10).
 - 3.25" ALUMINUM PRIMARY MONUMENT (12041S) SET THIS SURVEY.
 - 5/8" REBAR WITH 2" ALUMINUM CAP (12041S) SET THIS SURVEY.
 - 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) FOUND THIS SURVEY, UNLESS OTHERWISE NOTED
 - SURVEYED PROPERTY LINE
 - UNSURVEYED PROPERTY LINE
 - PHASE LINE
 - DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
 - ACCESS, DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
 - PHASE 1B & 1C

- NOTES
- THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
 - ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
 - RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1963, (R2) U.S. SURVEY 4598, DATED NOVEMBER 29, 1963, (R3) U.S. SURVEY 3260, DATED MARCH 26, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2015-40, DATED JULY 20, 2015 AND (R5) LOT 1A AND LOT 1B, MCCHIE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
 - WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
 - DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
 - PUBLIC USE LOTS: LOT 9 IS SET ASIDE SPECIFICALLY FOR HABITAT PRESERVATION. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR OTHER BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAILS AND PERIMETER FENCING. TRAIL CONSTRUCTION SHALL BE PERMITTED IN ACCORDANCE WITH CBJ TITLE 19.12 - EXCAVATION AND GRADING CODE. PERIMETER FENCING SHALL BE CONSTRUCTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.
 - DRIVEWAY ACCESS FROM THE KARL REISHUS BOULEVARD IS RESTRICTED. LOT 1 DRIVEWAY SHALL ACCESS FROM THE EMERGENCY ACCESS EASEMENT. DRIVEWAY ACCESS FOR LOT 2-7 SHALL BE RESTRICTED TO JOINT USE DRIVEWAYS CENTERED ON THE COMMON LOT LINE FOR LOTS 2 & 3, LOTS 4 & 5 AND LOTS 6 & 7.
 - CORNER LOTS ABUTTING KARL REISHUS BOULEVARD SHALL HAVE DRIVEWAYS LIMITED TO ACCESSING A STREET OTHER THAN KARL REISHUS BOULEVARD.
 - WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE). CONSULT COE FOR MORE INFORMATION.
 - THE ORIGINAL BUREAU OF LAND MANAGEMENT STONE MONUMENT MARKING THE CORNER COMMON TO U.S. SURVEYS 1041, 3873 AND 4598 REFERENCED AND REPLACED WITH A 3.25" ALUMINUM CAP THIS SURVEY.
 - PER NOTE 5 PLAT 2015-40 IN THE JUNEAU RECORDING DISTRICT, THE ORIGINAL GOVERNMENT LAND OFFICE CONCRETE FILLED PIPE WAS REFERENCED AND REPLACED WITH A 3.25" ALUMINUM CAP. SUBSEQUENT CONSTRUCTION AND RESETTING MEASURES ARE DETAILED IN 2017-004754-0 AND 2018-002443-0. SAID MONUMENT RESET THIS SURVEY FROM REFERENCES MADE DURING THE 2015 SURVEY COMPLETED BY THIS SURVEY FIRM.

PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1A
A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT ANCHORAGE

DOWL
AEC1848
CIVIL ENGINEERING-LAND SURVEYING-CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE: 1"= 40'
DATE: SEPT. 2019
PROJECT NO: J70687
FILE NO:
SHEET NO: 2 OF 4

SURVEYOR'S CERTIFICATE
I, A. WILLIAM STOLL, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.



Juneau Recording District 2019-34

SMF2019-0003

LINE TABLE	
LINE No.	BEARING & DISTANCE
L1	S59°31'07"E 82.74
L2	N63°28'00"W 17.98
L3	NOT USED
L4	NOT USED
L5	S32°53'18"E 38.10
L6	NOT USED
L7	N78°55'35"E 23.23
L8	S81°15'19"E 17.41
L9	S81°15'19"E 37.09
L10	N78°55'35"E 19.27
L11	N14°51'07"W 60.13
L12	N52°53'53"E 60.00

CURVE TABLE				
CURVE No.	RADIUS	DELTA	LENGTH	CHORD BEARING & DISTANCE
C1			NOT USED	
C2	530.00	35°04'03"	324.38	N10°28'34"W 319.34
C3	30.00	108°07'52"	56.62	N47°00'29"W 48.58
C4	230.00	19°49'06"	79.56	S88°50'08"W 79.16
C5	170.00	19°49'06"	58.80	N88°50'08"E 58.51
C6	30.00	116°01'42"	60.75	N20°54'44"E 50.89
C7	30.00	66°29'31"	34.82	N70°20'52"W 32.89
C8	1025.00	07°13'51"	129.36	S80°01'18"W 129.27
C9			NOT USED	
C10			NOT USED	
C11	975.00	07°40'04"	130.48	N79°48'11"E 130.39
C12	30.00	72°29'37"	37.96	N39°43'20"E 35.48
C13	180.00	03°34'56"	11.25	N05°16'00"E 11.25
C14	30.00	103°25'14"	54.15	N44°39'10"W 47.09
C15			NOT USED	
C16			NOT USED	
C17			NOT USED	
C18			NOT USED	
C19			NOT USED	
C20			NOT USED	
C21	30.00	85°00'02"	44.51	N41°08'12"E 40.54
C22	470.00	14°22'19"	117.89	N08°32'58"W 117.59
C23	30.00	80°37'39"	42.22	N56°02'57"W 38.82
C24			NOT USED	
C25			NOT USED	
C26			NOT USED	
C27			NOT USED	
C28			NOT USED	
C29			NOT USED	
C30			NOT USED	
C31	530.00	12°33'27"	116.16	N21°43'52"W 115.93
C32	530.00	04°52'49"	45.15	S13°00'45"E 45.13
C33	530.00	04°19'31"	40.01	N08°24'34"W 40.00
C34	530.00	04°20'21"	40.14	S04°04'38"E 40.13
C35	530.00	04°22'42"	40.50	S00°16'53"W 40.49
C36	530.00	04°35'14"	42.43	S04°45'51"W 42.42
C37	1025.00	00°58'38"	17.48	N76°53'42"E 17.48
C38	1025.00	02°58'04"	53.09	S78°52'03"W 53.08
C39			NOT USED	
C40			NOT USED	
C41			NOT USED	
C42	975.00	04°30'28"	76.71	N78°13'23"E 76.69
C43	470.00	07°01'49"	57.67	N04°52'43"W 57.63
C44	470.00	07°20'30"	60.22	S12°03'53"E 60.18
C45			NOT USED	
C46			NOT USED	
C47			NOT USED	
C48			NOT USED	
C49	30.00	32°03'27"	16.79	N67°36'30"E 16.57
C50	445.00	05°58'19"	46.38	N29°54'08"W 46.36
C51	180.00	15°38'23"	49.13	N25°04'07"W 49.98
C52			NOT USED	
C53	175.00	44°10'12"	134.91	S14°53'30"W 131.59



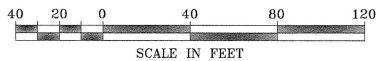
LOT 2A

N87°03'35"E 425.62'

9
PUBLIC
USE LOT
50,770 S.F.
1.17 ACRES

LOT 1
PEDERSON HILL
SUBDIVISION

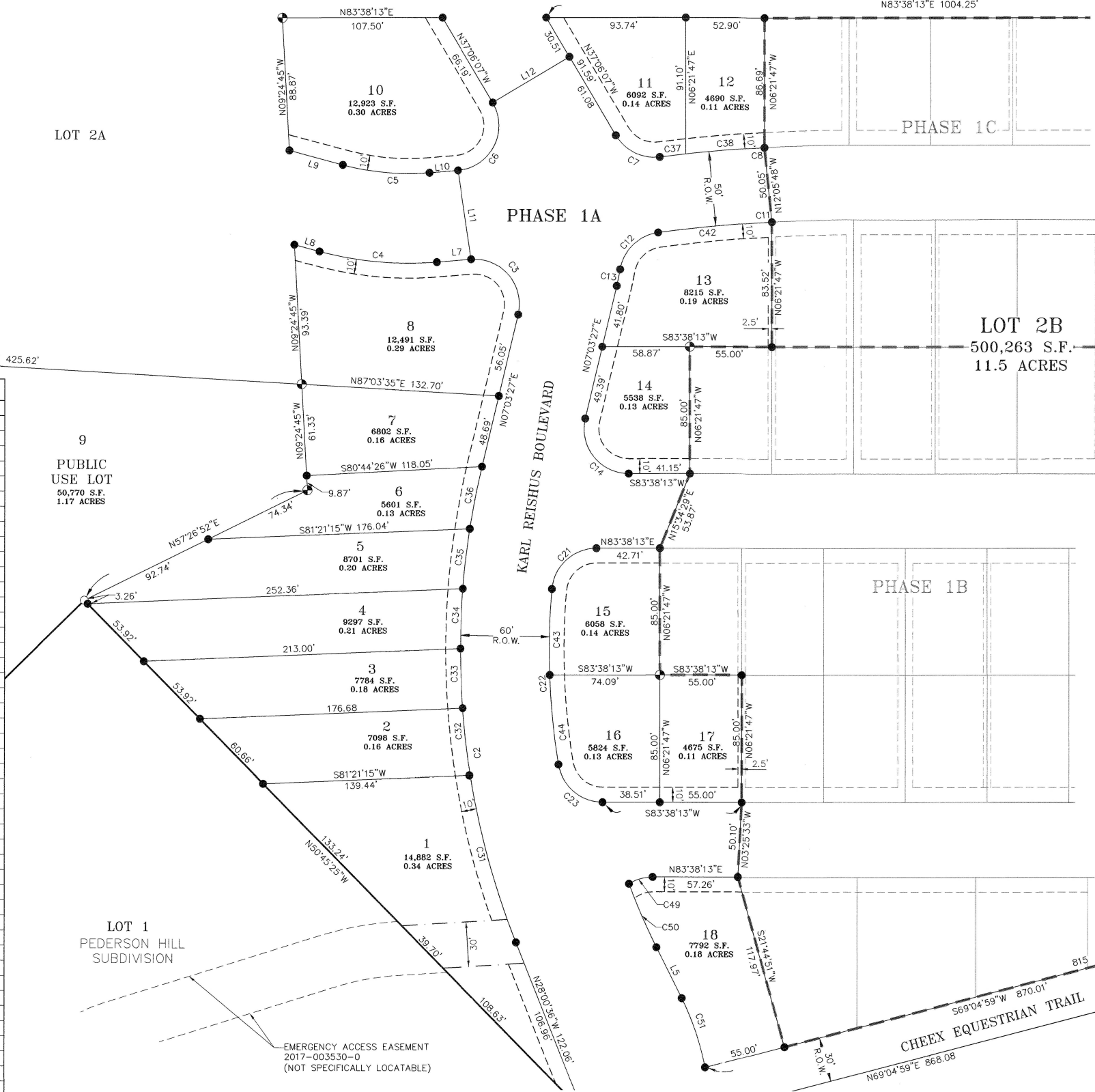
EMERGENCY ACCESS EASEMENT
2017-003530-0
(NOT SPECIFICALLY LOCATABLE)



SCALE IN FEET

Juneau Recording District 2019-34

Attachment G – 2019-34 Plat



LEGEND

- 3.25" ALUMINUM PRIMARY MONUMENT (12041S) SET THIS SURVEY.
- 5/8" REBAR WITH 2" ALUMINUM CAP (12041S) SET THIS SURVEY.
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- - - - - UNSURVEYED PROPERTY LINE
- PHASE LINE
- - - - - DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- - - - - ACCESS, DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- - - - - EXISTING EASEMENT AS NOTED
- - - - - PHASE 1B & 1C

NOTES

- THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
- ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
- RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1963, (R2) U.S. SURVEY 4598, DATED NOVEMBER 29, 1963, (R3) U.S. SURVEY 3260, DATED MARCH 26, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2015-40, DATED JULY 20, 2015 AND (R5) LOT 1A AND LOT 1B, MCGHEE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
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PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1A
A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT ANCHORAGE

DOWL
AECL848
CIVIL ENGINEERING—LAND SURVEYING—CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

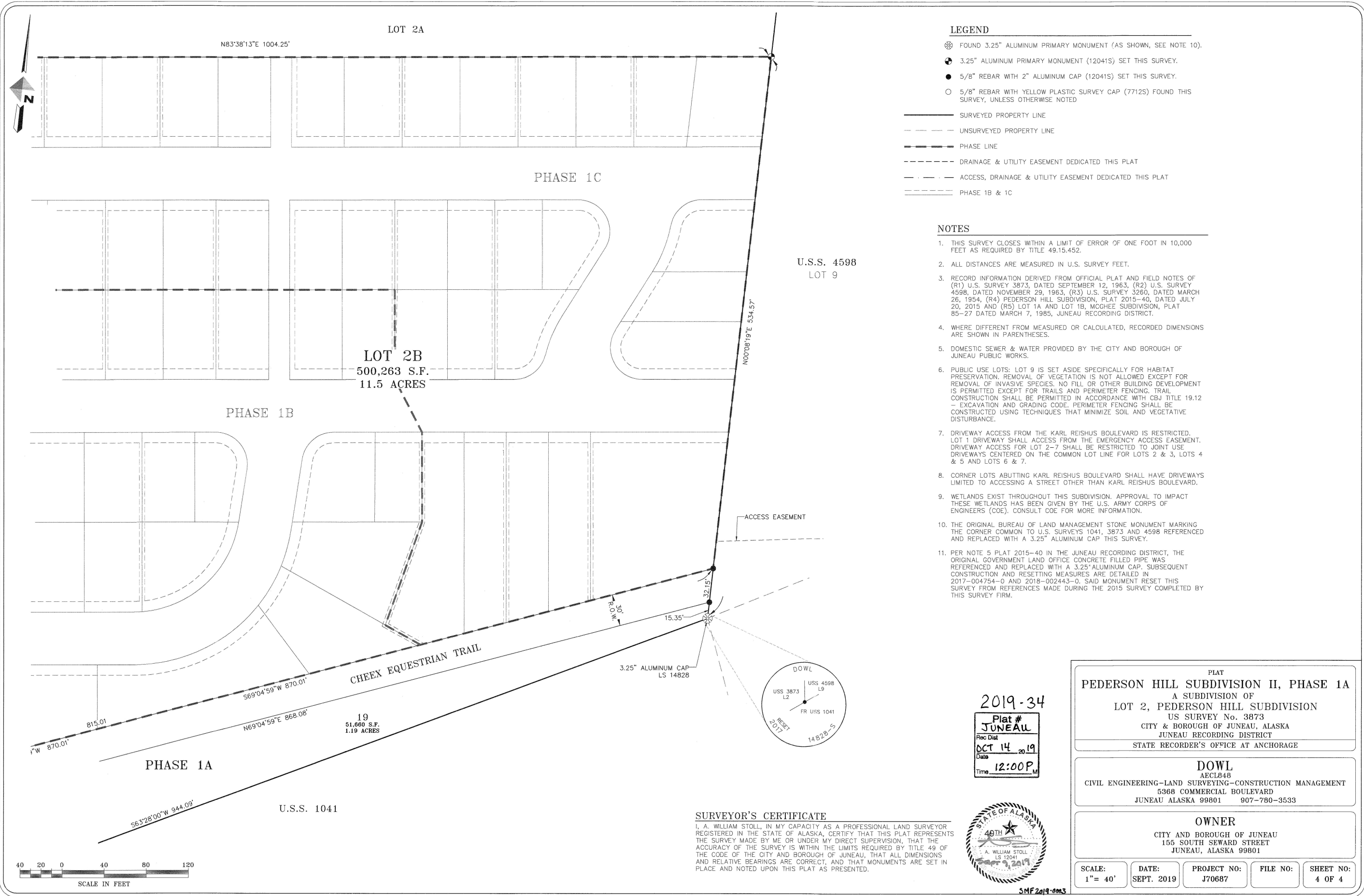
OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

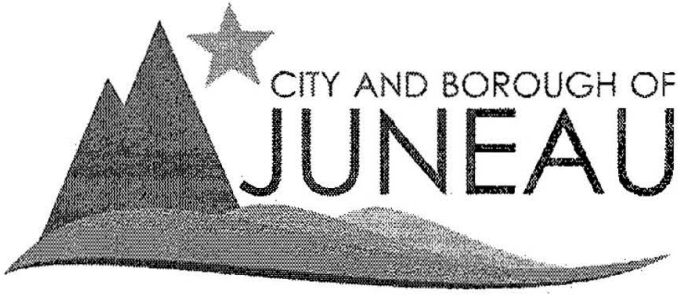
SCALE: 1"= 40' DATE: SEPT. 2019 PROJECT NO: J70687 FILE NO: SHEET NO: 3 OF 4



SURVEYOR'S CERTIFICATE

I, A. WILLIAM STOLL, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.





Juneau Recording District
Plat 2019-34

Treasury Division
155 S. Seward Street
Juneau, AK 99801
(907) 586-0377 Phone
(907) 586-5367 Fax

CERTIFICATION OF TAXES AND ASSESSMENTS PAID

I, the undersigned, being duly appointed, qualified Treasurer for the City and Borough of Juneau, First Judicial District, State of Alaska, do hereby certify that, according to the records of the City and Borough of Juneau, the following described real property is carried on the tax records in the name of:

City and Borough of Juneau Lands and Resources

Current Owner

PEDERSON HILL LT 2

Legal Description

4B2201010101

Parcel Code Number

and that, according to the records in my possession, there are no taxes assessed against said parcel as this parcel is owned by the City and Borough of Juneau, which is a tax exempt entity; and any special assessments assessed against said parcel and in favor of the City and Borough of Juneau have been paid in full.


Cheryl A. Crawford

October 8, 2019

Date

This Certification of Payment of Taxes is valid through December 31, 2019



Planning Commission

(907) 586-0715

PC_Comments@juneau.org

www.juneau.org/plancomm

155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION

NOTICE OF DECISION

Date: October 16, 2017

File No.: SMP2017 0001

City & Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

Proposal: Modification to the Pederson Hill Subdivision Preliminary Plat
Property Address: N/A
Legal Description: Lot 2, Pederson Hill
Parcel Code No.: 4B2201010101
Hearing Date: October 10, 2017

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated October 5, 2017, and approved the modification to the preliminary plat to be conducted as described in the project description and project drawings submitted with the application.

Attachment: October 5, 2017 memorandum from Jill Maclean, AICP, Senior Planner, Community Development, to the CBJ Planning Commission regarding SMP2017 0001.

This Notice of Decision does not authorize any construction. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance to CBJ 01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ 01.50.030 (c). Any action by the applicant in reliance on the decision of the Planning Commission shall be at the risk that the decision may be reversed on appeal (CBJ 49.20.120).

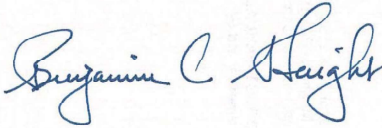
Effective Date: The permit is effective upon approval by the Commission, October 10, 2017.

City & Borough of Juneau
File No.: SMP2017 0001
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Page 2 of 2

Expiration Date: The permit will expire five (5) years after the effective date, or October 10, 2022, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the subdivision permit was authorized or no final plat has been approved. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:


Jill Maclean, AICP, Senior Planner
Community Development Department


Benjamin Haight, Chair
Planning Commission


Filed With City Clerk

October 16, 2017
Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this subdivision. ADA regulations have access requirements above and beyond CBJ - adopted regulations. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

DATE: October 5, 2017
TO: Planning Commission
FROM: Jill Maclean, AICP, Senior Planner
Community Development Department
FILE NO.: SMP2017 0001
PROPOSAL: Modification to the Pederson Hill Preliminary Plat

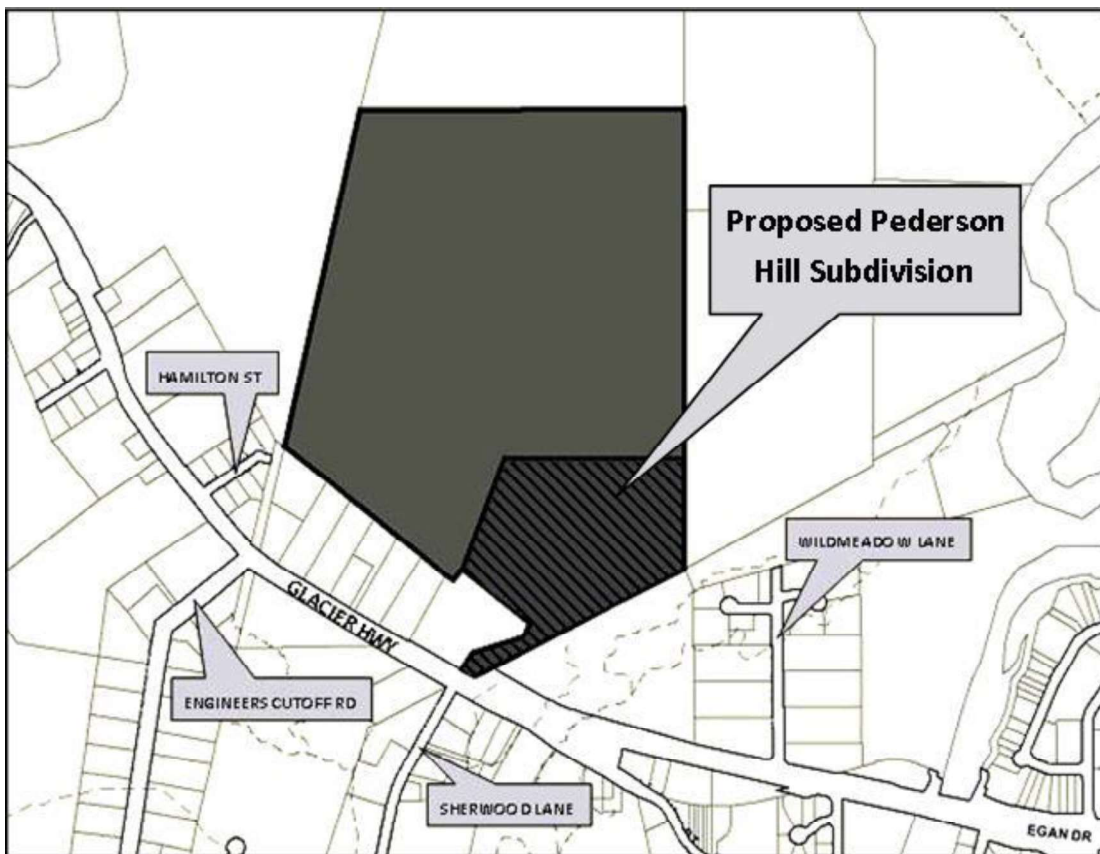
GENERAL INFORMATION

Applicant: City & Borough of Juneau
Property Owner: City & Borough of Juneau
Legal Description: Pederson Hill Lot 2
Parcel Code No.: 4B2201010101
Site Size: Approximately 120 acres
Project Size: Approximately 20 acres
Comprehensive Plan Future
Land Use Designation: Medium Density Residential (MDR)
Zoning: D-10SF
Utilities: CBJ Water / Sewer
Access: Glacier Highway
Existing Land Use: Undeveloped Vacant Land

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Surrounding Land Use: North – Vacant, University of Alaska (D1(T) D5)
 South – Vacant, Sherwood Lane (I)
 East – Vacant, University of Alaska (D1(T) D5)
 West – Church (D10)

VICINITY MAP



ATTACHMENTS

Attachment A: Application for Modification to Pederson Hill Preliminary Plat
Attachment B: Pederson Hill Modified Preliminary Plat and Phasing Overview
Attachment C: Pederson Hill Subdivision Design 65% Excerpt
Attachment D: SMP2016 0002 Staff Report and Attachments for Pederson Hill Subdivision
Attachment E: Agency Review and Public Comments

BACKGROUND

The Planning Commission approved with conditions the preliminary plat for Pederson Hill Subdivision (SMP2016-02) on February 28, 2017 (see Attachment A p.33 Notice of Decision and Attachment D Staff Report and Attachments). Due to internal financing mechanisms necessary to complete the project, the applicant is seeking to modify the approved subdivision into three phases of development – Phases 1A, 1B, and 1C. The subdivision remains essentially the same, except for a new emergency vehicle access via the Christ Evangelical parking lot, rather than using the equestrian trail as previously intended (see Attachment A p.36).

As the proposed modifications are minor in scope and do not affect the analysis and review of the subdivision, attached is the staff report from the previously approved subdivision for reference (see Attachment A Application and Attachment D SMP16-02 Staff Report).

The Notice of Decision (see Attachment A p.33) issued by the Planning Commission included the conditions listed below, several of which the applicant has subsequently addressed and the status of which are shown below in bold font following the condition.

Please note that due to the modification to the subdivision and phasing of development, the lot numbering has changed from the preliminary plat approved on February 28, 2017. Where renumbering has occurred, the condition(s) below identifies the new lot number.

The conditions from the February 28, 2017, NOD are:

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7). **(This condition has been met – see Attachment C.)**
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control*. **(This condition has been met – see Attachment A p.42.)**
3. Prior to Construction Plan, the applicant shall submit an updated lot closure report. **(This condition has been met.)**
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets. **(The modified preliminary plat sheets are consistent. This condition has been met.)**
5. Remove labels ‘Preservation Lot’ and ‘Park Lot’ and replace with new plat note, as shown below. [Note: this is in reference to Condition 6.] **(The modified preliminary plat includes this note. This condition has been met.)**
6. Prior to Final Plat approval, the applicant shall submit a draft plat with the following plat notes on the subdivision plat:
 - a. Plat Note: “Right-of-way access for Lots 1-7 Block C (modified on Phase 1A Lots 2-7) shall be restricted to common driveways for each pair of lots. Only one of the seven

- lots may have its own driveway that is not common to an adjacent lot.” **(The modified preliminary plat includes this note. This condition has been met.)**
- b. Plat Note: “Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard.” **(The modified preliminary plat includes this note. This condition has been met.)**
 - c. Plat Note: “Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the US Army Corps of Engineers (COE). Consult COE for more information.” **(The modified preliminary plat includes this note. This condition has been met.)**
 - d. Plat Note: “Lots 10 & 12 Block A and Lot 9 Block C (modified to Phase 1A Lot 9 and Phase 1B Lots 5, 7) shall be Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply. **(The modified preliminary plat includes notes to this effect. This condition has been met.)**
- 7. Prior to Plat recording, the applicant shall submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C (modified to Phase 1A Lot 9 and Phase 1B Lot 7) in accordance with 49.15.422.
 - 8. Prior to Construction Plan approval, the applicant shall submit a design showing a drainage infrastructure that would allow fish passage through the equestrian trail east of Karl Reishus Boulevard. **(This condition has been met – see Attachment C.)**
 - 9. Prior to Construction Plan approval, the applicant shall submit a design showing a minimum 10-foot wide walking surface within the Wild Rose Walk ROW per 49.35.610(a). **(This condition has been met – see Attachment C.)**
 - 10. Prior to Construction Plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards. **(This condition has been met – see Attachment C.)**
 - 11. Prior to Construction Plan approval, the applicant shall submit documentation ensuring compliance with section D107.1 of the International Fire Code. **(This condition has been met.)**

The NOD also contained the following Staff Note:

*After the publication of staff’s memorandum 2/21/2017, the applicant submitted and the Planning Commission approved a design change that relocated the western portion of the proposed Cheex Equestrian Trail from behind Lots 1-5 BL C to along the eastern side of the proposed Karl Reishus Boulevard. This new portion of the trail would be five feet wide. This design change also reduced the width of the planned east side sidewalk along Karl Reishus Boulevard from six feet to five feet. This is the design of the preliminary plat that was approved by the Planning Commission. **(The modified preliminary plat addresses this item. This item has been met.)***

AGENCY REVIEW

The following agencies provided comments on the proposed modification to the preliminary plat.

Capital City Fire/Rescue: *Capital City Fire Rescue has no objections to the Pederson Hill Subdivision proceeding as planned. The fire access and water requirements have been reviewed and are acceptable to the fire department.*

Alaska Dept. of Fish and Game Wildlife Division: *In our experience even after development occur wildlife will continue to use historical travel corridors which will bring animals, primarily bears, into contact and perhaps conflict with future residents. Both CBJ and DWC resources are already overburdened responding to the current level of human- wildlife conflicts, so we believe steps should be taken in design of this and any new subdivision to minimize the potential for new conflicts before any houses are built. To ensure we maintain safe neighborhoods for both people and wildlife we offer the following ideas for minimizing effects on wildlife and the potential for conflicts between future residents of the subdivision and wildlife.*

To mitigate wildlife conflicts we recommend that builders be required to include bear-proof trash structures sized to accommodate the larger trash and recycling cans with each house built. We understand that a borough-wide requirement would be ideal, but it would be difficult to enact. Limited staff and resources make enforcement of existing CBJ ordinances and subsequent management of nuisance urban wildlife (managed by the State) conditioned to trash difficult. We continue to believe there would be value in using this development as a demonstration project to evaluate the effectiveness of such a requirement. If residents use them and they are effective, it would be much easier to sell the idea as a borough-wide requirement. Alternately, perhaps the city could work with the local refuse company to aid in purchasing effective bear-resistant trash cans, such as the Kodiak Products KP95-HD can, for newly developed residential areas to minimize future human-bear conflicts.

These comments only reflect the division of wildlife conservation (see Attachment E for full comment letter; see Attachment A p.30 for comments regarding wildlife corridors provided by CBJ Lands and Resources Division).

Alaska Dept. of Fish and Game Habitat Division: *No comments at this time (see Attachment A p.5 for Minutes from SMP2016-02 hearing on February 28, 2017).*

Alaska Dept. of Environmental Conservation: *No issues at this time.*

PUBLIC COMMENTS

Two comments were received from the public (for complete emails, see Attachment E):

- Bobbie Epperly, James Pietan and Esther K. Epperly: *Are concerned with over-building and spending funds that the city does not have but are more supportive of the phasing of the*

development, rather than developing the entire subdivision at once. There is concern with the proposed intersection at Karl Reishus Blvd and Sherwood Lane, and they request that the city work with DOT to lower the speed limit to 40MPH.

- Katherine Savage and Chris Cunningham (Frank Maier Drive): *Request that as few trees as possible are removed from the southernmost lot (previously Lot 15 in the original preliminary plat – bordering the Cheex Equestrian Trail, southwest corner) and that Lot 15 (previously Lot 1 in the original preliminary plat) remain CBJ undeveloped property to afford more privacy, protect wildlife and wildlife corridors, and buffer noise. They support affordable housing, while keeping the needs of established neighborhoods on the forefront for a positive outcome for all.*

FINDINGS

CBJ 49.15.402(4) Major Subdivisions, the Director shall prepare and submit a report to the Planning Commission noting any conditions of approval or plat notes recommended and addressing the following criteria:

- (A) Whether the preliminary plat complies with CBJ 49.15.411.
Yes. The modified preliminary plats comply with CBJ 49.15.411.
- (B) Whether the applicable subdivision development standards of this title are met, or can reasonably be met with conditions.
Yes. The modified subdivision meets the standards of Title 49.
- (C) Whether the proposed subdivision will provide building sites suitable for the zoning district.
Yes. All lots have building sites that are suitable for D-10SF zoning district.
- (D) Whether the proposed street names are unique in the City and Borough or are continuations of existing streets and are otherwise acceptable.
Yes. All proposed street names are unique to the City and Borough.
- (E) Whether the director of engineering and public works has reviewed the application and determined that:
- (i) The subdivision can be constructed to conform to applicable drainage and water quality requirements;

- (ii) The streets, pioneer paths, and pedestrian ways as proposed accommodate anticipated traffic, align, and, where appropriate, connect with streets and pedestrian ways serving adjacent properties;
- (iii) Any proposed improvements conform to the requirements of this title and can feasibly be constructed in accordance with this title; and
- (iv) Where public sewer is not required, the applicant has shown that soils are suitable for individual on-lot wastewater treatment and disposal or has shown the feasibility of alternative methods for wastewater treatment and disposal.

Yes. The subdivision has been reviewed by the Director of Engineering and Public Works for appropriate drainage, traffic, compliance with code, and access to public sewer.

CBJ 49.15.402(5) Major Subdivisions. In issuing its notice of decision on a preliminary plat, the Commission may accept, amend, or reject the director's proposed recommendations. The decision of the commission approving or denying a preliminary plat application will be set forth in a notice of decision, and will specify any conditions or plat notes required for final plat approval. If the preliminary plat is denied, the applicant may submit a revised plat application, without paying additional application fees, within 180 days from the date of the notice of decision.

RECOMMENDATION

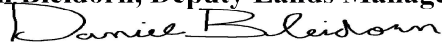
Staff recommends that the Planning Commission adopt the Director's analysis and findings and approve the Modification to the Preliminary Plat for Pederson Hill Subdivision. This approval would allow the applicant to submit the Final Plat application.

MEMORANDUM

CITY/BOROUGH OF JUNEAU

Lands and Resources Office
155 S. Seward St., Juneau, Alaska 99801
Dan_Bleidorn@juneau.org
(907) 586-5252

TO: CDD Staff and the Planning Commission

FROM: Dan Bleidorn, Deputy Lands Manager


SUBJECT: Modification to Pederson Hill Preliminary Plat request

DATE: September 19th, 2017

On February 28th, 2017 the Planning Commission reviewed and unanimously approved a preliminary plat request for the Pederson Hill II Subdivision (*SMP2016-0002*). As a result, the Community Development Department issued a Notice of Decision (Attachment A) on March 3, 2017, which outlines the conditions of this approval.

There have been a number of updates to the preliminary plat since its approval, namely the need to approach Pederson Hill in a three-phased development to match the internal financing mechanisms necessary to complete the project. Staff is also using this opportunity to address concerns presented by the Planning Commission and public at the February 2017 preliminary plat hearing. Staff findings addressing these concerns are presented below:

1. Three Phased Development Approach

This is the most substantial change to the preliminary plat request. After evaluating options for financing this project, staff concluded that this project should move forward without the utilization of a central treasury loan. City Manager Rorie Watt stated at the August 10, 2017 Committee of the Whole (CBJ Assembly) meeting that “staff has evolved the project into three phases, which will make development more streamlined, save money, and by not having the whole plat recorded at once, selling and building can move forward without utilization of a central treasury loan. This accomplishes the same goals in a less confusing way. Staff took the complete scope of the project to the Planning Commission for review, so this is not ‘piece-mealing’ or phasing, but just scaling back on the method of development.”

2. Acquisition of Emergency Access Easement

Since the preliminary plat approval the CBJ has secured a secondary emergency access easement through 10300 Glacier Hwy (Christ Evangelical Lutheran Church of Juneau Alaska) and Lot 1 Block C of this proposed subdivision. A copy of this easement has been included with the preliminary plat modification application as attachment B.

3. Change in Cheex Equestrian Trail Location

Due to the concerns of a nearby private property owner, the Cheex Equestrian Trail has been relocated. This change was discussed at the preliminary plat hearing on February 28, 2017 but the plat at that time had not been updated. This change has since been included in the draft plat for phase 1A. The updated trail corridor terminates at Glacier Highway along Karl Reishus Boulevard.

4. Setbacks No Longer Shown on Plat

As per direction given by the City's General Engineering Department, setbacks are no longer shown on the plat.

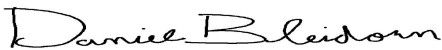
5. Lots 10 and 12 Block A Renamed "Public Use Lot"

As per direction given by the City's General Engineering Department and per CBJ Code 49.15.422, Lots 10 and 12 Block A, originally platted as "Preservation Lot," were renamed "Public Use Lot."

6. Wildlife Corridor Review with the Alaska Department of Fish and Game (ADF&G)

The Planning Commission asked the applicant to work with ADF&G to address concerns regarding the subdivision's impacts on the wildlife travel corridor that were discussed at the preliminary plat hearing. Attached to this preliminary plat modification request is a memo received from Stephanie Sell, ADF&G Wildlife Biologist III and City staff's follow-up to identify and address these concerns (Attachment C).

Thank you,



Dan Bleidorn
Deputy Lands & Resources Manager
City & Borough of Juneau

Attachments:

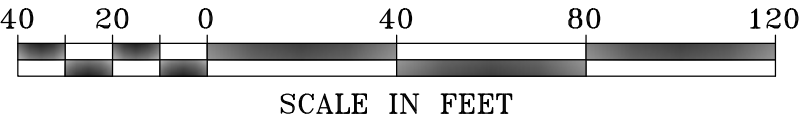
- Subdivision or Platting application
- Development Permit application
- Attachment A: NOD from 02/28/2017 Planning Commission review of Pederson Hill preliminary plat
- Attachment B: Emergency access easement
- Attachment C: Memo from Stephanie Sell, ADF&G Wildlife Biologist III & Greg Chaney's response





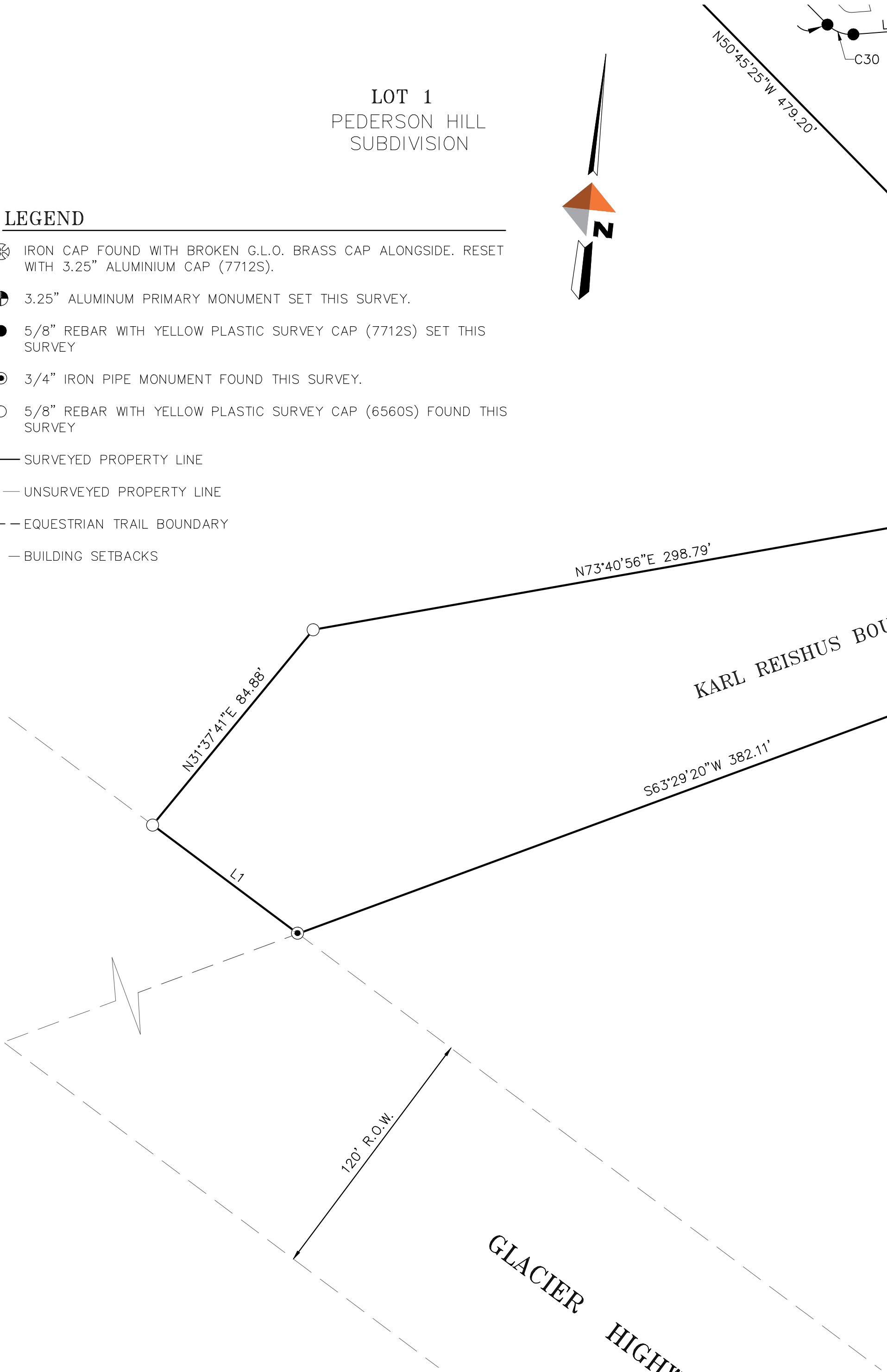
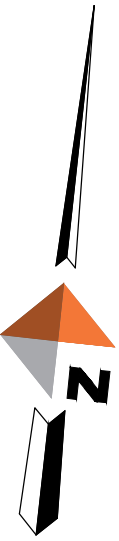
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CURVE No.	RADIUS	DELTA	LENGTH	CHORD BEARING & DISTANCE
C1	—	—	—	—
C2	530.00	39°56'45"	369.51	N12°54'55"W 362.07
C3	30.00	108°07'52"	56.62	N47°00'29"W 48.58
C4	230.00	19°49'06"	79.56	S88°50'08"W 79.16
C5	170.00	19°49'06"	58.80	N88°50'08"E 58.51
C6	30.00	116°01'42"	60.75	N20°54'44"E 50.89
C7	30.00	66°29'31"	34.82	N70°20'52"W 32.89
C8	1025.00	07°13'51"	129.36	S80°01'18"W 129.27
C9	30.00	79°11'48"	41.47	S44°02'19"W 38.24
C10	30.00	122°29'45"	64.14	N35°06'56"W 52.60
C11	975.00	07°40'04"	130.48	N79°48'11"E 130.39
C12	30.00	72°29'37"	37.96	N39°43'20"E 35.48
C13	180.00	03°34'56"	11.25	N05°16'00"E 11.25
C14	30.00	103°25'14"	54.15	N44°39'10"W 47.09
C15	30.00	75°58'38"	39.78	N45°38'54"E 36.93
C16	125.00	18°28'21"	40.30	N16°53'46"E 40.13
C17	125.00	21°41'31"	47.32	S15°17'11"W 47.04
C18	30.00	122°29'43"	64.14	S35°06'55"E 52.60
C19	30.00	81°01'54"	42.43	S43°07'16"W 38.98
C20	30.00	98°58'05"	51.82	S46°52'44"E 45.61
C21	30.00	85°00'02"	44.51	N41°08'12"E 40.54
C22	470.00	14°22'19"	117.89	N08°32'58"W 117.59
C23	30.00	80°37'39"	42.22	N56°02'57"W 38.82
C24	100.00	81°01'54"	141.43	S43°07'16"W 129.93
C25	150.00	81°01'55"	212.14	S43°07'16"W 194.90
C26	—	—	—	—
C27	—	—	—	—
C28	155.00	75°22'15"	203.90	S04°47'49"W 189.51
C29	—	—	—	—
C30	15.00	49°49'09"	13.04	S75°39'59"E 12.64
C31	530.00	08°55'56"	82.62	N19°22'28"W 82.54
C32	530.00	04°20'11"	40.11	S12°44'25"E 40.10
C33	530.00	04°19'31"	40.01	N08°24'34"W 40.00
C34	530.00	04°20'21"	40.14	S04°04'38"E 40.13
C35	530.00	04°22'42"	40.50	S00°16'53"W 40.49
C36	530.00	04°35'14"	42.43	S04°45'51"W 42.42
C37	1025.00	00°58'38"	17.48	N76°53'42"E 17.48
C38	1025.00	02°58'04"	53.09	S78°52'03"W 53.08
C39	1025.00	03°11'07"	56.98	S81°56'38"W 56.97
C40	1025.00	00°06'02"	1.80	S83°35'12"W 1.80
C41	975.00	03°09'37"	53.77	S82°03'25"W 53.77
C42	975.00	04°30'28"	76.71	N78°13'23"E 76.69
C43	470.00	07°01'49"	57.67	N04°52'43"W 57.63
C44	470.00	07°20'30"	60.22	S12°03'53"E 60.18
C45	100.00	04°00'07"	6.98	N81°38'10"E 6.98
C46	150.00	13°07'58"	34.38	N09°10'18"E 34.31
C47	150.00	16°32'11"	43.29	N24°00'22"E 43.14
C48	150.00	51°21'45"	134.47	N57°57'21"E 130.01
C49	30.00	32°03'27"	16.79	N67°36'30"E 16.57
C50	445.00	05°58'19"	46.38	N29°54'08"W 46.36
C51	180.00	15°38'23"	49.13	N25°04'07"W 49.98
C52	—	—	—	—
C53	155.00	47°51'47"	129.48	S18°33'03"W 125.75

LINE TABLE	
LINE No.	BEARING & DISTANCE
L1	S59°31'07"E 82.74
L2	N47°31'03"W 12.75
L3	—
L4	—
L5	S32°53'18"E 38.10
L6	N79°25'26"E 31.50
L7	N78°55'35"E 23.23
L8	S81°15'19"E 17.41
L9	S81°15'19"E 37.09
L10	N78°55'35"E 19.27
L11	N14°51'07"W 60.13
L12	N52°53'53"E 60.00



LEGEND

- ⊗ IRON CAP FOUND WITH BROKEN G.L.O. BRASS CAP ALONGSIDE. RESET WITH 3.25" ALUMINIUM CAP (7712S).
- ⊕ 3.25" ALUMINUM PRIMARY MONUMENT SET THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) SET THIS SURVEY
- ⦿ 3/4" IRON PIPE MONUMENT FOUND THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (6560S) FOUND THIS SURVEY
- SURVEYED PROPERTY LINE
- - - - - UNSURVEYED PROPERTY LINE
- - - - - EQUESTRIAN TRAIL BOUNDARY
- · - · - · BUILDING SETBACKS



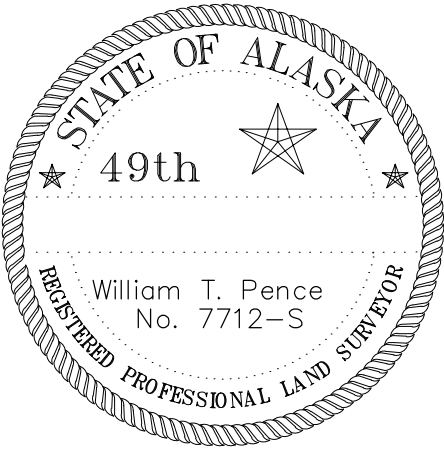
NOTES

- THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OR ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
- ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
- RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1963, (R2) U.S. SURVEY 4598, DATED NOVEMBER 29, 1963, (R3) U.S. SURVEY 3260, DATED MARCH 26, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2015-40, DATED JULY 20, 2015 AND (R5) LOT 1A AND LOT 1B, MCGHEE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
- WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
- DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
- PRESERVATION LOTS: THESE AREAS HAVE BEEN SET ASIDE FOR HABITAT PRESERVATION PURPOSES. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAIL CONSTRUCTION. INSTALLATION OF FENCES ALONG THE OUTER PERIMETER OF A PRESERVATION LOT IS PERMITTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONAL AND RELATIVE BEARINGS ARE CORRECT AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: FEBRUARY 2017



PRELIMINARY

PLAT

PEDERSON HILL SUBDIVISION II

A SUBDIVISION OF

LOT 2, PEDERSON HILL SUBDIVISION

US SURVEY No. 3873

CITY & BOROUGH OF JUNEAU, ALASKA

STATE RECORDER'S OFFICE AT JUNEAU

DOWL

AECL848

CIVIL ENGINEERING—LAND SURVEYING—CONSTRUCTION MANAGEMENT

5368 COMMERCIAL BOULEVARD

JUNEAU ALASKA 99801 907-780-3533

OWNER

CITY AND BOROUGH OF JUNEAU

155 SOUTH SEWARD STREET

JUNEAU, ALASKA 99801

SCALE: 1"= 40'

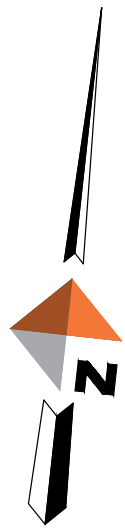
DATE: FEB. 2017

PROJECT NO: J70687

FILE NO:

SHEET NO: 2 OF 4

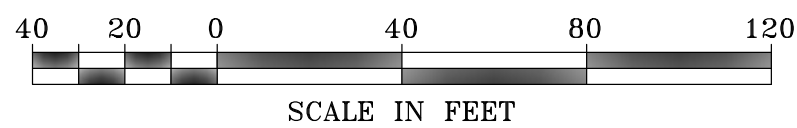
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L7	N78°55'35"E 23.23
L8	S81°15'19"E 17.41
L9	S81°15'19"E 37.09
L10	N78°55'35"E 19.27
L11	N14°51'07"W 60.13
L12	N52°53'53"E 60.00



CURVE TABLE				
CURVE No.	RADIUS	DELTA	LENGTH	CHORD BEARING & DISTANCE
C1	—	—	—	—
C2	530.00	39°56'45"	369.51	N12°54'55"W 362.07
C3	30.00	108°07'52"	56.62	N47°00'29"W 48.58
C4	230.00	19°49'06"	79.56	S88°50'08"W 79.16
C5	170.00	19°49'06"	58.80	N88°50'08"E 58.51
C6	30.00	116°01'42"	60.75	N20°54'44"E 50.89
C7	30.00	66°29'31"	34.82	N70°20'52"W 32.89
C8	1025.00	07°13'51"	129.36	S80°01'18"W 129.27
C9	30.00	79°11'48"	41.47	S44°02'19"W 38.24
C10	30.00	122°29'45"	64.14	N35°06'56"W 52.60
C11	975.00	07°40'04"	130.48	N79°48'11"E 130.39
C12	30.00	72°29'37"	37.96	N39°43'20"E 35.48
C13	180.00	03°34'56"	11.25	N05°16'00"E 11.25
C14	30.00	103°25'14"	54.15	N44°39'10"W 47.09
C15	30.00	75°58'38"	39.78	N45°38'54"E 36.93
C16	125.00	18°28'21"	40.30	N16°53'46"E 40.13
C17	125.00	21°41'31"	47.32	S15°17'11"W 47.04
C18	30.00	122°29'43"	64.14	S35°06'55"E 52.60
C19	30.00	81°01'54"	42.43	S43°07'16"W 38.98
C20	30.00	98°58'05"	51.82	S46°52'44"E 45.61
C21	30.00	85°00'02"	44.51	N41°08'12"E 40.54
C22	470.00	14°22'19"	117.89	N08°32'58"W 117.59
C23	30.00	80°37'39"	42.22	N56°02'57"W 38.82
C24	100.00	81°01'54"	141.43	S43°07'16"W 129.93
C25	150.00	81°01'55"	212.14	S43°07'16"W 194.90
C26	—	—	—	—
C27	—	—	—	—
C28	155.00	75°22'15"	203.90	S04°47'49"W 189.51
C29	—	—	—	—
C30	15.00	49°49'09"	13.04	S75°39'59"E 12.64
C31	530.00	08°55'56"	82.62	N19°22'28"W 82.54
C32	530.00	04°20'11"	40.11	S12°44'25"E 40.10
C33	530.00	04°19'31"	40.01	N08°24'34"W 40.00
C34	530.00	04°20'21"	40.14	S04°04'38"E 40.13
C35	530.00	04°22'42"	40.50	S00°16'53"W 40.49
C36	530.00	04°35'14"	42.43	S04°45'51"W 42.42
C37	1025.00	00°58'38"	17.48	N76°53'42"E 17.48
C38	1025.00	02°58'04"	53.09	S78°52'03"W 53.08
C39	1025.00	03°11'07"	56.98	S81°56'38"W 56.97
C40	1025.00	00°06'02"	1.80	S83°35'12"W 1.80
C41	975.00	03°09'37"	53.77	S82°03'25"W 53.77
C42	975.00	04°30'28"	76.71	N78°13'23"E 76.69
C43	470.00	07°01'49"	57.67	N04°52'43"W 57.63
C44	470.00	07°20'30"	60.22	S12°03'53"E 60.18
C45	100.00	04°00'07"	6.98	N81°38'10"E 6.98
C46	150.00	13°07'58"	34.38	N09°10'18"E 34.31
C47	150.00	16°32'11"	43.29	N24°00'22"E 43.14
C48	150.00	51°21'45"	134.47	N57°57'21"E 130.01
C49	30.00	32°03'27"	16.79	N67°36'30"E 16.57
C50	445.00	05°58'19"	46.38	N29°54'08"W 46.36
C51	180.00	15°38'23"	49.13	N25°04'07"W 49.98
C52	—	—	—	—
C53	155.00	47°51'47"	129.48	S18°33'03"W 125.75

9
PRESERVATION
LOT
(SEE NOTE 6)

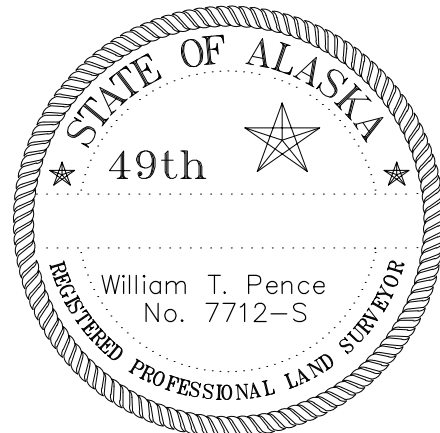
LOT 1
PEDERSON HILL
SUBDIVISION



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONAL AND RELATIVE BEARINGS ARE CORRECT AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: FEBRUARY 2017



LEGEND

- 3.25" ALUMINUM PRIMARY MONUMENT SET THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) SET THIS SURVEY
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (6560S) FOUND THIS SURVEY

- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- EQUESTRIAN TRAIL BOUNDARY
- BUILDING SETBACKS

NOTES

- THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OR ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
- ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
- RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1963, (R2) U.S. SURVEY 4598, DATED NOVEMBER 29, 1963, (R3) U.S. SURVEY 3260, DATED MARCH 26, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2015-40, DATED JULY 20, 2015 AND (R5) LOT 1A AND LOT 1B, MCGHEE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
- WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
- DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
- PRESERVATION LOTS: THESE AREAS HAVE BEEN SET ASIDE FOR HABITAT PRESERVATION PURPOSES. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAIL CONSTRUCTION. INSTALLATION OF FENCES ALONG THE OUTER PERIMETER OF A PRESERVATION LOT IS PERMITTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.

PRELIMINARY

PLAT
PEDERSON HILL SUBDIVISION II
A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AEC1848
CIVIL ENGINEERING—LAND SURVEYING—CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE: 1"= 40'
DATE: FEB. 2017
PROJECT NO: J70687
FILE NO:
SHEET NO: 3 OF 4

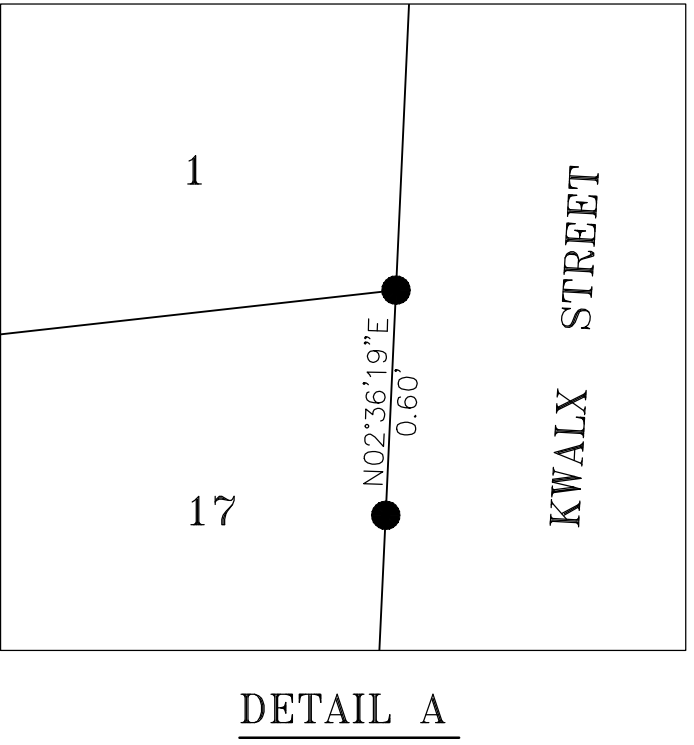


LEGEND

- ⊗ B.L.M. MONUMENT FOUND THIS SURVEY.
- ⦿ 3.25" ALUMINUM PRIMARY MONUMENT SET THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) SET THIS SURVEY
- SURVEYED PROPERTY LINE
- - - UNSURVEYED PROPERTY LINE
- · - · - BUILDING SETBACKS

U.S.S. 4598
LOT 9

PRELIMINARY



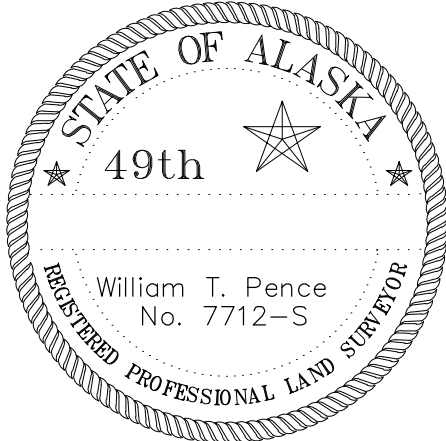
- NOTES**
1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OR ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
 2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
 3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1963, (R2) U.S. SURVEY 4598, DATED NOVEMBER 29, 1963, (R3) U.S. SURVEY 3260, DATED MARCH 26, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2015-40, DATED JULY 20, 2015 AND (R5) LOT 1A AND LOT 1B, MCGHEE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
 4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
 5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.

LINE TABLE	
LINE No.	BEARING & DISTANCE
L1	S59°31'07"E 82.74
L2	N47°31'03"W 12.75
L3	-
L4	-
L5	S32°53'18"E 38.10
L6	N79°25'26"E 31.50
L7	N78°55'35"E 23.23
L8	S81°15'19"E 17.41
L9	S81°15'19"E 37.09
L10	N78°55'35"E 19.27
L11	N14°51'07"W 60.13
L12	N52°53'53"E 60.00

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONAL AND RELATIVE BEARINGS ARE CORRECT AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: FEBRUARY 2017



CURVE TABLE				
CURVE No.	RADIUS	DELTA	LENGTH	CHORD BEARING & DISTANCE
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C5	170.00	19°49'06"	58.80	N88°50'08"E 58.51
C6	30.00	116°01'42"	60.75	N20°54'44"E 50.89
C7	30.00	66°29'31"	34.82	N70°20'52"W 32.89
C8	1025.00	07°13'51"	129.36	S80°01'18"W 129.27
C9	30.00	79°11'48"	41.47	S44°02'19"W 38.24
C10	30.00	122°29'45"	64.14	N35°06'56"W 52.60
C11	975.00	07°40'04"	130.48	N79°48'11"E 130.39
C12	30.00	72°29'37"	37.96	N39°43'20"E 35.48
C13	180.00	03°34'56"	11.25	N05°16'00"E 11.25
C14	30.00	103°25'14"	54.15	N44°39'10"W 47.09
C15	30.00	75°58'38"	39.78	N45°38'54"E 36.93
C16	125.00	18°28'21"	40.30	N16°53'46"E 40.13
C17	125.00	21°41'31"	47.32	S15°17'11"W 47.04
C18	30.00	122°29'43"	64.14	S35°06'55"E 52.60
C19	30.00	81°01'54"	42.43	S43°07'16"W 38.98
C20	30.00	98°58'05"	51.82	S46°52'44"E 45.61
C21	30.00	85°00'02"	44.51	N41°08'12"E 40.54
C22	470.00	14°22'19"	117.89	N08°32'58"W 117.59
C23	30.00	80°37'39"	42.22	N56°02'57"W 38.82
C24	100.00	81°01'54"	141.43	S43°07'16"W 129.93
C25	150.00	81°01'55"	212.14	S43°07'16"W 194.90
C26	-	-	-	-
C27	-	-	-	-
C28	155.00	75°22'15"	203.90	S04°47'49"W 189.51
C29	-	-	-	-
C30	15.00	49°49'09"	13.04	S75°39'59"E 12.64
C31	530.00	08°55'56"	82.62	N19°22'28"W 82.54
C32	530.00	04°20'11"	40.11	S12°44'25"E 40.10
C33	530.00	04°19'31"	40.01	N08°24'34"W 40.00
C34	530.00	04°20'21"	40.14	S04°04'38"E 40.13
C35	530.00	04°22'42"	40.50	S00°16'53"W 40.49
C36	530.00	04°35'14"	42.43	S04°45'51"W 42.42
C37	1025.00	00°58'38"	17.48	N76°53'42"E 17.48
C38	1025.00	02°58'04"	53.09	S78°52'03"W 53.08
C39	1025.00	03°11'07"	56.98	S81°56'38"W 56.97
C40	1025.00	00°06'02"	1.80	S83°35'12"W 1.80
C41	975.00	03°09'37"	53.77	S82°03'25"W 53.77
C42	975.00	04°30'28"	76.71	N78°13'23"E 76.69
C43	470.00	07°01'49"	57.67	N04°52'43"W 57.63
C44	470.00	07°20'30"	60.22	S12°03'53"E 60.18
C45	100.00	04°00'07"	6.98	N81°38'10"E 6.98
C46	150.00	13°07'58"	34.38	N09°10'18"E 34.31
C47	150.00	16°32'11"	43.29	N24°00'22"E 43.14
C48	150.00	51°21'45"	134.47	N57°57'21"E 130.01
C49	30.00	32°03'27"	16.79	N67°36'30"E 16.57
C50	445.00	05°58'19"	46.38	N29°54'08"W 46.36
C51	180.00	15°38'23"	49.13	N25°04'07"W 49.98
C52	-	-	-	-
C53	155.00	47°51'47"	129.48	S18°33'03"W 125.75

PLAT
PEDERSON HILL SUBDIVISION II
A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AECL848
CIVIL ENGINEERING-LAND SURVEYING-CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE:
1" = 40'

DATE:
FEB. 2017

PROJECT NO:
J70687

FILE NO:

SHEET NO:
4 OF 4



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/cdd
155 S. Seward Street • Juneau, Alaska 99801

DATE: February 21, 2017

TO: Planning Commission

FROM: Eric Feldt, Planner II, AICP, CFM
Community Development Department

A handwritten signature in black ink, appearing to read "E. Feldt".

FILE NO's: SMP2016 0002 and CSP2016 0006

PROPOSAL: A Preliminary Plat for Phase 1 Pederson Hill Subdivision resulting in 86 Residential lots and 5 lots for preservation/park purposes.

GENERAL INFORMATION

Applicant: Lands & Resources Division of the City and Borough of Juneau

Property Owner: City and Borough of Juneau (CBJ)

Legal Description: Pederson Hill Lot 2

Parcel Code No.: 4-B22-0-101-010-1

Site Size: Approx. 120 acres

Project Size: Approx. 20 acres

Comprehensive Plan Future
Land Use Designation: Medium Density Residential (MDR)

Zoning: D-10SF (Single-Family) and D-10

Utilities: CBJ Water & Sewer

Access: Glacier Highway

Existing Land Use: Vacant

Surrounding Land Use: North – Vacant; University of Alaska; D-1(T) D-5
 South – Vacant; Sherwood Ln; Industrial (I)
 East - Vacant; University of Alaska; D-1(T) D-5
 West – Church; Glacier Hwy; D-10

Vicinity Map



ATTACHMENTS

ATTACHMENT	A	Subdivision Application
ATTACHMENT	B	Project Narrative
ATTACHMENT	C	Draft Preliminary Plat
ATTACHMENT	D	Pederson Hill Phases 1-3 Layout
ATTACHMENT	E	2/2/17 Neighborhood Meeting Document
ATTACHMENT	F	Public Comments
ATTACHMENT	G	Street Design Profiles
ATTACHMENT	H	Pedestrian Route Design Profiles
ATTACHMENT	I	Contour Plan

ATTACHMENT	J	Drainage Plan and Report
ATTACHMENT	K	DOT/ PF Letter
ATTACHMENT	L	Traffic Study
ATTACHMENT	M	Wetland Boundary Map
ATTACHMENT	N	Wetland Fill Permit
ATTACHMENT	O	ADF&G Letter
ATTACHMENT	P	DEC Letter
ATTACHMENT	Q	Secondary Emergency Access Route
ATTACHMENT	R	Comprehensive Plan Map
ATTACHMENT	S	Housing Action Plan
ATTACHMENT	T	CBJ Lands Management Plan
ATTACHMENT	U	Non-Motorized Transportation Plan

PROPOSAL

The City & Borough of Juneau Lands and Resources Division is seeking Preliminary Plat approval for Phase 1 of the Pederson Hill Subdivision. This phase (herein referred to as the 'Project') is located next to the Christ Evangelical Lutheran Church accessed by Glacier Highway in the Mendenhall Valley area. The project consists of 86 residential lots; five lots for preservation and park purposes; new streets; and pedestrian routes. Future phases of the Pederson Hill Subdivision are conceptually shown at this time for contextual purposes.

The applicant has submitted a subdivision application (Attachment A), project narrative (Attachment B), and Preliminary Plat (Attachment C). Associated documents required to complete the Preliminary Plat application are also provided as attachments.

Concurrent with SMP2016-0006 (subject subdivision review), CSP2016 0006 has been filed to ensure the Planning Commission reviews all proposed capital improvement projects for consistency with adopted CBJ plans, per CBJ 49.15.580(a). Detailed analyses of CBJ plans are provided under 'Adopted Plans' later in this report.

BACKGROUND

The Pederson Hill area has long been identified for future housing. The 1999 CBJ Land Management Plan designated the CBJ land on Pederson Hill be considered for disposal for development once sewer is provided and a subdivision feasibility study is completed. Sewer is now available at the subject site. Through later studies and analyses, the CBJ determined that a subdivision in the area of the subject site is feasible. The 2006 Buildable Lands Study determined that this part of Pederson Hill is appropriate for development. The 2008 Comprehensive Plan

designated this area for future housing up to 20 units per acre. In 2010, the Conceptual Master Plan Study for Pederson Hill identified the area of Phases 1-3 for future housing.

In 2014, the Assembly rezoned the property from D-1(T) D-5 to a mix of D-10 and D-10SF. D10 zoning is intended to primarily accommodate multifamily development at 10 units per acre. D10SF is intended to primarily accommodate single family residential development, also at a density of 10 units per acre. The smaller lot sizes resulting from the rezone make it possible to achieve lower housing costs.

Formerly the site did not have access to a public right-of-way. Space for a new access right-of-way (ROW) was established through a land swap and lot line adjustment with the adjacent Christ Lutheran Church in 2015 (Plat #2015-40; Subdivision Case #SMN2015-004; City Consistency Review #CSP2015-0004). This provided the needed access to Glacier Highway. Since 2015, the CBJ Lands and Resources Division and DOWL's Juneau office (an engineering firm) have been designing various subdivision layouts and have finalized their efforts with the subject proposal for Phase 1 (Attachment C). Phases 2 and 3 are shown in Attachment D as future concepts and are not part of this subject proposal.

AGENCY REVIEW

CBJ Engineering

Phase 1 consists of five new streets with sidewalks and curb and gutter drainage. The CBJ Engineering Department has reviewed these public improvements and found that the project complies with CBJ 49.35.240 *Table of roadway construction standards*. Detailed discussion of the proposed roads and drainage plan are provided later in this report.

Wetland Review Board (WRB)

Approximately nine acres of wetlands will be filled for Phase 1. In June of 2016, the WRB reviewed the project's impact to the wetlands and concluded that the Board did not have specific concerns at this time. However, they did provide the following statement:

June 16, 2016 WRB meeting recommendation

"While we feel it is unfortunate that this project requires the fill of wetlands, the Wetland Review Board notes that this project reduces wetland effects by (1) proposing high-density construction, which minimizes the total acreage affected, and (2) proposing the nearby conservation of high-value wetlands. We ask that as more details are developed that CBJ planners take steps to preserve the quality of stream flow through the development. Specifically, we support the preservation of open-channel stream water flow. The CBJ Wetland Review Board has no specific concerns at this time."

U.S. Army Corps of Engineers (COE)

The applicant has received an approved permit from the COE to fill the wetlands to allow the construction of the public improvements. Some lots will be preserved as mitigation. This is discussed in detailed later in this report.

Alaska Department of Environment Conservation (DEC)

DEC commented on the project because of the proposed wetland fill and possible impacts to Pederson Hill Creek (also known as Casa del Sol Creek). DEC submitted a Certificate of Reasonable Assurance, also known as a state issued water quality certificate, with conditions requiring the use of Best Management Practices to ensure water flow, quality, and preserved habitat.

Alaska Department of Fish and Game (ADF&G)

ADF&G conducted a site visit of the Phase 1 area to record any observed fish in Pederson Hill Creek (Casa del Sol Creek). Several salmon were observed. ADF&G continues to classify Pederson Hill Creek as anadromous (fish spawning). Development restrictions apply near this creek, as discussed later in this report under Habitat.

Affordable Housing Commission

On February 7, 2017 the CBJ Affordable Housing Commission provided a motion supporting the Pederson Hill Subdivision.

Motion by Kathleen Strasbaugh, support for the Pederson Hill Subdivision plat as an opportunity to provide affordable lots to the community. Tamara Rowcroft, second. Vote: 5-2, in favor.

CBJ Capital City Fire and Rescue (CCF/R)

All proposed streets meet CBJ 49.35.240 construction standards (see detailed discussion later in this report) and, therefore, provide emergency vehicle accommodations for CCF/R. Also, the streets that dead-end (east side of subdivision) are near intersections providing adequate turning accommodations for fire apparatuses. Per D107.1.1 of the International Fire Code (IFC), two emergency routes for CCF/R vehicles are provided: 1) Karl Reishus Boulevard and 2) a new emergency vehicle-only driveway to Wildmeadow Lane. The second route is created by extending the eastern portion of Cheex Equestrian Trail eastward through the adjacent University of Alaska (UA) property and CBJ property to connect to the dead-end of Wildmeadow Lane. The CBJ has filed for an easement to use UA property for access. The trail would have a minimum 20-foot wide driving surface to accommodate CCF/R vehicles. Both emergency access routes would meet D107.1.1 of the IFC. If the applicant seeks an alternative emergency access route, it shall meet D107.1.1 of the IFC and be approved by the Community Development Department. Staff recommends as a condition of approval requiring the applicant to submit construction drawings that meet D107.1.1 of the International Fire Code prior to Construction Plan approval.

Lastly, CCF/R is aware that detailed plans of utilities, including fire hydrants, will be submitted during the Construction Plan to ensure adequate access to necessary utilities during times of emergencies.

PUBLIC COMMENTS

Neighborhood Meeting

A neighborhood meeting was held by CBJ staff to discuss the project with the general public on February 2, 2017. Approximately 30 people attended the meeting. CBJ staff provided a handout (Attachment E) explaining the purpose of the subdivision, permitting process, design, and layout of the project.

Public Comment

Staff has received comments from the general public about this project. These comments can be read in Attachment F. One commenter opposes the project because of the belief that the homes that will be built on Pederson Hill will not be affordable, and multifamily units should be built instead to achieve the goal of an affordable rate. The second submitted public comment expressed the belief that the CBJ may not have full title or otherwise authority to develop the CBJ-owned site.

ANALYSIS

Subdivision proposals are processed pursuant to CBJ 49.15.400. This subdivision results in 14 or more lots and is considered a Major Subdivision pursuant to 49.15.402. Major Subdivisions require three main approval steps: 1) Planning Commission approval of a Preliminary Plat; 2) CBJ Engineering and Community Development Department approval of a Construction Plan, followed by construction or bonding of public improvements; and 3) Planning Commission of a Final Plat. Phase 1 of Pederson Hill Subdivision is currently at the Preliminary Plat step, which is the subject of this report.

Zoning

The project area is zoned D-10SF, permitting 10 Single Family (SF) units per acre. This Preliminary Plat does not propose housing, only subdividing the property and providing new public improvements (streets, sidewalks, utilities, etc.). However, the project will provide 86 lots for future homes to be built.

Per CBJ 49.25.400 *Table of Dimensional Standards*, the D-10SF minimum lot size is 3,600 square feet with a minimum lot dimension of 40 feet (wide) by 85 feet (deep). The proposed lots have an overall average size of 5,000 square feet. All lots meet or exceed the minimum lot dimensions

(Attachment C).

All zoning districts require yard setbacks wherein buildings must be set back a minimum distance from property lines, including right-of-ways. Buildings are not allowed to be built within yard setbacks. The submitted plat shows those yard setbacks on every lot (Attachment C). Detailed discussion of the setbacks is provided later in this report.

Access

The proposal consists of five new streets and two pedestrian routes, as shown on the Preliminary Plat. In summary, the proposed street designs meet CBJ 49.35.240 *Table of roadway construction standards*. An illustration of the streets is provided in Attachment G. Karl Reishus Boulevard will provide access to the subdivision from Glacier Highway, across from Sherwood Lane. All other new streets will provide internal circulation and will connect to adjacent properties. Some of these streets will provide access to future Phases 2 and 3 of the Pederson Hill development. These phases are not planned at this time. Further discussion of the new streets is provided later in the report.

The proposed pedestrian routes are designed to meet CBJ 49.35.610. An illustration of these routes is provided in Attachment H. The routes will provide internal circulation, such as to the new park (Lot 10 BL A), and external to the Kaxdigoowu Heen Dei (Mendenhall River Trail) to the east. Further discussion of those routes is provided later in this report.

Drainage

The project area is located on a downhill sloping hillside (see contour map in Attachment I). Existing drainage flows towards Glacier Highway. In summary, the proposal is to re-direct most drainage away from the highway and towards a vacant CBJ parcel to the east, near the Mendenhall River. Future drainage from each new lot is expected to be directed toward its adjacent street. The drainage plan and map are provided in Attachment J. With recommended conditions discussed later in this report, the drainage plan will meet CBJ 49.15.411(i)(4). The DOT/PF has reviewed and accepted the drainage plan (Attachment K).

Traffic Analysis

In summary, the resulting traffic volume and number of vehicle trips from the proposed 86 residential lots requires the submittal of a Transportation Impact Analysis (TIA) per CBJ 49.40.300. See the *Traffic Study* in Attachment L. The submittal TIA concludes no negative impact on existing streets. The TIA is discussed in detail later in this report. The DOT/PF has reviewed and accepted the TIA (Attachment K).

Habitat

Mapped wetlands exist throughout the subdivision. See the wetland map in Attachment M. The applicant has received approval from the COE to fill wetlands in areas of proposed ROWs and

residential lots. See Attachment N for the COE approval document. Further discussion of wetlands is provided later in this report.

Pederson Creek is located within a small section of Block A and is classified as an anadromous stream (fish spawning). The attached letter from ADF&G indicates this designation and provides a map of the creek (Attachment O). The proposed lots in the location of this creek are to be preserved or have limited development potential. Development on those lots shall meet the 50-foot streamside yard setback from the creek per CBJ 49.70.310. Further discussion about this creek is provided later in this report.

According to staff's records, no other mapped habitat regulated by Title 49 exists within the scope of Phase 1.

Preliminary Plat Review

A complete Preliminary Plat application is established when the applicant submits required documentation pursuant to CBJ 49.15.402(c)(1-5).

CBJ 49.15.402(c) Preliminary Plat. The commission shall be responsible for approval of the preliminary plat. The subdivision proposal has been reviewed to ensure it meets the following:

49.15.402(c)(1) Application for a preliminary plat shall be on a form provided by the department, accompanied by a draft preliminary plat and the appropriate fee. The draft plat shall meet the standards set forth in CBJ 49.15.411.

The applicant submitted the CBJ Subdivision Application and associated Development Permit Application (Attachment A) and a draft preliminary plat (Attachment C). The applicant paid a Preliminary Plat fee of \$10,160.

Standards set forth in CBJ 49.15.411. The standards of CBJ 49.15.411 are expanded below for detailed explanation.

Subsections CBJ 49.15.411(a) - (e) and (f)(1-5) In summary, this section of code requires the submission of a preliminary plat showing the location and dimensions of all ROWs and properties, land ownership, easements and restrictions, and technical platting information. The plat and survey must be completed by an Alaskan licensed surveyor.

With staff's recommended modifications to the submitted plat, standards of this subsection are met:

Recommended Conditions to the Draft Plat:

- Ensure consistency with labels and naming throughout the Preliminary Plat pages.
- Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as

shown below.

- Add the following Plat notes:
 - Plat Note: “Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot.”
 - Plat Note: “Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard.”
 - Plat Note: “Wetlands exist throughout this subdivision. Development restrictions may apply. Permits/approvals shall be obtained prior to impacting wetlands.”
 - Plat Note: “Lot 10 and 12 Block A and Lot 9 Block C shall be considered Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply.”

Subsection CBJ 49.15.411(f)(6) Requires showing topographical conditions of the area to be subdivided. This is provided in Attachment I.

Subsection CBJ 49.15.411(f)(7) Requires the applicant to indicate how new or changes to existing sewer and water utilities will be established. The applicant would extend the adjacent water and sewer lines along Glacier Highway throughout the subdivision to each new lot. A preliminary illustration of intended water and sewers lines can be seen in Attachment G.

This subsection also requires documentation of specific sizing, slope angle, and elevations of the intended water and sewer utilities. The applicant has not provided this detailed data at this time. Therefore, staff recommends as a condition of Preliminary Plat approval that the applicant submit this data as part of the construction plan phase of the overall subdivision development process. This will ensure appropriate sizing and design of water and sewer utilities for the subdivision.

Subsection 49.15.411(g) Requires an index sheet to be provided when multiple plat sheets are needed. This is provided as the cover sheet of the Preliminary Plat. See Attachment C.

Subsection 49.15.411(h) Requires the submission of a lot closure report. The applicant’s submitted lot closure report has become outdated after several edits were made to a previous draft of the preliminary plat. For this reason, the outdated submitted lot closure report is not attached. Staff recommends as a condition of approval that the applicant

submit a new lot closure report that accurately reflects the approved preliminary plat prior to Construction Plan approval.

This subsection also requires the disclosure of all known environmental hazards and proposed mitigation. According to staff's records, no environmental hazards have been identified in the project area at this time. If during construction or further site analyses environmental hazards are found, further assessment and permitting, if necessary, will be undertaken.

Subsection 49.15.411(i) Where applicable, this subsection requires eight elements to be addressed. Those that are relevant to the proposal are addressed below.

Subsection 49.15.411(i)(2) *Wetlands*. Requires a qualified person to delineate wetlands and map them on the subdivision plan.

Approximately nine acres of wetlands are mapped. A wetland boundary map is provided in Attachment M. The applicant has received approval by the US Army Corps of Engineers (COE) (approval letter provided in Attachment N) to fill wetlands in areas of future streets, drainages, and buildable lots. Lots 12 Block A and Lot 9 Block C will be preserved as wetland mitigation.

Subsection 49.15.411(i)(4) *Drainage Report*. This subsection requires the submission of a preliminary drainage report showing existing and proposed drainage conditions, preliminary drainage conveyances, and capacities. The drainage report, completed by DOWL Engineering, is provided in Attachment J.

Future drainage paths will be directed eastward along the new equestrian trail toward a vacant CBJ site near the Mendenhall River. CBJ Engineering has reviewed and accepted the drainage report. The Alaska Department of Transportation/Public Facilities has also reviewed and accepted the drainage report (Attachment K).

Subsection 49.15.411(i)(6) *Erosion Control Plan*. This subsection requires the submission of an erosion control plan indicating the management of slopes within the subdivision and for adjacent properties. This data has not been submitted at this time. Staff recommends as a condition approval that the applicant submit this data as part of the Construction Plan phase following Preliminary Plat approval. This condition will ensure that erosion issues are minimized throughout the development of the subdivision.

Subsection 49.15.411(i)(7) *Traffic Study*. This subsection requires the submission of a traffic study if forecasted average daily vehicle trips from the development are expected to exceed 500 daily trips. A Transportation Impact Analysis (TIA) addresses three primary issues: 1) future traffic impact to existing streets; 2) the

Level of Service ('A' = Best, 'E' = Worst) on existing and proposed streets; and 3) recommended traffic mitigation measures, if needed.

A traffic study is required for the project because more than 800 daily trips are forecasted for the 86 residential lots. The required TIA is found in Attachment L. The TIA concludes that the existing streets can accommodate future traffic levels. Phase 1 build out of 86 homes is expected to have an acceptable Level of Service rating 'C'. The TIA does not recommend any mitigating measures. Although mitigating measures are not required, the TIA notes four items to consider for the subdivision:

1) Preliminary estimates suggest adequate sight distance can be provided at the proposed access driveway with Glacier Highway; however, more precise measurements should be performed as part of the roadway design.

Staff notes that this will be addressed when necessary permits are filed by CBJ with DOT/PF for constructing Karl Reishus Boulevard.

2) The proposed subdivision can serve pedestrian and bicycle needs by providing wide shoulders and/or sidewalks along the access road connecting to Glacier Highway.

Staff notes that sidewalks will be provided on both sides of the access road (Karl Reishus Boulevard).

3) Additional turn lanes on Glacier Highway are not required but may be beneficial due to their safety benefits and the potential future need if more development occurs and increases traffic volumes at the project access. Thresholds are met for adding a left-turn lane for westbound Glacier Highway (which could be an extension of the [Two-Way Left-Hand Turn Lane] (TWLTL) and a right-turn lane for eastbound Glacier Highway.

Staff notes that DOT/PF will address turn lanes in the future, if necessary, since they maintain Glacier Highway.

4) The relocated church driveway onto the new access road should have 80 feet of corner clearance, as measured from the nearest edge of the driveway to the Glacier Highway's nearest edge of traveled way

Staff notes that this will be addressed during the Construction Plan phase of this project.

The TIA has been reviewed and accepted by the CBJ and Alaska Department of Transportation/Public Facilities (Attachment K).

49.15.402(c)(2) Public notice of the application shall be provided pursuant to CBJ 49.15.230.

The applicant will post a public notice sign in front of the site at least two weeks before the date of the Planning Commission hearing (by Tuesday, February 14, 2017). As of the date of this report, the public notice sign was installed along Glacier Highway near the entrance of the subdivision.

Public notice in the local newspaper (Juneau Empire) will be provided on February 17 and 27 of 2017.

As of the date of this report, a public mailing has been sent to all property owners within 500 feet of the boundary of the project and to all neighborhood associations recognized by the CBJ Clerk's Office.

49.15.402(c)(3) The director or applicant may request review by the Subdivision Review Committee.

The CBJ director finds that as the proposal consists of a typical subdivision layout and design, additional review by the Subdivision Review Committee was not needed. The applicant did not request review by the Subdivision Review Committee.

49.15.402(c)(4). The director shall prepare and submit a report to the commission noting any conditions of approval or plat notes recommended and addressing the following criteria:

(A) Whether the preliminary plat complies with CBJ 49.15.411;

The applicant's submitted preliminary plat complies with 49.15.411 with staff's recommended conditions, as shown in item (B) below.

(B) Whether the applicable subdivision development standards of this title are met, or can reasonably be met with conditions;

With staff's recommended conditions, the subdivision meets the applicable development standards pursuant to 49.15.402(c). The conditions are listed below.

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control*.

3. Prior to Construction Plan approval, the applicant shall submit an updated lot closure report.
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets.
5. Add the following Plat notes:
 - Plat Note: "Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot."
 - Plat Note: "All corner lots abutting Karl Reishus Boulevard ROW shall only have driveways that access streets other than Karl Reishus Boulevard"
 - Plat Note: "Wetlands exist throughout this subdivision. Development restrictions may apply. Necessary permits/approvals shall be obtained prior to impacting wetlands."
 - Plat Note: "Lots 10 & 12 Block A, and Lot 9 Block C shall be considered Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply,"

(C) Whether the proposed subdivision will provide building sites suitable for the zoning district;

As explained below, the proposed subdivision will provide building sites suitable for the D-10SF district.

The proposal results in 86 residential lots and five sites for future development, preservation or park purposes. Within the 86 residential lots, the building sites are those areas located outside of yard setbacks. The Preliminary Plat shows the yard setbacks of the underlying D-10SF district (Attachment C). The yard setbacks of the D-10SF district are provided below.

D-10SF Yard Setbacks

- Front: 20 feet (Measured from ROW line)
- Rear: 10 feet
- Side: 3 feet, or 15 feet for those abutting the D-1 district to the east per 49.25.400, Table Note 3
- Street Side: 10 feet (Measured from second abutting ROW)

Other factors limiting the building sites are steep hillsides, wetlands, environmental hazards, and unsuitable soils. Although nearly all lots in the Pederson Hill Subdivision are on a hillside, the slope angle is not severe enough to render the lots undevelopable or extraordinarily challenging to build upon. Secondly, the wetlands that affect a large number of lots will be filled to support future development, as allowed with the approved US Army Corps of Engineer permit (COE). See Attachment G for COE approval. No environmental hazards or unsuitable soils have been documented in the area of the subdivision. Further site analysis of soils will be completed upon the construction design phase of the project.

All lots indicated as for development provide building sites suitable for the D10SF zoning district as shown on Attachment C.

As stated earlier, five lots will not be developed for housing and, instead, will be used for future development, habitat, park space, wetland, or buffering purposes.

1. Lot 10 Block 'A' will be used as a small neighborhood park and may have children's playground equipment and a shelter. The park will also provide a direct pedestrian connection to the Cheex Equestrian Trail.
2. Lot 12 Block 'A' has the terminus of a Pederson Hill Creek (mapped anadromous), thus having sensitive habitat purposes. Therefore, this lot will be preserved in its existing natural state.
3. Lot 15 Block 'A' will be preserved in its existing natural state for the foreseeable future as a buffer to the private property to the south. Limited development may occur in the future.
4. Lot 9 Block C will be preserved in its natural state for wetland mitigation. Since this lot backs up to several homes and the Cheex Equestrian Trail, a foot path may be constructed on the lot to minimize pedestrian impact to sensitive wetlands while providing pedestrian connection throughout the area.
5. Lot 2A is part of the remainder of the large lot and will be used for future development and will have some preservation purposes.

Since CBJ water and sewer services will not be provided to Lots 10 and 12 Block A and Lot 9 Block C, they must be considered Public Use Lots and meet criteria under CBJ 49.15.422. The criteria are discussed below.

49.15.422 - Public use lots.

The director for minor subdivisions, or the commission for major subdivisions, may waive the dimensional standards of the public use lot for minimum lot size, lot width, and lot depth as set forth in CBJ 49.25.400, for lot frontage and access

requirements as set forth in CBJ 49.15.420, and the provision of public improvements as set forth in CBJ 49.35, if the proposed use of the lot is for open space, natural area park, public or private utilities, conservation lot, or similar use, and if the following requirements are met: (emphasis added)

(1) The director or the commission finds that there is no public purpose or need that would be served by requiring the parcel to meet these code provisions and that the provisions are not applicable for the proposed public or quasi-public use of the lot;

Lots 10 and 12 Block A and Lot 9 Block C do meet the codes provisions of 49.25.400 and 49.15.420. However, those lots will not meet 49.35 because public utilities (water and sewer) are not applicable for the use of lots held for habitat and wetland preservation purposes.

(2) Restriction of building development, further subdivision, and other limitations or restrictions shall be noted on the plat in accordance with CBJ 49.15.412;

Staff recommends as a condition of approval, that the applicant add a plat note on the subdivision plat indicating the restriction of development in accordance with 49.15.412.

(3) For uses restricted from any building development, the land must be put into some form of permanent protected status through the use of conservation easements, deed restriction, or other instruments to assure building development will not occur where prohibited; and

Staff recommends as a condition of approval that the applicant submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C.

(4) Unless otherwise provided, the minimum yard setback requirements may not be waived with respect to lots abutting the public use lot.

The underlying D-10SF districts have been noted on the attached subdivision plan.

(D) Whether the proposed street names are unique in the City and Borough or are continuations of existing streets and are otherwise acceptable;

All proposed street names are unique in the City and Borough of Juneau. The names are listed below and can be seen in Attachment C. Karl Reishus Boulevard is named after a CBJ police officer who passed away while serving on the force. The other street names are derived from Tlingit words for common features in the Pederson Hill area.

New street names

1. Karl Reishus Boulevard
2. Yan Street = Hemlock trees
3. Guwakaan Street = Blacktail Deer
4. Kwalx Street = Fiddlehead Ferns
5. Keishish Lane = Alders

(E) Whether the director of engineering and public works has reviewed the application and determined that:

(i) The subdivision can be constructed to conform to applicable drainage and water quality requirements;

As discussed earlier, the submitted preliminary drainage plan has been reviewed and approved by CBJ Engineering and DOT/PF.

The subdivision will preserve water quality by utilizing multiple measures. The CBJ Engineering Department will ensure that new drainage and infrastructure utilize Best Management Practices (BMP). Secondly, the physical location of property lines will run along natural drainages whereas the corresponding yard setbacks measured from those property lines will ensure development avoids the drainage ditches. Thirdly, the terminus of Pederson Hill Creek (“Casa del Sol”) (mapped anadromous stream) is located on Lot 12 Block A. As stated earlier, this lot will be preserved to minimize development impacts to the stream. Where the new equestrian trail crosses Pederson Hill Creek (south of Lot 12), a culvert, pedestrian bridge, or similar infrastructure will be provided to ensure proper water flow and fish transport. Staff recommends as a condition of approval the installation of a fish-passage infrastructure.

(ii) The streets, pioneer paths, and pedestrian ways as proposed accommodate anticipated traffic, align, and, where appropriate, connect with streets and pedestrian ways serving adjacent properties;

The proposed streets, paths, and pedestrian ways will accommodate anticipated traffic of the 86 residential lots and connect to adjacent properties. As described below, the new ROWs and improvements are designed in conformance with 49.35 Articles II and VI.

NEW STREETS

All proposed streets are designed to meet 49.35.240 *Table of roadway construction standards*. This table establishes minimum street standards based on anticipated Average Daily Trips (ADT). The higher the ADT, the

greater standards apply. The applicable standards are discussed below.

Karl Reishus Boulevard is projected to have over 500 ADT because it is the only street connecting to Glacier Highway for all 86 residential lots. The Boulevard will also receive additional traffic from future subdivision phases. Per 49.35.240, Karl Reishus Boulevard must have a designed travel way width of at least 26 feet, 5-foot wide sidewalks on both sides of street, and a paved street surface. The applicant's submitted street profile (Attachment G) meets these standards.

All proposed interior streets are expected to have an ADT between 212 and 499. Per 49.35.240, those streets must have a minimum 24-foot wide travel way width, 5-foot sidewalks on at least one side of street, and a paved street surface. The applicant's submitted street profile (Attachment G) meets these standards.

All proposed streets will have a driving surface slope of 8% or less. This is below the maximum allowed slope per 49.35.240(d) *Street Grades*. The applicant indicates that the street slope allows school buses to access the subdivision.

Per 49.35.240 *Table of roadway construction standards* street lighting will also be provided at street intersections to illuminate the roadway areas. The applicant has not provided a lighting plan at this time. Therefore, staff recommends as a condition of approval that the applicant provide this data for the Construction Plan step.

Detailed drawings of the street material, grade, lighting, etc. will be provided at the Construction Plan step of the Major Subdivision process.

Right-Of-Way (ROW) Dimensions

CBJ 49.35.240 *Table of roadway construction standards* also establishes a uniform 60-foot wide right-of-way (ROW) for new public ROWs. Karl Reishus Boulevard ROW is designed at 60 feet wide, while the other ROWs are only 50 feet wide. The Land Use Code allows ROWs to be less than the standard 60-foot width pursuant to 49.35.240(b)(5).

CBJ 49.35.240 (b)(5) The director shall make written findings supporting right-of-way minimum width reductions granted under this section. The director's findings shall state that:

(A) The applicant has provided room for electric utility features and demonstrates that if the road is upgraded in the future to include additional sidewalks that there is sufficient right-of-way for construction of the sidewalks without need for retaining walls over two feet in height.

Director's findings: Sidewalks will be included with the initial design and will be constructed when the property is developed therefore no additional property will be needed.

(B) There is sufficient right-of-way or easements to allow for drainage improvements required by construction of the sidewalks.

Director's findings: Since sidewalks will be constructed when the development is completed, the drainage design will be integrated with sidewalks.

(C) That any driveways shall be constructed to accommodate the elevations of future sidewalks.

Director's findings: All streets will be constructed with sidewalks. Driveway curb cuts will be installed when sidewalks are constructed.

(D) No additional right-of-way width will be required in order to provide for sufficient access to abutting lands.

Director's findings: Several rights-of-way have been extended to adjacent properties to accommodate future adjacent developments.

(E) There is sufficient room for snow storage.

Director's findings: The end of streets that are stubbed to adjacent properties will be available for snow storage until the streets are extended. When street extensions are proposed, new snow storage sites will be proposed.

NEW NON-VEHICULAR PATHS

Sidewalks will be provided along both sides of all proposed streets at widths of five and six feet (Attachment G) and will meet minimum width per 49.35.610(b). As stated earlier, only one sidewalk is required along the interior streets. The "extra" sidewalk will accommodate the higher pedestrian demand expected to access the park and trail system.

The Cheex Equestrian Trail ROW (accommodating horse riders, pedestrians, and bicyclists) is 30 feet wide and will have a 10-foot wide trail surface for

pedestrians and a 20-foot wide surface where needed to accommodate emergency vehicles, as discussed earlier. A profile drawing of this trail is provided in Attachment H. This trail will provide a connection between the existing Mendenhall River Trail to the east and the Swampy Acres equestrian facility to the west. Horseback riders from Swampy Acres currently use a narrow path to connect to the Kaxdigoowu Heen Dei (Mendenhall River Trail). The Cheex Equestrian Trail will better, and more comfortably, accommodate equestrians and pedestrians/bicyclists. This trail will not be paved. As stated earlier, the western portion of the equestrian trail would be removed if the second emergency access is provided along the eastern portion of the equestrian trail.

The Wild Rose Walk ROW (pedestrian route) will provide a short and direct walking route between Yan Street and the proposed park (Lot 10 BL A), Cheex Equestrian Trail, and the existing non-motorized path along Glacier Highway. A profile view of this ROW is provided in Attachment H and is labeled on the Preliminary Plat. This ROW is designed at 20 feet wide with a five-foot wide walking surface. CBJ 49.35.610(a) requires a minimum 10-foot wide walking surface. Staff recommends as a condition of approval that the walking surface within the Wild Rose Walk ROW be at least 10 feet wide per 49.35.610(a).

Continuation of 49.15.402(c)(4) (E)

(iii) Any proposed improvements conform to the requirements of this title and can feasibly be constructed in accordance with this title; and

With the recommended conditions, the proposed improvements conform to 49.35 Articles II and VI, and can feasibly be constructed in accordance with Title 49.

(iv) Where public sewer is not required, the applicant has shown that soils are suitable for individual on-lot wastewater treatment and disposal or has shown the feasibility of alternative methods for wastewater treatment and disposal.

N/A. Public sewer exists along Glacier Highway and will be extended throughout all phases of the Pederson Hill subdivision.

If Preliminary Plat approval is given, the applicant will submit detailed plans of all public improvements (streets, sidewalk, utilities, etc.) for the Construction Plan step. After Construction Plan approval is gained and installation of improvements is completed and approved, the applicant will file the Final Plat for Planning Commission approval. After approval is received, the subdivision plat will be recorded with the State Recorder's Office.

FINDINGS

CBJ 49.15.402(C)(4) Major Subdivisions. The Director shall prepare and submit a report to the Planning Commission noting any conditions of approval or plat notes recommended and addressing the following criteria:

(A) Whether the preliminary plat complies with CBJ 49.15.411.

Yes. With the recommended conditions, the Preliminary Plat complies with CBJ 49.15.411.

(B) Whether the applicable subdivision development standards of this title are met, or can reasonably be met with conditions.

Yes. With the recommended conditions, the subdivision meets the standards of Title 49.

(C) Whether the proposed subdivision will provide building sites suitable for the zoning district.

Yes. All lots will have building sites suitable for the D10SF zoning district.

(D) Whether the proposed street names are unique in the City and Borough or are continuations of existing streets and are otherwise acceptable.

Yes. All proposed street names are unique in the City and Borough of Juneau.

(E) Whether the director of engineering and public works has reviewed the application and determined that:

(i) The subdivision can be constructed to conform to applicable drainage and water quality requirements;

Yes. As described above, the applicant's drainage report is acceptable by CBJ and DOT/PF agencies. Also, several lots will be preserved as wetland mitigation and anadromous stream protection. DEC's recommendation of utilizing Best Management Practices will ensure water flow and quality.

(ii) The streets, pioneer paths, and pedestrian ways as proposed accommodate anticipated traffic, align, and, where appropriate, connect with streets and pedestrian ways serving adjacent properties;

Yes. As described above, the proposed streets and pedestrian ways will accommodate anticipated traffic and connect to adjacent properties. Further, the submitted Traffic Study indicates an acceptable level of service and does not require mitigating measures. CBJ and DOT/PF have both found the Traffic Study acceptable.

(iii) Any proposed improvements conform to the requirements of this title and can feasibly be constructed in accordance with this title; and,

Yes. With staff's recommended conditions, all proposed improvements (proposed streets, sidewalks, pathways, and utilities, etc.), will conform to the requirements of Title 49.

- (iv) **Where public sewer is not required, the applicant has shown that soils are suitable for individual on-lot wastewater treatment and disposal or has shown the feasibility of alternative methods for wastewater treatment and disposal.**

Not Applicable. Public sewer is available for the project.

CBJ 49.15.402(C)(5) Major Subdivisions. In issuing its notice of decision on a preliminary plat, the Commission may accept, amend, or reject the director's proposed recommendations. The decision of the commission approving or denying a preliminary plat application will be set forth in a notice of decision, and will specify any conditions or plat notes required for final plat approval. If the preliminary plat is denied, the applicant may submit a revised plat application, without paying additional application fees, within 180 days from the date of the notice of decision.

CONFORMITY WITH ADOPTED PLANS

As indicated earlier in this report, local consistency of adopted CBJ plans is required for city projects pursuant to CBJ 49.15.580. A list of the relevant CBJ plans reviewed in this report is provided below. A full analysis of each plan follows.

- 2013 Comprehensive Plan
- 2016 Housing Action Plan
- 2016 CBJ Land Management Plan
- 2015 Juneau Economic Development Plan
- 2009 Juneau Non-Motorized Transportation Plan
- 2001 Area Wide Transportation Plan

2013 Comprehensive Plan

The Comprehensive Plan provides a long-range blueprint designed to guide growth, development, and conservation of valued resources within the community over the next 20 years. This plan identifies Juneau's long history of housing shortage and lack of affordability. As of the date of this report, the housing shortage remains a high community concern. The following excerpts from the Housing Element Chapter touch on this issue

Introduction

Like many communities across the country, Juneau residents are suffering from a housing crisis: There is an inadequate supply of housing to provide residents adequate choice in

housing size, location and price, resulting in residents paying more than 30% of their income on housing. (Page 25)

Housing Need

Juneau households live in single-family detached and attached homes, accessory apartments, condominium units, two- to four-plex structures, apartments, mobile homes on lots or in parks, group homes or congregate housing units with support services, extended stay hotels and motels, RV parks, float homes and boats, and campgrounds. A variety of dwelling unit types and sizes need to be provided throughout the borough, but particularly within the roaded area. Due to the cost of land and construction, small unit sizes and high density developments located within the area served by sewers are needed in order to achieve affordability. (Page 25)

Juneau has several distinctive housing needs that many other communities do not have. These are Legislative Session workers, Tourism/Fishing Season workers as well as members of the Coast Guard and their families. (Page 26)

Housing Policies

The purpose of this section is to recommend policies that encourage adequate housing for all Juneau residents and to protect the character and livability of its neighborhoods. As housing choice is influenced both by lifestyle and income, the CBJ government should encourage and facilitate the provision of a variety of affordable housing opportunities to its residents including: Single family detached and attached housing, condominiums, apartments, efficiency units or Single Room Occupancy (SRO) units, modular homes and manufactured homes, and float homes. Ensuring an adequate supply of rental housing, particularly for low-income residents, is also an important priority. (Page 36)

POLICY 4.1. TO FACILITATE THE PROVISION AND MAINTENANCE OF SAFE, SANITARY AND AFFORDABLE HOUSING FOR CBJ RESIDENTS. (Page 36)

POLICY 4.2. TO FACILITATE THE PROVISION OF AN ADEQUATE SUPPLY OF VARIOUS HOUSING TYPES AND SIZES TO ACCOMMODATE PRESENT AND FUTURE HOUSING NEEDS FOR ALL ECONOMIC GROUPS. (Page 37)

4.2 - SOP3 The CBJ government should seek and facilitate new housing production, for all types, at an annual rate that mimics the growth rate of new households in Juneau, in order to maintain adequate choice of residence type, location, and cost. (Page 36)

The following policy of the 2013 Comprehensive Plan recommends providing various transportation choices for the community and ensuring non-motorized routes are incorporated into future development.

POLICY 8.5 IT IS THE POLICY OF THE CBJ TO PROMOTE A BALANCED, WELL INTEGRATED LOCAL MULTI-MODAL SURFACE TRANSPORTATION SYSTEM THAT PROVIDES SAFE, CONVENIENT AND ENERGY-EFFICIENT ACCESS AND TRANSPORT FOR PEOPLE AND COMMODITIES. (Page 109)

8.5 - DG1 Require dedication of all rights-of-way and easements, including those for trails, roads and transit corridors and facilities on subdivision plats and development plans as determined to be appropriate by the Planning Commission for that development. Obtain commitments to construct trails and local and collector roadway improvements from private developers when projects are approved, and ensure that those improvements are complete prior to issuing building permits on adjacent properties within that development. (Page 109)

Chapter 9 of the Comprehensive Plan addresses parks, recreation trails and natural resources. The following policy recommends incorporating parks, open space, and recreational facilities in future development for the community.

POLICY 9.1. IT IS THE POLICY OF THE CBJ TO PROVIDE QUALITY DISPERSED OUTDOOR RECREATIONAL OPPORTUNITIES AND TO ACQUIRE AND DEVELOP SUFFICIENT LOCAL PARKS AND RECREATIONAL FACILITIES IN LOCATIONS CONVENIENT TO ALL AREAS OF THE CBJ. PLACES GIVEN PRIORITY FOR NEW FACILITIES INCLUDE RAPIDLY DEVELOPING AREAS AND CURRENTLY DEVELOPED AREAS THAT LACK ADEQUATE PARKS AND RECREATION FACILITIES. (Page 124)

9.1 - IA23 Develop parks and recreation facilities, for both urban level and dispersed recreation, based on the CBJ's unique characteristics, needs, and traditions. In developing dispersed recreation opportunities such as fish and wildlife viewing areas and increased sport fishing opportunities, recognize the importance of habitat and sensitive area protection. (Page 126)

9.1 - IA21 Incorporate park lands in developing areas through designation of publicly owned lands, acquisition of private lands, or dedication of lands during the subdivision process. (Page 126)

The following policies recommend the preservation of wildlife and stream corridor systems when creating natural trail systems or other outdoor recreational provisions within a development.

POLICY 9.2. IT IS THE POLICY OF THE CBJ TO DEVELOP AND MAINTAIN AN INTERCONNECTED NON-MOTORIZED TRAIL SYSTEM THAT IS COMPLEMENTARY WITH, AND MAY BE CONTIGUOUS WITH, UN-FRAGMENTED FISH AND WILDLIFE CORRIDORS ALONG ANADROMOUS STREAMS WITHIN THE ROADED AREA THAT PROVIDES FISH AND WILDLIFE AND HUMAN ACCESS TO THE SEA FROM THE UPLANDS. (Page 127)

9.2 - IA2 When reviewing capital improvement plans and building or use permit applications, seek to protect lands necessary to establish and/or maintain the un-fragmented fish and wildlife corridors and trail network. This may include the dedication of conservation easements or “no build” zones within a development as well as dedication provision of public access through the trail easements. (Page 127)

9.2 - IA3 Improve and expand the CBJ trail system to provide an un-fragmented trail system that offers opportunities for a wide range of experiences, safety of the users, and protection of fish and wildlife habitat. (Page 127)

POLICY 9.3. IT IS THE POLICY OF THE CBJ TO PRESERVE AS PUBLIC NATURAL AREAS THOSE PUBLICLY-OWNED LANDS AND SHORELINE AREAS THAT POSSESS IMPORTANT RECREATIONAL, SCENIC, FISH AND WILDLIFE, AND OTHER ENVIRONMENTAL QUALITIES OR ARE SUBJECT TO NATURAL HAZARDS. (Page 128)

9.3 - SOP2 Acquire land or regulate its use as necessary to protect the public from natural hazards and to preserve sensitive natural resources. (Page 128)

Chapter 17, Community Development, speaks to the development of public facilities and land. The following policy recommends public and private sector coordination or partnership when carrying out projects that serve public needs.

POLICY 17.1 IT IS THE POLICY OF THE CBJ TO COORDINATE DEVELOPMENT ACTIVITIES OF THE PRIVATE AND PUBLIC SECTORS FOR PROJECTS THAT ARE CONSISTENT WITH THE COMPREHENSIVE PLAN AND MEET IMPORTANT PUBLIC NEEDS. (Page 226)

The following policy recommends that the CBJ provide lands for future development that serve a public interest.

POLICY 17.2 IT IS THE POLICY OF THE CBJ TO HOLD CERTAIN LANDS IN THE PUBLIC TRUST, AND TO DISPOSE OF CERTAIN LANDS FOR PRIVATE USE WHEN DISPOSAL SERVES THE PUBLIC INTEREST. (Page 227)

Phase 1 of the Pederson Hill subdivision is consistent with the policies identified above because it increases housing options for the community, provides multi-modal transportation routes,

preserves natural wetlands and habitat areas, and provides a neighborhood-scale park for future residents.

In addition to those policies, the Comprehensive Plan categorizes various areas of the community into land use designations which provide policy direction for future zoning. Phase 1 of the Pederson Hill Subdivision is identified as Medium Density Residential (MDR) (Attachment R) which is defined as “...lands are characterized by urban residential lands for multifamily dwelling units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a residential neighborhood, as regulated in the Table of Permissible Uses (CBI 49.25.300).” Phase 1 is zoned D-10SF, 10 units per acre. The proposal complies with the D-10SF and is consistent with the MDR density.

Staff finds the project consistent with the policies and land use designation of the Comprehensive Plan.

2016 Housing Action Plan

The Assembly adopted the 2016 Housing Action Plan by resolution on December 19, 2016. This plan builds upon past housing assessments, analyses, and reports and recommends specific action items to increase housing affordability and diversity in housing types. Attachment S provides a short narrative describing some of the challenges confronted when providing lower-cost housing development in Juneau.

The following excerpts in the plan provide some history of Juneau’s housing problem.

Juneau’s housing challenges are significant and long-standing. Completed in 2010 and 2012 by the Juneau Economic Development Council, the Housing Needs Assessments found vacancy rates that indicated a critical shortage in housing. Based upon these concerning findings, the 2013 Comprehensive Plan recommended undertaking a housing plan that strategizes methods to successfully create and sustain quality neighborhoods by developing affordable housing through a diversity of housing types and densities. [Page 7]

In 2014, the adopted Juneau Economic Development Plan further found that Juneau’s housing supply does not meet demand in terms of housing type, size, price, or location. Its top ten initiatives included the development of a housing action plan. Supporting the findings from the previous studies of 2010 and 2012, the Economic Development Plan further strengthened the case for the critical need of housing for all ages and income groups to gain and maintain a strong, stable economy. [Page 7]

Part 1: Housing Market Challenges & Problems of this Plan have been attached as additional information to help explain the many reasons that have kept Juneau’s housing ‘stuck’ in a limited market. (Attachment S)

On pages 12-17, the plan states that housing data from all tiers of government (federal, state, and local) indicate that Juneau's housing challenges are real and that 'business-as-usual' housing development will only worsen this challenge into the future. The following relevant changes recommended in the plan to increase housing choice and affordability are: use CBJ land, create partnerships with non- and for-profit developers, use CBJ resources, and create more housing for young families and seniors.

The project is consistent with the Housing Action Plan because it will result in additional housing development. By platting small lots and subsequently facilitating the construction of small homes, the project will provide housing options for people interested in starter homes and downsizing. It is expected that because of the smaller lots the development costs will be reduced, resulting in opportunities for lower cost homes. Lastly, the CBJ will look toward forming partnerships with housing developers and builders for this project.

2016 CBJ Land Management Plan

One of the main purposes of the CBJ Land Management Plan is to recommend which CBJ parcels should be disposed to the general market for future development opportunities. The property in question is listed in the Land Management Plan for disposal (Item 0420; page 25). See Attachment T for the mapped parcel. The proposal of subdividing Phase 1 and later phases of Pederson Hill for future private and public development is consistent with the 2016 CBJ Land Management Plan.

2015 Juneau Economic Development Plan

The purpose of the Economic Development Plan is to advance Juneau's position on a path of economic resilience and prosperity by promoting economic industries, including more diverse housing options. This plan was adopted as an element of the Comprehensive Plan. The following excerpts from the plan further emphasize the need for more housing and identify that the lack of housing options has a direct negative impact on Juneau's economic prosperity.

Initiative: Promote Housing Affordability and Availability

Introduction

Juneau's housing supply does not meet demand in terms of housing type, size, price, or location. In particular, there is a shortage of affordable housing in Juneau (not to be confused with "low-income" housing). [Page 94]

Juneau households and businesses agree that the lack of housing and lack of affordable housing in Juneau has become a critical barrier to economic opportunity (2014, JEP Household and Business Surveys). Nearly three-quarters (72 percent) of Juneau's households find availability of affordable housing as a significant barrier to Juneau's economic development. When asked to identify the extent to which various factors were barriers to their own business or organization's growth, business owners and employers

completing the JEP Business Survey rated the cost of living as #1 barrier (44 percent) and the lack of available housing for employees as the #2 barrier (39 percent). [Page 94]

Potential Threats/Opportunities

Critical Gaps

Resident and business concerns are verified by academic studies that show a relationship between unaffordable housing and slower local employment growth, and, between high housing costs and out-migration and job loss. For cities, being family-friendly is becoming increasingly important as the large millennial generation enters their 30s, the primary years for raising children and seeking more stable housing. Recent analyses have suggested that, "All else being equal, high housing prices, particularly for single-family homes, drive people with young children away." [Page 94]

Having an adequate supply of affordable housing has become an important economic development consideration, as well as a route to social inclusion. [Page 94]

Juneau's Current Housing Stock and Possible Future Development

There are currently 13,387 Dwelling Units (DU) in Juneau. Looking five years out, future housing development may be affected by several factors, including:

2. The CBJ is proceeding to develop access roads, install utilities, and plat a subdivision in phases for about 200 lots on CBJ land at Pedersen Hill. New Single-Family D-10 zoning there will encourage small-lot (5000 sf) residential development similar to the federal "flats" area neighborhood. Yet to be determined is where any financing rules or other incentives should be put into place to help ensure the affordability or prevent speculative land acquisition of these homesites. Initial phases of lots could be ready within five years. (Emphasis Added) [Page 95]

The Economic Development Plan includes the following action item for increasing housing development.

Action 1-A Establish goals and specific targets for types of housing and in specific locations. [Page 103]

The subject project will result in 86 residential lots. This will help alleviate some of the housing shortage for the community and, therefore, is consistent with the 2015 Juneau Economic Development Plan.

2009 Juneau Non-Motorized Transportation Plan

The purpose of the Non-Motorized Transportation Plan is to promote active transportation by

establishing an integrated, community-wide bicycle and walking network that can be used by all Juneau residents for all types of trips. This plan was adopted as an element of the Comprehensive Plan.

The Non-Motorized Transportation Plan recommends new infrastructure (i.e. sidewalks, pathways) throughout various neighborhoods of the community. Page 62 recommends a 10-foot wide, separated path across Pederson Hill that connects Auke Lake to the pedestrian bridge at Dimond Park (over 1 mile in length). This path is shown in Attachment U and is mapped near the subject subdivision. The subdivision's planned equestrian trail could eventually facilitate this separated path as future phases of the Pederson Hill subdivision are completed. Also, future Phases 2 and 3 will facilitate non-motorized pedestrian connection to Auke Lake.

Another separated path recommended in the plan is also located near the proposed subdivision along Glacier Highway. This path was built in 2015 with a 10-foot wide paved surface and connects the UAS campus to Riverside Drive via Glacier Highway. The proposed subdivision's sidewalks will connect to Glacier Highway and the separated pathway. Future residents of the Phase 1 subdivision would easily be able to reach other parts of the community via non-motorized transportation.

The Non-Motorized Transportation Plan also recommends that sidewalks be provided throughout a development at a minimum width of five feet. The proposed subdivision includes sidewalks on both sides of all streets with a minimum width of 5 feet. Appropriate intersection crossings/markers and accessible ramp design features will be incorporated in the project. Therefore, easy and safe access within the subdivision and to adjacent areas will be provided.

The project's non-motorized transportation infrastructure is consistent with the Non-Motorized Transportation Plan.

2001 Area Wide Transportation Plan

The Area Wide Transportation Plan provides a 20-year direction on long-term transportation needs for motorized and non-motorized users. Some of the main goals include: measures that enhance safety for all user groups, improvements to existing facilities, and increasing transit operations and route efficiencies. This plan was adopted as an element of the Comprehensive Plan

As a general recommendation listed on page 37, this plan supports the development of off-street pedestrian/bicycle pathways in the Mendenhall Valley area that connect to existing main pathway systems, such as the Mendenhall River pathway, nearby schools, and shopping areas. Also, the plan recommends that sidewalks be installed in new residential developments. Based on pedestrian needs, one or two sidewalks should be provided.

The proposal is consistent with the recommendations of the Area Wide Transportation Plan.

Sidewalks will be provided on both sides of the streets throughout the subdivision, as well as be provided connecting to the pathway along Glacier Highway. The proposed equestrian trail will eventually connect to the paved pathway along Kaxdigoowu Heen Dei (Mendenhall River trail) and Dimond Park; and, future Phases will also connect to Auke Lake and UAS.

Based on the analysis above, staff concludes that the project is consistent with the relevant CBJ plans.

RECOMMENDATION

Staff recommends that the Planning Commission accepts the Director's analysis and findings and approve the Preliminary Plat for Phase 1 of Pederson Hill subdivision, resulting in 86 Residential lots and 5 lots for future development, preservation, or park purposes. This approval would allow the applicant to submit for the Final Plat Application. We further recommend that the approval be subject to the following conditions:

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control*.
3. Prior to Construction Plan, the applicant shall submit an updated lot closure report.
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets.
5. Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as shown below.
6. Prior to Final Plat approval, the applicant shall submit another draft plat with the following plat notes on the subdivision plat:
 - Plat Note: "Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot."
 - Plat Note: "Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard."

- Plat Note: “Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the US Army Corps of Engineers (COE). Consult COE for more information.”
- Plat Note: “Lots 10 & 12 Block A and Lot 9 Block C shall be Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply.

7. Prior to Plat recording, the applicant submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C in accordance with 49.15.422.

8. Prior to Construction Plan approval, the applicant shall submit a design showing a drainage infrastructure that would allow fish passage through the equestrian trail east of Karl Reishus Boulevard.

9. Prior to Construction Plan approval, the applicant shall submit a design showing a minimum 10-foot wide walking surface within the Wild Rose Walk ROW per 49.35.610(a).

10. Prior to Construction Plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards.

11. Prior to Construction Plan approval, the applicant shall submit documentation ensuring compliance with section D107.1.1 of the International Fire Code.



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155 S. Seward Street • Juneau, Alaska 99801

DATE: February 8, 2017

TO: Planning Commission

FROM: Eric Feldt, Planner II, AICP, CFM
Community Development Department

A handwritten signature in black ink, appearing to be "E. Feldt".

FILE NO.: CSP2016 0006

PROPOSAL: A City Consistency Review for Phase 1 Pederson Hill Subdivision resulting in 86 residential lots and 5 lots for preservation/park purposes.

GENERAL INFORMATION

Applicant: Lands & Resources Division, City and Borough of Juneau (CBJ)

Property Owner: City and Borough of Juneau

Legal Description: Pederson Hill Lot 2

Parcel Code No.: 4-B22-0-101-010-1

Project & Lot Sizes: Project area: Approx. 20 acres; Lot size: Approx. 121 acres

Comprehensive Plan Future
Land Use Designation: Medium Density Residential (MDR)

Zoning: D-10SF (Single-Family) and D-10

Utilities: CBJ Water & Sewer

Access: Glacier Highway

Existing Land Use: Vacant

Surrounding Land Use: North – Vacant; University of Alaska; D-1(T) D-5
South – Vacant; Industrial; Sherwood Lane
East - Vacant; University of Alaska; D-1(T) D-5
West – Church; D-10; Glacier Hwy

Vicinity Map



ATTACHMENTS

ATTACHMENT	A	City Consistency Review Application
ATTACHMENT	B	Pederson Hill Phases 1-3 Layout
ATTACHMENT	C	Project Narrative
ATTACHMENT	D	Ph. 1 Preliminary Plat
ATTACHMENT	E	Street Profiles
ATTACHMENT	F	Pedestrian Pathway Profiles
ATTACHMENT	G	Traffic Study
ATTACHMENT	H	DOT/ PF Letter
ATTACHMENT	I	Drainage Plan
ATTACHMENT	J	Wetlands Map
ATTACHMENT	K	COE Letter
ATTACHMENT	L	Comprehensive Plan Map
ATTACHMENT	M	Housing Action Plan Intro
ATTACHMENT	N	CBJ Lands Management Plan Map
ATTACHMENT	O	Non-Motorized Transportation Plan

PROPOSAL

The City and Borough of Juneau (CBJ) Lands & Resources Division proposes Phase 1 of the Pederson Hill Subdivision, located in the Mendenhall Valley along Glacier Highway across from Sherwood Lane (see vicinity map, above). Phase 1 consists of 86 residential lots, five lots to be held for preservation, a new CBJ park, and several new streets and pathways.

Pursuant to CBJ 49.10.170(c), the Planning Commission shall review and make a recommendation to the Assembly on city capital improvement projects. Additionally, local consistency review is required for city projects by CBJ 49.15.580. The Commission may recommend conditions on and modifications to any project. The City Consistency Review application is provided in Attachment A.

A conceptual plan showing all three phases of the Pederson Hill Subdivision is provided in Attachment B. Phase 1 is the subject of this report. The project narrative is provided in Attachment C, the preliminary plat is provided in Attachment D, and the proposed streets and pathways design is provided in Attachments E and F.

The CBJ Lands and Resources Division has also filed a Major Subdivision Permit to gain approval to subdivide the property, which is addressed in the staff report for SMP2016-0002.

BACKGROUND

The Pederson Hill area has long been identified for future housing. The 1995 CBJ Land Management Plan identified this area as a priority for residential development. The 2006 Buildable Lands Study concluded that Pederson Hill was appropriate for development. In 2010/2011, the CBJ sewer line was extended along Glacier Highway, near the Pederson Hill area. Following this, the subject site was rezoned (Ord. 2014-29) to D-10SF (Single Family Homes) and D-10 (10 units/ acre). In 2016, the Tlingit Haida Regional Housing Authority (THRHA) passed a motion of support for this project. Also in 2016, the CBJ Assembly allocated \$1.5 million into the Pederson Hill Subdivision Capital Improvement Plan (CIP). Lastly, in 2016 the U.S. Army Corps of Engineers (COE) approved a wetland fill permit which permits fill of some wetlands within the proposed subdivision and establishes mitigation for that fill.

On February 2, 2017, a neighborhood meeting for the general public was held to provide additional public notice and vetting of the project as well as a forum to address any questions or concerns. Further discussion about this neighborhood meeting is provided in the staff report for SMP2016-0002.

On February 7, 2017, the CBJ Affordable Housing Commission provided a motion supporting the Pederson Hill Subdivision:

Motion by Kathleen Strasbaugh, Affordable Housing Commission, support for the Pederson Hill Subdivision plat as an opportunity to provide affordable lots to the community. Tamara Rowcroft, second. Vote: 5-2, in favor.

ANALYSIS

Subdivision proposals are processed pursuant to CBJ 49.15.400. A subdivision resulting in 14 or more lots is a Major Subdivision pursuant to CBJ 49.15.402. Therefore, the Phase 1 proposal qualifies as a Major Subdivision. Major Subdivisions require three main approval steps: 1) Planning Commission approval of a Preliminary Plat; 2) CBJ Engineering and Community Development Department approval of a Construction Plan, followed by construction or bonding of public improvements; and 3) Planning Commission approval of a Final Plat. Phase 1 of Pederson Hill Subdivision is currently at the Preliminary Plat step.

CBJ 49.10.170(c) states that the report and recommendation of the Commission shall be based upon the provisions of the title (Title 49), the Comprehensive Plan, and the capital improvements plan (CIP). This City Consistency Review discusses Phase 1 and relevant CBJ adopted plans.

Project Site

The project site is on the south side of Pederson Hill in the Mendenhall Valley along the north side of Glacier Highway, across from Sherwood lane. The site is vacant and contains wetlands and forested areas.

Project Design

The project consists of 86 residential lots, five new streets with sidewalks, a new park, and two new pedestrian pathways. Five additional lots will be preserved for habitat and wetland mitigation purposes. The subdivision will connect to Glacier Highway across from Sherwood Lane. The proposed subdivision plan is provided in Attachment D.

The subdivision layout, lot size, and dimensions comply with CBJ 49.15.402(c) *Preliminary Plat*. Detailed discussion of the Preliminary Plat requirements is provided in the staff report for SMP2016-0006.

Sidewalks will be provided along the new streets for internal pedestrian travel. A new equestrian trail will provide connection to adjacent properties and to Kaxdigoowu Heen Dei (Mendenhall River trail).

Traffic & Circulation

All proposed streets are designed to meet CBJ 49.35.240 *Table of roadway construction*

standards with a paved driving surface, sidewalks on both sides, lighting at intersections, and appropriate crossing designations. Per CBJ 49.35.240, the proposed Karl Reishus Boulevard is designed to be 26 feet wide, and the proposed interior streets are designed to be 24 feet wide.

The proposed sidewalks are designed along both sides of all streets to be five and six feet in width per CBJ 49.35.240 and CBJ 49.35.610(b). However, only one sidewalk is required along the interior streets. The “extra” sidewalk will accommodate the higher pedestrian demand expected to access the new park and trail system.

Plans for the proposed separated pathways (Cheex Equestrian Trail and Wild Rose Walk) are provided in Attachment F. All separated pathways shall be designed with a 10-foot wide walking surface per CBJ 49.35.610(a). The Cheex Equestrian Trail complies with this code. Wild Rose Walk only has a five-foot width walking surface. Staff has recommended as a condition of SMP2016-0002 approval that the walking surface of Wild Rose Walk be at least 10 feet wide per CBJ 49.35.610(a).

If Preliminary Plat approval is given, the applicant will submit detailed plans of all streets, sidewalks, and pathways for the Construction Plan step of the Major Subdivision process.

Traffic Study

Per CBJ 49.40.300, the applicant submitted a traffic study for the project which determines if the subdivision’s forecasted traffic will result in any negative effects to existing streets, intersections, or traffic safety. The traffic study is provided as Attachment G. The traffic study did not indicate any negative effects nor recommend any mitigating measures. The CBJ and Alaska Department of Transportation/Public Facilities (DOT/PF) reviewed and accepted the traffic study. DOT/PF’s letter is presented as Attachment H.

Drainage

The project’s drainage plan is provided as Attachment I. Drainage will be re-routed away from Glacier Highway and head east to a vacant CBJ property near the Mendenhall River. The CBJ and Alaska Department of Transportation/Public Facilities have reviewed and accepted the drainage plan (DOT/PF’s letter is provided in Attachment H). Since the project is at the preliminary plat step of the major subdivision process, the drainage plan is not required to be detailed nor completed by a professional engineer. A detailed drainage plan will be submitted and reviewed as part of the construction plan, as per CBJ 49.15.402(d). A detailed discussion of the drainage plan is located in the staff report for SMP2016-0002.

Habitat

According to staff’s records, the only mapped habitat affected by the project and regulated by Title 49 are wetlands and a small anadromous stream.

The mapped wetlands are shown in Attachment J. The applicant has acquired approval to fill wetlands by the US Army Corps of Engineers (COE) (see Attachment K). Some wetlands will be preserved for required mitigation. Further discussion is provided in the staff report for SMP2016-0002.

The mapped anadromous stream is the upper reaches of Pederson Hill Creek (also referred to as “Casa del Sol”). The ‘anadromous’ designation runs through Lot 15 Block A, the equestrian trail, and ends on Lot 12 Block A. Lots 12 and 15 are to be preserved for stream habitat. Where the new equestrian trail crosses Pederson Hill Creek (between Lots 12 and 15), a culvert, pedestrian bridge, or similar infrastructure shall be provided to ensure proper water flow and fish transport. Staff has recommended as a condition of SMP2016-0002 approval the installation of fish-passage infrastructure.

Further discussion about the wetlands and the anadromous stream is provided in the staff report for SMP2016-0002.

Agency Review

As stated above, the CBJ Engineering and Public Works Department has reviewed and finds acceptable the project’s Traffic Impact Analysis, drainage plan, and street and pedestrian infrastructure designs. The DOT/PF has reviewed and accepted the applicant’s drainage plan and traffic study.

Public Comments

Public comments have been submitted for the project and have been addressed in the staff report for SMP2016-0002.

CONFORMITY WITH ADOPTED PLANS

The project has been reviewed for conformance with the following relevant CBJ plans.

Title 49, Land Use Code

The preliminary plat and public improvements designs are provided in Attachments B-F. The staff report for SMP2016-0002 provides a detailed analysis indicating how the subdivision complies with 49.15.402(c) *Preliminary Plat* of the major subdivision permitting process.

2013 Comprehensive Plan

The Comprehensive Plan provides a long-range blueprint designed to guide growth, development, and conservation of valued resources within the community over the next 20 years. This plan identifies Juneau’s long history of housing shortage and affordability. As of the date of this report, the housing shortage remains a high community concern. The following excerpts from the Housing Element Chapter touch on this issue.

Introduction

Like many communities across the country, Juneau residents are suffering from a housing crisis: There is an inadequate supply of housing to provide residents adequate choice in housing size, location and price, resulting in residents paying more than 30% of their income on housing. (Page 25)

Housing Need

Juneau households live in single-family detached and attached homes, accessory apartments, condominium units two- to four-plex structures, apartments, mobile homes on lots or in parks, group homes or congregate housing units with support services, extended stay hotels and motels, RV parks, float homes and boats, and campgrounds. A variety of dwelling unit types and sizes need to be provided throughout the borough, but particularly within the roaded area. Due to the cost of land and construction, small unit sizes and high density developments located within the area served by sewers are needed in order to achieve affordability. (Page 25)

Juneau has several distinctive housing needs that many other communities do not have. These are Legislative Session workers, Tourism/Fishing Season workers as well as members of the Coast Guard and their families. (Page 26)

Housing Policies

The purpose of this section is to recommend policies that encourage adequate housing for all Juneau residents and to protect the character and livability of its neighborhoods. As housing choice is influenced both by lifestyle and income, the CBJ government should encourage and facilitate the provision of a variety of affordable housing opportunities to its residents including: Single family detached and attached housing, condominiums, apartments, efficiency units or Single Room Occupancy (SRO) units, modular homes and manufactured homes, and float homes. Ensuring an adequate supply of rental housing, particularly for low-income residents, is also an important priority. (Page 36)

POLICY 4.1. TO FACILITATE THE PROVISION AND MAINTENANCE OF SAFE, SANITARY AND AFFORDABLE HOUSING FOR CBJ RESIDENTS. (Page 36)

POLICY 4.2. TO FACILITATE THE PROVISION OF AN ADEQUATE SUPPLY OF VARIOUS HOUSING TYPES AND SIZES TO ACCOMMODATE PRESENT AND FUTURE HOUSING NEEDS FOR ALL ECONOMIC GROUPS. (Page 36)

4.2 - SOP3 The CBJ government should seek and facilitate new housing production, for all types, at an annual rate that mimics the growth rate of new households in Juneau, in order to maintain adequate choice of residence type, location, and cost. (Page 36)

The following policy of the 2013 Comprehensive Plan recommends providing various transportation choices for the community and ensuring non-motorized routes are incorporated into future development.

POLICY 8.1 IT IS THE POLICY OF THE CBJ TO PROMOTE A BALANCED, WELL INTEGRATED LOCAL MULTI-MODAL SURFACE TRANSPORTATION SYSTEM THAT PROVIDES SAFE, CONVENIENT AND ENERGY-EFFICIENT ACCESS AND TRANSPORT FOR PEOPLE AND COMMODITIES. (Page 110)

8.1.DG1 Require dedication of all rights-of-way and easements, including those for trails, roads and transit corridors and facilities on subdivision plats and development plans as determined to be appropriate by the Planning Commission for that development. Obtain commitments to construct trails and local and collector roadway improvements from private developers when projects are approved, and ensure that those improvements are complete prior to issuing building permits on adjacent properties within that development. (Page 110)

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POLICY 17.1 IT IS THE POLICY OF THE CBJ TO COORDINATE DEVELOPMENT ACTIVITIES OF THE PRIVATE AND PUBLIC SECTORS FOR PROJECTS THAT ARE CONSISTENT WITH THE COMPREHENSIVE PLAN AND MEET IMPORTANT PUBLIC NEEDS. (Page 248)

The following policy recommends that the CBJ provide lands for future development that serve a public interest.

POLICY 17.2 IT IS THE POLICY OF THE CBJ TO HOLD CERTAIN LANDS IN THE PUBLIC TRUST, AND TO DISPOSE OF CERTAIN LANDS FOR PRIVATE USE WHEN DISPOSAL SERVES THE PUBLIC INTEREST. (Page 249)

Phase 1 of the Pederson Hill subdivision is consistent with the policies identified above because it increases housing options for the community, provides multi-modal transportation routes,

preserves natural wetlands and habitat areas, and provides a neighborhood-scale park for future residents.

In addition to those policies, the Comprehensive Plan categorizes various areas of the community into land use designations which provide policy direction for future zoning. Phase 1 of the Pederson Hill Subdivision is identified as Medium Density Residential (MDR) (Attachment L) which is defined as *"...lands are characterized by urban residential lands for multifamily dwelling units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a residential neighborhood, as regulated in the Table of Permissible Uses (CBI 49.25.300)."* Phase 1 is zoned D-10SF, 10 units per acre. The proposal complies with the D-10SF and is consistent with the MDR density.

Staff finds the project consistent with the policies and land use designation of the Comprehensive Plan.

2016 Housing Action Plan

The Assembly adopted the 2016 Housing Action Plan on December 19, 2016, by resolution. This plan builds upon past housing assessments, analyses, and reports and recommends specific action items to increase housing affordability and diversity in housing types. Attachment M provides a short narrative describing some of the challenges confronted when providing lower-cost housing development in Juneau.

The following excerpts in the plan provide some history of Juneau's housing problem.

Juneau's housing challenges are significant and long-standing. Completed in 2010 and 2012 by the Juneau Economic Development Council, the Housing Needs Assessments found vacancy rates that indicated a critical shortage in housing. Based upon these concerning findings, the 2013 Comprehensive Plan recommended undertaking a housing plan that strategizes methods to successfully create and sustain quality neighborhoods by developing affordable housing through a diversity of housing types and densities. [Page 7]

In 2014, the adopted Juneau Economic Development Plan further found that Juneau's housing supply does not meet demand in terms of housing type, size, price, or location. Its top ten initiatives included the development of a housing action plan. Supporting the findings from the previous studies of 2010 and 2012, the Economic Development Plan further strengthened the case for the critical need of housing for all ages and income groups to gain and maintain a strong, stable economy. [Page 7]

Part 1: Housing Market Challenges & Problems of this Plan have been attached as additional information to help understand the many reasons that have kept Juneau's housing 'stuck' in a limited market. [Pages 10 and 11]

On pages 12-17, the plan states that housing data from all tiers of government (Federal, State, and local) indicate that Juneau's housing challenges are real and that 'business-as-usual' housing development will only worsen this challenge for the future. The following relevant changes recommended in the plan to increase housing choice and affordability are: use CBJ land, create partnerships with non- and for-profit developers, use CBJ resources, and create more housing for young families and seniors.

The project is consistent with the Housing Action Plan because it will result in additional housing development. By platting small lots and subsequently building small homes it will provide housing options for people interested in starter homes and downsizing. It is expected that because of the smaller lots the development costs will be reduced, resulting in opportunities for lower cost homes. Lastly, the CBJ will look toward forming partnerships with housing developers and builders for this project.

2016 CBJ Land Management Plan

One of the main purposes of the CBJ Land Management Plan is to recommend which CBJ parcels should be disposed to the general market for future development opportunities. The property in question is listed in the Land Management Plan for disposal (Item 0420; page 25). See Attachment N for the mapped parcel. The proposal of subdividing Phase 1 and later phases of Pederson Hill for future private and public development is consistent with the 2016 CBJ Land Management Plan.

2015 Juneau Economic Development Plan

The purpose of the Economic Development Plan is to advance Juneau's position on a path of economic resilience and prosperity by promoting economic industries, including more diverse housing options. This plan was adopted as an element of the Comprehensive Plan. The following excerpts from the plan further emphasize the need for more housing and identify that the lack of housing options has a direct negative impact on Juneau's economic prosperity.

Initiative: Promote Housing Affordability and Availability

Introduction

Juneau's housing supply does not meet demand in terms of housing type, size, price, or location. In particular, there is a shortage of affordable housing in Juneau (not to be confused with "low-income" housing). [Page 94]

Juneau households and businesses agree that the lack of housing and lack of affordable housing in Juneau has become a critical barrier to economic opportunity (2014, JEP Household and Business Surveys). Nearly three-quarters (72 percent) of Juneau's households find availability of affordable housing as a significant barrier to Juneau's economic development. When asked to identify the extent to which various factors

were barriers to their own business or organization's growth, business owners and employers completing the JEP Business Survey rated the cost of living as #1 barrier (44 percent) and the lack of available housing for employees as the #2 barrier (39 percent). [Page 94]

Potential Threats/Opportunities

Critical Gaps

Resident and business concerns are verified by academic studies that show a relationship between unaffordable housing and slower local employment growth, and, between high housing costs and out-migration and job loss. For cities, being family-friendly is becoming increasingly important as the large millennial generation enters their 30s, the primary years for raising children and seeking more stable housing. Recent analyses have suggested that, "All else being equal, high housing prices, particularly for single-family homes, drive people with young children away." [Page 94]

Having an adequate supply of affordable housing has become an important economic development consideration, as well as a route to social inclusion. [Page 94]

Juneau's Current Housing Stock and Possible Future Development

There are currently 13,387 Dwelling Units (DU) in Juneau. Looking five years out, future housing development may be affected by several factors, including:

2. The CBJ is proceeding to develop access roads, install utilities, and plat a subdivision in phases for about 200 lots on CBJ land at Pedersen Hill. New Single-Family D-10 zoning there will encourage small-lot (5000 sf) residential development similar to the federal "flats" area neighborhood. Yet to be determined is where any financing rules or other incentives should be put into place to help ensure the affordability or prevent speculative land acquisition of these homesites. Initial phases of lots could be ready within five years. (*Emphasis Added*) [Page 95]

The Economic Development Plan includes the following action item for increasing housing development.

Action 1-A Establish goals and specific targets for types of housing and in specific locations. [Page 103]

The subject project will result in 86 residential lots. This will help alleviate some of the housing shortage for the community and, therefore, is consistent with the 2015 Juneau Economic Development Plan.

2009 Juneau Non-Motorized Transportation Plan

The purpose of the Non-Motorized Transportation Plan is to promote active transportation by establishing an integrated, community-wide bicycle and walking network that can be used by all Juneau residents for all types of trips. This plan was adopted as an element of the Comprehensive Plan.

The Non-Motorized Transportation Plan recommends new infrastructure (i.e. sidewalks, pathways) throughout various neighborhoods of the community. Page 62 recommends a 10-foot wide, separated path across Pederson Hill that connects Auke Lake to the pedestrian bridge at Dimond Park (over 1 mile in length). This path is shown in Attachment O and is mapped near the subject subdivision. The subdivision's planned equestrian trail could eventually facilitate this separated path as future phases of the Pederson Hill subdivision are completed. Also, future Phases 2 and 3 will facilitate non-motorized pedestrian connection to Auke Lake.

Another separated path recommended in the plan is also located near the proposed subdivision along Glacier Highway. This path was built in 2015 with a 10-foot wide paved surface and connects the UAS campus to Riverside Drive via Glacier Highway. The proposed subdivision's sidewalks will connect to Glacier Highway and the separated pathway. Future residents of the Phase 1 subdivision would easily be able to reach other parts of the community via non-motorized transportation.

The Non-Motorized Transportation Plan also recommends that sidewalks be provided throughout a development at a minimum width of five feet. The proposed subdivision includes sidewalks on both sides of all streets with a minimum width of 5 feet. Appropriate intersection crossings/markers and accessible ramp design features will be incorporated in the project. Therefore, easy and safe access within the subdivision and to adjacent areas will be provided.

The project's non-motorized transportation infrastructure is consistent with the Non-Motorized Transportation Plan.

2001 Area Wide Transportation Plan

The Area Wide Transportation Plan provides a 20-year direction on long-term transportation needs for motorized and non-motorized users. Some of the main goals include: measures that enhance safety for all user groups, improvements to existing facilities, and increasing transit operations and route efficiencies. This plan was adopted as an element of the Comprehensive Plan

As a general recommendation listed on page 37, this plan supports the development of off-street pedestrian/bicycle pathways in the Mendenhall Valley area that connect to existing main pathway systems, such as the Mendenhall River pathway, nearby schools, and shopping areas. Also, the plan recommends that sidewalks be installed in new residential developments. Based

Planning Commission
File No.: CSP2016 0006
February 17, 2017
Page 14 of 14

on pedestrian needs, one or two sidewalks should be provided.

The proposal is consistent with the recommendations of the Area Wide Transportation Plan. Sidewalks will be provided on both sides of the streets throughout the subdivision, as well as be provided connecting to the pathway along Glacier Highway. The proposed equestrian trail will eventually connect to the paved pathway along the Mendenhall River and Dimond Park; and, future Phases will also connect to Auke Lake and UAS.

FINDINGS

Phase 1 of the Pederson Hill Subdivision is consistent with relevant adopted CBJ plans and Title 49.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's findings and analysis as the proposed development is consistent with adopted local plans and policies and recommends approval of the City Consistency Review for Phase 1 of the Pederson Hill Subdivision.



****REVISED****

**PLANNING COMMISSION
NOTICE OF RECOMMENDATION**

Date: April 17, 2014

File No.: AME2014 0003

City and Borough of Juneau
City and Borough Assembly
155 South Seward Street
Juneau, AK 99801

Application For: Planning Commission Recommendation to the City and Borough Assembly regarding the requested rezone of land in the Pederson Hill area from D1(T)D5 to a mix of D10 and D10SF.

Legal Description: USS 3406 FR

Property Address: Pederson Hill, Glacier Hwy

Parcel Code No.: 4-B22-0-101-001-0, 4-B22-0-101-001-1

Hearing Date: March 25, 2014

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated March 13, 2014, and recommended that the City and Borough Assembly adopt staff's recommendation to rezone approximately 152 acres from D1(T)D5 to a mix of D10 and D10SF.

Attachments: March 13, 2014 memorandum from **Beth McKibben**, Community Development, to the CBJ Planning Commission regarding AME2014 0003.

This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020 (b).

Project Planner: Beth McKibben
Beth McKibben, Planner
Community Development Department

Dennis Watson
Dennis Watson, Vice Chair
Planning Commission
Mike Samer Chair

K. Kiefer
Filed With City Clerk City Manager

April 24 2014
Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this recommended text amendment. ADA regulations have access requirements above and beyond CBJ - adopted regulations. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

155 So. Seward Street, Juneau, Alaska 99801-1397



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/community-development
155 S. Seward Street • Juneau, AK 99801

July 23, 2025

MEMORANDUM

To: Tlingit Haida Regional Housing Authority, Owner
From: City & Borough of Juneau, David Matthew Peterson, Planner II
Case Number: SMF2025-0002
Legal Description: Pederson Hill II, Lot 1B
Parcel No.: 4B2201010103

Round 1 Comments from City and Borough of Juneau Community Development.

The following consolidated review comments should be addressed prior to the plat being approved for preliminary plat approval/as a condition of preliminary plat approval. A further review of the preliminary plat may result in additional comments if new issues arise from changes made to the draft plat reviewed for this memorandum.

Zoning

1. Confirm "Ownership Certificate", and "Owner" in the title block on preliminary plat. Currently owned by THRHA not CBJ Lands.
2. Please include case number SMF2025-0002 somewhere in the title block.
3. Revise dates from 2017 to 2025.
4. Double check line weight on grayed out Phase 1A and 1C Line type.

Cartography

1. This plat does not appear to be updated to reflect the ownership, dates, and signatories. The ownership is incorrect. The dates are from 2017. The notes do not appear relevant to this plat. There aren't Phase 1B corner lots abutting Karl Reishus. The Public Use lots listed in Note 6 do not reflect the Public Use lot shown on Phase 1B. Phase 1A plat is 2019-34, not 2017-xx. Is note 7 relevant to this plat, or was that intended for Phase 1A? There isn't a Block C. Please update and revise the plat so it is relevant to this particular subdivision at this point in time.

CONTINUED

THRHA

File No.: SMF2025-0002

July 23, 2025

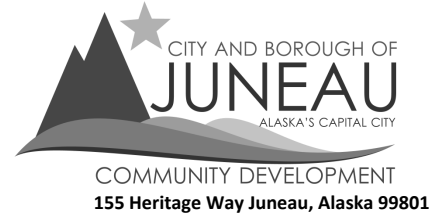
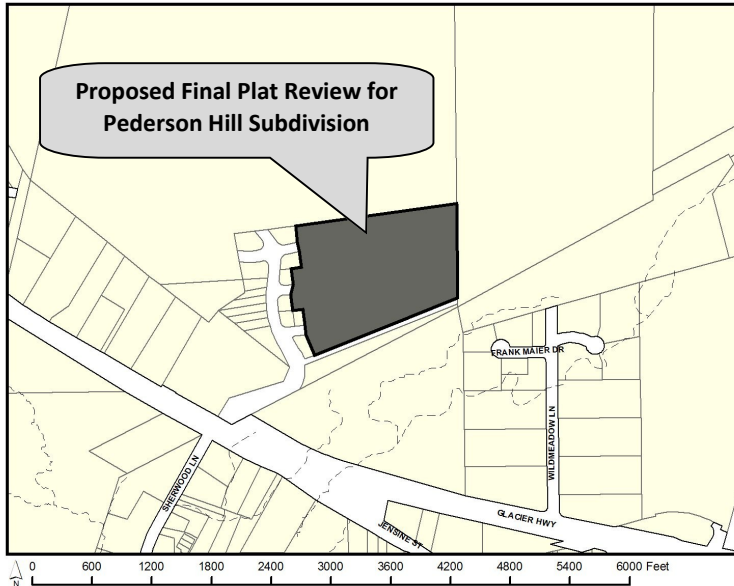
Page 2 of 2

2. Phase 1A is platted and recorded, so label adjacent Phase 1A lots with dashed or lighter font and remove crosshatching. Revise the Phase 1A boundary symbol so it does not appear to be associated with Phase 1B survey. Remove Phase 1A symbol from the legends.
3. Use lighter font for "PHASE 1C" and maybe change it to "FUTURE PHASE 1C" or "PROPOSED PHASE 1C". Remove crosshatching from Phase 1C. The crosshatching makes it appear that Lot 2B1 isn't associated with this subdivision. Revise proposed Phase 1C lot lines to a lighter gray.
4. The entirety of the subdivision could probably fit on one or two sheets instead of three different sheets.
5. Label adjacent "CHEEX EQUESTRIAN TRAIL" (see plat 2019-34).
6. Label "KARL REISHUS BLVD" and "YAN ST" on sheet 1.

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission

Your Community, Your Voice



TO

A Major Subdivision Final Plat Review has been submitted for consideration and public hearing by the Planning Commission for the **Pederson Hill Subdivision II, Phase 1B** on **Karl Reishus Blvd** in a **D10 SF** zone.

PROJECT INFORMATION:

Project Information can be found at:

<https://juneau.org/community-development/short-term-projects>

PLANNING COMMISSION DOCUMENTS:

Staff Report expected to be posted **Monday, August 4, 2025** at

<https://juneau.org/community-development/planning-commission>

Find hearing results, meeting minutes, and more here, as well.

Now through July 21

Comments received during this period will be sent to the Planner, **David Peterson**, to be included as an attachment in the staff report.

July 22— noon, August 8

Comments received during this period will be sent to Commissioners to read in preparation for the hearing.

HEARING DATE & TIME: 7:00 pm, August 12, 2025

This meeting will be held in person and by remote participation. For remote participation: join the Webinar by visiting <https://juneau.zoom.us/j/85421744892> and use the Webinar ID: 854 2174 4892 OR join by telephone, calling: 1-253-215-8782 and enter the Webinar ID (above).

You may also participate in person in City Hall Assembly Chambers, 155 Heritage Way Juneau, Alaska.

August 13

The results of the hearing will be posted online.

FOR DETAILS OR QUESTIONS,

Phone: (907)586-0753 ext. 4132

Email: pc_comments@juneau.gov or David.Peterson@juneau.gov

Mail: Community Development, 155 Heritage Way, Juneau AK 99801

Case No.: SMF2025 0002

Parcel No.: 4B2201010103

CBJ Parcel Viewer: <http://epv.juneau.org>

Printed July 17, 2025



Attachment O – Public Notice Sign Posted_SMF25-02



Attachment O – Public Notice Sign Posted_SMF25-02



Attachment O – Public Notice Sign Posted_SMF25-02



Attachment O – Public Notice Sign Posted_SMF25-02



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

DATE: July 14, 2025

TO: Mandy Cole, Chair, Planning Commission

BY: Scott Ciambor, Planning Manager
Community Development Department *Scott Ciambor*

THROUGH: Jill Lawhorne, AICP, Director
Community Development Department

FILE NO.: AME2019 0015

PROPOSAL: A Text Amendment to adopt the *Downtown Douglas / West Juneau Area Plan* as part of the CBJ Comprehensive Plan

This staff report provides details on the draft *Downtown Juneau / West Juneau Area Plan* planning process and includes attachments that provide a copy of the plan (**Attachment A**), agency comments (**Attachment B**), and public comments (**Attachment C**).

These materials and more can be found on the CDD website at: [CDD – NPC – Douglas – West Juneau – City and Borough of Juneau](#)

PLANNING COMMISSION ROLE

Three sections of Title 49 cover the purpose of the *Comprehensive Plan* and the duties of the Planning Commission in the *Comprehensive Plan* review process.

- Section 49.05.200 (b) notes, "The comprehensive plan adopted by the assembly by ordinance contains the policies that guide and direct public and private land use activities in the City and Borough."
- Section 49.10.170 (a) notes, "The commission shall undertake a general review of the comprehensive plan two years after the adoption of the most recent update and shall recommend appropriate amendments to the assembly. Proposed map changes shall be reviewed on a neighborhood or community basis as directed by the planning commission."

- CBJ 49.10.170(d) states that the Commission shall make recommendations to the Assembly on all proposed amendments to this title, zonings and re-zonings, indicating compliance with the provisions of this title and the Comprehensive Plan.

PURPOSE OF THE DOWNTOWN DOUGLAS / WEST JUNEAU PLAN

The Plan seeks to maintain the small town feel of Downtown Douglas, while enhancing connectivity to West Juneau and the greater community, and honoring the island's rich and diverse history and culture. The Plan provides a framework to guide the City and Borough of Juneau (CBJ) Assembly, departments, the Planning Commission, and other CBJ boards and commissions that will refer to this document to:

- Make informed decisions concerning future growth and development while maintaining a positive quality of life for residents; Plan for projects more efficiently;
- Assign appropriate resources to community needs;
- Identify needs for new or revised zoning and/or development regulations; and
- Identify infrastructure priorities.

The Plan also provides a framework to guide individuals, private companies, and other stakeholders when making investment and development decisions, and when questions affecting community development arise.

STEERING COMMITTEE, COMMUNITY ENGAGEMENT, AND PUBLIC INPUT

Most of this information is available [on the Downtown Douglas / West Juneau Area Plan website](#).

- 2019: Assembly approved budget for Douglas area plan
- January 2020: Corvus Designs awarded contract for public visioning process
- February 2020: Planning Commission appointed 9 members to Steering Committee
- 2020-2023: COVID delays, public focus groups, Steering Committee meetings
- August 2024: Project work resumed
- December 2024: Planning Commission appointed 2 committee members to fill vacancies
- May 2025: Open House, online survey, and public comment period
- June 2025: Steering Committee considered public input, finalized draft Plan

COMPLIANCE WITH THE COMPREHENSIVE PLAN (COMP PLAN)

Chapter 4 Housing Element

- Policy 4.4. To facilitate the preservation and rehabilitation of existing housing, particularly housing affordable to low-income residents.

Chapter 6 Energy

- Policy 6.1. To work with utility and energy providers to analyze the local energy system, potential renewable energy sources, and emerging technologies; to establish a long-term

energy plan; and to implement that plan for the affordable and sustainable use of energy in the community.

Chapter 7 Natural Resources and Hazards

- Policy 7.1. To protect the region's scenic, environmental, and economically-valuable natural resources from the adverse impacts of urban development. Development shall be controlled carefully and, if necessary, prohibited in naturally hazardous and ecologically-productive or sensitive areas.

Chapter 8 Transportation

- Policy 8.5. To promote a balanced, well-integrated local multi-modal surface transportation system that provides safe, convenient and energy-efficient access and transportation for people and commodities.

Comprehensive Plan Guidelines and Considerations for Subarea 9 (Maps M, O, P) include:

- Conduct an area plan or neighborhood plan for the downtown Douglas area that would address residential and non-residential uses in the vicinity of the harbor and town center with the goal of creating a Marine Mixed Use, transit and pedestrian-oriented community. Marine Mixed Use land uses could include: Water-related recreation, eco-tourism, commercial fisheries, sport fisheries, marine-related research and aquaculture, and other private and public use of the waters and shoreline; inland areas of housing, neighborhood-commercial needs, transportation systems, habitat protection, educational facilities, careful urban design, and view scape protection measures. This study should address the needs of and should include the participation of all stakeholders including property owners, residents, business operators, the Alaska Department of Transportation and Public Facilities, and all relevant CBJ Departments and Divisions.

While the DD/WJ Plan does not specifically discuss Marine Mixed Use, it does support and implement many of these uses, including recreation, shoreline access, mixed use development, public transit, pedestrian and bicycle traffic, and wildlife protection.

If adopted, the DD/WJ Plan will be an addition to the Comp Plan. The Plan provides a 20-year vision to guide growth, protect natural, historical and cultural resources, and enhance and maintain amenities for livability. Where DD/WJ and the Comp Plan conflict, or where DD/WJ is more specific, the *Downtown Douglas / West Juneau Area Plan* supersedes the *Comprehensive Plan*.

Findings

Based upon the information presented, the draft *Downtown Douglas / West Juneau Area Plan* satisfies the Comprehensive Plan Guideline to create an area plan.

STAFF RECOMMENDATION

Staff recommend that the Planning Commission approve the *Downtown Douglas / West Juneau Area Plan* and forward it to the Assembly with a recommendation to adopt as an addition to the CBJ Comprehensive Plan.

ATTACHMENTS

Attachment A: Draft Downtown Douglas / West Juneau Area Plan
Attachment B: Agency Comments
Attachment C: Public Comments

DOWNTOWN DOUGLAS / WEST JUNEAU AREA PLAN



JULY 2025



Land Acknowledgement: The Downtown Douglas / West Juneau Steering Committee and the CBJ Community Development Department (CDD) acknowledge that the planning area is located on Tlingit Aaní. The T'aaku Kwáan were the original owners and inhabitants and have lived here since time immemorial. We are grateful to be a part of the community and to honor the culture and traditions of the Tlingit people.

Gunalchéesh.

ACKNOWLEDGMENTS

The City and Borough of Juneau acknowledges and thanks all participants for their contribution to the creation of the Downtown Douglas / West Juneau Area Plan.

Planning Commission

Mandy Cole, Chair
Erik Pederson, Vice-Chair
Douglas Salik
Matthew Bell
Adam Brown
Lacey Derr
David Epstein
Nina Keller
Jessalynn Rintala

Steering Committee

Joyce Vick, Chair
Robert Sewell, Vice Chair
Rebecca Embler, Recorder
Carole Bookless
Frank Delaney
Linda Snow
Brian Lieb
Darren Snyder
Erik Pederson, Planning Commission
Liaison
Annette Smith, Docks & Harbors Board
Liaison

City and Borough of Juneau

Katie Koester, City Manager
Robert Barr, Deputy City Manager

Community Development Department

Jill Lawhorne, AICP, Director
Scott Ciambor, Planning Manager
Minta Montalbo, Senior Planner
Forrest Courtney, Senior Planner
Quinn Tracy, GIS Specialist
Sarah Karr, GIS Technician

Assembly

Beth Weldon, Mayor
Ella Adkison
Paul R. Kelly
Alicia Hughes-Skandijs
Greg Smith
Neil Steininger
Wade Bryson
Maureen Hall
Christine Woll

Past Participants

Arnold Liebelt, former Co-Chair
Matt Catterson, former Recorder
Norton Gregory
Liz Smith
Beth McKibbin, AICP, former Planner
Allison Eddins, former Planner
Alexandra Pierce, former Planner
Bernadine DeAsis, Douglas Indian
Association Liaison
Kamal Lindoff, Douglas Indian Association
Liaison

Thank You!

Special thanks to the staff at the Douglas
Public Library and Juneau Community
Schools.

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*Image left: Dog friend at Sandy Beach.
Photo credit: Forrest Courtney*

INTRODUCTION

The Downtown Douglas / West Juneau Area Plan provides a vision, policy guidance, and recommended actions for the next 20 years.



Douglas Island is a 75 square mile island stretching about 17 miles along Gastineau Channel. Though largely undeveloped, Douglas Island boasts Juneau's only ski resort, a boat launch, and residential areas to the north, and a school, downtown area, Harbor, and residential areas to the south.

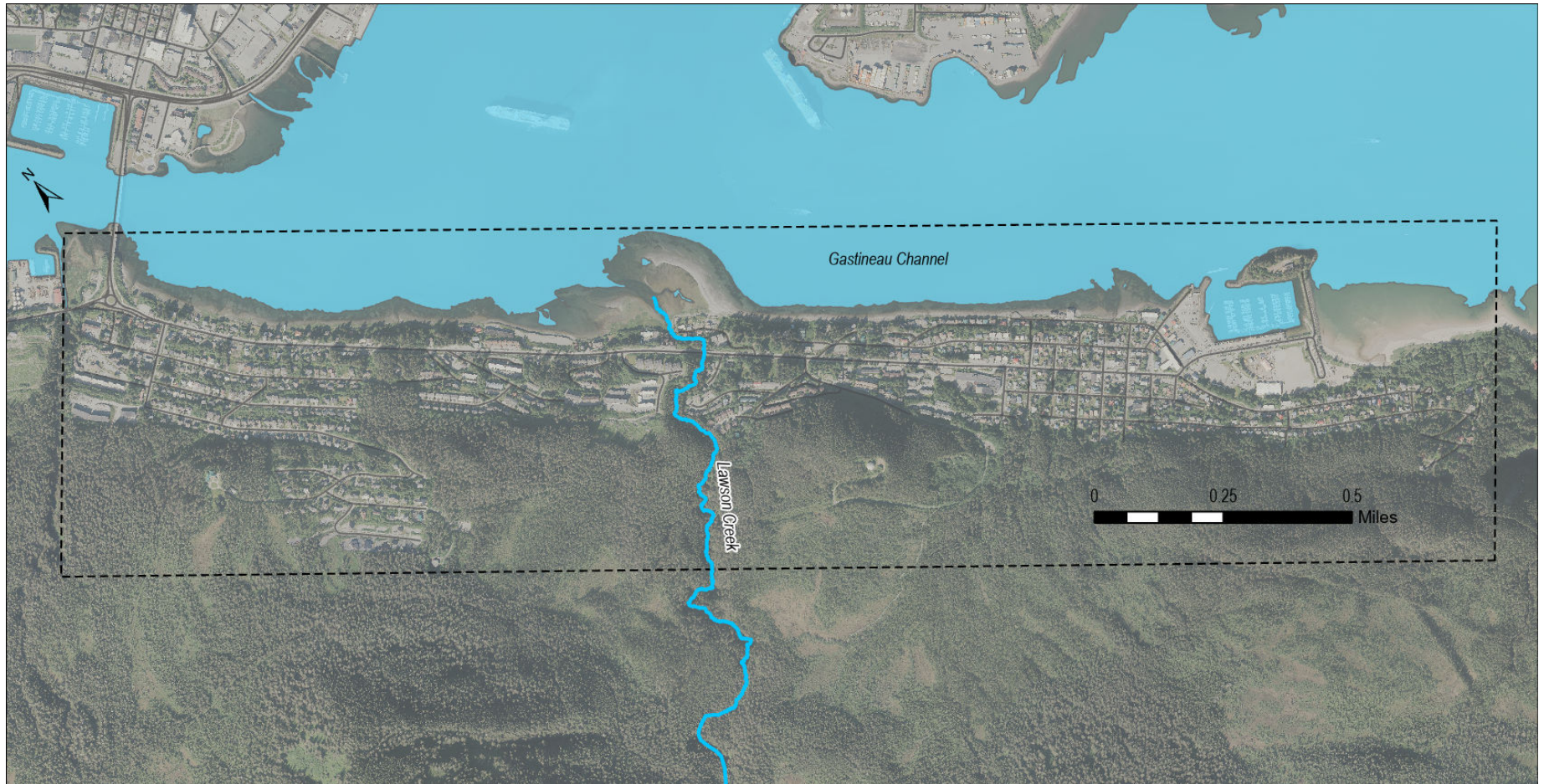
Douglas is informally divided by the Juneau-Douglas bridge, connecting the island to the mainland. Crossing from downtown Juneau, North Douglas is to the right, while West Juneau is to the left. Once you cross Lawson Creek, Downtown Douglas begins. Residents of this area generally call it simply "Douglas." Downtown Douglas / West Juneau is home to some of Juneau's oldest historical neighborhoods, including the Treadwell Mine, the former site of the Douglas Indian Village, and the original City of Douglas.

Purpose of the Downtown Douglas / West Juneau Area Plan

The Downtown Douglas / West Juneau Area Plan is Juneau's subarea plan for the portion of Douglas Island extending south from the bridge to the Sandy Beach recreation area. The Plan provides long term guidance for decision-makers, such as the Planning Commission and Assembly, to better understand the vision, goals, and desired outcomes of the community. If adopted, the Downtown Douglas / West Juneau Area Plan will become part of the City and Borough of Juneau's (CBJ) Comprehensive Plan. The Comprehensive Plan is CBJ's overarching management tool for growth, development, and resource management. The Downtown Douglas / West Juneau plan is intended to provide information specific to the area.

Image left: Soap box derby in Downtown Douglas.

MAP 1: PLANNING AREA



THE PLANNING PROCESS



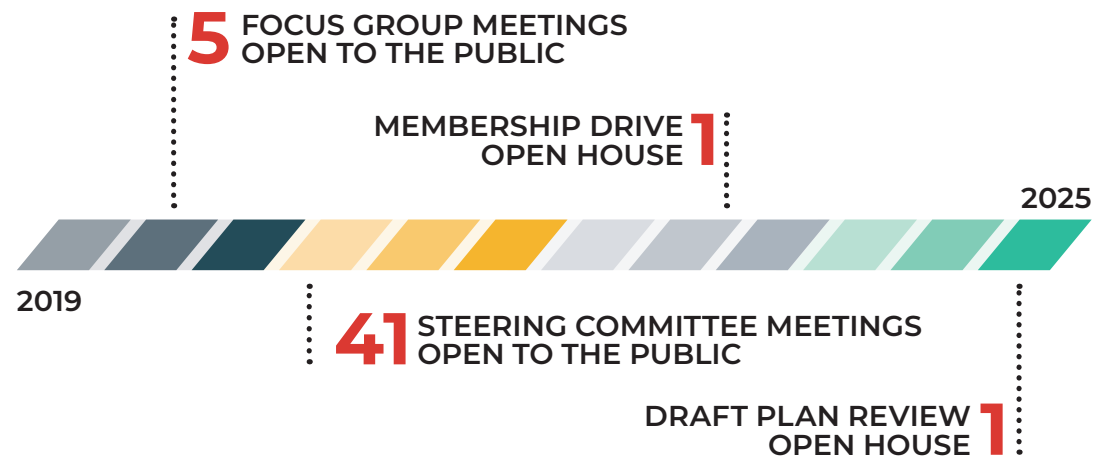
The Downtown Douglas / West Juneau planning process began with a public outreach effort that included public meetings focused on economic development, housing, transportation, and land use zoning.

STEERING COMMITTEE

The Steering Committee was appointed by the Planning Commission in February of 2020 to guide and inform the Plan. Additional members were appointed when work on the plan resumed in 2024, after delays caused by the pandemic and staff shortages. The Steering Committee represents a variety of interests, including personal, business, and recreational.

Liaisons from Douglas Indian Association and the CBJ Docks and Harbors Board and CBJ Planning Commission participated in Steering Committee meetings and plan development as non-voting members.

COMMUNITY INPUT



Images left: Steering Committee workshop held in August 2023.



Image: Douglas Island Bridge. Photo credit: Forrest Courtney.

Equity is defined by the American Planning Association's Planning for Equity Policy as "just and fair inclusion into a society in which all can participate, prosper, and reach their full potential."

EQUITY

The Downtown Douglas / West Juneau steering committee identified equity as a community value early in the process.

The committee utilized training materials by the American Planning Association's (APA) Planning for Equity Policy to learn about equity and ensure that committee discussions and decision-making happened through an equity lens. The committee took steps to create a more equitable planning process through invitations and outreach to under-represented groups to participate in public meetings and open houses and to serve as committee liaisons. The committee encourages CBJ staff to continue to find ways for inclusive comment through the public process and adoption of the Plan.

APA'S THREE ESSENTIAL QUESTIONS:



Who is helped?



Who is harmed?



Who is missing?

WHY IS EQUITY IMPORTANT?

Equity means that everyone has the opportunity and access to participate, prosper and reach their full potential. Historically, discrimination and inequity have been ingrained into plans, policies and laws. The Downtown Douglas / West Juneau Area Plan seeks to ensure that the costs and benefits of change and growth are distributed equitably, the plan benefits as many as possible, harms as few as possible, and includes everyone possible.

PLANNING AREA

The presented data was derived from the 2022 American Community Survey (ACS). ACS helps local officials, community leaders, and businesses understand the changes taking place in their communities. It is the premier source for detailed population and housing information about our nation.

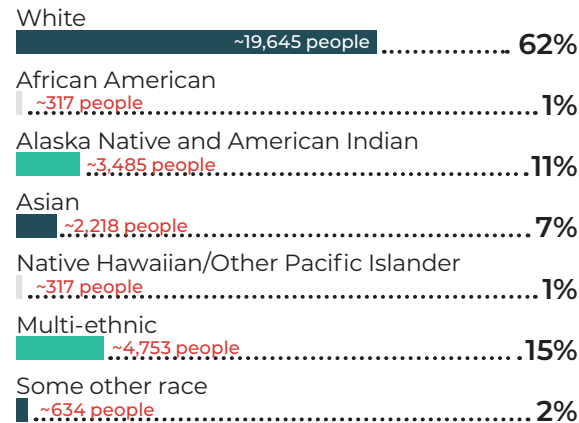
RACIAL DISTRIBUTION

The estimated population of Downtown Douglas / West Juneau was 3,094 people, and CBJ was 31,685 people.

DOWNTOWN DOUGLAS / WEST JUNEAU



CITY AND BOROUGH OF JUNEAU



MEDIAN INCOME

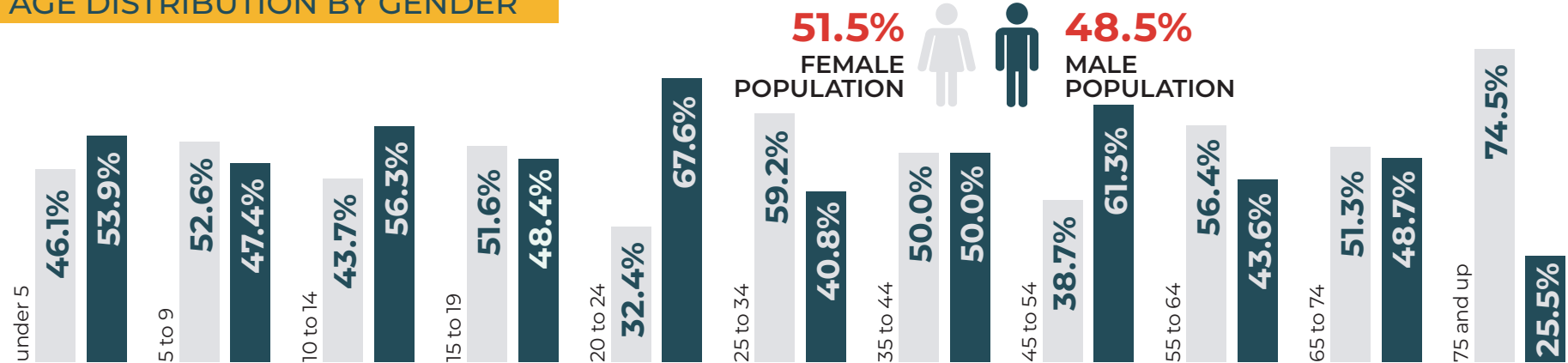


CITY AND BOROUGH
OF JUNEAU
\$95,711

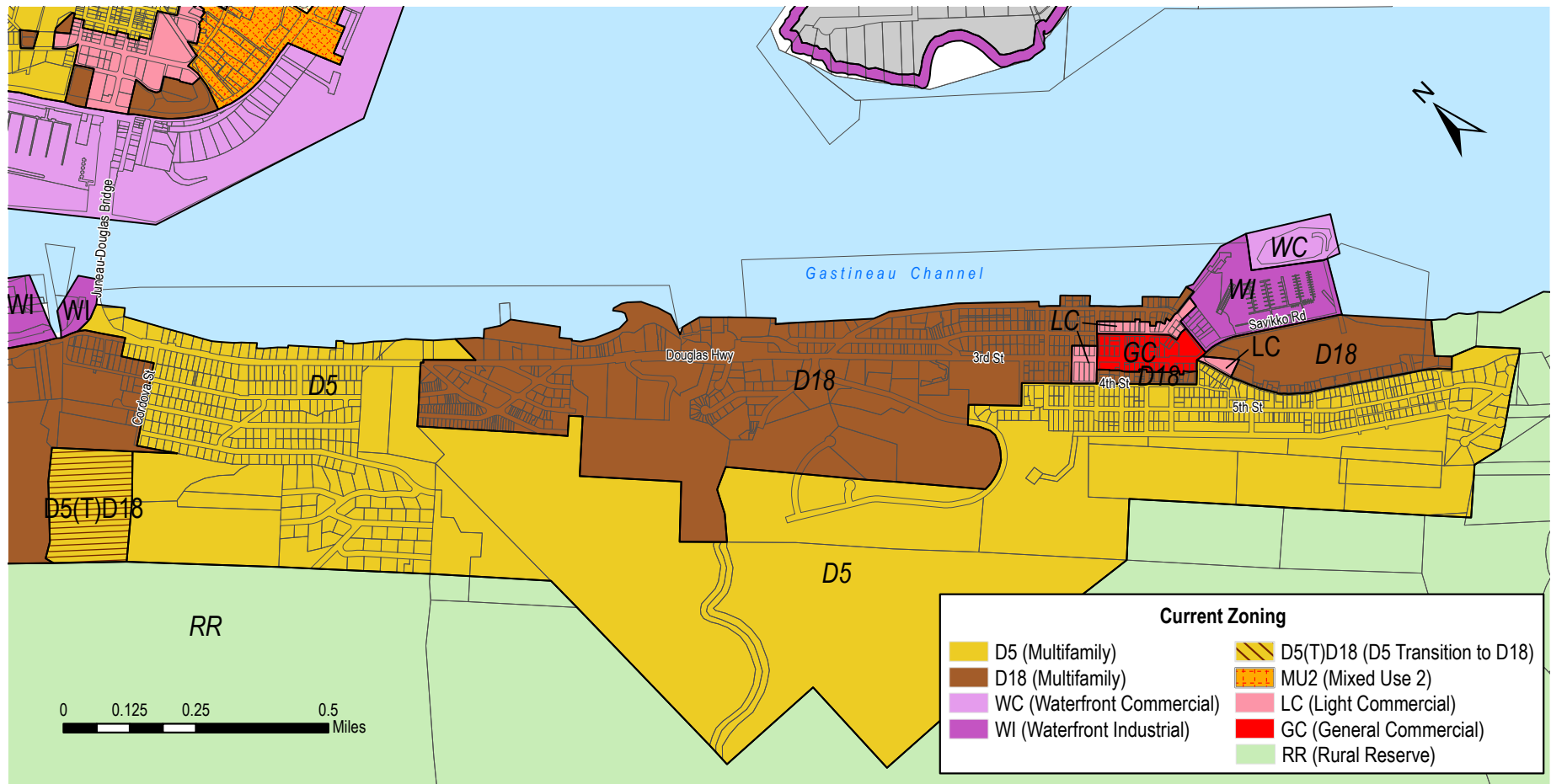


DOWNTOWN
DOUGLAS /
WEST JUNEAU
\$84,914

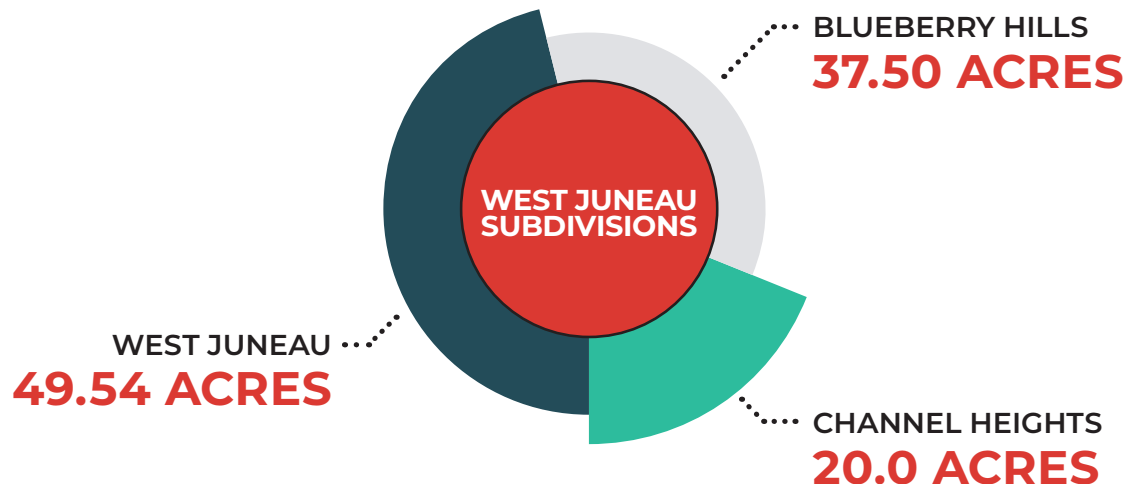
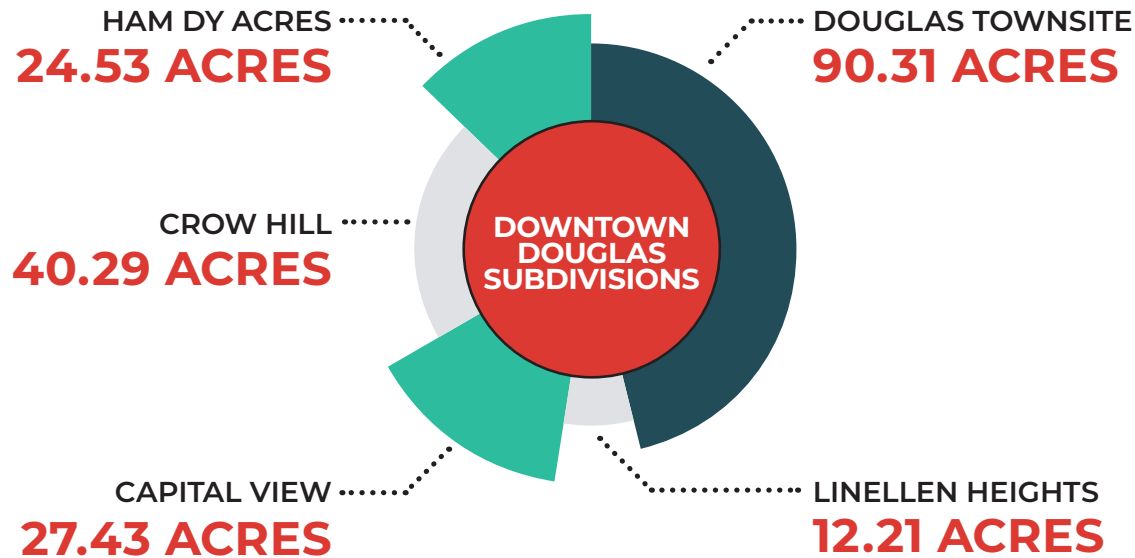
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MAP 2: ZONING



PLANNING BOUNDARIES



DOWNTOWN DOUGLAS

Originally established as Edwardsville in 1881, the town of Douglas was predominantly residential, with a small business district supporting nearly 2,000 Alaska Treadwell Gold Mining Company employees and their families. The City of Douglas was incorporated in 1902, then merged with the City of Juneau in 1970 to form the CBJ.

Downtown Douglas is situated on the Northeastern side of Douglas Island, across the Gastineau Channel from Juneau. The waterfront tidelands slope gradually upward to the base of Mount Brady (Jumbo). At the turn of the 20th century, development was largely on the flatter land closer to the water. Due to the lack of flat and dry land, residential development in the 21st century has begun to creep into steeper terrain.

WEST JUNEAU

West Juneau is situated on the northeastern side of Douglas Island, across from Downtown Juneau. Development in West Juneau began in the 1940s following the construction of the Juneau-Douglas bridge in 1935. West Juneau is both a subdivision and the colloquial name for the area south of the Juneau-Douglas Bridge to Lawson Creek, the natural border of Downtown Douglas.

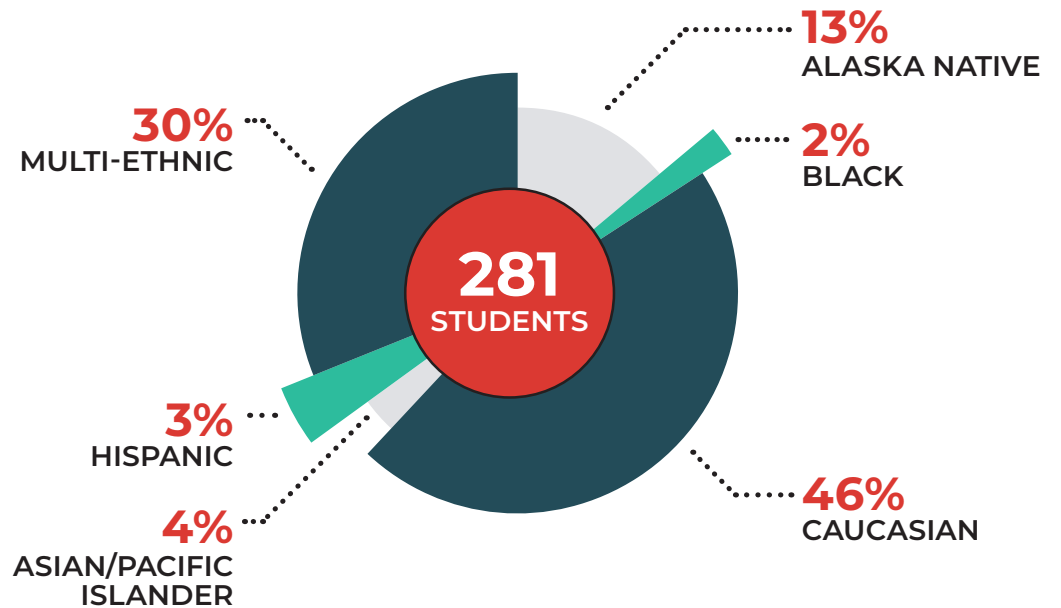
Images right: Sayéik: Gastineau Community School photos used with permission.



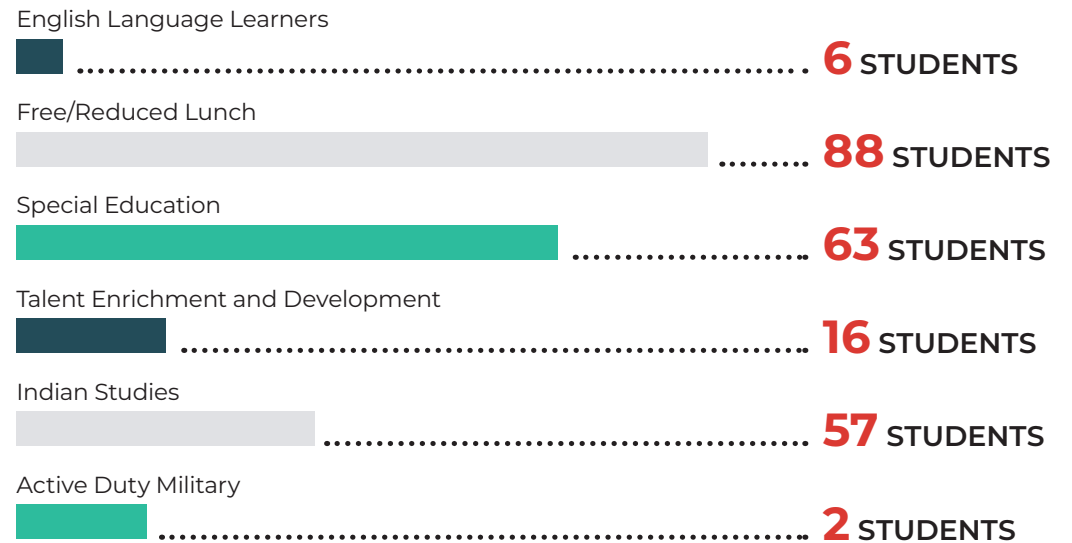
The heart of Douglas, Sayéik: Gastineau Community School serves elementary students from all over Douglas Island.



STUDENT DEMOGRAPHICS



SPECIAL PROGRAMS



OUR VISION

Downtown Douglas / West Juneau is a distinctive, equitable, safe, prosperous, connected and artistic community. With access to abundant recreational opportunities, where neighbors interact and connect, it is a community that honors the island's rich and diverse history and culture while providing opportunities for sustainable, healthy and inclusive growth and restoration.



Downtown Douglas / West Juneau is, at its core, a vibrant residential community anchored by the elementary school, downtown area and harbor. Through the public process, it is apparent that residents love their community and are looking toward maintaining and enhancing the small town, connected atmosphere. The vision for Downtown Douglas / West Juneau is a statement of values that will guide the goals and actions of the plan elements. Future planning decisions should address the question “does this fit with our stated vision?”

PLAN ELEMENTS

The following plan elements set forth the goals and actions to guide the community towards its vision. Each goal supports the vision, and the recommended actions seek to achieve the goals.

Downtown Douglas / West Juneau plan elements are:



Connected Community



Cultural and Artistic Community



Prosperous Community



Sustainable and Green Community



Healthy and Active Community

Image left: A group of people play bag pipes at the Fourth of July parade on Douglas Island. Photo credit: Arnold Liebelt.



CONNECTED COMMUNITY

A connected community means Downtown Douglas / West Juneau residents have a full range of safe, equitable and accessible opportunities to connect with each other and to places within and outside of the area boundaries.

A connected community links residents to their neighbors, the Juneau community, and beyond. Connections can be physical, such as bike paths and public transit, or virtual, through Wi-Fi and other information technology.

TRANSPORTATION

Creating a connected community will positively impact the quality of life for residents. Well-maintained highway, bridge, and harbor connections to the rest of Juneau are necessary for access by Douglas Island residents to goods and services, economic supports such as jobs and commercial fishing grounds, and recreational opportunities. These connections are also essential for access to Douglas businesses and events by patrons living off-Island. A well-planned transportation network of hillside staircases, maintained sidewalks, and paved roads enhances safety and access for neighborhoods currently disconnected.

Connected communities improve the economic vitality of the area by ensuring access to public facilities, local amenities, and nature. The Mike Pusich Douglas Harbor, Savikko Park and Sandy Beach, Perseverance Theatre, Douglas Public Library, and downtown restaurants and retail shops are attractive destinations for both residents and visitors.

TECHNOLOGY

Access to the Internet and online resources creates social and professional connections, supporting local businesses, organizations, and residents. Infrastructure like the Douglas Public Library and Sayéik: Gastineau Community School are important hubs, used by groups such as the Douglas Advisory Board to connect the community to the decision-making process.

Image left: Douglas Public Library.

GOAL 1.1:

Develop a well-maintained motorized transportation network that provides year-round access within Downtown Douglas / West Juneau and beyond to the greater Juneau community.

ACTIONS:

- A. Maintain and improve roadways and bridge connections to Juneau for access to goods and services and economic opportunities for Douglas residents, and for access to Douglas businesses and events by off-Island patrons.
- B. Maintain and improve the Mike Pusich Douglas Harbor for access to commercial fishing and recreational activities.
- C. Develop an alternative route to improve emergency response and reduce congestion at stressed intersections.
- D. Encourage and participate in ongoing Juneau-wide discussions about a second crossing between Douglas and Juneau.
- E. Allocate appropriate funding for winter maintenance of streets.
- F. Include Capital Improvement Project (CIP) proposal to pave existing streets in Downtown Douglas / West Juneau to reduce maintenance costs and improve air quality.

A well-planned transportation system will provide opportunities and choices for all modes of travel that is safe and efficient, reduces ongoing maintenance costs, and improves the community's quality of life.

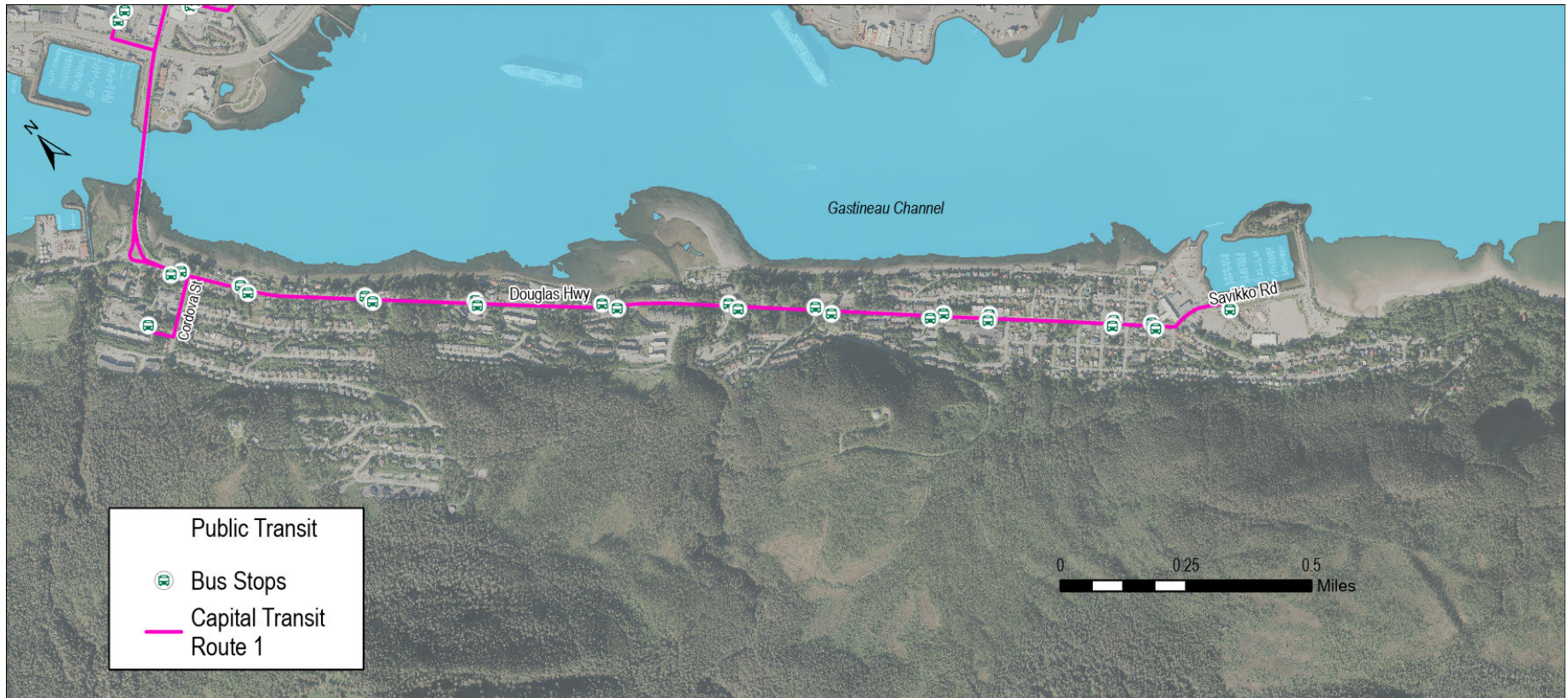
GOAL 1.2:

Develop a non-motorized transportation system that provides residents and wildlife safe travel corridors throughout Downtown Douglas / West Juneau.

ACTIONS:

- A. Build and maintain stair connections to provide pedestrian links between streets and access to properties where slopes make road or sidewalk connections impractical.
- B. Implement traffic calming measures along Douglas Highway / 3rd Street to improve pedestrian and non-motorized transportation safety.
- C. Invest in bicycle and pedestrian infrastructure.
- D. Allocate appropriate funding for proper winter maintenance of sidewalks and bike lanes.
- E. Add crossing lights to existing crosswalks at the Douglas Highway and Cordova Street intersection and 3rd Street and 1st Street by the Sayéik: Gastineau Community School.
- F. Preserve existing wildlife pathways or create alternative pathways to minimize human/wildlife interactions.

MAP 3: CURRENT PUBLIC TRANSIT



GOAL 1.3:

Ensure that Downtown Douglas / West Juneau residents have access to year-round public transit that is safe, convenient, and reliable.

ACTIONS:

- A. Install covered bus stops with lighting at all Capital Transit Route 1 stops to increase the safety of riders.
- B. Allocate appropriate funding to Capital Transit to increase the efficiency and convenience of routes and expand the hours of operation, including holidays.



Image left: Treadwell Historic Mine pumphouse at Sandy Beach. Photo credit: Pat McGonegal.

GOAL 1.4:

Foster community connections to the waterfront that are accessible to all residents and visitors of Downtown Douglas / West Juneau.

ACTIONS:

- A. Identify potential access points to the shoreline along Gastineau Channel and develop a waterfront trail linking West Juneau to Downtown Douglas.
- B. Develop a wayfinding plan to guide users to safe and appropriate routes to the waterfront.
- C. Improve connectivity from the downtown core and opportunities for usage of the Mike Pusich Douglas Harbor, Treadwell Arena, Mayflower Island, and Savikko Park, encouraging visitors to stay in the area and visit local businesses.
- D. Designate waterfront land for use to enhance understanding of Alaska Native history in Douglas, in cooperation with the Douglas Indian Association and other organizations.

Image below: View of Downtown Douglas down 2nd Street. Photo credit: Forrest Courtney.



GOAL 1.5:

Provide resources for the community to engage in development decisions through comprehensive public dialogue to reflect all community voices.

ACTIONS:

- A. Allocate appropriate funding to expand hours of operation and computer access at the Douglas Public Library.
- B. Expand the CBJ public Wi-Fi network to include additional hotspots and increase active hours across Douglas.
- C. Establish and maintain a Douglas Community website on the CBJ website to provide information about the community, including consultations prior to development decisions, activities and events, local businesses, and neighborhood groups.
- D. Develop CBJ policies to ensure the involvement of under-served and under-represented communities in the public process.
- E. Designate Douglas Advisory Board members as community liaisons to attend and report on Planning Commission meetings, Assembly meetings, and the Assembly Public Works and Facilities Committee meetings.
- F. Establish CBJ community-based youth and community outreach committees, as well as a dedicated public website.

Image right: Student youth group protesting the state budget. Photo credit: Juneau Empire.

GOAL 1.6:

Use Mt. Jumbo Gym and adjacent maintenance shop located at 4th and D Streets as a multi-purpose community hub.

ACTIONS:

- A. Relocate the maintenance shop to another location.
- B. Enhance existing facilities to maintain and expand public uses, including indoor and outdoor activities.
- C. Support future redevelopment to include housing, such as studio apartments, as well as community spaces.





PROSPEROUS COMMUNITY

A prosperous community means Downtown Douglas and West Juneau residents have a full range of services and economic opportunities.

West Juneau is primarily residential. The downtown Douglas area offers a post office, library, fire station, live theatre, restaurants, a gas station, and other commercial enterprises. These are within easy walking distance of parks and public amenities such as Savikko Park, Treadwell Arena and the Mike Pusich Douglas Harbor. A Prosperous Community maximizes area assets to support a thriving, more self-sufficient local economy.

EMPLOYMENT OPPORTUNITIES

Prosperous communities support a range of employment, including telecommuting, home businesses, and entrepreneurship. Supporting a diverse workforce benefits the entire CBJ.

TOURISM

Small scale tourism provides an economic boost to the area, with opportunities for collaboration among local arts, cultural, historical, and recreational organizations and businesses.

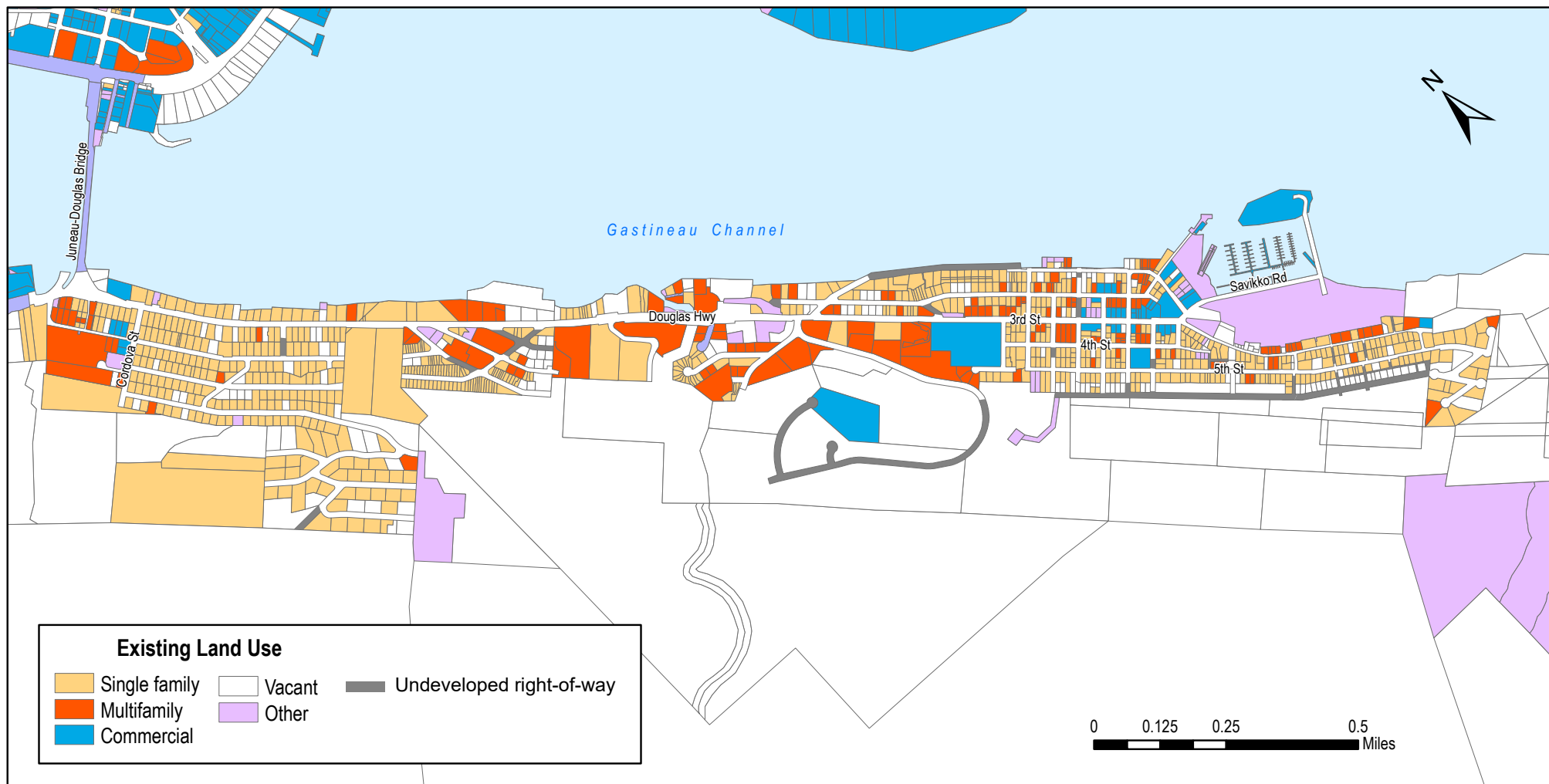
INFRASTRUCTURE

The infrastructure of Downtown Douglas and West Juneau is unique and should be preserved for current and future generations. Anchors like the Perseverance Theatre and Treadwell Arena contribute to a prosperous community. Housing will support employment and increase city tax revenue.

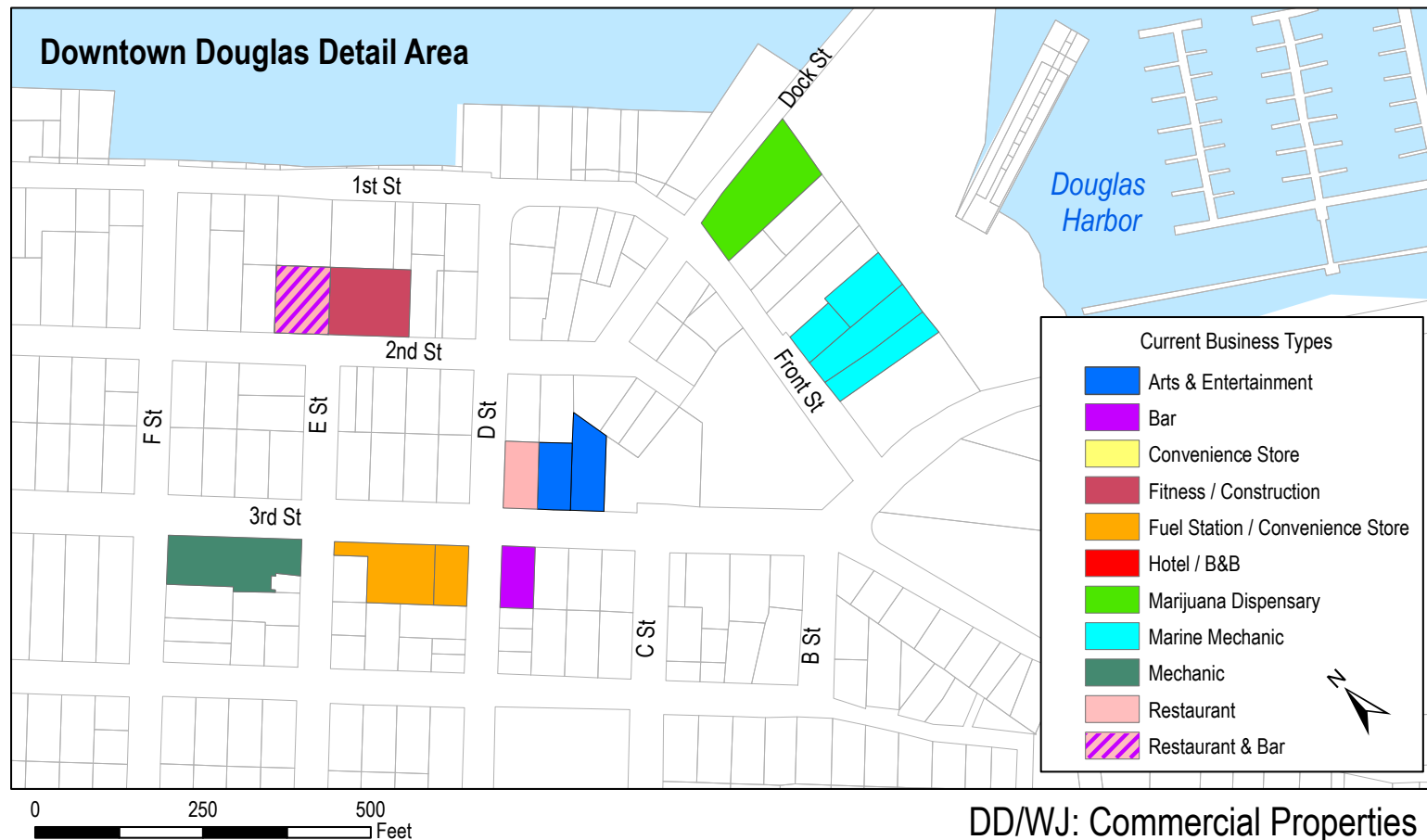
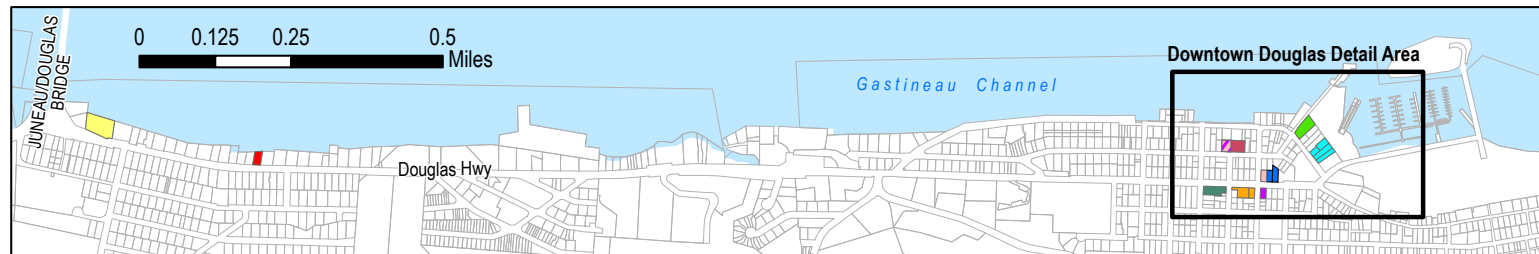
TRANSPORTATION SYSTEM

Downtown Douglas / West Juneau is located on an island, and transportation connections, such as highways, bridges, and harbors, to goods and services and economic opportunities off-island are essential for economic prosperity.

Image left: Louie's Douglas Inn.



MAP 4: CURRENT LAND USE



MAP 5: CURRENT COMMERCIAL PROPERTY

GOAL 2.1:

Identify needed services and areas for economic growth.

ACTIONS:

- A. Use available local and state data to map existing services in the Plan area.
 - B. Conduct a community needs assessment to identify and prioritize missing services.
 - C. Survey existing commercial enterprises to identify what supports are needed to advance more commercial activities.
 - D. Survey for underused public properties that could be repurposed and identify potential uses.
 - E. Develop an action plan to address results of community surveys outlined in Goal. 2.1.
-

GOAL 2.2:

Support small scale tourism.

ACTIONS:

- A. Market Douglas' natural environment, outdoor lifestyle, performing arts, culture, and history.
- B. Develop opportunities for cultural, historical, and eco-tourism.
- C. Develop and permit opportunities for small tour operators offering small group, low impact experiences

GOAL 2.3:

Support local entrepreneurs and employers that provide year-round services.

ACTIONS:

- A. Promote opportunities for businesses and entrepreneurs to address service gaps.
- B. Encourage local employers to use the Douglas Community website to promote vacant year-round positions.
- C. Promote telecommuting opportunities to those who may consider relocating to Douglas for its small town qualities.
- D. Enhance telecommunications services to Downtown Douglas and West Juneau.
- E. Embark on a study to increase parking opportunities, such as cooperative agreements with owners of downtown parking lots to open spaces in off hours.
- F. Encourage businesses within residences by making the city code definition of "home occupation" less restrictive.

"Small scale tourism" integrates visitors into the community through low impact tours or activities for small groups and independent travelers.

GOAL 2.4:

Enhance the Mike Pusich Douglas Harbor and surrounding parkland as a community anchor for recreational and economic activity.

ACTIONS:

- A. Develop new and improve existing public amenities at the harbor, such as paved parking, landscaping, restrooms, and period or artistic lighting improvements.
- B. Facilitate commercial activity designed to attract visitors and residents from other areas of Juneau, such as food trucks, and light, small scale tourism, by providing dedicated vendor space, access to potable water, and other amenities.
- C. Diversify public uses at Savikko Park to fully utilize space.
- D. Coordinate planning efforts for the Mike Pusich Douglas Harbor and Savikko Park, recognizing their proximity and potential for collaboration.
- E. Support the CBJ Assembly goal to support the Douglas Indian Association's efforts to acquire Mayflower Island from the U.S. Department of Interior.
- F. Install a public use dock at the Mike Pusich Douglas Harbor for recreational and potential commercial use.



Image above: Group of students near the Douglas Island Bridge on bike to school day. Photo Credit: Sayéik: Gastineau Community School photo used with permission.

GOAL 2.5:

Preserve and expand infrastructure and systems to grow and support economic activity.

ACTIONS:

- A. Maintain and improve existing and build new roadways and bridge connections to Juneau for access to goods and services and economic opportunities for Douglas residents, and for access to Douglas businesses and events.
- B. Maintain and improve community anchors such as theaters and sports arenas, and enhance their connections within the community,
- C. Actively support Juneau-wide hydroelectric development and other renewable energy projects to capitalize on clean and reasonably priced sources of electricity.

Image right above: A decorated house to celebrate the Fourth of July. Photo credit: Molly McCormick.

Image right below: Island Hills Apartments, example of "Missing Middle" housing in Douglas. Photo credit: Casey Kelly, KTOO.

Mixed-use developments support the economic vitality of a community by lowering infrastructure costs, promoting in-fill development, reducing auto dependence, offering a greater range of housing types, and creating diverse and safe neighborhoods.



GOAL 2.6:

Diversify housing options to support a broad range of current and future Douglas residents.

ACTIONS:

- A. Examine and eliminate barriers to partnerships, to support housing and economic development opportunities.
- B. Incorporate “Missing Middle” housing such as duplexes, triplexes, and rowhouses and innovative housing types such as co-housing.
- C. Maintain and enhance opportunities for liveaboards in the Mike Pusich Douglas Harbor.
- D. Incentivize property owners of vacant lots or buildings to create housing.





HEALTHY AND ACTIVE COMMUNITY

A healthy and active community means Downtown Douglas / West Juneau residents have access to food, healthcare, and recreational activities, in a safe environment.

Community can have a major impact on a person's health and well-being. Food insecurity, lack of health services, and unsafe neighborhoods negatively impact Juneau as a whole, potentially contributing to higher healthcare costs and increased crime. A healthy and active community provides opportunities for residents to take care of themselves and their neighbors.

FOOD SECURITY

Food security is a measure of both food availability and an individual's ability to access it. Juneau's reliance on imported food creates borough-wide food insecurity. Downtown Douglas / West Juneau does not have a full service grocery store, potentially cutting residents off from food access, in the event of a bridge closure.

HEALTHCARE AND RECREATIONAL ACTIVITIES

Juneau offers access to a wide variety of health services, but currently not on Douglas Island. Locally accessible healthcare and education would enhance the wellbeing of residents. Telehealth and home-based work initiatives described in "Prosperous Community" may be viable solutions.

SAFETY

Safety is important to every community. Juneau Police Department (JPD) programs such as "Neighborhood Watch" and "Crime Prevention Through Environmental Design (CPTED)" use tools like safety ambassadors and physical design techniques to increase security.



Image left: Fourth of July parade. Photo credit: Arnold Liebelt.

GOAL 3.1:

Support and enhance access to healthy foods, including local and traditional foods.

ACTIONS:

- A. Encourage community gardens in parks and neighborhoods.
- B. As part of a comprehensive plan for Savikko Park and the Mike Pusich Douglas Harbor, develop a growing space in Savikko Park, such as a community garden or another type of managed growing space.
- C. Encourage Fruiting Forests.
- D. Include food bank information on the Douglas Community website.
- E. Encourage the development of a food co-op.
- F. Encourage the development of a “gleaning” program where excess fresh foods from gardens, farmers markets, grocers, restaurants, events or any other sources in are collected and provided to those in need.
- G. Develop an emergency plan for supply of food and necessities if Douglas is cut off from the mainland in the future.

GOAL 3.2:

Promote and enhance access to community health and wellness.

ACTIONS:

- A. Work with health care providers to hold health fairs and offer “pop up” clinics to provide access to primary care, dental, behavioral health, emergency, and other public health services.
- B. Develop a mapping and signage system for recreational programming, community activities and infrastructure. Consider implementing Quick Response (QR) codes and utilizing apps and mobile friendly websites to take advantage of changing technologies.
- C. Use the Douglas Community website to advertise and inform the community about recreational choices, programming and activities, and community initiatives such as walking groups and community bike rides and hikes in Downtown Douglas / West Juneau.
- D. Enhance the CBJ’s Homestead Park to include access to the water and off-street parking.

GOAL 3.3:

Create a pedestrian and bike path connecting West Juneau and Downtown Douglas.

ACTIONS:

- A. Collaborate with private landowners to develop a public park and community garden connecting Foster Avenue and Simpson Avenue.
- B. Collaborate with private landowners to develop a pathway across Lawson Creek and private property connecting Raven Road with John Street.

Access to local health care could be enhanced with health fairs and pop up clinics.

GOAL 3.4:

Promote a community where people of all backgrounds and identities feel safe and respected.

ACTIONS

- A. Expand community access to programs and activities that improve safety such as JPD's CPTED consultations.
- B. Actively recruit and encourage participation from individuals who belong to underserved communities to participate in groups and committees.
- C. Provide public trashcans and pickup to shoreline areas, bus stops, and other high use areas.
- D. Add outdoor or covered seating adjacent to the post office, library, and other community anchors to encourage community dialog.
- E. Ensure that snow management plans remove snow berms in a timely manner, prioritizing sidewalks, bus stops, and wheelchair accessible spaces.
- F. Provide a wheel-chair accessible ramp or boardwalk to the Sandy Beach shore.
- G. Provide a hose bib in or near the restrooms or shelters at Sandy Beach.

Image left: Mountain biking trail by Simpson Avenue. Photo credit: Forrest Courtney.

Image right: Cast members of "Indecent" rehearse at Perseverance Theatre in preparation for the play. Photo credit: Mark Sabbatini / Juneau Empire.



CULTURAL AND ARTISTIC COMMUNITY

A cultural and artistic community means residents and visitors have opportunities to learn, create, and thrive together, advancing economic prosperity, social equity, and cultural vitality.



Arts and culture bring people together, strengthen a community's sense of place, offer opportunities for learning and entertainment, and build both social and economic capital. Downtown Douglas / West Juneau is rich in culture, arts and history.

HERITAGE

The social and cultural life of a community thrives when all members contribute their knowledge, experience, skills and talents as volunteers, artists, participants and customers. Acknowledging the unique and complex history of this area will foster a respectful and connected community.

ECONOMIC GROWTH

Bringing together the artists, organizations, cultural and artistic programs and supporting partnerships will leverage the power of arts and culture as an economic stimulator. Historic preservation can attract tourists, shoppers, businesses and residents.

SOCIAL CONNECTIONS

Community events bring people together, boosting both social and economic capital. Douglas has a long tradition of hosting community events such as Gold Rush Days, Douglas Fourth of July, and the Christmas Tree Lighting.

GOAL 4.1:

Honor, preserve, and promote the heritage of Downtown Douglas / West Juneau.

ACTIONS:

- A. Develop educational displays/materials about the Douglas Indian Village that was located at Savikko Park.
- B. Partner with tribal, governmental and other organizations on projects that highlight the area's unique cultural and natural history.
- C. Expand the historic districts and use the designation to preserve the character of an individual structure or neighborhood where there is historic, architectural, cultural, and/or geographical significance to Douglas.
- D. Encourage the maintenance of and public informational signs about the cemeteries along Douglas Highway.



GOAL 4.2:

Foster economic growth through arts, culture, creative industries and integrated art that celebrates the diversity of our community and our cultural heritage.

ACTIONS:

- A. Promote and grow local events such as Gold Rush Days, Douglas Fourth of July and the Christmas Tree Lighting, and create additional events such as “A Taste of Douglas” that appeal to visitors and residents.
- B. Develop and advertise historic preservation opportunities.
- C. If Mayflower Island is transferred from the federal government, subsequent development should be encouraged to be small scale.
- D. Provide information on how to incorporate local arts into site development and building design and encourage new developments and substantial renovations to do so.
- E. Develop a mapping and signage system for arts, creative, cultural and historic resources. Consider implementing QR codes and utilizing apps and mobile friendly websites to take advantage of changing technologies.

*Image left: Band playing at Gold Rush Days.
Photo credit: Gold Rush Days.*

GOAL 4.3:

Support community well-being through cultural and artistic activities that celebrate diversity and promote inclusivity.

ACTIONS:

- A. Use public forums and outreach, including the Douglas Community website, to advertise and educate the community about art, music and cultural activities.
- B. Support partnerships between artists, artistic programs, and cultural organizations.

Image top right: Douglas Indian Village. Photo credit: Alaska State Library, Delbert Replogle Photo Collection, ASL-P169-05).

Image below right: Conceptual rendering by NorthWind Architects of the “Anax Yaa Andagan Ye Daakahidi: Cultural, Historic, Education, and Language Preservation Center.” Photo credit: NorthWind Architects.

The Douglas Indian Association is constructing the “Anax Yaa Andagan Ye Daakahidi: Where the Sun Rays Touch First” Cultural, Historic, Education, and Language Preservation Center. The Center will support cultural and language preservation and provide a venue for Elders, Family, and Youth programs.





Image above top: Douglas townsite 1939. Photo credit: unknown.

Image above bottom: Douglas graveyard. Photo credit: unknown.

Image right: Douglas Indian Village & Railroad To Treadwell 1900s. Photo credit: unknown.



The Tlingit T'aa u Kwáan and A'akw Kwáan clans have inhabited Anax YaatAndagan Yé (Douglas) and Dzantik'i Héeni (Juneau) since time immemorial. In 1962, the Douglas Indian Village was burned down by the City of Douglas, claiming it was abandoned. Village residents maintained it was known they away were at fish camps.

CBJ issued a formal apology on October 21, 2024, for its role in the 1962 burning of the Douglas Indian Village, home to many Tlingit families, which caused irreparable harm to the Tlingit people, their heritage, and their government.



SUSTAINABLE AND GREEN COMMUNITY

A sustainable and green community is economically viable, environmentally sound, and socially responsible.

All five of the Area Plan Elements support a sustainable future for Downtown Douglas / West Juneau. Continuing and expanding sustainable practices will help maintain the area's inherent beauty and unique character, while creating a resilient, sustainable community poised to meet future challenges.

ECONOMIC VIABILITY

Construction costs in Juneau are high due to the difficulty of obtaining supplies, limited availability of developable land, challenging building conditions and a short construction season. Using previously developed land and existing infrastructure more efficiently reduces these costs. Reusing existing buildings also avoids carbon emissions inherent in new construction, helping to combat climate change.

HOUSING

Creating and sustaining quality neighborhoods by developing affordable housing through a diversity of housing types and densities is necessary to be a community where people live, work and thrive throughout their lives. Historic preservation is a smart, efficient way to reuse a community's resources and keep its character at the same time.

ENERGY

Energy and technology are key factors in a community's ability to be sustainable. Energy efficient buildings and energy conservation reduce consumption, carbon footprint and operational costs, while improving both indoor and outdoor environments.

Image left: Example of Adaptive Reuse, former Treadwell Office Building adapted for use as part of a historic trail and public events, such as charter school graduation. Photo credit: Forrest Courtney.



GOAL 5.1:

Sustain economic viability and growth by promoting rehabilitation and reinvestment in existing infrastructure and buildings.

ACTIONS:

- A. Support preservation and re-use of existing housing to improve and expand the housing supply.
- B. Incentivize redevelopment and renovation of aging properties through tax abatement and revolving loans.
- C. Expand existing or create a new locally funded program for rehabilitation and restoration of housing units within historic buildings.



GOAL 5.2:

Promote access to renewable energy sources, efficiency and new technology that is reliable and affordable to all people.

ACTIONS:

- A. Implement an electric vehicle (EV) charging permit program and provide EV charging facilities at CBJ facilities, Heritage Park, and the top of Cordova Street. Encourage or require EV charging facilities in commercial and multi-family developments.
- B. Promote the Douglas Public Library as an information and technology hub of Douglas.
- C. Work with business owners on practical recycling and packaging practices.
- D. Develop incentives and programs to encourage energy efficiency and conservation in both new construction and renovations.

GOAL 5.3:

Preserve the natural, undeveloped area above 5th Street.

ACTIONS

- A. Re-designate the Land Use category of approximately 17 acres of CBJ-owned parcels abutting the 6th Street right of way from Urban Low Density Residential to Conservation Area or Natural Area Park.

Image left: Rehabilitation project. Photo credit: Forrest Courtney

GOAL 5.4:

Identify, promote, and encourage proactive solutions and innovations to address the effects of climate change on Infrastructure and life in Douglas.

ACTIONS:

- A. Encourage solutions to minimize/address water runoff in major rain events.
- B. Study, plan and implement measures to mitigate the impact of landslides, mudslides, and avalanches in Douglas.
- C. Research, promote, and incentivize the use of climate change adaptation and mitigation ideas.
- D. Encourage and incentivize energy efficient construction such as Leadership in Energy and Environmental Design (LEED) certified buildings.
- E. Encourage recycling and composting by facilitating drop-off points in Douglas.
- F. Explore and encourage the feasibility of wind, tidal, solar, and other non-polluting technologies in Douglas.

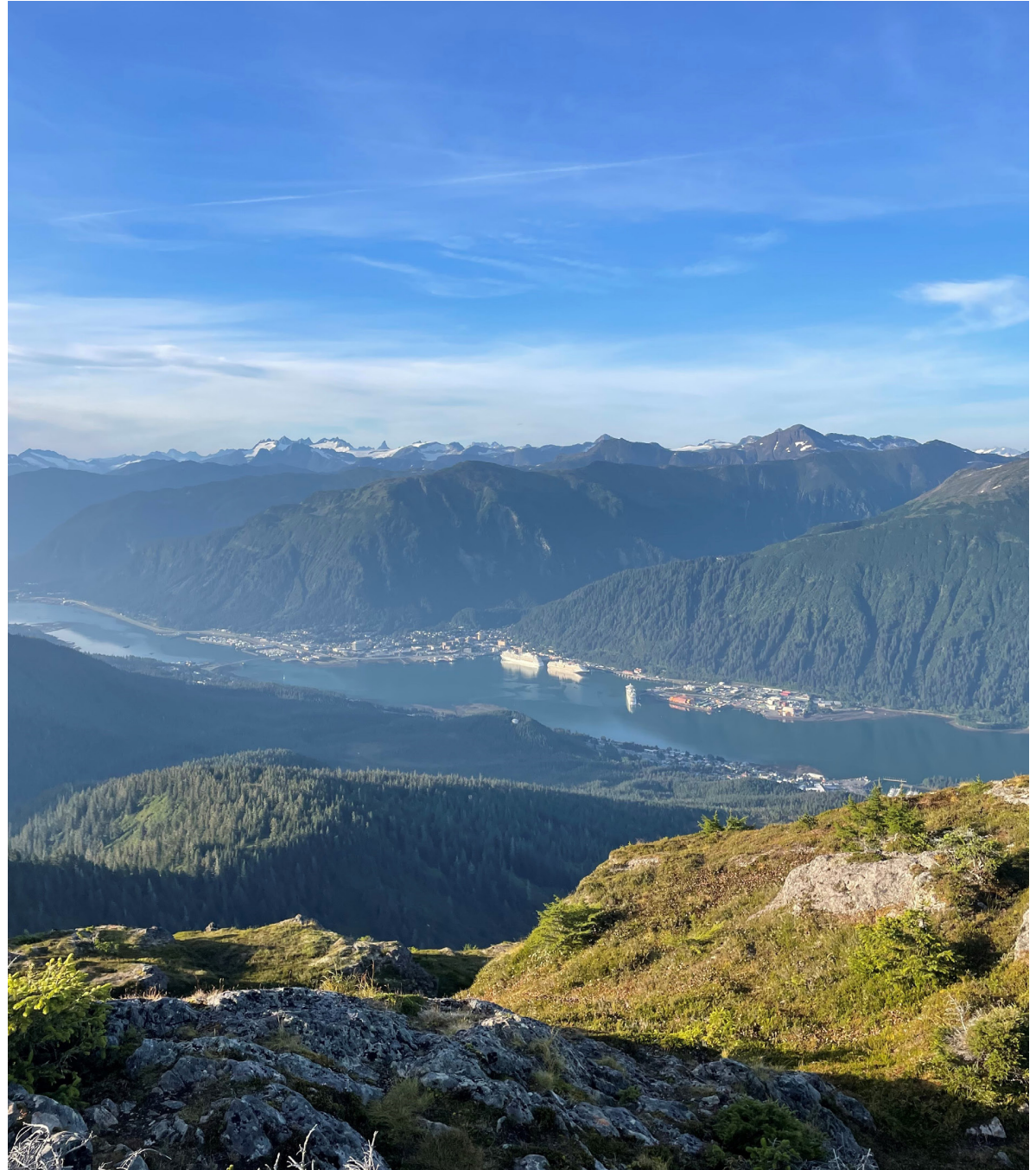


Image right: View of Downtown Juneau from Mount Bradley (Jumbo). Photo credit: Forrest Courtney

IMPLEMENTATION



Open House visitors participated in a Counter Mapping exercise to show their priorities for the area.



MEASURING OUR SUCCESS

Tracking a few choice metrics will help us measure our success moving forward and putting the plan into action. CBJ will need to annually measure and highlight progress towards achieving the Plan's goals and policies, publish reports and recognize community partners who contribute towards achieving the vision. The following indicators are recommended as initial measures:

- Number of Actions included in CBJ Community Improvement Projects
- Number of Actions reflected in CBJ annual budgets
- Number of housing units added per year
- Number of commercial businesses added per year
- Number of home based businesses added per year
- Annual Community Tourism Survey results





The Public Open House was held on May 7, 2025. Participants had the opportunity to engage in several activities to confirm goals and actions and to identify community priorities.





CONNECTED COMMUNITY

Goal 1.1: Develop a well-maintained motorized transportation network that provides year-round access within Downtown Douglas / West Juneau and beyond to the greater Juneau community.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Maintain and improve roadways and bridge connections to Juneau for access to goods and services and economic opportunities for Douglas residents, and for access to Douglas businesses and events by off-Island patrons.	E&PW, DOT&PF	Ongoing
B. Maintain and improve the Mike Pusich Douglas Harbor for access to commercial fishing and recreational activities.	D&H	Ongoing
C. Develop an alternative route to improve emergency response and reduce congestion at stressed intersections.	E&PW, Lands, CDD, DOT&PF	Long term
D. Encourage and participate in ongoing Juneau-wide discussions about a second crossing between Douglas and Juneau.	CBJ, DAB, DOT&PF	Ongoing
E. Allocate appropriate funding for winter maintenance of streets.	E&PW, Manager	Ongoing
F. Include CIP proposal to pave existing streets in Downtown Douglas / West Juneau to reduce maintenance costs and improve air quality.	E&PW, Manager	Short term

Goal 1.2: Develop a non-motorized transportation system that provides residents and wildlife safe travel corridors throughout Downtown Douglas / West Juneau.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Build and maintain stair connections to provide pedestrian links between streets and access to properties where slopes make road or sidewalk connections impractical.	E&PW	Long term
B. Implement traffic calming measures along Douglas Hwy / 3rd Street to improve pedestrian and non-motorized transportation safety.	E&PW, DOT&PF	Long term
C. Invest in bicycle and pedestrian infrastructure.	E&PW, DOT&PF	Long term
D. Allocate appropriate funding for proper winter maintenance of sidewalks and bike lanes.	E&PW, Manager, DOT&PF	Ongoing
E. Add crossing lights to existing crosswalks at the Douglas Hwy and Cordova Street intersection and 3rd Street and 1st Street by the Sayéik: Gastineau Community School.	E&PW, DOT&PF	ASAP
F. Preserve existing wildlife pathways or create alternative pathways to minimize human/wildlife interactions.	CBJ, SOA, private	Ongoing

Goal 1.3: Ensure that Downtown Douglas / West Juneau residents have access to year-round public transit that is safe, convenient, and reliable.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Install covered bus stops with lighting at all Capital Transit Route 1 stops to increase the safety of riders.	E&PW Capital Transit, DOT&PF	Long term
B. Allocate appropriate funding to Capital Transit to increase the efficiency and convenience of routes and expand the hours of operation, including holidays.	E&PW, Manager	Ongoing

Goal 1.4: Foster community connections to the waterfront that are accessible to all residents and visitors of Downtown Douglas / West Juneau.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Identify potential access points to the shoreline along Gastineau Channel and develop a waterfront trail linking West Juneau to Downtown Douglas.	P&R, Lands	Long term
B. Develop a wayfinding plan to guide users to safe and appropriate routes to the waterfront.	P&R, D&H	Long term
C. Improve connectivity from the downtown core and opportunities for usage of the Mike Pusich Douglas Harbor, Treadwell Arena, Mayflower Island, and Savikko Park, encouraging visitors to stay in the area and visit local businesses.	E&PW, P&R, D&H	Long term
D. Designate waterfront land for use to enhance understanding of Alaska Native history in Douglas, in cooperation with the Douglas Indian Association and other organizations.	Manager, Lands, DIA	Long term

Goal 1.5: Provide resources for the community to engage in development decisions through comprehensive public dialogue to reflect all community voices.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Allocate appropriate funding to expand hours of operation and computer access at the Douglas Public Library.	Libraries, Manager	Ongoing
B. Expand the CBJ public Wi-Fi network to include additional hotspots and increase active hours across Douglas.	IT	Short term

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
C. Establish and maintain a Douglas Community website on the CBJ website to provide information about the community, including consultations prior to development decisions, activities and events, local businesses, and neighborhood groups.	City Clerk, DAB	ASAP
D. Develop CBJ policies to ensure the involvement of under-served and under-represented communities in the public process.	SRRC, Manager	Long term
E. Designate Douglas Advisory Board members as community liaisons to attend and report on Planning Commission meetings, Assembly meetings, and the Assembly Public Works and Facilities Committee meetings.	City Clerk, DAB, Assembly	Short term
F. Establish CBJ community-based youth and community outreach committees, as well as a dedicated public website.	City Clerk, Assembly	Long term

Goal 1.6: Use Mt. Jumbo Gym and adjacent maintenance shop located at 4th and D Streets as a multi-purpose community hub.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Relocate the maintenance shop to another location.	P&R	Short term
B. Enhance existing facilities to maintain and expand public uses, including indoor and outdoor activities.	P&R	Short term
C. Support future redevelopment to include housing, such as studio apartments, as well as community spaces.	P&R	Long term



PROSPEROUS COMMUNITY

Goal 2.1: Identify needed services and areas for economic growth.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Use available local and state data to map existing services in the Plan area.	CDD, JEDC	Short term
B. Conduct a community needs assessment to identify and prioritize missing services.	JEDC	Short term
C. Survey existing commercial enterprises to identify what supports are needed to advance more commercial activities.	JEDC, JCC	Short term
D. Survey for underused public properties that could be repurposed and identify potential uses.	CDD	Short term
E. Develop an action plan to address results of community surveys outlined in Goal 2.1.	JEDC	Long term

Goal 2.2: Support small scale tourism.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Market Douglas' natural environment, outdoor lifestyle, performing arts, culture, and history.	CBJ Tourism, Travel Juneau, JEDC, JCC, DIA	Ongoing
B. Develop opportunities for cultural, historical, and eco-tourism.	CBJ Tourism, Travel Juneau, JEDC, JCC, DIA	Long term
C. Develop and permit opportunities for small tour operators offering small group, low impact experiences	CBJ Tourism, P&R	Ongoing

Goal 2.3: Support local entrepreneurs and employers that provide year-round services.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Promote opportunities for businesses and entrepreneurs to address service gaps.	JEDC, JCC	Ongoing
B. Encourage local employers to use the Douglas Community website to promote vacant year-round positions.	JEDC, JCC	Ongoing
C. Promote telecommuting opportunities to those who may consider relocating to Douglas for its small town qualities.	JEDC, JCC	Ongoing
D. Enhance telecommunications services to Downtown Douglas / West Juneau.	DCC&ED Alaska Broadband Office, RCA	Long term
E. Embark on a study to increase parking opportunities, such as cooperative agreements with owners of downtown parking lots to open spaces in off hours.	CDD, JCC	Long term
F. Encourage businesses within residences by making the city code definition of “home occupation” less restrictive.	CDD	Short term

Goal 2.4: Enhance the Mike Pusich Douglas Harbor and surrounding parkland as a community anchor for recreational and economic activity.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Develop new and improve existing public amenities at the harbor, such as paved parking, landscaping, restrooms, and period or artistic lighting improvements.	D&H	Ongoing
B. Facilitate commercial activity designed to attract visitors and residents from other areas of Juneau, such as food trucks, and light, small scale tourism, by providing dedicated vendor space, access to potable water, and other amenities.	D&H, P&R	Long term
C. Diversify public uses at Savikko Park to fully utilize space.	P&R	Long term
D. Coordinate planning efforts for the Mike Pusich Douglas Harbor and Savikko Park, recognizing their proximity and potential for collaboration.	D&H, P&R	Ongoing
E. Support the CBJ Assembly goal to support the Douglas Indian Association's efforts to acquire Mayflower Island from the U.S. Department of Interior.	CBJ, DAB, NA	Short term
F. Install a public use dock at the Mike Pusich Douglas Harbor for recreational and potential commercial use.	D&H	Long term

Goal 2.5: Preserve and expand infrastructure and systems to grow and support economic activity.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Maintain and improve existing and build new roadways and bridge connections to Juneau for access to goods and services and economic opportunities for Douglas residents, and for access to Douglas businesses and events.	E&PW, DOT&PF	Ongoing
B. Maintain and improve community anchors such as theaters and sports arenas, and enhance their connections within the community,	CBJ, Private	Ongoing
C. Actively support Juneau-wide hydroelectric development and other renewable energy projects to capitalize on clean and reasonably priced sources of electricity.	CBJ, JEDC	Ongoing

Goal 2.6: Diversify housing options to support a broad range of current and future Douglas residents.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Examine and eliminate barriers to partnerships, to support housing and economic development opportunities.	CDD, JEDC	Ongoing
B. Incorporate “Missing Middle” housing such as duplexes, triplexes, and rowhouses and innovative housing types such as co-housing.	CDD	Ongoing
C. Maintain and enhance opportunities for liveaboards in the Mike Pusich Douglas Harbor.	D&H	Ongoing
D. Incentivize property owners of vacant lots or buildings to create housing.	CDD, Assessor	Ongoing



HEALTHY AND ACTIVE COMMUNITY

Goal 3.1: Support and enhance access to healthy foods, including local and traditional foods.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Encourage community gardens in parks and neighborhoods.	P&R, JCES, NA	Ongoing
B. As part of a comprehensive plan for Savikko Park and the Mike Pusich Douglas Harbor, develop a growing space in Savikko Park, such as a community garden or another type of managed growing space.	D&H, P&R	Long term
C. Encourage Fruiting Forests.	JCES, DAB, NA, private	Ongoing
D. Include food bank information on the Douglas Community website.	Clerk	Ongoing
E. Encourage the development of a food co-op.	JCES, DAB, NA	Ongoing
F. Encourage the development of a “gleaning” program where excess fresh foods from gardens, farmers markets, grocers, restaurants, events or any other sources in are collected and provided to those in need.	JCES, DAB, NA	Ongoing
G. Develop an emergency plan for supply of food and necessities if Douglas is cut off from the mainland in the future.	CBJ Emergency Programs	Short term

Goal 3.2: Promote and enhance access to community health and wellness.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Work with health care providers to hold health fairs and offer “pop up” clinics to provide access to primary care, dental, behavioral health, emergency, and other public health services.	HRRM, Bartlett, SEARCH	Ongoing
B. Develop a mapping and signage system for recreational programming, community activities and infrastructure. Consider implementing QR codes and utilizing apps and mobile friendly websites to take advantage of changing technologies.	P&R	Long term
C. Use the Douglas Community website to advertise and inform the community about recreational choices, programming and activities, and community initiatives such as walking groups and community bike rides and hikes in Downtown Douglas / West Juneau.	Clerk, DAB, P&R, NA	Ongoing
D. Enhance the CBJ’s Homestead Park to include access to the water and off-street parking.	P&R	Long term

Goal 3.3: Create a pedestrian and bike path connecting West Juneau and Downtown Douglas.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Collaborate with private landowners to develop a public park and community garden connecting Foster Avenue and Simpson Avenue.	P&R, private	Long term
B. Collaborate with private landowners to develop a pathway across Lawson Creek and private property connecting Raven Road with John Street.	P&R, private	Long term

Goal 3.4: Promote a community where people of all backgrounds and identities feel safe and respected.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Expand community access to programs and activities that improve safety such as JPD's CPTED consultations.	JPD, DAB, NA	Ongoing
B. Actively recruit and encourage participation from individuals who belong to underserved communities to participate in groups and committees.	SRRC, DAB	Ongoing
C. Provide public trashcans and pickup to shoreline areas, bus stops, and other high use areas.	E&PW, D&H, P&R	Ongoing
D. Add outdoor or covered seating adjacent to the post office, library, and other community anchors to encourage community dialog.	CBJ	Ongoing
E. Ensure that snow management plans remove snow berms in a timely manner, prioritizing sidewalks, bus stops, and wheelchair accessible spaces.	E&PW, DOT&PF	Ongoing
F. Provide a wheel-chair accessible ramp or boardwalk to the Sandy Beach shore.	P&R	Short term
G. Provide a hose bib in or near the restrooms or shelters at Sandy Beach.	P&R	Short term



CULTURAL AND ARTISTIC COMMUNITY

Goal 4.1: Honor, preserve, and promote the heritage of Downtown Douglas / West Juneau.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Develop educational displays/materials about the Douglas Indian Village that was located at Savikko Park.	P&R, DIA	Long term
B. Partner with tribal, governmental and other organizations on projects that highlight the area's unique cultural and natural history.	CBJ, DIA	Long term
C. Expand the historic districts and use the designation to preserve the character of an individual structure or neighborhood where there is historic, architectural, cultural, and/or geographical significance to Douglas.	CDD	Long term
D. Encourage the maintenance of and public informational signs about the cemeteries along Douglas Highway.	CBJ, DIA	Long term

Goal 4.2: Foster economic growth through arts, culture, creative industries and integrated art that celebrates the diversity of our community and our cultural heritage.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Promote and grow local events such as Gold Rush Days, Douglas Fourth of July and the Christmas Tree Lighting, and create additional events such as “A Taste of Douglas” that appeal to visitors and residents.	DAB, NA	Ongoing
B. Develop and advertise historic preservation opportunities.	HRAC	Ongoing
C. If Mayflower Island is transferred from the federal government, subsequent development should be encouraged to be small scale.	CBJ, DIA, DAB	Long term
D. Provide information on how to incorporate local arts into site development and building design and encourage new developments and substantial renovations to do so.	CDD, JAHC	Long term
E. Develop a mapping and signage system for arts, creative, cultural and historic resources. Consider implementing QR codes and utilizing apps and mobile friendly websites to take advantage of changing technologies.	HRAC, JAHC	Long term

Goal 4.3: Support community well-being through cultural and artistic activities that celebrate diversity and promote inclusivity.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Use public forums and outreach, including the Douglas Community website, to advertise and educate the community about art, music and cultural activities.	DAB, JAHC, DIA	Long term
B. Support partnerships between artists, artistic programs, and cultural organizations.	DAB, JAHC, DIA	Long term



SUSTAINABLE AND GREEN COMMUNITY

Goal 5.1: Sustain economic viability and growth by promoting rehabilitation and reinvestment in existing infrastructure and buildings.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Support preservation and re-use of existing housing to improve and expand the housing supply.	CDD, HRAC	Long term
B. Incentivize redevelopment and renovation of aging properties through tax abatement and revolving loans.	CBJ	Long term
C. Expand existing or create a new locally funded program for rehabilitation and restoration of housing units within historic buildings.	CBJ	Long term

Goal 5.2: Promote access to renewable energy sources, efficiency and new technology that is reliable and affordable to all people.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Implement an EV charging permit program and provide EV charging facilities at CBJ facilities, Heritage Park, and the top of Cordova Street. Encourage or require EV charging facilities in commercial and multi-family developments.	E&PW, P&R	Long term
B. Promote the Douglas Public Library as an information and technology hub of Douglas.	Libraries, DAB	Ongoing
C. Work with business owners on practical recycling and packaging practices.	E&PW, JCOS	Long term
D. Develop incentives and programs to encourage energy efficiency and conservation in both new construction and renovations.	JCOS	Long term

Goal 5.3: Preserve the natural, undeveloped area above 5th Street.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Re-designate the Land Use category of approximately 17 acres of CBJ-owned parcels abutting the 6th Street right of way from Urban Low Density Residential to Conservation Area or Natural Area Park.	Lands	Long term

Goal 5.4: Identify, promote, and encourage proactive solutions and innovations to address the effects of climate change on Infrastructure and life in Douglas.

ACTIONS	IMPLEMENTING PARTNERS	TIMEFRAME
A. Encourage solutions to minimize/address water runoff in major rain events.	JCOS	Long term
B. Study, plan and implement measures to mitigate the impact of landslides, mudslides, and avalanches in Douglas.	E&PW	Long term
A. Research, promote, and incentivize the use of climate change adaptation and mitigation ideas.	JCOS	Long term
C. Encourage and incentivize energy efficient construction such as LEED certified buildings.	CDD, JCOS	Long term
D. Encourage recycling and composting by facilitating drop-off points in Douglas.	E&PW, JCOS	Long term
E. Explore and encourage the feasibility of wind, tidal, solar and other non-polluting technologies in Douglas.	CBJ	Long term

APPENDICES

- Acronyms
- Glossary
- Steering Committee Mapping Exercise
- Additional Maps
- Traffic Calming
- Public Comments
- Adopting Ordinance

ACRONYMS

ACS	American Community Survey
APA	American Planning Association
ASAP	As soon as possible
CBJ	City and Borough of Juneau
CPTED	Crime Prevention Through Environmental Design
CDD	CBJ Community Development Department
CIP	Capital Improvement Project
Comp Plan	Comprehensive Plan
DAB	CBJ Douglas Advisory Board
DCC&ED	Alaska Department of Commerce, Community & Economic Development
D&H	CBJ Docks & Harbors
DIA	Douglas Indian Association
DOT&PF	Alaska Department of Transportation & Public Facilities
E&PW	CBJ Department of Engineering & Public Works
EV	Electric Vehicle
HRAC	CBJ Historic Resources Advisory Committee
HRRM	CBJ Human Resources & Risk Management
JAHC	Juneau Arts and Humanities Council
JPD	Juneau Police Department
JCC	Juneau Chamber of Commerce
JCES	Juneau Cooperative Extension Service
JCOS	Juneau Council on Sustainability
JEDC	Juneau Economic Development Council
Lands	CBJ Lands & Resources
LEED	Leadership in Energy and Environmental Design
NA	Neighborhood Association
P&R	CBJ Parks & Recreation
PC	CBJ Planning Commission
QR	Quick Response
RCA	Regulatory Commission of Alaska
SEARCH	Southeast Alaska Regional Health Consortium
SOA	State of Alaska
SRRC	CBJ Systematic Racism Review Committee

GLOSSARY

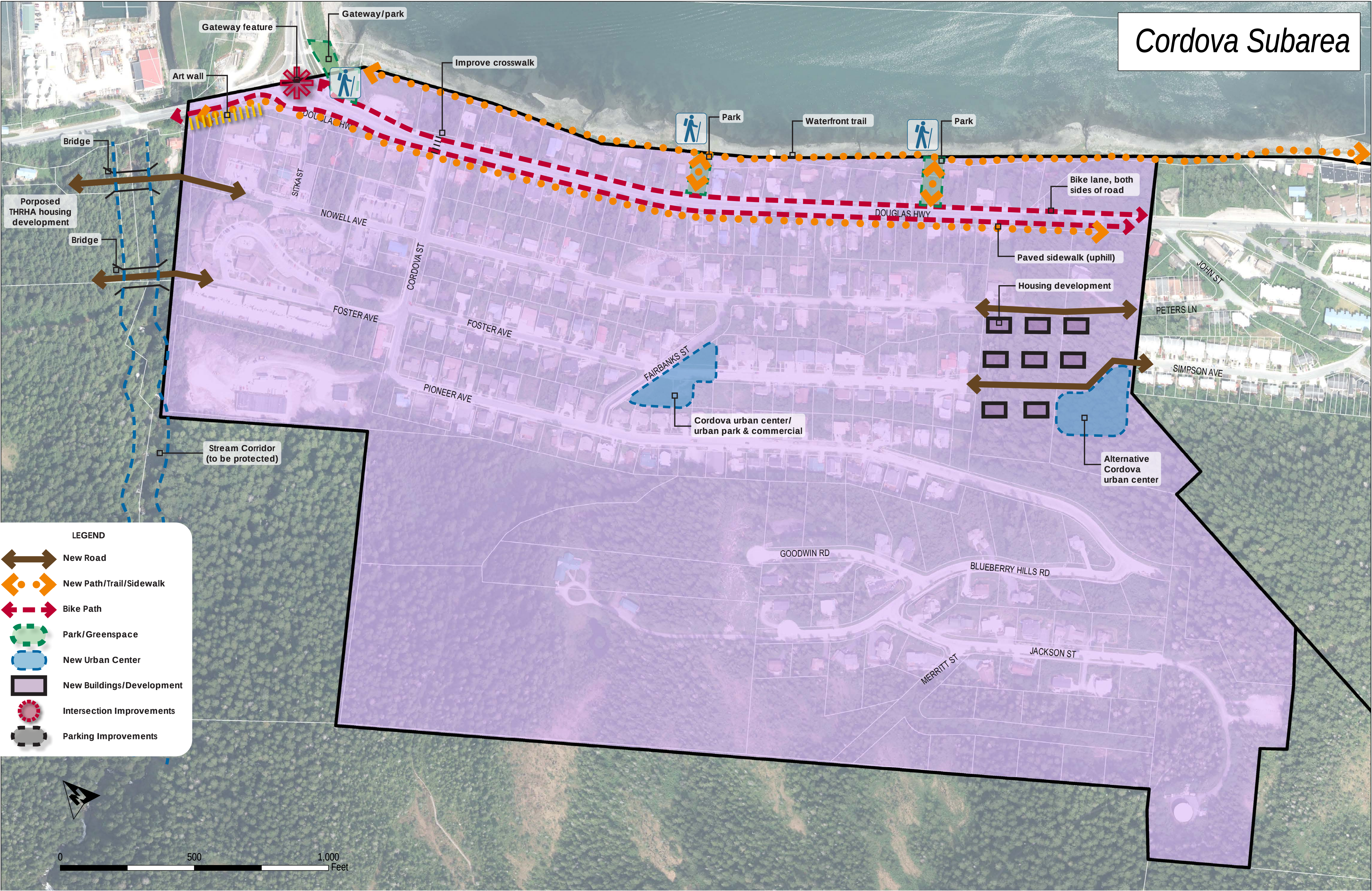
Access point	Any improvement designed for a motor vehicle to travel from or onto a right-of-way including, a driveway, a parking area, or street that intersects an existing street and any similar improvements.
Capital Improvement Project	A capital improvement project involves permanent structural changes to a property or assets, aiming to enhance its value, extend its lifespan or improve its functionality. For local governments, CIPs can include asset upgrades or large scale maintenance work.
Caretaker Residence	An accessory dwelling on a non-residential premises, occupied by the person who oversees the non-residential operation 24 hours a day, and his or her family.
Commercial	Occupied with or engaged in commerce or work intended for commerce.
Common Wall Structure	A single-family dwelling attached by a common wall to one other single-family dwelling on a separate lot.
Community Garden	A private or public facility for the cultivation of fruits, flowers, vegetables, or ornamental plants by more than one person or family.
Community Needs Assessment	A systematic process used to identify the strengths, weaknesses, and unmet needs of a specific community.
Conservation Area	CBJ-owned Parks and Recreation Department-managed lands with recognized high value environmental qualities that are set aside for the protection and management of the natural environment with recreation, such as fishing, hiking and non-motorized boating, as a secondary objective. These may be non-anadromous fish watercourses or areas adjacent to anadromous fish streams that have been designated Stream Protection Corridors (SC), greenbelts, or high value wetlands. No development should be permitted other than structures, roads and trails necessary for the maintenance and protection of the resources or for managed public access for education and passive recreation purposes.
Density	The number of dwelling units permitted per net acre of land.
Duplex	A building on a single lot containing two dwelling units, each of which, except for a common stairwell exterior to both dwelling units, is separated from the other by an unpierced wall extending from floor to roof or an unpierced ceiling and floor extending from exterior wall to exterior wall.
Dwelling	A building or portion thereof, used exclusively for human habitation.

Food Co-op	A nonprofit enterprise that is collectively owned and operated to purchase and distribute food among its members, without a profit motive.
Fruiting Forest	A type of garden where you grow many different fruits, nuts, herbs, and even vegetables. It is designed to mimic a natural forest and has many different layers, from trees to shrubs, ground cover, plants, vines, and more.
Home occupation	An activity carried out for gain by a resident, conducted as an accessory use in the resident's dwelling unit.
Hose bib	An outdoor faucet designed to be connected to a garden hose.
In-fill	Development or redevelopment of land that has been bypassed, remained vacant, or is underused as a result of the continuing urban development process.
Land Use	A description of how land is occupied or used.
Midrise	A multiple-family dwelling located in a building containing four to seven stories.
Missing Middle	Refers to a range of housing types that fit between single-family detached homes and mid-to-high-rise apartment buildings.
Mixed-Use	Zoning district established to accommodate a mix of appropriate commercial and residential uses.
Motorized transportation network	A system of interconnected roads and pathways designed for vehicles powered by engines.
Multi-family dwelling	A building designed for or occupied by three or more families.
Natural Area Park	CBJ-owned lands characterized by areas of natural quality designed to serve the entire community by providing fish and wildlife habitat, open space/natural areas, access to water, and opportunities for passive and dispersed recreation activities. No development should be permitted other than structures, roads and trails necessary for the maintenance and protection of the resources or for managed public access for education and passive recreation purposes; this may include parking areas, educational kiosks, cabins, rest stations and similar convenience services for the recreational enthusiast.
Non-motorized transportation network	A system of infrastructure designed to facilitate walking, biking, and other human-powered modes of travel.
Right-of-Way	A defined area of land, including surface, overhead and underground space, reserved or granted by deed, easement or dedication for a street, alley, utility, walkway, sidewalk, or other public ways.
Single-family dwelling	A detached dwelling which is designed for and occupied by not more than one family.

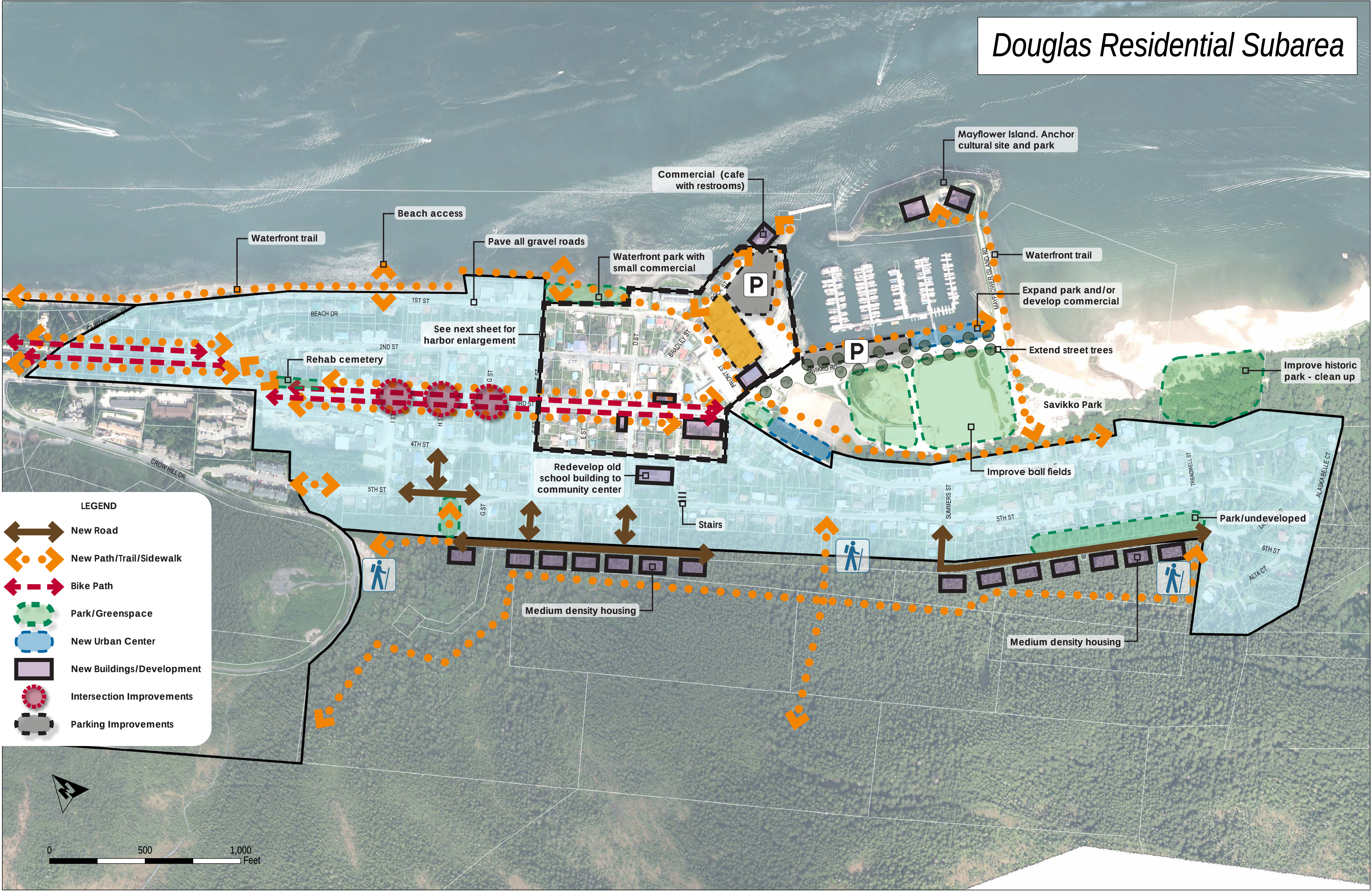
Telecommuting	The relocation of work activities to a home or satellite work site to eliminate or reduce the distance traveled in a commute trip by at least half.
Traffic Calming	A concept fundamentally concerned with reducing the adverse impacts of motor vehicles on built-up areas. Usually involves reducing vehicle speeds, providing more space for pedestrians and cyclists, and improving the local environment.
Travel Corridor	A route or path along which people or animals regularly travel from one place to another.
Undeveloped Right-of-Way	Undeveloped rights-of-way are areas of land, including surface, overhead, and underground space, reserved or granted by deed, easement, or dedication for a street, alley, utility, walkway, sidewalk, or other public ways that have not been improved with paving.
Uplands	Drainages, aquifers, and lands, the use of which would have a direct and significant impact on coastal water.
Urban Low Density Residential	Characterized by urban or suburban residential lands with detached single-family units, duplex, cottage, or bungalow housing, zero-lot-line dwelling units, and manufactured homes on permanent foundations at densities of one to six units per acre. Any commercial development should be of a scale consistent with a single-family residential neighborhood.
Waterfront	The land-water edge and the immediately adjacent property providing access to it.
Wayfinding	Informational system of signs, colors, and other design elements that helps people navigate space, often in an urban environment.
Zoning District	A section of the city in which zoning regulations and standards are uniform.

ZONING DISTRICTS IN THE AREA BOUNDARY

D-5	The D-5, residential district, is intended to accommodate primarily single-family and duplex residential development at a density of five dwelling units per acre.
D5 (T) D18	D-5 transitioning to D-18 after conditions are met
D-18	The D-18, residential district, is intended to accommodate primarily multifamily development at a density of 18 dwelling units per acre. This is a high density multi-family zoning district intended to accommodate midrise-type development.
GC	The GC, general commercial district, is intended to accommodate most commercial uses. Commercial activities are permitted outright in the zone except for those few uses that are listed as conditional uses to ensure compatibility. Residential development is allowed.
LC	The LC, light commercial district, is intended to accommodate commercial development that is less intensive than that permitted in the general commercial district. Light commercial districts are primarily located adjacent to residential zones. Residential development is allowed.
WC	The WC, waterfront commercial district, is intended to provide both land and water space for uses which are directly related to or dependent upon a marine environment. Residential development is allowed.
WI	The WI, waterfront industrial district, is intended for industrial and port uses which need or substantially benefit from a shoreline location. Residential uses are limited to caretaker residences.



The Steering Committee held a 2023 public mapping exercise to develop guiding recommendations for future Land Uses in four subareas

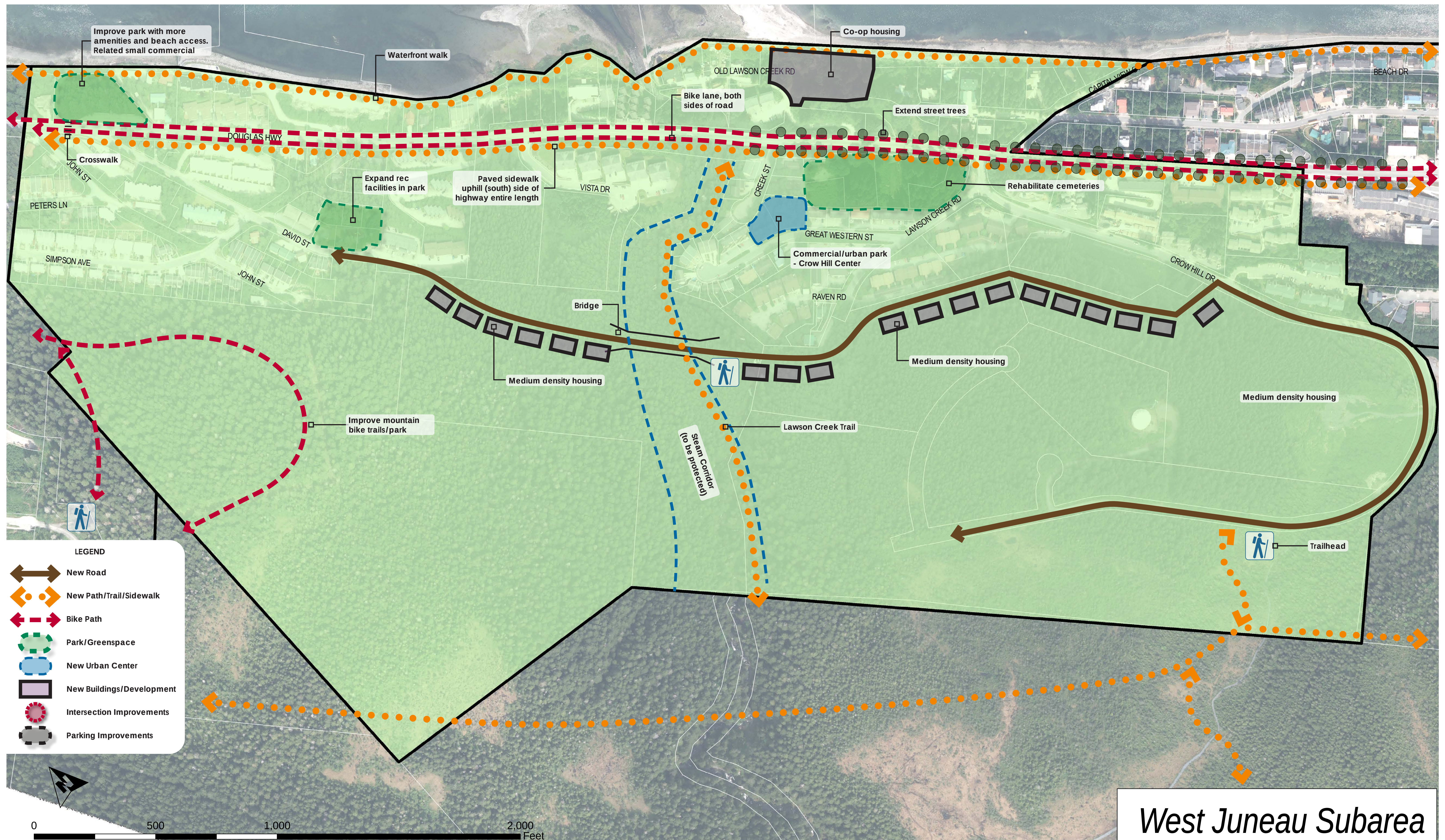


The Steering Committee held a 2023 public mapping exercise to develop guiding recommendations for future Land Uses in four subareas

SOUTH DOUGLAS & WEST JUNEAU DEVELOPMENT PLAN
Downtown Douglas

REV. 08/09/2023





The Steering Committee held a 2023 public mapping exercise to develop guiding recommendations for future Land Uses in four subareas

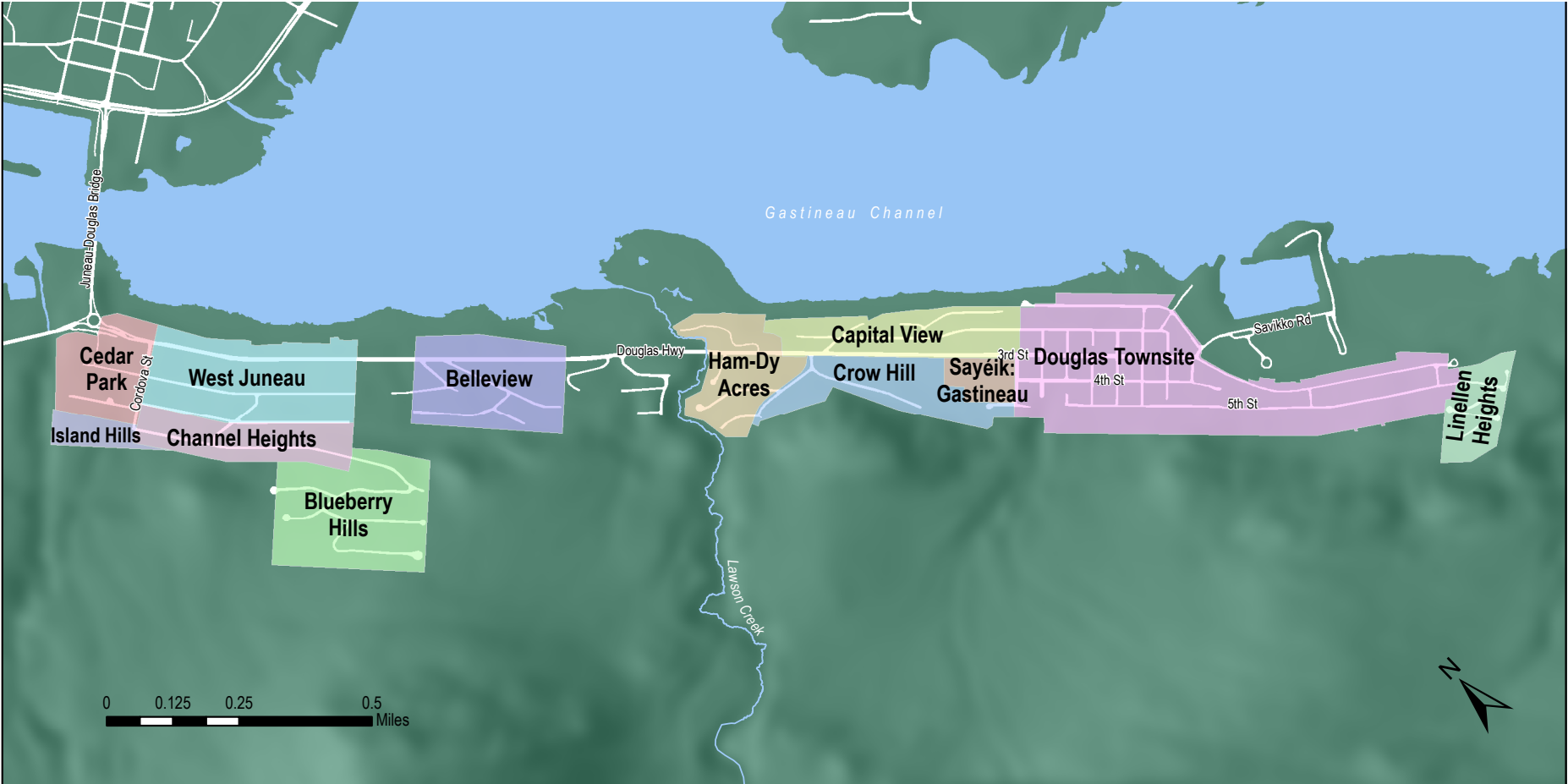
SOUTH DOUGLAS & WEST JUNEAU DEVELOPMENT PLAN

West Juneau Subarea

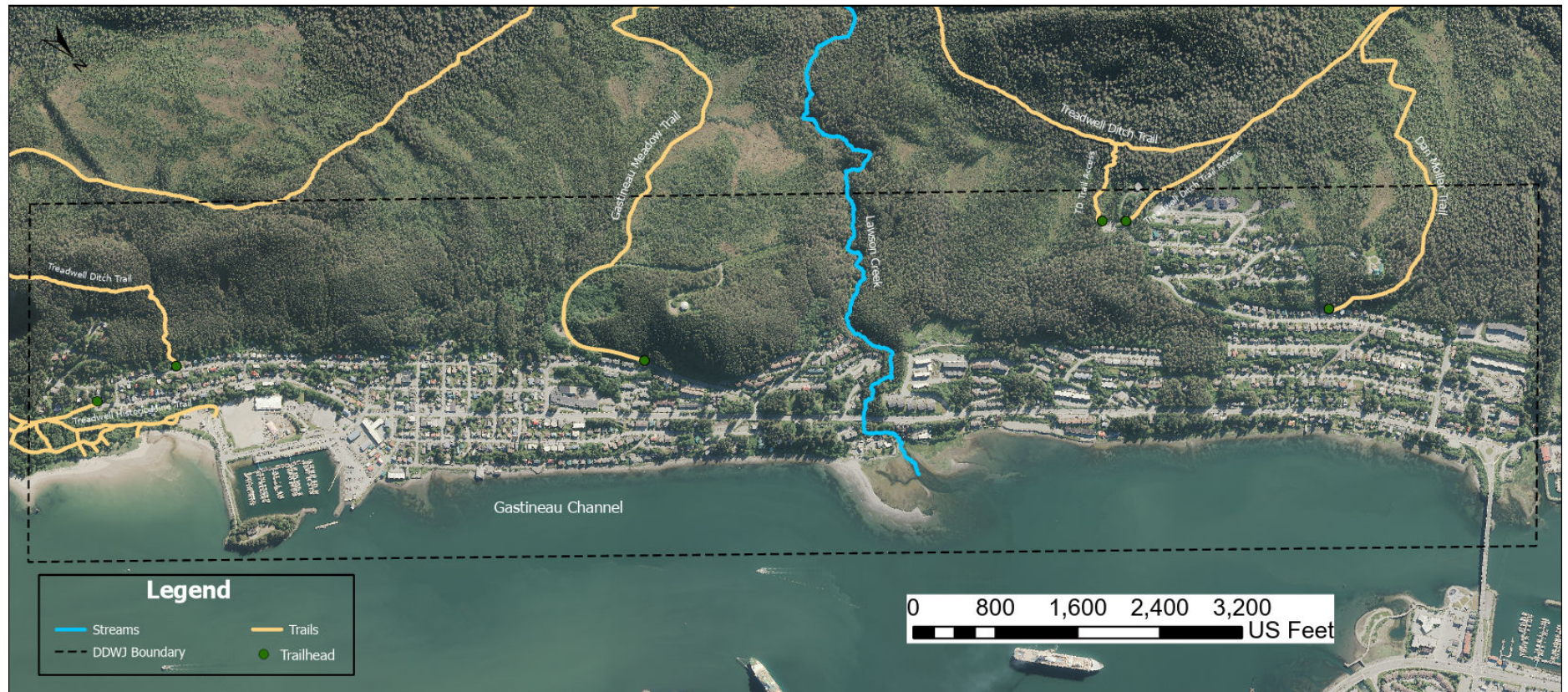
REV. 09/09/2023



MAP 6: DOWNTOWN DOUGLAS/WEST JUNEAU NEIGHBORHOODS

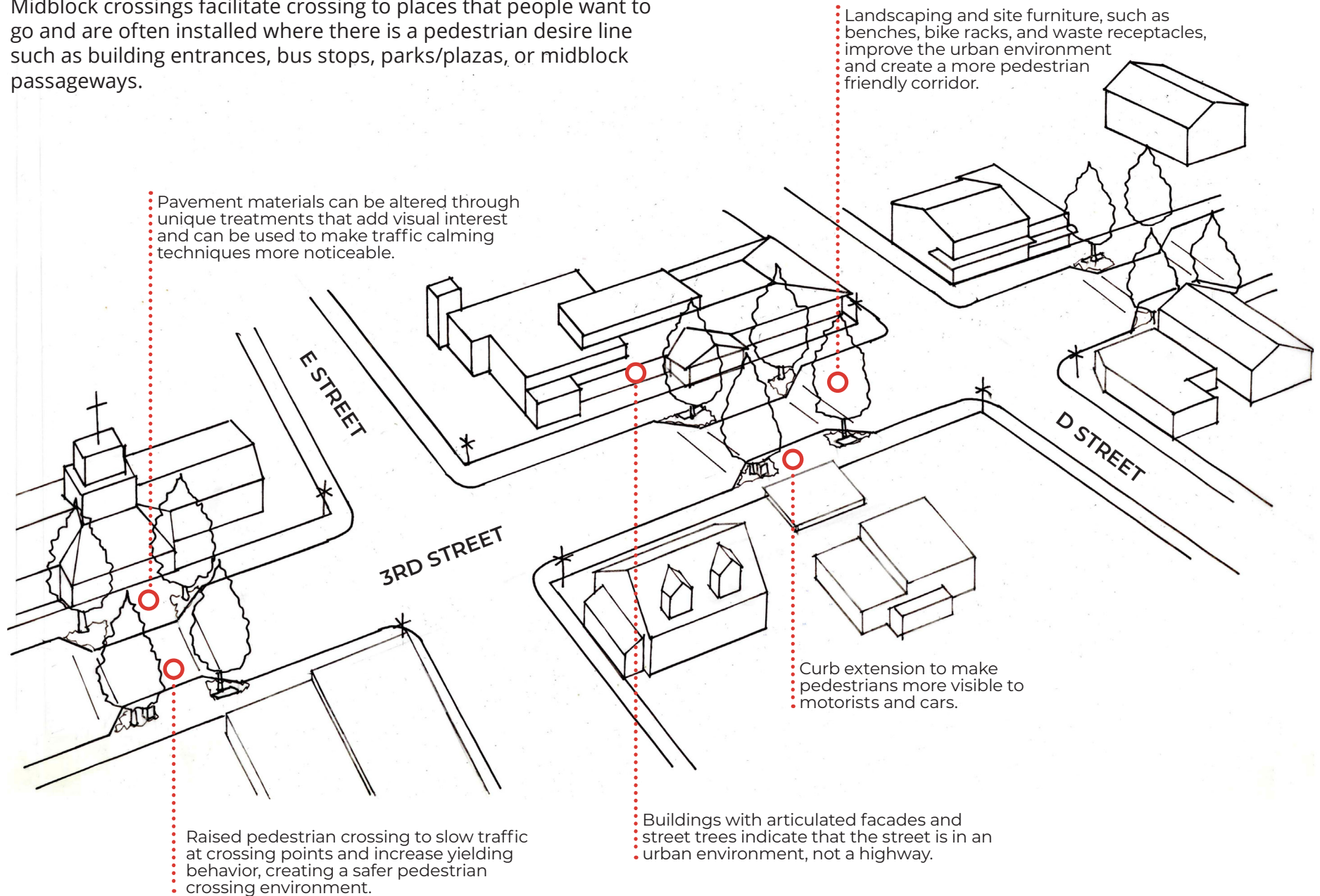


MAP 7: CURRENT TRAIL MAP



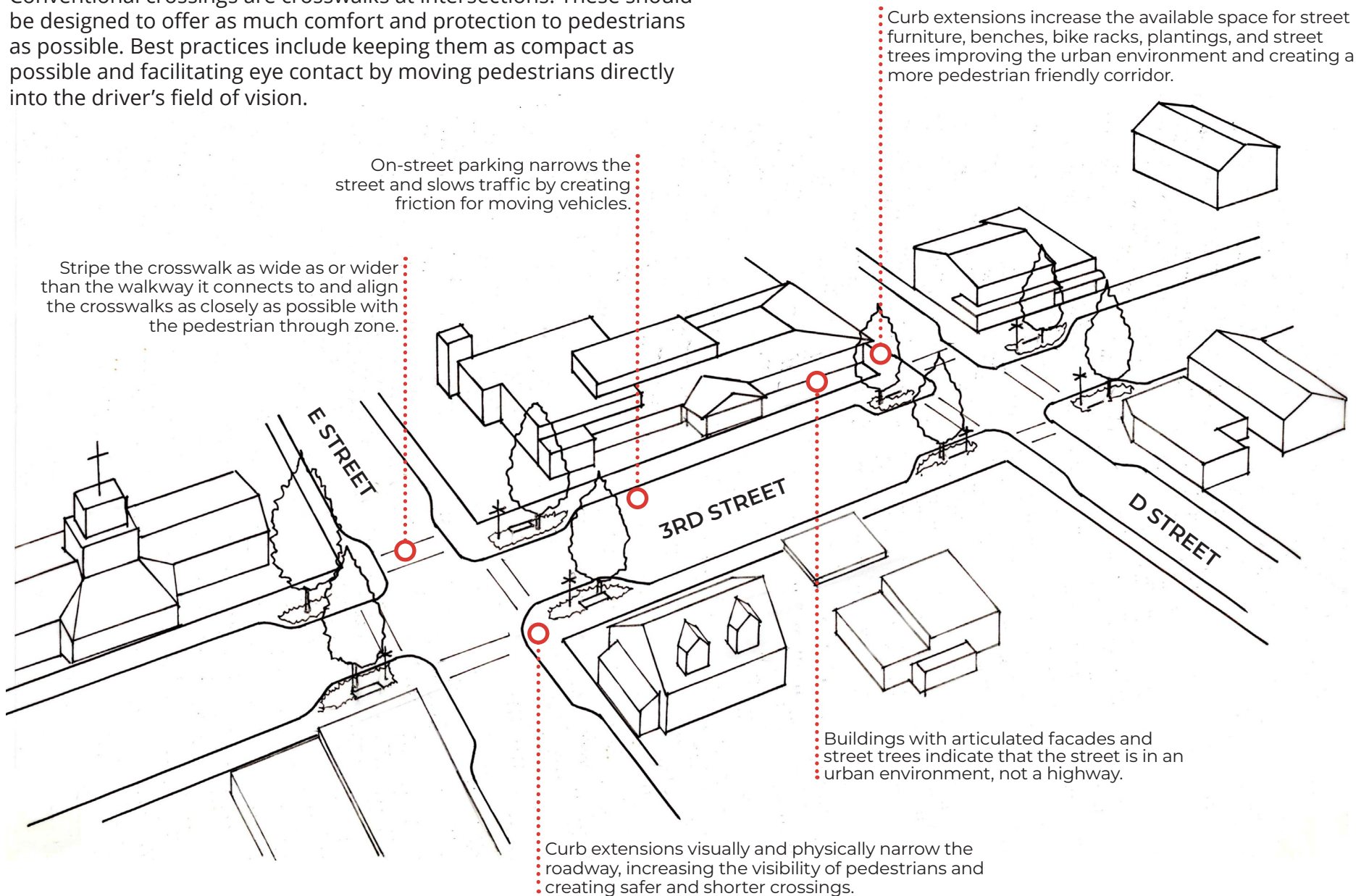
TRAFFIC CALMING: EXAMPLE OF MIDBLOCK CROSSINGS

Midblock crossings facilitate crossing to places that people want to go and are often installed where there is a pedestrian desire line such as building entrances, bus stops, parks/plazas, or midblock passageways.



TRAFFIC CALMING: EXAMPLE OF CONVENTIONAL CROSSINGS

Conventional crossings are crosswalks at intersections. These should be designed to offer as much comfort and protection to pedestrians as possible. Best practices include keeping them as compact as possible and facilitating eye contact by moving pedestrians directly into the driver's field of vision.





Port of Juneau

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From: Don Etheridge
Chair, Docks & Harbors Board of Directors

To: Downtown Douglas/West Juneau Area Plan Steering Committee

Date: June 3rd, 2025

Re: BOARD COMMENTS TO AREA PLAN

On behalf of the CBJ Docks & Harbors Board, thank you for your multi-year effort to create the Downtown Douglas/West Juneau Area Plan. We were pleased that Board Member Annette Smith was able to contribute to the planning and final product. The Board provides the following comments to your April 28, 2025 draft.

1. We believe that the formal name of the Douglas Harbor should be recognized at some point in the Plan: Mike Pusich Douglas Harbor
2. "Limited or small-scale tourism" is used throughout the Plan. This description probably needs a more detailed description to this goal. Please know that Docks & Harbors is an Enterprise of the City & Borough of Juneau. This requires self-generating revenues or competing for project funding every five years under the 1% Sales Tax Initiative to improve harbor infrastructure. Docks & Harbors is supportive of expanding Douglas Harbor services and facilities, but we are limited by available fund balances and grant opportunities.
3. Under goal 1.1, Action Item B: *Maintain and improve the Douglas Harbor for access to commercial fishing and recreation activities*. Please know in the past 25 years, Docks & Harbors and partners have invested over \$40M and completed 12 major construction projects and numerous smaller infrastructure improvements in Douglas Harbor. This includes major dredging needed to construct Floats D & E as well as maintenance dredging to recapitalize A, B and C Floats. Recent improvements have included portable sewer pump out services offered at no cost and security lighting improvements in the parking lot. We have plans for greater aesthetic improvements with heated bathrooms, paving, lighting and landscaping, but do not currently have funding to proceed. A more comprehensive list of the work Docks & Harbors has executed includes:
 - a. 2001 – Douglas Harbor Uplands and Moorage Expansion – Phase 1
 - b. 2001 – Douglas Harbor Uplands and Moorage Expansion – Phase 2
 - c. 2002 – Douglas Harbor Log Boom Breakwater
 - d. 2003 - Douglas Harbor Uplands and Moorage Expansion – Phase 3
 - e. 2005 – Douglas Harbor Sewer Pump out
 - f. 2008 – Douglas Harbor City Dock Demolition (Required to install the new breakwater)
 - g. 2008 – Douglas Harbor Floating Breakwater

- h. 2009 – Douglas Harbor Rubble Mound Breakwater Extension
 - i. 2015 – Old Douglas Harbor Demolition
 - j. 2015 – Douglas Harbor Renovation
 - k. 2018 – Douglas Harbor Sewer Barge
 - l. 2020 – Douglas Harbor Anodes
 - m. 2023 – Douglas Trailer Lot Resurfacing with recycled asphalt
 - n. 2024 – Douglas Harbor (parking lot & near gangways) and Launch Ramp Installed new Lighting (LED luminaires)
4. The Docks & Harbors Board would be interested in the vision provided in Goal 1.4 for *access points* as well as *connectivity* as it pertains to the Douglas Harbor.
 5. Under Goal 2.4 Action E: *Install a public use dock at the Douglas Harbor for recreation and potential commercial use.* The Board would like to receive greater detail as to where this dock could be located.
 6. Under Goal 2.6 Action C: *Maintain and enhance opportunities for liveaboards in the Douglas Harbor.* Docks & Harbors provides the most liberal liveaboards opportunities in the Pacific NW and provides the most northern year-round potable water system in a North American small boat harbor. Our vision to provide heated bathrooms, including showers, will be pursued once funding can be secured. Please know that Docks & Harbors is directed under CBJ Code to favor vessels engaged in transportation:
It is hereby declared to be the intent of this title to favor the use of the facilities of the boat harbor by commercial fishermen, government vessels, commercial vessels in trade and commerce, and pleasure craft, and by the general public at large. It is further the intent of this title to prevent and discourage the use of the facilities of the boat harbor by boats which have been abandoned by their owners to the point of becoming derelicts as defined in chapter 85.05 or becoming a charge and nuisance to the City and Borough, the port director, and the general public, or which are unsafe, or which are not used, or are not fit to be used, regularly for transportation on the water. (85.10.030)
 7. Regarding the request to enhance harbor opportunities for liveaboard, commercial and recreational users, and installation of a public use dock, perhaps the Plan should explicitly add an expansion of Mike Pusich Douglas Harbor as a goal. This language could be helpful to leverage community and political support for expansion. Please recognize that the Plan's support of the transfer of Mayflower Island from CBJ control would not be in alignment of developing new opportunities at Douglas Harbor by Docks & Harbors.

#

From: [Alan Steffert](#)
To: [S. Douglas / W. Juneau Area Plan](#)
Subject: Comment on draft plan goal 5.3
Date: Thursday, May 1, 2025 7:57:41 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I disagree with goal 5.3 as currently worded. It reads as though it is against developing the platted ROW and lots that will be 6th Street Douglas. This sounds like nimby-ism. This area is low hanging fruit for development as a new housing area. It is already platted, has water, sewer and electricity close by, and is adjacent to already developed neighborhoods. If you are serious about increasing housing in Juneau, and in Douglas specifically, then this area should be developed. If 5th st residents don't want a lot above then developed they should buy it at market price and do nothing with it. I recommend that goal 5.3 be edited to be clear that preserved greenspace would be above the platted lots of 6th st, not above 5th st.

Alan

From: [Eric Caldwell](#)
To: [S. Douglas / W. Juneau Area Plan](#)
Subject: Public Comment
Date: Friday, May 2, 2025 3:57:23 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Thank you for the inclusion of Goal 5.3 in the Downtown Douglas/West Juneau Plan. Some residents of 5th Street are already dealing with impacts related to erosion and drainage. Rezoning 6th Street to Conservation Area will make the kinds of property-damaging mudslides we've seen in the Twin Lakes area less likely to occur in this neighborhood.

Recent construction on both 5th Street and St. Ann's between Summers and Treadwell has made the already limited parking in these residential neighborhoods increasingly scarce. I am not aware of what the term "Natural Area Park" encompasses, but I do not see how rezoning 6th Street to any kind of "park" is practical, given the neighborhood's inability to support current vehicular activity - a level that will only increase with the construction of the cultural center at St. Ann's and Treadwell. The recent decommissioning of the Mount Jumbo Trailhead seems to indicate that the City is already aware that this largely residential neighborhood does not have the parking infrastructure to support such recreational activity.

I strongly encourage the City's efforts to rezone 6th Street as a Conservation Area, both to protect existing residents and the wildlands in our backyards.

Sincerely,
Eric Caldwell
319 5th Street
Douglas, AK 99824

From: [Jeffrey Smith](#)
To: [S. Douglas / W. Juneau Area Plan](#)
Subject: Feedback on the Draft Douglas/West Juneau Area Plan
Date: Wednesday, May 7, 2025 11:14:12 AM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Committee Members,

Thank you for your work on the draft Douglas/West Juneau Area Plan and for volunteering your time to be a part of guiding the future of our neighborhoods. I appreciate the thought and care that has gone into the planning process. However, after reviewing the draft plan, I'm writing to express my deep disappointment in the lack of tangible, proactive solutions to address what is arguably Juneau's most urgent and defining challenge: housing.

Our city is facing a full-blown housing crisis. Many people who work full-time jobs — including those with families and those supporting people with disabilities — are on the verge of homelessness or are being priced out of Juneau entirely. I personally know two families for whom this applies. They have one member who works full-time and supports another family member with a disability, and despite doing everything “right,” they came dangerously close to living on the streets within the past year. I also know many people who would love to own homes here but simply cannot afford to — they're trapped in a cycle of high rents that essentially pay someone else's mortgage, without a path to stability or ownership.

In this context, the committee's failure to present bold or specific housing opportunities — or even a clear commitment to finding ways to make them happen — is disheartening. At to be clear, I understand that these are volunteers doing the best they can, and here I am sitting on the sidelines providing critique of their work. But I hope these comments can encourage a deeper look at the housing plan.

The 6th Street corridor is a prime example. Rather than asking, “Why not here?” the current tone of the plan and much of the discussion around it seems to focus on all the reasons why development should be avoided. If we only ever seek to preserve the character of our neighborhoods exactly as they are, we will fail the very people our community needs most: working and middle-class teachers, caregivers, and young families.

If people are saying, “I don't want to see homes from my backyard or lose my direct access to the forest” that's not a legitimate planning concern — that's a personal preference. That's not to say there not legitimate concerns with 6th street development, just that we need to explore it in good faith.

Instead of identifying barriers, the committee should be generating solutions. For example:

- What if we reimaged the underutilized Jumbo Gym as a mixed-use development — with childcare or community recreation on the ground floor and small apartments or housing above?
- What if we worked with the CBJ to improve infrastructure access to land like the 6th Street corridor and made that a model of well-integrated development?
- What if we led with a “yes, if...” approach rather than a “no, because...” mentality?

We need creativity. We need sacrifice. We need a willingness to accept change — not because we don't love our neighborhoods, but because we love them enough to want to see them thrive not just for us and not just for now, but for the future.

Respectfully,
Jeff Smith
900 1st Street #10, Douglas
907-713-5135

OPEN HOUSE STICKER EXERCISE							
Goal	Action	Language	Yes	No	Total Votes	Public Comment	Public Comment
1.1	A	Maintain and improve roadways and bridge connections to Juneau for access to goods and services and economic opportunities for Douglas residents, and for access to Douglas businesses and events by off-Island patrons.	3	0	3	Remove the new parking restriction signs on Douglas Hwy. They are more restrictive than downtown & in front of residential	
1.1	B	Maintain and improve the Douglas Harbor for access to commercial fishing and recreational activities.	6	0	6	Need more moorage for recreational boats less than 30 ft. and more transient	Ensure adequate recreational boat trailer parking is
1.1	C	Develop an alternative route to improve emergency response and reduce congestion at stressed intersections.	1	1	2		
1.1	D	Encourage and participate in ongoing Juneau-wide discussions about a second crossing between Douglas and Juneau.	8	1	9		
1.1	E	Allocate appropriate funding for winter maintenance of streets.	8	0	8	Snow depository in the ball field next to Montessori school needs to either have a curfew or move further away from residences. Loaders & tailgate slamming all night is keeping everyone in the lower St. Anns area up	
1.1	F	Include CIP proposal to pave existing streets in Downtown Douglas / West Juneau to reduce maintenance costs and improve air quality.	4	0	4		

1.2	A	Build and maintain stair connections to provide pedestrian links between streets and access to properties where slopes make road or sidewalk connections impractical.	4	1	5	Make this less specific - pedestrian connections lot neighborhoods can be bridges, new paths, stair	
1.2	B	Implement traffic calming measures along Douglas Hwy / 3rd Street to improve pedestrian and nonmotorized transportation safety.	1	1	2	Lighted crossing at Crow Hill also	What are traffic calming measures?
1.2	C	Invest in bicycle and pedestrian infrastructure.	19	1	20		
1.2	D	Allocate appropriate funding for proper winter maintenance of sidewalks and bike lanes.	10	1	11		
1.2	E	Add crossing lights to existing crosswalks at the Douglas Hwy and Cordova Street intersection and 3rd Street and 1st Street by the Sayéik: Gastineau Community	13	1	14	Please try to install flashing lights /other high visibility crossing at Cordova &	
1.2	F	Preserve existing wildlife pathways or create alternative pathways to minimize human/wildlife interactions.	6	1	7		
1.3	A	Relocate the Parks & Recreation Facilities Maintenance Shop to another location.	6	0	6		
1.3	B	Enhance existing facilities to maintain and expand public uses, including indoor and outdoor activities.	4	0	4		
1.4	A	Identify potential access points to the shoreline along Gastineau Channel and develop a waterfront trail linking West Juneau to Downtown Douglas.	13	1	14		
1.4	B	Develop a wayfinding plan to guide users to safe and appropriate routes to the waterfront.	0	0	0		
1.4	C	Improve connectivity from the downtown core and opportunities for usage of the Douglas Harbor, Treadwell Arena, Mayflower Island, and Savikko Park, encouraging visitors to stay in the area and visit local businesses.	2	0	2	No to encouraging more overnight Airbnb or Hotels	

1.4	D	Designate waterfront land for use to enhance understanding of Alaska Native history in Douglas, in cooperation with the DIA and other organizations.	5	0	5		
1.5	A	Allocate appropriate funding to expand hours of operation and computer access at the Douglas Public Library.	4	0	4		
1.5	B	Expand the CBJ public Wi-Fi network to include additional hotspots and increase active hours across Douglas.	4	0	4		
1.5	C	Establish and maintain a Douglas Community website on the CBJ website to provide information about the community, including consultations prior to development decisions, activities and events, local businesses, and neighborhood groups.	10	0	10		
1.5	D	Develop CBJ policies to ensure the involvement of under-served and under-represented communities in the public process.	3	0	3		
1.5	E	Designate Douglas Advisory Board members as community liaisons to attend and report on Planning Commission meetings, Assembly meetings, and the Assembly Public Works and Facilities Committee meetings	10	0	10		
1.5	F	Establish CBJ community-based youth and community outreach committees, as well as a dedicated public website.	5	0	5		
1.6	A	Relocate the Parks & Recreation Facilities Maintenance Shop to another location.	2	14	16	People likely don't know the difference from CBJ Maintenance Building and	If you mean Jumbo Gym call it that

1.6	B	Enhance existing facilities to maintain and expand public uses, including indoor and outdoor activities.	13	0	13	Suggest a mixed makerspace & activity center, arts & science + innovation/technologies at	
2.1	A	Use available local and state data to map existing services in the Plan area.	0	0	0		
2.1	B	Conduct a community needs assessment to identify and prioritize missing services.	12	0	12		
2.1	C	Survey existing commercial enterprises to identify what supports are needed to advance more commercial activities.	0	0	0		
2.1	D	D. Survey for underused public properties that could be repurposed and identify potential uses.	3	0	3		
2.1	E	Develop an action plan to address results of community surveys outlined in Goal. 2.1.	0	0	0		
2.2	A	Market Douglas' natural environment, outdoor lifestyle, performing arts, culture, and history.	0	8	8		
2.2	B	Develop opportunities for cultural, historical, and eco-	0	4	4		
2.2	C	Develop and permit opportunities for small tour operators offering small group, low impact experiences	3	15	18	For now tourism operations, have a resident review committee to provide	What is the definition of "small scale" tourism? Can
2.3	A	Promote opportunities for businesses and entrepreneurs to address service gaps.	4	0	4		
2.3	B	Encourage local employers to use the Douglas Community website to promote vacant year-round positions.	2	0	2		
2.3	C	Promote telecommuting opportunities to those who may consider relocating to Douglas for its small town qualities.	0	0	0		
2.3	D	Enhance telecommunications services to Downtown Douglas / West Juneau.	1	0	1		

2.3	E	Embark on a study to increase parking opportunities, such as cooperative agreements with owners of downtown parking lots to open spaces in off hours.	2	0	2		
2.3	F	Encourage businesses within residences by making the city code definition of “home occupation” less restrictive.	1	3	4		
2.4	A	Develop new and improve existing Douglas Harbor public amenities, such as paved parking, landscaping, restrooms, and period or artistic lighting improvements.	4	0	4	Add a second sheet of ice at Treadwell Arena	
2.4	B	Facilitate commercial activity designed to attract visitors and residents from other areas of Juneau, such as food trucks, and light, small scale tourism, by providing dedicated vendor space, access to potable water, and other	4	10	14	More amenities for Juneau locals year-round	
2.4	C	Diversify public uses at Savikko Park to fully utilize space.	6	0	6		
2.4	D	Coordinate planning efforts for the Douglas Harbor and Savikko Park, recognizing their proximity and potential for	1	0	1		
2.4	E	Support DIA’s efforts to acquire Mayflower Island.	3	10	13		
2.4	F	Install a public use dock at the Douglas Harbor for recreational and potential commercial use.	2	6	8		
2.5	A	Maintain and improve existing and build new roadways and bridge connections to Juneau for access to goods and services and economic opportunities for Douglas residents, and for access to Douglas businesses and events.	1	5	6		
2.5	B	Maintain and improve community anchors such as theaters and sports arenas, and enhance their connections within the community,	9	0	9		
2.5	C	Actively support Juneau-wide hydroelectric development and other renewable energy projects to capitalize on clean and reasonably priced sources of electricity.	12	0	12		

2.6	A	Examine and eliminate barriers to partnerships, to support housing and economic development opportunities.	4	3	7		
2.6	B	Incorporate “Missing Middle” housing such as duplexes, triplexes, and rowhouses and innovative housing types such	7	7	14		
2.6	C	Maintain and enhance opportunities for liveaboards in the Douglas Harbor.	4	4	8		
2.6	D	Incentivize property owners of vacant lots or buildings to create housing.	5	6	11	Better permitting	
3.1	A	Encourage community gardens in parks and neighborhoods.	12	0	12		
3.1	B	As part of a comprehensive plan for Savikko Park and the Douglas Harbor, develop a growing space in Savikko Park, such as a community garden or another type of managed	13	0	13		
3.1	C	Encourage Fruiting Forests.	5	0	5		
3.1	D	Include food bank information on the Douglas Community we	4	0	4		
3.1	E	Encourage the development of a food co-op.	7	0	7		
3.1	F	Encourage the development of a “gleaning” program where excess fresh foods from gardens, farmers markets, grocers, restaurants, events or any other sources in are collected and provided to those in	9	0	9		
3.1	G	Develop an emergency plan for supply of food and necessities if Douglas is cut off from the mainland in the	1	0	1	There are so many boats we wouldn’t really be cut off!	
3.2	A	Work with health care providers to hold health fairs and offer “pop up” clinics to provide access to primary care, dental, behavioral health, emergency, and other public health	4	2	6	This is best practice for serving high needs individuals	
3.2	B	Develop a mapping and signage system for recreational programming, community activities and infrastructure. Consider implementing QR codes and utilizing apps and mobile friendly websites to take advantage of changing technologies.	1	0	1		

3.2	C	Use the Douglas Community website to advertise and inform the community about recreational choices, programming and activities, and community initiatives such as walking groups and community	2	0	2		
3.2	D	Enhance the CBJ's Homestead Park to include access to the water and off-street parking.	2	2	4		
3.3	A	Collaborate with private landowners to develop a public park and community garden connecting Foster Avenue and	10	6	16		
3.3	B	Collaborate with private landowners to develop a pathway across Lawson Creek and private property connecting Raven Road with John Street.	16	8	24		
3.4	A	Expand community access to programs and activities that improve safety such as JPD's CPTED consultations.	0	0	0	?	
3.4	B	Actively recruit and encourage participation from individuals who belong to underserved communities to participate in groups and committees.	3	0	3		
3.4	C	Provide public trashcans and pickup to shoreline areas, bus stops, and other high use areas.	13	0	13		
3.4	D	Add outdoor or covered seating adjacent to the post office, library, and other community anchors to encourage	3	0	3		
3.4	E	Ensure that snow management plans remove snow berms in a timely manner, prioritizing sidewalks, bus stops, and wheelchair accessible spaces.	12	0	12	Maybe every other year switch which side of the street snow is plowed to.	
3.4	F	Provide a wheel-chair accessible ramp or boardwalk to the Sandy Beach shore.	7	2	9		
3.4	G	Provide a hose bib in or near the restrooms or shelters at Sandy Beach.	5	0	5		
4.1	A	Develop educational displays/materials about the Douglas Indian Village that was located at Savikko Park.	10	0	10		

4.1	B	Partner with tribal, governmental and other organizations on projects that highlight the area's unique cultural and natural	5	0	5		
4.1	C	Expand the historic districts and use the designation to preserve the character of an individual structure or neighborhood where there is historic, architectural, cultural, and/or geographical	1	0	1		
4.1	D	Encourage the maintenance of and public informational signs about the cemeteries along Douglas Highway.	9	0	9		
4.2	A	Promote and grow local events such as Gold Rush Days, Douglas Fourth of July and the Christmas Tree Lighting, and create additional events such as "A Taste of Douglas" that appeal to visitors and residents.	8	0	8		
4.2	B	Develop and advertise historic preservation opportunities.	0	1	1		
4.2	C	If Mayflower Island is transferred from the federal government, subsequent development should be encouraged to be small scale.	10	4	14	Make Mayflower Island a public park.	
4.2	D	Provide information on how to incorporate local arts into site development and building design and encourage new developments and substantial renovations to do so.	3	0	3		
4.2	E	Develop a mapping and signage system for arts, creative, cultural and historic resources. Consider implementing QR codes and utilizing apps and mobile friendly websites to take advantage of changing technologies.	2	0	2		
4.2	F	Develop an emergency plan for supply of food and necessities if Douglas is cut off from the mainland in the	10	0	10		
4.3	A	Use public forums and outreach, including the Douglas Community website, to advertise and educate the community about art, music and cultural activities.	2	0	2		

4.3	B	Support partnerships between artists, artistic programs, and cultural organizations.	5	1	6		
5.1	A	Support preservation and re-use of existing housing to improve and expand the housing supply.	5	1	6		
5.1	B	Incentivize redevelopment and renovation of aging properties through tax abatement and revolving loans.	7	1	8		
5.1	C	Expand existing or create a new locally funded program for rehabilitation and restoration of housing units within historic buildings.	3	1	4		
5.2	A	Implement an EV charging permit program and provide EV charging facilities at CBJ facilities, Heritage Park, and the top of Cordova Street. Encourage or require EV charging facilities in commercial and multi-family developments.	3	0	3		
5.2	B	Promote the Douglas Public Library as an information and technology hub of Douglas.	6	0	6	The library is not set up for this at all. Use the Jumbo Gym to create an innovation	
5.2	C	Work with business owners on practical recycling and packaging practices.	5	0	5		
5.2	D	Develop incentives and programs to encourage energy efficiency and conservation in both new construction and	3	0	3		
5.3	A	Re-designate the Land Use category of approximately 17 acres of CBJ-owned parcels abutting the 6th Street right of way from Ultra-low Density Residential to Conservation Area or Natural Area Park.	15	3	18	As mudslides, etc., become more of an issue, I worry about developing above housing already here. Concerns about drainage &	Yes - Landslides occur more on logged/disturbed terrain - make this happen for safety!
5.4	A	Encourage solutions to minimize/address water runoff in major rain events.	13	0	13		

5.4	B	Study, plan and implement measures to mitigate the impact of landslides, mudslides, and avalanches in Douglas.	20	0	20	Will we have to purchase insurance & will not be able to afford living in Douglas?	
5.4	C	Research, promote and incentivize the use of climate change mitigation ideas such as light colored roofs that reflect heat back out to space.	2	1	3		
5.4	D	Encourage and incentivize energy efficient construction such as LEED certified buildings.	2	0	2		
5.4	E	Encourage recycling and composting by facilitating drop-off points in Douglas.	11	0	11		
5.4	F	Explore and encourage the feasibility of wind, tidal, solar and other non-polluting technologies in Douglas.	5	1	6	Have public free charging stations with 2hr limit.	



Let us know what you think!

NAME:

Adrian Barrett

ADDRESS:

3700 N. Douglas Hl

I think that Home owners and Residents
should be Respected.

Fix The Douglas Bridge
Don't plan to fix the after math
Prevent catastrophic failure



Let us know what you think!

NAME:

ADDRESS:

The Douglas Bridge Was Built
1980 with a 70 Year life span

We are coming up on 50 Years
now This plan is for 20 Years
What is the plan to replace
the Bridge at end of Life?

Doug Eckland
215 5th St.



Let us know what you think!

NAME:

Lerr. Roe

ADDRESS:

820 Front St Dgls

Just for a quick starter. Noticing buildings going up in Douglas and West Juneau without ANY SPACE for anything green + growing. They are solid concrete driveways, black crushed rock etc. Not a tree, bush or anything growing anywhere.

Juneau in general is shaving away trees and soil and laying down TOO MUCH asphalt (old KMart parking lot is an eyesore) Think we need to consider how much open land is available due to heavy rains. In the lower 48 our family cemetery plots are underwater every spring due to encroaching housing area with lots of big asphalt driveways.



Let us know what you think!

NAME:

Jones

ADDRESS:

E Street.

I would like to preserve the desirability of Douglas by maintaining its green spaces as well as safe spaces to live without threat of landslides. At this point, I suggest maintaining what exists. The roads, although paving efforts have occurred, are still in disrepair and road gutter systems are inadequate with massive icing continuing to occur even with past improvements. Snow removal ~~is~~ has deteriorated over the years - I can't tell you the number of times in past years I haven't received snow removal service. Therefore, adding more residences^{6th St.} would add more difficulties with roads/traffic, snow removal, water runoff, and down hill difficulties. In terms of additional tourism I again would want to preserve the residential feel of Douglas and maintain a neighborhood with walking in the neighborhood, seeing children playing, and neighbors chatting. My kids grew up in Douglas and enjoyed a nice, safe, outdoor neighborhood that I hope to see continue.

With regard to affordable housing, I have yet to see true affordable housing in Juneau, a town that is not increasing in population. Again, let's maintain what we have and perhaps work on true affordable housing.

Thank you for your time and efforts.



Let us know what you think!

NAME:

Jones

ADDRESS:

E St.

I think it's important to maintain the integrity of Juneau & Douglas by keeping ~~development~~ tourists out of the area. Focus on developing affordable (actually affordable) housing for people in Juneau.

Also, with the increase of landslides in Juneau & across southeast we should do all we can to help reduce ~~to~~ disturbing landslide terrain. Developing 6th street would add stress to landslide terrain & put homes & families at risk.

Public input like this is so important & helps strengthen community. please actually listen to local voices & don't be swayed by the tourist dollar. Also, including groups that are under-represented in the conversation is extremely important, we all live here!

*As always, the Douglas Library provides an incredible service to →

Folks in Douglas & should continue to receive funding & love & care. Libraries are so important to communities & having one in walking distance/ on the bus line in Douglas is so important.

- Contact ^{+ Ruth Gentry} Bruce Rose ^[REDACTED]
to ask about Bus access.
You can say Lisa ^{Eganlagerquist} suggested you call.
They are avid bus users + renters.
- Ask school to recommend a family to talk to
that might represent lower income young
families needs.
- Any thing to keep encouraging/supporting ~~unmet~~
Douglas diversity



Let us know what you think!

NAME: Mindy Merritt ADDRESS: PO Box 240228 Douglas
(old school Douglas)

1. leave Boat Harbor Trailer Parking as Trailer parking.
2. limit height of buildings in downtown Douglas.
3. NO 6th Street!!! People (Young couple, too) live in Douglas because it is as it is now.



Let us know what you think!

NAME: Maggie Swanson

ADDRESS: 2211 Raven Rd, Unit D
Douglas, AK 99824

A committee member mentioned that boat trailer
parking should move to the Treadwell area- NOT OK!!

Leave parking for boat trailers as is.

Leave Raven Road alone. Thank you.



Let us know what you think!

NAME: Taylor

ADDRESS: E St

I think it is essential to focus on building up community spaces, like a food co-op or community garden. Our Douglas Library is such a great space which offers everyone access to community events, the internet, and information. It is so important to fund + protect our library.

In the future, I would like to see Douglas continue to promote + protect community. I do not want to see more tourism in Douglas. We all suffer enough from that here as it is. Restrict tourism on Douglas!

Subject: Opportunity for Housing & Community Enhancement at 3370 Douglas Hwy
(Douglas Breeze In) - Alignment with Downtown Douglas / West Juneau Area Plan

Dear Steering Committee,

We hope this email finds you well.

We are writing to you as the landowners of the property located at 3370 Douglas Hwy, commonly known as Douglas Breeze In. As you may be aware, our family sold Breeze In 2024 to Myers Group LLC, who operate Foodland, Super Bear, and Dehart's.

Currently, Myers Group has an application pending with the Alaska Alcohol and Marijuana Control Office (AMCO) for the transfer of the liquor license from Douglas Breeze In to Foodland. We anticipate this transfer will be approved in late summer of this year, at which point Douglas Breeze In will cease operations.

With the end of the Douglas Breeze In era approaching, we see a significant opportunity to collaborate with the City of Juneau on the best future use for this strategically located property.

The site is currently zoned D5 with a commercial land use overlay. Given its location, we believe the property presents a unique potential to significantly enhance housing options within Juneau, aligning directly with the goals outlined in the Draft 2025-04-28 Downtown Douglas / West Juneau Area Plan. (Interestingly, the stunning panoramic view of the Gastineau Channel, Mt. Juneau, the Tahku Whale Sculpture, and Mt. Roberts featured on page 4 of the Area Plan is taken from our property!)

We are eager to begin a dialogue with the City about the possibilities for rezoning or alternative land use that would maximize the housing potential of 3370 Douglas Hwy and contribute to the objectives of the Draft Area Plan.

We have identified several goals within the Draft Area Plan where the future of 3370 Douglas Hwy could make a meaningful contribution:

- **Goal 1.3 – Ensure that Downtown Douglas / West Juneau residents have access to year-round public transit that is safe, convenient, and reliable:** Our property is directly situated on the Capital Transit route, and we previously partnered with the City to establish a covered bus stop on-site.
- **Goal 1.4 – Foster community connections to the waterfront that are accessible to all residents and visitors of Downtown Douglas / West Juneau:** We are open to exploring how this property could incorporate public access points to the waterfront

and enhance the recognition of Alaska Native history in the area. This could potentially include connecting the Totem Pole Trail and the Juneau Seawalk across the bridge to a public park on our land (in connection with Goal 2.2).

- **Goal 2.6 - Diversify housing options to support a broad range of current and future Douglas residents:** In light of the pressing need for diverse housing options, we respectfully request the Steering Committee consider working with us to explore the potential for rezoning this property to a higher density residential designation.

Issue/Opportunity:

We recognize the existing limitations within Title 49, which currently underutilizes the development potential of residential zones like D-5 within the urban service boundary. The current restriction to five dwelling units per acre, primarily allowing single-family and duplex housing in areas already served by essential public infrastructure, represents an inefficient model for addressing Juneau's housing shortage. This constraint can contribute to sprawl and diminish the return on existing public infrastructure investments. By limiting density in these established areas, Title 49 inadvertently encourages development further afield, increasing car dependency, potentially impacting the environment, and hindering overall housing supply and affordability.

Proposed Improvement:

We strongly encourage the City and Borough of Juneau to consider upzoning areas within the urban service boundary, including D-5 districts and similar, to enable higher residential density by right. This could involve transitioning D-5 to a new zoning designation permitting 10-20+ dwelling units per acre or implementing flexible overlays that accommodate multifamily housing, small apartment buildings, and townhomes. To further encourage infill development, we suggest considering reductions in minimum lot sizes, the adoption of form-based zoning principles, and the elimination of unnecessary parking mandates. Establishing clear and streamlined approval processes for higher-density developments in these areas would also be beneficial.

Justification & Precedents: Numerous U.S. cities have successfully increased housing supply and affordability by reforming zoning to allow higher densities in residential neighborhoods, particularly near transit and public services. Examples include:

- **Minneapolis, MN:** Eliminated single-family-only zoning citywide, leading to modest but steady increases in multi-unit housing within established neighborhoods.

- **Portland, OR:** Adopted the Residential Infill Project, allowing up to four homes per lot (and six if affordable) in formerly single-family zones, with strong design standards.
- **Seattle, WA:** Encouraged urban village upzoning and accessory dwelling units (ADUs), resulting in more diverse housing options and higher density in key growth areas.
- **Boise, ID:** Introduced form-based code overlays to support gentle density in core neighborhoods, enabling a mix of townhomes and small apartments.

These reforms have helped meet growing demand, reduce housing costs, and make efficient use of public infrastructure—goals that align well with Juneau’s sustainability and housing affordability objectives.

Conclusion:

We believe that a forward-thinking approach to land use, as reflected in Title 49, should recognize the significant potential of D-5 zones and similar areas within the urban service boundary for responsible densification. Upzoning these locations offers a crucial opportunity to alleviate pressure on undeveloped land, address housing scarcity, and foster the development of walkable, transit-accessible communities. This represents a critical step towards aligning zoning policy with the City’s long-term housing and climate goals, and we are eager to partner with the Steering Committee to explore this potential at 3370 Douglas Hwy.

Thank you for your time and consideration. We look forward to the opportunity to discuss this further with you.

Sincerely,

Jenny Lofton

Property Manager

Alcor Lands, LLC

907-957-0873

alcorlands@gmail.com

Conceptual Images:





TERRITORIAL SPORTSMEN

Representing The Sporting Lifestyle Of Southeast Alaskans

May 16, 2025

Dear Downtown Douglas/West Juneau (DD/WJ) Steering Committee,

Territorial Sportsmen Inc is writing to comment on the Downtown Douglas / West Juneau Area Plan. We have a large number of members who regularly use the South Douglas Harbor and support many of the points in the draft Area Plan, including the following sections:

Goal 1.1 – B: Maintain and improve the Douglas Harbor for access to commercial fishing and recreational activities

Goal 2.4: Enhance the Douglas Harbor and surrounding parkland as a community anchor for recreational and economic activity

However, we would like the plan to specifically allow for the expansion of Douglas Harbor. We realize there is no funding at this time, but were such funding to become available, we would like the Area Plan to reflect our membership's desire for an expanded Douglas Harbor.

Sincerely,

Ryan Beason, President
Territorial Sportsmen, Inc.
ryan@erakcpa.com
907-723-7686

ONLINE SURVEY			
In general, what did you think of the draft plan?	Do you have feedback on a specific draft goal or action?	Does this plan address issues important to you as someone who lives, works, or plays in the Downtown Douglas / West Juneau area? If no, what did you feel was excluded?	Were there terms or phrases used in the plan that were confusing or unclear? If so, what were they?
Good: short and easy to read. Bad: no consistency in how many goals and actions in each chapter. Some feel last minute, while others are redundant. Many of the actions seem outside city purview, like 5.2 C - how would the city have any idea about "practical packaging practices"?	Goal 1.2 E is very needed - not safe area for elementary school kids. Goal 5.3 seems unnecessary - the whole place is surrounded by "natural, undeveloped areas" so why take away residential property?	Where is the housing goal? Goal 1.6 talks about the old school turning into a "multi-purpose hub" but doesn't mention the housing part, like artist apartments. Language in Prosperous Community talks about Douglas having a "self-sufficient" economy, but it takes customers to support businesses, and there's no housing goals to bring new people in.	What does "encourage" really mean? Too vague to have any impact.
Generally good	(no comment)	Yes it covers all areas. In my opinion maybe too many areas addressed. I'd rather see the city do several things well than many things poorly.	Confusing and unclear. Yes talking about DIA transfer of mayflower island. Not clear about options. Also talking about capital school as the parks and recreation maintenance shop. I think it's two different areas. I think the wording determined how people responded with red and green dots.

(no comment)	I've been a resident of downtown Douglas (corner of 3rd and E) since 1991. Every day I experience auto traffic coming from 4th and 5th to make a turn onto 3rd, the town's main artery. Although opening up the 6th street corridor for residential development would increase traffic, I strongly urge you to maintain the status quo zoning. The City should not further reduce its inventory of potentially developable land. A green space corridor above 5th is unnecessary.	(no comment)	(no comment)
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It's good, but should have been two different plans. Douglas and West Juneau are areas with very different characters.	More crosswalks in downtown Douglas. Crossing light should be added at Cordova, Crow Hill, and at Sayeik Gastineau School. Incentive owners of vacant lots and buildings to develop, whether housing or small businesses. Develop a field house like facility in the Sandy Beach Savikko Park area. Paving streets and adding sidewalks where there is room would be great. If the CBJ isn't going to utilize Mayflower Island it should be sold so the building doesn't deteriorate with deferred maintenance. Look to dispose of undeveloped ROWs also, if there is no plan to develop them.	It may address too much. Douglas is a wonderful bedroom community. I think it should stay that way, for the use of locals. I don't think tourism on any scale should be promoted or encouraged. Independent travelers will find their own way to hidden gems. We don't need to invite mass tourism.	Some place names were confusing, in that, what is used colloquially may be different than official names.
I appreciate the plan elements (connected community, healthy community . . .). They seem like core values for the area. The draft plan makes no mention of the three worshipping communities there. Two of them provide food pantries for Douglas as well as community centers (Sukkat Shalom & Douglas Methodist). I'm curious why the library and church don't make it on the map.	I'm unsure what Mayflower Island is and will need to look it up.	Yes	Goal 5.4 Research, promote and incentivize the use of climate change mitigation ideas such as light colored roofs that reflect heat back out to space. (Unclear what that means and how it would make a difference here)

I thought it was just right - not too long but a lot of interesting information in it.	Not on a specific goal but I would like to see a community garden at Savikko #4 - the one across from parks and rec building. I would also like to see a harbor office at the boat harbor in Douglas even if it was only staffed part-time from April - September.	I thought it was a balanced approach to the Douglas neighborhood although I would have liked to see 6th street above 5th street left as available for development.	The terms and phrases used were just fine.
Good progress! Waiting to see details in finalize draft	At the Open House (5/7) ... Regarding the key goal of PRESERVING the area "above 5th Street" as "GREEN SPACE": .. WHY .. was there the erroneous, irrelevant text written (printed) onto the BIG planning inspection sheet, .. then crossed out, and then "replaced" by a hand-scrawled, folded paper note. .. It had all the appearance of a hack-job, presented as a patched afterthought, thus casting the exactly wrong impression of the importance of that goal.	No, the plan is way too "current focused," and virtually nothing about a plan for either the PRIME CBJ-owned real estate between the 3rd street commercial corridor, and the harbor. ... Looking out years ahead, What is the plan for creating a usable commercial and residential property transmittal and development there? .. That is world-class property and vistas. There is NOTHING there for virtually all the year. Just dust blowing around on gravel parking lots. Empty. Pointless. Having zero plan for that area ids a frank failure of planning.	Yes, there is a problem with nomenclature. There should be a robust listing of definitions and acronyms, also with and Index. That is, too much insider "planner-speak."

Additional Materials

Regular Planning Commission Meeting

Zoom Virtual Only

7:00pm

Meeting Date: August 12, 2025

1. SMF2025 0002:

- a. Presentation: Shannon Crossley, received 8/4/2025.

DEVELOPMENT OF THE PEDERSON HILL SUBDIVISION

Tlingit and Haida Regional Housing Authority
Lorraine DeAsis
Director, Design & Construction Management

Architects
NorthWind Architects, LLC
Alaska Architects & Engineers

Structural Engineers
R&M Engineering- Ketchikan, Inc.

Civil Engineers
Homeshore Engineering



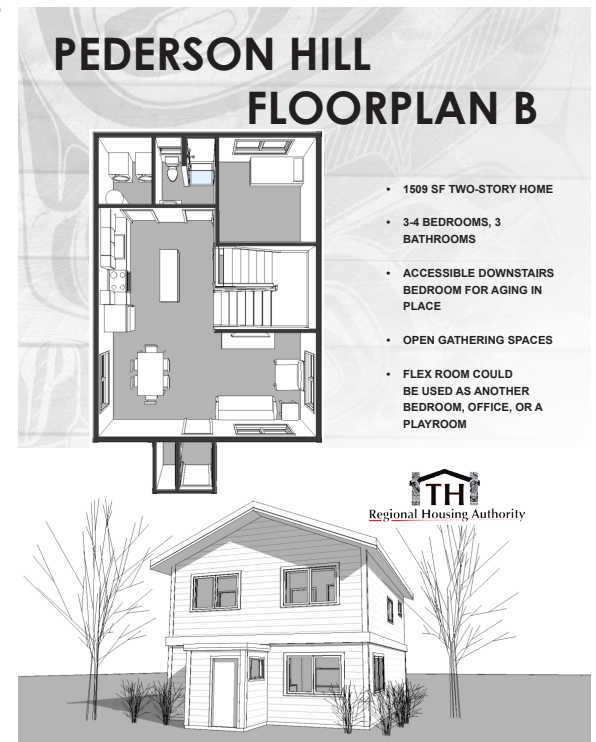
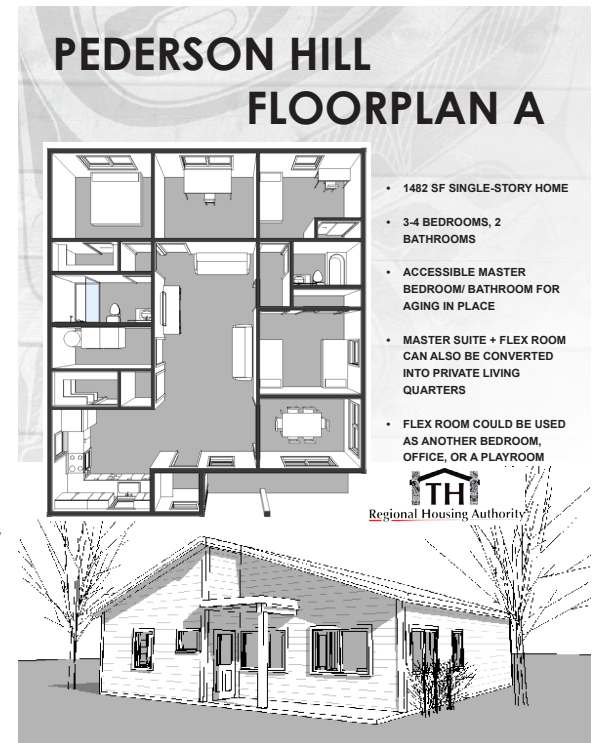
Regional Housing Authority

Project Overview

The Tlingit Haida Regional Housing Authority (THRHA) proposes to develop 30 residential and two public use parcels in the next phase of the Pederson Hill Subdivision project, starting in 2025. This development was previously identified as Phase 1B in the Proposed CBJ Site Plan. THRHA is strictly adhering to the CBJ's proposed plan for this development.

Our design team has carefully developed seven floorplans specifically for this development with data on high demand/low stock housing options in mind. HYFC, the lending department at THRHA, is pre-selling 16 of the 30 homes in this phase at Pederson Hill.

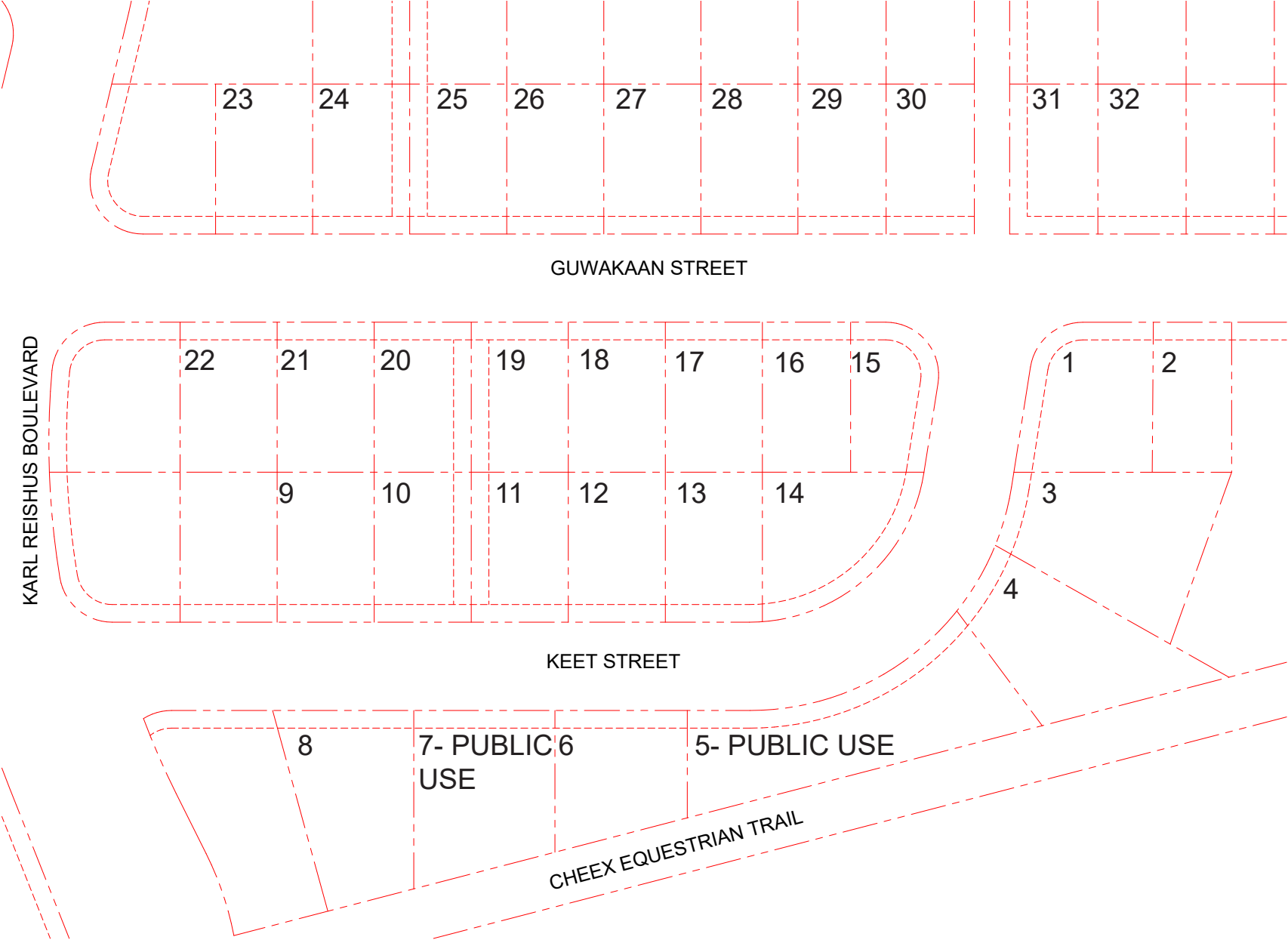
Our floorplans offer variety in the neighborhood, flexibility for homebuyers and address shortages identified by housing surveys.



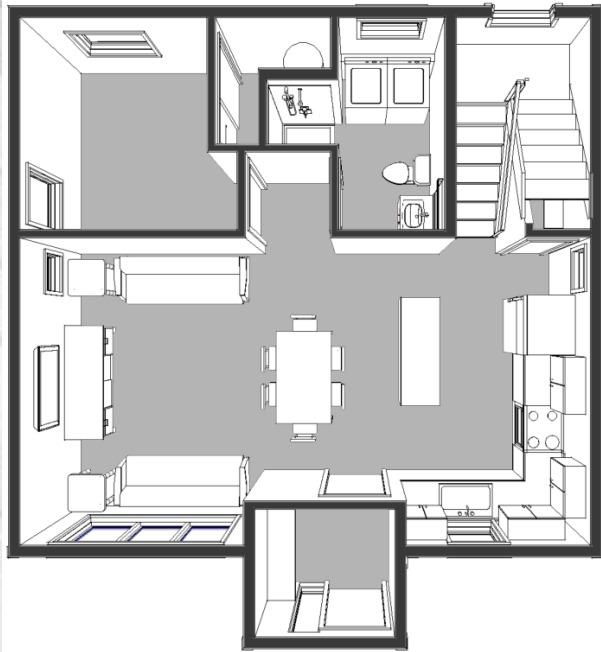
Site Location



Proposed Parcel Development



PEDERSON HILL FLOORPLAN D



- 1460 SF TWO-STORY HOME
- 3-4 BEDROOMS, 2.5 BATHROOMS
- ACCESSIBLE DOWNSTAIRS BEDROOM FOR AGING IN PLACE
- OPEN GATHERING SPACES
- FLEX ROOM COULD BE USED AS ANOTHER BEDROOM, OFFICE, OR A PLAYROOM



Regional Housing Authority



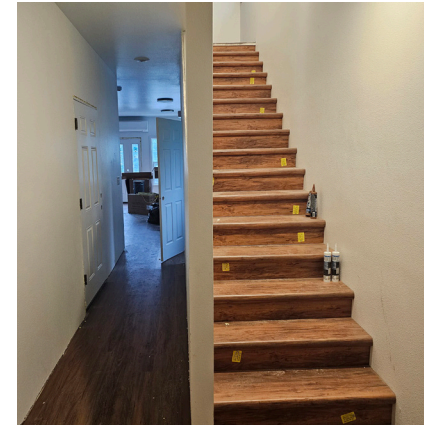
Floorplan Options

The planned neighborhood will consist of one and two story homes, with two, three and four-bedroom options.

All options can be built with a garage or carport. Two-story homes provide a bedroom to age into on the first floor.

Construction

THRHA is proud to build energy efficient homes with quality materials.



Crow Hill Development: Under Construction

Standard homes include:

- Skyline Metal Roofing
- Certainteed Vinyl Siding
- Wood Cabinetry (not MDF)
- Plygem double-pane windows
- Heat pump as primary source of heating
- Vinyl plank flooring throughout



Q&A

Q: Will there be any more building?

A: Yes. The original site plan includes another phase (1C). Phase 1C will be 39 residential lots and will extend Yan Street and Guwakaan Street.

Q: When will construction start of this phase start (Phase 1B)?

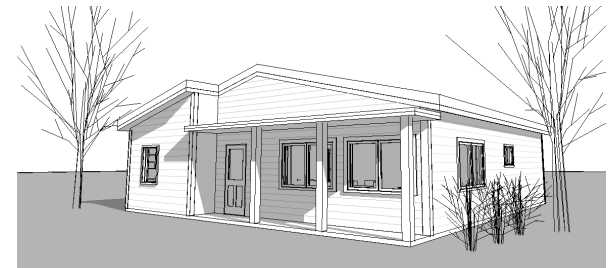
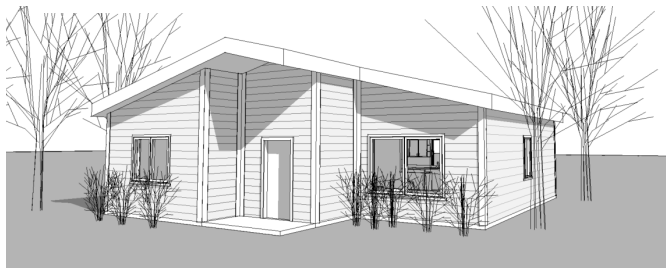
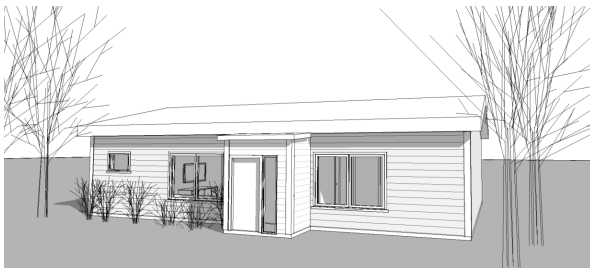
A: Road construction has started. We will be building homes soon.

Q: When will construction of the next phase start (Phase 1C)?

A: We have started engineering and tree cutting. Road construction will start within 5 years.

Q: How many houses are being built?

A: 16 homes are being built at this time.



Q&A Continued

Q: Can I buy a lot?

A: At this time, we are pre-selling homes to qualified Tribal Citizens.

Q: How do I know if I am qualified?

A: Contact the Housing Authority lending department (HYFC).

Q: Will any homes be rentals?

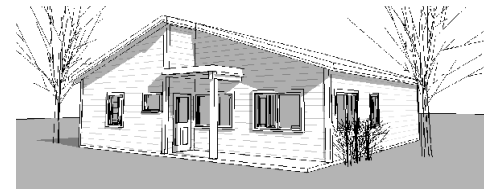
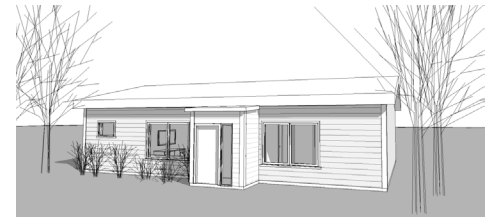
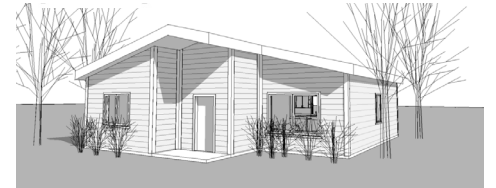
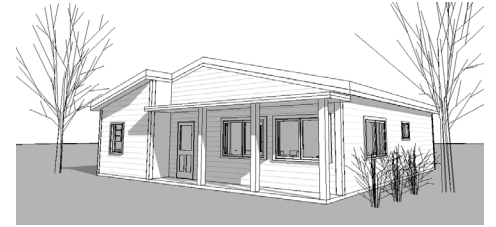
A: No. All homes are mortgages.

Q: Can I rent-to-own?

A: No. All homes are being sold and mortgaged.

Q: The lots are really small. If I'm qualified, can I buy the lot next to me?

A: No.



Q&A Continued

Q: Do any homes have accessory apartments?

A: Our design team has carefully designed homes to address shortages identified in housing surveys. Several floorplans have master suites that were specifically designed to be converted to accessory apartments, if the homebuyer chooses to do so.

Q: Will lots ever go on sale to the general public?

A: Yes. We will sell lots to the general public and people who exceed our current income limits.

Q: Can I buy a lot and hire my own builder?

A: We have not developed the program for the next 14 homes in this phase yet.

Q: What do the street names mean?

A: Yan- Hemlock; Guwakaan- Deer or peaceful; Keet- Killerwhale

