

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA
September 28, 2015, 6:00 PM.
City Hall Assembly Chambers**

Assembly Worksession - No Public Testimony

I. ROLL CALL

II. APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- A. **August 24, 2015 Committee of the Whole Meeting DRAFT Minutes**
- B. **September 10, 2015 Committee of the Whole DRAFT Minutes**

IV. AGENDA TOPICS

- A. **Introducing "Buddy" - JPD Canine Officer**
- B. **AVISTA: Liquified Natural Gas (LNG) Project**
- C. **Gastineau Apartments Proposal - Clifton/Bauer**
- D. **Capital Transit Update**
- E. **Bridge Park Follow-Up**

V. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA
MINUTES**

August 24, 2015, 6:00 PM.
City Hall Assembly Chambers

Assembly Worksession - No Public Testimony

I. ROLL CALL

Deputy Mayor Mary Becker called the meeting to order at 6:00 p.m. in the Assembly Chambers.

Assemblymembers Present: Mary Becker, Karen Crane, Maria Gladyszewski, Loren Jones, Jesse Kiehl, Jerry Nankervis (teleconference), Merrill Sanford, Kate Troll and Debbie White.

Assemblymembers Absent:None.

Staff present: Rob Steedle, Deputy City Manager; Laurie Sica, Municipal Clerk; Rorie Watt, Engineering Public Works Director; Hal Hart, Community Development Director; Beth McKibben, Planning Manager; Jonathan Lange, Planner; Timothy Felstead, Planner; Mila Cosgrove, HRRM Director; Bob Bartholomew, Finance Director.

II. APPROVAL OF AGENDA

Hearing no objection, the agenda was approved as presented.

III. APPROVAL OF MINUTES

A. August 3, 2015 Committee of the Whole Draft Minutes

Hearing no objection, the minutes of the August 3, 2015 Committee of the Whole meeting were approved.

IV. AGENDA TOPICS

A. Property Development Tax Incentives

Mr. Bartholomew provided an overview of changes to State of Alaska Statutes regarding deferral and exemption of property taxes for deteriorated properties and subdivided properties. He provided background material on the specifics of the statute regarding both types of properties.

Deteriorated property was either residential or commercial. The residential property was defined as located in a deteriorated area with boundaries determined by the municipality and the property must be owned by an entity with at least two residential properties and eight or more dwelling units among those properties within the designated area. Commercial property was not for residential purposes or was a multi-unit residential property with at least 8 dwelling units and met one of three other requirements: a) within the last five years had been subject of an order by a government agency for remediation or required to be vacated, condemned or demolished, b) had a structure not less than fifteen years of age and had not undergone substantial rehabilitation, renovation or replacement, or c) was located in a deteriorated/ing area within the boundaries determined by the municipality.

CBJ Code 69.10.025 currently provides for a repair/rehab exemption for 4 years for qualifying historic property and 1 year for qualifying community purpose property. If the Assembly was

interested in a code change based on this state amendment, it would need to classify the deteriorated areas (where applicable), whether to apply an exemption and/or deferral, and to determine the length of time for the exemption or deferral.

Ms. Crane said she would like to see incentives for a number of buildings downtown that had space that could be developed for living spaces to help provide for additional housing. Everyone looking at downtown has concluded that more housing was needed. Mr. Bartholomew said one of the requirements for a CBJ exemption could be that repair would need to provide "X" number of living units, if housing was the goal.

Ms. Troll asked if it was possible to have language about "vacant" or underutilized properties as opposed to deteriorated property, and Mr. Bartholomew said any code change would need to comply with the statute language. Ms. Troll was concerned with incentivizing deterioration of properties, so she thought a deferral might be better than an exemption for this type of property.

Ms. White noted a difference in the real estate profession in which 5 residential units or more is considered commercial property, not four. She was also concerned about "redlining" which was a discriminatory practice in real estate transactions in which lenders refuse to lend money or extend credit to borrowers in certain "struggling" areas of town. She said that CBJ would need to be careful in identifying deteriorating areas.

Ms. Gladyszewski asked what evidence existed to show that this type of exemption resulted in upgrades of deteriorated properties. Mr. Bartholomew said he did not have that type of information available, but for the budget he was recommending holding the line on exemptions. Mr. Hart said it was a tool for communities to use for development, and there was no one panacea. He saw it working in a variety of settings downtown regarding properties in trouble, those that were languishing. Mr. Hart said there were a variety of communities using similar tools, including Anchorage, Seattle. He could research that topic and provide more information.

Mr. Kiehl said residential properties would be more difficult to manage due to the need to define an area. With commercial property, the exemption could be more surgical, but then there could be a perception that CBJ would be cutting a specific property owner a deal. He asked for information on developing a program to avoid conflicts. Mr. Hart said good relationships with the property owners were needed and they needed to be willing to work together with the city to move forward. To see this type of program as an investment in the community, vs. "redlining" a neighborhood was important to define. Redlining was excluding people from an area, and there were several property owners, who if contacted, might buy into outlining an area for development. Mr. Hart said improvement of a few properties could be key to making a big impact in downtown.

Mayor Sanford said it would be difficult to determine, but a cost analysis would be needed to make a decision on how to move forward so the Assembly would understand the magnitude of the loss of tax revenue.

Mr. Kiehl gave one example of a building assessed at about \$2 million, and over ten years, this could be seen as an approximate loss of \$225,000 in taxes or as an investment from the community. Mr. Kiehl related one positive example and one negative example, and asked if a program could be developed with milestones for progress. Mr. Steedle said that his reading of the statute gave the community a lot of leeway in drafting its own conditions in any potential program. Mr. Bartholomew said the shorter the exemption period, the more incentive there was to do the work.

Mayor Sanford said the total valuation of the borough would include the properties exempted and the rest of the community would make up for those exemptions. Mr. Bartholomew said in a way, CBJ was penalized from optional exemptions in the calculation for determining the required minimum school contributions. Properties exempted from that assessment do not pay in to that total value.

Ms. Troll said it seemed like there was interest in using this as a tool and suggested asking the Downtown Business Association (DBA) for its input on how to shape such a program. If it worked downtown, it could be expanded elsewhere.

Mayor Sanford asked Mr. Steedle for a recommendation based on the work load of existing staff. Mr. Steedle said he would meet with DBA and return a draft ordinance to the Assembly for consideration.

Mr. Bartholomew reviewed his memo regarding the change to state statute allowing for exemptions of property tax for certain subdivided property. The current state and municipal law allowed for deferral of taxes on subdivision of property. The statute now allowed municipalities to exempt tax on the increase in value derived from the subdivision of a property into three or more lots, for a period of five years. There were triggers for when a deferral or exemption would end upon the sale or transfer of ownership. Mr. Bartholomew said if the Assembly was interested in pursuing this, questions to be answered included a) whether to change the existing ordinance from a deferral to an exemption and b) what the length of time should be for allowance of an exemption.

Ms. Crane asked if someone could get an exemption for the time period allowed whether the subdivided property was subsequently sold or not. Mr. Bartholomew said yes. Ms. Crane was concerned that there could be a lack of incentive to develop the subdivided property.

Ms. White said that five years seemed like a long time, but was not when considering all of the steps required for development of property from subdivision to sale.

Ms. Troll suggested a sliding scale of a reduced exemption the longer that no sale or development took place over time.

Mr. Kiehl said with a deferral the only way the government could get the funds back was to record a lien on the property, which costs money. Since this is only an exemption on the increase in value of the subdivided property, he thought the risk of loss to CBJ was minimal and he did not see it being an incentive for people to "sit" on subdivided land.

Ms. Troll said a change from a deferral to an exemption was more generous, and needed to be balanced with concrete action.

Ms. Becker asked if there were any conditions that should be in place before an exemption was allowed? Mr. Bartholomew said that there would be no exemption until the subdivision was completed and recorded.

Ms. White said that this exemption did not give a builder an incentive to sit on property and it was one step towards affordable housing.

Ms. Gladyszewski spoke in favor of this type of exemption on the increase in value of subdivided property.

Mr. Steedle said he would return a draft ordinance to the Assembly for consideration.

B. Juneau Coordinated Human Services Transportation Plan

Jonathan Lange said the plan before the Assembly was an update of the 2008 plan and it helped the community in many ways. It met Federal requirements in order for Juneau's transportation providers for seniors, people with disabilities, and people from low income households to qualify for Federal funding. An update to the plan was required every five years. It prioritized ways to make service better and identified gaps in service. Members of the Juneau Coordinated Transportation Coalition (JCTC) and Sheinberg Associates were key to drafting the plan. He spoke about the public process taken for obtaining information for the plan, including surveys, public meetings and the work of the JCTC. At the public meetings, projects were selected and ranked as short-term,

mid-term and long-term opportunities for improvement. The plan also included background and analysis of demographics of the community. The plan provided an operational guide for grant funding to improve the transit system in the community. The plan was proposed to be adopted by Assembly resolution.

Ms. Crane said many of these issues were identified in our overall transit plan, including holiday service, gps tracker service, Costco/Home Depot and ferry terminal stops, issues of snow and ice. She encouraged Mr. Watt to highlight and address the issues. Mr. Watt said a transit update was planned for late September at the Committee of the Whole.

Ms. Becker asked about taxis with lifts. Mr. Lange said there were two out of 63 taxis with lifts, to date those lifts were paid for with grant funds and an increase in the number of taxis with lifts is recommended.

Ms. Troll asked if it would be an appropriate use of marine passenger fees to fund lifts for taxis to carry tourists that have that type of need.

Ms. Gladyszewski asked about the JCTC. Mr. Lange said the group met quarterly, and each fall put together the grant requests. CBJ helped to get the local concurrency for the plan so the providers could apply for the grants.

***MOTION**, by Mayor Sanford, to direct staff to prepare a resolution to adopt the JCHSTP plan for 2015. Hearing no objection it was so ordered.*

C. Biosolids Update - Verbal Report

Mr. Watt said in January and February, the Assembly provided him with a "longer leash" to develop the dryer concept to get better numbers, and also asked for regular updates. The Utility Advisory Board was very involved and in the study of the biosolid issue and would return a recommendation to the Assembly soon. The UAB and staff had looked at the options, revisited incineration, and put out a Request for Proposals for a dryer in order to get hard numbers. The group also talked a lot about landfilling and composting. The UAB vetted the information and was able to devote time to dig into the details. CBJ continues to ship biosolids south and that was expensive - \$2.2 million per year. CBJ weathered the summer with few problems but the shippers were hoping for another long term solution. The other solutions come with a \$15 - \$20 million price tag. The January 26 Committee of the Whole packet contained much of the information upon which to base a decision, and a decision would be needed. He was convinced another solution to shipping was needed due to the high cost and instability of the arrangement.

Ms. Crane asked when the proposal would be before the Assembly. Mr. Watt hoped for late September but would take his cue from the UAB and their decision making.

Mr. Kiehl said he was approached by a person who was interested in Juneau's waste as a wastestream for their community's waste to energy project. Mr. Watt said the UAB had heard some proposals and the door was still open to hear concepts.

Mayor Sanford asked if the technology had changed over the last year, as biosolids were only 30% of the waste. He was interested in taking care of 100% of the waste in an environmentally friendly way through advances in technology.

Mr. Watt said the UAB had contacts with operators of a waste-to-energy plant in Tennessee, with Waste Management and the technology had evolved in waste to energy and air treatment in incineration, so yes, they were looking at this. UAB members would be prepared to speak to this topic. Mr. Watt said that predicting that when the technology would be viable at Juneau's scale was difficult to predict.

Ms. Crane said that the new technology was discussed extensively five years ago and it was not ready now, and she doubted whether it would be ready in another five years. Juneau was not in a position to invest in unproven technology and had a problem to address now.

Ms. Becker said that no one seemed to be able to say how long CBJ would be able to ship biosolids as well.

Ms. Troll said that the parking meter technology was not ready for prime time and compared that as an investment in unproven technology. JEDC has a new high school program called "trash tech" so maybe the students would provide CBJ with a solution.

V. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

Mayor Sanford distributed a letter naming the three person city manager selection committee, including Ms. Becker as chair, Ms. Crane and Mr. Nankervis, to lead the Assembly in making a decision on 5-10 candidates for the entire group to review / interview. The decisions now were a) how broadly to advertise, b) if CBJ HRRM should facilitate the work of the committee or to hire an outside firm to assist, and c) how far in the process should the subcommittee work to whittle down the applicant pool.

Ms. Cosgrove provided some information to the Assembly and offered the services of HRRM if needed.

Ms. Crane said she would like to look broadly within the state and perhaps the Pacific Northwest. There are many other communities looking for managers in Alaska, but that was as far as she wanted to advertise.

Mr. Jones said that due to technology, anyone looking would see the ad and it wasn't necessary to spend a lot of money on advertising.

There was discussion about stating a preference for Alaska residents.

Mr. Kiehl said he was comfortable with the work HRRM did during the Attorney hire process and with the committee making a top ten list but he would like all Assembly members to have access to the applications and be able to make a case for inclusion of candidates that may not make the top list. Ms. Gladyszewski supported that approach.

Ms. Cosgrove explained her approach and said she encouraged the Assembly to look at the applications but did not think there was a time when someone had been left out that rose to the qualifications set by the Assembly.

Mayor Sanford said that this was the most important job of the Assembly and all members were invited to the subcommittee meetings, which would be open, and the process would be transparent.

Ms. Cosgrove said the time frame was 3-4 months to put together the selection criteria, the screening process, and to hire by the end of December, so she encouraged the committee to stay on track.

Mr. Jones said there were three or four communities that were looking for city managers so those candidates would be likely ready to apply he encouraged acceleration of the criteria process so to take advantage of time to do interviewing before Thanksgiving and not between Thanksgiving and Christmas.

It was determined that Ms. Becker would meet with Ms. Cosgrove to get the process started.

Mayor Sanford distributed the draft ballot for approval and there was no objection to its content.

Mayor Sanford invited all Assemblymember to attend a lunch for the British Columbia Minister of Energy and Mines on Wed., Aug. 26th at Noon at the Hangar Ballroom.

Ms. Crane noted the Finance Committee would meet Wed., Aug. 26th at 5:30 p.m. and the packet was distributed.

VI. ADJOURNMENT

There being no further business to come before the committee, the meeting adjourned at 7:45 p.m.

Submitted by Laurie Sica, Municipal Clerk

**ASSEMBLY STANDING COMMITTEE
COMMITTEE OF THE WHOLE
THE CITY AND BOROUGH OF JUNEAU, ALASKA
MINUTES**

September 10, 2015, 8:00 AM.
Municipal Building - Assembly Chambers

Assembly Work Session - No public comments

I. ROLL CALL

Deputy Mayor Mary Becker called the meeting to order at 8:00 a.m. in the Assembly Chambers.

Assemblymembers Present: Mary Becker, Karen Crane, Maria Gladyszewski (teleconference), Loren Jones, Jesse Kiehl, Jerry Nankervis, Merrill Sanford, Kate Troll and Debbie White.

Assemblymembers Absent:None.

Staff present: Kim Kiefer, City Manager; Amy Mead, City Attorney, Rob Steedle, Deputy City Manager; Laurie Sica, Municipal Clerk;Rorie Watt, Engineering - Public Works Director; Susan Phillips, Executive Assistant; Greg Chaney, Lands and Resources Manager; Carl Uchytel, Port Director; Dan Bleidorn, Deputy Lands Manager; Michele Elfers, Engineer/Architect; Gary Gillette, Port Engineer; Kirk Duncan, Parks and Recreation Director; Brent Fischer, Facilities, Park and Landscape Superintendent.

II. APPROVAL OF AGENDA

Hearing no objection, the agenda was approved as presented.

III. APPROVAL OF MINUTES

There were no minutes presented for approval.

IV. AGENDA TOPICS

A. Potential for Housing at Bridge Park Site

Rob Steedle said at the meeting of August 31, Mr. Wayne Coogan spoke to the Assembly about his proposal of August 19 to co-locate the whale statue with housing at Bridge Park. The Assembly chose to delay the bid opening by a month to review the proposal.

Mr. Steedle said CBJ had made great progress in promoting the development of housing and provided statistics. The Assembly approved the hiring of a housing development coordinator and that position description was being written.

Mr. Chaney said the community was working on housing and reviewed his memo outlining the steps that had been taken to improve the housing situation in recent months. The extension of sewer allowed several lots to be up-zoned, and there was an increase in density that would allow the doubling of the population in Juneau. Renninger Subdivision would be available in the spring and had a potential for 189 new units.

Mr. Watt spoke about the challenges and hurdles of the development of the property near the bridge. The issue was complex. He gave kudos to Mr. Coogan for promoting a straw man idea that had people talking and had filled the Assembly Chambers at 8 am. The properties were managed jointly by Docks and Harbors and Parks and Recreation Departments and housing was

not in the mission of either of those two departments. It was waterfront commercial land and the largest number of units that could be built there was 25 units without spot zoning and that was a real limitation. In any housing project a lot of space was taken up with parking and circulation, so it was not just the footprint of the building that would be squeezed in. In Mr. Coogan's drawing, the entire area north of the bridge would need to be in parking. Everyone wants to have it all, housing, the park, the whale, but this is not possible. There are trade offs. Tour buses would come to the Whale Park and there would need to be bus parking and turn around space. Most of the land is spoken for, but the piece that is not finalized is the area where the Marine Exchange proposed a new facility, with an area for public restrooms and some public use, and a total 10,000 sf. contained within 3 stories. The Assembly had a limited number of choices for moving forward. 1) Scrap the project and look at something completely different, or 2) look at the property where the marine exchange building was proposed to go as a possible site for housing.

Ms. White asked if there was a prohibition on lot consolidation and if the number of units was based on such a consolidation. Mr. Watt said there was no prohibition and the number of units was based on such a consolidation.

Ms. Crane asked if there was any reason why there couldn't be an adjustment on the "preferred site plan" map to increase the buildable site by removing some of the proposed park greenspace.

Mr. Kiehl asked which pieces were in the bid that were advertised now. Mr. Watt said everything but the multi-use building.

Mayor Sanford spoke about the funding for the different parts of the project and asked what source was paying for the park improvements. Mr. Watt said it had been a moving target but it was not a big component of the cost. The areas of tourism movement would be from passenger fees, the setting for the statue and pool would be sales tax funds up to \$650,000, and the whale was paid for by the committee. He said there was no clear delineation where the seawalk ended and the park began and they had not determined what part the sales tax would pay for.

Ms. White asked how long the seawalk was. Ms. Crane said the total was 1.8 miles as proposed. Ms. White asked about the cost of maintenance of the seawalk and if that cost could come from head tax and Mr. Watt said yes.

Ms. Troll asked about the area on the map shown as "future parking for fish market" and the "future multi-use building" was the area for potential housing. Mr. Watt said yes, that and the area from the future multi-use building towards the water was a potential location. However, Docks and Harbors would want to weigh in on the use of those lands. Mr. Watt said the future fish market parking and the future multi-purposed building were not part of the bid.

Mr. Kiehl asked about the airspace easement on the bridge and what did that mean - could nothing be built under the bridge? Mr. Watt said that no gas station or flammables could be under the bridge, but you could allow parking. I believe there can be no new permanent structures. DOT has the right to operate the bridge and replace it in the future. The underlying ground belongs to the city.

Mr. Kiehl asked about waterfront height limit. Mr. Watt said he believed it was 35 feet over the entire site in that zoning district.

Mr. Kiehl asked if Docks and Harbors still had plans for office space in that area. Mr. Uchytel said that D&H was putting together a scope of work for a management plan for the area from Norway Point to the bridge area in order to look at the Harbor as a system. We do not have a vision now of what that building would be but we are pursuing a land management plan to look at all the opportunities - including public / private partnerships, fisheries, float planes, and we want the time to look at the area holistically.

Mr. Nankervis said he appreciated the memo from Mr. Chaney and there were many things happening for housing. Most of the progress was in the valley and Lemon Creek, but not a lot was

downtown. He noted the Corps Permit for the West Douglas road extension being obtained and Mr. Watt said more extensive information would be provided at a future meeting. He asked if the space calculated for housing included the "play area" on the site. Mr. Watt said his 23 unit calculation included all the land on the site. Mr. Nankervis said it appears we have been going down this road for a long time and what all the Assembly was getting from staff was why we can't do something. We have painted ourselves into this corner and that is frustrating. We are not making a dent in housing downtown. We have wants and we have needs. Numerous studies tell us we need housing. Some want parks, a whale statue, a seawalk, but we need housing. He spoke about a fee of 20% per project for the development of projects by the waterfront. He said he was hoping the Assembly would get more about what we would have to do to try to pull this off.

Mr. Watt said staff had followed the Assembly's direction for years and the Assembly chose deliberately to follow this route. If the Assembly wanted to elevate housing as a priority, when you hear that Docks and Harbors are doing a plan for CBJ lands, then they should be given direction that housing should be part of that. The Assembly could tell the Parks and Recreation department that you want them to focus on housing on parks land. This project has been developed through action by the Assembly and it was hard to turn it on a dime with the "you can have it all" option. He spoke about the task to demolish the Gastineau Apartments. He told the Parks and Recreation Advisory Committee (PRAC) that the park there should be given up for the demo and future commercial use, and he was told by the PRAC that their job was to advocate for parks and to do otherwise would not benefit the community. The Assembly was dealing with boards and commissions with specific missions and they needed direction from the Assembly.

Ms. Crane asked where the seawalk ended. She said that we could proceed with the whale, and not proceed with the park at this time, and work with parks and recreation and docks and harbors, and indicate that we could look at the remaining space and mark off land as a potential for housing and continue the discussion - that was her proposal.

Ms. Gladyszewski confirmed the multi-use building was 10,000 sf (3,000 per floor). She asked if 23 units could fit in that. Mr. Watt said that planners would need to work with a potential PUD and really figure out parking and access. She acknowledged Mr. Watt's comment about providing direction to boards. She said the PRAC supported the development of Bridge Park.

Ms. Troll asked to ask Mr. Coogan a question and Ms. Becker allowed this. Ms. Troll asked about his proposal of 60 units and how was this viable to move forward with the park and statue - how viable was his project, did he have financing, and the timing of the project. Mr. Coogan said the issue was very complicated. The number of units was a key factor for the feasibility of this type of project if privately done. The moment the number of units were reduced there would be diminishing returns. He would have to think about whether residents would want to look at a whale statue and tourists in their front yard. Ms. Troll asked how realistic his project was. Mr. Coogan said he had been talking to Bicknell about a land trade and he had two or three underwriters eager to look at this proposal. Certain key elements were needed for the feasibility. He just read the draft of the Housing Action Plan. If the author was a doctor and CBJ was a patient, CBJ has a serious disease and he was using unequivocal language. There was something missing here with the CBJ departments and the culture shift change should be focused on housing. Show me where there is another parcel of property in the downtown area that has these key elements.

Ms. Troll spoke about a tendency to consider a park and waterfront as a want and not a need. She spoke about the benefits of both and said the whale would contribute to tourism, reduce congestion downtown, and there were needs that the waterfront plan addressed and there were few places in the downtown that were available to the public. She sat in on the Affordable Housing Commission and this project did not come before the AHC, and their job was to advocate for housing. She said she welcomed this discussion as it did merit some consideration but we don't have to discard other needs that the waterfront plan addresses just because housing is a priority. We have used our economic development funds to hire a housing position and this one proposal was not a litmus test of whether the Assembly supported housing or not. She was willing to consider Ms. Crane's proposal. We can reexamine those areas, it may not be at the scale Mr. Coogan proposed, and there was a lot of public need in developing that downtown waterfront plan.

Mayor Sanford said yes, parks were important to the community, but Juneau was surrounded by the Tongass National Forest that was tied up and not able to be used, and in this case CBJ was giving up a prime piece of land that can be used for housing. The seawalk could be in front of a housing unit as it was in front of other private businesses. Have we looked at putting the whale on the habitat island? Mr. Watt said that question had been asked, and he said it was mostly sloped and not big enough to fit the size of the pool. We did not propose it there and the fill permit would significantly increase. Mayor Sanford said an engineer could do that if needed. He said he did not want to get rid of the whale and could support it staying there or moving, but we should look at this as a positive opportunity.

Ms. White acknowledged the difficulty of dealing with an ever changing makeup on the Assembly. She saw 45 years of lip service to the needs for housing and was only hearing all of the reasons why we should not develop housing on this site. If the seawalk was 1.8 miles long, it would be taking people away from the downtown core, and they would not walk in the rain more than a mile. We need to look at housing as much as possible.

Mr. Kiehl said if this proposal would not pencil out at 23 units, it would not happen since the zoning only allowed this density and there would be no rezone with the current comprehensive plan. That was not a change that was made quickly and it was made with the input of the whole community. It was time to start an update of the comp plan - we are trying to do this every other year to be more nimble. Mr. Coogan was correct that it was time to dig into it and do more for housing in the comp plan. He agreed with Ms. Crane's suggestion - we have the seawalk, we have the whale in the plaza, and with this island, we don't have to lock up another piece of tidelands as mitigation. He did not want to lose the Corp permit for a speculative project. He supported looking at the site to see if we 23 units or more could fit. We don't have a proposal to put there tomorrow that would be legal but he was willing to look at changing the law to facilitate development.

Mr. Nankervis said his question to Mr. Coogan was about the number of units - if this would be expensive housing and it didn't pencil out then he didn't want to go down the road to infeasibility. From the audience Mr. Coogan said that was true that it wouldn't pencil out with fewer units than his proposal. Mr. Nankervis said he could support continuing the current bid plan but would support Ms. Crane's suggestion of taking the marine exchange site and move towards the water - perhaps a little more of the greenspace, and doing only the whale sculpture, the seawalk, the island, and not doing any further park development.

Ms. Becker asked Mr. Watt to respond and Mr. Watt said it was not a big deal to modify the bid to remove some of the park elements.

Ms. Gladyszewski said she did support using the area of the marine exchange and some additional lands, but was concerned about providing some landscaping in the area and not just gravel around the Whale. Mr. Watt said staff could make that park element an alternate part of the bid. It was not a material piece of the project.

Mr. Watt said the suggestion of deleting it or making an alternate for the park elements was a choice to make.

Ms. Becker asked how many units could be placed on a piece of land that size. Mr. Watt said there would need to be a process to identify the land, create a single parcel, identify parking, the exchange building was built on the premise that it would support Docks and Harbors, but if this becomes a housing project it would become a different discussion with the D&H Board. You would probably take most of the land from the D&H purview.

Ms. Troll asked if the bid documents could be modified so that the area around the whale could be attractive and it doesn't end abruptly. Mr. Watt said yes.

MOTION, by Crane, to proceed with the bid for seating the whale and seawalk, but to not proceed with the development of the park land that was originally part of that bid, and that the Assembly

begin a process to look at the remaining land in this area to see if there was potential for housing in the area she outlined on the map in the packet. The park land called out around the whale would still be developed.

Ms. Gladyszewski asked if the park could be an alternate rather than removed completely.

Ms. Kiefer asked the Assembly to look at page 29 and to use 9th street as the line, which made the picture clearer. Mr. Watt said staff would come back with a concept, and would do the work to identify a more specific area and understood the intent of the motion.

Hearing no objection, the motion passed.

V. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

VI. ADJOURNMENT

There being no further business to come before the committee, the meeting adjourned at 9:24 p.m.

Submitted by Laurie Sica, Municipal Clerk



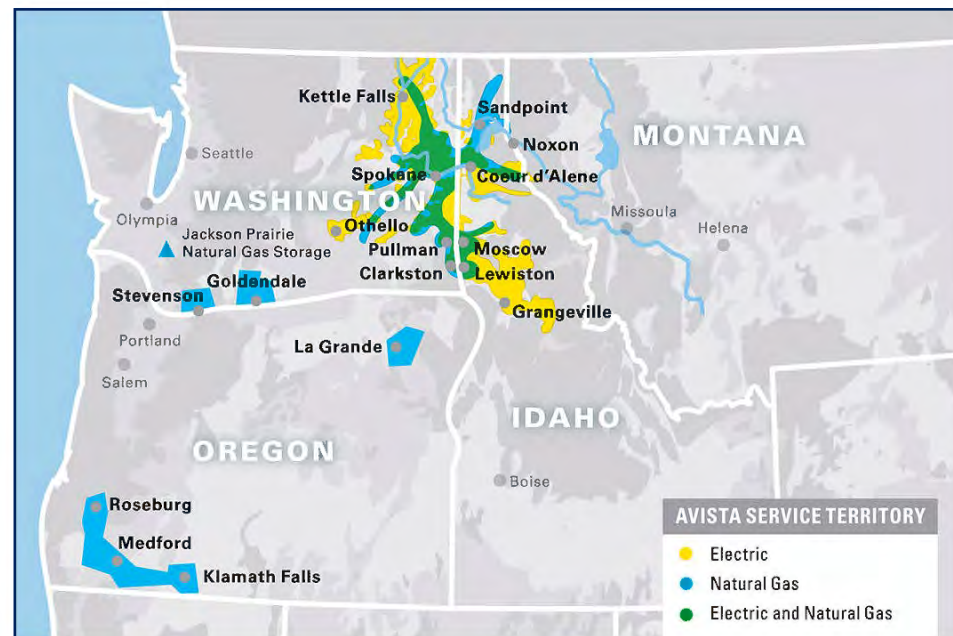
Natural Gas For SE Alaska

September 2015



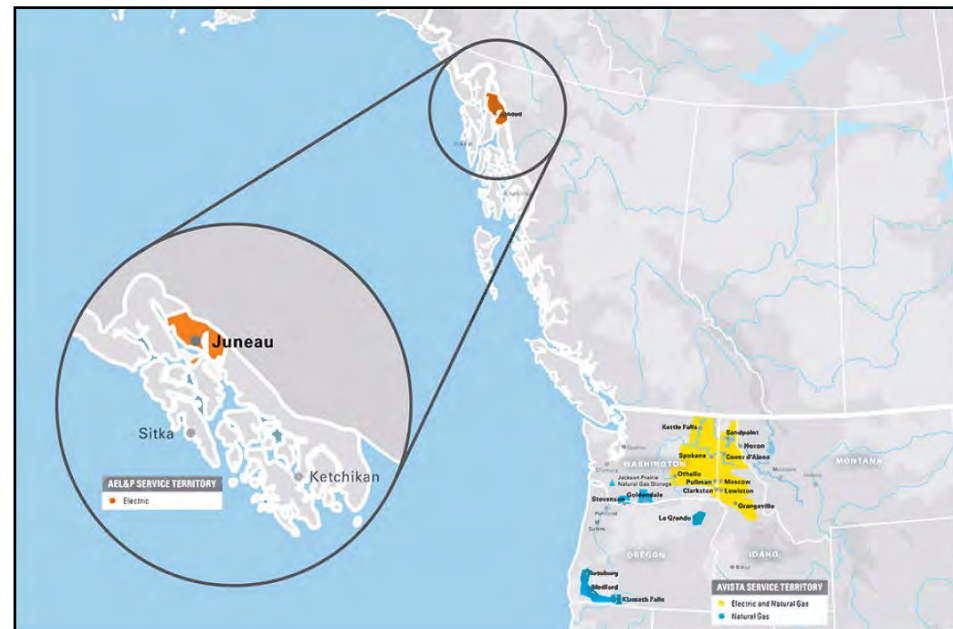
Founded 1889

- Serves electric and natural gas customers Washington, Idaho, Oregon
 - 369,000 electric customers
 - 329,000 natural gas customers



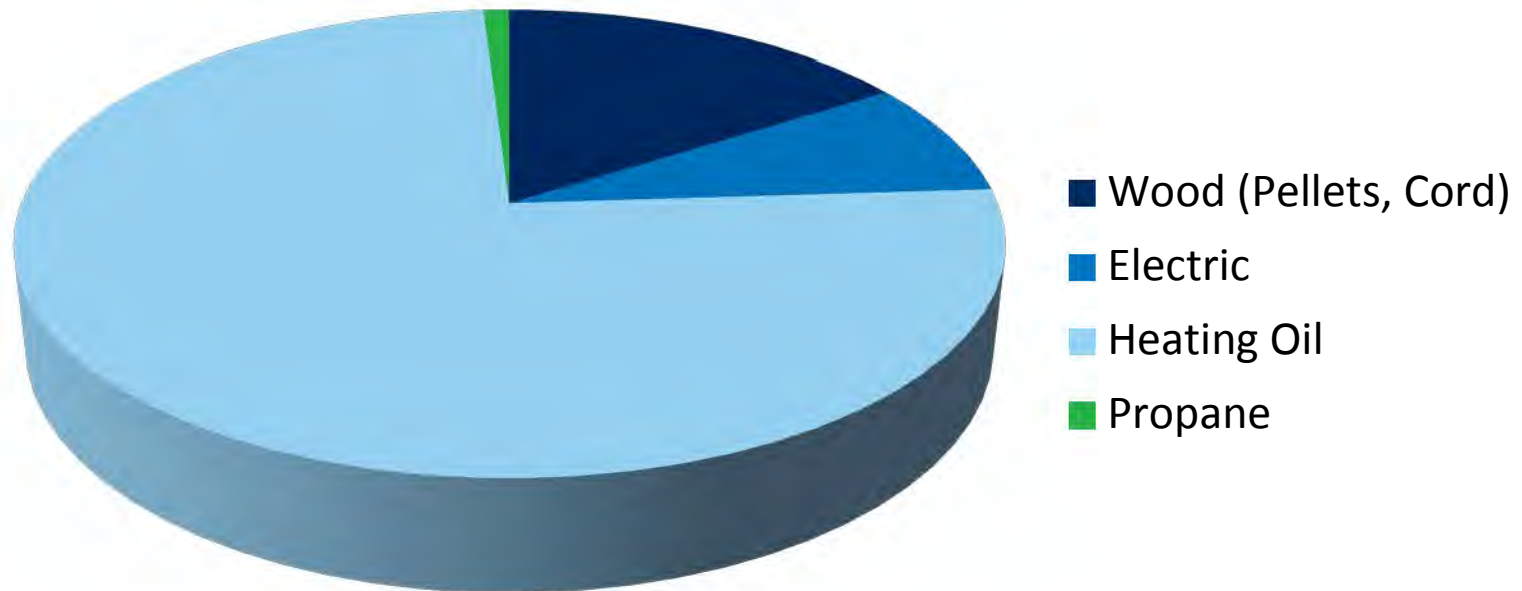
Founded 1893

- Serves electric customers in Juneau, Alaska
 - 16,000+ electric customers

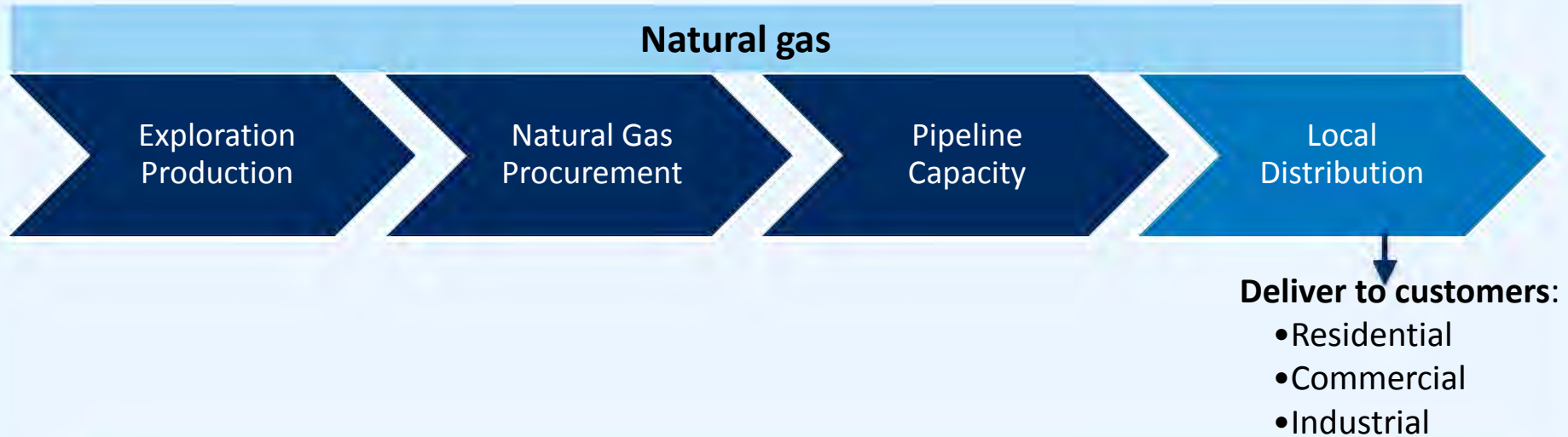


Competing Fuels

Juneau Existing Heat Sources



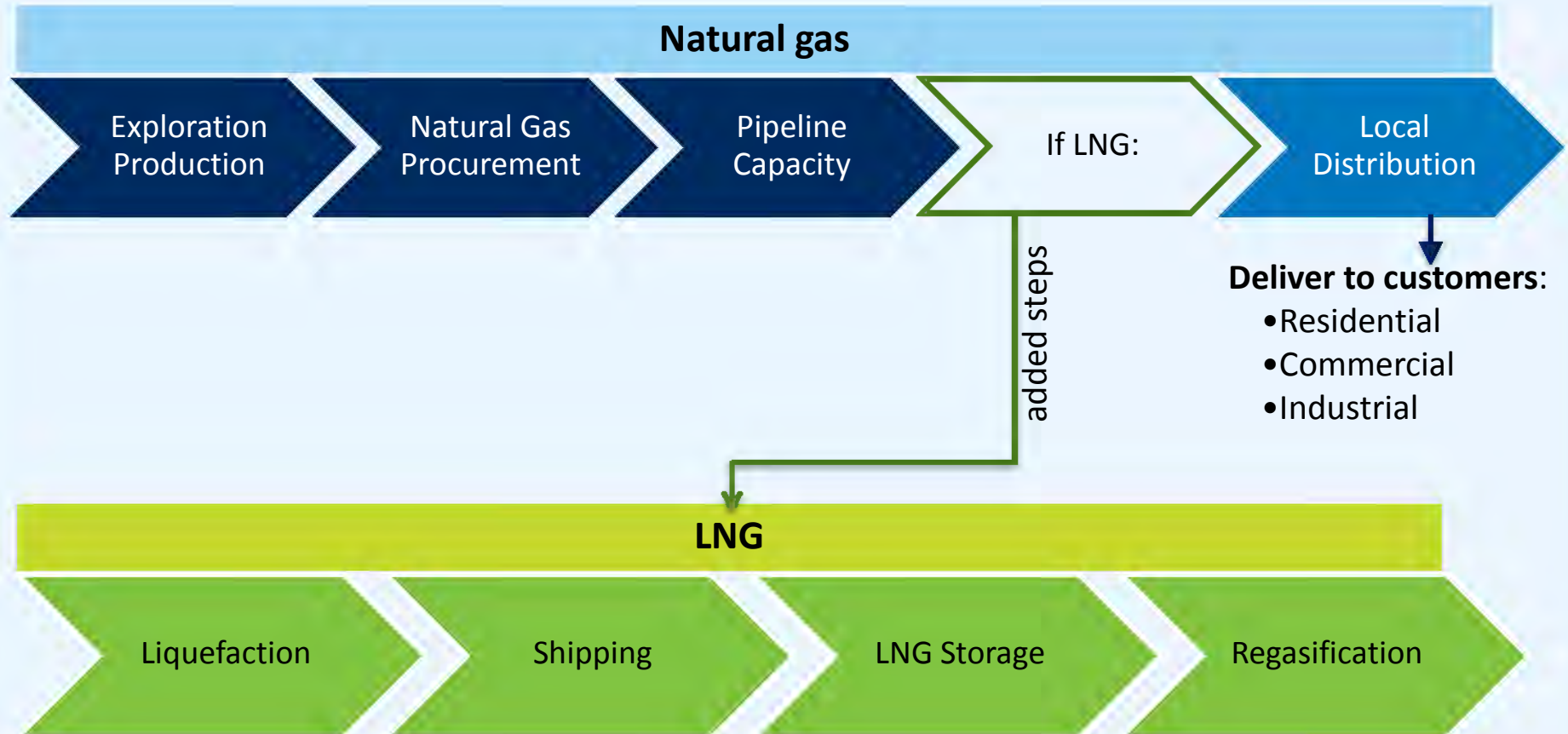
Traditional natural gas utility supply chain



Key functions of natural gas utility

Customer service	Safety - e.g., leak detection	Regulatory
Engineering design	Compliance	Policy
Permitting	Meter reading	Rate design
Construction	Billing	Resource planning
Maintenance	Accounting, Finance	Public awareness
Service calls	Sales, marketing	Energy efficiency

Non-traditional utility served by LNG supply



Our due diligence

Uniqueness of Southeast Alaska

Area of study

Natural gas demand & residential survey

Natural gas supply chain optimization

Commercial interviews

Economic impacts of natural gas in Juneau

Gastineau Channel & service to Douglas Island

Engineering cost estimate, design & permitting

LNG supply & shipping logistics – RFI

Other & ongoing



Key Risks

Understanding the Challenges

Limited LNG capacity available

Customer conversions

Construction Execution

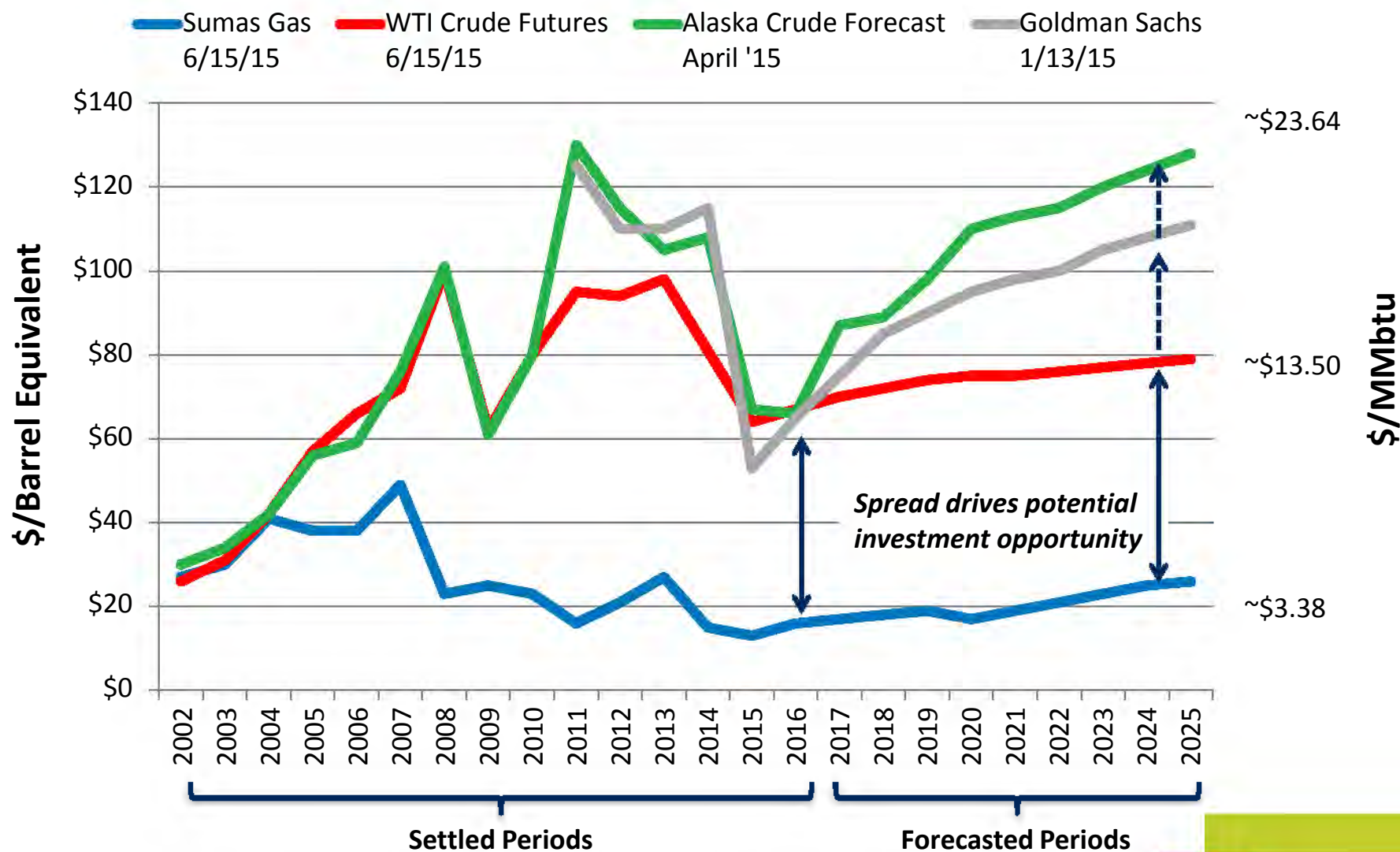
Shipping

Permitting Risk

Commodity Spread Collapse
oil versus natural gas price differential



Price: Crude vs. Natural Gas



Economic Impacts of Natural Gas in Juneau

AEL&P / Avista

Natural Gas

Avista commissioned a proprietary study in March 2015 with the McDowell Group to examine the potential economic effects of natural gas sales in Juneau. The report was based upon market conditions as of Fall 2014.

Project Impact to Juneau

Energy Savings
heating costs only

~ \$5-15 million annual savings

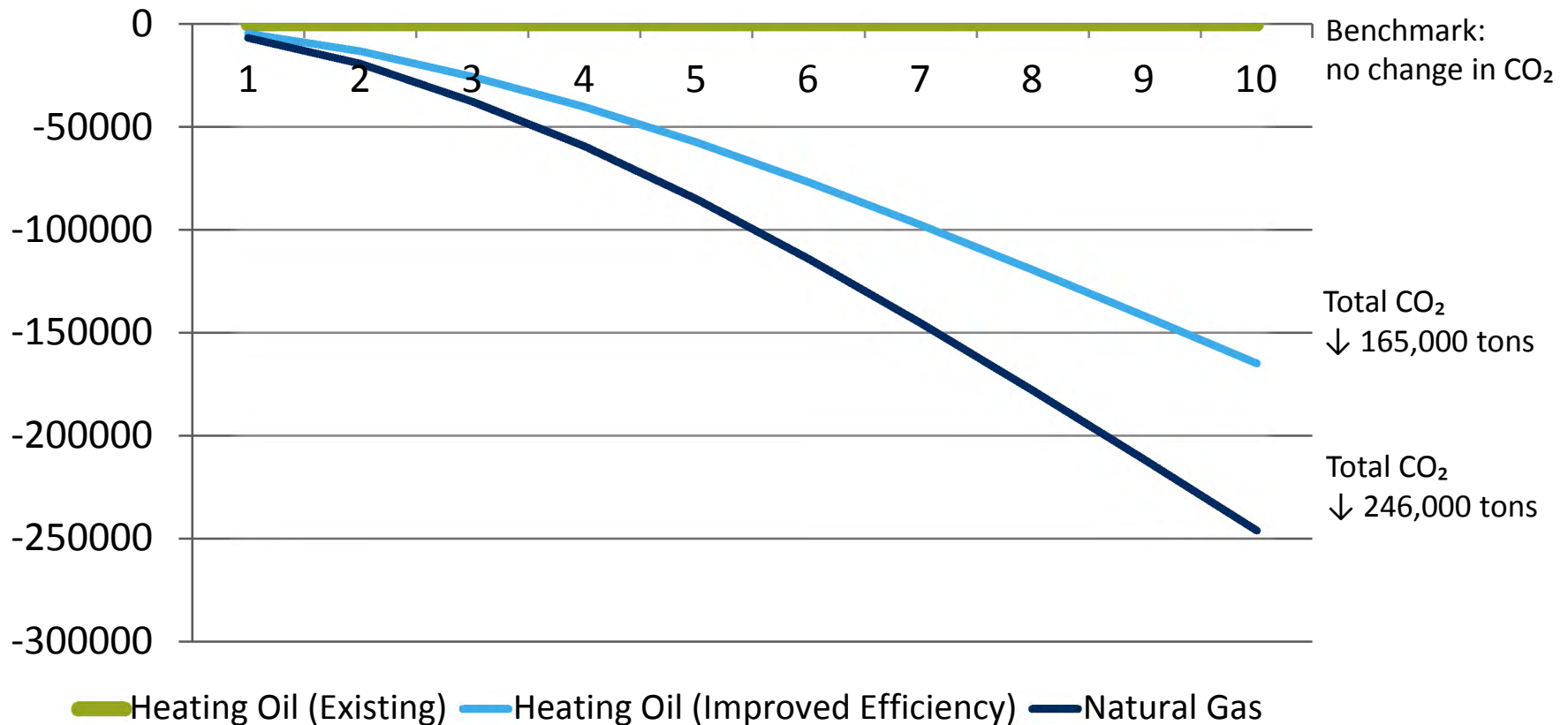
Job Creation
economic development

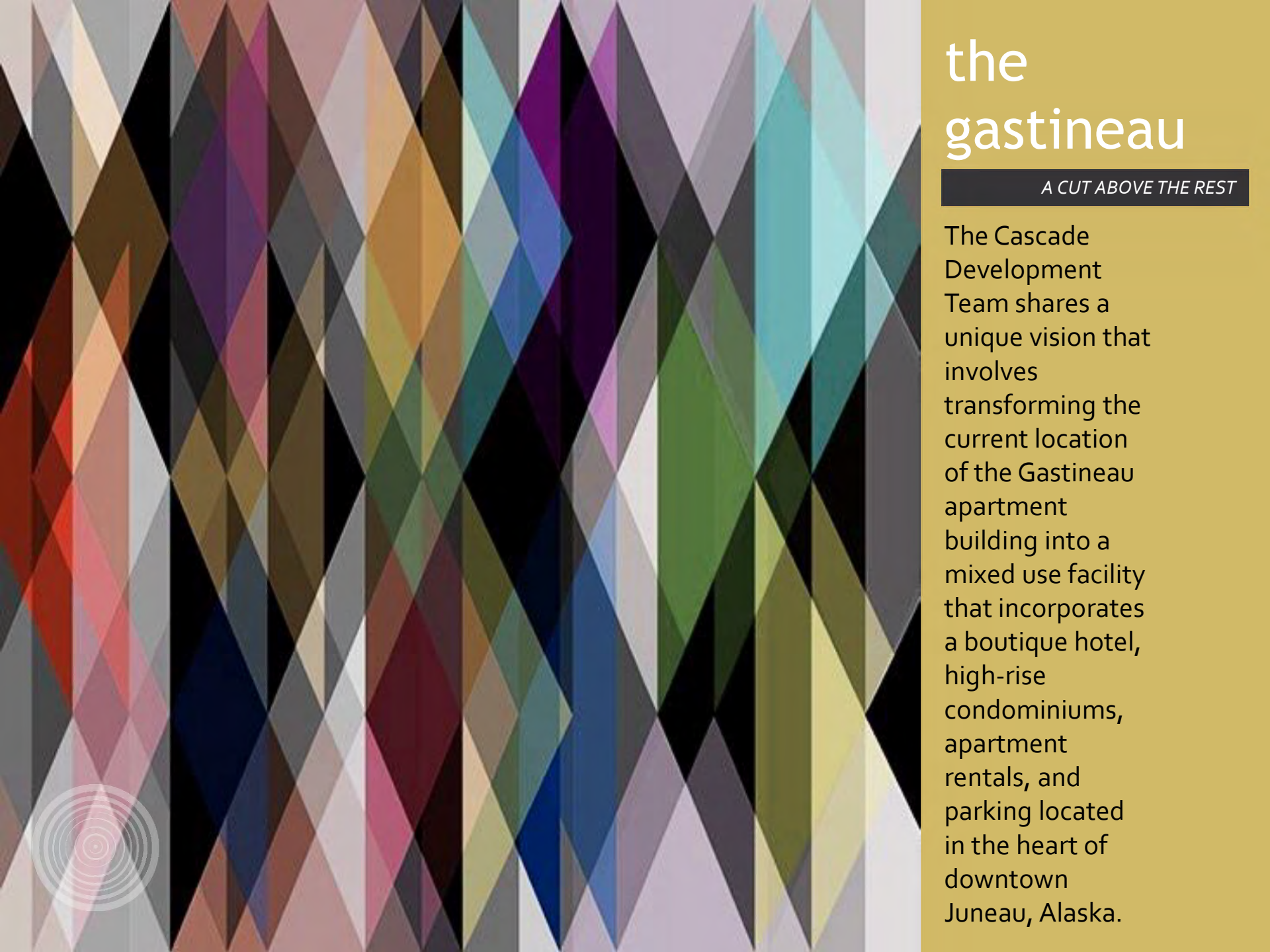
~ 60-180 new jobs

Job Creation
construction phase

~ 90 construction jobs year 1
~ 20 construction jobs years 2-10

CO₂ reduction Juneau natural gas utility (Aggregate)





the gastineau

A CUT ABOVE THE REST

The Cascade Development Team shares a unique vision that involves transforming the current location of the Gastineau apartment building into a mixed use facility that incorporates a boutique hotel, high-rise condominiums, apartment rentals, and parking located in the heart of downtown Juneau, Alaska.

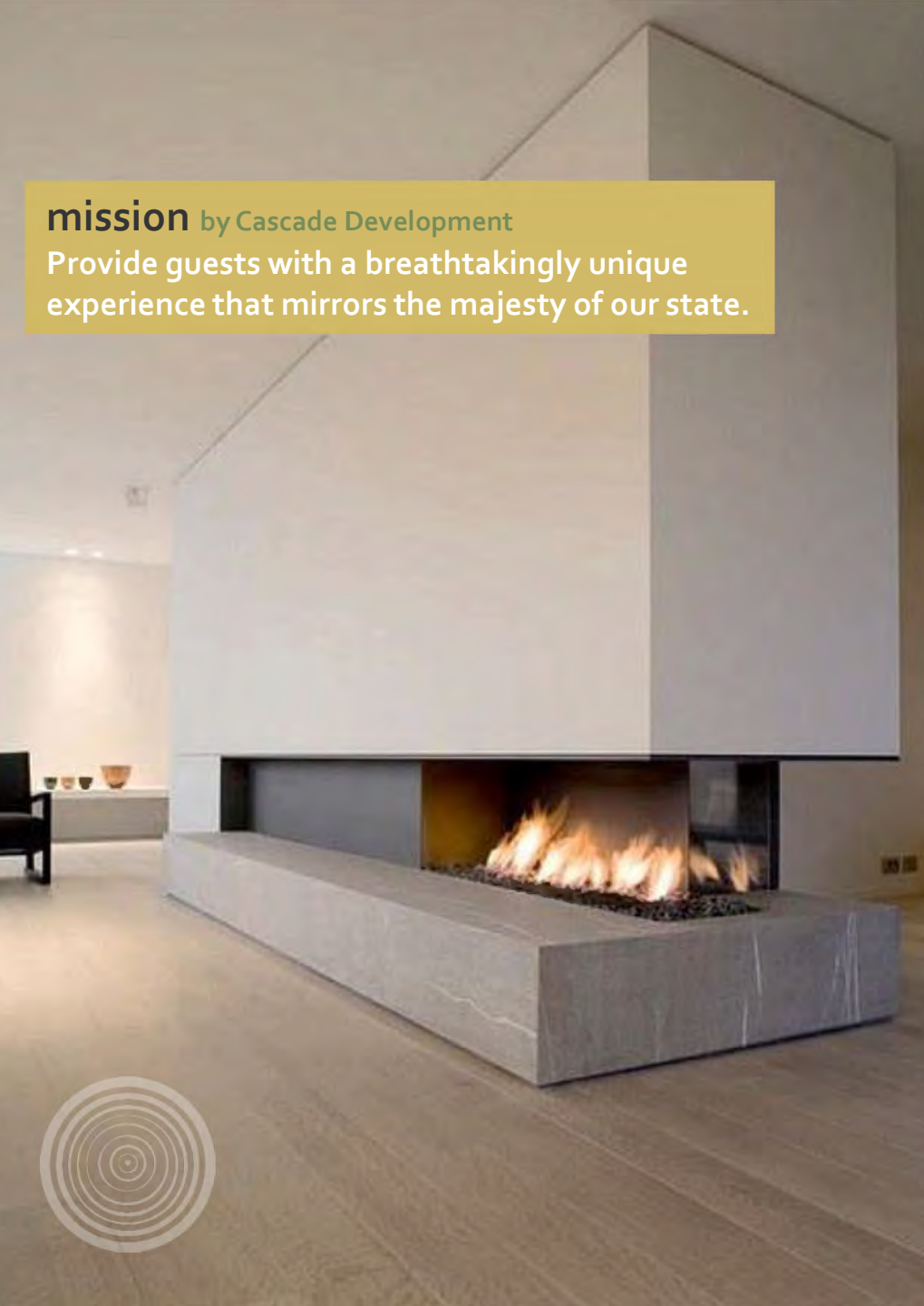


inspiration by Cascade Development

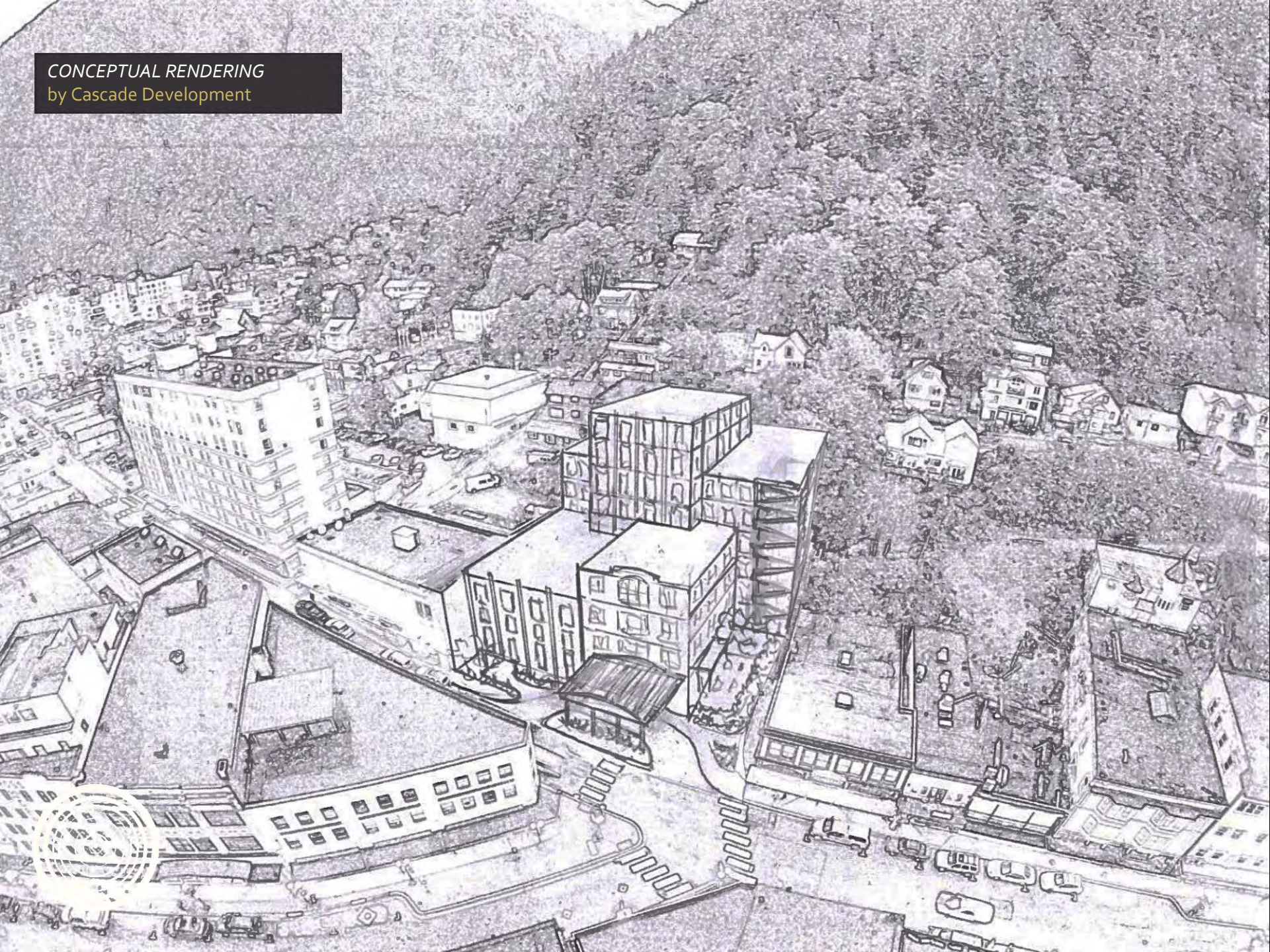
The design for this contemporary boutique hotel is directly inspired by our Southeast Alaskan environment and culture as a whole.

mission by Cascade Development

Provide guests with a breathtakingly unique experience that mirrors the majesty of our state.



CONCEPTUAL RENDERING
by Cascade Development



CONCEPTUAL RENDERING
by Cascade Development



Hi Jeremy,

It was nice chatting with you yesterday. The project proposal for the Gastineau site sounds really interesting and something our downtown desperately needs. I did a little research and looked through CBJ's Land Use Code for information and regulations pertaining to these four lots. Below is a breakdown of what I found:

- All four lots are in the Mixed Use (MU) zone.
- Minimum lot size for MU zone is 2,000 sq. ft. – all four lots meet this requirement.
- MU zones do not have height restrictions or setback requirements.
- There is no density restriction in MU, so the number of dwelling units is not limited.
- All of the uses you mentioned yesterday (multi-family residential, hotel, retail, conference space) are allowed in MU. However, because of the scale of the proposed project there will need to be a Conditional Use Permit.
- Any development that occurs within a mapped hazard area must comply with the CBJ Land Use Code section *49.70.220 Hillside Endorsement Development Application*.

For the uses mentioned above, the following parking counts are required by Code. These requirements may be reduced by 60% in the PD1 parking district and by 30% in the PD2 parking district. (I have attached a map showing the parking district boundaries. Looks like two of the parcels are in district PD1 and two are in PD2. To be honest I'm not entirely sure how we calculate parking requirements when a project location is in two parking districts. Just know that the location qualifies for at least a 30% parking reduction.)

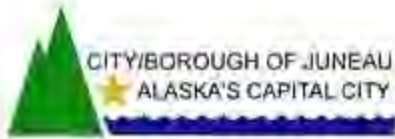
- Multi-family units – 1 parking space for every one bedroom unit; 1.5 spaces for every two bedroom unit; 2 spaces for every three or four bedroom unit (Does not require off-street loading space)
- Hotel – 1 parking space for every four rooms; 1 off-street loading area for 5,000-29,000 square feet of gross floor area; 2 loading spaces for 30,000-59,999 sq. ft. of gross floor area; 1 loading space for each additional 30,000 sq. ft.
- Retail – 1 space for every 300 square feet of gross floor area; 1 off-street loading area for 5,000-24,999 sq. ft. of gross floor area; 2 loading spaces for 25,000-50,000 sq. ft.; 1 loading space for each additional 30,000 sq. ft.
- Conference Space – 1 space for every four seats (Does not require off-street loading space)

The Land Use Code also includes a Downtown Fee In Lieu of Parking District, which I'm happy to say these lots are in. As long as the project meets the requirements of section 49.40.210 (d) (5) *Exceptions* a one-time fee per parking space waived. The Code calls for the fee to be \$8,500 per space. For residential spaces, the fee shall be reduced by 50%. The fees are based each year on the Consumer Price Index for Anchorage or the U.S. Department of Labor's Bureau of Labor Statistics so the actual fees paid may vary from year to year.

As you may know, these lots are located within the Downtown Historic District and any development is therefore subject to compliance with section *49.70.530 Standards for historic district design review*. I have attached Chapters 7 and 9 of the Downtown Historic District Design Standards and Guidelines. These two chapters cover new construction and parking facilities. If you have any questions about the standards, or anything mentioned in the email or about the project, please do not hesitate to give me a call or just shoot me an email. Best of luck to you!

Best regards,

Allison Eddins - Planner I
City and Borough of Juneau, AK
Community Development Department
155 S. Seward Street
Juneau, AK 99801
907-586-0758





Engineering Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 463-2606

DATE: 9/24/15

TO: Mary Becker, Chair Assembly COW

FROM: Rorie Watt, P.E., Director

SUBJECT: Capital Transit Update

Route Modification Proposal:

On June 22nd, we presented a driver crafted proposal to address system problems and the desire to provide some service to Riverside Drive. We held a series of public meetings and had the concept reviewed at the Planning Commission. The response was very positive and lacked the controversy of other proposals. Big kudos to the Capital Transit drivers for solving this problem.

Valley Transit Center Land:

We have identified a parcel of land in the Mendenhall Mall complex that would be suitable for a Valley Transit Center. A new TC could provide a number of benefits including driver restrooms, covered passenger waiting areas, improved lighting, parking for a park and ride. The owners of the Mall have provided an appraisal of the property that values it at \$775,000. We have not had time to evaluate the appraisal. The property is very well sited for the current operations and potential future route changes.

The Assembly is always reluctant to remove property from the tax roles. To offset a purchase of the Valley TC land, the Assembly could direct disposal of the Valley Streets Maintenance facility. With the completion of site improvements at the Consolidated Streets Maintenance Shop at 7 mile, this property is increasingly less needed. It is about 2.25 acres, zoned industrial, and has about a 6,500 SF warehouse. Its value likely exceeds \$1.5M.

Bus Facility Maintenance Project:

We are developing bid documents for the renovation of the Transit Maintenance facility, funded by the voter approved projects from the 2012 election. The project will be ready to bid in February of 2016 and will cost approximately \$5M. The project is scheduled to receive \$2.75M of sales tax in the FY2017 CIP. In order to bid the project on this schedule, we need to work out a financing plan, we'll bring that to the PWFC in December.

Recommended Actions:

1. Implement Route Changes, effective November 2, 2015.
2. Decide Whether to Pursue Valley Transit Center property Acquisition



**PLANNING COMMISSION
NOTICE OF RECOMMENDATION**

Date: September 9, 2015

File No.: CSP2015 0013

City and Borough of Juneau
CBJ Assembly Members
155 S Seward Street
Juneau, AK 99801

Application For: Planning Commission Review of and Recommendation to the Assembly regarding the 2015 Capital Transit Schedule and Route Revision.

Property Area: Boroughwide

Hearing Date: September 8, 2015

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated August 28, 2015, and recommended to the City Manager that the project is consistent with Title 49 and the 2013 Comprehensive Plan, with the following recommendations:

1. Public Works/Engineering should continue to work with DOT to improve pedestrian and traffic safety at the Davis Avenue and Glacier Highway intersection, to possibly include a traffic light at this intersection in the future, to allow for service at all times to Davis Avenue, to control traffic, and to reduce potential collisions.
2. Special consideration should be made to ensure that the connecting stairways and paths from St. Ann's Avenue to Savikko Park are in good and stable condition for safe pedestrian access.
3. Maintenance of sidewalks and crosswalks along St. Ann's Avenue should be improved to allow pedestrians and people in wheelchairs to access transit services at Savikko Park or at the Douglas Library bus stop.
4. A partnership between UAS and Capital Transit should be made to allow drivers to use UAS facilities, such as restrooms, for breaks.

Attachments: August 28, 2015 memorandum from Jonathan Lange, Community Development, to the CBJ Planning Commission regarding CSP2015 0013.

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).

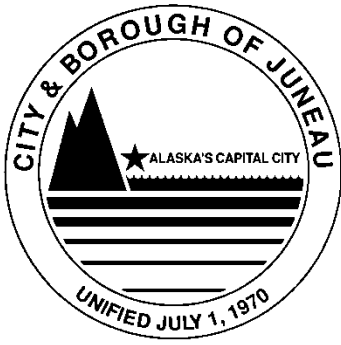
City and Borough of Juneau
CBJ Assembly
File No.: CSP2015 0013
September 9, 2015
Page 2 of 2

Project Planner: Jonathan Lange Dennis Watson for Michael Satre
Jonathan Lange, Planner Michael Satre, Chair
Community Development Department Planning Commission

E. J. O'Connell 9/11/2015
Filed With City Clerk Deputy Clerk Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ - adopted regulations. The CBJ and project 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.



Community Development

City & Borough of Juneau • Community Development
155 S. Seward Street • Juneau, AK 99801
(907) 586-0715 Phone • (907) 586-4529 Fax

DATE: August 28, 2015

TO: Planning Commission

FROM: Jonathan Lange, Planner *Jonathan Lange*
Community Development Department

FILE NO.: CSP2015 0013

PROPOSAL: Planning Commission Review of and Recommendation to the Assembly regarding the 2015 Capital Transit Schedule and Route Revision.

GENERAL INFORMATION

Applicant: City and Borough of Juneau

Property Area: Boroughwide

ATTACHMENTS

- Attachment A: Application, Memorandum "Proposed for Implementation", Map and Assembly Minutes
- Attachment B: Media and Public Advertisement
- Attachment C: Public Notice to Neighborhood Associations
- Attachment D: Agency and Public Comments

PROPOSAL

The Public Works/Engineering Department for the City and Borough of Juneau has submitted the Capital Transit Schedule and Route Revisions. The proposal is to update the current Capital Transit schedules and routes "to provide a higher level of reliability, add service to Riverside Drive/Diamond Park, maintain service in the Downtown Core, and provide adequate rest and recovery time for operators" (see Attachment A, Memo: "Proposed for Implementation").

The proposal recommends the following changes to the existing service:

- No weekday inbound service on Davis Ave at 3:30, 4:00, 4:30 and 5:00
- No service to St. Ann's on Douglas Island
- New service to Treadwell Arena on Douglas Island

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File No.: CSP2015 0013
August 28, 2015
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- Adjusted departure times from Douglas to Downtown
- No Express service on the UAS campus at the bottom of the hour, with service remaining at the top of the hour
- New service at Mendenhall Mall, Dimond Park, Riverside Drive and Stephen Richards

The proposal also recommends the following changes to existing infrastructure:

- Create a dedicated transit bus stop at the State Museum in conjunction with the Whittier St. repaving project
- Relocation of the airport stop to Yandukin Dr. just north of airport
- New signs at stops affected by Davis Ave. deviation
- New signs at Douglas stops affected by schedule adjustment
- Create an at-grade passenger waiting area at Cinema Dr.
- Improve the paving, and install accessible curb and platform at Mendenhall Mall

Planning Commission review is required for City and Borough projects according to the Land Use Code, Title 49, CBJ 49.10.170(c):

The commission shall review and make recommendations to the assembly on land acquisitions and disposals as prescribed by title 53, or capital improvement project by any City and Borough agency. The report and recommendation of the commission shall be based upon the provisions of this title, the comprehensive plan, and the capital improvements program.

BACKGROUND

The 2014 Capital Transit Development Plan was reviewed by the Planning Commission at its January 7, 2014 meeting and was supported by the Commission with comments addressing operating costs and technology improvements; however, their comments focused on the need for well maintained and snow cleared bus stops. Recommended Capital Transit service changes were developed within the 2014 Plan and were adopted by the Assembly on April 7, 2014. Due to lack of funding for transit, no service changes were implemented at the time of plan adoption.

In December of 2014, seven public meetings were held by Capital Transit for the route and service changes proposed for late spring of 2015. The changes that affected the community the most and received the most comments were the outlined changes to the plan. These changes include:

- The transfer point in the Valley would be moved from Nugget Mall to Pipeline Skate Park;
- Buses would no longer enter the UAS campus;

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- No service would be provided to Mendenhall Loop Road between Stephen Richards and Mendenhall Mall Roads as service was being provided to Riverside Drive;
- Buses would no longer travel the downtown loop of Franklin, Fourth, and Main Streets;
- Service in Douglas beyond the Post Office to St. Ann's Avenue would be eliminated;
- And, Express bus service would only be hourly in the midday.

The public was generally concerned about the changes in service and expressed their concerns to the Assembly. The Assembly Meeting where the Capital Transit route and service changes were discussed was well attended. The public and Capital Transit drivers expressed their concerns to the Assembly. The Assembly then directed Capital Transit to revise the route and scheduling changes.

Capital Transit formed a Drivers Working Group in January 2015. The group first worked with transit consultants and then met each month to devise the scenarios mentioned above and in the attached proposal.

On August 18, 19, 20, and 24, 2015, Capital Transit held public meetings for the proposed changes to schedules and routes. The meetings were held at UAS, Thunder Mountain High School, Dzantik'I Heeni Middle School and at Douglas Public Library.

AGENCY AND PUBLIC COMMENT

The meeting at UAS was attended by twelve members of the public and Capital Transit employees. The new schedule and route revisions were well received, as they were an improvement from last years proposed route changes. A partnership between UAS and Capital Transit was discussed, so drivers could get access to restrooms at times when the university is closed.

The meetings at Thunder Mountain High School and Dzantik'I Heeni Middle School were not attended by any member of the public. Eight members of the public attended the public meeting at the Douglas Library. The public at that meeting were concerned with service being cut from St. Ann's Avenue and that public sidewalks were not adequately maintained or there were no sidewalks in some parts of the area.

Joseph Buck with the Alaska Department of Transportation (AKDOT) commented on infrastructure plans for Cinema Drive stating that the plan should be consistent with AKDOTs preferred development plans for Mendenhall Loop Road Capacity Improvements project (AKDOT project # 67622 JNU).

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ANALYSIS

Proposals recommended changes to existing service:

- **No weekday inbound service on Davis Ave at 3:30, 4:00, 4:30 and 5:00**

Analysis:



Figure 1 - Glacier Highway and Davis Avenue Intersection

The proposal would eliminate weekday inbound service for buses traveling towards downtown on Glacier Highway turning left onto Davis Avenue in the Lemon Creek area (see Figure 1 above), for four scheduled times during the peak traffic hours of the day: 3:30PM, 4:00PM, 4:30PM and 5:00PM. The inbound service requires the buses to make a left-hand turn off of Glacier Highway and a left-hand turn again entering Glacier Highway from Davis Ave. Due to heavy traffic at this time, it is difficult for the bus to make the run, down Davis Avenue to the prison, on time. The passengers to this area will still be able to use the stops on Glacier Highway, which currently act as the “Winter Route” shelter. This is an effort to meet the time schedule and accommodate service to this area, while reducing any potential traffic accidents.

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Glacier Highway in Lemon Creek is an Alaska Department of Transportation (AKDOT) Right-of-Way. In a future project, AKDOT will be addressing road conditions from the Walmart intersection south to the Vanderbilt Hill intersection of Glacier Highway. Public Works has met with DOT to discuss a traffic light/signal and pedestrian improvements, such as a crosswalk, for this area. Currently the only crosswalks in this area are at the Anka Street intersection south of Davis Avenue, or north at the Alaway Avenue and Glacier Highway intersection. Public Works/Engineering should continue to work with DOT to improve pedestrian and traffic safety at the Davis Avenue and Glacier Highway intersection, to possibly include a traffic light at this intersection in the future, to allow for service at all times to Davis Avenue, to control traffic, and to reduce potential collisions.

- **No service to St. Ann's on Douglas Island**
- **New service to Treadwell Arena on Douglas Island**
- **Adjusted departure times from Douglas to Downtown**

Analysis:



Figure 2 - Savikko Park and St. Ann's Avenue, Douglas

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Figure 3 - St. Ann's Avenue, Douglas Current Turnaround

The turnaround at the end of St. Ann's Avenue (see Figure 3 above) has been a problem as it is a tight turn and illegal parking by Treadwell trail users in the small area has been a problem. Due to low ridership, narrow streets, and a troublesome turnaround at the end of St. Ann's Avenue, the end of the service line in south or Downtown Douglas (see Figure 2 above) would be moved from turning around at the end of St. Ann's Avenue, which is at the Treadwell trailhead parking lot, to turning around in Savikko Park in front of the Treadwell Ice Arena. Turnaround could also be considered in front of Mayflower Island Road.

The proposed changes would service the area via Savikko Park and make the bus stop more convenient for users of the Treadwell Ice Arena, Sandy Beach, and the Douglas boat harbor.

The proposed changes would improve the time schedule as it would allow the bus to start its return to downtown Juneau four minutes earlier, allowing for a more efficient transfer to the Valley buses. Savikko Park currently serves as the "Winter Route" turnaround. Special consideration should be made to ensure that the connecting stairways and paths from St. Ann's Avenue to Savikko Park are in good and stable condition for safe pedestrian access. Maintenance of sidewalks and crosswalks along St. Ann's Avenue should be improved to allow pedestrians and people in wheelchairs to access transit services at Savikko Park or at the Douglas Library bus stop.

The Douglas bus would also provide service to the downtown Juneau core, from the Downtown

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Juneau Library, up Franklin Street to the Capital on Fourth Street and back to the Downtown Transportation Center. The previous route and schedule scenarios from December 2014 cut the service to the downtown core altogether. This proposal would allow for service from the Douglas bus, while the Route 3 and Route 4 Valley bus service through the downtown core would be cut. This would help the Valley buses keep on schedule and free up bus traffic that currently moves through the narrow downtown streets.

- **No Express service on the UAS campus on the bottom of the hour, with service remaining at the top of the hour**

Analysis:

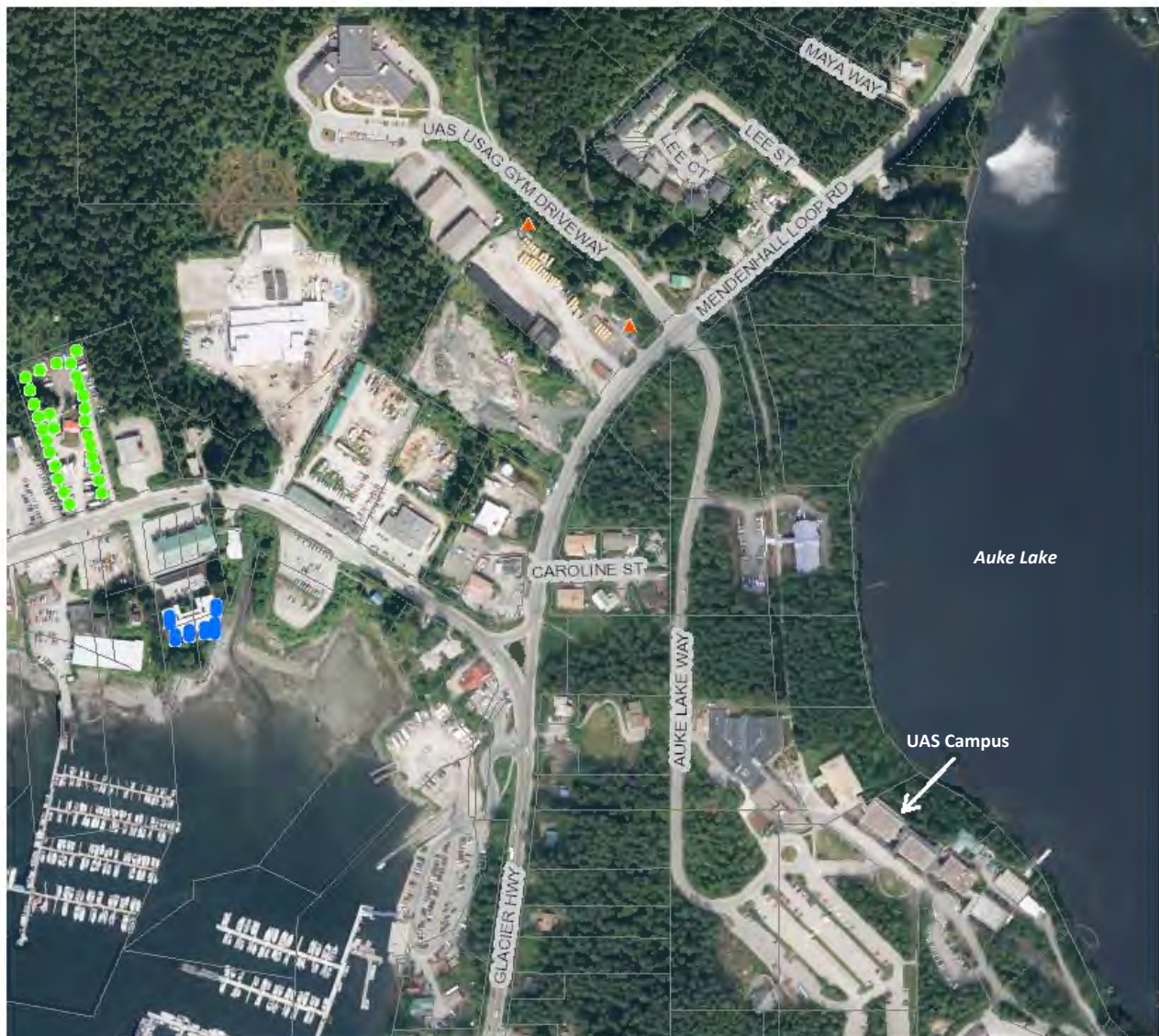


Figure 4 - "Back Loop Road" and UAS Campus Turnaround

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The existing bus, which serves as one of the UAS Express buses and runs tandem with the Route 3 or Route 4, is proposed to change and serve as the “Riverside Express”. The UAS Express that runs tandem with Route 3 will continue to serve the UAS campus hourly. This will cut the current half hour service to UAS to hourly service. Half hour service will still be provided by Route 3 and Route 4 at the Mendenhall Loop Road (Back Loop Road) bus stop near the entrance to UAS Campus (see Figure 4 above). Riders may transfer, on their way from Downtown, from the Route 3 or Route 4, to the UAS Express at the Nugget Mall transfer point.

- **New service at Mendenhall Mall, Dimond Park, Riverside Drive and Stephen Richards**

Analysis:

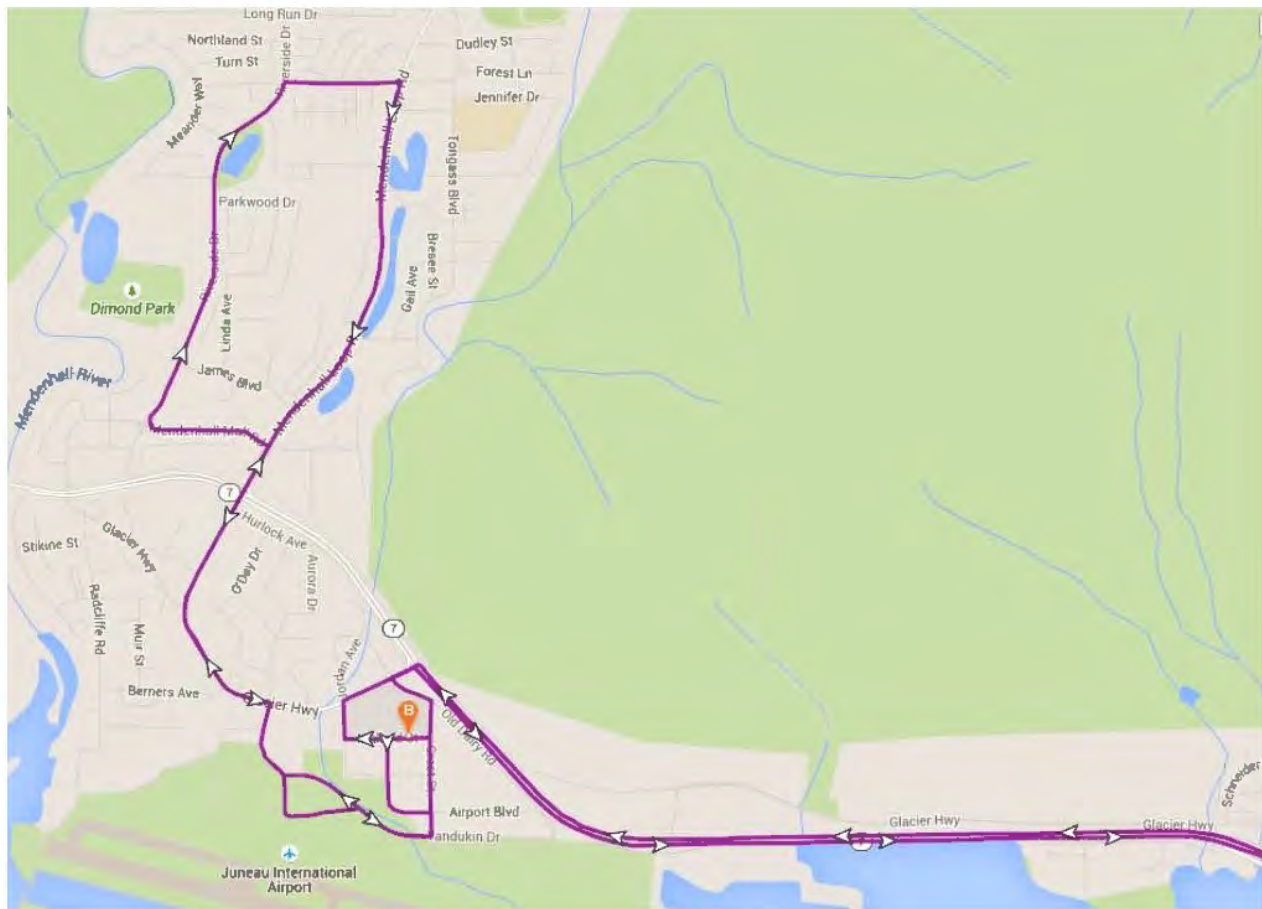


Figure 5 - Riverside Express Route

As mentioned above, one of the UAS Express bus routes will change into the new Riverside Express bus service (see Figure 5 above, Riverside Express route). This bus will provide service to Riverside Drive in the Valley, for the Dimond Park facilities, i.e. the new Mendenhall Valley Library, Thunder Mountain High School, Dimond Park Aquatic Center, Dimond Park baseball/softball fields, and the Dimond Park Field House. The Riverside Express will provide hourly service to this area. The implementation of this new route would provide transit to a

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large residential area and accomplish the Comprehensive Plan goal and Capital Transit Development Plan goal for servicing this area.

Recommended changes to existing infrastructure:

- **Relocation of the airport stop to Yandukin Dr. just north of airport**

Analysis:



Figure 6 - Juneau International Airport on Yandukin Drive

The proposal also addresses the current airport bus stop, at the airport terminal on Shell Simmons Drive (see Figure 6 above). The bus stop would be moved north of the airport onto Yandukin Drive, close to the Extended Stay Hotel parking lot entrance. This would allow for the Valley-bound bus to not have to do a loop around the airport along Shell Simmons Drive, and would drop passengers going to the airport 500 feet or 0.1 miles from the airport front doors.

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This would increase time for the express routes schedules and allow for the UAS Express bus operators to have a longer break time at UAS.

- **Create a dedicated transit bus stop at the State Museum in conjunction with the Whittier St. repaving project**
- **New signs at stops affected by Davis Ave. deviation**
- **New signs at Douglas stops affected by schedule adjustment**
- **Create an at-grade passenger waiting area at Cinema Dr.**
- **Improve the paving, and install accessible curb and platform at Mendenhall Mall**

Analysis:

The above mentioned proposed infrastructure changes are supported by the following plans goals and policies.

CONFORMITY WITH ADOPTED PLANS

The proposed Capital Transit schedule and route revisions were reviewed for conformance with the following CBJ-adopted plans:

- *Auke Bay Area Plan (2015)*
- *Capital Transit Development Plan (2014)*
- *Comprehensive Plan (2013)*
- *Juneau Non-Motorized Transportation Plan (2009)*
- *Area-Wide Transportation Plan (2001)*

Auke Bay Area Plan (2015)

Chapter 5: Transportation

Goal 9 – Encourage public transit connections from Auke Bay to other areas of Juneau.

Policies

- 9.1 Connect public transit with parking areas throughout the Auke Bay area
- 9.2 Developing transit options within Auke Bay
- 9.3 Develop a shuttle service from the Auke Bay core to the ferry terminal

Capital Transit Development Plan (CTDP):

As stated in the CTDP (page 1-2):

It is important to reiterate that the context for all recommendations is a goal to minimize the need for increased local financial support for transit.

All of the recommendations are based on the following service goals:

- 1. Ensure that routes have adequate time to operate on-schedule.

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2. Better match service levels with ridership demand to ensure resources are being used in the most efficient way possible.
3. Evaluate requests and demand for service to new areas, including:
 - Riverside Drive
 - Lemon Creek industrial/employment area
 - Ferry Terminal
4. Strive to ensure high-quality and convenient service, so that:
 - When a transfer is required, make it is as convenient and comfortable as possible and wait times as short as possible.
 - Service is provided for commuter needs during peak periods as well as riders using the service during non-peak times and on weekends.
 - Some service continues to operate through the core of downtown (Franklin, Fourth, and Main Streets).
5. Ensure that service design, marketing information, buses, and other elements of the service are as legible and easy-to-understand as possible.

Also outlined in the CTDP are major objectives of the plan:

- **Improve on-time performance**
- **Maintain timed-transfers**
- **Provide service along Riverside Drive**
- **Maintain service to Back Loop**
- **Provide service to Lemon Creek Industrial Area**
- **Provide service to Auke Bay Ferry Terminal**
- **Implement a Downtown Circulator route**
- **Provide earlier service for workers with early work start times**
- **Provide later Express service between UAS and downtown**
- **Implement technology improvements to improve operations and passenger information**
- **Make service simpler and easier to understand**

Comprehensive Plan:

POLICY 8.5. 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.

Standard Operating Procedures

- 8.5 - SOP1 Provide a safe, convenient, reliable and low-cost public transit and rapid transit system within the Urban Service Area to ensure that within that area, everyone has the ability to access work, school, services, shopping and leisure activities by

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public transit, with stops located so as to be within ½ mile of each other along routes.

8.5 - SOP2 Maintain area-wide and subarea transportation plans and ensure their consistency with other relevant CBJ-adopted Plans, including the *Comprehensive Plan*, the *Parks and Recreation Comprehensive Plan* and the *Capital Improvement Plan* and Program.

8.5 - SOP3 Provide public transit services to low- and moderate-income neighborhoods and support supplementary transit service for the elderly, handicapped and homeless residents seeking work or medical or social services.

Implementing Actions

8.5 - IA3 Update, adopt and implement the *Capital Transit Development Plan*...

8.5 - IA8 Construct or complete the improvements and planning documents called for in the Area Wide Transportation Plan as funding becomes available. Where there is a public need for those improvements in the immediate future, actively pursue the funding needed to complete those improvements.

POLICY 8.6. TO PROMOTE AND FACILITATE TRANSPORTATION ALTERNATIVES TO PRIVATE VEHICLES AS A MEANS OF REDUCING TRAFFIC CONGESTION, AIR POLLUTION AND THE CONSUMPTION OF FOSSIL FUELS, AND TO PROVIDE SAFE AND HEALTHY MEANS OF TRANSPORTATION TO ALL PEOPLE.

The proposed Capital Transit Schedule and Route Revisions are consistent and further the goals, policies, and implementing actions of the 2013 Comprehensive Plan.

Area Wide Transportation Plan (AWTP):

Improvement ID #7: Improved Local Transit Service in the Mendenhall Valley.
 Restructure local service on the existing Mendenhall Valley/Lemon Creek/Downtown route. Provide a circle route using Mendenhall Loop Road and Riverside Drive. This route will continue to Downtown on Egan Drive as Express service. Create a separate route providing service on Glacier Highway to the Lemon Creek area, and another route serving the West Mendenhall Valley. Both new routes would connect to other routes at the Valley transfer center (Nugget Mall).

Improvement ID #11: Transit Support Improvements.
 Provide additional transit support including: bus stop signs/schedules, transit center at Nugget Mall and Downtown, maintenance program for transit facilities, additional vehicle storage and an ongoing marketing program.

Planning Commission
 File No.: CSP2015 0013
 August 28, 2015
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The proposal is consistent with the improvement goals of the Area Wide Transportation Plan in that the plan adds and improves service to the Mendenhall Valley, by adding service to Riverside Drive, and includes improvements to infrastructure, such as transit stops and shelters.

Juneau Non-Motorized Transportation Plan (2009)

Recommended Improvements to Non-Motorized Infrastructure

10. Lemon Creek Sidewalks and Bike Lanes – Improve non-motorized facilities on Glacier Highway in Lemon Creek from Sunny Point intersection to Vanderbilt Hill Road – complete sidewalks on south-west side of the street and bring bike lane up to standard. The Lemon Creek area is very dangerous because it has a high number of pedestrians and significant commercial and industrial traffic moving at high speeds. Currently the paved bike lane is variable in width and there is only a sidewalk on one side of the street.

POLICY 7 – MAINTENANCE. Develop a realistic maintenance program for non-motorized facilities and commit to it.

Implementing Actions

7B. Snow removal for main pedestrian routes should be a CBJ and state priority. Both the CBJ and the State should invest in sidewalk snow clearing equipment. Areas near schools and transit stops should be a priority. Egan Drive downtown, the Douglas Bridge, Douglas Highway south of the bridge, Mendenhall Loop Road, Glacier Highway between Vanderbilt Hill Road and Fred Meyers, and Egan Drive between McNugget Intersection and the Broutherhood Bridge are all priorities.

Consideration should be given to the Lemon Creek area and available pedestrian crossings at Glacier Highway and Davis Avenue.

FINDINGS

The proposed Capital Transit schedule and route revisions are intended to implement the recommendations of the 2014 Capital Transit Development Plan. Staff finds that the proposal is consistent with the 2013 Comprehensive Plan and other associated plans mentioned herein.

RECOMMENDATION

Staff recommends that the Planning Commission recommend to the Assembly that CSP2015 0013, 2015 Capital Transit Schedule and Route Revision is consistent with Title 49 and the 2013 Comprehensive Plan. With the following recommendations:

Planning Commission
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Page 14 of 14

1. Public Works/Engineering should continue to work with DOT to improve pedestrian and traffic safety at the Davis Avenue and Glacier Highway intersection, to possibly include a traffic light at this intersection in the future, to allow for service at all times to Davis Avenue, to control traffic, and to reduce potential collisions.
2. Special consideration should be made to ensure that the connecting stairways and paths from St. Ann's Avenue to Savikko Park are in good and stable condition for safe pedestrian access.
3. Maintenance of sidewalks and crosswalks along St. Ann's Avenue should be improved to allow pedestrians and people in wheelchairs to access transit services at Savikko Park or at the Douglas Library bus stop.
4. A partnership between UAS and Capital Transit should be made to allow drivers to use UAS facilities, such as restrooms, for breaks.

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received:
Project Name		
City Staff to Assign Name:		

PROJECT / APPLICANT INFORMATION	Project Description <u>Capital Transit Route Changes</u>		
	PROPERTY LOCATION		
	Street Address <u>N/A</u>	City/Zip <u>Juneau 99801</u>	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) <u>N/A</u>		
	Assessor's Parcel Number(s) <u>N/A</u>		
	LANDOWNER/ LESSEE		
	Property Owner's Name <u>City & Borough of Juneau</u>	Contact Person: <u>Paul Beck</u>	Work Phone: <u>586 0882</u>
	Mailing Address <u>155 5th Seward St.</u>	Home Phone: <u>N/A</u>	Fax Number: <u>463 2606</u>
	E-mail Address <u>Paul.Beck@juneau.org</u>	Other Contact Phone Number(s): <u>N/A</u>	
	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****		
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 officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X _____ Landowner/Lessee Signature Date X _____ Landowner/Lessee Signature Date			
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name <u>City & Borough of Juneau - Engineering</u>			
Mailing Address <u>155 5th Seward Street</u>			
E-mail Address <u>Paul.Beck@juneau.org</u>			
X _____ Applicant's Signature			
_____ 7/22/15 Date of Application			

STAFF APPROVALS	☒	Permit type	Signature	Date Received	Application Number(s)	
		Building/Grading Permit				
	☒	City/State Project Review and City Land Action		7/23/15	CP15-013	
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)				
		Mining Case (Small, Large, Rural, Extraction, Exploration)				
		Sign Approval (If more than one, fill in all applicable permit #'s)				
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)				
		Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)				
		Variance Case (De Minimis and all other Variance case types)				
		Wetlands Permits				
		Zone Change Application				
		Other (Describe)				
	***Public Notice Sign Form filled out and in the file.					
	Comments:					Permit Intake Initials: <u>POME</u>

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

I:\FORMS\2010 Applications

Revised November 2009

ATTACHMENT A

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP 15-013	Date Received
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TYPE OF PROJECT REVIEW:

☒ City Project Review
 ☐ City Land Acquisition /Disposal
 ☐ State Project Review

DESCRIPTION OF PROJECT

Capital Transit Route changes
see attached Committee of the Whole minutes

Please attach a cover letter to fully explain the project if there is not adequate space on this form.

CURRENT USE OF LAND OR BUILDING(S):

Capital Transit Bus Service

PROPOSED USE OF LAND OR BUILDING(S):

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? ☒ No ☐ Yes Case No.: _____

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: \$ _____

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side.

If you need any assistance filling out this form, please contact the Permit Center at 586-0770.

CITY/STATE PROJECT FEES

Fees	Check No.	Receipt	Date
Application Fees	\$ _____	_____	_____
Total Fee	\$ _____	_____	_____

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM &

EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT

CITY/STATE PROJECT REVIEW REQUIREMENTS

Committee of the Whole, September 28, 2015 Packet Page 49 of 7

Each application for a City/State Project is reviewed by the Planning Commission at a public hearing. The permit procedure is intended to provide the Commission the flexibility necessary to make recommendations tailored to individual applications.

Application: An application for a City/State Project Review will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

Forms: A completed City/State Project Review Application form and Development Permit Application form. The "land owner or lessee consent" signature is mandatory for all landowners on the Development Permit Application form.

Fees: No fee required for projects that cost less than \$2.5 million. For projects costing more than this amount, the fee is \$1,600.00. All fees are subject to change.

Project Description: A detailed letter or narrative describing the project.

Plans: All plans are to be drawn to scale and clearly show the items listed below:

- A. Plat, site plan, floor plan and elevation views of existing and proposed structures and land;
- B. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances;
- C. Proposed traffic circulation within the site including access/egress points and traffic control devices;
- D. Existing and proposed lighting (including cut sheets for each type of lighting);
- E. Existing and proposed vegetation with location, area, height and type of plantings; and,
- F. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

Document Format: All information that is submitted as part of an application shall be submitted in either of the following formats:

- A. Electronic copies may be submitted by CD, DVD or E-mail in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf or other formats pre-approved by the Community Development Department.
- B. Paper copies may not be larger than 11" X 17" (Unless a larger paper size is preapproved by the Community Development Department).

Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

Review: As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All City/State Project Review Permit Applications must be reviewed by the Planning Commission. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting. The Planning Commission will make a recommendation based on staff's analysis and forward it to the Assembly for final approval/denial.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

PROPOSED FOR IMPLEMENTATION

10/1/15

Capital Transit Schedule & Route Revision

Objective:

Update the current Capital Transit schedules and routes to provide a higher level of reliability, add service to Riverside Drive/ Dimond Park, maintain service in the Downtown Core, and provide adequate rest & recovery time for operators.

Existing Conditions:

Currently Capital Transit provides generally reliable service to most of Juneau. However, there are certain routes that consistently fail to maintain reliable on-time service due to high passenger loads and increasing traffic. Specifically, the afternoon Mendenhall Valley RT 4 buses typically run behind schedule in excess of 5 minutes, and often as much as 15 minutes. This either causes missed transfers with the Express and Douglas buses, or forces them behind schedule as well; which has a cascading effect causing system-wide delays. In addition to inconveniencing the public, this puts added stress on operators. There are times that operators are not able to have proper rest and recovery which has significant health and safety risks.

Specific Failure Points:

RT 4:

- Late departure from Federal Building due to Douglas Transfers
- High outbound afternoon passenger loads not being eased by the redundancy of the UAS Express at low usage stops
- High inbound afternoon passenger loads not being eased because of missed transfers with the UAS Express
- High volume of downtown and Lemon Creek area passengers needing service near Mendenhall Mall
- Inbound left turn at Fred Meyer during afternoon rush
- Inbound left turn from Davis Ave to Glacier Highway during afternoon rush
- Inbound left turn at 2.5 Mile during afternoon rush
- Loading/ unloading delays and safety concerns at Cinema Drive and Mendenhall Mall due to sub-standard stop design

RT 3:

- Late departure from Federal Building due to Douglas Transfers
- Inbound left turn at Fred Meyer during afternoon rush
- Inbound left turn from Davis Ave to Glacier Highway during afternoon rush
- Inbound left turn at 2.5 Mile during afternoon rush

Douglas:

- Late departure from Federal Building due to Valley Transfers
- Inbound left turn at Cordova St during afternoon rush
- Frequent service disruptions and delays due to illegal parking at St Ann's turnaround

UAS Express:

- Extremely limited availability of rest & recovery time
- No rest facilities for drivers when the university is closed
- Delays from late Valley buses
- No provision to make up time when delayed or operating on Winter Routes

Summary of proposed changes:

Create a "Riverside Express" using the existing UAS Express bus that runs in tandem with the RT 4. The UAS Express that runs in tandem with the RT 3 will continue to give the UAS campus hourly service. The new Riverside Express will maintain its current routing between the Federal Building and the airport. It will then go to Mendenhall Mall, follow Riverside Drive to Stephen Richards, and return to the airport and Nugget Mall via Mendenhall Loop Rd. This will create direct service to Mendenhall Mall and Dimond Park, reduce redundancy on Egan, and lessen passenger loads for the RT 4. It will increase the reliability and on-time performance of the RT 4, and will also give the operator 5-7 minutes of recovery time at the Nugget Mall. Additionally, the current airport stop should be relocated to Yandukin Dr to allow both the Riverside and UAS Express to bypass the airport terminal. This will increase on-time performance of both express buses, and allow the UAS Express operator to have 3-5 minutes of recovery at UAS.

During limited identified peak hours have the inbound RT 3 and RT 4 bypass Davis Avenue. Passengers in the Lemon Creek area can still get inbound bus service by using the "Winter Routes" shelter on Glacier Highway. Eliminating these left turns in and out of Davis will prevent delays due to excessive traffic volume, add a few minutes from the scheduled time to make up for other delays along the route, and greatly reduce the potential for collisions. Coupled with the benefits of the Riverside Express, this will greatly increase on-time performance, and allow passengers to make Douglas transfers without delaying the Douglas bus.

Adjust the route and timing of the Douglas bus by re-routing to Treadwell Arena instead of St Ann's. This will give more convenience to passengers at Savikko Park and Douglas Boat Harbor, remove the bus from a narrow residential street, and avoid getting stuck in the turnaround when cars are illegally parked. It will also allow the Douglas bus to start its return to Downtown 4 minutes earlier, which will greatly increase its ability to make transfers with the outbound Valley bus without delay.

Maintain service to the Downtown Core while eliminating redundancy by having inbound passengers from the Valley Bus transfer to the inbound Douglas Bus at the State Museum (SLAM). The adjustments to the Douglas schedule will ensure that the Douglas bus arrives at the SLAM before, or in conjunction with, the inbound Valley bus. All inbound passengers will have the ability to receive service to the Downtown Core, but delays and liability will be limited by having only one bus negotiate this tight and dense area. During times of hourly service when there is no inbound Douglas bus, the Valley bus will make the loop through downtown.

Implementation:

These revisions will cause no changes to current Capital Transit operational requirements. Operator shifts, supervisor shifts, and man-hours will remain the same. There is no need for additional buses or maintenance costs. The proposed stop on Riverside Dr at Dimond Park already has a suitable bus pullout, and all other stops would use existing Capital Transit stops. The basic structure and timing of the current schedule will remain the same, allowing for an easy transition to the new system for both operators and passengers alike.

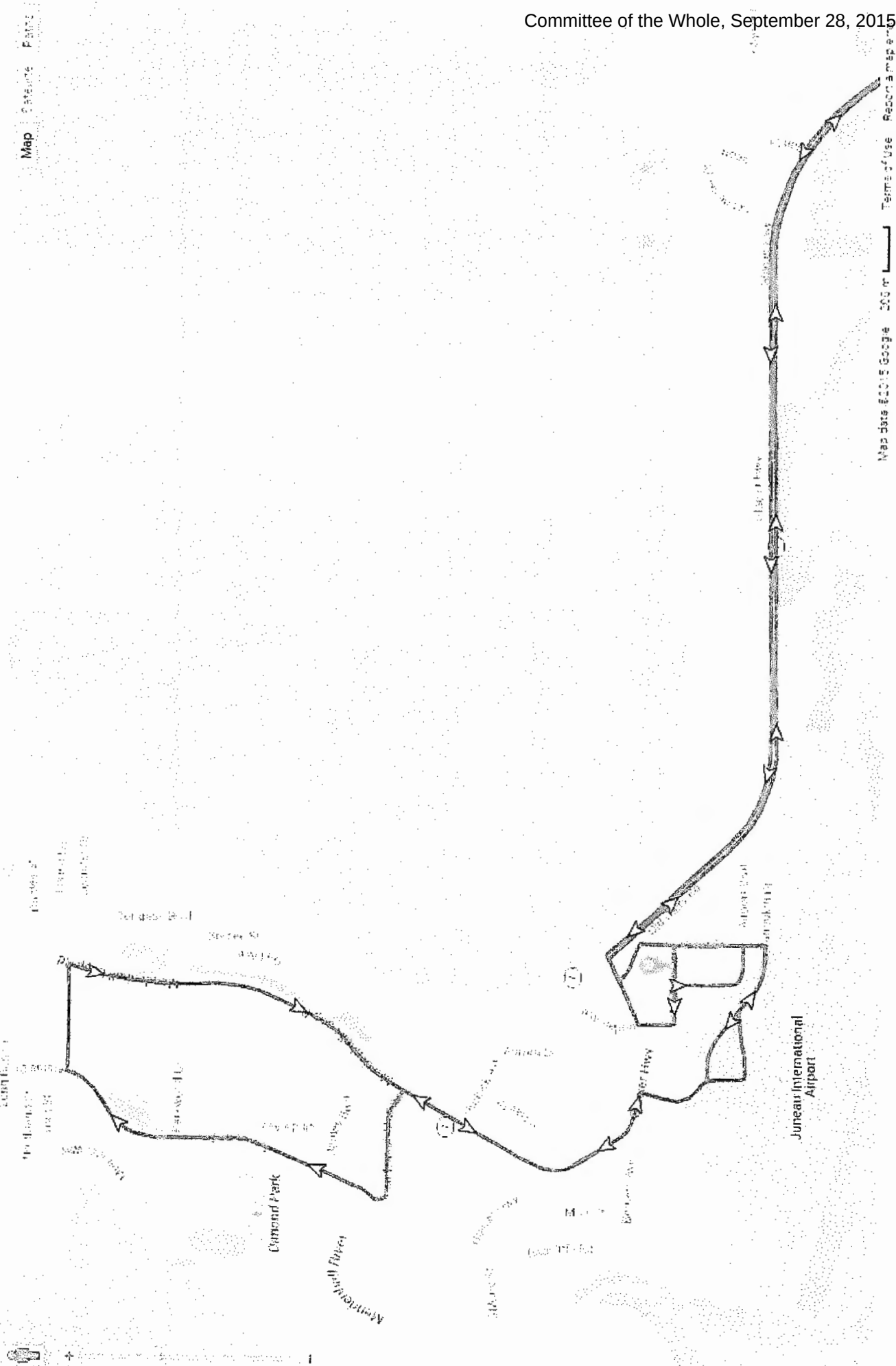
There will be an immediate positive impact on reliability of weekday service. The addition of the new Riverside Express will also provide good ridership data for future planning and expansion. Due to the lack of weekend Riverside Express service and Davis Ave deviations, delays can still be anticipated during times of high ridership. If warranted by demand, adding a weekend Riverside Express could be added without disturbing the system, but would require additional funding.

Recommended changes to existing service:

- No weekday inbound service on Davis Ave at 3:30, 4:00, 4:30, and 5:00
- No service to St Ann's
- New service to Treadwell Arena
- Adjusted departure times from Douglas to Downtown
- No service on the UAS campus on the bottom of the hour
- New service at Mendenhall Mall, Dimond Park, Riverside Drive and Stephen Richards

Recommended changes to existing infrastructure:

- Create a dedicated transit bus stop at the State Museum in conjunction with the Whittier St repaving project
- Relocation of the airport stop to Yandukin
- New signs at stops affected by Davis Ave deviation
- New signs at Douglas stops affected by schedule adjustment
- Create an at-grade passenger waiting area at Cinema Drive
- Improve the paving, and install accessible curb and platform at Mendenhall Mall



Hearing no objection. Ms. Becker said the Assembly would discuss the matter with Mr. Bartholomew at the upcoming Finance Committee meeting.

D. Capital Transit Update

Mr. Watt said he knew that last year was a frustrating year regarding transit issues and he had spent significant time on this issue since moving into his new position. He was hoping for a good interactive process with the Assembly. He outlined his report, provided statistics on bus use, and said they had made significant progress with DOT and were building bus shelters. The facility renovation project was in preliminary design and was estimated at \$6.3 million, which included electronic fare boxes. They would have a project soon and it would need to be phased. CBJ has an award winning transit system but has not been able to adapt because it had gone too long without making any changes, so it has been an inflexible system. The changes desired add to the stress on the system. The 2014 plan was adopted, had some good information, but was not able to be implemented. We tried to move too fast on relocating the hub to the skate park and that was a false start. We decided to be driver centric in our approach. He said the Assembly wants to be able to incrementally adjust the system, and the drivers see what they called an "empty refrigerator," with no resources to make that happen. Mr. Watt said there was a comprehensive system analysis and there were many good things noted. There was an idea that the transit operators didn't want to change the system, and that was not true, they just didn't want to change it to make it worse. The system was so tight that when one route got messed up it rippled in to the entire system. The drivers had kept the existing route structure by working at shaving time when they could. They were doing this in loyalty to the other drivers and customers. If more minutes were added to the system this left the drivers without a break. Some of the early efforts tried to reroute back loop service. We met with the driver work group, the consultant, Mr. Goldrich, and it was a good process, and there were several options that they couldn't make work. We have tonight an option derived from the driver's experience, which he outlined. We can get the goal of Riverside service, serving Dimond Park, without upsetting the apple cart.

Ms. Crane asked about reduced service to Davis Avenue and the effect. Mr. Watt said traffic was the problem at the hours that service was reduced and riders there would not be happy. A person would be able to get to the bus but just not make the trip in and out. Introduction of more pedestrian movement was a cause for concern.

Mr. Jones discussed pedestrian behavior. Mr. Watt said the entire Old Glacier Highway corridor through Lemon Creek was a real problem and CBJ needed to push DOT to do the proposed improvement project, and if they didn't, he said the CBJ should consider putting a light at Davis.

Mr. Watt said the best part about the proposed changes was that they came at no cost and worked within the existing budget. He said it was a good plan, it needed to be rolled out to the public for input.

Discussion continued with questions and answers from Assemblymembers.

Ms. Crane said this was the best plan so far and was thankful for the work that went into it. Mr. Watt said that it was thanks to the drivers as they wrote the plan.

Mr. Watt spoke about proposed changes in technology and transit would implement automated passenger counting to get real time data to measure ridership and route timing. He pushed the consultant for an answer about electronic fare boxes and was told they generate only 10% more revenue. The fee structure and the policy on free rides was a big topic and needed to be reviewed. If we give people a ride on caravan for free and we charge for the bus, this sets up a problem.

Mr. Watt spoke about Park and Ride and the potential of looking at church parking lots during the week, also the new parking area at Statter Harbor. Nugget Mall was difficult with timing in the system as a hub, and we talked to the Mendenhall Mall about increasing the presence with the

mail - they don't want us on the mall road, but they have property for sale - if we move there as an anchor, we have all new opportunities. He showed a diagram of a lot next to Tesoro and said this would be a good valley hub in the long run. The lot was assessed at \$550,000 and he asked for permission to obtain an appraisal to determine the possibility of a potential purchase.

Mr. Kiehl said he did not object but would like to see how the proposed changes work before we start investing in a new transit point. Mr. Watt said he understood and the new changes would be implemented October 1. If you do a transit center at this location you would need a whole new transit plan and it would give you maximum flexibility. It would be a long process but there would be so many more options. Ms. White agreed with Mr. Kiehl.

Ms. Gladyszewski asked about park and ride and how many spots are they looking at. Mr. Watt said he was not sure but could gauge it by setting up a pilot project.

Ms. Crane spoke in favor of obtaining an appraisal. Ms. White estimated a commercial appraisal to range in cost from \$5,000 - \$60,000.

Hearing no objection, the Assembly agreed to an appraisal of the property at a cap of a \$6,000 investment.

Mr. Watt said that many people were encouraging the system to invest in electric buses. There was a plan to purchase four new buses and he strongly discouraged the purchase of electric buses, saying it was not the right time.

Mr. Watt said the Human Services Transportation Plan would come before the Assembly in August.



Engineering and Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 463-2606

DATE: August 11, 2015
TO: Media and Public
FROM: Paul Beck, CBJ Project Manager
SUB: Proposed Changes to Capital Transit Schedule and Route Revisions

The objective of the proposed changes to the Capital Transit schedule and routes is to provide a higher level of schedule reliability, add service to the Riverside Drive / Dimond Park and provide adequate rest and recovery time for operators.

Four public meetings will be held to give the public the opportunity to review and comment on the proposed changes to the Capital Transit System.

The meeting locations and times are:

1. August 18, 2015 from 5:00 pm to 7:00 pm at University of Alaska Southeast, Room EG 224, 11120 Glacier Highway, Juneau Alaska 99801
2. August 19, 2015 from 7:00 pm to 9:00 pm TMHS Library, 3101 Riverside Drive, Juneau Alaska 99801
3. August 20, 2015 from 7:00pm to 9:00 pm Dzantik'i Heeni Middle School Library, 1600 Renninger Street, Juneau Alaska 99801
4. August 24, 2015 from 7:00 pm to 8:00 pm Douglas Library, 1313 3rd Street, Douglas Alaska 99824

After the public meetings, the proposal will go to the Planning Commission for consideration at its regular meeting on Tuesday, (date to be determined later) at 7:00pm in the CBJ Assembly Chambers. The public will again be able to comment at that time.

After the Planning Commission has completed its review it will forward any comments to the CBJ Assembly for final decision.

If you have any questions, I can be reached at 586-0882 or by email: Paul.Beck@juneau.org

- Regulations
- Fares and Passes
- Observed Holidays
- General Information
- Bike and Ride Information
- QuickFacts
- Contact Us
- Public Works Homepage

Route Status



Capital Transit



Proposed Route and Service Changes for Fall, 2015

- Memo from Paul Beck, Project Manager
- Proposed Changes
- Public Comment Form

There will be several public meetings available if you wish to ask questions or comment.

Public Meetings

Local Schedule



Express Schedule



Interactive Route Maps





NOTICE OF PUBLIC HEARING

Committee of the Whole, September 28, 2015 Packet Page 59 of 7

City & Borough of Juneau
Community Development Department
155 S Seward Street • Juneau, Alaska 99801

For more information, please visit
www.juneau.org/assembly/novus.php

SHIP TO:



PROPOSAL: Planning Commission Review of and Recommendation to the Assembly regarding the 2015 Capital Transit Schedule and Route Revision.

File No:	CSP2015 0013	Applicant:	City and Borough of Juneau
To:	Neighborhood Associations		
Hearing Date:	September 8, 2015		
Hearing Time:	7:00 PM		
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department 14 days prior to the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a week before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Jonathan Lange at jonathan.lange@juneau.org or at 586-0218.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at <http://www.juneau.org/assembly/novus.php>

ATTACHMENT C

Date notice was printed: August 5, 2015

Jonathan Lange

From: Heidemann, Marie E (DOT) <marie.heidemann@alaska.gov>
Sent: Friday, August 21, 2015 11:45 AM
To: Jonathan Lange
Cc: Buck, Joseph T (DOT)
Subject: FW: Request for Review Comments CSP2015 0013 - Capital Transit Schedule and Route Revision

Jonathan,

If not too late, please consider Joe's comment below.

Many thanks,
Marie

From: Buck, Joseph T (DOT)
Sent: Friday, August 21, 2015 11:43 AM
To: Heidemann, Marie E (DOT); Haynes, Emily R (DOT); Trousil, Robert E (DOT); Carroll, Lawrence P (DOT); Epstein, David B (DOT); Schmidt, Joanne M (DOT); Hughes, Andrew N (DOT); Gray, Scott J (DOT)
Cc: Brown, James L (DOT)
Subject: RE: Request for Review Comments CSP2015 0013 - Capital Transit Schedule and Route Revision

Develop at grade passenger waiting area at Cinema Drive consistent with preferred development plans for 67622 JNU Mendenhall Loop Rd Capacity Improvements project.

From: Heidemann, Marie E (DOT)
Sent: Thursday, August 06, 2015 8:00 AM
To: Haynes, Emily R (DOT); Trousil, Robert E (DOT); Carroll, Lawrence P (DOT); Epstein, David B (DOT); Schmidt, Joanne M (DOT); Buck, Joseph T (DOT); Hughes, Andrew N (DOT); Gray, Scott J (DOT)
Subject: FW: Request for Review Comments CSP2015 0013 - Capital Transit Schedule and Route Revision

Comments to me by August 13th please.

From: Jonathan Lange [<mailto:Jonathan.Lange@juneau.org>]
Sent: Wednesday, August 05, 2015 10:23 AM
To: Ed Mercer; Ed Foster; Dan Jager; Sven Pearson; Kirk Duncan; Patricia deLaBruere; Carl Uchtyl; Heidemann, Marie E (DOT); Charlie Ford; Greg Chaney; Ron King
Subject: Request for Review Comments CSP2015 0013 - Capital Transit Schedule and Route Revision

Subject: Please review attached documents related to a City project review application for Capital Transit Schedule and Route Revisions.

File: CSP2015 0013

Location: Borough Wide – See Proposed Changes Attached and Summary Below



The proposal is to update the current Capital Transit schedules and routes “to provide a higher level of reliability, add service to Riverside Drive/Dimond Park, maintain service in the Downtown Core, and provide adequate rest and recovery time for operators.”

Proposals recommended changes to existing service:

- No weekday inbound service on Davis Ave at 3:30, 4:00, 4:30, and 5:00
- No service to St. Ann’s on Douglas Island
- New service to Treadwell Arena on Douglas Island
- Adjusted departure times from Douglas to Downtown
- No service on the UAS campus on the bottom of the hour, with service remaining at the top of the hour
- New service at Mendenhall Mall, Dimond Park, Riverside Drive and Stephen Richards

Recommended changes to existing infrastructure:

- Create a dedicated transit bus stop at the State Museum in conjunction with the Whittier St. repaving project
- Relocation of the airport stop to Yandukin Dr. just north of airport
- New signs at stops affected by Davis Ave. deviation
- New signs at Douglas stops affected by schedule adjustment
- Create an at-grade passenger waiting area at Cinema Dr.

- Improve the paving, and install accessible curb and platform at Mendenhall Mall

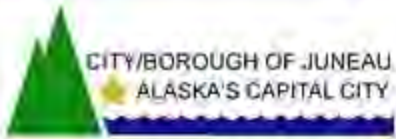
Please see the attached application and proposed plan narrative.

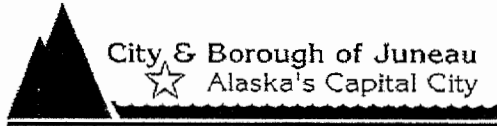
I look forward to receiving your comments. Please comment by August 17th, 2015 or as soon as possible.

Let me know if you require any additional information for this project or have any questions.

Thank you and have a great day.

Jonathan Lange, CFM
Planner II, Community Development Dept.
City & Borough of Juneau, Alaska
155 S. Seward St. Juneau, AK 99801
Ph (907)586-0218
Jonathan.Lange@juneau.org





Engineering & Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 FAX: 463-2606

Proposed Changes to the Capital Transit Schedule & Route Revisions

Comments, Concerns, Questions:

NAME: Glenn Wright
Please Print

DATE: 8/18/2015

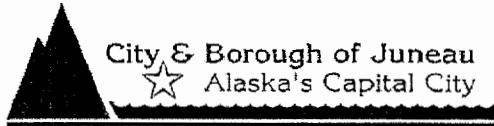
EMAIL ADDRESS: glenn.wright@uas.alaska.edu

MAILING ADDRESS: 718 5th St, Juneau

COMMENTS: Much improved over
last year's proposal. I
support it, and the
UAS community supports it.

We also support future
expansion of Capital Transit
services.

Please submit all comments by Noon, August 31, 2015. Emails can be sent to Paul.Beck@juneau.org



Engineering & Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 FAX: 463-2606

Proposed Changes to the Capital Transit Schedule & Route Revisions

Comments, Concerns, Questions:

NAME: Lona Vess

Please Print

DATE: 8/18/15

EMAIL ADDRESS: levess@uas.alaska.edu

MAILING ADDRESS: 350 Irwin St. #103, JNU

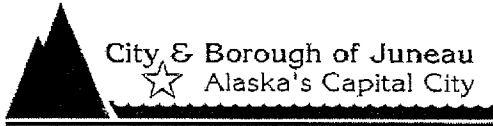
COMMENTS: As a UAS faculty member and resident of downtown I am concerned with the proposed reduction of Express service to campus. I understand the economic concerns, but 1) students are not on campus yet to provide feedback to the proposed changes, 2) we do not have up-to-date user data, especially w/ our new first year resident hall. How do we increase ridership rather than decrease it? - I am pleased the new model at least includes a busstop directly on campus. (I would like to see the Assembly show more support for Transit).

Is there a circulator in UAS's future?

*Contact Michael Ciri @ restroom Access on campus! michael.ciri@uas.alaska.edu and working w/

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the university.



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Proposed Changes to the Capital Transit Schedule & Route Revisions

Comments, Concerns, Questions:

NAME: Steve Handy
Please Print

DATE: 8/18/2015

EMAIL ADDRESS: SDHandy@aol.com

MAILING ADDRESS: P.O. Box 35001, Juneau, AK 99803

COMMENTS: ^{Strongly} encourage the CBJ Assembly
to consider the construction of a Valley
Transportation hub. Such a facility
would allow for more options & growth
of Juneau's public transportation
system.

Please submit all comments by **Noon, August 31, 2015.** Emails can be sent to Paul.Beck@juneau.org

Proposed Changes to the Capital Transit Schedule & Route Revisions

NAME: Michael Cir. DATE: 8/18/15
Please Print

COMMENTS: work w/ UAS to explore partnerships.

ATTACHMENT D

Jonathan Lange

From: Rorie Watt
Sent: Wednesday, August 26, 2015 4:38 PM
To: Paul Beck; Jonathan Lange; Tim Felstead
Subject: FW: Tell it to City Hall Form:Suggestion

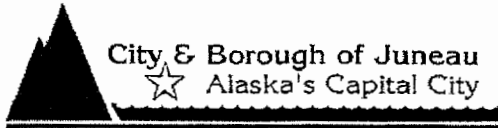
FYI – Public comment below.

From: akyogini108@gmail.com [<mailto:akyogini108@gmail.com>]
Sent: Wednesday, August 26, 2015 4:36 PM
To: Rorie Watt
Subject: Tell it to City Hall Form:Suggestion

Suggestion**Date:** 2015**Time:** 9:00**Location:** Lemon Creek Bus Stop**Contact Information****Name:** Christin Khalsa**Telephone:** 9079887474**Email:** akyogini108@gmail.com**Address:** 1710 DAVIS AVE**City:** Juneau**Zip Code:** 99801

Department Involved: Engineering **Person Notified:** Rorie.Watt@juneau.org

It was brought to my attention that there is a problem for the bus system turning left to go downtown From Davis street. A reasonable solution would be to have the bus coming from the valley, on its way to down town turn in on central av, then turn on Lund then onto Davis. Eliminate the turnaround at the jail. The bus traveling from downtown to the valley would turn onto Davis, then Lund then Davis. I imagine a bus stop being moved to the side of the road that the bus stops pull into. I believe this alteration to the bus route would increase bus time.



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Proposed Changes to the Capital Transit Schedule & Route Revisions

Comments, Concerns, Questions:

NAME: Barb Dagata

Please Print

DATE: 8/25/15 CBJ ENGINEERING

EMAIL ADDRESS: bedagata@uas.alaska.edu

MAILING ADDRESS: 10500 N. Douglas Hwy. Juneau, AK 99801

COMMENTS: I am a UAS student and employee. I live on North Douglas and I have only one car to share with my significant other. Because of my irregular (early-late) work hours, I am unable to utilize the North Douglas bus to get to and from work on time. I feel many others on^N Douglas face similar issues with the limited service which may account for the low utilization of that route. Additionally, reducing the UAS run to only the top of the hour makes it completely unusable for me as a student and would make driving more convenient. I feel many students would be negatively effected by this change in the UAS route. I am writing to express my concerns with the UAS bus change and to advocate for better service on North Douglas. Please consider my comments as a student, community member and long time bus rider.

Thank you,

Barbara Dagata

Admin. Assistant / Marine Biology Student

UAS

Please submit all comments by **Noon, August 31, 2015.** Emails can be sent to Paul.Beck@juneau.org



Engineering Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 463-2606

DATE: 9/24/15

TO: Mary Becker, Chair Assembly COW

FROM: Rorie Watt, P.E., Director

SUBJECT: Housing Opportunities Adjacent to Bridge Park/Whale

To meet the Assembly decision of the 9/9 COW to pursue options for housing by the bridge, we have done the following:

1. Bid Package: Modified the bid to make the portions of the park and Seawalk north of the 9th Street right of way as additive alternates in the bid package. We chose this course because it was the path of least resistance, cost the least amount of staff and consultant time.
2. Land Under the Bridge: Followed up with DOT about current and future bridge issues. Generally, DOT would like to procure the land under the bridge as ROW. Given that it is already encumbered by the air space rights and has limitations excluding construction of new facilities or storage of hazardous materials, the land likely has a relatively low value. CBJ currently has an MOA with DOT about the property that essentially states that our highest priority for the property is long range transportation needs.
3. Housing Options: CDD, Lands, Engineering, Docks & Harbors staff met and thrashed through various development concepts and the implications of the land use code. Absent an actual development proposal, we came up conceptual approaches:
 - a. Re-Subdivide, Sell Lot 12 and extension of the 9th St ROW (Lot 12+)
 - i. The resulting lot would be about 100 x 150, 15,000 sf. In accordance with Waterfront Commercial zoning, around 6 or 7 housing units would be allowed.
 - b. Re-Subdivide all of the CBJ lands, allow the additional density to be applied to the Lot 12+ area to allow a total of up to 23 units, lease the Lot 12+ area to a developer.
 - i. Have developer construct similar to the adjacent "hotel" style, provide very little parking. This would provide the lowest cost construction and maximum number of possible units. It would likely place parking pressure on the neighborhood. It is hard to recommend this approach.

- ii. Have a developer construct a three story structure with ground floor parking. This type of structure could fill the parcel and drive up construction costs, would not likely result in affordable housing.
- iii. Some hybrid in between i and ii.

Recommendations:

- A. Consider sale or trade of the property under the bridge with DOT.
- B. Adopt or reference the MOA between the CBJ and DOT into the Land Management Plan. This allows interim use of the land by CBJ and clearly states our intention to support bridge projects when the land is needed.
- C. Determine an interim use for the land under the bridge. The simplest and least costly would be a gravel parking lot or a fenced off area. Portions of the current bid alternates (play structures, berms, walkways, boulders) could be considered temporary improvements. A housing project is likely to take a minimum of several years to be developed.
- D. Similarly determine an interim use for the Lot 12+ land.
- E. Forward further development of housing concepts to the Lands Manager and the Lands Committee for more detailed work. Property developers should be consulted as to their opinions on what types of developments could be feasible, economical and successful.

