

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

April 29, 2019, 5:00 P.M.  
City Hall, Assembly Chambers

**I. ROLL CALL**

Chair Becker called the meeting to order at 5:00pm.

**Members Present:** Chair Mary Becker, Michelle Hale, Alicia Hughes-Skandijs

**Members Absent:** Maria Gladziszewski

**Liaisons Present:** Chris Mertl, Parks & Recreation;

**Liaisons Absent:** Weston Eiler, Docks and Harbors; Paul Voelckers, Planning Commission

**Other Assembly Members Present:** Loren Jones

**Some Members of the Public Present:** Charles Murphy, KINY Radio Reporter

**Staff Present:** Greg Chaney, Lands Manager; Dan Bleidorn, Deputy Lands Manager; Roxie Duckworth, Lands & Resources Specialist; George Schaaf, Parks and Recreation Director; Lindsey Foster, Administrative Officer II, Parks and Recreation; Jill Maclean, Community Development Director; Bob Bartholomew, Finance Director; Jeff Rogers, Finance Director; Robert Barr, Library Director; Beth McEwen, City Clerk; Rorie Watt, City Manager

**II. APPROVAL OF AGENDA**

Hearing no objections, the agenda was approved as presented.

**III. APPROVAL OF MINUTES**

A. April 8, 2019 Draft Minutes

Chair Becker and Ms. Hale had submitted comments for changes and the April 8, 2019 minutes were approved as amended.

**IV. PUBLIC PARTICIPATION**

There was no public participation on non-agenda items.

**V. AGENDA TOPICS**

**A. City of Juneau Parking**

Mr. Chaney introduced Mr. Schaaf and Ms. Foster to discuss parking downtown. Parks and Recreation manages the downtown parking program, which includes two parking garages, the Marine Parking Garage (MPG), the Downtown Transit Center (DTC), and two parking lots. The MPG has 248 permit spaces, 20 coin-op spaces, 23 free library spaces, 10 CBJ vehicle spaces, and 2 EV chargers spaces, which are pay-to-park spaces. The DTC is about 25% smaller than the MPG and has 200 permit spaces, 21 coin-op spaces, and 1 EV charger space.

The parking program is its own budget within the Parks and Recreation budget. The projected revenue for this program in FY19 is \$504,500, with \$461,700 in expenditures,

leaving \$42,800 to contribute to the Parking Management Fund Balance. Major expenses for FY19 include \$61,536 in janitorial services, \$123,640 in enforcement and security, \$190,800 in facility maintenance, and \$57,400 in electricity.

There are two kinds of parking in downtown Juneau, on-street and the garages, both managed differently. There is a 2 hour, free time limit for on-street parking and none to pay-to-park in the garages. JPD enforces the on-street parking whereas there is a contractor through P&R for the garages. On-street parking management varies per area whereas P&R manages the garages. The CBJ Streets Division maintains the on-street parking and P&R maintains the garages. Mr. Schaaf noted that this management of the parking is a bit backwards from how parking management is typically structured. Therefore, if the goal is to have turnover for street parking then there needs to be an incentive for those that want to park all day to park inside a garage. Right now P&R does the opposite, free to park on the street and a charge to park in the garage. People end up moving their cars a lot on the street to comply with the law instead of moving into a garage.

Ms. Hale inquired if the garages are typically full. Mr. Schaaf replied that he would be discussing this in upcoming slides.

Permit types for the garages are \$20 weekly, \$50 monthly, and \$550 annually for the MPG and \$20 weekly, \$65 monthly and \$700 annually for the DTC. The MPG and DTC permits reflect those garages only and are not interchangeable, if you pay for a permit at one facility you cannot use that permit to park at another facility.

Some of the recent changes that have happened include all of the lighting had been replaced with new LED lights to improve the dark areas. Originally, this was to be motion activated but it was found that the sensors would be blocked periodically and now they are always on. The “brick yard,” the overflow parking lot, or the Marine Park Plaza has been opened up during the off-season that provides an additional 40 parking spaces. Security patrols have been increased for both facilities with two security officers patrolling the facilities and conduct enforcement during enforcement hours. There is a presence in both garages 21 ½ hours a day with a short break in the evening when Bootleggers has an overlapping shift.

Parks and Recreation has also removed the waitlist for parking permits, primarily due to customers that could not get a permit for parking but would see empty spaces in the garages. The caveat placed on permits is that a permit is not a guarantee of a spot but it is a permit to park in the garage. The City would have to build more parking garages or charge more money if only one permit was sold per parking spot. Parks and Recreation would only sale about 450 permits each year and leave many empty spaces. Last year there were 20 – 30 empty spaces at any given time, even during the legislative session. There is arrangement to allow for a limited number of spaces in the DTC for permit holders to park on Level 3 during the session. This has resulted in several people being able to find parking. The MPG is

being oversold about 22% during in-session and about 18% out-of-session for 2019. The DTC is oversold about 79% for 2019 in-session and 27% for out-of-session. The industry standard with parking garages is to oversell the inventory about 20% to 40% and 80% to 100% for universities because they have people coming in for shorter periods. Some folks do not want us to sell one permit more than we have spaces in a garage. If we did this, our garages would be vastly underutilized. Hourly counts are conducted in both facilities to see how many empty spots are in both garages, every hour, every day during enforcement hours. The MPG has never been full. At the busiest hour during 2017, we still had 20 parking spaces and more during 2018. In the DTC during the Legislative Session the garage has always been near full. The DTC was full one time in January 2019, 11 times in February 2019, and just above zero for March. The MPG has never been full and the DTC has been. There is a projection that some may not want to park on the fourth floor, but there had been available parking at the MPG. The garages complement each other, when one facility is full the other has more spaces. We could use both facilities to address overflow but right now we only sell permits that work in one garage. Chair Becker asked if this was a plan. Mr. Schaaf responded that this is a good idea they are pursuing that the interchangeable pass would relieve pressure on the MPG in the summer and the DTC in the winter.

Ongoing challenges include roughly 1/3 of the available parking is off-line during the Legislative Session at the DTC even though annual permits are valid 12 months of the year. This is a policy decision that is attached to the original construction of the facility. Mr. Hale inquired about the top floor for the Legislative Staff, if it was full. Mr. Schaaf replied that it is allocated to the Staff. Ms. Foster replied that it has not been completely full during this session with a few spaces open at any given time. There was usually 10 – 15 spaces on Level 3, in which there has been an agreement to allow five DTC permit holders the opportunity to park on Level 3. Ms. Hughes-Skandijs inquired as to how many parking spots the Legislative Affairs gets in the parking lot by Willoughby. Ms. Foster indicated that those are not allocated spaces but a few years ago, several have been reserved for the Legislative Session, with 11 annual permits that could be used in any parking facility of choice but that was not meeting their needs so the City worked with them to find a solution. Ms. Hughes-Skandijs followed up to confirm that the Willoughby Lot is not designated for the Legislative Staff; Ms. Foster confirmed that Willoughby has no designated spots for the Legislative Staff. Mr. Mertl inquired if the Legislators pay to park on the third floor of the DTC or if they City comps that. Ms. Foster replied that they did not pay but the Legislators purchase additional permits in both garages for staff. Mr. Mertl followed up by inquiring if Parks and Recreation could work a deal that the City use their parking lot, behind the Capitol, during the summer due to the fact that the City comps them parking spaces the rest of the year. Ms. Foster replied that was not something previously discussed but could look into it.

Mr. Schaaf continued with other issues, such as long-term storage of vehicles in the garages due to the inexpensive cost of a permit versus paying for storage in a private lot. Parks and

Recreation ends up dealing with many vehicles that do not move very much and take up space. Garbage is an ongoing challenge with janitorial costs increasing over time. There is outdated technology when it comes to the coin-op parking boxes, which are a few thousand dollars and they get abused periodically, and do not call for a high-tech solution to parking management. Parks and Recreation is trying to make the facilities safer for the public with by adding cameras to the DTC and replacing the cameras in the MPG, both high priorities.

A 2019 customer survey was issued and permit holders were contacted to participate. Survey responses include the primary reason for parking at the garages was most people worked downtown. Another question related to how safe one felt in the garages, over 80% replying they felt moderately or very safe and it was recognized that almost 20% did indicate that they do not feel safe, another reason the camera system is of high priority. Another question asked if anyone has left the parking garage more than five times due to the inability to find a space, majority also replied no, with a few yeses, this may be due parking spots are not available where the customer wanted. Also asked if having one permit for both garages would meet customer needs, majority replied yes, with a small number opposing.

Ms. Hale inquired if Parks and Recreation had discussed overselling and what the option are if someone cannot find a space. Mr. Schaaf affirmed and indicated that parking is on a first-come, first-serve basis and that a permit does not guarantee them a spot.

Ms. Hughes-Skandijs inquired if we are not maintaining a waitlist and if there has been a substantial waitlist in the past. Ms. Foster replied that there is no waitlist now but it fluctuated in the past and we tried not to oversell to accommodate everyone. Docks and Harbors has allowed the use of the Marine Park Plaza to free up spaces.

Mr. Mertl inquired about a recent downtown parking study and if any of those recommendations have been considered. Mr. Schaaf replied Parks and Recreation is not looking at making any major changes to the parking program and that the current goal is to adjust the current policy, such as one permit to use at both garages. The City is not moving forward to address any of the off-street issues at this time. Mr. Mertl followed up by asking why the City is not looking at the larger parking management as there is a general perception that there is a parking problem downtown. What can we do to make downtown more attractive and remedy this parking perception downtown to make parking work better. Mr. Schaaf replied that the City is trying to get information out to the public to let people know there is parking downtown. As far as why the City is not moving forward to solve the parking problem, it is a capacity issue and to come up with a solution for this problem is beyond our capacity at this time. Mr. Mertl followed up to inquire that if Parks and Recreation does not have the capacity, would there be another department that does, as Juneau may be one of the few communities that puts the "ing" in Parks and Recreation. Mr. Schaaf responded that this is the process right now and Parks and Recreation's issue, they are doing the best job to

their capabilities. Ms. Hale wanted to make a plug for Capital Transit, the bus system, which is a great solution to the parking problem and wanted to add that providing parking to the Legislators is a great way to support them. Ms. Hughes-Skandijs requested a copy of the presentation; Mr. Schaaf replied he would share it.

#### **B. Sub port Lot Sale**

Mr. Chaney introduced the City Manager, Mr. Watt to discuss the Juneau Subport, Lot C1. This property is owned by the Alaska Mental Health Trust Authority and has recently been offered for sale. This is a sealed bid auction with a minimum price of \$3,634,000, which was determined by appraiser, Charles Horan. It is nearly two acres of uplands, adjacent to municipal tidelands. The City is in contact with a few people in the private sector who have voiced interest in this property in the past. The City has a strong municipal interest in how this property is developed. There are a number of municipal goals, including a sea walk through this property. There has been discussion in the private sector if another cruise ship dock is appropriate for the downtown waterfront. The City's long-range waterfront plan does not have another cruise ship dock specified for this area but there is some interest in the private sector. Due to the intense pressure on the little land that the City has downtown, several transportation issues could be strong municipal priorities with a dock in concert with harbor development. The attraction of smaller cruise ships and berthing facilities to accommodate them and allowing them to originate and end in Juneau. With the two public berths and the two private docks, there are interesting conversations about some type of transportation hub that would be more efficient for bus and transportation staging.

No action is requested from the Lands Committee and the point of this discussion is to put the idea on the radar for Assembly members with further discussion to be expected. The acceptance periods of the bids are from August 15 to September 6, 2019 at 4:30pm. A \$100,000 deposit in available funds (cashier's check) must accompany the bid. The opening of bids and determination of high bidder will occur on September 9, 2019. If the second highest bid is within 5% of the highest bid, there will be an additional live auction open to all people/entities who submitted valid bids in the sealed bid process. This will be conducted through either an outcry or online process and will be concluded by September 19, 2019. The winning bidder's check will then be cashed and become non-refundable and an additional \$263,400 deposit will be due in three business days (to total 10% of the purchase price). The Land Trust Office will enter into a purchase and sale agreement with the winning bidder to provide for closing upon the remittance of the remaining funds.

Mr. Mertl agreed that this is an important part of our waterfront and wondered what are some of the ways the City could make sure the best uses for the property occurs. Mr. Watt replied that the City has the traditional municipal planning mechanism, such as zoning districts and land use codes that are intended to guide development for any property in the

borough. The City has also adopted the long-range waterfront plan that has specific sections in code that would further restrict activity for this area. The City has historically taken affirmative actions in land deals that would ensure the sea walk would happen. The remaining question is whether the City should consider bidding on this property. Mr. Watt did not have a recommendation at this time. He noted that if the City sees the private sector is going to engage and develop the property harmoniously to the waterfront plan then perhaps the City should do nothing and let that proceed.

Chair Becker inquired if there is anything in the law that would allow a municipality to have first choice or some options for situations such as this. Mr. Watt replied that in this case, the City has no preferential right as the Mental Health Trust reports to a board and the mission in their Land Trust Office is to generate money for their social service functions.

Ms. Hale inquired that if the Assembly should be attentive as to what the private sector might be planning for this property but given that this is a sealed bid and private entities might do what they do, CBJ might have little control beyond Title 49 and our various plans. Mr. Watt replied that the City as a regulatory entity would have less control than bidding for the property, which would include an executive session to discuss the bid amount.

## **VI. STAFF REPORTS**

### **A. Crazy Horse Drive Communications Tower Update**

Mr. Chaney introduced the Vertical Bridge request to lease City property near Crazy Horse Drive. This property is zoned industrial and was developed by Public Works but never utilized and is vacant. Vertical Bridge, a cell phone company, is interested in building a tower here and lease the property. The area is about 75 by 75 feet and Vertical Bridge is currently going through the permitting process, which includes working with CDD and their requirements for a balloon test. This property is flat, on the road system, and zoned industrial, which makes for this property interesting for industrial development. Lands has been talking with the Corps of Engineers about a fill permit for the area that is wetlands for industrial development. This is a loose concept to ensure the cell phone tower would not be put in a developmental area but could be placed on one of the concept lots. This tower would be five feet lower than the existing one in the area and would not require a light.

Chair Becker clarified that this is not a residential area and that this tower would not be going in to a residential area. Mr. Chaney affirmed that this is industrial property and would be industrial development. Mr. Bleidorn commented that the discussion of this potential subdivision is the outcome of Assembly direction to look for industrial property for disposal and this area might fit that criterion.

### **B. 450 Whittier Street Demolition Update**

Mr. Chaney discussed the update to the building that has recently held the Cold Weather Shelter. This building had a 30-year design life, which was over 50 years ago. The idea now

is to take the building down this spring through Coogan Construction. A perimeter fence around the building will take up a few parking spaces. The goal is to make this a parking lot for the short or mid-term in the Willoughby district. The parking spaces will be leased for the immediate future. The State already leases a majority of the spaces in this area. There will be around 60 new parking spaces once the building is gone and the State has an option to lease these new spaces or allocate them to legislative staff. The substantial completion date is July 19 with completion for July 26. Ms. Hale inquired about the new temporary parking lot, as to what type of parking it will be; coin-op or open parking? Mr. Chaney replied that this would more than likely be leased to the State.

**C. Update on Douglas Cemeteries**

Lands is working with a title company for title reports and currently have three back from them. The City should be able to determine who owns the cemeteries and decide what they want to do from there.

**D. Pederson Hill Community Meeting**

Lands hosted an informational meeting on the Pederson Hill development on May 9 at 7pm at the Valley Library to discuss the status of the project and will be taking public comment about potential methods of disposal. This topic will also be discussed at the following COW meeting to provide further public information and collect input.

**VII. COMMITTEE MEMBER / LIASION COMMENTS AND QUESTIONS**

No Committee Reports were presented.

**VIII. ADJOURNMENT**

Chair Becker adjourned the meeting at 5:55PM.