ASSEMBLY LANDS HOUSING AND ECONOMIC DEVELOPMENT AGENDA

September 18, 2023 at 5:30 PM

Assembly Chambers/Zoom Webinar

https://juneau.zoom.us/j/94215342992 or 1-253-215-8782 Webinar ID: 942 1534 2992

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

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

C. ROLL CALL

D. APPROVAL OF AGENDA

E. APPROVAL OF MINUTES - August 28, 2023 Draft Minutes

1. August 28, 2023 Draft Minutes

F. STAFF REPORTS

2. **Municipal Way Lease Verbal Update**
3. **Second Street and Franklin Street**
4. **Housing Update Staff Report**

G. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

H. NEXT MEETING DATE - November 6, 2023

I. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is (907) 586-5278, TDD (907) 586-5351, e-mail: city.clerk@juneau.gov.

ASSEMBLY LANDS HOUSING AND ECONOMIC DEVELOPMENT MINUTES

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C. ROLL CALL

Members Present: Chair Alicia Hughes-Skandijs, Wade Bryson, Wáahlaal Gíidaak
Other Assembly Members Present: Mayor Weldon
Members Absent: Christine Woll
Liaisons Present: Chris Mertl, PRAC
Liaisons Absent: Mandy Cole, Planning Commission; Jim Becker, Docks & Harbors Committee
Staff Present: Dan Bleidorn, Lands Manager; Roxie Duckworth, Lands & Resources Specialist; Alix Pierce, Tourism Manager; Sherri Layne, Assistant Municipal Attorney
Members of the Public Present: Liz Perry, President, and CEO Travel Juneau

D. APPROVAL OF AGENDA – approved as presented

E. APPROVAL OF MINUTES – **1. July 17, 2023 Draft Minutes** – approved as presented

F. STAFF REPORTS

2. Travel Juneau Quarterly Update

Ms. Perry and Ms. Pierce discussed this topic. Mr. Mertl asked if Travel Juneau has been working with various seaplanes flying back and forth from Canada as getting to Juneau has been difficult. Ms. Perry replied that part of the difficulties is having people on the ground that can handle customs and border protection and having regular staff to meet the demand of people coming in from Canada.

Mr. Bryson commented that people are complaining about this summer being incredibly intense and overwhelmed. These businesses that took decades to grow are going back through growing pains after not being in operation for the past couple of years. Could you speak about how the industry is handling the growth, are there new operations planned for next year, is the number of tourists projected to be flat next year, and if we will have more businesses next year. The next question that we probably get the most comments on is the whale watching industry, could maybe speak to what that industry is doing to address the citizens’ concerns. Ms. Perry replied that the five ship limit will be in place in 2024 and will flatten out the number of cruise visitors we have. Travel Juneau's perspective is that we still want to maintain our work to get fully independent travelers (FIT), plus our meetings and groups, because those tend to be higher spenders. That said, in my venture downtown several times, sometimes a week, it feels like the sidewalks are not as crowded but it seems like there's a lot of vehicular traffic backed up downtown. The stanchions seem to be helping to keep people on the sidewalks. From our partner's standpoint, we have to remember that staffing remains a challenge all across the board. We have operators who can't get seasonal staff or their full-time year round management staff for a number of reasons. As these operations are pulling out of the pandemic and trying to get back on solid footing, they are taking a look at how much they really want to claw back. I had some operators tell me for this year they set their sights on maybe 60% of what they did in 2018 or 2019, because one, they didn't want to work that hard, and two, they didn't have the staff. The situation where we find ourselves that there may not be enough to do for some of our crews passengers or FITs, stems from the fact that they don't have staff to provide that and there's no room for them to develop new products. Over time that will work itself out as we level out some of the numbers one way or the other. I think huge opportunities for creating new products are there, but they're going to have to be able to staff it and promote it. Staffing and housing for staff are going to remain critical issues for at least the short term, if not for the next 2 to 3 seasons.

Wáahlaal Gíidaak brought up the Indigenous Games, which brings in people from Canada, throughout Alaska, and down south. She didn’t know if Travel Juneau partners with Juneau’s Traditional Games, Kyle Kaayák’w Worl, and his crew, but it's a great event, and it's only growing. Ms. Perry commented that Travel Juneau is very interested in all manners of events, arts, culture, sporting events. We also have to recognize that many of these events will bring thousands of people into the town that Anchorage, and maybe even Fairbanks can handle but sometimes we cannot. We have to set our sights on those events that we can handle pretty easily. If we're looking at events of 500 or so participants, for example, I think Juneau can handle that easily, but certainly working with Kyle Worl and his group, and getting all manner of Indigenous games and events like that into town is top of our list. We work with Sealaska Heritage all the time on, on different events and different marketing pieces as well, it's a good fit.

Ms. Pierce responded to Mr. Bryson’s earlier question that was also addressed by Ms. Perry, she commented about this summer volume, our limit will go into place next year, and our numbers with the limit will be level to this year and see about the same number of visitors next year. I'm hopeful that tour companies will be able to add capacity next year. We're working with the Forest Service and the bus operators to solve the glacier issue that happened this year to avoid repeating that situation. The line that I keep using in these meetings is that it's much less impactful on the community to disappoint a few 100 people a day because you're setting a daily limit on the number of people going to the glacier as opposed to running through all the permits in the season and then disappointing thousands of people and kicking them onto Capital Transit. We're also looking at how to keep volume under control in the future as ships get bigger. We are working with other port communities to do some regional soul searching on what a sustainable industry looks like in the future. We're kicking off a series of meetings between the ports and cruise lines to discuss that in September. The Assembly can expect to hear from me a lot about that. I think the Assembly needs to have some conversations, do some soul searching on tourism volume, provide some direction. That's not something that I would be asking this committee to do this evening, but I want to assure the Assembly that that's coming.

Ms. Pierce also addressed Mr. Bryson question about the whale watch meetings we're having and what we're doing with the whale watch community. The operators have formed a focus group and meeting every 2 weeks to discuss further restrictions, kind of tighter TBMP guidelines, and ways to work together to reduce the impacts that they have. They're also tackling the tricky conversation of limited entry and what that might look like. One of the issues is that it's hard to ask an industry to figure out how to limit itself because they don't want to feel like they're pulling up the ladder behind them for new market entrance. That may end up falling to the city with restrictions at Statter Harbor with buy-in from the whale watch industry that would require some assembly action. As that committee wraps up its work, it will report to the Committee of the Whole then we can start having some of those conversations, if that's a direction that the Assembly wants to go but be aware that that's coming. We're also conducting a commercial recreational use study that came from the discussion around iRide and the Pioneer Road, with the idea of identifying areas for commercial opportunity and reopening and reevaluating our commercial use of trails, if they can be used commercially and whether we need new trails for commercial use. That's something we could consider spending passenger fee dollars on. The scope of work is in the memo, we wanted to bring it forward to the LHED committee before moving forward with an RFP and the idea being to identify areas where commercial activity could be supported.

Mr. Bryson commented that he was on the Visitor Industry Task Force (VITF), and the discussion of limiting cruise ship visitors was a topic that was discussed in a few of the meetings. City Attorney Palmer gave a list that was between 12 and 15 reasons why the city cannot set hard limits on tourism. I thought the outcome of the VITF was working with the industry to try and figure out a way through these problems. I don't recall the VITF saying, here's how we're going to do limits because we had gotten clear instructions from the city attorney, to try and start saying we are limiting the number of people ran into legal and liability issues. Could that be the reason why staff has not received official direction, because that wasn't part of the VITF. Ms. Pierce replied that any future discussion about additional volume management for the cruise industry would be through negotiated agreement with the industry and we haven't had that conversation at the assembly level yet because staff hasn't come and asked for that direction. We're having an extremely busy summer. We have a lot of residents who are concerned about runaway growth. We get a lot of feedback from people asking for limits. What we're doing right now is working with the industry and our neighboring communities that are experiencing some of the same issues on what the future looks like in Alaska. It doesn't necessarily look like unmitigated growth, but it needs to be a regional discussion that includes the industry, and there's nothing in my memo or in the conversations that we're starting to have on an extremely feasibility conceptual basis about giving a hard cap on the number of people. I don't think anybody in this community or on this body, although there may be members of the community, but I don't think there's any on this body who is interested in getting out the dartboard and trying to figure out what the right number of passengers for Juneau is, that's legally problematic. Bar Harbor, Maine is in a lawsuit over trying to put that type of restriction in place. It will be interesting to see how that lawsuit settles, expected to in November. It's also expected to be appealed. It will be some time before we have an answer on whether a legal case or something like that is feasible. That's a conversation that communities throughout the country need to have based on the outcome of that case. There's no discussion at this point about setting a hard number or going against Mr. Palmer's memo to the VITF, it's more about okay, we have a 5 ship limit in place that keeps numbers flat, but ships keep getting bigger, what does growth management throughout the region look like. How does a limit of a negotiated agreement affect Juneau, how does did the negotiated agreement in place in Juneau affect other communities, and how do we address this on a regional level so that Southeast communities are working in partnership rather than playing against each other. It's important to me that the communities work together and that we're addressing these issues as a region.

Mr. Bryson followed up to point out that we had just heard from Ms. Perry that the local operators have not had enough time to solve their problems and get their operations back up to speed and we have not even had a season that has the 5 ship limit. So to have a discussion that wants to talk about all the difficulties of the tourism industry, it's a bit premature in my eyes because the industry isn't settled out what's going to be the end result after the pandemic and any harm that we do to the industry before we've even had a chance to see what 5 ships limit is really like is just a little bit short sighted.

Chair Hughes-Skandijs commented that she is heartened to know that you are already starting those conversations, which could seem premature, but because of the nature of trying to do something by collaboration rather than legislation, it takes longer, just starting that process is a is a good thing. I appreciate that you are bringing the scope of work back in front of us. The only thing that I was looking for, or maybe you could comment on, the main reason I wanted to see this was to make sure that we were covering whether the will of the community was to see commercial activity expand or keep it limited. My question is about whale watching, I am glad that they are talking about limited entry with the baby Tango story in the news. We have 3 calves right now, one hit multiple times before getting hit again and then getting killed and another calf getting entangled and having to get cut out by the NOAA entanglement team. I don't mean to put that all on our whale, watching industry, but I worry about what pressure the number of boats might be increasing on that. When do you think we might see something from them or what do you think that process might look like. I can imagine it would be hard for them to come up with a system themselves, but it would probably be good if they had an idea, even if we had to take some action to put it into reality. You said that they would have something in September, do you think they'll have something that includes limiting the number of boats. Ms. Pierce replied that she thinks they will have an update in September but unknown if they will have hard recommendations about limited entry. They'll probably present the assembly with some suggestions and options. What it might look like from the CBJ side on limiting the number of boats is something that Mr. Uchytil and I need to work on and bring a concept forward to the assembly. We haven't discussed it amongst ourselves, yet the option that the industry group is discussing is Statter Harbor as the controlling mechanism. Given that all the companies, besides Allen Marine, operate from there, it's challenging to find another way to look at limited entry. That is what they're actively talking about now.

Mr. Mertl commented that there's a challenge with 5 ships, that is only part of a formula of something that's quantifiable. The ships have gotten bigger and maybe there's a lesson learned when talking about the glacier. They set caps because they have done a carrying capacity study, traffic analysis, pedestrian studies and they understand their resources and the visitor experience that they want to provide. Instead of crystal balling and saying, let's work with the industry and see what's happening, I'm hearing that we have lots of people, but not enough attractions and we're now going to put more motor coaches on the road, or find ways to get them off of the waterfront, why can't we start doing some of these analysis of vehicular studies, traffic studies, pedestrian studies, and really figure out what is the carrying capacity of Juneau and work with the cruise ship industries and say, hey, guys once we hit this cap your visitors aren't going to be so happy about coming to Juneau. The people in Juneau have kind of gotten to a saturation point. So for me, I think it's great to talk about this, but we need to quantify numbers. I live in Thane and drive through this 4 times a day. I walk it pretty much every day at lunch and the challenge is the ships are getting bigger, but nobody has been required to do a pedestrian or vehicular study as they get bigger. We're all just crystal balling and saying, yeah, it feels bigger, it looks bigger, but let's get some real numbers. Ms. Pierce replied that we are working on pedestrian analysis as part of the Sea Walk project. We've done vehicular studies in the past and even with those studies, destination carrying capacity is a fairly subjective moving target. I think a lot of people in the community would look at our vehicular studies from 2003 and say that we were at carrying capacity then. It's also something we try to quantify through our annual survey. We're working on that analysis and in bits and pieces and also through the commercial recreation use study, trying to identify different locations where we can put activity, there's some analysis there. I think, as ships get bigger and the industry sets their schedule 2 years in advance, trying to keep a handle on growth while we have time to do the analysis and through the limit and working with the industry on trying to improve the schedule as best we can, it buys us a little bit of time to continue the data gathering and analytics that we're working on now and we have planned for the future. I would like to do another transportation study. We've done the circulator study, that will be out soon, that was in the memo. We have a number of different things in the works, and I would like to put that all together with the regional conversations that we're having into something more comprehensive and holistic. In the meantime try to head off any sort of tidal wave of growth that we may see with bigger ships, which I don't think we will see, but making sure that we're aware of what's coming, and we're talking very actively to the industry about adding ships in Alaska and Juneau and what that looks like, whether or not that's a good idea right now.

3. Telephone Hill Property Management Update

Mr. Bleidorn discussed this topic. Mr. Bryson asked if there are any imminent repairs that need to be done so that they can remain habitable during the transition phase, if we need to know about a very bad or major repair that we're able to incorporate into our decision making. Mr. Bleidorn replied that JPR Management is looking at the rate analysis for these properties, they're going through each property and noting anything that needs repairing in order to keep them occupied. They'll report back to CBJ and let us know if it's something serious. This committee will have to determine if it's worth pursuing to fix or if we need to take alternate action.

Chair Hughes-Skandijs was also wondering about repairs. It sounded like we'd already done an inspection and to make sure, nothing needed to be condemned or wasn't eminently dangerous, have we just not gotten really in depth yet of what might need to be repaired, or we just haven't done that yet. Mr. Bleidorn replied that we will learn more when JPR does a site visit this month. When they took over management they did go through these properties, and they were considering their own liability at stake and they didn't immediately recommend that we vacate any of them, but they'll get a better look at these properties and then we'll use that information as CBJ determines on how to move forward from there.

4. Second Street and Franklin Street Disposal Verbal Update

Mr. Bleidorn informed the Committee that the Manager submitted an application to acquire property adjacent to CBJ property. Mr. Mertl asked for clarification on where this property was. Mr. Bleidorn replied that it is located at the Second and Gold Street intersection, the 2-story parking garage with the second story no longer accessible and is adjacent to the City property.

G. STANDING COMMITTEE TOPICS

5. LHED Committee Goals

Chair Hughes-Skandijs commented that she was interested in having at the next meeting focus on the assembly goals and actions that are related to housing in a work session. Mr. Bleidorn said he would also discuss this with the Housing Coordinator to set up an agenda.

Mr. Mertl asked for clarification regarding the liaisons, they fall in the middle between being on the Assembly and on this committee. Are you looking for liaison participation in developing some of these goals? Chair Hughes-Skandijs replied with the work session that she wanted to keep it staff and assembly, trying to focus on those things that we want to do as an assembly. If you have thoughts or questions related to housing that aren't crazy rabbit holes, it would be great to have another set of ideas.

H. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

Mr. Mertl commented that there is a new Parks and Recreation Advisory Committee (PRAC) with 5 members reappointed and 4 new members.

I. NEXT MEETING DATE - September 18, 2023

J. ADJOURNMENT – 5:47PM

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT

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MEMORANDUM

DATE: 09/18/2023

TO: Alicia Hughes-Skandijs, Chair of the Lands, Housing, and Economic Development Committee

FROM: Joseph Meyers, Senior Planner, Housing & Land Use Specialist and Scott Ciambor, Planning Manager

SUBJECT: Housing Development Background for the property located at the corner of 2nd Street and Franklin Street

This CBJ owned property consists of three lots that are 12,282 square feet in size total and are within the MU zoning district. The property is currently used as a parking lot. There have been several attempts to develop this property over the years, however no project has been successful at overcoming some of the challenges that the property presents. In 2023 the Assembly discussed this property at the annual retreat.

Past Project Proposals

In 2014 and 2016 the Assembly had discussions with two different developers about housing projects on site. The main hurdles in each of these cases were:

- The gap between development costs and potential rents; and
- Issues around parking:
  - Parking requirements that increased overall development costs;
  - Potential loss of on-site parking with redevelopment;
  - Desire for increased parking/parking garage on the site; and
  - Congestion/traffic impacts along Gastineau Avenue and Gold Street.

Juneau Legacy Properties provided conceptual plans to develop between 29-40 primarily one-bedroom apartments. The project included first floor surface parking of 22 spaces with three floors of residential above. Parking requirements and cost to construct were barriers.

Eagle Rock Ventures explored a 6-story multi-family project consisting of 130 SRO sleeping units, residential amenities (lounge, fitness room, sauna), a rooftop deck, and covered parking for 8 stalls. Units would be fair market workforce housing in the $700-$950 range.

After significant design and financial analysis ERV could only get development costs down to where rents would be roughly $1600 – too risky. ERV estimated that $2 million in grant funds, 20-year tax abatement, and a reduction in parking requirements would close the gap to their target rent range.

ERV briefly explored a different model (40-60 SRO, 1 bedrooms) to try and utilize the Low-Income Housing Tax Credit program. This didn't pencil out either and wasn't their preferred development model.

Since The Last Attempt to Develop the Property (2018) the Assembly has put in place the following Incentives:

Grant Funding: The Juneau Affordable Housing Fund is in place which allows for loan/grant requests up to $50,000/unit. The scoring matrix includes bonus points for projects Downtown where 2nd and Franklin is located.

Parking: In 2022, both the Town Center Parking Area and No Parking Required Area were created to address one of the biggest challenges to development in Downtown Juneau. The Town Center Parking Area significantly reduces parking minimum requirements in downtown Juneau. The No Parking Required Area is nested in the larger Town Center Parking Area, and as the name suggests, this area requires no parking.

Tax Abatement: Until recently tax abatement was not a tool available for municipalities in the State of Alaska under code. A change in State regulations created the opportunity for the CBJ to offer tax abatement to spur development. The CBJ now has four tax abatement programs:

- Downtown Tax Abatement – 12 years for unit creation of four or more.
- Senior Assisted Living Tax Abatement – 12 years for unit creation of 15 or more.
- Subdivision Property Tax Abatement – Five (5) years for increased property taxes resulting from subdivision of a lot into three or more lots.
- High Density Tax Abatement – 12 years for unit creation of four or more.

Future Disposal Process

Future attempts to develop the site or any other in the Borough for housing could use a similar process that was used to develop Riverview Senior Assisted Living at Vintage Park.

In this case, multiple assisted living developers between 2010-2017 looked to produce a 60-80 bed assisted living facility on their own. Based on financial analysis and multiple pro forma, it was determined that this type of project would not happen without significant CBJ investment to close the gap between development costs and fees that could be charged for housing and services.

With that knowledge, a sealed competitive bid request for proposals was created that included upfront incentives of land sale deferral, 12-year tax abatement, and grant funding.

The City recently applied with the State of Alaska to acquire the parking garage at 2nd and Gold Street to improve the development potential of the 2nd and Franklin property. This would likely need to be decided before starting a process to dispose of the City owned property.

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MEMORANDUM

DATE: 09/18/2023

TO: Alicia Hughes-Skandijs, Chair of the Lands, Housing, and Economic Development Committee

FROM: Joseph Meyers, Senior Planner, Housing & Land Use Specialist and Scott Ciambor, Planning Manager

SUBJECT: Housing Alaskans Data and Housing Progress Tracker, and Housing Development Background for 2nd and Franklin Property

This memo and packet include information on recent housing activities.

Housing Alaskans Data

Housing Alaskans, a statewide public-private partnership that also functions as the state Housing Trust, provided a 2023 Housing Data report prepared by Agnew::Beck Consulting at the recent Alaska Housing Summit.

Findings in the report are comparable to those in the 2016 CBJ Housing Action Plan that noted in regards to housing development that Juneau has a "stuck market" and CBJ would need to utilize its resources to encourage the creation of the housing that it needs.

Staff want to highlight slide #24 of the 2023 Housing Data report that shows *the gap between development cost and rents that prevents new housing from being built***.** A similar gap has been well-documented in Juneau over time.

- 1980 Multi-Family Feasibility study;
- 1990's Multi-Family development loan program;
- 2014 Juneau Economic Development Plan;
- 2016 Housing Action Plan**;**
- Previous Affordable Housing Commission meetings; and
- 2018 Eagle Rock Ventures testimony on 2nd and Franklin proposal

Housing Progress Tracker Update

To answer the question on how the CBJ has addressed *the gap between development cost and rents* to encourage housing development, the Housing Progress Tracker provides the details. The tracker was introduced at the February 17, 2023 LHED committee meeting.

Key highlights since the last tracker update in February 2023 include:

- Creation of the "Inventory of Vacant and Underdeveloped Properties within the Urban Service Area" map;
- Accessory Dwelling Unit Grant Program updated to offer greater funding amounts ($13,500);
- Juneau Affordable Housing Fund Round 3 currently out for competition at $1.1 million;
- Sale of a portion of Pederson Hill to Tlingit Haida Regional Housing Authority (THRHA);
- Riverview Senior Housing operational and will use tax abatement starting January 1, 2024;
- Short Term Rental registration program and database created to start on October 1, 2023;

Juneau Affordable Housing Fund Project Update

Round	Project Name	Organization	Description	Status
1	Channelview	Saint Vincent de Paul	$50,000 grant for repair and preservation of facility fire suppression system	Complete
1	Glory Hall Renovation	The Glory Hall	$350,000 grant to convert Glory Hall into seven (7) apartments; Six (6) efficiency units and one one-bedroom unit	Building permit issued on 06/06/2023; update due on 3/31/2024
1	Teal Street 1	Saint Vincent de Paul	$50,000 grant for preservation and rehabilitation of the Teal Street Shelter and Hillview Apartments	Complete
1	Cordova Street Apartments	AWARE	$150,000 grant: First request for funding. Seven (7) SRO units	Complete; grand opening occurred on 9/8/2023
1	Gastineau Lodge Apartments	Gastineau Lodge Apartments, LLC	$700,000 loan for a 72-unit apartment building on Gastineau Avenue	Received partial funding; CUP scheduled for Oct. 24 Planning Commission. Update due 3/31/2024
2	Ridgeview	Glacier Heights, LLC dba Glacier Heights Juneau, LLC	$1.2 million loan for the first 24 units of a potential 444 unit development	Received funding for construction; update due 3/31/2024
2	Kowee Phase 1	THRHA	$500,000 grant for partial funding toward construction of ten single-family dwelling units reserved for buyers making less than 80% AMI	Funding provided; update due on 3/31/2024
2	Cordova Street Apartments	AWARE	$200,000 grant: Second request for funding. Seven (7) SRO units	Complete; grand opening occurred on 9/8/2023

2	Teal Street 2	St Vincent de Paul	$100,000 for Teal Street Shelter modernization and fire escape installation	Funding provided; update due 3/31/2024
2	Forget-Me-Not Manor Phase 3	Housing First	$1 million for 21 units of permanent supportive housing	Update due 3/31/2024
Round 3 In Progress: Applications Due September 17, 2023				

Status of the Fund

In the FY23 budget, the JAHF fund balance is approximately $1.4 million with $1.1 million allocated for the Round 3 competition.

Additions to the Fund in FY24 include $500K/year for the next five years from 1% sales tax collection. Returns from current workforce housing development loans not expected until January 2026. Some payments may resume sooner depending on the progress of each project.

The Assembly will receive a status report on all projects in April 2024 to help with future budget funding decisions and to set the Round 4 competition allocation amount.

Attachments:

- Housing Alaskans Data
- Housing Progress Tracker Update
- CBJ Housing Programs Flyer

HOUSING ALASKANS

A PUBLIC PRIVATE PARTNERSHIP

2023 Housing Data

Prepared by Agnew::Beck Consulting

Housing Alaskans: A Public-Private Partnership

- Formed in 2022 with funding from the State of Alaska and a small grant from the Rasmuson Foundation
- Functions as a Housing Trust
- Does not compete with Alaska Housing Finance Corporation or other housing enterprises
    - Works in collaboration with those other funding sources
    - Leverages and combines various funding streams in order to make it easier for housing projects to develop adequate capital more quickly and efficiently
- Governed by a Board of Directors from throughout Alaska, half rural and Alaska Native representation
- Advisory committee of subject matter experts from across Alaska advise Board of Directors of projects to consider for funding from applications received

HOUSING ALASKANS
A PUBLIC PRIVATE PARTNERSHIP

What is a Housing Trust?

- Used in 48 states and many municipalities to create housing
- Considered a best practice
- Complements existing housing entities
    - Leverages federal, state, and municipal resources with philanthropic contributions
    - Incentivizes housing developers and providers with operational and capital funding to help projects cross the finish line

Why does Alaska need a housing trust?

Alaska has some major housing problems

Alaska has a **housing affordability problem**.

Everyday Alaskans working full-time are struggling to afford to live in our State.

Alaska has a **housing development** problem.

Construction isn't keeping up with demand across large and small communities, especially for multifamily housing for working families.

Alaska has an **aging housing stock** problem.

Over half of the estimated need for housing over the next 10 years is for renovation of existing units, and our existing stock is a barrier to attracting workers to our State.

In short, we need to **build more housing** that's affordable to everyday Alaskans across the State, and we need to **rehab & modernize what we have**.

Why Housing Alaskans?

The status quo isn't working. The market isn't building enough new housing for working families. From Ketchikan to Anchorage to Utqiagvik, new development will take new resources.

Flexible funds are the difference between whether enough new housing will get built. Housing Alaskans is not about replacing resources, but coming alongside existing programs to get housing built.

No other funding source is preserving our housing stock for the future at the scale it needs to be. While we build new, we must also modernize what we have. Housing Alaskans will fund critical rehab & renovation.

Public investment can put private dollars to work. No other source is leveraging public and private dollars for statewide housing impact.

Housing Affordability in Alaska

Alaska's minimum wage is $10.85.

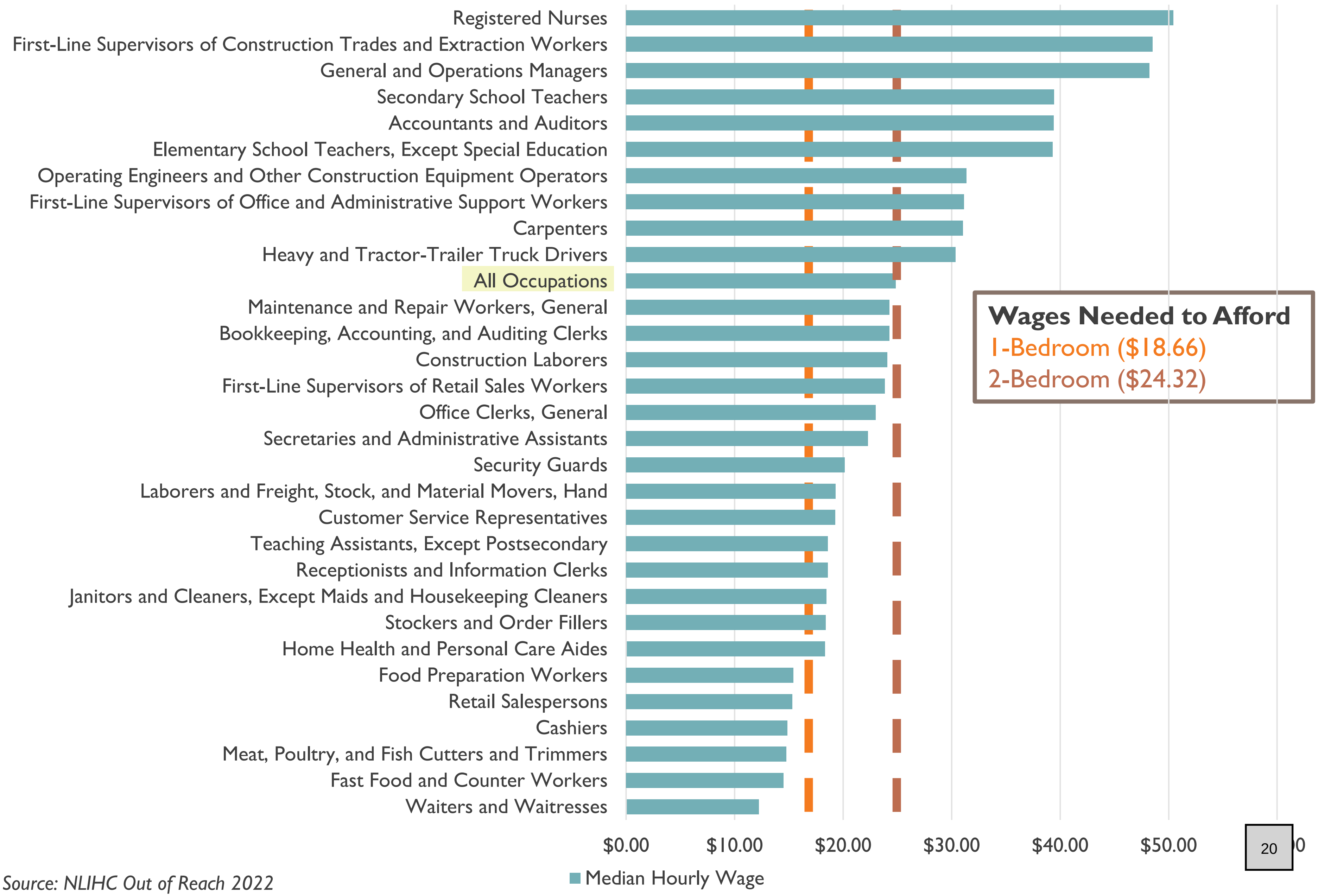
The wage needed to afford a 1-bedroom unit is $18.66/hr.*

** One person working 40 hours per week*
Source: National Low Income Housing Coalition (NLIHC)

HOUSING ALASKANS
A PUBLIC PRIVATE PARTNERSHIP

Hourly wage to afford rent in Alaska

Section F, Item 4.



Source: NLIHC Out of Reach 2022

Section F, Item 4.

Why we look at housing needs by income

Looking at housing need by income categories is a way of understanding the types of housing that needs to be built, as well as whether housing is likely to pencil out and be built in the current market, or whether policy change and investment are needed to spur development.

	Lower Income Households	Middle Income Households	Higher Income Households
% Area Median Income (AMI)	<80% AMI	80-120% AMI	>120% AMI
Household income	$0-64,000 household income	$64,000-96,000 household income	$96,000+ household income
Affordable rent (30% of income or less)	$0 to up to $1,600	Up to $1,600 to up to $2,400	$2,400+
Eligible for federal/state subsidy?	Yes	No	No
Requires public investment to be built in the current market	Yes	Yes	Sometimes

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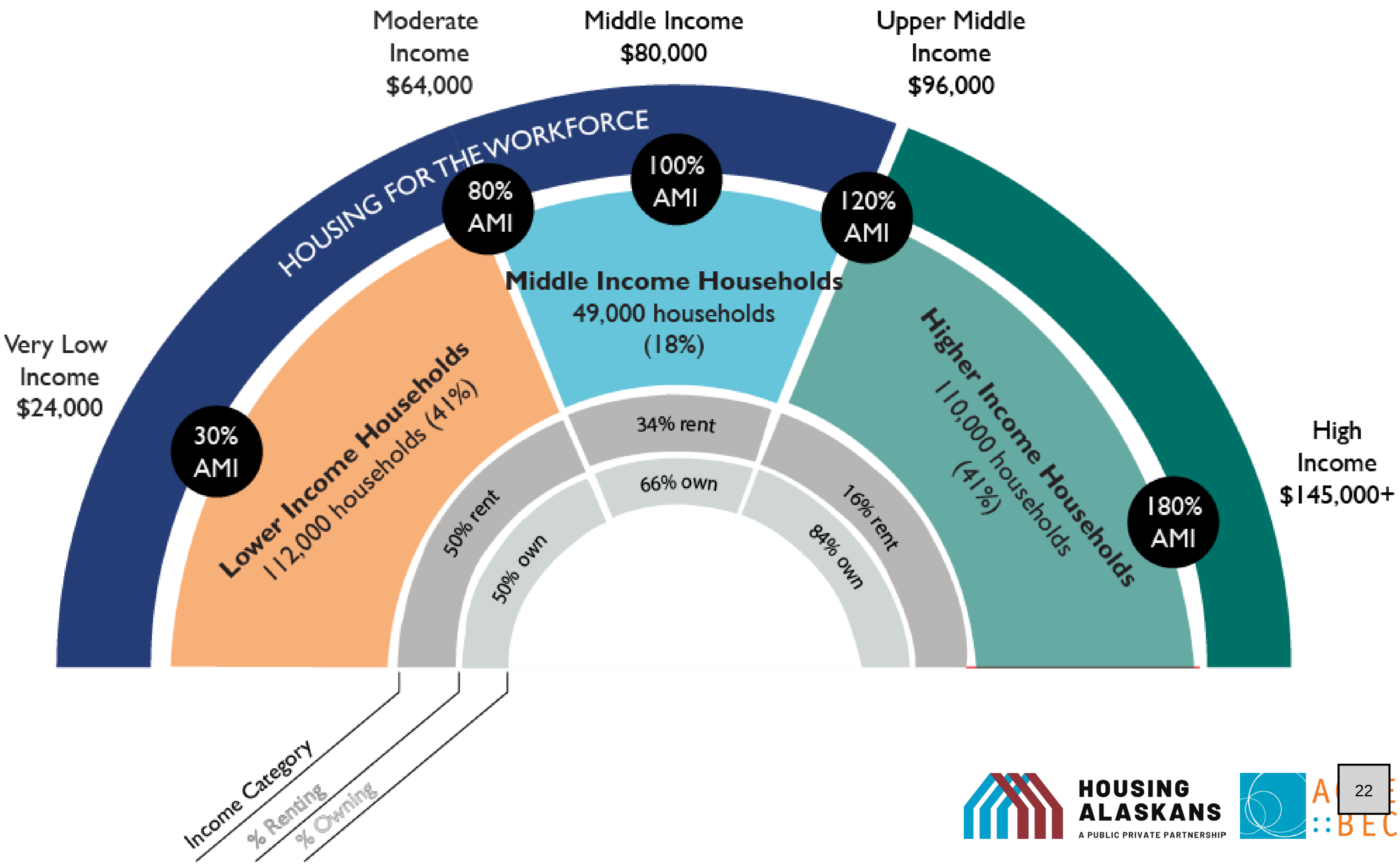
Visualizing the housing cost / income spectrum

Section F, Item 4.

161,000 households are considered low- to middle-income, out of about 270,000 households in the State. Someone working 40 hours per week at minimum wage in Alaska is at just 28% AMI. When we talk about "low-income" households, we are usually talking about workers.



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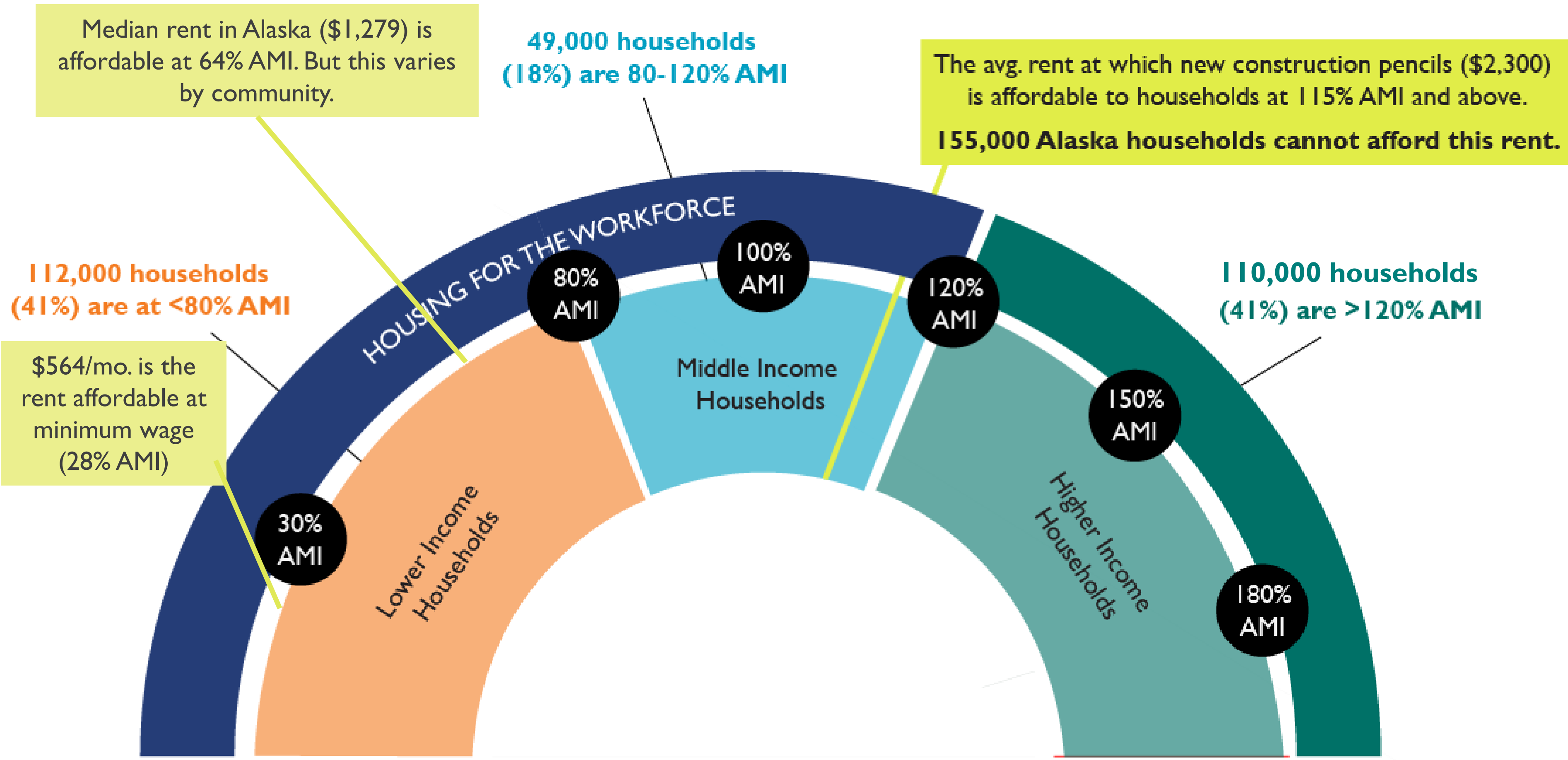
Affordability across the income spectrum

Alaska has a gap between the rents needed for new housing development to pencil and the rent that is affordable to over half of households in Alaska. Multifamily housing for low- and middle-income families does not pencil on its own across much of the State.



Note: average rent that allows new construction to pencil will depend on location, product type, site, infrastructure cost, number of bedrooms and other specific conditions. Sample pro forma analysis indicate that a modern stick built 4 story rental project with a mix of studios, one bedroom and two bedroom units (not micro in size) requires at least $2,000 per month in average rents to pencil.

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Who we’re talking about when we talk about affor y

Single income household: commercial driver

Double income household: personal care assistant & a mail clerk

Affordable payment:
up to $1,600/mo.

Single income household: marketing manager

Double income household: medical assistant and a construction worker

Affordable payment:
up to $2,400/mo.

Single parent working as a waiter or hairdresser

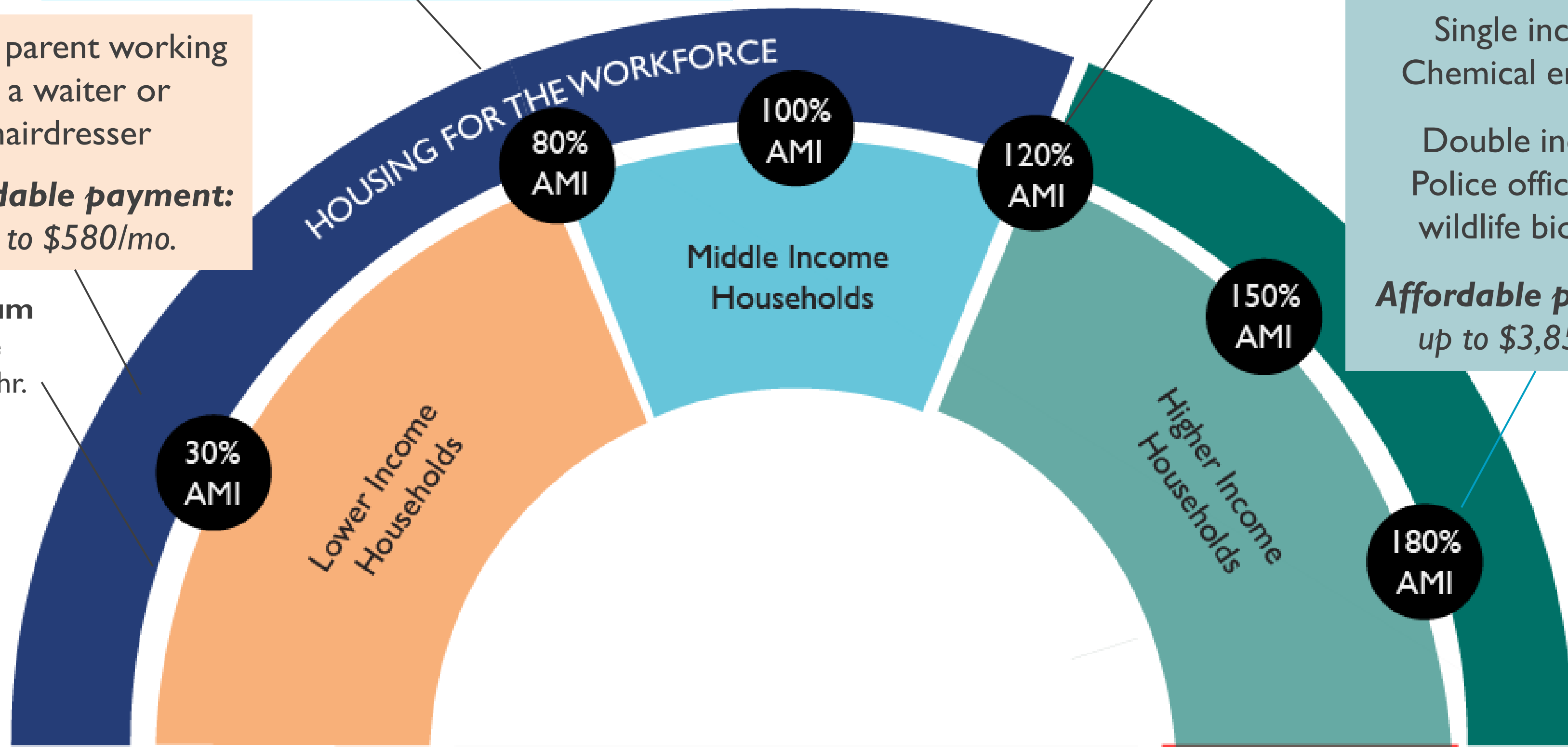
Affordable payment:
up to $580/mo.

Minimum wage
$10.85/hr.

Single income: Chemical engineer

Double income: Police officer and wildlife biologist

Affordable payment:
up to $3,850/mo.



Source: DOL

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Everyday working Alaskans – from cooks to cleaners to mail clerks – are struggling to afford housing in our state.

Housing Need Forecast

Alaska needs an estimated **27,500 housing units** over the next 10 years.

13,500

of these are existing units that need replacement or renovation due to housing condition.

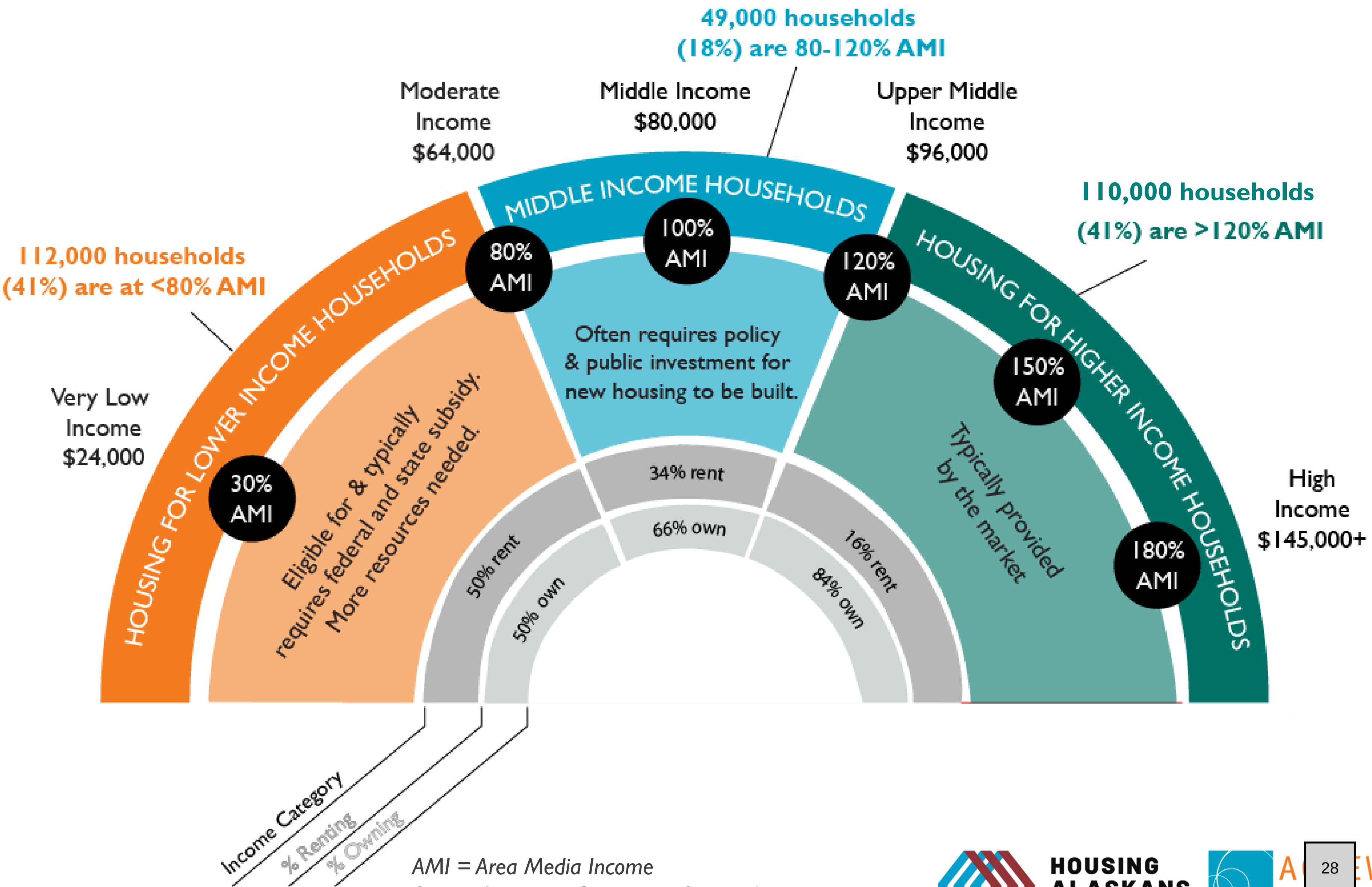
14,000

new units are needed, due to population growth* and severe overcrowding.

**This model uses the mid-point of State projections.*
Population projections vary greatly across the State, from a forecasted decrease in Southeast to higher expected growth in the Mat-Su.

Housing is needed across the State & across the income spectr

Section F, Item 4.



AMI = Area Media Income
Source: American Community Survey data

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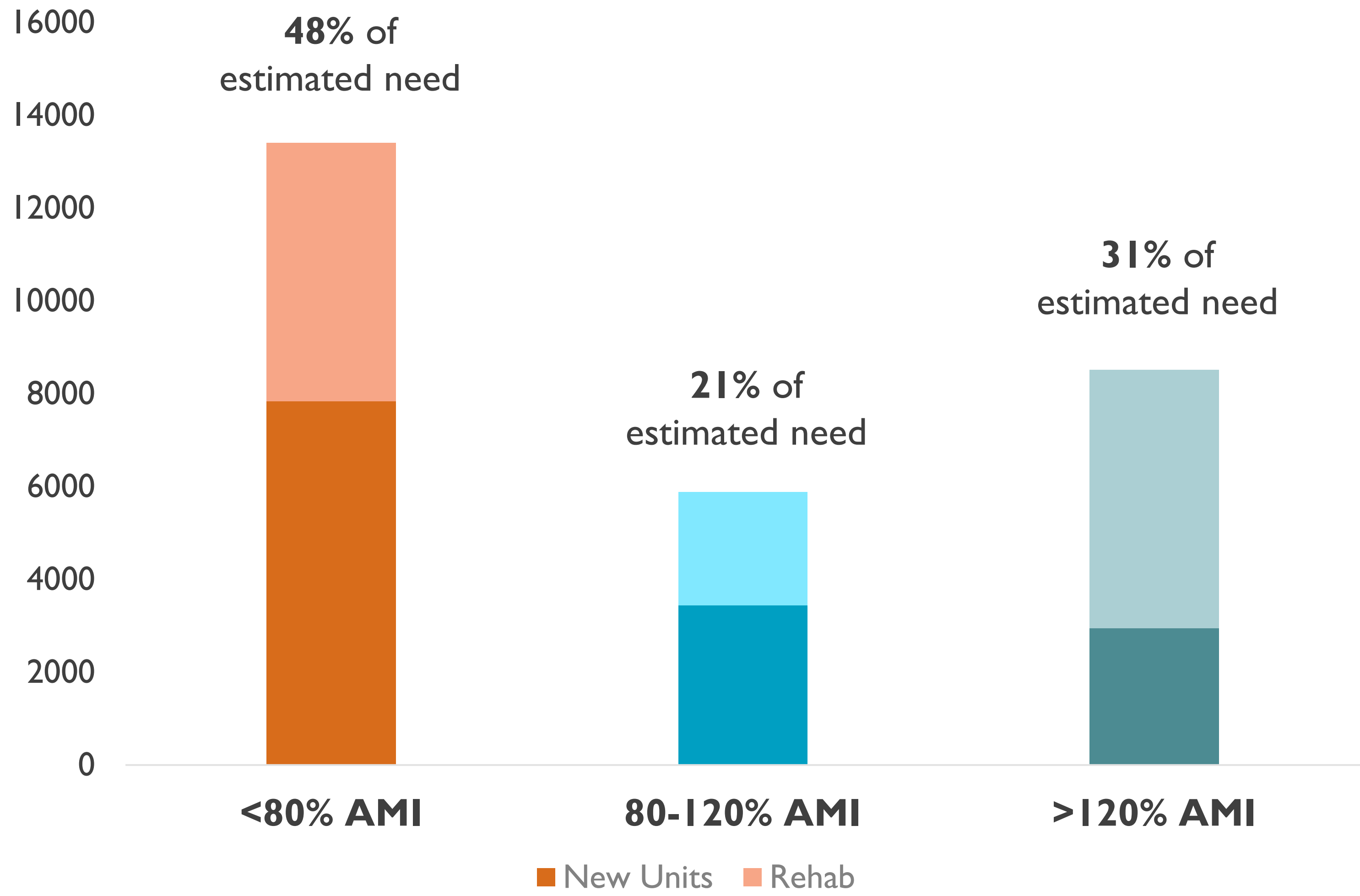
Breakdown of units needed (new & rehab) by income



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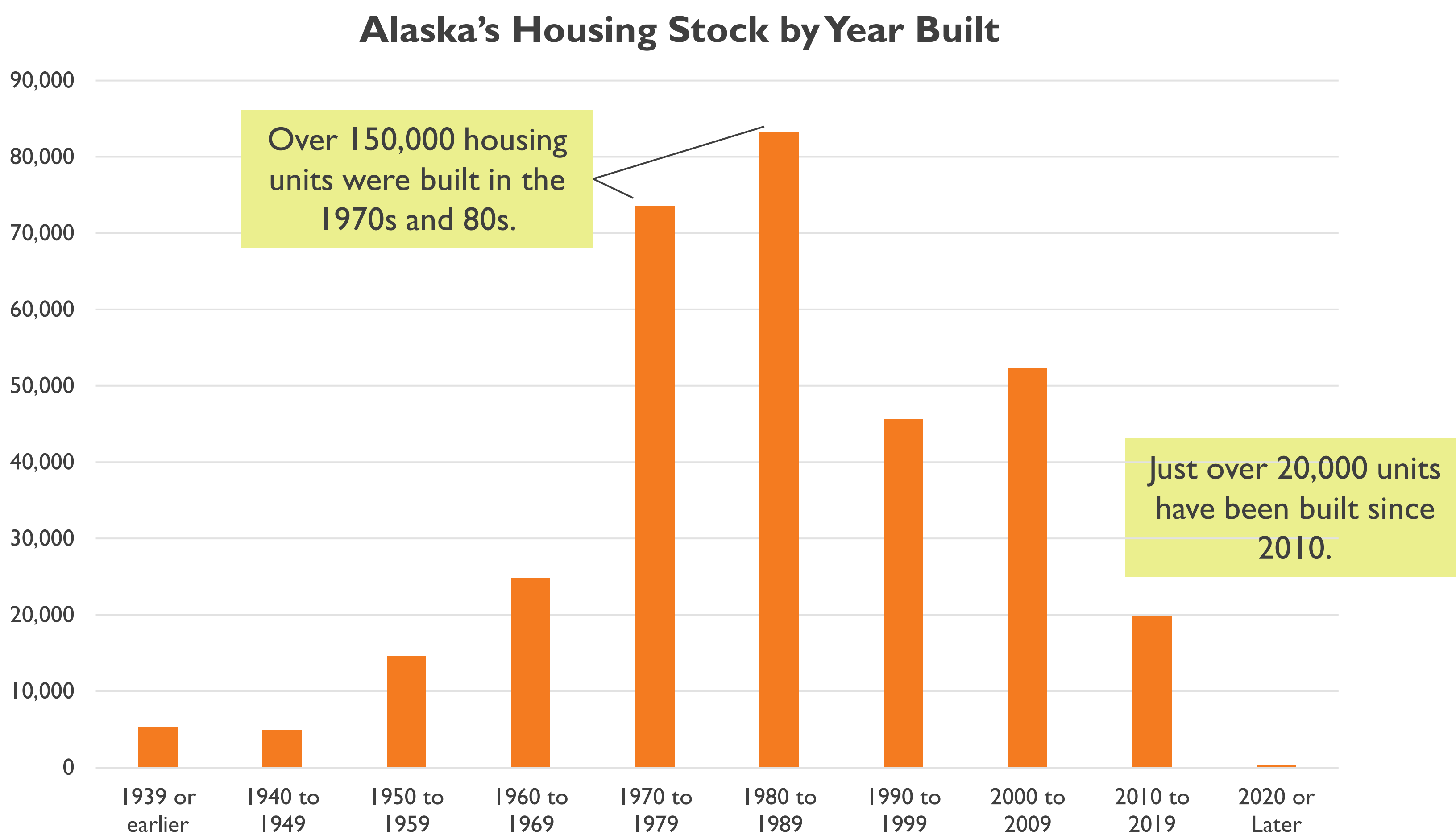
Housing Development:
Quantifying the Finance Gap

Why isn't development keeping up with demand?

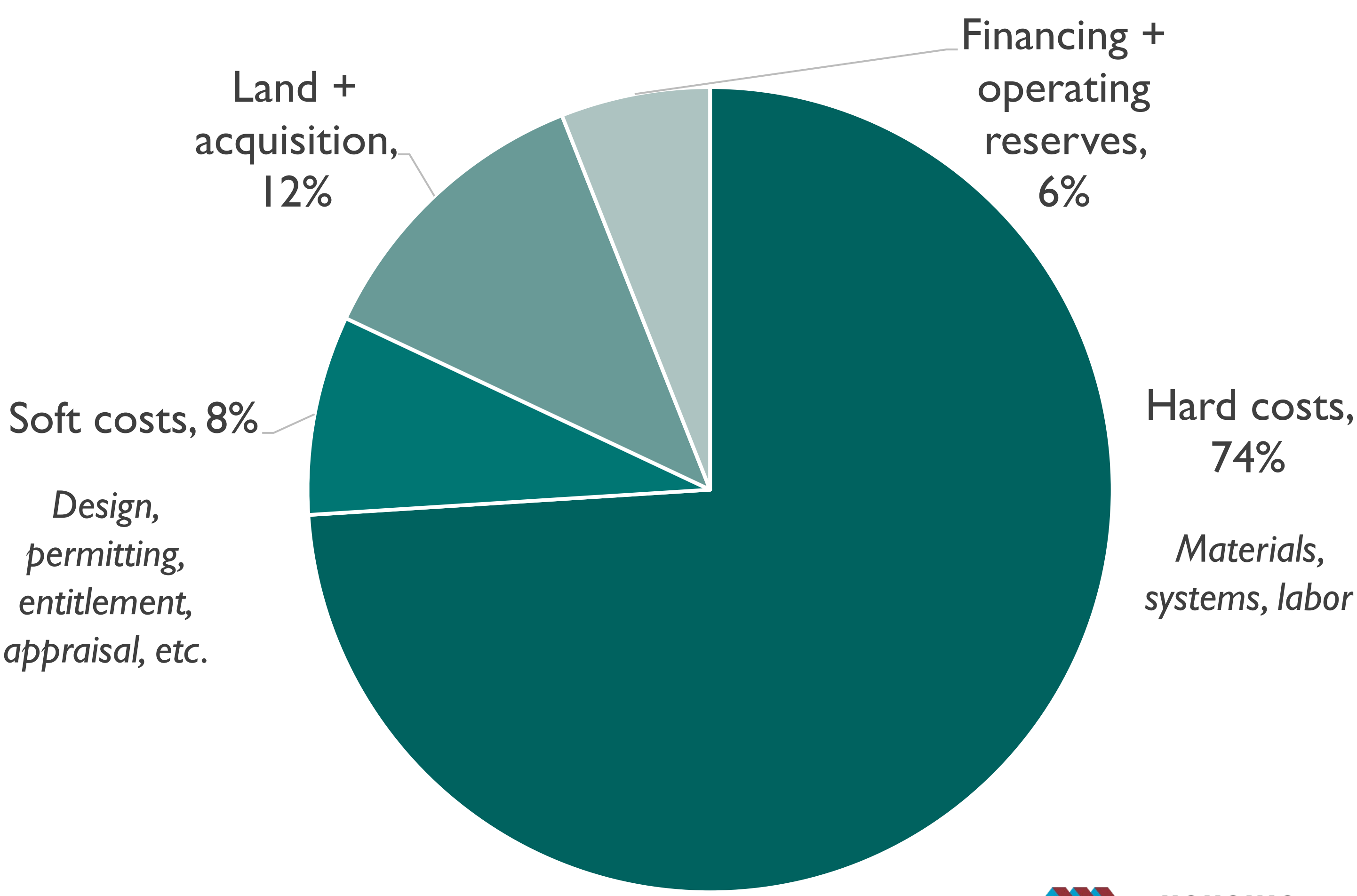
Alaska's housing stock is aging as development has sl

The chart below shows the number of new housing units built each decade in Alaska. New development has slowed since its peak in the 80s, leading to an aging housing stock.



What drives housing development cost

Cost breakdown for typical multifamily rental project in Alaska



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Hard costs account for 70%+ of cost, are often fixed, and are high in Alaska

Hard costs in **Anchorage** can be **$210+** per sq ft, with total development cost at $280+ per sq ft for a 35-unit stick-built rental project with an elevator that is surface parked. (pre-COVID)

Our **Bethel** example shows **$303** per sq ft for hard costs, and $360 per sq ft total for a 4 plex that is wood construction with shared onsite water and sewer. (pre-COVID; recent numbers show $850/sq ft)

This is compared with **$120** per sq ft in hard costs in **the lower 48 for** stick built multifamily rental (pre-COVID)

Anchorage vs. L48 costs

(pre-2020)

Division	% Higher Relative to L48 on Per Sqft Basis
01 General Conditions	23%
06 Woods & Plastics	43%
07 Thermal/Moisture Protection	73%
08 Doors & Windows	49%
09 Finishes	49%
21, 22, 23 Fire Suppression, Plumbing, Mechanical	55%
26 to 28 Electrical	65%
GC Overhead & Profit	57%

Source: local developers and builders; Lower 48 is an average of several multifamily project comparisons. Bethel numbers sourced by ONC, NeighborWorks Alaska, and SALT

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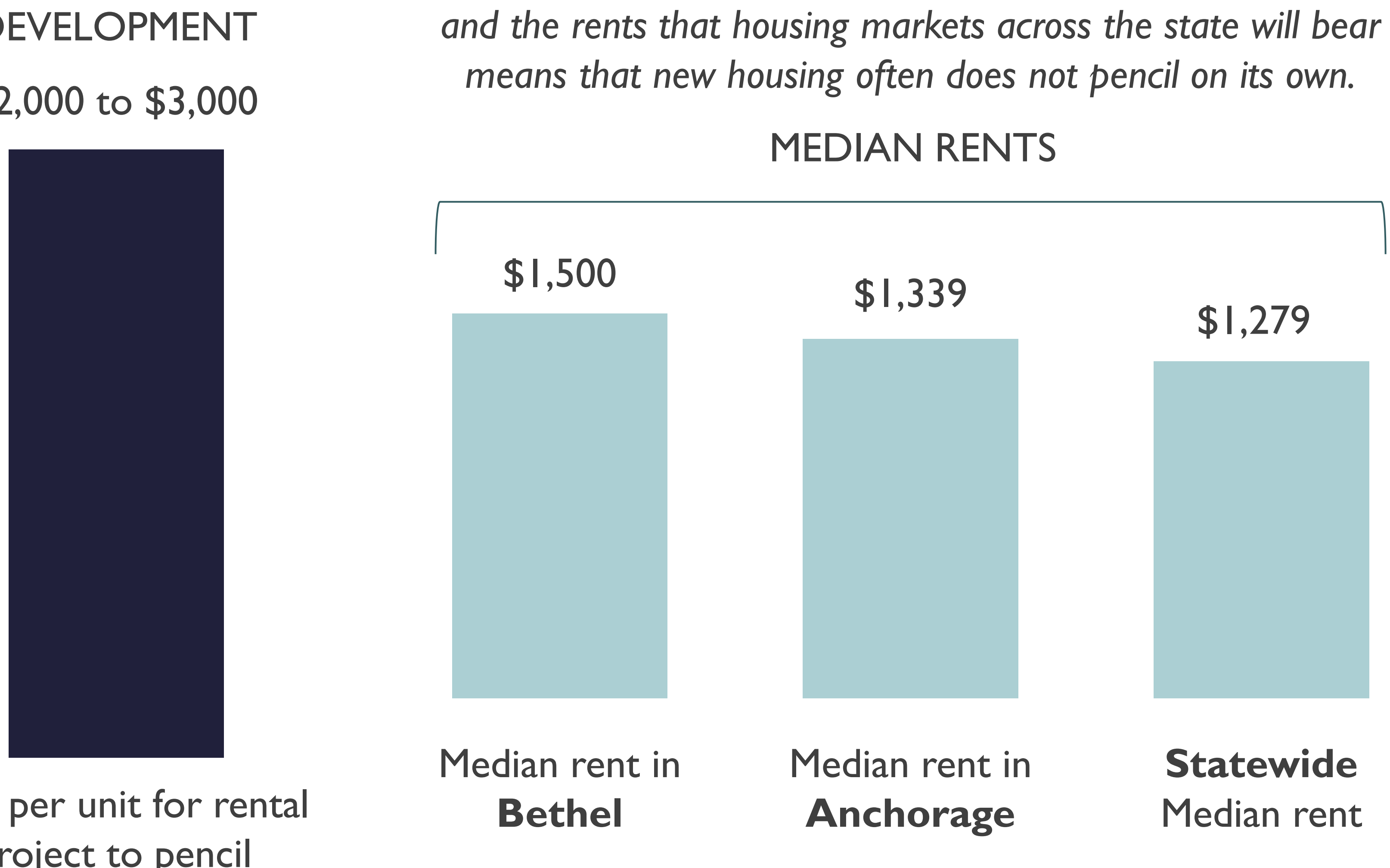
The gap between development cost & rents prevents new housing from being built

A gap between the rent needed to support new development and the rents that housing markets across the state will bear means that new housing often does not pencil on its own.



Source: Local developers and builders; AHFC Rental Market Survey

Anchorage example: Quantifying the gap

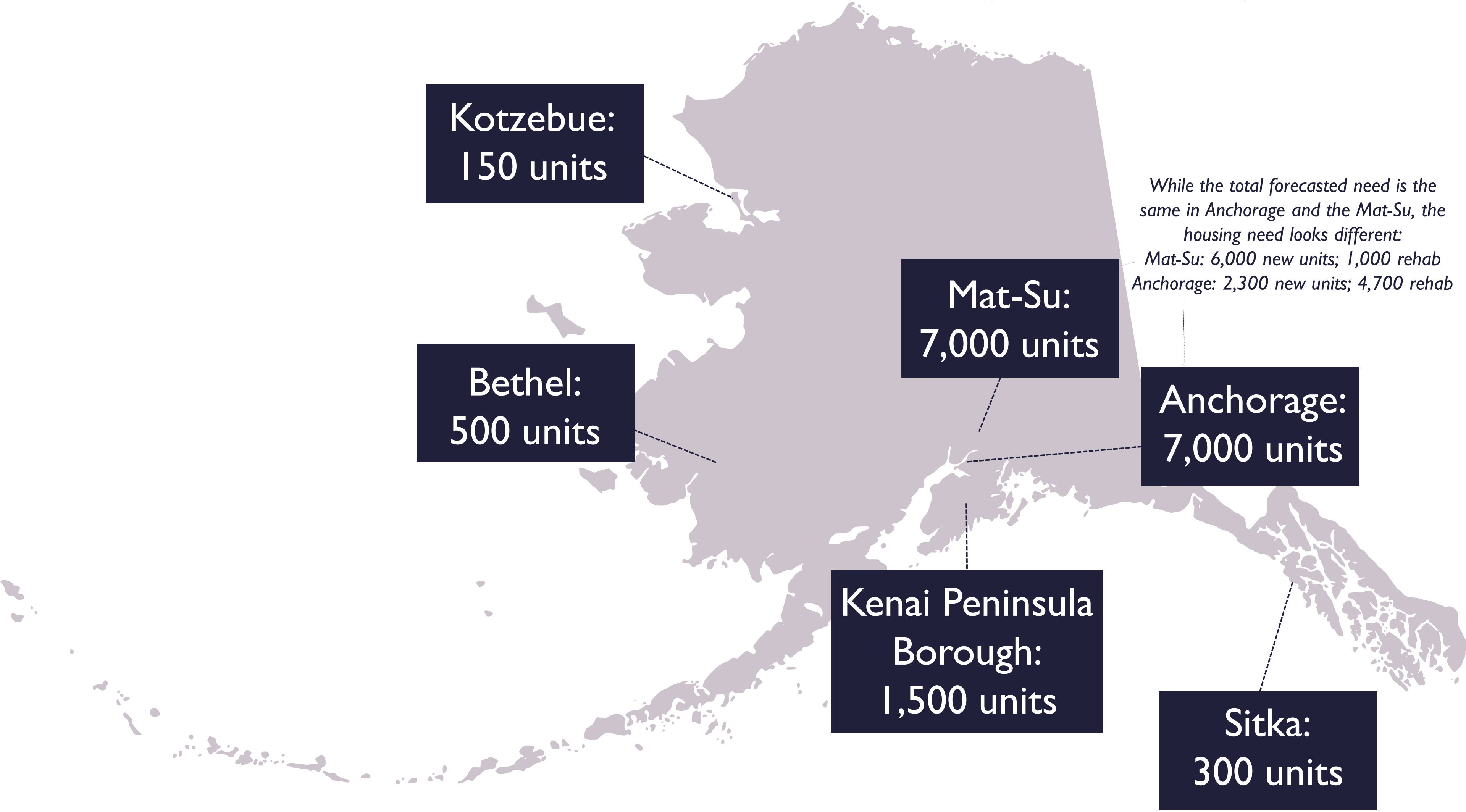
The below example shows a 40-unit downtown Anchorage project, with studios, 1-bedroom, and 2-bedroom units, at rents ranging from $1,000-1,600/mo. (workforce housing for middle income households). The gap is almost 50% of the per-unit development cost.

Source: Work completed for Municipality of Anchorage Downtown Plan

Examples from Across the State

Section F, Item 4.

27,500 units are needed (new and rehab) **across the** **over the next 10 years.** The need varies by community:



Source: Agnew::Beck Consulting Housing Need Forecast Model, using Census and DOL data
Bethel data from work for ONC with NWAK and SALT

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Anchorage needs an estimated **7,000 housing units** over the next 10 years.

4,700
of these are existing units that need replacement or renovation due to housing condition.

2,300
new units are needed, due to population growth and severe overcrowding.

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Bethel needs an estimated **500 housing units** over the next 10 years.

140

of these are existing units that need replacement or renovation due to housing condition.

360

new units are needed, due to population growth and severe overcrowding.

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Why it's hard to meet the need across the State

From smaller communities with fewer units needed but big gaps between costs and rents, to larger communities where gaps are sometimes smaller but a high number of units are needed, two examples highlight the challenges of building multifamily housing across Alaska.

Bethel: 500 units needed

Total development cost for multi-family project (4-plex):

- $360 per sq. ft. (pre-COVID)
- $850 per sq. ft. after COVID

Rent needed to support new development: $2,500-3,000/mo.

Median rent: $1,500/mo.

Rent affordable at 80% AMI: up to $1,100/mo.

Anchorage: 7,000 units needed

Total development cost: $280 per sq. ft. (pre-COVID)

Rent needed to support new development: $2,000-2,300

Median rent: $1,300

Rent affordable at 80% AMI: up to $1,700/mo.

Source: Agnew::Beck Consulting;
Bethel data from work for ONC with NWAK and SALT

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Contact Housing Alaskans at:

staff@housingalaskans.com

Methodology: Housing Need Forecast

This model has been purpose-built to forecast housing demand in Alaska communities, including rural Alaska, over a specific period. The model uses Census and State DOL data to estimate the need for new units, based on population growth and overcrowding, and the need for rehab or replacement of existing units based on three proxies for housing condition.

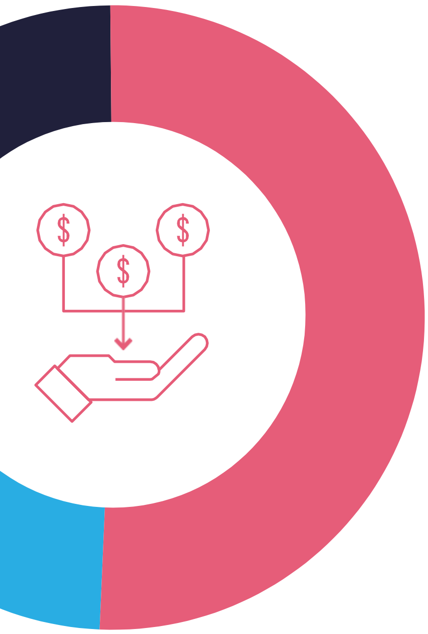
14,000 new units needed over the next 10 years

- 7,000 new units needed due to expected population growth (using the mid-point estimate of DOL data)
- 7,000 new units needed due to severe overcrowding in existing housing

13,500 rehab or replacement units needed over the next 10 years

- Aging housing stock (% of housing stock built before 1960)
- Housing units without plumbing (% of occupied units without plumbing + kitchen facilities)
- Mobile home units that need replacement sooner than other unit types (% of total housing stock that are mobile home units)

JUNEAU FACT SHEET



51%

INCOME SPENT ON RENT

On average, Juneau residents spend **51%** of their monthly income on rent.

28% ANCHORAGE

JUNEAU

$1,413

AVERAGE RENT FOR A 2-BEDROOM APARTMENT

ANCHORAGE: $1,220/MONTH

$2,783

AVERAGE MONTHLY PAY FOR A RESIDENT

ANCHORAGE: $4,347/MONTH

119%

COST OF CONSTRUCTION

In Juneau, construction costs are **119%** more expensive than Anchorage.

ANCHORAGE

JUNEAU

4%

OVERCROWDING IN HOMES

4% of households in Juneau don't have enough space for the whole family.

4% ANCHORAGE

JUNEAU

Action #	Implementing Actions (How do we get there?)	Status	Completed	Comments	Relevant documents
Goal A: Continue aggressive use of the Affordable Housing Fund, tax abatement, and other incentives Summary: Providing financial options for developers of housing to stimulate housing development and increase the housing supply					
A1	**JAHF:** Determine whether priorities/criteria need adjusting	75%	Ongoing	Round Three open. There have been some minor refinements to the application criteria including a 25-page limit to support an efficient review process. Other changes can be made at conclusion of funding round in preparation for Round IV	
A2	**JAHF:** Determine if loan terms for private developers should be clarified in guidelines.	0%		Seeking to move this forward for a Round IV competition	
A3.1	**JAHF suggestions:** a) Pre-development loan: add funding cap of $250K; $500K w/acceptable collateral determined (that includes x,y,z)	50%		10% funding cap exists on renovation projects; assess other funding caps for Round IV	
A3.2	**JAHF suggestions:** Construction loan: add details such as: up to 15 year loan w/monthly payments to start with CO or six months after CO. Loan to be in second position if coupled with construction loan.	0%		Assess for Round IV	JAHF Program Description and Guidelines
A5	**JAHF** – Identify dedicated revenue sources	0%		**Current:** 1% tax allocation, Assembly allocation; **Potential:** bed tax, STR license fees?	
A6	Assess Accessory Apartment Grant Program, Mobile Home Down Payment Assistance Program and determine if kept, modified, or eliminated	50%		ADU Grant Program is undergoing changes; may discontinue the Mobile Home Down Payment Assistance Program	
A7	Accessory Apartment Incentive Grant Program (ends June 30, 2023): ADU Grant Program in approval process	75%		Two-tier program recommended at LHEDC on 04/24/2023 and COW on 05/22/2023 and 06/26/2023: **Tier 1**: approved on 08/21/2023. **Tier 2:** Additional discussion on Tier 2 **PENDING**	CDD – Services – Grants – Accessory Dwelling Unit Grant Program – City and Borough of
A8	Mobile Home Loan Down Payment Assistance Program	0%		Evaluate with True North FCU changes to encourage more program usage. (Increase loan amount to deal with rise in cost of manufactured homes)	Mobile Home Down Payment Website
A9	Tax-abatement: Monitor the impact of senior assisted living, downtown, and high-density tax abatement programs and consider expanding to other targets	0%	Ongoing	Riverview Senior Living to being receiveing tax abatement Jan. 1, 2024 for 12-years. Interest indicated for future projects.	ORD2022-042
A10	Downtown Rehabilitation loan program	0%		Still under consideration	
A11	Public-Private-Partnerships	0%		Housing Action Plan suggests multiple PPP attempts per year and tracking them; Riverview Senior Living project is operating; Pederson Hill land agreement with Tlingit-Haida Regional Housing Authority	
A13	**JAHF** – Determine Round Four funding amount	0%		April/May 2024 during the CBJ budget process	
A14	Loan Program for roads at sale of property	0%		Chamber of Commerce committee looking into the concept	
A12	**JAHF:** Determine if competition should remain annually or semiannually	100%		Running annually; round 3 started August 7, 2023; would be difficult to run more than once a year.	
Goal B: Continue planning and implementation of (re)development of Telephone Hill, Pederson Hill, and Second/Franklin Properties Summary: The CBJ has the opportunity to leverage land resources to create more housing through new and infill development					
B1.2	Telephone Hill: Engage in planning to answer these questions: What is the vision? What kind of housing/use provides the maximum public good?	50%	In progress	Kick-off meeting for consultants and City, Community engagement meeting at JACC in August, COW in September	
B2.1	Pederson Hill: Determine cost estimates for "moving up the hill"	0%			
B3.1	Second/Franklin: Acquire 2nd and Gold parking garage	25%	6/26/2023	CBJ has applied for acquisition of this parcel	
B3.2	Second/Franklin: Apply similar process to Vintage Park: Decide what should go there and then RFP	25%		Need Assembly direction on whether to continue waiting for the SOA to respond to the application to acquire the adjacent property.	
B4	Pursue Public-Private Partnerships (RFP/competitive bid packages): Land Banking strategy of purchasing property and or units for redevelopment of workforce housing	0%			
B5	Community land trusts: Learn more about and engage community in developing these	0%		Further vet and prioritize these suggested ideas for other "lands" projects:	
B6	Analyze state and vacant lands / subdivisions for acquisition	25%		Further vet and prioritize these suggested ideas for other "lands" projects: City land Subdivisions/rezones/ management re-designation	2006 Buildable Lands Study
B7	Develop process to use CBJ land for housing for potential partners; USCG, Bartlett Regional Hospital, Tourism, Housing Developers, and State of Alaska	0%		Further vet and prioritize these suggested ideas for other "lands" projects: RFP's for Development/Subdivision	
B8	Further "CBJ develop and sell" efforts	50%		Further vet and prioritize these suggested ideas for other "lands" projects: Update Implementation plan. Project Manager for Auke Bay property and access stidy funding; Ord adopted to dispose of Pederson Hill Phase 1B and 1C. To the THRHA	
B2.3	Pederson Hill: Potential rezone	100%		CBJ property adjacent to Pederson Hill phase 1 has been rezoned.	

B1.1	Telephone Hill: Hire project manager for land redevelopment study	100%		Hired: First 40 Feet	RFP E23-197
B1.3	Telephone Hill: Potential rezone	100%		This property is already properly zoned	
B2.2	Pederson Hill: Determine vision for what community/assembly wants to see there	100%		Assembly addopted Orinance to dispose of Pederson Hill Phase 1B and 1C to THRHA for housing	
B2.3	Pederson Hill: Potential rezone	100%		CBJ property adjacent to Pederson Hill phase 1 has been rezoned.	
Goal C: Revise and improve Title 49 to facilitate housing Summary: There are areas of Title 49 that can be modified to allow more flexibility to create additional housing units					
C1	Title 49: Chapter 35 Short-term fixes	50%		Chapter 35 updates: Planning Commission on **8/22/23;** Bungalow lot standards: **8/22/23**	ORD2022-50; AME2023-0003
C3	Hazard mapping and regulations	50%		CDD wrapping up memo/staff report; law has drafted ordinance; CDD needs to review. **3/14** @ 5:30pm T49 Committee sitting as COW. **4/11** PC public hearing regular meeting	
C4	Accessory Apartments Ordinance	25%		CDD and Law working on draft; discussed at last T49 committee meeting 8/17/2023	ORD2021-21 (draft), AME2018-01
C5	Eliminate SF zoning / and create inclusionary zoning or "Transformative Zoning Reform"/middle-housing focus	0%			
C6	Add more flexibility to the table of dimensional standards, including floating setbacks and relaxation of minimum lot sizes and maximum heights	0%		Discussed at T49 09/2022 & 10/2022	
C7	Increase density wherever possible by setting minimums and rewarding maximums	0%			
C8	Consider making CBJ 49.35 - Public and Private Improvements variable	0%			Chapter 49.35
C9.2	Update land use code to facilitate better regulation of STR's	0%		STR tracking software and registration program has begun	
C10	Incentivize tiny homes/manufactured home villages/senior 1-story housing	0%			
C11	Customize or eliminate pieces of ICC for Juneau	0%			
C12	Creation of a modified building code for historic downtown area to allow housing to return to upstairs units of historic building w/consideration for the age/limitations of the buildings	0%			
C13	Consider decreasing road standards and changing LID code (so that roads built past houses aren't primarily paid for by CBJ)	0%		Could help City-owned property also	
C9.1	**STR**: Register and define short-term rental policy; Create a STR permit to gather more data	100%		City now has access to Harmari tools to access STR listings. STR registration program created 7/10/23; STR registrations due October 1, 2023	ORD2022-06(b)(B);
C2	Streams ordinance (anadromous waterbodies)	100%		Adopted July 10, 2023: ORD2023 0029	ORD2023-29; AME17-01
Goal D: Evaluate and revise current CBJ systems associated with managing land and revising Title 49 in order to get big things done fast Summary: Process has many layers and no deadline to move through the Title 49 Committee					
D1	Evaluate options/cost to bring on more lands staff	0%			2006 CBJ Lands Buildable Sites Criteria and Results
D2	Evaluate LHED committee staffing (should more departments help staff these meetings)	0%			
D3	Evaluate permit prioritization to institute a "cut the line" (fast track) program to prioritize CDD staff resources and permits to development of housing projects that include affordability component	0%		CDD has three programs to "fast-track" permits, however none have an affordability component; it is difficult to fast-track large projects because of the large number of inputs and process control required	Outline document on request
D4	Explore streamlined alternatives to make changes to Title 49 with the idea of lightening loads, not removing authority	0%			
Goal E: Reduce barriers to downtown housing development Summary: There are a number of properties downtown that are suitable for additional dwelling units					
E3	Develop and implement Upstairs Downtown program	25%		Research phase	
E5.1	Second/Franklin: Approach state about acquiring 2nd and Gold	50%		CBJ has applied for acquisition of this parcel	

E5.2	Second/Franklin: Apply similar process to Vintage Park: Decide what should go there and then RFP	0%		Determine if CBJ wants to apply for the State's parking garage adjacent to this	
E6	Purchase properties to put into competitive bid process to get concessions that further housing goals: Similar to Riverview assisted living	0%			
E4	Developed the JAHF to provide funding for projects downtown	100%	6/28/2010		ORD2010-11(G)(b)
E1	Reduction or elimination of parking requirements downtown	100%	4/25/2022		ORD2022-01(b)
E2	Created downtown tax abatement program	100%	3/1/2021		ORD2021-01(c)(am)
Goal F: Continue to monitor and track progress toward advancing the goals of the Housing Action Plan					
Summary: The Housing Action Plan is a road-map that identifies and attempts to correct Juneau's "stuck" housing market through strategic policy interventions. This plan has already facilitated the creation of tax abatement, JAHF, a housing role, zoning changes, etc.					
F2	Update housing needs assessment and housing plan metrics	0%		10/2022 JEDC Report to COW; Housing Action Plan updates https://juneau.org/community-development/grants-housing-action-plan	
F3	Evaluate Tax Increment Financing (TIF) districts	0%			
F5	CBJ requirement to register rental property and have 24-7 reachable point of contact	0%			
F6	Make a downtown area plan and set a goal for number of residential units desired downtown	95%		Blueprint Downtown being prepared for Planning Commission; Downtown Housing Inventory Storymap created 2019.	
F8	Properties transferred incrementally to developers	50%	Ongoing	Lena Point, Renninger, Pederson Hill	
F9	Establish policies that stipulate CBJ does not have to spend money on infrastructure unless for workforce senior housing	0%			
F14	Create an annual Housing Report Card	0%		CBJ Housing Progress Tracker v.2	
F1	Consider tax abatement programs	100%		Downtown, High-density Residential, Subdivision, Subdivision, and Senior Assisted Living Tax Abatement	
F4	Reinstate code enforcement officer	100%			
F7	Finalize land management plan to include inventory of buildable land	100%		2006 Buildable Lands Inventory	https://cbj-gis.maps.arcgis.com/apps/webappviewer/inde
F10	Adopt Housing Action Plan	100%	12/19/2016		Resolution 2780
F11	Create a Housing Trust Fund	100%	7/19/2010	Created using a non-code ordinance	ORD2010-11(G)(b)
F12	Full-time housing staff	100%	8/15/2022		N/A
F13	Parking minimum reduction and elimination downtown	100%	4/25/2022		ORD2022-04(b)

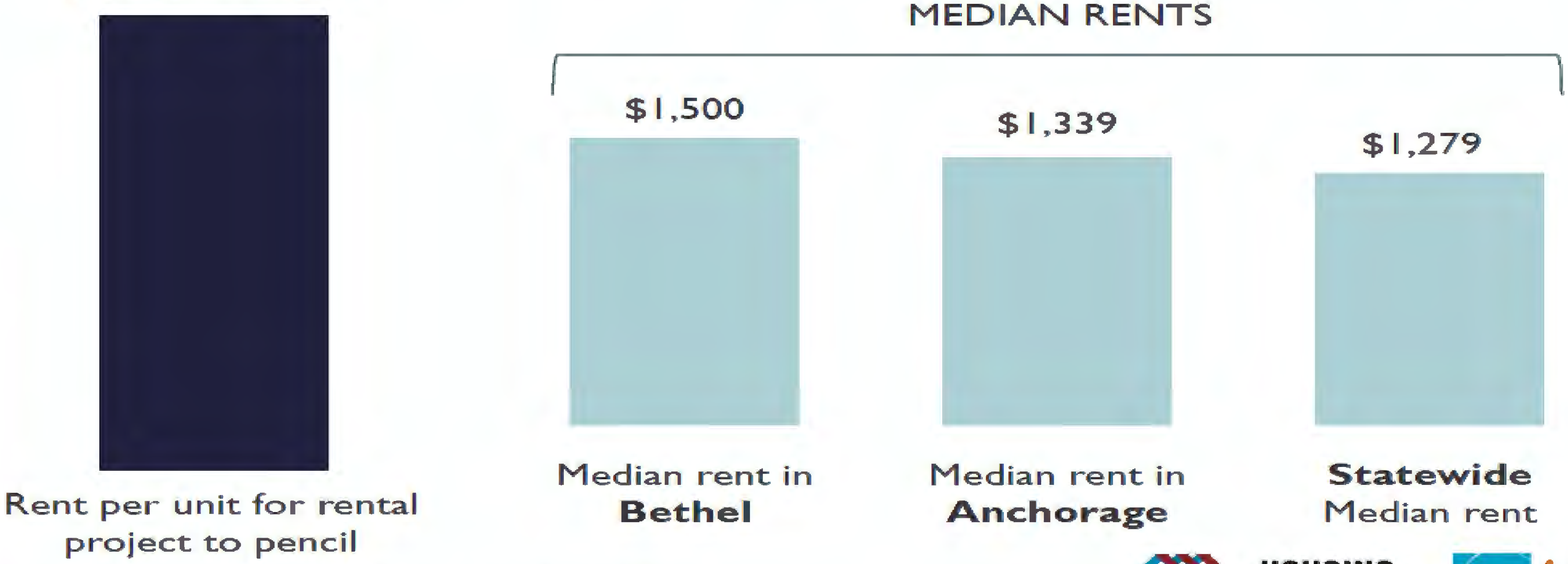
Housing Alaskans Data at Alaska Housing Summit

The gap between development cost & rents prevents new housing from being built

A gap between the rent needed to support new development and the rents that housing markets across the state will bear means that new housing often does not pencil on its own.

DEVELOPMENT

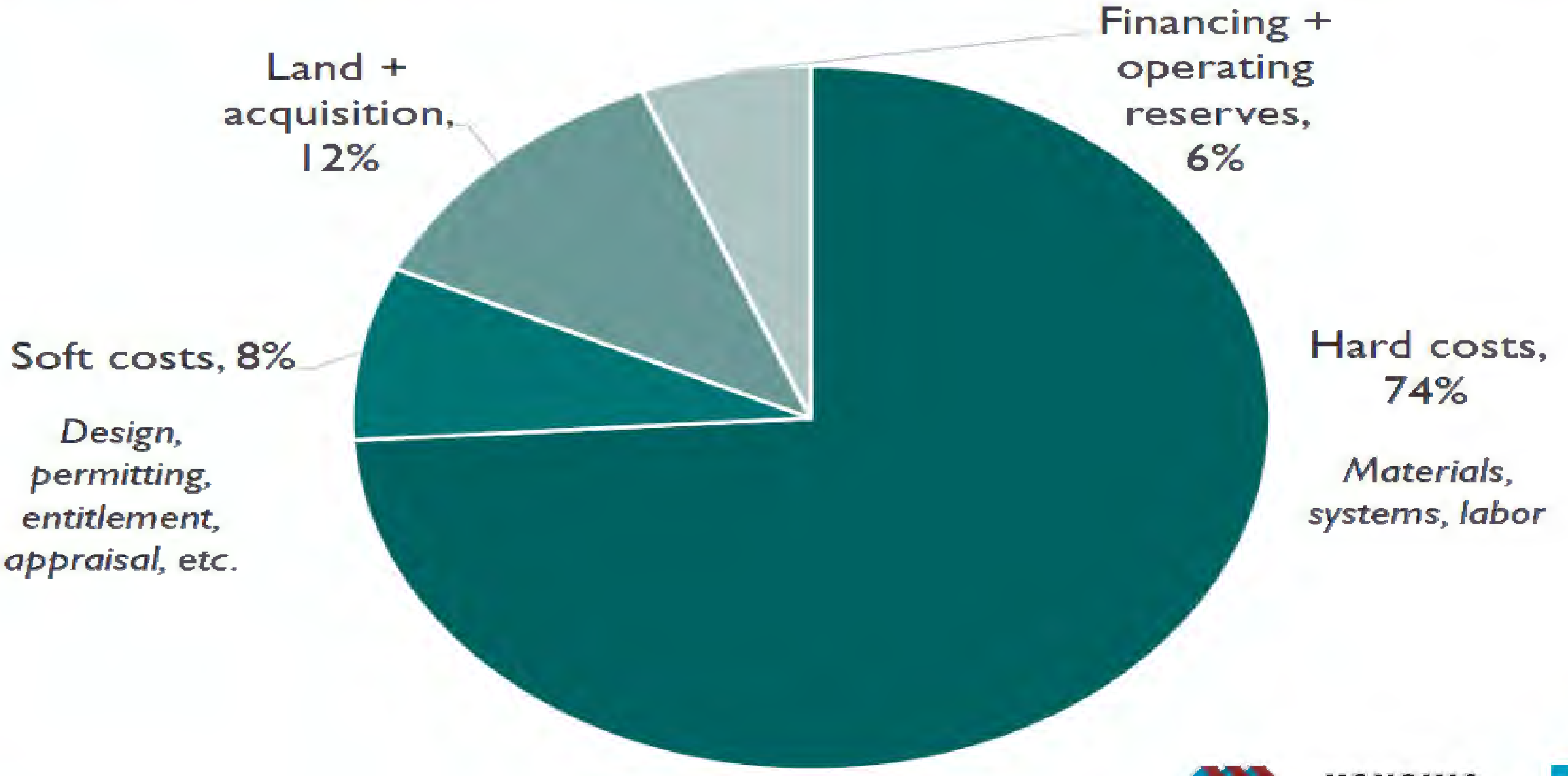
$2,000 to $3,000



Source: Local developers and builders; AHFC Rental Market Survey

What drives housing development cost

Cost breakdown for typical multifamily rental project in Alaska



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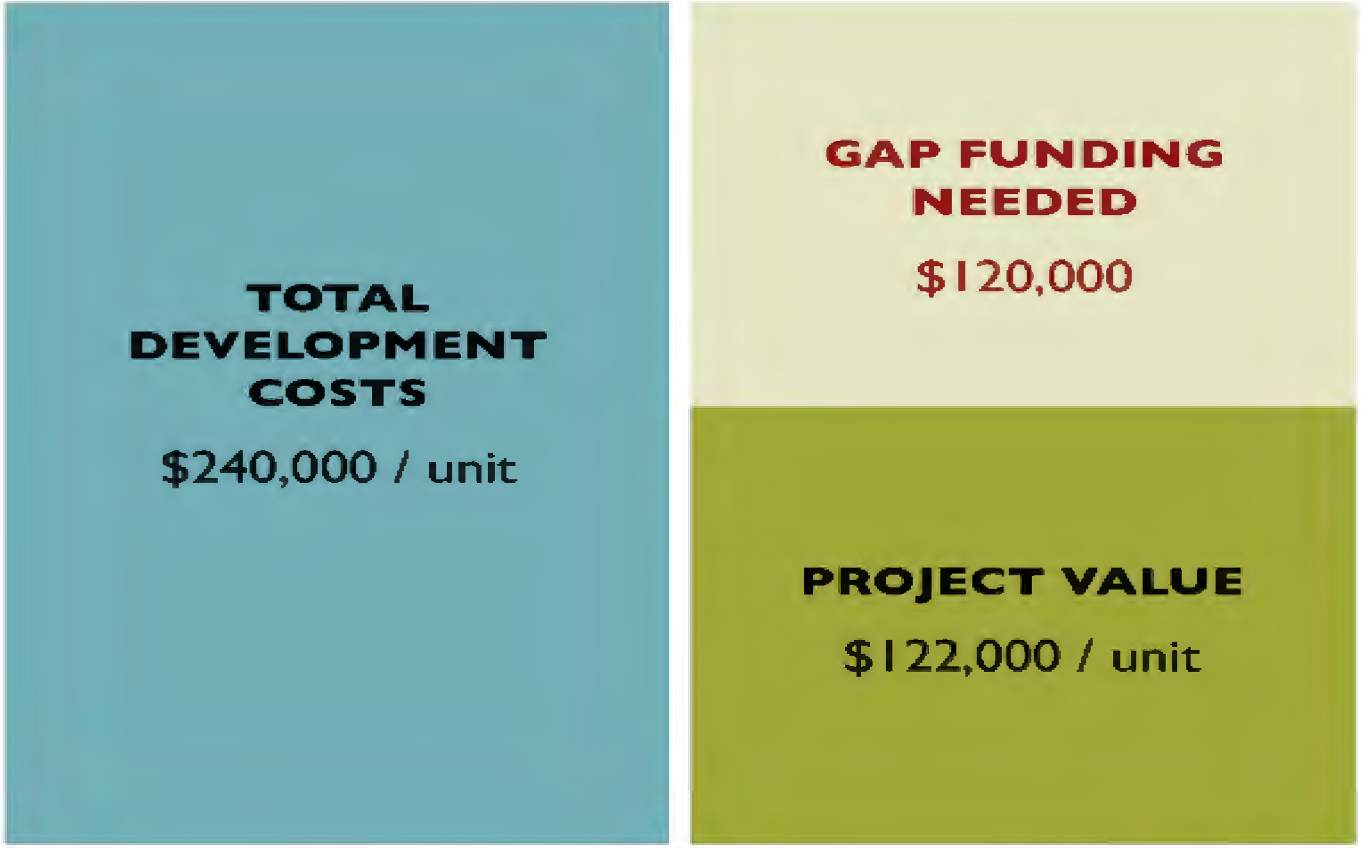
Anchorage example: Quantifying the gap

The below example shows a 40-unit downtown Anchorage project, with studios, 1-bedroom, and 2-bedroom units, at rents ranging from $1,000-1,600/mo. (workforce housing for middle income households). The gap is almost 50% of the per-unit development cost.



Source: Work completed for Municipality of Anchorage Downtown Plan

How is CBJ Addressing the Gap?

- Grant and Loan Programs
- Tax Abatement
- Land Disposal
- Public Private Partnerships

Housing Progress Tracker Highlights

- **Inventory of Vacant and Underdeveloped Properties** within the Urban Service Area map;
- **Accessory Dwelling Unit Grant Program** updated to offer greater funding amounts ($13,500);
- **Juneau Affordable Housing Fund Round 3** currently out for competition at $1.1 million;
- **Sale of a portion of Pederson Hill** to Tlingit Haida Regional Housing Authority (THRHA);
- **Riverview Senior Housing** operational and will use tax abatement starting January 1, 2024;
- **Short Term Rental registration program** and database created to start on October 1, 2023

HOUSING PROGRAMS

Juneau Affordable Housing Fund

up to $50,000 per unit

The Juneau Affordable Housing Fund was created to promote the creation of affordable housing in the Capital City. This program runs annually in the Fall.

To review the requirements and guidelines and to learn more about the next funding competition round, please visit:
juneau.org/community-development/grants-juneau-affordable-housing-fund

Mobile Home Down Payment Assistance

up to $10,000

CBJ has partnered with True North Federal Credit Union (TNFCU) to create a program that will provide low interest loans to qualified residents for up to 50% of the down payment. Residents must be able to match the other 50%. Loans will be available at 1% interest. The borrower will have up to five (5) years to pay back the loan.

juneau.org/community-development/grants-mobile-home-down-payment-assistance

Accessory Dwelling Unit Grant Program

$13,500

The Accessory Dwelling Unit Grant Program is a one time grant to homeowners creating an eligible accessory dwelling unit. This apartment cannot be used as a short-term rental.

juneau.org/community-development/ADUG

Property Tax Abatement Programs

- ***Downtown Tax Abatement:*** Provides 12-year tax abatement for projects that develop four or more new residential units in the mapped area. *See map on reverse.*

- ***Senior Assisted Living Tax Abatement:*** Provides 12-year tax abatement for projects that provide at least 15 new residential units of assisted living for senior citizens in the urban service area.

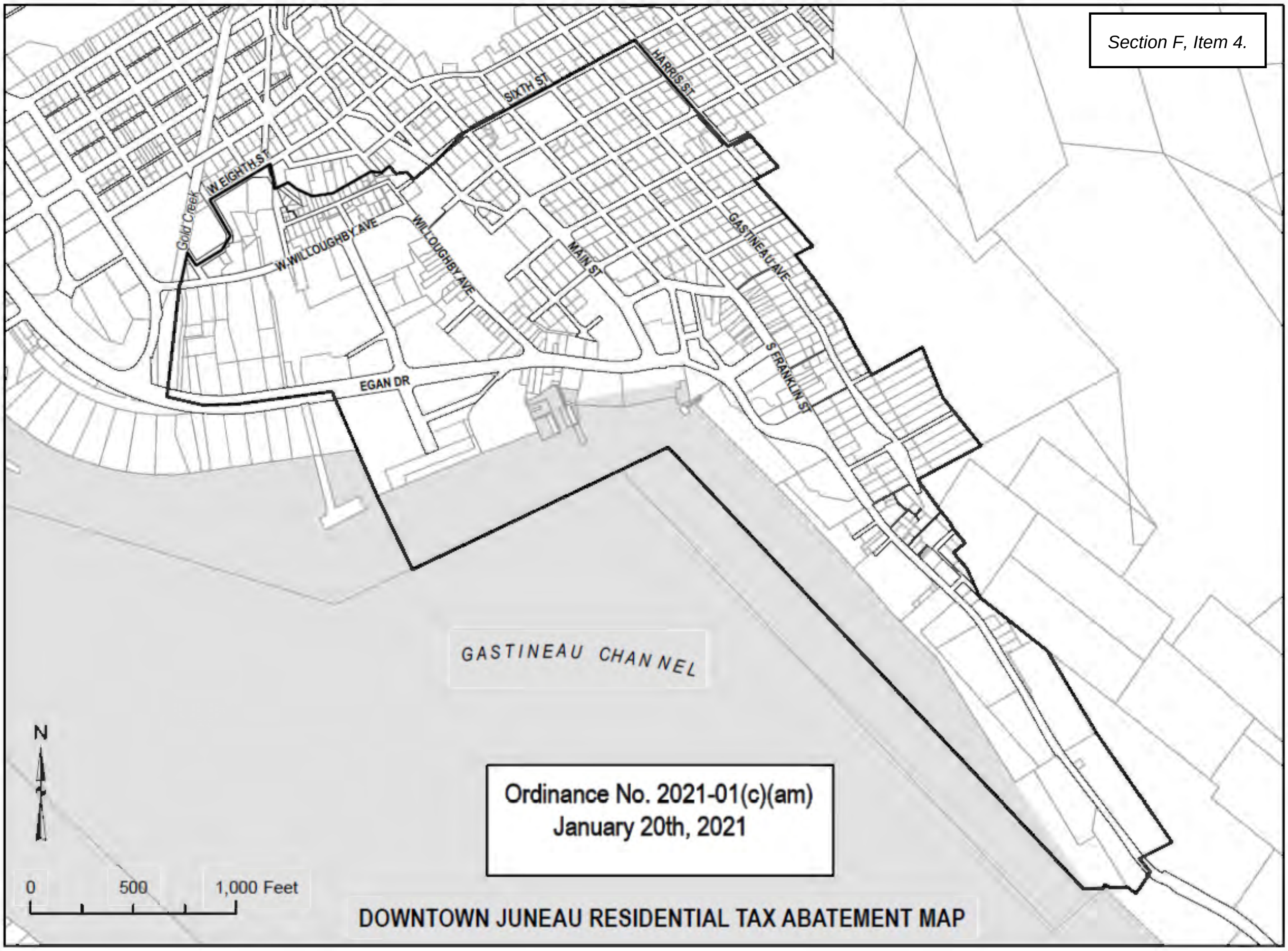
- ***Subdivision Property Tax Abatement:*** 5-year tax abatement program for improvements related to subdivision of one lot into three or more lots.

- ***High Density Tax Abatement:*** 12-year tax abatement for projects that develop at least four new residential units within the Urban Service Area.

For more information on CBJ tax abatement program eligibility criteria and to apply, please visit:

juneau.org/community-development/grants-cbj-tax-abatement-programs

For more information on CBJ Housing Programs, please contact the Community Development Department at: ***(907)586-0753*** and press "1" to speak to the Planner on Call, or visit: juneau.org/community-development/grants



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