

Agenda

Planning Commission - Regular Meeting City and Borough of Juneau

April 28, 2020

Telephonic Meeting Only. (907)713-2140, PID# 813893
7:00 PM

- I. **ROLL CALL**
- II. **REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA**
- III. **APPROVAL OF MINUTES**
- IV. **BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION**
- V. **WRITTEN AGENCY AND PUBLIC COMMENTS POST DEADLINE**
 - A. Additional Materials for April 28, 2020 Planning Commission Meeting
- VI. **PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**
- VII. **ITEMS FOR RECONSIDERATION**
- VIII. **CONSENT AGENDA**
 - A. CSP2020 0003: Deckover a portion of the downtown waterfront between the Steamship Dock and Marine Park, where the lightering float was previously located - APPROVED ON THE CONSENT AGENDA
 - B. USE2020 0003: A Conditional Use Permit to continue operation of the City and Borough of Juneau South Lemon Creek Material Source sand and gravel facility, and asphalt reclamation/rock crushing - APPROVED AS AMENDED
- IX. **UNFINISHED BUSINESS**
- X. **REGULAR AGENDA**
 - A. WCF2020 0001: A Wireless Communications Facility Permit for a new, unlit, 98-foot wireless communication tower - APPROVED AS AMENDED
 - B. USE2020 0005: A Conditional Use Permit for a temporary asphalt plant at the Juneau International Airport - APPROVED AS AMENDED
 - C. USE2019 0015: A Conditional Use Permit & City Project Review to build a Valley Transit Center with associated Park & Ride facilities - APPROVED AS AMENDED
- XI. **BOARD OF ADJUSTMENT**
- XII. **OTHER BUSINESS**
- XIII. **STAFF REPORTS**
- XIV. **COMMITTEE REPORTS**
- XV. **LIAISON REPORT**
- XVI. **CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**

XVII. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVIII. EXECUTIVE SESSION

XIX. ADJOURNMENT

Additional Materials

Regular Planning Commission Meeting

Telephonic and Video Conferencing

7:00 P.M.

Meeting Date: April 28, 2020

1. Revised Agenda

2. WCF2020 0001:

- a. Memorandum – Staff Recommended Conditions
- b. Public Comment – Karen Forrest, 4.24.20

3. USE2020 0005:

- a. Public Comment – Dave Ringle, 4.8.20

Agenda

Planning Commission - Regular Meeting City and Borough of Juneau

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- XVI. PLANNING COMMISSION COMMENTS AND QUESTIONS
- XVII. EXECUTIVE SESSION
- XVIII. ADJOURNMENT



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

MEMORANDUM
April 23, 2020

To: Michael LeVine, Chair
Planning Commission

From: Laurel Christian, Planner
Community Development Department

A handwritten signature in black ink, reading 'Laurel Christian', is positioned to the right of the 'From:' line.

Case Number: WCF2020 0001

Legal Description: Wadleigh Heights Tract 3A

Parcel No.: 4B2301070081

RE: Staff Recommended Conditions

Based on recent Planning Commission decisions, staff recommends deleting condition number 3:

~~3. The WCF cannot have lighting, and if in the future the FAA requires lighting, a modification to the Special Use Permit must be approved by the Planning Commission.~~

Staff also recommends condition number 4 is revised to read:

4. Prior to issuance of a building permit, the applicant shall submit a revised site plan showing all **new or relocated** appurtenant structures meeting the minimum required setbacks for the zoning district. **The direct replacement of existing appurtenant structures is allowed if in accordance with VAR2010 0002.**

The 2010 variance approved the existing pole on the site as well as ground equipment (VAR2010 0002). The applicant may perform a direct replacement of the existing ground equipment, but any new or relocated ground equipment will be required to meet the setbacks required by CBJ 49.65.930(f)(3).

From: Karen Forrest <kforrest@gci.net>
Sent: Friday, April 24, 2020 11:57 AM
To: PC_Comments
Subject: WCF2020 0001 Wireless Communication Facility Permit

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission:

Thank you for the opportunity to provide public comment. I reside at 12335 Glacier Hwy on the waterside, and own the closest home to the proposed facility. I have lived in this house for 25 years and in the neighborhood most of my life. When the existing wireless pole was placed, our request to include landscaping was approved, and it made a considerable difference to the aesthetics of the neighborhood and for all headed "out the road" to distance from urban activities. That addition was sincerely appreciated.

Note that the drawings included in the application are incorrect, including a property line of the proposed project referenced as Auk Nu Drive. Auk Nu Drive is not bordering the proposed facility. Instead, I believe the drawing is meant to indicate the project is proposed next to the driveway separating 12401 Glacier Hwy from 12381 and these comments are written with that belief. Should this not be the case, this project should go through the public notice process again due to the incorrect drawings.

The proposed facility is taller than the existing one, both the pole and equipment, and the *proposed pole is wider and taller than the surrounding trees*. It will also be more visible when placed right next to the existing driveway, instead of closer to the existing trees. I appreciate the staff recommendations to have the pole painted brown in an attempt to blend in with the existing landscape, and to include fencing.

I have additional recommendations that would help this permanent facility be more palatable for the residential area. Please consider:

1. The fence be aesthetically pleasing to blend in with the natural surroundings - not a commercial chain-link fence with rubber slats. However, if this is the style chosen, please require the color to be brown.
2. The height of the fence should cover the base of the equipment.
3. The existing landscaping added to the original facility *should be maintained and added to as part of this larger facility project*, to further screen this commercial project located in the residential area. The landscaping should also border the driveway, not just the highway, as this will be an area of significant visual impact.

I am concerned that this project will continue to expand over time, especially to include a larger project requiring lighting by the FAA. One of the benefits of this area, is limited light pollution. The facility may negatively impact my property value as there are many people who will not live near a wireless tower due to health concerns.

Last, there should be a more thorough explanation of efforts to add the proposed expanded service to other existing facilities nearby in line with current regulations requiring that there be a minimization of new towers given this expanded project is not considered a replacement per CBJ.

Thank you for your consideration.

Sincerely,

Karen Forrest
 Lifelong Juneau Resident

From: [Dave Ringle](#)
To: [PC_Comments](#)
Subject: comments on asphalt plant at JIA
Date: Wednesday, April 8, 2020 3:46:01 PM

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission.

I received notice of a temporary asphalt plant at Juneau International Airport, and I have some concerns that I hope will be addressed:

I run St. Vincent de Paul on Teal Street, two blocks from airport property. On our property are 50 housing units for low income, transitional, and senior housing. We house over 80 tenants from families to 89-year-olds, and many have underlying health conditions that make breathing fumes very dangerous. We already are taking significant steps to improve the health and safety of these residents during the COVID emergency.

The proposed location is within one mile of our housing. We are the largest concentration of housing close to this project, and I hope that mitigating exhausts and fumes to have a minimum effect on my tenants is taken into consideration.

--

Dave Ringle
Interim General Manager
St. Vincent de Paul
8617 Teal Street
Juneau, AK 99801

907-321-7026
daveringlesvdp@gmail.com



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

DATE: April 20, 2020

TO: Planning Commission

FROM: Irene Gallion, Senior Planner
Community Development Department

FILE NO.: CSP2020 0003

PROPOSAL: **Marine Park Deck-over:** Deck-over the area between the Steamship Dock and Marine Park, where the lightering float was previously located.

GENERAL INFORMATION

Applicant: CBJ Engineering and Public Works

Property Owner: City and Borough of Juneau

Property Address: 252 and 254 Marine Way

Legal Description: Multiple, see graphic below

Parcel Code No.: Multiple, see graphic below

Site Size: Approximately 1,300 square feet

**Comprehensive Plan Future
Land Use Designation:** Marine Commercial, borders CBJ Recreational Service Park

Zoning: Waterfront Commercial

Utilities: CBJ Water/Sewer

Access: Via Marine Park

Existing Land Use: Waterfront access

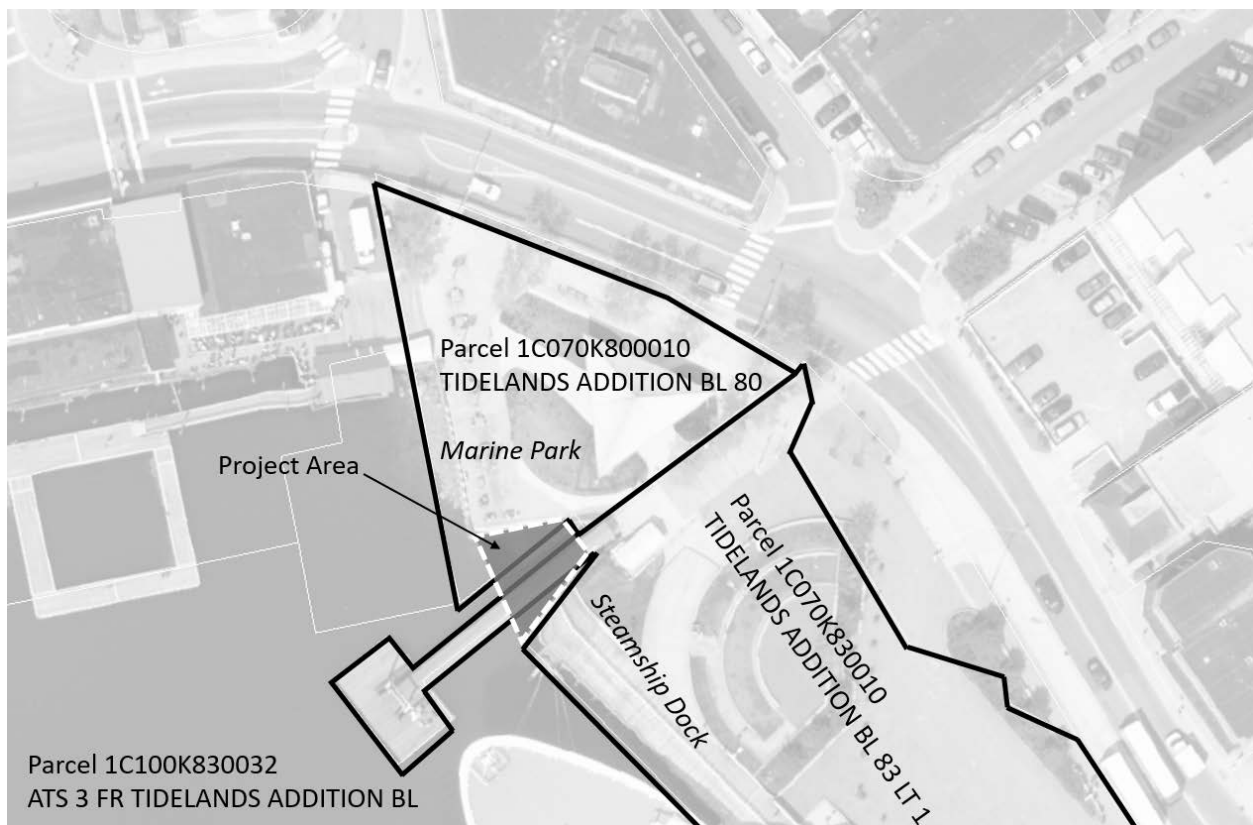
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Surrounding Land Use:

North	- Marine Park pavilion
South	- Gastineau Channel
East	- Steamship Dock, seawalk
West	- Wharf Mall

FIGURE 1: VICINITY MAP

Note that the photo image below is from when the lightering float was still in place. The lightering float has since been relocated, discussed under “Background.”



ATTACHMENTS

Attachment A: Application

PROPOSAL

Staff recommends that the Planning Commission adopt the above analysis and findings, and recommend APPROVAL of the Marine Park deckover to the Assembly. This project will provide a continuous pedestrian path from the seawalk, through Marine Park and up Seward Street. This path will facilitate access from the waterfront to the Soboleff Center and to the proposed Culture

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Center at Sealaska Plaza.

The project will (see Figure 2 below, boundaries approximate):

- A. Deck over the existing gap in the seawalk (figure 3).
- B. Pour concrete and plant grass consistent with that to the east.
- C. Demolish and reconstruct part of the existing seawalk to comply with Americans with Disabilities Act grade requirements (Figure 4). Provide gated access to the dolphin (mooring structure), which is still in use.

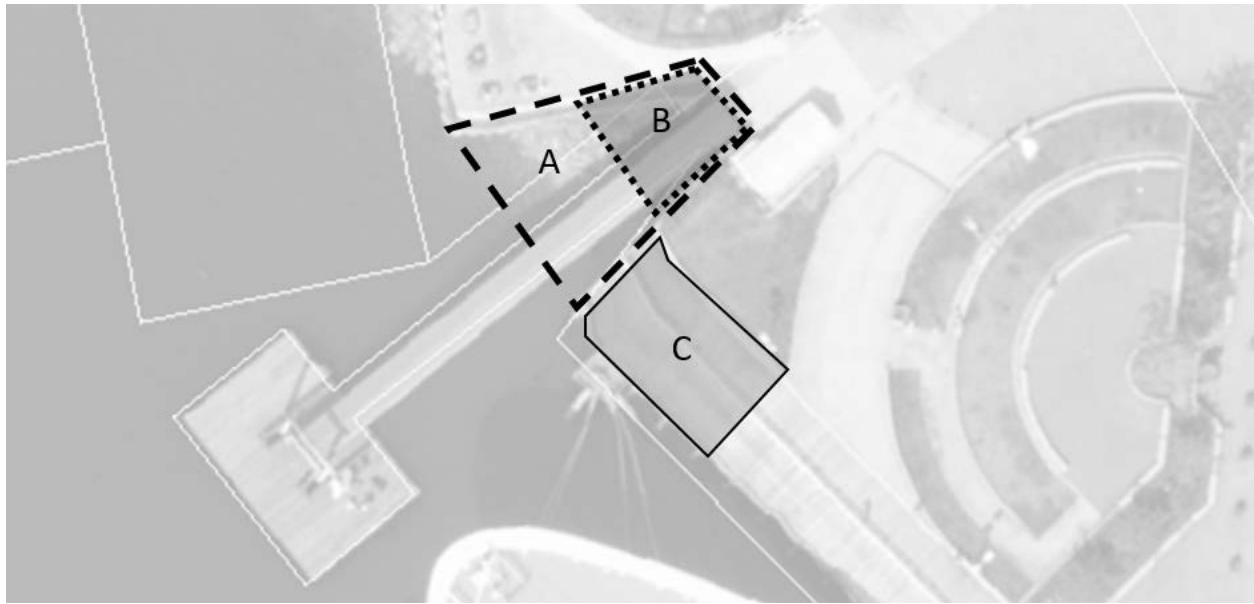


Figure 2: Plan view showing the project area. See key in body of the text.



Figure 3: View of the project area (white rectangle) from the Marine View.

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Figure 4: Photo showing the elevation difference between the southeast (Steamship Dock) and northwest (Wharf Mall) portions of the seawalk, photo from the northwest side.

BACKGROUND

Seward Street and Ferry Way used to extend beyond today's Egan Drive to meet up at the waterfront.

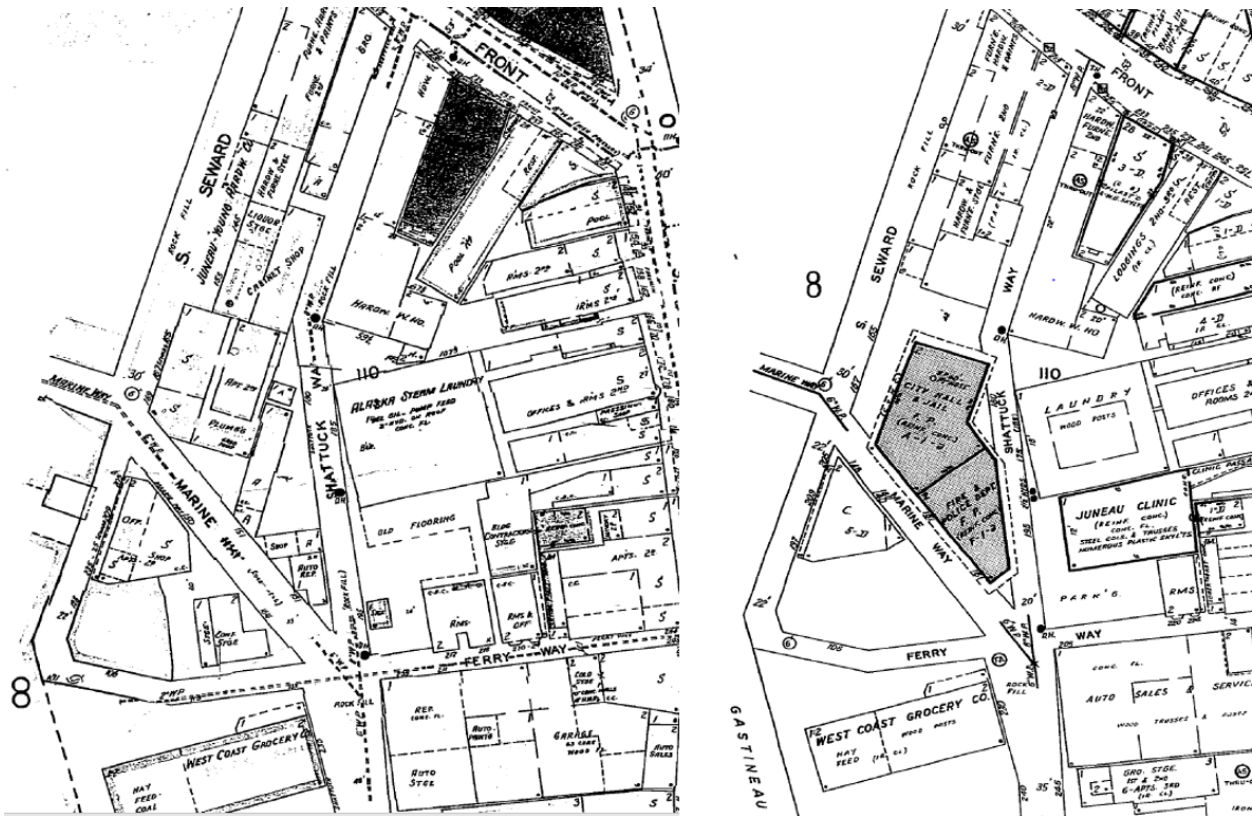


Figure 5: Sanborn Maps from 1948 (left) and 1969 (right) show how Seward Street and Ferry Way used to extend to meet by the waterfront.

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Notable events include:

- 1975: The State of Alaska Department of Highways improved Main Street, Marine Way (now Egan Drive) and Ferry Way as part of the Outer Drive Phase III project.
- 1978: Ferry Way southwest of Marine Way was vacated for park purposes.
- 1982: Street improvements along Marine Way were extended to Admiral Way.
- 1984: The parcel that now houses the Marine Park Pavilion appears to have been officially condemned for Admiral Way project right-of-way.
- 2002: Improvements to the Steamship Dock section of the seawalk, including significant fill, new widened deck-over, improvements to the park area, and improved bus parking. This project had two conditional use permits: one for the project in general and one for the portion of the development in a hazards area. The entire project had one CSP review.

The city continued to develop the area to support cruise ship docking. The lightering float appears to have been completed in 1978. It was removed during the April 2017 construction of the new cruise ship berth. The lightering float was removed to:

- **Improve shoreside efficiency by moving lightering operations close to the Port Field Office.** The new location provides better access to and staging for ground transportation.
- **Reduce congestion for aircraft using the area.** The new berth configuration brought the bow of the western-most ship closer to aircraft operations. Air operators felt that this further limited an already congested operational area.

This move was consistent with the 2004 Long Range Waterfront Plan's intent to better disperse visitors through the park (page 50). Opponents to the lightering float move had two main concerns. One was that the old lightering float had a ladder down to the water that allowed small boats to pick up and drop off people at the waterfront. One person gave the example of ferrying people between Juneau and Douglas during the 4th of July. Another used the lightering float for diving. The retired Port Engineer noted that moving the lightering float might protect antiquities from divers, since steam ships used to dump old china and other refuse overboard.

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Figure 6: This 1990 picture shows the lightering float (circled, Juneau Douglas City Museum collection).

Multiple projects have coalesced to make the proposed deck-over timely.

- Ongoing plans for seawalk improvements
- Improvements to the downtown streetscape that draw seawalk pedestrians into town
- Development of the Sealaska Heritage Arts Campus

Seawalk improvements. CBJ Parks and Recreation manage the Marine Park and Downtown Seawalk Project. In the three alternatives developed in 2011, all include deck-over of the lightering float area (Figure 7).

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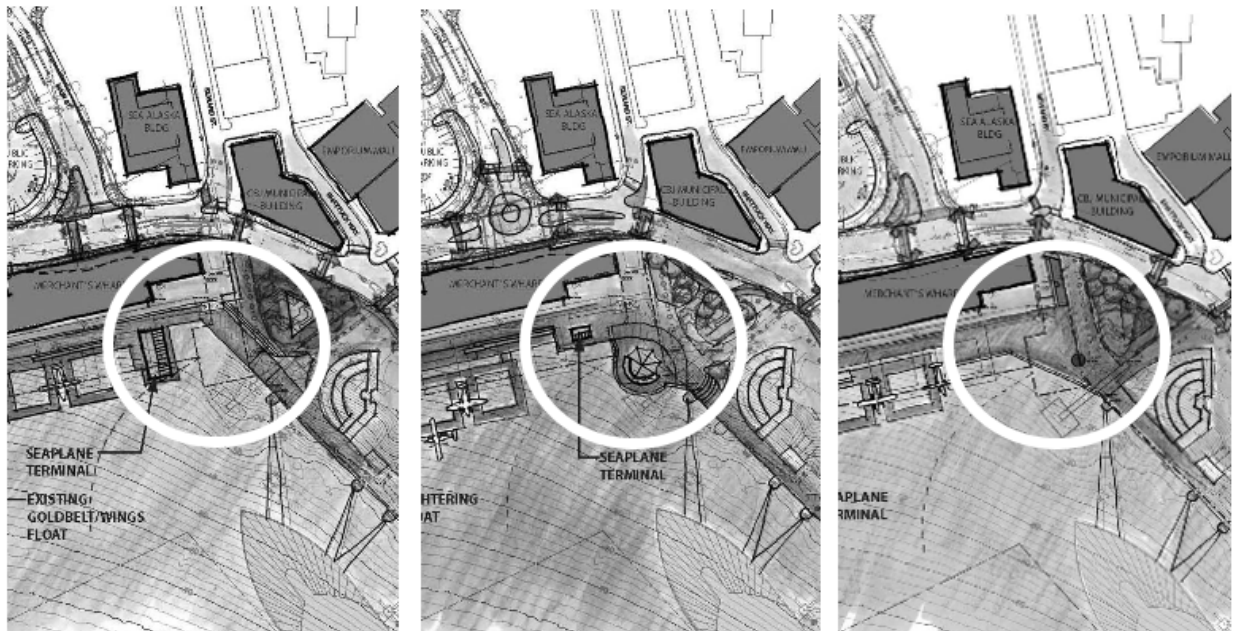


Figure 7 (above): Marine Park and Downtown Seawalk Project (2011), alternatives 1-3 (left to right). Deck-over treatments are circled.

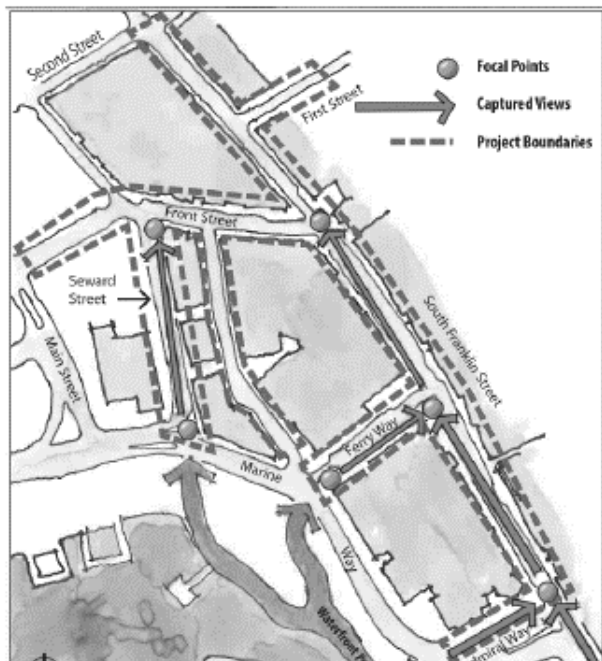


Figure 8 (above): Recommendations from a 2015 connectivity study for the downtown area, highlighting the role of a contiguous seawalk (thick arrows) providing access to pedestrian accommodations (thin arrows), using focal point attractants (circles) to guide pedestrians into the downtown core.

Downtown Streetscape Improvements. CBJ conducted a 2015 study of pedestrian connectivity as part of improvements to Franklin and Front Streets (*Franklin & Front Streets Concept Design*, August 10, 2015). Seward Street and Ferry Way were recognized as “underutilized connections” between the cruise ships and downtown “focal points.” Focal points deserved development of special features to draw people into downtown (Figure 8). The enhanced streetscape improvements at Front and Seward Streets – a sidewalk medallion, bollards, colored pavement and raised intersection – recognizes the heightened role of this corner in attracting pedestrians into the downtown core. The image from the study illustrates the importance of a continuous connection between the waterfront and Seward Street.

The Alaska Department of Transportation and Public Facilities (AKDOT&PF) project

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upgrading Egan Drive (currently under way) ends east of Seward Street. Their current pedestrian access plans complement the deck-over and developments on Seward Street.

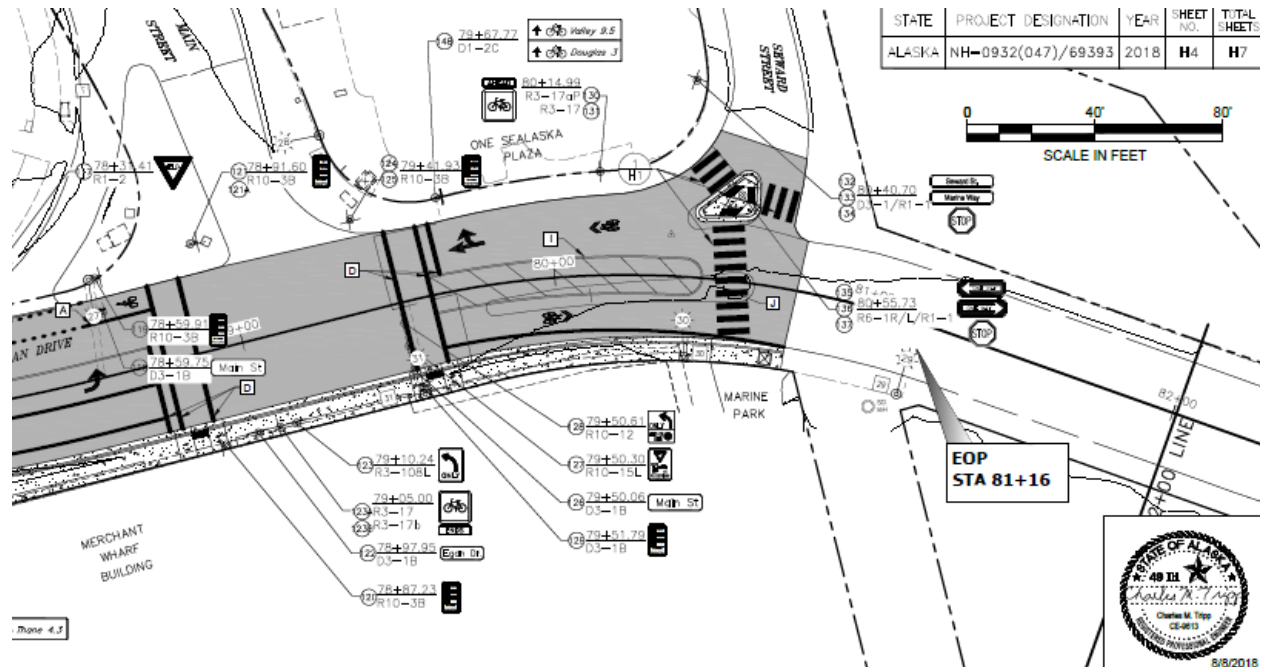


Figure 9 (above): A screen print from AKDOT&PF's plan set for work on Egan Drive, showing the pedestrian accommodations between Marine Park and Seward Street.



Figure 10 (above): Ground-level views of seawalk connectivity to Seward Street. On the left, standing on the southeast portion of the seawalk looking toward Seward Street (compound arrow). Beyond the railing in the foreground is the gap that will be decked over; the sheet pilings can be seen along the section of the dock near the Warf. On the right, looking toward the waterfront from the pedestrian "lamb chop" refuge island at the intersection of Seward Street and Egan Drive (compound arrow).

CBJ's Engineering and Public Works Department is waiting for completion of the Egan Drive rebuild to complete south Seward Street improvement design. The design will accommodate

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unanticipated Egan Drive changes, and Sealaska's proposed development.

Sealaska Heritage Arts Campus. Sealaska has recently solidified a proposal for a Heritage Arts Campus at the corner of Front and Seward Streets, located at the current Sealaska parking lot. According to their web site, this complex will encompass approximately 6,000 square feet. It will include indoor and outdoor space for artists, classroom instruction, a native arts market, and public gathering space. By facilitating unobstructed access from the waterfront to the Sealaska campus, CBJ encourages the arts complex and leverages it as a focal point, attracting visitors to the downtown core.



Figure 11 (above): Rendering of the proposed Sealaska Heritage Arts Campus (from their web page).



Figure 12 (above): Mooring dolphin that CBJ Docks and Harbors would like to maintain access to.

AGENCY REVIEW

CBJ's Docks and Harbors have emphasized the importance of maintaining access to a mooring dolphin in the project area. This might require fencing around the mooring dolphin to secure from public access.

The Alaska Department of Fish and Game had no comments. U.S. Coast Guard comments would be considered during the US Army Corps of Engineers permit application process for navigable waters.

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PUBLIC COMMENT

We have had no public comments at this time.

ANALYSIS

Conformity with the Title 49, Land Use Code

This project:

- **Requires a City/State Project Review (CSP)** because the construction value of the improvements is estimated at \$1.6 million, in excess of the \$500 thousand that triggers the review (49.15.580).
- **Does not require a Conditional Use Permit (CUP):**
 - This project falls under a “Special Waterfront Area” overlay (49.70.960, see Figure 13 below).
 - Under this overlay, development of sidewalks, promenades, viewing areas, and other forms of public open space are permissible uses (49.70.960(b)(1)(H).
 - Modifications to existing uses must conform to the requirements of the special waterfront area (49.70.960(a)(3).
 - The Director is responsible for carrying out provisions of this Article of code (49.70.900(B)) including “Rendering of consistency decisions for the City and Borough on all development applications under the authority of the planning department established under these articles.”
 - This use is consistent with the 2002 CUP for improvements to the Steamship Dock seawalk, park and bus parking area.

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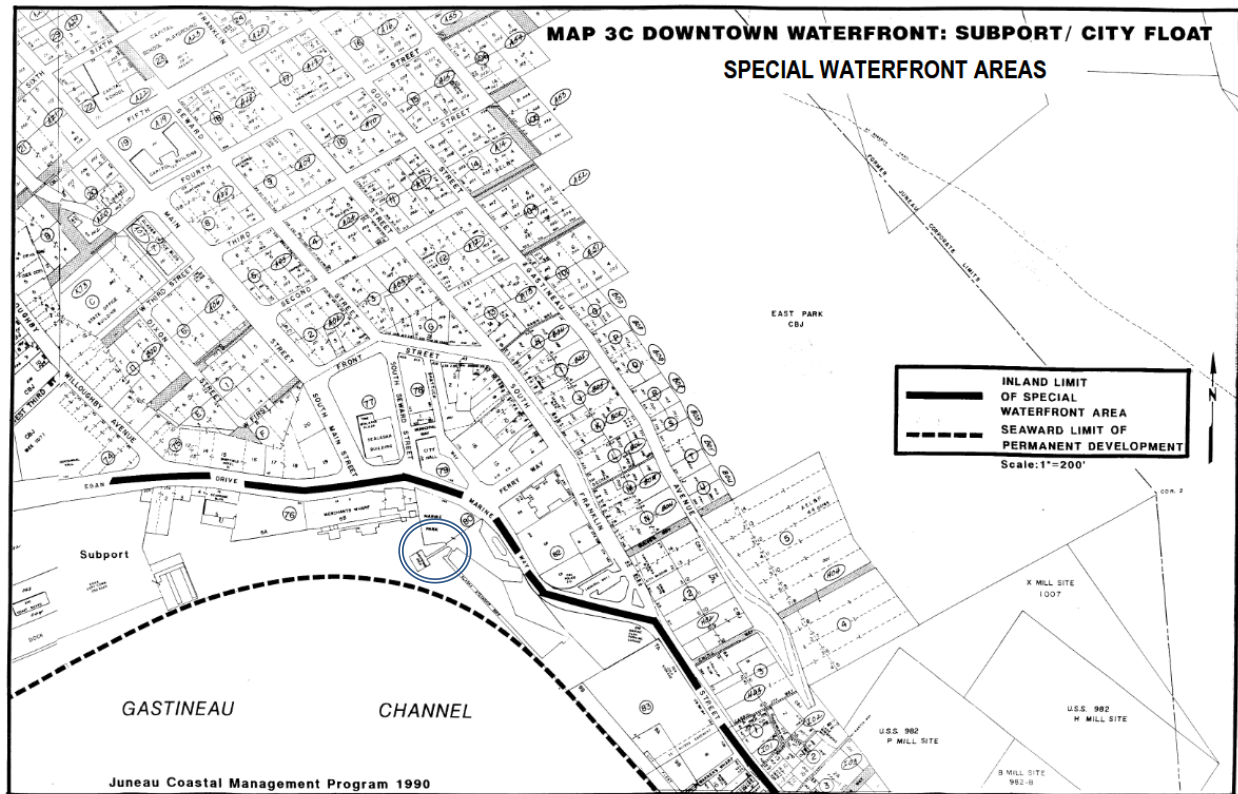


Figure 13: Juneau Coastal Management Plan Special Waterfront Area Map illustrating coverage of the deckover area (double line circle).

Conformity with Adopted Plans

Long Range Waterfront Plan (2004)

The 2004 Long Range Waterfront Plan supports seawalk improvements.

“Recreation and Open Space: Description of Users and Activities,” provides a systemic analysis of the importance of how Marine Park and the seawalk create a cohesive waterfront for locals and tourists. The plan recognizes that a continuous seawalk has been a goal of planning projects since the 1986 Downtown Waterfront Plan. In 2004, a formalized seawalk effort had not taken place, and improvements had “evolved” to provide the skeleton for a seawalk system. An analysis of the issues and opportunities associated with Juneau’s downtown waterfront include:

*Implementation of a seawalk punctuated by a series of passive and active parks and recreation areas could add significant value to Juneau’s Downtown waterfront, creating increased public amenities and access to the water’s edge, providing new areas for residents and visitors to circulate and congregate, and become a common link unifying various waterfront functional areas. **Recreation and open space areas should be linked back to the***

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Downtown area and its respective self-guided walking tour as well as area trails and parks.
(Page 28)

In addition:

Creation of strong linkages from uplands to the waterfront is another element of highly successful waterfront areas. *Creating this connectivity is important; the waterfront becomes a natural orientation point and serves to lead people to the water's edge. The most basic and essential linkages are those created through the extension of the pedestrian network to and along the waterfront and well as maximizing visual connections to the waterfront through preservations/expansion of view corridors. (Page 28)*

Community-wide polling during development of the Waterfront Plan showed 73% of respondents "supportive" or "very supportive" of the seawalk concept (page 40, 73). Section 3.8 "Unifying Projects: The Seawalk and Water Taxi/Shuttle System" provides design details for the entirety of the seawalk.

Comprehensive Plan (2013)

The 2013 Comprehensive Plan update also recognizes the role of waterfront improvements in connecting visitors to downtown:

*In interviews and discussions with Downtown merchants, concern was expressed as to the need to keep cruise operations close to the Downtown core, especially those operations by largest cruise vessels. The expansion of Marine Park was an important first step in this regard ... The Plan should investigate ways in which cruise ship passengers and other area visitors can be brought to and circulate through Downtown, especially areas beyond Ferry Way. **Improving connectivity between the waterside and Downtown is essential.** (Page 26)*

The strongest support for seawalk improvements is in the "Tourism and Visitors" section.

*It is important to develop and encourage visitor facilities and services that reflect and strengthen Juneau's identity as a unique historical, cultural, and outdoor recreation community in a way that assures the community's long-term sustainability as a visitor destination...Facilities that serve arriving visitors, such as the Juneau International Airport and **public docks and harbors are important gateway points into the community.** These facilities should be maintained and aesthetically designed to strengthen Juneau's reputation as an outstanding visitor destination and capital city. (Page 50)*

The comprehensive plan outlines guidelines and considerations for "Subarea 6," which includes the downtown seawalk:

7. *Preserve public access to the shoreline and waterfront areas. **Provide for public access,***

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*open space/natural areas and **water-dependent and water-related uses on the downtown waterfront via the seawalk with connections to the existing pedestrian system.** (Page 185)*

Chapter 17, “Community Development, introduces the topic with a reference to the seawalk:

*In addition to providing basic water, sewer and road facilities, the CBJ government provides a number of community facilities including schools, libraries, recreational facilities, parking facilities, transit, fire stations, hospital facilities, docks, harbors, roads and **seawalks. Current and planned future development projects include expansion of the seawalk**, improved port and marina facilities, roads, trails and recreation facilities, improved additional facilities at the Dimond Park Complex, planning and utility extension for affordable housing projects on selected lands, and joint planning and development of a Capitol Complex with the state. (Page 215)*

Policy 17.1 might also apply to supporting Sealaska’s Heritage Arts Complex:

POLICY 17.1. TO COORDINATE DEVELOPMENT ACTIVITIES OF THE PRIVATE AND PUBLIC SECTORS FOR PROJECTS THAT ARE CONSISTENT WITH THE COMPREHENSIVE PLAN AND MEET IMPORTANT PUBLIC NEEDS.

Juneau Economic Development Plan (2015)

The 2015 Juneau Economic Development Plan has eight initiatives. Initiative number seven is “Revitalize Downtown,” with an objective to develop a downtown improvement strategy. The proposed development substantially complies with this plan. By facilitating unobstructed access from the waterfront to the Sealaska campus, CBJ encourages the arts complex and leverages it as a focal point, attracting visitors to the downtown core.

Capital Improvement Program

Planning and design of the deckover is funded through Project H51-113 “Waterfront Seawalk” in the 2020-2025 Capital Improvement Program (CIP). Activities under this project can include surveying, geotechnical investigations, property appraisals and negotiations, cost estimating, permitting and preparation of conceptual and detailed design plans.

Construction funding is anticipated through a 2021 CIP request for \$1.6 million.

Marine Park Seawalk Infill (Lightering Float Area): Construct infill and extension of the gap in the seawalk at the location of the old lightering float ramp and dock that is adjacent to Marine Park. Filling this gap will provide better pedestrian continuity between the cruise ship docks and key tourist destinations around Marine Park and the nearby downtown attractions via Seward Street.

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Habitat

Driven piling will support the deckover, requiring an Army Corps 404 permit. The location of the piling is not high quality or important habitat. A consultation with the National Marine Fisheries Service will be conducted if necessary for construction.

The site is partially located within a Flood Zone VE. VE Zones are areas subject to inundation by the 1-percent annual chance flood event with additional hazards due to storm-induced velocity wave action. The development would need to comply with flood regulations, which will be addressed through the building permit review.

The proposed deckover is not in a CBJ conservation area, there are no impaired or critical water bodies nearby, and does not impact the Mendenhall wetlands.

FINDINGS

A review of adopted plans and codes indicates that the proposed development of the deckover adjacent to Marine Park and Peoples wharf complies with the Comprehensive Plan, 2004 Long Range Waterfront Plan, Capital Improvement Plan and Title 49.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the above analysis and findings, and recommend APPROVAL of the Marine Park deckover to the Assembly.



CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

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

To be completed by Applicant	PROJECT SUMMARY		
	Deckover of a portion of the downtown waterfront between the Steamship Dock and Marine Park where the lightering float was previously located.		
	TYPE OF PROJECT REVIEW:		
	☒ City Project Review	☐ City Land Acquisition /Disposal	☐ State Project Review
	PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:		
	Is this project associated with any other Land Use Permits? ☐ YES Case No.: _____ ☒ NO		
	Capital Improvement Program # (CIP) <u>H51-113</u>		
	Local Improvement District # (LID) _____		
	State Project # _____		
	ESTIMATED PROJECT COST: \$ 1,500,000.00		
	ALL REQUIRED MATERIALS ATTACHED		
	☒ Complete application		
	☐ Pre-Application notes (if applicable)		
	☒ Narrative including:		
	☒ Current use of land or building(s)		
	☒ Proposed use of land or building(s)		
	☒ How the proposed project complies with the Comprehensive Plan		
	☒ How the proposed project complies with the Land Use Code (Title 49)		
	☒ Site Plan (details on page 2)		

NOTE: This application is required even if the proposed project is associated with other Land Use permits.

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

CITY/STATE PROJECT FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ <u>N/A</u>			

This form and all documents associated with it are public record once submitted

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number <u>CSP2000-0003</u>	Date Received FEB 28 2020
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PERMIT CENTER/CDD



DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address Previous location of lightering float, Marine Park (154-254 Marine Way)		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) TIDELANDS ADDITION BL 83 LT 1		
	Parcel Number(s) 1C070K830010		
	☒ This property located in the downtown historic district ☒ This property located in a mapped hazard area, if so, which <u>Flood Zone VE</u>		
	LANDOWNER/ LESSEE		
	Property Owner City and Borough of Juneau	Contact Person Keri Williamson	Phone Number(s) 907-586-5200
	Mailing Address 155 South Seward St		
	E-mail Address keri.williamson@juneau.org		
	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 <u>[Signature]</u> Landowner/Lessee Signature		<u>3/2/2020</u> 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"			
Applicant SAME	Contact Person	Phone Number(s)	
Mailing Address			
E-mail Address			
X _____ Applicant's Signature		_____ Date of Application	

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

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Intake Initials

Case Number

Date Received

City/State Project and Land Action Review Information

City and State project review is outlined in CBJ 49.15.580

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.

Pre-Application Conference: A pre-application conference is required prior to submitting an application. The applicant will meet with City & Borough of Juneau and Agency staff to discuss the proposed change, the permit procedure and to determine the application fees. To schedule a pre-application conference, please contact the Permit Center at 586-0770 or via email at Permits@juneau.org.

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:

1. **Forms:** Completed City/State Project Review Application and Development Permit Application forms.
2. **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.
3. **Project Narrative:** A detailed narrative describing the project.
4. **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 materials submitted as part of an application shall be submitted in either of the following formats:

1. Electronic copies in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf (other formats may be preapproved by the Community Development Department).
2. Paper copies 11" X 17" or smaller (larger paper size may be 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

RECEIVED

FEB 28 2020

PERMIT CENTER/CDD

City/State Project Review Application

for

Marine Park Lightering Float Deckover

CBJ Contract BE20-213

Project Narrative

The CBJ intends to deckover a portion of the downtown waterfront in Juneau, Alaska between the Steamship Dock and Marine Park where the lightering float was previously located.

The city cruise ship berths were modified from 2014-2017. The northern berth, where ships used to moor against Steamship Dock, was pushed off shore with a new floating berth, and the adjacent lightering float removed to provide room for larger, panamax sized cruise ships to tie up. The removal of the lightering float to accommodate these larger ships and greater passenger counts left a gap in the downtown waterfront that this project will address. This deckover will allow passengers to walk directly from Steamship Dock north to nearby attractions and Seward Street, and reduce congestion in Marine Park.

This deckover consists primarily of a 25' timber ramp, matching the width of the Steamship Dock, which will connect the dock to the sheet pile retaining wall of Marine Park. The existing northern end of the dock will be cut back and set on new piling and pile caps to enable ADA-accessible grades on the ramp. On the inland side of the timber ramp, a new deck and concrete slab will be poured on new piling and pile caps, matching the elevation of Marine Park, and fill placed to create a grass slope matching the adjacent landscaped area.

The timber ramp will lower the elevation of the dock in relation to the northern mooring dolphin of Steamship Dock, which is still actively used by cruise ships. An access gate and capstan will be added to the dolphin to allow the dolphin to remain in use and allow public access through the new deckover.

Minor electrical work will take place to relocate junction boxes mounted on the sheet pile retaining wall of Marine Park, and to provide electrical service to the northern mooring dolphin of Steamship Dock for the capstan.

Attached is a drawing showing a plan view of the project.

RECEIVED

FEB 28 2020

PERMIT CENTER/CDD

Keri Williamson

From: Jill Maclean
Sent: Thursday, February 27, 2020 10:50 AM
To: Rorie Watt; Keri Williamson; Robert Barr
Subject: RE: PC

Follow Up Flag: Follow up
Flag Status: Flagged

If so, I need application ASAP. I'll send you a copy of the PC calendar, I should've thought to send it before so you have the deadlines for meetings.

From: Rorie Watt <Rorie.Watt@juneau.org>
Sent: Thursday, February 27, 2020 10:44 AM
To: Keri Williamson <Keri.Williamson@juneau.org>; Robert Barr <Robert.Barr@juneau.org>; Jill Maclean <Jill.Maclean@juneau.org>
Subject: FW: PC

Let's try and get Marine Park seawalk infill CSP on the same agenda. Thanks.

From: Lee Kadinger <Lee.Kadinger@sealaska.com>
Sent: Thursday, February 27, 2020 10:37 AM
To: Rorie Watt <Rorie.Watt@juneau.org>
Subject: Fwd: PC

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

FYI on timeline...

Sent from my iPhone

Begin forwarded message:

From: Russell King <russell.king@sealaska.com>
Date: February 27, 2020 at 10:35:54 AM AKST
To: Lee Kadinger <Lee.Kadinger@sealaska.com>
Subject: RE: PC

RECEIVED

FEB 28 2020

PERMIT CENTER/ODD

As of our meeting with Jill MacLean on the 20th, the timeline is:

March 4 – Pre-application meeting with Community Development for conditional-use permit. We should obtain additional information regarding information to be provided in the application.

Intervening weeks—review by various CBJ departments, provision of any requested additional information.

April 28—Target date to be on the agenda and make the formal application to the Planning Commission at its regularly scheduled meeting.

From: Lee Kadinger <Lee.Kadinger@sealaska.com>
Sent: Thursday, February 27, 2020 10:19 AM
To: Russell King <russell.king@sealaska.com>
Subject: Fwd: PC

Can u outline timeline for me so I can send to city manager...

Sent from my iPhone

Begin forwarded message:

From: Rorie Watt <Rorie.Watt@juneau.org>
Date: February 27, 2020 at 9:46:53 AM AKST
To: Lee Kadinger <Lee.Kadinger@sealaska.com>
Subject: PC

EXTERNAL EMAIL: Please use caution and only open attachments from a trusted source.

When are you going to the Planning Commission with the Arts Campus project? Thanks.

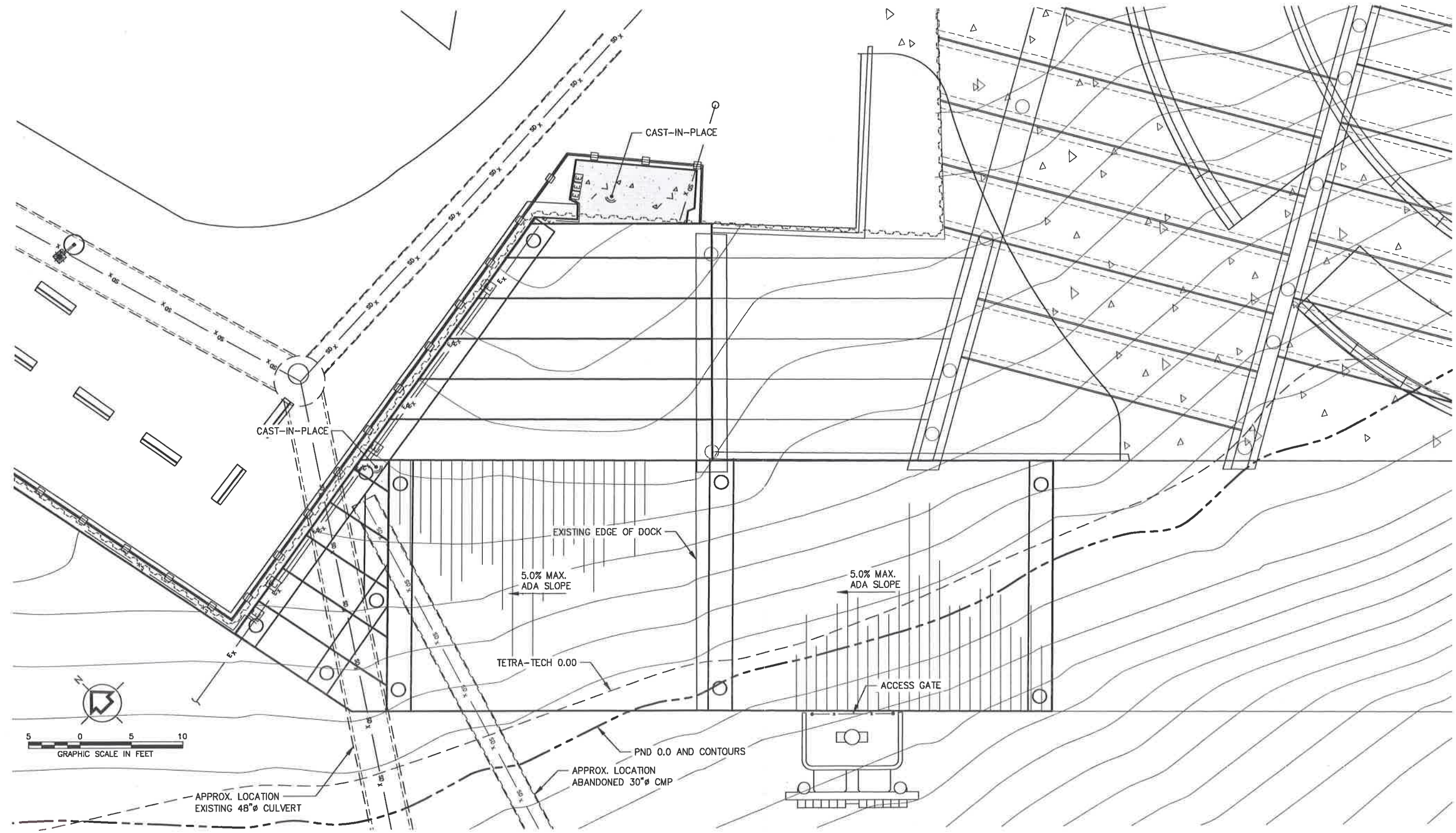
RECEIVED
FEB 28 2020
FEBRUARY 28 2020

Aerial imagery from 2013, cruise ship berth improvements (2014-2017) not shown

- Existing pedestrian traffic patterns
- New pedestrian traffic patterns
- Deckover area



RECEIVED
FEB 28 2020
PERMIT CENTER



RECEIVED

FEB 28 2020

PERMIT CENTER/CDL

REVISIONS					
REV.	DATE	DESCRIPTION	DWN.	CKD.	APP.

PND
ENGINEERS, INC.

9360 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
Fax: 907-586-2099
www.pndengineers.com

DESIGN: _____ CHECKED: _____
DRAWN: _____ APPROVED: _____

SCALE:

**XX% DESIGN
SUBMITTAL**

DATE:

SHEET TITLE:

STRUCTURAL PLAN

S102

PND PROJECT NO.:

C.A.N. NO.: AECC250

CSP2020 0003

Staff recommends:

Commission adopt the analysis and findings,
and
recommend **APPROVAL** of the project to the
Assembly.

Deckover of the area between the Steamship
Dock and Marine Park, where the lightering
float was previously located.

April 28, 2020 Planning Commission

Slide 1
Page 80 of packet



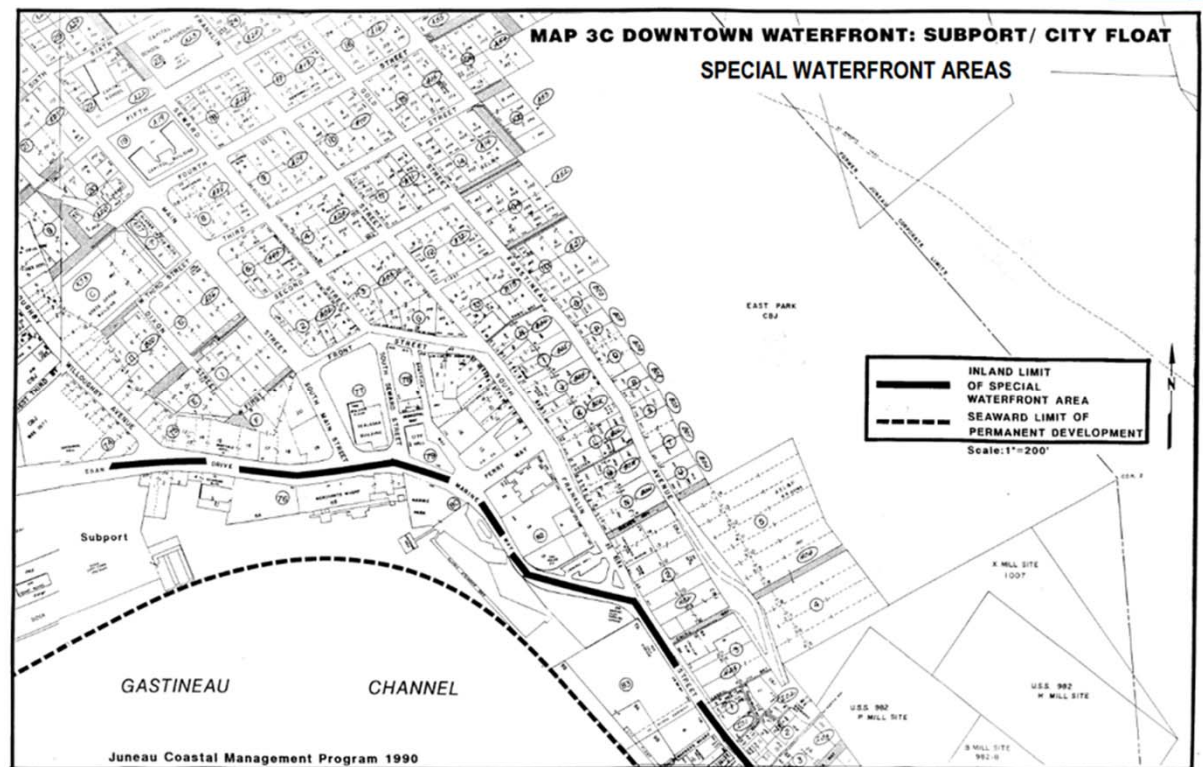
Tonight's actions: CSP

- \$1.6M > \$500K trigger
- Review for, "...consistency with this title."
- May recommend changes through NOR.
- Forward to the Assembly for further action.

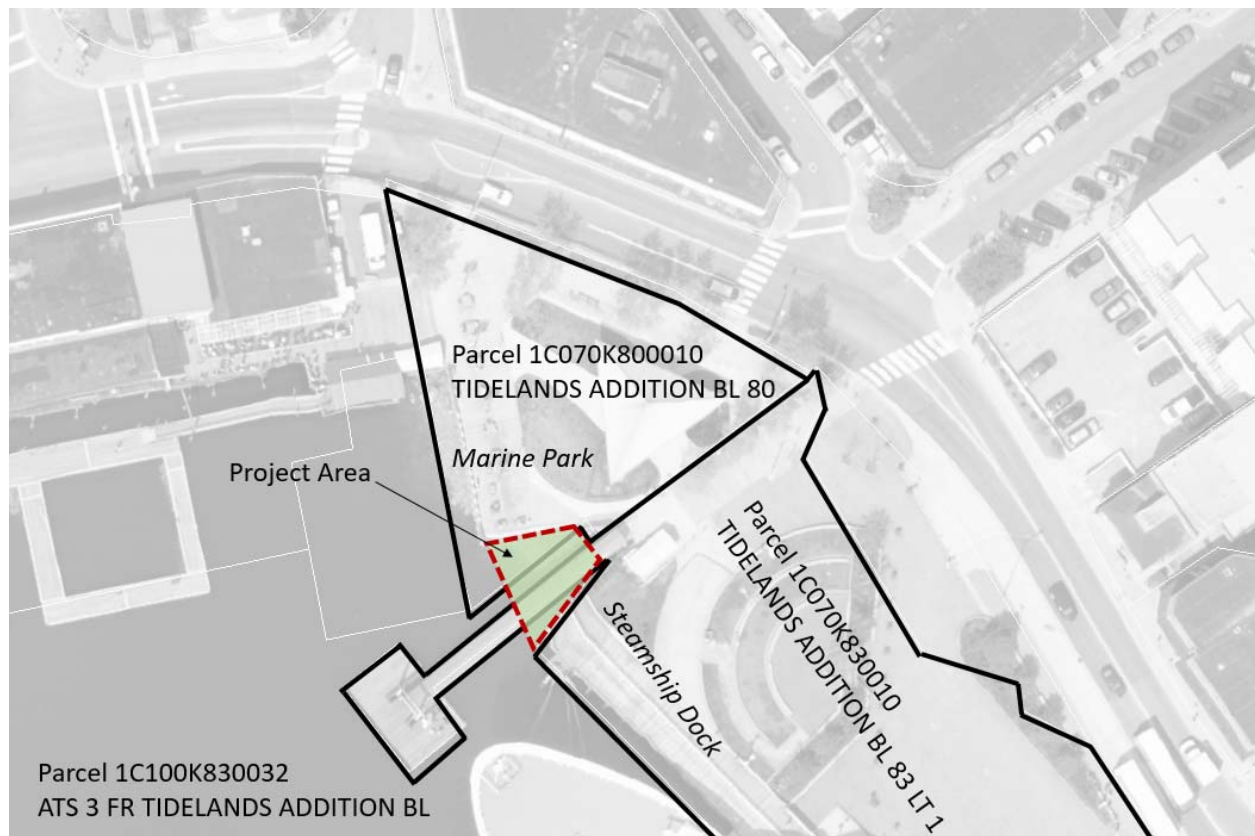
Tonight's actions

Not a CUP:

- “Special Waterfront Area” (49.70.960)
- Director determination of consistency [49.70.900(b)]
- Consistent with previous CUP

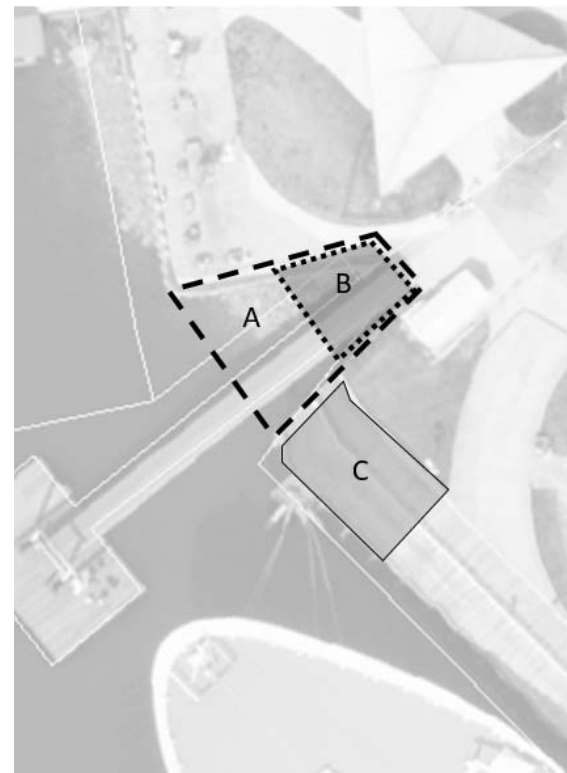


Vicinity & Summary



Summary

- A. Deck over gap in seawalk.
- B. Concrete and grass consistent with surroundings.
- C. ADA upgrades and dolphin access.



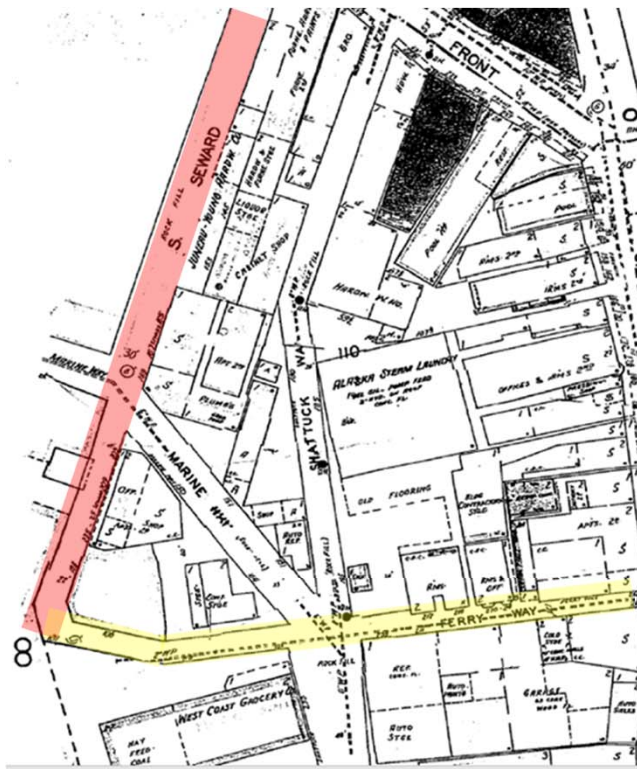
The Gap



The Grade



History

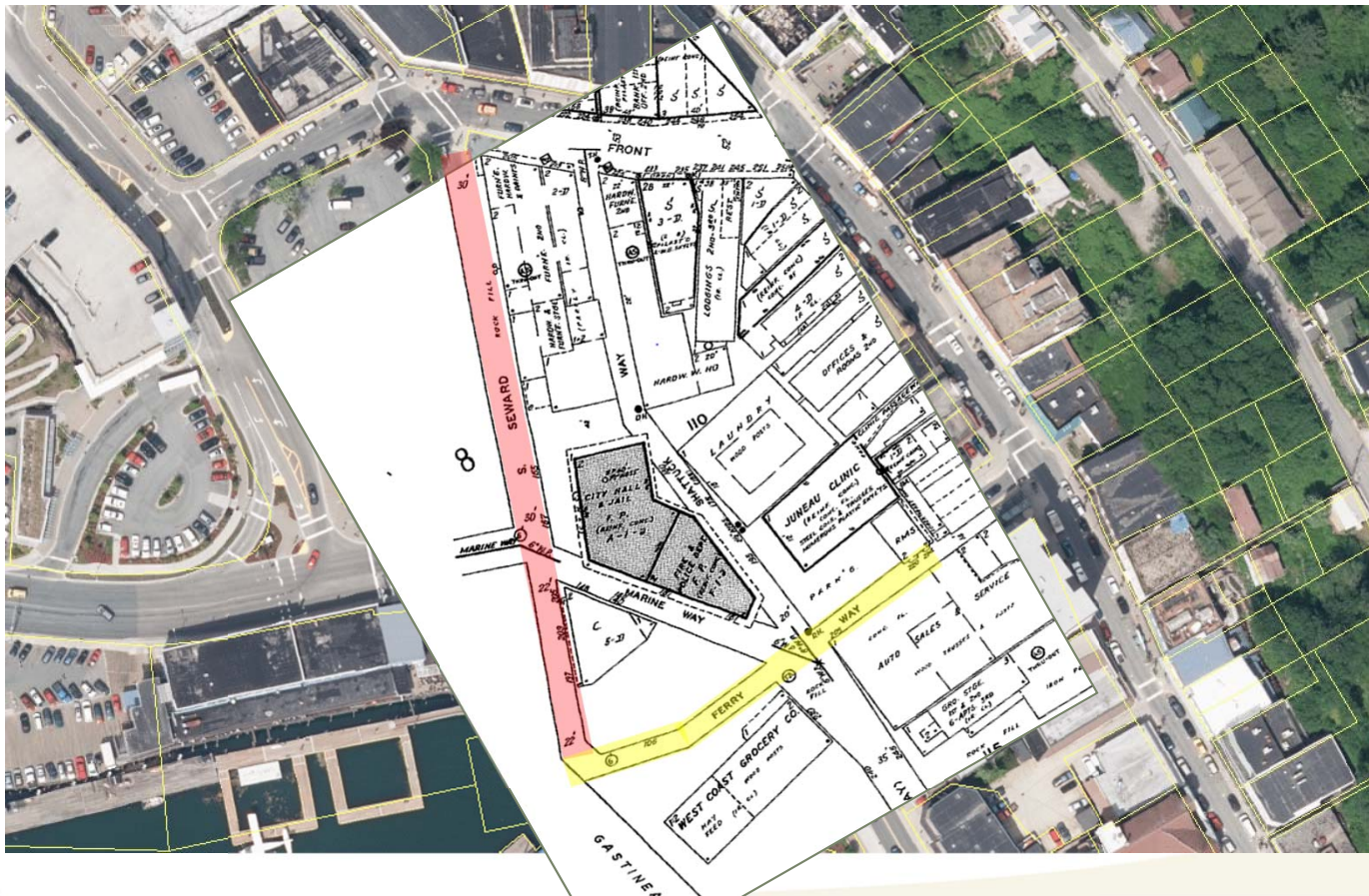


1948



1969

1969 Juxtaposed



History

- 1975: Outer Drive Phase III (Egan) project.
- 1978: Ferry Way southwest of Marine Way (Egan) vacated for park.
- 1982: Street improvements extended to Admiral Way.
- 1984: Marine Park Pavilion parcel condemned for Admiral Way project right-of-way.
- 2002: Steamship Dock improvements: significant fill, new widened deck-over, improvements to the park area, and improved bus parking. One CSP, two CUPs:
 - project in general
 - portion of the development in a hazards area

Not in packet



History



Figure 6: This 1990 picture shows the lightering float (circled, Juneau Douglas City Museum collection).

2017 New Cruise Ship Berth

- Improve shoreside efficiency by moving lightering operations close to the Port Field Office.
- Reduce congestion for aircraft using the area.

Why now?

- Ongoing plans for seawalk improvements
- Improvements to the downtown streetscape that draw seawalk pedestrians into town
- Development of the Sealaska Heritage Arts Campus

Ongoing Seawalk Improvements

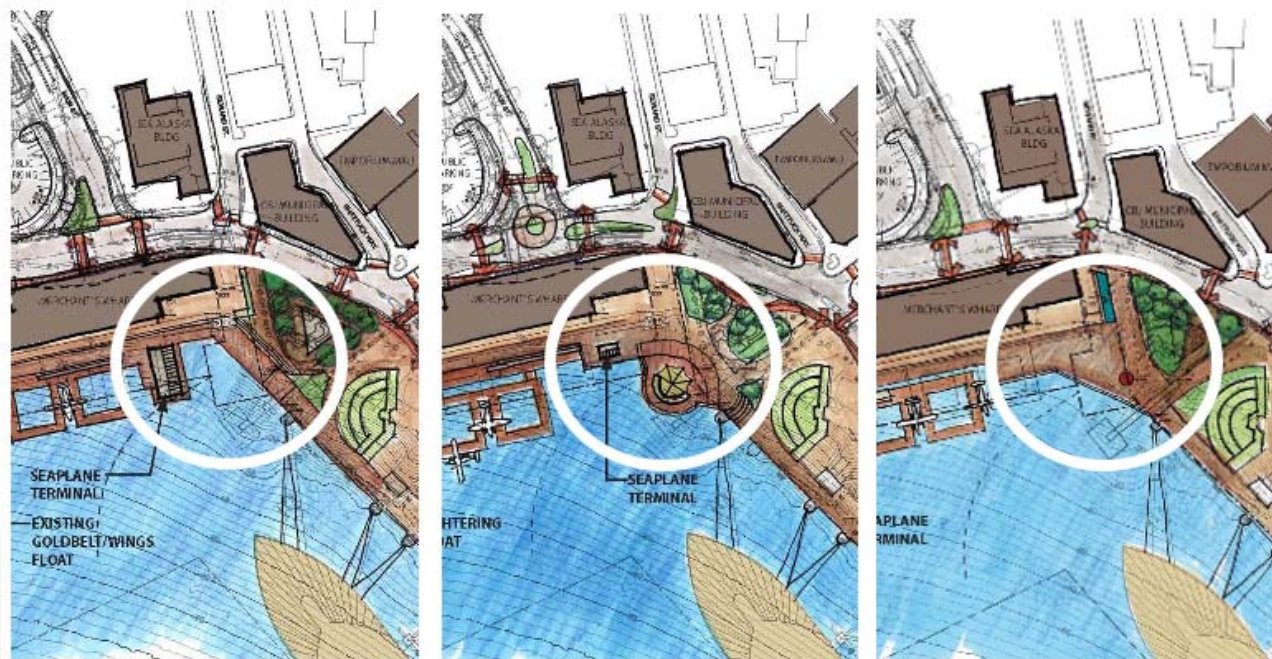
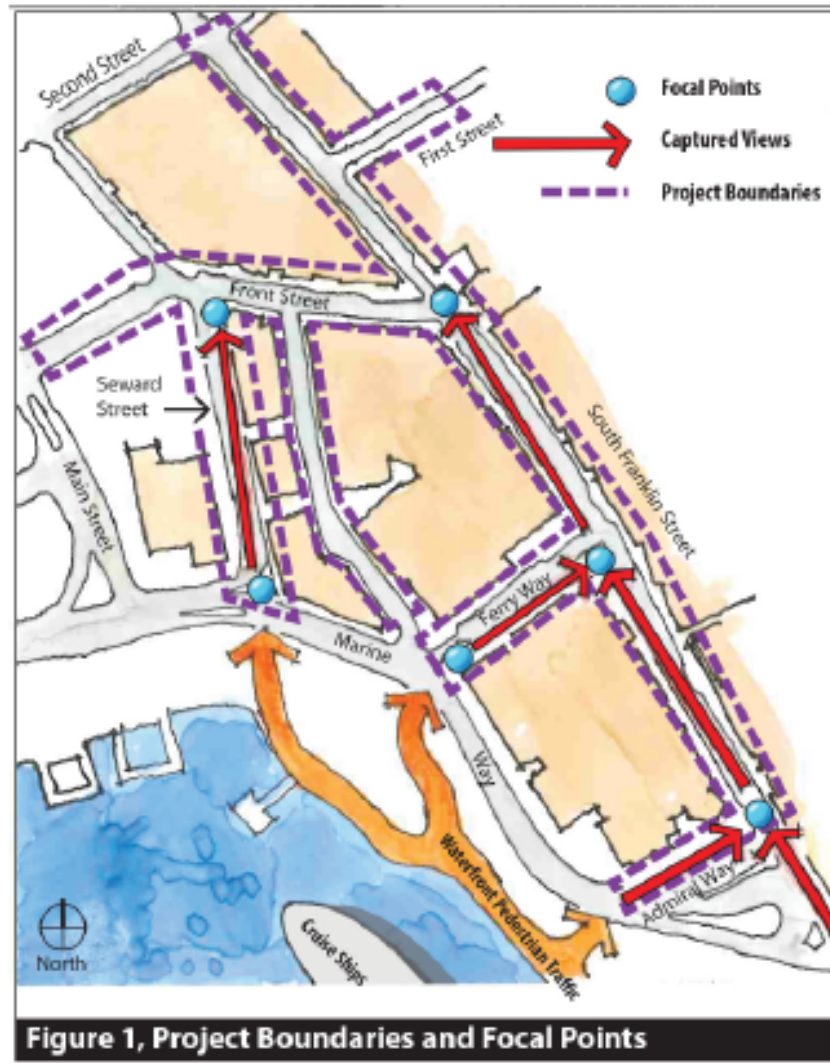
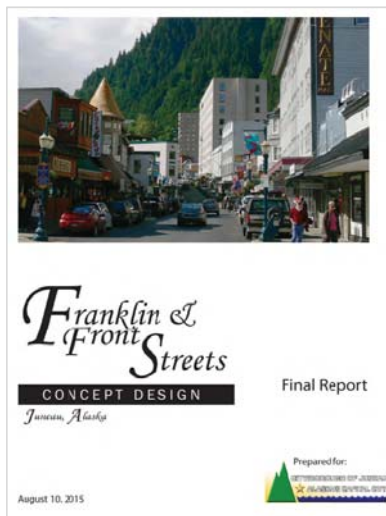


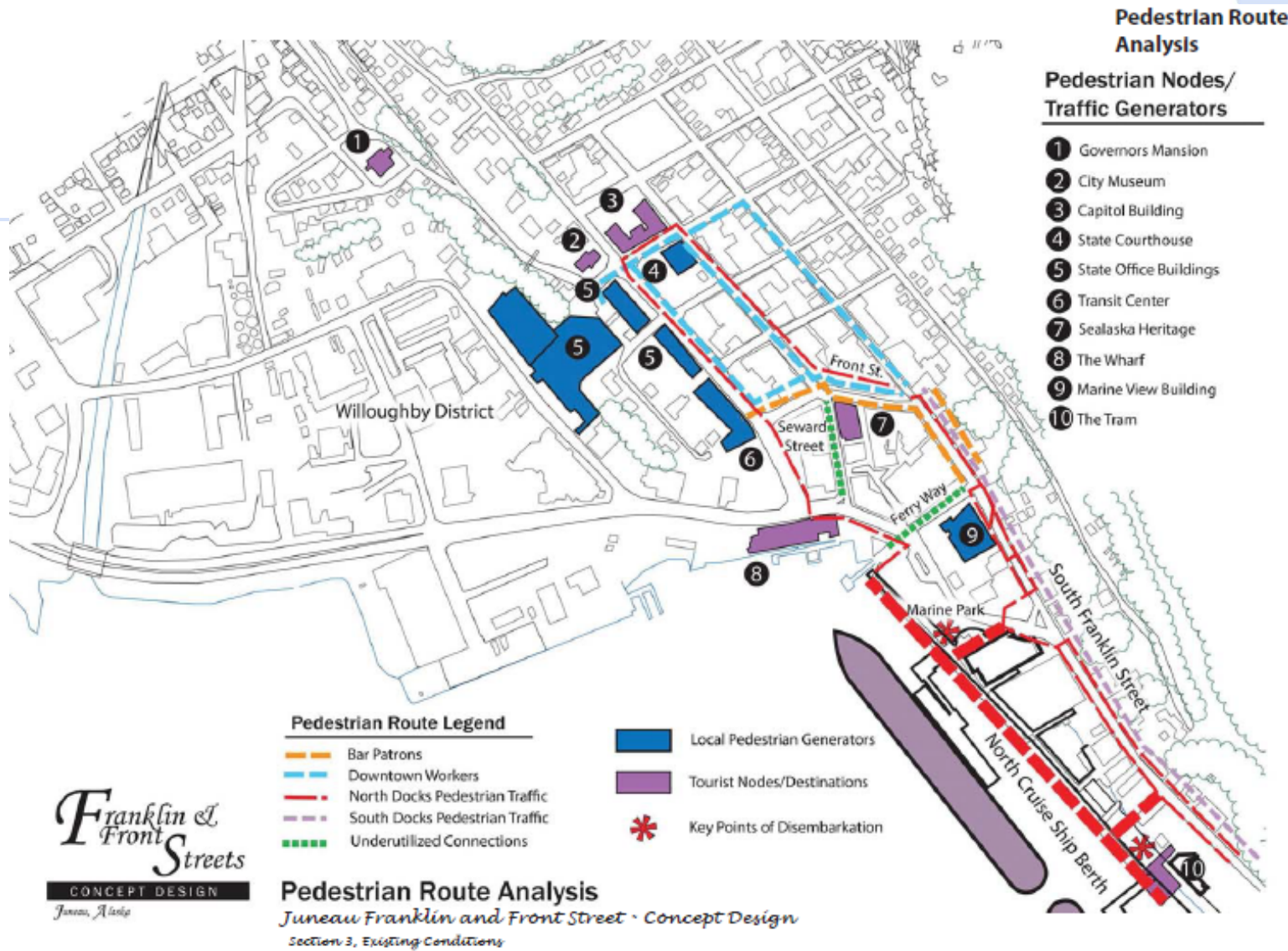
Figure 7 (above): Marine Park and Downtown Seawalk Project (2011), alternatives 1-3 (left to right). Deck-over treatments are circled.

Downtown Streetscape

Slide 14
Page 86 of packet



Downtown Streetscape



Slide 15

ADOT&PF Improvements

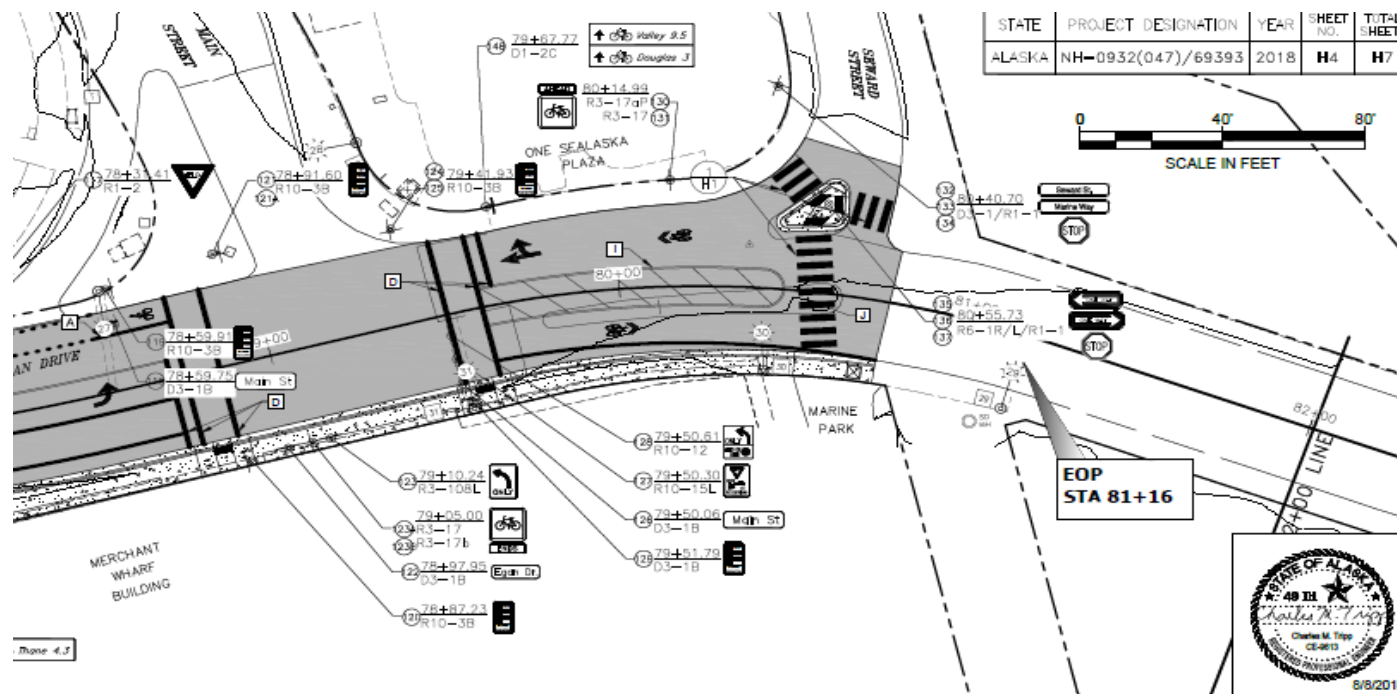


Figure 9 (above): A screen print from AKDOT&PF's plan set for work on Egan Drive, showing the pedestrian accommodations between Marine Park and Seward Street.

Looking from Steamship Dock to Seward



Looking from lamb chop to Steamship Dock



Sealaska Heritage Arts Campus

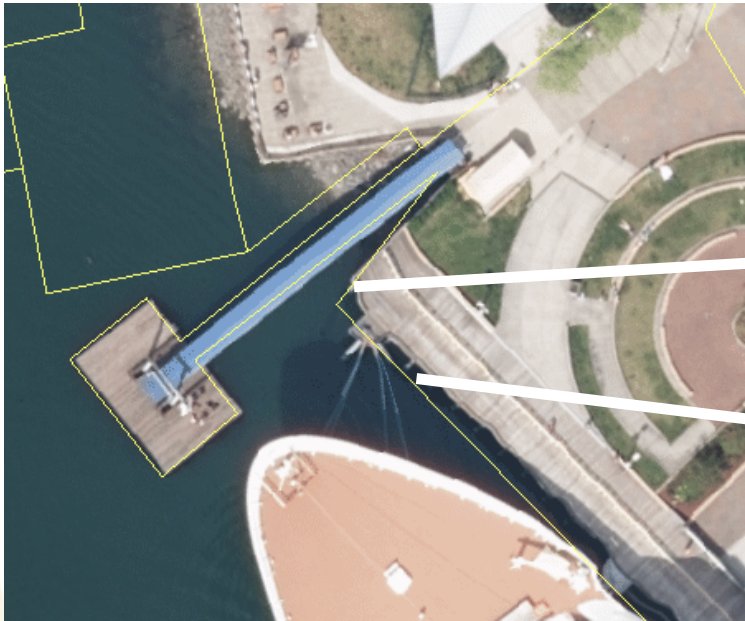


CUP coming to the
Commission on
May 12, 2020

6,000 square feet includes:

- Outdoor artist space
- Classroom instruction
 - Native arts market
- Public gathering place

Agency Review



Funding \$1.6 million

- Design under current project H51-113, “Waterfront Seawalk”
- \$1.6 million construction costs will be requested in a new CIP

Conformity with Adopted Plans

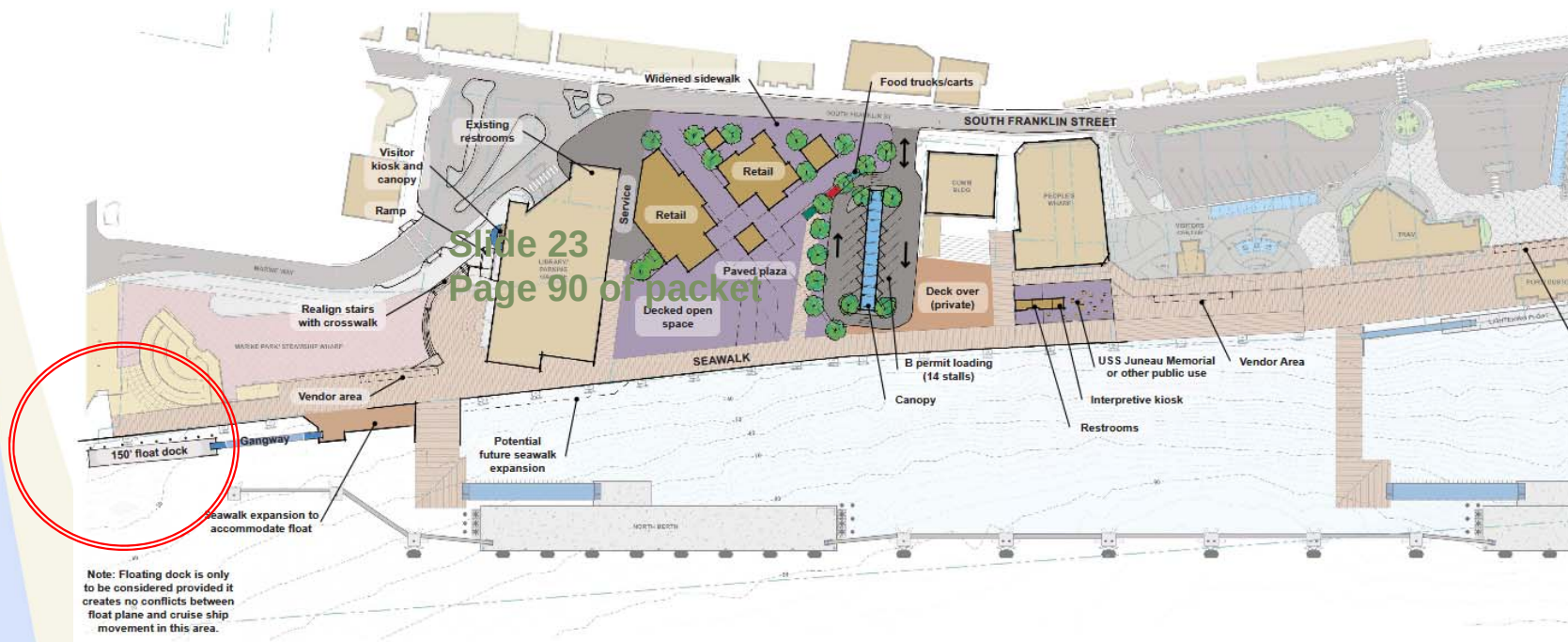
THE THEME: Waterfront is a revitalizing gateway to downtown. Make the connection stronger.

- Long Range Waterfront Plan (2004)
- Comprehensive Plan (2013)
- Juneau Economic Development Plan (2015)



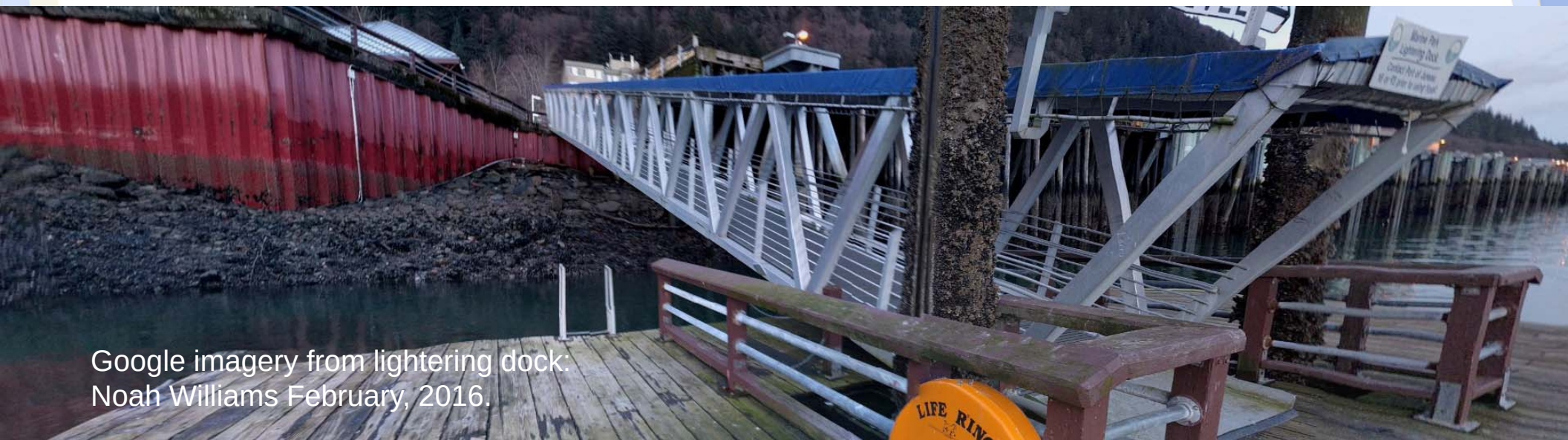
Marine Park to Taku Dock Urban Design Plan, February 2018

Slide 23



Habitat

- Not high value wetlands (thus “Special Waterfront Area”)
- Driven piling will require 404 permit from USACOE
- Not a conservation area
- No impaired or critical waterbodies nearby



Google imagery from lightering dock:
Noah Williams February, 2016.

Recommend ADOPT FINDINGS and RECOMMEND APPROVAL

Slide 25
Page 93 of packet

IAW established development and planning documents, leverages waterfront as gateway to Downtown.





Planning Commission

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

PLANNING COMMISSION NOTICE OF RECOMMENDATION

Date: May 1, 2020
File No.: CSP2020 0003

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

Proposal: **Marine Park Deck-over:** Deck-over the area between the Steamship Dock and Marine Park, where the lightering float was previously located.

Property Address: 252 and 254 Marine Way

Legal Description
or ROW name: Tidelands Addition BI 80, Tidelands Addition BI 83 Lot 1, ATS 3
Tidelands Addition BL

Parcel Code No.: 1C070K800010, 1C070K830010, 1C100K830032

Hearing Date: April 28, 2020

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated April 20, 2020, and recommended that the City Manager direct CBJ staff to design and build the project.

Attachments: April 20, 2020 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding CSP2020 0003.

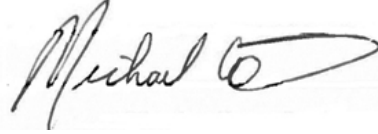
This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020(b).

City and Borough of Juneau
CBJ Assembly
File No.: CSP2019 0014
May 1, 2020
Page 2 of 2

Project Planner:



Irene Gallion, Planner
Community Development Department



Michael LeVine, Chair
Planning Commission



Filed With Municipal Clerk

5/5/2020

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.



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

DATE: April 20, 2020

TO: Planning Commission 

FROM: Teri Camery, Senior Planner
Community Development Department

CASE NO.: USE2020 003

PROPOSAL: A Conditional Use Permit to continue operation of the City and Borough of Juneau South Lemon Creek Material Source sand and gravel facility, and asphalt reclamation/rock crushing

GENERAL INFORMATION

Applicant: City and Borough of Juneau Lands and Resources

Property Owner: City and Borough of Juneau Lands and Resources

Property Address: 2300 Anka St

Legal Description: HDK Subdivision Lot 4

Parcel Code Numbers: 5B1201360021

Site Size: 171.16 acres

Comprehensive Plan Future Land Use Designation: Resource Development

Zoning: Rural Reserve and Industrial

Utilities: On-site water

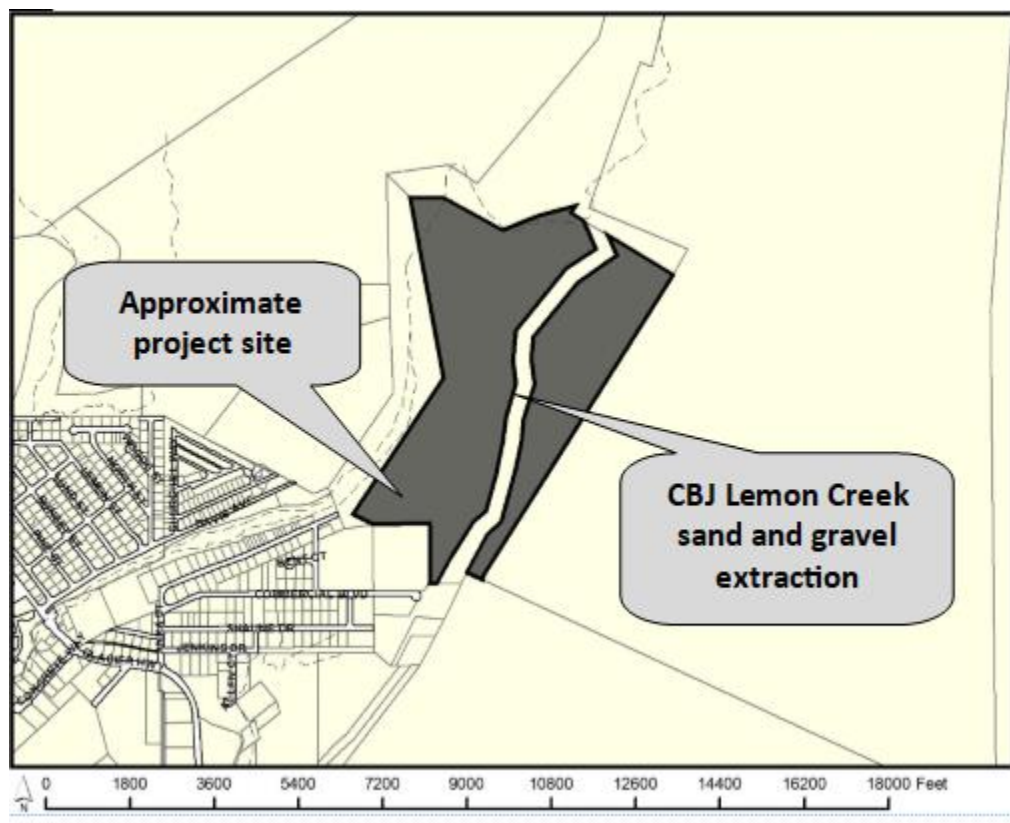
Access: Anka Street

Existing Land Use: Gravel pit and compost facility

Planning Commission
Case No.: USE 2020 0003
April 20, 2020
Page 2 of 19

Surrounding Land Use:	North	-	Industrial; CBJ North Lemon Creek Gravel Source; SECON quarry
	South	-	Industrial; Home Depot and Costco
	East	-	Rural Reserve; State of Alaska vacant land
	West	-	D-5; Lemon Creek, Lemon Creek Correctional Center

VICINITY MAP



ATTACHMENTS

- Attachment 1 Development Permit and Conditional Use Permit Applications
- Attachment 2 Pre-application meeting notes
- Attachment 3 USE2008-00061 Notice of Decision; South Lemon Creek Material Source sand and gravel extraction
- Attachment 4 USE2008-00056 Notice of Decision; South Lemon Creek Material Source asphalt crushing and reclamation
- Attachment 5 USE2007-00051 Notice of Decision, North Lemon Creek Material Source sand and gravel extraction

Planning Commission
Case No.: USE 2020 0003
April 20, 2020
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Attachment 6 Contents of Application, 49.65.210
Attachment 7 Topographic Map and drainage plan
Attachment 8 Reclamation Plan
Attachment 9 Subdivision Plat
Attachment 10 Ownership map with North and South Lemon Creek Material Sources and adjacent properties
Attachment 11 Noise Ordinance and Performance Standards

PROJECT DESCRIPTION

The applicant, the City and Borough of Juneau Lands and Resources, requests a Conditional Use Permit to continue the existing sand and gravel extraction, asphalt crushing and reclamation, and stockpiling operation at the Lemon Creek Gravel Pit, also known as the South Lemon Creek Material Source. The facility is operated by the CBJ Engineering and Public Works Department.

BACKGROUND

The CBJ sand and gravel facility, South Lemon Creek Material Source, was previously approved as USE2008-00061. This permit expired on January 13, 2019. In addition, USE2008-00056 approved asphalt crushing and reclamation. This permit, reviewed as a separate Conditional Use Permit, also expired on January 13, 2019. The Community Development Director has determined that these developments may be reviewed in one Conditional Use Permit.

CBJ has a second sand and gravel operation in the vicinity, known as the North Lemon Creek Material Source, shown on the ownership map as “NLCMS.” The South Lemon Creek Material Source is accordingly marked as “SLCMS.” (Attachment 10) The North Lemon Creek Material Source was approved as USE2007-00051 for a period of 15 years. (Attachment 5) This permit expires on January 13, 2024.

SCOPE OF REVIEW

The development requires review of two code sections: 1) CBJ 49.65.200, Sand and Gravel; and 2) CBJ 49.15.430, Conditional Use Permit. Section 49.65.200, Sand and Gravel, is addressed first.

SAND AND GRAVEL ANALYSIS, CBJ 49.65.200

49.65.200 Extraction permit required.

(a) The use of property for the excavation, removal or other extraction of stone, sand, gravel, clay or other natural deposits and formations, including the processing of the materials, may be authorized in any district only under a conditional use permit issued by the Commission under the procedures set forth in chapter 49.15, article III, as modified by this article. (Emphasis Added)

Planning Commission
Case No.: USE 2020 0003
April 20, 2020
Page 4 of 19

As required with every Sand and Gravel permit, the applicant shall provide the following description list for Planning Commission review.

49.65.210 Contents of application.

Each person who requires a permit under this article [Article II Sand & Gravel] shall file an application with the department. The application shall contain a plan for the excavation operation, storage, on-site processing if permitted in the district, and site restoration. The plan shall include (see items 1-7 below):

Attachments 6-10 include a project narrative and site plans from the applicant responding to the criteria listed below.

(1) A graphic and legal description of the property;

The property is documented in the subdivision map included in Attachment 8. The legal description is HDK Subdivision Lot 4.

(2) A topographic map showing the existing topography, vegetation, drainage features, ground water level, structures, significant natural and artificial conditions of the land, on-site and off-site geophysical hazards which may affect or be affected by the proposed operation, proposed structures, roads, stockpiling and operation;

A topographic map and a drainage plan are shown in Attachment 6. This plan shows mining areas, storage, drainage features, access points, and internal roads. There are no structures on the site. The plan also shows drainage features including settling ponds and outfalls.

CBJ Engineering, in its reviewer role, has accepted the drainage plan provided that all work under the proposed Conditional Use Permit and future grading permits adhere to the Alaska Department of Environmental Conservation Multi-Sector General Permit (MSGP) Stormwater Pollution Prevention Plan (SWPPP). The applicant's 2020 MSGP is effective as of April 1st, 2020. The SWPPP follows the drainage plan in Attachment 6.

(3) A topographic map and a typical cross section showing the proposed finished contour on the land, vegetation, drainage features, limits of overburden clearing, structures, and significant natural and artificial conditions of the property which will exist upon completion of the site restoration plan;

The finished contours and reclamation plan are included in Attachment 7. The plan shows final cut slopes, leveled areas, and drainage.

Planning Commission
Case No.: USE 2020 0003
April 20, 2020
Page 5 of 19

(4) Topographic mapping required in subsections (2) and (3) of this section for areas having a slope of less than five percent shall show spot elevations at all breaks in grade, drainage channels or swales and at selected points not more than 100 feet apart in all directions. For areas having a slope of greater than five percent, contours shall be shown at an interval of not more than five feet where the ground slope is regular; however, contour intervals of not more than two feet may be required where necessary to adequately show irregular land features or drainage details;

These features are shown in Attachments 7 and 8.

(5) The plan shall include a map showing ingress and egress points for trucks and other equipment;

Ingress and egress is shown in Attachment 7.

(6) The plan shall include a map showing all buildings and structures to be located on the site; and

Attachment 7 shows that there are no buildings or structures on the property.

(7) A narrative statement describing the operation, on-site processing, stockpiling, and site restoration shall be included showing:

A narrative statement describing the operation and restoration plan is included in Attachment 5. The narrative describes how CBJ makes material available to contractors at the site, primarily for public projects. Contractors perform mining utilizing a front end loader to excavate material for loading into 10 or 20 yard trucks. Screening is sometimes used to separate bank material into different sizes, and to mix sand with organic material to create topsoil.

The pit is also used for storage of asphalt pavement that has been reclaimed from area construction projects. The pavement is processed with a crushing and screening unit. Recycled asphalt pavement is then stockpiled on the pit floor, and then used throughout the borough in public paving projects.

The site is likely to become an extension of the surrounding industrial subdivision when it is restored.

(A) A site drainage plan;

Clean surface water from uphill (east) of the gravel pit is directed around the pit by a series of existing berms and ditches. Water from mining areas either infiltrates due to the natural porosity of the sand, or travels by sheet flow to a large permanent on-site settling pond and a series of

Planning Commission
Case No.: USE 2020 0003
April 20, 2020
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open ditches with velocity check dams and culverts. The pond has been sized to allow time for sediment to settle before water leaves the site. The pond drains into an adjacent CBJ storm sewer with eventual outfall into Lemon Creek. After an area of the pit has been mined to the final design elevation and is not needed for stockpiling, the area will be seeded and/or left to regenerate with alders. Upon completion of mining, a permanent drainage structure will be needed to carry water from the upslope perimeter ditch down the final 2:1 slope and into the existing Home Depot ditch. These features are shown in Attachments 7 and 8.

Stormwater from the operation is regulated by the Alaska Department of Environmental Conservation (ADEC) Multi-Sector General Permit (MSGP) for Industrial Activities, which requires an approved Storm Water Pollution Prevention Plan. The applicant's 2020 MSGP is effective as of April 1, 2020.

(B) A method of securing the area, including installation of gates at access points, posting, and fencing;

The pit has two access points from the Lemon Creek Haul Road at the end of Anka Street. Lockable gates are located at both entrances, with the main entrance typically unlocked and left open. During construction season, no trespassing/authorized access only signs are in place at the entrance gates. A deep ditch and rock boulders prevent vehicular access between the Home Depot parking lot and the south end of the gravel pit.

(C) Methods to be used to minimize noise pollution and visual blight;

Mining is proceeding in a manner that gradually increases the distance between the nearest businesses and the mining operations. Vegetation is naturally re-establishing around little-used edges of the pit, which dampens noise. In addition, the pit floor is 20 feet higher than the elevation of the Costco parking lot which also dampens noise and provides visual screening. When in operation, gravel screening plants will be located on the pit floor, far from pit boundaries. Asphalt crushing activities will take place at the base of the asphalt dumping area in the northeast corner of the gravel pit. No blasting is proposed.

(D) The proposed hours and days of operation during the year;

The pit has previously been authorized to operate from 7 a.m. to 10 p.m. Monday through Friday and 7 a.m. to 5 p.m. on weekends. The applicant has proposed these same hours for the current review. The applicant has also requested a 15-year approval period.

(E) The estimated amount and general type of material present and to be removed from the site;

Planning Commission
Case No.: USE 2020 0003
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The applicant estimates that the site has approximately 30,000 cubic yards of material remaining along the eastern face of the pit. Approximately 50,000 cubic yards of additional material is available below the current pit floor, however the variable silt content may limit its suitability for use in public works projects. Asphalt will continue to be processed and stockpiled on the pit floor for the foreseeable future. Topsoil blending will continue as needed for public projects.

(F) The results of test holes which show the water table level, if any, and the general type and location of materials to be removed;

The project narrative contains a description of the water table variation on the site, and how this variation has affected the quality of the material and also the drainage plan. (Attachments 6 and 7).

(G) The date by which it is anticipated the extraction and processing operation will be completed;

The pit is expected to operate in a decreasing manner for approximately 15 years. In anticipation of exhausting these reserves, CBJ has established a second gravel pit, the North Lemon Creek Material Source, as described in the Background section of this report. Asphalt reclamation will continue for the foreseeable future. After mining operations are complete the land is likely to become a continuation of the surrounding industrial subdivision. Future subdivision planning will be a significant factor in the final closure date of the pit.

(H) A schedule for completion of necessary site restoration work;

The restoration plan is included in Attachment 8, while the details of restoration are included in the Project Narrative, Attachment 6. The description includes final grading and drainage improvements.

(I) Operating procedures for control of airborne particulates and other pollutant emissions from the site and equipment used at the site that may affect areas beyond the site boundaries;

Each contractor's mining plan contains a requirement to keep the Haul Road and Anka Street clean, including removing mud from streets as needed with a sweeper/vacuum truck. The Haul Road is watered when dust becomes an issue.

(J) The identification of any geophysical hazards which may affect or be affected by the proposed operation. A statement of the possible impact of the hazard on the operation and of the operation on the hazard including methods of reducing the impact shall be included;

There are no geophysical hazards on the site. The pit floor lies above the Lemon Creek flood plain.

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(K) The date of establishment of the operation and history of adjacent land development; and

The project narrative includes a detailed history of how CBJ acquired the property in 1978 and obtained gravel extraction rights, as well as the more recent history of permits and industrial subdivisions for Costco and Home Depot. Material hauled from the site has averaged 12,000 tons per year for the past 10 years.

(L) Such additional relevant information as the Commission or Department may request.

Not applicable.

49.65.215 Staff action on application (excerpted)

- (a) Upon receipt of an application and the required filing fee, the department shall review the submission for completeness....Upon receipt of a complete application and the required fee, the department shall submit a copy of the application to the engineering department for a report containing an evaluation of the information in the application and shall include recommendations relating to the effect the proposed extraction and expected traffic will have upon the streets and other improvements of the City and Borough, whether such streets and improvements are existing or projected; the water table, water quality, and drainage; and all properties within the area of influence of the proposed operation.*
- (b) The department shall review the application and the engineering department report and shall transmit the report along with its own report and recommendations to the commission and the applicant....The department shall comment on the compatibility of the proposed operation with present and future development of the neighborhood, roads, utilities and public services in the surrounding area, and on provisions for dealing with traffic congestion, noise, dust, aesthetic deterioration, drainage, geophysical hazards, water pollution and other adverse environmental effects.*

The proposed development has been operating since 2000. The operation is surrounded by vacant and industrial land and compatible with adjacent roads, utilities, and public services provided that appropriate conditions are placed. These conditions will be addressed in following sections.

CBJ Engineering, in its reviewer role, has stated that there are no known issues affecting streets and traffic, or the water table. No concerns have been raised regarding compatibility of the proposed operation with present and future development of the neighborhood, roads, utilities and public services in the surrounding area, noise, dust, or aesthetic deterioration. Regarding drainage, Engineering has noted that the all work under the

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Conditional Use permit and future grading permits must adhere to the Alaska Department of Environmental Conservation (ADEC) SWPPP. There are no geophysical hazards on the site.

49.65.230 Commission Action on Application

The Commission may grant the permit, but shall first consider each of the following areas (as listed below) and may impose restrictions as may be necessary to protect the public health, safety, and welfare.

(1) The hours, days, and times of year of operation;

The pit has previously been authorized to operate from 7 a.m. to 10 p.m. Monday through Friday and 7 a.m. to 5 p.m. on weekends, year-round. The applicant has proposed these same hours for the current review. Staff recommends continuing these hours of operation.

The previous Conditional Use Permit was authorized for 10 years, which is typical of most sand and gravel operations. The nearby North Lemon Material Source, however, was authorized for 15 years. The applicant has requested a 15-year approval period. Given that the operation has been largely compatible with surrounding areas, there are no geophysical hazards or erosion concerns, and no other significant points of concern, staff recommends a 15-year approval for the permit.

(2) Screening, whether natural or artificial, to reduce or eliminate adverse visual, audible or other impacts of the operation;

Vegetated areas and the grade of the pit limit noise and visibility of the site from the adjacent commercial area. No additional conditions appear to be necessary.

(3) Measures to protect the public from the dangers of the operation or site, to prevent casual or easy access to the area, or to prevent the operation or area from being an unprotected attractive nuisance;

The site is secured with two locked gates and signage. No security concerns have been noted, and no additional conditions appear to be necessary.

(4) Final and working slope ratios of the face of any extraction area to the extent necessary to protect abutting public and private property, and to protect the future beneficial uses of the property as described in the applicant's plan for development and restoration;

Attachments 6 and 8 describe the reclamation plan. No additional measures appear to be necessary to protect abutting public and private property.

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Staff recommends an additional condition, consistent with other gravel operations and the 2013 Juneau Comprehensive Plan, Policy 7.2 regarding protection from invasive species:

- 1) Seed mixes utilized for revegetation in restoration efforts shall be free from non-native, noxious weeds.

(5) Measures to protect private and public property adjoining the operation and to guarantee orderly and safe traffic circulation both on the public streets and within the permit application area;

The operation uses established truck routes on Anka Street and Glacier Highway that do not impact residential areas. The site is surrounded by vacant rural reserve properties and industrial properties with commercial uses including Costco and Home Depot. The development must comply with the CBJ Noise Ordinance, included in Attachment 11. No additional measures to protect private and public property appear to be necessary.

(6) Measures which will ensure adequate drainage or collection and storage of surface waters to protect surrounding property, eliminate dangers to the public, or to protect the future beneficial use of the property as described in the applicant's plan for development and restoration;

Drainage measures have been addressed in previous sections. CBJ Engineering, in its reviewer role, does not have any concerns regarding impacts to surrounding properties provided that the SWPPP is adhered to.

To ensure compliance with the SWPPP, and to ensure consistency with similar sand and gravel permit reviews, staff recommends the following condition:

- 1) The applicant shall provide the Community Development with the annual SWPPP report no later than February 15th each year.

(7) Measures to protect the water level and water quality;

No measures appear to be necessary to protect water level or water quality provided that the SWPPP is adhered to, per the recommended condition in item 6 above.

(8) Measures to minimize or eliminate airborne particulates, visual blight, noise and other adverse environmental effects;

The physical characteristics of the site minimize visual blight and noise, and the applicant complies with applicable regulations concerning airborne particulates. In addition, the

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development must comply with the CBJ Noise Ordinance and Industrial Performance Standards, included in Attachment 11. No additional measures appear to be necessary.

(9) Restoration measures and schedule;

Staff has recommended a condition regarding seed mixes that are free from invasive species. No additional measures appear to be necessary.

(10) Other measures designed to protect the public health, safety and welfare, including preservation of neighboring property; and

Not applicable.

(11) Present development and past history of the neighboring property.

Present development and past history of the neighboring property have been discussed in the background section of this report. No additional measures appear to be necessary.

49.65.235 - Mandatory conditions of permit.

Unless specifically waived by the Commission, the requirements of this article shall be a condition of all permits issued. The Commission may not waive or modify any of the following requirements except upon a finding that the requirement would serve no useful purpose. Such finding must be supported by substantial evidence in the record of the hearing before the Commission:

- (1) A strip of land at the existing topographic level, and not less than 15 feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support.
- (2) If the bank of any extraction area within the permit area is above the high water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the Commission may prescribe. If extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to a water depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.

These conditions have been added to the staff recommendation, as required by code.

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49.65.240 - Guarantee.

No permit granted under this article shall become effective until there has been filed with the City and Borough a performance bond or other guarantee such as a cash deposit, royalty deposit, a primary security interest in real property or transfer of real property to the City and Borough, or other instrument approved as to form and type by the city attorney in an amount determined by the engineering department to be adequate to cover the cost of site restoration, completion of the project, and the performance of other required work. The amount of the guarantee shall be increased from time to time as determined by the engineering department to take into account inflation. A permit shall terminate if the permittee fails, within 90 days of permit issuance, to provide the guarantee required by this section or fails, within 30 days of notice thereof, to provide the increased coverage required by the engineering department. For good cause shown, the manager or the manager's designee may extend the 90-day period. The amount of a guarantee may be reduced to the extent the engineering department determines permit conditions have been performed.

This section is not applicable because the property is owned by the City and Borough of Juneau. Restoration plans have been described in the application.

CONDITIONAL USE PERMIT ANALYSIS CBJ 49.15.430

Project Site and Project Design

The project site and design has been described in detail in previous sections of this report.

Noise

Noise impacts have been addressed in previous sections of this report. The gravel pit is surrounded by vacant and industrial land. No blasting is proposed. The operation must comply with the CBJ Noise Ordinance, and Performance Standards, included in Attachment 11. No evidence suggests that the development will have significant noise impacts on surrounding properties.

Drainage

Drainage has been described and addressed in previous sections of this report. CBJ Engineering, in its reviewer role, has indicated that the proposed development meets CBJ standards provided that the applicant adheres to the requirements of the SWPPP.

Public Health or Safety

As described in previous sections, the site has two locked gates and security signs, and no

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geophysical hazards. No evidence indicates any significant concerns with public health or safety.

Lighting

There is no lighting on the site at present, and no lighting is proposed.

Property Value or Neighborhood Harmony

Previous sections of this staff report, including the Background Section and Project Site above, provide a description of surrounding properties. This area has an established history of industrial use and is surrounded by vacant land and industrial properties with big-box commercial developments including Costco and Home Depot. Property values are not expected to be affected from the proposed continuation of this Conditional Use Permit. No comments were received from the CBJ Assessors Office or from adjacent property owners.

Traffic

The number of trucks accessing the site has averaged 5-7 round trips per day during peak months in 2018 and 2019.

CBJ Code 49.40.300 establishes the standards for a traffic impact analysis. Section 49.40.300(2) states that a development projected to generate fewer than 250 Average Daily Trips shall not be required to have a traffic impact analysis. The proposed development is below this threshold.

Parking and Circulation

The CBJ Land Use Code does not have a parking requirement for sand and gravel operations. Parking locations and internal circulation patterns change frequently depending the current mining needs.

Habitat

The development does not affect wetlands, and maintains the 50-foot buffer from Lemon Creek at all locations, as required by CBJ 49.70.310(a) and (b). Approved drainage plans ensure treatment of stormwater. The Alaska Department of Fish and Game responded that they had no concerns, while the Alaska Department of Environmental Conservation did not comment.

AGENCY AND PUBLIC COMMENTS

The 15-day agency review period, required by CBJ Code for all Conditional Use Permits, was conducted from February 8, 2020 through February 27, 2020. Due to lack of comments, CDD sent a second request for comment from March 13, 2020 through March 20, 2020. The CBJ Streets Division, CBJ Building Division, Capital City Fire and Rescue, and the Alaska Department of Fish and Game all responded that they have no comments or concerns. CBJ Engineering, in its reviewer role, has provided comments that are addressed in other sections of this report.

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No public comments have been received at this writing.

CONFORMITY WITH ADOPTED PLANS

2013 Juneau Comprehensive Plan

The 2013 Juneau Comprehensive Plan designates the subject parcel on Subarea 5, Map H as Resource Development. Resource Development is defined in the plan as:

Lands to be managed primarily to identify and conserve natural resources until specific land uses are identified and developed. The area outside the study area of this Comprehensive Plan is considered to be designated Resource Development. As resources are identified or extracted from these lands, they should be re-designated and re-zoned appropriately.

Lemon Creek is identified as a gravel resource in this subarea. Guidelines and Considerations for this area mention the need to identify sufficient land to accommodate commercial and industrial uses. Guidelines also refer to development of the Lemon Creek Area Plan. Policies of the Lemon Creek Area Plan will be addressed later in this section.

Chapter Five of the Comprehensive Plan discusses industrial development and the need for industrial properties. Policy 5.11 states:

To encourage the location and growth of locally-based basic sector industries that provide year-round, full-time employment and provide tax revenues that support public services.

Policy 5.13 states:

To support the extraction and processing of mineral resources in an environmentally-sound manner, giving property recognition of the unique values of this community.

In addition, Chapter 7 discusses the importance of gravel resources in the community and includes Policy 7.16 which states:

To conserve known gravel resources and to protect them from conflicting land uses.

The proposed development substantially conforms to these designations and policies.

Lemon Creek Area Plan

The Lemon Creek Area Plan was adopted on January 8, 2018, with Ordinance 2017-0034.

The plan acknowledges the two gravel mining operations in the upper and lower Lemon Creek

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stream beds in Chapter 6, the Natural Resources and Recreation chapter. However, the plan does not mention the gravel pit subject to this review.

Goal One of this chapter states:

Protect, restore, and maintain the area's natural resources.

The action relevant to the proposed project states:

Implement Stormwater Best Management Practices (BMPs) to reduce pollutants in area streams and wetlands.

Measures to protect water quality and reduce pollutants in Lemon Creek from the proposed operation are addressed in previous sections which address the drainage plan and Stormwater Pollution Prevention Plan. CBJ Engineering (in its reviewer role) has accepted these plans provided that the SWPPP is adhered to.

Goal Two of Chapter 6 states:

Promote responsible resource extraction.

Actions stemming from this goal include:

- *Ensure that resource extraction addresses neighborhood harmony concerns.*
- *Provide greater scrutiny to ensure compliance of water standards and erosion control.*
- *Enforce conditions to limit negative impacts of activity on the surrounding areas, such as dust control, street sweeping, and cover loads.*
- *Protect resource extraction as a critical industry and educate the public on its benefits to the community, such as lower development costs and flood protection.*

Many of these actions were developed largely in response to gravel extraction in Lower Lemon Creek, which is adjacent to a residential area. The gravel pit subject to this review is surrounded by commercial and industrial land. The applicant will adhere to the requirements of CBJ 36.30.070, which requires secure loads.

Chapter Five, Transportation and Infrastructure, lists as Goal number four:

Reduce the impacts of industrial and commercial uses in the Lemon Creek area.

Relevant actions under this goal include:

- *Reduce impacts of dust by enforcing the application of dust control methods on*

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- industrial and commercial lots.*
- *Reduce impacts of dust on surrounding uses, bicyclists, and pedestrians by requiring and enforcing dust control methods on industrial and commercial vehicles.*

The applicant uses water trucks as needed when dust is an issue.

The development substantially complies with the Lemon Creek Area Plan.

2015 Juneau Economic Development Plan

The 2015 Juneau Economic Development Plan is incorporated into the Comprehensive Plan in CBJ Code 49.05.200(b)(1)(N). The proposed development does not specifically address any of the eight economic development initiatives identified in the plan. However, the development indirectly addresses one of the economic development planning concepts and practices listed in Chapter Two, as follows:

Land availability - an adequate supply of appropriately zoned land is available for commerce and industry, as well as residential development. This includes access to the land needed to support commercial, industrial, and other development. This also includes zoning that supports neighborhood-based small business growth that creates jobs and provides services which area residents and the community need. This type of small business development and growth also supports quality of life and walkable mixed-use neighborhoods.

The proposed development supports small business growth and industrial use.

FINDINGS

CBJ 49.15.330 (e)(1), Review of Director's Determinations, states that the Planning Commission shall review the Director's report to consider:

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses; and,
3. Whether the development as proposed will comply with the other requirements of this chapter.

The Commission shall adopt the Director's determination on the three items above unless it finds, by a preponderance of the evidence, that the Director's determination was in error, and states its reasoning for each finding with particularity.

CBJ 49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based

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upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area; or,
3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ 49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

1. Is the application for the requested conditional use permit complete?

Yes. Staff finds the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Section 14.500 Sand and Gravel Operation, and Section 4.150 Rock Crusher, for the Rural Reserve and Industrial zoning districts.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the April 17, 2020 and April 24, 2020 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel.

4. Will the proposed development materially endanger the public health or safety?

No. Based on the preceding analysis and with recommended conditions, no evidence indicates that the proposed development will materially endanger the public health or safety.

5. Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?

No. Based on the preceding analysis and with recommended conditions no evidence indicates that the proposed development will substantially decrease the value of or be out of harmony with property in the neighboring area.

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6. *Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?*

Yes. Based on the preceding analysis, the proposed development is in general conformity with adopted plans including the 2013 Juneau Comprehensive Plan, 2018 Lemon Creek Area Plan, and the 2015 Juneau Economic Development Plan.

Per CBJ 49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

7. *Will the proposed development comply with the Juneau Coastal Management Program?*

Yes. The proposed development complies with the Juneau Coastal Management Program with the associated drainage plans and ongoing adherence to the requirements of the Alaska Department of Environmental Conservation Stormwater Pollution Prevention Plan.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit. The permit would allow continuation of an existing gravel pit. The approval is subject to the following conditions:

- 1) Hours of operation shall be 7 a.m. to 10 p.m. Monday through Friday and 7 a.m. to 5 p.m. on weekends, year-round.
- 2) The permit shall expire fifteen years from the date of Planning Commission approval.
- 3) Seed mixes utilized for revegetation in restoration efforts shall be free from non-native, noxious weeds.
- 4) The applicant shall provide the Community Development with the annual SWPPP report no later than February 15th each year.

Required Conditions, per CBJ§49.65.235:

- 5) A strip of land at the existing topographic level, and not less than 15 feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support.
- 6) If the bank of any extraction area within the permit area is above the high water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the commission may prescribe. If the extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to the water depth of seven feet. This slope ratio may not be exceeded during

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extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.

Attachment 1 - Development Permit and Conditional Use Permit Applications

**DEVELOPMENT PERMIT APPLICATION**

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address End of Anka Street, Lemon Creek Valley, Juneau, Alaska		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) HDK Subdivision, Lot 4. A subdivision of Tract 4-A, ASLS 2004-22		
	Parcel Number(s) 5B1201360021		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner City and Borough of Juneau Lands and Resources	Contact Person Greg Chaney - CBJ Lands and Resources Manager	Phone Number(s) 907 586 0205
	Mailing Address 155 South Seward Street, Juneau, AK 99801		
	E-mail Address Greg.Chaney@juneau.org		
	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 <u><i>Greg Chaney</i></u> Landowner/Lessee Signature		<u>1/3/2020</u> 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"			
Applicant City and Borough of Juneau Engineering Division	Contact Person Michael Eich	Phone Number(s) 907 586 0874	
Mailing Address 155 South Seward Street, Juneau, AK 99801			
E-mail Address Michael.Eich@juneau.org			
X <u><i>[Signature]</i></u> Applicant's Signature		<u>1/3/2020</u> Date of Application	

DEPARTMENT USE ONLY BELOW THIS LINE

RECEIVED

JAN 23 2020

PERMIT CENTER/CDD

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number <u>USE 2020-0003</u>	Intake Initials <u>TC</u>
	Date Received



ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

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

PROJECT SUMMARY

Continue to operate the CBJ's South Lemon Creek Material Source (SLCMS) sand and gravel extraction facility.

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

- ☐ Accessory Apartment – Accessory Apartment Application (AAP)
☒ Use Listed in 49.25.300 – Table of Permissible Uses (USE)
 Table of Permissible Uses Category: Sand & Gravel Operation - 14.500, Rock Crusher - 4.150

IS THIS A MODIFICATION or EXTENSION OF AN EXISTING APPROVAL?

☐ YES – Case # _____ ☒ NO

UTILITIES PROPOSED

WATER: ☐ Public ☐ On Site

SEWER: ☐ Public ☐ On Site

SITE AND BUILDING SPECIFICS

Total Area of Lot 7,455,805 square feet Total Area of Existing Structure(s) NA square feet

Total Area of Proposed Structure(s) NA square feet

EXTERNAL LIGHTING

Existing to remain
Proposed

☐ No
☒ No

☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures
☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

ALL REQUIRED DOCUMENTS ATTACHED

☒ Narrative including:

- ☒ Current use of land or building(s)
- ☒ Description of project, project site, circulation, traffic etc.
- ☒ Proposed use of land or building(s)
- ☒ How the proposed use complies with the Comprehensive Plan

If this is a modification or extension include:

- ☐ Notice of Decision and case number
- ☐ Justification for the modification or extension
- ☐ Application submitted at least 30 days before expiration date

☒ Plans including:

- ☒ Site plan
- ☐ Floor plan(s)
- ☐ Elevation view of existing and proposed buildings
- ☒ Proposed vegetative cover
- ☒ Existing and proposed parking areas and proposed traffic circulation
- ☒ Existing physical features of the site (e.g.: drainage, habitat, and hazard areas)

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

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	\$ 1600.00			
Admin. of Guarantee	\$			
Adjustment	\$			
Pub. Not. Sign Fee	\$			
Pub. Not. Sign Deposit	\$			
Total Fee	\$			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number

USE 2020-003

Date Received

JAN 23 2020

PERMIT CENTER

To be completed by Applicant



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

CBJ Lemon Creek Sand and Gravel Extraction

Case Number: PAC2019 0050
 Applicant: City and Borough of Juneau
 Property Owner: City and Borough of Juneau
 Property Address: End of Anka St (2021 Lemon Creek Rd)
 Parcel Code Number: 5B1201360021
 Site Size: 171.16 acres
 Zoning: Two Zones on Property
 Existing Land Use: Quarry/ Compost facility

Conference Date:	7/17/2019
Report Issued:	07/24/2019

List of Attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
CBJ Lands	Applicant	Dan.Bleidon@juneau.org
Beth McKibben, AICP	Planning	Beth.McKibben@juneau.org

Pre-Application Conference Final Report

Conference Summary

Questions/issues/agreements identified at the conference that weren't identified in the attached reports.

The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

Planning Division

1. **Zoning** – RR – Rural Reserve; I – Industrial
2. **Setbacks** – RR-25 feet front and rear; 17 feet street side; 15 feet sides; I 10 feet front, street side and rear, 10 side.
3. **Height** – RR- 45 feet; I no max
4. **Access** – Anka Street
5. **Parking & Circulation**– The CBJ Land Use Code has no set-parking requirement for gravel and sand extraction facilities. Parking will need to be provided for operators. Site should be gated.
6. **Lot Coverage** – RR - 20 percent conditional uses; 10 percent permissible uses; I – no max
7. **Vegetative Coverage** – RR - No minimum vegetative cover requirement. I -5%; Site restoration will be required as part of Sand and Gravel special Use and slopes should be stabilized which may require vegetation
8. **Lighting** – addressed below
9. **Noise** – addressed below
10. **Flood** – outside the mapped flood hazard zone
11. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – not applicable
12. **Wetlands** – Not applicable
13. **Habitat** – Lemon Creek is a cataloged anadromous stream and is subject to the 50-foot, no-disturb buffer.
14. **Plat or Covenant Restrictions** – Not applicable
15. **Traffic** - primarily truck and contractor traffic associated with CBJ and State Improvement projects. Trucks will exit and enter the site via the Hidden Valley Haul Road, which eventually turns into Anka Street, and then turns on to Glacier Hwy. Applicant to provide expected number of vehicle trips per day. Note whether the estimate is round trips or entering/exiting. This will be needed to determine whether or a Traffic Impact Analysis is required.

Building Division

16. **Building** – N/a
17. **Outstanding Permits** - N/a

General Engineering/Public Works

18. **Engineering** – Will be informed during application process.

Pre-Application Conference Final Report

19. Drainage – N/a

20. Utilities – (water, power, sewer, etc.)

Fire Marshal

21. Fire Items/Access – N/a

Other Applicable Agency Review

22. ADFG, ADEC, including a SWPPP; and a description of how the project meets the CBJ Manual of Storm water Best Management Practices

List of Required Applications

Based upon the information submitted for pre-application review, the following list of applications must be submitted in order for the project to receive a thorough and speedy review.

1. Conditional Use Permit application
2. Development Permit application

Additional Submittal Requirements

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. A copy of this pre-application conference report.
2. The Project Narrative and site plans should include the following:
 - A point by point response to all requirements of the Sand and Gravel section of the CBJ Land Use Code, CBJ 49.65.210
 - 1) A graphic and legal description of the property;
 - (2) A topographic map showing the existing topography, vegetation, drainage features, ground water level, structures, significant natural and artificial conditions of the land, on-site and off- site geophysical hazards which may affect or be affected by the proposed operation, proposed structures, roads, stockpiling and operation;
 - (3) A topographic map and a typical cross section showing the proposed finished contour on the land, vegetation, drainage features, limits of overburden clearing, structures, and significant natural and artificial conditions of the property which will exist upon completion of the site restoration plan;
 - (4) Topographic mapping required in subsections (2) and (3) of this section for areas having a slope of less than five percent shall show spot elevations at all breaks in grade, drainage channels or swales and at selected points not more than 100 feet apart in all directions. For areas having a slope of greater than five percent, contours shall be shown at an interval of not more than five feet where the ground slope is regular: however, contour intervals of not more than two feet may be required where necessary to adequately show irregular land features or drainage details;
 - (5) The plan shall include a map showing ingress and egress points for trucks and other equipment;

Pre-Application Conference Final Report

- (6) The plan shall include a map showing all buildings and structures to be located on the site; and
- (7) A narrative statement describing the operation, on-site processing, stockpiling, and site restoration shall be included showing: (A) A site drainage plan; (B) A method of securing the area, including installation of gates at access points, posting, and fencing; (C) Methods to be used to minimize noise pollution and visual blight;
- (D) The proposed hours and days of operation during the year;
- (E) The estimated amount and general type of material present and to be removed from the site;
- (F) The results of test holes which show the water table level, if any, and the general type and location of materials to be removed;
- (G) The date by which it is anticipated the extraction and processing operation will be completed;
- (H) A schedule for completion of necessary site restoration work;
- (I) Operating procedures for control of airborne particulates and other pollutant emissions from the site and equipment used at the site that may affect areas beyond the site boundaries
- (J) The Identification of any geophysical hazards which may affect or be affected by the proposed operation. A statement of the possible impact of the hazard on the operation and of the operation on the hazard including methods of reducing the impact shall be included;
- (K) The date of establishment of the operation and history of adjacent land development; and
- (L) Such additional relevant information as the Commission or Department may request
- (2) Screening, whether natural or artificial, to reduce or eliminate adverse visual, audible or other impacts of the operation;
- (3) Measures to protect the public from the dangers of the operation or site, to prevent casual or easy access to the area, or to prevent the operation or area from being an unprotected attractive nuisance;
- 4) Final and working slope ratios of the face of any extraction area to the extent necessary to protect abutting public and private property, and to protect the future beneficial uses of the property as described in the applicant's plan for development and restoration;
- 5) Measures to protect private and public property adjoining the operation and to guarantee orderly and safe traffic circulation both on the public streets and within the permit application area;
- 6) Measures which will ensure adequate drainage or collection and storage of surface waters to protect surrounding property, eliminate dangers to the public, or to

Pre-Application Conference Final Report

protect the future beneficial use of the property as described in the applicant's plan for development and restoration;

- (7) Measures to protect the water level and water quality; SWPP sufficient
- (9) Restoration measures and schedule;
- (10) Other measures designed to protect the public health, safety and welfare, including preservation of neighboring property; and
- (11) Present development and past history of the neighboring property.
- When not duplicative to requirements 49.65.20, the narrative should also address a description of site operations and structures; hours of operation; lighting; security; noise; parking and circulation and specifically truck traffic volumes; description of the proposed road corridors; days, hours, and seasons of operation; number of employees; description of noise impacts; description of habitat protection measures for Lemon Creek and/or how any negative habitat impacts will be mitigated; copies of required agency permits including ADFG, ADEC, and others, including a link to the SWPPP; and a description of how the project meets the CBJ Manual of Storm water Best Management Practices. You may wish to use the previous Staff Report as a guide for the things to be considered and addressed in the narrative and site plan.
- Gravel extraction activity within the 50-foot setback would require a Variance.
- Be advised -49.65.235 - Mandatory conditions of permit. (1) A strip of land at the existing topographic level, and not less than 15 feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support. (2) If the bank of any extraction area within the permit area is above the high water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the Commission may prescribe. If extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to a water depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.

Exceptions to Submittal Requirements

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be reviewed.

1. None

Fee estimates

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

Pre-Application Conference Final Report

1. Class V Conditional Use Permit, \$1,600.
2. Sign fee and deposit

For informational handouts with submittal requirements for development applications, please visit our website at www.juneau.org/cdd.

Submit your Completed Application

You must submit your application(s) in person with payment to:

City/Borough of Juneau
Permit Center
230 S. Franklin Street,
Fourth Floor Marine View Center
Juneau, AK 99801

Phone: (907) 586-0715
Fax: (907) 586-4529
Web: www.juneau.org/cdd



**CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY**

**PLANNING COMMISSION
NOTICE OF DECISION**

Date: January 14, 2009

File No.: USE2008-00061

CBJ Engineering
Attn.: Alan Steffert
115 S. Seward St
Juneau, AK 99801

Application For: A Conditional Use permit to continue operating a sand and gravel mine at the existing CBJ Lemon Creek Gravel Pit.

Legal Description: RSH II Subdivision Lot 2B; HDK Subdivision Lot 4

Parcel Code No.: 5-B12-0-131-003-2; 5-B12-0-136-002-1

Hearing Date: January 13, 2009

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum, dated January 6, 2009, and approved the Conditional Use permit to continue operating a sand and gravel mine at the existing CBJ Lemon Creek Gravel Pit to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

Mandatory Conditions, per CBJ§49.65.235:

1. A strip of land at the existing topographic level, and not less than 15-feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support.
2. If the bank of any extraction area within the permit area is above the high water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the commission may prescribe. If the extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to the water depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.

Staff Conditions:

3. The Conditional Use permit shall be valid for a period of ten-years from the date of approval.
4. The applicant shall assure that all pit operators post a bond adequate to cover the cost of road cleaning from spilled or tracked materials. The applicant shall assure that all spilled materials are immediately removed from the public roadways and that mud and debris tracked onto the roads from the pit site be cleaned a minimum of once a week.

CBJ Engineering
Attn.: Alan Steffert
File No.: USE2008-00061
January 14, 2009
Page 2 of 2

5. Noise emanating from premises used for industrial activities shall be muffled so as to not become objectionable due to rhythm, intensity, pitch, or timbre, and where use adjoins a residential district; the volume measured at the boundary line shall not exceed 55 dBA's between the hours of 11:30pm and 6am, and 70 dBA's at other hours, per 04 CBJAC 050.020 (a) *Noise Performance Standard*.
6. No compression braking shall be allowed in the pit except when required for safety purposes.
7. At the time when extraction reaches the elevation of adjacent properties, if natural vegetation has not substantially established itself, the applicant shall plant a 15-foot vegetative buffer that shall be maintained for the life of the pit.
8. The applicant shall use Best Management Practices to minimize sedimentation into Lemon Creek and the CBJ stormwater system.
9. **Advisory** – No operator shall knowingly allow their load, its fumes or odors, or any containers or coverings from becoming loose or detached or from dropping, blowing away, sifting, leaking, or otherwise escaping or in any manner creating a hazard or nuisance to other users of the highway, per CBJ§36.30.070.

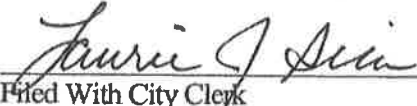
Attachments: January 6, 2009, memorandum from Daniel J. Sexton, Community Development, to the CBJ Planning Commission regarding USE2008-00061.

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

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

Effective Date: The permit is effective upon approval by the Commission, January 13, 2009

Expiration Date: The permit will expire ten-years from the effective date, January 13, 2019.

Project Planner:  Daniel J. Sexton Planner Community Development Department	 Maria Gladyszewski, Chair Planning Commission
 Laurie J. Stein Filed With City Clerk	11/14/08 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. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

**City and Borough of Juneau Lemon Creek Gravel Pit
aka South Lemon Creek Material Source
Conditional Use Permit
December, 2019**

Introduction

The City and Borough of Juneau (CBJ) is applying for a Conditional Use Permit to continue its existing sand and gravel extraction and asphalt recycling and stockpiling operation at the City's Lemon Creek Gravel Pit. This application requests a new Conditional Use Permit for a 15 year period.

Most of the information contained in the previous Conditional Use Permit USE 2008-00061 application, Staff Report, and Notice of decision is still relevant. This application will highlight and update the changes that have occurred over the last 10 years of gravel pit operation.

Purpose

To provide a source of sand, gravel, recycled asphalt, and topsoil for use in public improvement projects.

Contents of Application as found in CBJ 49.65.210:

(1) Location/Legal Description

The gravel pit is located on Lot 4 of the HDK Subdivision, a subdivision of Tract 4-A ASLS 2004-22, located off the end of Anka Street, Lemon Creek Valley, Juneau, Alaska. See 2006 R&M Engineering Plat of HDK Subdivision for property boundaries. See Figure 1 for project boundary.

(2) Topographic Map – Existing Conditions

See Figure 1.

(3) Topographic Map – Site Restoration

See Figure 2.

(4) Map Contents

See Figures 1 and 2.

(5) Ingress & Egress to Site

See Figure 1.

(6) Buildings & Structures

See Figure 1.

(7) Narrative

The CBJ makes material available to contractors at the South Lemon Creek Material Source (SLCMS), primarily for use in public projects within the CBJ. Contractors typically perform mining activities utilizing a front end loader to excavate bank material, then load this material onto 10 or 20 yard trucks for transportation to project sites. At times, a portable screening plant may be used to separate the bank material into different size fractions prior to loading onto trucks. Small volumes of topsoil may also be created at site with the present sand and gravel by blending with organics brought from other locations. The pit is further used for storage of asphalt pavement that has been reclaimed from area construction projects. This pavement is periodically processed using a portable crushing and screening unit, and this recycled asphalt pavement (RAP) is stockpiled on the pit floor. This RAP is used throughout the Juneau area in public paving projects. Upon completion of these mining and stockpiling activities, it is anticipated the site will become a continuation of the surrounding industrial subdivision.

(A) Site Drainage Plan

Clean surface water from uphill (east) of the gravel pit is directed around the pit by a series of existing berms and ditches. Water from mining areas either infiltrates due to the natural porosity of the sand or travels by sheet flow to a large permanent on-site settling pond and a series of open ditches with velocity check dams and culverts. The pond has been sized to allow time for sediment to settle before water leaves the site. The pond drains into an adjacent CBJ storm sewer with eventual outfall into Lemon Creek. Once an area of the pit has been mined to the final design elevation and is not needed for stockpiling the area will be seeded and/or left to regenerate with alders. Upon completion of mining, a permanent drainage structure will be needed to carry water from the upslope perimeter ditch down the final 2:1 slope and into the existing Home Depot ditch. Figure 1 shows the existing drainage structures within and adjacent to the Gravel Pit. Figure 2 shows a conceptual final topography.

(B) Access Control

Access to the gravel pit is via Glacier Highway, down Anka Street, and on to the Lemon Creek Haul Road. The gravel pit has two access points off the Haul Road. Lockable gates are located at both entrances to the pit, with the main entrance typically unlocked and left open. During construction season, no trespassing/authorized access only signs are in-place at the entrance gates. A deep

ditch and rock boulders prevent vehicular access between the Home Depot parking lot and the south end of the gravel pit.

(C) Methods Used to Minimize Noise Pollution and Visual Blight

Mining is proceeding in a manner that gradually increases the distance between the nearest businesses and the mining operations. Vegetation (mostly fast growing alder) is constantly reestablishing around the little used edges of the pit. If left to grow, vegetation softens the visual impact and dampens noise generated during mining operations. The pit floor is approximately 20 feet higher than the elevation of the COSTCO parking lot. The elevated position provides additional visual screening and reduces noise to the surrounding neighborhood. When in operation, gravel screening plants will be located on the pit floor, well back from the pit boundaries. RAP crushing activities will take place at the base of the asphalt dumping area at the “remote” NE corner of the gravel pit. The closest neighbor to the RAP storage/crushing site is the Home Depot and Costco stores.

(D) Hours of Operation

The gravel pit is currently available for use Monday through Sunday all year. Hours of operation are 7:00 AM to 10:00 PM Monday – Friday and 7:00 AM to 5:00 PM Saturday and Sunday. These hours are consistent with previously permitted hours of operation.

(E) Type and Quantities of Material

The site is a proven source of sand and gravel. Approximately 30,000 cubic yards of material remains along the eastern face of the pit. Approximately 50,000 cubic yards of additional material is available below the current pit floor to elevation 75, but the variable silt content may limit its suitability for use in public works projects. Reclaimed asphalt pavement (RAP) will continue to be processed and stockpiled on the pit floor for the foreseeable future. Topsoil blending will occur as needed for public projects using sand and gravel found onsite and organics from an offsite location.

(F) Test Holes, Material Types

The water table varies throughout the gravel pit area depending on the underlying strata and on the prevailing weather conditions at the time. Groundwater moves relatively freely through the gravel and sand layers until a lens of less permeable silt is encountered. A groundwater seep generally results where a silt lens is exposed by mining. We have been noting that as the mining progresses deeper, or further into the east pit face, silt lenses are becoming more numerous. Ditching, especially perimeter ditching, has so far proven effective in intercepting water moving along the top of the silt lenses. Ditches allow the water to infiltrate into exposed underlying gravels or be transported away leaving the mining area

relatively dry.

(G) Date of Extraction and Processing Completion

Predicting the future is difficult. The demand for sand and gravel for use in Public Projects has slowed over recent years. However, future City projects will continue to need a supply of quality sand and gravel. Community priorities will determine the type of public projects undertaken in the future, and the type of project will determine the type and quantity of materials needed from the City's material sources. In anticipation of exhausting the reserves in the gravel pit the CBJ has established a new gravel pit further up the Lemon Creek valley – the North Lemon Creek Material Source. The NLCMS will be made available to contractors as needed depending on specific project requirements, while the bulk of mining will continue at the current gravel pit. It is intended to develop and slowly phase in the new gravel pit operation over a period of years as reserves and material quality at the existing pit declines. The current gravel pit is expected to be operating in an ever decreasing fashion for at least another 15 years. RAP operations will likely continue at the present site for the foreseeable future.

After the completion of mining operations it is expected that the land will become a continuation of the surrounding industrial subdivision. The most recent subdivision occurred in 2006 when the southern half of the old gravel pit was sold to Home Depot. It is anticipated that future Gravel Pit subdivision plans will be formulated, evaluated and finalized as need and market conditions dictate. The results of the subdivision planning will to some extent guide the manner and timing of future mining in the Gravel Pit.

(H) Schedule and Plan for Site Restoration

Almost all the vegetation clearing needed to make way for mining operations has been achieved. Some minor clearing may still be needed when grading the final pit slopes back to 2:1 during pit reclamation. The southwest corner of the gravel pit and much of the south central area of the pit has been mined to final floor elevation – similar to the adjacent Home Depot site elevation.

Overburden has been stripped and sufficient quantities are stockpiled along the eastern tree line for use in pit restoration. The existing eastern most mining face of the Gravel Pit is approaching the stockpiles of retained overburden placed at the tree line. It is likely this overburden stockpile area will see little mining activity until it is time for pit reclamation. At that time the useable gravels at the base of the slope will be removed and the slope pushed back to 2:1. The previously stockpiled overburden material will then be spread on the slope and seeded.

A permanent drainage structure will be needed to carry water from the upslope perimeter ditch down the 2:1 slope and into the existing Home Depot ditch. It is

anticipated that the reclaimed Gravel Pit back slopes will look very similar to the back slope behind Home Depot.

Figure 2 is a conceptual topographic contour map that shows the final mined out pit floor sloped at 1% to drain towards the west, and back slopes reclaimed and laid back to a 2:1 slope.

(I) Control of Airborne Emissions

Each contractor's mining plan contains a requirement to keep the Haul Road and Anka Street clean. The gravel portions of the haul road will be watered when airborne emissions (dust) result from operations. Any mud tracked on to Anka Street will need to be removed by a contractor using a sweeper/vacuum truck. To ensure compliance a contingent sum bid item for pit restoration/road maintenance is included in City projects that use material obtained from the City gravel pit. The main pit access road is paved to the gate, and interior haul roads/routes are rocked or RAP surfaced, and ditched to promote a dry driving surface. The Haul Road is chip sealed. This all contributes to reducing tracking of mud/sand out of the pit area and onto Anka Street.

(J) Geophysical Hazards

There are no geophysical hazards on site. The pit floor lies above the Lemon Creek flood plain.

(K) Operation History:

In 1978, the CBJ selected a 52-acre site, including the present-day gravel pit, under the Municipal Land Entitlement Act. In the 1980's the CBJ and the AKDOT&PF negotiated and entered into an agreement to extract sand and gravel from the property. Upon agreement, in 1984 the CBJ and the Alaska Department of Transportation and Public Facilities (AKDOT&PF) began gravel extraction from this area. In 1995, AKDOT&PF extraction rights expired and the CBJ obtained exclusive rights to extract material from the site.

In 2006, 10.7 acres of the gravel pit were subdivided and sold to Home Depot USA Inc. The site is now occupied by a Home Depot store. This land sale combined with a number of other land sales and adjustment to mining limits over the years has reduced the gravel pit project area from 52 acres to less than 17 acres.

Since 2000, the gravel pit area has been used as a receiving, storage, and processing area for asphalt pavement salvaged from City street reconstruction projects. In 2016 the asphalt pavement receiving/dumping area was moved away from the traditional dumping site above the Lemon Creek Haul Road to a location completely within the gravel pit limits at the NE of the mined area. A crushed

recycled asphalt pavement (RAP) stockpile was established on the pit floor in the middle of the gravel pit between the settling pond and the active mining areas.

The past 10 years of operation has seen ongoing mining of the material source's gravel resources at varying rates for use in public projects. Material hauled from the SLCMS has averaged approximately 12,000 tons/year over the past 10 years, with as much as 19,000 tons in 2012 to as little as 3,000 tons in 2015. Mining rates have slowed when compared to previous permit periods due to changes in specifications for City street reconstruction projects, which typically specify shotrock as the preferred road base material instead of pit run gravel, and also due to new alternative sources for sand and gravel in the area.

Further information on the site history can be found in the 1998 USE98-00047 application and staff report and in the 2009 repermitting USE2008-00061.

(L) Additional Relevant Information as Requested in Pre-Application Conference

(2) Screening to Reduce Impacts

See (7) (C) Methods Used to Minimize Noise Pollution and Visual Blight.

(3) Measures to Protect Public

See (7) (B) Access Control.

(4) Final & Working Slope Ratios

Working faces remain at approximately angle of repose for the material mined, or 34-45 degrees. See also (7) (H) Schedule and Plan for Site Restoration and Figure 2 – Site Restoration Map.

(5) Measures to Ensure Safe Traffic, Protect Surrounding Property

Trucks using the Gravel Pit travel down Anka Street and on to Glacier Hwy. The number of trucks accessing the site has averaged five to seven round trips per day during peak months in 2018 and 2019. The mining area has two gated entrances and can facilitate a one-way circuitous traffic pattern when needed. Truck traffic from the Gravel Pit is not expected to increase over the life of the permit. Gravel Pit usage has in fact decreased in the past few years as demand for gravel has dropped City wide. Reasons include changes in the type of construction projects, substitution of shot rock for gravel in road reconstruction projects, alternative gravel sources and the economic climate. See also (7) (B) Access Control, (7) (C) Methods Used to Minimize Noise Pollution and Visual Blight, and (7) (I) Control of Airborne Emissions.

(6) Measures to Ensure Adequate Drainage

Addressed in (7) (A) Site Drainage Plan.

(7) Measures to Protect Water Level and Quality

Storm water discharges from the gravel pit are permitted by a Multi Sector General Permit (MSGP) for Industrial Activities, administered by the Alaska Department of Environmental Conservation (ADEC). The site maintains a Stormwater Pollution Prevention Plan (SWPPP) as a condition of operating under this permit. The SWPPP details measures taken on site, including the use of various best management practices (BMPs) and water quality monitoring. See (7) (A) Site Drainage Plan and Figure 1 Topographic Map – Existing Conditions for more detail.

(9) Restoration Measures and Schedule

See (7) (H) Schedule and Plan for Site Restoration.

(10) Other Measures to Protect Public

No additional measures are planned.

(11) Present Development and History of Neighboring Property

See (7) (K) Operation History.

Additional Relevant Information

Buildings

There are no buildings on the gravel pit site. The CBJ maintains a truck scale and associated scale house by the Haul Road at the end of Anka Street.

Lemon Creek Trail

No changes or impacts due to mining operations are anticipated.

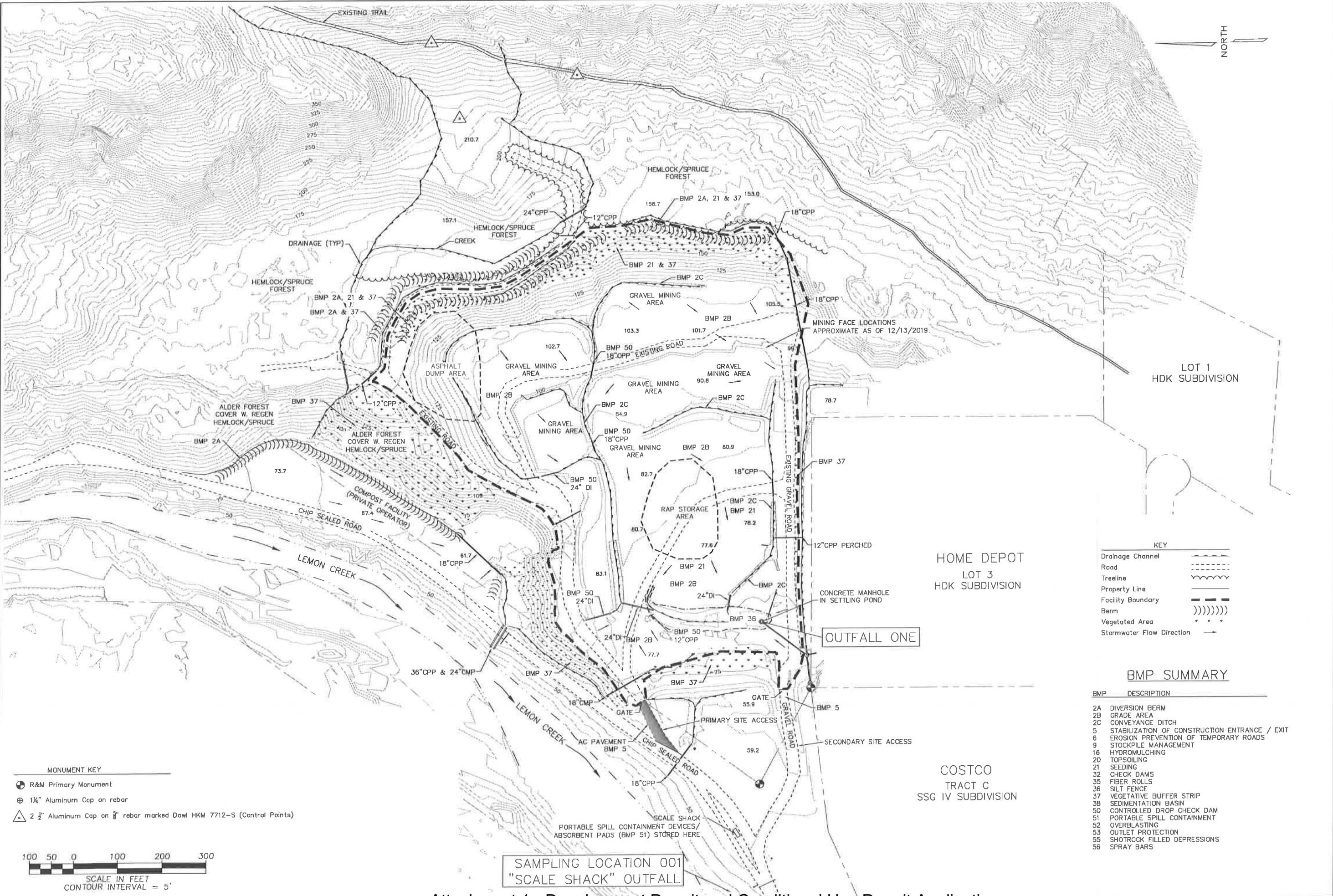


FIGURE 1



LEMON CREEK GRAVEL PIT
CONDITIONAL USE PERMIT
APPLICATION - DECEMBER 2019
EXISTING SITE CONDITIONS

Revision	
By	Date
Drawn by: STAFF	
Checked by: ME	
Date: December 2019	

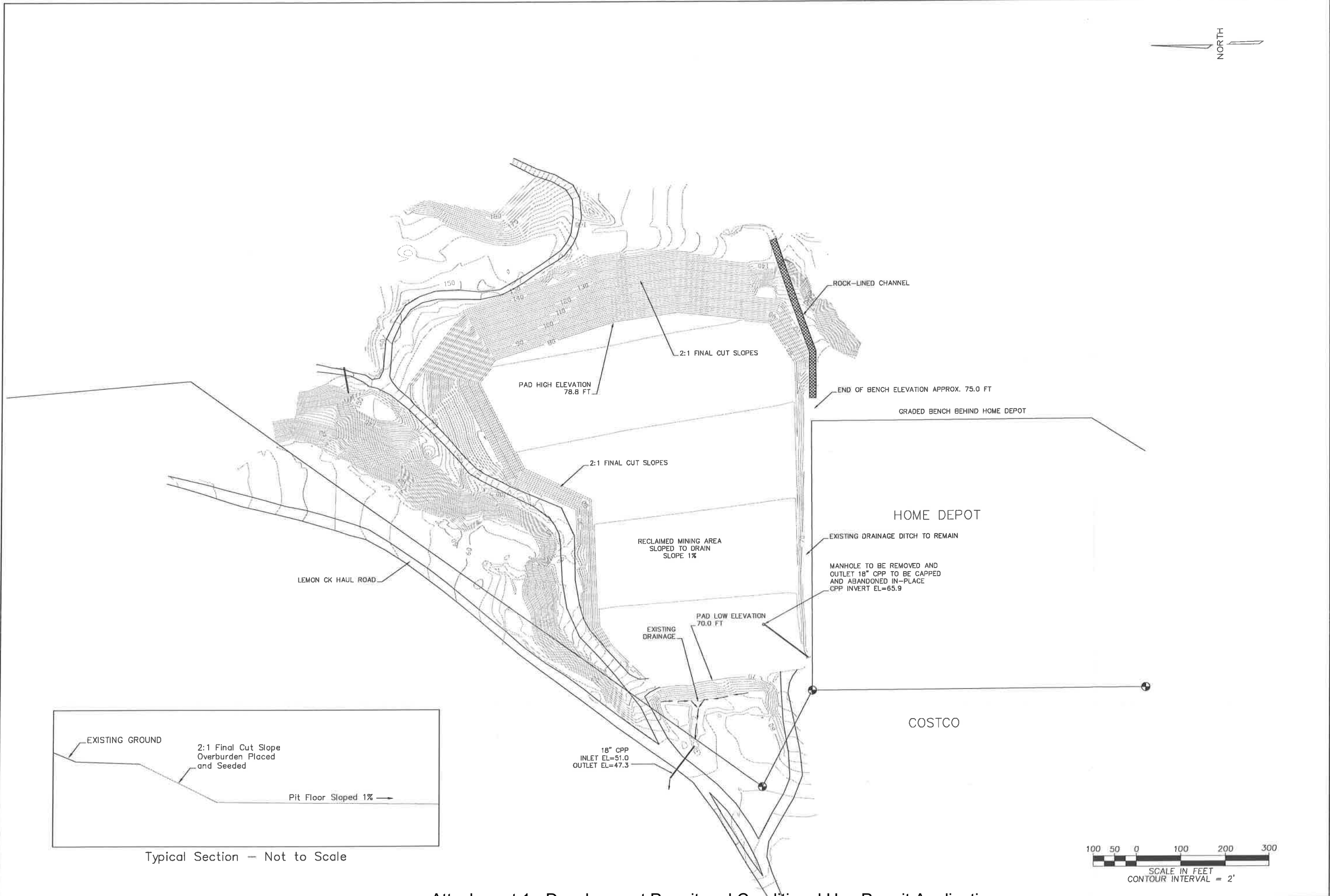


FIGURE 2



LEMON CREEK GRAVEL PIT
CONDITIONAL USE PERMIT
APPLICATION - DECEMBER 2019
RECLAMATION PLAN

Revision	
By	Date
Drawn by: STAFF	
Checked by: ME	
Date: December 2019	





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

CBJ Lemon Creek Sand and Gravel Extraction

Case Number: PAC2019 0050
 Applicant: City and Borough of Juneau
 Property Owner: City and Borough of Juneau
 Property Address: End of Anka St (2021 Lemon Creek Rd)
 Parcel Code Number: 5B1201360021
 Site Size: 171.16 acres
 Zoning: Two Zones on Property
 Existing Land Use: Quarry/ Compost facility

Conference Date:	7/17/2019
Report Issued:	07/24/2019

List of Attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
CBJ Lands	Applicant	Dan.Bleidon@juneau.org
Beth McKibben, AICP	Planning	Beth.McKibben@juneau.org

Pre-Application Conference Final Report

Conference Summary

Questions/issues/agreements identified at the conference that weren't identified in the attached reports.

The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

Planning Division

1. **Zoning** – RR – Rural Reserve; I – Industrial
2. **Setbacks** – RR-25 feet front and rear; 17 feet street side; 15 feet sides; I 10 feet front, street side and rear, 10 side.
3. **Height** – RR- 45 feet; I no max
4. **Access** – Anka Street
5. **Parking & Circulation**– The CBJ Land Use Code has no set-parking requirement for gravel and sand extraction facilities. Parking will need to be provided for operators. Site should be gated.
6. **Lot Coverage** – RR - 20 percent conditional uses; 10 percent permissible uses; I – no max
7. **Vegetative Coverage** – RR - No minimum vegetative cover requirement. I -5%; Site restoration will be required as part of Sand and Gravel special Use and slopes should be stabilized which may require vegetation
8. **Lighting** – addressed below
9. **Noise** – addressed below
10. **Flood** – outside the mapped flood hazard zone
11. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – not applicable
12. **Wetlands** – Not applicable
13. **Habitat** – Lemon Creek is a cataloged anadromous stream and is subject to the 50-foot, no-disturb buffer.
14. **Plat or Covenant Restrictions** – Not applicable
15. **Traffic** - primarily truck and contractor traffic associated with CBJ and State Improvement projects. Trucks will exit and enter the site via the Hidden Valley Haul Road, which eventually turns into Anka Street, and then turns on to Glacier Hwy. Applicant to provide expected number of vehicle trips per day. Note whether the estimate is round trips or entering/exiting. This will be needed to determine whether or a Traffic Impact Analysis is required.

Building Division

16. **Building** – N/a
17. **Outstanding Permits** - N/a

General Engineering/Public Works

18. **Engineering** – Will be informed during application process.

Pre-Application Conference Final Report

19. Drainage – N/a

20. Utilities – (water, power, sewer, etc.)

Fire Marshal

21. Fire Items/Access – N/a

Other Applicable Agency Review

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2. The Project Narrative and site plans should include the following:
 - A point by point response to all requirements of the Sand and Gravel section of the CBJ Land Use Code, CBJ 49.65.210
 - 1) A graphic and legal description of the property;
 - (2) A topographic map showing the existing topography, vegetation, drainage features, ground water level, structures, significant natural and artificial conditions of the land, on-site and off- site geophysical hazards which may affect or be affected by the proposed operation, proposed structures, roads, stockpiling and operation;
 - (3) A topographic map and a typical cross section showing the proposed finished contour on the land, vegetation, drainage features, limits of overburden clearing, structures, and significant natural and artificial conditions of the property which will exist upon completion of the site restoration plan;
 - (4) Topographic mapping required in subsections (2) and (3) of this section for areas having a slope of less than five percent shall show spot elevations at all breaks in grade, drainage channels or swales and at selected points not more than 100 feet apart in all directions. For areas having a slope of greater than five percent, contours shall be shown at an interval of not more than five feet where the ground slope is regular: however, contour intervals of not more than two feet may be required where necessary to adequately show irregular land features or drainage details;
 - (5) The plan shall include a map showing Ingress and egress points for trucks and other equipment;

Pre-Application Conference Final Report

- (6) The plan shall include a map showing all buildings and structures to be located on the site; and
- (7) A narrative statement describing the operation, on-site processing, stockpiling, and site restoration shall be included showing: (A) A site drainage plan; (B) A method of securing the area, including installation of gates at access points, posting, and fencing; (C) Methods to be used to minimize noise pollution and visual blight;
- (D) The proposed hours and days of operation during the year;
- (E) The estimated amount and general type of material present and to be removed from the site;
- (F) The results of test holes which show the water table level, if any, and the general type and location of materials to be removed;
- (G) The date by which it is anticipated the extraction and processing operation will be completed;
- (H) A schedule for completion of necessary site restoration work;
- (I) Operating procedures for control of airborne particulates and other pollutant emissions from the site and equipment used at the site that may affect areas beyond the site boundaries
- (J) The Identification of any geophysical hazards which may affect or be affected by the proposed operation. A statement of the possible impact of the hazard on the operation and of the operation on the hazard including methods of reducing the impact shall be included;
- (K) The date of establishment of the operation and history of adjacent land development; and
- (L) Such additional relevant information as the Commission or Department may request
- (2) Screening, whether natural or artificial, to reduce or eliminate adverse visual, audible or other impacts of the operation;
- (3) Measures to protect the public from the dangers of the operation or site, to prevent casual or easy access to the area, or to prevent the operation or area from being an unprotected attractive nuisance;
- 4) Final and working slope ratios of the face of any extraction area to the extent necessary to protect abutting public and private property, and to protect the future beneficial uses of the property as described in the applicant's plan for development and restoration;
- 5) Measures to protect private and public property adjoining the operation and to guarantee orderly and safe traffic circulation both on the public streets and within the permit application area;
- 6) Measures which will ensure adequate drainage or collection and storage of surface waters to protect surrounding property, eliminate dangers to the public, or to

Pre-Application Conference Final Report

protect the future beneficial use of the property as described in the applicant's plan for development and restoration;

- (7) Measures to protect the water level and water quality; SWPP sufficient
- (9) Restoration measures and schedule;
- (10) Other measures designed to protect the public health, safety and welfare, including preservation of neighboring property; and
- (11) Present development and past history of the neighboring property.
- When not duplicative to requirements 49.65.20, the narrative should also address a description of site operations and structures; hours of operation; lighting; security; noise; parking and circulation and specifically truck traffic volumes; description of the proposed road corridors; days, hours, and seasons of operation; number of employees; description of noise impacts; description of habitat protection measures for Lemon Creek and/or how any negative habitat impacts will be mitigated; copies of required agency permits including ADFG, ADEC, and others, including a link to the SWPPP; and a description of how the project meets the CBJ Manual of Storm water Best Management Practices. You may wish to use the previous Staff Report as a guide for the things to be considered and addressed in the narrative and site plan.
- Gravel extraction activity within the 50-foot setback would require a Variance.
- Be advised -49.65.235 - Mandatory conditions of permit. (1) A strip of land at the existing topographic level, and not less than 15 feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support. (2) If the bank of any extraction area within the permit area is above the high water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the Commission may prescribe. If extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to a water depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.

Exceptions to Submittal Requirements

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be reviewed.

1. None

Fee estimates

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

Pre-Application Conference Final Report

1. Class V Conditional Use Permit, \$1,600.
2. Sign fee and deposit

For informational handouts with submittal requirements for development applications, please visit our website at www.juneau.org/cdd.

Submit your Completed Application

You must submit your application(s) in person with payment to:

City/Borough of Juneau
Permit Center
230 S. Franklin Street,
Fourth Floor Marine View Center
Juneau, AK 99801

Phone: (907) 586-0715
Fax: (907) 586-4529
Web: www.juneau.org/cdd

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

PLANNING COMMISSION
NOTICE OF DECISION

Date: January 14, 2009

File No.: USE2008-00061

CBJ Engineering
Attn.: Alan Steffert
115 S. Seward St
Juneau, AK 99801

Application For: A Conditional Use permit to continue operating a sand and gravel mine at the existing CBJ Lemon Creek Gravel Pit.

Legal Description: RSH II Subdivision Lot 2B; HDK Subdivision Lot 4

Parcel Code No.: 5-B12-0-131-003-2; 5-B12-0-136-002-1

Hearing Date: January 13, 2009

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum, dated January 6, 2009, and approved the Conditional Use permit to continue operating a sand and gravel mine at the existing CBJ Lemon Creek Gravel Pit to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

Mandatory Conditions, per CBJ§49.65.235:

1. A strip of land at the existing topographic level, and not less than 15-feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support.
2. If the bank of any extraction area within the permit area is above the high water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the commission may prescribe. If the extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to the water depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.

Staff Conditions:

3. The Conditional Use permit shall be valid for a period of ten-years from the date of approval.
4. The applicant shall assure that all pit operators post a bond adequate to cover the cost of road cleaning from spilled or tracked materials. The applicant shall assure that all spilled materials are immediately removed from the public roadways and that mud and debris tracked onto the roads from the pit site be cleaned a minimum of once a week.

South Lemon Creek Material Source sand and gravel extraction

CBJ Engineering

Attn.: Alan Steffert

File No.: USE2008-00061

January 14, 2009

Page 2 of 2

5. Noise emanating from premises used for industrial activities shall be muffled so as to not become objectionable due to rhythm, intensity, pitch, or timbre, and where use adjoins a residential district; the volume measured at the boundary line shall not exceed 55 dBa's between the hours of 11:30pm and 6am, and 70 dBa's at other hours, per 04 CBJAC 050.020 (a) *Noise Performance Standard*.
6. No compression braking shall be allowed in the pit except when required for safety purposes.
7. At the time when extraction reaches the elevation of adjacent properties, if natural vegetation has not substantially established itself, the applicant shall plant a 15-foot vegetative buffer that shall be maintained for the life of the pit.
8. The applicant shall use Best Management Practices to minimize sedimentation into Lemon Creek and the CBJ stormwater system.
9. **Advisory** – No operator shall knowingly allow their load, its fumes or odors, or any containers or coverings from becoming loose or detached or from dropping, blowing away, sifting, leaking, or otherwise escaping or in any manner creating a hazard or nuisance to other users of the highway, per CBJ§36.30.070.

Attachments: January 6, 2009, memorandum from Daniel J. Sexton, Community Development, to the CBJ Planning Commission regarding USE2008-00061.

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

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

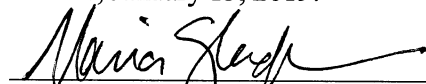
Effective Date: The permit is effective upon approval by the Commission, January 13, 2009

Expiration Date: The permit will expire ten-years from the effective date, January 13, 2019.

Project Planner:



Daniel J. Sexton Planner
Community Development Department



Maria Gladyszewski, Chair
Planning Commission



Filed With City Clerk

11/14/08

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. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

PLANNING COMMISSION
NOTICE OF DECISION

Date: January 14, 2009

File No.: USE2008-00056

CBJ Engineering
Attn.: Alan Steffert
155 S. Seward St
Juneau, AK 99801

Application For: A Conditional Use permit to crush and screen reclaimed asphalt material into useable product for CBJ projects.

Legal Description: RSH II Subdivision Lot 2B; HDK Subdivision Lot 4

Parcel Code No.: 5-B12-0-131-003-2; 5-B12-0-136-002-1

Hearing Date: January 13, 2009

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum, dated January 6, 2009, and approved the Conditional Use permit to crush and screen reclaimed asphalt material into useable product for CBJ projects to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. The Conditional Use permit shall be valid for a period of ten years from the date of approval.
2. Noise from the processing site shall comply with 04 CBJAC 050.020 (a) *Noise Performance Standard*, which states: The noise emanating from premises used for industrial activities shall be muffled so as to not become objectionable due to rhythm, intensity, pitch, or timbre, and where use adjoins a residential district, the volume measured at the boundary line shall not exceed 55 dBa's between the hours of 11:30pm and 6am, and 70 dBa's at other hours.
3. The processing of RAP shall be limited to 7:00am to 6:30pm Monday through Friday and 7:00am to 5:00pm Saturday and Sunday.

Attachments: January 6, 2009, memorandum from Daniel J. Sexton, Community Development, to the CBJ Planning Commission regarding USE2008-00056.

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

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

Effective Date: The permit is effective upon approval by the Commission, January 13, 2009.

South Lemon Creek Material Source asphalt crushing and reclamation

CBJ Engineering

Attn.: Alan Steffert

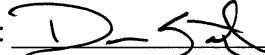
File No.: USE2008-00056

January 14, 2009

Page 2 of 2

Expiration Date: The permit will expire ten-years from the effective date, January 13, 2019.

Project Planner:


Daniel J. Sexton, Planner
Community Development Department


Maria Gladziszewski, Chair
Planning Commission


Filed With City Clerk

1/14/08
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. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

PLANNING COMMISSION
NOTICE OF DECISION

Date: October 24, 2007

File No.: USE2007-000051

CBJ Lands & Resources Division
155 Seward Street
Juneau, AK 99801

Application For: A Conditional Use permit for the development of a sand and gravel operation in Northern Lemon Creek.

Legal Description: ASLS 2004-22 Tract B-1, USS 5504 Lot A-2

Parcel Code No.: 5-B12-0-134-002-0 and 5-B14-0-100-017-0

Hearing Date: October 23, 2007

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum, dated October 17, 2007, and approved the Conditional Use permit for the development of a sand and gravel operation in North Lemon Creek to be conducted as described in the project description and project drawing submitted with the application and with the following conditions as modified by the Planning Commission:

1. A strip of land at the existing topographic level, and not less than 15 feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support.
2. If the bank of any extraction area within the permit area is above the High water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the commission may prescribe. If the extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to the depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.
3. This Conditional Use permit for sand and gravel extraction shall be limited to a 15-year time period from the date the Notice of Decision is signed.
4. Project operations shall be limited to the hours of 7am to 6:30pm Monday through Friday and 7am to 5pm Saturday and Sunday.
5. To ensure that all requirements of the Individual Mining Plan are adhered to, all pit operators shall post a \$10,000 bond, or equivalent, for pit reclamation, per CBJ§49.65.240 *Guarantee*.
6. The applicant shall strictly adhere to the proposed reclamation plan submitted in this Conditional Use permit.

CBJ Lands & Resources Division
File No.: USE2007-00051
October 24, 2007
Page 2 of 3

7. The proposed project shall not generate sound levels, which exceed 65 dBa at the project's property line during the day or 55 dBa at night, per CBJ§49.15.330(g) (11).
8. No compression braking shall be allowed in the pit except when required for safety purposes.
9. The applicant shall permanently adjust the proposed western project boundary to the 175-foot contour line, as proposed in the attached memorandum, dated October 11, 2007, from Heather Marlow, Lands & Resources Manager.
10. The 20-foot buffer that surrounds the property and a 20-foot buffer with a minimum of a 5-foot berm on the western project boundary shall be maintained for the life of the pit.
11. Blasting and rock crushing will be limited to the development of the access road.
12. Blasting operations shall be conducted by an Alaska Department of Labor certified powder-man and all operations shall conform to MSHA, ATF and OSHA requirements and all other applicable standards.
13. All blasting operations shall be conducted during day light hours between 9am and 5pm.
14. Warning signs with the time and date of the blast shall be posted 24-hours prior to blasting on Anka Rd. and Davis Rd.
15. 24-hour notice shall be provided to the Juneau Flight Service Station, the CBJ Police and Fire Departments and Alaska State Troopers prior to blasting.
16. Public Service Announcements will be broadcast on local radio 24-hours prior to blasting.
17. Three air horn blasts will be made at 5 minutes prior to blasting.
18. No blasting operations will be permitted on Saturday, Sunday or official Federal and State holidays.
19. The applicant shall require a cash deposit be posted from all pit operators too adequately cover the cost of road cleaning from spilled or tracked material from the pit operations. The applicant shall ensure that all spilled materials are immediately removed from the public roadways and that mud and debris tracked onto roads from the pit site be cleaned a minimum of once a week.
20. **Advisory:** No operator shall knowingly allow the load, its fumes or odors, or any containers or coverings from becoming lose or detached or from dropping, blowing away, sifting, leaking, or otherwise escaping or in any manner creating a hazard or nuisance to other users of the highway, per CBJ§36.30.070.
21. CBJ Engineering Department shall incorporate vegetation in the design of the settling pond to maximize the settling of sediment and provide other important functions of riparian vegetation to salmon in Lemon Creek.
22. To minimize sediment, both to the roads and into Lemon Creek, the access road to the pit shall be chip sealed or paved prior to operations.

Attachments: The October 17, 2007 memorandum from Daniel Sexton, Community Development to the CBJ Planning Commission regarding USE2007-00051.

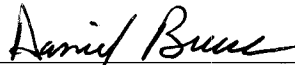
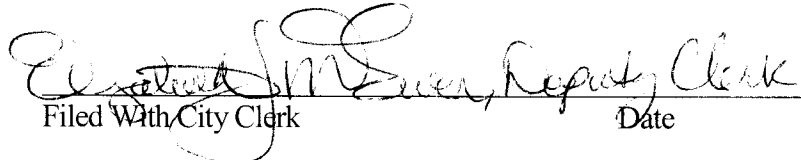
CBJ Lands & Resources Division
 File No.: USE2007-00051
 October 24, 2007
 Page 3 of 3

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

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

Effective Date: The permit is effective upon approval by the Commission, October 23, 2007.

Expiration Date: The permit will expire 18 months after the effective date, or April 23, 2009, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to expiration date.

Project Planner: <u></u> Daniel Sexton, Planner Community Development Department	<u></u> Daniel Bruce, Chairman Planning Commission
<u></u> <u>10/25/07</u> Filed With City 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. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center 1 (800) 949-4232, or fax (360) 438-3208.

**City and Borough of Juneau Lemon Creek Gravel Pit
aka South Lemon Creek Material Source
Conditional Use Permit
December, 2019**

Introduction

The City and Borough of Juneau (CBJ) is applying for a Conditional Use Permit to continue its existing sand and gravel extraction and asphalt recycling and stockpiling operation at the City's Lemon Creek Gravel Pit. This application requests a new Conditional Use Permit for a 15 year period.

Most of the information contained in the previous Conditional Use Permit USE 2008-00061 application, Staff Report, and Notice of decision is still relevant. This application will highlight and update the changes that have occurred over the last 10 years of gravel pit operation.

Purpose

To provide a source of sand, gravel, recycled asphalt, and topsoil for use in public improvement projects.

Contents of Application as found in CBJ 49.65.210:

(1) Location/Legal Description

The gravel pit is located on Lot 4 of the HDK Subdivision, a subdivision of Tract 4-A ASLS 2004-22, located off the end of Anka Street, Lemon Creek Valley, Juneau, Alaska. See 2006 R&M Engineering Plat of HDK Subdivision for property boundaries. See Figure 1 for project boundary.

(2) Topographic Map – Existing Conditions

See Figure 1.

(3) Topographic Map – Site Restoration

See Figure 2.

(4) Map Contents

See Figures 1 and 2.

(5) Ingress & Egress to Site

See Figure 1.

(6) Buildings & Structures

See Figure 1.

(7) Narrative

The CBJ makes material available to contractors at the South Lemon Creek Material Source (SLCMS), primarily for use in public projects within the CBJ. Contractors typically perform mining activities utilizing a front end loader to excavate bank material, then load this material onto 10 or 20 yard trucks for transportation to project sites. At times, a portable screening plant may be used to separate the bank material into different size fractions prior to loading onto trucks. Small volumes of topsoil may also be created at site with the present sand and gravel by blending with organics brought from other locations. The pit is further used for storage of asphalt pavement that has been reclaimed from area construction projects. This pavement is periodically processed using a portable crushing and screening unit, and this recycled asphalt pavement (RAP) is stockpiled on the pit floor. This RAP is used throughout the Juneau area in public paving projects. Upon completion of these mining and stockpiling activities, it is anticipated the site will become a continuation of the surrounding industrial subdivision.

(A) Site Drainage Plan

Clean surface water from uphill (east) of the gravel pit is directed around the pit by a series of existing berms and ditches. Water from mining areas either infiltrates due to the natural porosity of the sand or travels by sheet flow to a large permanent on-site settling pond and a series of open ditches with velocity check dams and culverts. The pond has been sized to allow time for sediment to settle before water leaves the site. The pond drains into an adjacent CBJ storm sewer with eventual outfall into Lemon Creek. Once an area of the pit has been mined to the final design elevation and is not needed for stockpiling the area will be seeded and/or left to regenerate with alders. Upon completion of mining, a permanent drainage structure will be needed to carry water from the upslope perimeter ditch down the final 2:1 slope and into the existing Home Depot ditch. Figure 1 shows the existing drainage structures within and adjacent to the Gravel Pit. Figure 2 shows a conceptual final topography.

(B) Access Control

Access to the gravel pit is via Glacier Highway, down Anka Street, and on to the Lemon Creek Haul Road. The gravel pit has two access points off the Haul Road. Lockable gates are located at both entrances to the pit, with the main entrance typically unlocked and left open. During construction season, no trespassing/authorized access only signs are in-place at the entrance gates. A deep

ditch and rock boulders prevent vehicular access between the Home Depot parking lot and the south end of the gravel pit.

(C) Methods Used to Minimize Noise Pollution and Visual Blight

Mining is proceeding in a manner that gradually increases the distance between the nearest businesses and the mining operations. Vegetation (mostly fast growing alder) is constantly reestablishing around the little used edges of the pit. If left to grow, vegetation softens the visual impact and dampens noise generated during mining operations. The pit floor is approximately 20 feet higher than the elevation of the COSTCO parking lot. The elevated position provides additional visual screening and reduces noise to the surrounding neighborhood. When in operation, gravel screening plants will be located on the pit floor, well back from the pit boundaries. RAP crushing activities will take place at the base of the asphalt dumping area at the “remote” NE corner of the gravel pit. The closest neighbor to the RAP storage/crushing site is the Home Depot and Costco stores.

(D) Hours of Operation

The gravel pit is currently available for use Monday through Sunday all year. Hours of operation are 7:00 AM to 10:00 PM Monday – Friday and 7:00 AM to 5:00 PM Saturday and Sunday. These hours are consistent with previously permitted hours of operation.

(E) Type and Quantities of Material

The site is a proven source of sand and gravel. Approximately 30,000 cubic yards of material remains along the eastern face of the pit. Approximately 50,000 cubic yards of additional material is available below the current pit floor to elevation 75, but the variable silt content may limit its suitability for use in public works projects. Reclaimed asphalt pavement (RAP) will continue to be processed and stockpiled on the pit floor for the foreseeable future. Topsoil blending will occur as needed for public projects using sand and gravel found onsite and organics from an offsite location.

(F) Test Holes, Material Types

The water table varies throughout the gravel pit area depending on the underlying strata and on the prevailing weather conditions at the time. Groundwater moves relatively freely through the gravel and sand layers until a lens of less permeable silt is encountered. A groundwater seep generally results where a silt lens is exposed by mining. We have been noting that as the mining progresses deeper, or further into the east pit face, silt lenses are becoming more numerous. Ditching, especially perimeter ditching, has so far proven effective in intercepting water moving along the top of the silt lenses. Ditches allow the water to infiltrate into exposed underlying gravels or be transported away leaving the mining area

relatively dry.

(G) Date of Extraction and Processing Completion

Predicting the future is difficult. The demand for sand and gravel for use in Public Projects has slowed over recent years. However, future City projects will continue to need a supply of quality sand and gravel. Community priorities will determine the type of public projects undertaken in the future, and the type of project will determine the type and quantity of materials needed from the City's material sources. In anticipation of exhausting the reserves in the gravel pit the CBJ has established a new gravel pit further up the Lemon Creek valley – the North Lemon Creek Material Source. The NLCMS will be made available to contractors as needed depending on specific project requirements, while the bulk of mining will continue at the current gravel pit. It is intended to develop and slowly phase in the new gravel pit operation over a period of years as reserves and material quality at the existing pit declines. The current gravel pit is expected to be operating in an ever decreasing fashion for at least another 15 years. RAP operations will likely continue at the present site for the foreseeable future.

After the completion of mining operations it is expected that the land will become a continuation of the surrounding industrial subdivision. The most recent subdivision occurred in 2006 when the southern half of the old gravel pit was sold to Home Depot. It is anticipated that future Gravel Pit subdivision plans will be formulated, evaluated and finalized as need and market conditions dictate. The results of the subdivision planning will to some extent guide the manner and timing of future mining in the Gravel Pit.

(H) Schedule and Plan for Site Restoration

Almost all the vegetation clearing needed to make way for mining operations has been achieved. Some minor clearing may still be needed when grading the final pit slopes back to 2:1 during pit reclamation. The southwest corner of the gravel pit and much of the south central area of the pit has been mined to final floor elevation – similar to the adjacent Home Depot site elevation.

Overburden has been stripped and sufficient quantities are stockpiled along the eastern tree line for use in pit restoration. The existing eastern most mining face of the Gravel Pit is approaching the stockpiles of retained overburden placed at the tree line. It is likely this overburden stockpile area will see little mining activity until it is time for pit reclamation. At that time the useable gravels at the base of the slope will be removed and the slope pushed back to 2:1. The previously stockpiled overburden material will then be spread on the slope and seeded.

A permanent drainage structure will be needed to carry water from the upslope perimeter ditch down the 2:1 slope and into the existing Home Depot ditch. It is

anticipated that the reclaimed Gravel Pit back slopes will look very similar to the back slope behind Home Depot.

Figure 2 is a conceptual topographic contour map that shows the final mined out pit floor sloped at 1% to drain towards the west, and back slopes reclaimed and laid back to a 2:1 slope.

(I) Control of Airborne Emissions

Each contractor's mining plan contains a requirement to keep the Haul Road and Anka Street clean. The gravel portions of the haul road will be watered when airborne emissions (dust) result from operations. Any mud tracked on to Anka Street will need to be removed by a contractor using a sweeper/vacuum truck. To ensure compliance a contingent sum bid item for pit restoration/road maintenance is included in City projects that use material obtained from the City gravel pit. The main pit access road is paved to the gate, and interior haul roads/routes are rocked or RAP surfaced, and ditched to promote a dry driving surface. The Haul Road is chip sealed. This all contributes to reducing tracking of mud/sand out of the pit area and onto Anka Street.

(J) Geophysical Hazards

There are no geophysical hazards on site. The pit floor lies above the Lemon Creek flood plain.

(K) Operation History:

In 1978, the CBJ selected a 52-acre site, including the present-day gravel pit, under the Municipal Land Entitlement Act. In the 1980's the CBJ and the AKDOT&PF negotiated and entered into an agreement to extract sand and gravel from the property. Upon agreement, in 1984 the CBJ and the Alaska Department of Transportation and Public Facilities (AKDOT&PF) began gravel extraction from this area. In 1995, AKDOT&PF extraction rights expired and the CBJ obtained exclusive rights to extract material from the site.

In 2006, 10.7 acres of the gravel pit were subdivided and sold to Home Depot USA Inc. The site is now occupied by a Home Depot store. This land sale combined with a number of other land sales and adjustment to mining limits over the years has reduced the gravel pit project area from 52 acres to less than 17 acres.

Since 2000, the gravel pit area has been used as a receiving, storage, and processing area for asphalt pavement salvaged from City street reconstruction projects. In 2016 the asphalt pavement receiving/dumping area was moved away from the traditional dumping site above the Lemon Creek Haul Road to a location completely within the gravel pit limits at the NE of the mined area. A crushed

recycled asphalt pavement (RAP) stockpile was established on the pit floor in the middle of the gravel pit between the settling pond and the active mining areas.

The past 10 years of operation has seen ongoing mining of the material source's gravel resources at varying rates for use in public projects. Material hauled from the SLCMS has averaged approximately 12,000 tons/year over the past 10 years, with as much as 19,000 tons in 2012 to as little as 3,000 tons in 2015. Mining rates have slowed when compared to previous permit periods due to changes in specifications for City street reconstruction projects, which typically specify shotrock as the preferred road base material instead of pit run gravel, and also due to new alternative sources for sand and gravel in the area.

Further information on the site history can be found in the 1998 USE98-00047 application and staff report and in the 2009 repermitting USE2008-00061.

(L) Additional Relevant Information as Requested in Pre-Application Conference

(2) Screening to Reduce Impacts

See (7) (C) Methods Used to Minimize Noise Pollution and Visual Blight.

(3) Measures to Protect Public

See (7) (B) Access Control.

(4) Final & Working Slope Ratios

Working faces remain at approximately angle of repose for the material mined, or 34-45 degrees. See also (7) (H) Schedule and Plan for Site Restoration and Figure 2 – Site Restoration Map.

(5) Measures to Ensure Safe Traffic, Protect Surrounding Property

Trucks using the Gravel Pit travel down Anka Street and on to Glacier Hwy. The number of trucks accessing the site has averaged five to seven round trips per day during peak months in 2018 and 2019. The mining area has two gated entrances and can facilitate a one-way circuitous traffic pattern when needed. Truck traffic from the Gravel Pit is not expected to increase over the life of the permit. Gravel Pit usage has in fact decreased in the past few years as demand for gravel has dropped City wide. Reasons include changes in the type of construction projects, substitution of shot rock for gravel in road reconstruction projects, alternative gravel sources and the economic climate. See also (7) (B) Access Control, (7) (C) Methods Used to Minimize Noise Pollution and Visual Blight, and (7) (I) Control of Airborne Emissions.

(6) Measures to Ensure Adequate Drainage

Addressed in (7) (A) Site Drainage Plan.

(7) Measures to Protect Water Level and Quality

Storm water discharges from the gravel pit are permitted by a Multi Sector General Permit (MSGP) for Industrial Activities, administered by the Alaska Department of Environmental Conservation (ADEC). The site maintains a Stormwater Pollution Prevention Plan (SWPPP) as a condition of operating under this permit. The SWPPP details measures taken on site, including the use of various best management practices (BMPs) and water quality monitoring. See (7) (A) Site Drainage Plan and Figure 1 Topographic Map – Existing Conditions for more detail.

(9) Restoration Measures and Schedule

See (7) (H) Schedule and Plan for Site Restoration.

(10) Other Measures to Protect Public

No additional measures are planned.

(11) Present Development and History of Neighboring Property

See (7) (K) Operation History.

Additional Relevant Information

Buildings

There are no buildings on the gravel pit site. The CBJ maintains a truck scale and associated scale house by the Haul Road at the end of Anka Street.

Lemon Creek Trail

No changes or impacts due to mining operations are anticipated.

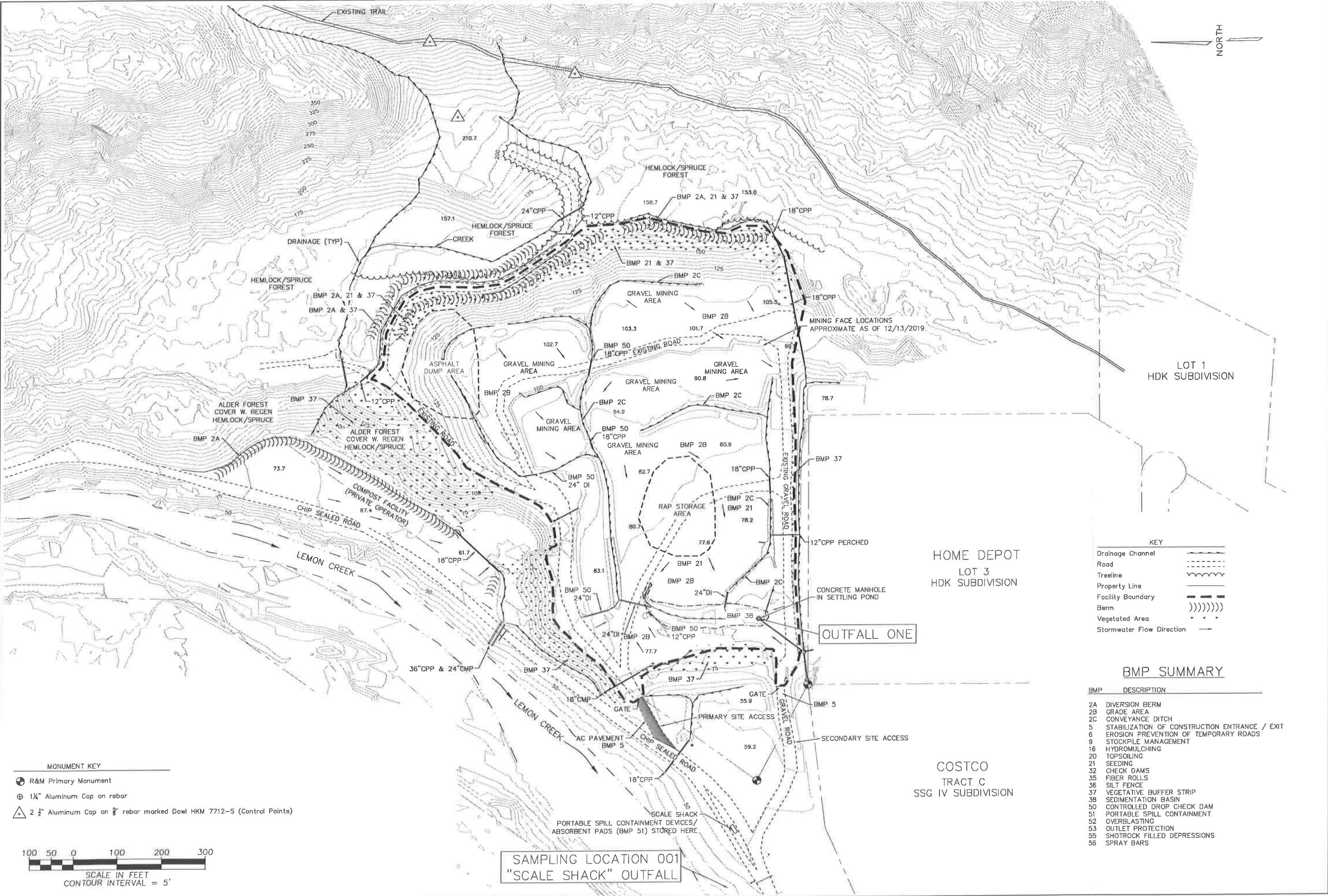


FIGURE 1



LEMON CREEK GRAVEL PIT
CONDITIONAL USE PERMIT
APPLICATION - DECEMBER 2019
EXISTING SITE CONDITIONS

Revision	
By	Date
Drawn by: STAFF	
Checked by: ME	
Date: December 2019	

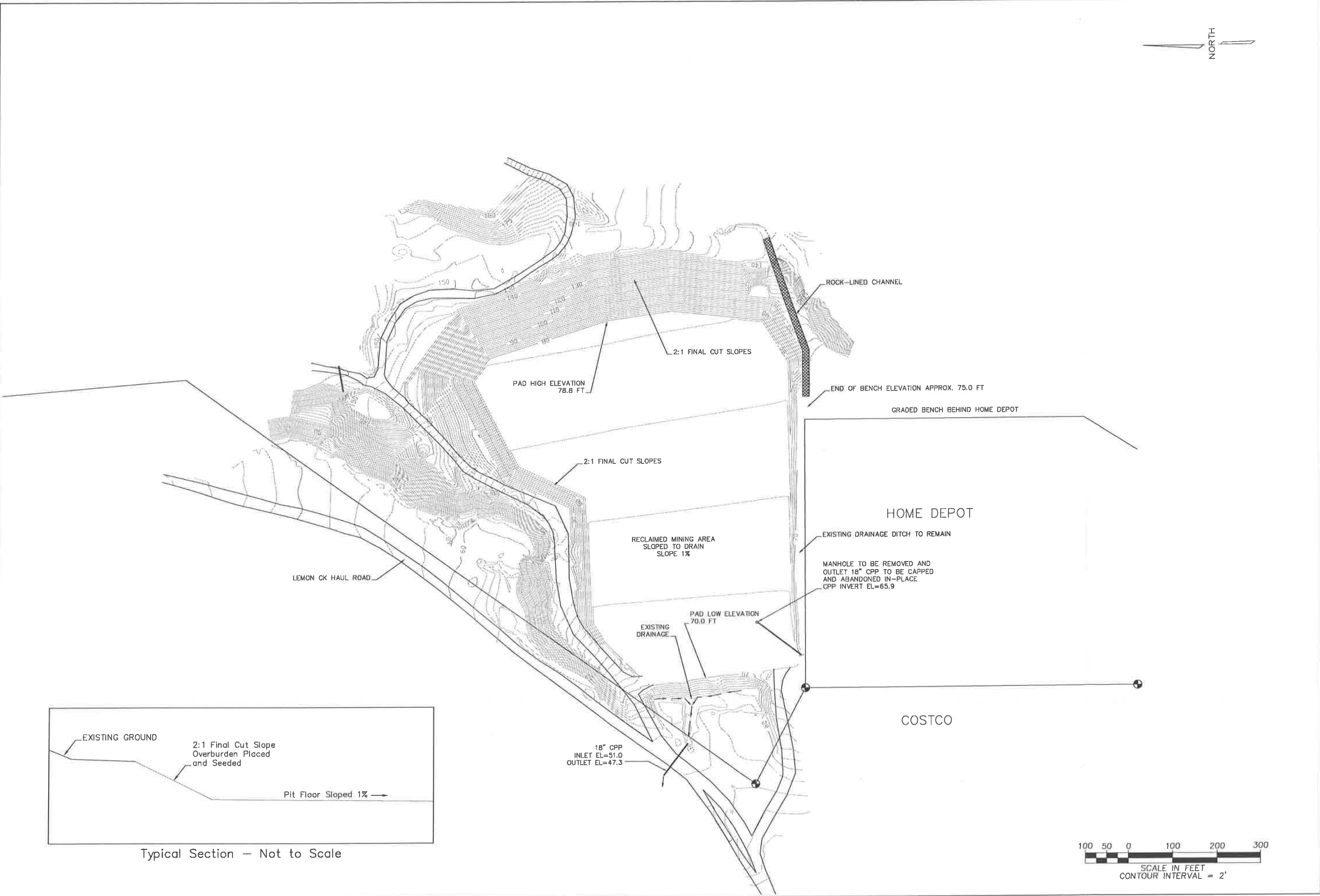


FIGURE 2

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

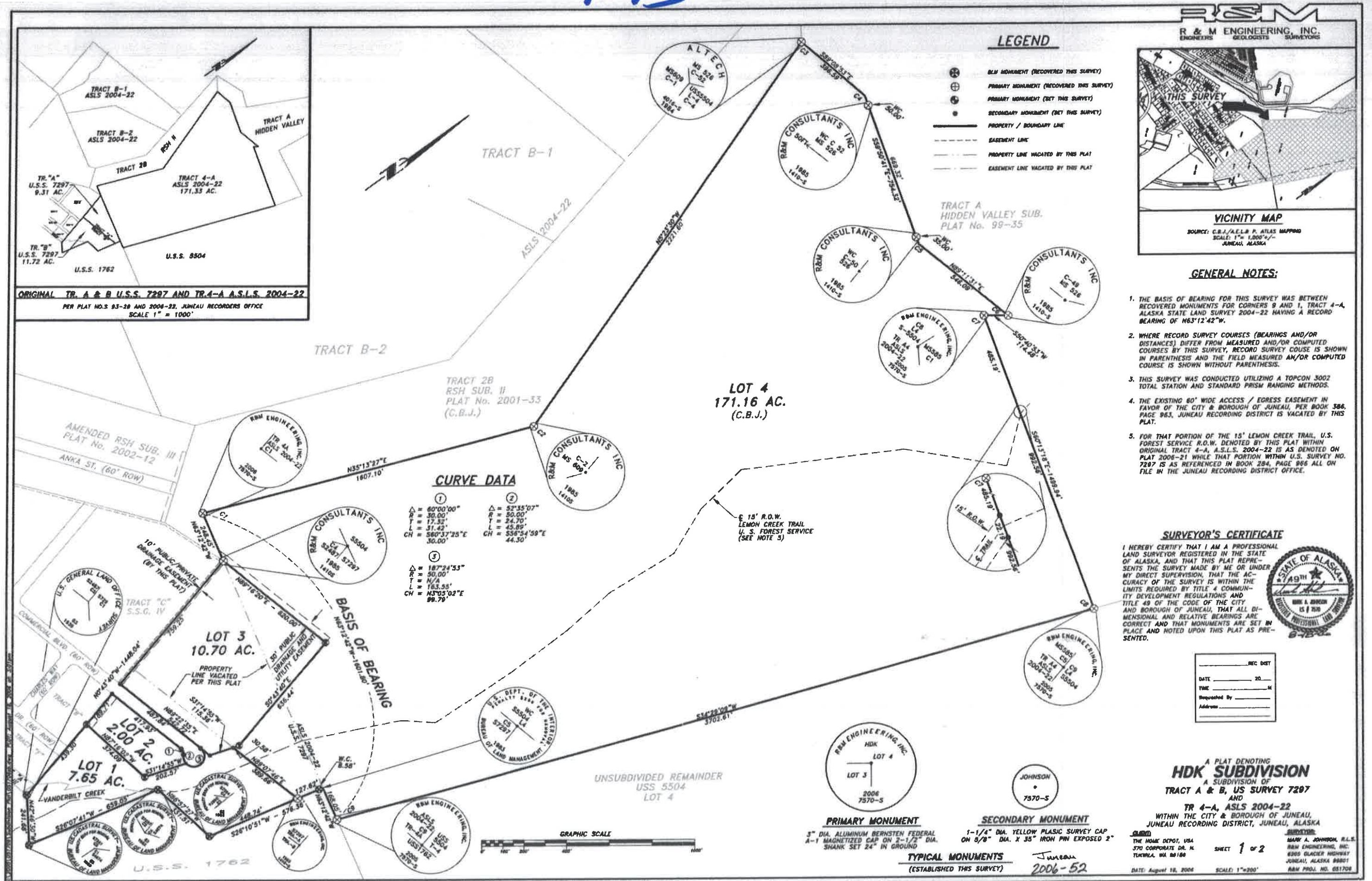
DEPARTMENT OF ENGINEERING

LEMON CREEK GRAVEL PIT
CONDITIONAL USE PERMIT
APPLICATION - DECEMBER 2019
RECLAMATION PLAN

Revision	
By	Date
Drawn by: STAFF	
Checked by: ME	
Date: December 2019	

SHEET
1 OF 1

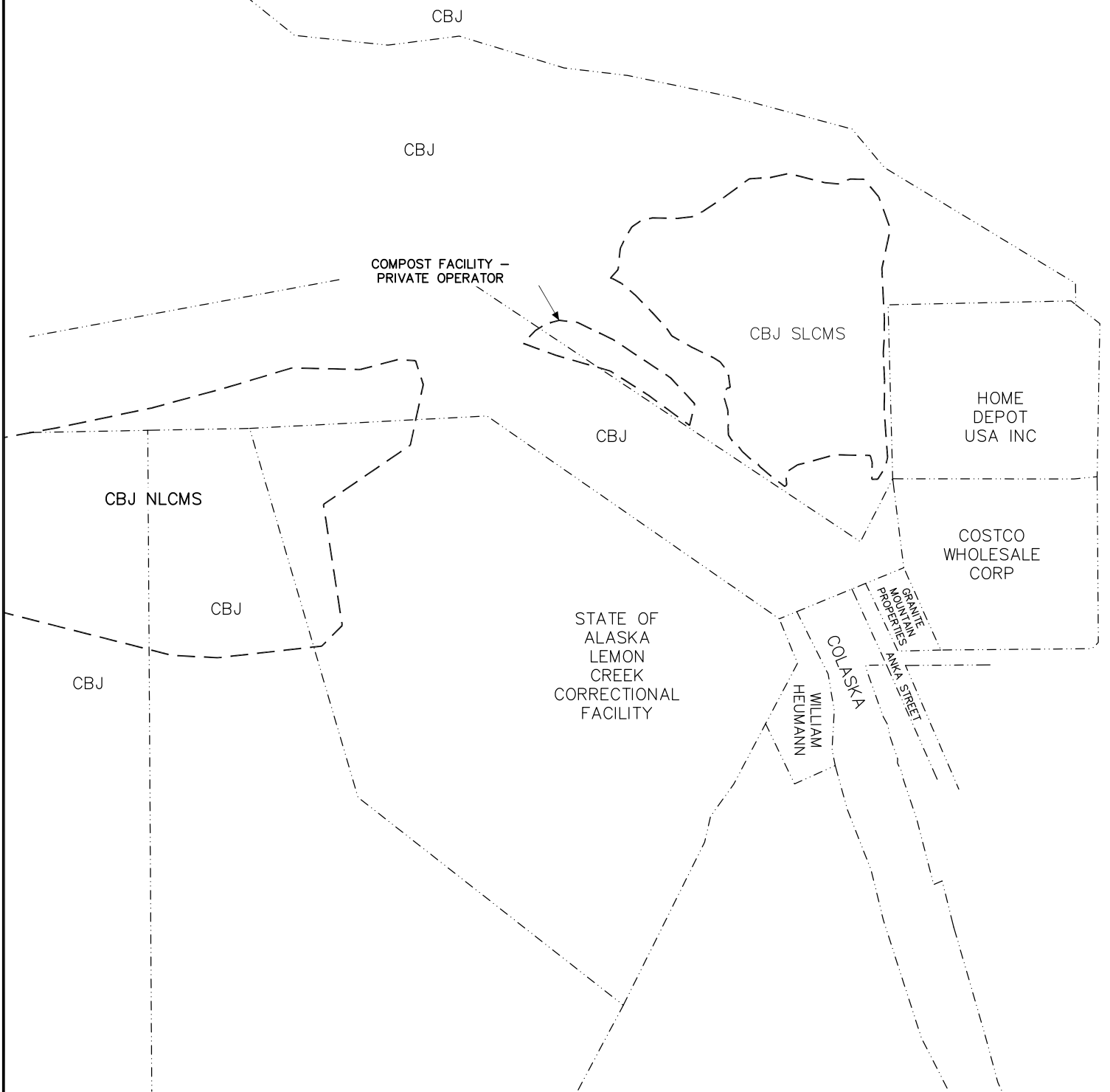
N-TS



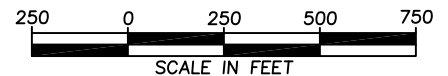
Attachment 9 - Subdivision Plat

Attachment 10 - Ownership map with North and South Lemon Creek Material Sources and adjacent properties

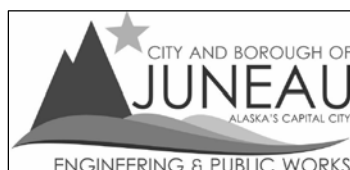
Packet Page 119 of 321



NOTE: PROPERTY LINES AND BOUNDARIES ARE APPROXIMATE.
OWNERSHIP INFORMATION TAKEN FROM CBJ GIS TOOL 04/06/2020.



REVISIONS			
REV	DATE	DESCRIPTION	BY
1	-	-	-



2020 SLCMS CONDITIONAL USE
PERMIT
LEMON CREEK AREA PROPERTY

DATE	04/06/2020
DRAWN BY	EICH
SHEET	
1	OF 1

42.20.095 Disturbing the peace.

(a)

General.

(1)

It is unlawful for any person willfully to make or continue to make, or cause to be made or continued, any loud, unnecessary, or unusual noise which disturbs the peace or quiet of any neighborhood or which causes discomfort or annoyance to any reasonable person of normal sensitivity residing in the area. The standards which shall be considered in determining whether a violation of the provisions of this section exists shall include the following:

(A)

The volume of noise;

(B)

The intensity of the noise;

(C)

Whether the nature of the noise is usual or unusual;

(D)

Whether the origin of the noise is natural or unnatural;

(E)

The volume and intensity of the background noise, if any;

(F)

The proximity of the noise to residential sleeping facilities;

(G)

The nature and zoning of the area within which the noise emanates;

(H)

The density of the inhabitation of the area within which the noise emanates;

(I)

The time of the day or night the noise occurs;

(J)

The duration of the noise;

(K)

Whether the noise is recurrent, intermittent or constant;

(L)

Whether the noise is produced by a commercial or noncommercial activity;

(M)

Whether the noise contains pure tones.

(2)

Liability. In a prosecution under this section, it shall be a rebuttable presumption that the owner, tenant, or person in charge of real property from which noise emanates in violation of this section has caused or allowed to be caused the noise which violates this section.

(b)

Construction of buildings and projects. It is unlawful to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or similar heavy construction equipment, before 7:00 a.m. or after 10:00 p.m., Monday through Friday, or before 9:00 a.m. or after 10:00 p.m., Saturday and Sunday, unless a permit shall first be obtained from the City and Borough building official. Such permit shall be issued by the building official only upon a determination that such operation during hours not otherwise permitted under this section is necessary and will not result in unreasonable disturbance to surrounding residents.

(c)

Noise emanating from vehicles.

(1)

Policy. It is unlawful for any person to play, continue to play, or allow to be played, any sound system from, within, or on any motor vehicle so that any sound, music, or vibration emanating therefrom can be heard at a distance of more than 30 feet between the hours of 10:00 p.m. and 9:00 a.m., unless the vehicle is a sound truck operating pursuant to a permit issued under [section 72.10.150](#)

(2)

Liability. In a prosecution under this section, it shall be rebuttable presumption that the registered owner of a vehicle from which emanates noise in violation of this section has played or allowed to be played the sound system causing the noise.

(d)

[Reserved.]

(e)

Defenses. It is an affirmative defense to a charge under subsection (a) of this section that the noise is a normal result of a kennel authorized in an industrial zone under [title 49](#) of this Code.

(f)

Disturbing the peace is an infraction.

(Serial No. 78-36, § 3, 1978; Serial No. 85-56, § 45, 1985; Serial No. 2000-44am, § 2, 1-22-2001; Serial No. 2006-18(b), § 3, 6-5-2006)

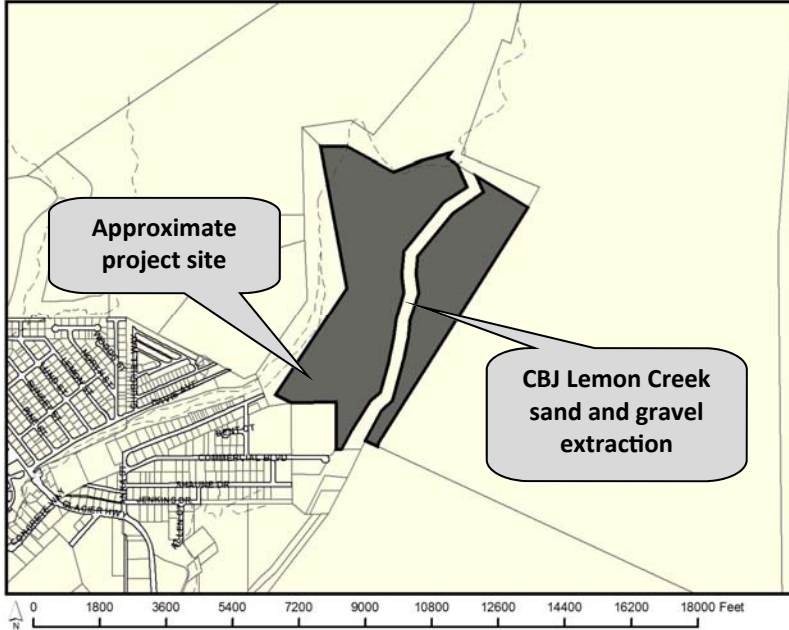
State law reference— *Disorderly conduct, AS 11.61.110.*

04 CBJAC 050.020 Performance standards.

- (a) The noise emanating from premises used for industrial activities shall be muffled so as to not become objectionable due to rhythm, intensity, pitch, or timbre, and where a use adjoins a residential district, the volume measured at the boundary line shall not exceed 55 dba's between the hours of 11:30 p.m. and 6:00 a.m., and 70 dba's at other hours.
- (b) Industrial and exterior lighting shall not be used in a manner that produces glare on public highways or neighboring property.
- (c) Arc welding, acetylene torch cutting or similar processes shall be performed so as not to be seen from outside of the property.
- (d) Provisions shall be made for necessary shielding or other preventive measures against interference caused by mechanical, electrical, electronic and nuclear equipment.
- (e) The emission of obnoxious odors or toxic or corrosive fumes or gases shall not be permitted. Dust or vapor created by an industrial operation shall not be exhausted directly into the atmosphere.
- (f) The storage of liquid or solid waste which attracts vermin or otherwise creates a health hazard is prohibited. No waste products shall be visible from eye level from any property line.
- (g) All open storage, excluding outside merchandising, shall conform to the front yard setback requirement of the zoning district in which it is located and shall be enclosed by a sight obscuring fence or planting at least six feet high.

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission
Your Community, Your Voice



155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for **A Conditional Use Permit to continue operation of the CBJ South Lemon Creek Material Source sand and gravel facility, and asphalt reclamation/rock crushing located at 2300 Anka St.**

TIMELINE

Staff Report expected to be posted **Monday, April 20, 2020** at <https://beta.juneau.org/assembly/assembly-minutes-and-agendas>
Find hearing results, meeting minutes and more here as well.

Now through 12 noon, April 24

Comments received during this period will be sent directly to Commissioners to read in preparation for the hearing.

HEARING DATE & TIME: 7:00 pm, April 28, 2020

Members of the public wishing to call in to testify can dial 907-713-2140 and entering Participant ID number 813893. **The caller should provide their name and state that they are calling in for the Planning Commission meeting.** Public lines will be muted by default but will be unmuted by CBJ staff when it is that individual's turn to testify.

April 29

The results of the hearing will be posted online.

Phone: (907)586-0715 ♦ Email: pc_comments@juneau.org
Mail: Community Development, 155 S. Seward St, Juneau AK 99801

Printed April 7, 2020

Case No.: USE2020 0003
Parcel No.: 5B1201360021
CBJ Parcel Viewer: <http://epv.juneau.org>

USE2020-0003

April 28, 2020

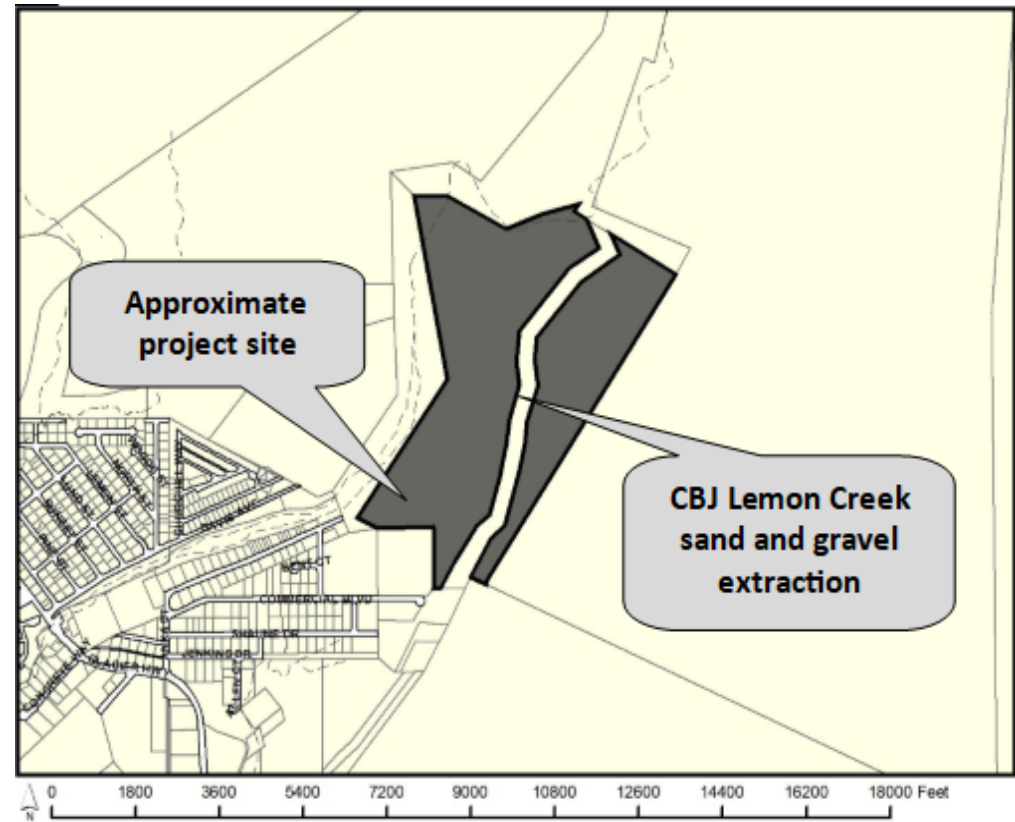
A Conditional Use Permit to continue operation of the City and Borough of Juneau South Lemon Creek Material Source sand and gravel facility, and asphalt reclamation/rock crushing

Staff recommends that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Conditional Use Permit with conditions.

Project Description

The applicant requests a **Conditional Use Permit** for a sand and gravel operation and asphalt reclamation/rock crushing

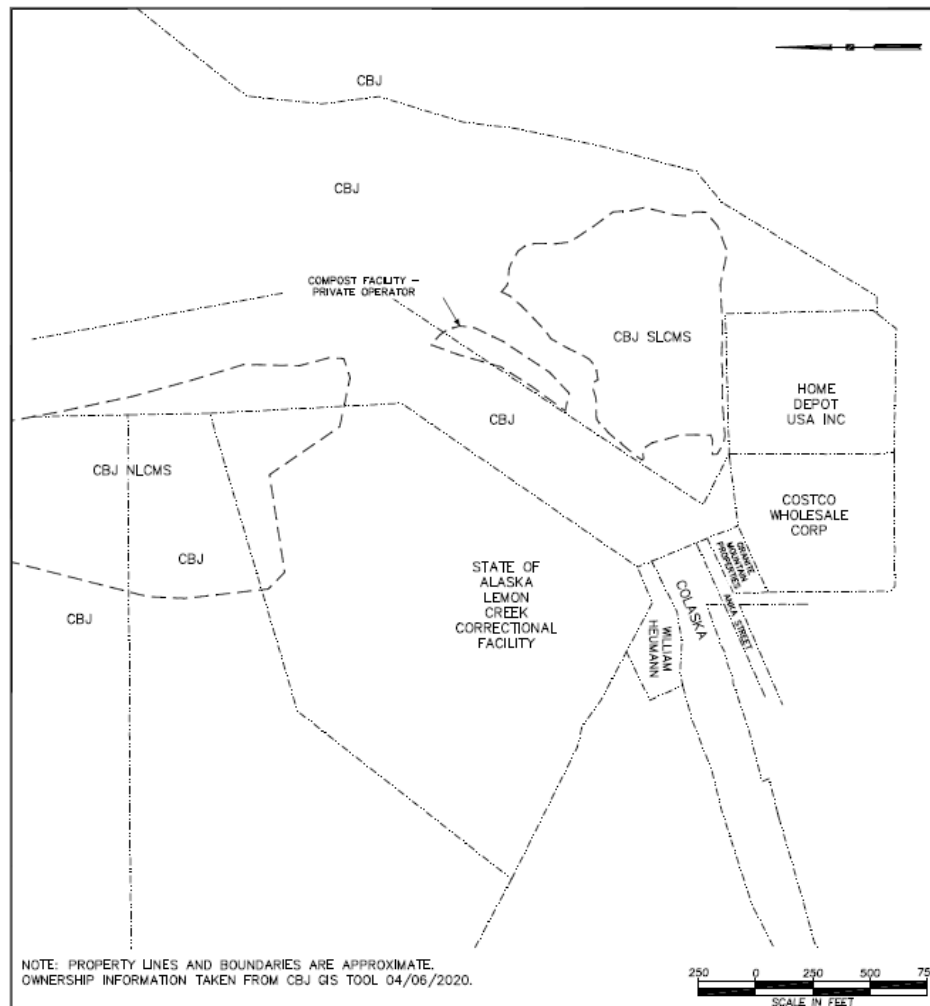
- Zoned Rural Reserve and Industrial
- 2013 Comprehensive Plan Designation is Resource Development
- Site size 171.16 acres



Project Description and Background (packet pp 104-105)

- A request to continue an existing sand and gravel extraction, asphalt crushing and reclamation, and stockpiling operation at the Lemon Creek Gravel Pit, also known as the South Lemon Creek Material Source.
- Operation does not include blasting
- The applicant is CBJ Lands and Resources; facility is operated by the CBJ Engineering and Public Works Department.
- Previously approved as USE2008-00061 for 10 years, expired on January 13, 2019.
- Second operation on the property know as the North Lemon Creek Material Source, approved for 15 years as USE2007-00051, expires in January 2024

Adjacent Uses and Land Ownership(packet p. 164)



Scope of Review (packet p. 104)

The development requires review of two code sections:

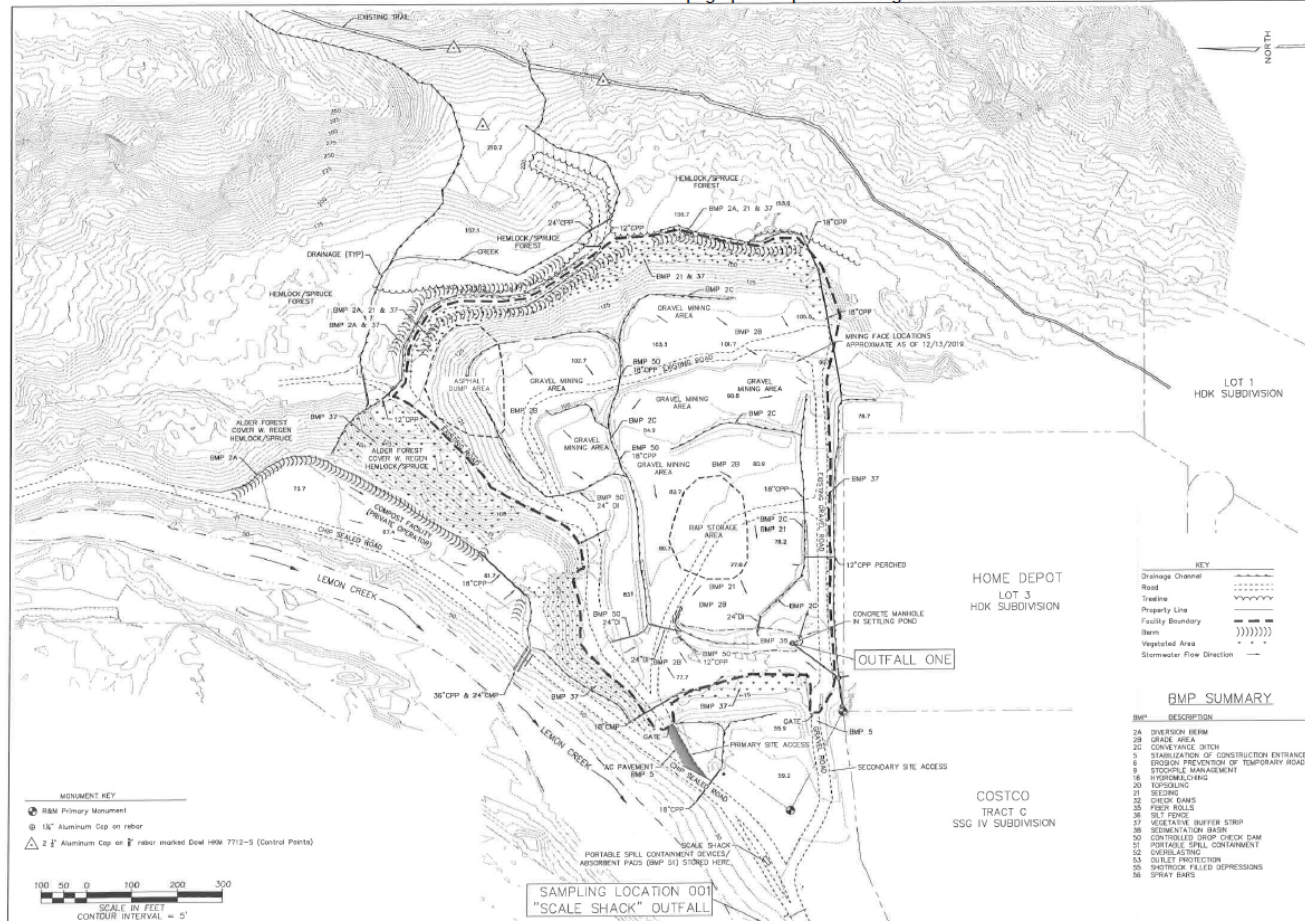
1) CBJ 49.65.200, Sand and Gravel;

and

2) CBJ 49.15.430, Conditional Use Permit

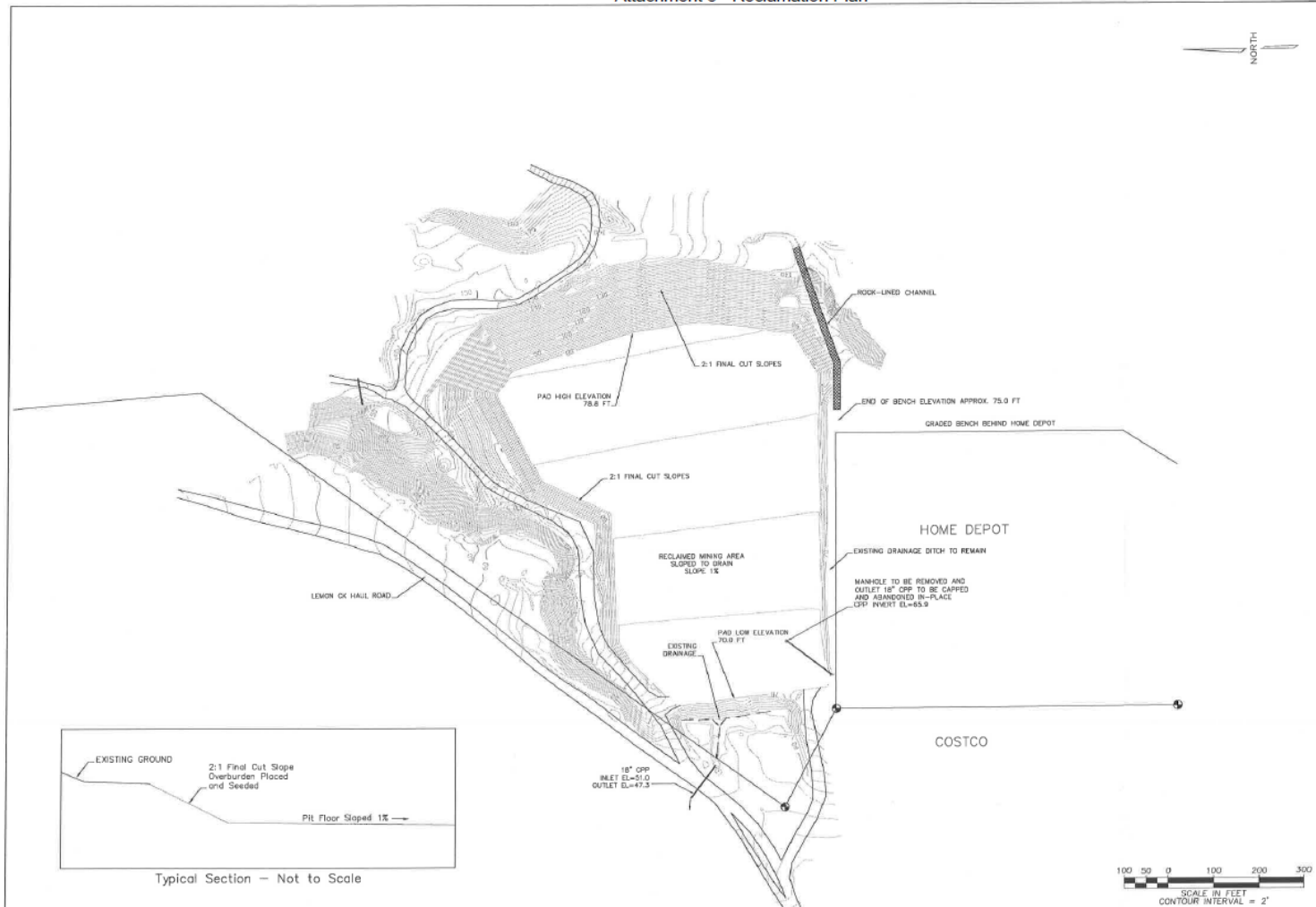
Topo Map and Drainage Plan (packet p.138)

Attachment 7 - Topographic Map and Drainage Plan

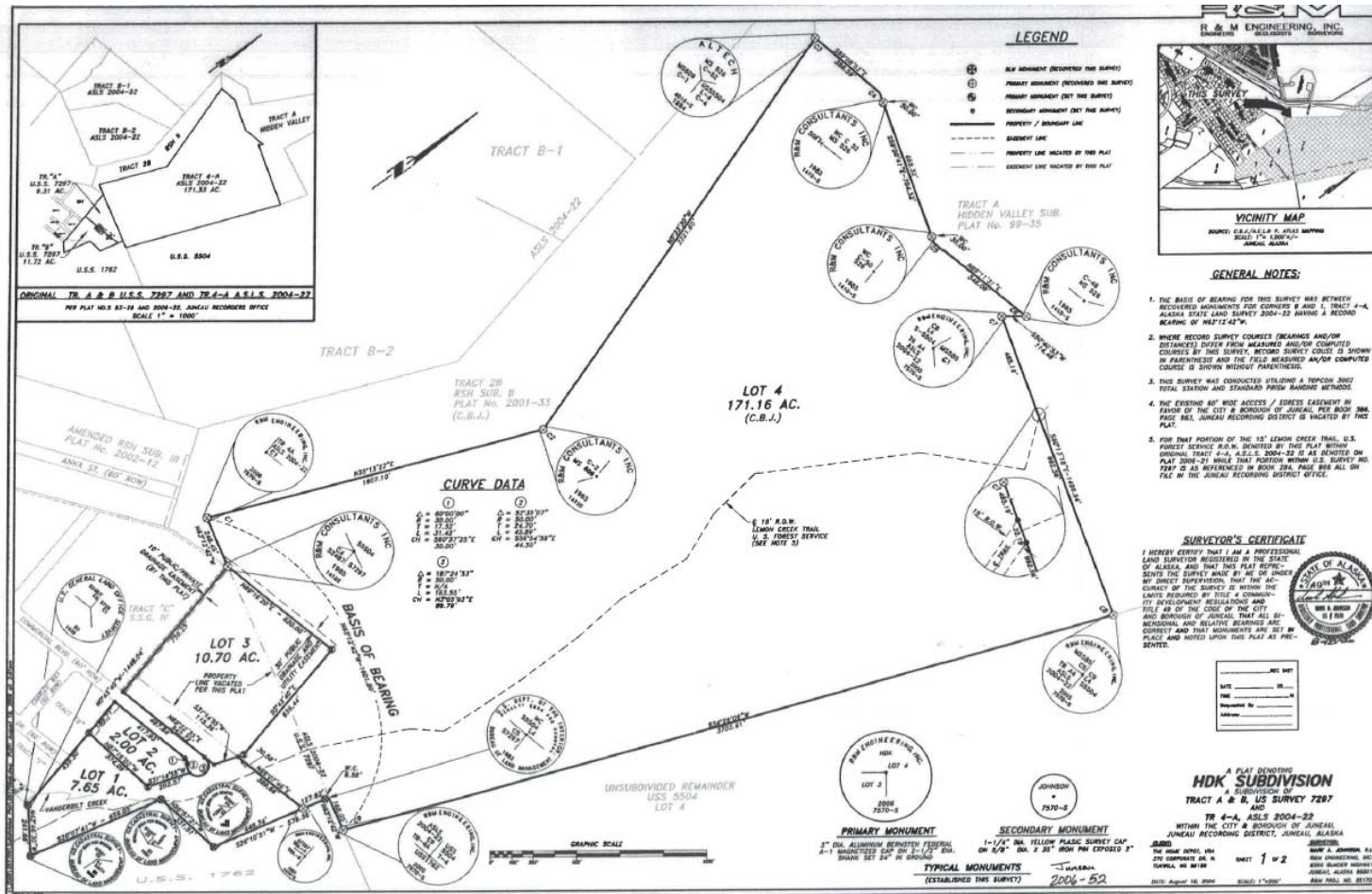


Reclamation Plan (packet p. 139)

Attachment 8 - Reclamation Plan



Plat (packet p. 140)



Agency and Public Comments (packet p. 114)

- CBJ Engineering, in its reviewer role, has accepted the drainage plan provided that all work under the CU and future grading permits adhere to the Alaska Department of Environmental Conservation Multi-Sector General Permit (MSGP) Stormwater Pollution Prevention Plan (SWPPP). The applicant's 2020 MSGP is effective as of April 1st, 2020.
- The SWPPP follows the drainage plan in Attachment 6.
- No other agency comments received
- No public comments received to date

Conformity With Adopted Plans (packet p. 115)

2013 Juneau Comprehensive Plan

- o Conforms with general policies regarding industrial development and gravel resources.

2018 Lemon Creek Area Plan

- o Conforms with policies regarding responsible resource extraction

2015 Juneau Economic Development Plan

- o Substantially complies with economic development planning concepts.

Findings (packet p. 118)

1. The application is complete.
2. The use is appropriate according to the Table of Permissible Uses.
3. The development complies with other requirements of this chapter including all public notice requirements.
4. The proposed development will not materially endanger the public health or safety.
5. The development will not substantially decrease the value of or be out of harmony with property in the neighboring area
6. The proposed development is in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.

Recommendation (packet p. 119)

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit to continue operation of the City and Borough of Juneau South Lemon Creek Material Source sand and gravel facility, and asphalt reclamation/rock crushing

The approval is subject to the following conditions:

- 1) Hours of operation shall be 7 a.m. to 10 p.m. Monday through Friday and 7 a.m. to 5 p.m. on weekends, year-round.
- 2) The permit shall expire fifteen years from the date of Planning Commission approval.

Recommendation

- 3) Seed mixes utilized for revegetation in restoration efforts shall be free from non-native, noxious weeds.
- 4) The applicant shall provide the Community Development with the annual SWPPP report no later than February 15th each year.

Recommendation

Required Conditions, per CBJ§49.65.235:

5) A strip of land at the existing topographic level, and not less than 15 feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support.

Recommendation

6) If the bank of any extraction area within the permit area is above the high water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the commission may prescribe. If the extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to the water depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.



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

MEMORANDUM

April 28, 2020

**To: Michael LeVine, Chair
Planning Commission**

**From: Teri Camery, Senior Planner
Community Development Department**

A handwritten signature in black ink, appearing to be 'Teri Camery', is written over the 'From:' line of the memorandum.

Case Number: USE2020 0003

Parcel No.: 5B1201360021

RE: Change to condition regarding hours

Staff has found that Condition 1, hours of operation, does not comply with the CBJ Noise Ordinance. The noise ordinance restricts industrial hours to 9 A.M. to 10 P.M. on weekends. The current condition allows operation from 7 A.M. to 5 P.M. on weekends.

Staff therefore recommends changing Condition 1 to state:

Hours of operation shall be 7 A.M. to 10 P.M. Monday through Friday, and 9 A.M. to 10 P.M. on weekends, year-round.



Planning Commission

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

PLANNING COMMISSION NOTICE OF DECISION

Date: April 29, 2020
Case No.: USE2020 0003

City and Borough of Juneau Lands and Resources
155 S. Seward St.
Juneau, AK 99801

Proposal: A Conditional Use Permit to continue operation of the City and Borough of Juneau South Lemon Creek Material Source sand and gravel facility, and asphalt reclamation/rock crushing

Property Address: 2300 Anka Street

Legal Description: HDK Subdivision Lot 4

Parcel Code No.: 5B1201360021

Hearing Date: April 28, 2020

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated April 20, 2020 and approved the Conditional Use Permit to continue operation of the City and Borough of Juneau South Lemon Creek Material Source sand and gravel facility, and asphalt reclamation/rock crushing to be conducted as described in the project description and project drawings submitted with the application and with the following conditions, as amended at the Planning Commission meeting:

1. Hours of operation shall be 7 a.m. to 10 p.m. Monday through Friday and 9 a.m. to 10 p.m. on weekends, year-round.
2. The permit shall expire fifteen years from the date of Planning Commission approval.
3. Seed mixes utilized for revegetation in restoration efforts shall be free from non-native, noxious weeds.
4. The applicant shall provide the Community Development with the annual SWPPP report no later than February 15th each year.

CBJ Lands and Resources

Case No.: USE2020 0003

April 29, 2020

Page 2 of 3

Required Conditions, per CBJ\$49.65.235:

5. A strip of land at the existing topographic level, and not less than 15 feet in width, shall be retained at the periphery of the site wherever the site abuts a public way. This periphery strip shall not be altered except as authorized for access points. This section does not alter the applicant's duty to maintain subjacent support.
6. If the bank of any extraction area within the permit area is above the high water line or water table, it shall be left upon termination of associated extraction operations with a slope no greater than the angle of repose for unconsolidated material of the kind composing it, or such other angle as the commission may prescribe. If the extraction operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to the water depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.

Attachments: April 20, 2020 memorandum from Teri Camery, Senior Planner, Community Development, to the CBJ Planning Commission regarding USE2020 0003.

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

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

Effective Date: The permit is effective upon approval by the Commission, April 28, 2020.

Expiration Date: The permit will expire 18 months after the effective date, or October 18, 2021, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

CBJ Lands and Resources

Case No.: USE2020 0003

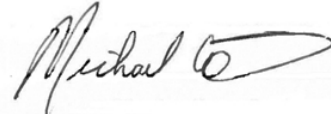
April 29, 2020

Page 3 of 3

Project Planner:



Teri Camery, Senior Planner
Community Development Department



Michael LeVine, Chair
Planning Commission



Filed With Municipal Clerk

5/5/2020

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. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.



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

DATE: April 14, 2020

TO: Planning Commission

FROM: Laurel Christian, Planner
 Community Development Department *Laurel Christian*

FILE NO.: WCF2020 0001

PROPOSAL: A Wireless Communication Facility Permit to remove an existing 90' monopole and replace it with a new, unlit 98' monopole.

GENERAL INFORMATION

Applicant: Mastec Network Solutions

Property Owner: Mastec Network Solutions

Property Address: 12401 Glacier Hwy

Legal Description: Wadleigh Tracts Tract 3A

Parcel Code Number: 4B2301070081

Site Size: 94,153 SQ. FT.

Comprehensive Plan Land Use Designation: Rural Low Density Residential

Zoning: D3 Single-family/duplex

Utilities: Public Water & Private Septic

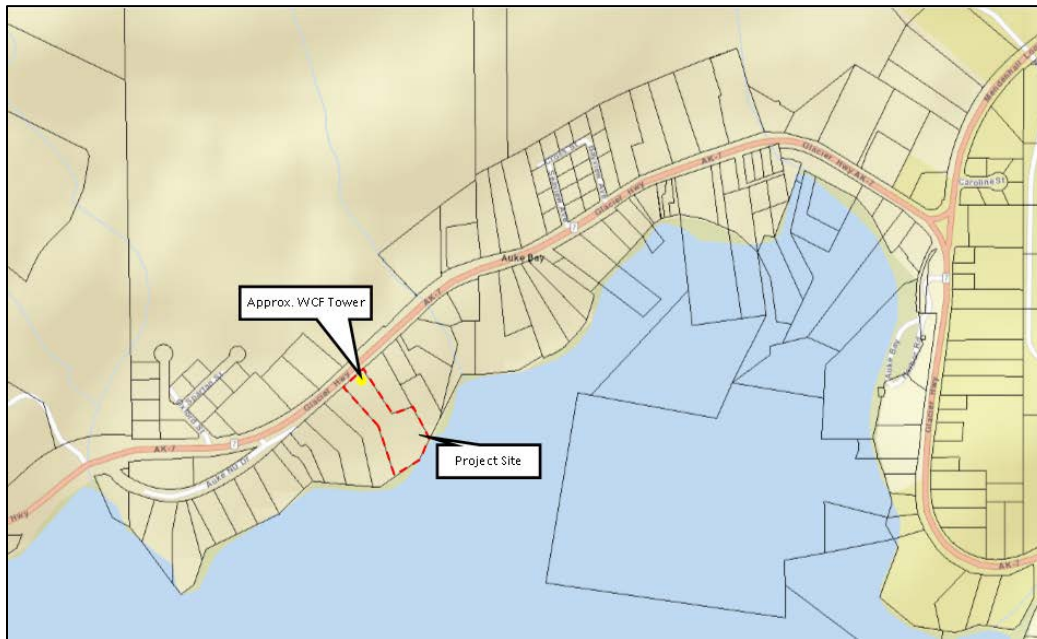
Access: Glacier Highway

Existing Land Use: Single-family dwelling and Wireless Communication Facility

Surrounding Land Use:
 North – Glacier Highway
 South – Auke Bay
 East – D3 Single-family/Duplex
 West – D3 Single-family/Duplex

Planning Commission
 File No.: WCF 2020 0001
 April 14, 2020
 Page 2 of 14

VICINITY MAP



ATTACHMENTS

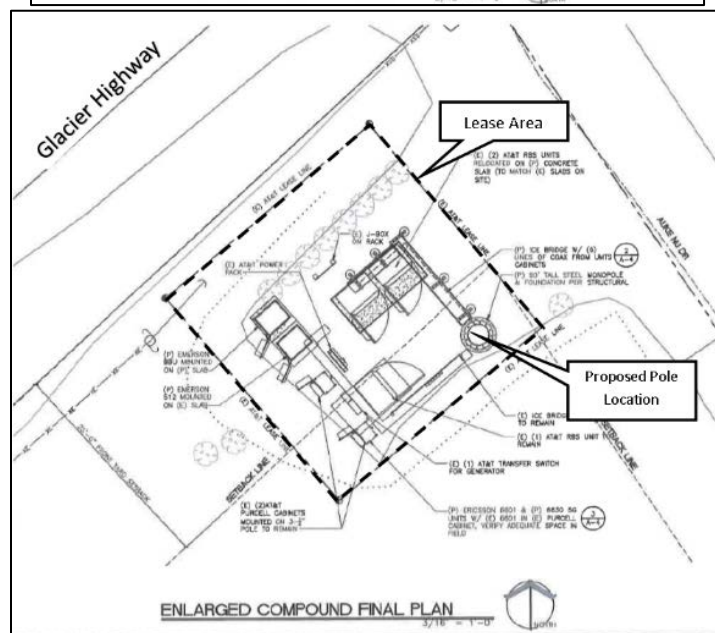
Attachment A – Application Packet

PROJECT DESCRIPTION

The applicant requests a Special Use Permit (SUP) for the development of a Wireless Communication Facility (WCF) located at 12401 Glacier Highway. If approved, this SUP would allow for the construction of a 98-foot, unlit, wireless communication tower. The proposed wireless communication tower will be 90 feet in height with an additional 8 feet of antenna and lightning rod equipment, for an overall height of 98 feet.

There is currently a 90-foot, unlit, wireless communication tower on the site, which will be removed if this application is approved. The existing wireless communication tower on the site was approved in 2006 through USE2006 00046, and was issued a building permit in 2006. It was later discovered that the tower was not constructed in accordance with the building permit or approved Conditional Use Permit (CUP). In 2010, the tower was issued a variance to reduce the required front yard setback from 25 feet to 11.1 feet (VAR2020 0002). Further, the existing tower was approved to be constructed as a steel monopole, and instead a wooden monopole was installed, again in violation of the approved CUP.

The applicant originally requested to drop the existing wooden tower and replace it with a new steel monopole in the same location with an increase in height. According to the applicant, the existing wooden tower can no longer support equipment required for service upgrades (Attachment A, Page 39). At that time, staff determined that a new SUP would be required because the existing wooden tower does not meet what was previously approved through the CUP (USE2006 0046). Additionally, if the existing wooden monopole is removed, the variance would not transfer to a new tower as the proposed development will not be constructed in compliance with the variance; therefore the variance is considered voided. The

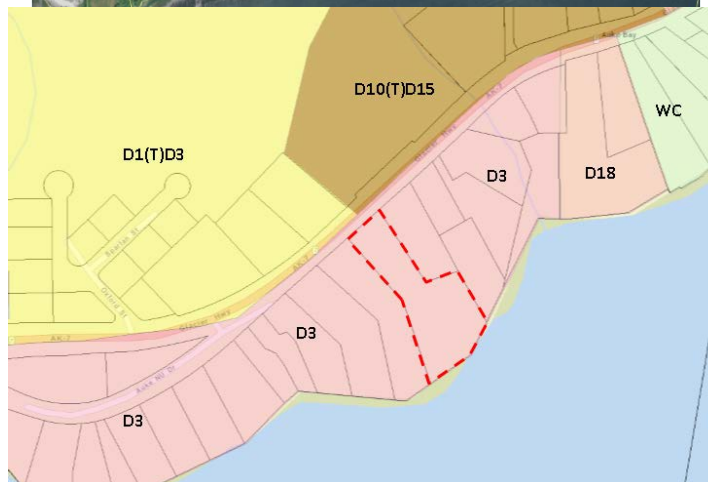
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The purpose of Specified Use Provisions Article IX. Wireless Communication Facilities (CBJ 49.65.900), is to establish reasonable regulations for the placement, construction and modification of wireless communication facilities (WCF) consistent with the Telecommunications Act of 1996 and applicable law and to:

Planning Commission
 File No.: WCF 2020 0001
 April 14, 2020
 Page 4 of 14

- (a) Promote the health, safety, and general welfare of the public and the City and Borough;
- (b) Minimize the impacts of WCFs by establishing standards for siting, design and screening and by requiring consistency with the City and Borough's wireless telecommunications master plan;
- (c) Encourage the collocation of antennas on existing structures thereby minimizing new visual impacts and reducing the need for new towers;
- (d) Maintain the natural surroundings and character of the City and Borough;
- (e) Preserve neighborhood harmony and scenic viewsheds and corridors as indicated in the Comprehensive Plan of the City and Borough of Juneau;
- (f) Accommodate the growing need and demand for wireless communications services;
- (g) Respond to the policies embodied in the Telecommunications Act of 1996 in such a manner as not to unreasonably discriminate between providers of functionally equivalent personal wireless services or to prohibit or have the effect of prohibiting personal wireless services; and
- (h) Respond to the policies embodied in Section 6409(a) of the Spectrum Act (P.L. 112-96).

Project Site / Zoning District – The project site is located in the D3 zoning district and the lot is 2.16 acres. The WCF will be located in a 900 square foot leased area towards the front of the site, directly adjacent to Glacier Highway.



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Project Design – Preliminary construction drawings can be found in Attachment A, Pages 56-62. Below is a summary of the project design.

- **Security:** The applicant proposes secure, locked cabinets to protect ground equipment and no fencing is proposed at this time (Attachment A, Page 52).
 - According to CBJ 49.65.930(b) *All WCF's shall be located, fenced, or otherwise secured in a manner that prevents unauthorized access.*
 - Staff recommends that the applicant be required to install secure fencing around the tower and ground equipment to prevent unauthorized access.
- **Signage:** Proposed signage is shown in Attachment A, Page 20. A description of where the signage will be placed is not included.
 - According to CBJ 49.65.930(c) WCF signage shall be no larger than four square feet. Additionally, the signage shall be placed on the equipment shelter or cabinets and be visible from the access point of the site. Signage placement will be reviewed through the building permit process.
- **Design Criteria:** The proposed steel monopole will measure 90 feet in height; there will be an antenna attached to the top of the monopole which extends an additional 3.5 feet; on top of this will also be a lightning rod. The total height will be 98 feet. The proposed tower is structurally designed to accommodate four (4) antenna arrays as required by CBJ 49.65.930(e)(1).
- **Lighting:** No lighting is proposed for the tower. The applicant has submitted a *Determination of No Hazard to Air Navigation* from the Federal Aviation Administration; see Attachment A, Page 30-33. This determination states that lighting is not necessary for aviation safety.
 - The WCF cannot have lighting, and if in the future the FAA requires lighting, a modification to the Special Use Permit must be approved by the Planning Commission.
- **Setbacks:** The proposed steel tower has a slip joint breakpoint at 80 feet, which is 18 feet from the top of the tower (including the lightning rod). Per CBJ 49.65.930(f)(2), if the tower has been constructed with a breakpoint, the minimum setback distance shall be equal to 110 percent of the distance from the top of the structure to the breakpoint level of the structure or the minimum yard setback requirements, whichever is greater.
 - Given the location of the breakpoint, the minimum setback for the tower is 19.8 feet.
 - The applicant's site plan shows the proposed tower to be 21 feet away from the eastern property line, 28 feet away from the northwestern property line (along Glacier Highway), 110 feet from the western property line, and over 500 feet to the southeastern property line. (Attachment A, Page 59).

According to CBJ 49.65.930(f)(3) *Any appurtenant structure shall be located so as to comply with the applicable minimum setback requirements for the property on which it is situated.*

- o The applicants shows cabinets, generators, and other associated structures to be within the front yard setback of the property, along Glacier Highway on their site plan (Attachment A, Page 59).
- o Staff recommends as a condition of approval that the applicant must submit a revised site plan showing all appurtenant structures meeting the minimum required setbacks for the D3 zoning district:
 - Front yard: 25 feet; Rear yard: 25 feet; Side yards: 10 feet.
- Structural assessment: An Alaska Licensed Engineer has certified that WCF shall be constructed in compliance with all applicable technical, safety and safety related laws adopted by the CBJ, State of Alaska, or Federal Government, and in compliance with accepted and industry practices.
- Visual Impact Assessment: The applicant performed a visual impact assessment for the proposed tower; see Attachment A, Page 21-27.
 - o Zone of Visibility Map: The Community Development Department supplied the applicant with 4 locations within a 1500-foot radius surrounding the site to perform the Visual Impact Assessment. The Zone of Visibility map can be found in Attachment A, Page 23-24.
 - o Siting for Least Adverse Impact: No discussion has been provided by the applicant regarding siting for least adverse impact. The applicant does however discuss the visual impact study, which is described below. The proposed tower will replace an existing tower, which is situated closer to Glacier Highway than the proposed tower. Setting the tower back may reduce visibility from some areas, as discussed below.
 - o Simulated Renderings of Existing, Proposed and Full Buildout of WCF: The applicant provided photo simulations, as discussed below, and found in Attachment A, Page 24-27.
 - Photo simulation 1 shows that the existing and proposed tower are not visible from the viewpoint location. (Attachment A, Page 24)
 - Photo simulation 2 shows that the existing tower is visible from the viewpoint and the proposed tower is not visible from the viewpoint. The proposed tower, from this viewpoint, is screened by trees. (Attachment A, Page 25)
 - Photo simulation 3 shows that the existing and proposed tower are visible from the viewpoint. (Attachment A, Page 26)
 - Photo simulation 4 shows that the existing and proposed tower are not visible from the viewpoint. (Attachment A, Page 27)

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- o Screening of Base: The applicant proposes a silver steel monopole with no screening. As shown in the photo simulations, the pole is primarily surrounded by evergreen trees (Attachment A, Page 26).

- According to CBJ 49.65.930(i)(B) *WCFs shall be designed to either resemble the surrounding landscape and other natural features where located in proximity to natural surroundings, or be compatible with the urban, built environment, through matching or complementing existing structures and specific design considerations such as architectural designs, height, scale, color, and texture.*
- The 2014 Wireless Telecommunications Master Plan (WTMP), Policy 4 identifies neighborhood harmony and tower design as an important consideration when permitting new poles:

POLICY 4. TO PROTECT THE PUBLIC INTEREST AND NEIGHBORHOOD HARMONY WITH WIRELESS COMMUNICATION FACILITIES.

Implementing Action: The CBJ adopt regulations that require new wireless communication facilities in residential zones to be designed in a manner that minimizes impacts to residences

Implementing Action: The CBJ adopt regulations that encourage wireless communication facilities to be designed to blend in with the surrounding environment.

- Staff recommends as a condition of approval that the Planning Commission require the applicant to paint the monopole matte dark brown to blend with the surrounding natural vegetation to minimize visual impacts. The existing wooden monopole is dark brown and wooden and blends well with the natural vegetation in the area. Additionally, staff recommends as a condition of approval that the required security fencing be designed to visually screen the ground equipment associated with the proposed tower.
- o Balloon Test: The requirement for the balloon test was waived by the CDD Director; see Attachment A, Page 36.
- FAA Compliance Report: As discussed above, no lighting is proposed for the tower. The applicant has submitted a *Determination of No Hazard to Air Navigation* from the Federal Aviation Administration; see Attachment A, Pages 30-33. This determination also states that lighting is not necessary for aviation safety.
 - Radio Frequency Emissions Compliance Report: The applicant has submitted a Statement of Compliance with federal standards for radio frequency (Attachment A, Page 8). According to the statement, the proposed tower will not exceed FCC requirements for radio frequencies.
 - Propagation Study: The applicant submitted a propagation study (Attachment A, Pages 41-45). The study shows some increase in coverage with the proposed tower.

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- Collocation: The subject parcel is identified in the 2014 Wireless Telecommunications Master Plan (WMP) as an existing WCF site. The applicant will replace the existing wooden monopole on the site with a new metal monopole. According to the WMP there are four other existing WCF sites in Auke Bay, approximately 2-3 miles from the subject parcel. The applicant discusses why collocation on existing towers is not feasible:

“AT&T services are also existing at 14080 glacier highway. The topography and dense trees require two locations to continue under operation. The distance between these two tower locations is almost 2 miles. If the antennas of the subject site at 12401 Glacier Highway were not in operation there would be a complete loss of service within the Auke Bay area including the harbor. There are no other towers in the vicinity in which AT&T can co-locate.” (Attachment A, Page 47)

The applicant does not discuss the possibility of collocation on towers within the Auke Bay center, closer to the subject site. However, the subject parcel is an established WCF site according to the plan. The following map is an excerpt from the 2014 WMP which shows antenna locations as of 2014.



Traffic – The use is not expected to add traffic to the existing site. Traffic will be limited to construction traffic and periodic maintenance.

Parking and Circulation – The site has direct vehicular access from Glacier Highway. The lease area measures 900 square feet. The applicant has not identified parking on the site plan. Title 49 does not set a parking requirement for WCFs.

Noise – Once construction is complete, noise is not expected to be out of character with the existing neighborhood.

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Public Health or Safety – There is no evidence that the proposed development will negatively affect the public health or safety. As discussed above, the proposed tower will replace an existing wooden monopole, which does not meet the required setbacks for a WCF and is not constructed using breakpoint technology. The proposed monopole will meet the required setbacks required when utilizing breakpoint technology, and therefore improve the public safety in the event that the pole fails. Additionally, all required ground infrastructure will meet the required setbacks for the zoning district.

Property Values and Neighborhood Harmony – There is no evidence that the proposed development will significantly reduce property values or be out of harmony with the existing neighborhood.

Habitat – The proposed development does not affect any habitats regulated by Title 49.

AGENCY REVIEW

Staff conducted an agency review period between February 24, 2020 and March 9, 2020. Capital City Fire & Rescue, CBJ Building Code Official, CBJ Engineering & Public Works, stated they had no issues with the proposed tower. The CBJ Airport Manager requested that the applicant file with the FAA to determine no obstruction to navigable airspace and file a notice of construction.

PUBLIC COMMENT

At time of writing this staff report, no public comments regarding the proposed tower have been received.

CONFORMITY WITH ADOPTED PLANS

2013 Comprehensive Plan: The subject parcel has a Comprehensive Plan future land use designation of Rural Low Density Residential (RLDR). This future land use designation is intended for:

...very low density development not provided with municipal sewer or water. Densities are intended to permit one dwelling unit per acre or larger lot sizes, based on existing platting or the capacity of the land to accommodate on-site septic systems and wells. Uses may also include small-scale, visitor oriented, seasonal recreational facilities.

WCFs are deemed appropriate to the zoning and land use designation due to their low noise and traffic impacts. When WCFs are located within residential neighborhoods, visual screening helps to promote neighborhood harmony; the above discussed recommended conditions of approval help achieve this. The Comprehensive Plan identifies policies for the establishment of Wireless Communication Facilities:

POLICY 12.11. TO PLAN FOR AND TO ESTABLISH LAND USE CONTROLS ON WIRELESS COMMUNICATIONS FACILITIES IN A MANNER THAT IS APPROPRIATE FOR THE COMMUNITY AND WITHIN THE PARAMETERS ESTABLISHED BY FEDERAL LAW.

2014 Wireless Telecommunications Master Plan (WMP): The WMP is a document that guides future development of wireless telecommunication facilities. The project generally complies with the Wireless Telecommunications Master Plan.

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POLICY 1. TO ENSURE THE PROTECTION OF THE HEALTH AND SAFETY OF THE PUBLIC WITH THE DEVELOPMENT OF WIRELESS COMMUNICATION FACILITIES.

POLICY 2. TO PROTECT AVIATION SAFETY BY COORDINATING WITH FEDERAL AVIATION ADMINISTRATION (FAA) WITH THE DEVELOPMENT OF WIRELESS COMMUNICATION FACILITIES.

POLICY 3. TO PROTECT THE NATURAL ENVIRONMENT WITH THE DEVELOPMENT OF WIRELESS COMMUNICATION FACILITIES.

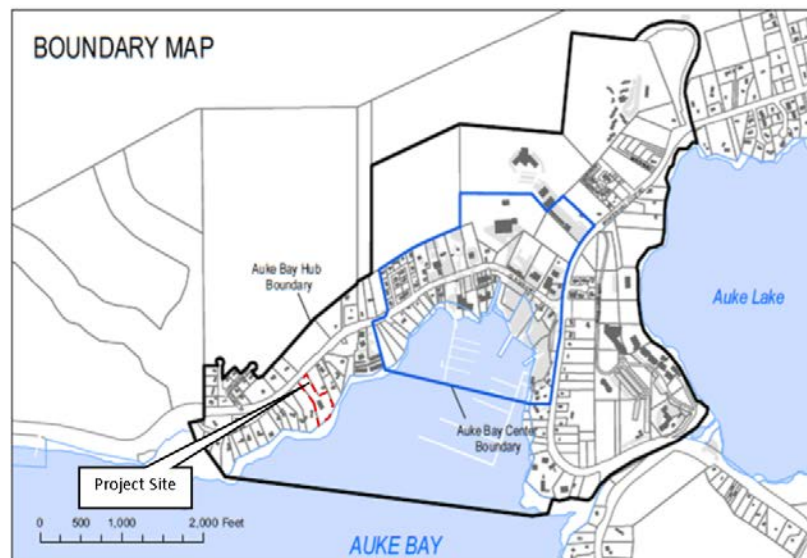
POLICY 5. PROMOTE LAND USE EFFICIENCY WITH THE COLLOCATION OF WIRELESS COMMUNICATION FACILITIES TO EXISTING STRUCTURES.

2015 Auke Bay Area Plan: The subject parcel is within the Auke Bay Area Plan boundary. Chapter 1: Land Use and Facilities identifies the following goal and policy related to the development of WCFs:

Goal 9: *New above ground utility poles (including WCFs) should not be easily visible within the Center planning area.*

Policy 9.1: *New Wireless Communication Facilities (WFC) should be built in a manner consistent with adopted WCF regulations and the adopted WCF Master Plan.*

The proposed WCF is not within the identified Center planning area and has been found to be in general conformity with the Wireless Telecommunications Master Plan.



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FINDINGS

CBJ 49.65.970(d) and (e), Director's Review, states that the director shall review the application for completeness.

1. The director shall review the application for completeness.
2. Incomplete applications shall be rejected and the applicant notified in writing within 30 days of receipt of the initial submission. If rejected, the director's decision shall identify the deficiencies in the application, which, if cured, would make the application complete.
3. Once an application is deemed complete, the director shall schedule it for a hearing before the planning commission, and shall give notice to the applicant and the public in accordance with subsection (e).

CBJ 49.65.970(f), Planning Commission Determination, states that the Planning Commission is authorized to review, analyze, evaluate and make decisions with respect to reviewing special use permits for WCFs.

1. The Planning Commission may impose any conditions on a special use permit:
 - a. Required to ensure compliance with the design criteria specified in section 49.65.930; and
 - b. That are consistent with the purposes of this article, which may include conditions related to the aesthetic effect of the WCF and compatibility with the surrounding area. Factors relevant to aesthetic effects are: the protection of the view in sensitive or particularly scenic areas, scenic corridors/viewsheds identified in the Comprehensive Plan of the City and Borough of Juneau and in the historic district; the concentration of WCFs in the proposed area; and whether the height, design, placement or other characteristics of the proposed facility could be modified to have a less intrusive visual impact.
2. The Planning Commission may deny an application for any of the following reasons:
 - a. Conflict with safety and safety-related codes and requirements;
 - b. Conflict with the purpose of a specific zoning, overlay, or land use designation;
 - c. Presence of another approved WCF or WCF application within the geographic search area that is available to the applicant;
 - d. The proposed site is on, or eligible to be on, the National Register of Historic Places;
 - e. The proposed site is in an area commonly valued by the community as a whole for its natural or scenic properties.
 - f. For a proposed freestanding tower, the applicant fails to demonstrate that no existing structure or tower can accommodate the applicant's proposed use without increasing the height of the existing tower or structure or otherwise creating a greater visual impact; or that use of such existing facilities is technically infeasible or commercially impracticable; and
 - g. Conflicts with the provisions of this article.
3. The Planning Commission shall deny any application for WCF in the following locations:
 - a. State or local wildlife refuges;
 - b. In any area designated as a public park, unless screened so as to minimize visual and noise impacts, and as long as public use will not be disrupted; and
 - c. In any area designated as a scenic corridor/viewshed identified in the Comprehensive Plan of the City and Borough of Juneau.

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- d. In any area that fully or partially obstructs the view of the Mendenhall Glacier from the waterfront roadway from the North Douglas boat launch facility to False Outer Point.
4. The Planning Commission shall condition a permit on a requirement to construct the WCF within a reasonable period of time, which may not exceed 18 months.

Per CBJ 49.65.970(d) and (f), Review of Director's and Commission's Determinations, the Director makes the following findings on the proposed development:

1. *Is the application for the requested special use permit complete?*

Yes. The application contains the information necessary to conduct a full review of the proposed wireless communications facility.

2. *Is the proposed project consistent with safety and safety-related codes and requirements?*

Yes. The proposed WCF does not conflict with safety and safety-related codes and requirements.

3. *Is the proposed use appropriate according to the Table of Permissible Uses and other specific zoning, overlay, or land use designation?*

Yes. The proposed WCF is appropriate according to the Table of Permissible Uses and Title 49, Article IX – Wireless Communication Facilities.

4. *Is the presence of another approved WCF or WCF application within the geographic search area that is available to the applicant?*

Yes. There are four (4) other established WCF sites within approximately 3 miles of the proposed WCF.

5. *Was Public Notice of the Planning Commission consideration in compliance with CBJ 49.65.970(e)?*

Yes. Public notice of this project was provided in the April 17, 2020 and April 26, 2020 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 1500 feet of the subject parcel as well as all neighborhood associations. Three public notice signs were posted on two weeks prior to the hearing. Signs were posted to be visible from the public right-of-way.

6. *Is the proposed site on, or eligible to be on, the National Register of Historic Places?*

No. The subject parcel does not meet the National Register of Historic Places criteria for evaluation.

7. *Is the proposed site in an area commonly valued by the community as a whole for its natural or scenic properties?*

No. The site is located in a residential neighborhood along Glacier Highway.

8. *For a proposed freestanding tower, did the applicant demonstrate that no existing structure or tower can accommodate the applicant's proposed use without increasing the height of the existing*

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tower or structure or otherwise creating a greater visual impact; or that use of such existing facilities is technically infeasible or commercially impracticable?

No. The applicant is replacing an existing monopole on an established site with a new, unlit pole. The applicant argues that the use of another AT&T tower is not practical due to dense vegetation and topography of the area. The applicant does not discuss the use of towers owned by other companies.

9. *Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?*

Yes. The proposed WCF is in general conformity with the 2013 Comprehensive Plan, 2014 Wireless Telecommunications Master Plan, and the 2015 Auke Bay Area Plan.

10. *Is the proposed development located on State or local wildlife refuges?*

No. The proposed development is not located on a State or local wildlife refuge.

11. *Is the proposed development in any area designated as a public park, unless screened so as to minimize visual and noise impacts, and as long as public use will not be disrupted?*

No. The proposed WCF is not in an area designated as a public park.

12. *Is the development in any area designated as a scenic corridor/viewshed identified in the Comprehensive Plan of the City and Borough of Juneau?*

No. Glacier Highway past Eagle Beach is designated as a Scenic Corridor/viewshed. The proposed WCF is not within this portion of Glacier Highway.

13. *Is the development in any area that fully or partially obstructs the view of the Mendenhall Glacier from the waterfront roadway from the North Douglas boat launch facility to False Outer Point?*

No. The proposed WCF will not obstruct the view of the Mendenhall Glacier.

The Planning Commission may deny a Special Use Permit according to the process pursuant to 49.65.970(f)(2). The Planning Commission shall deny a Special Use Permit for a project listed in areas of the borough, as indicated in 49.65.970(f)(3). The Commission cannot deny the permit outside of those listed items.

RECOMMENDATION

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE the requested Special Use Permit. The permit would allow the development of a 98-foot, unlit, tower with the following conditions:

1. The applicant shall install fencing around the tower and ground equipment to prevent unauthorized access. This fencing shall be designed to visually screen the base of the pole and ground equipment from the roadway.
2. The applicant shall paint the pole matte dark brown to blend with the surrounding natural vegetation.
3. The WCF cannot have lighting, and if in the future the FAA requires lighting, a modification to the Special Use Permit must be approved by the Planning Commission.

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4. Prior to issuance of a building permit, the applicant shall submit a revised site plan showing all appurtenant structures meeting the minimum required setbacks for the zoning district.

BUILDING PERMIT APPLICATION

(Including Water, Sewer, Driveway, Grading, Mechanical, Plumbing, Electrical, and Building Safety Inspections)

(APPLICANT PLEASE FILL IN TOP PORTION OF PAGE AFTER FIRST LINE)

Project No:	Project Name: (City Staff to assign name)	Case No: <u>BLD20-053</u>	Date Received:
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APPLICANT AREA

CONTRACTOR/OWNER-BUILDER <u>Mastec Network Solutions-Alaska</u> Mailing Address <u>2240 East Dowling Road, Anchorage, AK 99507</u>		☒ Contact by E-Mail <u>alissa.haynes@selectsiteacq.com</u> Contact Person <u>Alissa Haynes</u> Phone No. <u>907-727-7907</u> FAX No. _____ License Number _____
ARCHITECT / ENGINEER <u>DHD Architecture PLLC</u> Mailing Address <u>1324 246th Ave SE, Issaquah, WA 98027</u>		☒ Contact by E-Mail <u>davidhdean@msn.com</u> Contact Person <u>David Dean</u> Phone No. <u>425-503-0637</u> FAX No. _____ License Number <u>11332</u>
PERMIT CLASS ☒ NEW ☐ ADDITION ☐ REPAIR/REMOD ☐ ELECTRICAL ☐ PLUMBING ☐ MECHANICAL ☐ WOODSTOVE ☐ WATER ☐ SEWER ☒ DEMOLITION ☐ GRADING ☐ DRIVEWAY ☐ BUILDING SAFETY ☒ OTHER <u>Construct 90' monopole</u>		
BUILDING TYPE ☐ Residential ☐ Commercial ☒ Other <u>WCF - 90' monopole</u>		
EXISTING DWELLING UNITS ON PROPERTY <u>1</u> NEW DWELLING UNITS THIS PROJECT <u>0</u> TOTAL EXISTING BUILDINGS ON PROPERTY <u>1</u>		
DESCRIPTION OF WORK: <u>Remove and Replace 90' Monopole at existing WCF.</u> <u>Install new 90' slip joint steel monopole with zero fall radius with (3) sector frames and tower and ground equipment.</u> <u>Demo and remove existing 90' wood monopole.</u>		VALUE: <u>TYPE</u> (ie: house, garage, deck, unfinished) New: _____ Sq. Ft. New: _____ Sq. Ft. New: _____ Sq. Ft. New: _____ Sq. Ft. Cost of Remodeling: \$ _____ (if any)
I hereby certify that I have read and examined this application and know the same to be true and correct. All provisions of laws and ordinances governing this type of work will be complied with whether specified herein or not. The granting of a permit does not presume to give authority to violate or cancel the provisions of any other federal, state or local law regulating construction or the performance of construction. Signature of Owner, Contractor or Authorized Agent: _____ Date: <u>September 10, 2019</u> ☒		

(OFFICE USE ONLY BELOW THIS LINE)

STAFF AREA

BUILDINGS Occupancy Class _____ Type of Construction _____ FCC Code _____ Permit Classification _____		BUILDING PERMIT FEES PLAN REVIEW FEES Building Plan Review \$ _____ Grading Plan Review \$ _____ Total Review Fees \$ _____ PLAN REVIEW PAYMENT Date _____ Receipt No. _____ CK _____																					
<table border="1"> <thead> <tr> <th>Occupancy</th> <th>Square Feet</th> <th>@ Rate</th> <th>= Valuation</th> </tr> </thead> <tbody> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> Bedrooms _____ Stories _____		Occupancy	Square Feet	@ Rate	= Valuation																	PERMIT ISSUANCE FEES Adjusted Plan Review Fee \$ _____ Fast Track Fee \$ _____ Early Start Fee \$ _____ Building Permit Fee \$ _____ Water Assessment Fee \$ _____ Water Inspection Fee \$ _____ Sewer Assessment Fee \$ _____ Sewer Inspection Fee \$ _____ Grading Permit Fee \$ _____ Driveway Permit Fee \$ _____ Bond for \$ _____ Other \$ _____ Total Issuance Fees \$ _____ PERMIT ISSUANCE PAYMENTS Date _____ Rcpt _____ Ck _____ \$ _____ Date _____ Rcpt _____ Ck _____ \$ _____ Date _____ Rcpt _____ Ck _____ \$ _____ Date _____ Rcpt _____ Ck _____ \$ _____	
Occupancy	Square Feet	@ Rate	= Valuation																				
LAND USE PARKING _____ FLOOD ELEV. _____ FIRM ZONE _____ FIRM MAP _____ LAND USE PERMITS: Case Number _____ Case Number _____ Case Number _____ Case Number _____ Water Connection Permits I hereby acknowledge receipt of a _____ inch meter yoke. ☒ Date: _____		ENGINEERING/PUBLIC WORKS CITY WATER Units: _____ Case No: _____ Service - Size _____ Fire Line - Size _____ Metered _____ Extended Pay # _____ CITY SEWER Units: _____ Case No: _____ BOND Case No: _____ OTHER Case No: _____ ADEC On-site Water No _____ Date _____ ADEC On-site Sewer No _____ Date _____ PLAN REVIEW APPROVALS Fire _____ Initials _____ Date _____ Zoning _____ Engineering _____ Water _____ Sewer _____ Architectural _____ Structural _____ Plumbing _____ Mechanical _____ Electrical _____ Access _____ Special Inspection Form _____ APPROVED FOR ISSUANCE Signature _____ Date _____																					

CONDITIONS AND HOLDS ON PERMIT:

BUILDING PERMIT APPLICATION (Continued)

TYPES OF INSPECTIONS

The inspections indicated below are normally required for each permit type. (Staff marks applicable items)

BU (Commercial Buildings)	SF (Single Family - 4 Units)	PB (Plumbing)	WC (Water Connection)
BI (Com. Building Safety Inspection)	BI (Res. Building Safety Inspection)	J100 Underground Plumbing	WE (Water Extended)
C100 Setback	D100 Setbacks	J110 Water Piping	WI (Water Inspection)
C110 Excavation/Footing	D110 Excavation/Footing	J120 DWV Piping	FC (Fire Connection)
C120 Forms & Rebar	D115 Stem Walls/Forms/Rebar	J130 Hydronic System	D100 Water Meter/Yoke
C130 Steel/Masonry	D120 Temporary Power	J140 Water Heater	D105 Water Meter Required
C140 Framing	D140 Rough Framing	J150 Water Softener	D110 Size of Water Service
C150 Insulation/Drywall	D150 Rough Electrical	J160 Water Service	D120 Depth (Water) Depth
C160 Rated Walls & Assemblies	D160 Rough Plumbing	J170 Gas Piping	D130 Cross Connection Cont
C170 Smoke Detect. & Alarm Systems	D170 Underslab Utilities	J180 Cross Connection Control	D140 Pressure Test
C180 Underground Plumbing	D180 Vents (Bath, Dryer, etc.)	J500 Plumbing Final	D150 Thaw Walver
C190 Water Piping Test	D190 Firewall Separation		D500 Turn Water OFF
C210 DWV Piping Test	D210 Yellow Tag Electrical	MC (Mechanical)	D510 Seasonal Water Turn O
C220 Plumbing Fixtures Final	D220 Woodstove/Chimney	H110 Plenums & Ducts	D550 Hold
C250 Cross Connection Control	D230 Smoke Detection	H120 Furnace	D600 Turn Water ON
C255 Meter Yoke with Meter	D240 Insulation	H130 Inlets & Outlets	D610 Seasonal Water Turn O
C265 Gas Piping	D250 Cross Connection Control	H140 Combustion Air	Z080 Billing Authorization - W
C270 Plenums & Ducts	D255 Meter Yoke	H150 Compressor	D800 Water Final
C300 Furnace/Stove Clearance	D257 Oil & Gas Piping/Tanks	H160 Appliance Clearance	
C301 Combustion Air	D260 Grading/Drainage	H170 Smoke Detection Systems	SC (Sewer Connection)
C400 Ventilation	D263 ADEC On-Site Water Final	H190 Commercial Hood	SI (Sewer Inspection)
C410 Fire Dampers/Sprinklers	D266 ADEC On-Site Sewer Final	H500 Mechanical Final	C100 Depth
C420 Commercial Hoods	D270 Repair/Rehab Exemption		C110 Soil
C430 Temporary Power	D280 Res Zoning Final	EC (Electrical)	C120 Material
C440 Service/Panel	D800 Residential Final	F100 Temporary Power	C125 Grade
C450 Conduit & Raceway Systems		F110 Building Service	C130 Cleanouts
C460 Bonding/Grounding	WS (Wood Stove)	F120 Conduit & Raceway Systems	C140 Sewer Connection
C470 Grading/Drainage	K100 Approved Model	F140 General Wiring	C150 Sewer Disconnect
C480 Landscaping/Parking	K110 Stove Clearances	F150 Cable Systems	Z070 Billing Authorization - Se
C490 Planning Requirements	K120 Stack Clearances	F160 Bonding	C500 Sewer Final
C500 Roofing	K130 Hearth	F170 Grounding	
C600 Zoning Final	K200 Woodstove Final	F180 Devices & Equipment	GR (Grading)
C800 Commercial Final		F190 Smoke Detection	G100 Retaining Walls, etc.
		F500 Electrical Final	G120 Drainage
			G130 Slopes
DM (Demolition)	FS (Fire Sprinkler)		G140 Compaction
E100 Sewer Capped	FA (Fire Alarm)	DW (Driveway)	G150 Material
E110 Debris Filled	L100 Pressure Test	N160 Location	G200 Grading Final
E120 Excavation Filled	L110 Underground Flush	N200 Grade	
E500 Demolition Final	L120 Proper Bracing	N210 Width	
	L130 Return Bends	N330 Headwalls	
MS (Install Mobile Home)	L140 Head Placement	N350 Culvert	
I100 Setbacks	L150 FDC Location	N400 Curb Cut	
I110 Foundation	L160 Alarm Panel/Transmitter	N410 Curb Box/Thaw Wire	
I120 Electrical Hookup	L170 Alarm Zones	N420 Bond Return Request	
I130 Plumbing Hookup	L180 Battery/Backup	N800 Driveway Final	
I140 Porches & Stairs	L190 Phone Connection		
I150 Skirting	L200 Reset Procedures		
I500 Mobile Home Final	L210 System Test		
	L220 Detectors Spare		
	L500 Fire Final		

ADDITIONAL CONDITIONS AND HOLDS (STAFF)



WIRELESS COMMUNICATION FACILITY APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

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

To be completed by Applicant	PROJECT SUMMARY: Remove and Replace 90' Monopole at existing WCF. Install new 90' slip joint steel monopole with zero fall radius with (3) sector frames and equipment. Demo and remove existing 90' wood monopole	
	ZONING DISTRICT: D-3	
	PROPOSED WCF TYPE ☐ Colocation ☒ New Tower ☐ Attached WCF ☐ Eligible Facility Request	
	LIGHTING Proposed ☐ YES (this application requires all items under 49.65.950 and 49.65.970, it will go through the Special Use Permit process) ☒ NO Existing ☐ YES ☐ NO	
	STRUCTURE HEIGHT (in feet) 90 feet	
	Does the requested facility meet the criteria listed in Table 1 (CBJ 49.65.950(a))? ☐ Yes Does the facility qualify as a substantial Change per 49.65.950(b)(1-6)? ☐ Yes – Submit items under 49.65.960 with your application ☐ No – this application meets Table 1 (49.65.950(a)) with no substantial changes ☒ No – Submit items under 49.65.950 and 49.65.970. Proceed with the Special Use Permit process.	
ALL REQUIRED MATERIALS ATTACHED ☒ Complete submittal checklist		

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

REQUIRED PERMIT				
Building Permit		Project falls under Table 1 (49.65.950)		
Special Use Permit		Project <i>does not</i> fall under Table 1		
REVIEW APPROVALS				
	Initials	Date		
Building	_____	_____		
Engineering	_____	_____		
Planning	_____	_____		
Fees	Fees	Check No.	Receipt No.	Date
Application Fee	\$ _____			
Public Notice Sign Fee	\$ _____			
Public Notice Sign Deposit	\$ _____			
Total	\$ _____			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number WCF20-001 BLD20-053	Date Received 2/12/20
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WIRELESS COMMUNICATION FACILITY CHECKLIST

Juneau Permit Center • 230 S. Franklin Street • (907) 586-0770

This checklist is required to complete an application for a Wireless Communication Facility (WCF) permit. There are two types of WCF permits. See below.

A. WCF qualifies as Eligible Facility Request (Streamlined Review)

- a. Submit items 1-12

B. WCF requires Special Use permit

- a. Submit items 2-21

Required Items (please label each item with the corresponding number on plans)

- ☒ 1) Completed Building Permit Application
- ☒ 2) Completed WCF Application
- ☒ 3) Completed Development Permit Application
- ☒ 4) Fees (contact the Permit Center at (907) 586-0770 to determine amount)
- ☒ 5) A statement certifying that radio frequency emissions from the antenna array(s), both individually and cumulatively, will comply with FCC standards (considering any other WCF located on or immediately adjacent to the proposed WCF). This statement must be signed by a qualified person and accompanied with a statement of that person's professional qualifications
- ☒ 6) Site address and CBJ Parcel Identification Number (tax ID number)
- ☒ 7) Site size and dimensions
- ☒ 8) Site plan showing all existing and proposed structures, buildings, fences (their height) and landscaping
- ☒ 9) Proposed WCF type and design, lighting, height above grade, material, number of, color, any accessory structures, and number of collocations it can accommodate, if applicable
- ☒ 10) Certification that proposal complies with applicable laws pertaining to service offered
- ☒ 11) The following documents from a licensed Alaska Professional Engineer:
 - ☒ Signed and stamped letter indicating the proposed WCF will be constructed, repaired, modified or restored in compliance with all current applicable technical, safety, and safety-related laws of the CBJ, State of Alaska, and Federal government
 - ☒ Signed and stamped letter indicating the proposed WCF is in compliance with industry practices of the National Association of Tower Erectors
- ☒ 12) Letter indicating compliance with FAA regulations in 14 CFR Part 77 (if applicable)



WIRELESS COMMUNICATION FACILITY CHECKLIST

- ☒ 13) Location of any dwelling(s) within distance of tower equal to the height of tower (if applicable), disclosure of any agreements which limit and/or preclude the proposed WCF from being shared with new WCFs
- ☒ 14) Signed and stamped letter from a licensed Alaska Professional Engineer indicating the foundation and attachments meet EIA/TIA 222 G and local building code structure requirements for loads, including wind, snow, and ice (this shall also address the total number of required accommodated collocations, when applicable)
- ☒ 15) A narrative describing compliance with subsections under 49.65.930:
- | | |
|---|---|
| ☒ Concealed & Non-concealed antenna | ☒ Setbacks |
| ☒ Security | ☒ Affects to mapped |
| ☒ Signage | ☒ Viewsheds |
| ☒ Lighting | ☒ WCF Master Plan |
| ☒ Design Criteria | ☒ Structural Assessment |
- ☒ 16) Visual Impact Study consisting of:
- ☒ Zone of Visibility Map
 - ☒ Analysis demonstrating how the proposed WCF will be sited to be of least adverse impact on environment and its character while meeting applicant's network objectives
 - ☒ Illustration showing before and after views of proposed WCF from roadways, parks, public lands, historic districts and any other location where the site is visible to many people
 - ☒ Description of visual impact
 - ☒ Narrative or drawing describing how the base of the tower and accessory structures will be screened from view
- ☒ 17) For lighted towers: *N/A*
- ☐ Description of type of light and how it complies with 49.65.930(d) (if required by FAA, the minimum intensity allowed by FAA)
 - ☐ How it will not project directly onto adjacent surrounding property (use of buffers, louvers, etc.)
- ☒ 18) Narrative indicating that the design height is the minimum necessary for effective functioning of provider's network
- ☒ 19) Visual impact assessment according to 49.65.970(c)(2)(B)
- ☒ 20) Balloon Test according to 49.65.970(c)(2)(D)
- ☒ 21) Propagation study



DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address 12401 Glacier Highway		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) Wadleigh Tracts Tract 3A		
	Parcel Number(s) 4B2301070081		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner Ronald Haffner	Contact Person Alissa Haynes	Phone Number(s) 907-727-7907
	Mailing Address 12401 Glacier Highway, Juneau, AK 99821		
	E-mail Address alissa.haynes@selectsiteacq.com		
	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 <u>9/10/2019</u> 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"			
Applicant Mastec Network Solutions	Contact Person Alissa Haynes	Phone Number(s) 907-727-7907	
Mailing Address 685 Matterhorn Drive, Park City, UT 84098			
E-mail Address alissa.haynes@selectsiteacq.com			
X _____ Applicant's Signature		September 10, 2019 Date of Application	

DEPARTMENT USE ONLY BELOW THIS LINE

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number
WCF20-001
81020-053

Intake Initials AL
Date Received 2/12/20

WCF2020 0001 Attachment A, Page 6

IMPORTANT NOTICE

FOR PAYMENT:

Call Alexys Gutteridge

@907-222-0963 x421335

**DO NOT CHARGE
ANY**

CREDIT CARD on file for AT&T sites.

JN3030 Auke Bay



Date: August 7, 2019
Site Number: JN3030 – AUKE BAY
Address: 12401 Glacier Highway, Juneau, AK 99821
Re: Radio Frequency Safety Compliance

Statement of Compliance

This AT&T wireless communications facility complies with all federal standards for radio frequency radiation in accordance with the Telecommunications Act of 1996 and subsequent amendments and any other requirements imposed by state or federal regulatory agencies.

Description of Facility:

Location Type: Proposed modification to existing macro base transceiver facility comprised of no more than nine (9) panel antennas and associated radio cabinets utilizing any of our licensed frequencies in the 700, 850, 1900, 2100, and 2300 MHz bands. The purpose of the facility is to provide both capacity and coverage to the geographic service area.

Power Density:

The power density from any sector as designed with the proposed project modifications will not exceed the mandated FCC maximum permissible exposure limits in accordance with FCC Public Standards OET Bulletin 65 (e.g., 1 mW/cm² at 1900 MHz) at any location that is readily accessible by the public.

The proposed facility should not interfere with other communications facilities. Our sites are monitored 24/7 by a national operations center to insure all is operating normally. In addition, we have local technicians who make routine visits to cell sites to make repairs when needed. AT&T audits our facilities on a semi-annual basis to ensure that FCC compliance levels are continuously met.

If requested, a detailed radio frequency emission safety report detailing the maximum potential exposures will be provided to the jurisdiction.

Sincerely,

Gisele Lima
AT&T Mobility - RAN Engineering

REQUEST FOR

Special Use Permit

90' Monopole Replacement

12401 Glacier Highway, Juneau, AK 99821

2019 - 0045

APPLICANT: Mastec Network Solutions - Alaska
c/o Alissa Haynes, Agent for Applicant
Phone: (907) 727-7907
685 Matterhorn Drive
Park City, Utah 84098

CO-APPLICANT: AT&T Towers

**IDENTIFICATION
OF APPLICANTS:** Lessee/Licensee

LOCATION: The 900 square feet of leased premises are located on a 2.16 acre parcel at 12401 Glacier Highway.

**LEGAL
DESCRIPTION:** Wadleigh Tracts Tr 3A

TPN: 4B2301070081

FEE OWNER: Ronald Haffner

LAND AREA: 2.16 Acres /94,153 square feet

LAND USE: Existing Use: Telecommunications Facility
Proposed Tower Height: 90' AMSL
Overall Appurtenance Height: 98'

SITE: Acres: .02 acres (30'x30' as a portion of the 2.16 acre parcel)
Vegetation: Dense trees and brush
Zoning: D-3 Single Family Residential
Topography: Mostly level on leased premises

WCF Items 6, 7, 8, 9

90' Monopole Replacement

#6 ADDRESS: 12401 Glacier Highway, Juneau, AK 99821
CBJ Parcel: 4B2301070081
LEGAL DESCRIPTION: Wadleigh Tracts Tr 3A

LOCATION: The 900 square feet of leased premises are located on a 2.16 acre parcel at 12401 Glacier Highway.

#7 LAND AREA: 2.16 Acres /94,153 square feet

#8 SITE PLAN: Following Pages

#9 Proposed WCF: Existing Telecommunications Facility
Proposed Tower Height: 90' AMSL
Overall Appurtenance Height: 98'

Mastec proposes to construct a new 90' steel monopole of natural gray/silver color, constructed with slip joint and zero fall radius technology. The new monopole will allow for two (2) additional equipment arrays on the tower for carrier co-location. This allows for a total of (3) antenna array on the new monopole. Upon completion of the 90' steel monopole construction the existing 90' wood monopole will be taken down and removed.

WCF Item 10

Certificate of Compliance

The proposed project for a Wireless Communications Facility at 12401 Glacier Highway complies with applicable laws pertaining to the services offered.



Alissa Haynes, WPM
Site Acquisition Manager
Authorized Consultant for AT&T

Date: September 10, 2019

WCF Item 11



Todd Richardson
SAQ Project Manager -Alaska Market
MasTec Network Solutions
2240 E. Dowling Rd.
Anchorage, AK 99515

Mr. Richardson,

Per your request, Andrew P. Adams, will complete a review of the drawings and evaluation reports for site JN3030 Auke Bay –located at 12401 Glacier Highway Juneau, Alaska.

The scope of this review is to determine that the wireless communications facility will be constructed in compliance with all current applicable technical, safety, and safety-related laws of the CBJ, State of Alaska, and Federal government. The information provided in the construction documents provided by DHD Architecture, PLLC is sufficient for a license and qualified contractor to complete the scope of work within applicable codes and safety standards, and meets the standards for the National Association of Tower Erectors compliance.

If any of the information provided for review has been updated, this review may be affected, and Andrew P. Adams, PE Consulting Engineer should be allowed to review any new information to determine its effect on the structural integrity of the tower and foundation. I trust this is the information you require.

If you need any further assistance, please contact the undersigned.

Respectfully,



Alissa Haynes

WCF Item 12



NOTICE OF COMPLIANCE

The proposed project is in compliance with FAA regulations 14CFR Part 77.

A part 77 Notice of Proposed Construction will be filed for the proposed project if requested by the FAA.

Respectfully,

A handwritten signature in blue ink, appearing to be "Alissa Haynes". The signature is stylized with a large, looped "A" and a long horizontal stroke extending to the right.

Alissa Haynes

WCF Item 13



There are no dwellings within the distance of the proposed tower equal to the height of the proposed tower. There no agreements in place which limit or preclude the proposed WCF from being shared with new WCF's.

Respectfully,

A handwritten signature in blue ink, appearing to be "AH" or similar initials, written over a faint, larger signature.

Alissa Haynes

Sabre Industries™

Towers and Poles

March 5, 2020

Ms. Alissa Haynes
Select Site Acquisition, LLC

RE: Proposed 90 ft Sabre Monopole for JN3030 Auke Bay II, Juneau, AK

Dear Ms. Haynes,

Upon receipt of order, we propose to supply the above referenced Sabre monopole designed in accordance with the Telecommunications Industry Association Standard ANSI/TIA-222-G and the 2012 International Building Code.

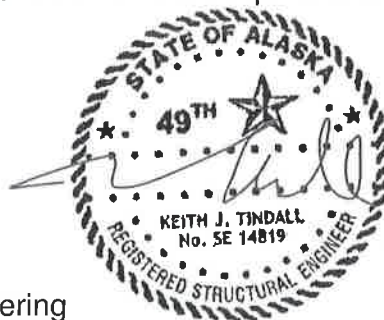
When designed according to this standard, the wind pressures and steel strength capacities include several safety factors, resulting in an overall minimum safety factor of 25%. Therefore, it is highly unlikely that the monopole will fail structurally in a wind event where the design wind speed is exceeded within the range of the built-in safety factors.

Should the wind speed increase beyond the capacity of the built-in safety factors, to the point of failure of one or more structural elements, and assuming that the wind pressure profile is similar to that used to design the monopole, the structure will yield at the location of the highest combined stress ratio, in the upper portion. This is likely to result in the portion of the monopole above "folding down" toward the portion below, essentially collapsing upon itself. This would effectively result in a "zero radius fall zone" at ground level. Please note that this letter only applies to the above referenced monopole designed and manufactured by Sabre Towers & Poles.

The Wireless Communications Facility shall be constructed, repaired, modified or restored in strict compliance with all current applicable technical, safety and safety-related laws adopted by the City and Borough, state, or federal government, and in compliance with accepted and responsible workmanlike industry practices and recommended practices of the National Association of Tower Erectors.

Sincerely,

Keith J. Tindall, P.E., S.E.
Vice President, Telecom Engineering



3/5/20

WCF Item 15

I. INTRODUCTION

Mastec is requesting a Special Use or Conditional Use Permit review for a drop and swap project to replace an existing AT&T 90' wood monopole with a 90' steel monopole to provide expanded coverage in the Auke Bay area.

The steel pole will be installed within the 900 square foot leased area at 12401 Glacier Highway.

II. PROJECT LOCATION

Located along the water side of Glacier Highway between Fisherman's Bend and the State Ferry Terminal, the site is predominately level, but low. The character of the area is a mix of single and multi-family residential development, with waterfront commercial and industrial uses to the east and west. The lot is wooded with dense underbrush.

III. PROJECT SITE SELECTION

The existing leased area was previously approved for a 90' monopole by NOD06-46 and is currently in operation for the approved use.

IV. PROJECT DESCRIPTION

Mastec proposes to construct a new 90' steel monopole constructed with slip joint and zero fall radius technology. The new monopole will allow for two (2) additional equipment arrays on the tower for carrier co-location. Upon completion of the 90' steel monopole construction the existing 90' wood monopole will be demo'd and removed.

V. INFRASTRUCTURE CONSIDERATIONS

Water and Wastewater

The proposed project does not require a water connection or Borough service. The requested use will not generate a need for wastewater disposal.

Roadway and Access

The facility access is off of Glacier Highway and is located more than 25' from the property line.

Fire and Police

Fire and Police will not be affected.

Other Utilities

Power and telephone service are existing facilities on the property.

VI. HISTORICAL and CURRENT STATUS

The project location is used commercially and operated by AT&T as a wireless telecommunications facility.

VII. ENVIRONMENTAL CONSIDERATIONS

General Description

The facilities will not create unusual noise, traffic or other conditions or situations that may be objectionable, detrimental, or incompatible with the other permitted uses in the vicinity.

Flora and Fauna

The vegetation on the Property consists entirely of native vegetation consistent with the region. No threatened or endangered plant species were observed upon any of the parcel. The vegetation on the facility will not be threatened or endangered.

Native species may be found within the Property. Mammals that may be found include small rodents, rabbits, fox, moose and bear. Birds on the facility may include Ptarmigan, Eagles, Crows and other native birds.

The Property does not abut nor is situated within Natural Area Reserve or Wildlife Refuge or Sanctuary.

Visual

There will not be any significant impact visually to the site. The existing pole is wood and 90' in height and is placed much closer to the Glacier Highway road right of way. The replacement pole will be of steel material, 90' in height and will be set back over 25' from the front property line abutting Glacier Highway.

Air Quality/Noise

The facility will have no long-term impacts on the air quality and ambient noise levels in the area.

VIII. PLANNING AND LAND USE CONSIDERATIONS

Surrounding Land Uses

The area surrounding this parcel is zoned D-3. Surrounding Land Use to the North is a mix of single and multi-family residential, South is Auke Bay, East is Fisherman's Bend and West is the State Ferry Terminal.

There will be no increase in traffic as the facility is unmanned. Unless in times that require immediate attention, normal traffic will be monthly maintenance visits of approximately 1 hour.

All of the improvements are designed and constructed in accordance with the Telecommunications Act of 1996 (47 U.S.C. 332(C)), as amended, and the Federal Communication Commission's guidelines. The subject antenna and related equipment have been designed to comply with, and do comply with, all FCC guidelines.

IX. JUSTIFICATION FOR THE REQUEST

The existing 90' wood monopole will not structurally support the addition or upgrade of antenna equipment for the necessary AT&T network upgrades, nor does the structure support co-locations. The replacement of the wood monopole to an engineered steel monopole will allow AT&T to improve their network with upgraded equipment on the new tower as well as allow co-location for carriers.

The proposed development will have no significant negative impact on the area. The facility (a) is compatible with the existing uses in areas on or around the Property; (b) does not have substantial negative impacts on scenic or open space resources within the area; and (c) will not increase runoff or otherwise endanger ecosystem. The facility has no significant adverse effects on recreational, historic or economic resources and will not create any greater impacts than those already existing.

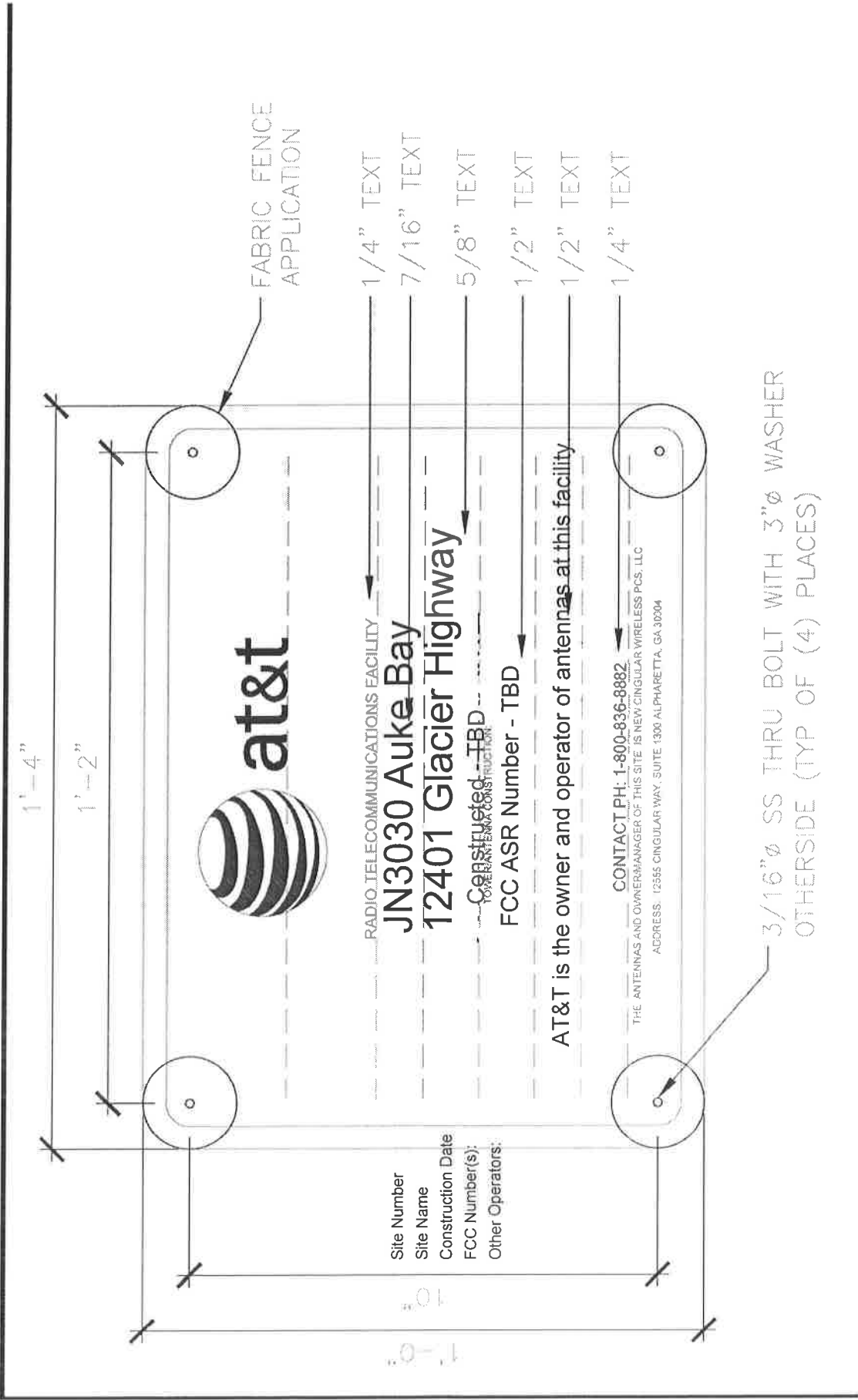
X. CONCLUSION

Broadcasting and wireless communications technology are ubiquitous, with many people using wireless phones in their everyday lives. To meet the growing demands of the community, carriers strives to provide a consistent high-quality level of service. This facility provides and meets the demands of that service.

Mastec thus requests a pre-application meeting for this facility for the following:

- The current use is compatible with the permit standards through Special Use Permit and Conditional Use Permit applications.
- The current use is not detrimental to persons or property.

- The current use does not cause substantial environmental consequences and
- The current use is consistent with the intent of the telecommunications facilities code. In addition to the above findings, Mastec finds the facility suitable in that:
 - The location of this facility is necessary to achieve the existing broadcast coverage.
 - The heights of the antennas are necessary for the effective functioning for each carrier that will co-locate on the tower in order to achieve the necessary coverage.
 - Power and Telco is on facility.
 - The permitted use will allow for co-location on the tower for a total of three (3) antenna array heights.



WCF Item 16**Visual Impact Study**

There is an existing 90 foot tall wood pole at the site of the proposed new tower. To show the visual impact, a neighborhood survey and photographic survey was done.

The CBJ provided applicant with the required tower viewpoint locations.

Location 1 at 12190 Glacier Highway – The proposed tower will not be visible from this viewpoint location. There will be no changes to the current visual survey.

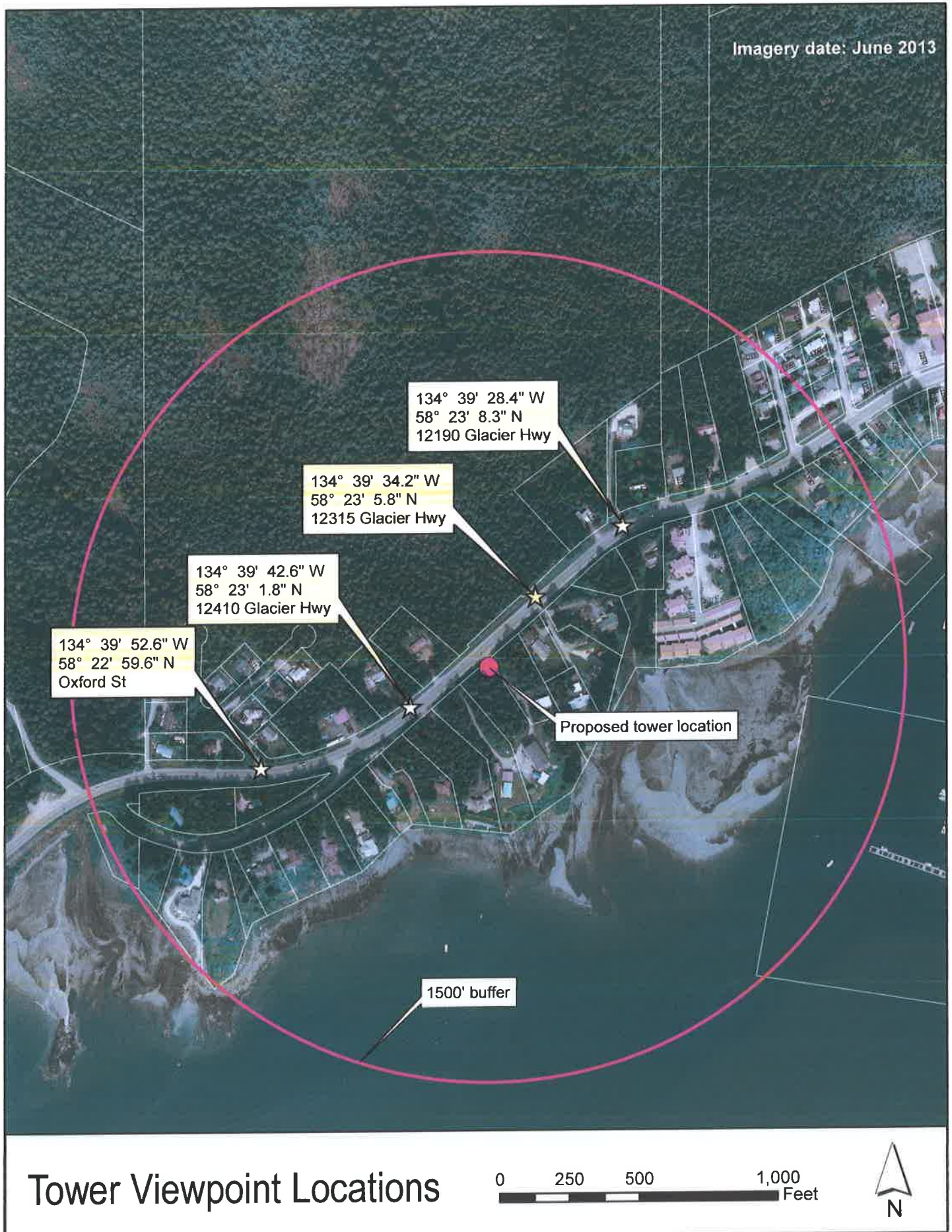
Location 2 at 12315 Glacier Highway – The existing 90' wood pole is visible from this location. The proposed tower will not be visible from this viewpoint location because the proposed tower is setback the required 25' CBJ front property line setback.

Location 3 at 12410 Glacier Highway – The existing 90' wood pole is visible from this location and the proposed 90' monopole will also be visible. The visible impact is negligible between the existing and proposed monopole.

Location 4 at Oxfort Street – The existing 90' wood pole is not visible at this location and the proposed tower will not be visible from this location. There are no changes to the current visual survey.

The existing and proposed WCF are not visible from any residential area or any recreational area. The new WCF will have internal coaxial runs and will appear as a smooth-sided steel spire at ground leve.

The tower base will be screened by natural vegetation.







**TOWER VIEWPOINT LOCATION:
PHOTO SIM #1 - 12190 GLACIER HWY**

EXISTING TOWER NOT VISIBLE



PROPOSED TOWER NOT VISIBLE FROM THIS VIEWPOINT LOCATION.



TOWER VIEWPOINT LOCATION:
PHOTO SIM #2 - 12315 GLACIER HWY

EXISTING TOWER



PROPOSED TOWER NOT VISIBLE





TOWER VIEWPOINT LOCATION:
PHOTO SIM #3 - 12410 GLACIER HWY

EXISTING TOWER



PROPOSED TOWER





**TOWER VIEWPOINT LOCATION:
PHOTO SIM #4 - OXFORD STREET**

EXISTING TOWER NOT VISIBLE



PROPOSED TOWER NOT VISIBLE FROM THIS VIEWPOINT LOCATION.

WCF Item 17

FAA Lighting

A TOWAIR Determination was completed to verify the coordinates, heights and type of proposed structure. The determination has indicated the structure does not require registration and therefore no lighting is required.



Alissa Haynes

TOWAIR Determination Results

A routine check of the coordinates, heights, and structure type you provided indicates that this structure does not require registration.

*** NOTICE ***

TOWAIR's findings are not definitive or binding, and we cannot guarantee that the data in TOWAIR are fully current and accurate. In some instances, TOWAIR may yield results that differ from application of the criteria set out in 47 C.F.R. Section 17.7 and 14 C.F.R. Section 77.13. A positive finding by TOWAIR recommending notification should be given considerable weight. On the other hand, a finding by TOWAIR recommending either for or against notification is not conclusive. It is the responsibility of each ASR participant to exercise due diligence to determine if it must coordinate its structure with the FAA. TOWAIR is only one tool designed to assist ASR participants in exercising this due diligence, and further investigation may be necessary to determine if FAA coordination is appropriate.

DETERMINATION Results

PASS SLOPE(100:1)NO FAA REQ - 4743.0 Meters (15560.8 Feet)away & below slope by 4.0 Meters (13.1199 Feet)

Type	C/R	Latitude	Longitude	Name	Address	Lowest Elevation (m)	Runway Length (m)
AIRP	R	58-21-28.00N	134-35-49.00W	JUNEAU INTL	JUNEAU, AK	7.1	2699.5999999999999

PASS SLOPE(100:1)NO FAA REQ - 4803.0 Meters (15757.6 Feet)away & below slope by 5.0 Meters (16.3999 Feet)

Type	C/R	Latitude	Longitude	Name	Address	Lowest Elevation (m)	Runway Length (m)
AIRP	R	58-21-23.00N	134-35-52.00W	JUNEAU INTL	JUNEAU, AK	7.1	2699.5999999999999

Your Specifications

NAD83 Coordinates

Latitude	58-23-03.0 north
Longitude	134-39-38.0 west

Measurements (Meters)

Overall Structure Height (AGL)	29.9
Support Structure Height (AGL)	27.4
Site Elevation (AMSL)	20.7

Structure Type

MTOWER - Monopole

Tower Construction Notifications

Notify Tribes and Historic Preservation Officers of your plans to build a tower.

CLOSE WINDOW



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AAL-331-OE

Issued Date: 01/07/2020

Lillian Alvarado
AT&T (la)
208 S. Akard St.
Dallas, TX 75202

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Antenna Tower AUKE BAY II SWAP
Location: JUNEAU, AK
Latitude: 58-23-03.19N NAD 83
Longitude: 134-39-37.27W
Heights: 64 feet site elevation (SE)
95 feet above ground level (AGL)
159 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- ☐ At least 10 days prior to start of construction (7460-2, Part 1)
☒ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 L Change 2.

This determination expires on 07/07/2021 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights, and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AAL-331-OE.

Signature Control No: 424754009-426945156

(DNE)

Robert van Haastert
Supervisor

Attachment(s)
Frequency Data
Map(s)

cc: FCC

Frequency Data for ASN 2019-AAL-331-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
6	7	GHz	55	dBW
6	7	GHz	42	dBW
10	11.7	GHz	55	dBW
10	11.7	GHz	42	dBW
17.7	19.7	GHz	55	dBW
17.7	19.7	GHz	42	dBW
21.2	23.6	GHz	55	dBW
21.2	23.6	GHz	42	dBW
614	698	MHz	1000	W
614	698	MHz	2000	W
698	806	MHz	1000	W
806	901	MHz	500	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
929	932	MHz	3500	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1670	1675	MHz	500	W
1710	1755	MHz	500	W
1850	1910	MHz	1640	W
1850	1990	MHz	1640	W
1930	1990	MHz	1640	W
1990	2025	MHz	500	W
2110	2200	MHz	500	W
2305	2360	MHz	2000	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W
2496	2690	MHz	500	W

TOPO Map for ASN 2019-AAL-331-OE



WCF Item 18**Narrative on Tower Height**

To meet the requirements of the WCF code – capability to host three or more carriers and to meet the RF needs associated with wireless data communication, the proposed height is necessary.

As situated, the current wood pole hosts only one carrier at 90' due to it being constructed of wood and not being able to structurally accommodate any additional equipment being installed on the wood pole. The 90' proposed tower height will allow AT&T to upgrade their network which will expand their currently offered services and coverage. Additionally, because the new 90' monopole is constructed of steel material this will allow for other carriers to co-locate on the tower while providing the necessary vertical separation between carriers to avoid interference.



Alissa Haynes

WCF Item 19, 20 , 21

WCF Item 19 – Visual Impact Assessment

The applicant believes that sufficient material has been provided under Item 16 to assure that the visual impact will not have any significant impact on its surroundings. The visual impact will be a positive benefit over the current situation in that the facility is streamlined with wiring running up the interior of the tower.

WCF Item 20 Balloon Test

The applicant has been excused from this requirement at the Pre-Application Conference, because this proposal is to replace the existing wood pole with an upgraded, zero fall tower.

WCF Item 21 Propagation Study

A propagation study is not provided due to the proposed steel monopole replacing the existing wood pole.

AL 10/22/19 See propagation study attached

Amy Liu

From: Laurel Christian
Sent: Monday, October 07, 2019 1:37 PM
To: Amy Liu
Subject: FW: WCF - Parcel 4B2301070081

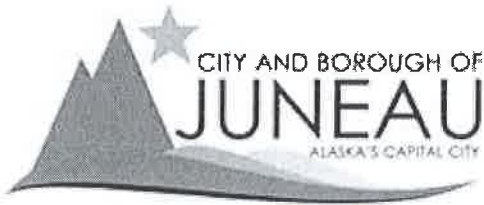
Laurel Christian | Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Office: 907.586.0761

Please note name change (Bruggeman to Christian) and new email: Laurel.christian@juneau.org



From: Jill Maclean <Jill.Maclean@juneau.org>
Sent: Tuesday, June 4, 2019 8:36 AM
To: Laurel Christian <Laurel.Christian@juneau.org>
Cc: Alexandra Pierce <Alexandra.Pierce@juneau.org>
Subject: RE: WCF - Parcel 4B2301070081

Hi – just a heads up. When I was reviewing some questions that Engineering had for the JPD tower we're replacing, I noted that an existing pole that's being replaced doesn't require a balloon test since a tower is already there. The purpose of the balloon test is to demonstrate where the pole would and its' height. Since there's a pole already, this isn't necessary for this project either.

Thanks

From: alissa.haynes@selectsiteacq.com <alissa.haynes@selectsiteacq.com>
Sent: Tuesday, June 4, 2019 8:24 AM
To: Laurel Christian <Laurel.Christian@juneau.org>
Cc: Kyle Paw <Kyle.Paw@juneau.org>; Edward Quinto <Edward.Quinto@juneau.org>; Brenwynne Grigg <Brenwynne.Grigg@juneau.org>; Jill Maclean <Jill.Maclean@juneau.org>
Subject: RE: WCF - Parcel 4B2301070081

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Laurel,

I'm going to be putting together an application package for a special use permit for this site for a new monopole that will replace the existing wood pole.

I understand that I need to have a pre-application meeting before I submit the SUP package.

Will you please let me know what you need from me in order to schedule the pre-application meeting? I will need to participate in the meeting by conference call if that is possible.

Thanks,

Alissa Haynes
907-727-7907

From: Laurel Christian <Laurel.Christian@juneau.org>
Sent: Monday, May 13, 2019 10:52 AM
To: 'alissa.haynes@selectsiteacq.com' <alissa.haynes@selectsiteacq.com>
Cc: Kyle Paw <Kyle.Paw@juneau.org>; Edward Quinto <Edward.Quinto@juneau.org>; Brenwynne Grigg <Brenwynne.Grigg@juneau.org>; Jill Maclean <Jill.Maclean@juneau.org>
Subject: RE: WCF - Parcel 4B2301070081

Good morning Alissa,

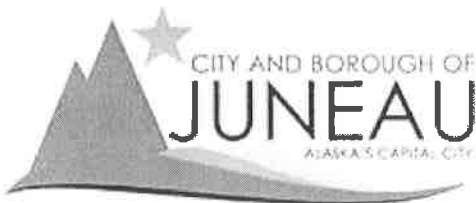
After discussing this with the Director, we have determined that you will be required to apply for a Special Use Permit, as what you have described is a new pole and does not meet an eligible facilities request. There are a few things for you to take into consideration:

1. The existing pole does not meet the required setbacks in code today as listed in 49.65.930(f). Even if the tower is constructed with breakpoint technology, I am not sure if it will be able to meet the required setbacks.
2. The existing pole and equipment received a variance to the required front yard setback (VAR20100002). If you remove the existing pole, this variance will be void and you will need to meet the required setback as listed in 49.65.930(f).

Please let me know if you have additional questions.

Thank you,

Laurel Christian | Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0761
Please note new email: Laurel.christian@juneau.org



From: alissa.haynes@selectsiteacq.com [<mailto:alissa.haynes@selectsiteacq.com>]
Sent: Thursday, May 9, 2019 2:35 PM
To: Laurel Christian
Cc: Kyle Paw; Edward Quinto; Brenwynne Grigg; Jill Maclean
Subject: RE: WCF - Parcel 4B2301070081

Good afternoon Laurel,

In preparation of AT&T's upgrade at this site, we had the site surveyed for our existing site layout and tree heights.

The existing tower (wood pole) will not support any new equipment and will indeed require a drop and swap. However, as we previously discussed about needing a height increase, this will not be the case. We can maintain the height but we do have to replace the wood pole with a steel monopole. This pole replacement requires the new pole location to be shifted about 15' within the compound. This allows for the new pole to be constructed and seamless switchover without customer's service being down for several weeks. Once the new pole is on air, the old wood pole would be removed.

I've attached a copy of the survey that shows the existing location of the wood pole and the proposed location of the new pole. Because this is a drop and swap due to structural requirement and a like for like swap as for the height of the tower, will this modification qualify as an eligible facilities request?

Thank you,

Alissa Haynes
Site Acquisition Specialist
907-727-7907

From: Laurel Bruggeman <Laurel.Bruggeman@juneau.org>
Sent: Thursday, January 17, 2019 4:40 PM
To: 'Alissa Haynes' <alissa.haynes@selectsiteacq.com>
Cc: Kyle Paw <Kyle.Paw@juneau.org>; Edward Quinto <Edward.Quinto@juneau.org>; Brenwynne Grigg <Brenwynne.Grigg@juneau.org>; Jill Maclean <Jill.Maclean@juneau.org>
Subject: RE: WCF - Parcel 4B2301070081

Hi Alissa,

Due to the increase in height of the pole you will need a special use permit. With the increase in height and the residential zoning district, it is no longer an eligible facilities request.

You'll start this process by holding a pre-application conference with the department and then submitting an application, this type of permit will go to the Planning Commission at a public hearing. You'll need to email Eddie Quinto, cc'd on this email, with your site plan and project narrative to schedule the pre-app. They are hosted every Wednesday. Once we host the pre-app we give you a report to help guide your application.

With the application, you'll need some specific information – similar to what you typically submit but more extensive – The WCF Checklist lists those out, I've attached that for you.

Please let me know if you have any other questions.

Laurel Bruggeman | Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0761



From: Kyle Paw
Sent: Thursday, January 17, 2019 12:36 PM
To: 'Alissa Haynes'
Cc: Jill Maclean; Edward Quinto; Brenwynne Grigg
Subject: RE: WCF - Parcel 4B2301070081
Importance: High

Good afternoon,

Thank you for reaching out. I have passed this email along to our department director Jill Maclean who will advise on what the best way to proceed with permitting the work. One of us will be in touch shortly to detail the needed process. Thank you and if you have any other questions or concerns please don't hesitate to contact us.

Regards,

Kyle Paw | Permit Technician III

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Office: 907.586.0773



From: Alissa Haynes [<mailto:alissa.haynes@selectsiteacq.com>]
Sent: Thursday, January 17, 2019 11:27 AM
To: Kyle Paw
Subject: WCF - Parcel 4B2301070081
Importance: High

Good afternoon Kyle,

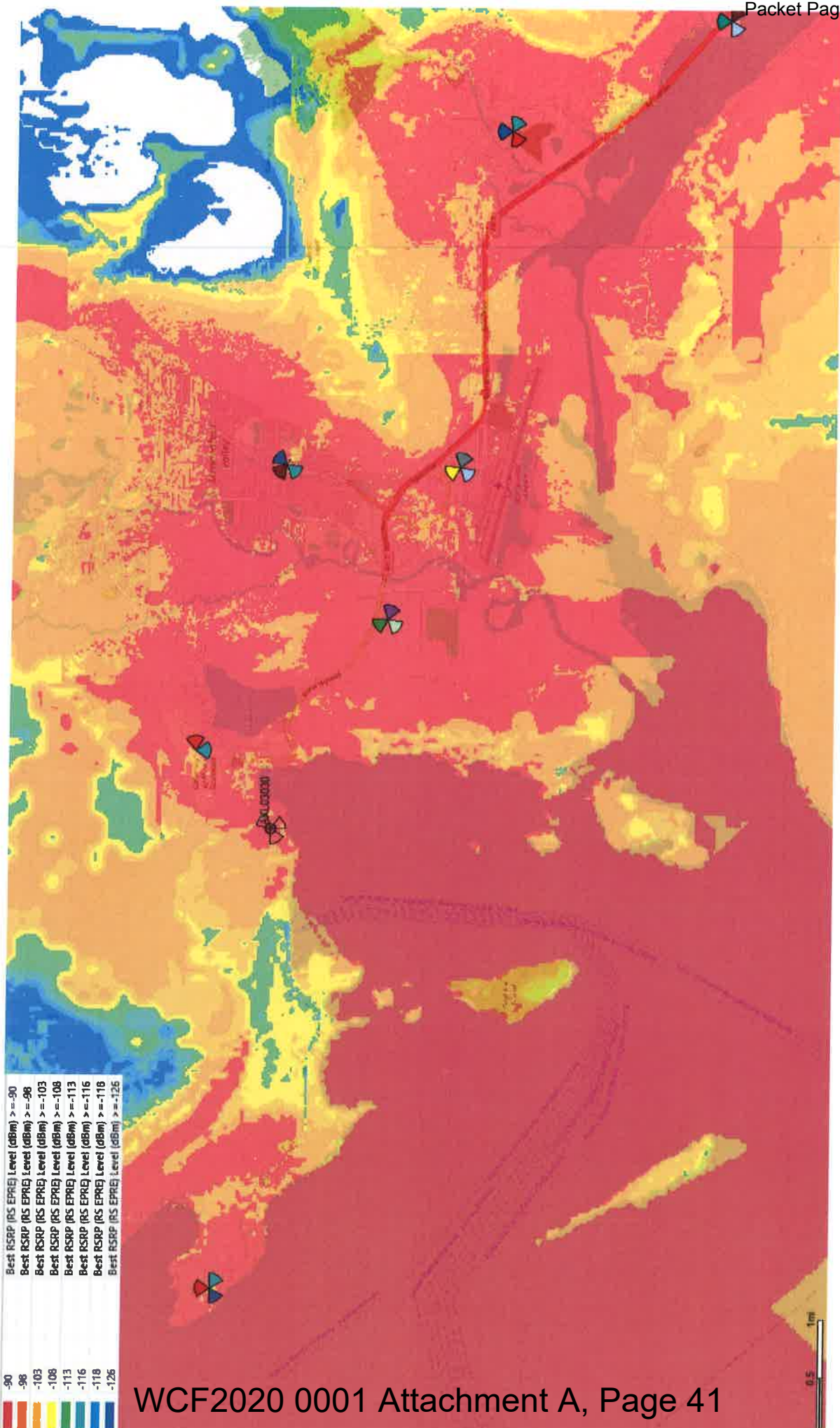
AT&T has a WCF with a 90' wood pole at the above referenced location. The wood pole cannot support any additional equipment for upgrades including Firstnet services. Additionally, the trees surrounding the site and in the general vicinity have grown and now exceed the height of the wood pole, further limiting the service we are to provide.

AT&T needs to complete a drop and swap at this site including a height increase. This would require a new steel monopole be constructed within the leased premises at a height of 120' and then remove the existing 90' wood pole.

The WCF regulations are not clear as to the requirements for a drop and swap with a height increase. Can you please detail the permitting process required for this site located in D-3 zoning?

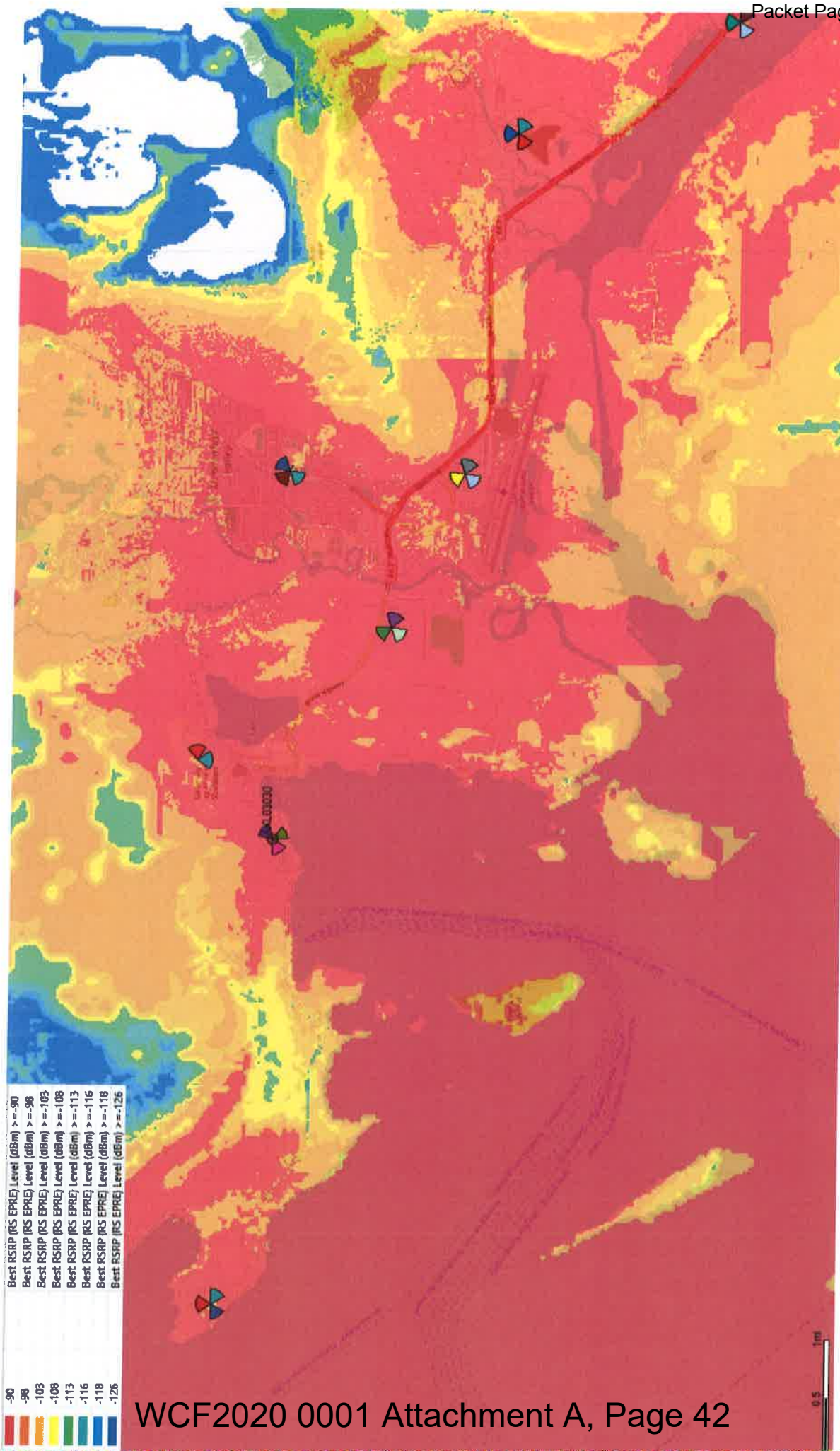
Thank you,

Alissa Haynes
Site Acquisition Specialist
907-727-7907 Office/Cell

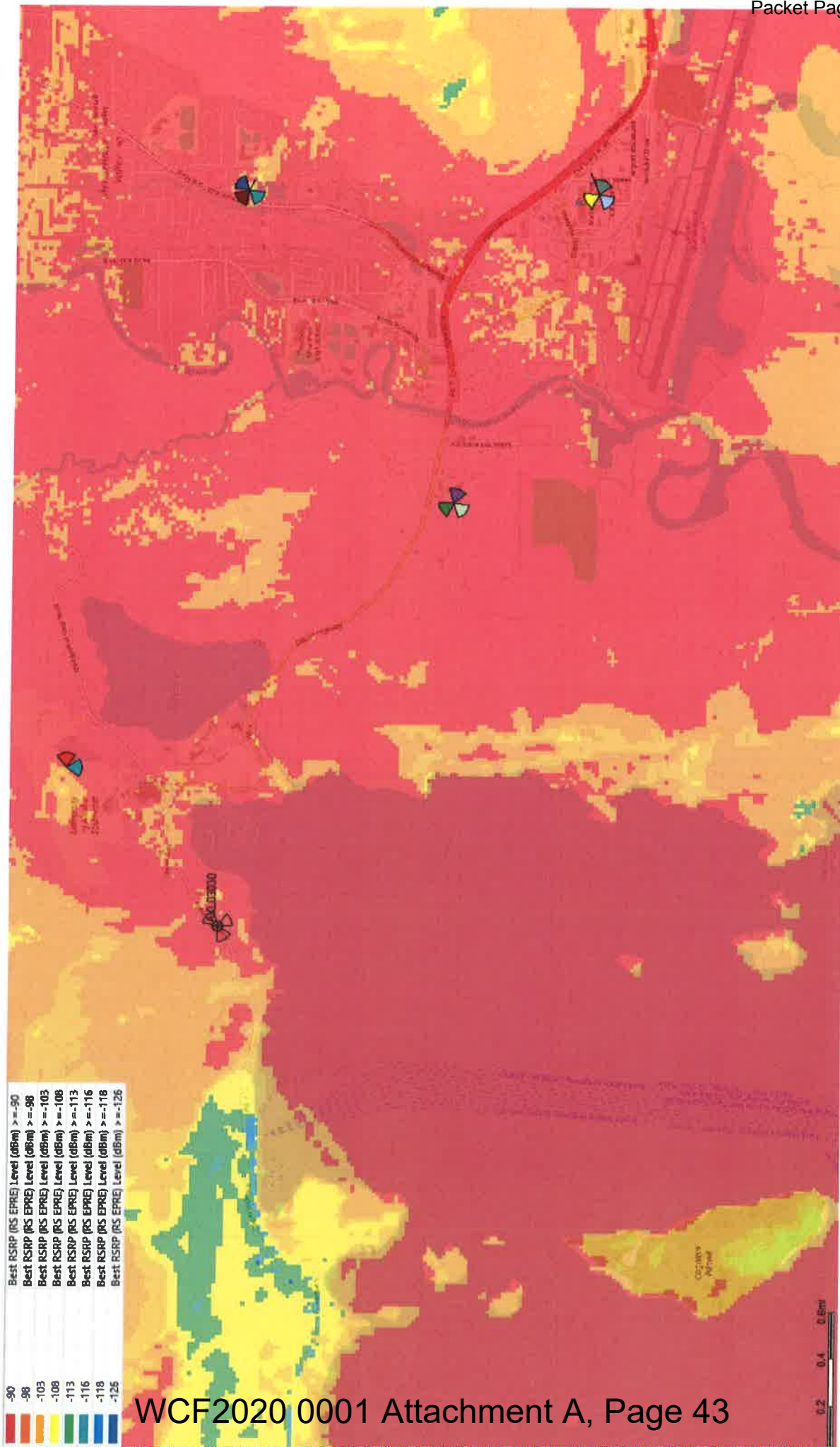


Propagation Study
w/o new tower

Propagation study
w/ new tower

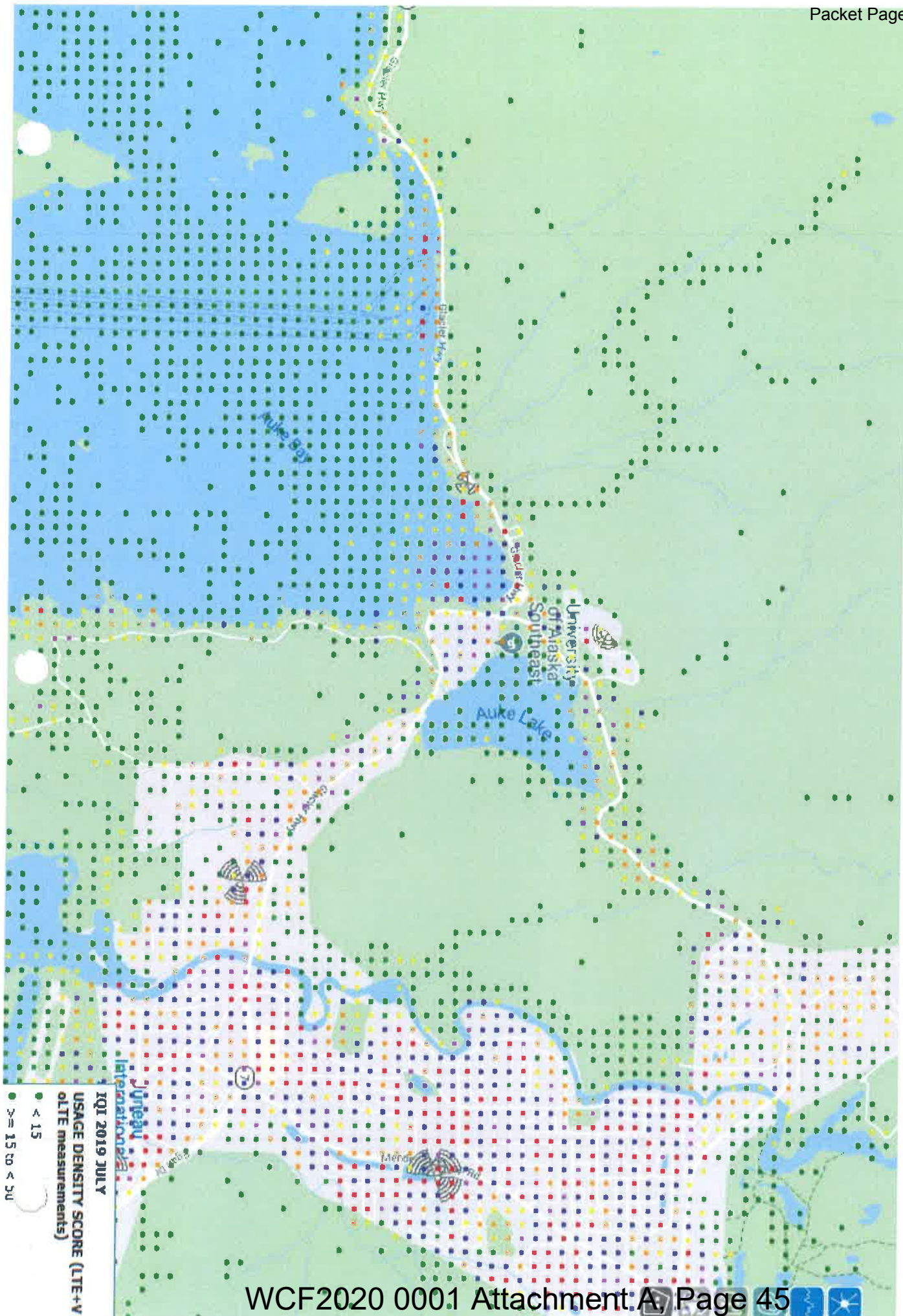


Propagation Study
w/o new tower (Zoom)





Propagation Study
w/ new tower (Zoom)



Amy Liu

From: alissa.haynes@selectsiteacq.com
Sent: Thursday, January 23, 2020 1:34 PM
To: Amy Liu
Cc: Permits
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy
Importance: High

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Amy,

Please find my comments below. After you have had a chance to review, please let me know what other questions you may have. I will then have the zoning drawings updated for any necessary corrections (ie showing 4th carrier location). Can you please let me know forecast of when we can anticipate this case going before the planning commission (pending intake completion being approved within the next week or two)?

Thank you,

Alissa

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Thursday, January 16, 2020 5:11 PM
To: 'alissa.haynes@selectsiteacq.com' <alissa.haynes@selectsiteacq.com>
Cc: Permits <Permits@juneau.org>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

Alissa,

Thanks for getting this letter to me. I have four more comments.

Please address the items below before I intake the application.

1. Please clarify the breakpoint's location. I'm uncertain of whether Mr. Tindall's description of the pole "folding down" and the drawing's depiction of the slip joint a) meet CDD's definition of a breakpoint and b) are referencing the same location on the pole. CDD's definition for the breakpoint:

The engineering design of a monopole wherein a specified point on the monopole is designed to be at least five percent more susceptible to failure than any other point along the monopole so that in the event of structural failure, the failure will occur at the breakpoint rather than at the base plate, anchor bolts, or any other point on the monopole.

A slip joint technology design is designed so the tower has a Zero fall footprint. So rather than the tower breaking and the tower top landing X amount of feet away, if the slip joint tower were to fail it would 'fold' down which means it will slide down within itself and would still be standing. Teri Camery, Planning of CBJ stated at the pre-app meeting if the new technology of a slip joint tower meets the intent of the CBJ code to reduce or eliminate the fall zone, then the slip joint tower would be permitted.

2. Please submit an explanation for why a new freestanding tower is being proposed instead of the higher ranked options below. I apologize for not noticing this earlier, as it is unintentionally missing from the checklist but required by code.

The tower location at the subject site of 12401 Glacier Highway is an existing tower location for AT&T. This is a drop and swap replacement for the existing wireless communications facility.

In this explanation, please address why collocation onto the tower at 14080 Glacier Highway, or any other tower, is not being proposed. AT&T services are also existing at 14080 Glacier Highway. The topography and dense trees require the two locations to continue under operation. The distance between these two tower locations is almost 2 miles. If the antennas at the subject site of 12401 Glacier Highway were not in operation there would be a complete loss of service within the Auke Bay area including the harbor. There are no other towers in the vicinity in which AT&T can co-locate.

Locating a new antenna array or new tower shall be in accordance with the following location preferences, one being the highest priority and six being the lowest priority:

- (1) Collocated antenna on existing WCFs; The WCF is existing and AT&T is proposing a drop and swap to upgrade the existing tower and continue antenna operations in the existing WCF location.*
- (2) Concealed attached antenna; Not applicable. There are no existing structures to which this can be fulfilled.*
- (3) Non-concealed attached antenna; Not applicable. There are no existing structures to which this can be fulfilled.*
- (4) New concealed freestanding towers; Because this is an existing WCF a drop and swap is proposed in which concealment of the tower was not necessary.*
- (5) New non-concealed freestanding towers; New non-concealed freestanding tower is being proposed for the drop and swap co-location of the existing AT&T facility.*
- (6) Any lighted WCF or any WCF requiring air navigation lighting. Not Applicable.*

Please let me know if you would like to address the items below before, or after I intake the application.

I have not formally begun reviewing the application for code compliance, as I still need the items above to be addressed in order to consider the application complete for intake. However, while checking the application for completion, I noticed some design details that are inconsistent with CBJ code. These details just happened to stand out to me at a glance. Staff may have further comments during formal review.

1. If the drawing's depiction of the slip joint is accurate, and the slip joint meets the definition of a breakpoint, the proposed setbacks do not meet requirements for WCFs outlined below. I calculate that the slip joint is at about 44 feet from the peak of the tower. That means the required setback is about 48.4 feet. The drawings show that the setbacks from property lines are lesser. *The slip joint locations are not defined on the zoning drawing set (A2.1). A slip joint technology design is designed so the tower has a Zero fall footprint. Therefore the minimum yard setback applies with a Zero fall footprint. If CBJ decides that the first slip joint shall located at a 110% setback of breakpoint design, then the tower design will comply with this requirement with the first joint at approximately 18' from the top of the structure as the proposed tower is setback 20.5 feet from the side setback and 28' from the front setback .*

Setbacks. Freestanding towers and appurtenant structures shall be subject to the setbacks described below:

- (1) If the tower is not constructed using breakpoint design technology, the minimum setback distance from the nearest property line shall be equal to the height of the proposed tower.*
- (2) If the tower has been constructed using breakpoint design technology, the minimum setback distance shall be equal to 110 percent of the distance from the top of the structure to the breakpoint level of the structure or the minimum yard setback requirements, whichever is greater. Certification by a professional engineer registered in the State of Alaska of the breakpoint design and the design's fall radius must be provided with the application.*

2. There are a few areas in the application that indicate that the tower will provide three arrays. This number of arrays is insufficient, and would need to be updated in the application to demonstrate code compliance.

All freestanding WCFs between 60 and 120 feet in height shall be engineered and constructed to accommodate no fewer than four antenna arrays. All WCFs between 121 feet and 150 feet shall be engineered and constructed to accommodate no fewer than five antenna arrays. All WCFs between 151 feet and taller shall be engineered and constructed to accommodate no fewer than six antenna arrays. The tower will be designed for four antenna array per code compliance.

For your awareness, we still have your check for the application and public notice sign. The check has not been processed yet. It will be processed when staff finds the application complete for intake.

Please let me know if you have questions.

Amy Liu | Planner

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Office: 907.586.0764



From: alissa.haynes@selectsiteacq.com <alissa.haynes@selectsiteacq.com>

Sent: Thursday, January 16, 2020 9:50 AM

To: Amy Liu <Amy.Liu@juneau.org>

Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

Importance: High

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Good Morning Amy,

I just received a copy of the FAA determination for this proposed drop and swap at 12401 Glacier Highway. The determination was found to be of no air hazard/obstructions and no lighting is required.

Please let me know if there is anything else that you need to complete your review and if you can also provide an estimated forecast for the public hearing on this project?

Thank you much and Happy New Year.

Alissa Haynes

Site Acquisition Specialist

907-727-7907

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Thursday, October 24, 2019 3:15 PM
To: 'alissa.haynes@selectsiteacq.com' <alissa.haynes@selectsiteacq.com>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

Alissa,

Thanks very much. I'll keep an eye out for your message.

Amy

From: alissa.haynes@selectsiteacq.com <alissa.haynes@selectsiteacq.com>
Sent: Thursday, October 24, 2019 12:51 PM
To: Amy Liu <Amy.Liu@juneau.org>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Good afternoon Amy,
 I have requested a 1A survey letter so the FAA Determination can be requested. I expect to have the 1A within letter within 2 weeks and then AT&T will submit the FAA request. I hope we can have the results of the determination by the end of December at the latest.

I'll keep you posted.

Thanks,

Alissa

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Wednesday, October 23, 2019 1:49 PM
To: 'alissa.haynes@selectsiteacq.com' <alissa.haynes@selectsiteacq.com>
Cc: 'van Haastert, Robert (FAA)' <robert.van.haastert@faa.gov>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

Alissa,

Unless we have written confirmation from FAA that a new determination is not required, CDD will expect to see one in the complete application. The determination you attached was issued 10 years ago, and we do not have enough information to assume that requirements applied then would be applied similarly today. Again, we're open to feedback from FAA.

We will schedule the tower for a PC hearing as soon as a full application can be attached to a case.

Amy Liu

From: alissa.haynes@selectsiteacq.com <alissa.haynes@selectsiteacq.com>
Sent: Tuesday, October 22, 2019 1:05 PM
To: Amy Liu <Amy.Liu@juneau.org>
Cc: 'van Haastert, Robert (FAA)' <robert.van.haastert@faa.gov>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Here's the determination on the existing pole at the site location.

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Tuesday, October 22, 2019 2:36 PM
To: 'alissa.haynes@selectsiteacq.com' <alissa.haynes@selectsiteacq.com>
Cc: 'van Haastert, Robert (FAA)' <robert.van.haastert@faa.gov>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

Alissa,

Thank you. The TOWAIR determination is provided by FCC, which does not necessarily have complete records from FAA. My conversation with Robert Van Haastert at FAA (cc'd) leads me to believe that the TOWAIR determination is may not be conclusive, whereas a determination directly from FAA would be more conclusive.

CDD dials in on lighting and requirements, among other topics, because they are often of concern to the public. Getting this information straight is important to smoothly running the public process.

Also, re: your question about Planning Commission hearing schedule, the next meetings will be December 10 and January 14. Meetings are typically the second and fourth Tuesdays of the month, though the second meeting in December is canceled due to holiday absences.

Amy Liu

From: alissa.haynes@selectsiteacq.com <alissa.haynes@selectsiteacq.com>
Sent: Tuesday, October 22, 2019 12:27 PM
To: Amy Liu <Amy.Liu@juneau.org>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Amy,
 I'm back on my computer now so I've forwarded more detail to you on the no-lighting required.

Tower lighting is addressed on the report as WCF Item 17:

FAA Lighting

A TOWAIR Determination was completed to verify the coordinates, heights and type of proposed structure. The determination has indicated the structure does not require registration and therefore no lighting is required.

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Tuesday, October 22, 2019 2:16 PM
To: 'alissa.haynes@selectsiteacq.com' <alissa.haynes@selectsiteacq.com>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

Alissa,

Is there a reason FAA has not issued a notice of determination for whether lighting will be required?

Amy Liu

From: alissa.haynes@selectsiteacq.com <alissa.haynes@selectsiteacq.com>
Sent: Wednesday, October 09, 2019 11:01 AM
To: Amy Liu <Amy.Liu@juneau.org>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Yes, I addressed that requirement on the page title WCF Item 12:

NOTICE OF COMPLIANCE

The proposed project is in compliance with FAA regulations 14CFR Part 77.

A part 77 Notice of Proposed Construction will be filed for the proposed project if requested by the FAA.

Respectfully,

Alissa Haynes

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Wednesday, October 9, 2019 12:45 PM
To: 'alissa.haynes@selectsiteacq.com' <alissa.haynes@selectsiteacq.com>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

FYI, a screenshot of the results I received from FAA's tool.

From: Amy Liu
Sent: Wednesday, October 09, 2019 10:36 AM
To: 'alissa.haynes@selectsiteacq.com' <alissa.haynes@selectsiteacq.com>
Cc: Kyle Paw <Kyle.Paw@juneau.org>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

Alissa,

Thanks! For the FAA notice determination, please use FAA's Notice Criteria Tool:
<https://oeaaa.faa.gov/oeaaa/external/gisTools/gisAction.jsp>

I entered the inputs used for TOWAIR and received a determination that FAA requires filing. Please follow-up on this item.

Amy

From: alissa.haynes@selectsiteacq.com <alissa.haynes@selectsiteacq.com>
Sent: Wednesday, October 09, 2019 7:32 AM
To: Amy Liu <Amy.Liu@juneau.org>
Cc: Kyle Paw <Kyle.Paw@juneau.org>
Subject: RE: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Amy,
 Please see my responses below and let me know if you need anything else for items 1 and 2 on the list. The last one, I should have by the end of the week.
 Can you tell me what the forecast date will possibly be for the public hearing?

Thanks!

A

From: Amy Liu <Amy.Liu@juneau.org>
Sent: Tuesday, October 8, 2019 3:21 PM
To: 'Alissa Haynes' <alissa.haynes@selectsiteacq.com>
Cc: Kyle Paw <Kyle.Paw@juneau.org>
Subject: Juneau CDD Follow-Up on WCF at 12401 Glacier Hwy

Good afternoon,

I'm reviewing the application submitted for the WCF at 12401 Glacier Hwy. There are a few items that should be addressed before staff accepts the application for review.

- Description of security measures, e.g. fencing, locks, etc. The locking/secured cabinets will be placed on concrete slabs behind existing vegetation. No fencing is planned. Please let me know if this is acceptable as this is how the current ground equipment is also installed at the site.
- FAA determination of whether lighting is required; please explain if notice to FAA does not apply – This is completed by statement on the page titled WCF Item 17. This statement says that no lighting is required.
- Propagation study; tower replacement at the same site does not waive this requirement. I have requested this from AT&T's RF Engineer and should have this by the end of the week.

Please let me know if you have questions. Thanks!

Amy Liu | Planner

Community Development Department | City & Borough of Juneau, AK
 Location: 230 S. Franklin Street, 4th Floor Marine View Building
 Office: 907.586.0764



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

Cell Tower Drop and Swap

Case Number: PAC20190045

Applicant: Alissa Haynes

Property Owner: Ronald Haffner

Property Address: 12401 Glacier Highway

Parcel Code Number: 4B2301070081

Site Size: 94,153 square feet

Zoning: D-3

Existing Land Use: single family dwelling

Conference Date: 7/3/2019

Report Issued:

List of attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
Alissa Haynes	Applicant	paul@islandcontractorsak.com
Teri Camery	Planning	teri.camery@juneau.org

Pre-Application Conference Final Report

Conference Summary

The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

Planning Division:

1. **Wireless Communication Facilities (CBJ 49.65.900)** – The Wireless Communication Facility code section is at 49.65.900, available through: <https://beta.juneau.org/law-department/cbj-regulations>.

The applicant has proposed a non-concealed 90-foot residential tower in the D-3 zoning district, replacing an existing tower permitted under the previous tower code. The previous Conditional Use Permit and variance granted for the existing tower are no longer valid. A Special Use Permit is required, with application requirements listed in 49.65.970. In the project narrative with the application, the applicant should note that they contacted FAA regarding lighting, per CBJ code 49.65.930(d). The CDD Director has determined that a balloon test is not required, however a visual impact assessment must be completed. Visual impact assessment locations are provided as a separate attachment to this report. The applicant will provide an alternative method to support the breakpoint design technology of 49.65.930(f). This application should include an engineer's analysis to show that this alternative conforms with the intent of the code section, and will subject to Director's approval.

2. **Zoning – D-3**
3. **Lot Coverage** – 35 percent permissible uses; 35 percent conditional uses
4. **Vegetative Coverage** – 20 percent
5. **Flood** – n/a
6. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – n/a
7. **Plat or Covenant Restrictions** – n/a

Building Division:

8. **Building** – Plans will be reviewed through the building permit review

General Engineering/Public Works:

9. **Engineering** – NA
10. **Drainage** – NA
11. **Utilities** – NA

Fire Marshal:

12. **Fire Items/Access** – N/A

List of required applications

Based upon the information submitted for pre-application review, the following list of applications must be submitted in order for the project to receive a thorough and speedy review.

1. Wireless Communication Facility Application <http://www.juneau.org/cddftp/documents/>
2. Development Permit Application: <http://www.juneau.org/cddftp/documents/DPA.pdf>

Pre-Application Conference Final Report

Additional submittal requirements:

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. A copy of this pre-application conference report.

Fee estimates

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees that will be triggered by your proposal.

1. Special Use Permit Application. \$850.00
2. Public Notice Sign Fee: \$50.00 plus \$100.00 refundable deposit (\$150.00 total).

For informational handouts with submittal requirements for development applications, please visit our website at www.juneau.org/cdd.

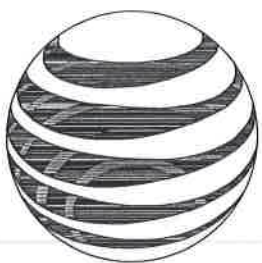
*Please note that application review time takes three months on average, starting from the time that CDD receives a complete application.

Submit your completed application

You must submit your application(s) in person with payment to:

City/Borough of Juneau
Permit Center
230 S. Franklin Street,
Fourth Floor Marine View Center
Juneau, AK 99801

Phone: (907) 586-0715
Fax: (907) 586-4529
Web: www.juneau.org/cdd



at&t

Your world. Delivered

JN3030 AUKE BAY II DROP & SWAP

12401 GLACIER HIGHWAY JUNEAU, AK 99821



MasTec
Network Solutions

Select Site Acquisition,
LLC
1400W E ALASKA LANE
LIBERTY LAKE, WA 99019

DHD
ARCHITECTURE PLLC
13424 246TH AVE SE
ISSAQUAH, WA 98027
PHONE: 425.657.0552
EMAIL: davidhdean@dhdarch.com
HTTP://WWW.DHDARCHITECTURE.BIZ

JN3030 AUKE BAY II
12401A GLACIER HIGHWAY
JUNEAU, AK 99821

ISSUED DATE:
03-03-2020

NO.	DATE	ISSUE BLOCK
1	07-19-12	FINAL CONSTRUCTION DRAWINGS - REV0
2	10-19-18	AC06: 3C, 4C, 5C PER RFDS DATED 9-20-18
3	08-11-19	AC02: DROP & SWAP - RFDS DATED 10-23-18



SHEET TITLE:
TITLE SHEET

SHEET NUMBER:

T-1

PROJECT INFORMATION

PROJECT DESCRIPTION:

SCOPE OF WORK FOR DROP AND SWAP LTE 3C 4C 5C:
DEMO EXISTING 90' WOOD MONOPOLE. MOVE EQUIPMENT TO NEW 90' STEEL MONOPOLE.
INSTALL NEW 90' SLIP JOINT STEEL MONOPOLE W/ ZERO FALL RADIUS + (3) V-BOOM SECTOR FRAMES.
POSITION 1 - INSTALL (3) REUSED ANDREW DBXLH-6565A-R2M. INSTALL (3) REUSED TMA TT19-08BP11. INSTALL (5) 7/8" COAX.
POSITION 2 - INSTALL (3) NEW KATHREIN 80010991. INSTALL (3) NEW B5/B12 4449. INSTALL (3) NEW B2/B66A B643.
POSITION 4 - INSTALL (3) NEW KATHREIN 80010991. INSTALL (3) NEW B14 4478.
INSTALL (2) SURGE SUPPRESSION UNITS (SQUID). INSTALL (3) FIBER TRUNK + (6) DC POWER TRUNK.
GROUND EQUIPMENT: RELOCATE (2) UMS RBS CABINETS AND INSTALL NEW ICE BRIDGE. INSTALL (1) EMERSON 512 POWER PLAN & REMOVED (E) TE45. INSTALL (1) EMERSON BBU.

APPLICANT:

MASTEC NETWORK SOLUTIONS - ALASKA
2240 E. DOWLING ROAD
ANCHORAGE, AK 99507
253-709-0317

PROPERTY OWNER:

HAFFNER RONALD J &
MONICA M
PO BOX 210504
AUKE BAY AK 99821

CODE INFORMATION:

ZONING CLASSIFICATION: D-3, SINGLE-FAMILY RESIDENTIAL

BUILDING CODE: INTERNATIONAL BUILDING CODE

CURRENT CODE

CONSTRUCTION TYPE: EXISTING TOWER

JURISDICTION: CITY & BOROUGH OF JUNEAU

CURRENT USE: TELECOM FACILITY

PROPOSED USE: TELECOM FACILITY

TOWER OWNER:

AT&T TOWERS
12555 CINGULAR WAY
#1266B
ALPHARETTA, GA 30004

TELEPHONE COMPANY:

ACS

PERMITTING:

CONTACT: ALISSA HAYNES
907-727-7907

POWER COMPANY:

AWL&P

SITE ACQUISITION:

CONTACT: PAT HINMAN
425-306-2733

SITE LOCATION:

LATITUDE: 58° 23' 3.00012"

58.3841667

LONGITUDE: -134° 39' 38.00016"

-134.6605556

TOP OF STRUCTURE AGL: 90'-0"

OVERALL HEIGHT AGL: 98'-0"

BASE OF STRUCTURE AMSL: 68.2'

CONSTRUCTION:

CONTACT: TODD RICHARDSON
MASTEC NETWORK SOLUTIONS -
ALASKA
2240 E. DOWLING ROAD
ANCHORAGE, AK 99507
OFFICE: 907-336-1300
MOBILE: 907-351-3886

PROJECT TEAM

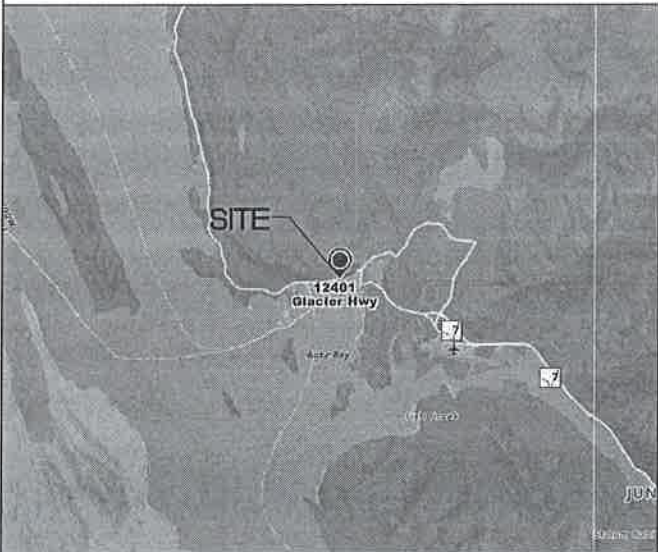
PROJECT ARCHITECT:

DHD ARCHITECTURE PLLC:
DAVID H. DEAN, ARCHITECT
13424 246TH AVE SE
ISSAQUAH, WA 98027
425.503.0637 P
DAVIDHDEAN@MSN.COM

PROJECT CONSULTANT:

MASTEC NETWORK SOLUTIONS - ALASKA
2240 E. DOWLING ROAD
ANCHORAGE, AK 99507
253-709-0317

VICINITY MAP



DRIVING DIRECTIONS

STARTING FROM JNU JUNEAU INTERNATIONAL AIRPORT 155 S SEWARD ST JUNEAU, AK 99801 (907) 789-7821
1. HEAD NORTH ON SHELL SIMMONS DR TOWARD YANOUKIN DR 79 FT
2. TURN LEFT TO STAY ON SHELL SIMMONS DR 0.2 MI
3. TAKE THE 3RD LEFT ONTO GLACIER HWY 0.3 MI
4. GLACIER HWY TURNS SLIGHTLY RIGHT AND BECOMES MENDENHALL LOOP RD 0.3 MI
5. TURN LEFT ONTO AK-7/EGAN DR 0.4 MI
6. CONTINUE STRAIGHT ONTO GLACIER HWY 2.3 MI
7. SLIGHT LEFT TO STAY ON GLACIER HWY 0.7 MI
ARRIVE AT 12401 GLACIER HWY, JUNEAU, AK 99821

APPROVAL	DATE	SIGNATURE
AT&T:		
LANDLORD:		
CONSTRUCTION:		
S/A:		
R.F.:		
ZONNING:		
A&E:		
R.F.:		

REVIEWER SHALL PLACE INITIALS ADJACENT TO EACH REVISION NOTE ON DRAWINGS AND REVISIONS

DRAWING INDEX

SHEET	DESCRIPTION
T-1	TITLE SHEET
G-1	GENERAL NOTES
A-1	SITE PLAN - ENLARGED AREA PLAN
A-2	ENLARGED PLANS - EXTERIOR ELEVATIONS
A-2.1	ENLARGED PLANS - EXTERIOR ELEVATIONS
A-3	EQUIPMENT DETAILS
A-4	EQUIPMENT DETAILS

ABBREVIATIONS

A/C	AIR CONDITIONING	HORZ	HORIZONTAL	REQ	REQUIRED
AGL	ABOVE FINISH GRADE	HR	HOUR	RM	ROOM
APPROX	APPROXIMATELY	HT	HEIGHT	SHT	SHEET
		HVAC	HEATING VENTILATION	SIM	SIMILAR
BLDG	BUILDING	ID	INSIDE DIAMETER	SPEC	SPECIFICATION
BLK	BLOCKING	IN	INCH	SF	SQUARE FOOT
CLG	CEILING	INFO	INFORMATION	SS	STAINLESS STEEL
CLR	CLEAR	INSUL	INSULATION	STL	STEEL
CONC	CONCRETE	INT	INTERIOR	STRUCT	STRUCTURAL
CONST	CONSTRUCTION	IBC	INTERNATIONAL BUILDING CODE	STD	STUD
CONT	CONTINUOUS			SUSP	SUSPENDED
DBL	DOUBLE	LBS	POUNDS	THRU	THROUGH
DIA	DIAMETER			TNNG	TINNED
DIAG	DIAGONAL			TYP	TYPICAL
DN	DOWN	MAX	MAXIMUM	UNO	UNLESS NOTED OTHERWISE
DET	DETAIL	MECH	MECHANICAL		
DWG	DRAWING	MTL	METAL		
EA	EACH	MFR	MANUFACTURE	VERT	VERTICAL
ELEV	ELEVATION	MIN	MANAGER	VIF	VERIFY IN FIELD
ELEC	ELECTRICAL	MISC	MISCELLANEOUS		
EQ	EQUAL	RO	ROUGH OPENING	W/	WITH
EQUIP	EQUIPMENT	NA	NOT APPLICABLE	W/O	WITHOUT
EXT	EXTERIOR	NIC	NIT IN CONTRACT	WP	WATER PROOF
		NTS	NOT TO SCALE		
FIN	FINISH	OC	ON CENTER		
FLOUR	FLUORESCENT	OD	OUTSIDE DIAMETER		
FLR	FLOOR				
FT	FOOT				
GA	GAUGE	PLYWD	PLYWOOD		
GALV	GALVANIZED	PROJ	PROJECT		
GC	GENERAL CONTRACTOR	PROP	PROPERTY		
GRND	GROUND	PT	PRESSURE TREATED		
GYP BD	GYPSUM WALL BOARD				

RECEIVED

MAR U 3 2020

Permit Center/CDD

GENERAL NOTES:

DRAWINGS ARE NOT TO BE SCALED, WRITTEN DIMENSIONS TAKE PRECEDENCE, THIS SET OF DOCUMENTS IS INTENDED TO BE USED FOR DIAGRAMMATIC PURPOSES ONLY, UNLESS NOTED OTHERWISE. THE GENERAL CONTRACTOR'S SCOPE OF WORK SHALL INCLUDE FURNISHING ALL MATERIALS, EQUIPMENT, LABOR, AND ANY REQUIREMENTS DEEMED NECESSARY TO COMPLETE PROJECT AS DESCRIBED IN THE DRAWINGS AND OWNER'S PROJECT MANUAL.

PRIOR TO THE SUBMISSION OF BIDS, CONTRACTORS INVOLVED SHALL VISIT THE JOB SITE TO FAMILIARIZE THEMSELVES WITH ALL CONDITIONS AFFECTING THE PROPOSED PROJECT. CONTRACTORS SHALL VISIT THE CONSTRUCTION SITE WITH THE CONSTRUCTION/CONTRACT DOCUMENTS TO VERIFY FIELD CONDITIONS AND CONFIRM THAT THE PROJECT WILL BE ACCOMPLISHED AS SHOWN. PRIOR TO PROCEEDING WITH CONSTRUCTION, ANY ERRORS, OMISSIONS, OR DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ARCHITECT/ENGINEER VERBALLY AND IN WRITING.

THE ARCHITECTS/ENGINEERS HAVE MADE EVERY EFFORT TO SET FORTH IN THE CONSTRUCTION AND CONTRACT DOCUMENTS THE COMPLETE SCOPE OF WORK, CONTRACTORS BIDDING THE JOB ARE NEVERTHELESS CAUTIONED THAT MINOR OMISSIONS OR ERRORS IN THE DRAWINGS AND OR SPECIFICATIONS SHALL NOT EXCUSE SAID CONTRACTOR FROM COMPLETING THE PROJECT AND IMPROVEMENTS IN ACCORDANCE WITH THE INTENT OF THESE DOCUMENTS. THE BIDDER SHALL BEAR THE RESPONSIBILITY OF NOTIFYING (IN WRITING) THE ARCHITECT/ENGINEER OF ANY CONFLICTS, ERRORS, OR OMISSIONS PRIOR TO SUBMISSION OF CONTRACTOR'S PROPOSAL. IN THE EVENT OF DISCREPANCIES THE CONTRACTOR SHALL PRICE THE MORE COSTLY OR EXTENSIVE WORK, UNLESS DIRECTED OTHERWISE.

THE CONTRACTOR SHALL SUPERVISE AND DIRECT THE PROJECT DESCRIBED IN THE CONTRACT DOCUMENTS, THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR ALL CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES, AND PROCEDURES FOR COORDINATING ALL PORTIONS OF THE WORK UNDER THE CONTRACT.

THE CONTRACTOR SHALL INSTALL ALL EQUIPMENT AND MATERIALS ACCORDING TO MANUFACTURER'S/VENDOR'S SPECIFICATIONS UNLESS NOTED OTHERWISE OR WHERE LOCAL CODES OR ORDINANCES TAKE PRECEDENCE.

ALL WORK PERFORMED ON THE PROJECT AND MATERIALS INSTALLED SHALL BE IN STRICT ACCORDANCE WITH ALL APPLICABLE CODES, REGULATIONS, AND ORDINANCES. CONTRACTOR SHALL GIVE ALL NOTICES AND COMPLY WITH ALL LAWS, ORDINANCES, RULES, REGULATIONS AND LAWFUL ORDERS OF ANY PUBLIC AUTHORITY, MUNICIPAL AND UTILITY COMPANY SPECIFICATIONS, AND LOCAL AND STATE JURISDICTIONAL CODES BEARING ON THE PERFORMANCE OF THE WORK.

GENERAL CONTRACTOR SHALL PROVIDE, AT THE PROJECT SITE, A FULL SET OF CONSTRUCTION DOCUMENTS UPDATED WITH THE LATEST REVISIONS AND ADDENDA OR CLARIFICATIONS FOR USE BY ALL PERSONNEL INVOLVED WITH THE PROJECT. THIS SET IS A VALID CONTRACT DOCUMENT ONLY IF THE TITLE SHEET IS STAMPED "FOR CONSTRUCTION" AND EACH SUCCESSIVE SHEET BEARS THE ARCHITECT'S SIGNED WET STAMP.

THE STRUCTURAL COMPONENTS OF ADJACENT CONSTRUCTION OR FACILITIES ARE NOT TO BE ALTERED BY THIS CONSTRUCTION PROJECT UNLESS NOTED OTHERWISE.

SEAL ALL PENETRATIONS THROUGH FIRE-RATED AREAS WITH U.L. LISTED OR FIRE MARSHALL APPROVED MATERIALS IF APPLICABLE TO THIS FACILITY AND OR PROJECT SITE.

CONTRACTOR TO PROVIDE A PORTABLE FIRE EXTINGUISHER WITH A RATING OF NOT LESS THAN 2-A OR 2-A10BC WITHIN 75 FEET TRAVEL DISTANCE TO ALL PORTIONS OF PROJECT AREA DURING CONSTRUCTION.

CONTRACTOR SHALL MAKE NECESSARY PROVISIONS TO PROTECT EXISTING IMPROVEMENTS, EASEMENTS, PAVING, CURBING, ETC. DURING CONSTRUCTION. UPON COMPLETION OF WORK, CONTRACTOR SHALL REPAIR ANY DAMAGE THAT MAY HAVE OCCURRED DUE TO CONSTRUCTION ON OR ABOUT THE PROPERTY.

CONTRACTOR SHALL KEEP GENERAL WORK AREA CLEAN AND HAZARD FREE DURING CONSTRUCTION AND DISPOSE OF ALL DIRT, DEBRIS, AND RUBBISH. CONTRACTOR SHALL REMOVE EQUIPMENT NOT SPECIFIED AS REMAINING ON THE PROPERTY OR PREMISES. SITE SHALL BE LEFT IN CLEAN CONDITION AND FREE FROM PAINT SPOTS, DUST, OR SMUDGES OF ANY NATURE.

THE GENERAL CONTRACTOR SHALL RECEIVE WRITTEN AUTHORIZATION TO PROCEED WITH CONSTRUCTION PRIOR TO STARTING WORK ON ANY ITEM NOT CLEARLY DEFINED BY THE CONSTRUCTION DRAWINGS/CONTRACT DOCUMENTS.

THE CONTRACTOR SHALL PERFORM WORK DURING OWNER'S PREFERRED HOURS TO AVOID DISTURBING NORMAL BUSINESS.

THE CONTRACTOR SHALL PROVIDE AT&T WIRELESS, LLC, PROPER INSURANCE CERTIFICATES NAMING AT&T WIRELESS, LLC, AS ADDITIONAL INSURED, AND AT&T WIRELESS, LLC, PROOF OF LICENSE(S) AND PE & PD INSURANCE.

CONTRACTOR SHALL BE RESPONSIBLE FOR SCHEDULING AND COORDINATING ALL INSPECTIONS.

CAUTION! CALL BEFORE YOU DIG! BURIED UTILITIES EXIST IN THE AREA AND UTILITY INFORMATION SHOWN MAY NOT BE COMPLETE. CONTACT THE ONE-CALL UTILITY LOCATE SERVICE A MINIMUM OF 48 HOURS PRIOR TO CONSTRUCTION. DIAL 811

CONTRACTOR TO DOCUMENT ALL WORK PERFORMED WITH PHOTOGRAPHS AND SUBMIT TO AT&T WIRELESS, LLC, ALONG WITH REDLINED CONSTRUCTION SET.

CONTRACTOR TO DOCUMENT ALL CHANGES MADE IN THE FIELD BY MARKING UP (REDLINING) THE APPROVED CONSTRUCTION SET AND SUBMITTING THE REDLINED SET TO AT&T WIRELESS, LLC, UPON COMPLETION.

FOR COLLOCATION SITES: CONTACT TOWER OWNER REPRESENTATIVE FOR PARTICIPATION IN BID WALK.

GENERAL CONTRACTOR IS TO COORDINATE ALL POWER INSTALLATION WITH POWER COMPANY AS REQUIRED. CONTRACTOR TO REPORT POWER INSTALLATION COORDINATION SOLUTION(S) TO NETWORK CARRIER REPRESENTATIVE, PROJECT CONSTRUCTION MANAGER AND ARCHITECT.

ANY SUBSTITUTIONS OF MATERIALS AND/OR EQUIPMENT, MUST BE APPROVED BY AT&T CONSTRUCTION MANAGER.

IN THE CASE OF ROOFTOP SOLUTIONS FOR EQUIPMENT AND/OR ANTENNA FRAMES WHERE PENETRATION OF EXISTING ROOFING MATERIALS OCCUR, THE GENERAL CONTRACTOR SHALL COORDINATE WITH BUILDING OWNER AND BUILDING ROOFING CONTRACTOR OF RECORD FOR INSTALLATION, PATCH, REPAIR OR ANY AUGMENTATION TO THE ROOF, AND HAVE THE WORK GUARANTEED UNDER THE ROOFING CONTRACTOR'S WARRANTY FOR MOISTURE PENETRATION OR AND OTHER FUTURE BREACH OF ROOFING INTEGRITY.

IN THE CASE OF ROOFTOP SOLUTIONS WITH THE INSTALLATION OF ANTENNAS WITHIN CONCEALED (SHROUDED) SUPPORT FRAMES OR TRIPODS, THE GENERAL CONTRACTOR SHALL COORDINATE WITH THE FRP DESIGNER/FABRICATOR TO ENSURE THAT THE FINAL FRP SHROUD IS SIMULATING (IN APPEARANCE) DESIGNATED EXISTING EXTERIOR BUILDING FACADE MATERIALS, TEXTURES, AND COLORS. THE CONTRACTOR SHALL FURTHERMORE ENSURE THE USE OF COINTEGRATED FASTENERS IN ALL FRP CONSTRUCTION WHEN PHOTO SIMULATIONS ARE PROVIDED. THE CONTRACTOR SHALL ENSURE THAT FINAL CONSTRUCTION REPRESENTS WHAT IS INDICATED IN PHOTO SIMULATIONS. SHOP DRAWINGS SHALL BE PROVIDED TO THE GENERAL CONTRACTOR, CONSTRUCTION COORDINATOR, AND ARCHITECT PRIOR TO FABRICATION AND CONSTRUCTION.

GENERAL NOTES (CONT'D):

25. IN THE CASE OF ROOFTOP SOLUTIONS FOR EQUIPMENT AND/OR ANTENNA FRAMES WHERE ANCHORING TO A CONCRETE ROOF SLAB IS REQUIRED, CONTRACTORS SHALL CONFIRM (PRIOR TO SUBMITTING BID) WITH CONSULTING CONSTRUCTION COORDINATOR AND ARCHITECT THE PRESENCE OF POST TENSION TENDONS WITHIN THE ROOF SLAB - RESULTING FROM AN UNDOCUMENTED DESIGN CHANGE IN THE EXISTING BUILDING "AS-BUILT DRAWING SET" - HAVING INDICATED AN ORIGINAL DESIGN SOLUTION OF REINFORCED CONCRETE W/ EMBEDDED STEEL REBAR. IN THE EVENT POST TENSION SLAB SOLUTION IS PRESENT, CONTRACTOR SHALL INCLUDE PROVISIONS FOR X-RAY PROCEDURES (INCLUDED IN BID) FOR ALL PENETRATION AREAS WHERE ANCHORING OCCURS.

26. GENERAL & SUB CONTRACTORS SHALL USE STAINLESS STEEL METAL LOCKING TIES FOR ALL CABLE TRAY TIE DOWNS AND ALL OTHER GENERAL TIE DOWNS (WHERE APPLICABLE). PLASTIC ZIP TIES SHALL NOT BE PERMITTED FOR USE ON AT&T PROJECTS. RECOMMENDED MANUFACTURE SHALL BE: PANDUIT CORP. METAL LOCKING TIES MODEL NO. MLT4S-CP UNDER SERIES-304 (OR EQUAL). PANDUIT PRODUCT DISTRIBUTED BY TRIARC OF TACOMA, WA.

DESIGN CRITERIA:

1. THE STRUCTURAL DESIGN OF THIS PROJECT IS IN ACCORDANCE WITH THE INTERNATIONAL BUILDING CODE 2012

2. DESIGN LOADS:

-ROOF SNOW LOAD	40 PSF
-BASIC WIND SPEED	100 MPH (3 SEC GUST)
-WIND EXPOSURE	B

CONCRETE NOTES:

1. ALL CONCRETE CONSTRUCTION SHALL BE IN ACCORDANCE WITH ACI-318.

2. CONCRETE SHALL BE MIXED, PROPORTIONED, CONVEYED AND PLACED IN ACCORDANCE WITH CHAPTER 19 OF THE IBC 2012. STRENGTHS AT 28 DAYS AND MIX CRITERIA SHALL BE AS FOLLOWS.

TYPE OF CONSTRUCTION	28 DAY STRENGTHS (f'c)	W/C RATIO	MINIMUM CEMENT CONTENT PER CUBIC YARD
A. SLABS ON GRADE TOPPING SLABS CONCRETE PIERS	3,000 PSI	≤ .45	5 1/2 SACKS
B. ALL STRUCTURAL CONCRETE EXCEPT WALLS	4,000 PSI	≤ .45	6 1/2 SACKS
C. CONCRETE WALLS	4,000 PSI	≤ .45	6 1/2 SACKS

CEMENT SHALL BE ASTM C150, PORTLAND CEMENT TYPE II U.N.O.

3. THE GENERAL CONTRACTOR SHALL SUPERVISE AND BE RESPONSIBLE FOR THE METHODS AND PROCEDURES OF CONCRETE PLACEMENT.

4. ALL CONCRETE WITH SURFACES EXPOSED TO STANDING WATER SHALL BE AIR-ENTRAINED WITH AN AIR-ENTRAINING AGENT CONFORMING TO ASTM C260, C494, C618, C989 AND C1017. TOTAL AIR CONTENT SHALL BE IN ACCORDANCE WITH TABLE 1904.2.1 OF THE IBC 2012.

5. REINFORCING STEEL SHALL CONFORM TO ASTM A615 (INCLUDING SUPPLEMENT S1), GRADE 60, fy=60,000 PSI. EXCEPTIONS: ANY BARS SPECIFICALLY SO NOTED ON THE DRAWINGS SHALL BE GRADE 40, fy=40,000 PSI. GRADE 60 REINFORCING BARS INDICATED ON DRAWINGS TO BE WELDED SHALL CONFORM TO ASTM A706. REINFORCING COMPLYING WITH ASTM A615(S1) MAY BE WELDED ONLY IF MATERIAL PROPERTY REPORTS INDICATING CONFORMANCE WITH WELDING PROCEDURES SPECIFIED IN A.W.S. D14 ARE SUBMITTED.

6. REINFORCING STEEL SHALL BE DETAILED (INCLUDING HOOKS AND BENDS) IN ACCORDANCE WITH ACI 315 AND 318. LAP ALL CONTINUOUS REINFORCEMENT AT LEAST 30 BAR DIAMETERS OR A MINIMUM OF 2'-0". PROVIDE CORNER BARS AT ALL WALL AND FOOTING INTERSECTIONS. LAP CORNER BARS AT LEAST 30 BAR DIAMETERS OR A MINIMUM OF 2'-0". LAP ADJACENT MATS OF WELDED WIRE FABRIC A MINIMUM OF 8" AT SIDES AND ENDS.

7. WELDED WIRE FABRIC SHALL CONFORM TO ASTM A-185.

8. SPIRAL REINFORCEMENT SHALL BE PLAIN WIRE CONFORMING TO ASTM A615, GRADE 60, fy=60,000 PSI.

9. NO BARS PARTIALLY EMBEDDED IN HARDENED CONCRETE SHALL BE FIELD BENT UNLESS SPECIFICALLY SO DETAILED OR APPROVED BY THE CONSULTANT.

10. CONCRETE PROTECTION (COVER) FOR REINFORCING STEEL SHALL BE AS FOLLOWS:

- FOOTINGS AND OTHER UNFORMED SURFACES, EARTH FACE	3"
- FORMED SURFACES EXPOSED TO EARTH OR WEATHER	(#6 BARS OR LARGER) 2" (#5 BARS OR SMALLER) 1 1/2"
- SLABS AND WALLS (INTERIOR FACE)	3/4"

11. BARS SHALL BE SUPPORTED ON CHAIRS OR DOBIE BRICKS.

12. ANCHOR BOLTS TO CONFORM TO ASTM A307.

13. NON-SHRINK GROUT SHALL BE FURNISHED BY AN APPROVED MANUFACTURER AND SHALL BE MIXED AND PLACED IN STRICT ACCORDANCE WITH THE MANUFACTURER'S PUBLISHED RECOMMENDATIONS. GROUT STRENGTH SHALL BE AT LEAST EQUAL TO THE MATERIAL ON WHICH IT IS PLACED (3,000 PSI MINIMUM).

14. ALL EXPANSION ANCHORS TO BE HILTI BRAND. ADHESIVE ANCHORS REQUIRE TESTING TO CONFIRM CAPACITY UNLESS WAIVED BY ENGINEER.

STRUCTURAL STEEL NOTES:

1. SHOP DRAWINGS FOR STRUCTURAL STEEL SHALL BE SUBMITTED TO THE CONSULTANT FOR REVIEW PRIOR TO FABRICATION.

2. STRUCTURAL STEEL DESIGN, FABRICATION AND ERECTION (INCLUDING FIELD WELDING, HIGH STRENGTH FIELD BOLTING, EXPANSION BOLTS, AND THREADED EXPANSION ANCHORS) SHALL BE BASED ON THE A.I.S.I. "SPECIFICATION FOR THE DESIGN, FABRICATION, AND ERECTION OF STRUCTURAL STEEL FOR BUILDINGS" LATEST EDITION. SUPERVISION SHALL BE IN ACCORDANCE WITH IBC 2012 CHAPTER 22. BY A QUALIFIED TESTING AGENCY DESIGNATED BY THE CONSULTANT. THE CONSULTANT SHALL BE FURNISHED WITH A COPY OF ALL INSPECTION REPORTS AND TEST RESULTS.

3. STRUCTURAL STEEL SHALL CONFORM TO THE FOLLOWING REQUIREMENTS:

TYPE OF MEMBER	
A. WIDE FLANGE SHAPE	ASTM A992, Fy 50 KSI
B. OTHER SHAPE, PLATES AND ROD	ASTM A36, Fy 36 KSI
C. PIPE COLUMNS	ASTM A53, Fy 35 KSI
D. STRUCTURAL TUBING	ASTM A500, Fy 46 KSI
E. ANCHOR BOLTS	ASTM A307
F. CONNECTION BOLTS	ASTM A325

4. ALL MATERIAL TO BE HOT DIPPED GALVANIZED AFTER FABRICATION PER A123/A123M-00.

5. ALL WELDING SHALL BE IN CONFORMANCE WITH A.I.S.I. AND AWS STANDARDS AND SHALL BE PERFORMED BY W.A.B.O. CERTIFIED WELDERS USING E70 XX ELECTRODES. ONLY PREQUALIFIED WELDS (AS DEFINED BY AWS) SHALL BE USED. WELDING OF GRADE 60 REINFORCING BARS (IF REQUIRED) SHALL BE PERFORMED USING LOW HYDROGEN ELECTRODES. WELDING OF GRADE 40 REINFORCING BARS (IF REQUIRED) SHALL BE PERFORMED USING E70 XX ELECTRODES. WELDING WITHIN 4" OF COLD BENDS IN REINFORCING STEEL IS NOT PERMITTED. SEE REINFORCING NOTE FOR MATERIAL REQUIREMENTS OF WELDED BARS.

6. COLD-FORMED STEEL FRAMING MEMBERS SHALL BE OF THE SHAPE, SIZE, AND GAGE SHOWN ON THE PLANS. PROVIDE MINIMUM SECTION PROPERTIES INDICATED. ALL COLD-FORMED STEEL FRAMING SHALL CONFORM TO THE A.I.S.I. "SPECIFICATION FOR THE DESIGN OF COLD-FORMED STEEL STRUCTURAL MEMBERS."

7. BOLTED CONNECTIONS SHALL USE BEARING TYPE ASTM A325 BOLTS (3/4" DIA.) AND SHALL HAVE A MINIMUM OF TWO BOLTS UNLESS NOTED OTHERWISE.

8. NON-STRUCTURAL CONNECTIONS FOR STEEL GRATING MAY USE 5/8" DIA. ASTM A307 BOLTS UNLESS NOTED OTHERWISE.

9. ALL STEEL WORK SHALL BE PAINTED IN ACCORDANCE WITH THE DESIGN & CONSTRUCTION SPECIFICATION AND IN ACCORDANCE WITH ASTM A36 UNLESS NOTED OTHERWISE.

10. ALL WELDS TO BE 1/4" FILLET UNLESS NOTED OTHERWISE.

11. TOUCH UP ALL FIELD DRILLING AND WELDING WITH 2 COATS OF GALVACON (ZINC RICH PAINT) OR APPROVED EQUAL.

TOWER/POLE NOTES:

1. VERIFICATION THAT THE PROPOSED TOWER/POLE CAN SUPPORT THE PROPOSED ANTENNA LOADING IS TO BE DONE BY OTHERS.

2. PROVIDE SUPPORTS FOR THE ANTENNA COAX CABLES TO THE ELEVATION OF ALL INITIAL AND FUTURE ANTENNAS. ANTENNA COAX CABLES ARE TO BE SUPPORTED AND RESTRAINED AT THE CENTERS SUITABLE TO THE MANUFACTURER'S REQUIREMENTS.

ABBREVIATED ROOF TOP SAFETY PROCEDURES (WHEN APPLICABLE):

(AS PER "ACCIDENT PREVENTION PROGRAM" - BY PERMISSION OF WREN CONSTRUCTION, INC. - 03/01/99)

FALL PROTECTION METHODS AND EQUIPMENT
ROOF TOP INSTALLATIONS

- FOR WORK IS BEING PERFORMED WITHIN 25' OF AN UNPROTECTED ROOF EDGE, THE CONSTRUCTION SUPERVISOR SHALL DESIGNATE A TRAINED SAFETY MONITOR TO OBSERVE THE MOVEMENTS AND ACTIVITIES OF THE CONSTRUCTION WORKERS.
- SAFETY MONITOR SHALL WARN CONSTRUCTION WORKERS OF HAZARDS (I.E., BACKING UP TOWARD A ROOF EDGE, ETC.) OR UNSAFE ACTIVITIES. THE SAFETY MONITOR MUST BE ON THE SAME ROOF AND WITHIN VISUAL AND VERBAL DISTANCE OF THE CONSTRUCTION WORKERS.
- CONSTRUCTION INVOLVING WORKERS TO APPROACH WITHIN 8' OR LESS OF AN UNPROTECTED ROOF EDGE, REQUIRES WORKERS TO USE SAFETY LINE.
- SAFETY LINE SHALL BE MINIMUM 1/2" DIAMETER NYLON, WITH A NOMINAL TENSILE STRENGTH OF 5400 LBS.
- SAFETY LINE SHALL BE ATTACHED TO A SUBSTANTIAL MEMBER OF THE STRUCTURE.
- SAFETY LINE LENGTH SHALL BE SET ALLOWING CONSTRUCTION WORKER TO REACH EDGE OF ROOF, BUT NOT BEYOND.
- SAFETY BELTS SHALL BE WORN BY ALL CONSTRUCTION WORKERS.
- MONTHLY SAFETY INSPECTION AND MAINTENANCE OF THE FALL PROTECTION EQUIPMENT SHALL OCCUR BY THE SAFETY COMMITTEE REPRESENTATIVES, INCLUDING:

INSPECTION OF CONSTRUCTION AREA FOR HAZARDS
USE OF AN INSPECTION CHECKLIST
INTERVIEWING COWORKERS REGARDING SAFETY CONCERNS
REPORTING AND DOCUMENTING ANY HAZARDS
REPORTING HAZARDS TO THE SAFETY COMMITTEE FOR CONSIDERATION
POSTING RESULTS OF INSPECTION AND ANY ACTION TAKEN
RECEIVING AN UNBIASED REVIEW OF ONE'S OWN WORK AREA BY ANOTHER COWORKER SAFETY REPRESENTATIVE

REFER TO ROOFTOP WORK AREA SAFETY PROTOCOL
NATIONAL ASSOCIATION OF TOWER ERECTORS 2000 PUBLICATION

REFERENCED OSHA REGULATIONS/STANDARDS SHALL BE REVIEWED BY TOWER ERECTORS,
EQUIPMENT INSTALLERS, AND TOWER/ROOF TOP CONTRACTORS/SUBCONTRACTORS
29 CFR 1926.500 - SCOPE, APPLICATION, AND DEFINITIONS
29 CFR 1926.501 - DUTY TO HAVE FALL PROTECTION
19 CFR 1926.502 - FALL PROTECTION SYSTEMS CRITERIA AND PRACTICES

SYMBOLS AND ABBREVIATIONS

A/C	AIR CONDITIONING	LBS	POUNDS
AGL	ABOVE GRADE LEVEL	MAX	MAXIMUM
APPROX	APPROXIMATELY	MECH	MECHANICAL
		MTL	METAL
BLDG	BUILDING	MFR	MANUFACTURE
BLK	BLOCKING	MGR	MANAGER
		MIN	MINIMUM
CLG	CEILING	MISC	MISCELLANEOUS
CLR	CLEAR		
CONC	CONCRETE	NA	NOT APPLICABLE
CONST	CONSTRUCTION	NIC	NOT IN CONTRACT
CONT	CONTINUOUS	NS	NEAR SIDE
		NTS	NOT TO SCALE
DBL	DOUBLE	OC	ON CENTER
DIA	DIAMETER	OD	OUTSIDE DIAMETER
DIAG	DIAGONAL		
DN	DOWN	PLYWD	PLYWOOD
DET	DETAIL	PROJ	PROJECT
DWG	DRAWING	PROP	PROPERTY
		PT	PRESSURE TREATED
EA	EACH	REQ	REQUIRED
EL	ELEVATION	RM	ROOM
ELEC	ELECTRICAL	RO	ROUGH OPENING
EQU	EQUIPMENT		
EXT	EXTERIOR	SHT	SHEET
		SIM	SIMILAR
FIN	FINISH	SPEC	SPECIFICATION
FLUOR	FLUORESCENT	SF	SQUARE FOOT
FLR	FLOOR	SS	STAINLESS STEEL
FS	FAR SIDE	STL	STEEL
FT	FOOT	STRUCT	STRUCTURAL
		STD	STUD
GA	GAUGE	SUSP	SUSPENDED
GALV	GALVANIZED		
GC	GENERAL CONTRACTOR	THRU	THROUGH
GRND	GROUND	TNNG	TINNED
GYP BD	GYPSUM WALL BOARD	TYP	TYPICAL
HORZ	HORIZONTAL	UNO	UNLESS NOTED OTHERWISE
HR	HOOR		
HT	HEIGHT		
HVAC	HEATING VENTILATION AIR CONDITIONING	VERT	VERTICAL
		VIF	VERIFY IN FIELD
ID	INSIDE DIAMETER	W/	WITH
IN	INCH	W/O	WITHOUT
INFO	INFORMATION	WP	WATER PROOF
INSUL	INSULATION		
INT	INTERIOR		
IBC	INTERNATIONAL BUILDING CODE		

— T ——— T ———	TELEPHONE
— P ——— P ———	POWER
— COAX ——— COAX ———	GROUND WIRE
	COAXIAL CABLE
◆	ANTENNA
⊕	CENTERLINE
(E)	EXISTING
ⓧ C-3	DETAIL NUMBER
	SHEET NUMBER

TRANSMITTING NOTES:

APPLICABLE BUILDING CODES AND STANDARDS:

- ALL TRANSMITTING ANTENNAS WILL BE INSTALLED IN A MANNER AS SET FORTH BY THE MANUFACTURER AND BY THE FEDERAL COMMUNICATIONS COMMISSION AS MEETING THE CURRENT AMERICAN NATIONAL STANDARDS INSTITUTE (ANSI) STANDARD FOR NONIONIZING ELECTROMAGNETIC RADIATION (NIER).

- TELECOMMUNICATIONS INDUSTRY ASSOCIATION, (TIA) 222-G, STRUCTURAL STANDARD FOR STRUCTURAL ANTENNA TOWER AND ANTENNA SUPPORTING STRUCTURES.

- INSTITUTE FOR ELECTRICAL AND ELECTRONICS ENGINEERS (IEEE) 81, GUIDE FOR MEASURING EARTH RESISTIVITY, GROUND IMPEDANCE, AND EARTH SURFACE POTENTIALS OF A GROUND SYSTEM IEEE 1000 (1989) RECOMMENDED PRACTICE FOR POWERING AND GROUNDING OF ELECTRONIC EQUIPMENT.

- IEEE C62.41, RECOMMENDED PRACTICES ON SURGE VOLTAGES IN LOW VOLTAGE AC POWER CIRCUITS (FOR LOCATION CATEGORY "C3" AND "HIGH SYSTEM EXPOSURE").

- TIA 607 COMMERCIAL BUILDING GROUNDING AND BONDING REQUIREMENTS FOR TELECOMMUNICATIONS.



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2409 E ALASKA LANE
LIBERTY LAKE, WA 99019

DHD
ARCHITECTURE PLLC
13424 246TH AVE SE
ISSACQUAH, WA 9827
PHONE: 509-655-1922
EMAIL: david@dhda.com
HTTP://WWW.DHDARCHITECTURE.BIZ

JN3030 AUKE BAY II
12401A GLACIER HIGHWAY
JUNEAU, AK 99821

ISSUED DATE:
03-03-2020

NO.	DATE	ISSUE BLOCK
1	07-19-12	FINAL CONSTRUCTION DRAWINGS - RFD
2	10-19-18	ADD: 3C-4C-5C PER RFD DATED 9-20-18
3	06-11-19	ADD: DRGP & SWAP - RFD DATED 10-23-18



SHEET TITLE:
GENERAL NOTES

SHEET NUMBER:
G-1

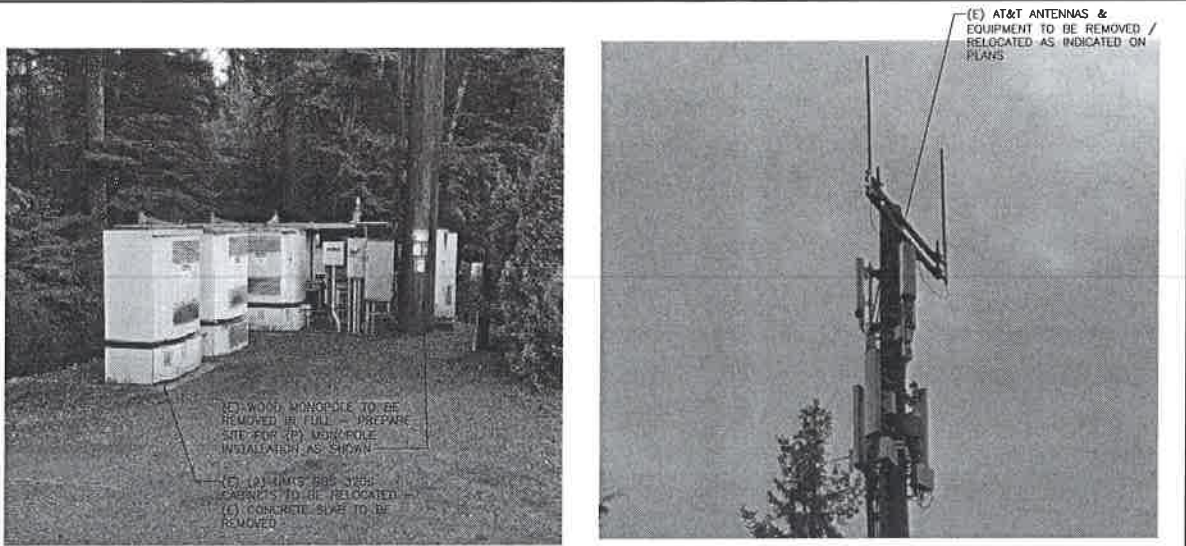
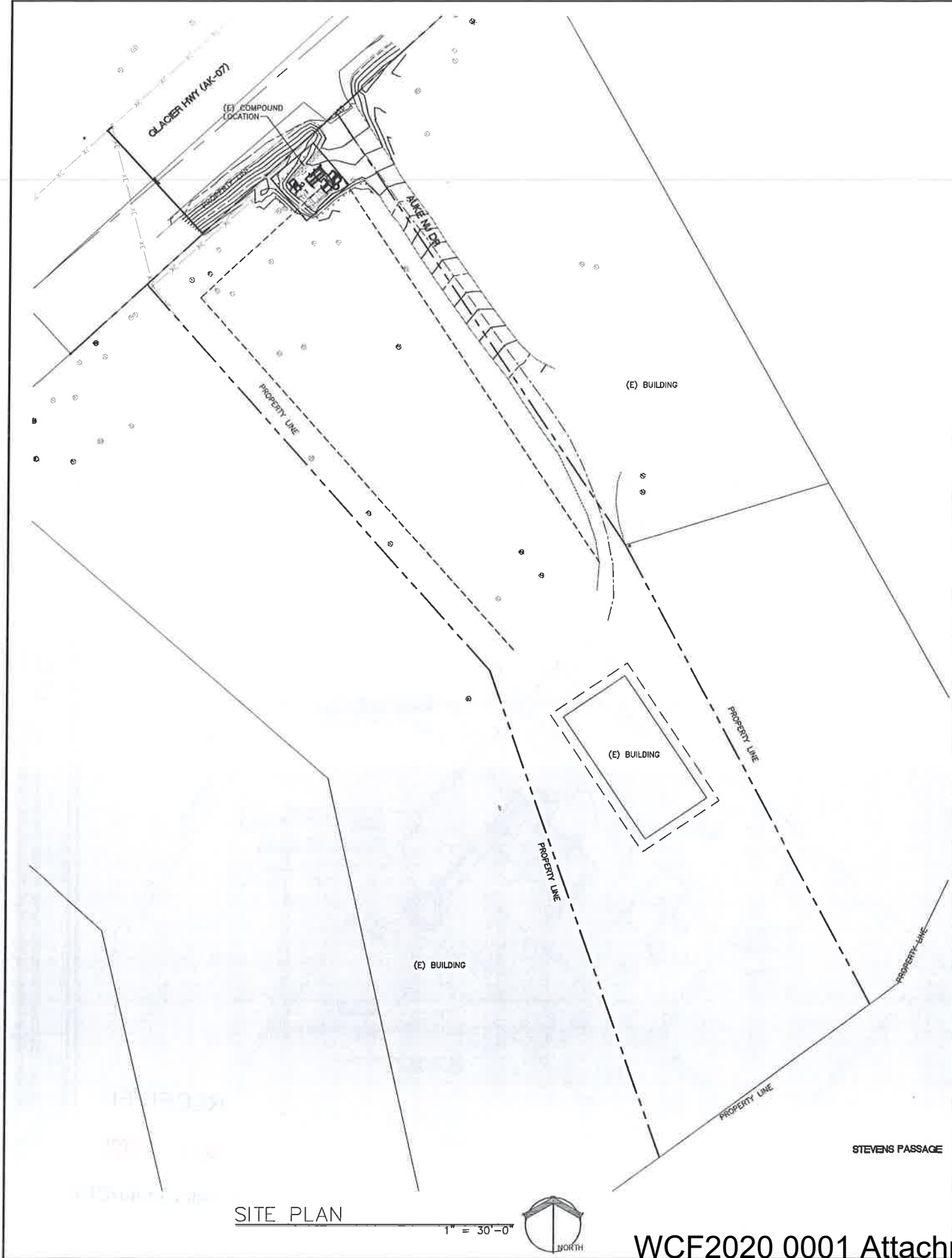
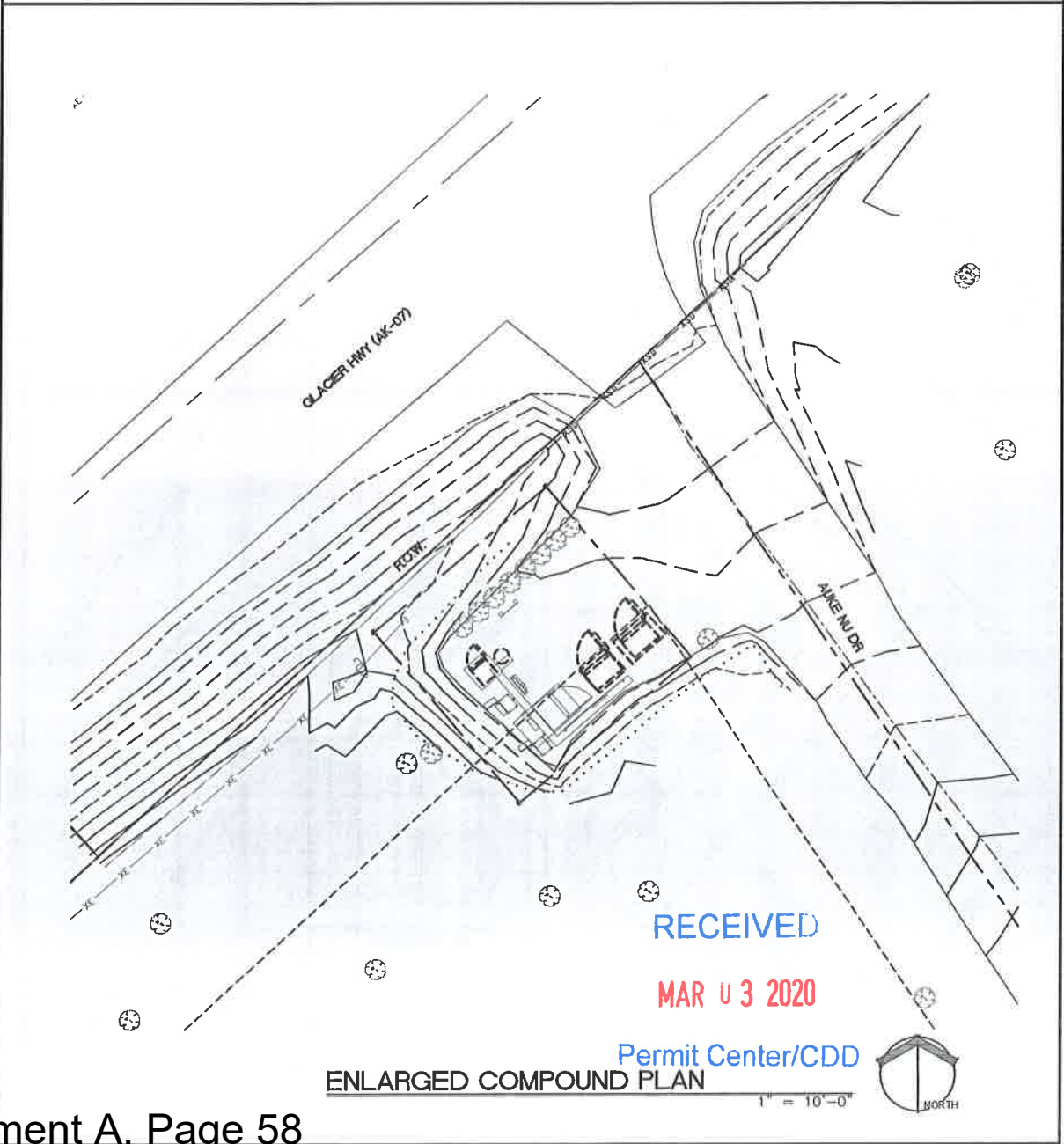


IMAGE OF EXISTING SITE



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PHONE: 425.657.0522
EMAIL: david@dharchitecture.com
HTTP://WWW.DHDARCHITECTURE.BIZ

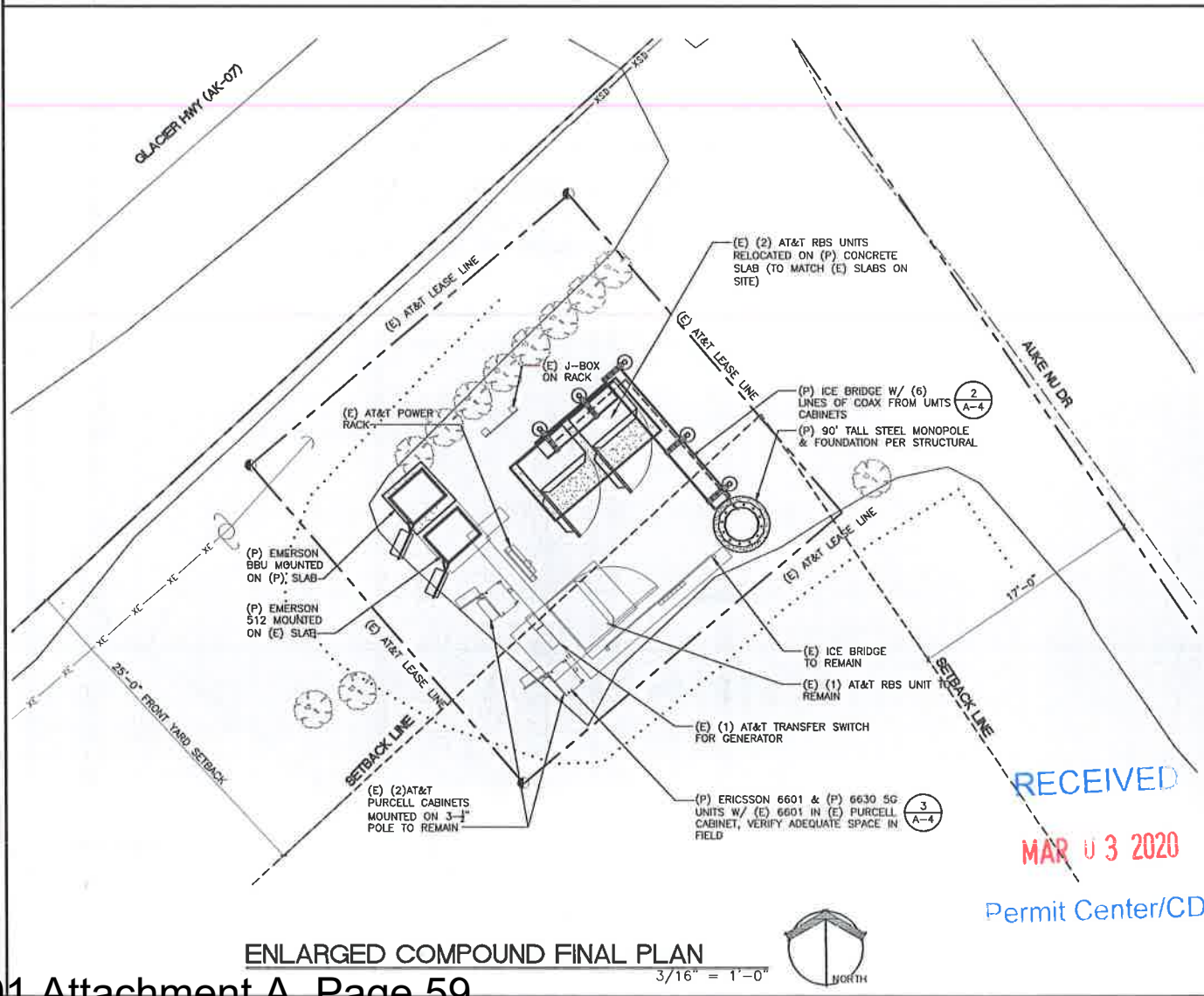
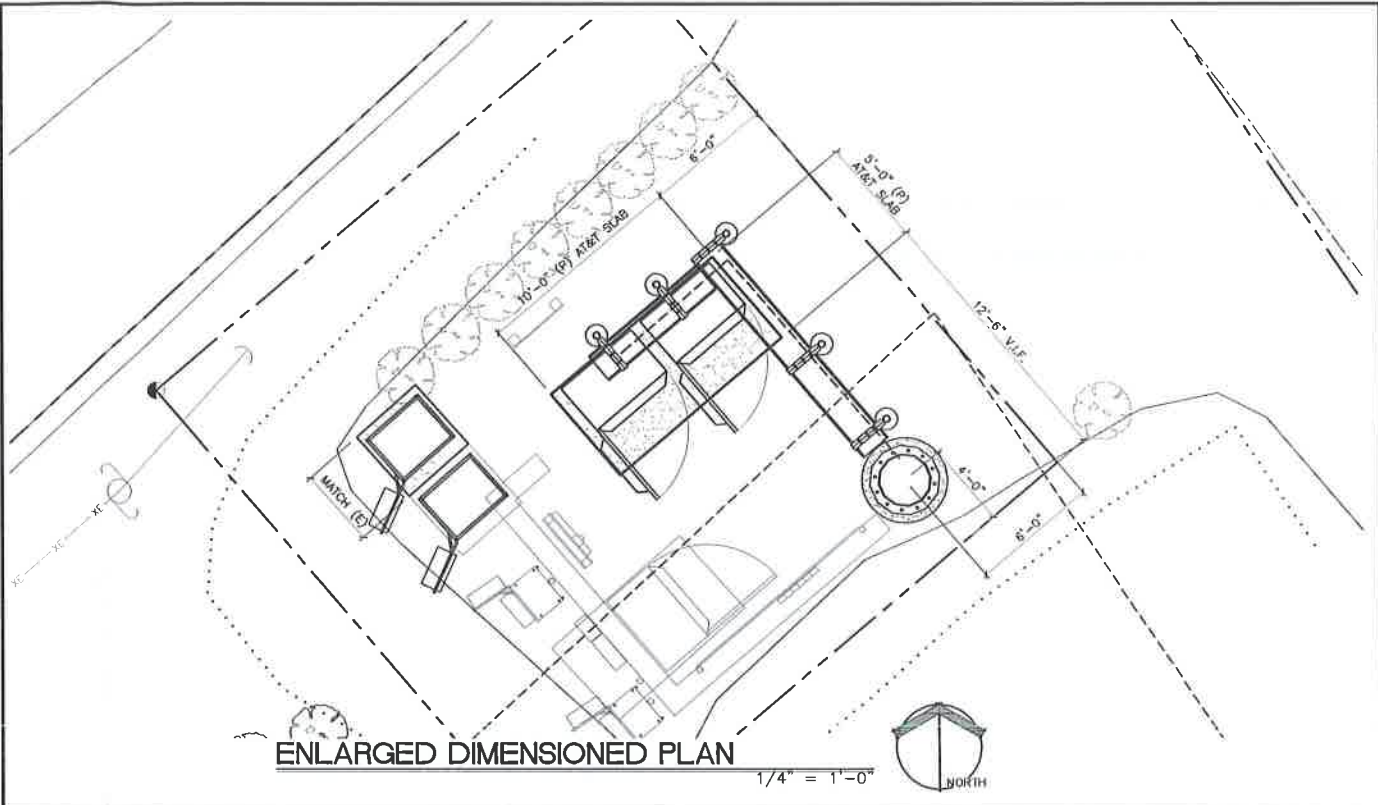
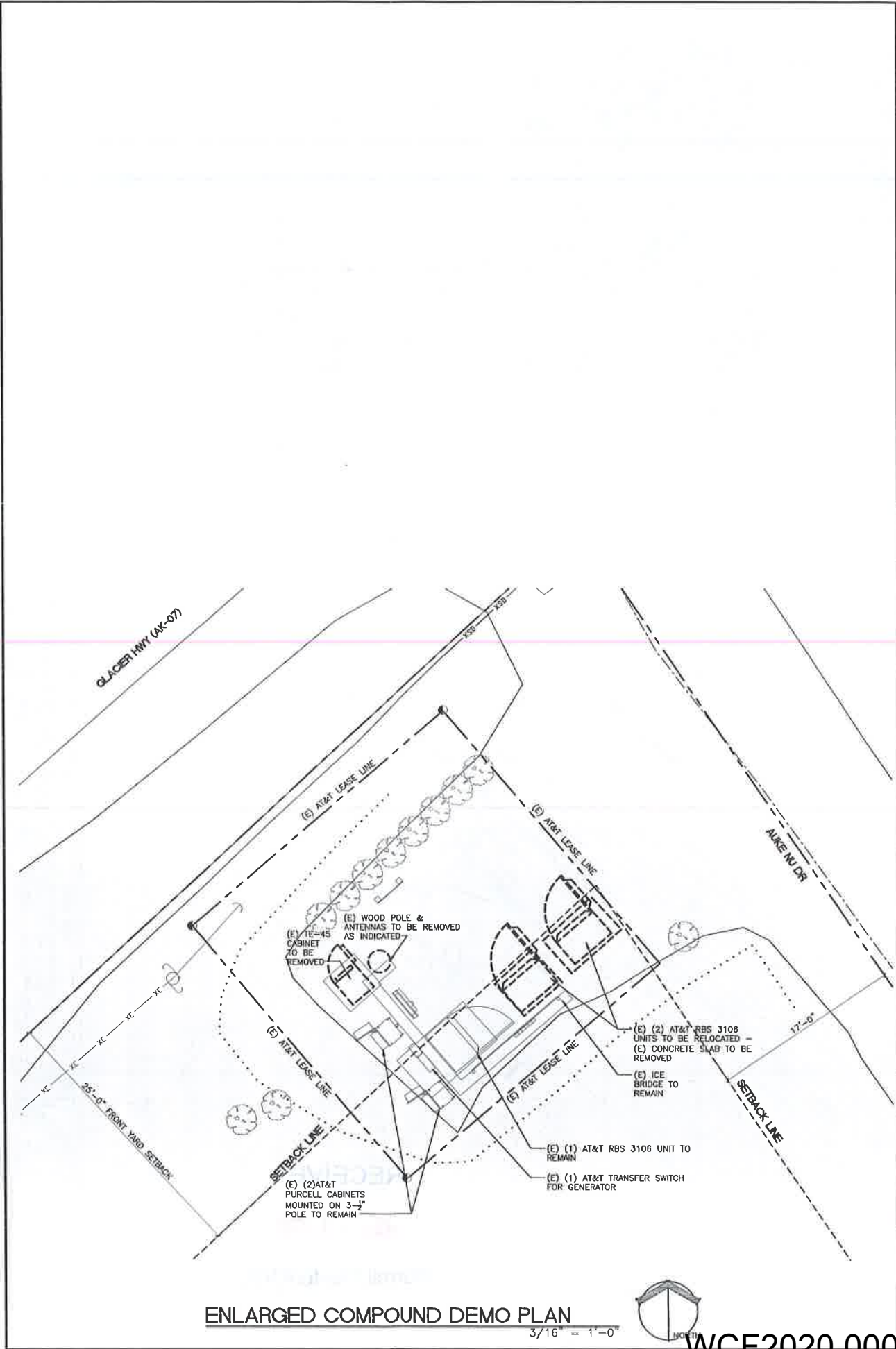
JN3030 AUKU BAY II
12401A GLACIER HIGHWAY
JUNEAU, AK 99821

NO.	DATE	ISSUE BLOCK
07-19-12	FINAL CONSTRUCTION DRAWINGS - REVISE	
10-19-18	ADD: 3C AC SC PER RFDS DATED 9-20-18	
05-11-19	ADD: DROP & SWAP - RFDS DATED 10-23-18	

STATE OF ALASKA
40 TH
DAVID H. DHD
December 31, 2019
No. 11332
REGISTERED PROFESSIONAL ARCHITECT

SHEET TITLE:
SITE PLAN

SHEET NUMBER:
A-1



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PHONE: 425.857.8557
EMAIL: david@dhdarch.com
HTTP://WWW.DHDARCHITECTURE.BIZ

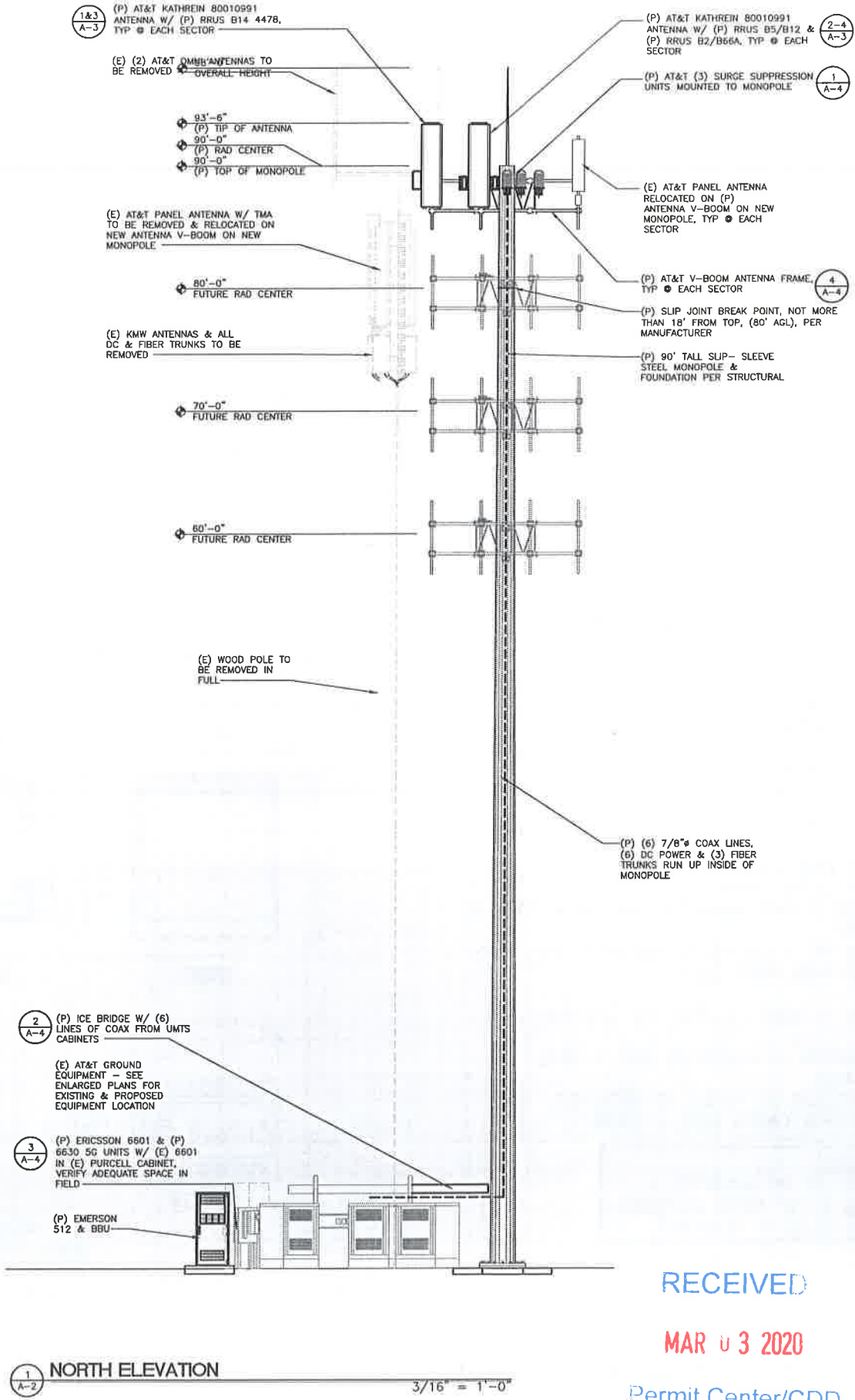
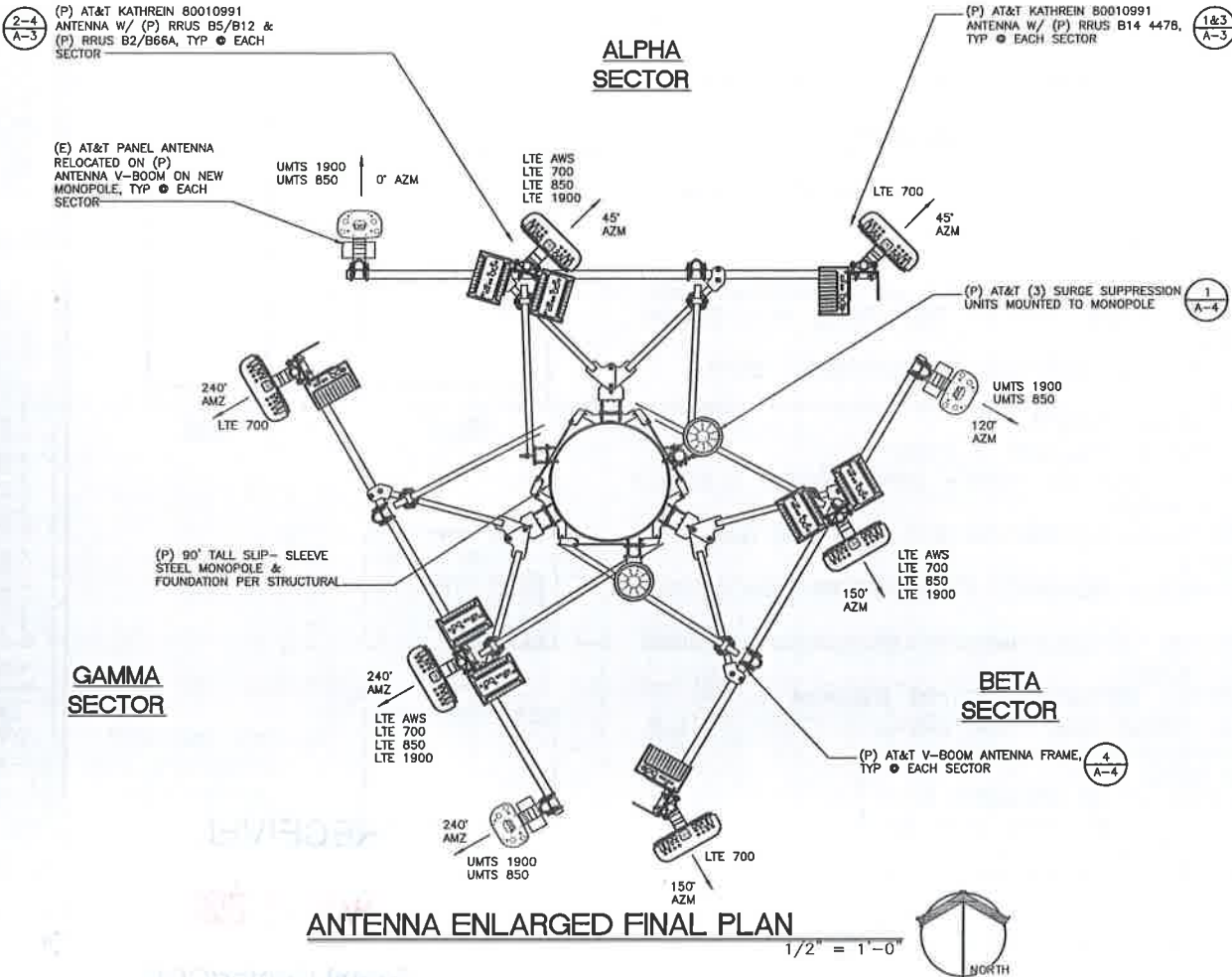
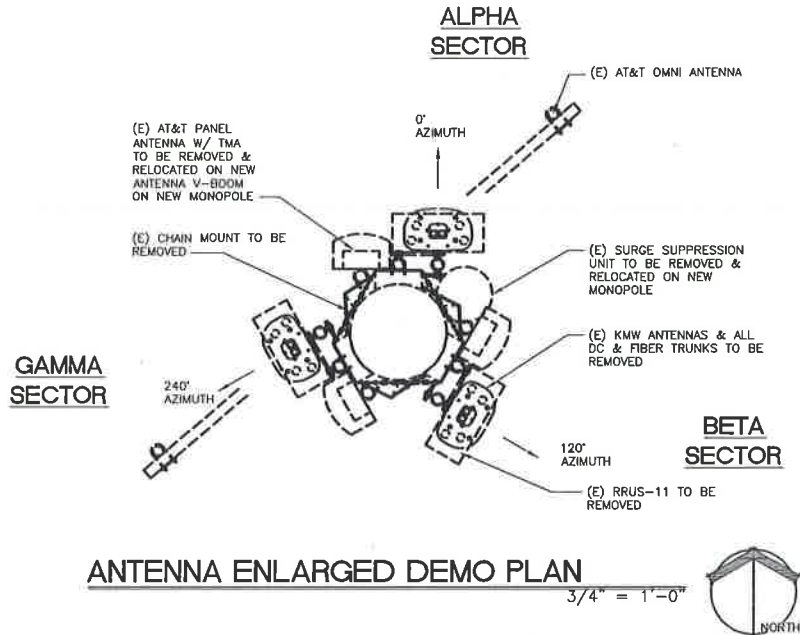
JN3030 AUKU BAY II
12401A GLACIER HIGHWAY
JUNEAU, AK 99821

ISSUED DATE:
03-03-2020

NO. DATE
A 07-19-12 FINAL CONSTRUCTION DRAWINGS - REVS
B 10-19-18 AEDC: 30, 42, 50 PER RFS DATED 9-20-18
C 06-11-19 AEDC: DROP & SWAP - RFS DATED 10-23-18

SHEET TITLE:
ENLARGED PLANS /
ELEVATIONS

SHEET NUMBER:
A-2



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EMAIL: dave@hdm.com
HTTP://WWW.DHDARCHITECTURE.BIZ

JN3030 AUKE BAY II
12401A GLACIER HIGHWAY
JUNEAU, AK 99821

ISSUED DATE:
03-03-2020

NO.	DATE	ISSUE BLOCK
1	07-19-19	12 FINAL CONSTRUCTION DRAWINGS - REV 1
2	10-19-19	10 AEOB: 3C/4C/5C PER RFDS DATED 9-20-18
3	08-11-19	08 AEOB: DROP & SWAF - RFDS DATED 10-23-18

49 TH
DRUID H. DORN
December 31, 2018
No. 11332
REGISTERED PROFESSIONAL ARCHITECT

SHEET TITLE:
ENLARGED PLANS /
ELEVATIONS

SHEET NUMBER:
A-21

RECEIVED
MAR 03 2020

Permit Center/CDD

RRUSS 4449 B5, B12

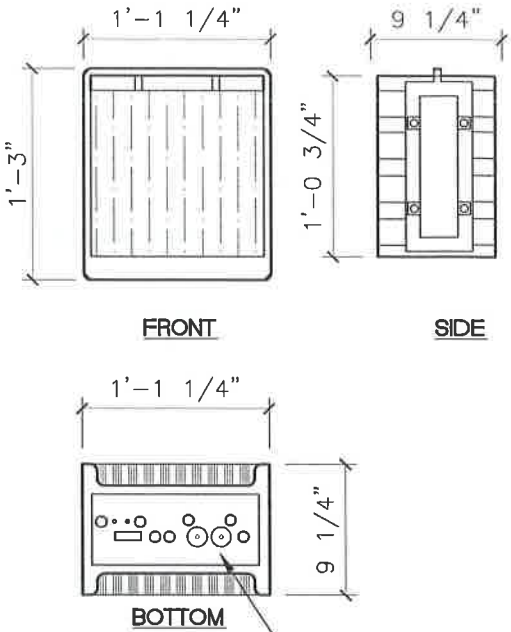
DIMENSIONS (WITH SUNSHIELD)
WIDTH: 14.96 in
HEIGHT: 13.19 in
DEPTH: 9.25 in
WEIGHT: 70 lbs

4TX/4RX PER BAND
320W OF TOTAL POWER
4x40 W PER BAND OR 2x60 W & 2x80 W
FOR B66A
LTE: MAX OF 3 CARRIERS PER PORT (DL), MAX 3
CARRIERS PER PORT (UL)

- 48 VDC 3-WIRE (2-WIRE W/ ADAPTER)
- ADAPTER IS REQUIRED FOR 2-WIRE CONNECTION
- SHIELDED DC CABLE IS REQUIRED
- > GROUND CABLE SIZE = 2AWG

RRH NOTE:

ALL RRH TO BE MOUNTED A
MINIMUM OF 8" FROM ANTENNA,
PROVIDE MORE IF POSSIBLE



SEE PRODUCT
BROCHURE FOR
CONNECTION
INTERFACES

RRUS B5/B12 4449

4
A-3

1 1/2" = 1'-0"

RRUSS 8843 B2, B66A

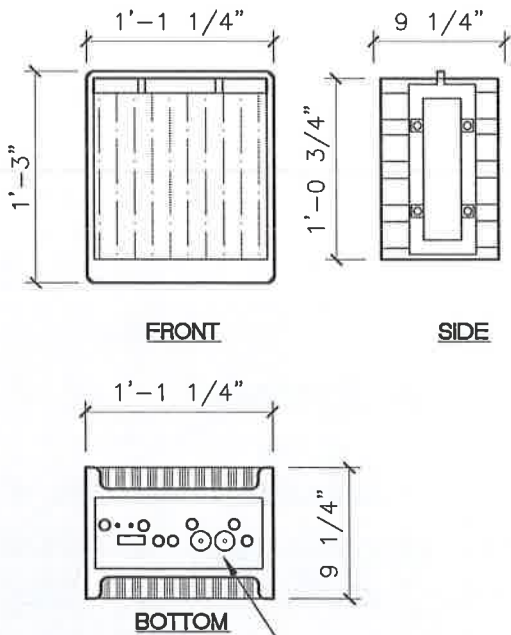
DIMENSIONS (WITH SUNSHIELD)
WIDTH: 14.96 in
HEIGHT: 13.19 in
DEPTH: 9.25 in
WEIGHT: 70 lbs

4TX/4RX PER BAND
320W OF TOTAL POWER
4x40 W PER BAND OR 2x60 W & 2x80 W
FOR B66A
LTE: MAX OF 3 CARRIERS PER PORT (DL), MAX 3
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RRH NOTE:

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MINIMUM OF 8" FROM ANTENNA,
PROVIDE MORE IF POSSIBLE



SEE PRODUCT
BROCHURE FOR
CONNECTION
INTERFACES

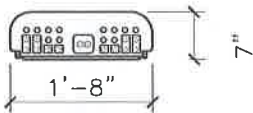
RRUS B2/B66A 8843

2
A-3

NOT TO SCALE

KATHREIN 800 10991 ANTENNA

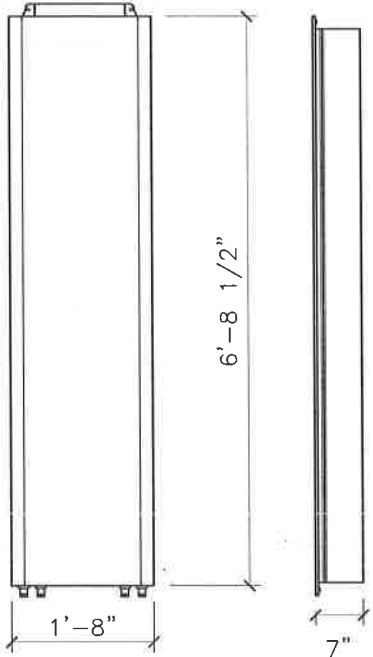
WEIGHT: 100.9 lbs / 119 lbs W/ CLAMPS
WIND LOAD;
FRONTAL: 1130 N AT 150 KM / HR
MAXIMAL: 1140N AT 150 KM / HR



GROUNDING:

THE METAL PARTS OF THE ANTENNA INCLUDING THE
MOUNTING KIT AND THE INNER CONDUCTORS ARE DC
GROUNDED.

ALL SPECIFICATIONS ARE SUBJECT TO CHANEG W/ OUT
NOTICE - THE LATEST SPECIFICATIONS ARE AVAILABLE
AT WWW.KATHREIN-SCALA.COM



ANTENNA SPEC

3
A-3

1/2" = 1'-0"

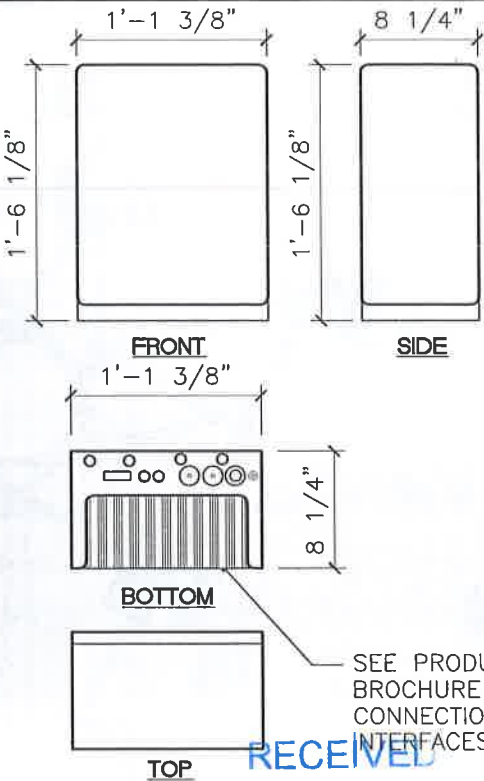
RRUSS 4478 B14

DIMENSIONS (WITH HANDLES & FAN UNIT)
WIDTH: 13.40 in
HEIGHT: 18.1 in
DEPTH: 8.26 in
WEIGHT: 59.4 lbs

CPRI 2 PORTS X 2.5/4.9/9.8/10.1 GBPS. INSTALL 1 SFP
AND CONNECT 1 FIBER PAIR TO THE RRUSS 4415 DURING
INITIAL INSTALL.
ONLY USE ERICSSON SUPPLIED AND APPROVED SFPS
RDH10265/25
2 EXTERNAL ALARM INPUTS
MAX WIND LOAD @ 50M/SEC = 260N
BREAKER SIZE = 25A, DC POWER CONSUMPTION = 650 W
(FOR DIMENSIONING)
200MM HORIZONTAL SEPARATION REQUIRED FOR SIDE BY
SIDE MOUNTING
200MM SEPARATION REQUIRED FROM ANTENNA BACKPLANE
TO RADIO
400MM VERTICAL OUTDOOR/INDOOR SEPARATION REQUIRED
BETWEEN 2 RADIOS
500MM VERTICAL SEPARATION BELOW ANTENNA
MIN, MAX DC CABLE SIZE FROM SQUID TO RADIO = 10,8
AWG

RRH NOTE:

ALL RRH TO BE MOUNTED A
MINIMUM OF 8" FROM ANTENNA,
PROVIDE MORE IF POSSIBLE



SEE PRODUCT
BROCHURE FOR
CONNECTION
INTERFACES

RRUS B14 4478

1
A-3

NOT TO SCALE



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DHD
ARCHITECTURE PLLC
1942 24TH AVE SE
ISSUED: 03-03-2020
ISSUED BY: CDD
EMAIL: chad@dharchitecture.biz
HTTP://WWW.DHDARCHITECTURE.BIZ

JN3030 AUKE BAY II
12401A GLACIER HIGHWAY
JUNEAU, AK 99821

NO.	DATE	ISSUE BLOCK
1	07-19-12	FINAL CONSTRUCTION DRAWINGS - REV 1
2	10-19-18	30 AC/DC PER RFPS DATED 9-20-18
3	06-11-19	ADD: DROP & SWAP - RFPS DATED 10-23-18



SHEET TITLE:
EQUIPMENT DETAILS

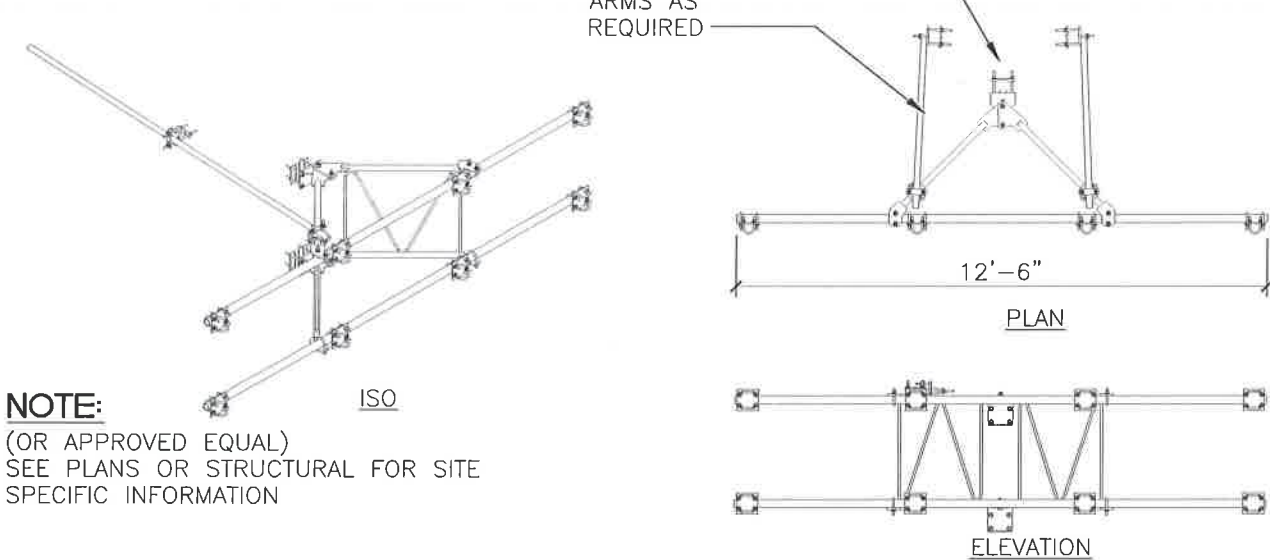
SHEET NUMBER:
A-3

MAR 03 2020

Permit Center/CDD

VALMONT HEAVY DUTY V-FRAME VFA12-HD

12'-6" HEAVY DUTY V-FRAME W/
TWO (2) STIFF ARMS



VALMONT V-FRAME

4
A-4
1 1/2" = 1'-0"

RBS6601 (6630 5G SIMILAR)

FOOTPRINT (HxWxD):

2.6x19x14 in (66x483x350 mm)

WEIGHT:

22 lbs (10 Kg)

CLIMATE CONTROL:

FORCED AIR

AMBIENT TEMPERATURE +41° TO +122° F

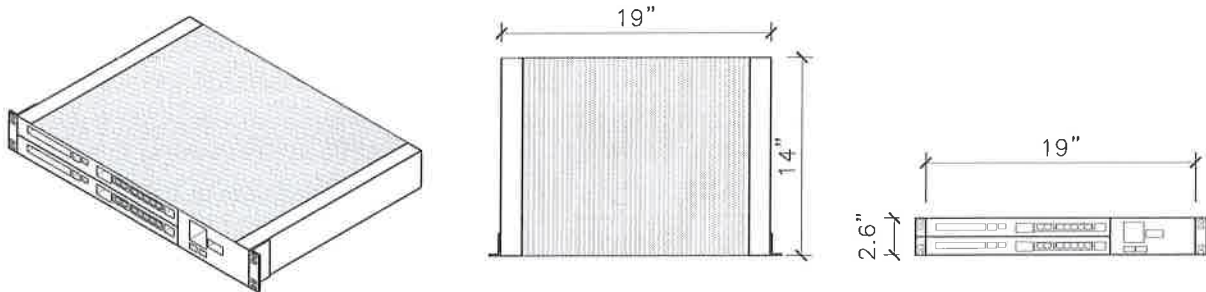
BREAKERS/POWER CABLE

-48 VDC (1x 15 AMP BREAKER)

DC CABLE SIZE #12 AWG (4 mm²)

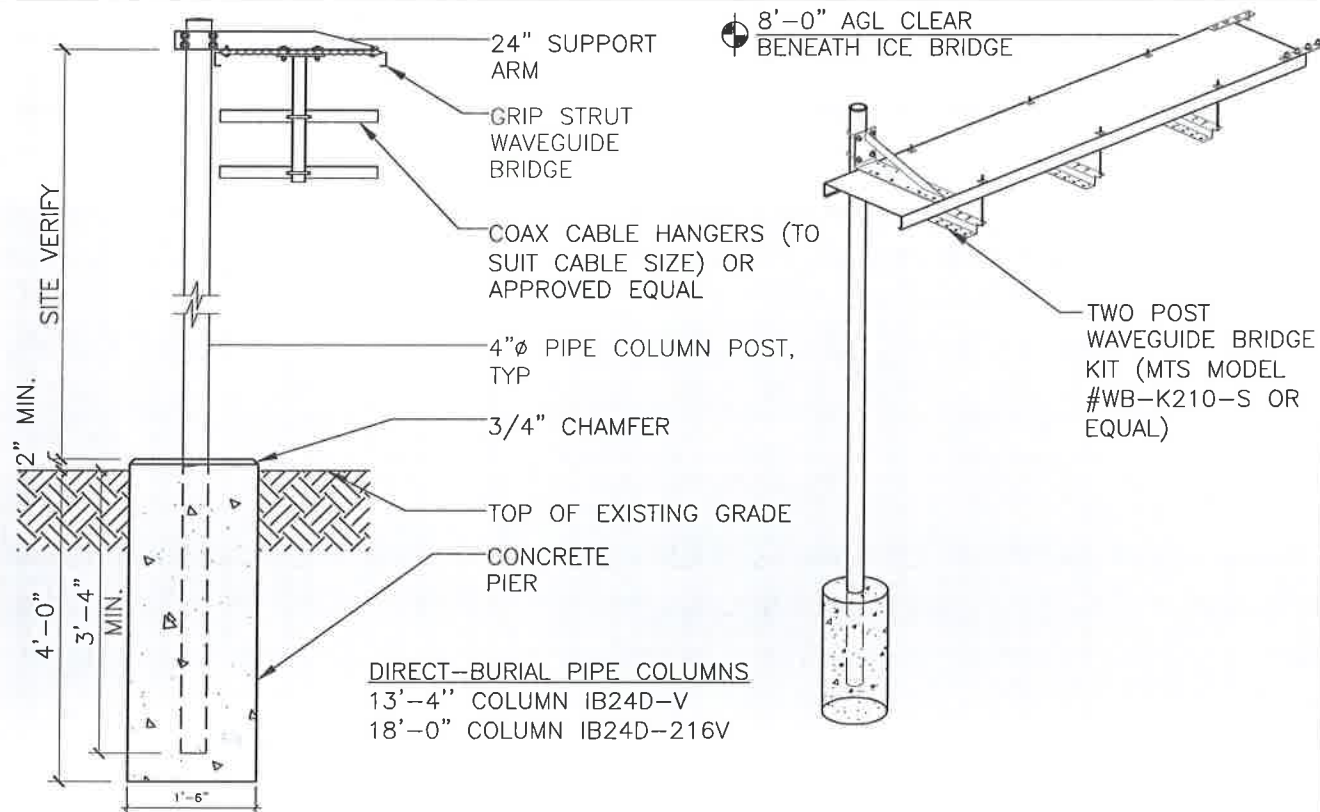
POWER CONSUMPTION:

~100 WATTS (TYPICAL, WITH ONE DUL-20 AND ONE SAU)



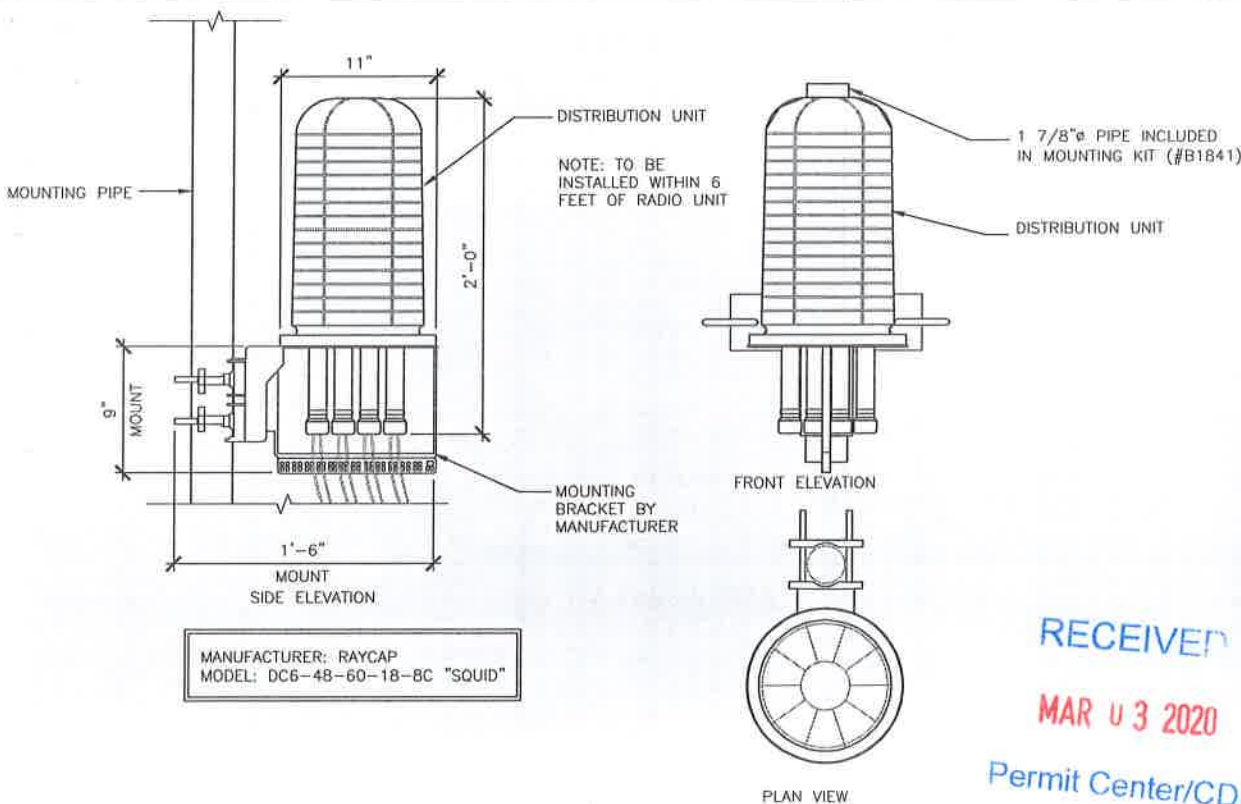
RBS UNIT

3
A-4
1/2" = 1'-0"



ICE BRIDGE

2
A-4
NOT TO SCALE



SURGE SUPPRESSION UNIT

1
A-4
NOT TO SCALE



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EMAIL: dave@hdean@outlook.com
HTTP://WWW.DHDARCHITECTURE.BIZ

JN3030 AUKE BAY II
12401A GLACIER HIGHWAY
JUNEAU, AK 99821

ISSUED DATE:
03-03-2020

NO.	DATE	ISSUE BLOCK
07-19-12	FINAL CONSTRUCTION DRAWINGS - REV 5	
10-19-18	ACOR: SC, AC, SC PER RFS DATED 9-20-18	
06-11-19	ACOR: DROP & SWAP - RFS DATED 10-23-18	



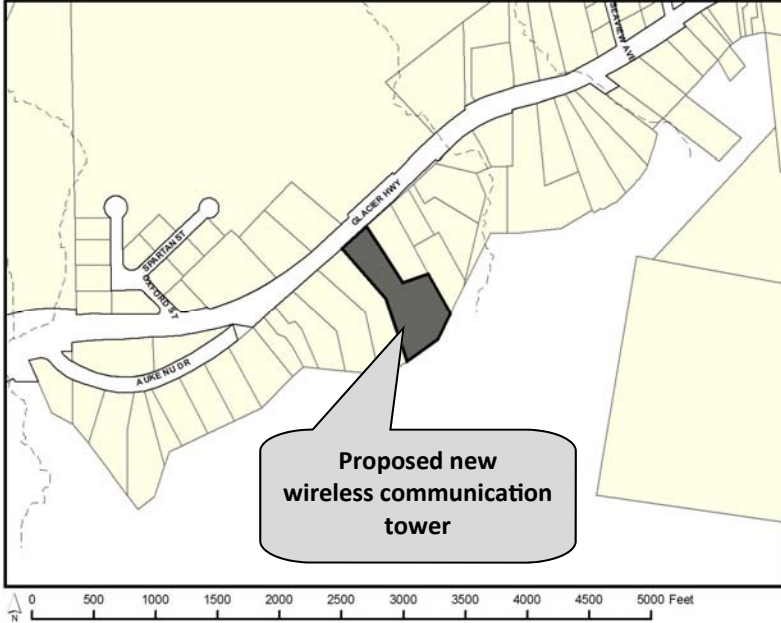
STATE OF ALASKA
DEPARTMENT OF REVENUE
No. 11332
REGISTERED PROFESSIONAL ENGINEER

SHEET TITLE:
EQUIPMENT DETAILS

SHEET NUMBER:
A-4

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission
Your Community, Your Voice



155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for **a new, unlit, 98-foot wireless communication tower** located at **12401 Glacier Hwy** in a **D3 zone**.

TIMELINE

Staff Report expected to be posted **Monday, April 6, 2020** at <https://beta.juneau.org/assembly/assembly-minutes-and-agendas>
Find hearing results, meeting minutes and more here as well.

Now through March 23, 2020

Comments received during this period will be sent to the Planner, **Laurel Christian**, to be included in the staff report.

March 24 through 12 noon, April 10

Comments received during this period will be sent directly to Commissioners to read over the weekend in preparation for the hearing.

HEARING DATE & TIME
7:00 pm, April 14, 2020

You may testify and bring up to 2 pages of written material (15 copies) in City Hall's Assembly Chambers, 155 S. Seward St., Juneau.

April 15

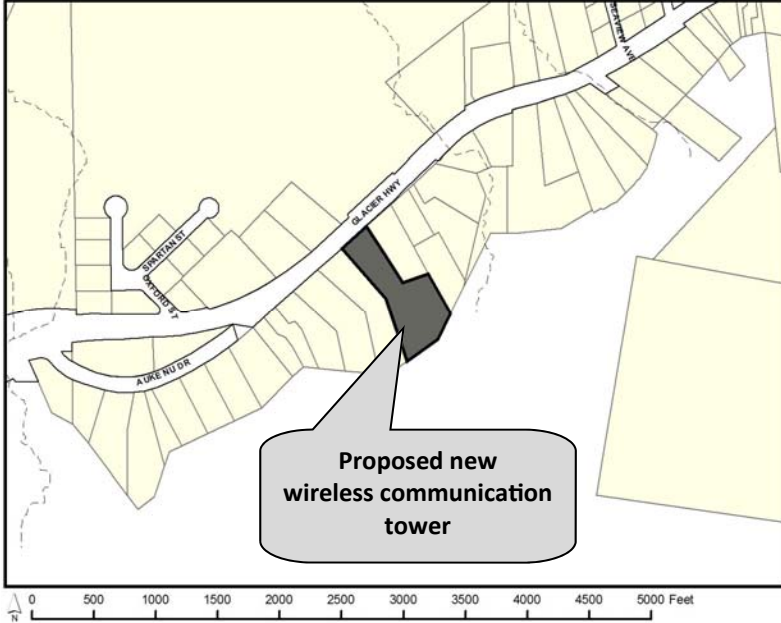
The results of the hearing will be posted online.

Phone: **(907)586-0715** ♦ Email: **pc_comments@juneau.org**
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

Case No.: **WCF2020 0001**
Parcel No.: **4B2301070081**
CBJ Parcel Viewer: <http://epv.juneau.org>

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission
Your Community, Your Voice



155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for **a new, unlit, 98-foot wireless communication tower** located at **12401 Glacier Hwy** in a **D3 zone**.

TIMELINE

Staff Report expected to be posted **Monday, April 20, 2020** at <https://beta.juneau.org/assembly/assembly-minutes-and-agendas>
Find hearing results, meeting minutes and more here as well.

Now through April 6

Comments received during this period will be sent to the Planner, **Laurel Christian**, to be included in the staff report.

April 7 – noon, April 24

Comments received during this period will be sent directly to Commissioners to read over the weekend in preparation for the hearing.

HEARING DATE & TIME: 7:00 pm, April 28, 2020

Members of the public wishing to call in to testify can dial 907-713-2140 and entering Participant ID number 813893.
The caller should provide their name and state that they are calling in for the Planning Commission meeting. Public lines will be muted by default but will be unmuted by CBJ staff when it is that individual's turn to testify.

April 29

The results of the hearing will be posted online.

Phone: **(907)586-0715** ♦ Email: **pc_comments@juneau.org**
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

Printed April 3, 2020

Case No.: **WCF2020 0001**
Parcel No.: **4B2301070081**
CBJ Parcel Viewer: <http://epv.juneau.org>

WCF2020 0001

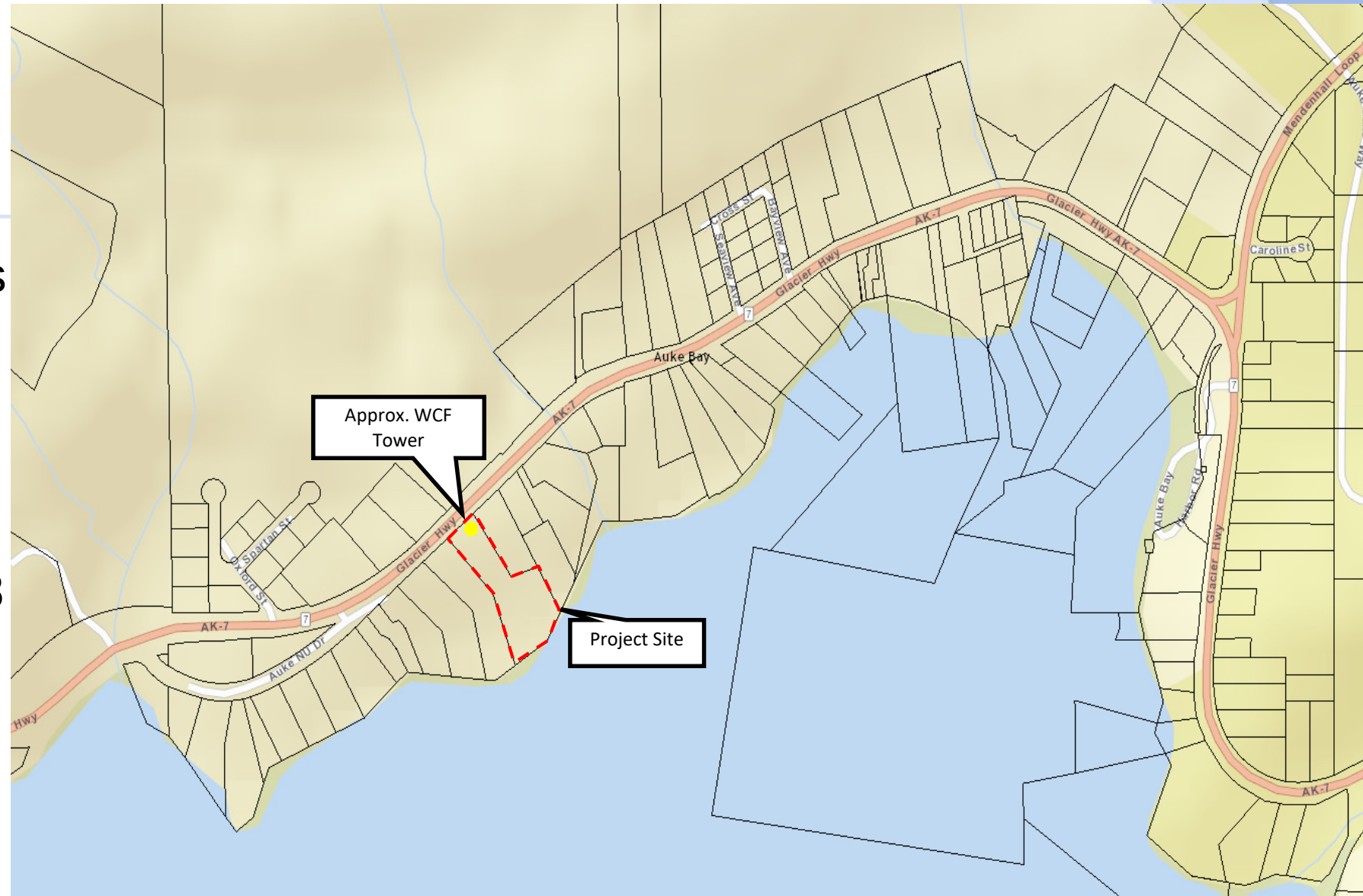
A Wireless Communication Facility Permit to remove an existing 90' monopole and replace it with a new, unlit 98' monopole.

PC Presentation April 28, 2020

Staff recommends the Planning Commission adopt the directors analysis and findings and **APPROVE WITH CONDITIONS** the requested Special Use Permit.

Proposal

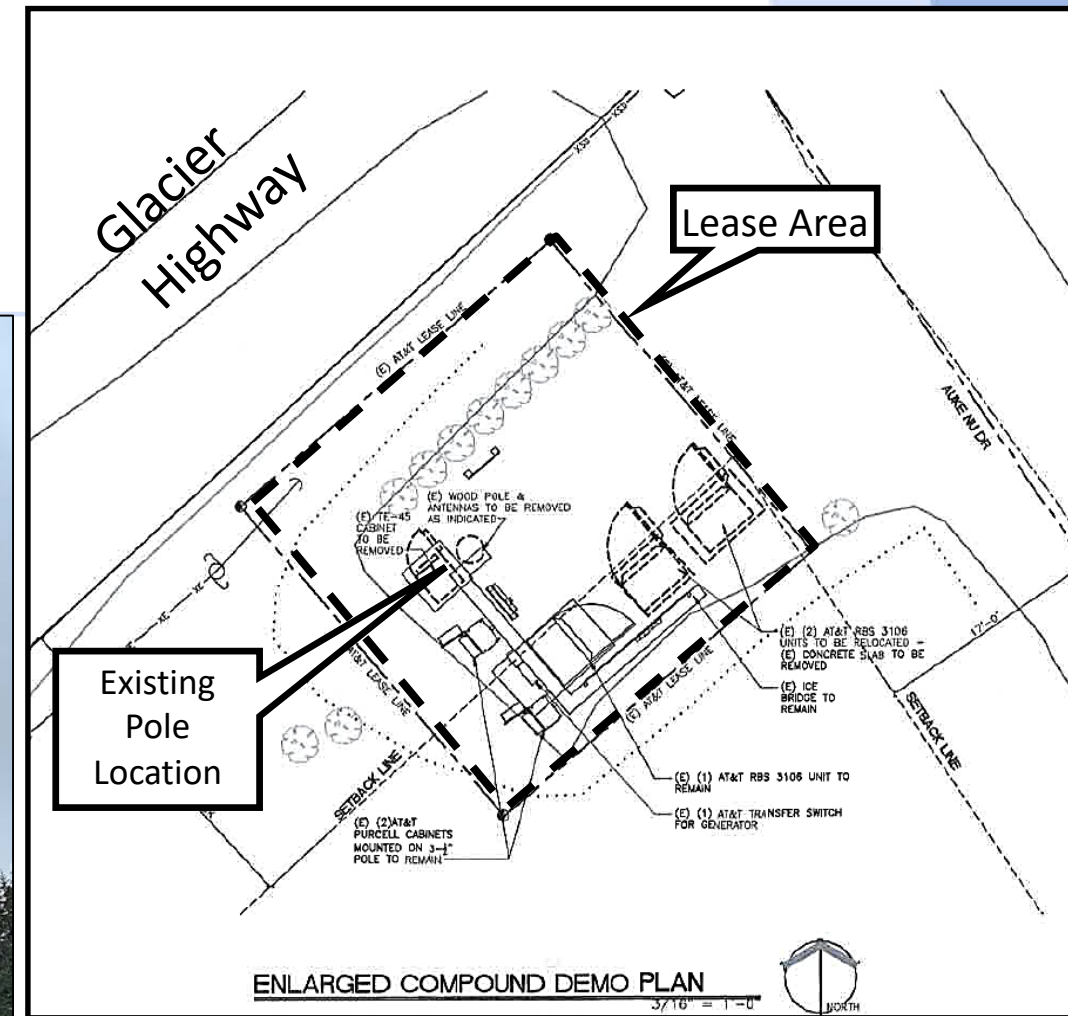
Applicant proposes to replace an existing wooden pole with a new, unlit, metal monopole with an overall height of 98 feet.



Background Information

- Existing pole approved in 2006 (USE2006 0046)
- Pole and ground equipment received variance in 2010 (VAR2010 0002)

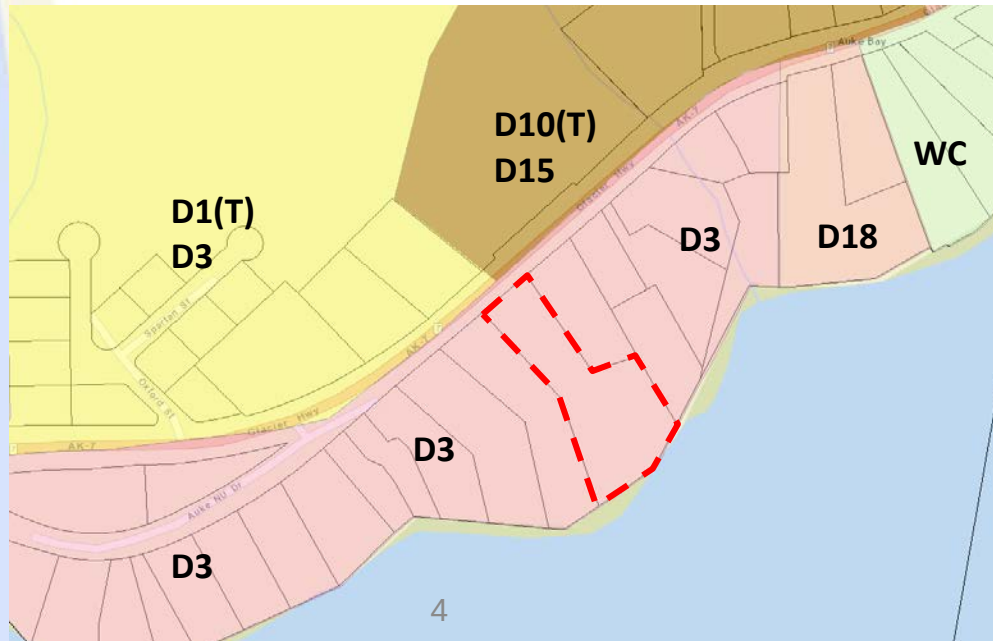
Packet Pg. No. 3/4



Existing pole is 11.1 feet from the property line along Glacier Highway

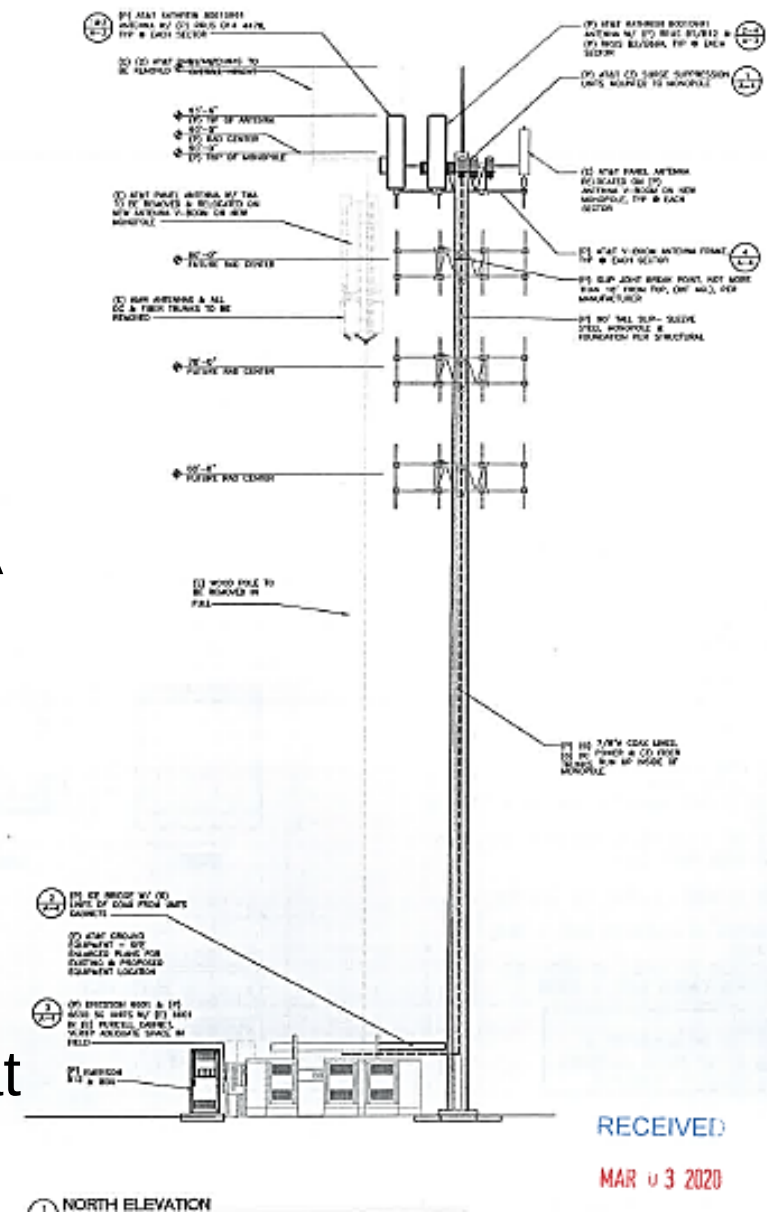
Project Site

- 900 sq. ft. lease area
- 2.16 acre lot
- D3 Zoning District
- Located in Auke Bay



Project Design

- 90' pole with additional height for antenna and a lighting rod (98' overall height)
- No lighting proposed or required by the FAA
- Tower is structurally designed to accommodate 4 antenna arrays as required by CBJ 49.65.930(e)(1)
- Constructed with breakpoint technology
- Fencing is not proposed.
- A recommended condition of approval is that the applicant be required to install secure fencing around the tower and ground equipment to prevent unauthorized access.

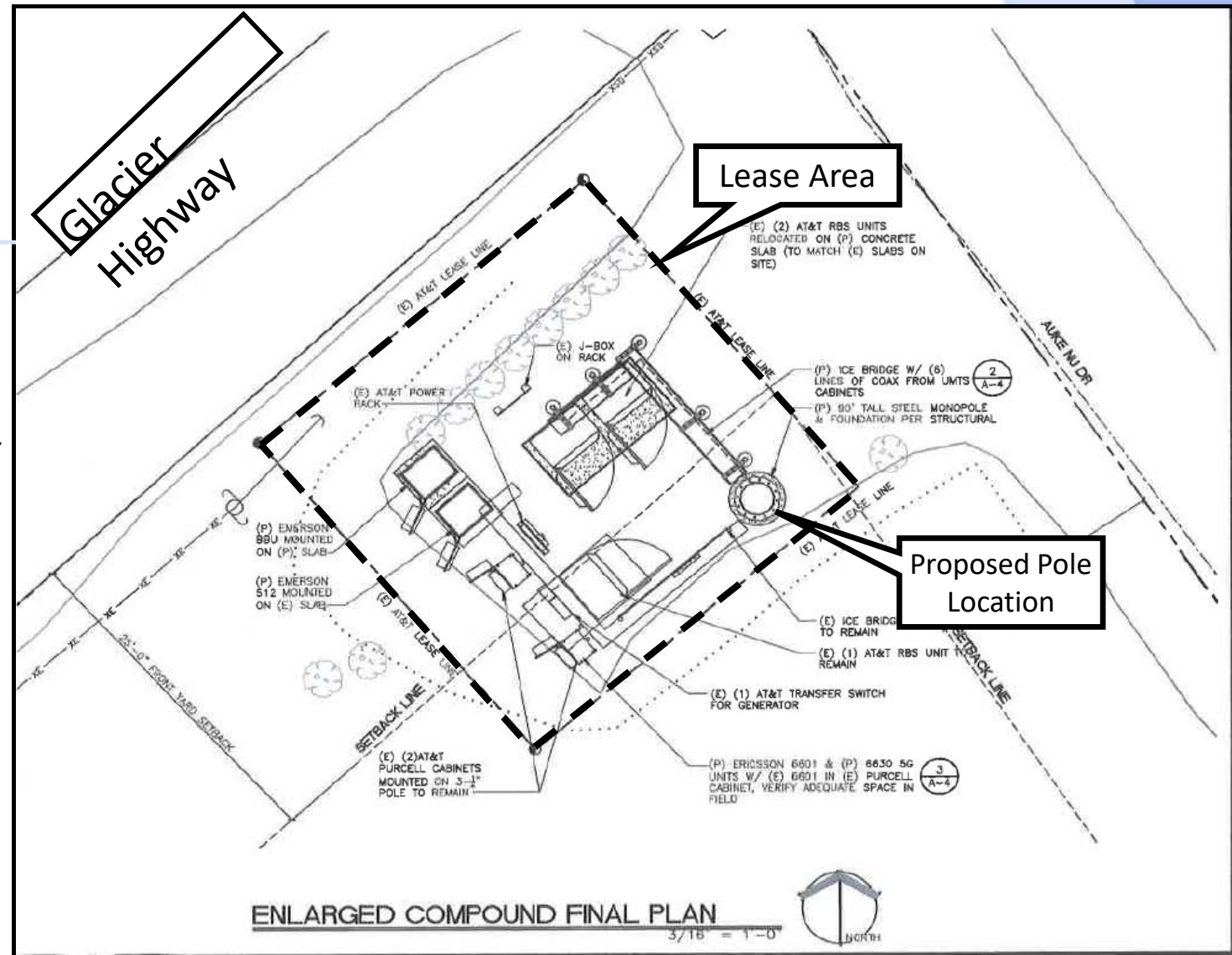


Packet Pg. No. 6

Project Design

- Given the location of the breakpoint, the minimum setback for the tower is 19.8 feet.
- According to CBJ 49.65.930(f)(3) *Any appurtenant structure shall be located so as to comply with the applicable minimum setback requirements for the property on which it is situated.*
- The existing variance could be used for the existing ground equipment and direct replacements.
- The relocation or addition of new ground equipment will need to meet the setback requirements.

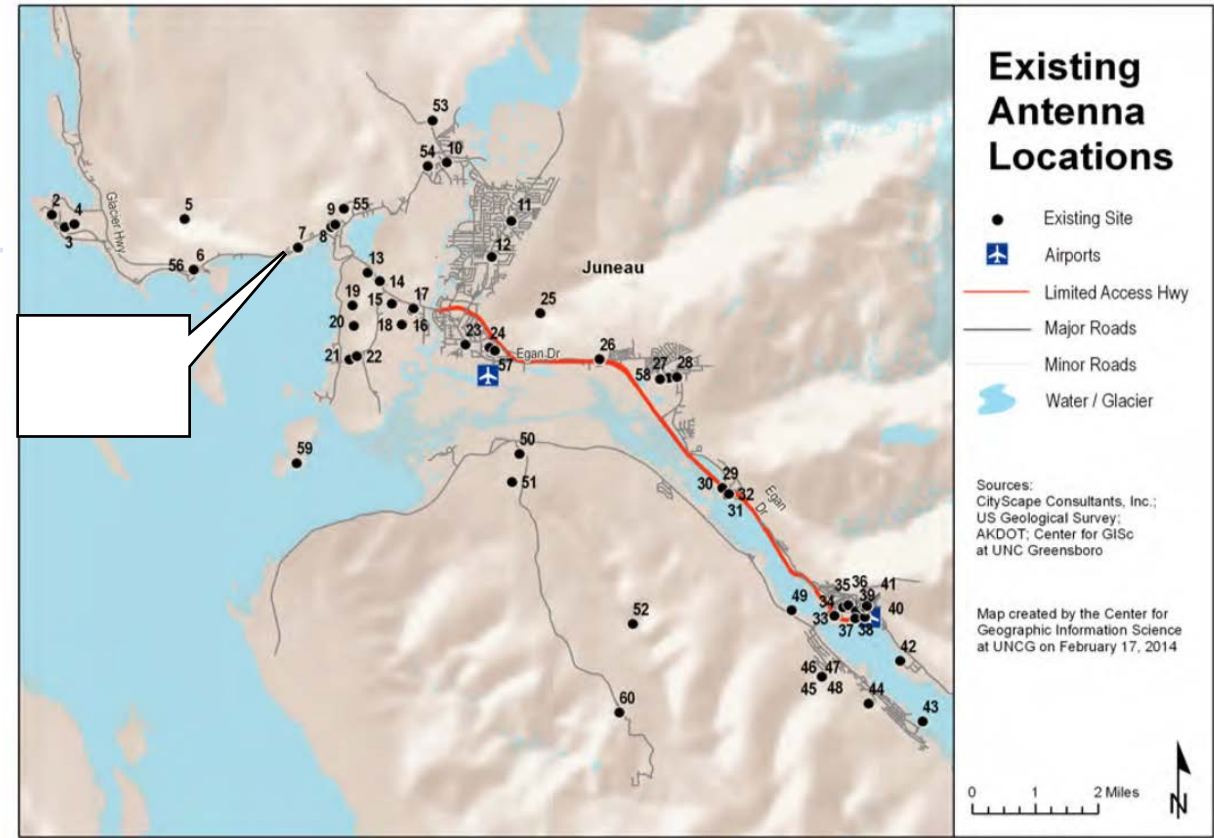
Packet Pg. No. 6-7



Memorandum in the Additional Materials Packet clarifies staffs recommended condition regarding setbacks.

Project Design

- FAA Determination submitted – no lighting is required
- Existing site is an established WCF site according to the 2012 Wireless Telecommunications Master Plan
- There are other established WCF sites in the area. Applicant states dense vegetation and topography make collocation not feasible.



“AT&T services are also existing at 14080 glacier highway. The topography and dense trees require two locations to continue under operation. The distance between these two tower locations is almost 2 miles. If the antennas of the subject site at 12401 Glacier Highway were not in operation there would be a complete loss of service within the Auke Bay area including the harbor. There are no other towers in the vicinity in which AT&T can co-locate.”

EXISTING TOWER



PROPOSED TOWER



Visual Impact Assessment

- Simulated renderings of the proposed tower are included.
- Renderings show that setting the tower back from the roadway will reduce visibility in some areas.
- A recommended condition of approval is that the applicant paint the monopole matte dark brown to blend with the surrounding natural vegetation to minimize visual impacts.
- The existing wooden monopole is dark brown and wooden and blends well with the natural vegetation in the area.
- Packet Pg. No. 7 and 36-42

Conformity with Adopted Plans

As discussed in the staff report, the proposed development, with recommended conditions, is in general conformity with the 2013 CBJ Comprehensive Plan, 2014 Telecommunications Master Plan, and the 2015 Auke Bay Area Plan

See Packet Pg. No.10-11

Findings and Recommendation

Staffs findings and recommendation can be found in the WCF2020 0001 staff report, pages 11-14 (Packet Pg. No.12-15. **A memorandum with revisions to the recommended conditions was provided in the additional materials packet.**

Staff recommends the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Special Use Permit. The permit would allow the development of a 98-foot, unlit, tower with the following conditions:

1. The applicant shall install fencing around the tower and ground equipment to prevent unauthorized access. This fencing shall be designed to visually screen the base of the pole and ground equipment from the roadway.
2. The applicant shall paint the pole matte dark brown to blend with the surrounding natural vegetation.
3. ~~The WCF cannot have lighting, and if in the future the FAA requires lighting, a modification to the Special Use Permit must be approved by the Planning Commission.~~
4. Prior to issuance of a building permit, the applicant shall submit a revised site plan showing all **new or relocated** appurtenant structures meeting the minimum required setbacks for the zoning district. **The direct replacement of existing appurtenant structures is allowed if in accordance with VAR2010 0002.**

Questions?



Planning Commission

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

PLANNING COMMISSION NOTICE OF DECISION

Date: April 30, 2020
File No.: WCF2020 0001

Mastec Network Solutions
685 Matterhorn Drive
Park City, UT 84098

Application For: A Wireless Communication Facility Permit to remove an existing 90-foot monopole and replace it with a new, unlit 98-foot monopole.

Legal Description: Wadleigh Tracts Tract 3A

Property Address: 12401 Glacier Hwy

Parcel Code No.: 4B2301070081

Hearing Date: April 28, 2020

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated April 14, 2020, as amended in the memorandum from staff dated April 23, 2020, and APPROVED the Wireless Communication Facility Permit to remove an existing 90-foot monopole and replace it with a new, unlit 98-foot monopole, to be conducted as described in the project description and project drawings submitted with the application and with the following conditions; any changes to these conditions may require a new Special Use Permit:

1. The applicant shall install fencing around the tower and ground equipment to prevent unauthorized access. This fencing shall be designed to visually screen the base of the pole and ground equipment from the roadway.
2. The applicant shall paint the monopole matte dark brown to blend with the surrounding natural vegetation.
3. Prior to issuance of a building permit, the applicant shall submit a revised site plan showing all new or relocated appurtenant structures meeting the minimum required setbacks for the zoning district. The direct replacement of existing appurtenant structures is allowed if in accordance with VAR2010 0002.

Mastec Network Solutions

Case No.: WCF2020 0001

April 30, 2020

Page 2 of 2

Attachments: April 14, 2020 staff report from Laurel Christian Community Development, to the CBJ Planning Commission regarding WCF2020 0001.

April 23, 2020 memorandum from Laurel Christian, Community Development Department, to the CBJ Planning Commission regarding WCF2020 0001

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

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

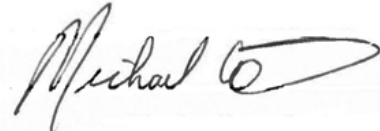
Effective Date: The permit is effective upon approval by the Commission, April 28, 2020.

Expiration Date: The permit will expire 18 months after the effective date, or October 28, 2021, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

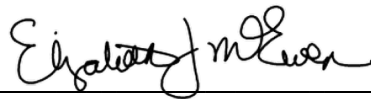
Project Planner:



Laurel Christian, Planner
Community Development Department



Michael LeVine, Chair
Planning Commission



Filed With City Clerk

5/5/2020

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. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.



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

DATE: April 15, 2020

TO: Planning Commission

FROM: Laurel Christian, Planner
Community Development Department

CASE NO.: USE2020 0005

PROPOSAL: Temporary Asphalt Plant at the Juneau International Airport

GENERAL INFORMATION

Applicant: Colaska Inc. DBA SECON

Property Owner: City & Borough of Juneau

Property Address: 8907 Yandukin Drive

Legal Description: Airport TR A & B (Airport Terminal & Runway Land)

Parcel Code Number: 3B1601000010

Site Size: N/A

Comprehensive Plan Future Land Use Designation: Institutional and Public Use

Zoning: Industrial

Utilities: Public water and sewer

Access: Maplesden Way via Yandukin Drive

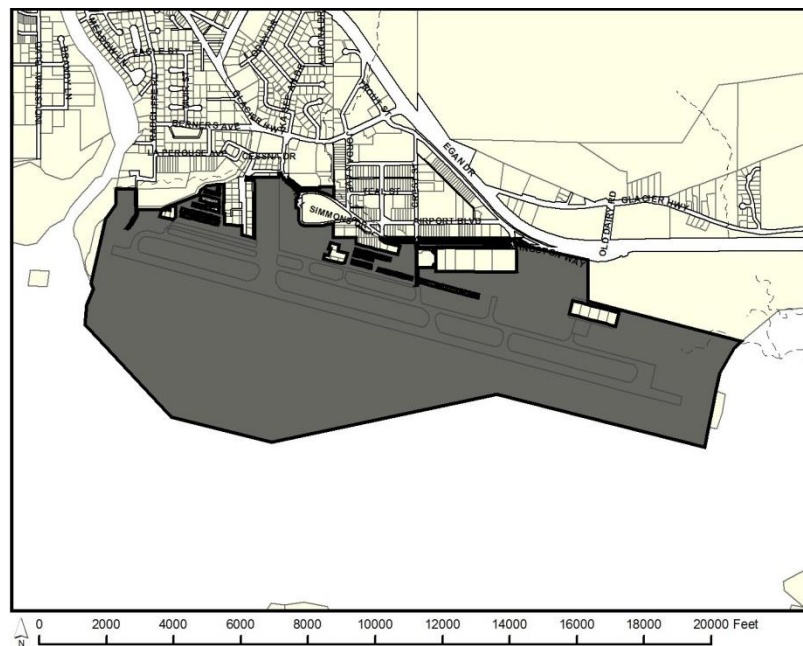
Existing Land Use: Airport

Surrounding Land Use:

North	-	Airport, Yandukin Drive
South	-	Airport
East	-	Airport
West	-	Airport

Planning Commission
Case No.: USE 2019 0001
April 15, 2020
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VICINITY MAP



ATTACHMENTS

Attachment A – Application
Attachment B – Agency Comments
Attachment C – FAA Letters

PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit for the development of a temporary asphalt plant at the Juneau International Airport (JIA). According to the applicant's narrative, the asphalt plant would support further phases of the JIA taxiway rehabilitation, relocation, and realignment projects through October 2021 (Attachment A).

ANALYSIS

Project Site and Design – The proposed site is located on JIA property near the intersection of Maplesden Way and Yandukin Drive. The site is surrounded by airport infrastructure, and the runway is adjacent to the south side.

The facility consists of a daytime generator, nighttime generator, control house, tank containers, feeder bins, drum, baghouse, and storage silo. Aggregate stockpiles will be stored onsite. The layout of the site is depicted in the application (Attachment A).

The control house manages operations. The feeder bin receives stockpiled aggregates that are parsed by gradation and fed into the drum. The drum heats the aggregate to be mixed with cement, which was previously stored in tank containers. Particulate matter within the drum

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 Case No.: USE 2019 0001
 April 15, 2020
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exhaust is filtered by the baghouse. Mixed aggregate and cement is deposited into the storage silo.

Traffic – The applicant anticipates 250 truckloads of asphalt per day being hauled. Additionally, AML will deliver 7 loads of asphalt cement per day.

Per CBJ 49.40.300(a)(3) A development projected to generate more than 250 ADT but fewer than 500 ADT shall be required to have a traffic impact analysis if the Community Development Department Director determines that an analysis is necessary based on the type of development, its location, the likelihood of future expansion, and other factors found relevant by the director.

The Community Development Director has determined that a traffic impact analysis is not necessary. The traffic follows an established truck route that does not go through residential neighborhoods. Proposed conditions ensure that the development will not create unsafe road conditions:

- The applicant shall inspect the traveled route a minimum of twice daily for escaped material from the haul.
- The applicant shall sweep and clean the roadway at the end of each day if any water or material has escaped or if a major spill occurs.
- The applicant shall immediately respond to any additional clean-up requests during the operation from the project engineer, CBJ, or Alaska Department of Transportation.

Parking and Circulation – Parking requirements for commercial and industrial developments, established in CBJ Code 49.40.210(a) are based on gross floor area, which is not applicable to the proposed development. The Code does not have an established parking requirement for asphalt plants or similar uses that utilize large outdoor plants and outdoor storage areas.

The JIA is a large site and has ample room for parking to accommodate the proposed temporary asphalt plant.

Light and Noise – Working hours are Monday through Sunday from 7:00 AM to 7:00 PM. The project may also include mandated nighttime work to maintain commercial flight patterns according to the project narrative (Attachment A). Portable lights may be used and would be set up to not affect Egan Drive traffic. Main sources of noise will be heavy machinery and vehicle traffic. Noise will be consistent with noise generated by daily airport operations.

According to CBJ 42.20.095(c), the operation of heavy construction equipment is prohibited before 7:00 A.M. or after 10:00 P.M., Monday through Friday, or before 9:00 A.M. or after 10:00 P.M., Saturday and Sunday, unless a permit is granted by the City and Borough Building

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Official. Prior to the commencing any work outside of these hours, the applicant shall be required to receive a permit from the CBJ Building Code Official.

Public Health or Safety – The development is in an established industrial area with security fencing and other measures to ensure the public health and safety. There is no evidence that the proposed development will negatively affect the public health or safety. The asphalt plant has received an Air Quality Control Permit from the Alaska Department of Environmental Conservation (ADEC). This is available on ADEC's online webpage.

Habitat – The nearest drainage channel is about 1.4 feet from the proposed asphalt plant, and the nearest wetland is about 900 feet away from the plant. Runoff will be managed with wattles and earthen berms.

The site is in an established industrial area and does not have any salmon streams, eagle nests, wetlands, or other sensitive habitat near the proposed development. The ADEC Stormwater Pollution Prevention Plan (SWPPP) addresses both stormwater and spill prevention. The SWPPP is available on ADEC's online webpage.

Property Value or Neighborhood Harmony – Staff finds no evidence of significant impacts to property value or neighborhood harmony as a result of the proposed development.

Conformity with Adopted Plans – The 2013 Comprehensive Plan designates the airport as Institutional and Public Use (IPU), which is characterized as:

Lands that are in public ownership and dedicated for a variety of public uses, such as the University of Alaska Southeast; local, state and federal government uses; and for such public facilities as community gardens, schools, libraries, fire stations, treatment plants, and public sanitary landfills... The public use of these lands will vary widely, so IPU-designated lands can be under any zoning district, with the uses thereon appropriate for that zone as regulated in the Table of Permissible Uses (CBJ 49.25.300)

The Plan does not prescribe guidance specifically on heavy industrial uses within IPU areas. However, the IPU description acknowledges that uses and zoning vary widely. Uses may include industrial facilities, such as a treatment plant or landfill, which generate traffic and noise comparable to those of an asphalt plant.

Airport maintenance supports transportation in and out of the community, which supports other services.

Juneau's position as Alaska's state capital is not only a major source of identity for the community but represents its major economic activity; nearly half (47%) of the community's workforce is employed by the state, federal, and local government. Development of new facilities or replacement of existing structures necessary to accommodate the government-

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Case No.: USE 2019 0001
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based public service workforce should be planned with careful coordination between state and local officials. This growth will have significant impacts on all other development within the borough, including housing, transportation, public services, and cultural, commercial, and recreational activities. The community and local government must continue efforts to make Juneau as attractive and functional as possible to serve the special needs of a Capital City.

POLICY 5.2. THROUGH A COOPERATIVE EFFORT WITH THE STATE OF ALASKA, TO PLAN FOR AND SUPPORT DEVELOPMENT OF AN ATTRACTIVE SETTING, FACILITIES, AND OTHER SERVICES TO ENHANCE THE STATE CAPITAL AND TO STRIVE TO PROVIDE AN ATMOSPHERE CONDUCIVE TO GOOD LEADERSHIP IN THE STATE, ACCESSIBLE TO AND SUPPORTIVE OF ALL PEOPLE OF THE STATE OF ALASKA.

5.2 - IA6 Assume a leadership role in the encouragement of transportation links into and out of the borough. Consider all affordable energy-efficient transport alternatives to improve transportation links between Juneau and other areas of Southeast Alaska, including improved air passenger and cargo service, roadways, ferries, and fixed-guideway systems.

POLICY 5.4. TO ENCOURAGE AND SUPPORT REGIONAL ECONOMIC DEVELOPMENT IN OTHER CITIES AND LOCATIONS IN SOUTHEAST ALASKA TO CREATE A LOCAL ENVIRONMENT OF SERVICES AND OFFERINGS ATTRACTIVE TO COMMERCE ORIGINATING FROM OUTSIDE THE CBJ, AND TO ACTIVELY PARTICIPATE IN DEVELOPMENT AND IMPLEMENTATION OF REGIONAL SUSTAINABLE DEVELOPMENT GOALS.

5.4 - SOP7 Strengthen Juneau's role as a regional services hub for such things as fisheries research, medical, retail, tourism, transportation, and education.

5.4 - IA3 Encourage continued and expanded transportation systems that serve the Southeast Region while retaining those systems currently serving the region.

POLICY 10.8. TO ENCOURAGE AND STRENGTHEN JUNEAU'S POSITION AS A REGIONAL TRADE CENTER FOR SOUTHEAST COMMUNITIES.

The asphalt plant is necessary for maintaining the Airport, a priority established in Chapter 8 of the Plan.

POLICY 8.1. TO PROMOTE AND SUPPORT AVIATION SAFETY; TO DEVELOP AND MAINTAIN AIRPORT FACILITIES MEETING THE AVIATION TRANSPORTATION NEEDS FOR JUNEAU, ITS RESIDENTS, VISITORS AND COMMERCE; AND TO WORK WITH THE PUBLIC AND PRIVATE SECTORS TO FACILITATE COMMERCE, ECONOMIC DEVELOPMENT, AND ACCESS TO ALASKA'S CAPITAL CITY.

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April 15, 2020
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8.1 - IA1 Continue to fund and complete the expansion plans and mitigation measures recommended in the Airport Expansion Final Environmental Impact Statement (FEIS).

AGENCY REVIEW

An agency review period was conducted from March 5, 2020 through March 19, 2020. The CBJ Building Code Division, Alaska Department of Fish and Game, and CBJ Engineering & Public Works stated they have no concerns with the proposed development. The Alaska Department of Transportation and JIA provided comments found in Attachment B and summarized below:

Juneau International Airport – The Airport Manager requested that the applicant complete FAA Form 7470, to determine no construction to airspace. The applicant has completed these forms and the FAA has determined that there will be no obstruction to aviation airspace (Attachment C). According to the Airport Manager, these forms fulfill their request. The letters of no obstruction provided have an expiration date of September 12, 2021. If the applicant is required to work past this date, the applicant will need to request an extension from the FAA.

Alaska Department of Transportation and Public Facilities (ADOT&PF) – The ADOT&PF would like consideration to be given to limit the number of trucks operating during peak hours of traffic. They also request that the applicant instruct trucks leaving AGGPRO to turn right out of Concrete Way onto Glacier Highway to avoid continual trucking through the Lemon Creek Residential area. Additionally, they request that the applicant install a “Truck Crossing” sign for traffic traveling east on Egan Drive before the Old Dairy road turnoff. Based on these comments, staff recommends the following conditions of approval:

- The applicant shall limit the number of trucks in operation during peak hours of traffic, when possible.
- Trucks traveling from Concrete Way to the proposed temporary asphalt plant shall turn right at the Concrete Way and Glacier Highway Intersection.
- Prior to commencement of the proposed use, the applicant shall work with the Alaska Department of Transportation & Public Facilities to install all required signage in the right-of-way.

FINDINGS

CBJ 49.15.330 (e)(1), Review of Director's Determinations, states that the Planning Commission shall review the Director's report to consider:

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses; and,
3. Whether the development as proposed will comply with the other requirements of this chapter.

Planning Commission
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April 15, 2020
Page 7 of 8

The Commission shall adopt the Director's determination on the three items above unless it finds, by a preponderance of the evidence, that the Director's determination was in error, and states its reasoning for each finding with particularity.

CBJ 49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area; or,
3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ 49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

1. Is the application for the requested conditional use permit complete?

Yes. Staff finds the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Section 4.100, Heavy Manufacturing, for the Industrial zoning district.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the April 17, 2020 and April 26, 2020 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public right-of-way.

4. Will the proposed development materially endanger the public health or safety?

No. No evidence indicates that the proposed development will materially endanger the public health or safety.

Planning Commission
Case No.: USE 2019 0001
April 15, 2020
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5. *Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?*

No. The proposed activity will be consistent with the pre-existing noise levels. No evidence indicates that the proposed development will substantially decrease the value of or be out of harmony with property in the neighboring area.

6. *Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?*

Yes. The proposed development is in general conformity with adopted plans including the 2013 Juneau Comprehensive Plan.

Per CBJ 49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

7. *Will the proposed development comply with the Juneau Coastal Management Program?*

N/A.

RECOMMENDATION

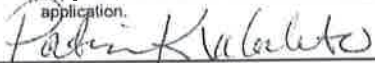
It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit. The permit would allow the development of a temporary asphalt plant at the Juneau International Airport.

The approval is subject to the following conditions:

1. The applicant shall inspect the traveled route a minimum of twice daily for escaped material from the haul.
2. The applicant shall sweep and clean the roadway at the end of each day if any water or material has escaped or if a major spill occurs.
3. The applicant shall immediately respond to any additional clean-up requests during the operation from the project engineer, CBJ, or Alaska Department of Transportation.
4. The applicant shall limit the number of trucks in operation during peak hours of traffic, when possible.
5. Trucks traveling from Concrete way to the proposed temporary asphalt plant shall turn right at the Concrete Way and Glacier Highway Intersection.
6. Prior to commencement of the proposed use, the applicant shall work with the Alaska Department of Transportation & Public Facilities to install all required signage in the right-of-way.

DEVELOPMENT PERMIT APPLICATION

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

INFORMATION	Project Description		
PROJECT / APPLICANT	PROPERTY LOCATION		
	Street Address		City/Zip
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	Assessor's Parcel Number(s)		
	LANDOWNER/ LESSEE		
	Property Owner's Name	Contact Person:	Work Phone:
	Mailing Address	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	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 <u></u> Landowner/Lessee Signature	<u>3-4-2020</u> 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	Contact Person:	Work Phone:
	Mailing Address	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	X _____ Applicant's Signature		
	_____ Date of Application		

STAFF APPROVALS				OFFICE USE ONLY BELOW THIS LINE	
Y	Permit Type	SIGN	Date Received	Application Number(s)	
	Building/Grading Permit				
	City/State Project Review and City Land Action				
	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)				
X	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		3/4/20	USE 2020-0005	
	Variance Case (De Minimis and all other Variance case types)				
	Wetlands Permits				
	Zone Change Application				
	Other (Describe)				
Comments: ***Public Notice Sign Form filled out and in the file. Permit Intake Initials					



DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address Gate P on Mapseden Way		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) AIRPORT TR A & B [AIRPORT TERM & RUNWAY LAND]		
	Parcel Number(s) 3B160-100-0010		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner JUNEAU INTERNATIONAL AIRPORT	Contact Person PATTY WAHTO	Phone Number(s) 907-789-7821
	Mailing Address 1873 SHELL SIMMONS DR, SUITE 200, JUNEAU, AK 99801		
	E-mail Address Patty.Wahto@jnuairport.com		
	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"			
Applicant Colaska dba SECON	Contact Person Noah Molnar	Phone Number(s) 907-780-1238	
Mailing Address P.O. Box 32159, Juneau, AK 99803			
E-mail Address nmolnar@colaska.com			
X Noah Molnar 2020-03-03 12:49-09:00 Applicant's Signature Date of Application			

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

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Attachment A - Application

Case Number USE2020-0005	Intake Initials ANF
	Date Received 3/3/20



ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

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

To be completed by Applicant

PROJECT SUMMARY

Temporary Asphalt Plant for JIA Project

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

- ☐ Accessory Apartment – Accessory Apartment Application (AAP)
- ☒ Use Listed in 49.25.300 – Table of Permissible Uses (USE)
- Table of Permissible Uses Category: 4.100

IS THIS A MODIFICATION or EXTENSION OF AN EXISTING APPROVAL?

☐ YES – Case # _____ ☒ NO

UTILITIES PROPOSED

WATER: ☐ Public ☒ On Site

SEWER: ☐ Public ☒ On Site

SITE AND BUILDING SPECIFICS

Total Area of Lot 87,120 square feet Total Area of Existing Structure(s) _____ square feet

Total Area of Proposed Structure(s) _____ square feet

EXTERNAL LIGHTING

Existing to remain ☒ No ☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

Proposed ☒ No ☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

ALL REQUIRED DOCUMENTS ATTACHED

☒ Narrative including:

- ☐ Current use of land or building(s)
- ☒ Description of project, project site, circulation, traffic etc.
- ☒ Proposed use of land or building(s)
- ☐ How the proposed use complies with the Comprehensive Plan

If this is a modification or extension include:

- ☐ Notice of Decision and case number
- ☐ Justification for the modification or extension
- ☐ Application submitted at least 30 days before expiration date

☐ Plans including:

- ☒ Site plan
- ☐ Floor plan(s)
- ☐ Elevation view of existing and proposed buildings
- ☐ Proposed vegetative cover
- ☒ Existing and proposed parking areas and proposed traffic circulation
- ☐ Existing physical features of the site (e.g.: drainage, habitat, and hazard areas)

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

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	\$ 500			
Admin. of Guarantee	\$			
Adjustment	\$			
Pub. Not. Sign Fee	\$ 50			
Pub. Not. Sign Deposit	\$ 100			
Total Fee	\$ 650.00			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Attachment A - Application

Case Number

USE 2020-005

Date Received

3/3/20

Allowable/Conditional Use Permit Application Instructions

Allowable Use permits are outlined in CBJ 49.15.320, Conditional Use permits are outline in CBJ 49.15.330

Pre-Application Conference: A pre-application conference is required prior to submitting an application. There is no fee for a pre-application conference. The applicant will meet with City & Borough of Juneau and Agency staff to discuss the proposed development, the permit procedure, and to determine the application fees. To schedule a pre-application conference, please contact the Permit Center at 586-0770 or via e-mail at permits@juneau.org.

Application: An application for an Allowable/Conditional Use Permit will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

1. **Forms:** Completed Allowable/Conditional Use Permit Application and Development Permit Application forms.
2. **Fees:** Fees generally range from \$350 to \$1,600. Any development, work, or use done without a permit issued will be subject to double fees. All fees are subject to change.
3. **Project Narrative:** A detailed narrative describing the project.
4. **Plans:** All plans are to be drawn to scale and clearly show the items listed below:
 - A. Site plan, floor plan and elevation views of existing and proposed structures
 - 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
 - F. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

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

1. Electronic copies in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf (other formats may be preapproved by the Community Development Department).
2. Paper copies 11" X 17" or smaller (larger paper size may be 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. During this review period, the Community Development Department also sends all applications out for a 15-day agency review period. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All Allowable/Conditional Use Permit Applications must be reviewed by the Planning Commission for vote. 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.

Public Notice Responsibilities: Allowable/Conditional Use requests must be given proper public notice as outlined in CBJ 49.15.230:

The Community Development Department will give notice of the pending Planning Commission meeting and its agenda in the local newspaper a minimum of 10-days prior to the meeting. Furthermore, CDD will mail notices to all property owners within 500-feet of the project site.

The Applicant will post a sign on the site at least 14 days prior to the meeting. The sign shall be visible from a public right-of-way or where determined appropriate by CDD. Signs may be produced by the Community Development Department for a preparation fee of \$50, and a \$100 deposit that will be refunded in full if the sign is returned within seven days of the scheduled hearing date. If the sign is returned between eight and 14 days of the scheduled hearing \$50 may be refunded. The Applicant may make and erect their own sign. Please contact the Community Development Department for more information.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED



17321 139 Avenue NE
Woodinville, Washington 98072
Office (425) 827-3193
Fax (425) 576-5113

P.O. Box 32159
Juneau, Alaska 99803
Office (907) 780-5145
Fax (907) 780-5896

P.O. Box 7035
Ketchikan, Alaska 99901
Office (907) 225-6491
Fax (907) 225-6492

Ms. Teri Camery
City and Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

1/4/2019

RE: City and Borough of Juneau Conditional Use Permit Application
Temporary Location of ASTEC Asphalt Plant
Juneau International Airport JNU Taxiway A Rehabilitation, Taxiway D-1 Relocation, &
Taxiway E Realignment Project

To Ms. Camery,

Secon has been awarded Juneau International Airport (JIA) JNU Taxiway A Rehabilitation, Taxiway D-1 Relocation, & Taxiway E Realignment Project in 2020. The substantial completion date for the project is October 31st, 2019. This project requires 38,045 tons of Hot Mix Asphalt for the JIA improvements.

The ASTEC Asphalt Plant has been setup on the JIA property for a previous projects in 2015, 2018, and 2019. The location that the asphalt plant currently occupies has been approved by the JIA Engineer of Record. This approval is from a previous JIA project and for the current project's work. It meets the TSA's set-backs from the security fence for any structure or vehicle. It is below the height requirements for any structure near the FAA's runway control envelope. It is also outside of the FAA/JIA taxiway's control zone. It has been accepted by Alaska Department of Environmental Conservation (DEC) for the current location.

The Juneau International Airport (JIA) JNU Taxiway A Rehabilitation, Taxiway D-1 Relocation, & Taxiway E Realignment Project requires Secon to acquire a Conditional Use Permit (CUP) from City and Borough of Juneau (CBJ). To facilitate the operations of paving at the airport Secon is requesting a CUP for the ASTEC Asphalt Plant's current location at Gate P on Maplesden Way inside the airport fence on JIA property.

JIA project working hours are Monday through Sunday 7:00 AM to 7:00 PM. The project also includes contract mandated night work to maintain commercial flight patterns. These night work hours will follow contract guidelines and are subject to change. The spring startup is anticipated for the first of April. Paving will start sometime in April to first part of May depending upon weather.



This project has a completion date of October 2021. We anticipate having the plant setup on site for the duration of the project or roughly 19 months.

It is hard to estimate the increase in trucking due to the plant being located at its present location of Maplesden Way verses hauling the asphalt mix from Concrete Way. Yandukin Drive, Shell-Simmons Drive and Cessna Drive will have the same truck traffic from either location. Maplesden Way would see an increase in trucking from the current location hauling on Maplesden Way to the NWDA. The number of trucks hauling to NWDA would be about 250 trucks loads/day with a maximum of 7 days at that rate. We, at this point, roughly estimate this will be needed for 60 days.

Moving the plant to Maplesden Way would have a decrease in the number of trucks hauling asphalt to the NEDA to 0 for the rest of the project paving. Therefore, the net impact to Maplesden Way is zero. With the ASTEC Asphalt Plant located at Maplesden Way it would eliminate trucks hauling hot asphalt turning across in-bound traffic on Egan Highway. AML will be delivering tanks of asphalt cement for the project with an estimated maximum of 7 loads per day.

Light for the asphalt plant may be needed. Lighting will be portable self-contained light plants. The lights will be setup with the intent of not impacting the Egan Highway traffic. JIA Engineer of Record will determine the location and light direction per FAA requirements if there are concerns from interested parties.

The ASTEC Asphalt Plant is operating under the Project's Construction SWPPP which can be found at DEC's web page.

Based on Google Earth the nearest stream is about 1,400 feet from the plant on the far side of taxiway F. The nearest wetland is on the other side of TEMSCO at about 900 feet away.

Dust control will be with a water truck wetting down the truck routes.

The plant is currently located on dredged sands and gravels from the float plane pond. If any stormwater runoff is present it will be managed with wattles and earthen berms.



The ASTEC Asphalt Plant air quality permit can be found at DEC's Air Permits Approvals and Public Notices web page:

<http://dec.alaska.gov/Applications/Air/airtoolsweb/AirPermitsApprovalsAndPublicNotices>

Permit/Approval Type: Minor General - Asphalt Plant - Title I (MG3)

Owner: Colaska Inc, dba Secon

Stationary Source: ASTEC Super Six Drum Mix Asphalt Plant

The current location has been review and approved by DEC.

Security is courtesy of JIA in being located inside their fences and on their property.

SECON anticipates further need to pave at the airport and its surrounding area. We believe that it would provide a benefit to CBJ if this conditional use permit extended beyond just a single project. We have needed to file for the same, typically 10-year permit, three times in 5 years. We would like to find a new method handling our paving operations in the Airport area.

If any question or clarifications are need please contact me.

Thank you.

Sincerely,

Michael Short
Engineering Manager



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**SECON**
SOUTHEAST ALASKA

1836 Anka Drive
Juneau, AK 99801
(907) 780-5145

P.O. Box 32159
Juneau, AK 99803

ASTEC ASPHALT PLANT

Location of Plant

Juneau Airport 2109

REVISION:

Sheet
1

Scale: 1"=1000'

Drawn by: ----

12/27/2018

Project Number: 100711



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1836 Anka Drive
Juneau, AK 99801
(907) 780-5145

P.O. Box 32159
Juneau, AK 99803

ASTEC ASPHALT PLANT

Location of Plant

Juneau Airport 2109

REVISION:

Sheet



1836 Anka Drive
Juneau, AK 99801
(907) 780-5145

P.O. Box 32159
Juneau, AK 99803

ASTEC ASPHALT PLANT

Plant Setup

Juneau Airport 2109

REVISION:

Sheet



1836 Anka Drive
Juneau, AK 99801
(907) 780-5145

P.O. Box 32159
Juneau, AK 99803

ASTEC ASPHALT PLANT

ASTEC ASPHALT PLANT

Juneau Airport 2109

REVISION:

Sheet



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

Airport Temporary Asphalt Plan

Case Number: PAC2020 0012

Applicant: Secon Inc.

Property Owner: **Juneau International Airport**

Property Address: 1873 Shell Simmons Drive

Parcel Code Number: 3B1501050110

Zoning: Industrial

Existing Land Use: Airport

Conference Date: 2/26/2020

Report Issued: 3/3/2020

List of attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
Mike Short	Seacon	mshort@colaska.com
Noah Molnar	Seacon	nmolnar@colaska.com
Kyle Paw	CDD	Kyle.paw@juneau.org
Allison Eddins	CDD	Allison.eddins@juneau.org

Pre-Application Conference Final Report

Conference Summary

Questions/issues/agreements identified at the conference that weren't identified in the attached reports.

The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

Planning Division:

1. Zoning – I
2. Setbacks – 10 feet front, street side and rear; 0 foot setback for side lot lines
3. Height – 35 feet
4. Access – Maplesden Way

The application needs a project narrative that includes the following:

- General description of the development including purpose, primary elements, structures on site, and duration
- Hours, days, months of operation
- Daily and weekly truck traffic estimates
- Lighting
- Stormwater Management
- Distance from streams and wetlands
- Description of agency permits, specifically the DEC Air Quality Permit and SWPPP
- Distance from the nearest occupied structure per DEC requirements
- Dust control plan
- Security

The application needs to include a site plan with the following:

- Location of all structures, stockpiles, and drainage features e.g. settling ponds, as applicable
- Parking
- Ingress and egress
- Any significant environmental features—drainage etc.

The application needs to include the DEC permits, including the Air Quality Permit and the SWPPP. A link to the SWPPP is sufficient if the document is too large.

Building Division:

5. Not present.

General Engineering/Public Works:

6. **Engineering** – not present. Engineering will review the application for compliance with the CBJ Stormwater Manual of Best Management Practices. The DEC Stormwater Pollution Prevention plan typically covers everything that the Manual would. A grading permit may be required.

Attachment A - Application

Pre-Application Conference Final Report

Fire Marshal:

7. **Fire Items/Access** – not present. Fire will review during the Conditional Use Permit agency review process. No issues are expected.

List of required applications

Based upon the information submitted for pre-application review, the following list of applications must be submitted in order for the project to receive a thorough and speedy review.

1. Development Permit Application
2. Conditional Use Permit Application

Additional submittal requirements:

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. A copy of this pre-application conference report.
2. DEC Air Quality Permit
3. DEC SWPPP or a link to the SWPPP

Exceptions to submittal requirements:

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be reviewed.

1. N/a

Fee estimates

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

1. Class II Conditional Use Permit \$500 plus sign deposit and fees

For informational handouts with submittal requirements for development applications, please visit our website at www.juneau.org/cdd.

Submit your completed application

You must submit your application(s) in person with payment to:

City/Borough of Juneau
Permit Center
230 S. Franklin Street,
Fourth Floor Marine View Center
Juneau, AK 99801

Phone: (907) 586-0715
Fax: (907) 586-4529
Web: www.juneau.org/cdd



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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: DOT SCR ROW

STAFF PERSON/TITLE: Caleb Bizzarro/ Right of Way Agent I

DATE: 3/11/20

APPLICANT: SECON

TYPE OF APPLICATION: Conditional Use Permit (CUP)

PROJECT DESCRIPTION:

Temporary asphalt plant at the Juneau International Airport.

LEGAL DESCRIPTION: AIRPORT TR A & B

PARCEL NUMBER(S): 3B1601000010

PHYSICAL ADDRESS: Gate P on Maplesden Way

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

Noah Molnar with SECON confirmed a maximum of 9 trucks in simultaneous operation hauling sand from Aggpro to Maplesden Way. In order to not unduly impede the crossing at Egan drive onto Old Dairy/Yandukin Drive, we request consideration be made to limit the number of trucks operating during peak traffic hours. Noah Molnar intends to truck during non-peak traffic hours if possible.

DOT&PF SCR ROW also requests a Truck Crossing sign be installed by the applicant for traffic traveling East on Egan Drive before the Old Dairy road turn off.

Furthermore, upon leaving Aggpro, trucks should be instructed to turn right out of Concrete Way so as to mitigate congestion concerns at Concrete Way/Glacier Hwy intersection and avoid continual trucking past a residential area.



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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Juneau International Airport
STAFF PERSON/TITLE: Patty Wahto, Airport Manager
DATE: March 6, 2020
APPLICANT: SECON
TYPE OF APPLICATION: Conditional Use Permit (CUP)

PROJECT DESCRIPTION:

Temporary asphalt plant at the Juneau International Airport.

LEGAL DESCRIPTION: AIRPORT TR A & B
PARCEL NUMBER(S): 3B1601000010
PHYSICAL ADDRESS: Gate P on Maplesden Way
SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

Hi Laurel
The comment did not come through on my sent either.

I requested that Secon ensure that the FAA Form 7460, obstruction to airspace, was completed, or that they update what they submitted to reflect an extended date. Extension may be quicker. And ensure batch plant is marked/flagged as required.

Thank you.

Patty Wahto
Airport Manager
Juneau International Airport
(907) 789-7821

EMAIL: Patty.Wahto@jnuaairport.com



March 12, 2020

TO:

Juneau International Airport

Attn: Mike Greene

1873 Shell Simmons Drive

Juneau, AK 99801

mike.greene@jnuairport.com

CC:

DOWL

Attn: Melissa Osborn

3535 College Rd

Suite 100

Fairbanks, AK 99709

mosborn@dowl.com

RE: *(See attached Table 1 for referenced case(s))*

****FINAL DETERMINATION****

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2020-AAL-45-NRA		JUNEAU,AK	58-21-34.74N	134-35-45.59W	50	75

Description: Concrete pump truck in use at SREB

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 12, 2021 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter. Packet Page 259 of 321

If you have any questions concerning this determination contact Patrick Zettler (907) 271-5446 Patrick.Zettler@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AAL-45-NRA.

Patrick Zettler
Specialist
Signature Control No: 428586825-433400209



March 12, 2020

TO:

Juneau International Airport

Attn: Mike Greene

1873 Shell Simmons Drive

Juneau, AK 99801

mike.greene@jnuairport.com

CC:

DOWL

Attn: Melissa Osborn

3535 College Rd

Suite 100

Fairbanks, AK 99709

mosborn@dowl.com

RE: *(See attached Table 1 for referenced case(s))*

****FINAL DETERMINATION****

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2020-AAL-44-NRA		JUNEAU,AK	58-21-24.79N	134-33-42.76W	50	80

Description: Asphalt plant

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 12, 2021 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter. Packet Page 261 of 321

If you have any questions concerning this determination contact Patrick Zettler (907) 271-5446 Patrick.Zettler@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AAL-44-NRA.

Patrick Zettler
Specialist
Signature Control No: 428586696-433399864



March 12, 2020

TO:

Juneau International Airport

Attn: Mike Greene

1873 Shell Simmons Drive

Juneau, AK 99801

mike.greene@jnuairport.com

CC:

DOWL

Attn: Melissa Osborn

3535 College Rd

Suite 100

Fairbanks, AK 99709

mosborn@dowl.com

RE: *(See attached Table 1 for referenced case(s))*

****FINAL DETERMINATION****

Table 1 - Letter Referenced Case(s)

ASN	Prior ASN	Location	Latitude (NAD83)	Longitude (NAD83)	AGL (Feet)	AMSL (Feet)
2020-AAL-43-NRA		JUNEAU,AK	58-21-24.79N	134-33-42.76W	50	80

Description: Grove crane used to erect asphalt plant.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on September 12, 2021 unless:

(a) extended, revised or terminated by the issuing office.

(b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for the completion of construction, or the date the FCC denies the application.

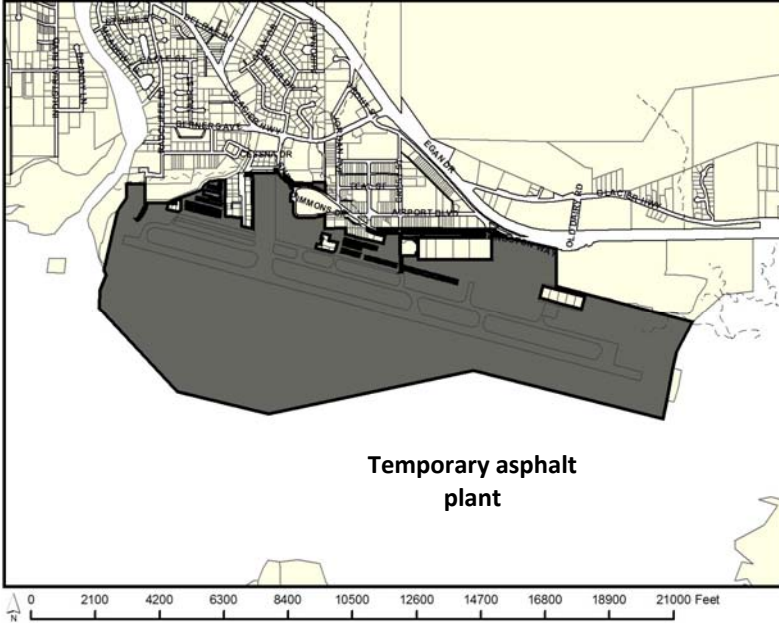
NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter. Packet Page 263 of 321

If you have any questions concerning this determination contact Patrick Zettler (907) 271-5446 Patrick.Zettler@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AAL-43-NRA.

Patrick Zettler
Specialist
Signature Control No: 428586447-433399491

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission
Your Community, Your Voice



155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for a **temporary asphalt plant at the Juneau International Airport** located at **1873 Shell Simmons Drive** in an **Industrial Zone**.

TIMELINE

Staff Report expected to be posted **Monday, April 6, 2020** at <https://beta.juneau.org/assembly/assembly-minutes-and-agendas>
Find hearing results, meeting minutes and more here as well.

Now through March 23, 2020

Comments received during this period will be sent to the Planner, **Laurel Christian**, to be included in the staff report.

March 24 through 12 noon, April 10

Comments received during this period will be sent directly to Commissioners to read over the weekend in preparation for the hearing.

HEARING DATE & TIME
7:00 pm, April 14, 2020

You may testify and bring up to 2 pages of written material (15 copies) in City Hall's Assembly Chambers, 155 S. Seward St., Juneau.

April 15

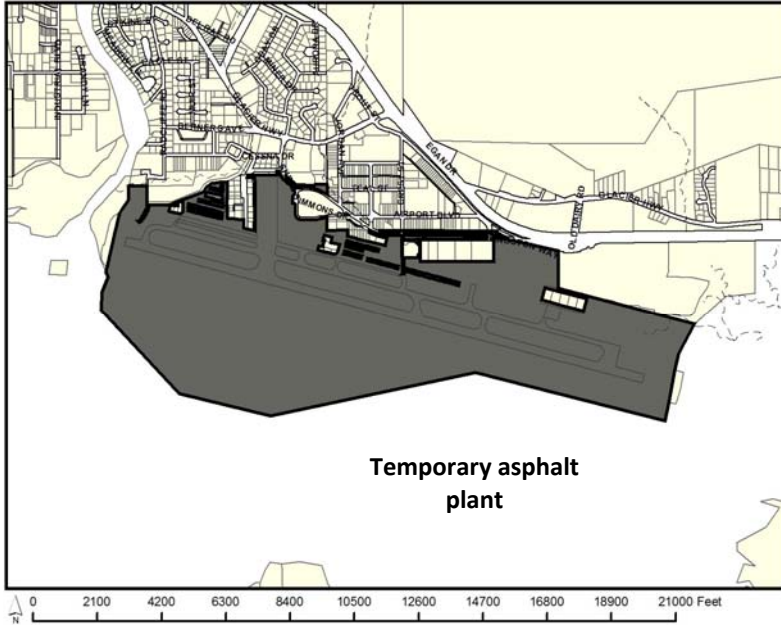
The results of the hearing will be posted online.

Phone: **(907)586-0715** ♦ Email: pc_comments@juneau.org
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

Case No.: **USE2020 0005**
Parcel No.: **3B1601000010**
CBJ Parcel Viewer: <http://epv.juneau.org>

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission
Your Community, Your Voice



155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for a **temporary asphalt plant** at the Juneau International Airport, located at **1873 Shell Simmons Drive** in an **Industrial Zone**.

TIMELINE

Staff Report expected to be posted **Monday, April 20, 2020** at <https://beta.juneau.org/assembly/assembly-minutes-and-agendas>
Find hearing results, meeting minutes and more here as well.

Now through April 6

Comments received during this period will be sent to the Planner, **Laurel Christian**, to be included in the staff report.

April 7 – noon, April 24

Comments received during this period will be sent directly to Commissioners to read over the weekend in preparation for the

HEARING DATE & TIME: 7:00 pm, April 28, 2020

Members of the public wishing to call in to testify can dial 907-713-2140 and entering Participant ID number 813893. **The caller should provide their name and state that they are calling in for the Planning Commission meeting.** Public lines will be muted by default but will be unmuted by CBJ staff when it is that individual's turn to testify.

April 29

The results of the hearing will be posted online.

Phone: (907)586-0715 ♦ Email: pc_comments@juneau.org

Mail: Community Development, 155 S. Seward St, Juneau AK 99801

Printed April 3, 2020

Case No.: USE2020 0005

Parcel No.: 3B1601000010

CBJ Parcel Viewer: <http://epv.juneau.org>

USE2020 0005

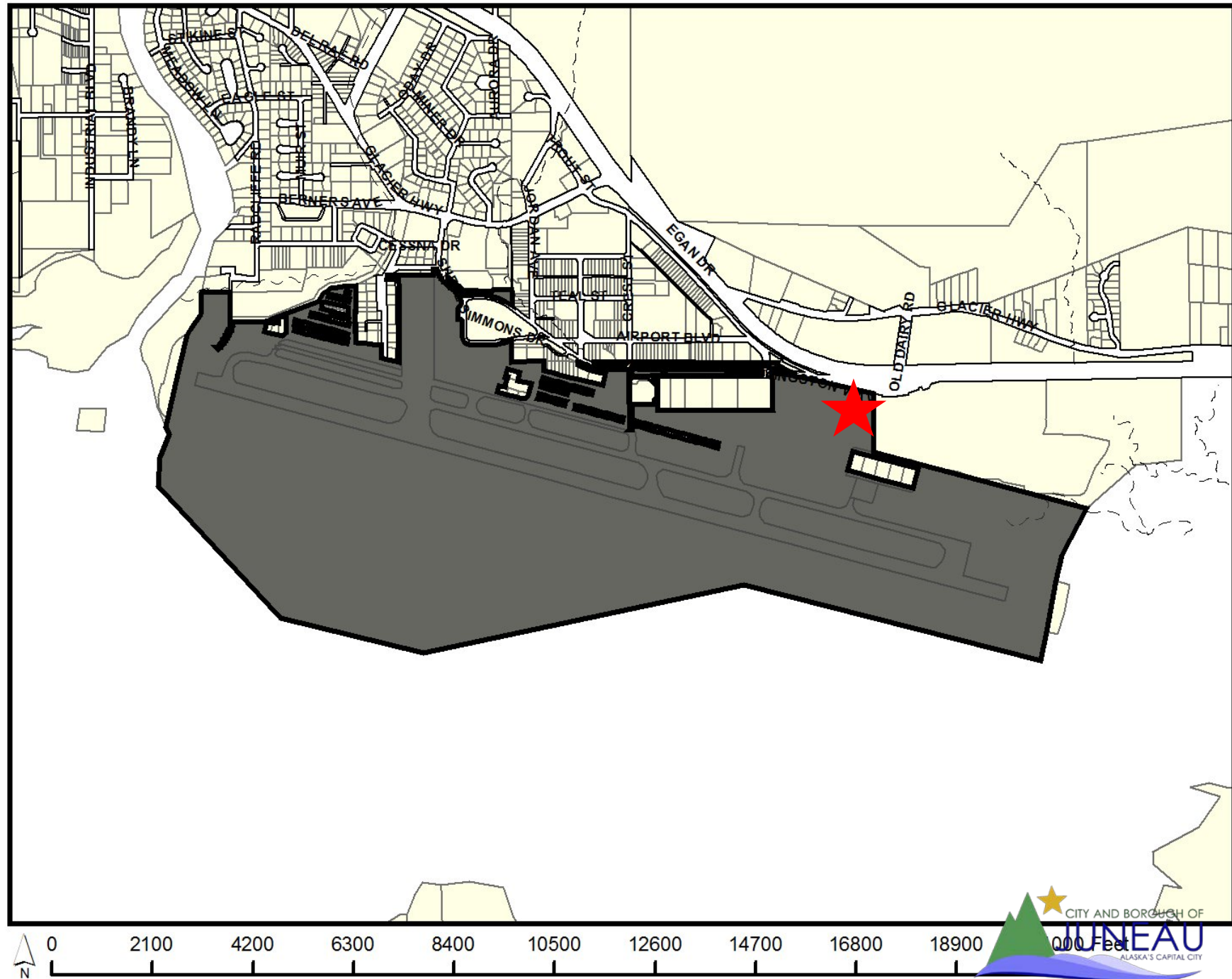
Conditional Use Permit for a temporary asphalt plant at the Juneau International Airport.

PC Presentation April 28, 2020

Staff recommends the Planning Commission adopt the Directors analysis and findings and **APPROVE WITH CONDITIONS** the requested Conditional Use Permit.

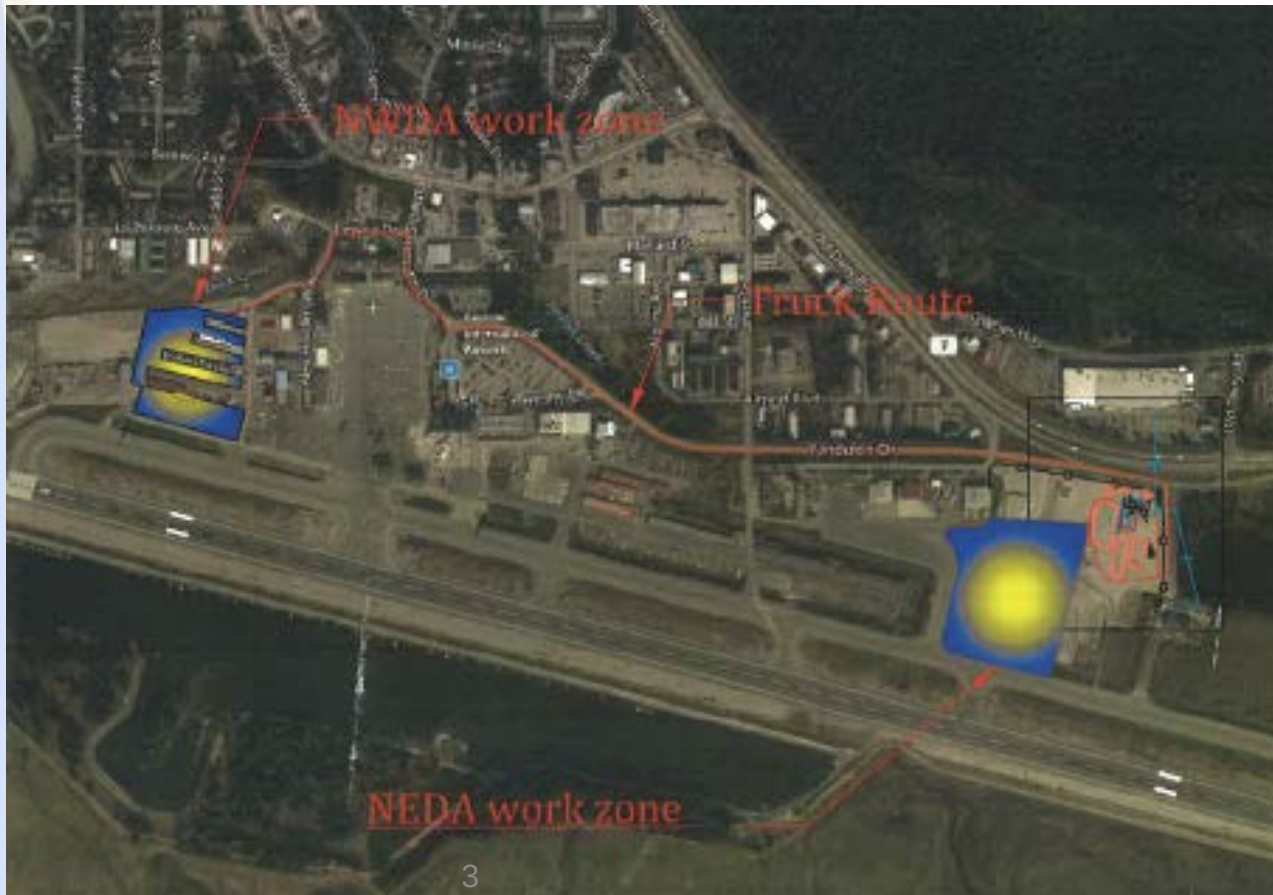
Proposal

- Applicant proposes to construct a temporary asphalt plant at the JIA.
- The plant will be used for phases of the JIA taxiway rehabilitation, relocation, and realignment projects through October 2021
- Packet Pg. No. 170



Site Plan

Packet Pg. No.184-187



Background Information

- Asphalt plant previously approved in this location in 2019 through USE2019 0001.
 - Previous permit was issued for a specific phase of work
- Applicant has filed permits with DEC for Air Quality and Storm Water Pollution Prevention.
- FAA Determination of No Hazard to Navigable Airspace has been filed

Packet Pg. No.181-183

Traffic

- Per CBJ 49.40.300(a)(3) The Community Development Director has determined that a traffic impact analysis is not necessary. The traffic follows an established truck route that does not go through residential neighborhoods. Proposed conditions ensure that the development will not create unsafe road conditions:
 - The applicant shall inspect the traveled route a minimum of twice daily for escaped material from the haul.
 - The applicant shall sweep and clean the roadway at the end of each day if any water or material has escaped or if a major spill occurs.
 - The applicant shall immediately respond to any additional clean-up requests during the operation from the project engineer, CBJ, or Alaska Department of Transportation.
- Approximately 250 trips are anticipated daily.

Agency Comments

- Alaska Department of Transportation and Public Facilities (ADOT&PF)

The ADOT&PF would like consideration to be given to limit the number of trucks operating during peak hours of traffic. They also request that the applicant instruct trucks leaving AGGPRO to turn right out of Concrete Way onto Glacier Highway to avoid continual trucking through the Lemon Creek Residential area. Additionally, they request that the applicant install a “Truck Crossing” sign for traffic traveling east on Egan Drive before the Old Dairy road turnoff. Based on these comments, staff recommends the following conditions of approval:

- The applicant shall limit the number of trucks in operation during peak hours of traffic, when possible.
- Trucks traveling from Concrete Way to the proposed temporary asphalt plant shall turn right at the Concrete Way and Glacier Highway Intersection.
- Prior to commencement of the proposed use, the applicant shall work with the Alaska Department of Transportation & Public Facilities to install all required signage in the right-of-way.

Packet Pg. No.191

Agency Comments

- Juneau International Airport (JIA)

The Airport Manager requested that the applicant complete FAA Form 7470, to determine no obstruction to airspace. The applicant has completed these forms and the FAA has determined that there will be no obstruction to aviation airspace.

According to the Airport Manager, these forms fulfill their request. The letters of no obstruction provided have an expiration date of September 12, 2021. If the applicant is required to work past this date, the applicant will need to request an extension from the FAA.

Packet Pg. No. 192 and 193-198

Public Comments

- Dave Ringle, St. Vincent de Paul, April 8, 2020 – Mr. Ringle expressed concerns about air quality conditions that may be created by the asphalt plant. St. Vincent de Paul has housing facilities on Teal Street within one mile of the proposed asphalt plant.
 - Comment provided in the additional materials packet.
- Applicant has filed the required DEC Air Quality Permits.

Findings

1. Is the application for the requested conditional use permit complete?

Yes. Staff finds the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Section 4.100, Heavy Manufacturing, for the Industrial zoning district.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the April 17, 2020 and April 26, 2020 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public right-of-way.

4. Will the proposed development materially endanger the public health or safety?

No. No evidence indicates that the proposed development will materially endanger the public health or safety.

Findings

5. *Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?*

No. The proposed activity will be consistent with the pre-existing noise levels. No evidence indicates that the proposed development will substantially decrease the value of or be out of harmony with property in the neighboring area.

6. *Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?*

Yes. The proposed development is in general conformity with adopted plans including the 2013 Juneau Comprehensive Plan.

Per CBJ 49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

7. *Will the proposed development comply with the Juneau Coastal Management Program?*

N/A.

Recommendation

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit. The permit would allow the development of a temporary asphalt plant at the Juneau International Airport.

The approval is subject to the following conditions:

1. The applicant shall inspect the traveled route a minimum of twice daily for escaped material from the haul.
2. The applicant shall sweep and clean the roadway at the end of each day if any water or material has escaped or if a major spill occurs.
3. The applicant shall immediately respond to any additional clean-up requests during the operation from the project engineer, CBJ, or Alaska Department of Transportation.
4. The applicant shall limit the number of trucks in operation during peak hours of traffic, when possible.
5. Trucks traveling from Concrete way to the proposed temporary asphalt plant shall turn right at the Concrete Way and Glacier Highway Intersection.
6. Prior to commencement of the proposed use, the applicant shall work with the Alaska Department of Transportation & Public Facilities to install all required signage in the right-of-way.

Questions?



Planning Commission

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

PLANNING COMMISSION NOTICE OF DECISION

Date: April 30, 2020
File No.: USE2020 0005

Coalaska dba SECON
Attn: Noah Molnar
P.O. Box 32159
Juneau, AK 99803

Proposal: Temporary Asphalt Plant at the Juneau International Airport
Property Address: 8907 Yandukin Drive
Legal Description: Airport Tract A & B (Airport Term and Runway Land)
Parcel Code No.: 3B1601000010
Hearing Date: April 28, 2020

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated April 15, 2020, as amended at the hearing, and approved the Temporary Asphalt Plant at the Juneau International Airport to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. The applicant shall inspect the traveled route a minimum of twice daily for escaped material from the haul.
2. The applicant shall sweep and clean the roadway at the end of each day if any water or material has escaped or if a major spill occurs.
3. The applicant shall immediately respond to any additional clean-up requests during the operation from the project engineer, CBJ, or Alaska Department of Transportation.
4. Trucks traveling from Concrete Way to the proposed temporary asphalt plant shall turn right at the Concrete Way and Glacier Highway intersection.
5. Prior to commencement of the proposed use, the applicant shall work with the Alaska Department of Transportation & Public Facilities to install all required signage in the right-of-way.

Coalaska dba SECON
File No.: USE2020 0005
April 30, 2020
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6. Operations shall be from 7 A.M. to 10 P.M. Monday through Friday, and 9 A.M. to 10 P.M. on Saturday and Sunday, unless a permit shall first be obtained from the CBJ Building Code Official.

Attachments: April 15, 2020, memorandum from Laurel Christian, Community Development, to the CBJ Planning Commission regarding USE2020 0005.

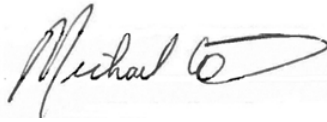
This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

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

Effective Date: The permit is effective upon approval by the Commission, April 28, 2020.

Expiration Date: The permit will expire 18 months after the effective date, or October 28, 2021, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner: 
Laurel Christian, Planner
Community Development Department


Michael LeVine, Chair
Planning Commission


Filed With Municipal Clerk

5/5/2020
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. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.



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

DATE: June 17, 2019

TO: Planning Commission

FROM: Tim Felstead, Planner 
Community Development Department

CASE NO.: USE2019 0015/CSP2019 0008

PROPOSAL: Conditional Use Permit to build a Valley Transit Center with associated Park and Ride facilities

Consistency review to build a Valley Transit Center with associated Park and Ride facilities

GENERAL INFORMATION

Applicant: CBJ Department of Engineering and Public Works

Property Owner: Tower Legacy I LLC

Property Address: 9101 Mendenhall Mall Road

Legal Description: USS 381 Mendenhall Mall TR M3

Parcel Code Number: 5B1601380030

Site Size: 64,783 square feet (1.57 acres)

Comprehensive Plan Future Land Use Designation: Traditional Town Center (TTC)

Zoning: Light Commercial

Utilities: Public water/public sewer

Access: Riverside Drive or Mendenhall Loop Road onto Mendenhall Mall Road (private road)

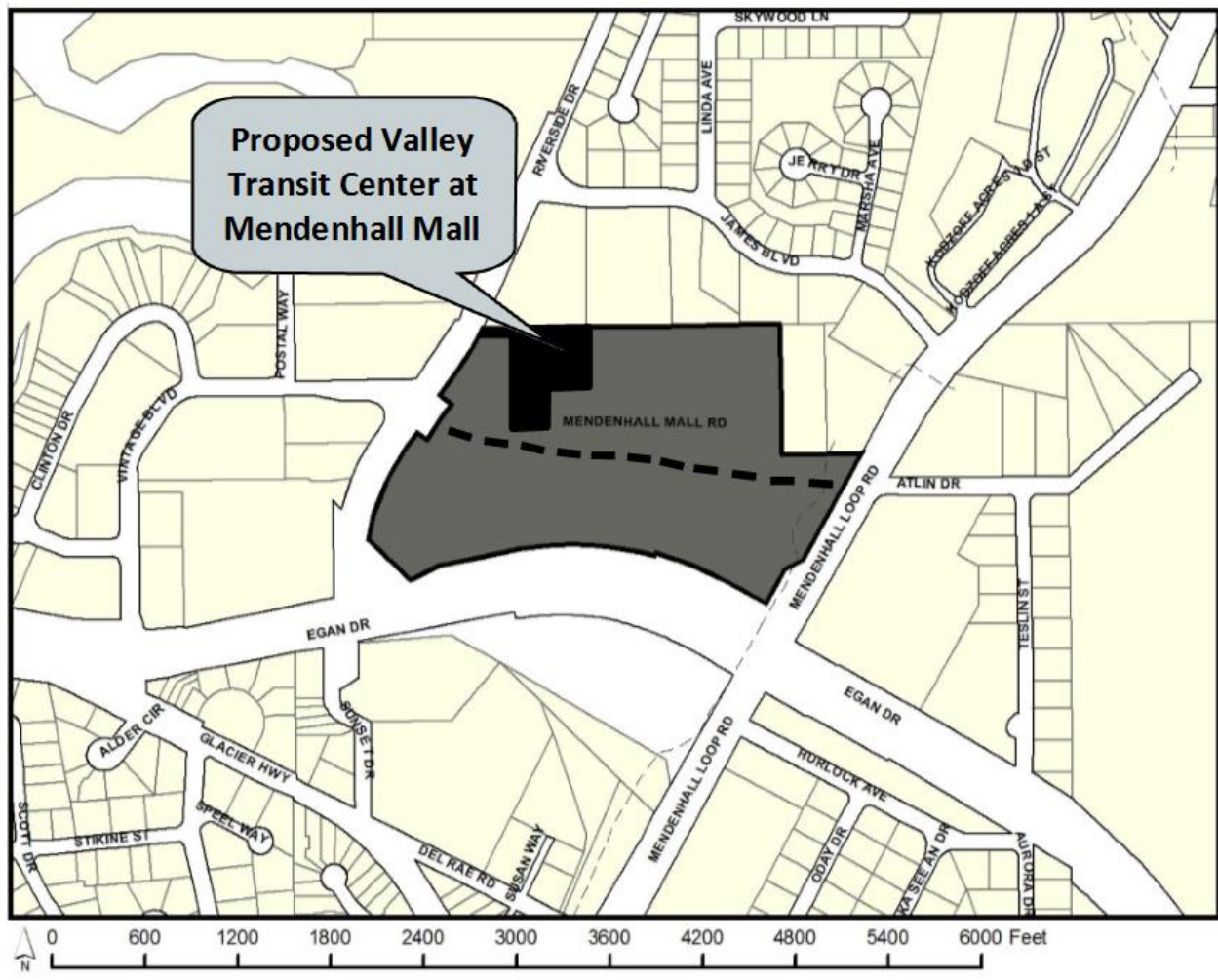
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Existing Land Use: Specific site is vacant. Mall site includes offices, retail, restaurants, auto repair, and service station.

Surrounding Land Use:

North	-	Exercise facility (LC)
South	-	Private Mendenhall Road (LC), Mendenhall Mall (LC)
East	-	Retail; Restaurant (LC)
West	-	Restaurant (LC); Riverside Drive Right-of-Way

VICINITY MAP



ATTACHMENTS

Attachment A – Application including narrative and site plan

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PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit for the development of a public transit center and associated park and ride facility for Capital Transit.

BACKGROUND

Capital Transit has been examining amendments to its routes and timings for a number of years, since the Assembly adopted the 2014 CBJ Transit Development Plan (Resolution 2685). Significant service changes were recommended in the plan that include adding service to Riverside Drive and providing earlier service start and later service stop times. A major goal of the plan was eliminating or reducing the number of missed timed transfers at the Mendenhall Valley Transfer station currently located in the Mallard Street right-of-way at the rear of Nugget Mall. The Plan was guided by the following goals:

- 1. Ensure that routes have adequate time to operate on schedule.**
2. Provide service to new residential and employment areas including Riverside Drive, the Lemon Creek industrial/employment area, Juneau International Airport and the AMHS Ferry Terminal.
- 3. Maintain timed transfers to the greatest extent possible, and provide convenient and comfortable transfer locations.**
4. Operate all downtown service to, from, or via the Downtown Transit Center.
5. Match service levels with ridership demand to ensure resources are being used as efficiently as possible.
6. Ensure that service design, marketing information, buses, and other elements of the service are as legible and easy to understand as possible.

During the development of new bus schedules recommended by the plan, Capital Transit realized that the route segment times used for the development of the original plan were inaccurate, and that the proposed timed transfers at Mallard Street behind the Nugget Mall were not feasible. CSP2014 0019 reviewed the possibility of relocating the Valley Transfer location further north, adjacent to the Pipeline Skate Park. A number of timetable changes were also recommended. However, a number of the proposed route and timetable recommendations proved unpopular and the Assembly directed Capital Transit to develop alternatives.

The current timetable and routes were developed in 2015 (reviewed CSP2015 0013) and did not require the Skate Park to be used as a transfer location, which remained at Nugget Mall.

The Nugget Mall transfer point has operational issues associated with it. There is no breakroom or public rest room facilities in the immediate facilities and the operators of Nugget Mall

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discourage transit users from using their bathroom facilities. There are no off-street parking spaces for use by Capital Transit to facilitate driver changes (a Capital Transit car is used to take the driver to the bus). Surrounding private parking lot ownership limits CBJ's efforts to provide a dedicated Park and Ride site. The transfer location is also remote from the main population centers in the Valley.

Two sites were preliminarily explored for the new Valley Transit Center (VTC) location: one in Vintage Park and the other on a vacant portion of Mendenhall Mall, which the owners would subdivide and sell to CBJ.

The preferred option subject to this review is the location within the Mendenhall Mall property. Capital Transit have been developing new timetables, which would work with each location.

Funding for the project will come from a Federal Transit Authority (FTA) grant with a grant match of ~\$1M from CBJ.

ANALYSIS

The proposed development is required to be subject to a Conditional Use Permit review, because it meets the definition of a 'transit center' rather than a 'transit station'. The CBJ land use code (see CBJ 49.80.120) defines a transit center as:

Transit center means a building or facility adjacent to an area where two or more transit vehicles stop for the purposes of layover, transfer, or route termination. A transit center will typically include one or more of the following: information kiosk, vending, snack shop, break room, police substation, bike storage lockers or racks, indoor waiting area, covered platform, private restrooms, public restrooms, and other amenities supporting transit operations.

Transit station means a building or facility within or adjacent to the right-of-way where two or more transit vehicles stop for the purposes of transfer, or route termination. A transit station will typically include one or more of the following: information kiosk, vending, bike storage lockers or racks, covered platform.

Based on the proposed design for the VTC it is only the provision of a breakroom, private bathroom, and possible public bathroom that elevate the proposal to needing a Conditional Use Permit. A transit station would not require a Conditional Use Permit.

It should be noted that the applicant's site plan changed after the application was first submitted and there are minor discrepancies between their narrative and the latest site plan. These differences do not impact the analysis in this staff report.

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Project Site – The project site is a vacant part of the Mendenhall Mall site. Mendenhall Mall is one large, privately owned lot. While public traffic does pass through the site between Mendenhall Loop Road and Riverside Drive public rights-of-way (ROW), Mendenhall Mall Road is actually a private road that is maintained by the owners of Mendenhall Mall. Within the Mendenhall Mall site is the main mall building itself on the south side of Mendenhall Mall Road, with uses including retail stores, a supermarket, offices, bars, and restaurants. On the north side are a number of standalone buildings, which are under private ownership, but lease the land under and surrounding their stores.

A 1990 site plan, submitted when an addition was being added to link the mall to an adjacent office annex, identifies the proposed VTC site for future retail expansion, as well as providing an area for snow storage for the rest of the mall site. In 2015, CBJ undertook a review of required parking for the Mendenhall Mall site using updated parking requirements. This review reduced the number of required spaces. The 1990 site plan showed that 657 spaces were available on property that was not leased to other businesses nor included in the proposed VTC location. The revised parking count for the mall building is 524 parking spaces with 6 loading zones. This means that the mall has surplus space to use for snow storage if the VTC area is removed from the site.

The proposed VTC lot is 64,783 square feet. The immediate boundaries of the new lot are surrounded by commercial uses.

The proposed subdivision that would allow the subject site to be separated from the rest of the mall property would be a minor subdivision, which would require Director approval only. The proposed lot lines would ensure the lot had direct and practical access on Riverside Drive and the required 20 feet of lot width and frontage on a publically maintained ROW.

Project Design – The proposed design would provide a looped bus staging area for buses only with space for six bus stalls. The looped design means walking, transferring passengers do not have to walk along a line of buses to find their next service. A separated parking area for 59 Park and Ride or dedicated Capital Transit parking spaces is proposed.

The site will include a building for a breakroom for Capital Transit Staff, including a bathroom and potentially a public bathroom. Setbacks in Light Commercial are shown in the table below – all buildings (including shelters) on the lot meet the minimum setback requirements.

Setback	Distance (feet)
Front	25
Street side	17
Side	10
Rear	10

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The project will not cost more than \$5M, so it will not trigger a need to meet LEED Certification. However, there are elements of the breakroom and restroom design that should incorporate sustainable elements such as the heating and water fixtures (see comments on 'Juneau Climate Action and Implementation Plan' under 'Consistency with Adopted Plans' below).

Traffic – According to the Institute of Transportation Engineers (ITE) Trip Generation manual (9th Edition) each Park and Ride space will generate 4.5 trips (range of 3.90 and 7.06 trips per space). Based on 59 parking spaces this would result in 265.5 trips per day. This trip number probably reflects both the bus services and multiple use of the spaces. It should be noted that bus services already use the Mendenhall Road and should be considered as an existing condition. Per CBJ 49.40.300(a)(3), the Director has discretion to require a Traffic Impact Analysis (TIA) if the project will generate between 250 and 499 Average Daily Trips. The Director, in consultation with CBJ Engineering, has determined that a TIA is not required. Contributing factors for this decision were:

- Some of the traffic expected is actually already present as buses already run through the area.
- The Park and Ride will be a commuter Park and Ride, which is expected to have a lower trip generation than 4.5 trips per parking space. The lower number from the ITE studies would not generate enough trips to trigger a TIA.
- Existing Level of Service (LOS) B at the intersections of Mendenhall Mall Road with Mendenhall Loop Road (no LOS data was available for Riverside Drive).
- The number of additional trips is only 3.7% of the 7,153 daily trips on Mendenhall Mall Road (DOT&PF 2017 Average Annual Daily Traffic Counts).
- John Bohan with CBJ Engineering has stated that given the existing traffic control at either end of Mendenhall Mall Road, there are no other control options that could improve the LOS.
- Park and Ride is intended to have broader benefits to LOS at the intersections on Egan Drive.

DOT&PF were contacted for comment given the VTC's proximity to DOT&PF managed streets. Their only concerns were regarding implications for Riverside Drive with the right turn only exit and interactions with the Juneau Racquet Club's parking lot access. DOT&PF do note that since they do not manage Riverside Drive it should be treated as advice only. The separation of the Riverside Drive exit does meet CBJ Standard details 103B for driveway design

Parking and Circulation – As mentioned above, the Park and Ride lot will have 59 spaces. The access into the bus loop would be from Mendenhall Mall Road. There will be a separate access for the Park and Ride area: one two-way ingress/egress onto Mendenhall Mall Road and one right turn only exit onto Riverside Drive.

For the CSP recommendation, it is recommended that Capital Transit should have a formal

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access easement agreement with the owners of the mall for use of Mendenhall Mall Road for the Valley Transit Center buses and users.

Per CBJ 49.40.220(b), parking plans for major developments are required to be prepared by a professional engineer or architect. The submitted site plan is stamped by a State Licensed Engineer. The parking spaces meet or exceed the minimum width of 8.5 feet wide x 17 feet deep. Access aisle widths meet or exceed the minimums required.

CBJ49.40.210(b)(3) requires 1 accessible parking space to be included in each 25 parking spaces provided. The parking lot would be required to provide 3 accessible parking spaces, one of which should be van accessible. The design provides 2 van accessible spaces and 2 standard accessible spaces and so exceeds the Land Use Code requirements. The access aisles have access directly onto the internal sidewalk.

The Land Use Code does not require right-of-way intersection standard markings and signage at access points to rights-of-way.

Transit centers do not come with a Park and Ride requirement. The only parking spaces required are calculated based on the size of the bus driver breakroom and bathroom facilities. Based upon the proposed breakroom size of 15 feet x 20 feet, there is no use specified in the parking minimum standards table in CBJ 49.40.210. CBJ 49.40.200(3) allows the most comparable use to be used to determine the parking requirement. The breakroom is most similar to a restaurant (1 space per 200 square feet) or office space (1 space per 300 square feet). The parking lot can accommodate these required spaces.

While not mentioned in the application narrative, it is planned to install some electric charging stations for private vehicles. Level I and Level II chargers would be appropriate for vehicles that will typically park for longer durations. While not dedicated to Park and Ride use, it might be a suitable location for CBJ to provide a DC fast charger location in the Valley. However, there are cost implications to upgrading circuits to handle fast chargers and electricity tariff implications, as it would likely trigger a demand charge. The placement of a fast charger in the Downtown Transit Center (DTC) made sense because an electricity demand charge is already triggered for many months of the year. This is due to other uses on the circuit (i.e. DTC parking structure lighting, police sub-station, Capital Transit breakroom and waiting facilities, and the sidewalk and parking structure ramp heating).

The VTC might also be used for short 'during trip' charging for the electric buses that are expected to be introduced to the Capital Transit fleet by 2019. This is still to be determined and plans to provide conduit and space for bus charging infrastructure will be included in the design.

The owners of the mall have indicated to the applicant that they would participate in a joint use

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or shared use parking agreement that could accommodate future overspill of the Park and Ride. Based on the above-mentioned review of required parking spaces for the mall, there would be some surplus spaces that could be used in the mall parking lot.

Per CBJ 49.40.200, any joint use parking (i.e. a primarily daytime use and primarily nighttime use sharing parking spaces) requires Planning Commission approval and the Commission would have to determine the appropriate reduction. The applicant does not have sufficient information at this time to know that a joint use agreement would be required. They would need to amend this Conditional Use Permit, if approved, to get approval for joint use parking. A shared parking situation would be when surplus parking spaces on a lot are made available to a use on a different lot. This would only need an agreement between the two lot owners, however, CDD would like to review any agreement to verify that the spaces were in fact surplus and there was still sufficient snow storage area.

Vegetative Cover and Landscaping – CBJ 49.50.110 requires that Light Commercial lots have a minimum of 15% vegetative cover. In addition, the Land Use Code requires parking and circulation areas to be ‘attractively landscaped’ (CBJ 49.40.230(a)). CBJ 49.40.230(c)(1) states parking areas ‘shall be landscaped in accordance with design review standards’. However, Title 3 of the CBJ Administrative Code no longer includes design review standards for parking lot design. Staff can only subjectively assess whether the parking lot design is ‘attractive’.

The Land Use Code does however define ‘Landscape’ (CBJ 49.80.120) as:

(2) To add lawns, trees, plants, or other natural and decorative features to land.

The applicant’s site plan shows that 17.1% of the lot area will be vegetation. The current proposal shows an existing vegetated swale along the north property line will be retained and it is hoped to retain existing trees along the west property line. Landscaping will also be provided around the bus-staging loop and the perimeter around heritage coffee.

Drainage and Snow Storage – The applicants propose to use a drainage swale along the north property line and area drains within the paved area. A building permit will be required for the development. The drainage will be designed and reviewed in more detail at that time under the requirement of the CBJ Building Code (Title 19) and to ensure conformity with 2010 CBJ Stormwater Manual of Best Management Practices. CBJ General Engineering will review the drainage and have no issues with the site being able to provide suitable drainage. Snow storage has not been addressed, but since there is no minimum parking space requirement, it is possible that a number of the Park and Ride spaces could be used as snow storage if needed.

Lighting – Although there is no objective minimum illumination standard required, per 49.40.230(d), all parking areas shall be suitably lit and shall use full cut-off lighting to prevent glare onto neighboring properties. The applicant’s narrative states that they will use full cut-off

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lighting, but no specifications of the fixtures or lighting are shown on the site plan.

It is recommended as a condition of approval of the Conditional Use Permit, that prior to issuance of a Building Permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located, and installed to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements per CBJ 49.40.230(d).

The applicant has stated that all lighting will be LED lighting. A streetlight is currently located 50 feet from the Riverside Drive exit and overhead power lines could make placing a full-height street light directly at the exit difficult. A smaller pedestrian scale light should be considered instead. Pedestrian scale lighting is encouraged throughout the facility. There are no streetlights lining Mendenhall Mall Road.

It is recommended as a condition of approval of the Conditional Use permit, that prior to issuance of a Building Permit, an approved lighting plan shall include lighting immediately adjacent to the driveway exits onto both Mendenhall Mall Road and Riverside Drive.

Waiting facilities – There are no provisions in CBJ plans that describe minimum requirements for restrooms. The type of waiting facilities and provision of public restroom facilities has been something discussed by Staff during the design process. The proposed site plan includes covered shelters and bathrooms. While heated, fully enclosed shelters would be desirable, experience with issues of loitering in the DTC waiting area has understandably caused concern of the same issues occurring at the VTC. The provision of covered shelters is the minimum that should be expected of a Park and Ride and a transit hub where passengers may be expected to wait up to 5 minutes for their transfer. Providing no heated shelter may have an impact on the popularity of the Park and Ride during the winter months, or encourage people to sit in idling cars until their bus arrives.

A private restroom for the drivers is a certainty and one of a number of attractions for Capital Transit, as their drivers have limited opportunities for restroom breaks. The provision of public restrooms at the VTC is also something that has been the subject of discussion. The provision of restroom facilities is something that has been provided on an informal basis at Nugget Mall. Not providing a restroom will likely serve as a barrier to users, or force them to use restrooms in local businesses. Local businesses may react by locking their own bathrooms, or giving a key or access code to patrons only – this would add an indirect cost to the use of the bus system.

There is nothing in adopted plans that give Staff guidance on required provisions of restrooms at transit facilities.

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Non-motorized transportation – The applicant intends to use some of the open paved space in the staging loop to contain bike lockers and covered bike racks; although, none are shown on the site plan at this early stage in the project design. CBJ has no minimum number of bike spaces per number of parking spaces. Since the bikes are likely to be long-term parkers, i.e. more than an hour, secure lockers would be more attractive to ‘Bike and Ride’ users, though some covered bicycle racks would also be recommended. CBJ busses also have racks to carry bikes on the front of them. An 8-foot pedestrian and bicycle shared path is also proposed to run alongside the direct access to Riverside Drive. Unfortunately, Mendenhall Mall Road has poor pedestrian and cycle infrastructure with no sidewalks or bike lanes. The new owners of Mendenhall Mall hope to improve Mendenhall Mall Road in the future as part of their wider development plans.

CBJ 49.40.230(b)(5) requires that sidewalks be at least 4 feet wide with a raised curb of at least 6 inches; where wheel stops are not used to prevent vehicles overhanging the sidewalk, the sidewalk must be 6 feet wide. The site plan does not show wheel stops but the width of the sidewalk from curb face to the edge of sidewalk is measured at ~8 feet.

The Juneau Non-motorized Transportation Plan calls for bike racks to have to points of contact on which to rest a bike and they allow for the frame of the bike to lock to the rack with a U-lock.

It is recommended as a condition of approval of the Conditional Use Permit, that any bike racks shall be permanently affixed to the ground, building, or other permanent fixture, and shall be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. Covered bicycle racks shall, at a minimum, be designed in accordance with the standards listed in the Juneau Non-Motorized Transportation Plan. [2009 edition, page 44]

While the DTC has heated sidewalks for snow clearance, this is not planned for the VTC.

Noise – Operational noise from the development will not be out of keeping with the existing uses in the Mendenhall Mall area. The nearest residential dwelling is ~300 feet from the perimeter of the bus-staging or parking area. One public comment was received stating concern about construction noise. Construction noise could result from any development of this lot, including uses that would not require a Conditional Use Permit.

Public Health or Safety - The structures meet all zoning requirements for height and setbacks and they will need to meet all applicable building code construction requirements.

Habitat – There are no habitats regulated by the CBJ Land Use Code that would be impacted by the development.

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Property Value or Neighborhood Harmony – The CBJ Assessor has stated:

“...the impact will be positive if anything. Definitely no negative impact on the area and it will provide vast improvement on commute traffic for employees working downtown and those wanting to travel without taking their personal vehicle.”

One member of the public who lives on James Boulevard commented that they are concerned the development will increase the number of pedestrians in their neighborhood. James Boulevard is the street to the north of the subject site.

Conformity with Adopted Plans –

CBJ Comprehensive Plan 2013

The proposed development is in an area identified in the Comprehensive Plan Land Use Maps as Traditional Town Center (TTC).

These lands are characterized by high density residential and non-residential land uses in downtown areas and around shopping centers, the University, major employment centers and public transit corridors, as well as other areas suitable for a mixture of retail, office, general commercial, and high density residential uses at densities at 18 or more residential units per acre. Residential and non-residential uses could be combined within a single structure, including off-street parking. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land.

The CBJ Comprehensive Plan is supportive of the transit orientated development and Park and Ride.

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

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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 Comprehensive Plan also notes that ‘*Park and Ride facilities at transfer locations*’ and ‘*Secure storage for bicycles at transit stops...*’ should be a feature of a Transit First policy (p.113).

Use of a dedicated Park and Ride site close to Egan Drive, Mendenhall Loop Road, and Riverside Drive is expected to result in reduced parking demand in the downtown area.

Capital Transit Development Plan (CTDP) (2014)

The CTDP provided recommendations for route changes to the transit system. The existing Nugget Mall transfer location has operational issues for Capital Transit from both a timetabling and facilities perspective. Based on provisional timetabling studies, Capital Transit believe the relocation of the Valley Transfer location from Nugget Mall to the proposed VTC will enable services to better coordinate transfers while delivering a more reliable system. Other advantages are improved break facilities for drivers and transit hub closer to the main valley population center. Capital Transit have stressed that future route changes will not remove service from Nugget Mall. Capital Transit plan extensive public outreach during review of new timetables.

Park and Ride was also discussed in the plan to a limited extent (p. 3-10). It was recommended to use existing parking lots, where possible, when creating formal Park and Ride locations. While the VTC will provide some parking on a lot owned by CBJ, the proximity to the Mendenhall Mall parking lot, which has land and surplus spaces, provides potential for Park and Ride to expand in the immediate proximity of the VTC.

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

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

1. Ensure that routes have adequate time to operate on-schedule.
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 convenient and comfortable with 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. [Emphasis added]*

More specifically, the 2014 plan notes the Nugget Mall Transfer currently has very basic facilities that belies its importance as a hub and one of the most highly used stops on the Capital Transit system (p. 5-2). It recommends the Transfer stop be upgraded to at least a 'superstop'. The VTC will exceed that upgrade, although the level of comfort of the waiting facilities is still a topic for discussion.

Use of bike lockers was also something recommended as part of capital improvements for the Capital Transit system in general. This is being delivered at the VTC with space for expansion of bike lockers, should they prove popular.

Juneau Non-motorized Transportation Plan (2009)

The following policies are relevant to the proposed development.

POLICY 3 - MUNICIPAL PROJECTS. IMPROVE THE PROCESS FOR PLANNING COMMISSION REVIEW OF CBJ PROJECTS TO ALLOW TIMELY COMMENT ON NON-MOTORIZED INFRASTRUCTURE AND ROUTES. PROJECT MANAGERS WILL USE A CONTEXT SENSITIVE APPROACH IN THE DESIGN OF CITY PROJECTS TO ACHIEVE A COMPLETE STREETS NETWORK.

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The project is being reviewed relatively early in the design process, and therefore changes recommended by the Commission will be able to be incorporated into the design. The Juneau Non-Motorized Transportation Plan does not call for specific improvements relevant to the VTC.

The provision of bike lockers and racks is something that is supported by the Juneau Non-motorized Transportation Plan.

POLICY 10 - BICYCLE RACKS. Provide more bicycle racks.

Biking destinations in Juneau often lack adequate bike parking facilities. Existing bike racks often do not have enough space to accommodate the number of cyclists using the facility. Secure, covered, well designed bike racks help encourage residents to take more trips by bicycle and are required for the development of a complete non-motorized network. Bike racks should be located at schools, commercial buildings, apartments, parks, transit stops and hubs, malls, recreation areas and on buses. [Emphasis added] p. 73

Juneau Renewable Energy Strategy (JRES) (2018)

As one of four strategy areas, the Juneau Renewable Energy Strategy (JRES) calls for a reduced dependence on fossil fuels for transportation. The strategy also has a community objective for 80% of community energy use to be from renewable sources by 2045. Facilities that encourage increased transit use as part of a multi-modal system will help achieve this goal. Provision of electric vehicle charge facilities will also encourage increased use of local renewable electricity for transportation.

Efficient LED lighting will contribute to both the community objective and toward improvements in the energy efficiency of CBJ buildings and operations. Nothing is mentioned regarding heating and water fixtures in the breakroom and restrooms – this is not unexpected, given it is a 35% design at this stage of review. Recommendations on these aspects are discussed below.

This project is consistent with JRES goals.

Juneau Climate Action and Implementation Plan (2011)

The Juneau Climate Action and Implementation Plan (JCAIP) identifies a number of aspects of CBJ facilities that should be addressed to reduce energy use and greenhouse gas emissions. These include energy efficiency standards, water use, recycling, and alternative transportation facilities. The enclosed building footprint is small. Any public restrooms will likely be segregated and would need their own heat source.

Energy – The JCAIP recommends that CBJ should establish a minimum for energy efficiency for

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CBJ buildings, giving an example of 10 BTU per square foot of heated floor area.

Strategy B1-A. Set energy efficiency standards for all new local government buildings, leased space, and equipment.

Strategy B1-B. Reduce energy consumed and GHG emissions produced by local government buildings.

The JCAIP recommends that CBJ should establish a minimum energy efficiency standard for buildings. JCAIP recommends using “specific standards that exceed the minimum baselines of such standards as the American Society of Heating, Refrigeration and Air-Conditioning Engineers Energy Efficiency Standard (ASHRAE 90.1 or 90.2), for example, the 10 BTUs per square foot of heated floor area standard”. This has not been established as a required standard for CBJ. The JCAIP also recommends new CBJ buildings should aim to halve their energy use per square foot compared to existing buildings.

Building commissioning and life cycle analysis was also recommended as a requirement for all CBJ Buildings – this may not be appropriate for the VTC considering it is such a small building with limited space to house space heating equipment.

JCAIP also recommends that CBJ should have a system to track energy and water use. The VTC will have its own electricity and water meters and be capable of being billed separately from other Capital Transit facilities.

Water – JCAIP notes that while water itself is not in short supply in Juneau, facilities to treat and pump the water around the Borough require electricity. Reducing the amount of water used therefore frees up renewable electricity for use elsewhere to replace fossil fuels used for transportation or heating. An action under the relevant strategy is to “upgrade and retrofit CBJ plumbing systems with water conserving technology”. It would make sense for this to be extended as a requirement for new CBJ construction. Plumbing fixtures were not addressed in the application. The Environmental Protection Agency (EPA) uses WaterSense as a certification standard.

Strategy U3-B. Carry out ongoing maintenance and repairs to minimize leaks in the water system.

It is recommended that all plumbing fixtures meet a recognized water efficiency standard.

Recycling – JCAIP also recommends that all CBJ facilities should provide waste recycling.

Strategy U5-B. Reduce waste associated with local government facilities and operations

It is recommended that recycling receptacles be used at the VTC.

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Transit Use – JCAIP has a goal to increase Capital Transit ridership with the following strategy:

Strategy T2-A. Expand transit service using most energy efficient vehicles practical (p.40)

Electric Vehicle Charging Infrastructure – Provision of electric vehicle charging infrastructure is identified as a short-term action for CBJ.

Strategy T3-B Encourage the use of low-carbon emitting vehicles (p.40)

Bicycling - JCAIP identifies a need for increased encouragement of bicycling and walking which includes provision of *“bicycle racks, showers, and other amenities at city facilities to promote bicycle use by agency employees and visitors”*.

Strategy T4-B. Use public education and incentives to encourage residents to walk and cycle. (p.41)

Reducing Vehicle Miles Driven – While Park and Ride is not identified as a specific action to be pursued it will assist in delivering ‘*Goal T-5 Reduce Vehicle Miles Driven*’. (p.42)

FINDINGS

CBJ 49.15.330 (e)(1), Review of Director's Determinations, states that the Planning Commission shall review the Director's report to consider:

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses; and,
3. Whether the development as proposed will comply with the other requirements of this chapter.

The Commission shall adopt the Director's determination on the three items above unless it finds, by a preponderance of the evidence, that the Director's determination was in error, and states its reasoning for each finding with particularity.

CBJ 49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area; or,

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3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ 49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

1. Is the application for the requested Conditional Use Permit complete?

Yes. Staff finds the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Section 15.610 for the Light Commercial zoning district.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the June 14, 2019 and June 23, 2019 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right-of-Way.

4. Will the proposed development materially endanger the public health or safety?

No. Based on the above analysis, the proposed development, with conditions, will not endanger the public health and safety.

5. Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?

No. Based on the above analysis the use, with conditions, will maintain values and will be in harmony with the neighboring area.

6. Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?

Yes. Based on the preceding analysis and with the recommended conditions and recommendations, the project is in general conformity with adopted plans.

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Per CBJ 49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

7. Will the proposed development comply with the Juneau Coastal Management Program?

N/A

CONDITIONAL USE PERMIT RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Conditional Use Permit. The permit would allow the development of a transit center with driver break facilities and possibly a public bathroom, along with the associated Park and Ride on a future lot within the current Mendenhall Mall lot in a Light Commercial zoning district.

The approval is subject to the following conditions:

1. Prior to issuance of a Building Permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located, and installed to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements per CBJ 49.40.230(d).
2. The approved lighting plan shall include lighting immediately adjacent to the driveway exits onto both Mendenhall Mall Road and Riverside Drive.
3. Any bike racks shall be permanently affixed to the ground, building, or other permanent fixture, and shall be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. Bicycle racks shall, at a minimum, be designed in accordance with the standards listed in the Juneau Non-Motorized Transportation Plan. [2009 edition, page 44]
4. Prior to issuance of a Building Permit, Capital Transit shall have a recorded access easement agreement with the owners of the mall for use of Mendenhall Mall Road for the Valley Transit Center buses and users.

CITY PROJECT REVIEW RECOMMENDATION

Staff recommends that the Planning Commission recommend the Assembly **APPROVE** CSP2019 0008, the development of the Valley Transit Center and associated Park and Ride lot.

It is further recommended that:

1. All plumbing fixtures meet a recognized water efficiency standard beyond the minimum required by the CBJ Building Code (e.g. EPA WaterSense standard).
2. It is recommended that public recycling receptacles be used at the VTC.



DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address 9101 Mendenhall Mall Road		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) USS 381 Mendenhall Mall TR M3		
	Parcel Number(s) 5B1601380030		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, If so, which _____		
	LANDOWNER/LESSEE		
	Property Owner GARRETT SCHONBERGER/PAUL SIMPSON	Contact Person (ALASKA LEGACY PARTNERS)	
	Mailing Address PO BOX 34033 JUNEAU, AK 99801	Phone Number(s) (602) 790-6144	
	E-mail Address garrett@alaskalegacypartners.com		
	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	5/8/19 Date	
X	 Landowner/Lessee Signature	5/8/19 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"			
Applicant CBJ Capital Transit/Engineering		Contact Person Lori Sowa	
Mailing Address 155 S. Seward Street		Phone Number(s) 586-0875	
E-mail Address lori.sowa@juneau.org			
X	 Applicant's Signature	5/9/2019 Date of Application	

DEPARTMENT USE ONLY BELOW THIS LINE

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number USB 2090015 CSR20190008	Intake Initials
	Date Received 5/10/19



CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

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

To be completed by Applicant	PROJECT SUMMARY	
	CBJ intends to build a Valley Transit Center (VTC) with associated Park and Ride facilities at the Mendenhall Mall.	
	TYPE OF PROJECT REVIEW:	
	☒ City Project Review ☒ City Land Acquisition /Disposal ☐ State Project Review	
	PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:	
	Is this project associated with any other Land Use Permits? ☒ YES Case No.: _____ ☐ NO	
	Capital Improvement Program # (CIP) <u>D71-089</u>	
	Local Improvement District # (LID) _____	
	State Project # _____	
	ESTIMATED PROJECT COST: \$ 2.3 million	
	ALL REQUIRED MATERIALS ATTACHED	
	☒ Complete application ☒ Pre-Application notes (if applicable) ☒ Narrative including: ☒ Current use of land or building(s) ☒ Proposed use of land or building(s) ☒ How the proposed project complies with the Comprehensive Plan ☒ How the proposed project complies with the Land Use Code (Title 49) ☒ Site Plan (details on page 2)	

NOTE: This application is required even if the proposed project is associated with other Land Use permits.

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

CITY/STATE PROJECT FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ <u> </u>			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Attachment A - Application

Case Number <u>CSP20190008</u>	Date Received <u>5/10/19</u>
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ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

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

PROJECT SUMMARY

CBJ intends to build a Valley Transit Center (VTC) with associated Park and Ride facilities at the Mendenhall Mall.

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

- ☐ Accessory Apartment – Accessory Apartment Application (AAP)
☒ Use Listed in 49.25.300 – Table of Permissible Uses (USE)
 Table of Permissible Uses Category: 15.610 Transit Center

IS THIS A MODIFICATION or EXTENSION OF AN EXISTING APPROVAL?

☐ YES – Case # _____ ☒ NO

UTILITIES PROPOSED

WATER: ☒ Public ☐ On Site

SEWER: ☒ Public ☐ On Site

SITE AND BUILDING SPECIFICS

Total Area of Lot 63743 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) 300 square feet

EXTERNAL LIGHTING

Existing to remain
Proposed

☐ No
☐ No

☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures
☒ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

ALL REQUIRED DOCUMENTS ATTACHED

☒ Narrative including:

- ☒ Current use of land or building(s)
☒ Description of project, project site, circulation, traffic etc.
☒ Proposed use of land or building(s)
☒ How the proposed use complies with the Comprehensive Plan

If this is a modification or extension include:

- ☐ Notice of Decision and case number
☐ Justification for the modification or extension
☐ Application submitted at least 30 days before expiration date

☒ Plans including:

- ☒ Site plan
☐ Floor plan(s)
☐ Elevation view of existing and proposed buildings
☒ Proposed vegetative cover
☒ Existing and proposed parking areas and proposed traffic circulation
☒ Existing physical features of the site (e.g.: drainage, habitat, and hazard areas)

To be completed by Applicant

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

ALLOWABLE/CONDITIONAL USE FEES		Check No.	Receipt	Date
	Fees			
Application Fees	\$ <u>750</u>			
Admin. of Guarantee	\$ _____			
Adjustment	\$ _____			
Pub. Not. Sign Fee	\$ <u>50</u>			
Pub. Not. Sign Deposit	\$ <u>100</u>			
Total Fee	\$ <u>900</u>			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number	Date Received
<u>USE 20190015</u>	<u>5/10/19</u>

Attachment A - Application

Project Narrative: Valley Transit Center/Park and Ride

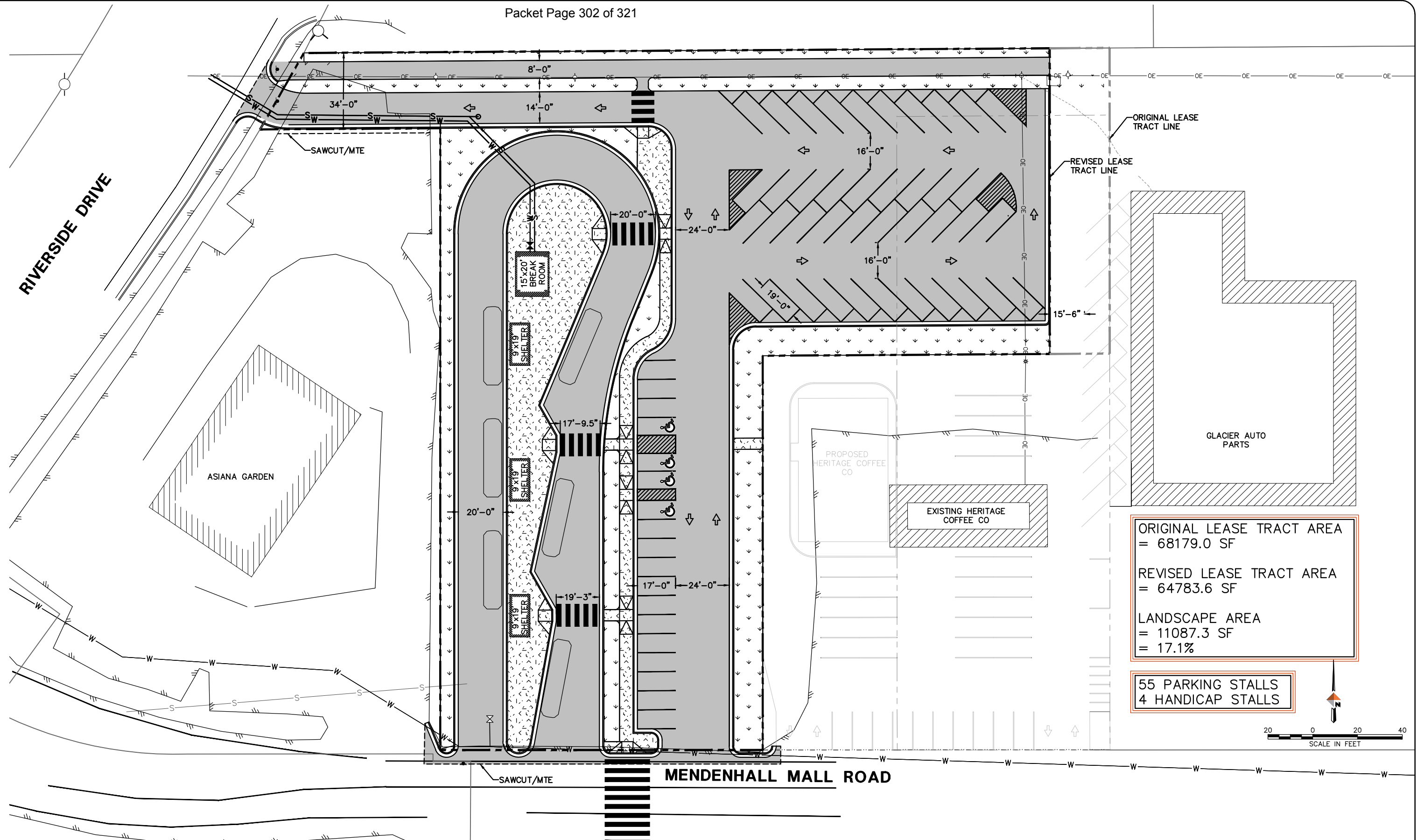
In the effort to boost transit ridership and reduce overall parking demands downtown, staff has been working toward development of a transit center with associated park and ride facilities in the Vintage/Mendenhall Mall area. The Nugget Mall site (the current transfer station in the Valley) is not suitable for the VTC and is removed enough from Valley commuters and walkers to discourage transit use. With assistance from DOWL, staff evaluated several conceptual designs for the VTC at two sites: Vintage Park and the Mendenhall Mall. The preferred option is located within the Mendenhall Mall property near Heritage Coffee. This property is currently under contract to be sold, and staff has been working with the potential new owners on plans for building the VTC.

The Mendenhall Mall parcel is zoned for light commercial use and is currently vacant. The VTC is proposed to be developed with the following amenities:

- Pull-through bus stop with staging for up to seven busses
- Covered bus shelters for passengers waiting for the bus
- Driver break-room building with kitchen area and bathroom
- Bike racks and/or lockers
- Parking lot with 95 standard stalls (8.5'x17') and 4 ADA stalls (1 van accessible)
- Sidewalk for pedestrian/bicyclists to access the facility from Riverside Drive
- New LED, full cutoff lighting (fixtures have not been chosen yet, but lighting will be designed by an electrical engineer). Care will be taken to make sure glare is not an issue for neighboring properties.
- 15% of the total area will have vegetative cover.
- All sidewalks, ramps, and bathrooms will be ADA compliant

A 35% design has been completed for the preferred alternative (see attached site plan). Preliminary drainage is included – the drainage and snow removal plan for the site will be further developed through the design process. No drainage will be allowed to discharge onto neighboring properties, and snow storage/ease of removal considerations will be included in the final design.

Staff also had an appraisal completed for the hypothetical (subdivided) lot to determine fair market value for the property. Once the sale of the Mendenhall Mall property is complete, the new owners will begin the process to subdivide the lot. The potential new owners have already had a pre-application meeting with CDD staff (notes included) and do not anticipate any issues with the subdivision process. The potential new owners anticipate the sale will be complete by the end of February 2019. Once the lot is subdivided, CBJ can purchase the property and begin development of the VTC and park and ride facilities. Construction is projected to begin in the summer of 2020.

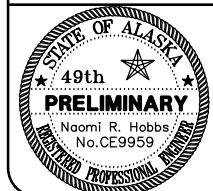


ORIGINAL LEASE TRACT AREA
= 68179.0 SF

REVISED LEASE TRACT AREA
= 64783.6 SF

LANDSCAPE AREA
= 11087.3 SF
= 17.1%

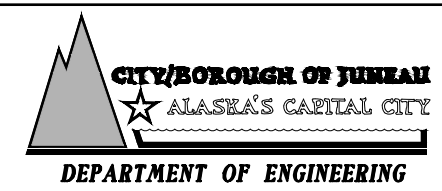
55 PARKING STALLS
4 HANDICAP STALLS



DOWL
Consulting Engineers • Land Surveyors • Construction Administration

PLANS DEVELOPED BY:
DOWL
5368 COMMERCIAL BOULEVARD
JUNEAU, ALASKA 99801
907-780-3533
AECL848

JOB No. J71014.01 DRAWN BY: STAFF DESIGNED BY: STAFF CHECKED BY: STAFF DATE: JUNE 2019



**CAPITAL TRANSIT
VALLEY TRANSIT CENTER**

**SITE PLAN
PRELIMINARY**

SHEET NO.
1
of
1

C:\Civil 3D Projects\2016\24\71014-01\Civil\WC-CT-BA-71014.dwg 2019-6-7 12:36:26



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

Valley Transit Center

Case Number: PAC2019 0006
 Applicant: Lori Sowa, CBJ Engineering
 Property Owner: Glacier Village Supermarket Inc
 Property Address: 9101 Mendenhall Mall Road
 Parcel Code Number: 5B1601380030
 Site Size: 63,743 Square Feet
 Zoning: Light Commercial
 Existing Land Use: Vacant (part of Mendenhall Mall)

Conference Date:	1/30/19
Report Issued:	<u>Reissued 4/9/19 – Corrected Item 19 - Utilities</u>

List of attendees

Note: Copies of the Pre-Application Conference Report will be emailed, instead of mailed, to participants who have provided their email address below.

Name	Title	Email address
Lori Sowa	Applicant	Lori.sowa@juneau.org
Tim Felstead	Planning	tim.felstead@juneau.org
John Young	Building	john.young@juneau.org
Mark Millay	General Engineering	mark.millay@juneau.org

Pre-Application Conference Final Report

Conference Summary

Questions/issues/agreements identified at the conference that weren't identified in the attached reports.

The following is a list of issues, comments and proposed actions, and requested technical submittal items that were discussed at the pre-application conference.

Planning Division:

1. **Zoning** – Zoned Light Commercial. The proposed use is determined to be a Transit Center which requires a Conditional Use permit if the size of development is over 1 acre in size. The subject area is proposed to be subdivided from the existing area of the Mendenhall Mall lot. This subdivision was reviewed in PAC20180069. The area proposed for the Transit Center is over one acre in size and so requires a Conditional Use permit. This can be done at the same time as the City State Project review for consistency with Title 49 and the Comprehensive Plan. The transit center will have a drivers break room and bathroom, an additional public bathroom may also be provided. Waiting facilities are planned to be basic unheated bus shelters.

The new Transit Center will also operate as a Park and Ride facility.

2. **Setbacks** – Setbacks in LC are as follows

Front	25 ft
Street side	17 ft
Rear	10 ft
Side	10 ft

There do not appear to be any setback issues based on the site plan.

3. **Height** – Maximum allowed height are 45 feet for permissible uses and 35 feet for accessory uses.
4. **Access** – The site is proposed to have a main access from Mendenhall Mall Road. This is currently a private road and CBJ should ensure there is an access easement in place. A second exit only access is proposed for access from Riverside Drive is also proposed for use by cars only. The site will also be used as a park and ride facility with 99 spaces in the parking lot. This falls under the threshold for requiring a deceleration lane for the development (required for developments with 100 or more parking spaces).
Even if more than 100 spaces were required the low speed and short distance of this road of this road makes a deceleration lane a little redundant but there are no variances to this standard as it sits in Chapter 35 of the Land Use Code.
5. **Parking** – There is no define parking requirement in the Land Use code for a Transit Center or a parking and ride facility use. The parking area appears to meet the dimensional standards for parking spaces and access aisles width. One space will be need to be dedicated to the breakroom (useful for Captial Transit vehicle or janitorial vehicles).

Sidewalk standards require 4 ft wide sidewalks minimum. These should be 6 ft if curb stops or similar devices are not installed as vehicles would instead over hang the sidewalk. Paths should be separated by from the driving area by a 6 inch curb. Crossing areas should be raised but this requirement is usually waived – pedestrian routes through the parking area should be clearly marked. ADA clear path requirements will apply ramps, sidewalk widths etc. See CBJ 49.40.220 for more information on parking and circulation requirements.

6. **Lot Coverage** – There is no maximum lot coverage.
7. **Vegetative Coverage** – The lot must have 15% of vegetative cover. The parking and circulation section of the Land Use Code requires that parking areas be 'attractively landscaped'. There are no other standards

Pre-Application Conference Final Report

than that CDD Staff can draw on so the determination by CDD is relatively subjective but landscaping in the surrounding area and guidance from the Comprehensive Plan is used.

Vegetated stormwater facilities can also count toward vegetated cover – see Drainage below.

8. **Lighting** – The Land Use Code requires parking areas should be ‘adequately lit’. There is no minimum foot candle or similar standard. Parking and lighting plans should be designed by a professional engineer or architect. All lighting should be full cut-off and no glare should project onto neighboring property.
9. **Noise** – There will be an additional concentrations of buses as this will be a transfer point. This is not expected to result in significant noise impacts. There are no residential developments immediately adjacent.
10. **Flood** – Not in flood hazard zone.
11. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – Not applicable
12. **Wetlands** – Does appear to be wetlands on any CBJ maps
13. **Habitat** – NA
14. **Plat or Covenant Restrictions** – None found on plats in CBJ files. Mall is subject to numerous Conditional Use permits but this portion is vacant.

Building Division:

15. **Building** – Has to be one restroom for the driver’s break room. Can be unisex. Does not appear to be any requirement for public bathroom under building code. There may be FTA requirements tied to the funding. Any bathrooms have to be ADA compliant. Sidewalks should be ADA compliant including ramps to interior pedestrian ways.
16. **Outstanding Permits** – There likely are some but non relevant to this site since it is vacant.

General Engineering/Public Works:

17. **Engineering** – NA
18. **Drainage** – No drainage onto neighboring properties following subdivision. If drainage is underground consider connecting to catch basin on Riverside. Any catch basins in the development will need to record a maintenance schedule agreement (private developers are being required to do this). Use of green drainage infrastructure which can also provide snow storage areas is recommended.
19. **Utilities** – (water, power, sewer, etc.) – The water line running through Mendenhall Mall Road is a ~~CBJ~~ private water line according to CBJ Water. Easements should be considered for any portion outside of CBJ owned property or public Right of Way.

Fire Marshal:

20. **Fire Items/Access** – CCFR have reviewed the site plan and aerial of location. They do not believe there are any fire concerns that would not be addressed during the building permit review.

Other Applicable Agency Review:

21. **DOT&PF Transit Office** - Check FTA requirements for new transit facilities through either the State or FTA directly. ADA compliance will be required. It is also suggested that the Juneau Coordinated Transportation Coalition are included in Agency review.

Pre-Application Conference Final Report

List of required applications

Based upon the information submitted for pre-application review, the following list of applications must be submitted in order for the project to receive a thorough and speedy review.

1. **Conditional Use Permit Application including complete site plan and narrative**
2. **City State Project review application form**
3. **Development Permit application**

Additional submittal requirements:

Submittal of additional information, given the specifics of the development proposal and site, are listed below. These items will be required in order for the application to be determined Counter Complete.

1. **A copy of this pre-application conference report.**
2. **Site plans and new route information that summarizes the service frequency changes when the new Transit Center begins running.**

Exceptions to submittal requirements:

Submittal requirements staff has determined **not** to be applicable or **not** required, given the specifics of the development proposal, are listed below. These items will **not** be required in order for the application to be reviewed.

Fee estimates

The preliminary plan review fees listed below can be found in the CBJ code section 49.85.

Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

1. **Conditional Use Permit application – Class III Use \$750**
2. **Public Notice Sign - \$50 plus \$100 deposit refunded on return of sign.**
3. **NO CSP FEES IF UNDER \$2.5M**

For informational handouts with submittal requirements for development applications, please visit our website at www.juneau.org/cdd.

Submit your completed application

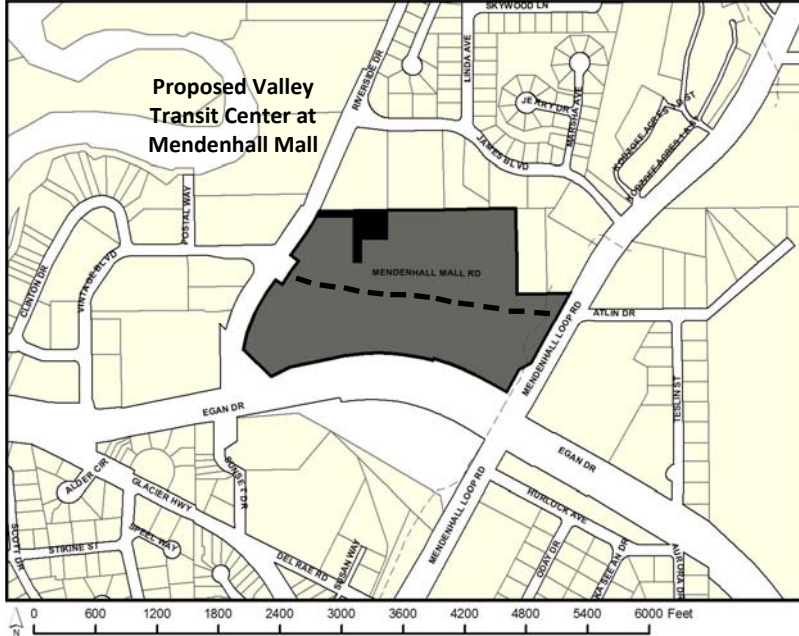
You must submit your application(s) in person with payment to:

City/Borough of Juneau
Permit Center
230 S. Franklin Street,
Fourth Floor Marine View Center
Juneau, AK 99801

Phone: (907) 586-0715
Fax: (907) 586-4529
Web: www.juneau.org/cdd

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission
Your Community, Your Voice



155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for a **Conditional Use Permit & City Project Review** to **build a Valley Transit Center with associated Park & Ride facilities** located at the **Mendenhall Mall** in a **Light Commercial Zone**.

TIMELINE

Staff Report expected to be posted **Monday, June 17, 2019** at <https://beta.juneau.org/assembly/assembly-minutes-and-agendas>
Find hearing results, meeting minutes and more here as well.

Now through June 3, 2019

Comments received during this period will be sent to the Planner, **Tim Felstead**, to be included in the staff report.

June 4 through 12 noon, June 21

Comments received during this period will be sent directly to Commissioners to read over the weekend in preparation for the hearing.

HEARING DATE & TIME
7:00 pm, June 25, 2019

You may testify and bring up to 2 pages of written material (15 copies) in City Hall's Assembly Chambers, 155 S. Seward St., Juneau.

June 26

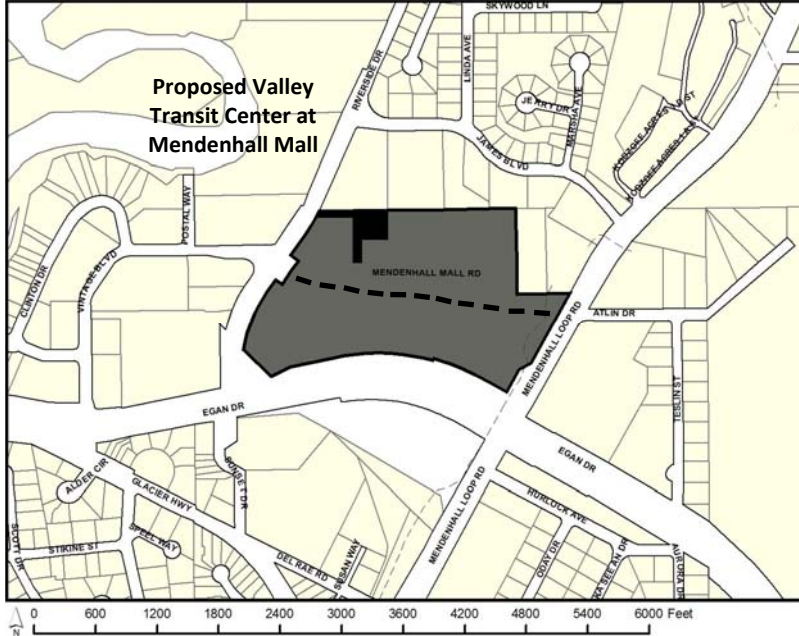
The results of the hearing will be posted online.

Phone: **(907)586-0715** ♦ Email: pc_comments@juneau.org
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

Case No.: USE2019 0015 & CSP2019 0008
Parcel No.: 5B1601380030
CBJ Parcel Viewer: <http://epv.juneau.org>

Re-Notice

On a proposal to be heard by the CBJ Planning Commission
Your Community, Your Voice



155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for a **Conditional Use Permit & City Project Review** to build a **Valley Transit Center** with associated **Park & Ride** facilities located at the **Mendenhall Mall** in a **Light Commercial Zone**.

TIMELINE

Staff Report expected to be posted **Tuesday, March 24, 2020** at <https://beta.juneau.org/assembly/assembly-minutes-and-agendas>
Find hearing results, meeting minutes and more here as well.

Now through March 2, 2020

Comments received during this period will be sent to the Planner, **Alexandra Pierce**, to be included in the staff report.

March 3 through 12 noon, March 20

Comments received during this period will be sent directly to Commissioners to read over the weekend in preparation for the hearing.

HEARING DATE & TIME
7:00 pm, March 24, 2020

You may testify and bring up to 2 pages of written material (15 copies) in City Hall's Assembly Chambers, 155 S. Seward St., Juneau.

March 25

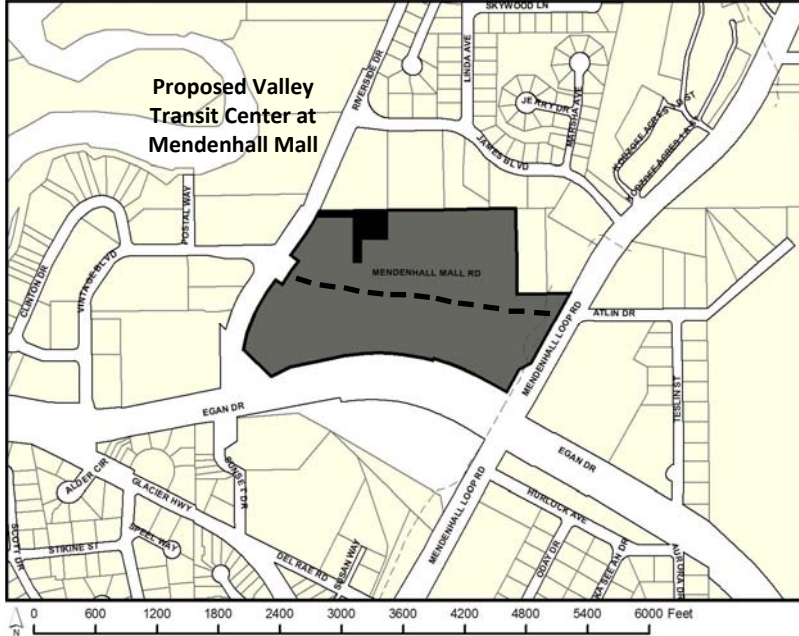
The results of the hearing will be posted online.

Phone: **(907)586-0715** ♦ Email: pc_comments@juneau.org
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

Case No.: USE2019 0015 & CSP2019 0008
Parcel No.: 5B1601380030
CBJ Parcel Viewer: <http://epv.juneau.org>

Hearing Rescheduled

Re: Proposed Valley Transit Center
Revised Notice



155 S. Seward Street Juneau, Alaska 99801

TO:

THIS ITEM HAS BEEN RESCHEDULED

You are receiving this notice regarding an application being heard by the Planning Commission for a Conditional Use Permit & City Project Review to build a Valley Transit Center with associated Park & Ride facilities. Originally, the hearing was set for March 24, 2020.

The hearing has been rescheduled for April 28, 2020.

TIMELINE

Staff Report expected to be posted **Monday, April 20, 2020** at <https://beta.juneau.org/assembly/assembly-minutes-and-agendas>
Find hearing results, meeting minutes and more here as well.

Now through 12 noon, April 24

Comments received during this period will be sent to the Planning Commissioners to read over the weekend in preparation for the hearing. The planner handling the case, **Alexandra Pierce**, will also read any written comments that are received. You may also contact her via the phone number listed below.

Phone: **(907)586-0715** ♦ Email: **pc_comments@juneau.org**
Mail: **Community Development, 155 S. Seward St, Juneau AK 99801**

HEARING DATE & TIME: 7:00 pm, April 28, 2020

Members of the public wishing to call in to testify can dial 907-713-2140 and entering Participant ID number 813893. **The caller should provide their name and state that they are calling in for the Planning Commission meeting.** Public lines will be muted by default but will be unmuted by CBJ staff when it is that individual's turn to testify.

April 29

The results of the hearing will be posted online.

Case No.: USE2019 0015 & CSP2019 0008
Parcel No.: 5B1601380030
CBJ Parcel Viewer: <http://epv.juneau.org>

USE 2019-0015

**Conditional Use permit for Valley
Transit Center with associated Park
and Ride facilities**

**Planning Commission Meeting
April 28, 2020**



It is recommended that the Planning Commission adopt the Director's analysis and findings and APPROVE the requested Conditional Use Permit subject to conditions.

USE 2019 0015

CSP Recommendation to Assembly

Previously reviewed CSP2019 0008 recommendation of approval included the following:

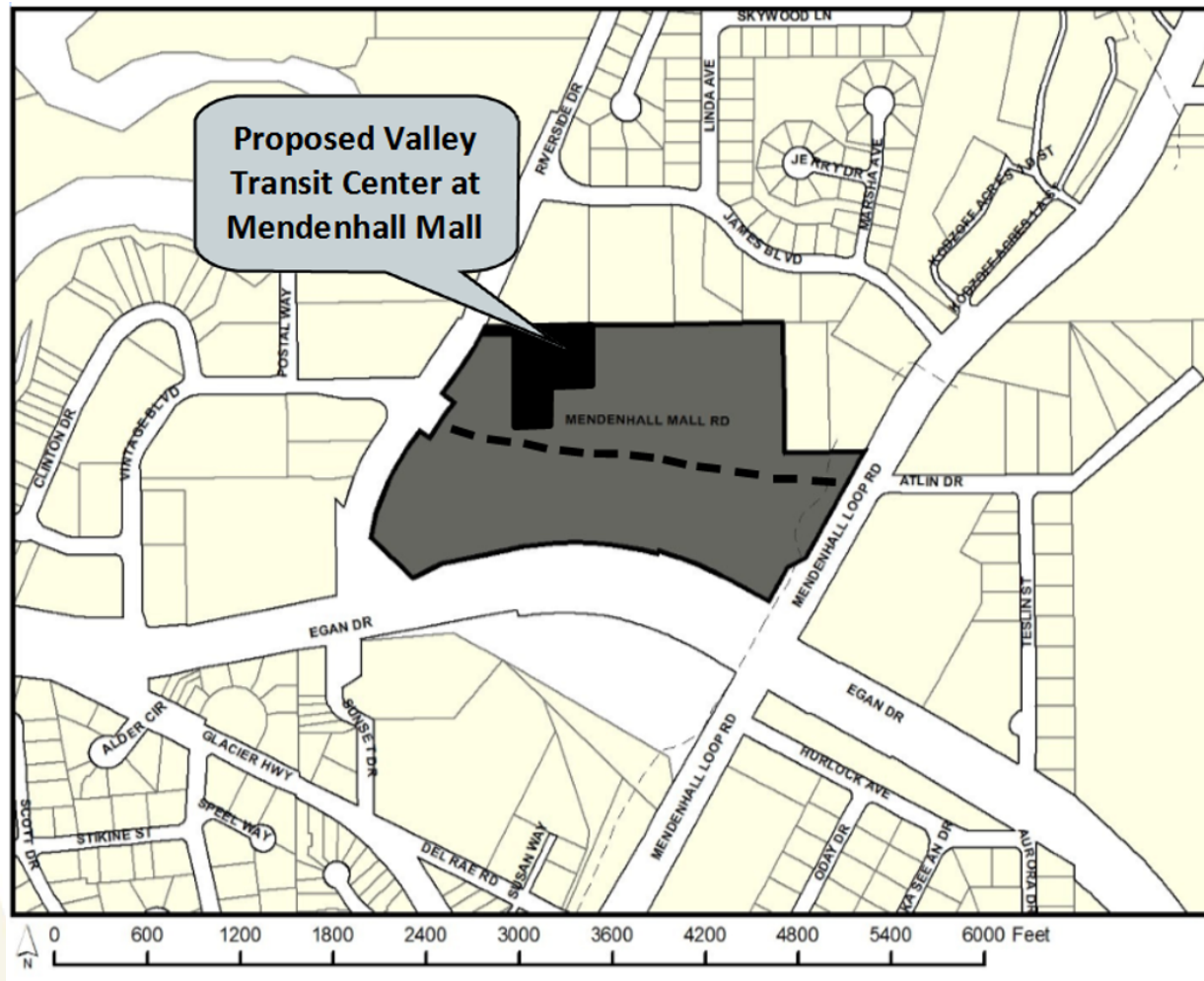
1. All plumbing fixtures meet a recognized water efficiency standard beyond the minimum required by the CBJ Building Code (e.g. EPA WaterSense standard).
2. It is recommended that public recycling receptacles be used at the VTC.
3. The design of the transit center take into account growing commerce and the needs of the community, and the Planning Commission recommends that the Assembly take note of the four conditions staff recommended in the analysis of the associated Conditional Use Permit, USE2019 0015 (June 17, 2019, memorandum).

49.15.330(a) *Purpose*. A conditional use is a use that may or may not be appropriate in a particular zoning district according to the character, intensity, or size of that or surrounding uses.

The conditional use permit procedure is intended to afford the commission the flexibility necessary to make determinations appropriate to individual sites. The commission may attach to the permit those conditions listed in subsection (g) of this section as well as any further conditions necessary to mitigate external adverse impacts. If the commission determines that these impacts cannot be satisfactorily overcome, the permit shall be denied.

USE 2019 0015

Vicinity



USE 2019 0015

Vicinity



USE 2019 0015

Site design

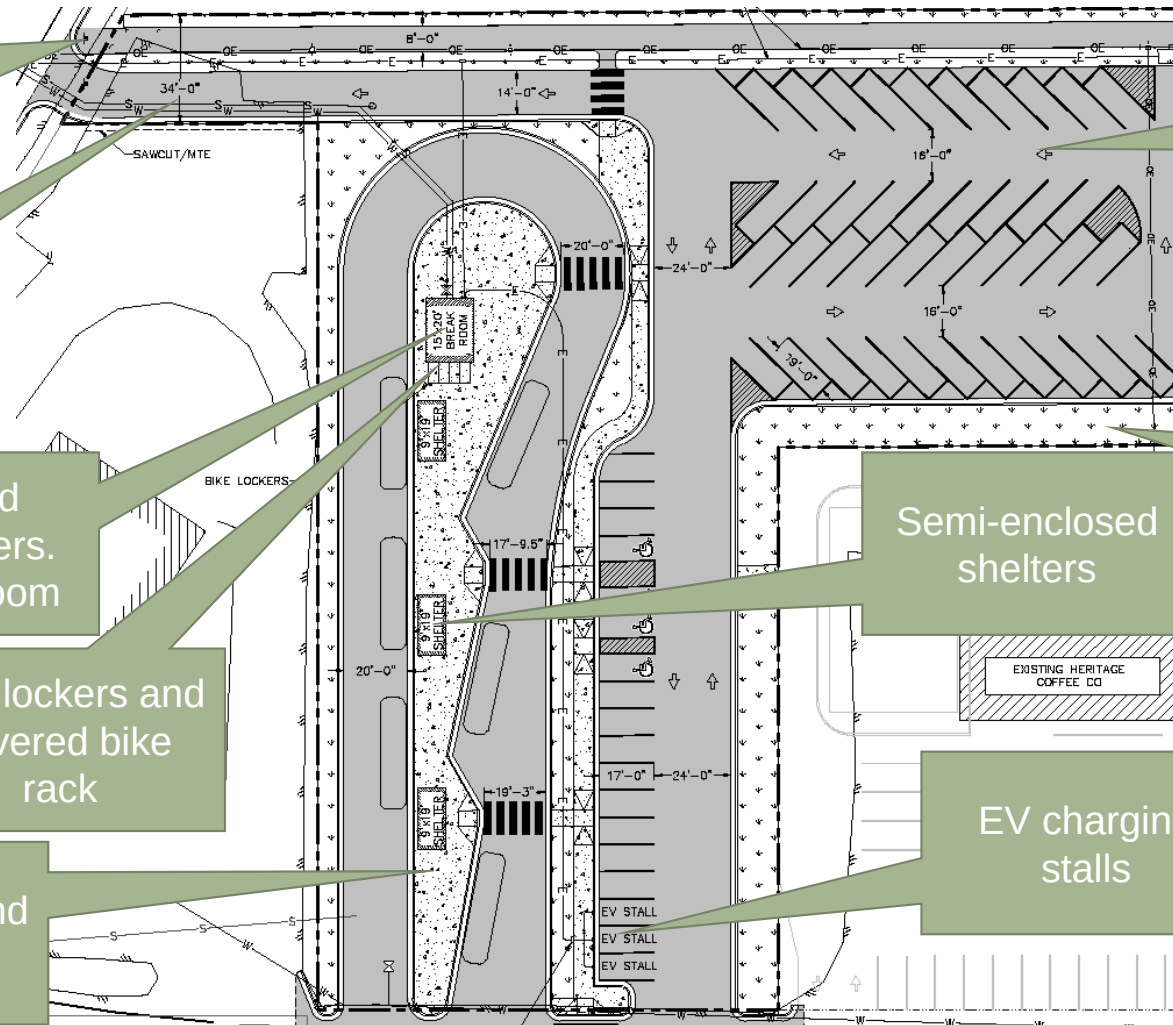
8' shared use path connecting to Riverside Drive

Right-turn only EXIT onto Riverside

Break room and restroom for drivers. Public ADA restroom

Bike lockers and covered bike rack

Bus only staging loop for 6 buses and 3 semi-enclosed shelters



59 parking spaces including 4 ADA

Perimeter landscaping and 15% vegetative cover

Semi-enclosed shelters

EV charging stalls

- Comprehensive Plan
- Capital Transit Development Plan
- Juneau Non-motorized Development Plan
- Juneau Renewable Energy Strategy
- Climate Action and Implementation Plan

USE 2019 0015

Conditional Use Recommendation (1)

It is recommended that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Conditional Use Permit.

The permit would allow the development of a transit center with driver break facilities and public restroom, along with the associated Park and Ride on a future lot within the current Mendenhall Mall lot in a Light Commercial zoning district.

The approval is subject to the following conditions:

1. Prior to issuance of a Building Permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located, and installed to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements per CBJ 49.40.230(d).

2. The approved lighting plan shall include lighting immediately adjacent to the driveway exits onto both Mendenhall Mall Road and Riverside Drive.
3. Prior to issuance of a Building Permit, Capital Transit shall have a recorded access easement agreement with the owners of the mall for use of Mendenhall Mall Road for the Valley Transit Center buses and users.
4. Bike racks shall be permanently affixed to the ground, building, or other permanent fixture, and shall be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. Bicycle racks shall, at a minimum, be designed in accordance with the standards listed in the Juneau Non-Motorized Transportation Plan. [2009 edition, page 44]



Planning Commission

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

PLANNING COMMISSION NOTICE OF DECISION

Date: May 4, 2020
Case No.: USE2019 0015

CBJ Capital Transit/Engineering
ATTN: Alec Venecheck
155 S Seward Street
Juneau, AK 99801

Proposal: Conditional Use Permit to build a Valley Transit Center with associated Park and Ride facilities

Property Address: 9101 Mendenhall Mall Road

Legal Description: USS 381 Mendenhall Mall TR M3

Parcel Code No.: 5B1601380030

Hearing Date: April 28, 2020

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 17, 2019, and approved as amended the Conditional Use Permit to build a Valley Transit Center with Associated Park and Ride Facilities, to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Prior to issuance of a Building Permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located, and installed to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements per CBJ 49.40.230(d).
2. The approved lighting plan shall include lighting immediately adjacent to the driveway exits onto both Mendenhall Mall Road and Riverside Drive.
3. Prior to issuance of a Building Permit, Capital Transit shall have a recorded access easement agreement with the owners of the mall for use of Mendenhall Mall Road for the Valley Transit Center buses and users.

CBJ Capital Transit/Engineering

Case No.: USE2019 0015

May 4, 2020

Page 2 of 2

4. Any bike racks shall be permanently affixed to the ground, building, or other permanent fixture, and shall be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. Bicycle racks shall, at a minimum, be designed in accordance with the standards listed in the Juneau Non-Motorized Transportation Plan. [2009 edition, page 44]
5. Current facilities be located to allow space for future potential public facilities.
6. The project will include no fewer than three EV stations with chargers Level 1 or 2.

Attachments: June 17, 2019, memorandum from Tim Felstead, Community Development, to the CBJ Planning Commission regarding USE2019 0015.

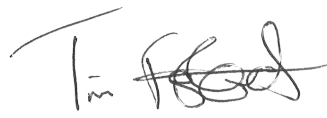
This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

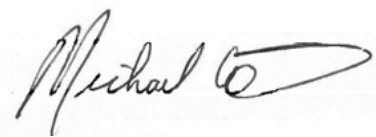
This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ 01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ 01.50.030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

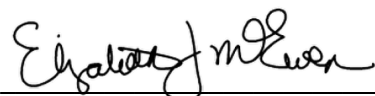
Effective Date: The permit is effective upon approval by the Commission, April 28, 2020.

Expiration Date: The permit will expire 18 months after the effective date, or October 28, 2021, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:


 Tim Felstead, Planner
 Community Development Department


 Michael LeVine, Chair
 Planning Commission


 Filed With Municipal Clerk

5/5/2020
 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. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.