

Agenda

Planning Commission - Regular Meeting City and Borough of Juneau

January 28, 2020
Assembly Chambers
7:00 PM

I. ROLL CALL

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

IV. WRITTEN AGENCY AND PUBLIC COMMENTS POST DEADLINE

A. Additional Materials January 28, 2020 Planning Commission Meeting

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. ITEMS FOR RECONSIDERATION

VII. CONSENT AGENDA

- A. CSP2020 0002: Disposal of 8 City-owned lots at Vintage Business Park to Torrey Pines Developent for fair market value for purpose of developing 80 units of senior housing, assisted living, and memory care - APPROVED
- B. CSP2019 0013: Roadway resurfacing maintenance, drainage improvements, and underground utility repairs and replacements as necessary on Aspen Ave (Mendenhall Blvd to Taku Blvd) - APPROVED
- C. CSP2019 0014: Roadway resurfacing maintenance, and underground utility repairs and replacements as necessary on Hospital Drive. Continuous sidewalk proposed from Glacier Hwy to hospital campus. - APPROVED
- D. CSP2019 0015: Roadway resurfacing maintenance, and underground utility repairs and replacements as necessary on River Road - including adjacent streets (Tamarack Ct, Whitewater Ct, Kelly Ct, Sawa Ct, Riverbend Ct). Sidewalk proposed along River Road. - WITHDRAWN

VIII. UNFINISHED BUSINESS

IX. REGULAR AGENDA

- A. AME2019 0005: Private Shared Access Ordinance - APPROVED
- B. USE2019 0021: A Conditional Use Permit for two (2) two story, mixed-use commercial developments - APPROVED

X. BOARD OF ADJUSTMENT

- A. VAR2019 0005: A Variance Permit to reduce the parking requirement to zero - TO BE CONTINUED AT FEBRUARY 4, 2020 SPECIAL PLANNING COMMISSION MEETING

XI. OTHER BUSINESS

XII. STAFF REPORTS

XIII. COMMITTEE REPORTS

XIV. LIAISON REPORT

XV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XVI. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVII. EXECUTIVE SESSION

XVIII. ADJOURNMENT

Additional Materials

Regular Planning Commission Meeting

Assembly Chambers, 7:00pm
Meeting Date: January 28, 2020

1. CSP2019 0015:

- a. Memorandum and CBJ Parks and Recreation comment on River Road Reconstruction Project

2. USE2019 0021:

- a. Memorandum recommending condition regarding parking

3. AME2019 0015:

- a. Public comment from Ron Heintz, presented at meeting 1/28/20

4. VAR2019 0005:

- a. Public comment from Murray Walsh, presented at meeting 1/28/20

Irene Gallion

From: George Schaaf
Sent: Thursday, January 16, 2020 1:34 PM
To: Irene Gallion
Cc: Michele Elfers
Subject: RE: CSP19-15: River Road Reconstruction

Hi Irene,

Thank you for reaching out to us, and I apologize for the delay.

The Parks & Recreation Department believes this project will improve connectivity and access to the Kaxdigoowu Heen Dei Trail, which is Juneau's longest accessible, paved trail. Not only is this one of the most heavily used trails in Juneau, it also provides a critical non-motorized connection between Egan Dr. and Mendenhall Loop Rd. This project is consistent with the Department's adopted plans, including the Juneau Parks & Recreation Master Plan (2019) and the Juneau Non-Motorized Transportation Plan (2009).

The Department strongly supports the proposed construction of a sidewalk along River Road to improve safety for pedestrians and bicyclists accessing the Kaxdigoowu Heen Dei Trail. We also recommend the inclusion of bike lanes or, at a minimum, adequate lane width to safely accommodate heavy bicycle traffic along River Rd. These recommendations are consistent with Goal No. 3 of the Juneau Non-Motorized Transportation Plan:

"Improve Juneau's non-motorized transportation network and decrease the number of bicycle and pedestrian related accidents by identifying unsafe conditions, network gaps, and deficiencies and making necessary improvements to sidewalks, bike lanes, paved shoulder lanes, separated paths, intersections, and crosswalks."

The Department also recommends that paving be extended to the end of River Road, including the Kaxdigoowu Heen Dei Trail parking lot. This dirt road and parking lot are plagued with large potholes, and the existing dirt surface makes winter maintenance difficult.

Thank you again for the opportunity to comment on this project. Please let me know if you have any questions or need additional information.

Best,
 George

George Schaaf
 Director
 Parks & Recreation Department

City & Borough of Juneau
 155 S. Seward St.
 Juneau, Alaska 99801
 (907) 586-5226
george.schaaf@juneau.org



From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Wednesday, January 8, 2020 2:31 PM
To: George Schaaf <George.Schaaf@juneau.org>
Subject: FW: CSP19-15: River Road Reconstruction

Hi George,

Just checking to see if you have any comments before I button up the staff report – thanks!

IMG

From: Irene Gallion
Sent: Friday, December 20, 2019 2:16 PM
To: George Schaaf <George.Schaaf@juneau.org>
Subject: CSP19-15: River Road Reconstruction

Hi George,

Attached is a proposal from Engineering that includes improvements to River Road. Since Parks and Rec has land at the end of that road, I wanted to include you on the review. Basically, it is a road reconstruction project, and will include a sidewalk almost the full length of River Road.

Let me know if you have any comments by January 6, if you can. Thanks!

Irene M. Gallion
City and Borough of Juneau
Senior Planner
(907) 586-0753



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 155 S. Seward Street • Juneau, AK 99801

MEMO

From: Irene M. Gallion, Senior Planner 

Through: John Bohan, PE, Chief CIP Engineer

To: Jill Maclean, AICP, Director

Parcel No.: 4B2501050020

Legal Description: USS 4598 LT 1 FR

Case Number: CSP2019-0015

RE: Parks and Recreation Department comment on the River Road Reconstruction Project

The Director of Parks and Recreation (P&R) commented on CSP2019 0015 on 1/16/2020, after staff reports had been submitted for this project.

The P&R Director proposes that the River Road Reconstruction project be extended to reconstruct and pave the Kaxdigoowu Heen Dei Trail driveway and parking area. This trail is also known as the “Kax Trail” or “Brotherhood Bridge Trail.” In a phone call I had with the P&R Director he said they did not have funds available to pave this trail at this time.

Property outside of the right-of-way is considered “private property,” regardless of the ownership. The Chief CIP Engineer states paving of private property is not included in the scope or available funding for the River Road Local Improvement District (LID) Paving Project. This is the reason for not extending the River Road project to pave the Kax trailhead parking lot. An additional concern is optics. Neighbors are being asked to participate in a LID to pave neighborhood roads and add sidewalk to River Road. Extending this paving project to include the trailhead parking lot would confuse the message of what the LID contributions are actually going to. Some neighbors have expressed their concerns that they are being asked to support a road that sees significant use by park patrons and commercial operators. To ask neighbors to participate in reconstruction funding while P&R does not would create a challenging relationship with neighbors.

Of note, the Alaska Department of Transportation and Public Facilities (DOT&PF) is designing and constructing improvements to the Kaxdigoowu Heen Dei Trail. The funding for these improvements is estimated at \$2.5 million. Reconstruction and paving of the Kaxdigoowu Heen Dei Trail driveway and parking area is not included in that project at this time. The P&R Director is working with DOT&PF to find

efficiencies in the current design that may liberate funds for driveway reconstruction and paving. If those funds become available, driveway reconstruction and paving would take place under the project managed by DOT&PF.

Paving the Kax driveway and parking lot is not listed in the CBJ Capital Improvement Program 2020-2025.

Regarding bike accommodations, The Chief CIP Engineer is not considering addition of bike lanes due to the available right-of-way. Wider lanes have been shown to encourage higher speeds, which are not warranted on a neighborhood street, and would decrease safety for bikes. Both dedicated bike lanes and wider roads will increase the cost of the project. Finally, River Road traffic is low enough that drivers and cyclists can share the proposed 12-foot lanes. A 12-foot travel lane balances safety and project costs.



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MEMORANDUM

DATE: January 24, 2020

TO: Planning Commission

FROM: Teri Camery, Senior Planner
Community Development Department

CASE NO.: USE2019 0021; A Conditional Use Permit for two (2) two-story commercial mixed use buildings

RE: Recommended condition regarding parking

USE2019 0021, A Conditional Use Permit for two (2) two-story commercial mixed use buildings, is being reviewed concurrently with VAR2019 0005, a non-administrative variance to reduce the off-street parking requirement to zero.

If the Conditional Use Permit is approved, staff recommends a condition regarding parking as follows:

- 1) Prior to issuance of a building permit, the applicant must submit documentation to demonstrate that all applicable parking code requirements have been met, in conformance with CBJ 49.40.200.

Planning Commission
City and Borough of Juneau

January, 27 2020

Re: Ordinance amending CBJ 49.35 Division 2 – Private Shared Access

Planning Commission,

I am writing in support of the changes to CBJ 49.35 Division 2 proposed by the Community Development Department of the CBJ. I am grateful to see the relaxation of paving requirements. However, I am disappointed that efforts to resolve the access issues have not been taken up. My neighbor and I are currently attempting to complete a minor subdivision on Cohen Drive. The minor subdivision would resolve a number of existing deficiencies with the lots. The current access requirements make completion of the minor subdivision impractical because my lot currently has a driveway abutting a city street. Retiring the driveway and constructing a new one imposes an unnecessary financial burden on me, and I am therefore unwilling to proceed with the minor subdivision. I look forward to the day when the Planning Commission resolves the access issue outlined in the Development Department's memo (Case number: AME2019 0005). Thank you for your attention to this matter.

Sincerely,



Ron Heintz
19922 Cohen Dr.
PO Box 210343
Auke Bay, AK 99821

Archipelago Response to CDD Commentary on VAR2019-0005

Page 6: Staff asserts that the prior CBJ approvals for four other buildings that are similar in scope to the Archipelago request are not relevant “because the information is not relevant to the current Variance criteria.” We assert that these past approvals are indeed relevant in terms of simple fairness but also because the Archipelago site *does* have “unusual or special conditions” that make it eligible for this request. Let’s take a look at the two versions of the key criterion that opens the door for consideration of a variance request: First, the current criterion:

Enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property;

Now, the earlier criterion that was replaced by the foregoing:

Where hardship and practical difficulties result from an extraordinary situation or unique physical feature affecting only a specific parcel of property or structures lawfully existing thereon and render it difficult to carry out the provisions of this title...

The rest of the variance criteria, old and new, are essentially sideboards to keep the focus narrow. The key criterion is the question: *What is the special circumstance about this piece of land that makes it eligible for this relief?* This question is the essence of both the old and new opening criteria. There is no practical difference between the current and previous versions of the key criterion. The common terms apply in both: hardship and the various versions of the words *special* or *unique*.

On Page 10, CDD opines:

The property is a flat waterfront lot that meets and exceeds minimum dimensional standards for the Waterfront Commercial zoning district. There are no unusual or special conditions on the property, therefore there are no undue hardships resulting from these conditions.

This assertion is, in essence, the finding that the parcel is “flat” and large and that is all it takes to be not special. This view overlooks several other considerations that are set forth below. This property is special and there is a resulting hardship and fairness is a reasonable expectation of an applicant.

A summary of the four previous buildings follows, but first, a recitation of the special conditions applying to the Archipelago site:

1. This *location* is in a very special part of the city. Thousands of visitors traverse this area every day for five months a year. Usable land is very scarce and, by CBJ policy, should only be used to serve the needs of those visitors and to serve the needs of the people and businesses here that also serve visitors
2. This is the last piece of commercial property available for private development on either side of South Franklin Street or Marine Way/Egan Drive from the Merchants Wharf to Taku Smokeries.

3. *Every* other parcel of private commercial land on the above noted street system that has been developed in the last 40 years has *not* provided parking on-site or off-site effectively, and yet were approved by the city. Those that do, are older and were developed when land was not so scarce.
4. The city has acknowledged, in the previous four applications, that parking for customers is not needed. The history over the last 20 years also shows that parking, wherever located, is also not needed for the operators and workers in retail spaces in this special part of the city.
5. The current Archipelago site is configured as it is because of a series of agreements with the CBJ. In essence, this site is what is “left over” after the city took the rest of the much larger original parcel to meet maritime support needs.
6. Finally, the staff notes the rather larger size of the subject parcel compared with its neighbors. This provides a unique opportunity to meet city goals for pedestrian-friendly spaces to allow local and visitor alike to enjoy the very special part of town. This is Juneau’s “front door” and city policy is to seek to make the visitor welcome. Doing so has an immense impact on city revenue.

On-site parking, especially at full compliance according to the square foot, is also economically and physically impossible on a site like this. Previous applicants for similar requests, and the city, felt the same. The previous projects are reviewed below but this history and the evolution since have revealed two important realities:

1. The city, in considering four similar commercial development proposals during the 2000-2006 period, accepted (in part on the basis of a study that CDD itself performed in the mid-1990s) that nearly all of the customers would be arriving on foot and did not need parking. The question was how to address parking for workers in these buildings and that was done by shuttle-connected remote parking on the Rock Dump.
2. Review of how those four remote parking set-ups have functioned shows that they were not used *and were not needed*. The retail operators and their employees do not need parking in order to get to work. Some do park on the street, such as on Gastineau Avenue, but the vast majority commute by some other means.

Previous Developments Similar to Archipelago Center

There are four neighboring developments on the water side of South Franklin St. that have the same zoning and same Parking District designation as the Archipelago site. All four requested variances to reduce parking to the PD 1 standard and all four requested that the parking be provided at the same site on the Rock Dump, about half a mile away.

1. None of the four have been providing employee parking at this remote site for many years.
2. There is no evidence that any of the four have bought Fee-in-Lieu spaces or done anything else to address their parking requirements.
3. There is no evidence to suggest the city has monitored compliance with these variances or done anything about the situation, probably because there was a feeling that there was no need to do anything.



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DATE: January 21, 2020

TO: Planning Commission

FROM: Jill Maclean, AICP, Director
Community Development Department

FILE NO.: CSP2020 0002

PROPOSAL: Disposal of 8 city-owned lots at Vintage Business Park to Torrey Pines Development for fair market value for purpose of developing 80 units of senior housing, assisted living and memory care.

GENERAL INFORMATION

Applicant: City & Borough of Juneau

Property Owner: City & Borough of Juneau

Property Address: Clinton Drive

Legal Description: VINTAGE II BL C LT 31A; VINTAGE II BL C LT 32, 33, 34, 35, 36, 37 and 38

Parcel Code No.: 5B1601440380; 5B1601440370; 5B1601440360; 5B1601440350; 5B1601440340; 5B1601440330; 5B1601440320; 5B1601440311

Site Size: 102,309 sq. ft. (2.35 acres approximately)

Comprehensive Plan Land Use Designation: Traditional Town Center (TTC) – High density residential and non-residential uses around shopping centers, employment centers, and public transportation; 18 units or more per acre.

Zoning: Mixed Use (MU)

Utilities: CBJ Water / Sewer

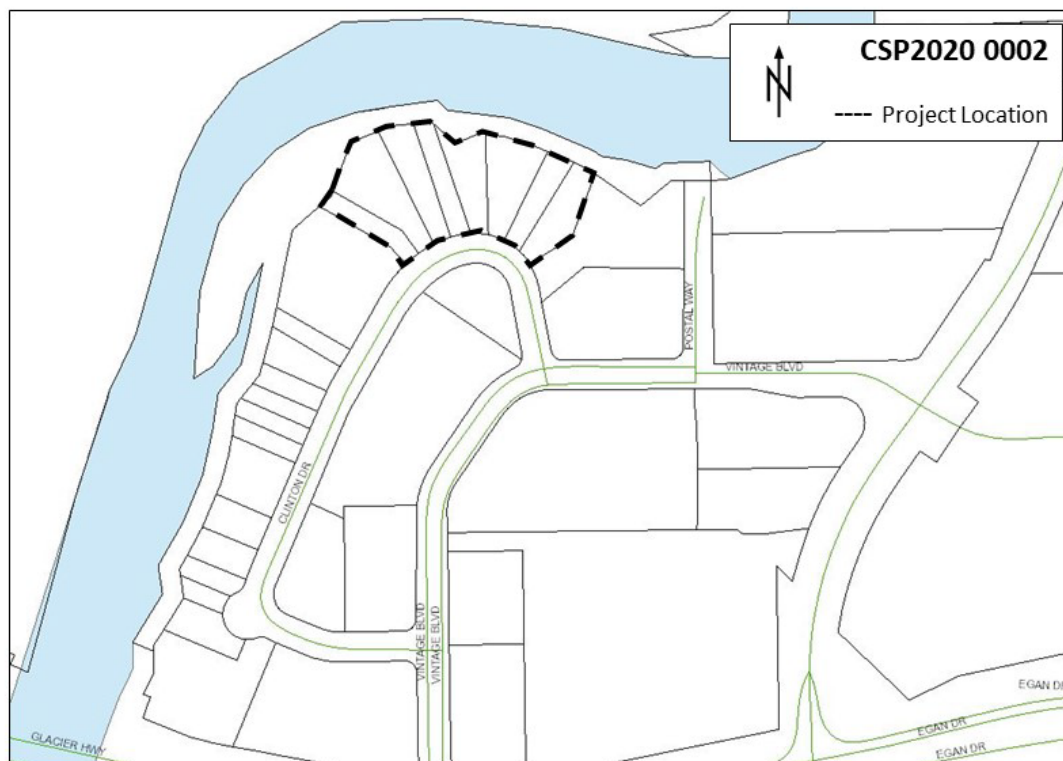
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Access: Clinton Drive

Existing Land Use: Vacant

Surrounding Land Use: North - Mendenhall River / Vacant (D1)
 South - Vacant (LC)
 East - Vacant, True North (MU, LC)
 West - Trillium Landing (MU)

VICINITY MAP



ATTACHMENTS

Attachment A: Application
 Attachment B: Agency Comments

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File No.: CSP2020 0002
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PROPOSAL

CBJ has been working on the development of senior assisted living housing units to meet long-standing community needs and goals. Through a sealed competitive bid process, Torrey Pines Development submitted a proposal for 80 units (88 beds) of assisted living and memory care with a wide range of proposed senior services and amenities to be developed using CBJ-owned land located in the Vintage Business Park. The unit mix in the proposal includes a combination of Medicaid eligible and private pay beds with studio and 1-bedroom options for assisted living, and private and semi-private beds for Memory Care. Total project costs for development and pre-opening was estimated at \$31,802,807.

BACKGROUND

The project consists of Lots 31A (see Attachment A) through 38 of Vintage II Subdivision. This land was part of Vintage Subdivision, originally a homestead of U.S. Survey 1193 that was left mostly undeveloped. In 1984, the land was sold to Mr. William Bauer, and was designed as a business park. The site was cleared of the natural vegetation and graded to accommodate buildings and parking.

In January 2016, a zoning change from Light Commercial to Mixed Use was adopted.

As part of CBJ Assembly discussions on the development of assisted living in the community, the Lands Committee, at its April 29, 2019 meeting, discussed the purchase of the property, providing tax abatement for the creation of assisted living, and creating a competitive process to dispose of the property for the development and operation of senior assisted living.

At the April 29, 2019 Committee of the Whole meeting, a funding request for the property was moved to the Assembly Finance Committee pending list for consideration in the following year's budget. As part of the FY20 Budget, \$1,512,000 was approved for purchase of the property.

In July 2019, CBJ entered into negotiations with Mr. Bauer for the property and the sale closed on August 19, 2019.

From September 19 – November 21, 2019, CBJ organized a sealed competitive bid process for disposal of the land for development and operation of senior assisted living.

AGENCY REVIEW

Staff contacted CBJ CDD Building Division, Engineering & Public Works Divisions of General Engineering and Streets, CCFR, and the Lands Division. No comments of concern were received regarding the sale of the lots (Attachment B).

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PUBLIC COMMENT

At the time of writing this staff report, no public comment has been received.

ANALYSIS

The Planning Commission is required to review the disposal of CBJ Property per CBJ 49.10.170(c):

City and borough land disposals and projects. The commission shall review and make recommendations to the assembly on land disposals as prescribed by title 53, or capital improvement projects by any City and Borough agency.

Additionally, CBJ 53.09.260(b) requires Planning Commission review of disposals, other than leases, of CBJ property:

Review and approval process. Upon satisfactory progress in the negotiation or competition undertaken pursuant to subsection (a) of this section, after review by the planning commission for disposals other than leases, after review by the assembly lands committee, and authorization by the assembly by ordinance, the manager may conclude arrangements for the lease, sale, exchange, or other disposal of City and Borough land. The final terms of a disposal pursuant to this section are subject to approval by the assembly unless the minimum essential terms and the authority of the manager to execute the disposal are set forth in the ordinance enacted pursuant to this subsection. The disposal may not be executed until the effective date of the ordinance.

Title 49

CBJ 49.25.300 Table of Permissible Uses lists 'assisted living facilities' as a permissible use within a Mixed Use (MU) zoning district with a building permit or an approved conditional use permit, depending on whether it is a minor or major development. As proposed, the project would require a conditional use permit issued by Planning Commission. The applicant is aware that a conditional use permit is required, should the disposal of land to Torrey Pines Development occur and the project progress.

Conformity with Adopted Plans

Comprehensive Plan of the City and Borough of Juneau (2013 update)

The Comprehensive Plan Land Use Maps designate this area as Traditional Town Center (TTC). The designation supports higher density housing located in shopping centers, with access to public transportation. The project site is located in an established shopping area, within a half mile of the Safeway grocery store, a transit stop, a bank, and a post office.

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Chapter 4 – Housing Element, Policy 4.2 states that the CBJ should facilitate the provision of an adequate supply of various housing types and sizes to accommodate present and future housing needs for all economic groups. The following standard operating procedures apply:

4.2 - SOP1 Designate on the Comprehensive Plan Land Use Maps adequate sites and supporting infrastructure within the Urban Service Area Boundary to accommodate a diversity of housing types, size, price and types of neighborhood scale and character to satisfy the desires of all residents.

4.2 - SOP2 The CBJ government should monitor the inventory of all types of housing and should focus efforts, funding and resources on producing the types of housing that have not yet reached a sufficient supply to meet demand.

4.2 - SOP3 The CBJ government should seek and facilitate new housing production, for all types, at an annual rate that mimics the growth rate of new households in Juneau, in order to maintain adequate choice of residence type, location, and cost.

Policy 4.8 calls for the CBJ to balance the protection and preservation of the character and quality of life of existing neighborhoods within the urban service area while providing opportunities for a mixture of new housing types.

Given these policies and procedures, the disposal of this CBJ-owned land for senior housing, assisted living and memory care is found to conform to the Comprehensive Plan.

Juneau Economic Development Plan (2015)

The Juneau Economic Development Plan (JEDP) developed eight economic development priorities, including to “Promote Housing Affordability and Availability.” In order to accomplish the priorities set forth, the Plan states Initiatives, Goals, and Actions. Specifically relating to housing is the initiative “Build the Senior Economy,” which calls for the support of development that creates a range of housing options and support services that meet the needs of Juneau’s senior population.

Given these priorities and initiatives, the disposal of this CBJ-owned land for senior housing, assisted living and memory care is found to be consistent with the JEDP.

Housing Action Plan (2017)

The Housing Action Plan states that the borough has a shortage of senior housing, which is supported by the findings of the 2014 Juneau Senior Housing and Services Market Demand

Planning Commission
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Study. The Plan includes solutions for addressing the housing challenges facing Juneau over the next 30 years. *Solution 4: Production Targets* states that the need for assisted living units is 330 units over 30 years, with the development of 11 units annually.

The disposal of this CBJ-owned land for senior housing, assisted living and memory care is found to be consistent with the Housing Action Plan.

Habitat

No known habitats regulated by Title 49 exist on the site.

Flood Hazard Zones

The majority of the subject parcels are located in Zone X (0.2 PCT ANNUAL CHANCE FLOOD HAZARD). A portion of parcels are located in Zone AE, EL 23 Feet and a Regulatory Floodway (Mendenhall River). According to CBJ 49.70.400(d)(2), certain construction materials and methods may be required for new construction or significant renovations. These requirements will be analyzed and addressed through the building permit review process—subsequent to the issuance of a conditional use permit.

FINDINGS

Staff finds the sale of the subject property to be consistent with Title 49 and CBJ adopted plans, specifically the 2013 Comprehensive Plan, 2015 Economic Development Plan, and the 2016 Housing Action Plan.

RECOMMENDATION

Staff recommends that the Planning Commission forward the proposal to the Assembly with a recommendation of APPROVAL to dispose of the CBJ-owned property located on Clinton Drive to Torrey Pines Development for senior housing, assisted living and memory care.



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 Clinton Drive		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) VINTAGE II BL C LT 31A; VINTAGE II BL C LT 32, 33, 34, 35, 36, 37 and 38		
	Parcel Number(s) 5B1601440380; 5B1601440370; 5B1601440360; 5B1601440350; 5B1601440340; 5B1601440330; 5B1601440320; 5B1601440311		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner CBJ	Contact Person Scott Ciambor, Chief Housing Officer	
	Mailing Address 155 Seward Street	Phone Number(s) 586-0220	
	E-mail Address scott.ciambor@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>Greg P. Chang</u> Landowner/Lessee Signature	<u>Jan 17 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 CBJ Housing Division		Contact Person Scott Ciambor	
Mailing Address 155 Seward Street		Phone Number(s) 586-0220	
E-mail Address Scott.Ciambor@juneau.org			
X	<u>Scott Ciambor</u> Applicant's Signature	<u>1-15-2020</u> 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

CS P 20 - 02

Intake Initials

jmm

Date Received

01/16/20

Attachment A - Application



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 has been working on the development of senior assisted living housing units to meet long-standing community needs and goals. Through a sealed competitive bid process, Torrey Pines Development submitted a proposal for 80 units (88 beds) of assisted living and memory care with a wide range of proposed senior services and amenities to be developed utilizing CBJ land in the Vintage Business Park. The unit mix in the proposal includes a combination of Medicaid eligible and private pay beds with studio and 1-bedroom options for assisted living and private and semi-private beds for Memory Care. Total project costs for development and pre-opening was estimated at \$31,802,807		
	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>none</u> Local Improvement District # (LID) <u>none</u> State Project # <u>none</u>		
	ESTIMATED PROJECT COST: \$ 31,802,807		
	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	\$ _____			

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

Attachment A - Application

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.

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



**Vintage Business Park Senior Assisted Living
Housing and Care Community Proposal**



November 21, 2019

Contact Information

Torrey Pines Development Group, LLC

Matthew Parks

(858) 335-1817

mp@torreypinesdevelopment.com

November 21, 2019

City and Borough of Juneau
Attn: Mr. Scott Ciambor
155 S. Seward St.
Juneau, Alaska 99801

RE: VINTAGE BUSINESS PARK ASSISTED LIVING PROPOSAL

To Whom It May Concern:

We are pleased to present our proposal for the development of an assisted living facility at Vintage Business Park in Juneau, Alaska. Torrey Pines Development Group and Bayshire Senior Communities have worked together to develop and operate many assisted living projects, including ground up assisted living projects similar to the one proposed. We have a comprehensive vision for the land at Vintage Business Park, and we have a strong commitment to the success of this facility. Our proposal takes into consideration essential senior care development and operating principles, and we look forward to working with the CBJ in a public/private partnership that will greatly benefit the community.

Torrey Pines Development Group and Bayshire Senior Communities both have the financial capability and requisite experience to ensure a success development and lease up of the facility per the enclosed proposal. We have a long history of successful assisted living developments with a thorough understanding of the opportunities and challenges presented by such a project. We are prepared to individually and collectively guarantee the performance of the development financing and any required agreements with the City and Borough of Juneau.

Our proposal is the product of a long history and extensive experience working in the senior care industry in various U.S. cities. Our proposal involves an ambitious development of the entire site and is financially feasible with some economic incentives provided by the City. All information contained herein is deemed true and correct, except in the case of projections, which are to be treated as such.

We hope the following proposal portrays both our vision and our capability to bring this exciting project to fruition. We look forward to discussing the near and long-term benefits to CBJ and the community of Juneau, and we look forward to being selected as development partners in this tremendous opportunity.

Best regards,



Matthew Parks, President
Torrey Pines Development Group, LLC

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PART ONE: QUALIFICATIONS

Riverview Senior Community will be a much-needed senior care assisted living facility created through a strategic public/private partnership between Torrey Pines Development Group, and the City and Borough of Juneau. The development team is a collaboration between several professional firms who have vast industry experience and expertise in their various disciplines.

The core development team consists of the following firms:

Developer:	Torrey Pines Development Group
Operator:	Bayshire Senior Communities
Architect:	Northwind Architects
Contractor:	Dawson Construction

TORREY PINES DEVELOPMENT GROUP

Torrey Pines Development Group is a for-profit real estate investment and development company established as a limited liability company (LLC) established in the State of Delaware and headquartered in California. As a real estate development firm Torrey Pines Development Group specializes in senior care assisted living development. Torrey Pines Development Group is a partnership of passionate individuals. We view our careers as opportunities to create monuments of lasting value, places and environments that enhance the way people live, and help people to improve quality of life. Our experience spans a wide scope of projects throughout many parts of the United States. This includes senior care, mixed-use, retail, single and multi-family residential uses, and a variety of special use projects. At Torrey Pines Development Group we manage the development process from beginning to end, including project feasibility, acquisition and disposition, finance, architecture and engineering, entitlements, project management, asset management and construction.

The Torrey Pines Development Group team has extensive experience in development and finance, and have completed more than 50 projects in various states. We value the principles of smart growth and as such, our corporate objectives are threefold:

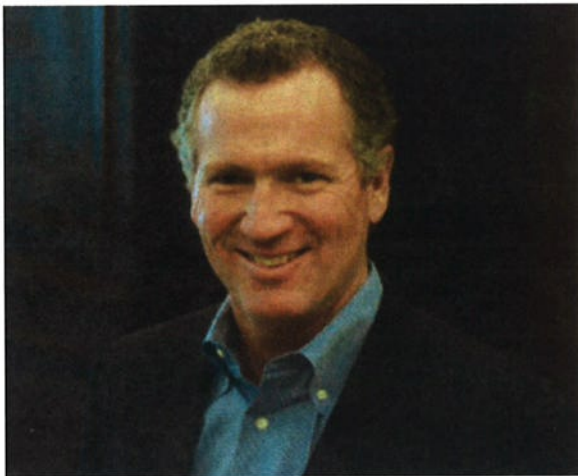
1. To provide opportunities for seniors to receive compassionate care and vital resources to improve quality of life;
2. To create quality living spaces for seniors with immediate access to amenities that will help them live a vibrant life;
3. To plan and develop with a sense of environmental and cultural stewardship.



Matthew Parks, President

Matthew leads all operational activities in the development, construction, and consulting aspects of the company. Matthew oversees all acquisitions and development activities. He has 20 years of experience in real estate investments and development with a broad background in multifamily, single-family, retail, and senior care projects.

Matthew has worked closely with local municipalities and redevelopment agencies to form public/private partnerships to generate political and financial support for his projects. Matthew also serves as the chairman of the board of directors for Affordable Senior Housing Foundation, a California nonprofit whose mission is to provide quality care and resources for seniors who otherwise cannot afford assisted living expenses. He holds a Bachelors Degree in Finance from Brigham Young University, and a Masters Degree in Real Estate from the University of San Diego.



Tom Sutton, CEO

Tom oversees all asset management, investments, and financial activities within the company. Tom is a proven leader with drive and vision. He is a founding principal of Torrey Pines Development Group, and he brings over 30 years of experience in real estate planning, finance and complex deal structure to the team.

Tom's experience includes working with some of the nation's largest real estate investors and he has achieved success in investing and managing his own personal portfolio of real estate and senior care properties. He has purchased, repositioned, and sold hundreds of multifamily and self-storage units, in addition to building a portfolio of senior care assisted living properties. Tom holds a Bachelors Degree in Finance from Brigham Young University.

BAYSHIRE SENIOR COMMUNITIES

As a small, boutique-style senior healthcare manager, Bayshire Senior Communities provides world-class care and hospitality to its senior residents and gives owners results that exceed their expectations. Bayshire operates senior living communities in a way that enriches the lives of its residents and staff alike by fostering an environment where seniors can age with dignity, feel loved and cared for, and are supported in their individual religious and cultural practices.

Bayshire has a reputation for retaining the best administrators and employees in the industry. Bayshire employees make it a point to remember names and know each resident personally. They understand that trust is built through consistency and compassion, the touch of a hand, a look in the eye, a smile. Staff members feel the joy that comes from making life better for others.

Finding and supporting executive directors who lead by example is key to Bayshire's success. They are seasoned leaders — often with skilled-nursing-facility experience — who have a solid clinical foundation to complement their financial and operations expertise. Above all this, they are good-hearted by nature.



Scott Kirby, CEO

As CEO of Bayshire Senior Communities, Scott oversees the operational activities of all facilities. Scott has been working in senior health care since 2006. He began his career as an administrator in skilled nursing facilities, and quickly developed a love and a passion for creating an environment where both staff and residents thrive. Throughout his career as both an administrator and an executive, Scott has cherished the opportunity to make a real difference in people's lives.

Prior to founding Bayshire Senior Communities, Scott worked as an executive leader with several of the largest skilled nursing and assisted living companies in the country and has helped navigate those companies through evolving regulations and constant change. Scott is a licensed certified public accountant and holds a bachelor's degree in accounting from Southern Utah University, and received his MBA from Brigham Young University.

NORTHWIND ARCHITECTS

NorthWind Architects, LLC is a Juneau based partnership pursuing excellence in architecture, planning, project coordination, and construction administration. With three principal architects, NorthWind has a rich history of public and private design experience throughout Alaska and Oregon. We provide quality architectural design and design services on all projects. We value close working relationships with clients and are committed to delivering projects on time and on budget.

The NorthWind practice is a living part of the communities in which we work. We actively participate in shaping our environment and how we all live together now and in the future. Our motivation is to serve the public's best interest. This reaches the essence of Architecture in a much deeper and enriching way than any singular building or project. Our storefront location in downtown Juneau offers an open and available community studio where anyone is welcome to wander in, browse our library and ask questions about design.

Alaska is a truly amazing place to live, though it can be a difficult place to build. The surrounding mountains and glaciers are simultaneously awe inspiring and humbling. This is the mindset we carry to the studio each day: inspired to do good work and motivated by the challenge of shaping our communities to enhance life in the north.



James Bibb, Partner

James is Principal Architect and Partner at NorthWind Architects and a licensed architect registered in the State of Alaska. He is a life-long Juneau resident who has practiced architecture since 1989. Most of his experience has been in Southeast Alaska but he has also worked in Washington and Oregon as well as three years of international work in Denmark, Switzerland and Sweden. James studied architecture at both the University of Oregon and at the Arkitektskolen in Aarhus Denmark.

His interest in northern architecture has helped to develop a regionalist understanding of our own place here in Southeast Alaska which instructs the built environments we create.



Sean Boily, Partner

Sean is Principal Architect and Partner at NorthWind Architects, a licensed architect in the State of Alaska and a lifelong Alaskan. Having practiced architecture in Alaska since 1994, Sean has developed a broad resume of project experience in all corners of the State. Sean values excellent design that positively affects how we live. In his practice it is his mission to facilitate the creation of architecture that successfully responds to both the physical and social environments. Implicit in this vision is design for longevity in our evolving social landscape and rigorous regional climates.

As a parent of two children and concurrently supporting care for two aging parents, Sean is deeply committed to our vital community infrastructure projects in Juneau and Alaska.

DAWSON CONSTRUCTION

Dawson is a full-service general contractor. Dawson is distinguished in the construction industry through providing exceptional value in a professional and proactive manner. Dawson will serve as a design consultant throughout the design process, which will help to minimize construction cost and maintain realistic budget expectations. Once project design is complete it is then anticipated that Dawson will act as the general contractor to construct Riverview Senior Community.

A relevant example of this Contractor -Design Team relationship is seen in the successful delivery of Trillium Landing senior housing on the adjacent Vintage Park site, completed by the Dawson/NorthWind team in 2017.

Torrey Pines Development Group and Northwind architects will select other needed design consultants and engineers based on their industry experience and local knowledge of building codes and requirements. Team members will likely include the professionals knowledgeable of the existing site conditions, having worked with NorthWind on both Trillium Landing and the early development effort for the Riverview Senior Community.

ASSISTED LIVING PORTFOLIO

Following is a sampling of senior care facilities developed by Torrey Pines Development Group and operated by Bayshire Senior Communities.

Project Name: Felicita Vida Senior Living
 Project Type: New Construction
 Product Mix: 91 Units/ 123 Beds
 Size: 80,000 SF
 Project Cost: \$29,000,000





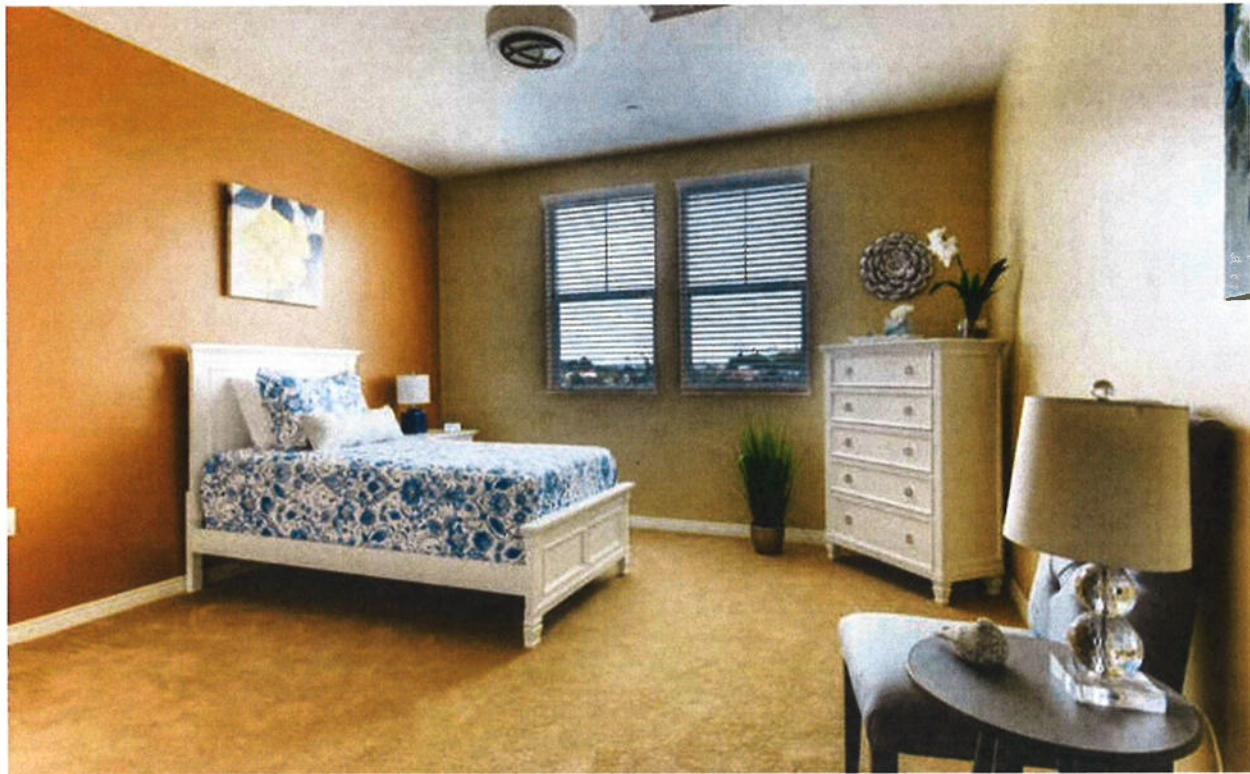




Project Name: Heritage Hills of Oceanside
Project Type: New Construction
Product Mix: 48 Units/ 64 Beds
Size: 38,000 SF
Project Cost: \$19,000,000









Vista del Lago

A SENIOR MEMORY CARE COMMUNITY

Project Name:	Vista del Lago
Project Type:	Renovation
Product Mix:	54 Units / 96 Beds
Size:	36,000 SF
Project Cost:	\$14,500,000







PART TWO: LAND USE PROPOSAL

PROPOSED DEVELOPMENT

The Vintage Park property currently owned by the City and Borough of Juneau presents a tremendous opportunity to serve the seniors of Southeast Alaska. The need for a new care facility for CBJ seniors is immense, as has been noted in multiple market studies and demographic reports. The proposed Riverview Senior Community project will fulfill an immediate need, enhance the neighborhood and increase housing and care options for seniors who have very few local options to meet their increasing care needs.

Riverview Senior Community will become the nucleus of the CBJ senior community while also drawing in people from the wider community and all over the State of Alaska. Land use elements and amenities will be strategically included to build a sense of community and provide a vibrant lifestyle for all Riverview residents and visitors. As with other senior care projects developed by Torrey Pines Development Group it is anticipated that Riverview Senior Community will include the following amenities.

- Landscaped courtyard with outdoor patio seating
- Furnished common living rooms
- Restaurant style dining
- Facility bus/vehicle to assist residents with shopping and doctor visits
- Library and reading nooks
- Movie theater
- Spa and salon
- Activity rooms
- Housekeeping and laundry services
- Fitness center
- Concierge service

Riverview Senior Community at Vintage Park represents one of Juneau's greatest opportunities to create a sense of place for seniors in need of assisted living. Our approach to Riverview Senior Community is to design a facility that will strike a balance between creating an operationally efficient facility and the need to deliver a destination that is visually attractive and rich in amenities.

The three development principles that guide our approach here are as follows:

1. Meet Existing Demand: Increase Assisted Living Options for Juneau Residents
2. Enhance Quality of Life: Care and Attractive Amenities
3. Environmental and Cultural Stewardship

1. Meet Existing Demand: Increase Assisted Living Options for Juneau Residents

"The implementation of good housing policies for Juneau is economic development policy just as much as the continued failure to sufficiently address housing availability and affordability undermines Juneau's economic potential."

– CBJ Housing Action Plan

According to the Juneau senior housing and services market demand study conducted by Beck Consulting and Northern Economics, Inc., there is a growing demand for new assisted living beds in the Juneau market, and that demand is growing exponentially as the Juneau population ages. It is projected that in the next 20 years that there will be a shortage of more than 300 assisted living beds within the city. Further evidence of the demand for assisted living in Juneau can be found by looking at the waiting list for Pioneer Homes, which is the only assisted living facility in the city. Pioneer Homes currently has approximately 100 people on their active waiting list, and more than 1,300 people on their inactive waiting list. Residents are having to wait 5 years or more to receive assisted living care in the city.

This shortage of care options for seniors is forcing them to make difficult choices. Many of the seniors within Juneau have spent their entire lives in the city but they are forced to move out to find adequate assisted living options, and they are moving to states like Washington, Oregon, and Arizona to receive adequate care.

Torrey Pines Development Group's goal is to meet the existing and growing demand for new assisted living options within the city of Juneau, and to build Riverview Senior Community at a cost that will make economic sense for Juneau seniors. Minimizing and reducing the cost to build is critical to maintain affordability for residents and to the financial success of the facility. An important balance exists between the cost to build the facility and the price that must be charged to the residents of the facility. With economic help from the City of Borough of Juneau we can bridge the gap between the demand for assisted living and the limited supply within the city.

2. Enhance Quality of Life: Care and Attractive Amenities

"Riverview Senior Community will allow elders to live out their lives where they want to be, near family and friends." - Sioux Douglas, SCSOI

Riverview Senior Community will be a center of gravity for the Juneau senior community and will draw residents from other Southeast Alaska locations. The facility will be designed to not only meet the demand for long-term regional growth in the senior population, but it will provide attractive housing, assisted living resources and meaningful amenities that will enhance the quality of life for every resident.

As “center of gravity” implies, Riverview Senior Community will attract seniors through its quality care and vibrant activities in an environment that will create a sense of place and allow seniors to age with dignity.

Bayshire Senior Communities is our operating partner because of their “people first” philosophy and their focus on the individual. Bayshire’s first priority is to uphold the dignity of every resident and enhance their lifestyle. Simply providing adequate care is not sufficient. It is essential to make every resident feel loved and cared for. Bayshire team members make it a point to know each resident personally. They understand the significance of the small acts of service, and they feel the joy that comes from making life better for others.

Riverview Senior Community will be a vibrant center of constant activity. The common facility amenities will include restaurant style dining, common living areas, movie theater, activity and game rooms, exercise room, and a salon. The daily activities along with the plentiful facility amenities will create a sense of place as it serves the daily needs of residents.

3. Environmental and Cultural Stewardship

“Our Nation has a diverse and extremely rich cultural heritage. It is a source of pride and strength to millions of Americans who look to the arts for inspiration, communication and the opportunity for creative self-expression.” – Gerald Ford

Southeast Alaska has a unique cultural heritage rich in history and art. Riverview Senior Community will be built and operated with sense of duty to honor the heritage of Southeast Alaskans. There are many ways to pay tribute to the local cultural heritage in both the design and décor of the community, along with hosting cultural activities that will be integrated into the monthly activity calendar.

Few things strengthen pride and stoke memories of one’s own heritage as much as cultural artwork. Riverview Senior Community will incorporate Tlingit and Haida artwork, as well as other historical and cultural designs into the facility.

Given the massive size of the state it is ironic that land in Juneau is a scarcity; however, the topographic nature of the surrounding area requires a thoughtful approach to land use and planning. By increasing the utilization of lands where development already exists (such as Vintage Business Park), Riverview Senior Community greatly decreases the impact on Juneau's crown jewel, the natural environment.

Preserving the environment and relieving pressure on the natural resources is an important corporate philosophy and integral to the project's vision. As such, incorporating energy efficient technology and materials will be a critical component of the facility design. The pristine natural resources will also be an important amenity to the facility. The project will be designed to maximize views of the Mendenhall River, the Mendenhall Glacier, and the surrounding majestic mountains.

In considering the environmental impacts of the project it is important to note that the facility will sit on the Mendenhall River. The river presents a unique challenge because of the potential for flooding and erosion. Much of the concerns have subsided due to the oxbow breaking through last year, which has rerouted the river flow away from the site. This is good news as the flooding and erosion risks are reduced, but further risk assessment is needed and will be conducted to determine what (if any) riverbank protection will be required.

SCHEMATIC DESIGN

Northwind Architects previously had generated a schematic design concept for Riverview Senior Community as part of its initial design work for a previous development group. A lot of thought has gone into that design. This design maximizes the irregular shape lot by conforming to the bend in the river and the bend in the road, while permitting optimal exposure for daylight and views. Torrey Pines Development Group will build on this design concept and will make minor modifications to the floor plan and elevations to create greater operational efficiencies and reduce construction costs.

The following conceptual schematic design by Northwind Architects will serve as the basis for the final project design. These images, while not the focus of this proposal, are intended to illustrate the design concept and project footprint. The final product will be similar in mass and scale but may vary as more thought and planning is needed to consider the operational efficiencies and construction cost of the design.

Conceptual First Floor Plan



Conceptual Second Floor Plan



Conceptual Elevations



SOUTH ELEVATIONS - MEMORY CARE
SCALE 1/8" = 1'-0"



EAST ELEVATION - MEMORY CARE
SCALE 1/8" = 1'-0"



② NORTH ELEVATION - MEMORY CARE/CENTER PROGRAM
SCALE 1/8" = 1'-0"



① NORTH ELEVATION - ASSISTED LIVING/CENTER PROGRAM
SCALE 1/8" = 1'-0"



③ WEST ELEVATION - ASSISTED LIVING
SCALE 1/8" = 1'-0"



② SOUTH ELEVATION - ASSISTED LIVING/CENTER PROGRAM
SCALE 1/8" = 1'-0"

PROJECT SIZE & UNIT MIX

Riverview Senior Community will consist of a single-phase development project and will include approximately 70,000 square feet of building space. The facility will include approximately 45,000 square feet of residential unit living space with approximately 25,000 square feet of common space. The facility will include care options for both assisted living and memory care residents. It is anticipated that the facility will include approximately 80 total units, including 56 assisted living units and 26 memory care units. The bed count varies slightly from the unit count because the facility will include some shared (semi-private) memory care units. As such, the facility will include approximately 88 beds, with 56 assisted living beds and 34 memory care beds.

Additionally, a certain number of assisted living units will be available to residents who qualify for Medicaid. There is a significant need to meet this demand and serve this segment of the senior community. A important component of the financial analysis included in Part Three is the number of units available for residents who receive Medicaid benefits.

Proposed Unit Mix

Riverview Senior Community: Unit Mix			
	Units	Beds	Unit %
Assisted Living:			
Studio (Medicaid)	13	13	24%
Studio (Private Pay)	10	10	19%
1-Bedroom	31	31	57%
Total Assisted Living Units	54	54	100%
	Units	Beds	Unit %
Memory Care:			
MC - Private	18	18	69%
MC - Semiprivate	8	16	31%
Total Memory Care Units	26	34	100%
Total Units/Beds	80	88	

**Proposed unit mix is approximate and final unit mix may vary*

DEVELOPMENT & CONSTRUCTION SCHEDULE

Torrey Pines Development Group anticipates that the combined development/approval schedule and the construction schedule will be between 21 and 26 months. The following illustration breaks down the expected schedule for the development and construction.

Month	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21
Schematic Design																					
Design Development																					
Construction Drawings																					
Permitting																					
Construction																					

*Best Case Scenario

Development Phase	Time (Months)
Schematic Design and Owner Approval:	2
Design Development:	2 – 3
Construction Drawings:	2 – 3
Permitting:	1 – 2
Construction:	14 – 16
TOTAL	21 – 26 Months

Project Expediting Measures

Timing of the start of construction is critical. It is always best to start a project like this in the spring, which gives sufficient time to grade, lay the foundation, construct the walls and place a roof overhead before the wet season begins. Timing is not on our side. If the RFP is awarded in December 2019, then the earliest project start date for the schematic design will be January 2020, which pushes the construction start date out to July or August of 2020. That is not sufficient time to get a roof overhead without going into the winter season and incurring costly winter construction and weather mitigation measures.

Torrey Pines Development Group has successfully expedited construction in previous projects by bifurcating the construction drawings and the grading plans into 2 separate submittals. Most jurisdictions will want to see a concurrent submittal of the construction drawings and grading plans because they are so closely tied together; however, if CBJ is willing to process and approve the grading plans prior to the construction drawing submittal then we can theoretically begin grading in the spring even before the construction drawings have been submitted for permitting. This will expedite the construction process by several months and help to reduce additional costs of having an exposed building during the winter.

PART THREE: FINANCIAL ANALYSIS

TOTAL PROJECT COST & BUDGET

Budget		Total Cost	Cost/SF	Cost/Bed
Acquisition				
Closing Cost		\$ 10,700	\$ 0.15	\$ 122
Due Diligence/Reports		\$ 31,000	\$ 0.43	\$ 352
Total Acquisition Cost		\$ 41,700	\$ 0.57	\$ 474
Planning/Building Fees				
Planning/Building Fees		\$ 39,000	\$ 0.54	\$ 443
Total Fees		\$ 39,000	\$ 0.54	\$ 443
Architecture				
Architecture		\$ 934,204	\$ 12.82	\$ 10,616
Civil Engineering		\$ 65,710	\$ 0.90	\$ 747
Structural Engineering		\$ 219,040	\$ 3.01	\$ 2,489
Mechanical/Electrical/Plumbing		\$ 483,990	\$ 6.64	\$ 5,500
Landscape Architect		\$ 41,380	\$ 0.57	\$ 470
Interior Designer		\$ 85,000	\$ 1.17	\$ 966
Kitchen Consultant		\$ 11,000	\$ 0.15	\$ 125
Cost Estimating		\$ 31,220	\$ 0.43	\$ 355
Geotech Services		\$ 26,331	\$ 0.36	\$ 299
Other		\$ 40,002	\$ 0.55	\$ 455
Total Architecture		\$ 1,937,877	\$ 26.60	\$ 22,021
Construction				
Construction Hard Cost		\$ 21,853,448	300.00	248,335
General Conditions	3.3%	\$ 728,448	10.00	8,278
FF&E		\$ 800,000	10.98	9,091
Contingencies	2.9%	\$ 750,000	10.30	8,523
GC Fee	6.0%	\$ 1,447,914	19.88	16,454
Total Construction Cost		\$ 25,579,810	\$ 351.15	\$ 290,680
Finance Cost				
Loan Fee	1.01%	\$ 225,000	\$ 3.09	\$ 2,557
Interest Reserve - Senior Loan		\$ 1,000,000	\$ 13.73	\$ 11,364
Title Recording Doc Fees		\$ 10,000	\$ 0.14	\$ 114
Insurance		\$ 45,000	\$ 0.62	\$ 511
Appraisal Fee		\$ 7,500	\$ 0.10	\$ 85
Inspections		\$ 2,500	\$ 0.03	\$ 28
Total Finance Cost		\$ 1,290,000	\$ 17.71	\$ 14,659
Other Fees				
Legal Professional Fees		\$ 250,000	\$ 3.43	\$ 2,841
Development/Management Fee	5.0%	\$ 1,514,419	\$ 20.79	\$ 17,209
Total Other Fees		\$ 1,764,419	\$ 24.22	\$ 20,050
Operating Start-Up Costs				
Pre-Opening Ops Budget		\$ 300,000	\$ 4.12	\$ 3,409
Post-Opening Ops Budget		\$ 850,000	\$ 11.67	\$ 9,659
Total Operating Start-Up Costs		\$ 1,150,000	\$ 15.79	\$ 13,068
		Total Cost	Cost/SF	Cost/Unit
TOTAL PROJECT COST		\$ 31,802,807	\$ 436.58	\$ 361,396

Riverview Senior Community is projected to cost a total of \$31,800,000, inclusive of all hard and soft costs. Escalating construction hard costs is the largest factor to the increased projected cost since our previous cost analysis. After further consultation with Chris Gilberto at the Juneau office for Dawson Construction it is clear that the hard construction cost budget for this project should be closer to \$300 per square foot. The cost to build in Alaska is high, and therefore the project will need assisted from CBJ to make economic sense. Further discussion on this is found in Part Four of this proposal.

INCOME ANALYSIS

Unit Mix and Revenue Projection

The following table illustrates the projected unit mix along with the projected pricing and the unit square footage for the various unit types.

Unit Mix					
	Units	Beds	Total Beds	Room SF	Building SF
ALF - Studio (Medicaid)	13	1	13	400	5,200
ALF - Studio (Private)	10	1	10	400	4,000
ALF - 1 Bedroom	31	1	31	550	17,050
ALF - 2 Bedroom	-	2	-	-	-
MC - Semi Private	8	2	16	550	8,800
MC Private	18	1	18	400	7,200
	-	-	-	-	-
	-	-	-	-	-
TOTAL AL	80		88	2,300	42,250
Unit Pricing & Revenue					
	Price/Bed	Base Income	Care Fees	Total Care	Total Income
ALF - Studio (Medicaid)	\$ 5,196	\$ 67,543	\$ -	\$ -	\$ 67,543
ALF - Studio (Private)	\$ 4,995	\$ 49,950	\$ 1,250	\$ 12,500	\$ 62,450
ALF - 1 Bedroom	\$ 5,995	\$ 185,845	\$ 1,250	\$ 38,750	\$ 224,595
ALF - 2 Bedroom	\$ -	\$ -	\$ -	\$ -	\$ -
MC - Semi Private	\$ 6,000	\$ 96,000	\$ 1,250	\$ 20,000	\$ 116,000
MC Private	\$ 8,500	\$ 153,000	\$ 1,250	\$ 22,500	\$ 175,500
-	\$ -	\$ -	\$ -	\$ -	\$ -
-	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL AL	\$ 30,686	\$ 552,338	\$ 5,000	\$ 93,750	\$ 646,088
Average Income/Bed/Mo					7,342

Recently there has been much media attention given to market pricing for assisted living in the State of Alaska. Pioneer Homes has drastically increased their rates to account for the true cost of care. The recent rate increases are so dramatic that a class action lawsuit has been filed seeking a reduction in the new rates.

The question that any operator must ask is whether or not Alaskan's can afford the cost of care based on the new rate structure at Pioneer Homes. Given that the market rates for assisted living at Pioneer Home in Juneau was already well above the national average prior to the rate increase, it is unrealistic for an operator or a lender to underwrite a project at rates higher than we are projecting in our model. The starting rates illustrated in our model for each unit type is much higher than the rates that we can charge for similar accommodations and care levels at any of our other facilities, and therefore we feel these figures are somewhat aggressive. However, given the cost to build and operate this facility in Juneau, these are the minimum rates that must be achieved to ensure economic sustainability.

Lease Up Schedule

A critical component of the financial success of the facility will be how quickly the facility will reach full occupancy. If the facility can stabilize quickly then that will create less of a financial burden to carry the project through to the cash flow breakeven point. Strategic marketing and community outreach will play an important role in stabilizing as quickly as possible. For illustration purposes we are projecting the facility lease up rate at 5% per month, which get the facility to full occupancy in approximately 20 months. This is not an aggressive projection, but it is not an extremely conservative projection either. Most lenders will not underwrite a lease up schedule that is more aggressive than this.

Please refer to the digital file submitted with this proposal to view the lease up schedule table.

EXPENSE ANALYSIS

Several factors are taken into consideration when projecting operating expenses for the new facility. Non-labor related expenses such as administrative, marketing, utilities and maintenance add up to significant expenses, but as with any other facility, labor related expenses will account for the largest majority of the operating budget. A thorough analysis of the operating expenses can be found in the digital proforma included in this submittal.

Labor Schedule

Although generally speaking labor in a care facility is a variable expense (labor fluctuates with occupancy); however, there is a minimum labor requirement set by State Licensing that requires a minimum number of employees regardless of occupancy. In that regard the labor related expenses during the lease up period are high, which is a burden on the cash flow. We account for this burden by including a pre-opening and a post-opening operating budget in the overall cost of the project to pay for the labor overhead during the lease up period.

Our economic analysis includes the following labor assumptions at full occupancy. For a more thorough analysis of the staffing and caregiving ratios, please refer to the digital proforma model included with this submittal.

Nursing and Care Staff	
Resident Services Director	1
LVN - AM Shift	1
LVN - PM Shift	1
LVN - NOC Shift	1
Caregivers - AM Shift	8
Caregivers - PM Shift	8
Caregivers - NOC Shift	5
Total Nursing and Care Staff	25
Non-Nursing Staff	
Marketing Director	1
Maintenance Director	1
Culinary Director	1
Cooks	3
Dishwasher/Prep Cook	3
Servers	4
Housekeeping	2
Laundry	1
Activities Director	1
Assisted Activities Dir.	2
Total Non-Nursing Staff	19
Administrative	
Executive Director	1
Business Office Director	1
Receptionist	1
Total Administrative	3
Total Daily Employees	47

Another important factor in the labor analysis is the acuity level of the residents at the facility. High acuity residents require more care and therefore increase the staffing requirement of the facility. It has been our experience that newer facilities initially attract lower acuity residents who are more independent, and as the facility ages the acuity level of the residents rise, as does the staffing requirement.

PROFIT & LOSS PROJECTION

Proforma Profit & Loss RIVERVIEW SENIOR COMMUNITY Juneau, Alaska						
	Year 1	Year 2	Year 3	Year 4	Year 5	
INCOME						
Rent & Care Fees	\$ 2,378,777	\$ 6,530,183	\$ 7,699,625	\$ 7,853,618	\$ 8,010,690	
Community Fees	\$ 138,000	\$ 128,520	\$ 74,909	\$ 76,407	\$ 77,935	
Total Revenue	\$ 2,516,777	\$ 6,658,703	\$ 7,774,534	\$ 7,930,025	\$ 8,088,625	
OPERATING EXPENSE						
Nursing	\$ (991,098)	\$ (1,838,569)	\$ (2,092,823)	\$ (2,129,266)	\$ (2,171,852)	
Marketing	\$ (139,460)	\$ (143,269)	\$ (146,135)	\$ (149,057)	\$ (152,038)	
Utilities	\$ (267,348)	\$ (272,695)	\$ (278,149)	\$ (283,712)	\$ (289,386)	
Culinary	\$ (373,558)	\$ (758,257)	\$ (878,440)	\$ (894,744)	\$ (912,638)	
Housekeeping/Laundry	\$ (137,690)	\$ (200,028)	\$ (225,779)	\$ (229,732)	\$ (234,327)	
Activities	\$ (154,565)	\$ (204,492)	\$ (226,912)	\$ (231,075)	\$ (235,697)	
Maintenance	\$ (169,800)	\$ (173,196)	\$ (176,660)	\$ (180,193)	\$ (183,797)	
Administrative	\$ (469,483)	\$ (500,304)	\$ (524,100)	\$ (534,295)	\$ (544,981)	
Other Expenses	\$ (323,523)	\$ (479,502)	\$ (547,138)	\$ (566,331)	\$ (586,241)	
Total Operating Expense	\$ (3,026,525)	\$ (4,570,313)	\$ (5,096,134)	\$ (5,198,405)	\$ (5,310,957)	
Net Operating Income	\$ (509,748)	\$ 2,088,390	\$ 2,678,400	\$ 2,731,619	\$ 2,777,668	
Operating Margin	-20.3%	31.4%	34.5%	34.4%	34.3%	
Debt Service - Senior Loan	\$ (1,408,468)	\$ (1,408,468)	\$ (1,408,468)	\$ (1,408,468)	\$ (1,408,468)	
Debt Service - Junior Loan	\$ -	\$ -	\$ -	\$ -	\$ -	
Net Income	\$ (1,918,216)	\$ 679,922	\$ 1,269,932	\$ 1,323,151	\$ 1,369,200	
DCR - Senior Loan	(0.4)	1.5	1.9	1.9	2.0	
DCR - Senior + Mezz Loan	(0.4)	1.5	1.9	1.9	2.0	

PART FOUR: INCENTIVES AND PROPOSED CBJ CONTRIBUTIONS

Due to the high cost to build the facility in Juneau (in addition to the high cost to operate the facility), it is challenging to make sense of the economics. When analyzing the potential project there are two ways to adjust the model to improve the economic outlook: increase the revenue projection or decrease the expense projection. In this case it will take a little of both. We have already increased our revenue projections beyond our comfort level, and we have also included cost mitigation measures and financial incentives from CBJ into our proforma.

To assist in making the project economically feasible the following incentives are being sought from CBJ, and these incentives have been incorporated into the economic model.

1. Land lease with an option to purchase
2. Property tax abatement
3. Grant funded through the Juneau Affordable Housing Fund
4. Fill gravel provided by CBJ
5. Waiver of impact, development, and permitting fees

1. LAND LEASE WITH OPTION TO PURCHASE

The City and Borough of Juneau has already shown a tremendous commitment to establishing a new senior care facility in Juneau by purchasing the land at Vintage Business Park and soliciting proposals from developers and operators. This is critical to the financial feasibility of the project because it reduces the cash outlay required by a developer to build the facility, which increases the projected return and reduces risk. As such, we propose a ground lease structure that will give Torrey Pines Development Group adequate time to build the and stabilize the facility.

Lease Terms

The following ground lease terms are proposed:

Lease Rate:	3.5% lease rate on the \$1,519,000 purchase price
Annual Payment:	\$53,165.00
Monthly Payment:	\$4,430.00
Lease Term:	50 - 99 years
Lease Deposit:	None
Payment Deferral:	12 months after facility operations commence

Option to Purchase Land

Although a ground lease arrangement will reduce the initial project cost and the cash outlay for the project, it may not be the most appropriate long-term approach for either party, and therefore an option agreement to purchase the land is an important element of this proposal.

Once Riverview Senior Community is fully stabilized and operating efficiently and producing the necessary cash flow, it is entirely feasible to exercise the option and purchase the land either through a refinance or a new syndicated investment group.

We propose an option price of \$1,750,000 that can be exercised at any time within the first 10 years of the project.

2. PROPERTY TAX ABATEMENT

On July 22 of this year the Assembly of the City and Borough of Juneau enacted an ordinance providing for a property tax abatement program to incentivize the development of assisted living for senior citizens. We applaud the Assembly in their efforts in helping make this new and much-needed assisted living facility more economically feasible.

We have incorporated the property tax abatement program into our financial analysis and the impact is substantial. Removing property taxes from the proforma boosts the bottom line profitability of the project by approximately 20%. This increase to the bottom line revenue is fundamental to making the project an attractive investment for both investors and lenders.

3. GRANT FUNDED THROUGH THE JUNEAU AFFORDABLE HOUSING FUND

Increasing investor returns and reducing exposure to risk is essential to attracting capital partners and lender. Increasing bottom line profitability through cost saving measures like the property tax abatement program are only one way to help increase investor returns. Reducing the equity investment requirement is another way to increase the required investor returns, and this can be accomplished through a grant from the Juneau Affordable Housing Fund.

We are proposing a \$2,000,000 grant from the Juneau Affordable Housing Fund, or other appropriate resources available from the City and Borough of Juneau. These funds will reduce the overall equity investment requirement for the project from approximately \$11,130,000 to \$9,130,000. This reduction in the equity investment increases the projected return to the equity investors to a point where the investment returns make sense.

The following table is an illustration of the projected capital investment structure for Riverview Senior Community.

Capital Investment Structure			
Equity	\$	9,130,982	28.7%
City Funded Grant	\$	2,000,000	6.3%
Senior Lender	\$	20,671,824	65.0%
Total Cost	\$	31,802,806	100.0%

4. FILL GRAVEL PROVIDED BY CBJ

The soil conditions on the site will require an estimated 4,000 yards of soil beneath the building footprint to be removed and filled with suitable sand/gravel that can support the facility's foundation. This amount of sand/gravel will add additional construction expenses. In consultation with Dawson Construction, the market price cost for the sand/gravel will be approximately \$200,000.

The City and Borough of Juneau owns a rock quarry and we propose for the city to donate the required 4,000 yards of sand/gravel to the project. Providing the sand/gravel to the project does not require any capital outlay from CBJ, but this cost savings to the project will help relieve the burden of the high construction cost to construct the facility.

5. WAIVER OF IMPACT, DEVELOPMENT, AND PERMITTING FEES

Impact and connection fees, development fees and permitting fees can add up to substantial project costs. Although these fees may not seem significant compared to the overall project cost, waiving these fees will help to improve the financial feasibility of the project, and we propose for these fees to be waived.

EXHIBIT A

CONTACT INFORMATION

Torrey Pines Development Group, LLC

1817 Avenida del Diablo
Escondido, CA 92029

Name: Matthew Parks

Phone: (858) 335-1817

Email: mp@torreypinesdevelopment.com

Name: Tom Sutton

Phone: (858) 776-7537

Email: tom@torreypinesdevelopment.com

Website: www.torreypinesdevelopment.com

Bayshire Senior Communities, LLC

1817 Avenida del Diablo
Escondido, CA 92029

Name: Scott Kirby

Phone: (619) 201-5888

Email: scott@bayshirellc.com

Website: www.bayshirellc.com

Northwind Architects

126 Seward Street
Juneau, AK 99801

Name: Sean Boily

Phone: (907) 586-6150

Email: sean@northwindarch.com

Name: James Bibb

Phone: (907) 586-6150

Email: james@northwindarch.com

Website: www.northwindarch.com

EXHIBIT B

REFERENCES

Lender References:

Tim DeWan
Pacific Western Bank
4365 Executive Drive, Suite 125
San Diego, CA 92121
(858) 967-2261
tdewan@pacificwesternbank.com

Nancy Pepper
Preferred Bank
890 Roosevelt Avenue, 2nd Floor
Irvine, CA 92620
(951) 2649201
nancy.pepper@preferredbank.com

Local References:

Sioux Douglas
Senior Citizen Support Services, Inc.
(907) 209-8151
sioux@gci.net

Betty Stidolph
Juneau Community Resident
(907) 723-9654
bstidolph@gmail.com

Non-Local References:

Dan Dobron
Pacific West Development
(951) 240-5230 x-102
dan@pwdevelopment.com

Jeff Bullick
Lusardi Land Company
(760) 744.3133 x1201
JBullick@lusardi.com

Vintage Business Park Senior Housing Assisted Living Bid Form

Instructions

A significant factor in the award of the bid for the Vintage Business Park property will be the senior housing assisted living and memory care proposal included with the bid form. Bidders should be sure that the proposed purchase or lease price on the bid form is consistent with information provided with the proposal narrative.

☐ Purchase

☒ Lease

Proposed purchase price: _____

Proposed lease price: \$53,165 /yr
* With option to purchase land
Please see proposal

Note:

In August 2019, CBJ purchased the property for \$1,519,000. An April 18, 2019 appraisal report (Appendix C) showed a fair market valuation of \$1,860,000.

Torrey Pines Development Group
 Bidder or Company Name

Matthew Parks 11/21/19
 Signature Date

Matthew Parks
 Printed Name

1817 Avenida del Diablo
 Address

Escondido CA 92029
 City State Zip

Addendum #1, 10-31-2019

Addenda Nos. Received

\$ Described in proposal
 TOTAL BID

(858) 335-1817
 Telephone Number

(907) 586-6181
 Fax Number

mp@torreypinesdevelopment.com
 E-Mail Address

Items Due at time of submittal:

- Bid Form
- Proposal
- Registration Fee



October 31, 2019

Addendum No. 1 To Bid to Purchase or Lease Land in the Vintage Business Park and Proposal for the Development and Operation of a Senior Assisted Living Housing and Care Community

The following items of the subject Quote are modified as herein indicated. All other items remain unchanged.

REFER TO: V. Attachments, E. CBJ Senior Assisted Living Bid Form

DELETE: in its entirety.

REPLACE WITH: V. Attachments, E. CBJ Senior Assisted Living Bid Form (2), Revised October 31, 2019.

REFER TO: V. Attachments

DELETE: nothing.

ADD: V. Attachments

G. CBJ Vintage Park Limited Topographic Survey

H. AutoCAD file for Topographic Mapping (Link @

https://beta.juneau.org/housing/assisted-living_2019)

I. CBJ Land Management Code (attached, sealed competitive bid, pg. 3)

This addendum must be acknowledged or your quote may be considered non-responsive.

Acknowledgment can be made by signing and returning prior to deadline or include with your quote via:

Email: Scott.ciambor@juneau.org

Buyer & Title

City and Borough of Juneau

(907) 586-0220

Torrey Pines Development Group

Company

Matthew Parks / Matthew Parks

Signature/Printed Name

11/21/19

Date

ACKNOWLEDGE THIS PAGE IF YOU INTEND TO SUBMIT A BID



(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: CDD Building
STAFF PERSON/TITLE: Charlie Ford
DATE: 01/16/2020
APPLICANT: CBJ Chief Housing Officer
TYPE OF APPLICATION: CSP (City State Project)

PROJECT DESCRIPTION:

CBJ has been working on the development of senior assisted living housing units to meet long-standing community needs and goals. Through a sealed competitive bid process, Torrey Pines Development submitted a proposal for 80 units (88 beds) of assisted living and memory care with a wide range of proposed senior services and amenities to be developed utilizing CBJ land in the Vintage Business Park. The unit mix in the proposal includes a combination of Medicaid eligible and private pay beds with studio and 1-bedroom options for assisted living and private and semi-private beds for Memory Care. Total project costs for development and pre-opening was estimated at \$31,802,807

LEGAL DESCRIPTION: Clinton Drive (8 vacant lots)

PARCEL NUMBER(S): 5B1601440380; 5B1601440370; 5B1601440360; 5B1601440350; 5B1601440340; 5B1601440330; 5B1601440320; 5B1601440311

PHYSICAL ADDRESS: Clinton Drive

SPECIFIC QUESTIONS FROM PLANNER:

N/A

AGENCY COMMENTS:

Buildings has no comments on this project at this time



(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: FIRE

STAFF PERSON/TITLE: Daniel Jager, Fire Marshal

DATE: January 16, 2020

APPLICANT: CBJ Chief Housing Officer

TYPE OF APPLICATION: CSP (City State Project)

PROJECT DESCRIPTION:

CBJ has been working on the development of senior assisted living housing units to meet long-standing community needs and goals. Through a sealed competitive bid process, Torrey Pines Development submitted a proposal for 80 units (88 beds) of assisted living and memory care with a wide range of proposed senior services and amenities to be developed utilizing CBJ land in the Vintage Business Park. The unit mix in the proposal includes a combination of Medicaid eligible and private pay beds with studio and 1-bedroom options for assisted living and private and semi-private beds for Memory Care. Total project costs for development and pre-opening was estimated at \$31,802,807

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PHYSICAL ADDRESS: Clinton Drive

SPECIFIC QUESTIONS FROM PLANNER:

N/A

AGENCY COMMENTS:

No comments or concerns at this time.



(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: Engineering & Public Works
STAFF PERSON/TITLE: Autumn Sapp/ Engineering & Public Works Business Manager
DATE: 1/16/2020
APPLICANT: CBJ Chief Housing Officer
TYPE OF APPLICATION: CSP (City State Project)

PROJECT DESCRIPTION:

CBJ has been working on the development of senior assisted living housing units to meet long-standing community needs and goals. Through a sealed competitive bid process, Torrey Pines Development submitted a proposal for 80 units (88 beds) of assisted living and memory care with a wide range of proposed senior services and amenities to be developed utilizing CBJ land in the Vintage Business Park. The unit mix in the proposal includes a combination of Medicaid eligible and private pay beds with studio and 1-bedroom options for assisted living and private and semi-private beds for Memory Care. Total project costs for development and pre-opening was estimated at \$31,802,807

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PHYSICAL ADDRESS: Clinton Drive

SPECIFIC QUESTIONS FROM PLANNER:

N/A

AGENCY COMMENTS:

N/A



(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: Lands Division
STAFF PERSON/TITLE: Greg Chaney, Lands Manager
DATE: January 17 2020
APPLICANT: CBJ Chief Housing Officer
TYPE OF APPLICATION: CSP (City State Project)

PROJECT DESCRIPTION:

CBJ has been working on the development of senior assisted living housing units to meet long-standing community needs and goals. Through a sealed competitive bid process, Torrey Pines Development submitted a proposal for 80 units (88 beds) of assisted living and memory care with a wide range of proposed senior services and amenities to be developed utilizing CBJ land in the Vintage Business Park. The unit mix in the proposal includes a combination of Medicaid eligible and private pay beds with studio and 1-bedroom options for assisted living and private and semi-private beds for Memory Care. Total project costs for development and pre-opening was estimated at \$31,802,807

LEGAL DESCRIPTION: Clinton Drive (8 vacant lots)

PARCEL NUMBER(S): 5B1601440380; 5B1601440370; 5B1601440360; 5B1601440350; 5B1601440340; 5B1601440330; 5B1601440320; 5B1601440311

PHYSICAL ADDRESS: Clinton Drive

SPECIFIC QUESTIONS FROM PLANNER:

N/A

AGENCY COMMENTS:

This project has been handled through the Housing Officer. The Lands Division has no further comment at this time.



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

COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: PW/Engineering - Street Maintenance and Transit

STAFF PERSON/TITLE: Ed Foster, Operations Superintendent II

DATE: 01/17/2020

APPLICANT: CBJ Chief Housing Officer

TYPE OF APPLICATION: CSP (City State Project)

PROJECT DESCRIPTION:

CBJ has been working on the development of senior assisted living housing units to meet long-standing community needs and goals. Through a sealed competitive bid process, Torrey Pines Development submitted a proposal for 80 units (88 beds) of assisted living and memory care with a wide range of proposed senior services and amenities to be developed utilizing CBJ land in the Vintage Business Park. The unit mix in the proposal includes a combination of Medicaid eligible and private pay beds with studio and 1-bedroom options for assisted living and private and semi-private beds for Memory Care. Total project costs for development and pre-opening was estimated at \$31,802,807

LEGAL DESCRIPTION: Clinton Drive (8 vacant lots)

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PHYSICAL ADDRESS: Clinton Drive

SPECIFIC QUESTIONS FROM PLANNER:

N/A

AGENCY COMMENTS:

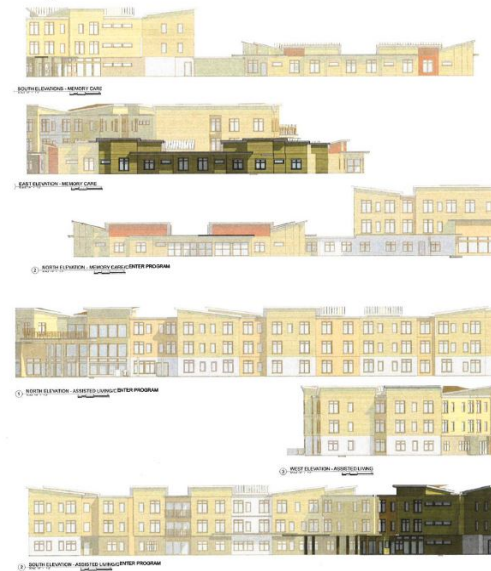
Street maintenance and Transit have no comments or issues with this request at this time.

CSP2020 0002

Staff recommends the Planning Commission forward the proposal to the Assembly with a recommendation of APPROVAL to dispose of the CBJ-owned property located on Clinton Drive to Torrey Pines Development for senior housing, assisted living and memory care.

January 28, 2020 Planning Commission

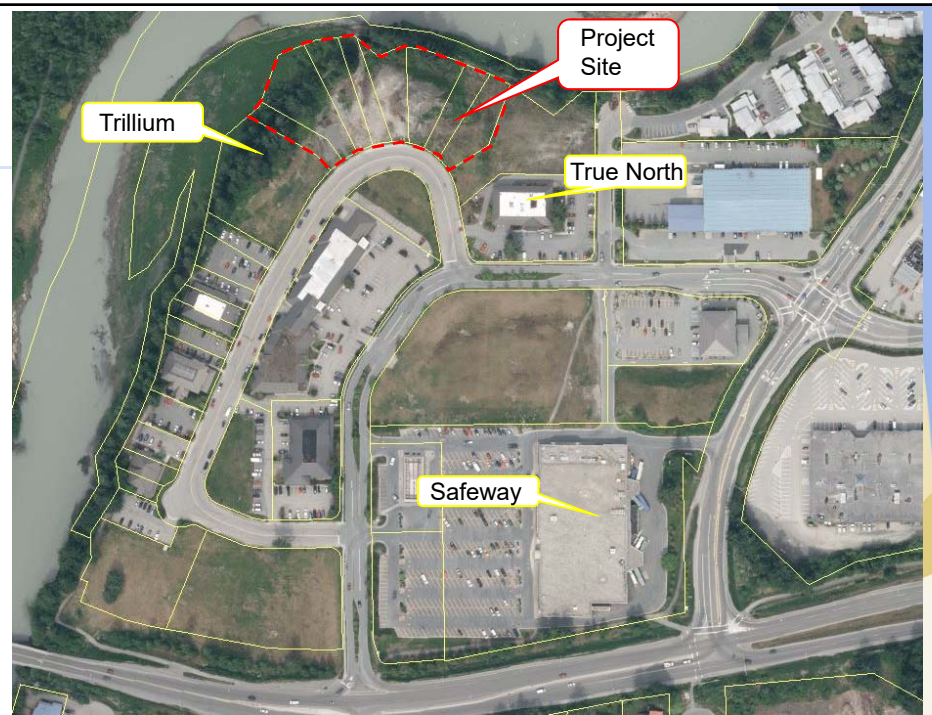
Conceptual Elevations



Page 8 of packet



Vicinity



Current conditions



Not in packet



Background

- The project consists of Lots 31A - 38 of Vintage II Subdivision. This land was part of Vintage Subdivision, originally a homestead of U.S. Survey 1193 that was left mostly undeveloped. In 1984, the land was sold to Mr. William Bauer, and was designed as a business park. The site was cleared of the natural vegetation and graded to accommodate buildings and parking.
- In January 2016, a zoning change from Light Commercial to Mixed Use was adopted.
- As part of CBJ Assembly discussions on the development of assisted living in the community, the Lands Committee, at its April 29, 2019 meeting, discussed the purchase of the property, providing tax abatement for the creation of assisted living, and creating a competitive process to dispose of the property for the development and operation of senior assisted living.



Background

- At the April 29, 2019 Committee of the Whole meeting, a funding request for the property was moved to the Assembly Finance Committee pending list for consideration in the following year's budget. As part of the FY20 Budget, \$1,512,000 was approved for purchase of the property.
- In July 2019, CBJ entered into negotiations with Mr. Bauer for the property and the sale closed on August 19, 2019.
- From September 19 – November 21, 2019, CBJ organized a sealed competitive bid process for disposal of the land for development and operation of senior assisted living.



Conformity with Adopted Plans

- CBJ Comp Plan:
 - Comprehensive Plan Land Use Maps designate this area as Traditional Town Center (TTC). The designation supports higher density housing located in shopping centers, with access to public transportation. The project site is located in an established shopping area, within a half mile of the Safeway grocery store, a transit stop, a bank, and a post office.
 - Chapter 4 – Housing Element, Policy 4.2 states that the CBJ should facilitate the provision of an adequate supply of various housing types and sizes to accommodate present and future housing needs for all economic groups.
- Juneau Economic Development Plan:
 - “Promote Housing Affordability and Availability” and “Build the Senior Community”
- Housing Action Plan:
 - *Solution 4: Production Targets* states that the need for assisted living units is 330 units over 30 years, with the development of 11 units annually.



Agency Review / Public Comment

- Staff contacted CBJ CDD Building Division, Engineering & Public Works Divisions of General Engineering and Streets, CCFR, and the Lands Division.
- No comments of concern were received regarding the sale of the lots.
- At the time of writing this staff report, no public comment has been received.



Findings

- Staff finds the sale of the subject property to be consistent with Title 49 and CBJ adopted plans, specifically the 2013 Comprehensive Plan, 2015 Economic Development Plan, and the 2016 Housing Action Plan.



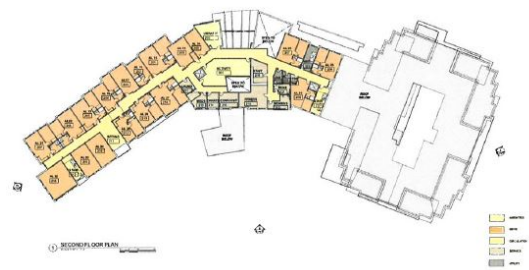
Recommend APPROVAL

Staff recommends that the Planning Commission forward the proposal to the Assembly with a recommendation of **APPROVAL** to dispose of the CBJ-owned property located on Clinton Drive to Torrey Pines Development for senior housing, assisted living and memory care.

Conceptual First Floor Plan



Conceptual Second Floor Plan





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: January 28, 2020
File No.: CSP2020 0002

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

Proposal: Planning Commission Recommendation to the City and Borough Assembly regarding disposal of 8 City-owned lots at Vintage Business Park to Torrey Pines Development for fair market value for purpose of developing 80 units of senior housing, assisted living, and memory care.

Property Address: N/A

Legal Description
or ROW name: Clinton Drive

Parcel Code No.: 5B1601440380; 5B1601440370; 5B1601440360; 5B1601440350;
5B1601440340; 5B1601440330; 5B1601440320; 5B1601440311

Hearing Date: January 28, 2019

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 21, 2020, and recommended that the City Manager direct CBJ staff to sell CBJ owned property located at Clinton Drive to Torrey Pines Development.

Attachments: January 21, 2020 memorandum from Jill Maclean, AICP, Director Community Development, to the CBJ Planning Commission regarding CSP2020 0002.

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

City and Borough of Juneau
CBJ Assembly
File No.: CSP2020 0002
January 28, 2020
Page 2 of 2

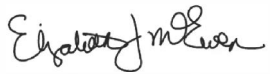
if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020(b).



Jill Maclean, AICP, Director
Community Development Department

Michael F. Vane, Chair
Planning Commission



Filed With Municipal Clerk

1/29/2020
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: January 13, 2020

TO: Planning Commission

FROM: Irene Gallion, Planner
Community Development Department

A handwritten signature in black ink, appearing to read 'Irene M. Gallion', is written over the printed name and title.

FILE NO.: CSP2019 0013

PROPOSAL: **Aspen Avenue:** Roadway resurfacing and maintenance, drainage improvements, and underground utility repairs and replacements where necessary on Aspen Avenue.

GENERAL INFORMATION

Applicant: CBJ Engineering and Public Works

Property Owner: City and Borough of Juneau

Property Address: Aspen Avenue

Legal Description: N/A

Parcel Code No.: N/A

Site Size: Approximately 1,500 linear feet

**Comprehensive Plan Future
Land Use Designation:** Urban Low Density Residential

Zoning: D5

Utilities: CBJ Water/Sewer

Access: Via Mendenhall Boulevard or Taku Boulevard

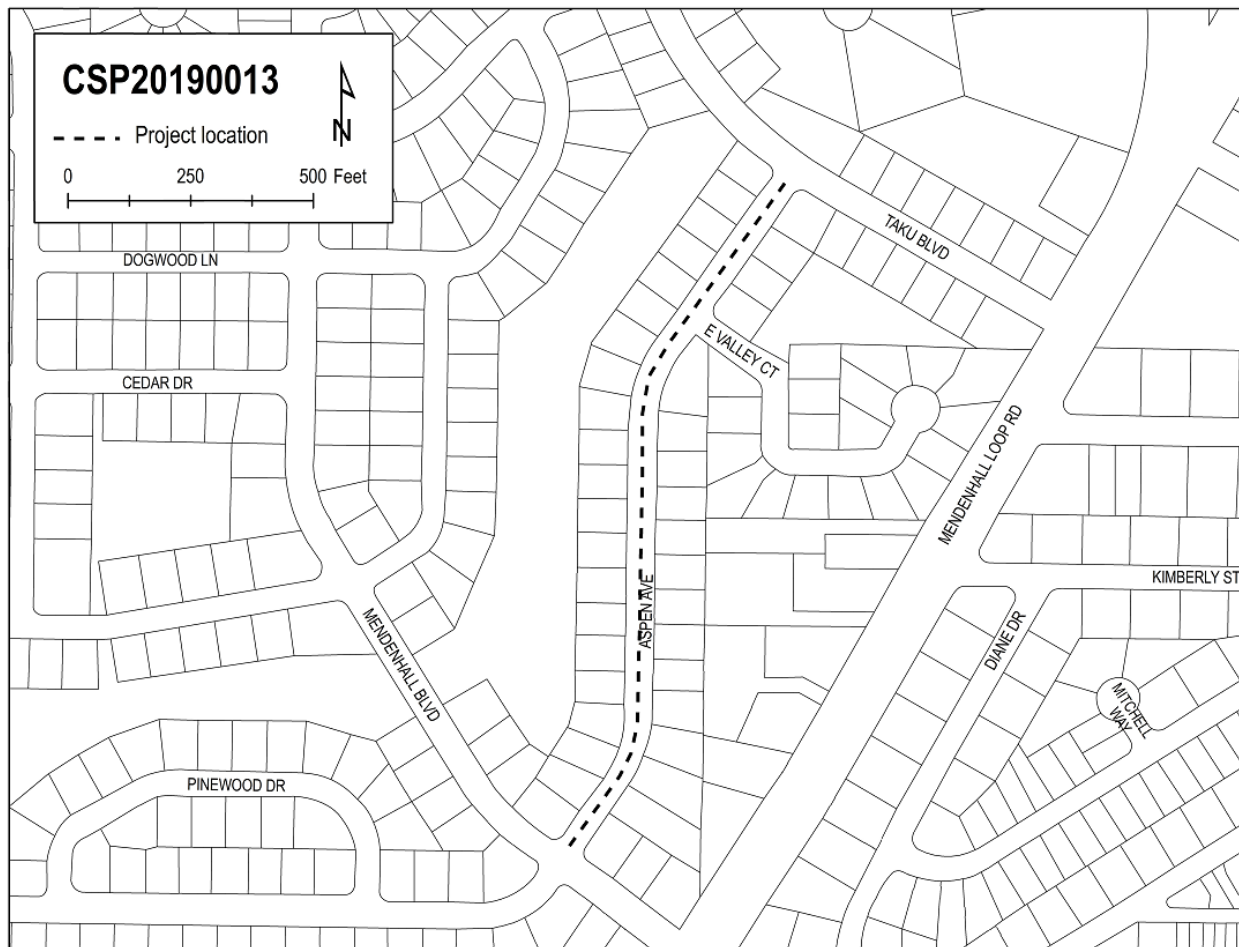
Existing Land Use: Access for residential

Planning Commission
File No.: CSP2019 0013
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Surrounding Land Use:

North	- Taku Boulevard
South	- Mendenhall Boulevard
East	- Residential
West	- Residential

VICINITY MAP



ATTACHMENTS

Attachment A: Application
Attachment B: Comment from John Hudson of the Southeast Alaska Watershed Coalition

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PROPOSAL

Staff recommends APPROVAL of this resurfacing, restoration and rehabilitation project.

The roadway base will be excavated and replaced with shot rock to improve drainage under the roadway, and new asphalt will be applied. The sewer system will be replaced, and surface drainage in the area will be improved and reconstructed.

BACKGROUND

The current roadway consists of two 11-foot lanes with valley gutter on both sides and underground drainage, all in a 60-foot right-of-way. Current pavement conditions include high severity transverse cracking. Aggregate and binder have worn away significantly, creating pitting about ½ inch deep. This is called “raveling,” and could be from blade-repair patching.



Left: Severe transverse cracks on Aspen Avenue near East Valley Court are packed with snow.

Right: Evidence of severe raveling on Aspen Avenue.

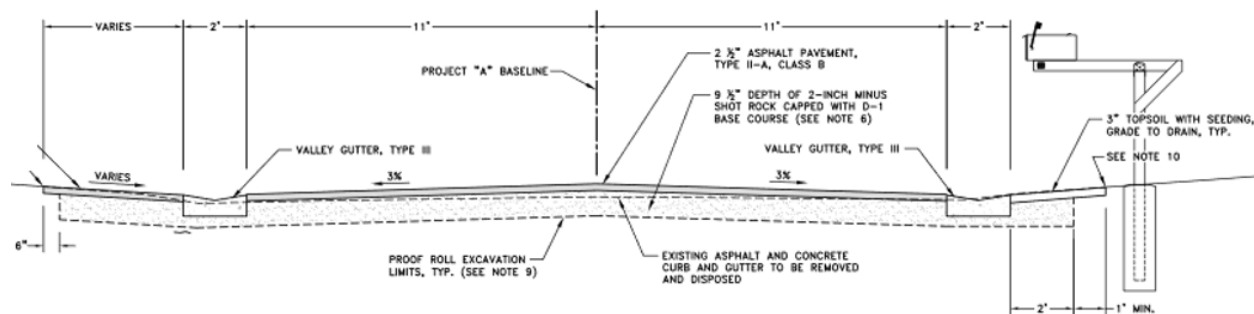
Roadway	Functional Classification	AADT, 2018
Taku Boulevard	Local	763
Aspen Avenue (this project)	Local	Est. 534
Mendenhall Boulevard	Minor Collector	2287

Functional Classification is a nationally-standardized way of grouping roads according to function. “Local roads” primarily provide access to property, while “minor collectors” provide access to land, but also move more traffic at higher speeds. Alaska Department of Transportation and

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Public Facilities (DOT) provides Average Annual Daily Traffic (AADT) counts yearly for most higher-volume roads. For Aspen Avenue, traffic is estimated using the Institute of Transportation Engineer's Trip Generation Manual. With 39 homes on Aspen Avenue and 19 on East Valley Court, each home would generate 9.2 trips per day (24-hour period), or 534 trips a day on Aspen Avenue.

The proposed project would replace roadway in kind. Original pavement from the 1960s or 1970s shows patching evident from a 1996 water system replacement. The north 20 feet of the water system connecting to Taku Boulevard was not replaced at that time, so will be replaced as part of this project. The 1,200 linear feet of Aspen Avenue to the southwest of the project were reconstructed under a 2017 contract with similar scope.



This typical section from the 2017 Aspen Avenue Pavement and Drainage Improvements project is similar to what CBJ's Engineering Department would like to construct for this project.

Sanitary sewer on Aspen Avenue is from original construction of the subdivision in the 1960s or 1970s, and will be replaced.

Valley gutter routes surface drainage towards Mendenhall Boulevard. Soil-infiltration-style roadway drainages on Mendenhall Boulevard limit debris and chemicals entering Duck Creek. At this time CBJ Engineering believes Aspen Avenue surface drainage does not drain directly into Duck Creek. The 1960s-era subdivision may yield some unforeseen issues in which case an appropriate drainage structure would be constructed. The appropriate structure may depend on the details and limitations of any easements existing across the property.

This project is funded through \$1.1 million from area-wide street sales tax and \$150 thousand from the Wastewater Enterprise Fund. A request for proposals for design services has not been issued.

According to Assessor's data, the average home cost on Aspen Avenue and East Valley Court is \$330,160. The median sales price of a single family home in Juneau was \$429,450 according to the Juneau Economic Development Council's Economic Indicators and Outlook, August 2019.

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AGENCY REVIEW

We received one comment from John Hudson of the Southeast Alaska Watershed Coalition (Attachment B). He recommends that storm water runoff be directed into the water table, which would reduce run-off and associated pollutants discharging into waters that feed the Mendenhall Wetlands. By channeling surface drainage to Mendenhall Boulevard and the ground-infiltration storm drainage discharges, CBJ Engineering incorporates this recommendation.

CBJ Engineering and Public Works does not anticipate establishing underground drainage. If underground catch basins do become needed, Hudson requests considering interception of runoff into infiltration basins before it goes into catch basins. These curb cuts would be placed “upstream” of catch basins. If water flow to the basins becomes blocked or if runoff is heavy, the infiltration basins would create an alternative route for drainage. Hudson notes that similar systems constructed in Skagway are “working well.”

CBJ’s Engineering and Public Works Department and Capital City Fire and Rescue had no comments on the project.

PUBLIC COMMENT

We have had no public comments at this time.

ANALYSIS

Conformity with Adopted Plans

There is no area plan for Mendenhall Valley at this time.

Comprehensive Plan of the City and Borough of Juneau (2013 update): This plan says little about the granular details of neighborhood transportation beyond encouraging bike and pedestrian accommodations. Aspen Avenue is a low-volume road which is able to accommodate bikers and pedestrians. Mendenhall and Taku Boulevards are higher volume roads at either end of Aspen, and both have sidewalks.

Juneau Renewable Energy Strategy (2018): This plan recognizes improved efficiency of LED lighting over conventional lighting (page 28, side bar). AEL&P upgrade schedule for the lighting on Aspen Avenue remains undetermined. CBJ estimates costs of \$7 per month for current lighting. With installation of new LED lighting, the City will ask AEL&P to install metering. New LEDs can be installed in the future without disturbing this new construction.

Juneau Climate Action and Implementation Plan (2011): One plan goal is to install energy efficient street lamps (page 52, U4-A). Per goal parameters, CBJ will work with AEL&P to upgrade to energy efficient fixtures and bulbs.

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Habitat

Duck Creek is in the greenbelt to the east of Aspen Avenue. The Comprehensive Plan recognizes the greenbelt as part of a CBJ Conservation Area. CBJ Conservation Areas recognize high-value environmental qualities worth setting aside, including non-anadromous fish watercourses, greenbelts, or high-value wetlands. Any development should be for the maintenance or protection of the resource (page 144). Improvement and maintenance to this section of Aspen Avenue and its drainage features mitigate urban impacts to the creek. Maintaining current drainage to Mendenhall Boulevard directs water to ground-infiltration-style outfalls that improve drainage quality into the creek.

The Alaska Department of Environmental Conservation listed this section of Duck Creek as an Impaired Water Body in 1999. Impairments include inadequate dissolved oxygen, debris, metals, fecal coliform, habitat modification and turbidity. Sources include urban runoff, road runoff, and land development.

This section of Duck Creek was part of a 1996-1998 project to improve conditions for spawning Coho. The project included reconfiguring the stream channel, removal of fine sediment, and increase of dissolved oxygen. High pressure jet pumps and suction dredges removed fine sediment while gravel ¼ inch or more was returned to the streambed. Sediment was used to fill burlap bags and develop a new stream channel. Mendenhall and Taku Boulevards have had projects to update and improve storm drainage infrastructure (1998-2000).

Natural impacts to the water body include isostatic rebound and decreased water recharge.

More information is available in Juneau's "Coastal Management Plan Volume 1" (2008) and the Juneau Watershed Partnership's June 2007 "Duck Creek Restoration Assessment Report, Mendenhall River Watershed in Juneau, Alaska."

FINDINGS

This project resurfaces, restores, and rehabilitates existing road and utility infrastructure for residents accessing their property. Repairs and upgrades will continue mitigating roadway drainage impacts to Duck Creek.

RECOMMENDATION

Staff recommends APPROVAL of this project.



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 Aspen Ave (Mend Blvd to Taku), Hospital Drive, River Rd		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) see Attached Location Maps		
	Parcel Number(s) 0		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner CBJ	Contact Person Bohan	Phone Number(s) 0876
	Mailing Address		
	E-mail Address john.bohan@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 _____ Landowner/Lessee Signature		12/16/19 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 CBJ Engineering	Contact Person "SAME"	Phone Number(s) "SAME"	
Mailing Address 155 S. Seward St. Juneau, AK 99801			
E-mail Address "SAME"			
X _____ Applicant's Signature		12/16/19 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 CSP20190013 Aspen Ave	Intake Initials AL
	Date Received 12/16/19



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 Complete roadway resurfacing maintenance and underground utility repairs and (replacements as necessary) on the following streets: *Aspen Avenue (Mendenhall Blvd to Taku Blvd), Hospital Drive and River Road - including adjacent streets (Tamarack Ct, Whitewater Ct, Kelly Ct, Sawa Ct, Riverbend Ct)
	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 * Asp.: R72-143, Hosp.: R72-141, River: R72-120 Capital Improvement Program # (CIP) _____ Local Improvement District # (LID) _____ River Rd is a potential LID - no # yet State Project # _____
	ESTIMATED PROJECT COST: \$ see attached narrative
	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	\$ _____			



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 CSP20190013 Aspen Ave	Date Received 12/16/19
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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.

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

CIP Street Projects Narrative for CSP – December 2019

Aspen Avenue –Mendenhall to Taku (approx. \$1mil): this maintenance project will update the sewer system, storm drainage system and roadway structure within the existing roadway foot print. The work will occur between Mendenhall Boulevard and Taku Boulevard. The majority of the water system was replaced in 1996 – the remainder of the old system (~20' within Aspen Ave to the connection with Taku Boulevard) will be replaced during this project. Street Lighting will remain as it currently exists, mounted on the power poles. These AELP maintained lights cannot be updated to LED due to AELP not having an LED tariff for dawn to dusk lighting. As the power system is overhead and the lights are mounted on the power poles, the upgrade can be accomplished without any disturbance to the roadway upon AELP's implementation of an LED tariff.

Hospital Drive Reconstruction (approx. \$2.3 mil): this maintenance project includes replacing the outdated water system and existing pavement structure within Hospital Drive from Glacier Highway to the Hospital, through the hospital campus and connecting to Salmon Creek Lane replacing the existing roadway pavement structure. A new continuous sidewalk will be constructed from Glacier Highway and connect into the sidewalk system at the Hospital Campus.

River Road(approx. \$2.1mil): (potential LID) this roadway resurfacing project would replace the existing chip seal road surface and roadway structure with new asphalt pavement for the River Road and adjacent side streets (Tamarack Court, Whitewater Court, Kelly Court, Sawa Circle, and Riverbend Court). Sidewalk would be constructed along one side of River Road to provide an important interconnect between the Kax Trail and Back Loop Road. Street Lighting does not currently exist in the subdivision and is not planned under this project. The electrical utilities along River Road are overhead. Should lighting be deemed desirable at a later date, it can be installed on the existing utility poles with no disturbance to the roadway improvements. The LID Process is currently beginning. The informal ballot is scheduled to be provided to the neighborhood in early January with the results of the ballot presented to the PWFC in February of 2020.





Irene Gallion

From: John Hudson <john@sawcak.org>
Sent: Monday, January 6, 2020 10:51 AM
To: Irene Gallion
Subject: Re: Aspen Avenue road reconstruction - feedback invited

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

Irene,

Thanks for your time on the phone and for your interest in our suggestions for these projects. As I mentioned, most urban streams in Juneau drain to the Mendenhall Wetlands, a globally important bird area and local recreation area, so ensuring high quality water in these streams ensures the health of the wetlands, not to mention the health of the streams themselves.

CBJ road and utility upgrade projects represent excellent opportunities to employ innovative stormwater control measures to reduce or prevent the direct discharge of stormwater and associated pollutants into urban streams. I hope we can work together to address stormwater management as new projects such as these come up.

I don't have any recommendations for the Hospital Drive and River Road projects at this time. River Drive is a relatively low traffic area so the quality of runoff water is likely relatively high, and the ditches do a great job of settling out sediment and trapping pollutants. I'll try to stop by Hospital Drive to get a sense for the stormwater system in that area.

As for the Aspen Ave. project, it appears from the information I have on hand that no stormwater from this street flows into Duck Creek. There are existing outfalls at the Duck Creek crossings of Taku Blvd. and Mendenhall Blvd., but they do not appear to connect to drainage structures on Aspen Ave. I thought I had a CBJ stormwater layer for this area but can't seem to find it. You might contact the CBJ GIS person to see if they can produce a stormwater map for Aspen Ave. to confirm my suspicions.

Assuming that Aspen Ave. stormwater flows into the Mendenhall River, I recommend that CBJ explore stormwater control measures that direct stormwater runoff into the local water table. This would be one small step towards reducing stormwater runoff into the Mendenhall River that, combined with other future projects in the Valley, would reduce the amount of stormwater and associated pollutants that are discharged into the river.

I'm not an expert on stormwater control measures. I would direct CBJ to stormwater control manuals produced by Portland and Seattle - readily available on-line - for details on various types of SCMs (As you might know, CBJ has a manual, but there are many new SCMs available since it was published). One idea for the Aspen Ave. project would be to install curb-cuts to intercept and direct road runoff into infiltration basins in the CBJ ROW. Ideally, these curb cuts would be placed "upstream or upslope" of existing catch basins. In this way, if runoff rates exceed the capacity of the basin or if snow, ice, or debris were to block the cuts, water can continue down the curb to the existing catch basins. We constructed a couple of these in Skagway a few years ago and they are working well.



As you can see in the photo, the infiltration area is in a depression below the level of the curb and sidewalk. I suggest making the area flush with the surrounding grade by topping the basin with a layer of topsoil and planting with grass so that it's virtually hidden. Although I have not researched designs for this particular type of SCM, I'm sure there are lots of variations that include clean-out vaults, steel inserts to fill the curb gap, and ways of accommodating a sidewalk.

I look forward to working with you and others in the CBJ on this and future projects and would be happy to sit down with you and other planning and engineering staff to find cost-effective solutions for addressing stormwater concerns for this and other projects.

John

On Fri, Jan 3, 2020 at 3:27 PM Irene Gallion <Irene.Gallion@juneau.org> wrote:

Hi John, Teri Camery sent me your way.

We are doing a project review of a rebuild project for Aspen Avenue. This section of road is about 200' from Duck Creek, which was listed as an impaired water body in 1999, and was part of a reconfiguration and improvement project from 1996-1998.

Are you aware of any existing Aspen Avenue runoff concerns for this section of the creek? Or any other creek impacts from the existing roadway?

Attached is the application packet - it includes write-ups for two other projects so don't get confused by that. We have not started design yet, so the packet is very basic. If you have any comments on behalf of the Southeast Alaska Watershed Council that would be welcomed.

Thank you,

Irene M. Gallion

City and Borough of Juneau

Senior Planner

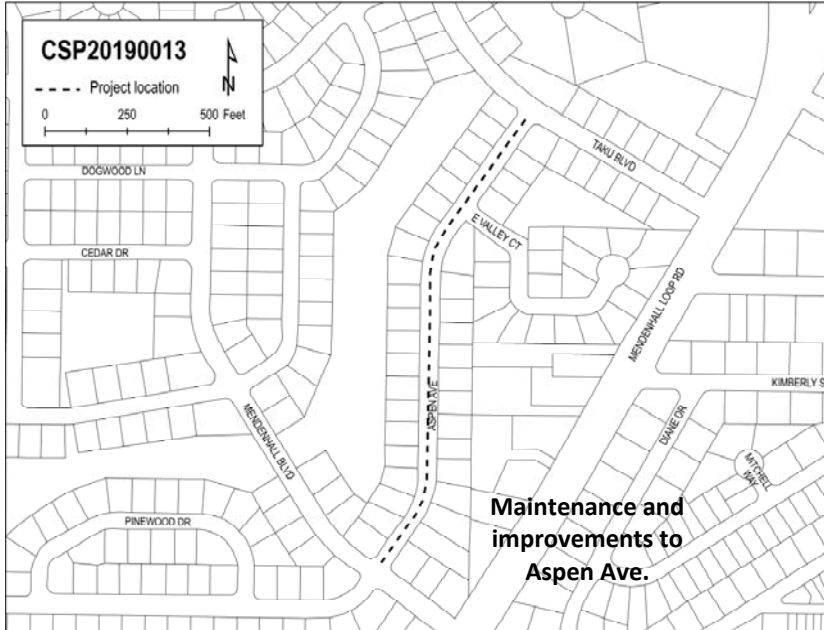
(907) 586-0753

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John Hudson
Restoration Biologist
Southeast Alaska Watershed Coalition
john@sawcak.org
907-419-4677
alaskawatershedcoalition.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 **roadway resurfacing maintenance, drainage improvements, and underground utility repairs and replacements on Aspen Avenue in a D5 zone.**

TIMELINE

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

Now through January 6, 2020

Comments received during this period will be sent to the Planner, **Irene Gallion** to be included in the staff report.

Jan. 7 through 12 noon, Jan. 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, January 28, 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.

January 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**

Case No.: CSP2019 0013
CBJ Parcel Viewer: <http://epv.juneau.org>



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: January 28, 2020
File No.: CSP2019 0013

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

Proposal: Roadway resurfacing maintenance, drainage improvement, and underground utility repairs and replacement as necessary on Aspen Ave (Mendenhall Blvd to Taku Blvd)

Property Address: Aspen Avenue, from Mendenhall Boulevard to Taku Boulevard

Legal Description or ROW name: Not applicable

Parcel Code No.: Not applicable

Hearing Date: January 28, 2020

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 13, 2020, and recommended that the City Manager direct CBJ staff to design and build the project.

Attachments: January 13, 2020 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding CSP2019 0013.

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

City and Borough of Juneau
CBJ Assembly
File No.: CSP2019 0013
January 28, 2020
Page 2 of 2

Project Planner:



Irene Gallion, Planner
Community Development Department



Michael LeVine, Chair
Planning Commission

for ML



Filed With Municipal Clerk

1/29/2020

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: January 14, 2020

TO: Planning Commission

FROM: Irene Gallion, Planner
Community Development Department

FILE NO.: CSP2019 0014

PROPOSAL: **Hospital Drive:** Roadway resurfacing maintenance, and underground utility repairs and replacements as necessary on Hospital Drive. Continuous sidewalk proposed from Glacier Hwy to hospital campus.

GENERAL INFORMATION

Applicant: CBJ Engineering and Public Works Department

Property Owner: City and Borough of Juneau

Property Address: Hospital Drive

Legal Description: N/A

Parcel Code No.: N/A

Site Size: 7,700 linear feet

Comprehensive Plan Future Land Use Designation: Commercial up to Johnson Youth Center, then Institutional and Public Use

Zoning: General Commercial

Utilities: CBJ Water and Sewer

Access: via Old Glacier Highway

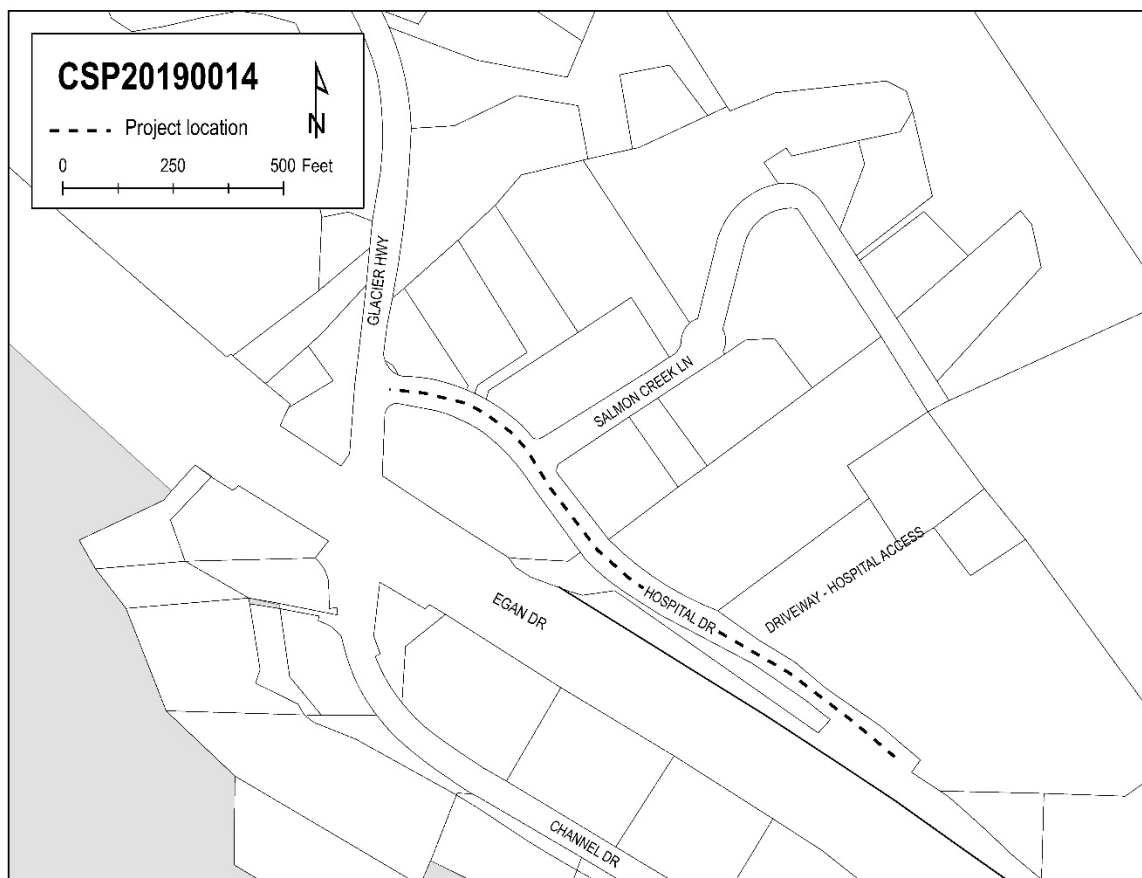
Planning Commission
File No.: CSP2019 0014
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Existing Land Use: Health care and support services

Surrounding Land Use:

- North - Health care complex
- South - Egan Drive
- East - Health care complex
- West - Old Glacier Highway

VICINITY MAP



ATTACHMENTS

Attachment A: Application
Attachment B: Comment from CBJ Transit
Attachment C: Bartlett Regional Hospital 2011 Master Plan Page 31, "Phasing of Recommended Option"

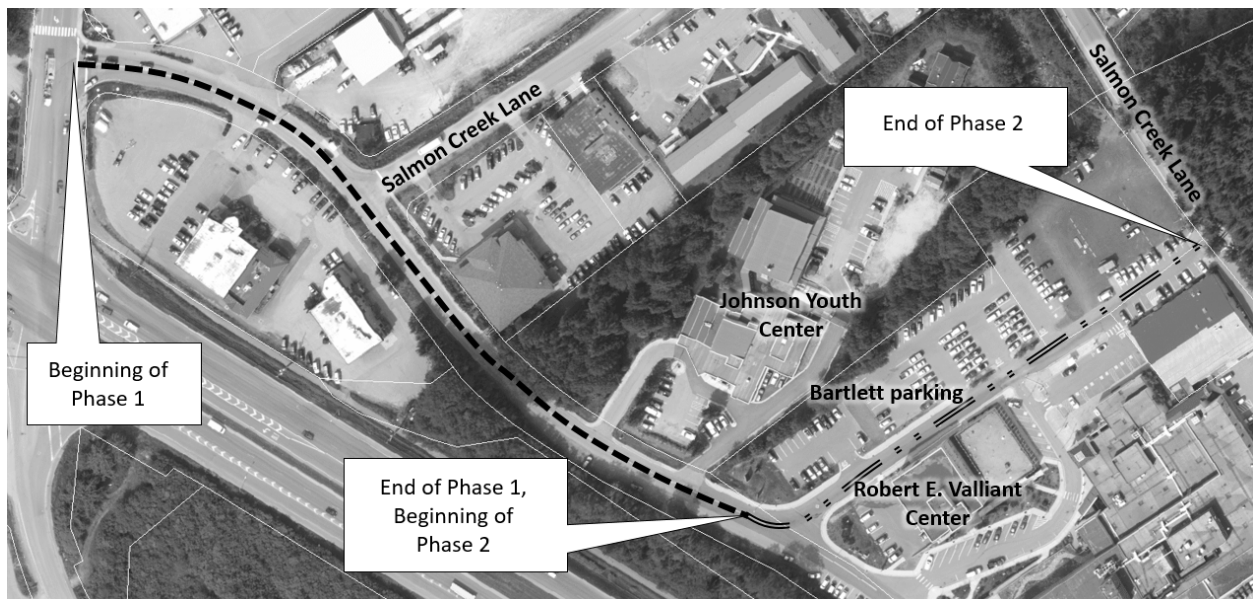
Planning Commission
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Page 3 of 7

PROPOSAL

Staff recommends APPROVAL of this resurfacing, restoration, and rehabilitation project.

The roadway will be excavated and the base replaced with shot rock to improve drainage under the roadway. New asphalt will be applied. The water system will be replaced. Sidewalk will be extended approximately 330 feet from the bus stop near Salmon Creek Lane to Old Glacier Highway.

Phase 1 of the project will begin at Old Glacier Highway and pave 90 linear feet east of the Johnson Youth Center's east driveway. Phase 2 proceeds north along the hospital driveway, between parking and the Robert E. Valliant Center, extending past the Juneau Medical Center to Salmon Creek Lane. Dividing the project into two phases gives the Bartlett Hospital Board time to complete the development of the Hospital Master Plan in the event that recommendations impact the driveway area.



BACKGROUND

The current roadway consists of two 12-foot paved lanes last resurfaced in 2002.

Current pavement conditions include severe alligator cracking along the middle of the road. This failure usually results from repeated traffic loading.

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January 14, 2020
Page 4 of 7

Functional Classification is a nationally-standardized way of grouping roads according to function. Hospital Drive is classified “Minor Arterial” until just north of the Robert E. Valliant Center, then classified “local.” Arterials move large amounts of traffic between locations, whereas local roads provide access to land. The Alaska Department of Transportation and Public Facilities provides Average Annual Daily Traffic (AADT) counts yearly for higher volume roads. 2018 AADT for Hospital Drive was 3,209.



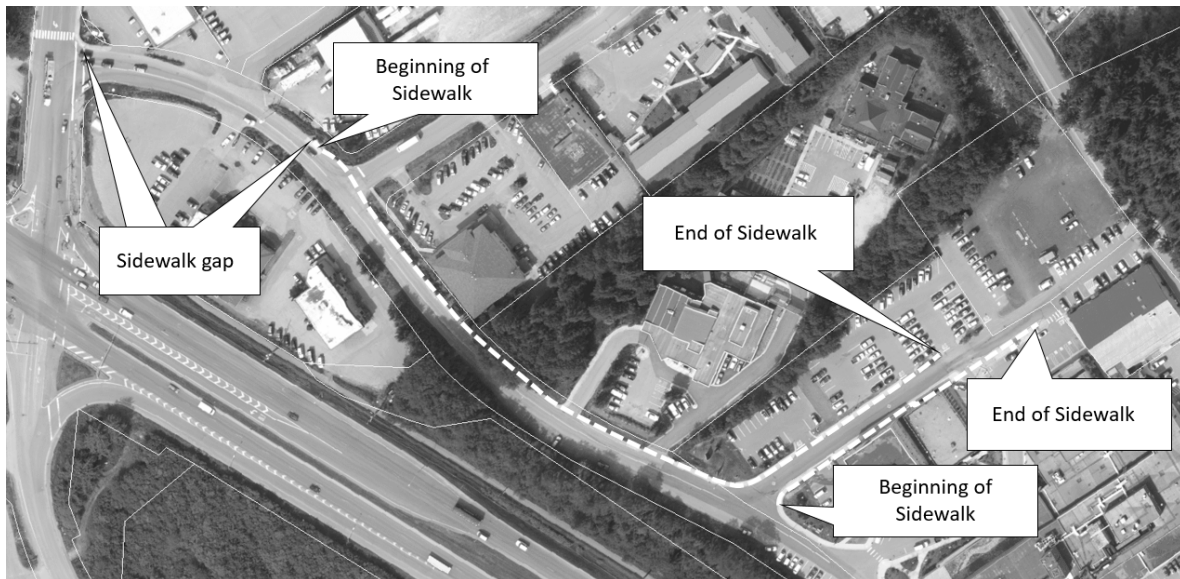
Left: Alligator cracking down the middle of Hospital Drive, approximately 500 feet from Old Glacier Highway.



Right: Alligator cracking and pothole on the hospital driveway.

Sidewalk extends along the north side from the bus stop east of Salmon Creek Lane to the hospital campus, and northeast along the hospital driveway to across the street from the hospital’s main entrance (see image on the following page). On the southeast side of the hospital driveway the sidewalk extends 450 feet the length of the driveway, from Hospital Drive to the pavilion in front of the hospital’s main entrance. The existing sidewalk will be replaced during this project. CBJ Engineering and Public Works Department proposes additional sidewalk to address a gap between Old Glacier Highway and the bus stop. Sidewalks show signs of dislodged aggregate (raveling).

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January 14, 2020
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Above: Existing sidewalk in the project area. Note the sidewalk gap between Glacier Highway and Salmon Creek Lane. Below right: Raveling sidewalks.



The installation date of the water system in Hospital Drive is undetermined. The Water Department has had enough maintenance issues with the system to justify replacement. The sewer system functions well and has been camera-ed to verify condition. The sewer system does not need replacement with this project.

This project is partially funded through \$500 thousand from the Bartlett Hospital Enterprise Fund, \$800 thousand from the Areawide Street Sales Tax, and \$150 thousand from the Water Enterprise Fund. The remaining funding and sources will be determined after development of design alternatives and scoping of phases. DOWL was the apparent successful proposer responding to the Request for Proposals. Notice of Award has not yet been posted.

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File No.: CSP2019 0014
January 14, 2020
Page 6 of 7

AGENCY REVIEW

CBJ's Capital Transit encouraged Contractors to coordinate with Capital Transit one week in advance of work delaying or stopping traffic from passing through Hospital Drive. This will facilitate Public Service Announcements and route alteration plans (Attachment B).

The Alaska Department of Transportation and Public Facilities (DOT) has responsibility for Old Glacier Highway. DOT did not comment on this project. The Southeast Alaska Watershed Council was given the opportunity to comment on this project. They had no comments.

CBJ's Engineering and Public Works Department (excluding Capital Transit), Lands Department, and Capital City Fire and Rescue had no comments.

PUBLIC COMMENT

We have had no public comments at this time.

ANALYSIS

Conformity with Adopted Plans

Comprehensive Plan of the City and Borough of Juneau (2013 update): The plan recognizes that the hospital is an important service point for Capital Transit (8.5-IA5, page 111). The importance of managing transportation infrastructure between emergency facilities (including the airport) and establishing redundant routing (8.8-IA4, page 117; and 8.8-IA7, page 118) are discussed. The hospital complex requires land outside of the Salmon Creek Dam inundation hazard area for expansion (Guidelines and Considerations for Subarea 5, page 183). While Comprehensive Plan policy elements do not directly call out Hospital Drive maintenance, they show the importance of the roadway for current and future operations.

Bartlett Plans: The December 19, 2019 Board of Directors meeting minutes recognize that the planning and project schedule for Bartlett Hospital was out of synch with the CBJ at large. One reason for dividing the Hospital Drive project into two phases was to let Bartlett solidify their plans and budget.

Bartlett Master Plan: This plan is being revised. The hospital Board was hoping to have an update from the consultant for their December 19, 2019 meeting, but had to delay until January 17, 2020. Attachment C shows the campus plan from the 2011 Mater Plan.

Bartlett Capital Improvement: Bartlett will submit projects after the CBJ budget process. The Board discussed a feasibility study of access from Egan Drive to the Wildflower Court parking lot.

Planning Commission
File No.: CSP2019 0014
January 14, 2020
Page 7 of 7

Habitat

No known habitats protected under the Land Use Code exist on the site.

FINDINGS

This project resurfaces, restores, and rehabilitates existing road infrastructure for community access to routine and emergency medical services. Project phasing will facilitate hospital master planning.

RECOMMENDATION

Staff recommends APPROVAL of this project.

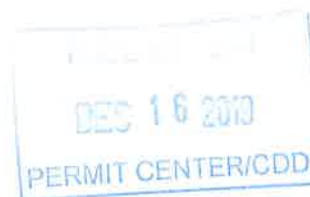


DEVELOPMENT PERMIT APPLICATION

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

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address Aspen Ave (Mend Blvd to Taku), Hospital Drive, River Rd		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) see Attached Location Maps		
	Parcel Number(s) 0		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner CBJ	Contact Person Bohan	Phone Number(s) 0876
	Mailing Address		
	E-mail Address john.bohan@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		Date 12/16/19	
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 CBJ Engineering	Contact Person "SAME"	Phone Number(s) "SAME"	
Mailing Address 155 S. Seward St. Juneau, AK 99801			
E-mail Address "SAME"			
X <u>[Signature]</u> Applicant's Signature		Date of Application 12/16/19	

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

Case Number
CSP20190014

Intake Initials

AL

Date Received

12/16/19



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.

PROJECT SUMMARY

Complete roadway resurfacing maintenance and underground utility repairs and (replacements as necessary) on the following streets: Aspen Avenue (Mendenhall Blvd to Taku Blvd), Hospital Drive and River Road - including adjacent streets (Tamarack Ct, Whitewater Ct, Kelly Ct, Sawa Ct, Riverbend Ct)

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) _____

Asp.: R72-143, Hosp.: R72-141, River: R72-120

Local Improvement District # (LID) _____

River Rd is a potential LID - no # yet

State Project # _____

ESTIMATED PROJECT COST: \$ see attached narrative

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

\$ _____



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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Case Number

CSP20190014

Date Received

12/16/19

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.

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

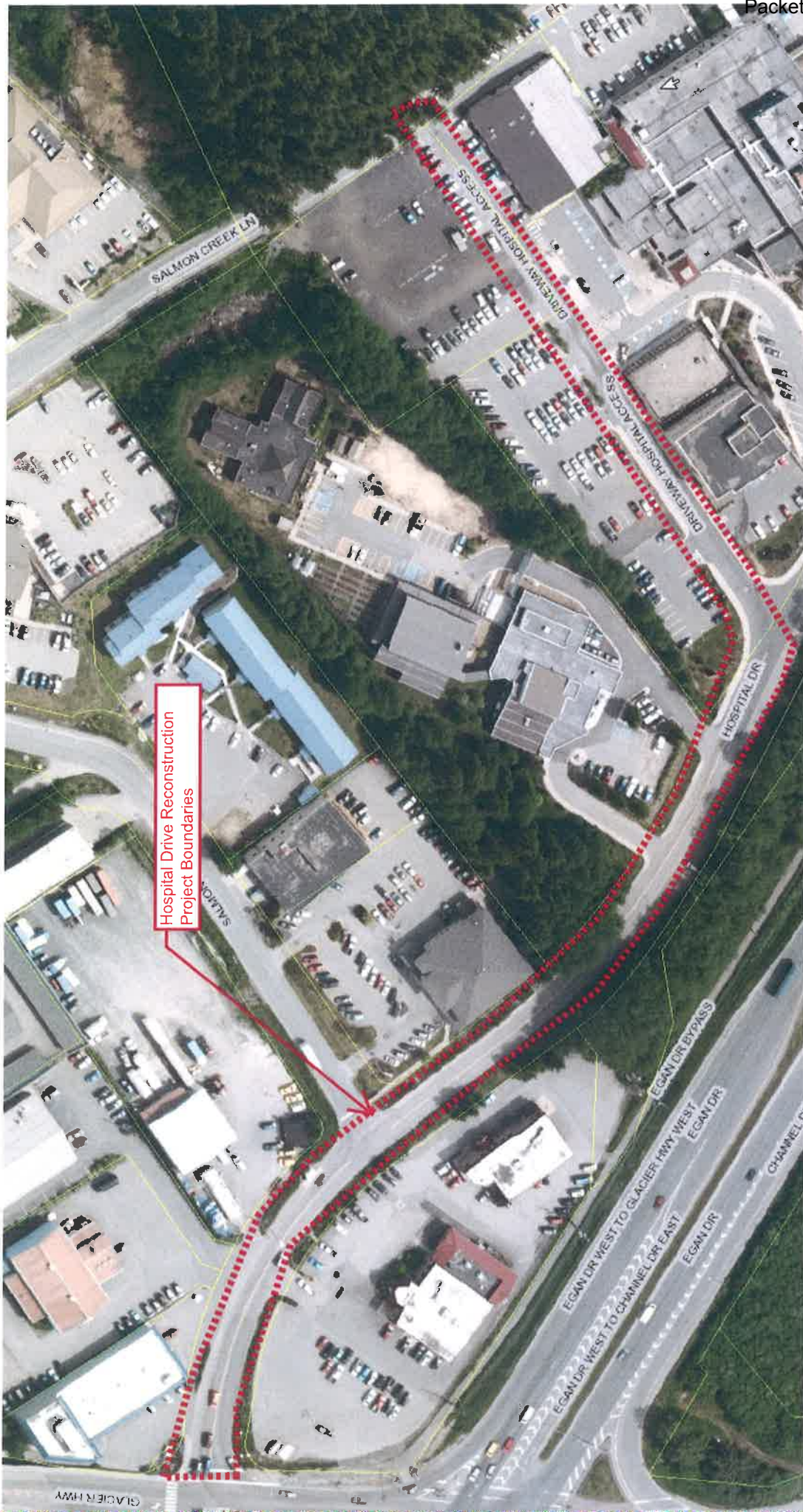
CIP Street Projects Narrative for CSP – December 2019

Aspen Avenue –Mendenhall to Taku (approx. \$1mil): this maintenance project will update the sewer system, storm drainage system and roadway structure within the existing roadway foot print. The work will occur between Mendenhall Boulevard and Taku Boulevard. The majority of the water system was replaced in 1996 – the remainder of the old system (~20' within Aspen Ave to the connection with Taku Boulevard) will be replaced during this project. Street Lighting will remain as it currently exists, mounted on the power poles. These AELP maintained lights cannot be updated to LED due to AELP not having an LED tariff for dawn to dusk lighting. As the power system is overhead and the lights are mounted on the power poles, the upgrade can be accomplished without any disturbance to the roadway upon AELP's implementation of an LED tariff.

✱ **Hospital Drive Reconstruction (approx. \$2.3 mil):** this maintenance project includes replacing the outdated water system and existing pavement structure within Hospital Drive from Glacier Highway to the Hospital, through the hospital campus and connecting to Salmon Creek Lane replacing the existing roadway pavement structure. A new continuous sidewalk will be constructed from Glacier Highway and connect into the sidewalk system at the Hospital Campus.

River Road(approx. \$2.1mil): (potential LID) this roadway resurfacing project would replace the existing chip seal road surface and roadway structure with new asphalt pavement for the River Road and adjacent side streets (Tamarack Court, Whitewater Court, Kelly Court, Sawa Circle, and Riverbend Court). Sidewalk would be constructed along one side of River Road to provide an important interconnect between the Kax Trail and Back Loop Road. Street Lighting does not currently exist in the subdivision and is not planned under this project. The electrical utilities along River Road are overhead. Should lighting be deemed desirable at a later date, it can be installed on the existing utility poles with no disturbance to the roadway improvements. The LID Process is currently beginning. The informal ballot is scheduled to be provided to the neighborhood in early January with the results of the ballot presented to the PWFC in February of 2020.







(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: Public Works - Street Maintenance and Capital Transit

STAFF PERSON/TITLE: Ed Foster, Operations Superintendent II

DATE: 01/06/2020

APPLICANT: City and Borough of Juneau, Engineering Department

TYPE OF APPLICATION: City/State Project and Land Action Review

PROJECT DESCRIPTION:

Roadway resurfacing maintenance, and underground utility repairs and replacements as necessary on Hospital Drive. Continuous sidewalk proposed from Glacier Hwy to hospital campus.

LEGAL DESCRIPTION: N/A

PARCEL NUMBER(S): N/A

PHYSICAL ADDRESS: Improvements from 3225 Hospital Drive to 3268 Hospital Drive

SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

Any work delaying or stopping traffic from passing through Hospital Drive should be coordinated with Capital Transit one week in advance to allow for Public Service Announcements and route alteration plans. It will be important the project manager communicates construction activities with Capital Transit through out the project work process.

MASTER PLAN DEVELOPMENT

Phasing of Recommended Option

Recommended Options

Project I: Child Adolescent Behavioral Health Option 2

Why Option 2:

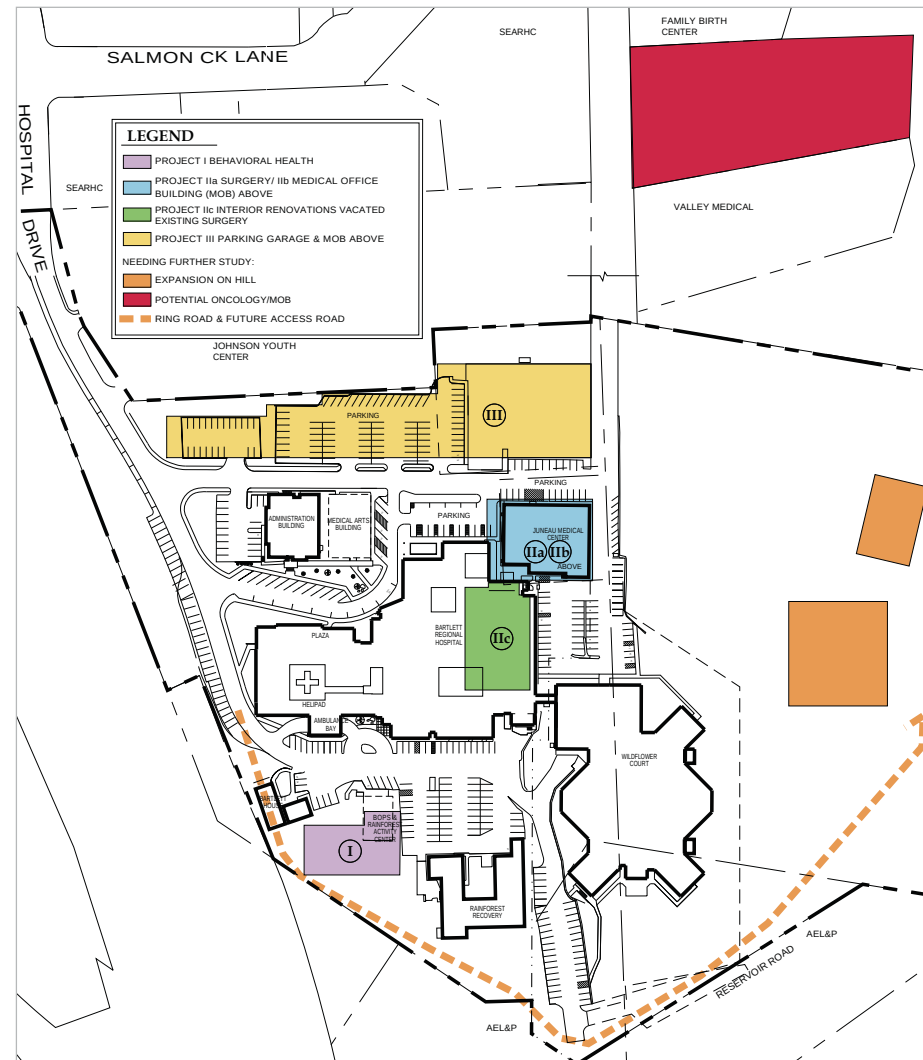
- Least impact on existing traffic flow and parking.
- Better opportunity for outdoor space.
- Physically separate building with own entry.

Project II: Same day surgery O.R. Renovation Option 3

Why Option 3:

- Allows OR to function without disruption until new OR is complete.
- Locates OR in new structure leaving 1968 building for less "infrastructure intensive" use.
- Configuration of the OR and Short Stay is not impacted by existing conditions.

Project III: Parking garage & Medical Office Building



Proposed Phasing

Phase I

- Construct Child Adolescent Behavioral Health Building - 3 floors with shell space.

Goals Achieved

- Address medical need for region.
- Generate revenue
- Provide flex space for later phases

Phase IIa & IIb

- Construct Surgery Expansion with Medical Office building above.

Goals Achieved

- Increase OR through put
- Bring OR's into compliance with current standards - size and arrangement
- Attract Physicians through state of the art OR's, SE life style and quality medical office space
- Allows existing surgery to operate without internal disruption

Phase IIc

- Renovate interior space Surgery has vacated.

Goals Achieved

- Provides expansion and flex space to address needs of other hospital functions

Phase III

- Construct parking garage with Medical Office Space Above

Goals Achieved

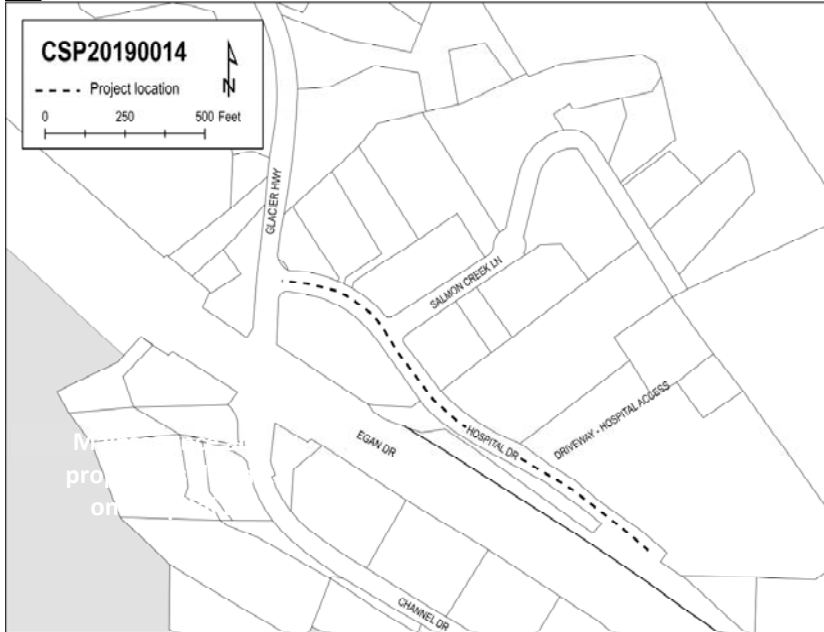
- Increase parking capacity and provide covered parking
- Alternative location for Medical Office Building..

NEEDING FURTHER STUDY

- Acquisition of land for off campus Medical Office Building for Oncology
- Construct a road to the uphill site
- Develop a residential care facility (rainforest recovery) and other residential units for BRH staff and visiting physicians and Bartlett House?
- Expand surface parking at existing Rainforest Recovery location

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 **roadway resurfacing maintenance, underground utility repairs and replacements, and a proposed continuous sidewalk from Glacier Hwy to the hospital campus on Hospital Drive in a General Commercial zone.**

TIMELINE

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

Now through January 6, 2020

Comments received during this period will be sent to the Planner, **Irene Gallion** to be included in the staff report.

Jan. 7 through 12 noon, Jan. 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, January 28, 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.

January 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**

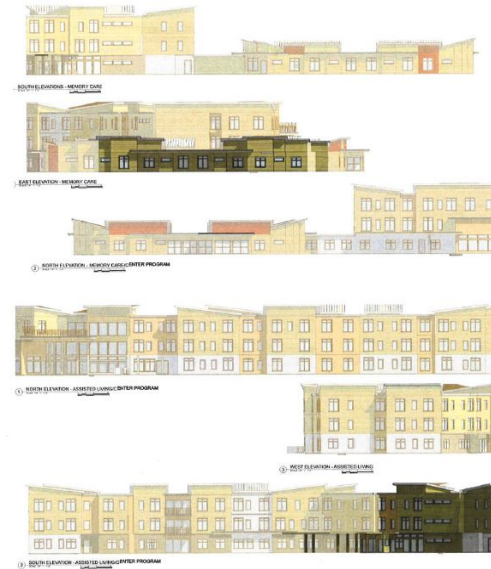
Case No.: CSP2019 0014
CBJ Parcel Viewer: <http://epv.juneau.org>

CSP2020 0002

Staff recommends the Planning Commission forward the proposal to the Assembly with a recommendation of **APPROVAL** to dispose of the CBJ-owned property located on Clinton Drive to Torrey Pines Development for senior housing, assisted living and memory care.

January 28, 2020 Planning Commission

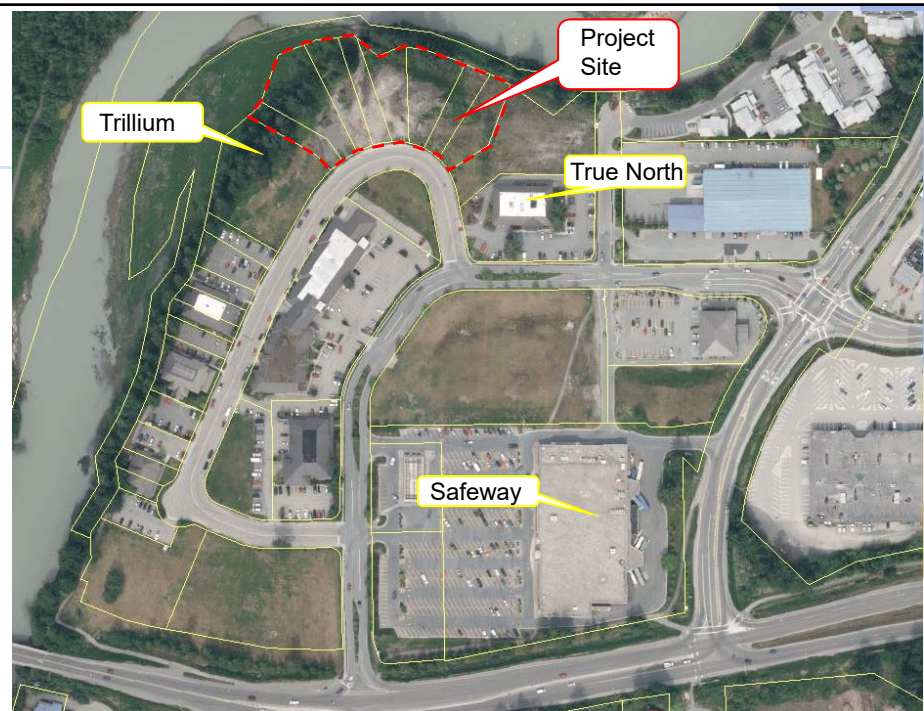
Conceptual Elevations



Page 8 of packet



Vicinity



Current conditions



Not in packet



Background

- The project consists of Lots 31A - 38 of Vintage II Subdivision. This land was part of Vintage Subdivision, originally a homestead of U.S. Survey 1193 that was left mostly undeveloped. In 1984, the land was sold to Mr. William Bauer, and was designed as a business park. The site was cleared of the natural vegetation and graded to accommodate buildings and parking.
- In January 2016, a zoning change from Light Commercial to Mixed Use was adopted.
- As part of CBJ Assembly discussions on the development of assisted living in the community, the Lands Committee, at its April 29, 2019 meeting, discussed the purchase of the property, providing tax abatement for the creation of assisted living, and creating a competitive process to dispose of the property for the development and operation of senior assisted living.



Background

- At the April 29, 2019 Committee of the Whole meeting, a funding request for the property was moved to the Assembly Finance Committee pending list for consideration in the following year's budget. As part of the FY20 Budget, \$1,512,000 was approved for purchase of the property.
- In July 2019, CBJ entered into negotiations with Mr. Bauer for the property and the sale closed on August 19, 2019.
- From September 19 – November 21, 2019, CBJ organized a sealed competitive bid process for disposal of the land for development and operation of senior assisted living.



Conformity with Adopted Plans

- CBJ Comp Plan:
 - Comprehensive Plan Land Use Maps designate this area as Traditional Town Center (TTC). The designation supports higher density housing located in shopping centers, with access to public transportation. The project site is located in an established shopping area, within a half mile of the Safeway grocery store, a transit stop, a bank, and a post office.
 - Chapter 4 – Housing Element, Policy 4.2 states that the CBJ should facilitate the provision of an adequate supply of various housing types and sizes to accommodate present and future housing needs for all economic groups.
- Juneau Economic Development Plan:
 - “Promote Housing Affordability and Availability” and “Build the Senior Community”
- Housing Action Plan:
 - *Solution 4: Production Targets* states that the need for assisted living units is 330 units over 30 years, with the development of 11 units annually.



Agency Review / Public Comment

- Staff contacted CBJ CDD Building Division, Engineering & Public Works Divisions of General Engineering and Streets, CCFR, and the Lands Division.
- No comments of concern were received regarding the sale of the lots.
- At the time of writing this staff report, no public comment has been received.



Findings

- Staff finds the sale of the subject property to be consistent with Title 49 and CBJ adopted plans, specifically the 2013 Comprehensive Plan, 2015 Economic Development Plan, and the 2016 Housing Action Plan.



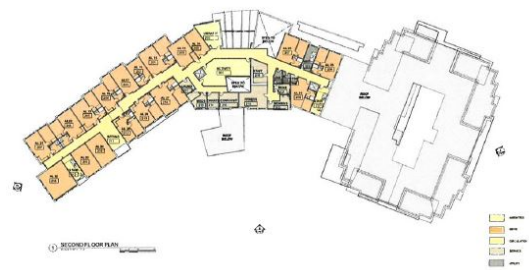
Recommend APPROVAL

Staff recommends that the Planning Commission forward the proposal to the Assembly with a recommendation of **APPROVAL** to dispose of the CBJ-owned property located on Clinton Drive to Torrey Pines Development for senior housing, assisted living and memory care.

Conceptual First Floor Plan



Conceptual Second Floor Plan





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: January 28, 2020
File No.: CSP2019 0014

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

Proposal: Roadway resurfacing maintenance, and underground utility repairs and replacements as necessary on Hospital Drive. Continuous sidewalk proposed from Glacier Hwy to hospital campus.

Property Address: Hospital Drive, from Old Glacier Highway, up to and through the hospital driveway to Salmon Creek Lane

Legal Description or ROW name: Not applicable

Parcel Code No.: Not applicable

Hearing Date: January 28, 2020

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 13, 2020, and recommended that the City Manager direct CBJ staff to design and build the project.

Attachments: January 13, 2020 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding CSP2019 0014.

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
January 28, 2020
Page 2 of 2

Project Planner:



Irene Gallion, Planner
Community Development Department



Michael Levine, Chair
Planning Commission



Filed With Municipal Clerk

1/29/2020

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: January 14, 2020

TO: Planning Commission

FROM: Irene Gallion, Planner
Community Development Department

A handwritten signature in black ink, appearing to read 'Irene M. Gallion', is positioned to the right of the 'FROM:' field.

FILE NO.: CSP2019 0015

PROPOSAL: **River Road:** Roadway resurfacing maintenance, and underground utility repairs and replacements as necessary on River Road - including adjacent streets (Tamarack Court, Whitewater Court, Kelly Court, Sawa Circle, Riverbend Court). Sidewalk proposed along River Road.

GENERAL INFORMATION

Applicant: CBJ Engineering AND Public Works Department

Property Owner: City and Borough of Juneau

Property Address: River Road

Legal Description: N/A

Parcel Code No.: N/A

Site Size: Approximately 4,840 linear feet

**Comprehensive Plan Future
Land Use Designation:** Urban Low Density Residential

Zoning: D3

Utilities: CBJ Water and Sewer

Access: Via Back Loop Road

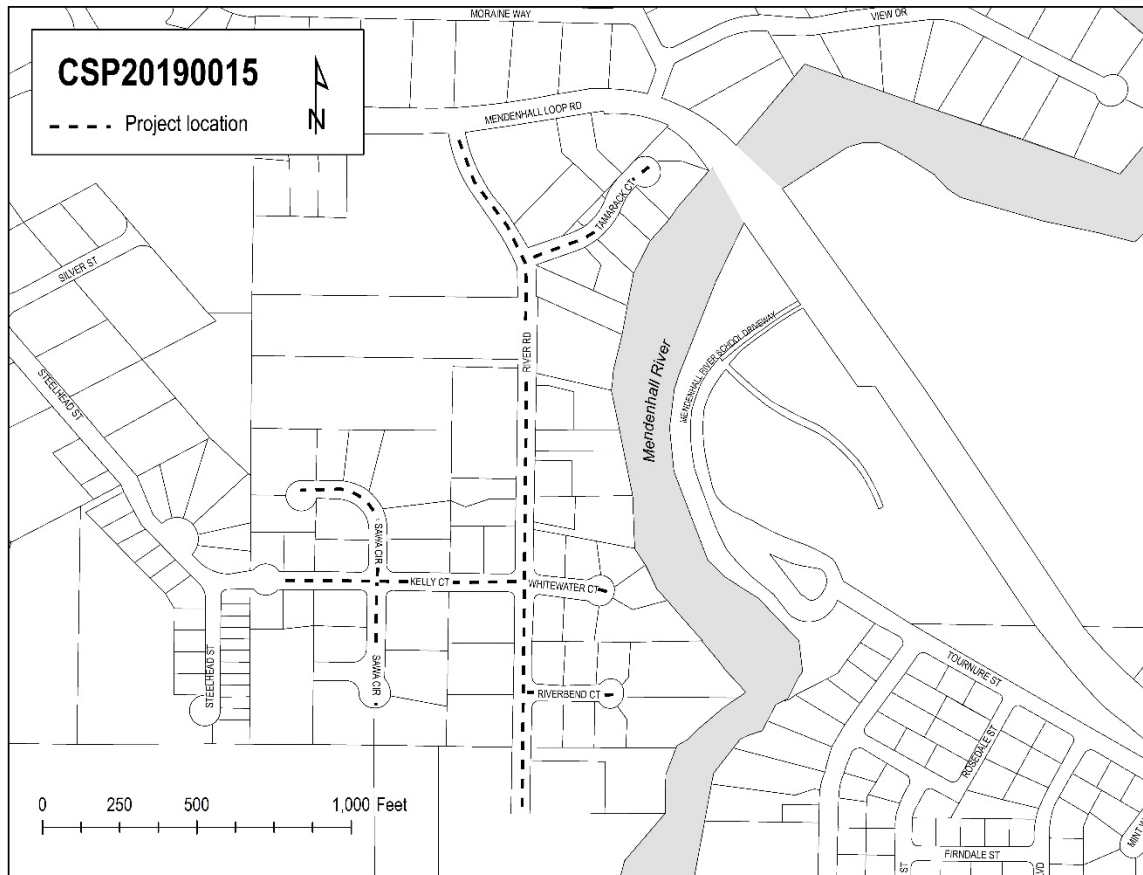
Existing Land Use: Access to residential

Planning Commission
File No.: CSP2019 0015
January 14, 2020
Page 2 of 7

Surrounding Land Use:

North	- Back Loop Road
South	- Residential
East	- Residential
West	- Residential

VICINITY MAP



ATTACHMENTS

- Attachment A: Application.
- Attachment B: Comment from John Hudson of the Southeast Alaska Watershed Coalition.
- Attachment C: Public comment on LID process.
- Attachment D: LID Ballot
- Attachment E: Letter from JAMHI CEO, Dave Branding, to Sawa Circle neighbors.

Planning Commission
File No.: CSP2019 0015
January 14, 2020
Page 3 of 7

PROPOSAL

Staff recommends APPROVAL of this resurfacing, restoration, and rehabilitation project.

The chip seal surface will be removed, the road base excavated and reconstructed with an asphalt pavement surface. Sidewalks will be constructed on one side of River Road (which side yet to be determined). Ditch drainage will be relocated as needed. Driveway culverts will be replaced. There is no street lighting, and installation is not being considered at this time.

BACKGROUND

River Road consists of two 12-foot paved lanes with no curb, and deep drainage ditches on both sides.

Current chip-seal-treated surface conditions include severe alligator cracking, which led to potholes. This failure usually results from repeated traffic loading, indicating the significant use of the road, which was designed for residential traffic. Alligator cracking and potholes exist in 30-50% of the road area, mostly in the wheel paths. In some areas where the road base has failed, the chip seal surface treatment has been completely removed and resurfaced with crushed recycled asphalt base course to facilitate grading.



Left: Snow packed into severe alligator cracking. Right: Pothole resulting from severe alligator cracking. The women's size 8 boot is provided for context.

Functional Classification is a nationally-standardized way of grouping roads according to function. The roads in this project are classified "local roads," primarily providing access to property.

The Alaska Department of Transportation and Public Facilities (DOT) did not measure Annual Average Daily Traffic (AADT) for the project roads, so staff used the Institute of Transportation Engineer's Trip Generation Manual (ITE) to estimate traffic impacts. A single family home

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 January 14, 2020
 Page 4 of 7

generates about 9.2 trips per day (24-hour period).

Beyond the south terminus of this project lies the Kaxdigoowu Heen Dei Trail head and parking area (also known as the “Kax Trail” or “Brotherhood Bridge Trail”). This end of the 2.8 mile trail has parking for approximately 12 cars. **ITE estimates for city parks rely on one study to develop data, so use data with care.** Results were averaged per acre. If we assume the parking area at the end of River Road provides access to the north 100 acres of Kaxdigoowu Heen Dei Trail, we would have about 190 park-generated trips. That would be an additional 32% of the residential traffic.

Road	Project Length (Approximate, linear feet)	# of lots	Estimated AADT
River Road, residences	2,000	17	156
River Road, trail access			190
Tamarack Court	530	9	83
Whitewater Court	250	7	64
Riverbend Court	300	8	74
Kelly Court	860	10	92
Sawa Circle	900	13	120

While the project is in an area of minimal flooding, the water table is high. Ponds and standing water are common. CBJ anticipates replacing all driveway culverts in the project area. Where they exist, concrete culvert headwalls will be removed. The addition of sidewalk on River Road will require relocation of drainage ditches.



Left: Deep ditches along River Road. Right: Shallower ditches and standing water on the north end of Sawa Circle. Note utilities set above the ponding, which extends into the residence's yard.

Planning Commission
 File No.: CSP2019 0015
 January 14, 2020
 Page 5 of 7

Utility replacements are not anticipated, but will be accommodated if needed. Water services were installed in the early 1990s, and sewer was installed as part of the Back Loop Road sewer expansion in the mid-1990s. Both the water and sewer systems are functioning well and are in good repair. Replacement is not needed at this time.

The proposed sidewalk along River Road will provide pedestrian and bike access from Kaxdigoowu Heen Dei Trail parking driveway to Back Loop Road. The Back Loop Road multi-use path ends at Mendenhall Elementary, approximately 1,400 feet to the east of River Road.

This project is funded by \$2.1 million from the Areawide Street Sales Tax. ProHNS, LLC was the apparent successful proposer responding to the Request for Proposals. Notice of Award has not yet been posted.

The median sales price of a single family home in Juneau was \$429,450 according to the Juneau Economic Development Council's Economic Indicators and Outlook, August 2019. According to Assessor's data, the average property value in the project area is \$431,073.

Kelly Ct.	Tamarack Ct.	Riverbend Ct.	Juneau Median	River Road	Whitewater Ct.	Sawa Circle
\$370,350	\$387,740	\$414,500	\$429,450	\$435,160	\$454,614	\$463,918

AGENCY REVIEW

CBJ's Parks and Recreation, Engineering and Public Works (including Transit), Lands Departments, and Capital City Fire and Rescue had no comments.

John Hudson of the Southeast Alaska Watershed Council said that the quality of the runoff on River Road is "likely relatively high" due to low traffic volumes. Hudson further observes that ditches effectively settle out sediment and trap pollutants (Attachment B).

DOT was invited to comment since the project ties in to Back Loop Road. They provided no comments.

PUBLIC COMMENT

CBJ has received one public comment expressing concerns about the Local Improvement District (LID) process being used (Attachment C). The commenter raised concerns that residents absorb improvement costs that benefit the community at large and a few local businesses. The LID process is managed through the Engineering and Public Works Department's Contracts & Standards Division in accordance with section 15.10 of CBJ code. A LID ordinance will be recommended to the Assembly through the Assembly's Public Works and Facilities Committee.

Planning Commission
 File No.: CSP2019 0015
 January 14, 2020
 Page 6 of 7

A notice will be sent to affected residents. People may file written comments in the 30 days before the public hearing, or verbally comment at the public hearing. The gross estimate project cost is approximately \$2.1 million. Each resident is considering participation of \$4,200 per property, totaling \$273 thousand. Ballots have been sent out (Attachment D) and responses are due January 24, 2020.

In addition to the LID, the commenter airs concerns about local businesses using the road.

The commenter says that the Word of Life Christian Center is a “car dump” serving the Juneau Police Department (JPD). 4650 River Road is next door to the Word of Life Christian Center. 4650 River Road is currently used for junk vehicle storage, which is illegal in this zoning district. JPD does not use 4650 River Road for impound. The Community Development Department (CDD) has an enforcement case against the owner, and the courts are involved. The Director could provide details; this may require Executive Session.

The commenter raised concerns about JAMHI, a business with “lots of traffic.” JAMHI recently purchased 4541 Sawa Circle, formerly Pearson’s Pond Bed and Breakfast. The home will be used to house nine people who require 24-hour monitoring, but are capable of self-preservation. Physical or mental disability is a protected class under Title VII of the Civil Rights Act, better known as the “Fair Housing Act.” CDD has issued a building permit to JAMHI to add two bedrooms to the facility, for a total of nine bedrooms. Renovations are currently underway, which may be the reason for “lots of traffic.” Assisted living that occurs in a single-family dwelling is regulated as a single-family dwelling use (49.80.120, “Assisted Living”). Because 4541 Sawa Circle is a residence, they are required to have two parking spots. None of the residents will own vehicles, so the staff who oversee the facility 24 hours a day will use the parking spots. Residents will share a common kitchen. Further development of the site (not anticipated at this time) may require a Conditional Use Permit, depending on the improvements. David Branding is the Chief Executive Officer of JAMHI. Branding has expressed his willingness to talk to people with concerns about the project. His number is (231) 590-9637. Branding visited the seven closest neighbors on December 14th, 2019, providing a letter explaining the project (Attachment E).

Juneau Limousine operates out of a residence at 4532 Sawa Circle. The 1.7-acre lot has one main residence, one 3-bay detached garage, one 1-bay detached garage, one garage with an apartment, and a storage shed. The parking required for the vehicle fleet negates this being a home occupation (49.80.120 “Home occupation,” (3)). The Table of Permissible Uses excludes vehicle storage or operations in the D3 zoning district. CDD is looking into this issue.

ANALYSIS

There is no area plan for Mendenhall Valley at this time.

Comprehensive Plan of the City and Borough of Juneau (2013 update): This plan says little about

Planning Commission
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January 14, 2020
Page 7 of 7

the granular details of neighborhood transportation beyond encouraging bike and pedestrian accommodations.

Juneau Renewable Energy Strategy (2018): This plan recognizes improved efficiency of LED lighting over conventional lighting (page 28, side bar). Street lighting does not exist within this project and new lighting is omitted from the project.

Juneau Climate Action and Implementation Plan (2011): One plan goal is to install energy efficient street lamps (page 52, U4-A). Street lighting does not exist within this project and new lighting is omitted from the project.

Parks & Recreation Master Plan, 2019-2029: Kaxdigoowu Heen Dei trail is used by 63% of Juneau adults, the largest percentage of any Juneau trail. The average user visits this trail 15 times in a year. Trail plans completed in 1993 and 1995 were not adopted. CDD is working with Parks & Recreation on a new trails plan.

Habitat

No known habitats protected under the Land Use Code exist on the site.

FINDINGS

This project resurfaces, restores, and rehabilitates existing road infrastructure for residents accessing their property. Repairs and upgrades to drainage ditches will continue to provide filtering and collection of road runoff.

RECOMMENDATION

Staff recommends APPROVAL of this project.



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 Aspen Ave (Mend Blvd to Taku), Hospital Drive, River Rd		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) see Attached Location Maps		
	Parcel Number(s) 0		
	☐ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner CBJ	Contact Person Bohan	Phone Number(s) 0876
	Mailing Address	E-mail Address john.bohan@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 _____ Landowner/Lessee Signature		12/16/19 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 CBJ Engineering	Contact Person "SAME"	Phone Number(s) "SAME"	
Mailing Address 155 S. Seward St. Juneau, AK 99801	E-mail Address "SAME"		
X _____ Applicant's Signature		12/16/19 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

Case Number
15P20190015

Intake Initials

AL

Date Received

12/16/19



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.

PROJECT SUMMARY

Complete roadway resurfacing maintenance and underground utility repairs and (replacements as necessary) on the following streets: Aspen Avenue (Mendenhall Blvd to Taku Blvd), Hospital Drive and River Road - including adjacent streets (Tamarack Ct, Whitewater Ct, Kelly Ct, Sawa Ct, Riverbend Ct)

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?



Case No.: _____



NO

Capital Improvement Program # (CIP) _____

Asp.: R72-143, Hosp.: R72-141, River: R72-120

Local Improvement District # (LID) _____

River Rd is a potential LID - no # yet

State Project # _____

ESTIMATED PROJECT COST: \$ see attached narrative

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	\$ _____			



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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Case Number

CSP20190915

Date Received

12/16/19

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.

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

CIP Street Projects Narrative for CSP – December 2019

Aspen Avenue –Mendenhall to Taku (approx. \$1mil): this maintenance project will update the sewer system, storm drainage system and roadway structure within the existing roadway foot print. The work will occur between Mendenhall Boulevard and Taku Boulevard. The majority of the water system was replaced in 1996 – the remainder of the old system (~20' within Aspen Ave to the connection with Taku Boulevard) will be replaced during this project. Street Lighting will remain as it currently exists, mounted on the power poles. These AELP maintained lights cannot be updated to LED due to AELP not having an LED tariff for dawn to dusk lighting. As the power system is overhead and the lights are mounted on the power poles, the upgrade can be accomplished without any disturbance to the roadway upon AELP's implementation of an LED tariff.

Hospital Drive Reconstruction (approx. \$2.3 mil): this maintenance project includes replacing the outdated water system and existing pavement structure within Hospital Drive from Glacier Highway to the Hospital, through the hospital campus and connecting to Salmon Creek Lane replacing the existing roadway pavement structure. A new continuous sidewalk will be constructed from Glacier Highway and connect into the sidewalk system at the Hospital Campus.

River Road(approx. \$2.1mil): (potential LID) this roadway resurfacing project would replace the existing chip seal road surface and roadway structure with new asphalt pavement for the River Road and adjacent side streets (Tamarack Court, Whitewater Court, Kelly Court, Sawa Circle, and Riverbend Court). Sidewalk would be constructed along one side of River Road to provide an important interconnect between the Kax Trail and Back Loop Road. Street Lighting does not currently exist in the subdivision and is not planned under this project. The electrical utilities along River Road are overhead. Should lighting be deemed desirable at a later date, it can be installed on the existing utility poles with no disturbance to the roadway improvements. The LID Process is currently beginning. The informal ballot is scheduled to be provided to the neighborhood in early January with the results of the ballot presented to the PWFC in February of 2020.





River Road Project
Boundary

Irene Gallion

From: John Hudson <john@sawcak.org>
Sent: Monday, January 6, 2020 10:51 AM
To: Irene Gallion
Subject: Re: Aspen Avenue road reconstruction - feedback invited

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

Irene,

Thanks for your time on the phone and for your interest in our suggestions for these projects. As I mentioned, most urban streams in Juneau drain to the Mendenhall Wetlands, a globally important bird area and local recreation area, so ensuring high quality water in these streams ensures the health of the wetlands, not to mention the health of the streams themselves.

CBJ road and utility upgrade projects represent excellent opportunities to employ innovative stormwater control measures to reduce or prevent the direct discharge of stormwater and associated pollutants into urban streams. I hope we can work together to address stormwater management as new projects such as these come up.

I don't have any recommendations for the Hospital Drive and River Road projects at this time. River Drive is a relatively low traffic area so the quality of runoff water is likely relatively high, and the ditches do a great job of settling out sediment and trapping pollutants. I'll try to stop by Hospital Drive to get a sense for the stormwater system in that area.

As for the Aspen Ave. project, it appears from the information I have on hand that no stormwater from this street flows into Duck Creek. There are existing outfalls at the Duck Creek crossings of Taku Blvd. and Mendenhall Blvd., but they do not appear to connect to drainage structures on Aspen Ave. I thought I had a CBJ stormwater layer for this area but can't seem to find it. You might contact the CBJ GIS person to see if they can produce a stormwater map for Aspen Ave. to confirm my suspicions.

Assuming that Aspen Ave. stormwater flows into the Mendenhall River, I recommend that CBJ explore stormwater control measures that direct stormwater runoff into the local water table. This would be one small step towards reducing stormwater runoff into the Mendenhall River that, combined with other future projects in the Valley, would reduce the amount of stormwater and associated pollutants that are discharged into the river.

I'm not an expert on stormwater control measures. I would direct CBJ to stormwater control manuals produced by Portland and Seattle - readily available on-line - for details on various types of SCMs (As you might know, CBJ has a manual, but there are many new SCMs available since it was published). One idea for the Aspen Ave. project would be to install curb-cuts to intercept and direct road runoff into infiltration basins in the CBJ ROW. Ideally, these curb cuts would be placed "upstream or upslope" of existing catch basins. In this way, if runoff rates exceed the capacity of the basin or if snow, ice, or debris were to block the cuts, water can continue down the curb to the existing catch basins. We constructed a couple of these in Skagway a few years ago and they are working well.



As you can see in the photo, the infiltration area is in a depression below the level of the curb and sidewalk. I suggest making the area flush with the surrounding grade by topping the basin with a layer of topsoil and planting with grass so that it's virtually hidden. Although I have not researched designs for this particular type of SCM, I'm sure there are lots of variations that include clean-out vaults, steel inserts to fill the curb gap, and ways of accommodating a sidewalk.

I look forward to working with you and others in the CBJ on this and future projects and would be happy to sit down with you and other planning and engineering staff to find cost-effective solutions for addressing stormwater concerns for this and other projects.

John

On Fri, Jan 3, 2020 at 3:27 PM Irene Gallion <Irene.Gallion@juneau.org> wrote:

Hi John, Teri Camery sent me your way.

We are doing a project review of a rebuild project for Aspen Avenue. This section of road is about 200' from Duck Creek, which was listed as an impaired water body in 1999, and was part of a reconfiguration and improvement project from 1996-1998.

Are you aware of any existing Aspen Avenue runoff concerns for this section of the creek? Or any other creek impacts from the existing roadway?

Attached is the application packet - it includes write-ups for two other projects so don't get confused by that. We have not started design yet, so the packet is very basic. If you have any comments on behalf of the Southeast Alaska Watershed Council that would be welcomed.

Thank you,

Irene M. Gallion

City and Borough of Juneau

Senior Planner

(907) 586-0753

--

John Hudson
Restoration Biologist
Southeast Alaska Watershed Coalition
john@sawcak.org
907-419-4677
alaskawatershedcoalition.org

Irene Gallion

From: Jaye Forst <jaye.forst@gmail.com>
Sent: Sunday, December 29, 2019 11:22 AM
To: Irene Gallion
Cc: John Bohan
Subject: River Road LID

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

Good Morning Ms. Gallion, Mr. Bohan,

Please see below email I sent to Mr. Bohan regarding River Road LID. There were numerous homeowners left out of the process. I have also attached comments and concerns that I have.

My Concerns are:

- 1) I pay a large amount of money for my property taxes, which I think along with charges for EMS/Fire would/should cover any upgrades.
- 2) River Road is used heavily by many private businesses and the general public, besides just local River Road homeowners.

Brotherhood Trail - used heavily by all Juneau residents. Bikers, runners, trail events, cars use this daily winter and summer.

Word of Life Christian Center - This is the car dump...where Juneau Police send towed cars.... all hours of day and night cars are hauled and dumped here.

JAMHI - This is a business with lots of traffic.

Juneau Limousine Service- stretch limousines, sedans, Vans, coach party buses.

All of the above are some of the commercial businesses that drive on River Road daily. During the summer business usage of River Road is very high.

I feel local River Road and other homeowners off of River Road are being asked to pay for general public and private business usage that the city and/or businesses should 100% be responsible for.

Thank you,
 Jaye Forst
 jaye.forst@gmail.com

Begin forwarded message:

From: Jaye Forst <jaye.forst@gmail.com>
Date: December 29, 2019 at 10:50:01 AM AKST
To: john.bohan@juneau.org
Subject: River Road LID

Good Morning Mr. Bohan,

Thank you for the Riverbend meeting for the potential LID for River Road paving.

I received the mail out and have a few questions.

I noticed that five homeowners near me are not on the list. I own 5010 Tamarack. Were they forgotten?

River Road - Barrack family (First house on River Road)
4801 River Road - Trevor and Amber Frommherz
5030 Tamarack Ct. - (was Sven Pearson) Do not know new owners name
5040 Tamarack Ct. - Sean and Hope O'Neil
5050 Tamarack Ct - (Dont know owners name)

These are just homes I noticed near me that weren't on the list. Not sure there are others? Will these homeowners also be required to pay the \$4200

Thank you,
Jaye Forst
jaye.forst@gmail.com

Sent from my iPad

INFORMAL BALLOT
Local Improvement District (L.I.D.) No. 202
River Road Paving and Drainage

4B2501000012
ERIC E MAGNUSSON & MERRIDY K MAGNUSSON
PO BOX 032382
JUNEAU AK 99803

Proposed Assessment Amount: \$4200

**TO BE COUNTED EITHER FOR OR AGAINST THE
L.I.D., YOUR BALLOT MUST BE RETURNED BY: January 24, 2019**

This is your ballot for the above-referenced

- _____ I am in favor of the L.I.D. as described.
- _____ I am opposed to the L.I.D. as described.
- _____ I am in favor of installing street lighting in my neighborhood.
- _____ I am opposed to installing street lighting in my neighborhood.

Property Owner's Signature	Date
Comments	

If you would like the CBJ to respond to your comments, please provide your daytime phone

Please return ballot to:

City & Borough of Juneau
Engineering Department
155 S. Seward St.
Juneau, AK 99801



*“We help people live their
own best lives”*

Hello Neighbors,

My name is Dave Branding and I’m CEO at JAMHI Health & Wellness. Our non-profit recently bought a neighborhood property and I’m stopping by to introduce myself and JAMHI. First I want to apologize for the renovation that disrupted the road and traffic recently. I’m sorry. While we knew a water line was being run we had no idea how extensive the project was to be. We plan to do some renovation, largely on the inside of the building and it should be completed by February.

Juneau Alliance for Mental Illness (JAMI) was founded here over 30 years ago by a group of families to assure that there was safe, affordable housing for their adult children with mental illness. Since then JAMHI has expanded its service to the community, its mission and the number of people we serve throughout Juneau by providing mental health, substance use treatment, primary care, prevention and wellness services from six different locations throughout the community; all as affordably as possible. We take our mission, the quality of our work and our role in community seriously and safety for everyone is a priority.

We’ve been doing community housing safely and successfully in Juneau for a long time. Here we plan to provide community housing for up to 9 adults who’ve experienced mental illness. They will live on site in efficiency apartments with common areas and trained, supported JAMHI staff will be on-site 24 hours a day. Staff help people live their best lives by helping them develop supportive friendships, stability and inter-dependence. People will be screened by a selection committee to ensure they live safely and successfully. We believe our staff is exceptional at supporting people, helping to navigate challenges and find solutions.

JAMHI Health & Wellness is accredited by CARF International. This means that we meet international quality standards for the work we do; standards that were established in 1966 and have been revised annually every year since.

I’m enclosing a business card with my contact information. Please call me anytime you have questions or concerns and I’ll respond. Paul Chisholm is our director of community housing and support services and he will be available to help with anything as well.

Sincerely,

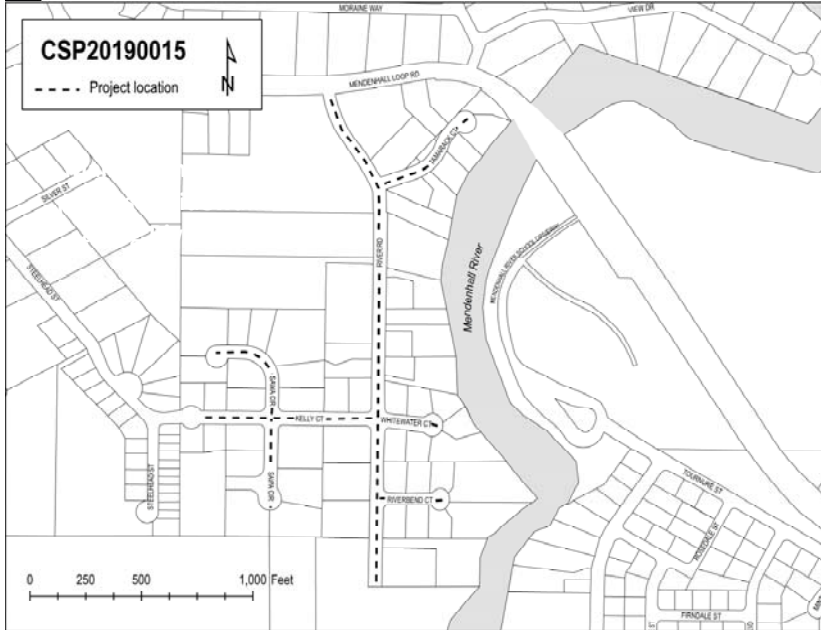
David G. Branding

3406 Glacier Hwy
Juneau, Alaska 99801

Tel. (907) 463-3303
Fax (907) 463-6858
www.jamhi.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 **proposed sidewalk along River Road, roadway resurfacing maintenance, and underground utility repairs and replacements** located at **River Road and adjacent streets** in a **D3 zone**.

TIMELINE

Staff Report expected to be posted **January 20, 2020** at

<https://beta.juneau.org/assembly/assembly-minutes-and-agendas>

Find hearing results, meeting minutes and more here as well.

Now through January 6, 2020

Comments received during this period will be sent to the Planner, **Irene Gallion** to be included in the staff report.

Jan. 7 through 12 noon, Jan. 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, January 28, 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.

January 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**

Case No.: CSP2019 0015
CBJ Parcel Viewer: <http://epv.juneau.org>



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

DATE: January 23, 2020

TO: 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:' field.

CASE NO.: AME2019 0005

PROPOSAL: Ordinance amending CBJ 49.35 Division 2 – Private Shared Access

The City and Borough of Juneau Code states in CBJ 49.10.170(d) that the Commission shall make recommendations to the Assembly on all proposed amendments to this title, zonings and re-zonings, indicating compliance with the provisions of this title and the Comprehensive Plan.

ATTACHMENTS

Attachment A – Planning Commission Committee of the Whole Minutes 07/23/2019

Attachment B – Planning Commission Committee of the Whole Packet 07/23/2019

Attachment C – Draft Ordinance 2020-XX

BACKGROUND

Ordinance 2016-26(b) amended the Land Use Code relating to access standards. At this time, revisions to Private Shared Access in Title 49 were approved. The intent of the 2016 revisions was, and continues to be, facilitating land development and subdivision of properties where subdividing may not be possible due to the construction standards for public streets.

The proposed ordinance can be found in Attachment C. Language with strike-through is recommended for deletion and language underlined is recommended for addition.

The proposed amendments were drafted in coordination with CBJ Engineering and Public Works.

The proposed amendments to Private Shared Access were discussed at the August 23, 2019 Committee of the Whole meeting (Attachment A and Attachment B).

Planning Commission
Case No.: AME2019 0005
January 23, 2020
Page 2 of 5

The proposed ordinance would amend CBJ 49.35. Division 2 – Private Shared Access. This ordinance is aimed towards amending the requirement for paving the portion of the shared access in the right-of-way (ROW) and clarifying that the intent of the easement is for access and drainage primarily, and utilities as applicable. While additional changes were originally planned, staff needs to further review these concepts.

This will be addressed further in the Discussion section of this memorandum. Overall, the following recommended changes will create flexibility within the Private Shared Access code and improve consistency with other chapters. This creates additional possibilities for in-fill development, especially on lots, which are not suitable for full street construction standards.

DISCUSSION

Easement language – The existing Private Shared Access code uses the language, *“The private easement is for access, drainage, and utilities and shall be specifically identified”* (CBJ 49.35.262(c)(3)(i)). Staff recommends revising this language to be more consistent with language used by CBJ Engineering and Public works. Revising this language also clarifies the intent of the standard. Staff recommends using the following language: *“The private easement is for access, drainage, and if applicable utilities, and shall be specifically identified.”*

In some cases, utilities are not constructed within the shared access easement. Utilities may require a separate agreement and easement depending on where they are located. The proposed language clarifies this and establishes that the primary intent of the shared access easement is for access and drainage.

Paving requirements – Under current code, *“the portion of the shared access in the right-of-way or the first 20 feet from the edge of the public roadway shall be paved, whichever length is greater”*. In some instances, paving is impractical because the public right-of-way (ROW) on which the property is located may not be paved. In some areas of CBJ, the public roadway is constructed using gravel or chip seal. Because the code uses the word “shall,” there is no flexibility, and the applicant must pave regardless of the material of the public roadway. Title 49.35 is not variable, leaving no ability for the paving requirement to be waived or modified.

To make this more flexible, staff recommends amending the code to require that the private shared access matches the road material, whether it be gravel, chip seal, asphalt, etc.

Additionally, staff recommends changing the 20-foot requirement to match the requirements for the governing body of the adjacent roadway. For example, if the private shared access abutted a CBJ ROW, Engineering requires 2 feet of pavement beyond the edge of the roadway for unpaved driveways. If the shared access abutted an Alaska Department of Transportation and Public Facilities (DOT) ROW, that governing body would determine the paving requirement.

Planning Commission
Case No.: AME2019 0005
January 23, 2020
Page 3 of 5

The existing pavement requirement can be challenging for a subdivision, which abut ROWs that are wider than average. The current language requires that any portion of the shared access in the ROW be paved. For example, portions of the Glacier Highway ROW are 150 feet in width; the travel way is approximately 40 feet wide in the center of the ROW, so approximately 55 feet of paving would be required. ROW widths vary throughout the borough. This amount of paving can be costly, may be a detriment to using shared access to subdivide, and is not consistent with requirements for other types of development, such as a multi-family development or commercial buildings, per Engineering requirements.

An additional consideration is that the shared access must be constructed prior to recording the final plat. Unlike other types of subdivisions, the owner cannot provide surety (e.g. bond, lot covenant), for the paving in the ROW and the construction of the 20-foot-wide gravel drive. The improvement requirement can be an additional up-front cost, which can be an economic burden on small in-fill development subdivisions. Staff does not recommend changing this requirement, as CBJ does not want to be responsible for conducting work (infrastructure improvements) on private property. This requirement should be recognized as a cost factor for the private developer and taken into consideration.

It should be noted that the CBJ Assembly reviewed the Private Shared Access ordinance in 2017, and discussed the paving requirement at the Committee of the Whole meeting on March 13, 2017. Discussion took place regarding whether or not to require the entire portion of the shared access to be paved or not. It was decided that 20 feet, or the portion in the ROW (whichever length is greater), would be appropriate. After working with the ordinance since 2017, staff has found that one of the largest obstacles to this type of subdivision is the paving requirements for length and material.

Required yard setbacks – Private Shared Access currently requires that a lot measure its front yard setback from the private shared access easement. This method of measuring the setback can be limiting, especially for the front lot, which also borders a ROW. Currently, the panhandle section of code allows for some flexibility – allowing the front lot to choose the front yard to be measured from the public ROW or from the panhandle access easement. In some situations, applicants have not been able to meet the front yard setback from the private shared access, but they could meet the front yard setback from the public ROW and the street side yard setback from the private shared access. This change would create more flexibility for in-fill development on lots with existing dwellings.

At this time, no changes are recommended to this section of code. Staff continues to analyze this option to determine if this can be legally accomplished.

Access – If there is an existing dwelling and a driveway on a property that is converted into a shared access subdivision, the old driveway must be retired and a new one must be constructed to access the property within the shared access easement. The panhandle section of code currently allows an existing driveway to remain in place with approval from the governing body

Planning Commission
 Case No.: AME2019 0005
 January 23, 2020
 Page 4 of 5

of the ROW. Future changes to the Private Shared Access code could allow this, but require further review.

At this time, no changes are recommended to this section of code. Staff continues to analyze this option to determine if this can be legally accomplished.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The 2013 Comprehensive Plan speaks to promoting in-fill development and providing a variety of development options that create safe and livable neighborhoods within the Borough. The following policies and objectives found in the 2013 Comprehensive Plan are relevant to the proposed amendment:

POLICY 3.1 TO BALANCE AVAILABILITY OF SUFFICIENT LAND WITHIN THE DESIGNATED URBAN SERVICE AREA BOUNDARY THAT IS SUITABLY LOCATED AND PROVIDED WITH THE APPROPRIATE PUBLIC SERVICES AND FACILITIES TO MEET THE COMMUNITY'S FUTURE GROWTH NEEDS AND THE PROTECTION OF NATURAL RESOURCES, FISH AND WILDLIFE HABITAT AND SCENIC CORRIDORS.

POLICY 3.2 TO PROMOTE COMPACT URBAN DEVELOPMENT WITHIN THE DESIGNATED URBAN SERVICE AREA TO ENSURE EFFICIENT UTILIZATION OF LAND RESOURCES AND TO FACILITATE COST EFFECTIVE PROVISION OF COMMUNITY SERVICES AND FACILITIES WHILE BALANCING PROTECTION OF NATURAL RESOURCES, FISH AND WILDLIFE HABITAT AND SCENIC CORRIDORS.

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.

Development Guideline 8.5 - DG4 Minimize access roadways or driveways onto major and minor arterial roadways or highways by requiring shared access points, such as a frontage road, and connections to adjacent subdivisions' roadways that lead to a "downstream" controlled or grade-separated intersection.

POLICY 10.2. TO ALLOW FLEXIBILITY AND A WIDE RANGE OF CREATIVE SOLUTIONS IN RESIDENTIAL AND MIXED USE LAND DEVELOPMENT WITHIN THE URBAN SERVICE AREA.

POLICY 12.9. TO REQUIRE IMPROVEMENTS TO RIGHTS-OF-WAY TO MEET MINIMUM STANDARDS FOR PUBLIC SAFETY AND MAINTENANCE, AND TO ENSURE THAT EXISTING RIGHTS-OF-WAY ARE MAINTAINED AND PROTECTED FROM ENCROACHMENT SO AS TO FACILITATE THEIR USE IN PROVIDING ACCESS AND THE PROVISION OF URBAN SERVICES.

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COMPLIANCE WITH CBJ LAND USE CODE

The proposed amendment to Title 49 will not create any inconsistencies within the code. As stated in CBJ 49.05.100, the purposes and intent of Title 49 are as follows:

- (1) To achieve the goals and objectives, and implement the policies, of the Juneau comprehensive plan, and coastal management program;*
- (2) To ensure that future growth and development in the City and Borough is in accord with the values of its residents;*
- (3) To identify and secure, for present and future residents, the beneficial impacts of growth while minimizing the negative impacts;*
- (4) To ensure that future growth is of the appropriate type, design and location, and is served by a proper range of public services and facilities such as water, sewage, and electrical distribution systems, transportation, schools, parks and other public requirements, and in general to promote public health, safety and general welfare;*
- (5) To provide adequate open space for light and air; and*
- (6) To recognize the economic value of land and encourage its proper and beneficial use.*

The proposed code amendment helps support these goals, while creating flexibility within the code.

FINDINGS

Based on the above analysis, staff finds that the proposed code amendment is consistent with goals and policies in the Comprehensive Plan, as well as Title 49.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward a recommendation of approval to the assembly for the proposed amendments to Title 49 relating to Private Shared Access standards.

Agenda
Planning Commission
Committee of the Whole
 CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
 July 23, 2019

I. ROLL CALL

Ben Haight, Chairman, called the Committee of the Whole Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 5:34 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Vice Chairman; Ken Alper (by Phone); Shannon Crossley; Dan Hickok; Travis Arndt

Commissioners absent: Nathaniel Dye, Michael Levine

Staff present: Jill Maclean, CDD Director; Alexandra Pierce, Planning Manager; Jane Mores, Municipal Attorney

Assembly members: None

II. REGULAR AGENDA

A. AME2018 0005: Proposed revisions to common walls – residential and mixed use

Ms. Maclean introduced AME2018 0005 and explained that the purpose of AME2018 0005 was to update the common wall ordinance to clear up inconsistencies, add definitions to the ordinance, and include allowances for common walls in General Commercial (GC), Light Commercial (LC), MU2, and D3 zoning districts, possibly by splitting the ordinance into two: one for residential and one for General Commercial.

Mr. Voelckers asked where common wall language and intent came from and how it compared to zero lot lines. Ms. Maclean explained common wall structures provide for more affordable housing as compared to detached homes and have become one of the most popular housing units in the area. The main difference between common walls and zero lot lines is zero lot lines can be in Industrial or Mixed Use zones, but common walls are currently restricted by Chapter 49.65 as residential only.

Ms. Maclean explained that as written, subdividing with common walls is a clunky and complicated process requiring multiple steps as compared with regular subdivisions. The way the ordinance is written complicates the process.

Mr. Voelckers asked about the distinction between a major subdivision and subdividing with common walls. Ms. Maclean explained that one difference is the common sidewall has no setback. Further, common wall subdivisions follow the same requirements as traditional subdivisions as they relate to minor and major subdivisions - 13 or fewer lots is a minor subdivision, and more than 13 lots is a major subdivision.

Mr. Arndt asked about how the minor/major subdivision distinction is effected when using common walls. Could a developer manipulate it in such a way as to build several common wall units as minor subdivisions rather than counting them altogether as a major subdivision? Ms. Maclean explained that it was not that easy. Minor/Major determination is based on the final number of units or potential for development of the land.

Mr. Voelckers cautioned against making the ordinance overly strict as that could limit the ability to build these units.

Ms. Maclean continued the presentation stating that when the Table of Permissible Uses (TPU) was updated, there were some errors. For example, it allowed accessory apartments where common walls were not allowed. According to Ms. Maclean, Law had also pointed out that when including General Mixed Use in the ordinance, they will need to get away from the word 'dwelling' as that has very specific connotations.

Mr. Voelckers questioned why there would be a distinction between two occupancies compared to three or more when describing LC and GC. Ms. Maclean recalled this was discussed in the Title 49 Committee, but it was not resolved.

Mr. Arndt asked why this would be done in MU2 but not in MU. Ms. Maclean explained that it is because MU provides the highest density and common walls do not provide as high a density and would not be the highest and best use in MU.

This concluded the explanation of the TPU.

Ms. Maclean explained that when looking through the proposed ordinance, missing items and proposed changes had been added. Newer items discussed were potentially reducing minimum D5 lot size from 7000 feet to 6000 feet to match other areas where common walls are permissible and adding it as a permissible use in D3 with a 5000-foot minimum lot size versus 12,000 feet. Staff is also looking into where currently there are common walls originally constructed as duplexes in D3 that have been retrofitted. Care is being taken so that the

properties do not become nonconforming. The retrofitting is allowed under current code under the special density section.

Mr. Arndt noticed that in D10, D15 and D18 there is a reference to note7B, which does not exist. He asked if maybe the intention was to have a note 7A. Ms. Maclean will double check this and see what that should be.

Ms. Maclean said that when reviewing the ordinance, there were notes that were repetitive and confusing so they were edited for clarity (into a single note in the Table of Dimensional Standards).

Mr. Voelckers suggested changing the phrase “shall contain” in the first intent paragraph of the common wall version of the commercial section to allowance language such as “may” or “could”. He had the same comment for the section under “uses” (65.725) where there is similar intent obligating it to be nonresidential. Ms. Maclean remembered that when they discussed this, they were to come up with incentives but so far, they have not found any way to incentivize mixed use other than allowing it as an option.

Mr. Haight asked if the ordinance was yet ready to take to Law. Ms. Maclean said staff will finish cleaning it up, change the “shall” to “may”, and correct the minor typos. Then it can be submitted to Law after which it would come back to the Committee of the Whole. She also suggested giving a week for the committee to submit comments before staff submits a draft to Law.

B. AME2019 0005: Proposed revisions to private shared access

Ms. Maclean explained this is a housekeeping item because when the Private Shared Access (PSA) ordinance was adopted, it contained some changes in the language that had unintended consequences. As a result, it just did not work for some of the people it was intended to benefit.

Items for cleanup include:

1. Where the ordinance addresses “proposed easement drainage and utility agreement”
2. The section of 49.35 that includes PSA. Title 49.35 states that the access shall be paved at least 20 feet. The “paved” portion is the part that is causing problems because people are being required to pave the access even if the road(s) it connects to are not paved. Title 49.35 does not allow for variances. The proposal is to change the wording so the access is

required to match the road(s) it is meeting, whether it be gravel, chip seal, etc., and to change the 20-foot requirement to match Department of Transportation (DOT) requirements.

4. PSA requirements are restrictive when it comes to setback options like those that panhandle lots have. Currently, for a panhandle lot the front lot could choose to make the setback either the panhandle or the setback. When the PSA section was written, it did not include the same options. Right now with PSA, there is only one way that the street/setback can be configured. There have been a couple of instances where people could not use PSA because of that rule.

Mr. Arndt wanted clarification as to how one could configure the lot with regard to front/back/street side/side. Ms. Maclean will look into that.

5. Under current code, if there is an existing unit and driveway on a property that is then converted to shared access, the old driveway must be retired and a new one constructed to access the property through the new shared access. This is the case even if there is a garage or driveway already existing. This is an unintended consequence of the code. The change would allow residents to choose their front setback provided it is approved by the governing agency of the right of way (CBJ or DOT).

Mr. Haight noted that in Item Four there is an “and” that maybe should be “and/or”. Ms. Maclean said it was written to be consistent with the wording in the panhandle section, but she would check to clarify. She recommended keeping it consistent with the panhandle section.

According to Ms. Maclean, staff recommended altering the bungalow lots and subdivisions item. Currently the bungalows section is in 49.65, which cannot be varied. The purpose states that the intent is to encourage the construction of small houses in areas served by municipal water and sewer on publicly maintained roads. This means there cannot be a bungalow subdivision using shared access. During the writing of the shared access section, it was noted that one could not put a bungalow into a PSA due to this wording. Discussion at the time of writing included the suggestion to look at allowing the use of bungalows by changing the wording about publicly maintained roads. Shared access is intended to help develop longer, thin lots, and it would make sense to allow a small bungalow lot in that area. Mr. Voelckers agreed that this was an unintended consequence of the ordinance, and it would be a small but positive change to fix this.

Ms. Maclean strongly recommended approving the ordinance without bringing in panhandle language in order to allow it to move forward to Law once they clean up the small items that had been identified. Mr. Haight agreed.

Mr. Voelckers asked what the identified deficits with the panhandle ordinance were. Ms. Maclean explained that discussion on panhandles identified possible issues regarding the ability to choose front/street/side yard setbacks, and there was a question about whether the front lot on shared access has to be part of the easement agreement if they are no longer getting their access through the shared access. Ms. Crossley added that the distances between driveways was also an issue to be discussed. Mr. Arndt added that the discussion also included whether or not to expand the limit beyond four lots.

III. **OTHER BUSINESS** -none

IV. **REPORT OF REGULAR AND SPECIAL COMMITTEES** - none

V. **ADJOURNMENT**

The meeting was adjourned at 6:32 pm.



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July 15, 2019

MEMO

To: Benjamin Haight, Chair
Committee of the Whole

From: Jill Maclean, AICP, Director of Community Development

RE: Proposed Revisions to Private Shared Access (49.35.260)

Attachments

Attachment A – Private Shared Access draft ordinance with tracked changes
Attachment B – Title 49 Committee meeting minutes, May 30, 2019

Background

Ordinance 2018-26(b) approved revisions to Private Shared Access in Title 49. The intent of the revisions to Private Shared Access was, and continues to be, the facilitation of land development and the subdivision of properties that may not be adequate for subdivision due to the construction standards for public streets.

Since its adoption in 2016, xx number of minor subdivisions using Private Shared Access (PSA) have been applied for and approved. PSAs are always minor development and approved by the Director, as they are limited in number to four (4) lots maximum and a maximum of 70 average daily trips. Staff is not proposing changes to these requirements.

The PSA ordinance has been mostly successful, however, several unintended consequences have been noted that preclude some properties from using the ordinance. Working with CBJ Engineering and General Engineering, staff finds that there is potential to make the PSAs more successful and available to more property owners, if the following minor revisions are adopted:

- 1) **49.35.261 (2) Application states, 'A proposed easement, drainage and utility *agreement*'.** (emphasis added)

Per CBJ Engineering and General Engineering, staff recommends the following language to clarify the intent of this standard:

'Proposed access and drainage easement(s)'

Commented [JMM2]: Will track down this number, and try to verify how many have not been eligible (this number may be more difficult)

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- 2) **49.35.262 (b)(9) Approval criteria states, 'The portion of the shared access in the right-of-way or the first 20 feet from the edge of the public roadway *shall be paved, whichever length is greater.*** (emphasis added)

- a) 'Shall be paved' has been found by staff to be impractical, and due to the use of 'shall', the ability to waive this requirement does not exist.
- b) Paving is impractical in some instances because the public right-of-way (ROW) that the property is located on may not be paved—in some areas, the ROWs may be gravel or chip seal. Per CBJ Engineering, pavement is defined as either asphalt or cement. Again, due to the 'shall', a property located on a gravel road is required under the current code to pave the first 20 feet from the edge of the public roadway, whichever length is greater—resulting in a gravel public ROW connected to 20 feet of pavement, connected to gravel private shared access.

Staff recommends the following language to make this ordinance more useful:

'The portion of the shared access in the right of way or the first ~~20~~ feet or the length required by another regulatory body, whichever is greater from the edge of the public roadway *shall be constructed to the existing material of the public right-of-way or better*, whichever length is greater.

Commented [AP3]: Suggested revision from CBJ E&PW – 2 feet protects the road surface. AKDOT may require 10-12 feet

If this new language is acceptable to the committee, staff recommends that the length be consistent with AKDOT's standards with a line added 'as amended from time to time'; or remove the length and simply refer to AKDOT's standard detail.

Commented [JMM4]: Same comment as above

Commented [JMM5R4]: Update:
 T49 recommended referring to AKDOT's standard and not including a specific length

- 3) **49.35.262 (c)(3)(vi) Approval process states, 'A lot with frontage on a public street and on the shared access is prohibited from having vehicular access to the public street except through the shared access'.** (emphasis added)

- a) Staff has found that in some instances, particularly if there is an existing dwelling on the lot, the front lot prefers to maintain existing access on the public ROW rather than constructing a new driveway from the private shared access.

Staff recommends making this language consistent with that of the panhandle ordinance, in order to create more flexibility for existing dwellings on the front lot. The panhandle ordinance (49.15.423 (a)(3)(A) states, 'Access for the lots shall be located in the panhandle. A lot fronting a right-of-way may have a separate and additional access if approved by the government entity that controls rights-of-way. Access to each lot shall be designated on the plat in the form of an easement.'

Staff recommends the following language for 49.35.262 (c)(3)(vi):

'Access for the lots shall be located in the private shared access. A lot fronting a right-of-way may have a separate and additional access if approved by the government entity that controls rights-of-way. Access to each lot shall be designated on the plat in the form of an easement.'

- 4) **49.35.263 (c) The front yard setback shall be measured from the shared access easement.** (emphasis added)

- a) 'Shall be measured' has, as stated above, been found by staff to be impractical, and due to the use of 'shall', the ability to waive this requirement does not exist.

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- b) In some instances, if the lot has an existing dwelling, it presumably was constructed to meet the front yard setback from the public ROW and would therefore have a side yard setback in the location of the proposed private shared access, thus it would not have the ability to meet a front yard setback.

Staff recommends making this language *somewhat* consistent with that of the panhandle ordinance, in order to create more flexibility for existing dwellings on the front lot. The panhandle ordinance (49.15.423 (a)(2)(A) states, 'A lot fronting on a right-of-way may establish a front yard setback or a street side yard setback adjoining the right-of-way or the panhandle'.

Staff recommends the following language for 49.35.262 (c):

'A lot fronting on a right-of-way may establish a front yard setback or a street side yard setback adjoining the right-of-way or the private shared access.'

For discussion: Given that an existing dwelling may have been constructed to have a side yard setback, which is less than a street side yard setback, does the commission wish to consider language that gives the director discretion when reviewing private shared access plats to consider a side yard setback if a street yard setback cannot be met? Or as close to a street yard setback as possible? Or must it accommodate the street side yard setback?

- 5) **49.15.423 (2)(A) A lot fronting on a right-of-way may establish a front yard setback or a *street side yard setback* adjoining the right-of-way or the panhandle.** (emphasis added)

Staff recommends changing "street yard setback" to "side yard setback".

- 6) **49.65.600 - Purpose.** 'The intent of this chapter is to encourage construction of small houses on property served by municipal water and sewer and *publicly maintained roads*. Bungalow style infill development is intended to allow property to be utilized to its maximum potential without adversely impacting established residential neighborhoods'. (emphasis added)

Staff recommends deleting "*and publically maintained roads*" to provide opportunity for bungalow lots to use the PSA.

Recommendation

Staff recommends that the code be amended to clarify, make consistent, and update Private Shared Access (49.35.260).

Commented [JMM6]: Does T49 recommend this revision for panhandle subdivisions as well?

Commented [JMM7R6]: Update: T49 recommended additional changes to the panhandle section of code than those presented; Staff strongly recommends excluding panhandles (and bungalows – see below) in this amendment in order to better ensure success of adoption

Commented [JMM8]: Update: After discussion at the T49 meeting, staff strongly recommends excluding bungalows in this amendment in order to better ensure success of adoption

DIVISION 2. - PRIVATE SHARED ACCESS

49.35.260 - Purpose.

Shared access serving four or fewer lots without frontage on a right-of-way may be constructed within a private easement consistent with this division.

([Serial No. 2016-26\(b\)](#), § 10, 4-3-2017, eff. 5-3-2017)

49.35.261 - Application.

An applicant must submit the following to request shared access:

- (1) A preliminary plan and profile of the proposed shared access; and
- (2) A proposed access easement, drainage and ~~utility agreement~~ [easement](#).

([Serial No. 2016-26\(b\)](#), § 10, 4-3-2017, eff. 5-3-2017)

49.35.262 - Standards.

- (a) *Agency review.* The director shall forward the complete application to the fire department and to the engineering and public works department for review.
- (b) *Approval criteria.* The director may approve a subdivision, with or without conditions, that has a shared access if all of the following criteria are met:
 - (1) The shared access will be located in a private easement completely on the lots served.
 - (2) The shared access serves four or fewer lots. If a subsequent common wall residential subdivision is intended to be served by shared access, the common wall parent lot shall count as two lots.
 - (3) The shared access does not endanger public safety or welfare.
 - (4) The shared access complies or can be improved to comply with the emergency service access requirements of CBJ 19.10.
 - (5) The use of each lot served by the shared access shall be limited to one single-family residence and an accessory apartment.
 - (6) The total average daily trips resulting from the subdivision shall not exceed 70.
 - (7) Shared access is only allowed in RR and D-1, D-3, D-5, and D-10 SF zoning districts defined by CBJ 49.25.210.
 - (8) Shared access is prohibited if the subdivision abuts a parcel that does not have alternative and practical frontage on a publicly maintained right-of-way.
 - (9) ~~The portion of the shared access in the right-of-way or the first 20 feet from the edge of the public roadway shall be paved~~ [constructed to be consistent with the existing public roadway material, whichever length is greater.](#)
 - (10) Lots must meet the minimum standards for the zone district according to the table of dimensional standards excluding the shared access easement. A buildable area must exist without the need for a variance.
- (c) *Approval process.*

Commented [AS1]: Since this is for access I'm not sure that utilities need to be included. Sharing utilities would be a separate request, but utility easements may apply.

Commented [JMM2]: One area for review / revision?

Commented [AS3R2]: Engineering Standard detail 103A and B only require 2' of pavement beyond the edge of roadway for unpaved driveways. Where did the 20' requirement of pavement come from and what is the purpose?

- (1) Upon preliminary plat approval by the director, the applicant shall construct the shared access pursuant to the corresponding standard in Table 49.35.240 for a roadway with zero to 70 average daily trips. A financial guarantee cannot be used as a condition of construction.
- (2) The shared access easement shall be recorded.
- (3) The following shall be noted on a plat or in a recorded decision that contains a shared access:
 - (i) The private easement is for access, drainage, and utilities if applicable and shall be specifically identified.
 - (ii) The owner(s) of the lots served by the private access easement acknowledge the City and Borough is not obligated and will not provide any maintenance or snow removal in the private easement.
 - (iii) The owner(s) of the lots served by the private access easement shall be responsible and liable for all construction and maintenance of the shared access from the edge of the publically maintained travel lane.
 - (iv) Except a subsequent common wall subdivision depicted on this plat, the lots served by the private access easement are prohibited from subdividing unless the access is upgraded to a public street, dedicated to, and accepted by the City and Borough.
 - (v) Owner of a lot served by the private access easement shall automatically abandon all rights to and usage of the private access easement except for utilities, if any, if a publically maintained street serves that lot.
 - (vi) Access for the lots shall be located in the shared access. A lot fronting a right-of-way may have a separate and additional access if approved by the government entity that controls rights-of-way. Access to each lot shall be designated on the plat in the form of an easement. A lot with frontage on a public street and on the shared access is prohibited from having vehicular access to the public street except through the shared access.

Commented [JMM4]: Verify that this is the correct term (note for JM)

Commented [JMM5]: Same comment as above

Commented [JMM6]: Revised using panhandle language for consistency

([Serial No. 2016-26\(b\)](#)), § 10, 4-3-2017, eff. 5-3-2017)

49.35.263 - Other shared access requirements.

- (a) If a shared access is approved, the applicant must apply for and receive a right-of-way permit for the work within the CBJ public right-of-way and a grading permit for the work within the private property to construct the shared access.
- (b) If the director determines that a street sign is required for a health, safety, or welfare reason, the applicant shall install a street sign provided by the City and Borough at the applicant's expense.
- (c) A lot fronting on a right-of-way may establish a front yard setback or a street side yard setback adjoining the right-of-way or the shared access. The front yard setback shall be measured from the shared access easement.
- (d) The width of the shared access easement may be reduced by a value of up to 20 feet if the director finds there is sufficient area for the provision of utilities, drainage, snow storage, and that it is unlikely for the shared access easement to expand in the future to a public street.
- (e) The director shall determine the placement location of mailboxes and shall comply with current CBJ Engineering and Public Works Standard Details. The director may require additional improvements and design changes to enable efficient mail delivery and minimize traffic interferences.
- (f) The standards identified in this article do not apply to any preexisting shared access previously permitted by the department.

Commented [JMM7]: Revised using panhandle language for consistency

([Serial No. 2016-26\(b\)](#)), § 10, 4-3-2017, eff. 5-3-2017)

Meeting Agenda of the City and Borough of Juneau
Title 49 Committee of the Planning Commission

Thursday, May 30, 2019
Community Development Department
Large Conference Room, 12:00 pm

Members Present:

Nathaniel Dye, Travis Arndt, Andrew Campbell, Shannon Crossley, Ben Haight

Members Absent:

Ken Alper

Staff Present:

Jill Maclean (CDD Director), Alexandra Pierce (CDD Planning Manager), Laurel Christian (CDD Planner), Chelsea Wallace (CDD Admin), Autumn Sapp (Engineering & Public Works Business Manager)

I. Call to Order

The meeting was called to order at 12:00pm.

II. Approval of Agenda

Mr. Dye proposed to change the agenda to include discussion for setting up a more permanent schedule with dates and times and would like to meet at least once a month.

Mr. Haight asked if it would be good to supplement with special meetings, as needed.

Mr. Dye agreed special meetings would be good and held as needed, on top of the standing, monthly meeting.

Mr. Arndt asked if there was enough work for the Committee to hold a meeting every month.

Mr. Dye replied that he was aware of work that needed to be done and asked if the CDD would be able to provide the Committee with enough work for monthly meetings.

Ms. Maclean replied that the CDD would be able to provide the Committee with work each month.

Ms. Pierce replied that there is a spreadsheet full of work for the Committee to tackle and noted that once the work for Downtown and Auke Bay have been completed, it should make the work for Douglas move more smoothly.

Mr. Dye asked if there were any dates and times that worked well for everyone to schedule the monthly meetings.

After some deliberation, the Committee decided they would begin meeting on the third Wednesday of each month at noon.

III. Approval of Minutes

IV. Agenda Topics

A. Proposed Revisions to Private Shared Access (49.35.260)

Ms. Maclean stated that staff tried to take Private Shared Access incrementally, like most things, but there were some unanticipated obstacles that needed to be tackled. The topic did grow slightly, because bungalows and panhandles had been tied in. Unfortunately, the time that CDD gets with the Law Department is quite limited and the appeals CDD is dealing with is taking up a lot of that time. Due to this, Ms. Maclean suggested that the bigger issues are flagged to come back to, in order for the Committee to try to fix the issues that are holding up homeowners from getting their work done; for example, the pavement requirements. Ms. Maclean noted that the documents were printed with the revisions on them, so everyone could see the changes being proposed.

Mr. Arndt referenced a large lot on North Douglas that is being subdivided, due to it not meeting the requirements for Shared Access. He felt that Private Shared Access could have been a good solution for that lot.

Ms. Maclean stated that this lot falls into one of the bigger items, as Private Shared Access has only been approved for single-family districts.

Mr. Dye noted that the Title 49 Committee was trying not to go into multi-family, for the time being, to avoid problems.

Mr. Arndt felt that the Private Shared Access requirements would have been a good way to make options work on some of the land we have in Juneau.

Ms. Maclean stated that staff was trying to gather information on how many Private Shared Access cases did not work out since its adoption in 2016. If staff felt it wouldn't work, other options would have been discussed during a pre-application meeting, but some situations have not worked out.

Ms. Sapp stated that CBJ would prefer not to have Private Shared Access mingling with Utility requirements at all, but totally regulated with a separate code. Having shared utilities is not always going to be an option, so CBJ doesn't want people to think this could allow that.

The Committee agreed with Ms. Sapp.

In regards to paving requirements, Ms. Maclean felt revisions could be used here, as it seems like a waste to require someone to pave an area that is gravel, or another material, to begin with. Revisions could also be made for the required distance that is to be paved from the public roadway.

Mr. Dye asked if anyone knew what the Department of Transportation (DOT) required for paving in a situation like this.

Ms. Sapp stated that she checked with the DOT and saw that they have conflicting code requirements for paving in residential zones. So, a decision will have to be made on what the distance should be.

Mr. Arndt asked what the intent was behind requiring 20 feet from the public roadway to be paved and if it made more sense to require just paving up to the right-of-way.

Mr. Dye recalled that there was a lack of understanding in why there can't be sidewalks everywhere. After much pushback and several people making several comments, this requirement was made. It also helped with dust control issues.

Ms. Pierce stated that the 20-foot requirement was not set in stone and suggestions for revision were welcome.

Mr. Campbell asked what the requirement would be if it weren't for Private Shared Access.

Ms. Sapp replied that the requirement is 2 feet.

Mr. Campbell suggested the Committee adopt that regulation.

Ms. Sapp noted that the DOT requires 10 to 12 feet to be paved and asked how that could be accounted for.

Mr. Campbell suggested that the requirement be 2 feet unless another regulatory body has a larger requirement.

To clarify, Mr. Dye asked if Mr. Campbell meant pave until the right-of-way, unless specified to do more.

Mr. Campbell replied that, that intent was correct.

Mr. Dye noted that part of the intent in developing Private Shared Access was to help alleviate on costs and try to increase quality.

Ms. Crossley asked about the Committee's role in settling civil disputes between neighbors.

Mr. Dye replied that the Committee would not be settling disputes between neighbors. They are trying to prevent people coming in to complain about their neighbors and issues with driveways.

Ms. Maclean felt that not setting a required distance, but leaving at other agency requirements could work. The Department would work with the applicants to notify them of other agency requirements.

Ms. Pierce said this could be beneficial.

Mr. Arndt asked if the solution here, then, was taking out a length requirement and letting other agency regulations be the requirements.

Ms. Maclean stated this was correct.

Mr. Campbell showed support for this suggestion.

Ms. Maclean then directed the group's attention to the access revisions. She stated that language from Panhandle regulations was used for the revision, but changes could be made. This would allow for larger

setbacks and stop someone from choosing to keep access the way they already had it. Ms. Maclean suggested that the same language be used for the setback revisions.

Mr. Campbell and Mr. Haight showed support for the revisions.

To better understand what was being addressed, Ms. Christian drew a picture on the SmartBoard for the Committee and Ms. Maclean described this drawing. Ms. Maclean asked about how flexible the Committee wanted to be and if they wanted to provide for some discretion and be able to work with people when meeting setbacks, as best as possible.

Mr. Dye asked if there was a problem with getting two driveway permits that close together.

Ms. Maclean stated that was another topic on the list for discussion that day, as it usually comes up if a lot is already developed and the one next to it is not.

Mr. Haight asked if this question arises with the applicant before work has begun.

Ms. Maclean stated that this question does come up before work starts, because a pre-application meeting is held and Planners advise the applicant on what they can and cannot do on their property. Currently, if someone wants to subdivide this way, then they have no other choice.

Mr. Haight asked how often this problem seemed to arise.

Ms. Sapp stated that she had been in at least two pre-application meetings during this year where these problems arose.

Mr. Arndt felt it is good that the Committee is addressing this issue and suggested treating this situation in a way similar to working with someone on a very steep slope.

Ms. Maclean stated that shared access regulations are in Title 49.35 and cannot be varied.

Mr. Campbell asked if people were able to come in and make their lot into a panhandle.

Ms. Maclean replied that yes, this was possible.

Mr. Dye asked about the odds of these access areas become a public street.

Ms. Maclean replied that the odds of these turning into public streets are quite unlikely, as there are many reasons that would prevent this from happening. She sees what Mr. Campbell is trying to say, and sees how this could be problematic, but concerns shouldn't be too high.

Mr. Campbell noted that it is easier to come in and fix a road when the houses are set farther back onto the property. He suggested adding some language to help accomplish this.

Mr. Arndt asked for some clarification on panhandles and how someone can create a panhandle.

Ms. Maclean explained more about how panhandles work and went into further detail when confusion was expressed. The Committee then discussed more of the options available for panhandle access.

In regard to an already existing driveway, Ms. Maclean stated that they are allowed on panhandles, if the regulating agency approves an extra curb cut.

Mr. Arndt asked if it was typical to let an applicant keep an existing driveway.

Ms. Sapp replied that it is usually given to the Streets Department, but it has to meet regulations first.

Moving onto revisions for setback regulations, Ms. Maclean stated that this topic came up fairly recently. She used bungalow lots as an example, stating that one would not be able to use Shared Access to create a bungalow lot, due to it being required to be on publicly maintained roads. She asked Ms. Sapp if you could do Shared Access and still be on Public Sewer and Water.

Ms. Sapp replied that this was possible.

Mr. Arndt asked some questions to clarify his understanding of what is allowable with a bungalow development.

Ms. Maclean and Ms. Christian replied that his understanding was correct and gave more clarifying information to help.

Ms. Maclean asked if there was any interest in changing panhandles or looking at them separately, by themselves and gave a setback example.

The Committee discussed the example and what could be done on a panhandle lot.

Mr. Arndt suggested that a picture be added to the Code pertaining to this information, to help others better understand what the intent of the language is.

Ms. Maclean stated that there is a picture in the panhandle Code to help alleviate these issues.

Staff members gave more examples and discussed them with Committee members to help them better understand how a panhandle lot could be developed.

Mr. Dye asked how these revisions could affect density.

Ms. Maclean stated that other requirements still needed to be met, including density requirements.

Mr. Haight asked if formal agreements were made between people for use of the driveways.

Ms. Maclean replied that there are formal agreements made.

Mr. Haight asked if they were Shared Access agreements.

Ms. Maclean they were not Shared Access agreements, because different conditions allow for different agreements. She went on to give some examples of what kind of agreements can be made for different conditions.

Ms. Maclean asked if anyone would like to make more revisions for paving requirements or easements for utilities.

Members showed support for the revisions to paving requirements and easements for utilities.

Ms. Maclean asked if there were other revisions that the Committee would like to keep.

Mr. Arndt expressed support for the variability in setbacks similar to panhandle setbacks.

Mr. Campbell expressed support for the revisions, but felt that the access revisions may be controversial. However, if they all access the public road, then there won't be worry about who maintains the road or anything.

The rest of the Committee showed support for the revisions and agreed with Mr. Campbell.

Mr. Arndt suggested adding more depth to the access revisions.

Mr. Campbell asked if Code requires an agreement for Shared Access.

Mr. Dye replied that it does.

The Committee agreed that the bungalow topics could be controversial and suggested that they be treated in a different manner.

Mr. Campbell asked what the smallest width a bungalow lot could be developed on is.

Ms. Christian replied that a bungalow lot could be developed on a lot as narrow as 25 feet.

Mr. Campbell felt that this is enough space to make a turn and get out of the driveway, so it would be okay.

Mr. Arndt asked if there may be a way to incorporate bonus points into bungalow development, to help encourage people to build smaller and develop in different ways.

Mr. Dye felt this was a good idea, if they can find a feasible way to do it.

Mr. Arndt asked if it was possible to plat a bungalow lot with a panhandle lot and then turn the panhandle lot into a shared access subdivision. The bungalow lot would front on the right of way and not use the shared access.

Ms. Maclean thought that it could be possible, but one would have to be strategic in the development to make it work well and would probably have to subdivide first and subdivide in phases.

Mr. Dye asked if it would be possible to allow developers to accomplish both tasks simultaneously and if there were any reasons it would not work.

Ms. Christian stated that panhandles currently can get access in the panhandle or in a separate driveway. Currently shared access subdivisions can only get access through the shared access, with the proposed amendments, it may be possible.

Ms. Maclean felt that it may be able to be done before or after, but not simultaneously.

Ms. Christian read an excerpt from Code stating that the shared access could only serve four lots, to help clarify what may be possible.

Mr. Dye replied that if there was an easy way to revise this, it should be done.

Ms. Maclean stated that it would be possible to revise it, but it would be better to look at it at a later time. The Committee still needed to sort out a few of the other revisions first. Ms. Maclean asked, panhandle aside, if the Committee was satisfied with the revisions for street, side, and front yard setbacks for Shared Access.

The Committee showed support for the revisions.

Ms. Sapp asked if there was a way to prevent people from trying to decide they don't want to be part of the access in the future and if applicants are required to upgrade their utilities if it becomes a public street.

Ms. Maclean explained what steps were set to prevent someone from trying to back out of an access agreement and stated that the utilities upgrades could be worked on.

Mr. Arndt asked what the intent of the revision for *CBJ 49.35.262 – Standards. (c) Approval process (3)(v)* was.

Ms. Maclean replied that the intent was for it to mean that if a public right of way is developed to serve the lot or lots in the future, the owner(s) will abandon the private access.

The Committee agreed that the intent was good, but the language in this item did not portray that.

Ms. Maclean stated that the Law Department could look at it and help to clarify.

Mr. Dye felt that the confusion came from the variability in moving the front of the lot, so the language could be revised to keep the front lot variability in the language.

Ms. Maclean drew a picture and further explained to help with the confusion.

Mr. Arndt asked if it was possible to have Shared Access on a panhandle and used a drawing to describe why he would like to have that option.

Ms. Maclean stated that this idea would not be possible.

Mr. Dye drew a new picture and asked if it would be possible, if it were done in a different order and correct manner.

The Committee and Staff discussed if this option would be possible, but this option was not possible due to the regulations for developing a panhandle lot.

Mr. Arndt asked if someone would be able to get rid of their existing driveway, if they did a Shared Access agreement.

Ms. Maclean replied that this was possible.

The Committee discussed another way to develop a panhandle lot and thought that if someone was to strategically subdivide the land in a way that code allowed for, they may be able to bypass the four-lot maximum requirement.

Ms. Sapp noted that if the revisions for *CBJ 49.35.262 – Standards. (c) Approval process (3)(v)* were accepted, this could create problems with lot owners not giving up their rights.

Mr. Dye felt there would be no advantage for someone to do that, if there was a situation where it could happen.

Mr. Arndt felt that this item could be re-worked in part; it was a good start to revising the item, but it could use more work.

Ms. Sapp made a suggestion to revise the language to include everyone.

Ms. Maclean stated she would speak with the Law Department about the revisions.

Mr. Dye asked if there was anything else that anyone would like to discuss.

Ms. Maclean directed attention to *CBJ 49.35.262 – Standards. (b) Approval criteria. (8)* noting that this item prohibits Shared Access if a subdivision abuts a parcel that does not have alternative and practical frontage on a publicly maintained right-of-way. So, if there is undeveloped land behind the lot, it would prevent someone from doing Shared Access. If it is unlikely, what would be the need in requiring under D3 that it can be reduced?

Mr. Arndt suggested removing this item.

Ms. Maclean agreed with Mr. Arndt and suggested that it otherwise could say that it is required that you have to make the easement a certain width.

The Committee and Staff agreed with Ms. Maclean.

Ms. Maclean asked if the Committee would like to see this material once more before it moved forward to a Committee of the Whole Planning Commission meeting for more work, as it would need to go to the Law Department first.

Mr. Dye suggested that Ms. Maclean advise them on if another Title 49 meeting would be necessary after she spoke with the Law Department and gained their input on the revisions.

Ms. Maclean agreed with Mr. Dye.

V. Committee Member Comments and Questions

Presented by:
Introduced:
Drafted by:

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-_____

An Ordinance Amending the Land Use Code Relating to Private Shared Access Requirements

BE IT ENACTED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Classification. This ordinance is of a general and permanent nature and shall become a part of the City and Borough of Juneau Municipal Code.

Section 2. Amendment of Section. CBJ 49.35.262, Standards, is amended to read:

(a) *Agency review.* The director shall forward the complete application to the fire department and to the engineering and public works department for review.

(b) *Approval criteria.* The director may approve a subdivision, with or without conditions, that has a shared access if all of the following criteria are met:

- (1) The shared access will be located in a private easement completely on the lots served.
- (2) The shared access serves four or fewer lots. If a subsequent common wall residential subdivision is intended to be served by shared access, the common wall parent lot shall count as two lots.
- (3) The shared access does not endanger public safety or welfare.
- (4) The shared access complies or can be improved to comply with the emergency service access requirements of CBJ 19.10.

(5) The use of each lot served by the shared access shall be limited to one single-family residence and an accessory apartment.

(6) The total average daily trips resulting from the subdivision shall not exceed 70.

(7) Shared access is only allowed in RR and D-1, D-3, D-5, and D-10 SF zoning districts defined by CBJ 49.25.210.

(8) Shared access is prohibited if the subdivision abuts a parcel that does not have alternative and practical frontage on a publicly maintained right-of-way.

(9) The portion of the shared access in the right of way shall be surfaced with materials consistent with the adjacent public roadway. The length of the portion of the shared access in the right of way shall consist of a minimum 2' apron or as required by the governing agency of the right of way. ~~or the first 20 feet from the edge of the public roadway shall be paved, whichever length is greater.~~

(10) Lots must meet the minimum standards for the zone district according to the table of dimensional standards excluding the shared access easement. A buildable area must exist without the need for a variance.

(c) *Approval process.*

(1) Upon preliminary plat approval by the director, the applicant shall construct the shared access pursuant to the corresponding standard in Table 49.35.240 for a roadway with zero to 70 average daily trips. A financial guarantee cannot be used as a condition of construction.

(2) The shared access easement shall be recorded.

(3) The following shall be noted on a plat or in a recorded decision that contains a shared access:

(i) The private easement is for access, drainage, and if applicable utilities, and shall be specifically identified.

(ii) The owner(s) of the lots served by the private access easement acknowledge the City and Borough is not obligated and will not provide any maintenance or snow removal in the private easement.

(iii) The owner(s) of the lots served by the private access easement shall be responsible and liable for all construction and maintenance of the shared access from the edge of the publically maintained travel lane.

(iv) Except a subsequent common wall subdivision depicted on this plat, the lots served by the private access easement are prohibited from subdividing unless the access is upgraded to a public street, dedicated to, and accepted by the City and Borough.

(v) Owner of a lot served by the private access easement shall automatically abandon all rights to and usage of the private access easement except for utilities, if any, if a publically maintained street serves that lot.

(vi) A lot with frontage on a public street and on the shared access is prohibited from having vehicular access to the public street except through the shared access.

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2020.

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Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

AME2019 0005

Ordinance amending CBJ 49.35 Division 2 – Private Shared Access

Planning Commission Hearing January 28, 2019

Staff recommends that the Planning Commission forward a recommendation of APPROVAL to the assembly for the proposed amendments to Title 49 relating to Private Shared Access Standards.



Background

- Major subdivision rewrite codified in 2015
- Subject code language was added in 2016
- 2016 Goal: “to provide flexibility with development options, but also provide for well-designed neighborhoods that link to other properties, providing a network of safe accesses and places to live”
- 2016 Goal: “provide additional development options for parcels that may not be able to be subdivided otherwise”



Background

- Title 49 Committee Review May 30, 2019
- Committee of the Whole Review July 23, 2019



Proposed Amendments discussed at COW

- 1. Clarifying language regarding access, drainage, and utility easements and agreements.**
- 2. Pavement requirements – length and materials.**
3. Frontage requirements – front must be on the shared access.
4. Front yard setbacks – must be from the shared access.
5. Bungalow lots and shared access.



Proposed Amendment

(3)The following shall be noted on a plat or in a recorded decision that contains a shared access:

(i)The private easement is for access, drainage, and if applicable utilities, and shall be specifically identified.

The proposed language clarifies that utilities are not always included in the shared access easement.

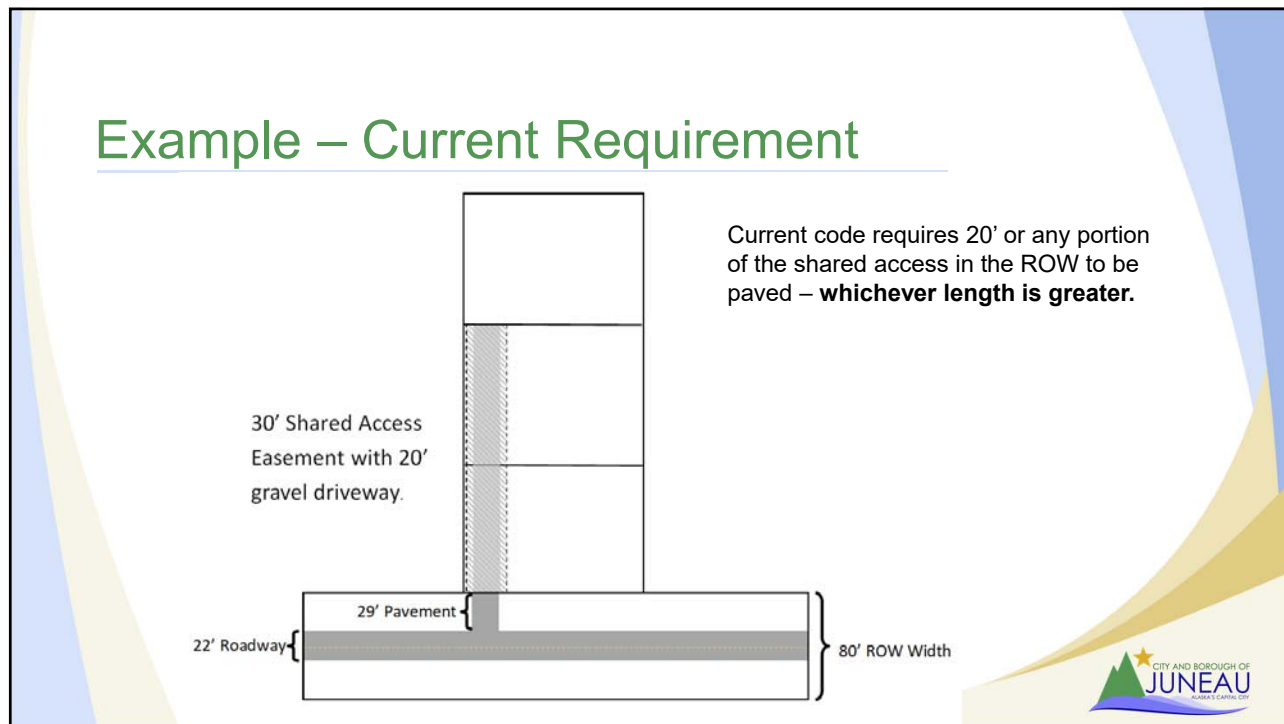


Proposed Amendment

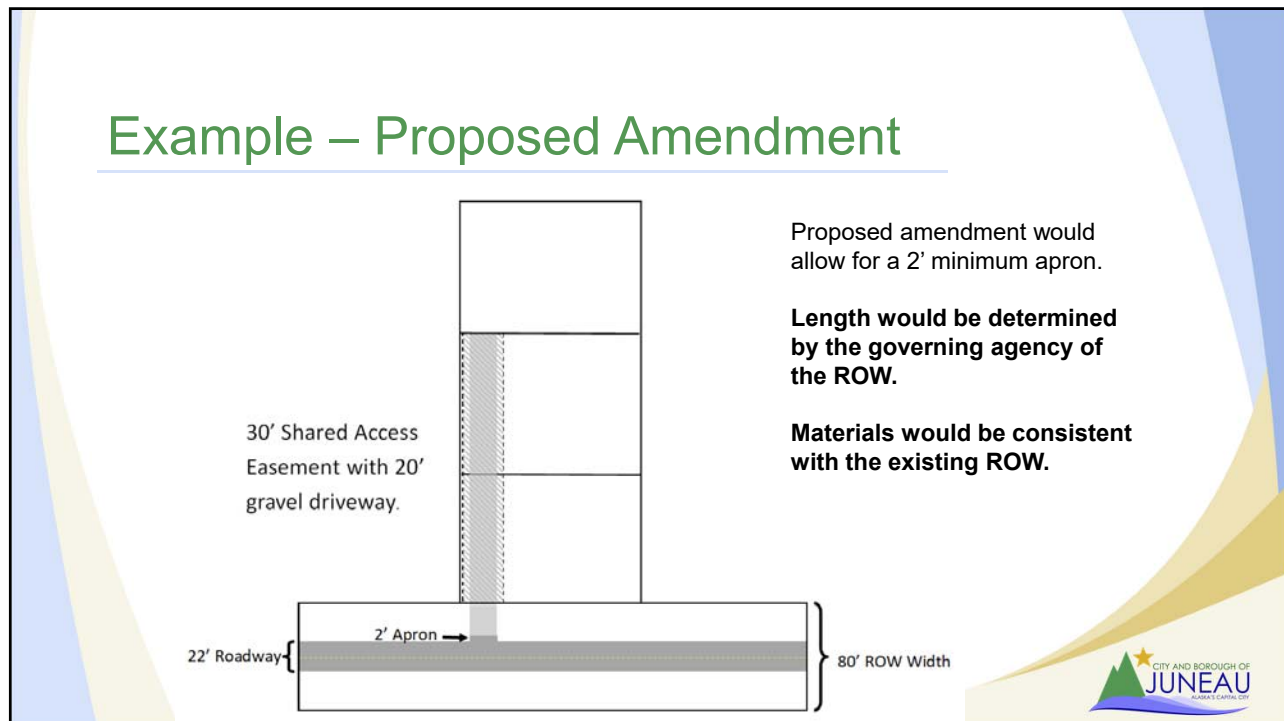
9)The portion of the shared access in the right of way shall be surfaced with materials consistent with the adjacent public roadway. The length of the portion of the shared access in the right of way shall consist of a minimum 2' apron or as required by the governing agency of the right of way. ~~or the first 20 feet from the edge of the public roadway shall be paved, whichever length is greater.~~



Example – Current Requirement



Example – Proposed Amendment



Conformity with the Comprehensive Plan

As discussed in the staff report, the proposed code amendments are found to be consistent with the 2013 CBJ Comprehensive Plan. Specifically, policies in the following chapters:

- Chapter 3, Community Form
- Chapter 8, Transportation
- Chapter 10, Land Use
- Chapter 12, Public and Private Utilities and Facilities



Conformity with Title 49

As discussed in the staff report, the proposed code amendments are found to be consistent with the purpose and intent of Title 49 as listed in CBJ 49.05.100.



Findings and Recommendation

Based on the analysis discussed in the staff report, the proposed code amendments are found to be consistent with the goals and policies in the Comprehensive Plan and Title 49.

Recommendation

Staff recommends that the Planning Commission forward a recommendation of APPROVAL to the assembly for the proposed amendments to Title 49 relating to Private Shared Access Standards.





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: January 31, 2020
Case No.: AME2019 0005

City and Borough of Juneau
City and Borough Assembly
155 South Seward Street
Juneau, AK 99801

Proposal: Planning Commission Recommendation to the City and Borough Assembly regarding an ordinance amending CBJ 49.35 Division 2 – Private Shared Access

Hearing Date: January 28, 2020

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 23, 2019, and recommended that the City and Borough Assembly adopt staff's recommendation for an ordinance, amending CBJ 49.35 Division 2 – Private Shared Access, **as amended at the January 28, 2020 hearing** with the following language:

1. (9) The portion of the shared access in the right of way shall be paved or surfaced with materials consistent with the adjacent public roadway. The length of the portion of the shared access in the right of way shall consist of a minimum 2' apron or as required by the governing agency of the right of way. ~~or the first 20 feet from the edge of the public roadway shall be paved, whichever length is greater.~~

Attachments: January 23, 2019 memorandum from Laurel Christian, Community Development, to the CBJ Planning Commission regarding AME2019 0005.

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 Assembly

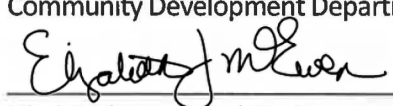
Case No.: AME2019 0007

January 31, 2020

Page 2 of 2

Project Planner: _____


Laurel Christian, Planner
Community Development Department


Elizabeth J. Miller
Filed With Municipal Clerk

 EML
Michael Levine, Chair
Planning Commission

2/3/2020

Date

cc: **Plan Review**

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



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

DATE: January 21, 2020

TO: Planning Commission

FROM: Teri Camery, Senior Planner
Community Development Department

CASE NO.: USE2019 0021

PROPOSAL: A Conditional Use Permit for two (2) two-story commercial mixed use buildings

A handwritten signature in black ink, appearing to be 'Teri Camery', is written over the printed name and title.

GENERAL INFORMATION

Applicant: Tidland/Schmidt Architects, P.C.

Property Owner: Archipelago Properties, LLC

Property Address: 365 S. Franklin Street

Legal Description: Archipelago Lot 1A

Parcel Code Number: 1C070K830022

Site Size: 33,875 square feet

**Comprehensive Plan
Land Use Designation:** Marine Commercial

Zoning: Waterfront Commercial

Utilities: City water and sewer

Access: South Franklin Street

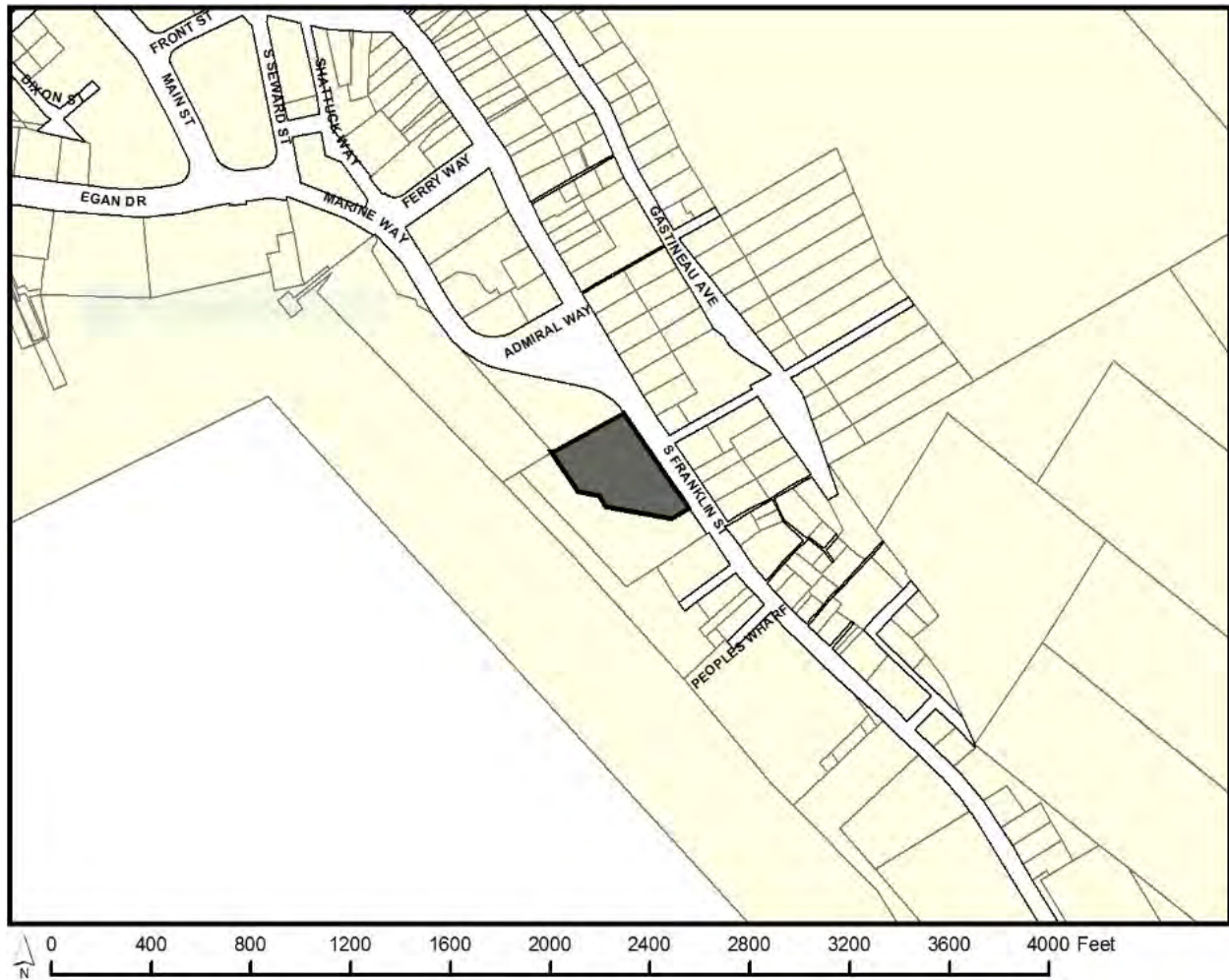
Existing Land Use: Vacant lot

Surrounding Land Use: North - Library and parking garage; Waterfront Commercial
South - Retail; Waterfront Commercial
East - South Franklin Street; Mixed Use

Planning Commission
Case No.: USE 2019 0021
January 21, 2020
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West - Cruise ship dock; Waterfront Commercial

VICINITY MAP



ATTACHMENTS

- Attachment 1 Development Permit Application
- Attachment 2 Conditional Use Permit Application
- Attachment 3 Pre-application conference meeting notes
- Attachment 4 Historic Resources Advisory Committee letter, 12-13-19
- Attachment 5 Project Narrative
- Attachment 6 Hazard Map Amendment Notice of Decision
- Attachment 7 Preliminary Construction Schedule
- Attachment 8 Subdivision Plat

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Attachment 9 Landscaping Plan
Attachment 10 Pedestrian Circulation Plan
Attachment 11 Drainage Plan
Attachment 12 Utility Plan
Attachment 13 Flood map drawing
Attachment 14 General Site Development Plan
Attachment 15 Setback Plan
Attachment 16 First and Second floor site plans
Attachment 17 Building height calculations and exterior elevations
Attachment 18 Project renderings
Attachment 19 Site photometrics and light fixture types
Attachment 20 Color and material boards
Attachment 21 USE2018 0015 City Project application, adjacent to the development
Attachment 22 USE2018 0015 Notice of Decision
Attachment 23 Historic District Boundary Map
Attachment 24 Agency comments
Attachment 25 Leasing Plans
Attachment 26 Downtown Historic District Design Standards and Guidelines, Chapters 4, 5 & 7

PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit for the development of two (2) two-story mixed-use commercial buildings on the downtown waterfront adjacent to the downtown library/parking garage. Leasing plans included in Attachment 25 indicate two commercial options: one, a combination of retail, office, and restaurant uses; and two, retail, office, and storage uses. The first 40 feet of the property lies with the Downtown Historic District, as shown in Attachment 23; review therefore includes an analysis of Historic District guidelines and recommendations.

The applicant has requested a Variance to reduce the parking requirement from 80 off-street spaces to zero spaces, concurrently under review as VAR2019 0005. The Variance is based on the option with the highest parking requirement, which includes the restaurant instead of storage.

BACKGROUND

The development is adjacent to a recently approved City and Borough of Juneau (CBJ) development that includes a transportation staging area and public restrooms. The CBJ development was approved as USE2018 00015/CSP2018 0010 and FZE2018 00001 on November 15, 2018. The project application and final Notice of Decision for the CBJ development are included in Attachments 21 and 22.

The subject property is the site of the former Juneau Cold Storage building, which burned in the

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1980s. The property has been mostly vacant since Archipelago Properties LLC purchased it; for several years, however, it was leased to private businesses for seasonal food and retail uses.

The proposed development is the result of several years of cooperation and coordination between Archipelago Properties LLC and CBJ Docks and Harbors, starting in 2017. These efforts addressed property boundaries, project design, and public amenities. (Project Narrative p. 13, Attachment 5) The final plat delineating Archipelago and CBJ property was approved in May 2019 at Plat 2019-19, included in Attachment 8.

ANALYSIS

Project Site and Design

The site is zoned Waterfront Commercial, which requires uses to be water-dependent, water-related, or water-oriented. These definitions are listed in CBJ 49.80.120 as follows:

Water-dependent means a use or activity which can be carried out only on, in, or adjacent to water areas because the use requires access to the water body.

Water-oriented means uses or mixtures of uses which would benefit from being near the water and are intrinsic to waterfront development and which meet all of the following criteria:

- (1) Uses must be part of a larger fully-planned development which also incorporates water-dependent or water-related uses;*
- (2) Uses which are not directly water-dependent or water-related must be necessary to the overall development of the project;*
- (3) Uses must be integrated functionally by architectural and site designs which are sensitive to the waterfront site;*
- (4) Uses must act as economic stimuli and anchor points to enable other forms of development, particularly public access improvements; and*
- (5) Uses must contribute to a diverse and healthy downtown core.*

Water-related means a use or activity which is not directly dependent upon access to a water body, but which provides goods or services that are directly associated with water dependence and which, if not located adjacent to water, would result in a public loss of quality in the goods or services offered.

The proposed development is consistent with the water-related definition because the commercial development provides goods and services which are directly associated with the water-dependent cruise ship mooring facility.

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Setbacks and Height Requirements

Waterfront Commercial requires 10-foot setbacks on all sides. Waterfront Commercial also has a 35-foot height limit. In addition, the development must comply with Historic District height recommendations and setbacks whenever practicable, within the first 40 feet of the development that falls within the district. Recommended Historic District setbacks are zero feet on the front and sides, with a height limitation of 38 feet.

Project drawings in attachments 16 and 17 demonstrate that the development complies with height requirements. Waterfront Commercial setbacks have been followed in the rear, both sides, and for the front setback of Building A. Building B complies with the zero-foot front setback recommended in the Historic District plan.

Historic District Requirements

The first 40 feet of the property is located within the Downtown Historic District (Attachment 23). Therefore Downtown Historic District Standards and Guidelines apply, specifically those listed in Chapter 4, Design Guidelines for Historic Building Materials; Chapter 5, Design Guidelines for Historic Building Elements; and Chapter 7, Design Guidelines for New Construction. These chapters are provided for reference in Attachment 26.

The current Historic District Map was adopted by ordinance in 2013 (Serial No. 2013-01). CBJ Code 49.70.530, Standards for Historic District Design Review, states that the reviewing body (the Planning Commission, when a Conditional Use Permit is required) shall use “applicable guidelines and policies contained in the downtown historic development plan.” Staff notes that though the historic district map has been adopted, the Downtown Historic District Standards and Guidelines have not been officially adopted in the 2013 Juneau Comprehensive Plan or in the Land Use Code.

The Historic District Advisory Committee (HRAC) reviewed the development with the applicant at its December 6, 2019 meeting. The HRAC provided a letter dated December 13, 2019 with recommendations, included as Attachment 4. The HRAC found many aspects of the design that comply with the Downtown Historic District Design Standards and Guidelines including: the first floor transparency along South Franklin Street; the placement of a canopy above the first floor along South Franklin Street; the height and scale of the buildings; the spacing of façade doors and windows; and the decorative paving feature under the central canopy. The applicant’s Project Narrative (Attachment 5, pp. 7-11) includes a point by point response to all 12 points in these recommendations. Color and material boards are also provided in Attachment 20.

Staff respectfully suggests that Commissioners read the HRAC letter and the applicant’s response in full. A partial summary is provided below:

- The development meets the recommended Historic District front yard setback of zero on

Building B. The applicant has explained that it is not possible to meet the zero-foot front yard setback on Building A, nor the recommended zero-foot side yard setbacks, due to the loading zone on the south side and the underground utilities on the north side.

- The applicant has altered the gable roof design and replaced it with a peaked false front design per HRAC's recommendation. The applicant disagrees with HRAC's recommendation to remove the clock tower; it therefore remains in the plans.
- The development includes a canopy as required in the Historic District, however HRAC has recommended a different design for the central canopy with a flat roof. The applicant disagrees and notes that the section 7.13 allows for new interpretations of traditional building styles.
- The applicant requests the option to use single- or double-hung windows on the second story, rather than just double-hung as stated by the HRAC and noted in Section 7.26-7.28.
- The HRAC recommends horizontal siding rather than vertical, in accordance with 7.11. The applicant would like to use both approaches.
- The applicant has developed a recessed entryway on the right-of-way line on South Franklin but requests flexibility with other entryways.
- The applicant has incorporated kick plates into the design as recommended.

Although the design features of the buildings contribute to the overall character of the development, certain design features will be more visible than others. Directly across South Franklin Street are two historic buildings that are listed as "contributing" to the authenticity of the Downtown Historic District. Both of these historic buildings have horizontal siding on the first and second floors. With this in mind, staff recommends as a condition of approval that the applicant be required to use horizontal siding on the first floor, as follows:

1. The development shall utilize horizontal siding on the first floor of both buildings.

With this recommended condition, staff concludes that the proposed development significantly complies with the Historic District Plan.

Parking

The proposed development includes one loading zone on the southwest side of the property, most clearly shown in the Leasing Plans, Attachment 25. The applicant has requested a Variance to reduce the off-street parking requirement from 80 spaces to zero spaces. This figure includes a 30 percent reduction from the full parking requirement of 114, since the development is located in the PD-2 Parking District. The variance is concurrently under review as VAR2019 0005.

Because the leasing arrangements for the two buildings are not final, the applicant has provided two scenarios for building usage, Option A and Option B. The off-street parking requirement and variance analysis is based on Option B with the highest parking requirement of 80 spaces, versus Option A which is 60 spaces. Parking requirements are listed in CBJ Code 49.40.210.

Pedestrian and Vehicular Circulation

The proposed development has been specifically designed to be pedestrian-friendly, and includes a pedestrian circulation plan (Attachment 10). With just one loading zone and no parking proposed, vehicular circulation is not relevant.

Vegetative Cover and Landscaping

The vegetative cover requirement for the Waterfront Commercial zoning district is 10 percent. With a lot size of 33,875 square feet, the requirement is therefore 3,387 square feet. The applicant has proposed 4,249 square feet of landscaping, for 12.53 percent of the lot, exceeding the requirement. Pages 5-6 of the Project Narrative, Attachment 5, describe the landscaping as a combination of traditional planters and open areas. The landscaping site plan in Attachment 9 provides additional detail. The applicant also proposes hanging baskets, however the baskets are not included in the calculation to meet the landscape requirements. The applicant notes other points of interest under consideration, such as a decorative hardscape representing a river or channel, a sculpture, or a totem. Exact designs have not been developed.

Drainage

A drainage site plan has been included as Attachment 11, in addition to the written description in the Project Narrative (Attachment 5, pp. 6-7). The drainage plan has a combination of features including an oil-water separator, catch basins and trench drains, perforated foundation drains, and awning and roof drains. The drainage plan will be further reviewed by CBJ during the building/grading permit review process.

Lighting

A lighting site plan with fixture types has been included as Attachment 19, in addition to the written description in the Project Narrative (Attachment 5, p. 6). The applicant states that the lighting design will include accent lights and LED display lights to provide interest within the central canopy and roof structure.

04 CBJAC 050.020 establishes performance standards for commercial and industrial uses. Section (b) requires that industrial and exterior lighting not create glare on public highways or neighboring property. Staff recommends the following standard conditions, which were also applied to the adjacent CBJ development:

2. 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. All exterior lighting fixtures shall be of a "full cutoff" design, and exterior lighting shall

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be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements at CBJ 49.40.230(d).

3. Exterior lighting shall not be used in a manner that produces glare on public highways or neighboring property.

Noise

No significant noise is expected from the development except during construction. The construction schedule will comply with the CBJ Noise Ordinance.

Public Health or Safety

The Archipelago property is within an area originally designated as a moderate hazard zone. CBJ Docks and Harbors applied to the Community Development Department (CDD) for removal of the area from the hazard zone, with supporting analysis. The CDD Director approved the amendment to remove the Archipelago property from the hazard zone in 2018, per the attached Notice of Decision (Attachment 6).

In addition, the project area is adjacent to a FEMA-designated Velocity Flood Zone with a base flood elevation of 25 feet in current maps. In addition, flood regulations prohibit habitable structures seaward of the mean high tide line. The project drawings in Attachment 13 demonstrate that the proposed development is outside of the flood zone and landward of mean high tide and therefore complies with all applicable regulations. Staff notes that the FEMA draft flood maps, expected to be adopted in 2020, do not include any changes for this particular coastal area.

In summary, project site has been formally removed from the moderate hazard zone and lies entirely outside the Velocity flood zone. No evidence indicates any public health or safety impacts from the proposed development.

Habitat

The proposed development does not affect any sensitive habitat. The applicant has provided a drainage plan that will address stormwater. The project site is located in the mapped 'Special Waterfront Area' that runs along the downtown tidelands. The project is a permissible use in this area (CBJ 49.70.960(b)). A Special Waterfront Area is an area that is designated for development and considered to have low habitat value.

Property Value or Neighborhood Harmony

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The project site is surrounded by a cruise ship dock to the west, the CBJ parking garage and library to the north, Franklin Street and Mixed Use retail to the east, and the recently approved CBJ transportation staging area and restrooms to the south, followed by more retail uses. The proposed development is typical of waterfront developments in the Waterfront Commercial zoning district. No comments were received by the CBJ Assessor's office during the agency review period regarding property value. No evidence suggests that the development will have a significant adverse effect on property value or neighborhood harmony.

AGENCY AND PUBLIC COMMENTS

An agency review period was conducted from October 14 to October 30, 2019. Comments were received from CBJ Streets, the CCFR Fire Marshal, and CBJ Public Works and Engineering, which are included in Attachment 24.

CBJ Streets noted that issues with storm drains and setbacks were addressed during the pre-application conference; that the traffic circulation was backwards in the parking area (staff notes that this applies to the previously approved CBJ development. The proposed Archipelago development does not include any parking); and that LED lighting must be included in the canopy design.

CBJ CCFR noted requirements for fire alarm systems.

CBJ Engineering and Public Works had no concerns and noted that further review would be managed through building permits.

No public comments have been received to date.

CONFORMITY WITH ADOPTED PLANS

2013 Juneau Comprehensive Plan

The 2013 Juneau Comprehensive Plan designates the subject parcel as Marine Commercial, defined as:

Land to be used for water-dependent commercial uses such as marinas/boat harbors, marine vessel and equipment sales and repair services, convenience goods and services for commercial and sport fishing, marine recreation and marine tourism activities such as food and beverage services, toilet and bathing facilities, bait and ice shops, small scale fish processing facilities, hotels and motels, and similar goods and services to support mariners and their guests. Float homes, house boats, and live-aboards would be residential uses to be allowed within an MC district.

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The proposed development supports marine tourism amenities that are substantially consistent with this definition.

Chapter Five, Economic Development, includes the following Policies, Development Guidelines, and Implementing Actions related to the proposed development:

Policy 5.1 *To develop and sustain a diverse economy, providing opportunities for employment for all residents.*

5.1–1A1. *Work with provide-sector industries and businesses and public sector agencies that are interested in locating or expanding within the City and Borough of Juneau, and consider offering land, tax incentives, or other benefits to encourage new development.*

Policy 5.5 *To maintain and strengthen downtown Juneau as a safe, dynamic, and pleasant center for government and legislative activities, public gatherings, cultural and entertainment events, and residential and commercial activities in a manner that complements its rich historic character and building forms.*

5.5–DG 1. *When reviewing applications for new downtown Juneau development, consider the visual impacts on downtown building form, urban design and view corridors, as well as impacts on the livability of downtown with regard to circulation, housing accommodations, air quality, noise and hazard abatement and provision of goods and services, to ensure downtown provides a clean, safe, attractive, dynamic, interesting, enjoyable, walkable, culturally diverse and affordable neighborhood within which to live, work and play.*

5.5–DG 2. *Consider the policies, guidelines and development recommendations of plans like the CBJ Long Range Waterfront Plan, the Willoughby District Plan, and the Capital Transit Plan when reviewing capital improvement programs and development permits for, or applicable to, the downtown Juneau area.*

Policy 5.6 *To encourage tourism, convention, and other visitor-related activities through the development of appropriate facilities and services, while protecting Juneau’s natural, cultural, and economic attractions for local residents and visitors alike, and to participate in the accommodation of the future growth of tourism in a manner that addresses both community and industry concerns.*

Policy 5.11 *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.*

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Policy 5.9 *To facilitate availability of sufficient and suitable water-based facilities and associated land-based acreage to support water-dependent uses, and to work closely with the public and private sectors to facilitate sustainable marine commerce, commercial fishing, seafood processing, recreation, public access to the shoreline, and enjoyment of the waterfront through development of well-designed port facilities.*

Development Guideline 5.9–DG 1. *Assure public access to the shoreline and water when reviewing development applications.*

Development Guideline 5.9–DG 2. *To the greatest extent practicable, orient new structures and facilities located on the waterfront in such a way as to preserve views of the water from public roadways and vista points.*

Implementing Action 5.9–1A3. *Assist with coordination of cruise ship traffic and commercial fishing operations to minimize conflicts.*

The proposed development addresses these policies and actions by providing new commercial options for tourists and residents, while preserving water views, public access to the shoreline, and public gathering spaces. In addition, the development complies with the 2004 Long Range Waterfront Plan, and with Downtown Historic District guidelines to the greatest extent practicable.

2004 Long Range Waterfront Development Plan

The Long Range Waterfront Development Plan divides the downtown waterfront from the Douglas Bridge to the Little Rock Dump into specific areas with recommendations for future development. The subject property is within Area D, the Franklin Street Corridor. The Plan identifies two options for development in this area, D1 and D2. Option D1 calls for the creation of pocket parks, a new visitor information center, cultural facilities, and mixed use redevelopment. Option D2 is similar except that it calls for city-owned cruise ship docks to be modified to accommodate larger ships; this option is now complete.

The Project Narrative, Attachment 5 pp. 11-12, includes an explanation of how the development complies with this plan with the proposed mixed-use commercial development. Staff concurs with the applicant's explanation.

2015 Juneau Economic Development Plan

The 2015 Juneau Economic Development Plan has eight initiatives. Initiative Seven is *Revitalize Downtown*, which includes an objective to develop a downtown improvement strategy. The proposed development will provide tourist and community amenities, retail and restaurant options, and will increase property tax revenue. The development substantially complies with this plan.

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Downtown Historic District Design Standards and Guidelines

Compliance with the Downtown Historic District Design Standards and Guidelines has been addressed in the Analysis section of this report. The development substantially conforms with Historic District Guidelines where practicable.

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,
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.

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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 2.200 for the Waterfront 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 January 17 and January 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. 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. As described in the preceding analysis, the proposed development has been formally removed from the moderate hazard zone and lies outside of the velocity flood zone and is landward of the mean high tide line, in conformance with all requirements. No evidence indicates that the proposed development will materially endanger 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, the proposed development is comparable to other waterfront developments in the neighboring area which provide a variety of retail services to visitors and the general public. No evidence indicates that the development will 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. Based on the preceding analysis, the proposed development is in general conformity with the 2013 Juneau Comprehensive Plan, the 2004 Long Range Waterfront Development Plan, the 2015 Juneau Economic Development Plan, and the Downtown Historic District Design Standards and Guidelines.

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 does not affect any sensitive habitat. The project site is located in the mapped 'Special Waterfront Area' that runs along the downtown tidelands. The project is a permissible use in this area (CBJ 49.70.960(b)). A Special Waterfront Area is an area

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that is designated for development and considered to have low habitat value.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit for two (2) two-story commercial mixed use buildings. The approval is subject to the following conditions:

1. The development shall utilize horizontal siding on the first floor of both buildings.
2. 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. All exterior lighting fixtures shall be of a "full cutoff" design, and exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements at CBJ 49.40.230(d).
3. Exterior lighting shall not be used in a manner that produces glare on public highways or neighboring property.

Land Use Application for a Conditional Use Permit
And
Local Jurisdictions Project Review
For
Archipelago Center
South Franklin
Juneau, Alaska

Submitted by:
Frank M. Schmidt AIA: Project Architect
Tiland/Schmidt Architects PC
3611 SW Hood Ave.
Suite 200
Portland, OR 97239
503-220-8517
Cell: 503-704-5800

On behalf of the Land Owner and Developer:
Archipelago Properties, LLC
Craig S. Mitchell Sr. VP Finance
Robert J. Kuhar AIA: VP Properties & Facilities
725 Broad Street
Augusta, Georgia 30901
Wk. 706 823-3556
robert.kuhar@morris.com

September 11, 2019

Updated: January 8, 2020

Land Use Application for a Conditional Use Permit
And
Local Jurisdictions Project Review
For
Archipelago Center

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Exhibit 1 of 1 Subdivision Plan, dated 2-21-19

Exhibit EX 1.1 Proposed Landscape Area Plan, dated 1-7-2020

Exhibit EX 1.A Pedestrian Circulation Site Plan, dated 1-7-2020
Exhibit EX 1.B Conceptual Site Drainage Plan, dated 12-27-19
Exhibit EX 1.C Existing Utility Plan, dated 1-7-2020
Exhibit EX 1.D Site Flood Plan, dated 1-7-2020
Sheet C 1.3: PND General Site Development Plan, dated 12-30-19
Exhibit EX 1.E Buildings Frontages and Setbacks Plan, dated 1-7-2020

Exhibit EX 2.1 and 2.2:
 The First and Second Floors of Both Buildings A and B, dated 12-27-19
Exhibit EX A4.A and A4.B:
 Building Height Calculations for Buildings A and B, dated 12-27-19
Exhibit EX A4.1 and A4.2: Exterior Elevations for Buildings A and B, dated 12-27-19

Color Renderings Generated in SketchUp
Overall Site Photometrics, Sheets EPH 2.1 & EPH 2.2, dated 1-8-2020
Light Fixture Types
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Appendix A: Application for a Conditional use Permit and City/State Project Review for Downtown Waterfront Improvements Archipelago Property, dated August 16, 2018

DEVELOPMENT PERMIT APPLICATION

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

INFORMATION	Project Description A combination of two, 2 story mixed use buildings with a central connecting canopy. Buildings will be used for a possible mix of retail, art galleries, restaurants, brewery /distillery & office.		
	PROPERTY LOCATION		
	Street Address Franklin Street	City/Zip Juneau	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Lot 1A, Archipelago Subdivision		
	Assessor's Parcel Number(s) Plat #2019-19		
	LANDOWNER/ LESSEE		
	Property Owner's Name Morris Communications Company, LLC	Contact Person: Robert Kuhar	Work Phone: 706-823-3556
	Mailing Address 725 Broad St., Augusta, GA 30901	Home Phone: N/A	Fax Number: 706-823-3212
	E-mail Address robert.kuhar@morris.com	Other Contact Phone Number(s): N/A	
	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****		
PROJECT / APPLICANT	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. (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 9/11/19
	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 Tiland / Schmidt Architects, P.C.		Contact Person: Frank Schmidt
	Mailing Address 3611 SW Hood Ave, Suite 200, Portland, OR 97239		Home Phone: 503-704-5800
	E-mail Address frankschmidt@tilandschmidt.com		Work Phone: 503-220-8517
	X Applicant's Signature		Fax Number: 503-220-8518
			Other Contact Phone Number(s): N/A
		Date of Application 9.10.19	

OFFICE USE ONLY BELOW THIS LINE					
STAFF APPROVALS	☒	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)			
		Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
		Variance Case (De Minimis and all other Variance case types)			
		Wetlands Permits			
		Zone Change Application			
		Other (Describe)			
	***Public Notice Sign Form filled out and in the file.				
	Comments:				Permit Intake Initials

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS
 FORMS 2018 Applications Revised November 2009



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

A combination of two, 2 story mixed use buildings with a central connecting canopy. Buildings will be used for a possible mix of retail, art galleries, restaurants, brewery / distillery & office.

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: _____

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 33,875 square feet Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) 32,369 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	\$ _____			
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

Date Received



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

Archipelago Waterfront Development

Case Number: PAC2019 0036

Applicant: **Frank Schmidt**

Property Owner: Archipelago Properties Inc.

Property Address: 356 S. Franklin

Parcel Code Number: 1C070K830036

Site Size: 43,508 Square Feet

Zoning: Waterfront Commercial

Existing Land Use: vacant

Conference Date:	June 12, 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.

Frank Schmidt	Applicant	Frankschmidt@tilandschmidt.com
Teri Camery	Planning	Teri.Camery@juneau.org
John Young	Building	John.Young@juneau.org
Mark Millay	General Engineering	Mark.Millay@juneau.org

Pre-Application Conference Final Report

Conference Summary

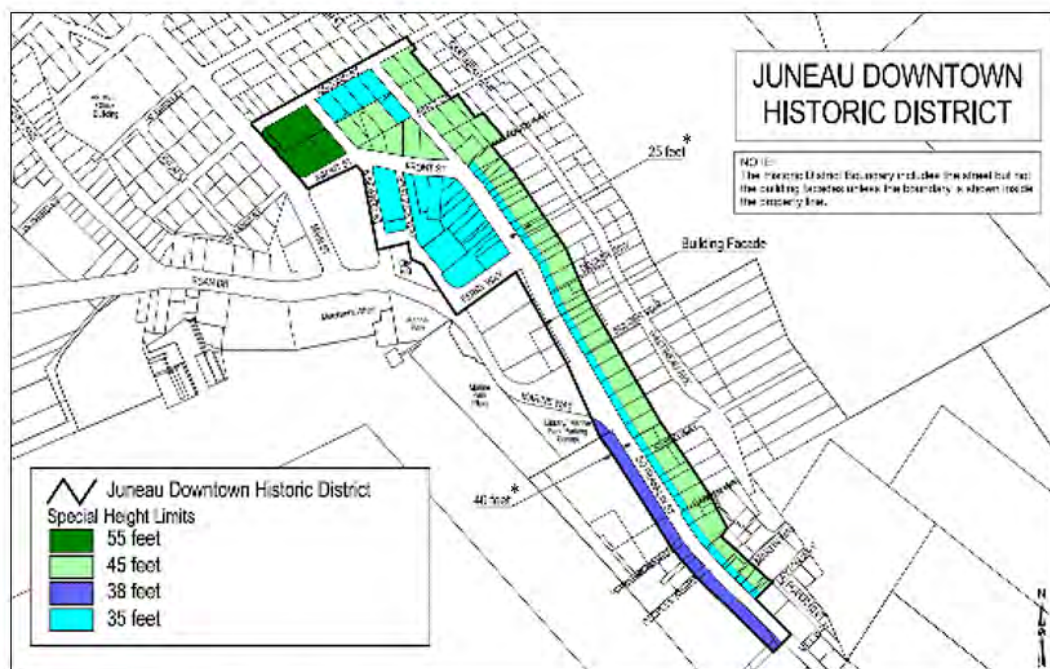
Questions/issues/agreements identified at the conference that weren't identified in the attached reports.

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** – Waterfront Commercial. The property is also within the Historic District, from South Franklin and back 40 feet.

The project area is within the Downtown Historic District, as noted on the map below.



Downtown Historic District
Juneau, AK

The boundary of the Downtown Historic District includes a concentration of "contributing" structures near the intersection of Front and Franklin Streets, and then extends south along Franklin Street itself for several more blocks.

*Depth of area subject to the designated height limit.

Historic District Standards may be found at the following link:

http://www.juneau.org/cddftp/documents/FINAL_DHDDSG_ASSEMBLYADOPTION_1072009_000.pdf

For new construction, pay particular attention to Chapters 7, 8, and 9. Chapter 7, page 44 notes that buildings must be aligned at the sidewalk edge, which is in conflict with the Waterfront Commercial front setback requirement of 10 feet. Chapter 7 page 50 notes that building canopies are required in the historic district, and provides further details on canopy features.

Projects within the Historic District go the Historic Resource Advisory Committee (HRAC) for their advisory review. HRAC comments will be included in the Community Development Department's staff report to the Planning Commission, and CDD may choose to support all, some, or none of the HRAC's recommendations. The HRAC meets the first Wednesday of each month. Architectural renderings of the project should be submitted to the HRAC liaison, Planner Allison Eddins (allison.eddins@juneau.org) at least one week in advance.

The project will also be evaluated for conformance with the Long Range Waterfront Plan, largely addressing the policies evaluated in the related CBJ Docks and Harbors Conditional Use Permit, USE20180015.

CDD will provide a complete analysis to the Planning Commission of all requirements, and it will be up to the Planning Commission to address potential conflicts among the requirements, such as the conflict between Waterfront Commercial setbacks and the historic district standards.

2. **Setbacks** – Waterfront Commercial setbacks are 10 feet on the front and sides, no setback from tidewater. The applicant may apply for a variance to the setbacks. Variance criteria are noted in CBJ Code 49.20.250, available through this link:

https://library.municode.com/ak/juneau/codes/code_of_ordinances

If a variance is proposed, it would be reviewed concurrently by the Planning Commission; approval of the Conditional Use Permit would be contingent on approval of the variance.

Staff understands that the applicant has also inquired about zone change to the property to change the setbacks. Correspondence with Planner Beth McKibben on this issue has been included at the end of this report for reference.

3. **Height** – maximum height is 35 feet
4. **Access** – South Franklin
5. **Parking & Circulation**– The property is in the PD-2 parking district, which allows for a 30 percent reduction in the parking requirement. Applying for a variance is also an option. Again if a variance is proposed, it would be reviewed concurrently by the Planning Commission; approval of the Conditional Use Permit would be contingent on approval of the variance.

Parking requirements for the currently proposed uses include:

- a. Retail, one space per 300 square feet
- b. Restaurant, one space per 200 square feet
- c. Office, one space per 300 square feet
- d. Storage, one space per 1000 square feet
- e. One accessible space is required for each 25 spaces for up to 75 spaces
- f. A minimum of one loading space is required, not less than 30 feet by 12 feet with an unobstructed height of 14 feet six inches.

Pre-Application Conference Final Report

6. **Lot Coverage** – no maximum lot coverage
7. **Vegetative Coverage** – 10 percent
8. **Lighting** – To be addressed in the project narrative, see below.
9. **Noise** – The project will need to comply with CBJ noise standards during construction, otherwise noise is not expected to be an issue. The noise standard is noted in CBJ Code 49.20.095. CBJ Performance Standards also apply, at 04CBJ AC 050.20
10. **Flood** – The effective 2013 flood map for the area is shown below:



There are no changes proposed for this property in the draft flood maps currently under review. CBJ staff have discussed the recurring glitch in the maps with FEMA personnel and have confirmed that map above is correct and confirmed that no changes are proposed.

Pre-Application Conference Final Report

If the property is located within the VE zone (CBJ understands from the meeting that is not), it must be constructed above the Base Flood Elevation of 25 feet and must be constructed on posts, piers, or pilings. Further, the development must be landward of the mean high water line.

11. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – The project area was previously removed from the hazard area, therefore this section does not apply.
12. **Traffic** – To be addressed in the project narrative, as noted below.

Building Division:

13. **Building** – N/a

General Engineering/Public Works:

1. Will need to see a final site plan.
2. **Drainage** – Will need to see a final drainage plan. All collected drainage will need to be treated within the parcel before it enters into the CBJ system or outfalls into the Gastineau Channel.
3. **Utilities** – (water, power, sewer, etc.) Water: 6" water service is available for fire and domestic needs. One water meter per parcel, one water billing account with CBJ. Sub-metering and billing needs to remain private. Water connection charges and assessments are based on domestic line size. Fire line charges are \$750.00 or the actual cost of inspection and testing services, whichever is greater. Sewer: Service is available, the sewer connection assessment cost are based on Drain Fixture Units. Inspection costs are separate.

Fire Marshal:

4. **Fire Items/Access** – N/a

Other Applicable Agency Review:

5. N/a

Conditional Use Permit Application

The Conditional Use Permit application should include detailed site plans which include the following in one or more drawings:

- Confirmation that the development is located landward of mean high water and outside of the velocity flood zone;
- Building distances from property lines
- Parking spaces, ingress and egress points, traffic circulation pattern
- Pedestrian circulation pattern
- Building height and layout with the square footage of each proposed use.
- Vegetative cover/landscaping
- A general drainage plan

Pre-Application Conference Final Report

The Conditional Use Permit application should also include a detailed project narrative which includes, but is not limited to, the following:

- General description of the building, key features, and proposed uses, including months, days, hours of operation
- Square footage of each proposed use
- Written description of parking
- Written description of traffic
- Description of any lighting proposed
- Description of landscaping/vegetative cover
- Description of compliance with the CBJ flood ordinance
- Description of drainage plan
- Conformance with Historic District Standards
- Conformance with the CBJ Long Range Waterfront Plan
- Description of coordinated planning effort with CBJ Docks and Harbors and the public process that preceded the final design
- Anticipated construction schedule

Please note that the Conditional Use Permit review process takes three months on average, starting from the time that CDD has received a complete application. More complex projects and projects that require additional review, such as by the HRAC, typically take longer.

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

These forms are available at <http://www.juneau.org/cddftp/documents.php>

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.

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.

Pre-Application Conference Final Report

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. The fee will be based on the final proposed square footage of the development. A Class II Conditional Use Permit use with a \$500 fee is most likely.
2. Sign 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

From: Beth McKibben <Beth.McKibben@juneau.org>

Sent: Wednesday, June 19, 2019 5:47 PM

To: 'Murray Walsh' <murray@acsalaska.net>

Cc: Allison Eddins <Allison.Eddins@juneau.org>; Teri Camery <Teri.Camery@juneau.org>

Subject: Archipelago Properties Inc.

Hi Murray

As you know this site is zoned Waterfront Commercial. A portion of the site is located in the Historic District Overlay.

The comprehensive plan map designation is Marine Commercial. This is described as “land to be used for water-dependent commercial uses such as marinas/boat harbors, marine vessel and equipment sales and repair services, convenience goods and services for commercial and sport fishing, marine recreation and marine tourism activities such as food and beverage services, toilet and bathing facilities, bait and ice shops, small scale fish processing facilities, hotels, motels and similar goods and services to support mariners and their guests. Float homes, house boats, and live aboard would be residential uses to be allowed within the MC district.

Pre-Application Conference Final Report

An expansion of the zoning districts across the street would be Mixed Use. There are many similar uses allowed in the WC and MU. However, MU allows a wider variety of uses, especially residential and service. Additionally, note “N” is absent from MU –which is the requirement for water related/dependent/oriented.

The minimum lot size in MU is 4,000 sf vs 2,000 in MC. MU has no required setbacks and WC has 10 foot setbacks all around. MU has no maximum height and WC has a 35-foot max height. The Historic District overlay has a height limit –so regardless of zoning a portion of the site would have a height restriction.

If your client decides to seek a rezone I would suggest they schedule a pre-application conference as soon as possible. As you know, we can accept an application for a rezone during the month of July.

The critical finding that has to be made to support a rezone is “substantial” compliance with the maps of the comprehensive plan. The policies can and do influence that evaluation as well. It may be worthwhile to spend some time looking at the marine related uses allowed in the WC district and how, or if, they are allowed in the MU zone. Interesting aquaculture is allowed in MU w/the a CUP, but seafood processing is not allowed. A narrative submitted with the rezone application should make a clear and strong case for the requested district’s compliance with the marine commercial designation. Also, stating compliance with policies in the 2013 comprehensive plan, 2004 waterfront master plan and 2015 Economic Development Plan.

Another thought, is considering the expansion of the historic district overlay in conjunction w/the rezone. This would require the entire parcel to comply with the historic district design standards. Because a portion of the site is already encompassed in the overlay, a cohesive design makes sense. The larger issue is that the entire site would then be subject to the height restriction of the overlay. Potentially this could alleviate concerns about unlimited height along the waterfront.

I’m available to discuss this with you further. However, I’ll be out of the office beginning this Friday, June 22 and will return July 8.

Allison Eddins and I have talked about this some, so she could be available while I’m out.

Beth McKibben, AICP | Senior Planner
[Community Development Department](#) | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0465



Historic Resources Advisory Committee

(907) 586-0715
 HRAC@juneau.org
www.juneau.org/history/advcomm.php
 155 S. Seward Street • Juneau, AK 99801

December 13, 2019

Frank Schmidt
 Tiland/Schmidt Architects
 3611 SW Hood Ave., Suite 200
 Portland, OR 97239

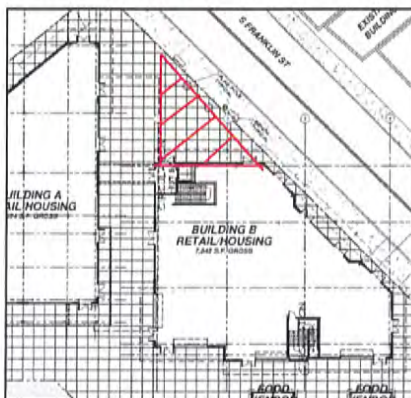
Dear Mr. Schmidt,

Thank you for bringing your project, Archipelago Center, to our Historic Resource Advisory Committee (HRAC) meeting on December 6, 2019. We greatly appreciate the willingness to work with the committee to help us protect our historic resources and create value for current and future businesses downtown.

In reviewing Archipelago Center's design proposal, HRAC found many aspects of the design that complied with the Downtown Historic District Design Standards and Guidelines including the first floor transparency along South Franklin, the placement of a canopy above the first floor, the spacing between façade doors and windows, the scale and height of the buildings, and the decorative paving feature under the central canopy. These architectural features will be enjoyed by Juneau residents and visitors alike for years to come.

During the review on December 6th, HRAC did find certain design components of the proposal that did not comply with the Downtown Historic District Design Standards and Guidelines. Those design components are listed below along with a design standard reference number. The design standards that are referenced below are also attached to this letter.

- Buildings should be built to the front lot line in order to maintain the alignment of buildings at the sidewalk, in particular the area shown below in red (7.1, 7.4)



Attachment 4 - Historic Resources Advisory Committee letter, 12-13-19

- The gabled roof line along Building B's South Franklin façade and Building A's clock tower are inconsistent with the majority of the surrounding development. A flat roof line or false front along South Franklin is more appropriate. (7.13 – 7.15)
- The roof line of the central canopy is also inconsistent with surrounding development. A flat roof on the central canopy is appropriate. The material should be glass, as shown in the drawing submitted, to be consistent with the glass canopy. (7.13 – 7.15)
- The 2nd story windows should be double hung (7.26 - 7.28)
- The only signs allowed above the first floor canopy should be the name of the building or the principle use within the building (page 65). All signs in the Downtown Historic District must adhere to the standards in Chapter 10 of the Downtown Historic District Design Standards and Guidelines.
- Building materials should mainly consist of wood and concrete, or similar durable materials. Stone or material that replicate stone are not appropriate (7.10, 7.12)
- Siding should be horizontal instead of vertical (7.11)
- Building entryways should be recessed (7.29)
- Kick plates should be added under the first story windows (7.18)
- The cornice along the roof line should be heavier and better defined (7.9, 7.10)
- Paint colors should reflect historic patterns (7.11)
- Use a change in design or paint color to break up the widths of the buildings along South Franklin to mimic historical building widths. Changes in façade material, window design or decorative details are also acceptable. (7.5)

We are confident that with these minor changes, the Archipelago Center will be a welcomed addition to Juneau's Downtown Historic District. Please reach out to Community Development Staff if there are any questions or concerns regarding HRAC's recommendations. Again, thank you very much for bringing your project to our committee. We look forward to seeing your next rendition.

Regards,



Zane Jones, HRAC Chair

Archipelago Center

Project Narrative Introduction

The site of the planned complex is on the water side of South Franklin Street and is zoned Waterfront Commercial (WC), with the first 40 feet of the property within the Downtown Historic District. This is distinct from the other side of the street which is zoned Mixed Use (MU) and clearly aimed at retail store frontage and aimed mostly at foot-borne shoppers arriving by means other than a personal vehicle. The primary retail competition for the Archipelago Complex is directly across the street in a zoning district that is much more compatible with a high-density retail environment. The issue of parking is dealt with below. The key zoning concerns here are usage, setbacks, building height, and historic district standards.

Usage

The WC district is aimed primarily at commercial uses that need or benefit from a waterfront location. Visitor-oriented retail does not physically depend on the waterfront so it is not a land use that is obviously welcome in the WC zone. However, the case has been made in four previous and relatively recent applications that this kind of development is indeed appropriate in WC in this part of town because that is where the customers primarily circulate. These four examples are as follows: 1.) The buildings now called Pier 49, 2.) Diamonds International, 3.) EFFY and 4.) The People's Wharf. All are in the historic district and zoned the same as Archipelago. Therefore, there is no need to contemplate a re-zone for the Archipelago site for usage concerns.

Setbacks

The front, side, and rear yard setbacks in WC are all ten feet. In MU all are zero, primarily based on Juneau's downtown development history. For over 100 years, commercial development has been making the most efficient use of land by maximizing building footprint. There is an historic district that applies to the Archipelago site and both sides of South Franklin Street as one travels north and south along Franklin. The historic district front yard standard is also zero, thus creating a conflict with the WC setbacks. One way to sort this out would be to seek a re-zone to MU but a variance (or interpretation) would be easier and there is plenty of precedent.

The four recent cases (2000-2005) showed the city's preference for zero setbacks. In one of those cases, the variance process was used to settle the matter. In the other three, it was taken for granted that the historic district setback would govern. Archipelago will have to apply for a parking variance in any case so if the city desires to use a companion variance as a vehicle to settle the setback issue the overall timing of the necessary approvals should fall within the overall timing of the approvals being requested.

General Review of Waterside Developments on South Franklin Street

There are six waterside commercial properties on South Franklin Street down-channel from the proposed Archipelago development. The permitting history of the first four is summarized below. The application of planning standards, when viewed as a whole for all is variable but the apparent desired outcome is quite consistent: The developers and the city wanted the buildings to be on or very close to the ROW and parking requirements were reduced and other standards relaxed, such as those noted below.

First, some general points:

- The waterside area from the Marine Park Parking Garage to Taku Smokeries is zoned WC, Waterfront Commercial. From Taku Smokeries to and around the Rock Dump shoreline, the zoning is WI, Waterfront Industrial. Both require a ten-foot front, side and rear yard setback.
- If a building is demolished and re-constructed, it must conform to the setback and other requirements "if the cost of renewal of the damaged parts exceeds 75 percent of the cost of the replacement of the entire building, exclusive of foundations..." CBJ 49.30.500(a)

- The first four developments are in the PD-2 (70 percent compliance) and the other two are not in any parking reduction district.
- Parking to support commercial uses must be on site or within 500 feet of the site. CBJ 49.40.200 (4) (D)

The developments, in order of that closest to the Archipelago to the most distant, are as follows:

Pier 49, previously called Timberwolf Gallery and Warner’s Wharf, two-story completely rebuilt in 2004, including new steel pilings.

Front Setback: No variance requested. Building approved at zero front yard.

Other Setbacks: VAR 2004-00014 approved zero for side yards

Parking: PD-2. A variance was approved to reduce the parking to the PD-1 standard and to allow all but four of the required parking spaces to be more than 500 feet away from the site. VAR 2004-00013 allowed a reduction from 26 spaces to 15 because an informal study done by CDD staff in 1996 found “that the parking demand for these businesses was generally for employees. The demand coincidentally equated to the PD-1 standard.

Diamonds International, previously called Miners Hall and permitted under that name in 2005. This was a total re-build of the infamous Crystal Saloon including new steel piling.

Setbacks: VAR 2004-00050 allowed reduction of side and front setbacks to zero. The primary justification was to conform to historic district standards.

Parking: VAR 2004-00049 allowed reduction from the PD-2 requirement of 29 spaces to the PD-1 requirement of 17 on the same basis as for Pier 49, and for all of them to be located at the Rock Dump more than 500 feet distant. A shared shuttle service was to provide connection between this and two other businesses to the Rock Dump parking.

EFFY, previously Pioneer Jewelers built in 2003 on previously undeveloped very narrow parcel.

Setbacks: VAR 2000-00023 allowed all setbacks to go to zero but the staff report also says:

The first 40 feet of the proposed building in from South Franklin Street is within the Downtown Historic District (DHD). The Downtown Historic District Standards calls for new buildings to maintain the visual continuity of the streetscape of the district. Typically, buildings of the district are constructed to or near to the front and side property lines. In such cases where there is a conflict of standards, the Downtown Historic District Standards would govern as they are set for a specific area. The portion of the building which is not in the Downtown Historic District would be governed by the standards of the zoning district. Thus, no variance is needed for the portion of the building within the Downtown Historic District. (emphasis added)

Parking: VAR 2000-00023 allowed a reduction to the PD-1 standard (21 spaces to 8) and to locate all of the parking at the Rock Dump. The report is appended.

People’s Wharf completely reconstructed in 2006 to replace a decaying building on the same footprint. New steel piling was included.

Setbacks: VAR 2006-00030 allowed all setbacks “outside the Historic District” to be zero, indicating that the first 20 feet was already allowed to be zero because it was in the Historic District.

Parking: VAR 2006-00031, based on the same reasoning as for the three developments above, reduced the PD-2 requirement of 17 spaces to the PD-1 requirement of ten and allowed all of them to be placed on the Rock Dump. Interestingly, the staff report says that

the applicant was aware of the pending Fee-in-Lieu ordinance and declared an intent to switch to that means when it became available.

Historic District Standards Related to Building Heights and Setbacks

There has been a discussion of how the historic district standards for setbacks and building height are to be applied in the WC zoning district. In the four prior cases discussed above, the historic standards were applied. In some instances, this was done through a variance process. In others, the city staff simply said that the historic standards would govern. So, the issue now is to determine which method should apply to the Archipelago Center.

This question was put to planners in the CBJ's Community Development Department (CDD) a couple of different ways. The answer is in an e-mail from planner Teri Camery to Frank Schmidt on 8/8/19 which reads in part:

CDD has determined the following:

Historic District guidelines apply, including the 38' height limitation, for the portion of the building located within the Historic District boundary. The remainder of the building must decrease in height to the 35' maximum required for the Waterfront Commercial district.

The portion of the building within the Historic District must also comply with other Historic District guidelines, not just the height increase, including the 0-foot front yard setback and canopy requirements.

Any portion of the building located outside the Historic District must meet Waterfront Commercial dimensional standards

This clarification was very helpful. The front yard setback and canopy issue is resolved and no variance is needed. As planned, the two buildings already meet the side and rear yard requirements of the WC district.

Refer to the attached **Exhibits A-4.A and A-4.B**, for graphic and numerical descriptions of the overall heights and the averaging of the heights for each of the buildings. These exhibits conclude that the buildings do meet the height parameters as defined within the height averaging guidelines provided to the design team from Teri. Also included within this submission are **Exterior Elevation Drawings A4.1 and A4.2 for Buildings A and B**, illustrating the overall heights and the tabulations of the height averages.

Addressing the CBJ Land Use Code Parking Requirements

A Variance has been submitted to address the parking related to this project.

Vegetative Coverage

In discussing Vegetative Coverage or the Overall Landscape Requirements, within this submittal contains an Exhibit EX 1.1 for the Proposed Landscape Area. Landscaping options like parking is difficult to meet the strict interpretation. We would like to present the following for consideration. Within the attached exhibit one will find that 5.32%, which is over half of the requirement, is anticipated to be placed in traditional landscape planters and areas. This softens the edges as much as possible considering the massive number of visitors anticipated in and around this property. Besides the designated landscape areas a decorative hardscape representing a river, bay or channel with islands is anticipated. The size of this decorative area is approximately 2,460 square feet and would represent 7.26% or over half of the requirement of 10%. As noted in Exhibit EX 1.1, the combined areas total approximately 4,264 which are 12.58% of the overall. To add additional color spots and interest around the perimeter of the building it is proposed to place hanging baskets, although this is not a part of any requirement, it is felt that it will add to the overall appearance of the project.

Other considerations, such as blocking circulation pathways with landscaping which end up providing interruptions in the clear circulation paths around and through the site. An approach of this nature would meet at least half of the overall requirement and allow for a playful and sculptural approach to be put in place under the central canopy. This pavement 'water sculpture' would also allow for opportunities on the columns for additional sculptures such as a 'fish' rising out of the deeps or a contemplated totem representing an interesting tale of the region. The exact design is unknown at this time and this could be a great opportunity for local artists to be contacted to assist in sculptures, pavement design and a Totem. A Totem is anticipated adjacent to the main canopy column near South Franklin, along with the raised section on the building as a location for a sculpture.

Lighting

To fully achieve the complete vision for this project, the exterior lighting will be designed to not only embellish or accent the design in the longest and busiest days of the year, but to enhance and accent the buildings throughout the year. Although year round occupancy of every space is not anticipated, the possibility of selective year round tenants is being investigated to allow for these buildings to be used in a safe and enjoyable manner as much as possible. To that end, the lighting design will take some time to bring forward but is being considered now from accent lights to LED display lights which could provide some playful and colorful interest within the central canopy area and roof structure.

Noise

CBJ noise standards during construction will be met and any contractors working on the site will be made well aware of the standards.

Flood

It has been established that this proposed site is above the area of concern established within the FEMA maps and standards. In short it has been confirmed that the proposed development is located above the mean high water and outside of the velocity flood zone.

Refer to Exhibit EX1.D, Site Flood Plan.

The documented Mean High Water Line is shown on EX1.D. Along with this specific line, one can see it is based on the original grade for the elevation 15.4' which no longer exists. Once this site is completed and the new line is established, it will show that the 15.4' graphic line will run up to the new retaining wall which pushes it further away from the buildings. Using the current line as what is documented, illustrates that the buildings and deck areas are outside of the Mean High Water Line. It is unknown at this time when the maps will be adjusted as a result of all the improvements that are currently being made to this section of land. Based on Exhibit EX1.D, the project complies.

Hazard Determination

Attached herein is the 'Notice of Decision' dated August 14, 2018 Case No.: AME2018 0010 addressing the removal of Archipelago Lots 1, 2, 3, and 4, from the Moderate Hazard Zone.

General Description of Drainage Plan

The Archipelago Center Site Drainage Plan consists of several distinct elements.

1. South Franklin Street Drainage Pipe Reconfiguration: An existing 24" diameter corrugated metal pipe collects storm water from a catch basin in South Franklin Street and discharges directly to

Gastineau Channel. This pipe is deteriorated in condition and traverses roughly 180' through the Archipelago site, conflicting with the proposed location for Building A. It will thus be demolished and replaced with a higher capacity 36" fused HDPE pipe rerouted between proposed Buildings A and B. Three new Type II storm drain manholes with settling basins for solids removal will be installed at bends in the new HDPE pipe line. A CBJ Standard Oil Water Separator (OWS) will be installed on this pipe line near South Franklin Street to remove oils from vehicular travel ways prior to discharge into Gastineau Channel. This location was deemed most suitable for servicing the OWS from South Franklin Street.

2. Non-Vehicular Pedestrian Area Site Drainage Improvements: Several drainage structures including catch basins and trench drains will be installed within concrete-paved pedestrian circulation areas to collect runoff. The runoff in these non-vehicular areas will be discharged directly to Gastineau Channel through a new concrete seawall following solids removal at the drainage structures. All drain inlet grates within the pedestrian circulation areas will be ADA rated.
3. Awning and Roof Drains: Separate drain lines will be installed for awning and roof drains with discharge routed through a new concrete seawall to Gastineau Channel.
4. Foundation Drains: Perforated foundation drains will collect groundwater adjacent to the perimeter concrete grade beams of both buildings. These drains will connect into the awning and roof drain system and discharge through a new concrete seawall to Gastineau Channel.
5. The proposed Site Drainage Plan has been developed in coordination with ADOT&PF, CBJ Docks and Harbors and CBJ Engineering.

Historic Resources Advisory Committee

A meeting of the Historic Resources Advisory Committee was held on December 6, 2019 to review this project. The HRAC Chair is Zane Jones, and it sounded like nearly the entire committee was present for the meeting. Frank Schmidt represented the Owner and Design Team for this meeting and was not present, but was on the phone for the conversation. The comments raised and as documented in the Letter of December 13, 2019 is included within this submittal for reference. The letter was received and reviewed with Allison Eddins in a meeting held on December 16, 2019 in Juneau. During a subsequent meeting, with Teri Camery, it was understood that Frank Schmidt would update the Conditional Use Narrative and send new copies to Teri for review and development of the Staff Report. On Wednesday the 18th of December the same letter of the 13th was emailed and received.

The review of the project was very thorough and although not everything can be accommodated, there are many items that were discussed and are listed in the letter that will be incorporated. The following is a summary of each item noted and how it has been addressed in this Updated Submittal.

Item 1:

Buildings should be built to the front lot line in order to maintain the alignment of buildings at the sidewalk, ... (7.1 and 7.4)

Response:

Regardless of how many designs may have been anticipated or this site, as the project proceeded, the reality of existence of the massive amount of underground drainage pipes had to be realized and ultimately played a role in shaping the buildings. The underground utilities are shown on drawing EX 1.B. The underground utilities are related to a DOT drainage pipe, Grease Interceptor for the buildings, and other underground drainage and electrical.

Item 2:

The gabled roof line along Building B's South Franklin façade and Building A's clock tower are inconsistent with the majority of the surrounding development. A flat roof line or false front along South Franklin is more appropriate. (7.13-7.15)

Response:

1. Gabled Roof: The gabled roof was removed and replaced with a peaked false front. The peaked false front was selected over a flat design to compliment the peaked false front across the street. In the case of the Archipelago building the peaked false front at the center of the building is offset vertically, which adds an additional level of interest. The form is steeped deeply in the history of this time period.

2. The Clock Tower: Clock towers around the world have vast historic significance. This clock tower has been placed to establish a focal point and design feature for the project. The clock tower will establish a strong landmark that can be used for the million plus tourists that will be visiting from around the world. The Clock Tower is not designed at this time to chime at any particular time, especially hourly, but is designed to be lite year round.

Item 3:

The roof line of the central canopy is also inconsistent with surrounding development. A flat roof on the central canopy is appropriate. The material should be glass, as shown in the drawings submitted, to be consistent with the glass canopy. (7.13-7.15)

Response:

The current design of the Central Canopy is believed to perfectly align with the intent of Guideline 7.13 under Architectural Character. In looking at the history of this site, there have been a series of buildings located on this section of land and extending into the water. The most recent was a Cold Storage that burned down many years ago. Portions of the Cold Storage and most probably the other past structures had commonly built peaked roofs. This central canopy helps tie the waterfront and the past forms and activities to the street front as it forms a cover between the two buildings. The concept here is to allow for the historical significance of the form to aid in the design of a structure that could be used as part shelter and part connection for the flow of people in, around and through this property.

As 7.13 states, "New interpretations of traditional building styles are appropriate. Infill construction shall: Be a balance of new and old design, Draw upon the fundamental similarities among older buildings in the area without copying them, this will allow it to reflect its own time and yet be compatible with its historic neighbors. And Avoid literal imitation of older historic styles.

Item 4:

The 2nd story windows should be double hung. (7.26-7.28)

Response:

We request the option to use single or double hung windows in the Historic District, and allow it to be the Designer's or Tenants choice when it comes to the windows outside the 40 feet of the Historic District. We are requesting single or double hung, since from looking at the window one cannot tell the difference. We believe the goal here is to have the window sizes, and proportions meeting the guidelines, which both the single and double hung windows will do.

Item 5:

The only signs allowed above the first floor canopy should be the name of the building or the principle use within the building (page 65). All signs in the Downtown Historic District must adhere to the standards in Chapter 10 of the Downtown Historic District Design Standards and Guidelines.

Response:

The signs referred to in this comment have been removed from the project. All shown are for general locations and design, in addition, final sign arrangements, sizes and designs are to be approved under separate sign permits prior to construction.

Item 6:

Building materials should mainly consist of wood and concrete, or similar durable materials. Stone or material that replicate stone are not appropriate. (7.10, 7.12)

Response:

In our meeting of December 16th, Allison and I discussed what the comment about Stone was referring too, and it seemed reasonable that the intent was probably referring to the use of river rock or loose stones in the facades. To use something that would be or look like a granite slab, concrete or similar products should be acceptable. The design currently does not show any loose rock or stone, however, the base is anticipated to imitate slabs of rock such as slate or a finished concrete. Refer to the Material Boards attached herein for more information.

Item 7:

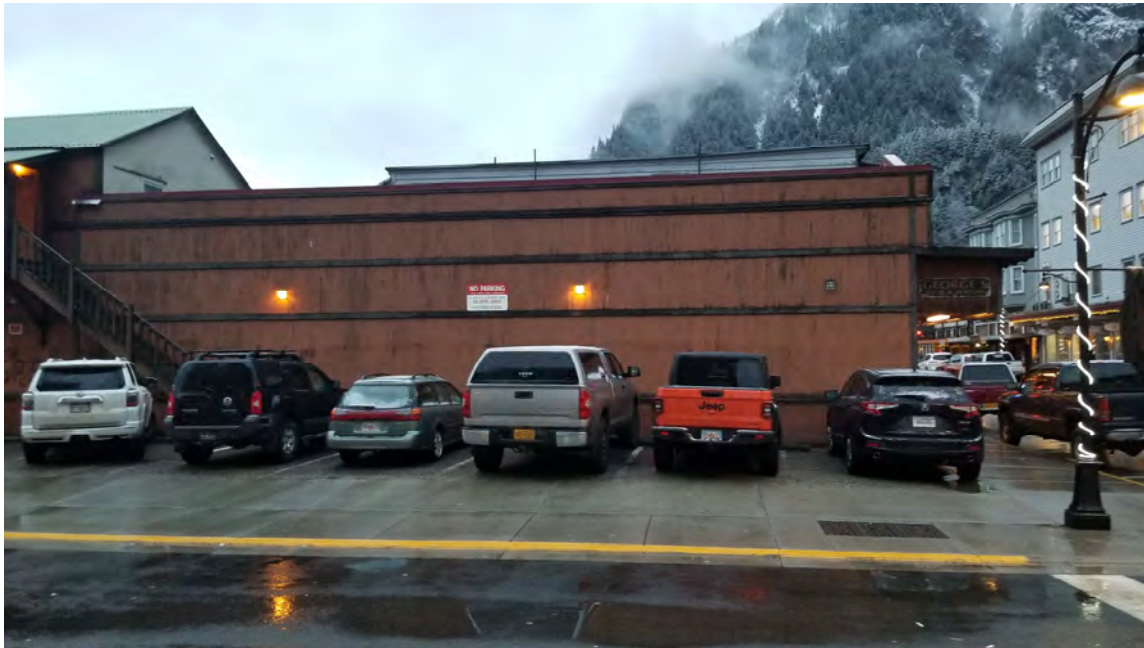
Siding should be horizontal instead of vertical. (7.11)

Response:

See below two examples of vertical siding within the historic district. What our design is intending to bring is a very durable and long-term solution to the siding. Historically both horizontal siding and vertical siding was used, however, horizontal was more prevalent. Archipelago Center would like to bring a flavor of the historical in many of the elements and forms as well as introduce more of what could be considered new, but certainly with a historic background. The siding selected is vertical metal with a wood grain imprint. The maintenance and longevity of this material will allow for the center to appear crisp and clean year over year.



Vertical Stained Siding at the Sealaska Heritage Institute



Vertical Painted Siding at South Franklin and Ferry

Item 8:

Building entryways should be recessed. (7.29)

Response:

Recessed entryways have now been shown within the South Franklin, and it is requested here that when off the right of way line of South Franklin, that the tenants are given the flexibility of a recessed entry or a flush entry.

Item 9:

Kick plates should be added under the first story windows (7.18)

Response:

Kick plates have now been incorporated into the design. It is anticipated that with the storefront from the floor level to the bottom of the canopy, that the kickplates will be an insert as shown into the storefront system.

Item 10:

The cornice along the roof line should be heavier and better defined (7.9, 7.10)

Response:

The cornice has been enlarged. The cornice is now 1'-10" which is an increase of 6 inches with two steps added in the face. The step below the parapet metal of 1 inch and the second of 2 inches is below the 6 inch band. The lowest band is offset one inch from the siding. Total offset from face of siding is 4 inches.

Item 11:

Paint colors should reflect historic patterns (7.11)

Response:

Historic paint colors are varied and we are confident that the paint or stain colors and tones selected will meet this requirement.

Item 12:

Use a change in design or paint color to break up the widths of the buildings along South Franklin to mimic historical building widths. Changes in Facade Material, window design or decorative details are also acceptable. (7.5)

Response:

The center section of the façade along South Franklin has been stepped out to accommodate this guideline. As mentioned earlier in this review, the gable roof was removed from this face and a peaked false front was incorporated. On that false front, the center sign has been incorporated and will be lit from above or below.

Conformance with the CBJ Long Range Waterfront Plan

Archipelago Center complies with the Standards and Guidelines established in the Long Range Waterfront Plan, dated November 22, 2004, as Ordinance 2004-40.

Over the years a lot has evolved along the waterfront in connection to the tourist industry, especially the number of tourists that come by way of the cruise ships. Figure 25, (D1), was extracted from the LRWP and at the time of writing the plan some 15 years ago, it was generally understood that this property, as shown, would be and as it turns out is well suited for the type of two story development that is being brought forward at this time. The general use of the property, size of buildings and connectivity to the waterfront activities, cruise ships as well as pedestrian links through the site to South Franklin Street.

Create a Series of Pocket Parks Along Franklin Street

Expand Right-of-Way

New Visitor Information Center

Improve Landscape & Character

Enhance Buffer

Support Private Development to Provide Multiple Storefronts and Waterside Circulation / Sea wall (2 Story)

Adaptive Reuse of Building Cultural Facilities / Mixed Use Redevelopment

Enhance Corridor

Overlook

Public Art

Support Private Development to Provide Multiple Storefronts and Waterside Circulation / Sea wall (2 Story)

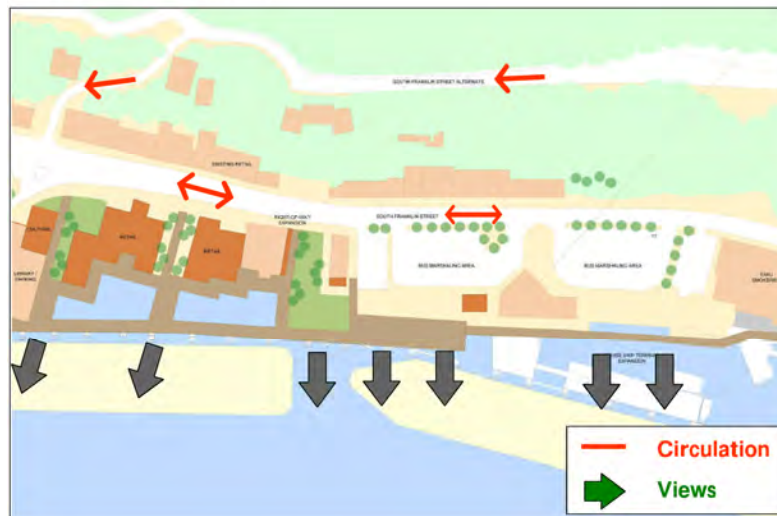
Strengthen & Formalize Access Ways

Softens Edge with Vegetation and / or New Ground Floor Commercial / Cultural Venues

Public Overlook

D1

Figure 42: Area D: Circulation and Views



Summary of the coordinated planning effort with CBJ Docks and Harbors and the public process that preceded the final design:

Application for a Conditional Use and Land Use Review
Archipelago Center Project Narrative

Conference, Case No. PAC20170055, it was determined that the Docks and Harbors Waterfront Improvement Project will be a separate project from the Retail Building Project we are discussing within this summary.

With the projects now separated, discussions continued between D&H and Archipelago Properties to assist each other in the overall site design for each property. A second Pre-Application Conference was held for the D&H Waterfront Improvements on June 27, 2018, Case No. 20180046, which solidified what will need to be covered in their Conditional Use Application.

Throughout 2018 and into 2019 the site and building designs were developed and as they evolved and the complete size and arrangement of the deck and parking area was established, the buildings evolved from 3 buildings to 2. Cooperation and coordination between D&H and Archipelago Properties has been on the forefront for this entire project.

As a part of this cooperation, a design meeting was held March 4-6, 2019 in Portland, Oregon with Gary Gillette for D&H, James Bibb as Architect for D&H, Bob Kuhar of Archipelago Properties, and Frank Schmidt as Architect for Archipelago Properties. Over these three days, discussions took place about the deck area, overall use, seating, landscaping and lighting as well as the latest information on the Passenger Shelter, which James had developed. In addition, it gave an opportunity to evaluate the retail buildings proposed for final layout on the site to exterior finishes, general lighting and the addition of the central canopy. Even though there had been numerous hours of design and site analysis for this relatively small site, every corner was turned inside out to evaluate both the Archipelago Center site as well as how the connection of the deck to the plaza will connect as seamless as possible. It really is difficult to run through all the effort that has gone into this project to design a project that is well suited for the site, purposefully placed for the tourists who will be increasing in number over the years, to be an integral part of the work that CBJ Docks & Harbors is working so hard on at this time, and be a good neighbor.

Over these many months, the parking lot size and shape, parking canopy cover and access points had been worked out. What was also being finalized was the final site size of, Lot 1A, at 0.79 acres (33,875 sf) for the Archipelago side and Lot 2A, at 0.87 acres (38,133 sf) for Docks and Harbors. For reference, the Plat Plan is attached within this submittal package and has the Community Development Approval Date of 5/28/2019, and the Recorded date of 5/29/19, Plat No. 2019-19.

Once the overall site and building designs were at a stage that Archipelago Properties and D&H were satisfied that the combined project will work well together, a Pre-Application Conference (Case No. PAC2019 0036) was scheduled and conducted on June 12, 2019. The Pre-Application Conference Report dated 06/28/2019 has been attached within this Conditional Use Application.

Since our Pre-Application Conference numerous activities are progressing as rapidly as possible on these properties. Since this Conditional Use Permit Application was originally issued in mid-September, we have been working on the building construction drawings, coordinating with AELP and ACS and DOT on the utilities and roadwork.

Presently on site, the CBJ Docks & Harbors Waterfront Improvements are currently underway. Coordination and cooperation continues from both entities and will continue for many years to come. The projects are adjacent to one another and as they have depended on each other to design each site, now that the construction has begun, one cannot live without the other. Currently the large retaining wall that establishes the edge of the upland area is under construction.

This wall and the pilings underway, needs to stage on the Archipelago property for materials and equipment to build the D&H Waterfront Improvements, and until roughly June of this year, D&H contractors will have control of the entire site. Similarly, when the improvements are completed or completed far enough, the Archipelago Center contractor will have access to stage on the deck. As a very tight site this will allow for less trips and road congestion for the construction time of both projects.

Since the CBJ D&H project is such an integral part of the success of this overall property and center, Appendix A has been included at the end of his submittal. This document has been used with permission of Carl Uchytel, Port Director to allow for a full and comprehensive review of the project as a whole and to reinforce the coordination and cooperation between these projects.

Overall Schedule

An Overall Preliminary Construction Schedule, dated October 25, 2019, has been attached as a part of this submission. In short the construction is anticipated to start on the pilings around June 1, 2020 and the center to be open as soon as it can be orchestrated with the adjacent waterfront project.

In Conclusion:

It is our hope that this narrative, documentation, drawings and supporting information addresses all the questions and allows the readers to understand the complexity, effort, coordination and cooperation that has gone into bringing the reconstruction of this area into reality.

Thank you for your consideration of this project and we look forward to addressing any questions or comments that may arise at the review of this submittal.



Planning Commission

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

NOTICE OF DECISION

Date: August 14, 2018

Case No.: AME2018 0010

Gary Gillette, Port Engineer
 Docks & Harbors
 City and Borough of Juneau
 155 South Seward Street
 Juneau, AK 99801

Proposal: Hazard map amendment to remove Archipelago Lots 1, 2, 3 and 4 from the Moderate Hazard zone.

Property Address: 356 S. Franklin Street

Legal Description: Archipelago Subdivision, Lots 1, 2, 3, 4

Parcel Code Number: 1C070K830036; 1C070K830037; 1C070K830038; 1C070K830039

The Director of the Community Development Department has granted the requested hazard map amendment to remove the subject properties from the Moderate Hazard area as described in the site specific studies submitted with the application.

This Notice of Decision does not authorize any construction activity. Prior to starting any development project, it is the applicant's responsibility to obtain a building permit for any and all improvements requiring such.

This Notice of Decision constitutes a final decision of the Director of the CBJ Community Development Department. Appeals must be brought to the CBJ Planning Commission in accordance with CBJ 49.20.110. Appeals must be filed by 4:30 PM on the day twenty days from the date the decision is filed.

Project Planner: *Amy Liu*
 Amy Liu, Planner
 Community Development Department

Jill Maclean
 Jill Maclean, Director
 Community Development Department

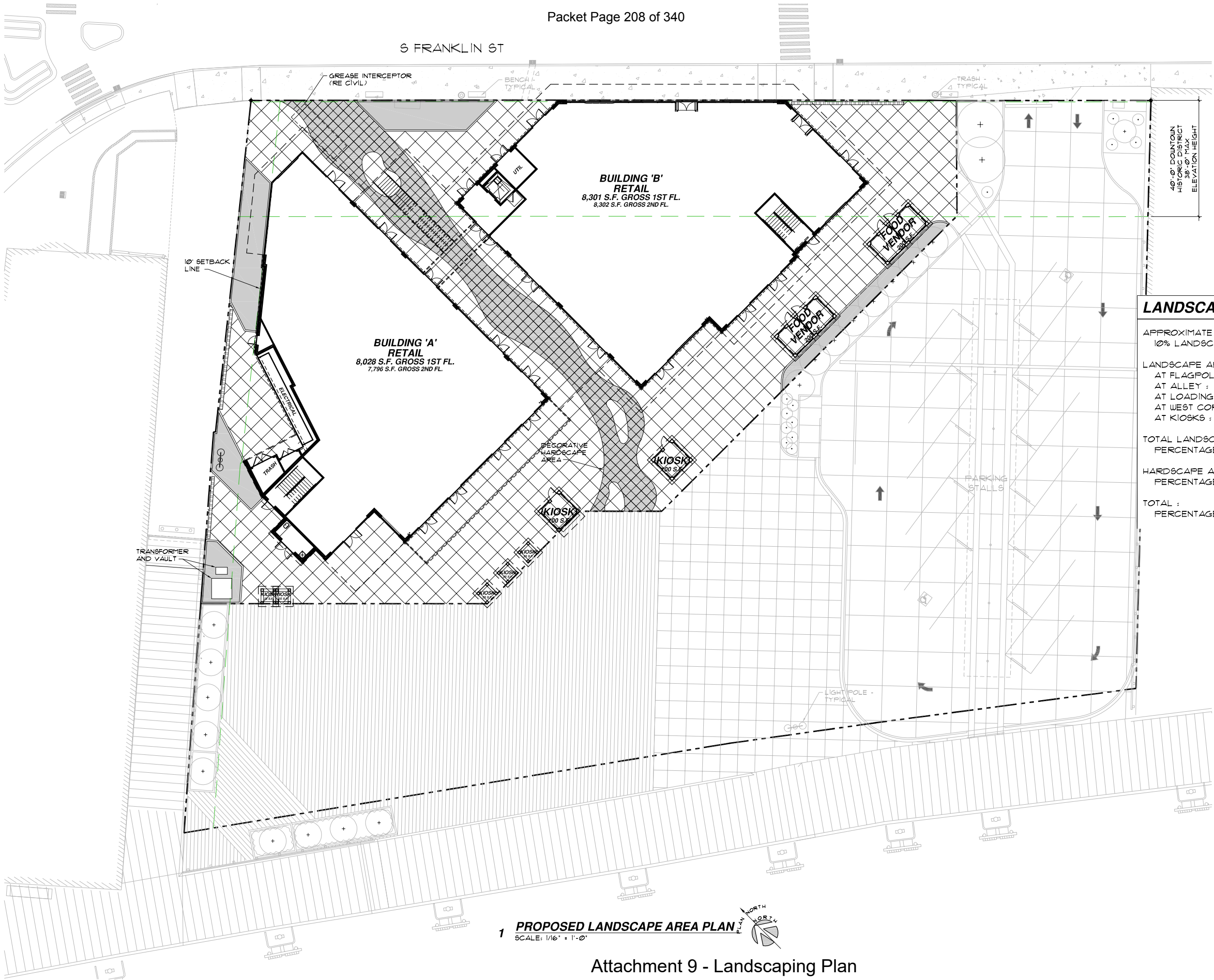
Beth McEwen
 Filed With Municipal Clerk

8/15/2018
 Date

cc: Plan Review

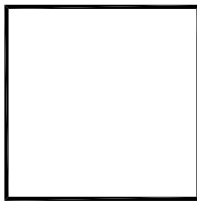
Archipelago Center, Juneau Alaska

[illegible]



1 PROPOSED LANDSCAPE AREA PLAN
SCALE: 1/16" = 1'-0"

Attachment 9 - Landscaping Plan



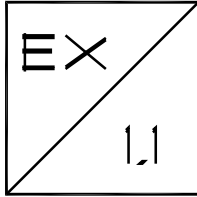
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(503) 220-8517
FAX (503) 220-8518

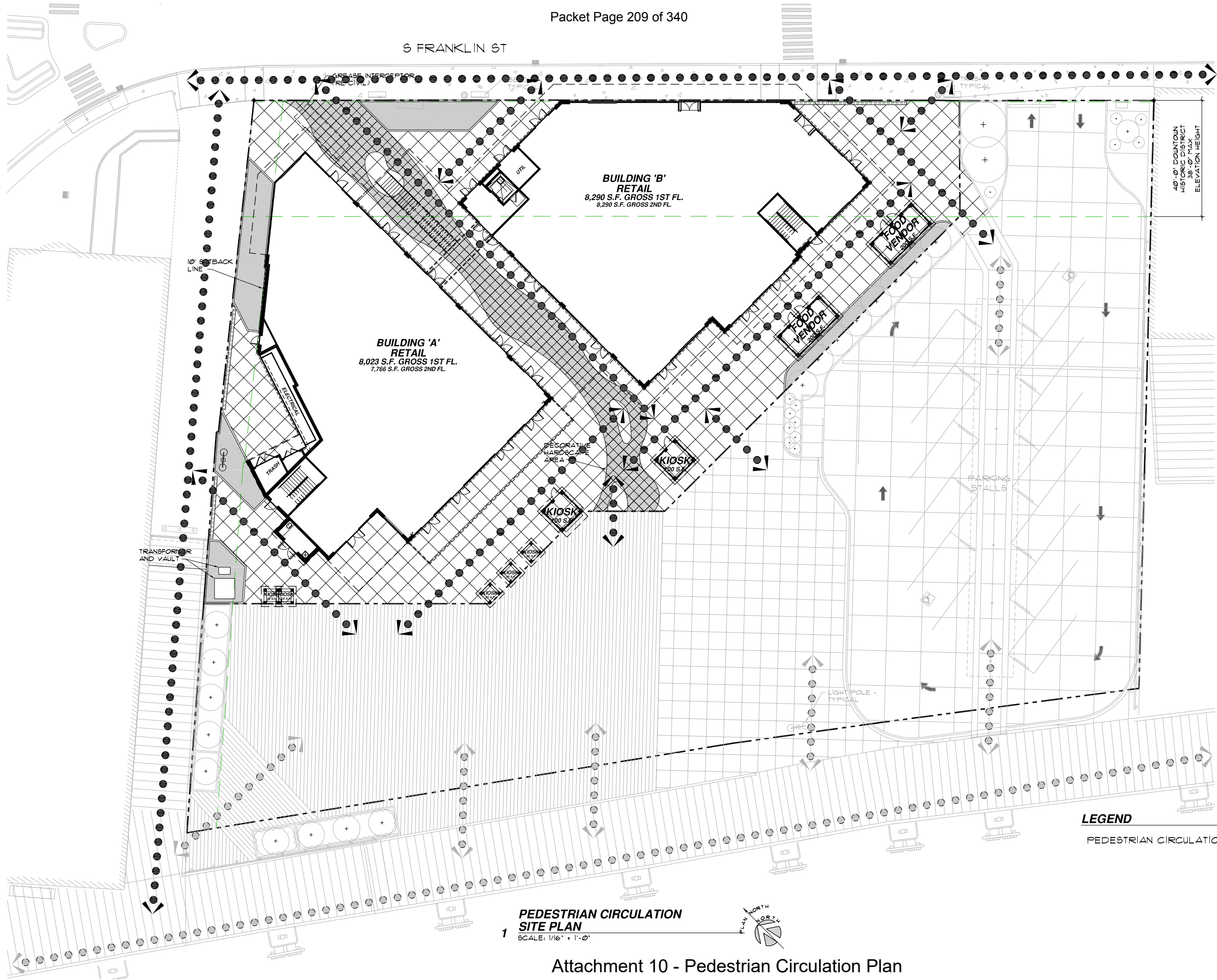
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LANDSCAPE DATA

APPROXIMATE SITE AREA :	33,905 S.F.
10% LANDSCAPE AREA :	3,391 S.F.
LANDSCAPE AREA :	
AT FLAGPOLES :	416 S.F.
AT ALLEY :	545 S.F.
AT LOADING AREA :	279 S.F.
AT WEST CORNER :	202 S.F.
AT KIOSKS :	346 S.F.
TOTAL LANDSCAPE AREA :	1,788 S.F.
PERCENTAGE :	5.27%
HARDSCAPE AREA :	2,461 S.F.
PERCENTAGE :	7.26%
TOTAL :	4,249 S.F.
PERCENTAGE :	12.53%

PROJECT NO.	17159
DATE :	12/27/2019
DRAWN BY :	
CHECKED BY :	FMS
REVISIONS	
REVISED	01/07/2020
17159 EXJJ - Site Landscape	

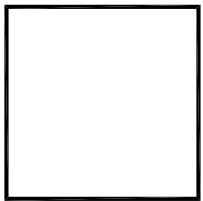




**PEDESTRIAN CIRCULATION
SITE PLAN**
1
SCALE: 1/16" = 1'-0"

LEGEND

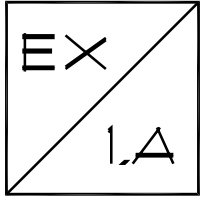
PEDESTRIAN CIRCULATION PATH : ◀ ● ● ● ● ▶

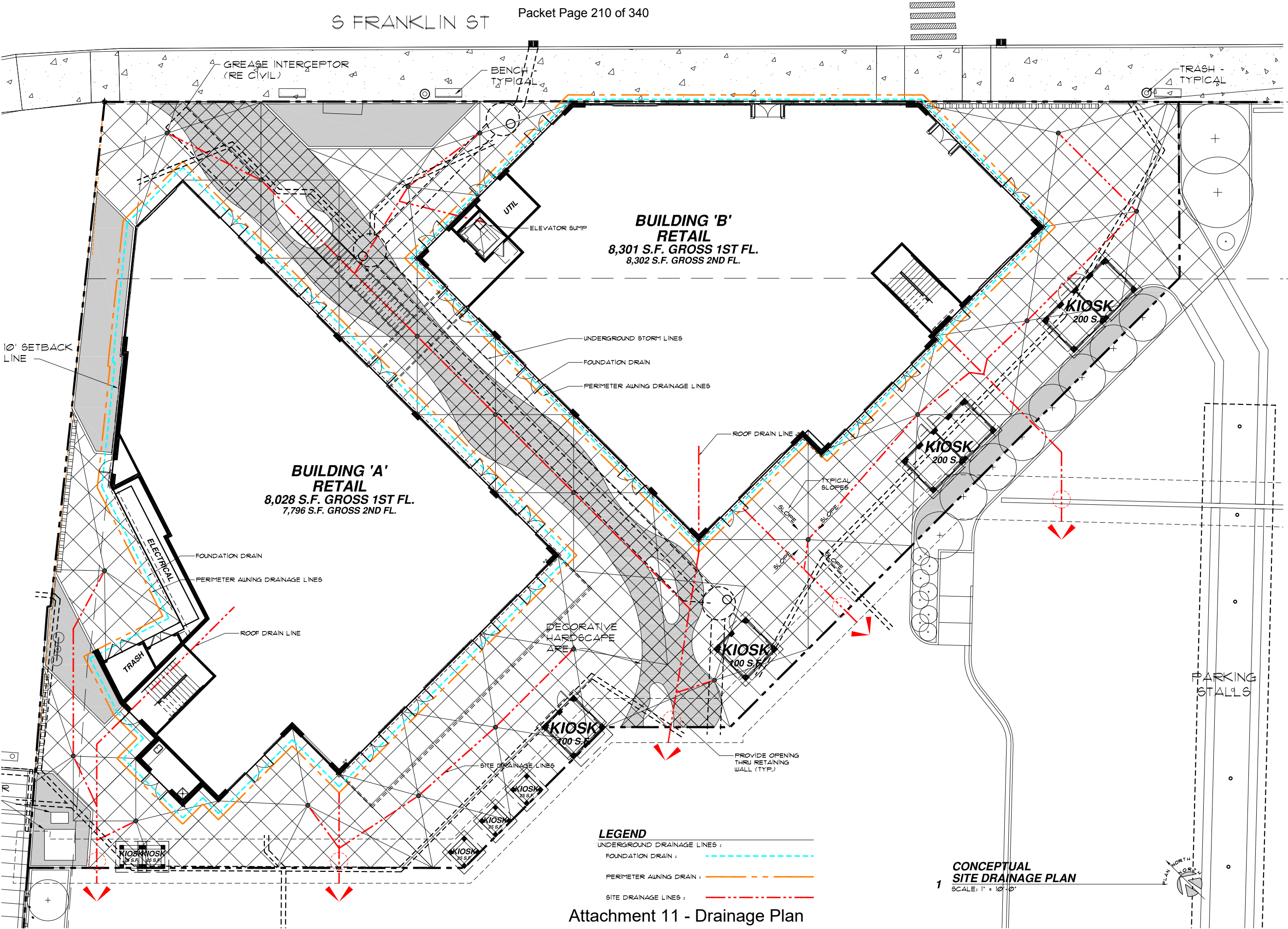


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CHECKED BY : FMS
REVISIONS REVISED 01/07/2020
17159 EX-1A - Site Circulation Plan



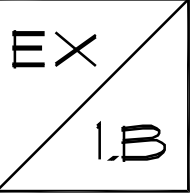


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40'-0" DOWNTOWN
HISTORIC DISTRICT
39'-0" MAX
ELEVATION HEIGHT

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17159 EX-1B - Site Drainage Plan	

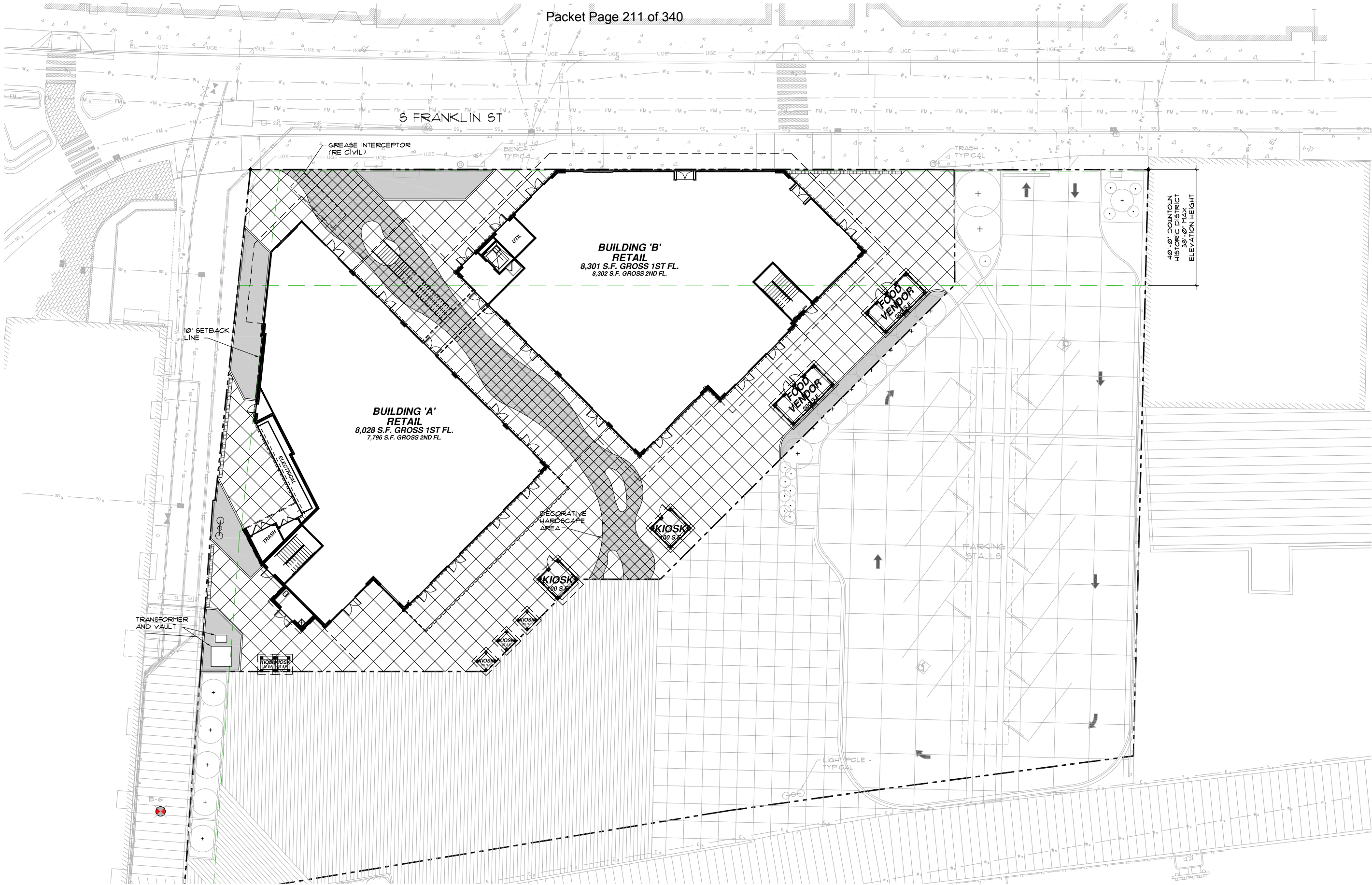
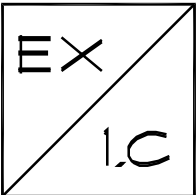


Attachment 11 - Drainage Plan

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17159 EX.LC - Site Utility Plan



1 UTILITY PLAN
SCALE: 1/16" = 1'-0"

**ARCHIPELAGO CENTER
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159 EX.LD - Site Flood

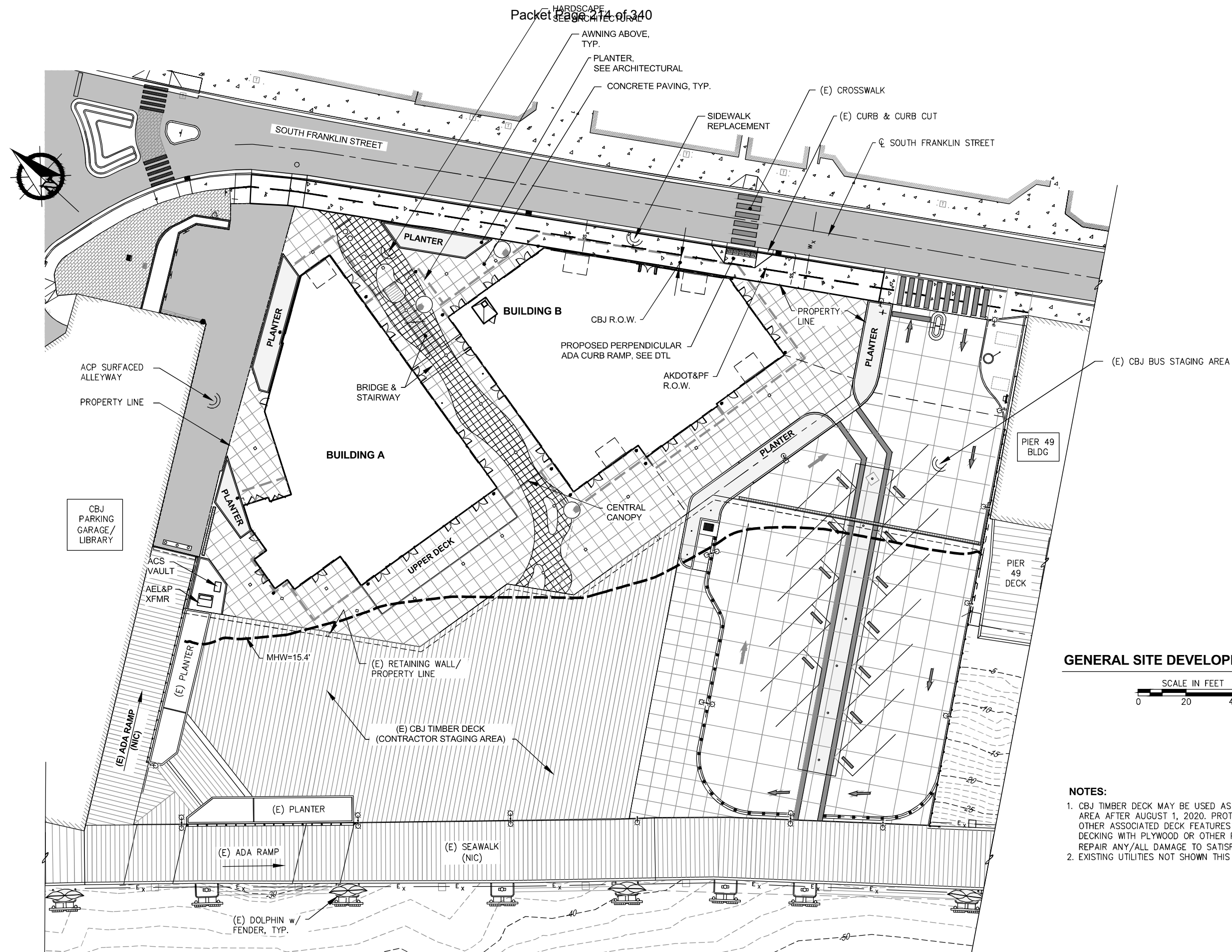
EX
1.D

Attachment 13 - Flood Map drawing

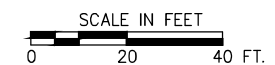
USC & GS TIDAL DATA (FT ABOVE HLLW)

<u>Location</u>	<u>EHW</u>	<u>HTL</u>	<u>MHHW</u>	<u>MHW</u>
Adak	7.0	4.6	3.7	n/a
Auke Bay	22.0	20.3	15.8	14.8
Achorage	40.0	34.4	29.0	28.3
Angoon	19.0	18.6	14.0	13.0
Atka	8.0	4.5	n/a	n/a
Attu	7.0	4.9	3.6	3.6
Barrow	n/a	0.6	0.5	0.2
Bethel	7.0	4.1	4.0	2.7
Chignik	12.0	11.2	8.9	8.1
Clark Bay	21.0	19.4	15.6	14.7
Cold Bay	11.5	9.1	7.6	6.9
Cordova	16.8	15.7	12.4	11.5
Craig	14.0	12.8	10.0	9.2
Dillingham	25.0	23.6	19.8	18.0
Douglas	22.5	20.8	16.4	15.4
Dutch Harbor	6.6	4.7	3.7	3.4
Elfin Cove	15.0	14.5	10.9	10.0
Gambell	4.0	1.4	1.2	n/a
Haines	22.5	21.2	16.8	15.8
Hawk Inlet	n/a	19.4	n/a	14.4
Homer	24.8	23.4	18.1	17.3
Hoonan	20.0	19.3	14.8	13.9
Hooper Bay	9.5	7.9	6.5	5.8
Hydaburg	16.5	15.6	12.9	12.0
Hyer	21.0	20.8	16.6	15.7
Juneau	23.2	20.8	16.4	15.4
Kenai	26.0	25.2	19.8	19.1
Shakan Bay	16.5	14.6	11.8	11.0

<u>Location</u>	<u>EHW</u>	<u>HTL</u>	<u>MHHW</u>	<u>MHW</u>
Ketchikan	20.8	19.4	15.3	14.4
Klawock	14.0	12.8	10.2	9.4
Kodiak	13.0	10.7	8.5	7.6
Kotzebue	n/a	3.4	3.2	3.2
Mekoryuk	11.5	n/a	8.4	8.1
Nakek	19.5	18.7	14.6	13.7
Metlakatla		26.3	22.6	20.7
Ninilchik	26.0	24.5	19.3	18.6
Nikolski	6.5	5.9	4.0	3.7
Nikiski	25.8	26.3	20.4	19.7
Nome	5.0	1.9	1.6	0.8
Nushagak	n/a	n/a	n/a	n/a
Pelican (Minor Island)	n/a	13.2	10.4	9.7
Petersburg	20.5	19.5	15.7	14.8
Prudhoe Bay	n/a	0.8	0.7	0.6
St. Michel	n/a	n/a	n/a	n/a
Seldovia	24.3	23.1	17.8	17.0
Seward	14.8	13.8	10.5	9.6
Shemya	7.0	4.6	3.4	3.4
Sitka	14.6	12.7	9.9	9.1
Unalakleet	n/a	5.1	2.0	n/a
Unalaska	6.0	4.7	5.7	3.4
Valdez	16.5	15.0	11.8	10.9
Wainwright	n/a	0.7	0.6	0.3
Whittier	18.7	15.5	12.3	11.3
Wrangell	22.0	19.7	15.7	14.8
Yakutat	14.9	12.8	10.0	9.2
Kake	n/a	18.0	14.0	13.1



GENERAL SITE DEVELOPMENT PLAN



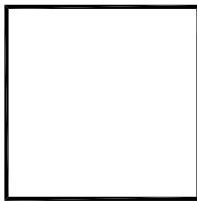
NOTES:

1. CBJ TIMBER DECK MAY BE USED AS A CONTRACTOR STAGING AREA AFTER AUGUST 1, 2020. PROTECT ALL DECKING AND OTHER ASSOCIATED DECK FEATURES AT ALL TIMES. COVER DECKING WITH PLYWOOD OR OTHER PROTECTIVE MATERIAL; REPAIR ANY/ALL DAMAGE TO SATISFACTION OF CBJ.
2. EXISTING UTILITIES NOT SHOWN THIS SHEET FOR CLARITY.

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PROJECT NO.
DATE : 12/30/2019
DRAWN BY : FJD
CHECKED BY : CRS
REVISIONS
C13 GENERAL SITE DEVELOPMENT PLAN

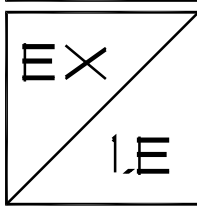
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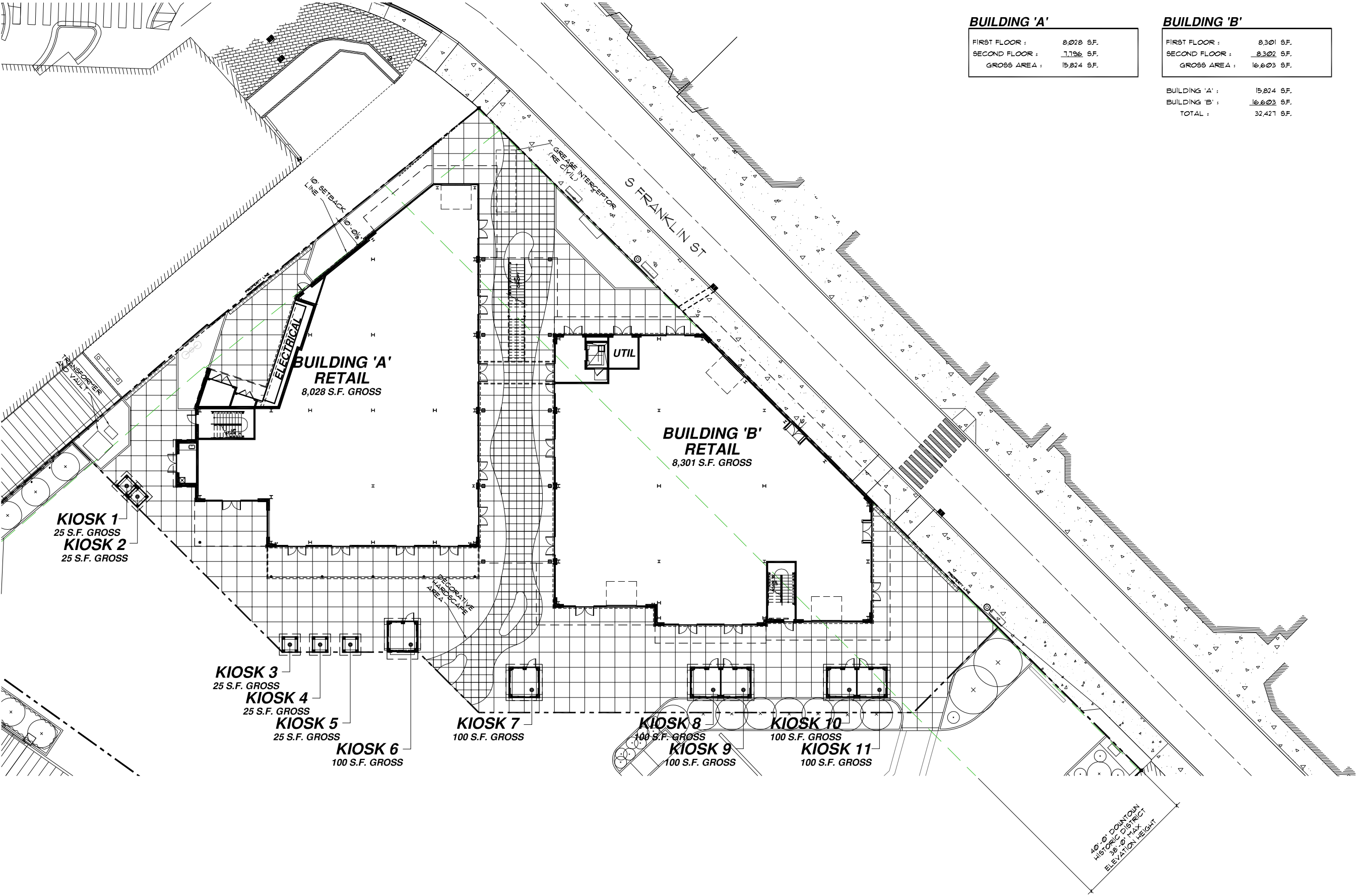
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REVISED 01/07/2020



1 BUILDING FRONTS & SETBACKS
SCALE: 1/16" = 1'-0"

Attachment 15 - Setback Plan



BUILDING 'A'

FIRST FLOOR : 8,028 S.F.
SECOND FLOOR : 7,796 S.F.
GROSS AREA : 15,824 S.F.

BUILDING 'B'

FIRST FLOOR : 8,301 S.F.
SECOND FLOOR : 8,302 S.F.
GROSS AREA : 16,603 S.F.

BUILDING 'A' : 15,824 S.F.
BUILDING 'B' : 16,603 S.F.
TOTAL : 32,427 S.F.

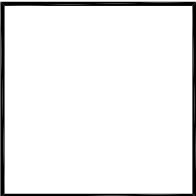
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DATE :
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17159 EX2.0 - Overall Floor Plans

EX
2.1

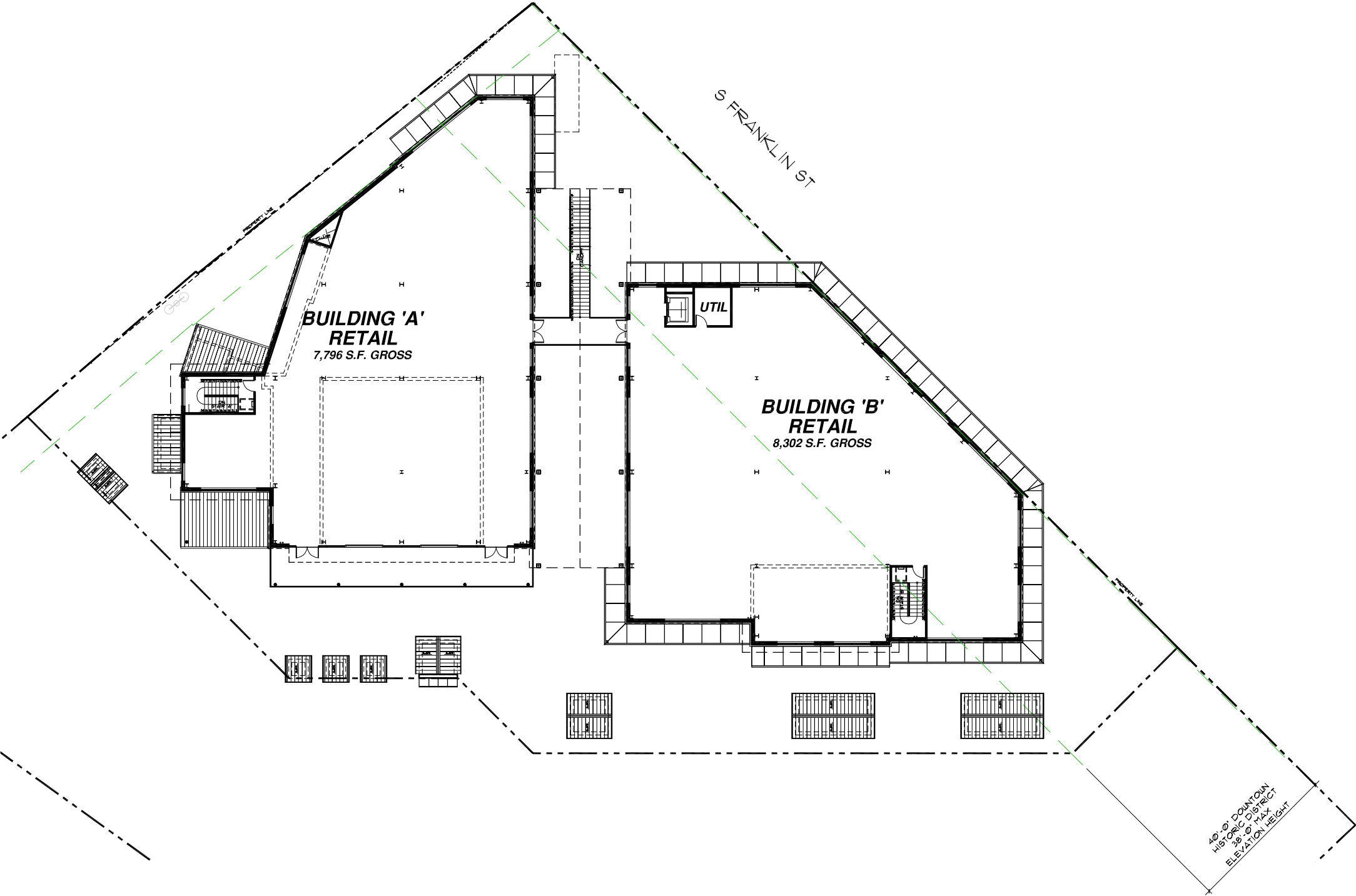
BUILDINGS 'A' & 'B'
FIRST FLOOR PLANS
SCALE: 1/16" = 1'-0"

Attachment 16 - First and Second floor site plans



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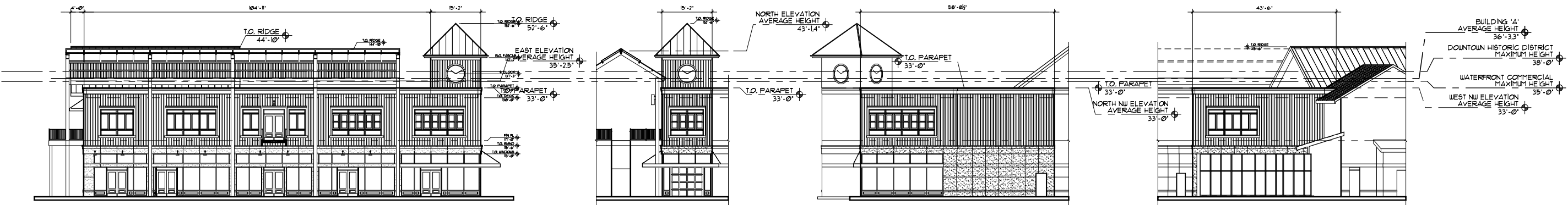
1 BUILDINGS 'A' & 'B'
SECOND FLOOR PLANS
SCALE: 1/16" = 1'-0"

Attachment 16 - First and Second floor site plans

PROJECT NO. 17159
DATE : 12/21/2019
DRAWN BY : MES
CHECKED BY : RMS
REVISIONS
17159 EX2.2 - Overall Floor Plans

EX

2.2

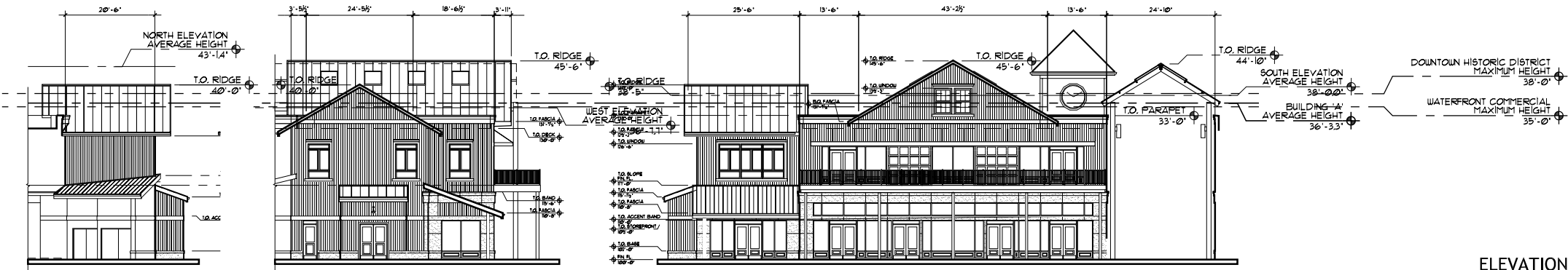


1 **BUILDING 'A'**
EAST ELEVATION
1/16" = 1'-0"

2 **BUILDING 'A'**
NORTH ELEVATION
1/16" = 1'-0"

3 **BUILDING 'A'**
NORTH-NW ELEVATION
1/16" = 1'-0"

4 **BUILDING 'A'**
WEST-NW ELEVATION
1/16" = 1'-0"

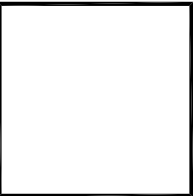
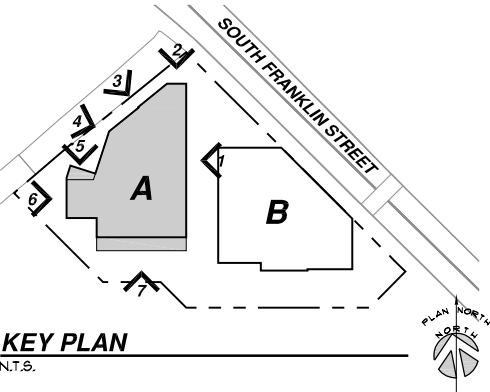


5 **BUILDING 'A'**
NORTH ELEVATION
1/16" = 1'-0"

6 **BUILDING 'A'**
WEST ELEVATION
1/16" = 1'-0"

7 **BUILDING 'A'**
SOUTH ELEVATION
1/16" = 1'-0"

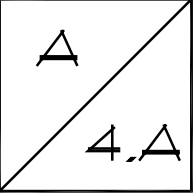
ELEVATION FACE	AVERAGE HEIGHT
EAST ELEVATION :	35'-2.5"
NORTH ELEVATION :	43'-1.4"
NORTH-NW ELEVATION :	33'-0.0"
WEST-NW ELEVATION :	33'-0.0"
WEST ELEVATION :	36'-7.7"
SOUTH ELEVATION :	38'-0.0"
OVERALL BUILDING 'A' :	36'-3.3"
COMBINED SITE AVERAGE :	35'-5.5"

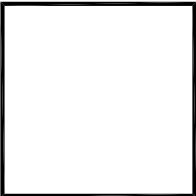


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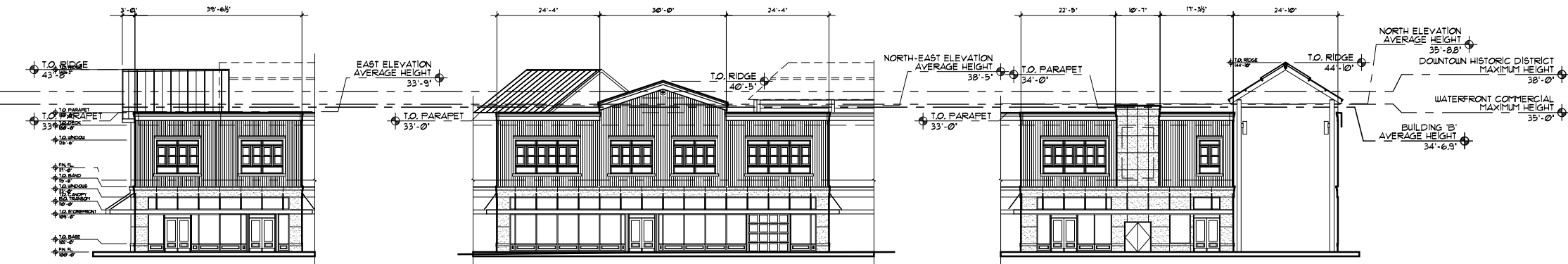
PROJECT NO. 17159
DATE : 12/27/2019
DRAWN BY : MIB
CHECKED BY : RMS
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17159 EX41 - Bldg Elevs Average Exhibit A





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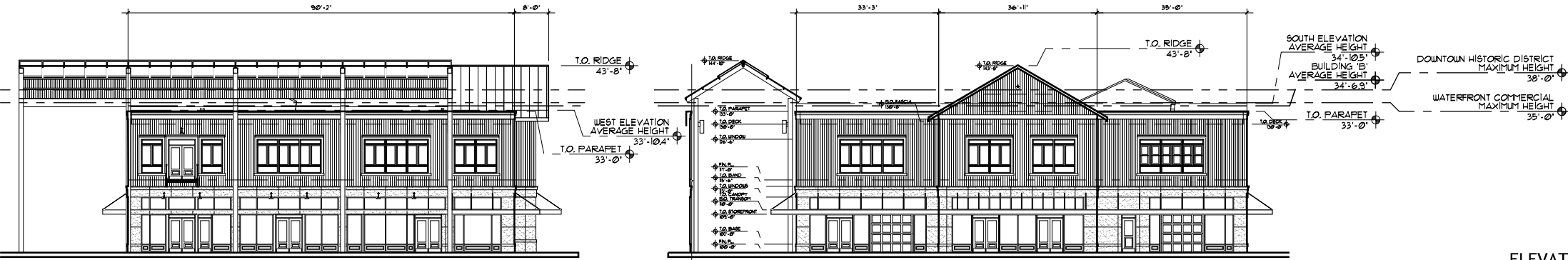
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1 **BUILDING 'B'**
EAST ELEVATION
1/16" = 1'-0"

2 **BUILDING 'B'**
NORTHEAST ELEVATION
1/16" = 1'-0"

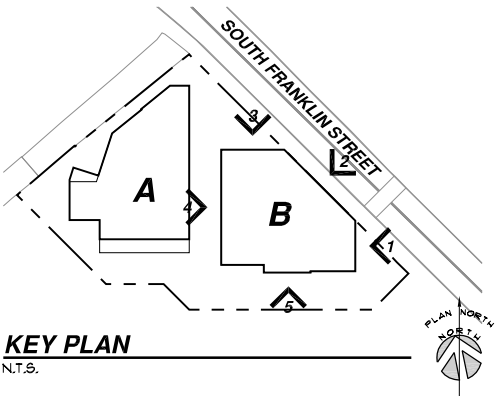
3 **BUILDING 'B'**
NORTH ELEVATION
1/16" = 1'-0"



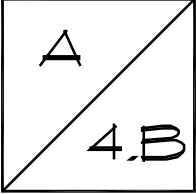
4 **BUILDING 'B'**
WEST ELEVATION
1/16" = 1'-0"

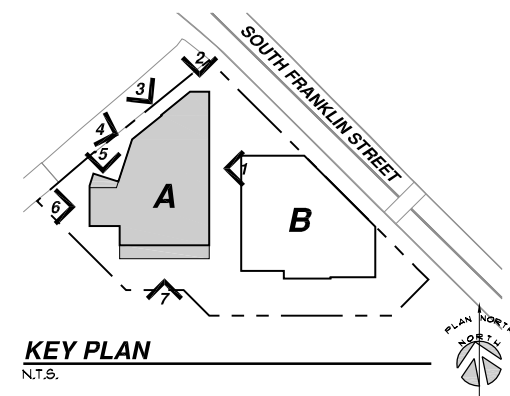
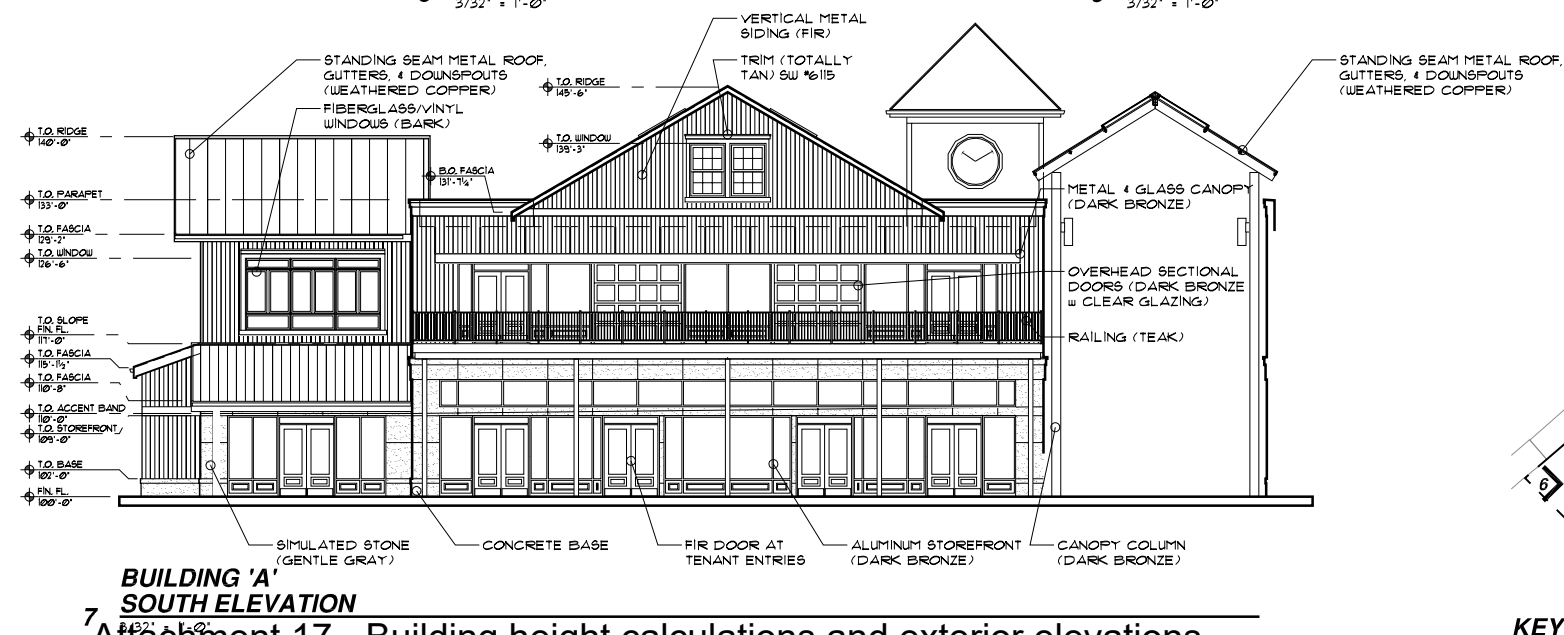
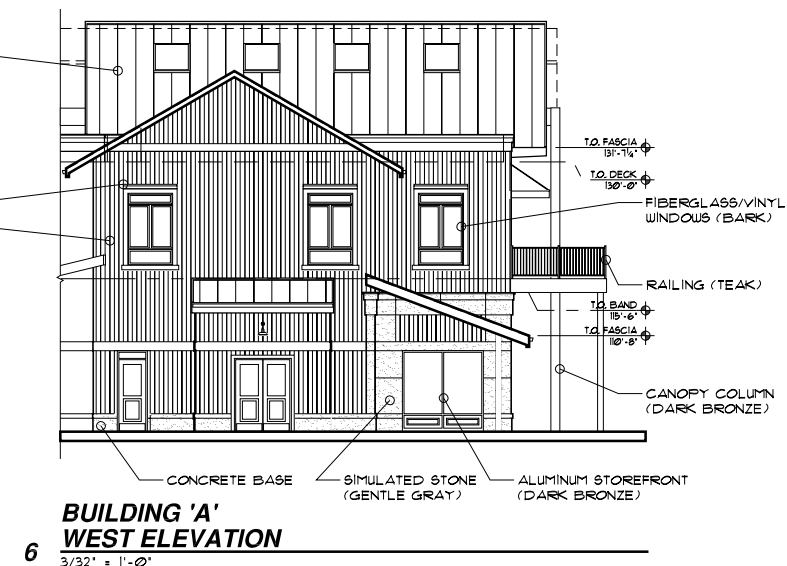
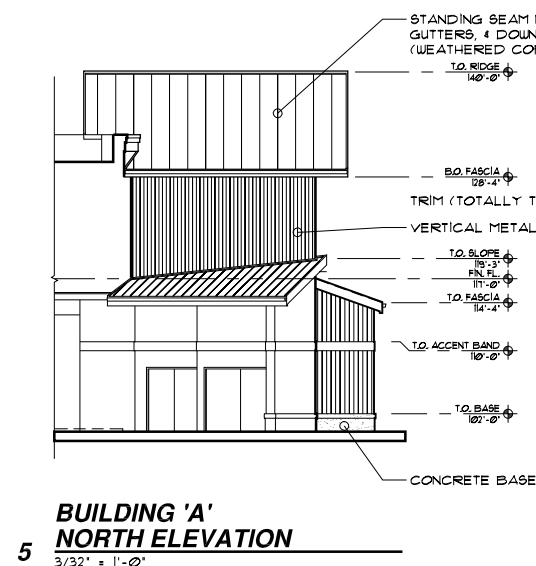
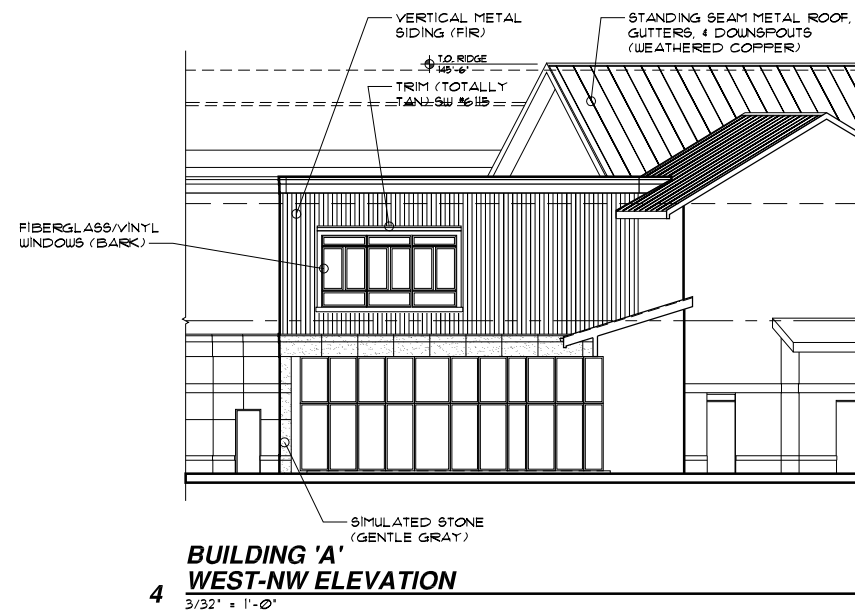
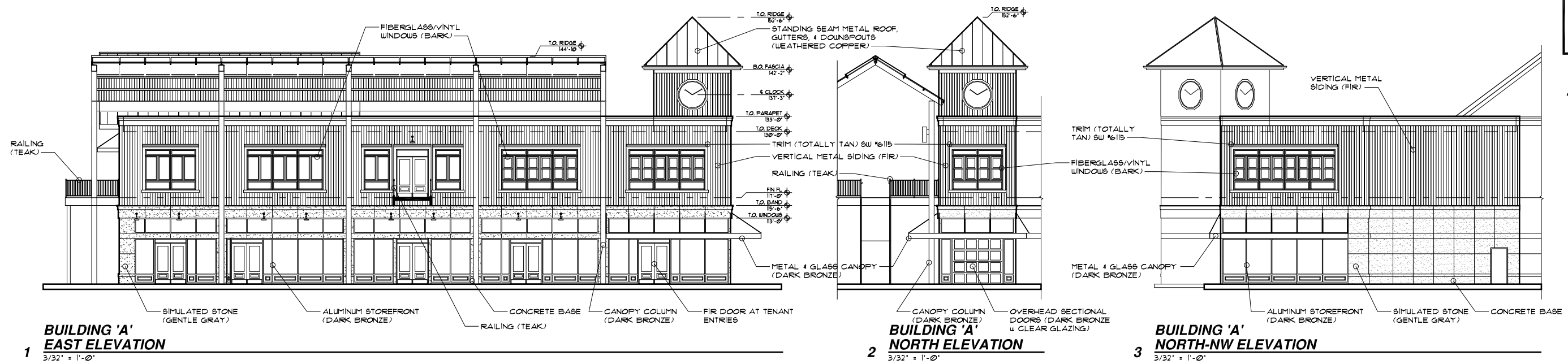
5 **BUILDING 'B'**
SOUTH ELEVATION
1/16" = 1'-0"

ELEVATION FACE	AVERAGE HEIGHT
EAST ELEVATION :	33'-9.0"
NORTH-EAST ELEVATION :	34'-5.0"
NORTH ELEVATION :	35'-8.8"
WEST ELEVATION :	33'-10.4"
SOUTH ELEVATION :	34'-10.5"
OVERALL BUILDING 'B' :	34'-6.9"
COMBINED SITE AVERAGE :	35'-5.5"



PROJECT NO. 17159
DATE : 12/27/2019
DRAWN BY : MES
CHECKED BY : RMS
REVISIONS
17159 EX411 - Bldg Elevs Average Exhibit A





**TILAND /
SCHMIDT
ARCHITECTS, P.C.**
3611 S.W. HOOD ST.
SUITE 200
PORTLAND, OR 97239
(503) 220-8511
FAX (503) 220-8518

**ARCHIPELAGO CENTER
BUILDING SHELL
S FRANKLIN ST
JUNEAU, ALASKA 99801**

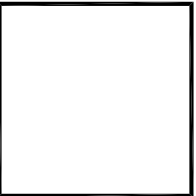
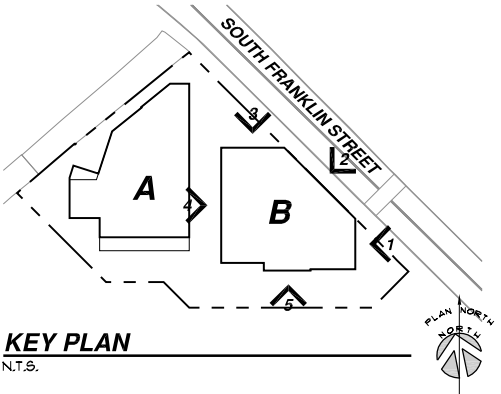
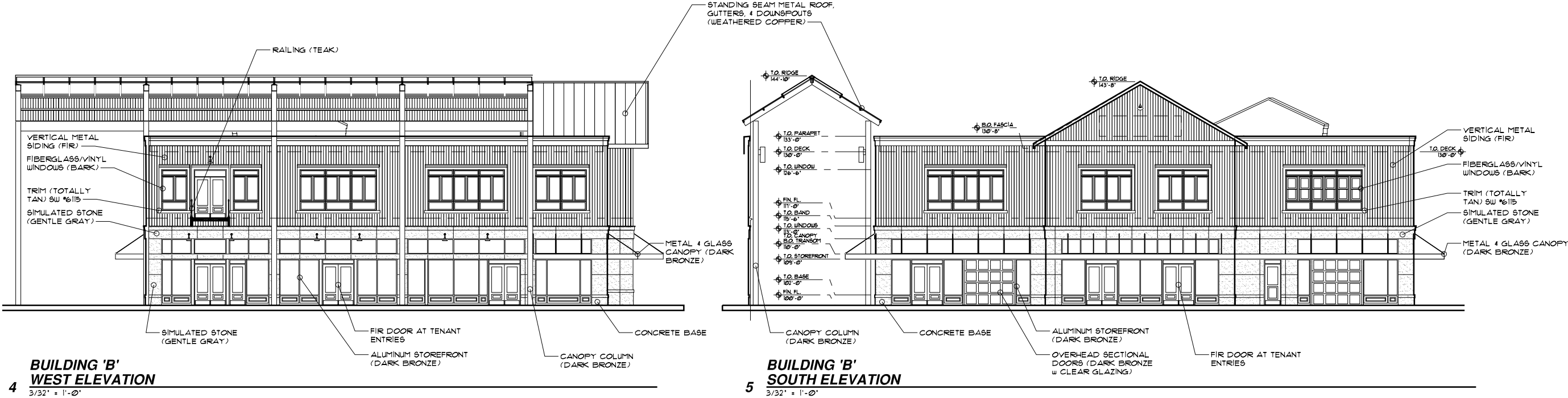
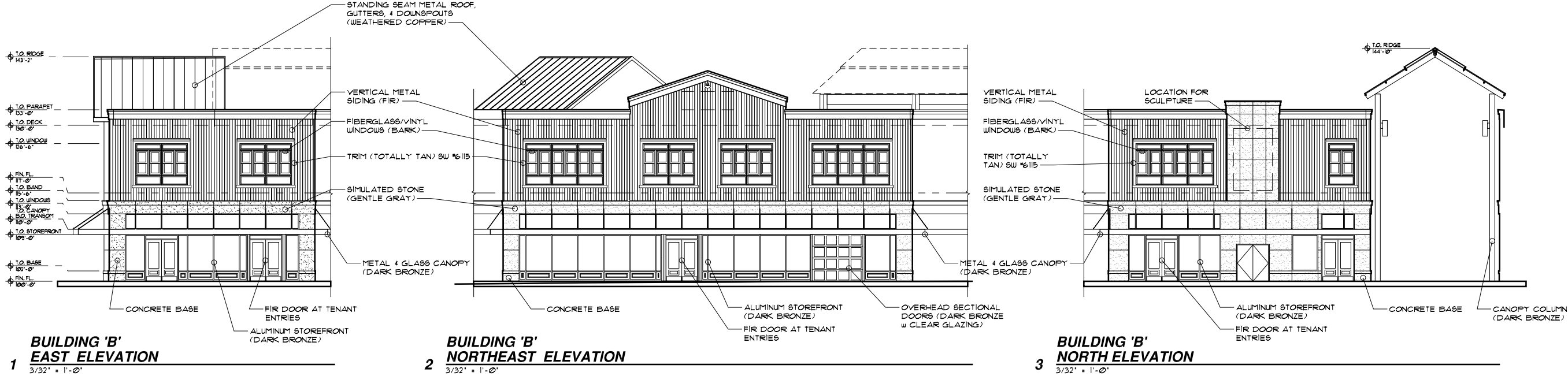
PROJECT NO.
17159

DATE :
2/27/2019
DRAWN BY :
WEB
CHECKED BY :
MS

REVISIONS

159 EX4.1 - Bldg Elev
verage Exhibit A

41



TILAND / SCHMIDT
ARCHITECTS, PC
3611 S.W. HOOD ST., SUITE 200
PORTLAND, OR 97239
(503) 220-8517
FAX (503) 220-8518

ARCHIPELAGO CENTER
BUILDING SHELL
S FRANKLIN ST
JUNEAU, ALASKA 99801

PROJECT NO.	17159
DATE :	12/21/2019
DRAWN BY :	MES
CHECKED BY :	FMS
REVISIONS	
17159 Ex4.1 - Bldg Elevs Average Exhibit A	

A
4.2











JUNEAU, ALASKA 99801

DATE :
01/08/2020
DRAWN BY :
ERC
CHECKED BY :

PH21 EPH22 FIRST FLOOR
EXTERIOR LIGHTING PLAN -
PHOTOMETRIC

2.1

A. SEE SHEET EPH2.2 FOR SUMMARY OF PHOTOMETRICS AND LUMINAIRE INFORMATION.



Attachment 19 - Site photometrics and light fixture types



 **INTERFACE**
ENGINEERING

PROJECT 2019-0478
CONTACT Dennis Obritschkewitsch
100 SW Main Street, Suite 1600
Portland, OR 97204
TEL 503.382.2266
www.interfaceengineering.com

0.4 6.5 2.6 1.1 0.5 0.3 0.2

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0.4 0.7 1.3 2.0 2.6 0.8 2.9 2.9 2.9 3.0 3.3 4.6 6.8 7.5 7.9 8.0 7.7 7.2 6.3 6.6 6.9 6.9 7.0 7.1 7.3 7.3 5.7 3.0 1.3

BUILDING 'B'
1 FIRST FLOOR EXTERIOR LIGHTING PLAN - PHOTOMETRICS

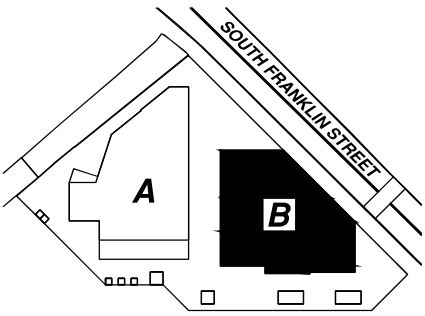


FILE: EPH21 EPH22 FIRST FLOOR EXTERIOR LIGHTING PLAN - PHOTOMETRIC.DWG - E2.2 | EDIT: 1/8/2020 7:17 AM BY DEBORAH R | PLOT: 1/8/2020 7:18 AM BY DEBORAH RAINES

Luminaire Schedule		
Tag	Label	Description
Type SA	WBDWLED-500-27-SO-4	AXIS LIGHTING WET BEAM DIRECT WALL MOUNT; 500 LUMENS PER FOOT; 2700K; SPOTLESS LENS
Type SC	WBSLED-400-80-27-S	AXIS LIGHTING WET BEAM SURFACE MOUNT; 400 LUMENS PER FOOT; 2700K, SATIN LENS
Type SB	0_WHD14WHD14-850LM - DOME	BARN LIGHT ELECTRIC DRAKE/DINO SHADE 14"; GOOSENECK ARM MOUNT; 850 LUMENS; 2700K; DOME LENS

Calculation Summary					
Label	CalcType	Units	Avg	Max	Min
Overall Site	Illuminance	Fc	4.11	12.8	0.2

- NOTES:
1. CALCULATIONS ARE THE EXPECTED AVERAGE MAINTAINED ILLUMINATION DURING RATED NORMAL LIFE OF LIGHT SOURCE.
 2. PHOTOMETRIC CALCULATIONS ARE AT GROUND LEVEL..
 3. EXTERIOR LUMINAIRES ARE MOUNTED TO FACE OF BUILDING OR CANOPIES. SEE ARCHITECTURAL ELEVATIONS FOR EXACT LOCATION AND MOUNTING HEIGHTS.



KEY PLAN
N.T.S.



INTERFACE
ENGINEERING

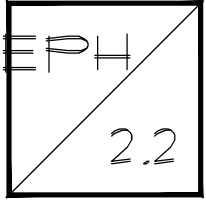
PROJECT 2019-0478
CONTACT Dennis Obritschkewitsch
100 SW Main Street, Suite 1600
Portland, OR 97204
TEL 503.382.2266
www.interfaceengineering.com

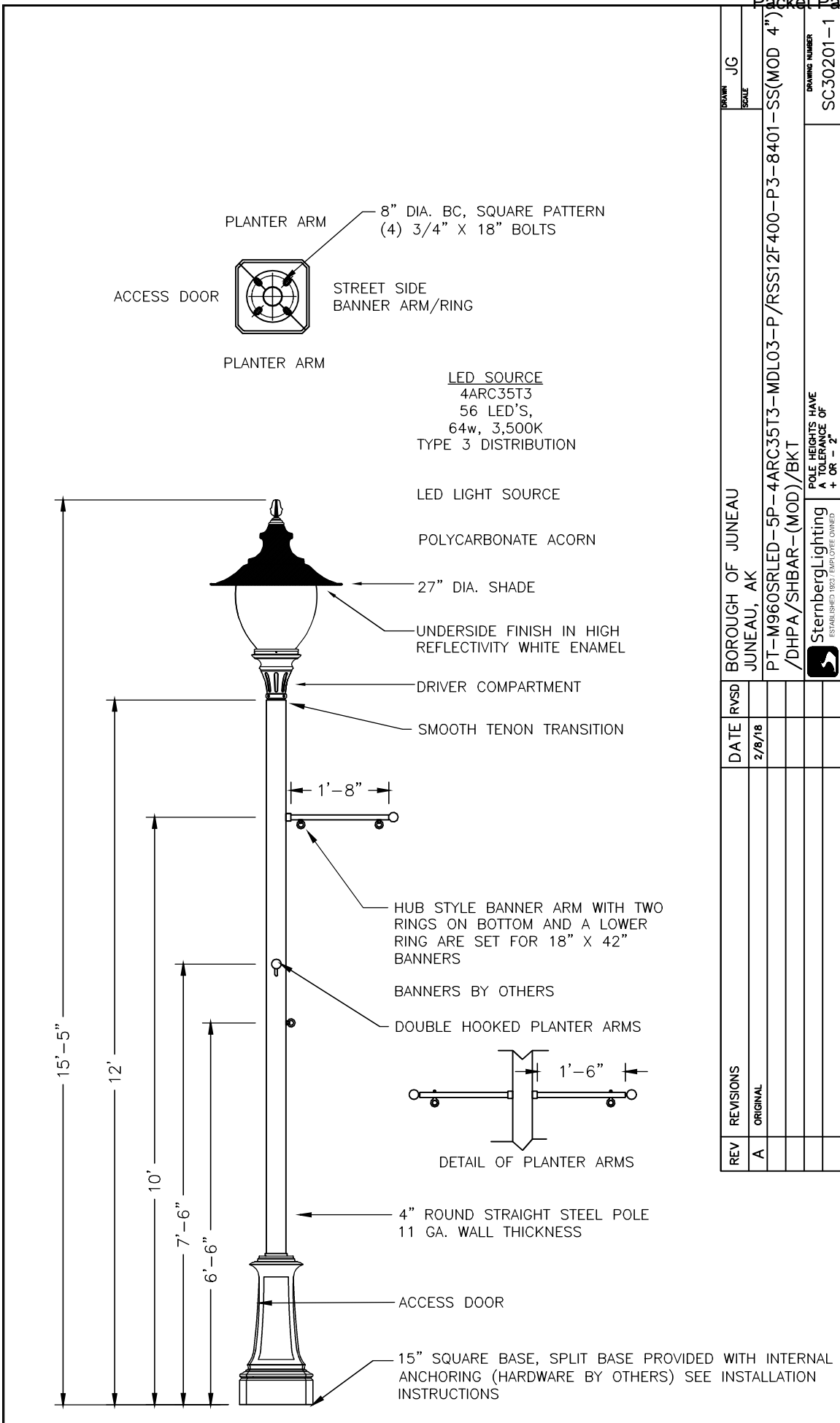


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ARCHIPELAGO CENTER
S FRANKLIN AVE
JUNEAU, ALASKA 99801

PROJECT NO. 17159
DATE : 01/08/2020
DRAWN BY : RRC
CHECKED BY :
REVISIONS
EPH21 EPH22 FIRST FLOOR EXTERIOR LIGHTING PLAN - PHOTOMETRIC





Attachment 19 - Site photometrics and light fixture types

FEATURES & SPECIFICATIONS

INTENDED USE — The CLX is a linear lighting solution that is available in multiple lengths, lumen packages and distributions. Designed for versatility, the CLX can address virtually any indoor lighting need. The CLX is also offered in standard and high efficacy configurations and capable of being continuous row mounted or installed as a stand-alone fixture. Ideal for uplight and downlight in commercial, retail, manufacturing, warehouse, and display applications. **Certain airborne contaminants can diminish the integrity of acrylic and/or polycarbonate.** [Click here for Acrylic-Polycarbonate Compatibility table for suitable uses.](#)

CONSTRUCTION — Channel and cover are formed from code-gauge cold-rolled steel. Housing and lens endcaps are injection molded plastic to provide a more architectural look and feel. The endcaps come standard with a 7/8" knock out for continuous mounting but can be ordered without.

Finish: Paint options include high-gloss, baked white polyester (WH), galvanized (GALV), matte black (MB) and smoke gray (SKGY). Five-stage iron phosphate pre-treatment ensures superior paint adhesion and rust resistance.

OPTICS — Offered with acrylic lens and less lens configurations. Provides a choice of optical distributions including, wide, narrow, and aisle.

ELECTRICAL — Utilizes high-output LEDs integrated on a two-layer circuit board, ensuring cool-running operation. Optional internal pluggable wiring harness for reduced labor cost in row mounting applications. (See PLR ordering information on page 15.) Electronic LED driver is multi-volt input and 0-10V dimming standard (see Operational Data on page 12 for actual wattage consumption). This fixture is designed to withstand a maximum line surge of 2.5kV at 0.75kA combination wave for indoor locations, for applications requiring higher level of protection additional surge protection must be provided. L70>100,000 hours at 25°C.

LEDs provide nominal 80 CRI or 90CRI at 3000 K, 3500 K, 4000 K, or 5000 K.

Lumen output up to 2,500 lumens per foot.

INSTALLATION — Fixture may be ceiling or wall mounted (with or without THCLX hanger or angle mounted with CLXANGBRT), pendant or stem mounted with appropriate mounting options.

WARNING — Removing the lens and opening the fixture during installation exposes the LEDs, putting them at risk for damage.

If you plan to surface mount the fixture, we recommend using the THCLX. This eliminates the need to open the fixture.

If you plan to continuous row mount, we recommend using the PLR wiring harness option. This eliminates the need to open the fixture.

Damage to the LEDs caused during installation will not be covered under the warranty.

LISTINGS — CSA certified to US and Canadian safety standards. For use in damp locations between -4°F (-20°C) and 104°F (40°C). Optional High Ambient (HA) ranging to 122°F (50°C) available on certain lumen packages (See ambient temperature chart for additional information).

DesignLights Consortium® (DLC) Premium qualified product and DLC qualified product. Not all versions of this product may be DLC Premium qualified or DLC qualified. Please check the DLC Qualified Products List at www.designlights.org/OPL to confirm which versions are qualified.

WARRANTY — 5-year limited warranty. Complete warranty terms located at:

www.acuitybrands.com/resources/terms-and-conditions

Note: Actual performance may differ as a result of end-user environment and application.

All values are design or typical values, measured under laboratory conditions at 25 °C.

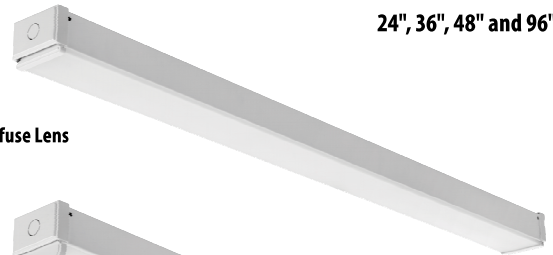
Specifications subject to change without notice.

LED Linear

CLX

24", 36", 48" and 96" Lengths

Flat Diffuse Lens



Round Diffuse Lens



Wide Diffuse Lens



Stock configurations are offered for shorter lead times:

Stock Part Number	UPC	DLC QPL Product ID	DLC Premium
CLX L48 3000LM SEF FDL MVOLT GZ10 40K 80CRI WH	00191723525816	PJANKZR4	Yes
CLX L48 3000LM SEF FDL MVOLT GZ10 50K 80CRI WH	00191723525885	PKW32VKL	Yes
CLX L48 5000LM SEF FDL MVOLT GZ10 40K 80CRI WH	00191723525939	P77I8Z20	Yes
CLX L48 5000LM SEF FDL MVOLT GZ10 50K 80CRI WH	00191723525908	P8A42C1H	Yes
CLX L96 6000LM SEF FDL MVOLT GZ10 40K 80CRI WH	00191723525861	PPFTGRBV	Yes
CLX L96 6000LM SEF FDL MVOLT GZ10 50K 80CRI WH	00191723525915	PW6250TE	Yes
CLX L96 10000LM SEF FDL MVOLT GZ10 40K 80CRI WH	00191723525922	PYKOC7EW	Yes
CLX L96 10000LM SEF FDL MVOLT GZ10 50K 80CRI WH	00191723525830	PKYPL35K	Yes
CLX L48 3000LM SEF RDL MVOLT GZ10 40K 80CRI WH	00191723525960	PJANKZR4	Yes
CLX L48 3000LM SEF RDL MVOLT GZ10 50K 80CRI WH	00191723525892	PKW32VKL	Yes
CLX L48 5000LM SEF RDL MVOLT GZ10 40K 80CRI WH	00191723525854	P77I8Z20	Yes
CLX L48 5000LM SEF RDL MVOLT GZ10 50K 80CRI WH	00191723525946	P8A42C1H	Yes
CLX L96 6000LM SEF RDL MVOLT GZ10 40K 80CRI WH	00191723525878	PPFTGRBV	Yes
CLX L96 6000LM SEF RDL MVOLT GZ10 50K 80CRI WH	00191723525823	PD05SIAD	Yes
CLX L96 10000LM SEF RDL MVOLT GZ10 40K 80CRI WH	00191723525953	PYKOC7EW	Yes
CLX L96 10000LM SEF RDL MVOLT GZ10 50K 80CRI WH	00191723525847	PKYPL35K	Yes

A+ Capable Luminaire

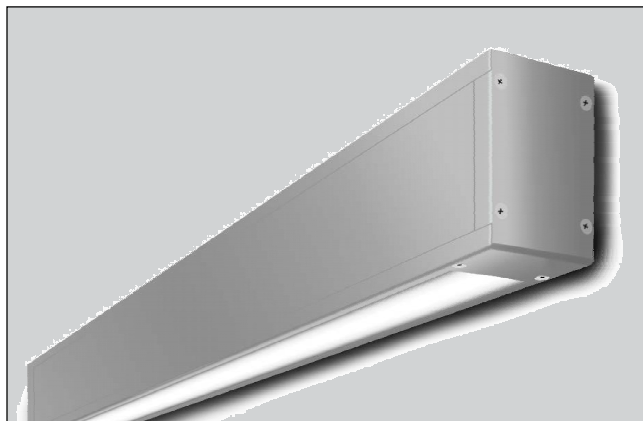
This item is an A+ capable luminaire, which has been designed and tested to provide consistent color appearance and out-of-the-box control compatibility with simple commissioning.

- All configurations of this luminaire meet the Acuity Brands' specification for chromatic consistency
- This luminaire is part of an A+ Certified solution for nLight® or XPoint™ Wireless control networks marked by a [shaded background](#)*

To learn more about A+, visit www.acuitybrands.com/aplus.

*See ordering tree for details

WALL MOUNT



Project _____

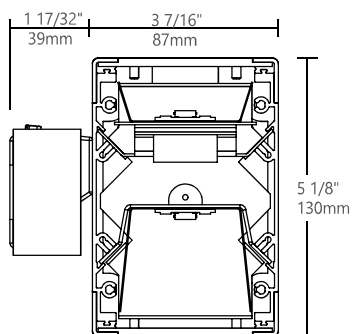
Type _____

Notes _____

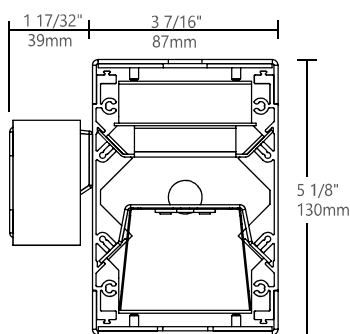
PERFORMANCE PER LINEAR FOOT AT 3500K

NOMINAL LUMEN OUTPUT		INPUT WATTS*	EFFICACY
UPLIGHT	DOWNLIGHT		
450 lm/ft	500 lm/ft	13.55 W/ft	70 lm/W

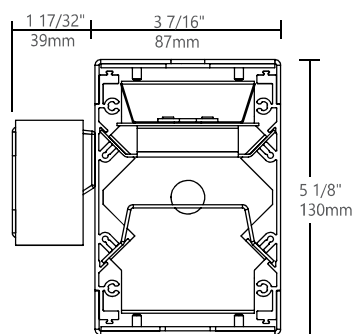
Please consult factory for custom lumen output and wattage.



Direct/Indirect



Direct



Indirect



Ordering Guide

PRODUCT ID		NOM.LUMENS/FT UP		NOM.LUMENS/FT DOWN		CRI		COLOR TEMP.		SHIELDING UP	
WBDIWLED	Wall Direct/Indirect LED	500	500 lm/ft up - Minimum	500	500 lm/ft down - Minimum	80	80 CRI	27	2700 K	SO	spotless lens
WBDWLED	Wall Direct LED	1000	1000 lm/ft down - Maximum	1000	1000 lm/ft down - Maximum	90	90 CRI	30	3000 K	CL	clear lens
WBIWLED	Wall Indirect LED							35	3500 K		
								40	4000 K		
Outputs between listed min and max are available. Consult factory for outputs outside of the listed range.				Outputs between listed min and max are available. Consult factory for outputs outside of the listed range.				Extruded Polycarbonate			

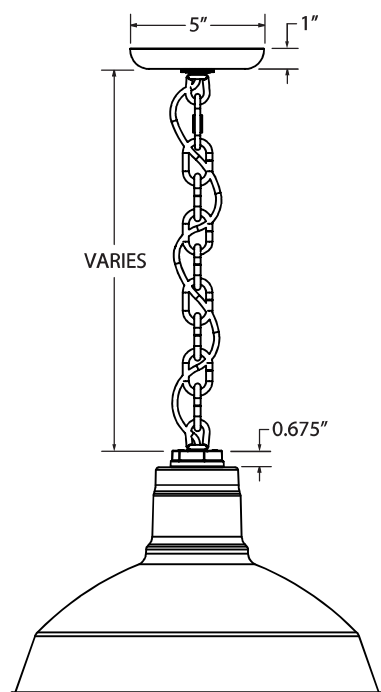
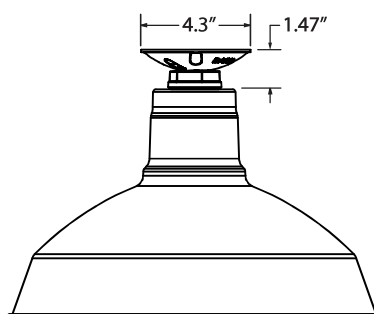
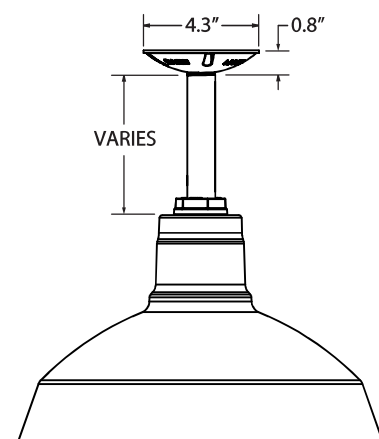
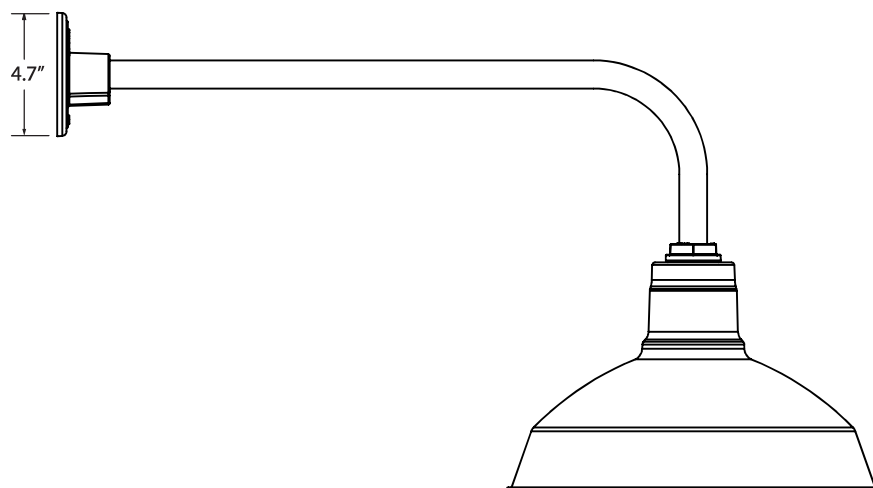
SO											
SHIELDING DOWN		LENGTH (FT)		FINISH		VOLTAGE		DRIVER		CIRCUITS	
SO	spotless lens	2	2'	AP	aluminum paint	120	120 V	DP	dimming (0-10V) 1%	1	1 circuit
		3	3'	W	white	277	277 V	LT	Lutron ⁽¹⁾	2	2 circuits
		4	4'	BLK	black	347	347 V	BI	bi-level dimming	2A/B	2 alternating
		6	6'	C	custom	UNV	universal	O	other ⁽²⁾	+E(#)	emergency section ⁽³⁾
		8	8'							+NL(#)	night light section ⁽³⁾
		12	12'							+GTD(#)	generator transfer device ⁽³⁾
		S#	system run								
Extruded Polycarbonate								(1) Operating up to -20°C; Specify system (2) Please consult factory; see page 2		(3) Specify quantity	

BATTERY (OPTIONAL)	OTHER (OPTIONAL)	CUSTOM (OPTIONAL)
B# battery pack 4' sections	F fuse BF Back feed*	C custom N natatorium finish
Minimum 5ft; Not available with 347V Please consult factory	*See page 3 for more details.	Please specify

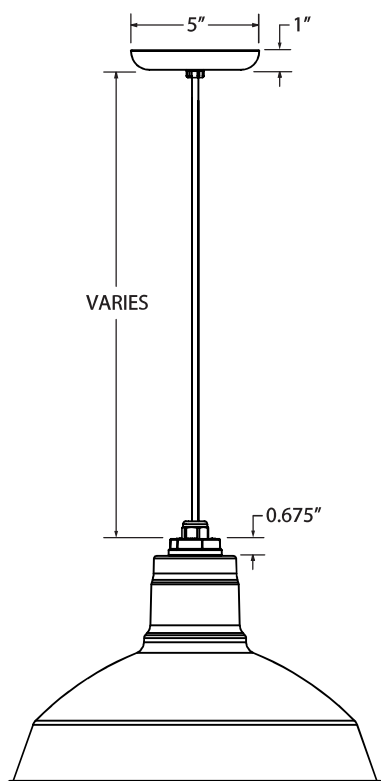
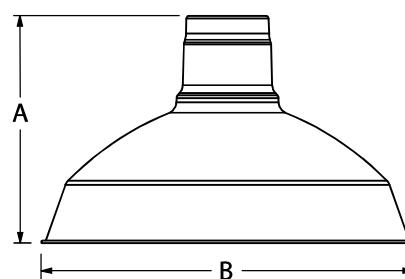
BARN LIGHT U.S.A

REV 10.03.18 **DRAKE/DINO SERIES** BARN LIGHT RLM FIXTURE FAMILY**MOUNTING STYLE**

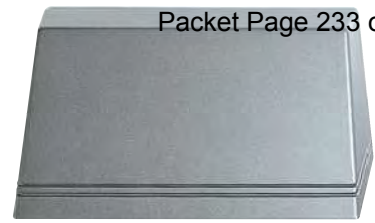
Galvanized steel shades are crafted from 20 Ga Sheet metal while 1100-0 Aluminum—ranging from ranging from 0.050" to 0.125"—is used for all other shades. All shades have their edges rolled, and the result is highly durable and stylish lighting.

CHAIN HUNG PENDANT (CN)**FLUSH MOUNT (F)****STEM MOUNT PENDANT (S)****GOOSENECK (G)**

SHOWN WITH: G8 GOOSENECK ARM

CORD HUNG PENDANT (C)**AVAILABLE SHADE SIZES**

SHADE CODE	HEIGHT (A)	DIAMETER (B)
WHD12	7.75"	12"
WHD14	8.50"	14"



Philips Gardco 111 LED mini scone luminaires are compact in size, perfect for low mounting height wall mount applications. 111 LED luminaires are designed to integrate naturally to wall surfaces. 111 LED luminaires are available with three (3) different distribution patterns, providing full cutoff performance (in the normal downlight position) and featuring LED arrays. Luminaires provide performance excellence and advanced Philips Gardco LED thermal management technology. High performance Class 1 LED systems offer potential energy savings of 50 % or more compared to HID systems. 111 LED luminaires are also available with 0-10V Dimming.

Project: _____

Location: _____

Cat.No: _____

Type: _____

Lamps: _____ Qty: _____

Notes: _____

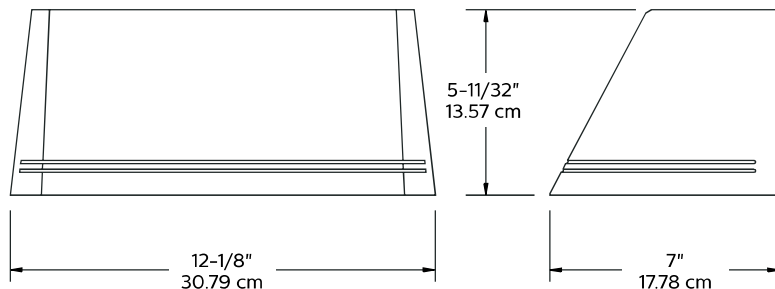
Ordering guide

example: 111L-16L-350-CW-G2-2-UNV-DD-BK

Prefix	No. of LEDs	Drive Current	Color / Generation	Distribution	Voltage	Controls	Electrical/Luminaire	Finish
111L	16							
111L Trapezoidal Wedge LED	16L 16 LED module	350 350mA 550 550mA 750 750mA	CW-G2 Cool White 5700K, 70 CRI generation 2 NW-G2 Neutral White 4000K, 70 CRI generation 2 WW-G2 Warm White 3000K, 70 CRI generation 2	2 Type II Wide Throw Optic, with maximized lateral throw 3 Type III Preferred Wide Throw Optic, with improved forward throw 4 Type IV Maximized forward throw optic	UNV 120-277V 50hz/60hz 120 120V 208 208V 240 240V 277 277V	PCB Photocontrol Button? DD 0-10V Dimming	F1 Single fusing (120, 277VAC) ¹ F2 Double fusing (208, 240VAC) ¹ F3 Canadian double pull fusing (208, 240VAC) ¹ DL Diffusing Lens WS Wall Mounted Box for Surface Conduit	Textured BK Black WH White BZ Bronze DGY Dark Grey MGY Medium Grey Customer specified RAL Specify optional color or RAL (ex: OC-LGP or OC-RAL7024) CC Custom color (must supply color chip for required factory quote)

1. Provide specific input voltage.

Dimensions



Note: Mounting plate center is located in the center of the luminaire width and 2.38" (6.03cm) above the luminaire bottom (lens down position). Splices must be made in the J-box (by others). Mounting plate must be secured by max. 1/4" (.64cm) diameter bolts (by others) structurally to the wall.

LED ceiling mounted downlight - wide beam

Application

This compact LED ceiling mounted downlight is designed for down lighting atriums, canopies, passages, and other interior and exterior locations featuring a symmetrical wide beam light distribution.

Materials

Luminaire housing constructed of die-cast marine grade, copper free ($\leq 0.3\%$ copper content) A360.0 aluminum alloy
Clear safety glass
Reflector made of pure anodized aluminum
High temperature silicone gasket

NRTL listed to North American Standards, suitable for wet locations
Protection class IP 65
Weight: 6.6lbs

Electrical

Operating voltage	120-277V AC
Minimum start temperature	-30° C
LED module wattage	36.8 W
System wattage	40 W
Controllability	0-10V dimmable
Color rendering index	Ra > 90
Luminaire lumens	2788 lumens (3000K)
Lifetime at Ta = 15° C	200,000 h (L70)
Lifetime at Ta = 35° C	150,000 h (L70)

LED color temperature

4000K - Product number + **K4**
3500K - Product number + **K35**
3000K - Product number + **K3 (EXPRESS)**
2700K - Product number + **K27**

BEGA can supply you with suitable LED replacement modules for up to 20 years after the purchase of LED luminaires - see website for details

Finish

All BEGA standard finishes are matte, textured polyester powder coat with minimum 3 mil thickness.

Available colors	Black (BLK)	White (WHT)	RAL:
	Bronze (BRZ)	Silver (SLV)	CUS:

Type:
BEGA Product:
Project:
Modified:



LED ceiling mounted downlight · wide beam				
	LED	β	A	B
66 984	36.8 W	90°	8 ⁵ / ₈	6 ⁷ / ₈

β = Beam angle

BEGA 1000 BEGA Way, Carpinteria, CA 93013 (805) 684-0533 info@bega-us.com

Due to the dynamic nature of lighting products and the associated technologies, luminaire data on this sheet is subject to change at the discretion of BEGA North America. For the most current technical data, please refer to bega-us.com
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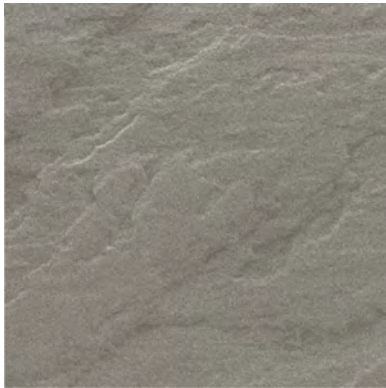


ARCHIPELAGO CENTER JUNEAU, ALASKA COLORS & MATERIALS

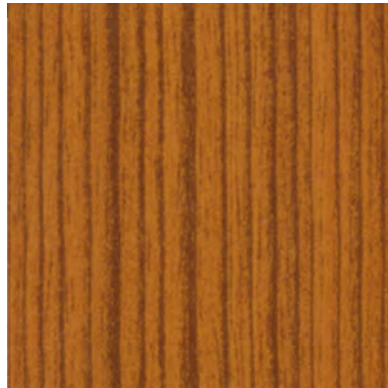
T I L A N D /
S C H M I D T
A R C H I T E C T S, P C.

3611 S.W. HOOD AVE.
SUITE 200
PORTLAND, OR 97239
(503) 220-8517
FAX (503) 220-8518

SIDING :

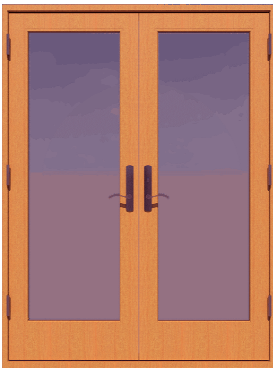


NICHIHA
SANDSTONE II
"GENTLE GRAY"



4" VERTICAL
METAL SIDING
PRINTED 'FIR'

DOORS AND WINDOWS :



FIR DOOR W/ CLEAR STAIN
AT TENANT ENTRIES OR
PAINTED STOREFRONT
DOORS



MILGUARD
SINGLE OR DOUBLE HUNG
FIBERGLASS OR VINYL WINDOW
(SEE MB 2 FOR COLOR)

NOTE :
ALL MATERIALS AND FINISHES WILL
BE FINALIZED PRIOR TO
CONSTRUCTION TO CONFIRM
AVAILABILITY AND COLOR MATCH.

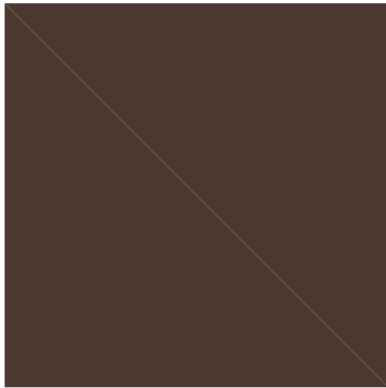
MB 1
DECEMBER 27, 2019

ARCHIPELAGO CENTER JUNEAU, ALASKA COLORS & MATERIALS

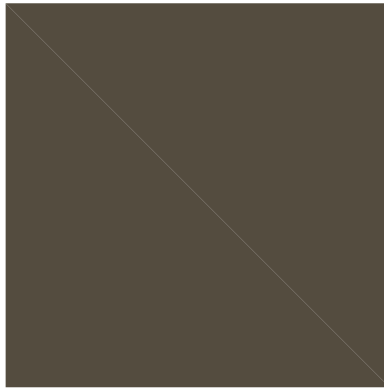
T I L A N D /
S C H M I D T
A R C H I T E C T S , P C .

3611 S.W. HOOD AVE.
SUITE 200
PORTLAND, OR 97239
(503) 220-8517
FAX (503) 220-8518

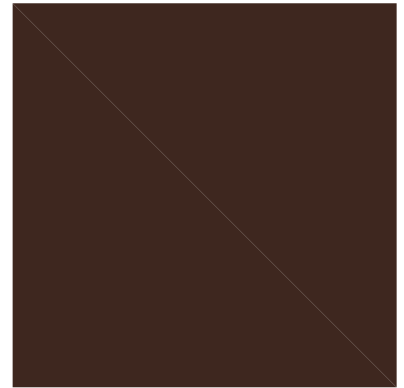
ROOF AND MISCELLANEOUS MATERIAL COLORS :



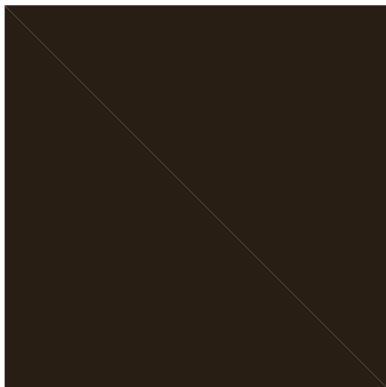
STEEL CANOPY :
DARK BROWN



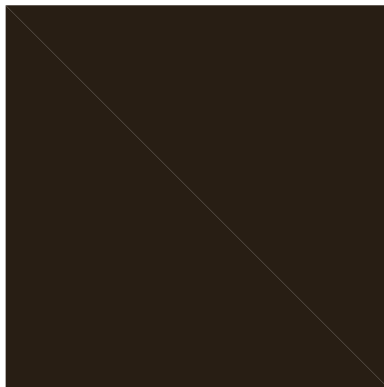
STANDING SEAM METAL
ROOF AND CAP FLASHING :
WEATHERED COPPER



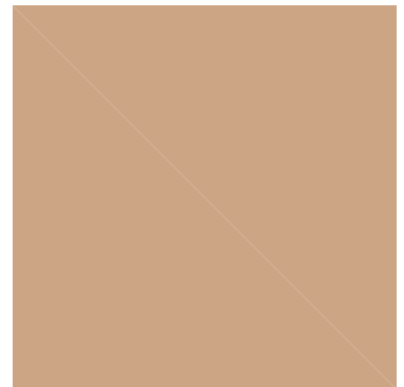
WINDOW FRAMES:
MILGUARD
'BARK'



STOREFRONT :
DARK BRONZE



EXPOSED STEEL :
MATCH STOREFRONT



METAL TRIM:
SHERWIN WILLIAMS
SW #6115
'TOTALLY TAN'

NOTE :
ALL MATERIALS AND FINISHES WILL
BE FINALIZED PRIOR TO
CONSTRUCTION TO CONFIRM
AVAILABILITY AND COLOR MATCH.

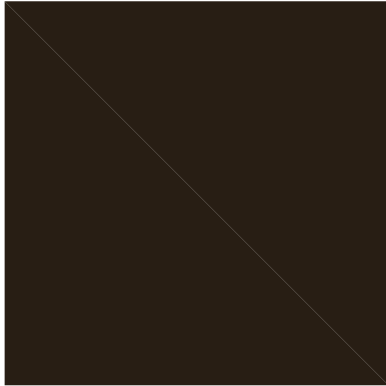
MB 2
DECEMBER 27, 2019

ARCHIPELAGO CENTER JUNEAU, ALASKA COLORS & MATERIALS

T I L A N D /
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SUITE 200
PORTLAND, OR 97239
(503) 220-8517
FAX (503) 220-8518

MISCELLANEOUS MATERIAL COLORS :



PERIMETER AWNINGS :
DARK BRONZE



DECKING :
NEUTECHWOOD
ULTRASHIELD NATURELE
VOYAGER SERIES I
'PERUVIAN TEAK'



RAILING :
NEUTECHWOOD
ULTRASHIELD
COMPOSITE RAILING
'PERUVIAN TEAK'



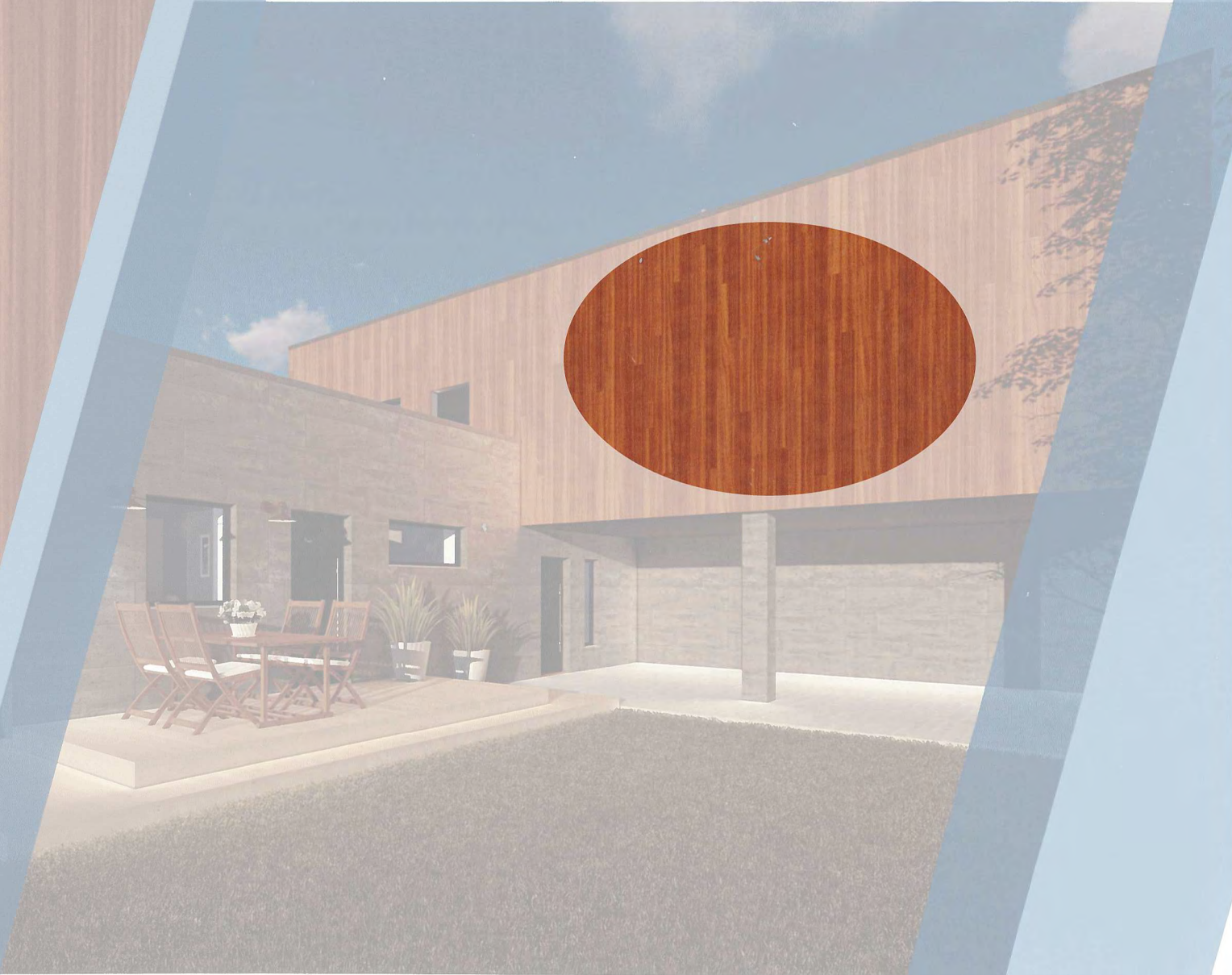
T&G WOOD : (PINE OR FIR)
LOW SHEEN, CLEAR STAIN /
SEALER

NOTE :
ALL MATERIALS AND FINISHES WILL
BE FINALIZED PRIOR TO
CONSTRUCTION TO CONFIRM
AVAILABILITY AND COLOR MATCH.

MB 3
DECEMBER 27, 2019

ALURA PANEL

Uncomplicated Design. Effortless Installation. Durability.



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ARCHITECTURAL METALS

Appendix A:

Application for a
Conditional use Permit
and City/State Project Review
for Downtown Waterfront Improvements
Archipelago Property
August 16, 2018

This document has been added by permission of Carl Uchytel, PE, Port Director, City and Borough of Juneau to further illustrate the symbiotic relationship that has been in place since the inception of these projects related to the Archipelago Properties. Each step of the way these parties, along with the design teams have worked countless hours side by side to establish both of these projects and look forward to continuing this close relationship throughout the course of construction and as the projects are ultimately completed and open to the public.



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

*Application for a
Conditional Use Permit*
and
City/State Project Review
for
Downtown Waterfront Improvements
Archipelago Property

PROJECT NARRATIVE

Submitted by:
Gary Gillette, Port Engineer
On Behalf of the Applicant
CBJ Docks and Harbors
Phone: 907-586-0398
Fax: 907-586-0295
gary.gillette@juneau.org

August 16, 2018

INTRODUCTION

The City and Borough of Juneau (CBJ) Docks and Harbors (D&H) proposes improvements to the downtown waterfront consistent with the recently completed *Marine Park to Taku Dock Urban Design Plan (UPD)*¹. The UPD is a long range plan that features several components that would be completed over time as funding allows. The specific plan component subject to this Conditional Use Permit (CUP) and City/State Project Review (CSP) is the development of primarily tidelands and a portion of uplands on a currently undeveloped parcel, commonly referred to as the Archipelago Property, adjacent to the Main Library and Parking Garage.

BACKGROUND

The development of the Archipelago Property is a cooperative effort of D&H and Archipelago Properties LLC (APLLC). The current ownership of the property consists of Lots 1 and 2 owned by APLLC and Lots 3 and 4 owned by CBJ and managed by D&H. The two parties are working cooperatively so that each portion of the development complements the other.

Each entity is independently developing their portion of the property. Reasoning for this approach is due to city charter restrictions on public procurement where consultant and construction services must be competitively obtained. PND Engineers was selected through a Request for Proposals (RFP) process and is now actively engaged as D&H's consultant. Construction of D&H's portion of the project will occur after a competitive bid process.

The two owners jointly met with CBJ Community Development Department in a Pre-Application Conference on December 6, 2017 (see Attachment A). Once it was determined that the project would not be jointly developed by the two parties D&H attended a second Pre-Application Conference held on June 27, 2018 (see Attachment B).

PROJECT SUMMARY

The overall development of the Archipelago Property will result in new commercial/retail facilities built by the private entity (APLLC) and new visitor industry support facilities built the public entity (D&H) (see Attachment C). The subject of this document is the public portion of the project which features a transportation staging area; pedestrian circulation; covered shelter with restrooms; and open space (see Attachment D).

Construction of a concrete retaining wall would occur at about 20' elevation and coincides generally with the new proposed property line except for the area at the entrance to the transportation staging area. The decking at the transportation staging area would be of structural concrete topped with asphalt. The primary reason for this construction type is to be able to control run-off and filter any hydrocarbons out of the run-off prior to depositing into the water body. The transportation staging area would be sloped to catch basins with oil/water separators to meet clean water standards.

¹

<http://www.juneau.org/harbors/documents/MarineParktoTakuDockUrbanDesignPlanwithAppendixFINALFeb26.pdf>

The balance of the decking would be wood timbers as typically seen on the docks and the Seawalk. These areas are for pedestrian circulation and open space. The covered shelter would be built on a concrete pad that in turn sits on a steel and wood deck structure. The shelter structure would provide a covered area for summer visitors awaiting departures to outlying venues. The building would also feature public restrooms.

DEVELOPMENT SEQUENCE

The two owners of the property are cooperating and coordinating the development of the overall project for maximum efficiency and economy. The first component of the project to be constructed would be the concrete retaining wall which generally separates the two developments. The pile supported deck area will be constructed from the uplands portion to provide staging for equipment and materials. Once the deck portion of the property is completed the commercial buildings would be constructed. The intent is to begin construction of the D&H project in the fall/winter of 2018. Once that is complete APLLC will begin construction of the buildings with intent to complete by spring of 2021.

CURRENT USE OF PROPERTY

The subject property historically featured the Juneau Cold Storage Building which burned in the 1980's. The property has changed hands a couple times since the loss of the cold storage. APLLC purchased the property in December 1998.

In December 2011, CBJ purchased a 5 foot wide by 300 foot long strip of the Archipelago Property along South Franklin Street in order to widen the sidewalk in this heavily used corridor. The overall property featured a 25 foot wide floating public access easement from South Franklin Street to the dock. In August 2013, the city purchased the 25 foot wide floating easement plus an additional 25 feet to provide a 50 foot wide pedestrian link and service access to potential development of the adjacent parcels. In September 2013, the city purchased Lot 3. At the time this parcel was identified for public restrooms and an enhanced USS Juneau Memorial. The recent UPD moved these features to another location near the Visitor's Center to accommodate the transportation staging area.

The Archipelago Property has been primarily vacant since APLLC purchased it but in recent years has been leased to private parties for temporary seasonal food and retail uses.

PROPOSED USE OF PROPERTY

As mentioned above, the two owners of the Archipelago Property plan to independently develop their portions of the property. APLLC will generally develop the uplands portion of the property for commercial/retail uses while D&H will develop primarily tidelands portion for uses serving the needs for visitors arriving by cruise ships. The property lines will be adjusted resulting in a purchase and sales agreement between CBJ and APLLC. The purchase and sale of the property will be reviewed by the Planning Commission in a separate application.

The D&H portion of the property that is subject of this CUP and CSP will be developed for transportation staging of twelve vehicles serving the cruise ships that tie up at the adjacent floating

berths; pedestrian circulation linking South Franklin Street to the dock; open space; and a covered shelter with restrooms.

PERMITTING

The proposed project requires a number of permits and reviews prior to construction. These permits include an Army Corps of Engineers (ACOE) permit; an Alaska Department of Environmental Conservation (ADEC) clean water certificate; a City and Borough of Juneau (CBJ) Conditional Use Permit and City/State Project Review; Alaska Department of Transportation/Public Facilities (ADOT/PF) driveway and utility connection permits; and a CBJ Building Permit.

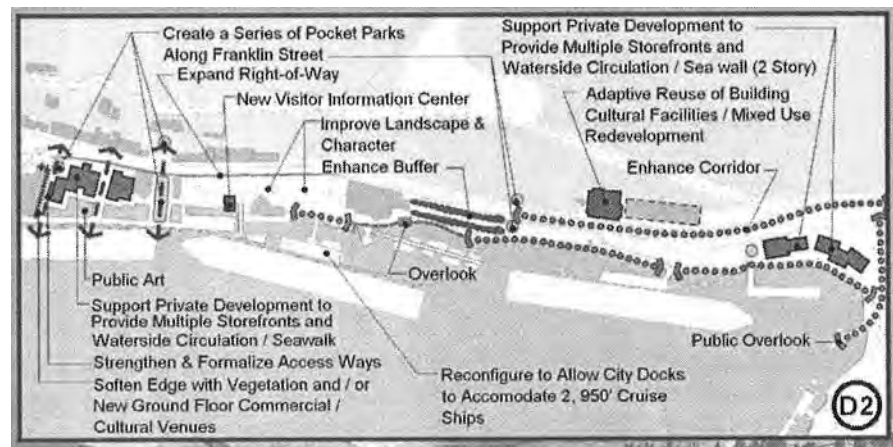
The ACOE permit is required for construction of a pile supported deck and a concrete retaining wall that separates the uplands from the tidelands. A very small amount of fill of large armor rock will be placed seaward of the retaining wall. Concurrently with the ACOE permitting process, ADEC will review the project for potential impacts to water quality in the area of the projected in-water work. D&H has been working with ADOT to prepare the applications for driveway and utility permits that would access or be located within the ADOT Franklin Street right-of-way.

The Planning Commission would review and approve the proposed project under the CU and CSP process which is the subject of this document. A local building permit would be sought once final design is completed and prior to construction of the facility.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed development of the Archipelago Property is in general compliance with Policy 5.6 of the current Comprehensive Plan² (updated 2013). The public open space, transportation staging, pedestrian circulation; public restrooms; and covered shelter are necessary upland elements associated with the newly constructed cruise ship berths. The new berths accommodate larger ships with greater capacity thus the need for upland facilities to provide safe and efficient transfer of people from the ship to the community and the transportation network that connects various tourist related venues in other parts of Juneau.

In 2004 Ordinance 2004-40 amended the Comprehensive Plan by adopting the Long Range Waterfront Plan (LRWP). The LRWP divided the downtown waterfront from the Douglas Bridge to the Little Rock Dump into areas, each with specific



² POLICY 5.6. To Encourage Tourism, Convention and Other Visitor-related Activities Through The Development of Appropriate Facilities and Services, While Protecting Juneau's Natural, Cultural and Economic Attractions for Local Residents and Visitors Alike, and to Participate in the Accommodation of the Future Growth of Tourism in a Manner that Addresses Both Community and Industry Concerns.

recommendations for future development that ultimately would create a vibrant waterfront. The new cruise ship berths and adjacent uplands, including the Archipelago Property, are contained in Area D of the LRWP. The LRWP identified two options for development in this area with the difference being that Option D2 called for the city owned cruise ship docks to be modified to accommodate larger ships which is now complete.

The proposed development of the Archipelago Property is generally consistent with the intent of the LRWP Option D2. The private developer plans to provide multiple storefronts on the uplands portion of the property whereas D&H plans to provide improved pedestrian and vehicular circulation as well as organized open space. The private and public development will provide significant improvements for access from South Franklin Street to the Seawalk and vice versa.

COMPLIANCE WITH THE LAND USE CODE

Zoning – The Archipelago Property is within the Waterfront Commercial (WC) zoning district. The proposed uses by D&H include transportation staging in support of the adjacent cruise ship berths, public open space, pedestrian circulation, public restrooms, and a covered shelter. These facilities primarily support the recently constructed cruise ship berths but also would provide opportunities for off season use by the community. The planned activities are consistent with the WC zoning district as they are in support of the water dependent cruise ship mooring facility.

Setbacks – The WC zoning district requires ten foot setbacks on all sides except that yard setbacks are not required from tidewater lot lines. The proposed covered shelter meets the setback requirements.

Vehicular Access - The proposed project features a transportation staging area to accommodate transport vehicles related to the visitor industry. Access to the staging area is via a driveway from South Franklin Street. During the development of the UDP, the Alaska Department of Transportation (ADOT) was presented four options being considered for development of the transportation staging area. The option now being presented was by far the preferred option by ADOT for ingress/egress to the transportation staging facility. The driveway into the transportation staging area requires a permit from ADOT. D&H and its consultant, PND Engineers, are working with ADOT to obtain the required driveway permit.

Snow Removal and Storage – The primary purpose of the proposed development is to serve seasonal operations related to the visitor industry. As with other similar facilities managed by D&H, if snow removal is determined necessary for special occasions it would be removed from the site with loaders and trucked to the Little Rock Dump which is a facility managed by D&H.

Parking – The transportation staging area will be developed to serve the shore side transport operations serving the visitor industry. The city code has no requirement for parking spaces relative to cruise ship berths or the passengers disembarking from the ships. Twelve spaces are provided with a short term loading space. The number of spaces provided is based on consulting with the shore-side transportation operators. This transportation staging area would serve transportation vehicles of twenty-five feet or less. The transportation operators have indicated a need for more transportation staging area to accommodate the greater numbers of passengers arriving at the Alaska Steamship Wharf.

Vegetative Cover – The city code requires 10% vegetative cover for the subject project. Given that the portion of the property being developed by D&H is primarily on decking over water the vegetative cover would be contained in planters created within the overall design of the project (see Attachment E). The area of the D&H project is approximately 41,700 square feet thus 4,170 square feet are required for vegetative cover. The conceptual landscaping plan as shown on the submitted drawing features approximately 4,260 square feet in a variety of locations throughout the site.

Lighting – The lighting plan has not been developed at this time but would be limited to minimal needed to provide safe and secure conditions throughout the site of the development. D&H typically uses full cut-off lighting fixtures to reduce glare and off-site projection. Low height light standards in the 12' to 15' range would be used to avoid excessive light projection. Exterior lighting on the covered shelter would be kept to a minimum and would include full cut-off fixtures.

Landslide and Avalanche Areas – The Archipelago Property is located in an area which is identified in Title 49 as a moderate hazard zone. This code designation was based on the 1972 report *Geophysical Hazards Investigation for the City and Borough of Juneau, Alaska*.

City code Title 49.70.300(a)(4) provides that a developer may seek relocation of the landslide and avalanche boundaries by the CBJ Community Development Department. D&H has contracted with PND Engineers to evaluate the hazard risk to the Archipelago Property. The PND report along with other pertinent information has been submitted to the CDD Director for consideration. The CDD Director issued a Notice of Decision to amend the hazard map thus removing the Archipelago Property from the Moderate Hazard area (see Attachment F).

Flood Zone Development – The D&H project is located in a FEMA designated flood zone as shown on the map below. The flood designation for the site is VE with a flood elevation of 25 feet. The proposed project is a steel pile supported structure with wooden and concrete decking.



The covered shelter/restrooms building would be constructed atop a pile supported deck with a finished floor elevation of approximately 28 feet thus above the flood elevation for the site. The pile structure would be designed and built to withstand flood level wave action forces. The covered shelter/restrooms building would be constructed beyond the line of mean high water as designated by the flood zone criteria.

A Flood Zone Exception request, for development seaward of the mean high water line, is being submitted under a separate application to CDD for Planning Commission consideration.

Covered Shelter/Restrooms Building Plan – The covered shelter/restrooms building is planned as an open air space for folks to get out of the rainy weather while awaiting transportation to outlying venues. The footprint of the building would be approximately 3,300 square feet (see Attachment G). The building would be a single story plan with approximately 2500 square feet of open area and 800

square feet of restrooms. The walls would be punctuated with large glass hinged or folding doors. The doors would generally be open for easy access but could be closed for security or inclement weather conditions. The general architectural character of the building would reflect a maritime theme.

ATTACHMENTS

- A. Pre-Application Notes of December 6, 2017
- B. Pre-Application Notes of June 27, 2018
- C. Overall Archipelago Site Plan
- D. Site Plan of Docks and Harbors Project
- E. Landscape Plan
- F. Hazard Map Amendment Notice of Decision
- G. Covered Shelter/Restrooms Building Plan

*City and Borough of Juneau - Docks and Harbors
Downtown Waterfront Improvements – Archipelago Property*

August 16, 2018

ATTACHMENT A: Pre-Application Notes of December 6, 2017



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: November 15, 2018
Case No.: USE2018 0015

CBJ Docks & Harbors
155 S. Seward Street
Juneau, AK 99801

Proposal: A Conditional Use Permit and City Project Review for downtown waterfront improvements

Property Address: 356 and 388 S. Franklin Street

Legal Description: Archipelago Lots 1, 2, 3, and 4

Parcel Code No.: 1C070K83003-6; -7; -8; -9

Hearing Date: November 13, 2018

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated October 31, 2018, and approved the Conditional Use Permit and City Project Review for downtown waterfront improvements to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Plans submitted with the building permit application must show that the proposed structure conforms with the required setbacks per CBJ 49.25.400 Table of Dimensional Standards, unless a variance is approved.
2. Prior to issuance of a building permit, the applicant shall submit a landscaping plan illustrating the location and type of vegetation proposed for the development to ensure conformance with vegetative cover requirements per CBJ 49.50.300.
3. The landscaped areas shown on the plans submitted shall be maintained with live vegetative cover.
4. 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. All exterior lighting fixtures shall be of a "full cutoff" design, and exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the

CBJ Docks & Harbors
Case No.: USE2018 0015
November 15, 2018
Page 2 of 2

Community Development Department, according to the requirements at CBJ 49.40.230(d).

5. Exterior lighting shall not be used in a manner that produces glare on public highways or neighboring property.
6. Construction of the shelter with restrooms is contingent on approval of FZE2018 0001, a flood zone exception to allow construction of a habitable structure seaward of the mean high tide line.

Attachments: October 31, 2018, memorandum from Teri Camery, Community Development, to the CBJ Planning Commission regarding USE2018 0015.

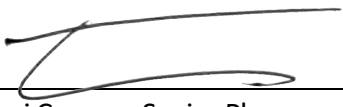
This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

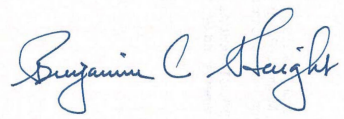
This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ 01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ 01.50.030 (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).

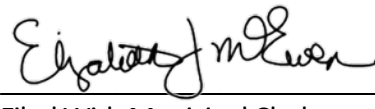
Effective Date: The permit is effective upon approval by the Commission, November 13, 2018.

Expiration Date: The permit will expire 18 months after the effective date, or May 13, 2020, 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:


Teri Camery, Senior Planner
Community Development Department

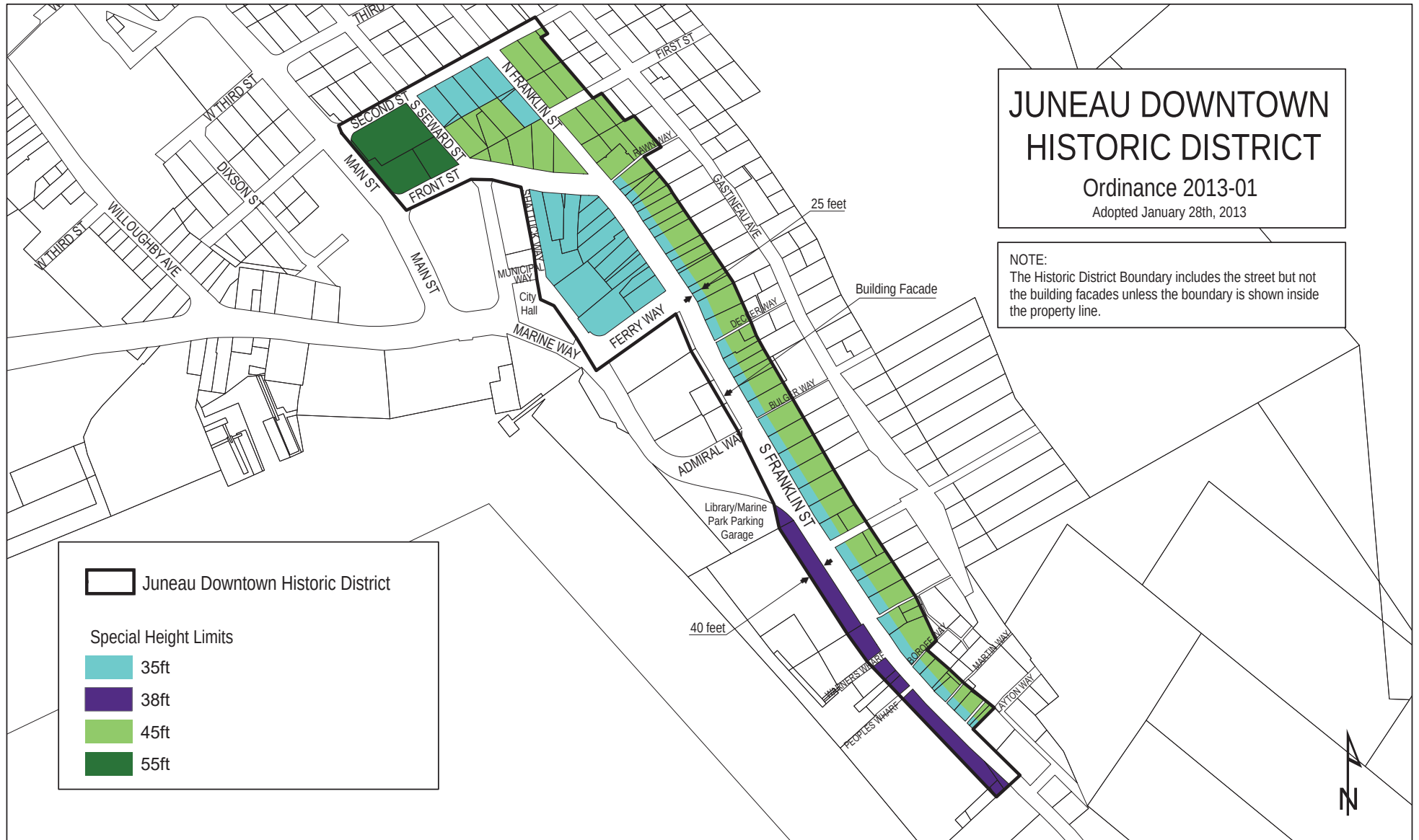

Benjamin Haight, Chair
Planning Commission


Filed With Municipal Clerk

November 19, 2018
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.



Project Source: F:\gis_work\Quinn\Projects\CDD\historic boundary adjustment.mxd



(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: Capital City Fire Rescue
STAFF PERSON/TITLE: Daniel Jager, Fire Marshal
DATE: 10-14-2019
APPLICANT:
TYPE OF APPLICATION:
PROJECT DESCRIPTION:

LEGAL DESCRIPTION:
PARCEL NUMBER(S):
PHYSICAL ADDRESS:
SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

Due to the size and square footage of the buildings, there will be requirements for both fire alarm system and sprinkler systems to be installed. We will wait to review those when appropriate.



(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: PW/Eng Street Maintenance
STAFF PERSON/TITLE: Ed Foster, PW Operations Superintendent
DATE: 10/15/2019
APPLICANT: Tiland/Schmit Architects, P.C.
TYPE OF APPLICATION: Development Permit

PROJECT DESCRIPTION:

A combination of two, 2 story mixed use buildings with a central connecting canopy. Buildings will be used for a possible mix of retail, art gallery, restaurants, brewery/distillery & office.

LEGAL DESCRIPTION: Lot 1A, Archipelago Subdivision
PARCEL NUMBER(S): Plat #2019-19 1C070K830022
PHYSICAL ADDRESS: 356 S Franklin St.

SPECIFIC QUESTIONS FROM PLANNER:

Comments?

AGENCY COMMENTS:

Concerns with Storm Drainage and set backs have been addressed and documented during the Pre-Application Conference.

Note:

Traffic circulation for parking area is indicated in a backwards movement. Traffic exiting should be on the opposite side of driveway as shown.

Incorporate LED canopy lighting in canopies adjacent to Franklin St frontage sidewalks, as established standard for Franklin St. store fronts.



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

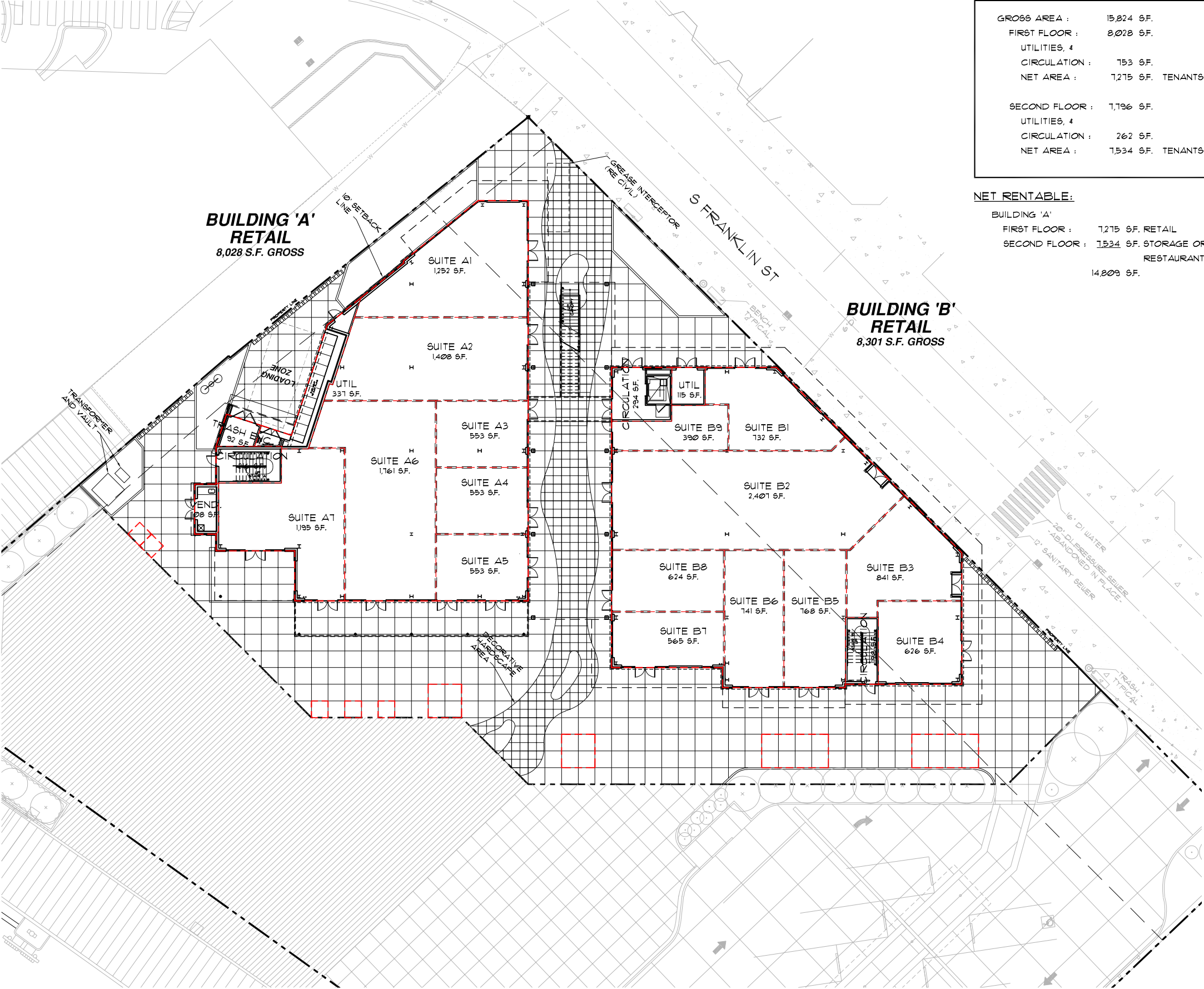
COMMUNITY DEVELOPMENT DEPARTMENT - REQUEST FOR AGENCY COMMENT

DEPARTMENT: Engineering & Public Works
STAFF PERSON/TITLE: Autumn Sapp / Engineering & Public Works Business Manager
DATE: 10/15/2019
APPLICANT:
TYPE OF APPLICATION:
PROJECT DESCRIPTION:
USE20190021

LEGAL DESCRIPTION:
PARCEL NUMBER(S):
PHYSICAL ADDRESS:
SPECIFIC QUESTIONS FROM PLANNER:

AGENCY COMMENTS:

Engineering & Public Works has no concerns with the Use case as presented. All items of concern have be outlined in the preapp report under Engineering and will be managed through the building permits.



BUILDING 'A'
RETAIL
8,028 S.F. GROSS

BUILDING 'B'
RETAIL
8,301 S.F. GROSS

BUILDING 'A'	
GROSS AREA :	15,824 S.F.
FIRST FLOOR :	8,028 S.F.
UTILITIES, 4	
CIRCULATION :	753 S.F.
NET AREA :	7,275 S.F. TENANTS
SECOND FLOOR :	7,796 S.F.
UTILITIES, 4	
CIRCULATION :	262 S.F.
NET AREA :	7,534 S.F. TENANTS

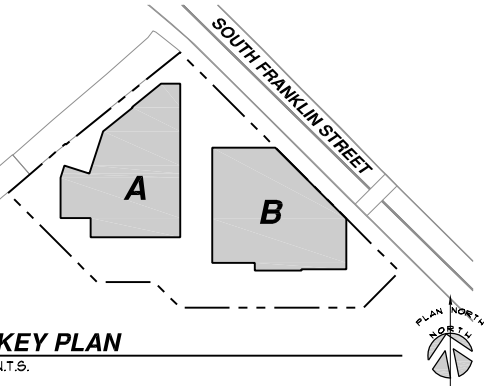
BUILDING 'B'	
GROSS AREA :	16,603 S.F.
FIRST FLOOR :	8,301 S.F.
UTILITIES, 4	
CIRCULATION :	607 S.F.
NET AREA :	7,694 S.F. TENANTS
SECOND FLOOR :	8,302 S.F.
UTILITIES, 4	
CIRCULATION :	633 S.F.
NET AREA :	7,669 S.F. TENANTS

NET RENTABLE:	
BUILDING 'A'	
FIRST FLOOR :	7,275 S.F. RETAIL
SECOND FLOOR :	7,534 S.F. STORAGE OR RESTAURANT
	14,809 S.F.

BUILDING 'B'	
FIRST FLOOR :	7,694 S.F. RETAIL
SECOND FLOOR :	7,669 S.F. OFFICE
	15,363 S.F.
PARKING (SECTION 49.40.201)	
RETAIL :	1/300 S.F.
STORAGE :	1/1,000 S.F.
OFFICE :	1/300 S.F.
RESTAURANT :	1/200 S.F.

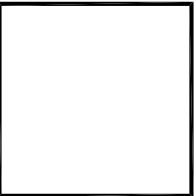
ANALYSIS BY POSSIBLE USE	
BUILDING 'A' - OPTION 'A'	
RETAIL @ FIRST FLOOR	
STORAGE @ SECOND FLOOR	
BUILDING 'A' - OPTION 'B'	
RETAIL @ FIRST FLOOR	
RESTAURANT @ SECOND FLOOR	
BUILDING 'B'	
RETAIL @ FIRST FLOOR	
OFFICE @ SECOND FLOOR	
BUILDING 'A'	
OPTION 'A'	
RETAIL & STORAGE :	32 STALLS
OPTION 'B'	
RETAIL & RESTAURANT :	62 STALLS
BUILDING 'B'	
OPTIONS 'A' & 'B'	
RETAIL & OFFICE :	52 STALLS
TOTAL :	
OPTION 'A' BOTH BUILDINGS :	85 STALLS
OPTION 'B' BOTH BUILDINGS :	114 STALLS

PARKING DISTRICT REDUCTIONS :	
PD-1 REDUCTION OF 60%	
PD-2 REDUCTION OF 30%	
OPTION 'A'	
WITH 60% REDUCTION	= 34 STALLS
WITH 30% REDUCTION	= 60 STALLS
OPTION 'B'	
WITH 60% REDUCTION	= 46 STALLS
WITH 30% REDUCTION	= 80 STALLS



BUILDINGS 'A' & 'B'
FIRST FLOOR LEASING PLANS
1
SCALE: 1/16" = 1'-0"
16,329 S.F. GROSS

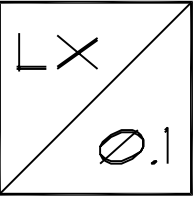
Attachment 25 - Leasing Plans



TILAND / SCHMIDT
ARCHITECTS, PC
3611 S.W. HOOD ST.
SUITE 200
PORTLAND, OR 97239
(503) 220-8917
FAX (503) 220-8918

ARCHIPELAGO CENTER
BUILDING SHELL
S FRANKLIN ST
JUNEAU, ALASKA 99801

PROJECT NO.	
17159	
DATE :	
01/15/2020	
DRAWN BY :	
MES	
CHECKED BY :	
RMS	
REVISIONS	
17159 LX11 - Leasing Plans - 54	
- Exhibit For Parking	



Downtown Historic District Design Standards & Guidelines Juneau, Alaska



Adopted as Regulation, October 12, 2009
(Effective October 21, 2009)

Chapter 4

Design Guidelines for Historic Building Materials

Building materials strongly reflect the character and age of a building. The preservation and maintenance of original building materials on a historic property is important. The following preservation guidelines apply to specific materials on historic properties.

See NPS Preservation Brief 16: The Use of Suitable Materials on Historic Building Exteriors, for further information.

Wood Siding

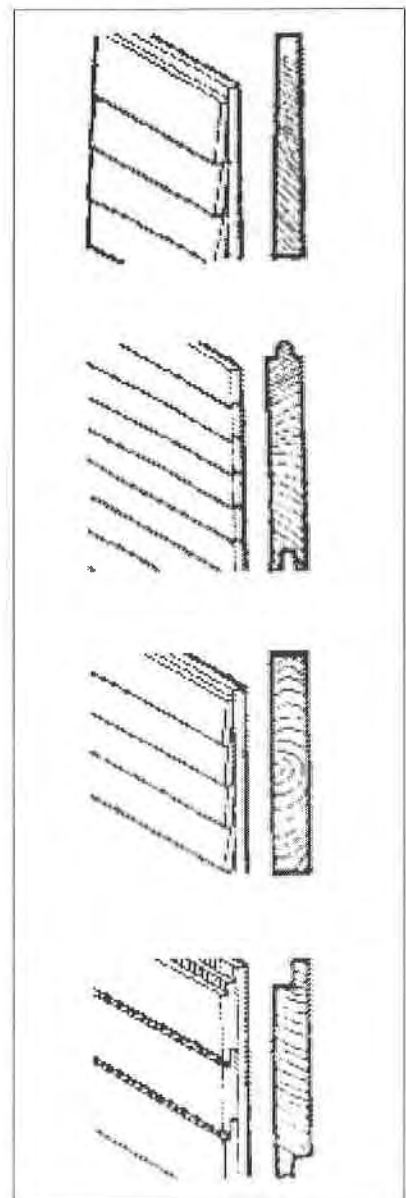
Wood is a material used historically for exterior siding, trim and ornamental details. When properly maintained, wood will survive for centuries. To preserve wood, maintain its painted finish. Most wooden structures in Juneau's Downtown are painted. Lap siding is most prevalent on wooden buildings, but other wood sidings have been used. These construction methods should be preserved in a manner that conveys their historic character. The following guidelines apply to wooden features on historic buildings.

4.1 Preserve original wood siding.

- Avoid removing siding that is in good condition or that can be repaired in place.
- Remove only siding which is deteriorated and beyond repair.
- If portions of wood siding must be replaced, be sure to match the style and lap dimensions of the original.



The Madsen's Rooming House (1899, 369 S. Franklin Street) is a contributing structure. The storefront material is a later alteration that detracts. A more appropriate material should match the historic profile and be painted.



Appropriate types of wood lap siding.



Repair wood features by patching or piecing-in new wood elements that match the original.



One or two paint colors are generally used as accents over one background color which unifies the typical painting scheme of historic buildings in Downtown Juneau.

See NPS Preservation Brief 10: Exterior Paint Problems on Historic Woodwork, for further information.

- 4.2 Protect wood features from deterioration.
 - Provide proper drainage and ventilation to minimize decay.
 - Maintain protective coatings to decrease damage from moisture. If the building was painted historically, it shall remain painted, including all trim.
- 4.3 Repair wood features by patching, piecing-in, consolidating or otherwise reinforcing the wood.
 - Avoid the removal of damaged wood that can be repaired.
- 4.4 Use approved technical procedures to preserve, clean, or repair historic materials and finishes.
 - Abrasive methods, such as sandblasting, are inappropriate.
 - A firm experienced in the cleaning of historic buildings should be hired to advise on the best, lowest impact method of cleaning.
- 4.5 Original wood building materials shall not be covered.
 - If a property already has a non-historic building material covering the original, it is inappropriate to add another layer of new material, which would further obscure the original. These materials shall be removed where feasible and when it will not cause damage to the historic material underneath.

Paint

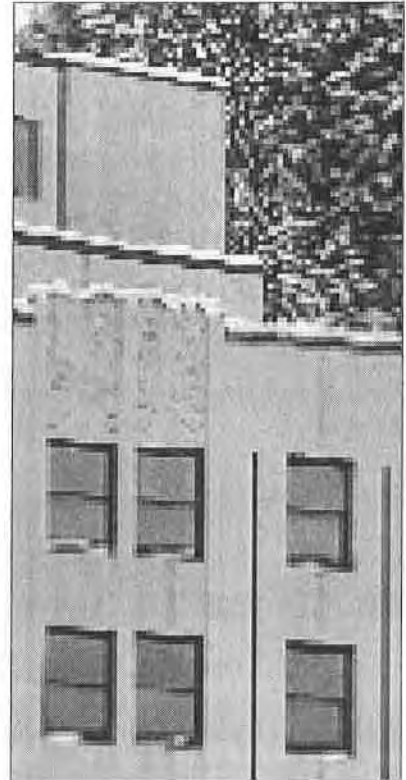
Buildings that were clad with lap siding were usually painted to protect the wood. Several concrete structures have been painted as well. When performing regular painting maintenance, applying traditional color schemes is appropriate. The following guidelines apply to paint on historic buildings.

- 4.6 Always prepare a good substrate for painting.
 - Prior to painting, remove damaged or deteriorated paint only to the next intact layer, using the gentlest method possible.
- 4.7 Use compatible paints and only remove underlying paint layers where necessary.
 - Some latex paints will not bond well to earlier oil-based paints without a primer coat.
 - Note that an early paint layer may be lead-based, in which case, special procedures are required for its treatment.
- 4.8 Using the historic color scheme is appropriate. If the historic scheme is not known, then an interpretation of schemes on similar historic buildings is appropriate.
 - A single color scheme shall be used for the entire exterior so upper and lower floors and subordinate masses of a building are seen as components of a single structure.
 - Generally, one muted color is used as a background, which unifies the composition.
 - One or two other colors are usually used for accent, to highlight details and trim.

Concrete and Masonry

Masonry refers to construction using stone, brick, concrete, tile and similar materials. Several buildings in Downtown Juneau are constructed of concrete, and a few individual historic properties outside of the district have masonry features. The following preservation guidelines apply to concrete surfaces and other masonry features on historic properties.

- 4.9 Preserve concrete and masonry features that define the overall historic character of a building.
 - Examples are walls, cornices, pediments, steps, chimneys and foundations.
 - Avoid rebuilding a major portion of an exterior concrete wall that could be repaired.
- 4.10 Preserve the original mortar joint and masonry unit size, the tooling and bonding patterns, and the coatings and color of historic masonry.
 - Original mortar, in good condition, shall be preserved in place.
- 4.11 Masonry that was not painted historically shall not be painted.
 - Brick masonry naturally has a water-protective layer, or patina, to protect it from the elements. Painting masonry walls can seal in moisture already in the masonry, not allowing it to breathe and causing extensive damage over time.
- 4.12 Protect concrete structures from water deterioration.
 - Provide proper drainage so that water does not stand on flat, horizontal surfaces or accumulate in decorative features.
 - Provide positive drainage away from concrete foundation to minimize rising moisture.
- 4.13 Clean concrete and masonry with the gentlest methods possible.
 - Test cleaning procedures in sample patches first.
 - Low pressure water and detergent cleaning, using bristle brushes, is appropriate.
- 4.14 Abrasive cleaning methods, such as sand blasting, will not be allowed.
 - They may remove the water-protective outer layer of the material and thereby accelerate deterioration.

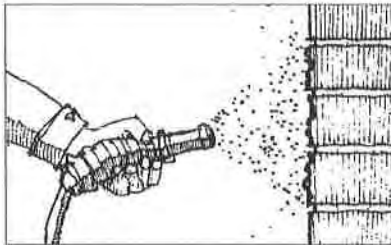


Concrete and masonry features shall be preserved.

See NPS Preservation Brief 15: Preservation of Historic Concrete: Problems and General Approaches, for further information.



Metal accent features in Downtown Juneau.



Use approved technical procedures for cleaning, refinishing and repairing historic materials. Harsh cleaning methods, such as sandblasting, can damage the historic materials and change their appearance.

• • • • • See NPS Preservation Brief 6: Dangers of Abrasive Cleaning to Historic Buildings for further information. • • • • •

Metals

Metals were used for a variety of applications including columns, roofing, canopies and decorative features. Historically developments closer to the waterfront used more metal. Metal applications shall be maintained where they exist. The following guidelines apply to metal features on historic properties.

- 4.15 Preserve architectural metal features that contribute to the overall historic character of the building.
 - Provide proper drainage on metal surfaces to minimize water retention.
 - Maintain protective coatings, such as paint, on exposed metals.
- 4.16 Repair metal features by patching, splicing or otherwise reinforcing the original metal whenever possible.
 - New metal shall be compatible with the original.
- 4.17 Use the gentlest cleaning method possible when removing deteriorated paint or rust from metal surfaces.
 - Harsh, abrasive cleaning methods shall be avoided.

Cleaning Materials and Methods

Some cleaning materials can do more harm than good. Many cleaners can be harsh and abrasive, often damaging historic buildings materials. When maintaining historic buildings, cleaning materials and methods which do not harm the original building materials shall be used. The following guidelines apply to cleaning materials and methods used on historic buildings.

- 4.18 Use the gentlest cleaning method possible to achieve the desired result.
 - Abrasive methods such as sandblasting are inappropriate.
 - Most traditional cleaning methods can be harmful. A firm experienced in the cleaning of historic buildings should be hired to advise on the best, lowest impact method of cleaning.
- 4.19 Use caution when repairing or removing original building materials.
 - Many historic finish materials may contain harmful substances such as asbestos and lead. Use appropriate methods to handle these materials.
- 4.20 Consult The Secretary of the Interior's Standards for the Rehabilitation of Historic Building and Standards for the Treatment of Historic Properties for illustrated guidelines and further information on appropriate cleaning methods.

Chapter 5

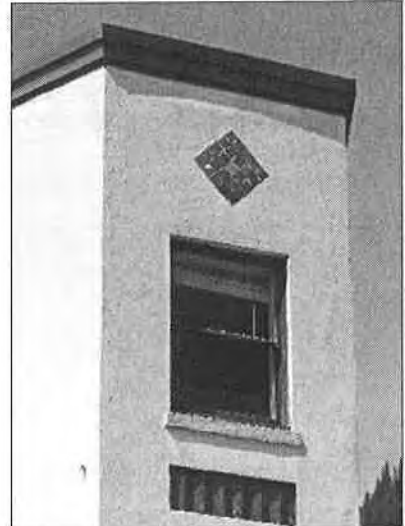
Design Guidelines for Historic Building Elements

Individual building elements, including windows, doors, and cornices, can strongly affect the character of a building and the preservation and maintenance of the original elements is important. The following preservation guidelines apply to specific elements on historic properties.

Windows

The character-defining features of a historic window and its distinct materials and placement shall be preserved. In addition, a new window shall be in character with the historic building. This is especially important on primary facades and at street level. More flexibility is appropriate on non-streetfront walls and rear walls.

- 5.1 Preserve the functional and decorative features of a historic window.
 - Features important to the character of a window include its frame, sash, muntins, mullions, glazing, sills, heads, jambs, moldings, operation and groupings of windows. Repair frames and sashes rather than replacing them, whenever conditions permit.
- 5.2 Preserve the position, number and arrangement of historic windows in a building wall.
 - Enclosing a historic window opening in a key character-defining facade is inappropriate, as is adding a new window opening. This is especially important on primary facades where the historic ratio of solid-to-void is a character-defining feature.
 - Greater flexibility in installing new windows may be considered on rear walls.
- 5.3 Preserve the size and proportion of a historic window opening.
 - Reducing an original opening to accommodate a smaller window or increasing it to receive a larger window is inappropriate.
- 5.4 Preserve the historic ratio of window openings to solid wall on a primary facade.
 - Significantly increasing the amount of glass on a character-defining facade will negatively affect the integrity of the structure.
 - Some flexibility in window ratio is appropriate for upper levels.

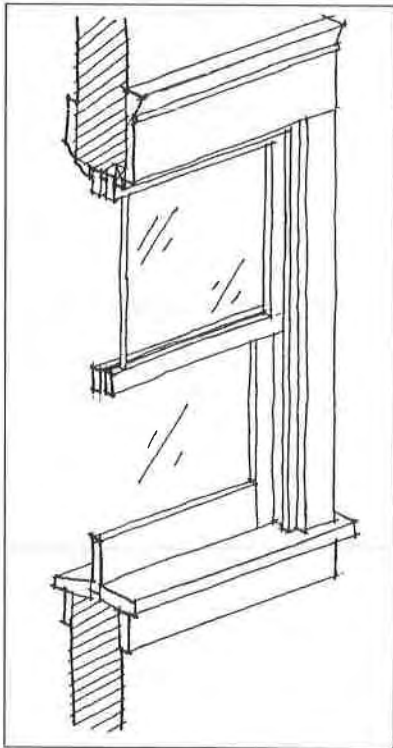


Protect and maintain the stylistic features and proportions of a historic window opening.

• See NPS Preservation Brief 9: The Repair of Historic Wooden Windows, for further information.



The appearance of window components should match those of the original in dimension, profile and finish.



Match, as closely as possible, the profile of the sash and its components to that of the original window.

- 5.5 Match a replacement window to the original in its design.
 - If the original is double-hung, then the replacement window shall also be double-hung, or at a minimum, appear to be so. Match the replacement also in the number and position of glass panes.
 - Matching the original design is particularly important on key character-defining facades.
- 5.6 In a replacement window, use materials that appear similar to the original.
 - Using the same material as the original is preferred, especially on key character-defining facades. However, a substitute material may be considered on secondary facades if the appearance of the window components will match those of the original in dimension, profile and finish.
 - Vinyl or aluminum clad windows may be considered on upper floors only if the original type of material is unavailable. The replacement must match the original's dimensions, detail and composition.
- 5.7 Match, as closely as possible, the profile of the sash and its components to that of the original window.
 - A historic wood window may have a complex profile. Within the window's casing, the sash steps back to the plane of the glazing (glass) in several increments. These increments, which individually only measure in eighths or quarters of inches, are important details. They distinguish the actual window from the surrounding plane of the wall.
- 5.8 Use a storm window to enhance energy conservation rather than replace a historic window.
 - Install a storm window on the interior, when feasible. This will allow the character of the original window to be seen from the public way.
 - If a storm window is to be installed on the exterior, match the sash design of the original windows. A metal storm window may be appropriate if the frame matches the proportions and profiles of the original window. It shall fit tightly within the window opening without the need for sub-frames or panning around the perimeter. Match the color of the storm window sash with the color of the window frame; do not use an anodized or a milled (a silvery metallic) finish. Finally, set the sash of the storm window back from the plane of the wall surface as far as possible.
 - Energy conservation can also be addressed by regular maintenance of historic windows to be sure heat loss is minimized.

Doors

The character-defining features of a historic door and its distinct materials and placement shall be preserved. In addition, a new door should be in character with the historic building. This is especially important on primary facades.

- 5.9 Preserve the decorative and functional features of a primary entrance.
 - Maintain features important to the character of a historic doorway. These may include the door, frame, screen door, threshold, glass panes, paneling, hardware, detailing, transoms and flanking sidelights.
 - Avoid changing the position and function of original front doors and primary entrances.
- 5.10 Maintain the original proportions of a significant door.
 - Altering its size and shape is inappropriate.
- 5.11 When a historic door is damaged, repair it and maintain its general historic appearance.
 - If it is beyond repair, replacement may be considered.
- 5.12 When replacing a door, use materials that appear similar to that of the original.
 - If the original was wood, then that is preferred for a replacement.
 - A metal door, may be used as a replacement if it is similar in character and finish.
- 5.13 When replacing a door, use a design that has an appearance similar to the original door, or a door associated with the style of the building.
 - Installing a very ornate door is discouraged, unless photographic evidence can support its use.
- 5.14 If energy conservation and heat loss are a concern, consider using a storm door instead of replacing a historic entry door.
 - Generally, wood storm doors are most appropriate.
 - A metal storm door may be appropriate if it is simple in design and if the frame is painted so that raw metal is not visible.
 - Energy conservation can also be addressed by regular maintenance of historic doors to be sure heat loss is not occurring.



Examples of appropriate doors

See NPS Preservation Brief 11:
Rehabilitating Historic Storefronts,
for further information.

Commercial Storefronts

Many storefronts in Juneau have components seen traditionally on commercial buildings. The repetition of these standard elements creates a visual unity at the street that shall be preserved.



Character-defining elements of storefronts, including transoms, should be preserved and restored.

5.15 A commercial storefront shall not be altered, obscured, or removed during a rehabilitation project, as storefronts help maintain street level interest for pedestrians by providing views to goods and activities inside first floor windows. The following commercial storefront character-defining elements shall be preserved:

- Display windows: The main portion of glass on the storefront, where goods and services are displayed.
- Transom: The upper portion of the display window, separated by a frame.
- Kickplate: Found beneath the display window. Sometimes called bulk-head panel.
- Entry: Usually set back from the sidewalk in a protected recess.
- Upper-story windows: Windows located above the street level. These usually have a vertical orientation.
- Cornice molding: A decorative band at the top of the building.

5.16 If a storefront has been altered, restoring it to the original design is preferred.

- If evidence of the original design is missing, use a simplified interpretation of similar storefronts.
- Historic photographs of Juneau and its downtown buildings are available and shall be used when determining the original character of a storefront design.
- If the alteration has acquired historic significance in its own right it shall be maintained rather than altered further or restored to an earlier period of significance.

5.17 Alternative designs that are interpretations of traditional storefronts may be considered where the historic facade is missing and no evidence of it exists.

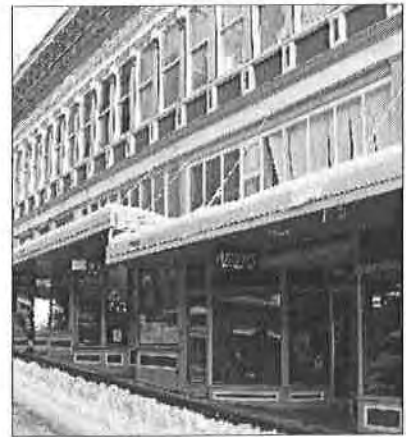
- Where the original is missing and no evidence of its character exists, a new design that uses the traditional elements may be considered.
- However, the new design shall continue to convey the character of typical storefronts, including the transparent character of the display window.
- Greater flexibility in treatment of rear facades is appropriate. However, care shall be taken to preserve storefronts on those buildings which have traditional commercial storefronts on more than one facade, such as a corner building.
- The kickplate, located below the display window, adds interesting detail to the streetscape and shall be preserved.
- If the original kickplate is covered with another material, consider exposing the original design.

5.18 If the original kickplate is missing, develop a sympathetic replacement design.

- Wood is an appropriate material for replacements on most styles. However, ceramic tile and masonry may also be considered when appropriately used with the building style.

5.19 Retain the original shape of the transom glass in historic storefronts.

- Transoms, the upper glass band of traditional storefronts, introduce light into the depths of the building. These bands shall not be removed or enclosed.
- The shape of the transom is important to the proportion of the storefront, and it should be preserved in its historic configuration.
- If the original glass is missing, installing new glass is preferred. However, if the transom must be blocked out, be certain to retain the original proportions.



Preserve the historic character of a storefront when it is intact.



The transoms on the building above have been covered. Although they reflect the openings that were once located there, a more appropriate treatment would be to reopen transoms. Compare with photos on page 15 and 17.

• See NPS Preservation Brief 4:
• Roofing for Historic Buildings, for
• further information.

Roofs

While many roofs downtown are flat and hidden, some are sloped, gable forms. Where the roof itself is a significant feature, these guidelines apply.

5.20 Preserve the character of a historic roof, including its form and materials, whenever feasible.

- Avoid altering the angle of a historic roof; maintain the perceived line and orientation of the roof as seen from the street.
- Retain and repair roof detailing.
- Avoid removing historic roofing material that is in good condition.
- Do not cover historic roof materials.

5.21 New or replacement roof materials should convey a scale and texture similar to those used traditionally.

- When replacement is necessary, use materials that are similar to the original in both style as well as physical qualities and use a color that is similar to that seen historically.
- When choosing a roof replacement material the architectural style of the structure should be considered.



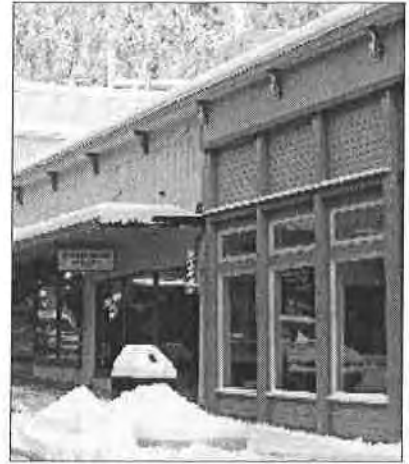
Flat roofs are the most common roof form in Downtown Juneau.

- 5.22 Preserve the original eave depth of a historic structure.
- The shadows created by traditional overhangs contribute to one's perception of the building's historic scale and provide weather protection; therefore, these overhangs should be preserved. Cutting back roof rafters and soffits or in other ways altering the traditional roof overhang is inappropriate.
- 5.23 Avoid using conjectural materials or features on a roof.
- Adding features such as a widow's walk (an ornate railing around the roofridge) on buildings where there is no evidence that one existed creates a false impression of the building's original appearance, and is inappropriate.

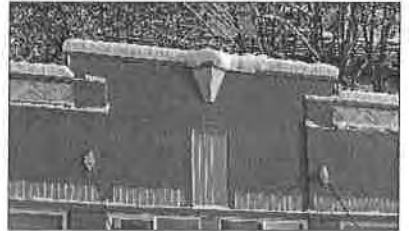
Cornices

Most historic commercial buildings have cornices to cap their facades. Their repetition and general alignment along a street contribute to the visual continuity on a block and shall be preserved.

- 5.24 A parapet wall, especially on a primary elevation or highly visible facade, should be preserved.
- When a parapet wall becomes deteriorated, there is sometimes a temptation to lower or remove it. Avoid doing this because the flashing for the roof is often tied into the parapet, and disturbing it can cause moisture problems.
 - Inspect parapets on a regular basis. They are exposed to the weather more than other parts of the building, so watch for deterioration such as missing mortar or excessive moisture retention.
 - Avoid waterproofing treatments, which can interfere with the parapet's natural ability to dry out quickly when it gets wet.
- 5.25 Reconstruct a missing cornice when historic evidence is available.
- Use historic photographs to determine design details of the original cornice.
 - Replacement elements should match the original in every detail, especially in overall size and profile. Keep sheet metal ornamentation well painted.
 - The substitution of another old cornice for the original may be considered, provided that the substitute is similar to the original.
- 5.26 A simplified interpretation is also appropriate for a replacement cornice if evidence of the original is missing.
- Appropriate materials include wood, concrete and stamped metal.



The cornice line contributes to the visual continuity of the street.



Cornice details in Juneau's Downtown Historic District.



Canopies provide shelter over sidewalks and prove very valuable in inclement weather.

See NPS Preservation Brief 44: The Use of Awnings on Historic Buildings Repair, Replacement and New Design, for further information.

See also:
City and Bureau of Juneau Land Use Code Article VIII. Canopies and Awnings 49.15.800 - 49.15.850 for further information.



Canopies step with the street level.

Canopies and Awnings

Canopies are simple in detail, reflecting the character of the buildings to which they are attached. They are primarily flat; many of the early canopies were as wide as the sidewalk area.

Fabric awnings are simple, and fit into the building opening which they are covering. Historically these awnings were often operable (i.e., could be rolled, raised and lowered) to accommodate changing weather patterns. Rigid fabric awnings may be considered on an historic building on a case-by-case basis by the City and Borough of Juneau Community Development Department.

- 5.27 Preserve existing canopies.
 - Do not permanently remove canopies on historic structures.
- 5.28 If a canopy has been altered, consider restoring it to the original design.
 - Restore the historic canopy if it has been altered.
 - If an awning or canopy existed and is now missing, it should be reconstructed.
- 5.29 An alternative design that is an interpretation of a traditional canopy is appropriate.
 - Where the original canopy is missing and no evidence of its character exists, a new design that uses the traditional elements may be considered.
 - Canopies should convey the character of typical canopies of the building type.
 - Canopies should not obscure character-defining features or damage the historic fabric of the building.
- 5.30 Awnings are only appropriate on certain building types and styles.
 - Historical evidence of the previous awning on the building must be provided in order to gain approval for locating an awning.
 - Awnings should be of rigid frame construction. Operable awnings are inappropriate.
 - The scale of awnings should be in proportion to the building, and not dominate the facade
 - The materials should be canvas or a synthetic canvas.
 - Material must be durable and able to withstand the extreme climate.
 - Awnings should have a matte finish. Glossy finishes are inappropriate.
 - Awnings cannot be lit internally.

Balconies

Balconies are not common building elements, however there are a few cases where the use of such elements has occurred.

5.31 A balcony may be considered on an existing structure where:

- There is sufficient evidence showing that such an element once existed as an important character defining feature of the structure; or
- It will not directly be directly visible from the public right-of-way, such as on the rear of a building.
- Balconies are inappropriate where they will negatively impact the historic integrity of an existing structure.

5.32 A balcony should be compatible with a building's period of significance.

- Materials used for balconies should be appropriate to the period of significance and style of the building.



The rooftop use on the left side of the building includes an appropriately set back patio space. The rooftop use on the right includes a railing which is inappropriate and should be set back from the building facade.

Rooftop Uses

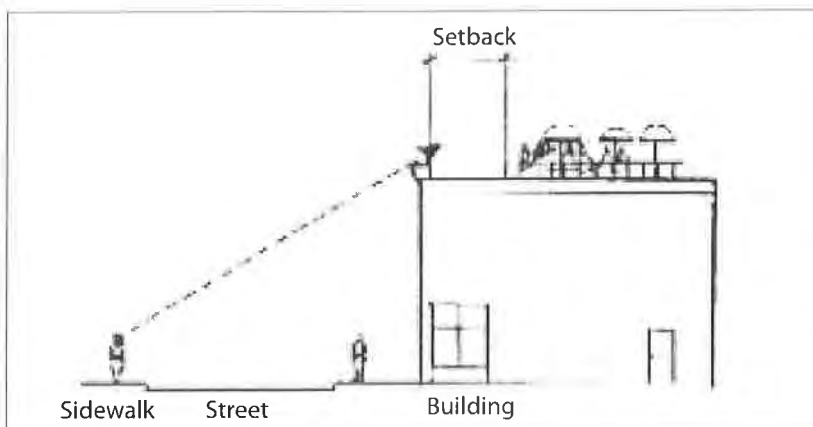
Rooftop uses such as patios, decks and outdoor dining may be provided as amenity spaces, however their use should not detract from the integrity of the structure or impact the quality or appearance of the streetscape.

5.33 Minimize the impact of rooftop uses on the integrity of an existing structure.

- Rooftop activity areas are inappropriate where they will negatively impact the historic character of an existing structure.

5.34 Minimize the visual impact of rooftop uses as seen from the street.

- Setback a rooftop activity such that it is not visible from the sidewalk below.
- Railing, umbrellas, tables, and other patio furniture should be setback.



Rooftop use areas should not be visible from the sidewalk below.



It is inappropriate for features such as air conditioning units and other exterior equipment to be visible from the street.

Mechanical Equipment and Service Utilities

Equipment located on the exterior of a historic building can detract from the integrity of the resource. Equipment should be located where it is not visible, or only minimally so, to avoid negative impacts. The following guidelines apply to mechanical equipment and service utilities on historic buildings.

- 5.35 Minimize the visual impacts of satellite dishes and other rooftop devices.
 - Features such as satellite dishes or other rooftop devices should be installed in a manner such that they will not interrupt the original cornice or ridge line.
 - Flat skylights that are flush with the roof plane may be considered on the rear and sides of the roof. Locating a skylight or other device on a front roof plane should be avoided.
- 5.36 Locate and install standpipes and other service equipment such that they will not damage historic facade materials.
 - Do not cut channels into historic facade materials as it may damage historic building fabric.
- 5.37 Minimize noise impacts of mechanical equipment and service utilities.
 - When feasible locate equipment away from adjacent residential properties and/or buffer it. Additional noise attenuation measures should be taken if the equipment noise exceeds national standards.

Chapter 7

Design Guidelines for New Construction

The historic integrity of Juneau's Downtown is nationally recognized and important to maintain. New buildings in the district must both respect the existing historic character of the district, while not creating a false sense of history in new structures that would damage the integrity of the district as a whole. Downtown Juneau is not known for one specific historic period of significance, but rather developed over several periods of significance. As such, Juneau has several different types of architectural styles, reflecting the times in which major phases of development took place. While no one style dominates, the majority of the buildings maintain similar qualities that serve to unify the visual quality of the district. New buildings shall follow the historic patterns of development in Juneau by both reflecting the unifying visual qualities and character-defining features of the district, and by reflecting the time in which they are built. The following guidelines apply to new buildings and to alterations of non-contributing buildings in the historic district.

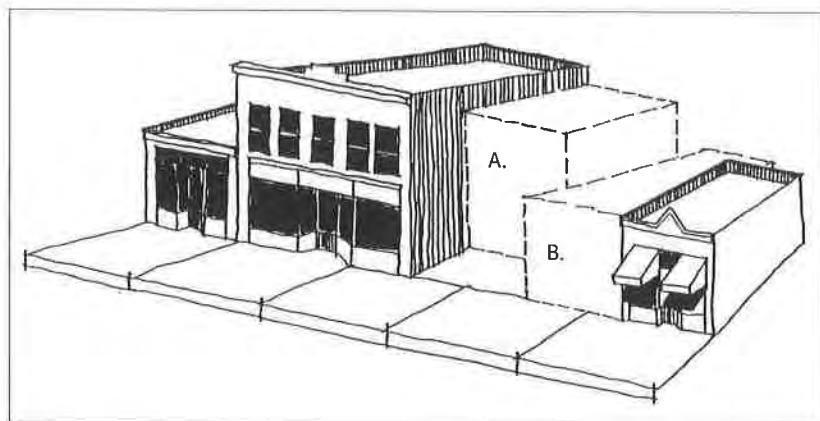


New construction shall respect the character-defining features of the historic district and reflect the time in which they are built. This new building uses traditional components, including storefronts, canopies and transoms. While they appear similar to historic ones, these are in fact contemporary interpretations, which is appropriate.

Placement and Orientation

With the exception of small gaps in the building wall that occur for pedestrian or vehicular alleyways, most structures in the historic district are built to the full width of the parcel and to the front lot line. The resulting "street wall" pattern shall be maintained in new development.

- 7.1 Maintain the alignment of buildings at the sidewalk edge.
 - Locate the front street wall at the sidewalk line when feasible.
 - If the building has a modern interpretation of a storefront, it shall maintain the feel of the street wall through use of architectural elements and features at the street edge.
- 7.2 Street facades shall span lot widths.
 - Spaces between buildings shall be kept to a minimum to maintain the street wall and sense of enclosure at the sidewalk.
 - Exceptions are for access ways to side or rear entrances.
- 7.3 Lots that have multiple street fronts shall be built to address each street facade.
 - Buildings on corner lots shall be built to the sidewalk on both streets to the extent possible without interfering with public safety.
 - Buildings on lots which face multiple streets shall be double fronted and built to the sidewalk at both street fronts.
 - Storefronts are appropriate along all street level facades of the buildings.
- 7.4 Buildings on angular lots shall be built to lot lines.
 - The angular street pattern and the resulting non-rectilinear building forms are characteristics of Downtown Juneau and new buildings may continue this pattern.



Align the building front at the sidewalk edge. Building A is an inappropriate example of building placement along the sidewalk edge, since it does not align with the other buildings on the block. Building B is an appropriate example.

Mass, Scale and Height

Patterns of building occur along the street by the repetition of similarly-sized building elements. For example, uniform facade widths, evenly spaced along Front Street, create a rhythm that contributes to the visual continuity of the district. At a smaller size, the repetition of upper-story windows across most building fronts also creates a unifying effect. These features and similar patterns are some of the most important characteristics of the district and shall be respected in all new construction.

7.5 Traditional spacing patterns created by the repetition of uniform buildings widths along streets shall be maintained.

- In most cases, a facade shall not exceed established widths without a clear expression of the historic pattern.
- Where a building must exceed this width, use a change in design features to suggest the traditional building widths. Changes in facade material, window design, facade height or decorative details are examples of techniques that may be considered. These variations shall be expressed through the structure such that the composition appears to be a collection of smaller masses.

7.6 A new building shall incorporate a base, middle and a cap.

- Traditionally, buildings were composed of these three basic elements. Interpreting this tradition in new buildings will help reinforce the visual continuity of the area.
- This also applies to existing, non-contributing structures.

7.7 A new building shall maintain the alignment of horizontal elements along the block.

- Align the height of window sills, moldings and midbelt cornices with adjacent and nearby buildings.
- Where sloped streets occur, a building facade shall step along the street (see image at bottom of page 45).



Example of new construction which would relate to existing historic structures by maintaining the alignment of horizontal features, producing a similar floor to floor height, dividing a larger facade into smaller modules and maintaining the visual scale of buildings. (Aspen, CO)



Design lower building levels to express the alignment of elements seen traditionally in the district.

A new building shall maintain the general alignment of horizontal elements along the block. Window sills, moldings and midbelt cornices are among those elements that may be seen to align. Note the alignment of building elements varies by one to two feet on the sloping portions of Franklin Street. Storefronts and canopies generally align in more level portions of the district.

See page v in the Introduction for the Historic District Boundary and Building Height Designations Map.

- 7.8 Floor-to-floor heights shall appear to be similar to those seen historically.
- First floor heights shall be equal to those of the surrounding buildings. Note that first floor heights are taller than upper floors.
 - Design windows in new construction to appear similar in height, location and scale to those seen historically.
- 7.9 Maintain the visual building scale of two to four stories in height.
- Develop a primary facade that is in scale and alignment with surrounding historic buildings.
 - Design the lower levels to express the alignment of elements seen traditionally in the block; where additional height is allowed, it shall be set back to maintain the visual appearance of scale from the street level.

The storefronts shown are appropriate infill examples that could occur within the district. They are described below.

Wood Frame Case Study:

The facade is wood frame construction with a metal storefront structural system. The second story of the facade is wood lap siding with a profile that matches a historic wood lap siding. The kickplate is a series of smooth colored concrete panels to complement the buildings color scheme. The upper story windows are double hung (wood) with wood trim. The doors are solid core wood with glass panels. A horizontal canopy is supported by cables. Shadow lines denote the depth of detail within the facade design.



Concrete Case Study:

The first floor is cast concrete with a metal storefront structural system. The upper story is wood frame with an applied stucco finish. The base of the building is a darker colored concrete to complement the building's color scheme. The building trim components, including the window headers, cornice and belt course, are wood. The upper story windows are double hung (wood). The doors are solid core wood with glass panels. A horizontal canopy is supported by cables. Shadow lines denote the depth of detail within the facade design.



Building Materials

Wood frame and concrete were the primary construction methods used in the historic district. These methods should continue in new construction. More modern materials may also be considered when they are compatible with those used historically.

- 7.10 New materials shall convey a sense of scale similar to that seen in historic materials.
- Appropriately scaled materials contribute to a visually interesting building facade.
 - Large uninterrupted expanses of featureless materials are inappropriate.
 - Metal framing can often be similar to that of wood frame methods and portray a similar scale while also reflecting modern construction methods.
 - Lap siding shall be similar in depth and profile to historic materials.
- 7.11 Building materials shall have similar characteristics as materials used historically.
- Unfinished or reflective materials shall not be used.
 - Polished stone and mirrored glass shall be avoided as primary materials.
 - Synthetic materials are discouraged, but are most appropriate in upper floors where they are less accessible.
 - Material color schemes should reflect historic patterns of one muted background color, with one or two other colors used as accents.
- 7.12 All materials used shall be durable and appropriate for the climate.
- Any new, alternative material should have a demonstrated durability in the Juneau context and shall be approved by the Community Development Department.



Although this new infill building meets basic regulations regarding height and orientation it does not reflect the character and building materials found in the district. Display windows should be continuous and have kickplates. The second story projection is out of scale and there is no belt course. See sketches on previous page for appropriate storefront examples.



This is a good example of an infill building, although the storefront could be refined to further reflect the architectural character of the district. The display windows could be increased and the kickplate could be reduced. Greater profile could be attained in the finish materials.

Architectural Character

While it is important that new buildings and alterations be compatible with the historic context, they shall not imitate older building styles because this confuses the authenticity of the district. Visual compatibility results when the design variables in a new building are arranged to be similar to historic patterns in the area yet in ways that convey their own time. New construction shall be stylistically distinguishable from historic buildings while maintaining a similar scale and character-defining features to historic buildings.

7.13 New interpretations of traditional building styles are appropriate. Infill construction shall:

- Be a balance of new and old design.
- Draw upon the fundamental similarities among older buildings in the area without copying them. This will allow it to reflect its own time and yet be compatible with its historic neighbors.
- Avoid literal imitation of older historic styles.

7.14 A new building shall be compatible with architectural and scale-giving elements traditionally found in the district.

- Similar architectural massing as well as window and door patterns are examples of scale-giving elements.

7.15 Modern interpretations of architectural features historically used are appropriate in new construction.

- New construction shall include architectural features used historically in the district such as storefronts and canopies at the street level, but these shall not be direct copies of those seen historically.

New construction shall include architectural features used historically in the district such as storefronts and canopies at the street level, but these shall not be direct copies of those seen historically. Although this building complements the historic fabric, several steps could have been made to make it a better fit. This includes adding a kickplate and providing additional depth to the profile of the storefront, upper story windows, belt course and cornice.



Facade Elements

Storefronts

Storefronts are important character-defining features of the historic district, and shall be included on new buildings in the historic district.

7.16 The scale and proportions of a new storefront shall be similar to those seen historically.

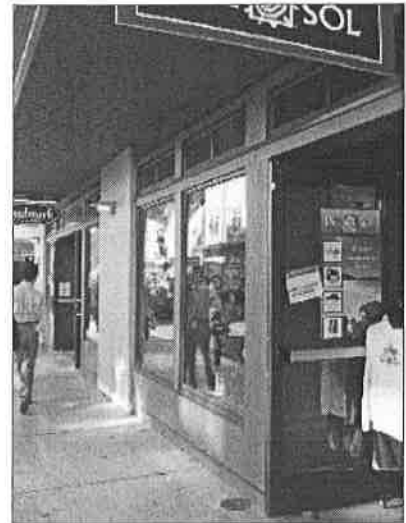
- First floors shall be taller than upper floors.

7.17 Window patterns in storefronts shall be similar to those seen historically.

- The area of transparent material shall be roughly equal to what is seen historically.

7.18 Alternative designs that are contemporary interpretations of traditional storefronts may be considered.

- Modern designs that use traditional elements are appropriate.
- The new design shall continue to convey the character of typical storefronts, including the transparent character of the display window.



A contemporary interpretation of a storefront including kickplate and canopy, which is appropriate.



The scale and proportion of storefront elements shall be similar to those seen historically.



A clearly defined entry is commonly covered by a canopy.

Canopies

Canopies are noteworthy features of the historic district and have a strong history of use. Their inclusion in the design of new construction is required by the land use code.

7.19 Building canopies are required.

- Canopies help unify the streetscape as well as provide refuge from inclement weather.

7.20 Mount canopies to accentuate character-defining features and window openings.

- Canopies shall be mounted to highlight moldings that may be found above the storefront or within the storefront.
- The scale of canopies and their support systems shall be in proportion to the building, and not dominate the facade.

7.21 Use colors and materials that are compatible with the overall design of the building.

- Canopy materials shall reflect the style and character of the building.
- Use colors that are compatible with the overall color scheme of the facade. Solid colors or simple, muted stripe patterns are appropriate.

7.22 Canopies shall step down to maintain a consistent height over the sidewalk.

- Canopies shall not be angled across the building facade.
- Some slope is appropriate to allow for run-off of precipitation.
- Articulation in awnings and canopies is appropriate to designate the main building entry.

7.23 Projecting horizontal canopies are most appropriate.

- The canopy shall fit the opening of the building.
- Odd shapes, bullnose awnings and bubble awnings are inappropriate on most structures.
- Internal illumination is inappropriate.
- Simple shed shapes may be considered in some cases.

Balconies

Balconies may be provided as amenities where their use will not impact the integrity of the district.

7.24 Balconies may be considered on new structures where:

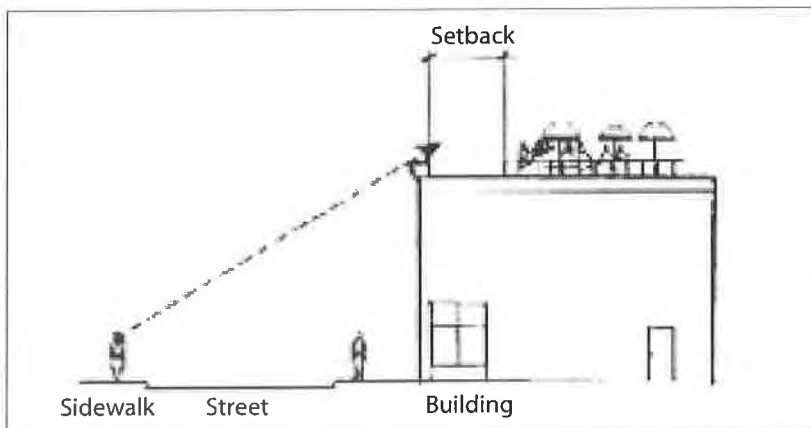
- They will not directly be directly visible from the public right-of-way, such as on the rear of a building.
- The will be supported by the building.
- Balconies are inappropriate where they will negatively impact the historic integrity of the district.

Rooftop Uses

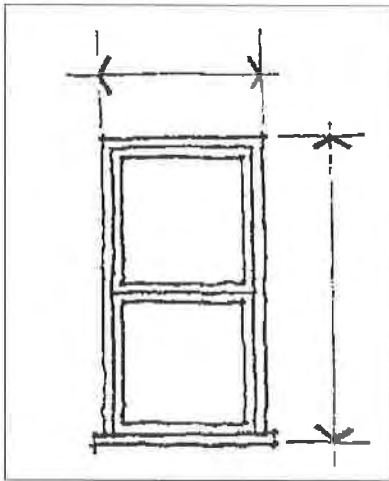
Rooftop uses such as patios, decks and outdoor dining may be provided as amenity spaces, however their location should not impact the quality or appearance of the streetscape.

7.25 Minimize the visual impact of rooftop uses as seen form the street.

- Setback rooftop activity areas such that they are not visible from the sidewalk below.
- Railings, umbrellas, tables and other patio furniture should not be visible from the street.



Rooftop use areas should not be visible from the sidewalk below.



Typically, upper-story windows are twice as tall as they are wide. This tradition shall be continued. This may be expressed in a variety of ways. See the examples below.



Upper-story windows with vertical emphasis are required.



Traditionally windows have a sense of depth as seen here.

Windows

A pattern exists along the streets with the repetition of evenly-spaced, similarly-sized, upper-story windows. These windows are often double hung, and help to give buildings a sense of human scale. Using window sizes and proportions that are familiar to the pedestrian helps them to relate to the overall size of a building. The alignment and similar scale of windows reflect a common historic pattern that shall be continued in new development.

7.26 Upper-story windows with a vertical emphasis are required.

- A typical upper-story window is approximately twice as tall as it is wide. Upper-story windows in new construction shall relate to the window proportions seen historically.
- A ganged double-hung window configuration is appropriate.

7.27 Windows shall align with others in a block.

- Windows, lintels and their trim elements shall align with traditional buildings on the block.

7.28 Materials used in and around windows shall be similar in scale and proportion to those used historically.

- Tinted or reflective glass is inappropriate.
- The use of wood windows is appropriate. The depth of the profile should be very similar to those seen historically.



Although this new infill building is appropriately scaled with buildings in the district, the window orientation, proportion, and alignment are inappropriate. The upper story windows are aligned higher than traditionally seen and the projecting central bay window and cornice are out of character. The display windows should be larger and be accompanied by kickplates.

Entries

The repetition of recessed building entries occurring along the street in the historic district provides a rhythm of shadows along the street, which helps establish a sense of scale and invites pedestrians to enter buildings. This trend shall be continued in new construction.

7.29 A building entrance shall appear similar to those used historically.

- Clearly define the primary entrance.
- Recess the building entrance.
- Choose a design similar in scale and overall character to those seen historically for a contemporary interpretation of a traditional building entry.
- Place the primary building entrance at or near street level. A sunken terrace entrance is inappropriate as the primary access from the street.
- Design entries to have a high degree of transparency.

Pedestrian Interest

The Downtown Historic District shall continue to develop as a pedestrian-oriented environment of ground floor storefronts. Buildings shall relate to pedestrians by using materials and a human scale compatible with local historic patterns. The ground floor shall also provide year-round interest, not solely in the peak season.

7.30 Develop the ground floor level of a project to encourage pedestrian activity.

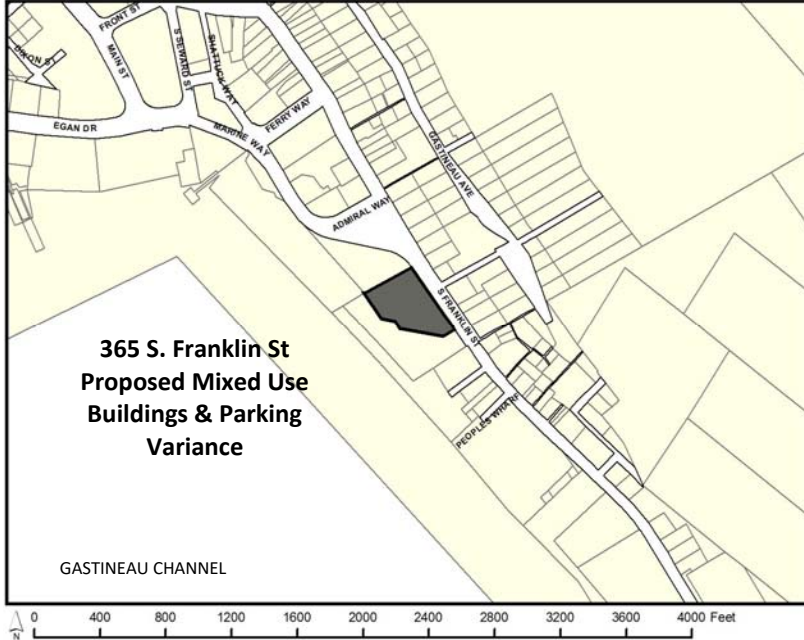
- Provide a storefront along a primary pedestrian way when feasible.
- Provide a protective canopy over the sidewalk similar to surrounding buildings.
- Provide architectural detailing that is pedestrian scaled on first floor facades.

7.31 Avoid blank walls or the appearance of a vacant lot.

- Design all building facades that can be seen by pedestrians to be visually interesting.
- Provide repetitive elements, such as windows and belt courses, to create a rhythm of shadows along a facade. This helps establish a sense of scale and interest for pedestrians.
- Use architectural detailing and material articulation to create a visually pleasing facade.

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 for two (2) two story, mixed-use commercial developments and a Variance to reduce the parking requirement to zero** located at **365 S. Franklin Street**, adjacent to the downtown library and parking garage in the **Waterfront Commercial Zoning District**.

TIMELINE

Staff Report expected to be posted **Monday, January 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, January 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 this case, Teri Camery, 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, January 28, 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.

January 29

The results of the hearing will be posted online.

Case No.: USE2019 0021 & VAR2019 0005
Parcel No.: 1C070K830022
CBJ Parcel Viewer: <http://epv.juneau.org>

USE2019-0021

A Conditional Use Permit for two (2) two-story
commercial mixed-use buildings

January 28, 2020

Staff recommends that the Planning Commission
adopt the Director's analysis and findings and
APPROVE the requested Conditional Use Permit
for two (2) two-story commercial mixed use
buildings with conditions.



Community Development

CONDITIONAL USES (49.15.330)

- 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.
- 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 NECESSARY TO MITIGATE EXTERNAL ADVERSE IMPACTS.
- IF THE COMMISSION DETERMINES THAT THESE IMPACTS CANNOT BE SATISFACTORILY OVERCOME, THE PERMIT SHALL BE DENIED.



Community Development

IDENTIFY THE POTENTIAL IMPACTS

Traffic Impacts

- Congestion
- Safety loss or reduction
- Noise
- Glare from vehicles

Visual Impacts

- Viewshed obstruction
- Lack of/substandard landscaping
- Unattractive/noncontextual buildings

Environmental Impacts

- Air and water pollution
- Loss or reduction of habitat
- Loss or reduction of natural resources, including sensitive areas (e.g., wetlands)

Nuisance Impacts

- Noise
- Glare (vehicles, parking lots, building lights, parking lot security lights, etc.)
- Odor
- Vibration
- Electronic interference

Privacy Impacts

- Tall building encroachment
- Poorly placed buildings
- Poorly sited outdoor gathering places (especially associated with recreation)
- Density and intensity of use increases

Safety and Welfare Impacts

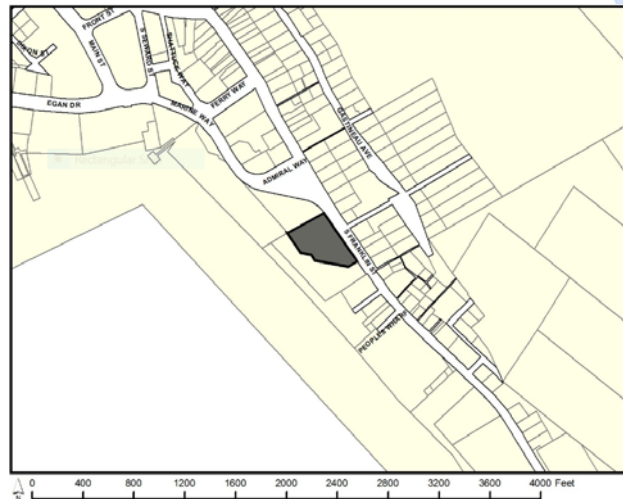
- Exposure to fire, flooding, or natural disasters



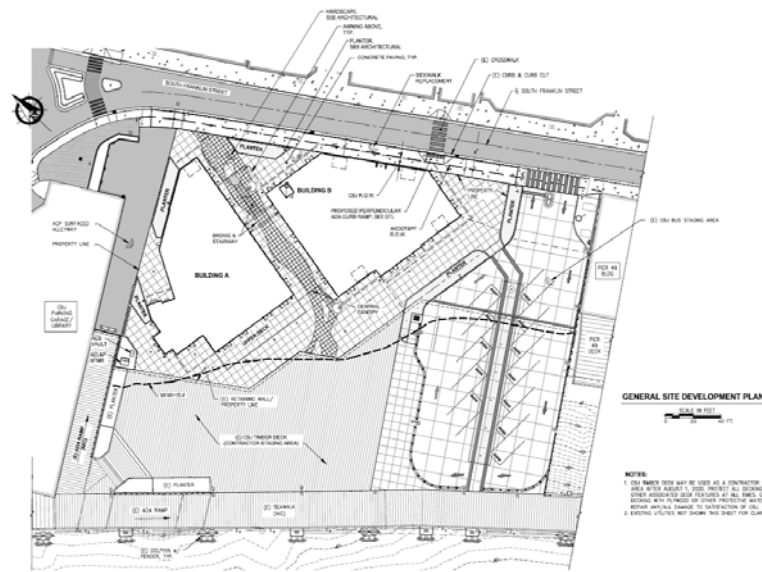
Project Description

The applicant requests a Conditional Use Permit for two (2) two-story mixed-use commercial buildings

- Zoned Waterfront Commercial
- 2013 Comprehensive Plan Designation is Marine Commercial
- First 40 feet of the property is within the Downtown Historic District



Site Plan



Attachment 14 - General Site Development Plan



Color Renderings



Attachment 18 - Project Renderings



Background

- Site is the former Juneau Cold Storage Building, which burned in the 1980s.
- Site is adjacent to the CBJ development with transportation staging area and public restrooms, approved in November 2018 as USE2018 00015.
- Project design results from cooperative planning efforts with CBJ Docks and Harbors starting in 2017.

(Staff report pp. 3-4)



Land ownership and previous reviews

Commissioner Voelckers asked questions over email regarding property ownership.

The Archipelago property subdivision was finalized in 2019, included in Attachment 8.

The next image shows ownership.



Land ownership and previous reviews



Land ownership and previous reviews

The USE2018-0015 staff report for the adjacent Docks and Harbors development provides clarification on the lots addressed and the extent of the review:

The development of the Archipelago Property is a cooperative effort of Docks and Harbors and Archipelago Properties LLC (APLLC). Lots 1 and 2 are owned by APLCC, and lots 3 and 4 are owned by CBJ and managed by Docks and Harbors. Each entity is independently developing their portion of the property, due to public procurement regulations. The Conditional Use Permit and City Project Review are only for the public portion of the project. APLCC development is not yet ready to submit a Conditional Use Permit application; review for their portion of the project will take place when a separate Conditional Use Permit is applied for in the future. In general, APLCC will develop the uplands portion of the property for commercial/retail uses, while Docks and Harbors will develop primarily tidelands for cruise ship visitor needs. Specifically, the Docks and Harbors development subject to this review includes a transportation staging area, pedestrian circulation, covered shelter with restrooms, and open space.



Land ownership and previous reviews

USE2018-0015 staff report continued:

Staff notes that this Conditional Use Permit and City Project Review includes all Archipelago Property lots and the application contains landowner signatures of both APLCC and CBJ, because lot lines will change in the future. The sale and purchase of land is the subject of CSP2018 0009. The temporary retail shops in this area are located on APLCC property through leases. They are not located on CBJ owned property.

Commissioner Voelckers also asked questions about parking. Those questions will be addressed during the variance presentation.



Project Design

Uses in the Waterfront Commercial Zoning District must be water-dependent, water-related, or water-oriented.

- The proposal is consistent with the water-related definition because it provides goods and services associated with the water-dependent cruise ship mooring facility.

Setback and Height Requirements

- Waterfront Commercial requires 10-foot setbacks on all sides, with a 35-foot height limit.
- Historic District recommendations must be followed when practicable, within the first 40 feet that is within the district.
- Development complies with height requirements (Attachments 16 and 17).
- Development meets WC setbacks on all sides; meets the Historic District recommendation of a zero-foot front setback for Building B.

(Staff report pp. 4-5)



Historic District Recommendations

- Downtown Historic District Standards and Guidelines apply, specifically Chapter 4, Design Guidelines for Historic Building Materials; Chapter 5, Design Guidelines for Historic Building Elements; and Chapter 7, Design Guidelines for New Construction.
- Historic District Map was amended by ordinance in 2013. The Historic District Standards are the “applicable guidelines” per CBJ 49.70.530, however the Downtown Historic District Standards and Guidelines have not been officially adopted into the 2013 Juneau Comprehensive Plan or in the Land Use Code.
- HRAC reviewed the development in December, responded with the 12/13/19 letter to the applicant with recommendations.

(Staff report pp. 5-6)



Historic District Recommendations

Commissioner Dye asked how the 10 ft. front setback for WC synchronizes with the Historic District guideline for a 0 ft. front setback.

- o The Downtown Historic Development Plan, dated December 1981, was adopted into the Comp Plan
- o The Downtown Historic District Boundary Map dated 2013 is adopted into T49; previously adopted in 1987, revised in 2006
 - *“The map, as adopted or as amended, may identify special historic districts within the general historic district for the **purpose of applying special regulations aimed at preserving or enhancing the special characteristics** (emphasis added) of the identified districts.”* (CBJ 49.70.510)



Historic District Recommendations

- o CBJ 49.70.530(a)(2) and (b) Standards for historic design review
 - Historic district design review shall be conducted...by the commission in the case of major developments. The reviewing agency may approve a site development plan located within a historic district when it is satisfied that the site development under the plan as submitted or as ordered changed by the agency will:
 - In the case of new construction, preserve the harmony of scale, architectural style, sidewalk level use and materials of the existing locale
- In reviewing an application within a historic district, the reviewing agency shall use applicable guidelines and policies contained in the downtown historic district development plan and any other plan or program adopted by the assembly, acting as the Juneau historic district commission
- In reviewing an application within a historic district, the reviewing agency shall use applicable guidelines and policies contained in the downtown historic district development plan and any other plan or program adopted by the assembly, acting as the Juneau historic district commission



Historic District Recommendations

In 1981 Juneau did not have a preservation program to speak of.

The Downtown Historic District Plan, adopted in the Comprehensive Plan, called for the creation of the Downtown Historic District, the design standards for the district, and for the formation of the Historic Resources Advisory Committee (HRAC).

The Plan is a framework for creating a preservation program and laid out the duties of a future HRAC. After the Plan was adopted HRAC was established, the Historic District boundaries were adopted and the Design Standards were written up and adopted. CBJ 49.75.220 references the design standards and gives HRAC the authority to apply the standards when reviewing and making recommendations on projects.



Historic District Recommendations

In conclusion:

Ideally the Table of Dimensional Standards should include a note that cross-references section 49.70.500, the Historic District, to clarify that Historic District setbacks are preferred, but not required. This is similar to other developments, such as Wireless Communication Facilities and Bungalow Standards (49.65 Specified Use Provisions), which refer to more specific regulations for these types of development.

The 10-foot front, rear, and side setbacks of the Waterfront Commercial zoning district may be adjusted to zero feet to reach greater compliance with the Historic District Standards and Guidelines.



HRAC Recommendations and Response

- Pages 5-6 of the staff report have a partial summary of recommendations and the applicant's response. Complete information is included in the Project Narrative, Attachment 5, pp 7-11.
- Applicant has complied with recommendations where practicable, including canopies, kick plates, one recessed entryway, a combination of single and double-hung windows, and a zero-foot front setback for Building B.
- Historic Buildings across from the development on South Franklin have horizontal siding on the first and second floors. Staff recommends a condition:
 - The development shall utilize horizontal siding on the first floor of both buildings.



Parking

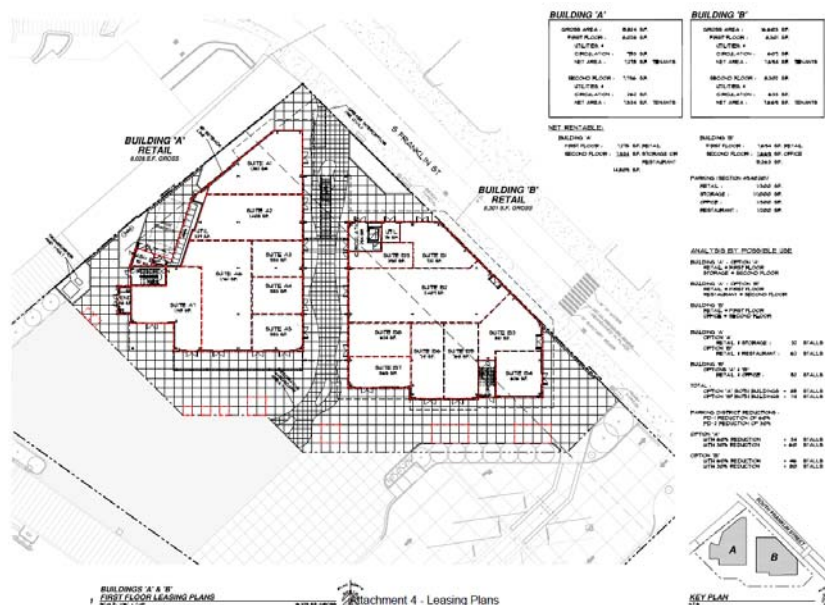
- Site Plans show one loading zone on the southwest side.
- Applicant has requested a variance to reduce the off-street parking requirement from 80 spaces to zero spaces. This includes the PD-1 Parking District reduction of 30 percent, from 114 spaces to 80.
- Variance is concurrently under review as VAR2019 0005. Staff recommends a condition (from the Blue Folder memo):

Prior to issuance of a building permit, the applicant must submit documentation to demonstrate that all applicable parking code requirements have been met, in conformance with CBJ 49.40.200.

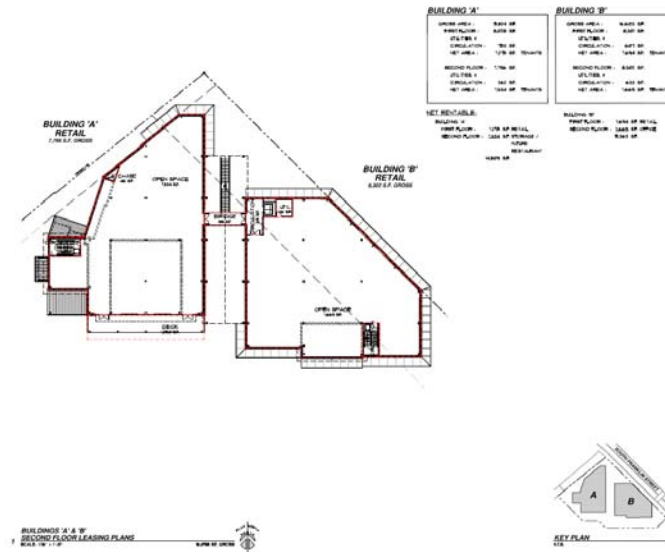
(Staff report p. 6)



First Floor Leasing Plans



Second Floor Leasing Plans—not in packet



Other Requirements

- Vegetative cover requirements of 10 percent have been exceeded; 12.53 percent proposed. Landscaping Plan included in Attachment 9; includes planters, open areas, additional decorative features that are not finalized.
- Drainage Plan included in Attachment 11
- Lighting Plan in Attachment 19 with fixture types, in addition to the Project Narrative written description. Staff recommends the following standard conditions to comply with CBJ Performance standards, 04CBJ AC050.020:
 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. All exterior lighting fixtures shall be of a "full cutoff" design, and exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements fat CBJ 49.40.230(d).
 2. Exterior lighting shall not be used in a manner that produces glare on public highways or neighboring property.

(Staff report p. 7)



Public Health/Safety and Habitat

- The property was formerly designated as a moderate hazard zone. CDD approved an amendment to remove the property from the hazard zone in 2018.
- Property is adjacent to a FEMA-designated Velocity Flood Zone, but not within one.
- Development does not affect any sensitive habitat.

(Staff report p. 8)



Property Value/Neighborhood Harmony

- Site is surrounded by a cruise ship dock to the west; CBJ parking garage and library to the north; South Franklin Street and Mixed Use retail to the east; and the recently approved CBJ transportation staging area and restrooms to the south, followed by more retail uses.
- Typical of waterfront developments downtown
- No comments received by the CBJ Assessor's Office during the agency review period
- No evidence suggests an adverse effect on property value or neighborhood harmony.

(Staff report pp. 8-9)



Agency and Public Comments

- Staff received brief comments from CBJ Streets, CCFR, and CBJ Public Works and Engineering; no concerns raised.
- No public comments have been received at this writing.

(Staff report p. 9)



Conformity With Adopted Plans

2013 Juneau Comprehensive Plan

- o Conforms with general policies regarding a diverse economy, encouraging tourism through development of facilities and services

2004 Long Range Waterfront Development Plan

- o Conforms with the D-1 option for the area with mixed use development

2015 Juneau Economic Development Plan

- o Substantially complies with the plan under the objective of a downtown improvement strategy

(Staff report pp. 9-11)



Conformity With Other Plans

Downtown Historic District Design Standards and Guidelines

- o The Downtown Historic Development Plan was adopted into the Comp Plan in 1981
- o The map is adopted into code; design standards and guidelines have not been adopted. The project complies with standards and guidelines where practicable.
- o Staff notes that an older version of the Historic District Map was included in the pre-application meeting notes. The current Historic District Map was adopted by ordinance in 2013 and removed the Soboleff Building from the district. The correct map is included in the staff report as Attachment 23.



Findings

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

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit for two (2) two-story commercial mixed use buildings. The approval is subject to the following conditions:

1. The development shall utilize horizontal siding on the first floor of both buildings.
2. 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. All exterior lighting fixtures shall be of a "full cutoff" design, and exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements at CBJ 49.40.230(d).
3. Exterior lighting shall not be used in a manner that produces glare on public highways or neighboring property.



Recommendation

4. Prior to issuance of a building permit, the applicant must submit documentation to demonstrate that all applicable parking code requirements have been met, in conformance with CBJ 49.40.200.





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: February 3, 2020
Case No.: USE2019 0021

Tidland/Schmidt Architects, P.C.
ATTN: Frank Schmidt
3611 SW Hood Ave, Suite 200
Portland, OR 97239

Proposal: A Conditional Use Permit for two (2) two-story, commercial mixed-use buildings

Property Address: 365 S. Franklin Street

Legal Description: Archipelago Lot 1A

Parcel Code No.: 1C070K830022

Hearing Date: January 28, 2020

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 21, 2020, and approved the Conditional Use Permit for two (2) two-story, commercial mixed-use buildings, to be conducted as described in the project description and project drawings submitted with the application and with the following conditions as amended during the meeting:

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. All exterior lighting fixtures shall be of a "full cutoff" design, and exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements at CBJ 49.40.230(d).
2. Exterior lighting shall not be used in a manner that produces glare on public highways or neighboring property.
3. Prior to issuance of a Building Permit, the applicant must submit documentation to demonstrate that all applicable parking code requirements have been met, in conformance with CBJ 49.40.200.

Tidland/Schmidt Architects, P.C.
Case No.: USE2019 0021
February 3, 2020
Page 2 of 2

4. The applicant shall consider all possible tools and avenues available to ensure year-round occupancy of the structures, including, but not limited to, housing.

Attachments: January 21, 2020 memorandum from Teri Camery, Community Development, to the CBJ Planning Commission regarding USE2019 0021.

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.

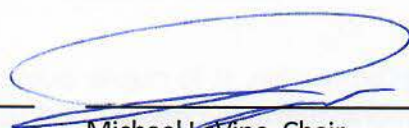
This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ 01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ 01.50.030 (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).

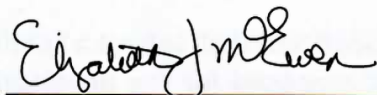
Effective Date: The permit is effective upon approval by the Commission, January 28, 2020

Expiration Date: The permit will expire 18 months after the effective date, or July 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:


Teri Camery, Senior Planner
Community Development Department

 for ML
Michael LeVine, Chair
Planning Commission


Filed With Municipal Clerk

2/3/2020
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: January 22, 2020

TO: Board of Adjustment

FROM: Teri Camery, Senior Planner
Community Development Department

FILE NO.: VAR2019 0005

PROPOSAL: A non-administrative variance to reduce the off-street parking requirement to zero in association with USE2019 0021, a proposed two (2) two-story commercial mixed-use development

GENERAL INFORMATION

Applicant: Tiland/Schmidt Architects, P.C.

Property Owner: Archipelago Properties, LLC

Property Address: 365 S. Franklin Street

Legal Description: Lot 1A Archipelago

Parcel Code Number: 1C070K830022

Site Size: 33,875 square feet

Comprehensive Plan
Land Use Designation: Marine Commercial

Zoning: Waterfront Commercial

Utilities: City water and sewer

Access: South Franklin Street

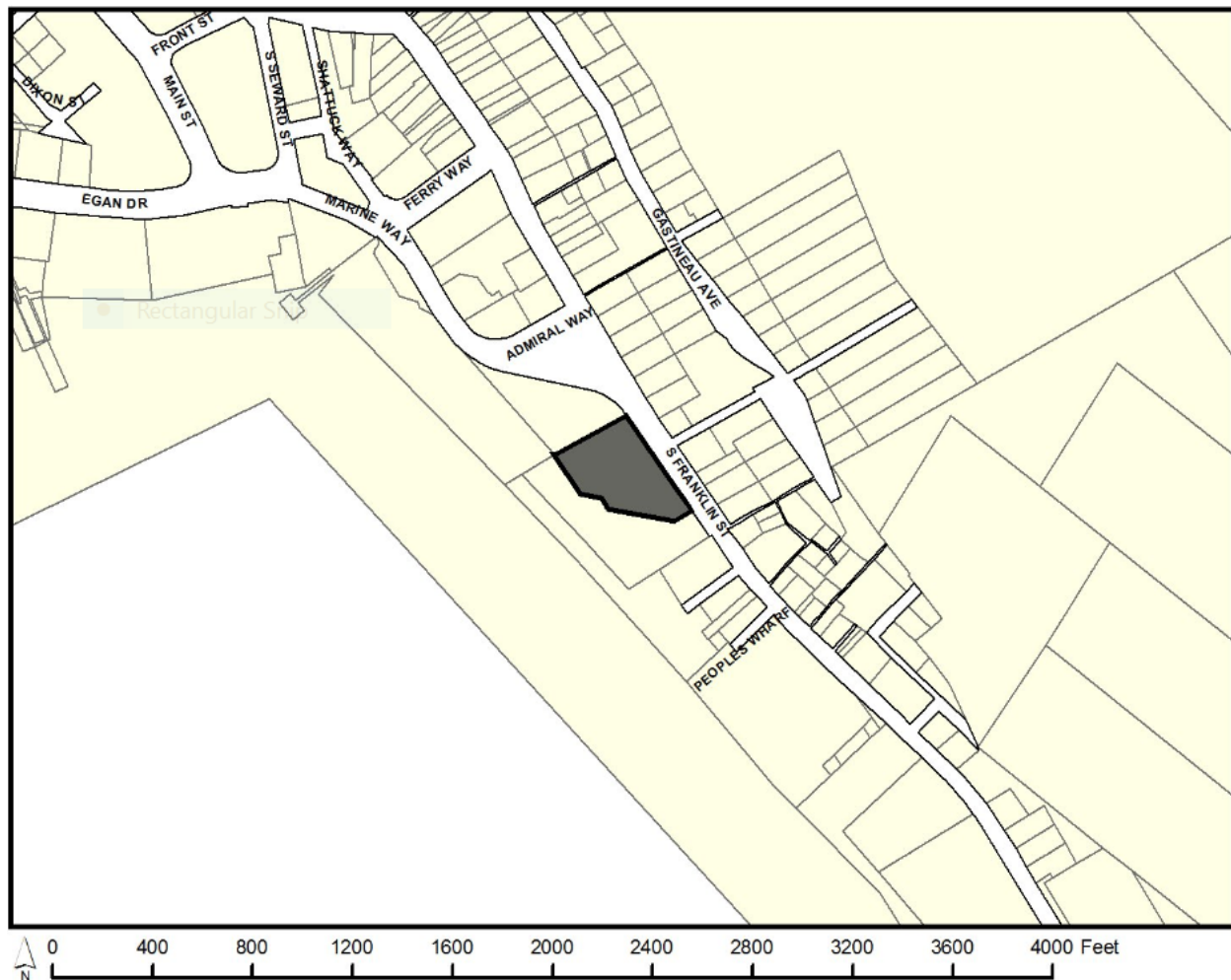
Existing Land Use: Vacant

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Surrounding Land Uses:

North - Library and Parking Garage; Waterfront Commercial
South - Retail; Waterfront Commercial
East - South Franklin Street; Mixed Use
West - Cruise ship dock; Waterfront Commercial

Vicinity Map



ATTACHMENTS

Attachment 1 Development Permit Application
Attachment 2 Variance Application
Attachment 3 Variance Project Narrative
Attachment 4 Site plan

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Attachment 5 PD-1 and PD-2 Parking District Map
 Attachment 6 Fee in-lieu of Parking District Map
 Attachment 7 Subdivision plat 2019-19
 Attachment 8 Flood Zone map
 Attachment 9 Hazard Map Amendment Notice of Decision
 Attachment 10 Public Comment

PROJECT DESCRIPTION

The applicant requests a variance to reduce the parking requirement from 80 spaces to zero spaces for a proposed two (2) two-story commercial mixed-used buildings on the downtown waterfront. This development is concurrently under review as USE2019 0021.

Because the leasing arrangements for the two buildings are not final, the applicant has provided two scenarios for building usage, Option A and Option B. The parking requirement and variance analysis is based on Option B with the highest parking requirement of 80 spaces, versus Option A which is 60 spaces. Parking requirements are listed in CBJ Code 49.40.210.

Per CBJ 49.40.210(a), the parking requirement of 80 off-street parking spaces, Option B, is based on the following calculation:

- Building A. 7,775 square feet retail (1 space/300 square feet); 7,534 square feet restaurant (1 space/200 square feet)
- Building B. 7,694 square feet retail; 7,669 square feet office (1 space/300 square feet)
- Subtotal: 114 off-street parking spaces
- Final Total: 80 off-street parking spaces, which includes a 30 percent reduction because the property is located in the PD-2 parking district (Attachment 5)

Option A with a parking requirement of 60 off-street parking spaces, which is not evaluated in this application but included for reference, is based on the following calculation:

- Building A. 7,775 square feet retail (1 space/300 square feet); 7,534 square feet storage (1 space/100 square feet)
- Building B. 7,694 square feet retail; 7,669 square feet office (1 space/300 square feet)
- Subtotal: 84 off-street parking spaces
- Final Total: 60 off-street parking spaces, which includes 30 percent reduction because the property is located in the PD-2 parking district (Attachment 5)

The applicant has also included the parking numbers for the PD-1 parking district, which allows a 60 percent parking reduction. Those numbers are 46 spaces for Option B and 34 spaces for Option A.

The parking plan must include a minimum of one loading space, and four accessible spaces as

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required per CBJ 49.40.210(b) and (c). The Project Narrative and site plan includes one loading space on the southeast side of the development, and no accessible parking spaces as shown in Attachment 4.

BACKGROUND

The proposed development is concurrently under review as USE2019 0021. The USE staff report includes additional history regarding public meetings on the development and the adjacent CBJ transportation staging area and public restrooms. The CBJ facility was approved as USE201800015/CSP20180010 on November 15, 2018. The full background information is not repeated here because it is not relevant to the parking variance analysis.

ANALYSIS

In the Project Narrative, Attachment 3, the applicant has provided a number of reasons to justify the variance, including financial hardship, parking variances issued to neighboring properties, and conformance with Historic District Standards. These arguments are reviewed below, followed by a discussion of the hardship language in the Variance Criteria [CBJ 49.20.250(b)].

Neighboring Properties

The applicant has provided information on four properties in the PD-2 parking district considered to be similar to the Archipelago property, noting that in each case a variance was granted to reduce the parking requirement to the PD-1 standard. The PD-2 district allows a 30 percent parking reduction while PD-1 offers a 60 percent reduction. If the Archipelago development was granted a similar reduction to the PD-2 standard, the parking requirement would be 46 off-street parking spaces instead of 80. To be clear, this is the number based on Option A with the highest parking requirement, since final lease arrangements are unknown at this time.

The applicant has also explained that, while some customers and employees may arrive by bus, taxi, or ride-share, most of the customers and employees associated with retail establishments in this vicinity arrive by foot; these arguments have been used as justification for variances in the past. The applicant argues that the Archipelago Center's nearest competitors will be similar retail businesses that did not have to provide parking when they were built.

Staff notes that these variances were granted before the variance criteria were substantially revised in the CBJ Land Use Code in 2018. The existing non-administrative variance ordinance states that the property must have unusual or special conditions existing on the property, and that these conditions may not be created nor caused by the person seeking the variance. Furthermore, the variance goes with the land, not the use.

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Because the criteria have changed, staff has not researched these cases in entirety. It appears that in the variances granted throughout the mid-1990s to the early 2000s that staff reviewed, the applicants were frequently granted approval to reduce the parking requirement from the PD-2 standard to the PD-1 standard. (Records do not indicate variances of this type in recent years.) The Board of Adjustment's decisions gave consideration of the following alternatives or mitigation to off-street parking requirements including:

- Extend the distance that off-street parking could be created to a distance greater than 500 feet (500 feet is the current distance permitted);
- Share loading spaces with adjacent property;
- Provide shuttle service for employees;
- Provide on-site covered and secured bicycle storage;
- Require early morning deliveries; and
- If in the future a fee-in-lieu option became available, CBJ was authorized in at least one variance to have the applicant participate in the program (VAR2006-00031 approved September 27, 2006). Staff notes that the Downtown Fee-in-Lieu of Parking District Map was adopted October 30, 2006.

The applicant states that requiring 46 off-street spaces under the PD-1 standard is also impractical, and would negatively impact the character of the Historic District and its pedestrian orientation. The Historic District extends into the first 40 feet of the property from the sidewalk. Historic District Standards and Guidelines (04 CBJAC 080) will be addressed in a later section.

Financial Hardship

Fee-in-lieu of parking is an option in both the PD-1 and PD-2 Parking Districts. The current fee-in-lieu rate is \$10,805 for a commercial parking space. The established parking requirement of 80 spaces could therefore be addressed with an \$864,400 fee-in-lieu payment. At the PD-1 adjustment to 46 off-street spaces, this figure would be \$497,030.

The applicant states that this option is "onerous and discriminatory." The applicant, however, has not reviewed options for reducing the size of the buildings, or reconfiguring the shape of the buildings, to allow for any number of off-street parking spaces. Such options could allow some level of accommodation for the parking requirement. For example, if the applicant accommodated 10 off-street parking spaces on site, the fee-in-lieu payment would be reduced to \$756,350, or \$388,980 if the PD-1 adjustment was used. The applicant has not offered any site plan adjustments to address parking requirements or to reduce fee-in-lieu payments. The Variance criteria interpretation of hardship will be addressed in the final section of the analysis.

Other Options Considered

The applicant describes other options in the Project Narrative. CBJ Code allows parking

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requirements to be met on off-site locations within 500 feet of the site. According to the applicant, no off-site locations are available for the Archipelago development. The applicant also notes that shuttle services to other off-site locations have been previously approved. The applicant questions whether those shuttle services are currently operating. Again, staff has not researched those developments because the information is not relevant to the current Variance criteria. As previously noted, the applicant has not reviewed options for reducing the size of the buildings, or reconfiguring the site layout, to allow any off-street parking spaces. The Variance request is for zero off-street parking spaces, except for the loading zone.

The applicant has also argued that, because the property does not directly abut the shoreline (a section of CBJ property follows the western edge along the waterfront), the site is improperly zoned Waterfront Commercial, should be part of the MU (Mixed Use) zoning district instead, and therefore should be regulated differently. The applicant states that the special condition of the property is the Waterfront Commercial zoning in the Mixed Use environment.

Pre-application notes from the Conditional Use Permit show that the applicant considered applying for a re-zone of the property to address this concern, but did not complete the rezone application in either the July or January application periods. The parking requirements for Mixed Use and Waterfront Commercial, however, are the same; CBJ Code 49.40.210 does not distinguish between zoning districts, only use.

Downtown Historic District Standards and Guidelines

The applicant cites the expectation to comply with Downtown Historic District Standards and Guidelines as an impediment to compliance with parking standards, and specifically states that the parking requirement is inconsistent with Historic District standards. Historic District standards, however, do not include parking requirements, only recommendations and guidelines regarding placement and screening. These recommendations are noted in Chapter 7, Design Guidelines for New Construction. The guidelines recommend that development should “*maintain the alignment of buildings at the sidewalk edge and that street facades should span lot widths.*” Chapter 9, Design Guidelines for Parking Facilities, further states that “surface parking should be located in the interior of a block whenever possible” and recommends a visual buffer where surface lots abut sidewalks. Again, these are guidelines and do not supersede the specific requirements of the CBJ Land Use Code.

The site plan and the applicant’s Conditional Use Permit Project Narrative demonstrate that the applicant has followed these setback guidelines only when possible, as shown with the zero foot front setback for Building B. The front setback for Building A, as well as the side yard setbacks and rear-yard setback, all follow the Waterfront Commercial setback requirements of 10 feet.

The Downtown Historic District Standards and Guidelines are not unique to the subject property. Historic District standards are recommendations and not requirements. Finally, the applicant has

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not followed these standards except for the Building B zero-foot front setback.

Hazard Designations

The flood zone map in Attachment 8 indicates that the property is adjacent to a Velocity flood zone, but not located within one. A small portion of the development is located seaward of the mean high water line. FEMA and CBJ regulations (CBJ 49.70.400) prohibit habitable development seaward of the mean high water line, using the FEMA definition of development. This restriction prohibits development on a small area of the property estimated by the applicant to be 759 square feet. Furthermore, most, if not all, of this area lies within the 10-foot rear yard setback where structures are already prohibited. While a full survey of the mean high water line is not available for all downtown properties, it is reasonable to assume that the mean high water line extends at least partially into most waterfront (and waterfront adjacent) properties in some amount. This restriction is therefore not unusual, and in this particular situation affects only a small portion of the property.

In addition, the property was originally located within a Moderate Hazard Zone. Development in Moderate Hazard zones come with additional development restrictions, due to the risk to life and safety from landslides and avalanches. This designation, however, was eliminated through the Hazard Map amendment process (case AME2018 0010 with a Notice of Decision issued on August 14, 2018, Attachment 9.)

Non-Administrative Variance Criteria on Hardship [CBJ 49.20.250(b)]

A Variance is an allowance to violate a law. A Variance excuses a landowner from having to comply with zoning regulations that other landowners in the same zoning district must abide by. The Variance criteria emphasize that the deviation from code requirements must be based on undue hardship resulting from **unusual or special conditions of the property**, and the unusual conditions must not be created by the property owner.

A hardship exists when it is unusually difficult for a landowner to comply with regulations because of the peculiarity of the property. In order to justify granting a variance, an undue hardship must first be found to exist, and secondly the variance must be narrowly tailored to relieve that hardship and nothing more.

The proposed development is located on a flat lot of 33,875 square feet within the Waterfront Commercial zoning district. The development meets the lot width and lot depth requirements for the district, and greatly exceeds the minimum lot size of 2,000 square feet. The lot was created in 2019 as shown in Attachment 7. As described previously, the lot is not within any hazard zones and has no remarkable features.

Financial hardship is not considered an undue hardship in this case because it is not tied to

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unusual or special conditions of the property. The variance is focused on the land and its physical features because a variance runs with the land.

In addition, no evidence indicates that the applicant has tailored the variance to relieve the stated financial hardship. The applicant has not adjusted the building size or configuration to provide any parking on-site, nor has the applicant offered any fee-in-lieu payment to cover any number of parking spaces. This presumes that the fee-in-lieu option of paying for one parking space at \$10,805 is considered a financial hardship, as well as the fee of \$864,400 to compensate for all spaces, or \$497,030 spaces at the PD-1 parking reduction of 60 percent.

Variance Criteria on Public Health, Safety, and Welfare

The variance criteria require a determination of whether the Variance will be detrimental to the public health, safety, and welfare.

The PD-2 Parking District, with its 30 percent reduction in the off-street parking requirement, is an acknowledgment that developments in these areas are served by employees who are likely to live downtown, and used by customers who primarily arrive by cruise ships. The adjacent PD-1 Parking District, with a 60 percent reduction in the off-street parking requirement, follows this same rationale to a greater degree.

The applicant has made the argument, without supporting evidence, that its employees and customers arrive by foot or by transit. This argument for a reduction in the parking requirement, however, has already been addressed in the PD-2 Parking District requirements.

Fee-in-lieu of parking payments, currently at \$10,805 per commercial space, support parking infrastructure and transit improvements to both provide for more parking and to reduce the demand for it. The applicant has not offered a fee-in-lieu payment of any amount to offset potential impacts.

Parking lots on the waterfront may have detrimental aesthetic effects without adequate visual screening. Parking lots also discourage alternative transit methods for customers and employees and may add to congestion. At the same time, many residents and businesses perceive downtown Juneau to have a significant parking problem. Downtown residents complain of summer tourist employees parking in their neighborhoods, while businesses complain of inadequate parking for their stores. The 2013 Juneau Comprehensive Plan contains both policies that promote additional off-street parking as well as policies that promote pedestrian movement and discourage parking expansion.

The proposed variance to zero parking is likely to have some detrimental impact in neighborhoods by pushing employees and customers to park in surrounding areas. The applicant states that variances granted (under the previous ordinance) justified the reduction from the PD-

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2 standard to the PD-1 standard by allowing the applicants to shuttle employees, or by assuming that customers would be pedestrians. Such mitigation has proven difficult to enforce, and CBJ cannot mandate that customers and employees arrive by foot. A lesser variance, which reduces the parking standard but does not eliminate the requirement (for example, PD-2 to PD-1), combined with fee-in-lieu payment may offset this impact. As proposed with zero parking, the variance may be detrimental to public welfare and may negatively impact surrounding properties.

AGENCY AND PUBLIC COMMENT

No agency comments were received on the Variance during the agency review period conducted from October 14 to October 30, 2019.

One public comment has been recent to date, from a resident opposed to the variance (Attachment 10). The resident states this his family and friends avoid downtown during the tourist season because of the lack of street parking.

VARIANCE REQUIREMENTS

Pursuant to CBJ 49.20.200, a variance may be granted to provide an applicant relief from the requirements of this title. A variance is prohibited from varying any requirement or regulation of this title concerning the use of land or structures, housing density, lot area, requirements in chapter 49.35, or requirements in chapter 49.65.

A non-administrative variance may be granted to provide an applicant relief from requirements of this title after the prescribed hearing and after the Board of Adjustment has determined that:

1. Enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property;
2. The unusual or special conditions of the property are not caused by the person seeking the variance;
3. The grant of the variance is not detrimental to public health, safety, or welfare; and
4. The grant of the variance is narrowly tailored to relieve the hardship.

Pursuant to CBJ 49.20.260, the board may attach to a variance conditions regarding the location, character, and other features of the proposed structures or uses as it finds necessary to carry out the intent of this title and to protect the public interest.

FINDINGS

Board of Adjustment
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January 22, 2020
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1. Is the application for the requested variance 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.

Criterion 1 is met.

2. Does the variance as requested, meet the criteria of Section 49.20.250, Grounds for Variances?

a. Enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property;

No. Based on the preceding analysis, no evidence indicates that enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property. The property is a flat waterfront lot that meets and exceeds minimum dimensional standards for the Waterfront Commercial zoning district. There are no unusual or special conditions on the property, therefore there are no undue hardships resulting from these conditions.

Criterion 2A is not met.

b. The unusual or special conditions of the property are not caused by the person seeking the variance;

No. As noted previously, there are no unusual or special conditions on the property. Further, the property is located in the PD-2 Parking District and Fee-in-Lieu Parking District, which offer relaxation of the off-street parking requirements.

Criterion 2B is not met.

c. The grant of the variance is not detrimental to public health, safety, or welfare; and

No. Based on the preceding analysis, a grant of the variance for a zero parking requirement, combined with no fee-in-lieu requirement or other type of parking mitigation, may be detrimental to the public health, safety, or welfare by pushing employees or customers of the

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development to park in surrounding neighborhoods.

Criterion 2C is not met.

d. The grant of the variance is narrowly tailored to relieve the hardship.

No. There is no hardship resulting from usual or special conditions on the property. Furthermore, as described in the preceding analysis, the proposed variance is a request to reduce the parking requirement to zero and is therefore not narrowly tailored to relieve any hardship.

Criterion 2D is not met.

RECOMMENDATION

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and deny the requested variance, VAR2019 0005. If the Board elects to amend the findings and approve the requested variance, the variance would allow a reduction of the off-street parking requirement to zero in association with USE2019 0021, a proposed two (2) two-story commercial mixed-use development



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 South Franklin Avenue, Juneau, Alaska 99801 <u>365 S. Franklin</u>		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot) Lot 1A, Archipelago Subdivision		
	Parcel Number(s) Plat #2019-19 <u>1 C070 K 83 0022</u>		
	☒ This property located in the downtown historic district ☐ This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner Archipelago Properties, LLC	Contact Person Robert Kuhar	Phone Number(s) 706-823-3556
	Mailing Address 725 Broad Street, Augusta, Georgia 30901		
	E-mail Address robert.kuhar@morris.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.			
☒ <u>[Signature]</u> Landowner/Lessee Signature		<u>11/7/19</u> Date	
☒ _____ 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 Tiland / Schmidt Architects, P.C.	Contact Person Frank M. Schmidt AIA	Phone Number(s) 503-220-8517	
Mailing Address 3611 SW Hood Ave., Suite 200, Portland, Oregon 97239			
E-mail Address frankschmidt@tilandschmidt.com			
☒ <u>[Signature]</u> Applicant's Signature		<u>10.31.19</u> 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 TC
Case Number VAR 19-005
Date Received 11/7/19



VARIANCE 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	
	The new commercial project 'Archipelago Center' with building 'A' at approximately 15,800 sf and building 'B' at approximately 16,580 sf.	
	VARIANCE REQUESTED (list CBJ Code section you are requesting a variance to) CBJ 49.40.200 and CBJ 49.40.210(d)	
	Previous Variance Applications? ☐ YES ☐ NO Date of Filing: _____ Previous Case Number(s): _____ Was the Variance Granted? ☐ YES ☐ NO	
	UTILITIES AVAILABLE: WATER ☒ Public ☐ On Site SEWER: ☒ Public ☐ On Site	
ALL REQUIRED MATERIALS ATTACHED Complete application per CBJ 49.65.210 Narrative including: Any characteristics of land or building(s) or extraordinary situations that are unusual to this property or structure Why a variance would be needed for this property regardless of the owner What hardship would result if the variance is not granted Site Plan		

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

VARIANCE FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ _____			
Adjustment	\$ _____			
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 <i>Var 19-005</i>	Date Received <i>11/17/19</i>
----------------------------------	----------------------------------

Attachment 2 - Variance Application

Parking Variance Narrative and Supporting Documents
For
Archipelago Center
South Franklin
Juneau, Alaska

Submitted by:

Frank M. Schmidt AIA: Project Architect
Tiland/Schmidt Architects PC
3611 SW Hood Ave.
Suite 200
Portland, OR 97239
503-220-8517
Cell: 503-704-5800

On behalf of the Land Owner and Developer:

Archipelago Properties, LLC
Craig S. Mitchell Sr. VP Finance
Robert J. Kuhar AIA: VP Properties & Facilities
725 Broad Street
Augusta, Georgia 30901
Wk. 706 823-3556
robert.kuhar@morris.com

RECEIVED

NOV 07 2019

PERMIT CENTER/CDD

October 31, 2019

Narrative to Support Parking Variance Application for the Archipelago Center

Overview

The plan for this complex consists of two buildings with visitor-oriented retail spaces on the first floor and storage on the second floor but also with a 4557 square foot restaurant on the second floor of Building A. The total parking requirement – without application of any discounts – would be 86 spaces.

The site is located in Parking District 2 and this allows a 30 percent discount so the requirement drops to 60. It is not possible to accommodate any amount of parking on the site – other than a loading zone which is shown – without the entire development becoming economically unfeasible.

The CBJ has addressed this issue in the recent past on four other development proposals of a very similar nature to that of Archipelago.¹ In each case, a variance was granted to reduce the parking requirement to the Parking District 1 standard which allows a 60 percent discount. The justification given in the staff reports for these variances was the same for all four: the customers will be arriving on foot. Such a variance for Archipelago would result in a requirement of 34 spaces.

Placing 34 spaces on site is also impractical if the character of the Historic District is to be maintained and if the pedestrian orientation of the site is to be realized, as well as the economic impact of reduced leasable square footage previously mentioned

Four options have been identified to address the parking issue:

- A. Find an off-site location within 500 feet of the site and place parking spaces there. There is no available location for off site parking near the Archipelago development.
- B. Find a more distant off-site location and provide a shuttle service to connect the two locations. This was approved for the four previously mentioned developments during the 2000-2005 period and has proven to

¹ The buildings now called Pier 49, Diamonds International, EFFY and the People's Wharf. All are in the PD 2 area and zoned the same as Archipelago.

RECEIVED

NOV 07 2019

be impractical and has not been enforced, nor is it currently utilized by any of the grantees.

C. Use the code's Fee-In-Lieu (FIL) provision that allows a developer to pay about \$10,000 per space to meet the parking requirement. This is seen as onerous and discriminatory and is discussed further below.

D. Seek a variance to waive the requirement, which is the purpose of this application

Variance Criteria

CBJ 49.20.250(b) Non-administrative variances. *(1)A variance may be granted to provide an applicant relief from requirements of this title after the prescribed hearing and after the board of adjustment has determined that:*

(A) Enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property;

Insisting on the provision of parking is economically unexecutable from a development standpoint and is not needed. The customers and employees associated with the visitor-oriented retail establishments in this vicinity both arrive by foot. Some employees may arrive by foot from nearby apartments and others by bus, taxi, or ride-share from residences further away.

The Archipelago site is zoned WC or Waterfront Commercial (as are the four previously permitted new-build developments) but does not actually abut the shoreline. Rather, the site adjoins South Franklin Street and is more consistent with the Mixed Use (MU) retail area on the other side of the South Franklin street. In fact, there was discussion of seeking a rezone, to MU, for the Archipelago site but the variance process was selected because it is more efficient. So, the Archipelago site is arguably an extension of the MU development that is immediately nearby and should be regulated in the same manner.

The site is also regulated by the Historic District standards. Three other approvals have been given at the staff level for features that would otherwise not be

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Attachment 3 - Variance Project Narrative

PERMIT CENTER/CDD

allowable in the WC district because the Historic District standards are different.² The Historic District standards do not address the issue of whether parking should or should not be required. (The standards do have design guidance which can be summarized as “hide the parking.”) The historic standards do address parking on an indirect basis: If a development is to meet a zero requirement for front, rear and side yards, then there is no room for parking.

The Archipelago Center’s *nearest* competitors will be similar retail spaces that did not have to meet a requirement to provide parking when they were built. Employees in those other MU-zoned buildings get to work by other means and Archipelago’s lessees should not be required to pay for parking when their competitors do not, including those who were regulated under current law.

The current situation dictates the development would have to provide 60 spaces. If the FIL method is used, the fee would be at least \$600,000. If the previous four variances may be seen as precedent, Archipelago might be able to get a variance to reduce the requirement to the PD – 1 standard of 34 spaces. This contemplated FIL would still be a \$340,000 liability on the development budget and a hardship on the developer, necessitating higher lease rates. It should be noted that the \$10,000 per space estimate is currently just an estimate from CDD staff. A final number would have to be generated by the CBJ Finance Director and could be significantly higher, thereby injecting uncertainty into the project budget.

(B) The unusual or special conditions of the property are not caused by the person seeking the variance;

The “special condition” of the property is the WC zoning in an MU environment and the inability to meet the expectations of the Historic District and also provide economically feasible parking.

(C) The grant of the variance is not detrimental to public health, safety, or welfare; and,

Granting the variance will not cause any detriments. Rather, it would enhance the functionality of the space by promoting pedestrian accessibility, within a pleasant, open parklike environment.

² These were for building height, reduced front yard setback and to allow a canopy over the sidewalk.

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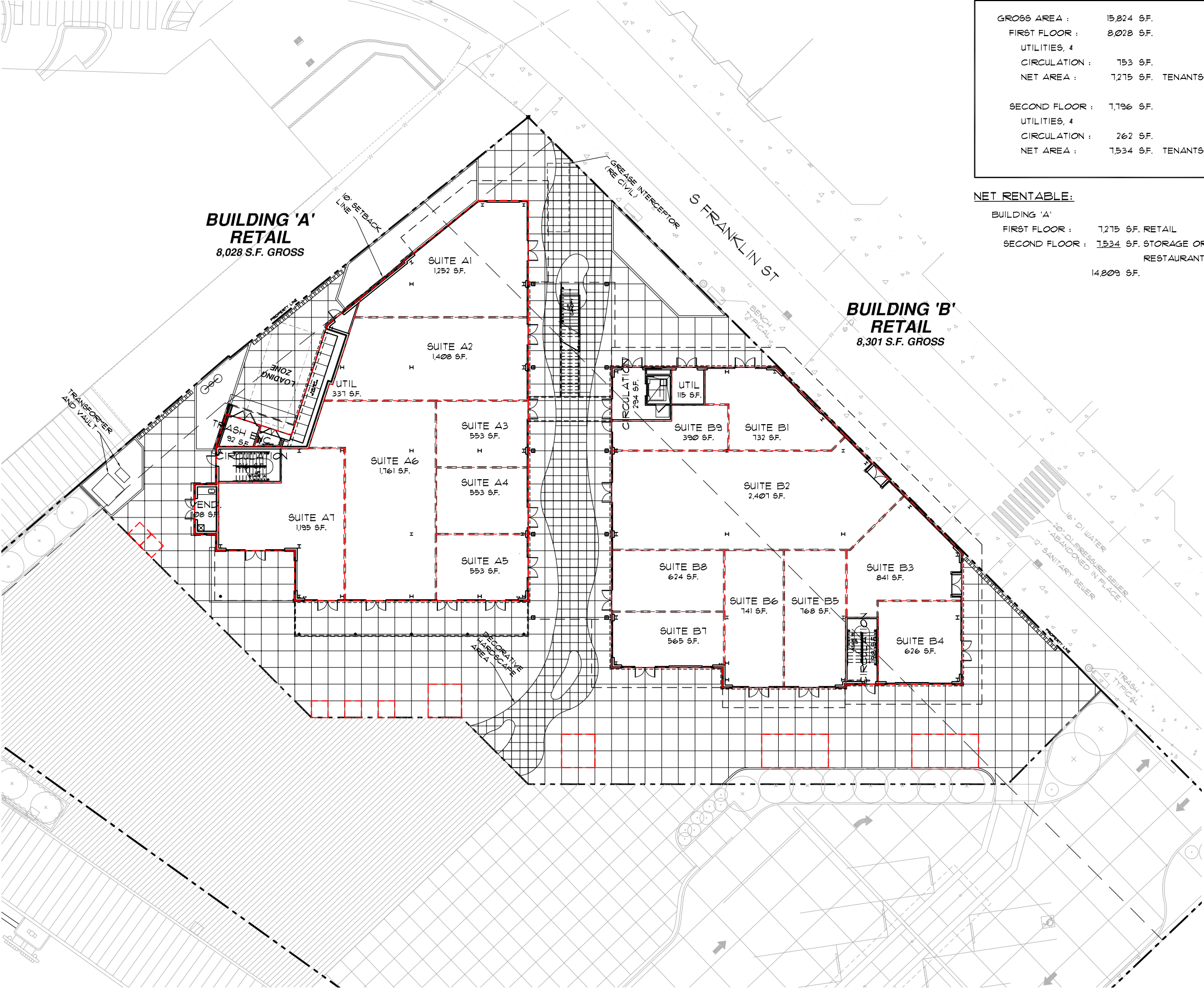
NOV 07 2019

(D) The grant of the variance is narrowly tailored to relieve the hardship.

The only issue at hand is the need to address a parking requirement that will cause a hardship and negatively impact the project. That is the only objective of this application for a variance.

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NOV 07 2019



BUILDINGS 'A' & 'B'
FIRST FLOOR LEASING PLANS
1 SCALE: 1/16" = 1'-0"
16,329 S.F. GROSS

Attachment 4 - Leasing Plans

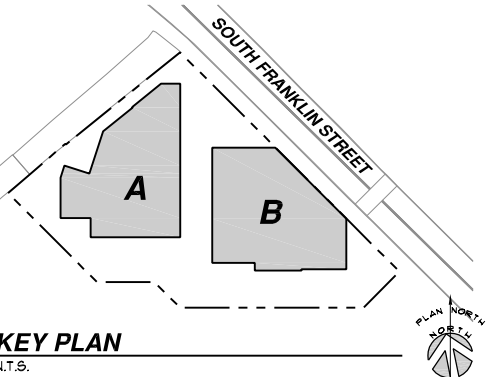
BUILDING 'A'	
GROSS AREA :	15,824 S.F.
FIRST FLOOR :	8,028 S.F.
UTILITIES, 4	
CIRCULATION :	753 S.F.
NET AREA :	7,275 S.F. TENANTS
SECOND FLOOR :	7,196 S.F.
UTILITIES, 4	
CIRCULATION :	262 S.F.
NET AREA :	7,534 S.F. TENANTS

NET RENTABLE:	
BUILDING 'A'	
FIRST FLOOR :	7,275 S.F. RETAIL
SECOND FLOOR :	7,534 S.F. STORAGE OR RESTAURANT
	14,809 S.F.

BUILDING 'B'	
GROSS AREA :	16,603 S.F.
FIRST FLOOR :	8,301 S.F.
UTILITIES, 4	
CIRCULATION :	607 S.F.
NET AREA :	7,694 S.F. TENANTS
SECOND FLOOR :	8,302 S.F.
UTILITIES, 4	
CIRCULATION :	633 S.F.
NET AREA :	7,669 S.F. TENANTS

BUILDING 'B'	
FIRST FLOOR :	7,694 S.F. RETAIL
SECOND FLOOR :	7,669 S.F. OFFICE
	15,363 S.F.
PARKING (SECTION 49.40.201)	
RETAIL :	1/300 S.F.
STORAGE :	1/1,000 S.F.
OFFICE :	1/300 S.F.
RESTAURANT :	1/200 S.F.

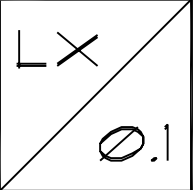
ANALYSIS BY POSSIBLE USE	
BUILDING 'A' - OPTION 'A'	
RETAIL @ FIRST FLOOR	
STORAGE @ SECOND FLOOR	
BUILDING 'A' - OPTION 'B'	
RETAIL @ FIRST FLOOR	
RESTAURANT @ SECOND FLOOR	
BUILDING 'B'	
RETAIL @ FIRST FLOOR	
OFFICE @ SECOND FLOOR	
BUILDING 'A'	
OPTION 'A'	
RETAIL & STORAGE :	32 STALLS
OPTION 'B'	
RETAIL & RESTAURANT :	62 STALLS
BUILDING 'B'	
OPTIONS 'A' & 'B'	
RETAIL & OFFICE :	52 STALLS
TOTAL :	
OPTION 'A' BOTH BUILDINGS :	85 STALLS
OPTION 'B' BOTH BUILDINGS :	114 STALLS
PARKING DISTRICT REDUCTIONS :	
PD-1 REDUCTION OF 60%	
PD-2 REDUCTION OF 30%	
OPTION 'A'	
WITH 60% REDUCTION	= 34 STALLS
WITH 30% REDUCTION	= 60 STALLS
OPTION 'B'	
WITH 60% REDUCTION	= 46 STALLS
WITH 30% REDUCTION	= 80 STALLS



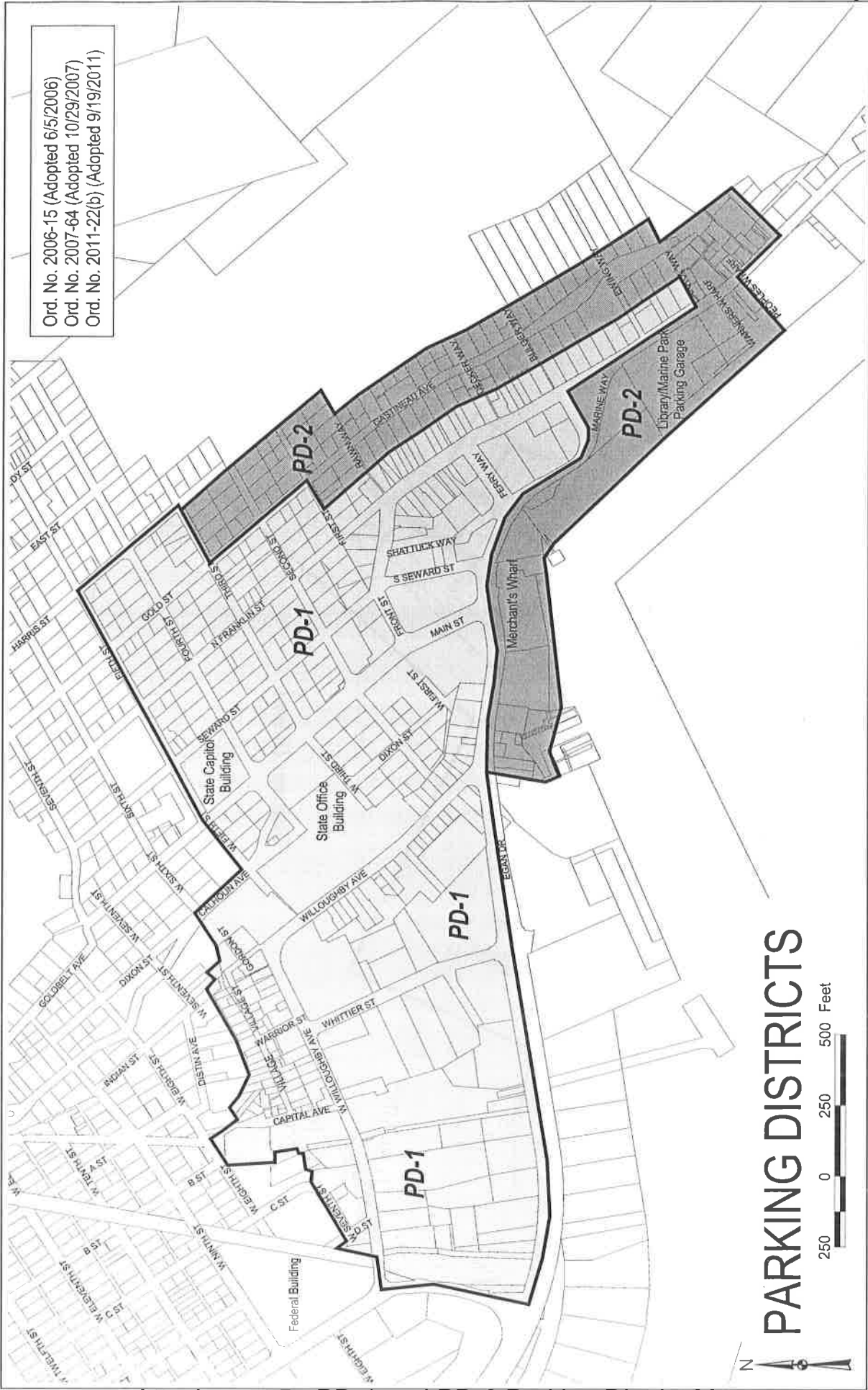
TILAND / SCHMIDT
ARCHITECTS, P.C.
3611 S.W. HOOD ST.
SUITE 200
PORTLAND, OR 97239
(503) 220-8917
FAX (503) 220-8918

ARCHIPELAGO CENTER
BUILDING SHELL
S FRANKLIN ST
JUNEAU, ALASKA 99801

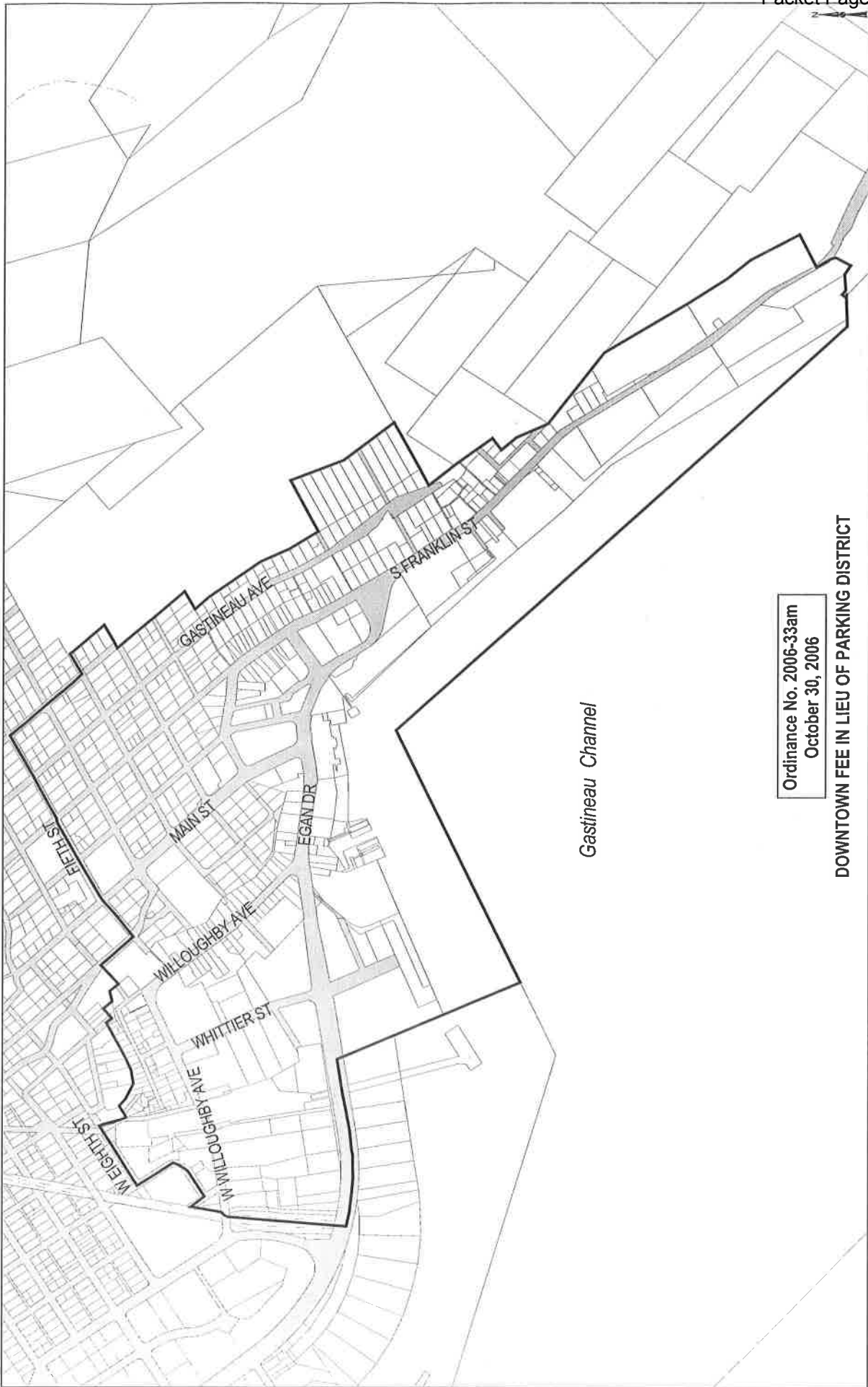
PROJECT NO.	17159
DATE :	01/15/2020
DRAWN BY :	MES
CHECKED BY :	FMS
REVISIONS	
17159 LX11 - Leasing Plans - 54	
- Exhibit For Parking	



10/14/2011



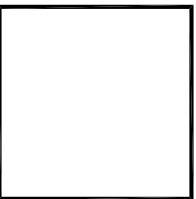
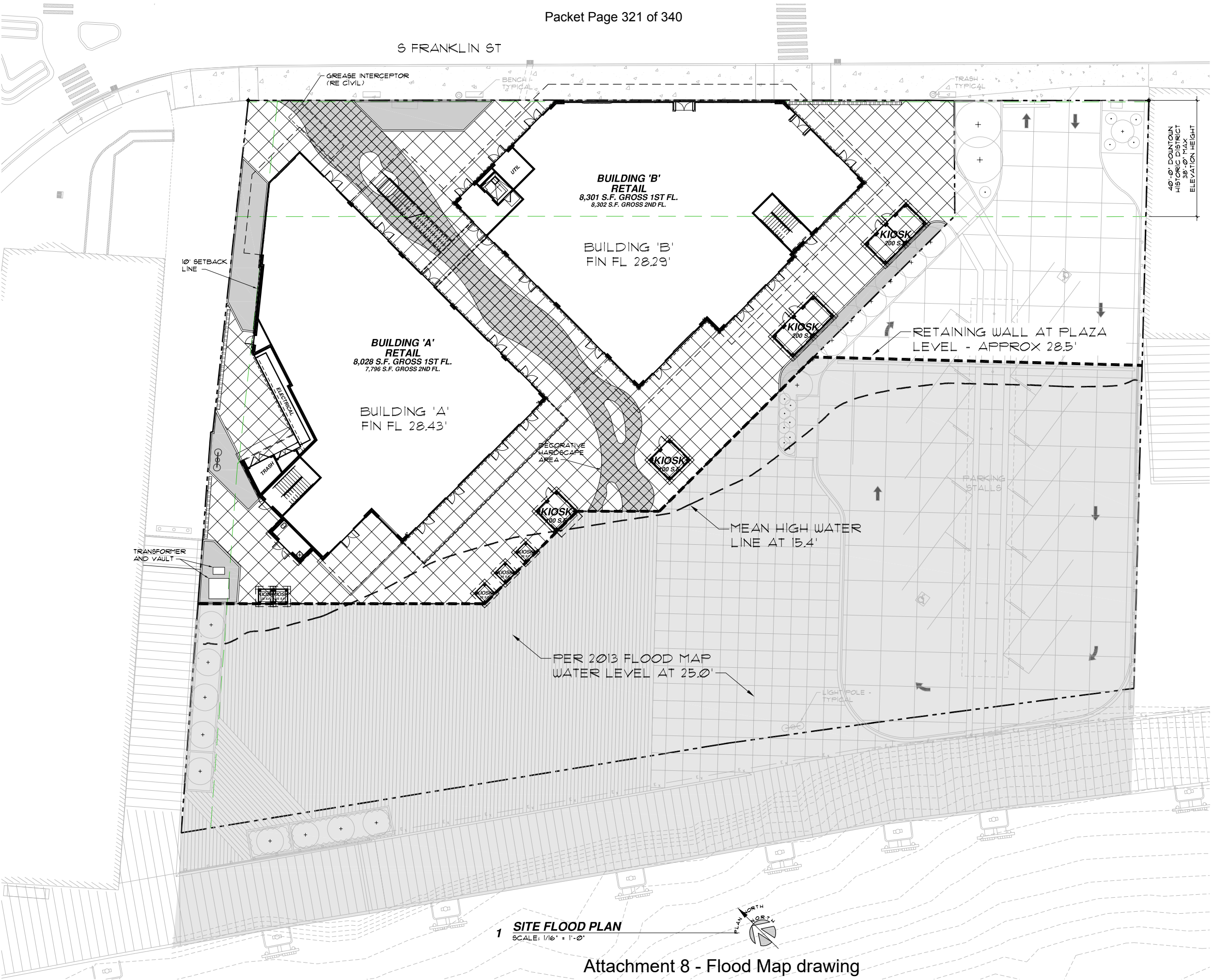
Attachment 5 - PD-1 and PD-2 Parking District Map



Ordinance No. 2006-33am
October 30, 2006

DOWNTOWN FEE IN LIEU OF PARKING DISTRICT

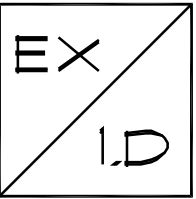
Attachment 6 - Fee in-lieu of Parking District Map



TILAND / SCHMIDT
ARCHITECTS, P.C.
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PORTLAND, OR 97239
(503) 220-8517
FAX (503) 220-8518

ARCHIPELAGO CENTER
BUILDING SHELL
S FRANKLIN ST
JUNEAU, ALASKA 99801

PROJECT NO.
17159
DATE :
12/21/2019
DRAWN BY :
CHECKED BY :
FMS
REVISIONS
REVISED 01/07/2020
17159 EXLD - Site Flood



Attachment 8 - Flood Map drawing

USC & GS TIDAL DATA **(FT ABOVE HLLW)**

<u>Location</u>	<u>EHW</u>	<u>HTL</u>	<u>MHHW</u>	<u>MHW</u>
Adak	7.0	4.6	3.7	n/a
Auke Bay	22.0	20.3	15.8	14.8
Achorage	40.0	34.4	29.0	28.3
Angoon	19.0	18.6	14.0	13.0
Atka	8.0	4.5	n/a	n/a
Attu	7.0	4.9	3.6	3.6
Barrow	n/a	0.6	0.5	0.2
Bethel	7.0	4.1	4.0	2.7
Chignik	12.0	11.2	8.9	8.1
Clark Bay	21.0	19.4	15.6	14.7
Cold Bay	11.5	9.1	7.6	6.9
Cordova	16.8	15.7	12.4	11.5
Craig	14.0	12.8	10.0	9.2
Dillingham	25.0	23.6	19.8	18.0
Douglas	22.5	20.8	16.4	15.4
Dutch Harbor	6.6	4.7	3.7	3.4
Elfin Cove	15.0	14.5	10.9	10.0
Gambell	4.0	1.4	1.2	n/a
Haines	22.5	21.2	16.8	15.8
Hawk Inlet	n/a	19.4	n/a	14.4
Homer	24.8	23.4	18.1	17.3
Hoonan	20.0	19.3	14.8	13.9
Hooper Bay	9.5	7.9	6.5	5.8
Hydaburg	16.5	15.6	12.9	12.0
Hyer	21.0	20.8	16.6	15.7
Juneau	23.2	20.8	16.4	15.4
Kenai	26.0	25.2	19.8	19.1
Shakan Bay	16.5	14.6	11.8	11.0

<u>Location</u>	<u>EHW</u>	<u>HTL</u>	<u>MHHW</u>	<u>MHW</u>
Ketchikan	20.8	19.4	15.3	14.4
Klawock	14.0	12.8	10.2	9.4
Kodiak	13.0	10.7	8.5	7.6
Kotzebue	n/a	3.4	3.2	3.2
Mekoryuk	11.5	n/a	8.4	8.1
Nakek	19.5	18.7	14.6	13.7
Metlakatla		26.3	22.6	20.7
Ninilchik	26.0	24.5	19.3	18.6
Nikolski	6.5	5.9	4.0	3.7
Nikiski	25.8	26.3	20.4	19.7
Nome	5.0	1.9	1.6	0.8
Nushagak	n/a	n/a	n/a	n/a
Pelican (Minor Island)	n/a	13.2	10.4	9.7
Petersburg	20.5	19.5	15.7	14.8
Prudhoe Bay	n/a	0.8	0.7	0.6
St. Michel	n/a	n/a	n/a	n/a
Seldovia	24.3	23.1	17.8	17.0
Seward	14.8	13.8	10.5	9.6
Shemya	7.0	4.6	3.4	3.4
Sitka	14.6	12.7	9.9	9.1
Unalakleet	n/a	5.1	2.0	n/a
Unalaska	6.0	4.7	5.7	3.4
Valdez	16.5	15.0	11.8	10.9
Wainwright	n/a	0.7	0.6	0.3
Whittier	18.7	15.5	12.3	11.3
Wrangell	22.0	19.7	15.7	14.8
Yakutat	14.9	12.8	10.0	9.2
Kake	n/a	18.0	14.0	13.1



Planning Commission

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

NOTICE OF DECISION

Date: August 14, 2018

Case No.: AME2018 0010

Gary Gillette, Port Engineer
 Docks & Harbors
 City and Borough of Juneau
 155 South Seward Street
 Juneau, AK 99801

Proposal: Hazard map amendment to remove Archipelago Lots 1, 2, 3 and 4 from the Moderate Hazard zone.

Property Address: 356 S. Franklin Street

Legal Description: Archipelago Subdivision, Lots 1, 2, 3, 4

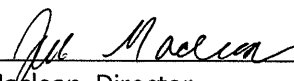
Parcel Code Number: 1C070K830036; 1C070K830037; 1C070K830038; 1C070K830039

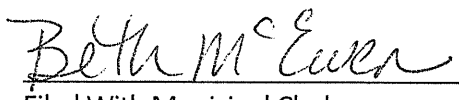
The Director of the Community Development Department has granted the requested hazard map amendment to remove the subject properties from the Moderate Hazard area as described in the site specific studies submitted with the application.

This Notice of Decision does not authorize any construction activity. Prior to starting any development project, it is the applicant's responsibility to obtain a building permit for any and all improvements requiring such.

This Notice of Decision constitutes a final decision of the Director of the CBJ Community Development Department. Appeals must be brought to the CBJ Planning Commission in accordance with CBJ 49.20.110. Appeals must be filed by 4:30 PM on the day twenty days from the date the decision is filed.

Project Planner: 
 Amy Liu, Planner
 Community Development Department


 Jill Maclean, Director
 Community Development Department


 Filed With Municipal Clerk

8/15/2018
 Date

cc: Plan Review

From: Gary Miller <gmiller.juneauak@gmail.com>
Sent: Monday, January 20, 2020 11:24 AM
To: PC_Comments
Subject: Parking Variance at 365 S Franklin

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

I oppose the parking variance for the two two-story developments. The CBJ has greatly reduced street parking with the widening of the sidewalks. Recently parking on Peoples Wharf Street was eliminated. That parking was just a short distance from the proposed variance.

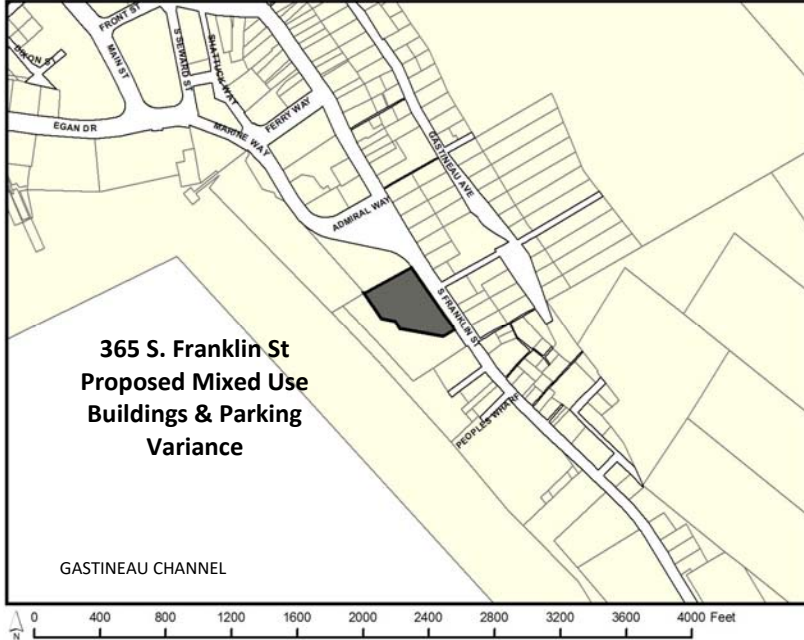
I and most of my family and friends avoid the downtown area during tourist season because of the lack of street parking. It makes no sense to me to add two more businesses but not provide any parking for them.

Thank you.

Gary Miller
20135 Cohen Dr
Juneau, AK 99801-8211
(907) 789-3757

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 for two (2) two story, mixed-use commercial developments and a Variance to reduce the parking requirement to zero** located at **365 S. Franklin Street**, adjacent to the downtown library and parking garage in the **Waterfront Commercial Zoning District**.

TIMELINE

Staff Report expected to be posted **Monday, January 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, January 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 this case, Teri Camery, 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, January 28, 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.

January 29

The results of the hearing will be posted online.

Case No.: USE2019 0021 & VAR2019 0005
Parcel No.: 1C070K830022
CBJ Parcel Viewer: <http://epv.juneau.org>

VAR2019-0005

A non-administrative variance to reduce the off-street parking requirement to zero in association with USE2019 0021, a proposed two (2) two-story commercial mixed-use development

January 28, 2020

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and DENY the requested variance, VAR2019 0005.



Community Development

VARIANCES (49.20.200)

PURSUANT TO THIS ARTICLE, A VARIANCE MAY BE GRANTED TO PROVIDE AN APPLICANT RELIEF FROM THE REQUIREMENTS OF THIS TITLE. A VARIANCE IS PROHIBITED FROM VARYING ANY REQUIREMENT OR REGULATION OF THIS TITLE CONCERNING THE USE OF LAND OR STRUCTURES, HOUSING DENSITY, LOT AREA, REQUIREMENTS IN CHAPTER 49.35, OR REQUIREMENTS IN CHAPTER 49.65. APPLICATIONS FOR PROHIBITED VARIANCES SHALL NOT BE ACCEPTED FOR FILING OR SHALL BE REJECTED BY THE DIRECTOR.



Community Development

VARIANCES (49.20.200)

(b) NON-ADMINISTRATIVE VARIANCES.

(1) A VARIANCE MAY BE GRANTED TO PROVIDE AN APPLICANT RELIEF FROM REQUIREMENTS OF THIS TITLE AFTER THE PRESCRIBED HEARING AND AFTER THE BOARD OF ADJUSTMENT HAS DETERMINED THAT:

(A) ENFORCEMENT OF THE ORDINANCE WOULD CREATE AN UNDUE HARDSHIP RESULTING FROM THE UNUSUAL OR SPECIAL CONDITIONS OF THE PROPERTY;

(B) THE UNUSUAL OR SPECIAL CONDITIONS OF THE PROPERTY ARE NOT CAUSED BY THE PERSON SEEKING THE VARIANCE;

(C) THE GRANT OF THE VARIANCE IS NOT DETRIMENTAL TO PUBLIC HEALTH, SAFETY, OR WELFARE; AND

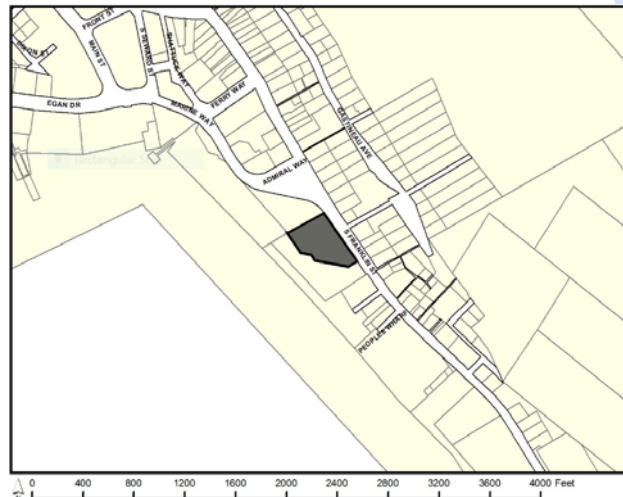
(D) THE GRANT OF THE VARIANCE IS NARROWLY TAILORED TO RELIEVE THE HARDSHIP.



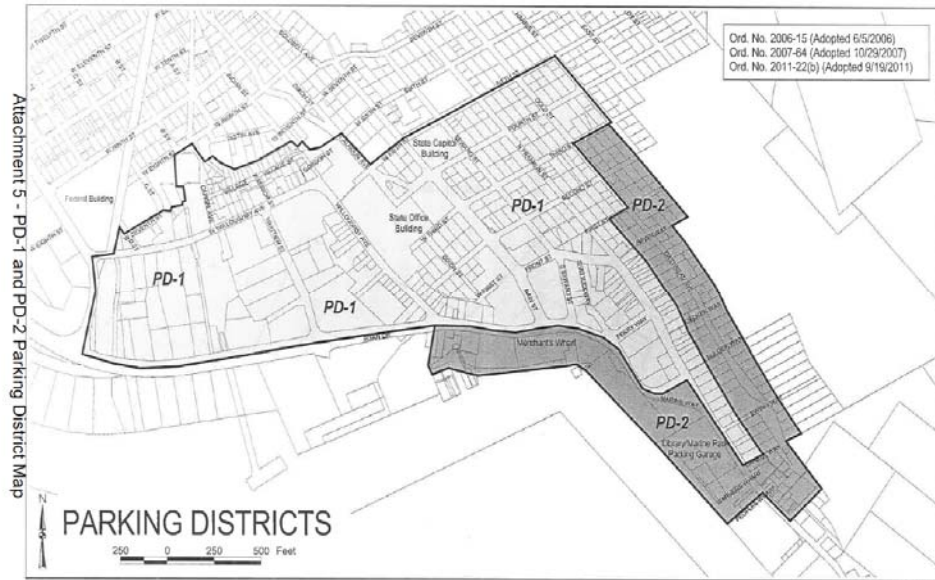
Project Description

The applicant requests a non-administrative variance to reduce the off-street parking requirement to zero in association with USE2019 0021, a proposed two (2) two-story commercial mixed-use development

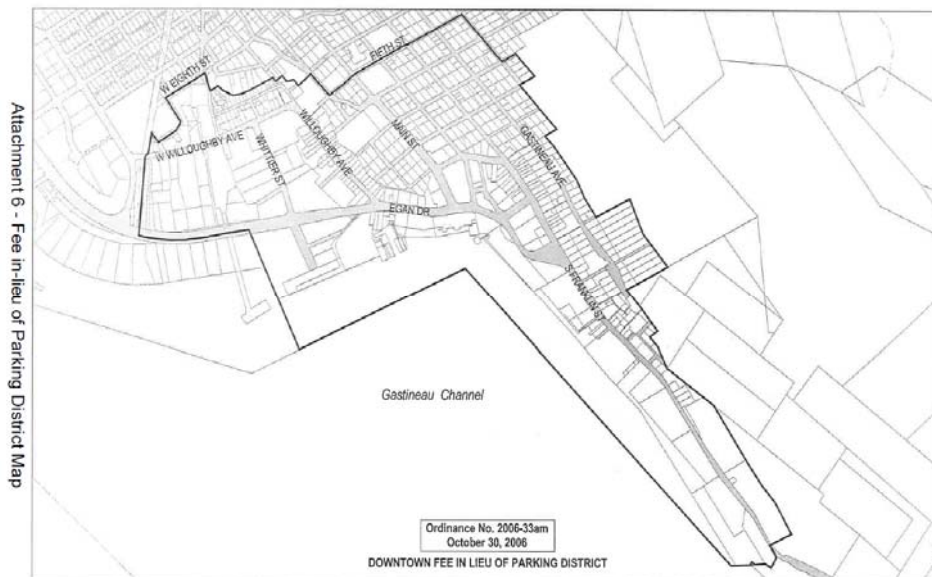
- Zoned Waterfront Commercial
- 2013 Comprehensive Plan Designation is Marine Commercial
- First 40 feet of the property is within the Downtown Historic District



PD-1/PD-2 Parking District



Fee-in-Lieu Parking District



Parking Requirements

Per CBJ 49.40.210(a), the parking requirement of 80 off-street parking spaces, Option B, is based on the following calculation:

Building A. 7,775 square feet retail (1 space/300 square feet); 7,534 square feet restaurant (1 space/200 square feet)

Building B. 7,694 square feet retail; 7,669 square feet office (1 space/300 square feet)

Subtotal: 114 off-street parking spaces

Final Total: 80 off-street parking spaces, which includes a 30 percent reduction because the property is located in the PD-2 parking district (Attachment 5)

(Staff report p. 3)



Parking Requirements

- The applicant has provided a second option, listed on the leasing plans as Option A, which has a lower parking requirement.
- The variance application is based on the higher parking requirement of Option B since final leases have not been signed.
- Option B with the PD-1 Parking District 60 percent reduction would be 46 off-street parking spaces.
- The site plans shows one loading zone on the southwest side; the variance is a request to reduce the off-street parking requirement to zero spaces.

(Staff report p. 3)



Parking Requirements

- Fee-in-lieu of parking is an option for both the PD-1 and PD-2 Parking Districts.
- The current fee-in-lieu rate is \$10,805 for a commercial parking space.
- The parking requirement of 80 spaces could be addressed with an \$864,400 fee-in-lieu payment.
- At the PD-1 parking district 60 percent adjustment to 46 spaces, the fee would be \$497,030.



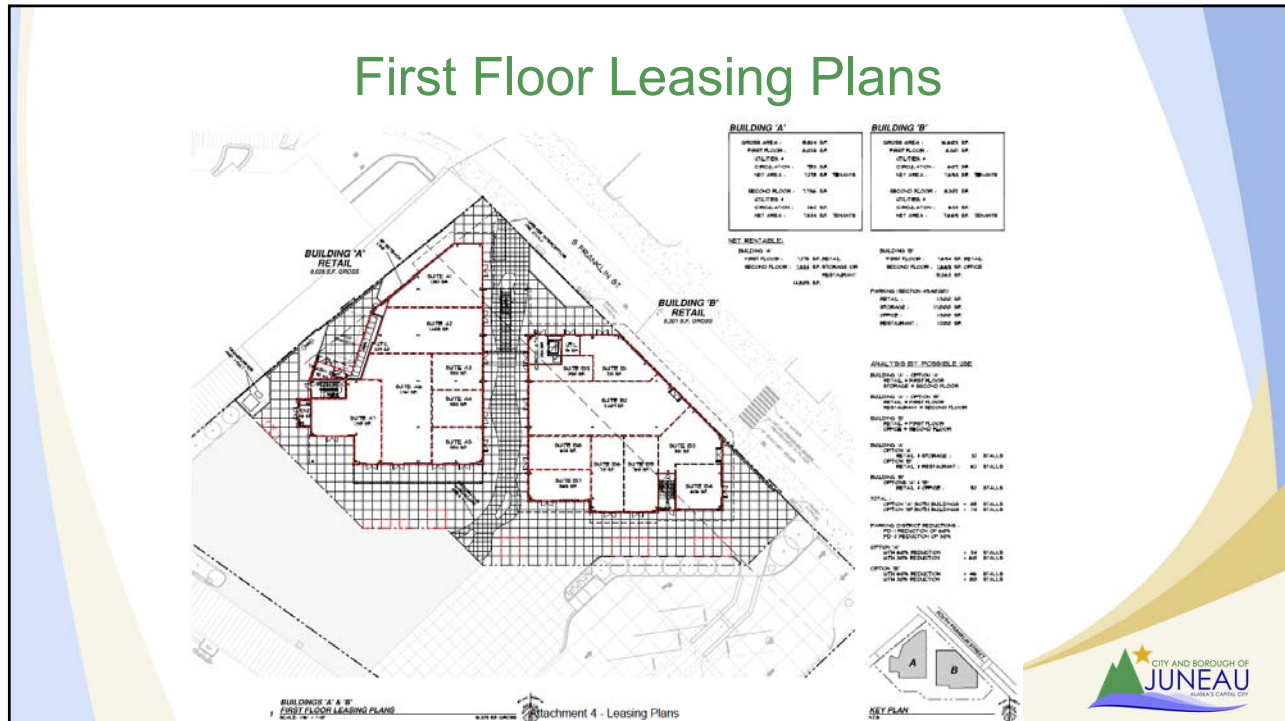
Fee-in-lieu rates

Commissioner Voelckers asked about Fee-in-lieu rates.

- Fee-in-lieu pricing is set by the CBJ Finance Department and reflects changes to the Consumer Price Index for Anchorage as set by the State of Alaska (CBJ 49.40.210(d)(5)).
- The current figure of \$10,805 per commercial space is the latest number we have, determined earlier this month.
- The applicant must apply for a Fee-in-Lieu application (similar to the one that the Commission heard at the end of 2019). If the application is approved by the Planning Commission, then the case is forwarded to CBJ Finance and they set the fee at that time.
- The MPG has parking permits that must be purchased on an individual basis (no group leases for businesses allowed) and frequently the garage is maxed out during the summer season



First Floor Leasing Plans



Second Floor Leasing Plans—not in packet



Analysis: Neighboring Properties

- Applicant noted 4 similar properties in the PD-2 district that were granted variances to the PD-1 standard with a 60 percent reduction.
- Parking requirement under PD-1 would be 46 spaces instead of 80.
- Error in staff report, p. 4 at end of first Neighboring Properties paragraph: numbers are based on the applicant's Option B leasing option, not Option A, because B has the higher parking requirement
- Applicant states that most customers and employees arrive by bus, ride-share, or foot. Nearby competitors did not have to provide parking.

(Staff report p. 4)



Analysis: Neighboring Properties

- Staff reviewed variances similar to what the applicant looked at; in variances granted from mid 90s to early 2000s, the parking requirement was often reduced from PD-2 to PD-1.
- Board of Adjustment also considered other parking mitigation, such as shuttle service, bicycle storage, extending the 500-foot distance that off-street parking could be provided.
- These variances were granted before the variance criteria were revised in 2018; and also granted before Fee-in-Lieu regulations were adopted in 2006.
- Fee in lieu recently used at 207 S. Franklin property for a small retail business (FLD2019 0002)

(Staff report pp. 4-5)



Analysis: Financial Hardship

- The applicant claims financial hardship, states that the Fee-in-Lieu option is onerous and discriminatory.
- The parking requirement of 80 spaces could be addressed with an \$864,400 fee-in-lieu payment. At the PD-1 parking district 60 percent adjustment to 46 spaces, the fee would be \$497,030.
- Applicant has not reviewed options for reducing the size of the buildings, or reconfiguring the shape of buildings, to allow for any number of off-street parking spaces to accommodate the parking requirement.
- Nor has the applicant defined the threshold of what constitutes a financial hardship for the development; no fee-in-lieu payment of any amount has been suggested as reasonable.
- Financial hardship is not addressed within the Variance criteria.



Analysis: Other Options and Arguments

- Applicant found no off-site locations to meet the parking requirement within 500 feet of the site.
- Applicant argues that the property is incorrectly zoned as Waterfront Commercial and should be part of the adjacent Mixed Use zoning district instead. However, the parking requirements for MU and WC are the same; CBJ Code 49.20.210 does not distinguish between zoning districts, only use.
- Applicant argues that Downtown Historic District Standards and Guidelines impede compliance with standards.
- Historic District guidelines do not supersede Land Use Code requirements, the applicant has followed them only when practicable, and the District is not unique to the subject property.

(Staff report pp. 5-6)



Analysis: Hazard Designations

- Property is adjacent to a Velocity flood zone, not within one. Small portion (759 square feet) is located seaward of mean high water. Habitable construction is prohibited seaward of mean high water, however this is within the 10-foot rear yard setback where development is already prohibited.
- Property was originally located within a Moderate Hazard zone; designation eliminated through the Hazard Map Amendment process.
- There are no unusual hazards or restrictions on the property.

(Staff report p. 7)



Analysis: Variance Criteria on Hardship

- Variance criteria state that deviation from the code requirements must be based on undue hardship resulting from **unusual or special conditions** of the property, and the unusual conditions must not be created by the property owner.
- Hardship must first be found to exist, and then the variance must be narrowly tailored to relieve that hardship and nothing more.
- Subject property is a flat lot of 33,875 square feet within the WC zoning district, which has a minimum lot size of 2,000 square feet. Lot meets lot width and lot depth requirements; the lot was newly created in 2019.
- Lot is not within any hazard areas and has no remarkable features.

(Staff report p. 7)



Analysis: Variance Criteria on Hardship

- Financial hardship is not considered an undue hardship in this case because it is not tied to unusual or special conditions of the property. The variance is focused on the land and its physical features, because the variance runs with the land.
- Applicant has not tailored the variance to relieve the stated financial hardship. No adjustments have been made to building size or configuration to provide parking; applicant has not offered any amount of a fee-in-lieu payment.
- This presumes that the fee-in-lieu option of paying for one parking space at \$10,805 is considered a financial hardship, as well as the fee of \$864,400 to compensate for all spaces, or \$497,030 for spaces at the PD-1 parking reduction of 60 percent.

(Staff report p. 8)



Analysis: Variance Criteria on Public Health/Safety/Welfare

- Applicant has argued, without supporting evidence, that employees and customers arrive by foot or transit.
- The PD-2 parking district, with its 30 percent reduction in the off-street parking requirement, is an acknowledgment that development in this area is served by employees who are likely to live downtown, and by customers who primarily arrive by cruise ship.
- The PD-1 parking district, with a 60 percent reduction, follows the same rationale.

(Staff report p. 8)



Analysis: Variance Criteria on Public Health/Safety/Welfare

- Fee-in-lieu payments offer another alternative to reduce parking on site. Payments supporting parking infrastructure and transit improvements.
- The applicant's argument that parking should be reduced because employees and customers arrive by foot or transit has already been addressed in code through the PD-1/PD-2 parking districts and fee-in-lieu options.
- Parking lots may have detrimental aesthetic effects, and discourage alternative transit methods.
- At the same time, many feel that Juneau has a parking problem. Residents complain about employees parking in their neighborhoods; businesses complain about inadequate parking for their stores.

(Staff report p. 8)



Analysis: Variance Criteria on Public Health/Safety/Welfare

- The 2013 Juneau Comprehensive Plan has policies that both promote and discourage parking.
- Proposed reduction to zero parking is likely to have some detrimental impact to neighborhoods by pushing employees and customers to park in surrounding areas.
- Mitigation in the form of shuttles and other options is difficult to enforce, and CBJ cannot mandate that customers or employees arrive by foot.
- As proposed with zero parking, the variance may be detrimental to public welfare and may negatively impact surrounding properties.

(Staff report pp. 8-9)



Agency and Public Comments

- No agency comments were received during the agency review period conducted from October 14-October 30, 2019.
- One public comment received in opposition to the variance, citing the lack of parking. (Attachment 10)

(Staff report p. 9)



Variance Requirements

1. *Is the application for the requested variance 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.

Criterion 1 is met.



Variance Requirements

2. Does the variance as requested, meet the criteria of Section 49.20.250, Grounds for Variances?

a. Enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property;

No. Based on the preceding analysis, no evidence indicates that enforcement of the ordinance would create an undue hardship resulting from the unusual or special conditions of the property. The property is a flat waterfront lot that meets and exceeds minimum dimensional standards for the Waterfront Commercial zoning district. There are no unusual or special conditions on the property, therefore there are no undue hardships resulting from these conditions.

Criterion 2A is not met.



Variance Requirements

b. The unusual or special conditions of the property are not caused by the person seeking the variance;

No. As noted previously, there are no unusual or special conditions on the property. Further, the property is located in the PD-2 Parking District and Fee-in-Lieu Parking District, which offer relaxation of the off-street parking requirements.

Criterion 2B is not met.



Variance Requirements

c. The grant of the variance is not detrimental to public health, safety, or welfare; and

No. Based on the preceding analysis, a grant of the variance for a zero parking requirement, combined with no fee-in-lieu requirement or other type of parking mitigation, may be detrimental to the public health, safety, or welfare by pushing employees or customers of the development to park in surrounding neighborhoods.

Criterion 2C is not met.



Variance Requirements

d. The grant of the variance is narrowly tailored to relieve the hardship.

No. There is no hardship resulting from usual or special conditions on the property. Furthermore, as described in the preceding analysis, the proposed variance is a request to reduce the parking requirement to zero and is therefore not narrowly tailored to relieve any hardship.

Criterion 2D is not met.



Recommendation

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and DENY the requested variance, VAR2019 0005.

If the Board elects to amend the findings and approve the requested variance, the variance would allow a reduction of the off-street parking requirement to zero in association with USE2019 0021, a proposed two (2) two-story commercial mixed-use development

