Agenda

Planning Commission - Regular Meeting
City and Borough of Juneau

July 9, 2019
Assembly Chambers
7:00 PM

I. ROLL CALL

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

A. June 11, 2019 Draft Minutes, Committee of the Whole

B. June 11, 2019 Draft Minutes, Regular Planning Commission Meeting

IV. WRITTEN AGENCY AND PUBLIC COMMENTS POST DEADLINE

A. Additional Materials, July 9, 2019

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VI. ITEMS FOR RECONSIDERATION

A. Notice of reconsideration given at the June 25, 2019, Planning Commission meeting for CSP2019 0005: A review of a State project to install two flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road

VII. CONSENT AGENDA

VIII. UNFINISHED BUSINESS

IX. REGULAR AGENDA

A. USE2019 0017: A Conditional Use Permit for St. Vincent de Paul to lease space at 8617 Teal Street to the CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services.

B. PWP2019 0001: A Parking Reduction Waiver for St. Vincent de Paul to lease space at 8617 Teal Street to the CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services.

C. SMF2019 0003: A review of a final plat for Pederson Hill Subdivision II Phase 1A resulting in 17 residential lots and 1 public use lot for habitat preservation

X. BOARD OF ADJUSTMENT

XI. OTHER BUSINESS

A. Public Works & Facilities Committee Liason Assignment

B. Title 49 Member Assignment

C. Subdivision Review Committee Assignment

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

A. APL2019 0003 (SMP2018 0002): Status and Strategy Issue

XVIII. ADJOURNMENT

Agenda
Planning Commission
Committee of the Whole
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
June 11, 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 5:50 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Vice Chairman; Michael LeVine, Nathaniel Dye, Shannon Crossley, Dan Hickok, Travis Arndt

Commissioners absent: Ken Alper, Andrew Campbell

Staff present: Jill Maclean, CDD Director; Jane Mores, CBJ Attorney

Assembly members: Wade Bryson

II. REGULAR AGENDA

A. Discussion on continued revisions/updates to the Planning Commission's Rules of Order

Chairman Haight invited Ms. Maclean to orient the Commissioners about the history of the Rules of Order, which has been a work in progress and predates her tenure. Director Steedle started working with the Commission on updating these rules, and the most recent version was adopted in early 2018.

The main changes suggested as a result of the most recent review include:

- A change in title to "Governance" instead of "Rules".
- Reorganization of some rules, especially those that are very lengthy and could be easier to interpret and follow if broken up more clearly.
- A revision to the section regarding participation by the Commissioners and staff, including a limit on the length of presentations.
- Clarification on submittals to the Planning Commission regarding cases. Part of this has to do with security for the computers at CBJ and the possibility of corruption with

thumb drives coming from the outside. Mat-Su Borough had a big breach a few years ago which has triggered other municipalities to review their policies.

Commissioners' packets include a memo to this effect, a copy of the rules with tracked changes and a clean version of the proposed revised rules. The Rules Committee consisted of Commissioners Levine, Dye, Voelckers, and Alper. Commissioner Haight was also at most of the meetings, she said.

Mr. Levine offered more context and said that a number of years ago Commissioners received a lengthy submission delivered at a meeting. It was 100 pages of analysis about property value and there was no mechanism to address the information. It seemed inequitable to not have time to consider the material and to make a decision on something that they did not have enough time to review. In that instance the additional material did not cause any problem with the substance, but the Commission recognized that it could, in the future, and there was not mechanism as a commission to address that problem.

The Rules Committee was formed for the purpose of figuring out how to better handle public submissions. At that time, the Committee limited its amendments to the previous rule. Two things were changed:

1. Time limits for submissions resulting in deadlines in place for publication of staff reports and deadlines for submission of written material followed by rules regarding late-submitted material so that members of the public could provide a few pages at the meetings.
2. An implementation of a preferred time limit for public testimony as a way of providing a benchmark.

Mr. Levine said that was what was done the last time the rules were amended. The Commission refrained from doing a comprehensive revisit of all the rules at the request of the city attorney. This time, he said, it seemed there was some value further clarifying rules of participation. There were 10 rules, 9 of which fit on 9 pages and one of which took up the other 9 pages. It seemed to make sense to streamline the rules and do the thing that was not done the last time, which was to look through rules from beginning to end.

The Committee met two times. Mr. Levine said that he recalled the biggest changes being suggested relate to the manner in which the Commission accepts comment from the public, the applicant, and staff. There are suggested time limits for public comment, the applicant presentation, and for staff presentations. The Committee has proposed having a sign-in sheet in the back the public come up in the manner they use at Assembly meetings in order to streamline time. Also, previously the rules disallowed testimony on behalf of other people but the Committee proposes a mechanism where one person could speak on behalf of others who

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all share same comments as long as those other people were in the audience. That one person could then get an extended period of time to speak on behalf of the group.

The Committee made changes to the conduct provisions. There were various rules concerning Commission conduct and the Committee put all these rules together into one rule and added a provision concerning conduct expected from the audience. Members of the public should not be applauding or booing and should not direct comments directly to Commissioners or to people at the podium. The Committee suggests putting an abbreviated version of the conduct rules in the back of Chambers to allow the public to see what is expected of them.

Mr. Voelckers said the Committee also clarified what happens when meetings run late and what the procedures are for stopping meetings at a reasonably rational time. There are added provisions that even if all Commissioners agreed to keep the meeting going, but it goes past 11:30, that can automatically open up the case for reconsideration.

Mr. Dye added to the background about deadlines and said that these shifted partly to help give the public and the applicants time to digest staff's recommendations and findings. By stepping out the process, there is more time for everyone to comprehend what staff is recommending and to have time for rebuttals and comments to get to the Commissioners so that they can review these comments the weekend prior to a Planning Commission meeting.

Mr. Levine said that the Committee also clarified that rule that described liaisons to other committees; as it stands, it is incorrect. The liaisons to the Wetland Review Board are actual members of the board per its charter but other liaisons to other committees are not members. The Rules Committee fixed that. In addition, he said, part of the reason for changing the name from "rules" to "governance" has to do with what is hoped the Committee will be able to do going forward. There was a situation several years ago where the Assembly reached down and removed the chair of the Planning Commission. Had things been stated differently, the Commission might have been able to address the problem in a way that would not have resulted in the Assembly's action. There would have been value in having a forum for that kind of a conversation. It is his hope, he said, that having a Governance Committee can provide for an appropriate forum to have those kinds of conversations. If a situation should arise as happened in the past, this could be referred to the Governance Committee to recommend a path forward. This is not a power grab for the committee but rather a forum for conversations about governance of the Planning Commission.

Ms. Maclean said that another good example is the Subdivision Review Committee (SRC), which has not met in several years, and there is a recommendation in the revised rules concerning this committee. In 2015, there was an update to the rules and regulations for subdivisions. Minor subdivisions up to 13 lots are approved now by the CDD director. Anything more than 13 lots goes to the Planning Commission for approval. Prior to 2015, there were not many subdivision applications that the director was approving. Now there are two concerns about the SRC

meeting with these new rules. For minor subdivisions, if an applicant comes before the SRC, the committee might find one way and the director might disagree but, ultimately, it is the director's decision to make so this situation could pit the committee against the director. For major subdivisions, the concern raised is that if the SRC gave input or findings before the case is brought to the full commission, it is only a subset of the Planning Commission. An applicant might move forward investing a lot of time and money making their plans after meeting with the SRC only to find that when the case comes to the public hearing before the full Commission, there could be different findings making the applicant's work and investment moot or in the wrong direction, which can be very costly. Therefore, it is recommended that the SRC be removed as a committee of the Commission.

Mr. Voelckers said that he thought the SRC was also referenced in Code 65 and the Commission did not have the sole authority to remove it without a parallel tooth extraction elsewhere in code, and he wondered how to go about this removal. Ms. Mores said a change in the ordinance would be the place to start, as this is one of the Planning Commission's committees that is stated in code, 49.10.400. Mr. Levine recalled suggesting that this change be sent to the Title 49 Committee to work through the process.

Ms. Mores said that she has not reviewed the proposed changes to the rules, but she recommended legal review in terms of code consistency. After this review, she would provide another draft for the Commission's consideration. Mr. Levine said that he would appreciate that review. He suggested that the Commissioners should go through the current draft to identify any other questions from those not on the Rule Committee and Ms. Mores could flag the places that she sees might be an issue. He also suggested a process check to determine where the document should go next – Rules Committee, Committee of the Whole, etc.

Mr. Haight suggested the Commission go through the document one page at a time.

Page 1 - Rules 1 & 2
Mr. Voelckers said that he agreed with striking out the intent language in the introduction and just saying what the Commission is doing.

Mr. Dye said there was quite a bit of discussion amongst the Rule Committee regarding the time of adjournment. He wanted to clarify for the Commissioners what he thought and make sure everyone was on the same page regarding Rule 2. He said he does not feel okay with the unanimous vote; he thought that should stay as a simple or super majority because of the attempt to add the line that follows, "Any action taken after 11:30 p.m. will be treated as if reconsideration has been noticed". He understood that reconsideration is given as a notice, and then at the next meeting, according to Roberts Rules of Order the Commission has to make the motion and then have the vote. Ms. Mores said that was correct and she had a comment about that particular provision. Mr. Dye said he would assume that this provision would mean that notice is automatically given, but a Commissioner would still have to make the motion in order

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for the vote to occur. Ms. Mores said that at the next meeting, someone would have to make the motion or else it dies.

Ms. Mores said that having the word "automatic" in this rule may lead to unintended consequences. One consequence is that a permittee could be held in limbo between meetings. The preferred course, she said, would be for the Commission to decide when and if to continue something or not. There may be times when there is a simple issue about which the Commissioners feel comfortable taking action, but there would be an automatic provision to wait two weeks to make a motion. Therefore, she suggested moving to continue an issue if it is felt there needs to be more time for deliberation.

Mr. Levine added that by definition there would not be anything simple taken up after 11:30 because no new business is taken up after 10:30, so this proposed language would only apply to something that is complicated. This issue arose due to some action that was taken up late at night, and not all Commissioners were comfortable with that. If there is a motion to consider that does not succeed, there may be Commissioners who feel they do not have sufficient brainpower to adequately vote. That is the concern.

Mr. Arndt said he had a similar thought as Ms. Mores. He liked the part about no new topics taken up after 10:30 but suggested putting a hard 11:00 or 11:30 pm time limit after which a case is automatically continued.

Mr. Voelckers said he agreed about the uncertainty being a problem, especially for issues that are time-critical. However, he felt that there was some redundancy in the language. He suggested dropping the sentence, "Any action taken after 11:30 p.m. will be treated as if reconsideration" and would leave the requirement for unanimity in order to go past 11:30. At some point, late at night, he said he felt the Commission owed the process the care of being able to have a single member bring it to an end.

Ms. Crossley said that she worried that for people who want to be heard, the requirement that after 11:30 a case is automatically extended might make people might not testify because they do not want the case to be continued to another 2 weeks.

Mr. Levine said that there have been fewer than five meetings in the past five years that have gone past 11:30. None of them, to his recollection, had public testimony going past 10:30. Generally, the lateness of a meeting is due to the Planning Commission deliberating on things. Sometimes it is not disagreement about outcome but the discussion is about wording and the conditions. His experience is that by 11:30, public comment has been completed or by 10:15, and the Commission knows there is no way they will get through the process in a timely manner.

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Mr. Haight said that a danger is the risk of trying to get something done before midnight and members might no longer be thinking objectively about the comments being made and the deliberations. He said he felt that this was something the Commission would have to determine judicially during the process. If at 11:00 the Commissioners are still listening to the applicant and have not gotten to public testimony, he felt a case should be continued to the next meeting. That is more of a management issue that needs to be recognized as an option. However, if into deliberations, there is danger in doing so late at night unless it is so obvious that the Commission has a good direction.

Mr. Voelckers asked a procedural question regarding how to handle conduct at this meeting. Should there be a series of micro-votes on changes in language, he wondered?

Mr. Dye followed up on Mr. Arndt's point about timeliness and leaving an applicant in limbo. He said he had concerns about fairness to the public and the applicant. He said it was his fourth year on the Commission and only stayed late once when writing code for marijuana under pressure to get that completed. He said he felt the need to be careful about putting in place a hard and fast a rule. He was intrigued by the idea of an automatic notice of reconsideration. The same amount of time is lost by continuing to the next meeting but the advantage is if there is consensus, the developer could run the risk of whatever s/he deems appropriate based on what was experienced at the meeting. This could be compared to the risk assessment of the time between the issuance of a decision and the end of the 30-day appeal period. In addition, he said, at some of the late meetings there have been members of the public present who want to see the deliberations. Just because public testimony has ended does not mean the room is vacated. He said he respected the fact that people take time out of their schedule to be present. He would like to be very careful regarding a hard and fast end time. He said he thought there should be more flexibility for the body to decide how to proceed.

Mr. Levine said that he felt Mr. Voelckers was on to something with redundancy. He said he wanted to make sure that there is some provision that allows for even one commissioner to halt the process or recuse himself or herself if they feel they cannot effectively participate fully or there is a mechanism for it to be reconsidered at the next meeting when everyone is fresh. He said he was inclined to strike "reconsideration" and leave that a meeting can only be extended by unanimous vote, past 11:30.

Mr. Dye offed a counter point and said that Commissioners do not always agree. He felt leery of over empowering one Commissioner to stop everything for two weeks. This could be a game changer and could be abused.

Mr. Voelckers said that the Commission is a cordial, deliberative body, and he is not concerned that one Commissioner would use the opportunity to act on his/her private agenda, but he has experienced times when he has been so tired that he could not even think how to form a motion. He suggested that the Commission could be open to an appeal if someone is not able

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to be effective and therefore the body might fall below the threshold of doing due diligence. Is it okay to plow ahead if one or more members feel they cannot be effective, he asked? Ms. More said an option could be a super majority instead of unanimous. She said she could come up with other options to suggest during her review of the document. It is good for all to function well, and she thought there could be a number of ways to handle this.

Mr. Levine wondered if the Assembly had a mechanism for this situation. Another possibility could be to force proactively a motion to continue because there would have to be a vote. He pointed out that amongst the body at this time, there was not agreement about the best way to put in language regarding the time of adjournment.

Mr. Arndt suggested that Ms. Mores give options that would fit with dealing with extending the time of the meeting.

Page 2 – Rules 3, 4, 5, 6
Ms. More said that the Assembly rules state, "meetings will adjourn 11:30 pm unless extended by a vote of at least 6 members", which is a super majority.

Page 3 – Rules 6 & 7
Mr. Voelckers said that at the top of the page the words 'if absent" were incorrect and needed to be struck because they make the sentence nonsensical. Mr. Levine said that was not accurate, and the words were needed. The only time the chair does not count is if he is not present. If he is there, he counts as a member to establish a quorum. A committee of four only has four members, which does not include the chair of the Commission; however, the chair can count towards quorum for the committee if s/he is present. Mr. Haight said that is the definition of "ex officio".

Page 4 – Rules 7 & 8
No comments.

Page 5 – Rules 8 & 9
Mr. Levine pointed out that for Rule 8-D1 some of these six-vote motions have been moved to Rule 12H so this should be stricken. Conversely, the language could say that public participation can only be reopened pursuant to Rule 12. Mr. Haight concurred.

Page 6 – Rule 9
Mr. Voelckers said that in Item 3 there was a word missing. After "representative individual will present on their ____" it should say "behalf".

Page 7 – Rule 9
Mr. Levine pointed out that the committee had a conversation was about pages versus pieces of paper. It was determined that two pages was the front and back of one piece of paper.

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Mr. Arndt said that it is nice to have examples like graphics. He wondered if the intent was only in regards to two pages of text, not to include pages of graphics. Yes, said Mr. Levine.

Mr. Dye said that for 9B4, "written comments must be signed", he wanted to include language regarding the inclusion of an address with a name and signature. If this is required of people speaking publically, why is it not required on written comments. Mr. Levine wondered why it is required of people who testify. It seemed sufficient to know the city of residence only. Ms. Mores said that knowing a speaker's proximity to a project could be helpful. The Assembly practices to always get name and address of people who are testifying, but she is not sure if it is a rule for written comments. Mr. Levine suggested that addresses either be required in both places or not. Mr. Arndt asked what if someone does not include the address in an email. Ms. Maclean said that staff would reply back to obtain an address if needed. Mr. Levine said that the rule does not say that written comments not meeting this requirement will be disregarded.

Mr. Hickok asked about people who submit via email and then testify in person reading from that email - can this be prevented. Mr. Voelckers said that this becomes a chair management issue to admonish the public to say something only once. Mr. Dye said the Rules Committee talked about how best to encourage only new material being presented in testimony. Mr. Levine talked about when the chair delivers information to the public about time limits, s/he could include a sentence to the effect that the public should assume that Commissioners have read all the written comments that have been submitted. However, he believed that people could not be prevented from doing with their time what they want as long as it is germane to the process. Ms. Maclean added that she empathized with people who are not comfortable with speaking publically to the Commission and so they might read directly from their email. Mr. Levine said that part of the impetus behind allowing a representative speaker who can have more time on behalf of others is to diminish the amount of time for restating the same thing or otherwise to help with this issue. Ms. Crossley clarified that people have to be present even if allowing a representative to speak on their behalf. Yes, said Mr. Levine.

Page 8
None

Page 9
None

Page 10
None

Page 11
Mr. Levine returned to the process question. The global attorney review needed to happen and the question of the end time needed to be addressed. His suggestion was that the revised rules

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do not need to come back to a Rules Committee or Committee of the Whole meeting unless Ms. Mores finds some giant legal problem that has been created. Otherwise, subject to that, the rules could come back to the Commission for adoption. Mr. Dye said he felt uncertain about consensus about the hard and fast stop time. Mr. Voelckers said that he agreed with Mr. Levine and that the Commission can debate the one item about stopping the meeting at a public meeting.

Mr. Levine disagreed saying he felt that conversation about when and under what situation the Commission feels competent to make decisions is more appropriate for a Committee of the Whole or a Rules Committee meeting. There can be more free conversation in those settings. He would like Ms. Mores to make a suggestion about how to proceed. Mr. Voelckers wondered how Commissioners would know if they liked the suggestion. Mr. Haight suggested bringing this topic back to a Committee of the Whole meeting. He felt it would not take long to complete the discussion, and there could be another topic on the agenda to make it worth the Commissioners' time. Otherwise, he suggested taking the draft back to the Governance Committee for review. Mr. Dye pointed out that any Planning Commissioner can go to any committee meeting.

Ms. Maclean said that public comment was received from a member of the public who wants to submit written comments concerning the rules, because no testimony is taken at committee meetings. The advice she gave was that they are welcome to submit written comments to the committee and/or they are welcome to speak on non-agenda items during a regular meeting.

Ms. Crossley asked if the Committee would like the thoughts of those not on the committee. Mr. Haight said that the Governance Committee would be open to that. Personally, she said, she does not have a problem with late nights but understands that others may.

III. <u>OTHER BUSINESS</u> - none

IV. <u>REPORT OF REGULAR AND SPECIAL COMMITTEES</u> - none

V. <u>ADJOURNMENT</u>

The meeting was adjourned at 6:41 pm.

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Agenda
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
June 11, 2019

I. ROLL CALL

Ben Haight, Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:00 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Vice Chairman; Michael LeVine, Nathaniel Dye, Shannon Crossley, Dan Hickok, Travis Arndt

Commissioners absent: Ken Alper, Andrew Campbell

Staff present: Jill Maclean, CDD Director; Jane Mores, Municipal Attorney; Tim Felstead, Planner II; Allison Eddins, Planner II; Amy Liu, Planner I; Laurel Christian, Planner I

Assembly members: Wade Bryson

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

Mr. Haight reviewed the agenda. No changes were requested.

III. APPROVAL OF MINUTES

A. May 14, 2019 DRAFT Minutes – Planning Commission Regular Meeting

MOTION: *by Mr. Levine to approve the Planning Commission May 14, 2019, regular meeting minutes subject to any minor changes by staff or Commission members.*

Mr. Voelckers requested a correction to the Blueprint Downtown Steering Committee report as the minutes indicate that he gave this update. Instead, the liaison to this committee is Mr. Dye.

The motion passed with no objection.

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - none

V. ITEMS FOR RECONSIDERATION - none

VI. CONSENT AGENDA

Mr. Haight indicated that several members of the Commission have conflicts with some of the items on the Consent Agenda. Therefore, he intended to vote on each item one by one.

USE2019 0011 was requested to be heard on the regular agenda by a member of the public.

USE2019 0012: A Conditional Use Permit to locate a food truck in an Industrial Zone
Applicant: Wild Alaskan Halibut
Location: Commercial Boulevard

Staff Recommendation

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit. The permit would allow the development of a food trailer at SSG IV Lot 50 on Commercial Boulevard, located in the Industrial zone.

The approval is subject to the following conditions:

1. One ADA van accessible parking space is provided on site, and that CBJ-approved signage shall be posted for the accessible parking space prior to commencement of the proposed use.

MOTION: *by Mr. Levine to accept staff's findings, analyses, and recommendations, and approve USE2019 0012.*

The motion passed with no objection.

CSP2019 0006: A City Project Review for a detox addition at Rainforest Recovery
Applicant: City & Borough of Juneau Engineering Department
Location: 2000 Salmon Creek Drive

Staff Recommendation

Staff recommends that the Planning Commission find CSP2019 0006 to be consistent with adopted local plans and policies, as required by *CBJ 49.15.580* and forward the proposed development to the Assembly with a recommendation of approval.

Mr. Haight recused himself due to his participation in the project. Mr. Voelckers took the gavel.

MOTION: *by Mr. Levine to accept staff's findings, analyses and recommendations, and recommend approval to the Assembly of CSP2019 0006.*

The motion passed with no objection.

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CSP2019 0007: A consistency review for an easement across CBJ property to provide year-round access to private land
Applicant: Roger Ramsey
Location: North Douglas

Staff Recommendation

Staff recommends that the Planning Commission adopt the Director's findings for the proposed project, and recommend that the Assembly approve an easement for access and utilities for USS 3248 across USS 3559 Lot 1, as described in the project application materials, with the following conditions:

1. The CBJ Manager may revoke the rights-of-entry, if the applicants or their successors in interest have not constructed the driveways after five (5) years from the date of issuance of the rights-of-entry. The CBJ Manager may extend the rights-of-entry, for good cause.

2. The easements be revoked if the grantees do not use the driveway for a period of more than five (5) years.

3. The easement be revoked if the grantees' property is served by a dedicated, constructed public street.

4. The CBJ reserves the right to utilize portions of the driveway alignment for a dedicated public street.

5. The easement be used to serve single-family or duplex residences on the grantees' properties. No commercial use is allowed.

7. The easement is not exclusive. The CBJ may grant other overlapping easements.

8. The grantees of the easements are responsible for construction and maintenance of any improvements.

9. The CBJ reserves the right of public pedestrian access along the easement.

11. The grantees shall provide as-built surveys of the driveways once constructed.

12. In order to minimize environmental impacts, the driveway shall be constructed to maintain the natural hydrology of the wetlands by using porous materials and minimizing or avoiding stream crossings.

MOTION: *by Mr. Levine to accept staff's findings, analyses and recommendations, and recommend approval to the Assembly of CSP2019 0007.*

The motion passed with no objection.

SMP2019 0001: A subdivision of U.S. Survey 708 into 17 lots
Applicant: PDC Engineers
Location: Directly north of Nevada Creek

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Staff Recommendation

Staff recommends that the Planning Commission adopt the Director's analysis and findings and approve the Preliminary Plat for Gastineau Shores Subdivision. This approval would allow the applicant to submit for the Final Plat Application. Approval is subject to the following conditions:

1. Monuments set along a meander line should be marked accordingly, e.g. M.C. Please include a typical of the monument that will be set for these corners.
2. Add label for L102 for drainage easement.
3. Remove the Community Development Department Plat Approval. Major subdivisions require the Planning Commission Plat Approval.
4. Modify width of the RS277 ROW to be 100 feet wide per AS 19.10.015(a).
5. Add note: WETLANDS MAY EXIST ON PARTS OF THIS SUBDIVISION. SPECIAL REGULATIONS MAY APPLY.
6. Correct the numbering sequence of the General Notes.
7. Modify the Platting Commission Plat Approval to read:

PLANNING COMMISSION PLAT APPROVAL

SMF2019 0002: A subdivision of U.S. Survey 708 into 17 lots
Applicant: PDC Engineers
Location: Directly north of Nevada Creek

Staff Recommendation

The final plat is generally consistent with the preliminary plat, and the conditions of approval have been met. Staff recommends that the Planning Commission adopt the Director's analysis and findings and approve the requested final plat for Gastineau Shores Subdivision.

Mr. Hickok indicated a conflict with both SMP2019 0001 and SMF2019 0002 because he is an agent of the applicant. He was recused. Mr. Arndt said he had a potential conflict as he uses the survey company that did the work and also uses the applicant's other agents in his office. However, he felt prepared to be impartial. Mr. Haight concurred and did not recuse Mr. Arndt.

MOTION: *by Mr. Levine to accept staff's findings, analyses and recommendations, and approve SMP2019 0001 and SMF2019 0002.*

The motion passed with no objection.

USE2019 0016: A Conditional Use Permit to reduce the rear yard setback from 25 feet to 20 feet per CBJ49.25.430(4)(N)
Applicant: Peak Construction
Location: Merritt Subdivision

Staff Recommendation

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit. The permit would allow the reduction of a rear yard setback from 25 feet to 20 feet for Lots 6, 7, 8, 9, 10, and 11 located in Merritt Subdivision

MOTION: *by Mr. Levine to accept staff's findings, analyses and recommendations, and approve USE2019 0016.*

The motion passed with no objection.

VII. UNFINISHED BUSINESS - none

VIII. REGULAR AGENDA

USE2019 0011:	A Conditional Use Permit for an aquaculture operation in the vicinity of Mab Island
Applicant:	Meta Mesdag
Location:	Near Mab Island

Ms. Crossley disclosed that Mr. Felstead is her first cousin. Mr. Haight asked if there was any objection to her remaining seated on the Commission for this hearing. Hearing no objection Ms. Crossley remained seated.

Staff Recommendation

It is recommended that the Planning Commission adopt the Director's analysis and findings and APPROVE the requested Conditional Use Permit. The permit would allow the development of an oyster and kelp farm in subtidal waters between Mab Island and North Bridget Cove.

The approval is subject to the following conditions:

1. Beaches surrounding the project site shall be patrolled on a regular basis to retrieve any garbage or debris from the operation. If garbage or debris from the operation washes up onto CBJ property, it shall be removed within 24 hours.
2. The use of the tumbler and generator shall only be allowed on weekdays, not including public holidays, between 9am and 5pm to minimize noise impacts to users of the Natural Area Park at peak use times (i.e. evenings and weekends).
3. The type of generator used shall be approved by CDD. The applicant shall submit the specifications of the generator for approval by CDD prior to use.
4. The work shed should be constructed of materials that have earth or forest color tones. These colors should be approved by CDD prior to construction of the work shed.

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5. Any navigational aid lighting shall satisfy U.S. Coast Guard requirements and, where allowable, be white in color and be static (not a strobe).
6. Any expansion in the intensity of the operation, which may include the use of additional platforms, work sheds, tumblers, lights, and expansion into intertidal areas, shall be subject to a new Conditional Use Permit or a modification of this Conditional Use Permit.
7. The operation shall have a universal marine spill kit sized appropriately for the amount of fuel that will be handled on the raft (i.e. the volume of the generator tank and the container used to transport fuel to the site). The size shall be approved by CDD.
8. No wastes of any kind, including human waste, may be discharged or otherwise disposed of at the site. There shall be no on-site shucking or processing of aquatic farm products beyond sorting, washing, grading, and packaging. Human waste shall be transported for disposal at a recognized land-based sewage disposal location.

Staff Report
Mr. Felstead introduced a Conditional Use Permit for an aquaculture operation in the vicinity of Mab Island. Mr. Felstead reviewed the purpose of a Conditional Use Permit and the Planning Commission's role in reviewing and approving or denying an applicant's request.

The proposed site is located at 37-mile on Glacier Highway, opposite the trail to North Bridget Cove. Mr. Felstead showed a map to locate the site and nearby landscape and human-developed features. The applicant is currently operating an oyster mariculture farm in a state tidal lease between Mab Island and North Bridget Cove. The uplands areas on either side of the site are zoned Rural Reserve (RR). According the land use code, tidelines are areas underwater that do not have a zoning designation and, therefore, are subject to the zoning of the adjacent parcels. Aquaculture is allowed in RR with a Conditional Use Permit.

Mr. Felstead presented another image showing the locations of clam farms that were permitted in the intertidal area near to Mab Island previously. He indicated that the area also includes some private lots to the north with cabins situated on the properties. The applicants already have approved leases for the area, subject to the Conditional Use Permit, from the Department of Natural Resources and the Department of Fish & Game. They are in the process of obtaining an Army Corp permit to operate in this location.

Mr. Felstead said that the area that the applicants currently have leased is a 100 by 200 foot square area, but they hope to expand the space in the future. The expansion would not increase the intensity of activities. The number of rafts and long lines would stay same; they would just increase the working space on the site.

Mr. Felstead displayed images diagramming the farm's design and operation for the kelp and oysters. He said that after speaking to the Southeast Alaska Fishermen's Alliance, the applicant has added red strobe lights to a number of the marker buoys to make sure there are no

navigational issues.

When the Conditional Use Permits for the previous mariculture operations were reviewed, a number of issues were of concern:

- Noise of the operation
- Visual obtrusiveness
- Natural Area Park status and potential interference with land-based recreational activities
- Trail use for access to the commercial site
- Navigational hazards
- Habitat impacts on eelgrass, herring spawning, and Dungeness crabs
- Entanglement of marine mammals
- A Bond for site restoration (removal of structures and gear from the site)

A big issue for this location, said Mr. Felstead, is that it is surrounded by CBJ uplands that have been designated Natural Area Parks. Page 145 of the Comprehensive Plan defines "Natural Area Parks" and Mr. Felstead read from that text. The Parks and Recreation Master Plan talks about the management for these semi-primitive Natural Area Parks and highlights North and South Bridget Cove as an example of one of these. Pages 6-10 of the Master Plan defines a Natural Area Park, and Mr. Felstead shared that definition.

Mr. Felstead sent the application to Parks and Recreation (P&R) for review and also offered to bring the application to the Parks and Recreation Advisory Committee (PRAC). Their response was this was different from the previous applications because it was not in the intertidal area. The site is difficult to access because it is constantly submerged under the water. P&R did support the following:

- A condition for a low noise generator
- Fixed white light navigational lighting
- A condition for removal of garbage on shoreline within 24 hours
- Possibly in the future commercial use of the trail may need to be permitted

Mr. Felstead said that the applicant intends to access the site by boat. There is no concern about parking at the potential launching locations. The applicant also intends to work with University researchers who will travel out to the site. There may be occasional need to use the North Bridget Cove trailhead to access the site in times of rough seas or to take water samples. There is a Department of Natural Resources (DNR) approved vessel moorage that was included in previous planned farming operations.

A big concern with the proposed activity is the noise coming from the tumbler and the on-site generator. The area is frequented by commercial and recreational boats. The applicants state that the tumbler would not be used outside of normal business hours, a few hours a day, a few days a week. They plan to use a plastic tumbler, which is probably the best as determined by the CBJ Building Department. Other operations use metal tumblers, which are louder when oysters

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are churning inside. A change to a metal tumbler would need a modification in the future if noise impacts were substantially different. At present, it is unknown how loud the tumbler would be as the applicant was not able to provide noise readings. There are some conditions recommended to limit the source noise of the generator and the hours of operation for both the generator and the tumbler, but the applicant has concerns about these conditions, said Mr. Felstead. The generator condition has been modified from what was submitted to the Commission in the packet.

Mr. Felstead showed an image of a tumbler and described how it works. The action of tumbling helps the oyster shell to harden and replicates a natural sea floor motion. He also presented a loudness comparison chart in the presentation slides. CBJ does have requirements that noise not exceed 65 decibels in the daytime and 55 decibels in the evening. Given the park surrounding the property, further attempts have been made to mitigate noise coming from the operation. The new condition talks about a 60-decibel limit at 50 feet from the generator, 40 decibels on the mainland and 30 decibels on the shoreline of Mab Island.

There is not much of a concern regarding visibility. The operation will be no more visible than a boat at anchor in that location. The locations of the private cabins within the park would prevent them from seeing the operation.

Another concern was the impacts on navigation, said Mr. Felstead. The applicant is working with the Coast Guard and is aware of certain requirements that they would need to fulfill. Additional lighting has been added by the applicant in response to local commercial fishermen. The red strobing light is the sort that they would put on nets if fishing during the night. It is believed that regulations would require navigational light on the permanent structures to be a solid white light. This is also preferred by CBJ rather than a flashing light.

A number of Alaska Department of Fish & Game permit conditions address habitat impacts. The DNR permit requires notification of any fuel spills, but there were no requirements for a spill kit to be on site. Therefore, staff added this as a condition. Disposal of waste was also not covered in other permits, so a condition regarding this is being recommended.

Mr. Felstead said that in terms of conformity with adopted plans, there are numerous policies, standard operating practices, and implementing actions that support mariculture and the research this operation proposes to foster. The Comprehensive Plan, Economic Development Plan and others indicate that CBJ wants to encourage aquaculture as an industry. The applicant has noted that DNR has indicated that there are very few locations suitable for mariculture of this sort, so they are taking over DNR leases from another person.

Therefore, said Mr. Felstead, it is recommended that the Planning Commission approve the Conditional Use Permit to allow the development of an oyster and kelp farm in subtidal waters between Mab Island and North Bridget Cove. Mr. Felstead reviewed the recommended

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conditions. Condition No. 3, it was noted, was different from the staff report in the packet and was modeled after National Park Service requirements for generators at camp sites. The condition now read as follows:

3. *The generator shall not exceed a noise level of 60 dB(A) at a distance of 50 feet. This may be measured in-situ or prior to location on-site.*

Commissioner Comments and Questions
Mr. Voelckers asked for elaboration on Item 6, as it seemed to him unnecessarily restrictive. He wondered if there would be a trigger mechanism. Mr. Felstead said the sentence uses a "may", and is intended to have a way to trigger a further review if the director determines that it is a larger operation than originally permitted. An example would be if five tumblers appeared on site or the area starts to impact the intertidal area. The director would have discretion to determine if the operation would need to come back for modification.

Mr. Levine noted the sentence on packet page 237 regarding impacts on eelgrass being irrelevant to the analysis. Mr. Felstead said that the Department of Fish and Game had no concerns about impacts to eelgrass. There are potential instances where herring might spawn on gear hanging in the water; Fish and Game have a condition saying these eggs cannot be disturbed and must be allowed to hatch.

Ms. Crossley asked for elaboration on navigational lighting. Mr. Felstead said that they are small but bright lights, a ball light fixed to structures floating on the water. He said he has visited the site at night and was able to notice them from the beach. There is no proposal for flood lighting or the addition of work lights on the raft. Most activity will occur in the summer when there is plenty of daylight.

Mr. Dye asked why it is only recommended to require trash removal from CBJ property in Condition 1. Mr. Felstead said that could be expanded to other private properties and State land to the north, but most of it is surrounded by CBJ land. Mr. Dye asked if staff had a sense of how far the beach would need to be patrolled for trash. Because the condition did not define where to look for trash, it seemed vague to him. Mr. Felstead said this condition was based on a P&R management recommendation but could be extended to private properties. The applicant does not want to lose equipment if it drifts off and intends to do periodic patrols of the beach. Members of the public could report things to CBJ. It would be difficult to put an absolute limit on the area because things float and tide moves, he said.

Mr. Hickok wanted clarification on the CBJ recommendation about light. Mr. Felstead said that the applicant has currently placed red flashing light to alert fishermen and boaters at night and have radar reflectors and navigation buoys. If there were no Coast Guard recommendations, CBJ would prefer a solid white light. Mr. Hickok said that is what an anchor light on a vessel is.

Mr. Haight asked what metrics would be used to determine if the spill kit recommended in Condition 7 is approved. Mr. Felstead said it should be sized according to the volume of the generator tank and the fuel that would be transported to site.

Applicant Presentation

Meta Mesdag owns Salty Lady Seafood Company, a tiny family farm that grows oysters. She wanted to clarify about the strobes, which were requested by gill-netters. The Coast Guard wants solid white lights on structures, but in the absence of structures at present, they hooked three strobes to buoys so gill-netters will not run into the long lines.

Ms. Mesdag explained her reasons for wanting to start a farm. She approached the State to find a location on the road system where she could be permitted but was told the only and best option was to reach out to Tom Manning who had the only permitted farm site in Juneau. It took a year to complete a lease transfer for the site, which was permitted for 16 years. The site was much smaller than desired but was the only workable option.

She said that there has been a tremendous amount of support from the community. Many agencies and organizations, including the University and NOAA, are interested in this project and have volunteered time and resources. She does not expect any revenue from the farm until 2020 so volunteer assistance has been critical to get things started.

Ms. Mesdag is on the board of the Alaska Shellfish Growers Association and learned that she is the only farmer in the state who has to go through the additional municipal permitting process. Already she is working with DNR, DF&G, DEC, the Coast Guard, the Army Corp. of Engineers and will be up for public comment four times in the next four years. There are many opportunities for the public to comment. This has been a huge unanticipated hurtle, she said.

Ms. Mesdag gave comments on the staff recommendations and suggested some changes:

1. Beach patrol – While they are already out picking up and cleaning, she has found she cannot access the site year-round depending on the seas. Therefore, the 24-hour window is harsh if the permit is pulled because she cannot get to the site during a storm. She supports clean beaches but there might be a difficult situation due to weather.
2. Restriction on use of the tumbler – The period recommended in this condition is a showstopper for her family. They need to have the flexibility for the family to get to work the farm in relationship to other jobs, volunteer availability, etc. She noted that 80% of the work will be in the summer, they will take advantage of the longer daylight hours, the workflow is very tidal-driven, and she hopes for more flexibility in times when they would be allowed to be out there working.
3. Generator - She has no issues with this condition.
4. Work shed – There are no problems with this condition; they aim to maintain

neighborhood harmony.

5. Navigational aid lighting – The intent to adhere to Coast Guard regulations once there are structures on the site.
6. Expansion of the operation – While she understands that a substantive change to any intensity of the operation will require a new Conditional Use Permit, she said she disagrees with the mention of expansion into intertidal areas. The inclusion of that statement appears to limit the use of her State lease and permit which includes a beach hardening area. Beach hardening of oysters is preferred to the use of the tumbler to achieve the same ends. There is a beach hardening parcel on her lease already.
7. Spill kit – Absolutely no objection to this condition, as she would want to protect her product.
8. Waste treatment – The farm is 100% dependent on clean water so she would not want to dump any waste. In addition, the Coast Guard has a regulation about this.

Commissioner Comments and Questions
Ms. Crossley asked about the tumbler. If the hours were lengthened to 8 pm, how long does it take to do that process? Ms. Mesdag envisioned tumbling 9 hours a week but being prohibited from nights and weekends is hard. She suggested a time period of 8 am to 8 pm, Monday through Friday could work but she also thought that weekends needed to be included.

Mr. Voelckers asked how far it is to the mainland shoreline. Ms. Mesdag said it was 1300 feet to the trailhead and 200 feet to the uplands of Mab Island. Mr. Voelckers said he asked in order to determine how far across the water beyond the 50 feet the sound would carry. Mr. Felstead said that the sound would carry but would diminish as it spread out from the point source. Every doubling of distance halves the volume.

Mr. Voelckers asked how loud the tumbler is. No one tried to put a decibel limit on the tumbler, he said. Ms. Mesdag said the sound of oysters tumbling around is what can be heard. It is not loud enough to require wearing earplugs. At some point, they would like to put the tumbler inside a structure to minimize noise, but they do not have the resources now.

Mr. Arndt asked how the city's existing noise ordinance fits with the proposed conditions of this permit. Ms. Mesdag said that they are within the noise ordinance of the city.

Ms. Crossley asked why the operation would not take the oysters off site to be tumbled. Ms. Mesdag said that would involve moving thousands of pounds of product to do so. It would require fuel, time, and energy and would be a burden on the success of the business. It would not be profitable. Ms. Crossley asked about the difference between taking oysters off site to sell and off site to tumble. Alec Mesdag replied that most of the tumbling that happens is to oysters that are put back in the water right away.

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Mr. Voelckers had questions about Ms. Mesdag's concerns about Condition 6, would this only be applicable to other properties that she already has lease rights to that have their own conditions? Ms. Mesdag said that they have a hardening beach on the Bridget Cove side already. They were talking with CDD about consolidating their six parcels into two areas. To move the hardening beach that they have permitted over to Parcel 6 where it would be in a 50-foot by 25-foot area on Mab Island would require a new Conditional Use Permit. This is one of their concerns. Mr. Felstead noted that the previous permits were for clam farm operations. The previous leaseholder did have permits for oyster hardening on those beaches, but they were not permitted for hardening oysters under a CBJ permit. He said that the impacts might not be different and maybe that could be considered under the previous permits, but that has not been reviewed yet, neither is hardening on the shoreline of Mab Island.

Mr. Levine clarified his understanding that the beach on Mab Island has not been analyzed with this permit application. Therefore, he did not see how the Commission could do what was being asked regarding the use of a Mab Island beach if the analysis in the staff report does not support that. Ms. Maclean wanted to clarify that this came up in conversation the previous week, and she advised Mr. Felstead to let the applicant know that she had a further concern that because the hardening on the beach was not in the application, it was not included in the public notice. This could mean it could be appealable. She advised that the applicant move ahead with the application as submitted and come back in the future and modify this permit or seek a new one. Ms. Mesdag said that in order to move the hardening beach to Mab Island the State would have to adjudicate it and the City would have the opportunity to comment. Mr. Mesdag pointed out that if they moved the hardening beach to Mab Island, it would not increase the intensity of the operation and would decrease the use of the tumbler. He commented if the City were looking at land-based operation adjacent to a Natural Area Park without a clear delineation between the properties, there would not be concern about someone from the public moving from the park area into the nursery property that might have pots on the ground. This did not seem to have substantive impact to the operation or to the intensity of the operation, to him.

Mr. Dye said that to him it sounded similar to snow storage in Montana Creek not being in the original application. He asked if, therefore, the Planning Commission did not have the authority to deal with this question at this meeting. Ms. Maclean said that it was a similar situation where she would not want the case to be up for appeal for this reason. Mr. Dye asked if law concurred and, if so, could the applicant pull the application, modify it, and come back before the Commission. Ms. Maclean said that rather than withdrawing, the hearing could continue and be re-advertised with the uses that the applicant wished to include. Mr. Mesdag said that the public notice indicated an aquaculture farm in the vicinity of Mab Island and included the DNR lease and the ADF&G development plan. If people reviewed all the attachments, they would see the hardening beach on the site. Ms. Mesdag said it was listed as intertidal which includes the beach up to mean high water, and it is listed that way on the posted signs.

Mr. Voelckers asked if it was the applicant's intent to work towards actively using intertidal in the future. Ms. Mesdag said it is a small area full of large boulders and rocks that currently is unusable for them but that they are paying for. They hope to go through the State process, which will take about 2 years to get the phase moved over. The City said it liked the idea of consolidating their footprint into two areas, and this was discussed during the pre-application meeting. They hope not to have to go through this process again for such a small item of minor impact. However at this point it is not worth holding up the process.

Mr. Levine said the Commission could not approve something not analyzed by staff. However, he wondered if the condition could be written to give flexibility going forward. He asked the applicant to think about a condition that did not list any specifics and say something like "any expansion beyond what was considered in this Conditional Use Permit would require a new Conditional Use Permit." That would give the applicant the opportunity to resolve this question at some point in the future.

Mr. Hickok asked if the applicants own a cabin or stay overnight at Mab Island and where the closest neighbors are located. Ms. Mesdag said that they stay on their boat, and the closest neighbors live at Akiama Bight. Mr. Hickok asked what is used for electricity. Ms. Mesdag said that tenders use generators as well as gill-netters. Mr. Hickok noted that these boats produce unmonitored noise pollution. Ms. Mesdag said that up to 50 boats are anchored in the cove at night.

Ms. Maclean offered some points of information. It is not just the zoning district that is significant, she said, it is also the Comprehensive Plan land use designation being in a Natural Area Park. The combination of the two is what is significant. In addition, she wanted to remind the Commission that Conditional Use Permits are transferrable and do not expire. She is open to adjusting the 24 hours for beach cleanup, but said if the Commission feels there needs to be that condition, on the other side for compliance there needs to be some sort of regulation that is enforceable. For example, using language such as "reasonable" is not clear enough. Her other comment was about the hardening which was not included in the application and the public notice sign only spoke to intertidal waters.

Ms. Mesdag wanted to make sure it was clear that they are in State tidelands with the park area as a neighbor. They are adhering to all State regulations, statutes, and all of the things CBJ is requesting for being a neighbor to the park area.

Public Testimony

Marty McKeown is the neighbor with private property in Akiama Cove. He said that they run a generator, which is behind the cabin, but cannot be heard from the beach. There are up to 40-50 gill-netters running generators all night long, and they can barely be heard. He said he thinks the farm will be a positive addition to the economy. Limiting the hours of operation would mean that there should be a limit on fishermen as well, he said. He expects the Mesdag's will be good

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neighbors.

Charlie Williams represented the Juneau Chamber of Commerce. They submitted a letter in support of Salty Lady. He said that the heart of the matter for the Chamber is the limitations from CDD. The recommendations create some difficulties for the business to able to respond to conditions of the business including hours of operation that will limit the applicants' ability to do the things needing to be done. Limiting the work hours to only weekdays will doom the operation, he said. Some items in the recommendations are common sense for any business owner like clearing trash. However, he pointed out that McDonalds is not required to clean up their trash. Regarding use of the cove, it is a park setting, he said, and it is active and not always quiet. There are parties on boats, music on the beach, etc. Of all things the cove is used for, said Mr. Williams, this business could be the least impactful to the public quiet.

Tom Manning, of 622 Hemlock Street, spoke in support of the project. He offered some history regarding the permits, which are for both oysters and gooey ducks. He transferred the permits to Ms. Mesdag. He wanted to do gooey duck, which explains the plots on the map that are intertidal, but he had an area changed over to oysters although this did not happen. In 2001 when he started, the process went through the Coastal Zone Management Program, which no longer exists. At that time, the process was to be managed at the local level. The Coastal Zone Manager worked in CBJ Planning and Zoning and she helped him locate the site. The commercial sites would be in Auke Bay and downtown where water quality is not consistent with aquaculture. It took over a year to transfer the permit to Ms. Mesdag. Most of the conditions mentioned at this meeting with the exception of the sound concerns, are already covered by state regulations. In addition, he wanted to restate that there is a lot of activity in the area already and therefore the sound of the tumbler would be minimal by comparison.

Mr. Voelckers asked Mr. Manning if he knew when the property transfers from the State to the Borough. Mr. Manning said that the permits are still in place. Did the conditions worked out by the State transfer to the City, asked Mr. Voelckers? Mr. Manning said that the Coastal Zone Manager changed during the process, and the new person was not in favor of a clam farm. She said she wanted it to be a Conditional Use Permit. Then the State asked the City if it approved of this. Juneau decided to answer with a Conditional Use Permit to say yes or no and is the only community in the State to require this of a mariculture farm, because almost every condition is covered by the State agencies involved.

Wayne Coogan said that he does not know the applicants, but he is worried. Garbage, noise, lights, and fuel are already heavily regulated. He suggested there be a catchall phrase to say that the applicants must conform to any and all applicable laws, regulations, etc. This would scratch about 50% of all the conditions being suggested. He said he was worried about the level of scrutiny, which seems redundant.

Theresa Abbas of Alaska Coastal Seaweed said that she looked forward to doing business with

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this company. She sees the enterprise as being beneficial to CBJ and the community, she said. She said she felt the business was being overregulated. For example, using the tumbler out there with the other noise with the boats and the sounds of waves, it did not make sense to her to have a time restraint for utilizing the area for tumbling.

Tom Abbas, husband of the previous speaker, asked a question of the Commission about the regulatory authority between the State and CBJ and what the City's authority is over a State land lease. Mr. Felstead said that because this property is within the borough and is a zoned piece of land even if under the water it falls under the requirements of the land use code. A private property owner who owned the tidal survey would be subject to same requirement.

Jan Mesdag Church provided a letter from Connie Smith of Pacific Coast Shellfish Growers Association (PCSGA) in support of the Conditional Use Permit and read it aloud.

Commissioner Comments and Questions to the Applicant
Mr. Hickok asked the applicant what would be absolute latest time of day for running the tumbler. Ms. Mesdag said she assumed they would only run it during the day but does not want to have conditions prohibiting other times. Running it on weekends is important. 8 am to 8 pm, Monday-Friday would be very reasonable. She can agree to a certain number of decibels within a certain distance but prohibiting days of the week for operation would be egregious. She wants to be good neighbors and does not want to impact others' enjoyment of the cove. Mr. Hickok asked if the intent is to enclose the operation at some time. Ms. Mesdag said that when revenue is sufficient, they would like to have a space out of the rain and wind. However the business is ready to process the product now and so she would not want one of the conditions to be that they have to have walls and a roof in order to do so. She said she also is sensitive to the fact that the permit would be transferrable but wanted to point out that the transfer process is not easy and there is ample opportunity for public comment during such a process.

Mr. Levine asked if the applicant had a suggestion about a reasonable noise level. Ms. Mesdag said that 60 decibels within 50 feet is fine for both the generator and the tumbler. Mr. Levine said that one way to extend the hours would be by limiting the amount of noise, but there is not a good measure of what a reasonable limitation would be. Mr. Mesdag said he thought the problem was being over-thought. The primary use of the site is 1300 feet away. Most of use in the area is people walking through to a cabin that is a mile away. Any kind of wind or wave noise kills the sound. Ms. Mesdag said that the number of times a year they would be out there even up to 8 pm is minimal. However, she wants there to be flexibility in the time to accommodate weather conditions and volunteer availability.

Mr. Voelckers corrected Ms. Mesdag's statements, asking if she meant 7 days a week, not just Monday-Friday. Ms. Mesdag said that was correct.

Ms. Maclean added a point of information. She said that although the conditions may seem

duplicative, CBJ could only enforce its rules, not others. The City may be more able to enforce when other State and Federal agencies may not be so quick to do so.

Mr. Dye said he reviewed the application's project narrative, and it does not talk about oyster hardening on beach. The last sentence talks about business hours, he said. He said he is trying to know how to reconcile it all, and he was looking for a way to make it simpler. However, without the decibel information, it seemed difficult. In Condition 6, the application reflects the original intent and so the expansion to other time periods conflicts with the sentence in the application about "business hours". He said he could see where CDD arrived at the conditions based on the application. Given that, he asked if the applicant might want to continue the case, modify it, and then publically re-notice in order to have a complete application for all the aspects of what is intended to be done with the business. Mr. Mesdag replied that although the expectation is that primarily work will take place during those times, the application does not say that all of it will be done during those times. What is on the lease is a 50 x 25 foot area in the intertidal area for hardening. He felt that the level of scrutiny into individual activities of this business was more stringent than he would reasonably expect the Commission or staff to consider for most land-based businesses even if they were adjacent to a Natural Park Area. He compared this scrutiny to a land-based nursery on Goat Hill that came before the Commission for a permit some time ago and there were concerns about delivery trucks but there was no consideration of what species were going to be put near the property line or whether or not they were going to build a hoop house in addition to what was outlined in the application. He felt that the Commission should be looking at the general intensity of the activity, and from that perspective, the beach hardening does not have an impact on the general intensity of the operation particularly when its intent is to reduce the use of the tumbler. Mr. Mesdag intends to build his tumbler out of plastic and if afterwards the decibel level is not acceptable, what will he buy to meet the requirements when everything on the market is made of metal and will be noisier, he asked.

Mr. Levine said that both he and Mr. Dye were trying to find a way to get the applicant the desired permit but were running into the problem of believing in the CBJ rules and believing in the role of the Commission in enforcing their obligations and relying on staff's analysis. There is the possibility that they will be constrained by their roles, he said. The sentence of concern in the application is "at peak production, tumbling will occur during regular business hours for a few hours per day, a few days per week, from a work raft at the site." He asked the applicant if there was other information that could be provided in order to allow the Commission to give different conditions and will allow the process to proceed. Ms. Mesdag asked what the CBJ noise ordinance is for number of decibels. Mr. Felstead said 65 decibels during the day, 55 during nighttime. Condition 11 in the staff report in based on this ordinance. Ms. Mesdag asked if CBJ would apply the same noise ordinance for her operation. Mr. Haight asked if these decibel levels were at the property line. Mr. Felstead said yes.

Mr. Dye asked if the property line is considered to be at the perimeter of the leased property. Correct, said Mr. Felstead. The noise ordinance might be more constrictive, therefore, at certain

points, said Mr. Dye, for example if the generator were placed at the property line. He clarified that it is the Commission's responsibility to consider not only the applicant before them but also future business owners working this permit who might bring in a metal tumbler that will be much louder than the Mesdags' plastic one. The conditions imposed are based on potential future operations, which is part of his hesitancy. Mr. Dye suggested that the condition read, "will comply with CBJ noise ordinance", and asked the applicant if that was acceptable. Ms. Mesdag said yes but it seemed redundant. Mr. Dye said he felt it was not redundant because if the operation violates the ordinance that would be an issue, but if it is tied to the Conditional Use Permit, then the business would be in jeopardy. Ms. Mesdag proposed some language to encompass all the regulations from other agencies – "must comply with all city, state, and federal regulations, statues, and ordinances in order to maintain the Conditional Use Permit". She felt this might ease some of CBJ's concerns.

Ms. Crossley asked if the noise dissipation being discussed is over land, not water. Mr. Felstead said no, it would work over water or land depending on the source point. Ms. Crossley said she would be happier if the tumbler were located in the woods, not on the shoreline.

Mr. Levine asked staff if the Conditional Use Permit authorized operation between certain hours and the operation exceeded the noise ordinance, which one trumps and would the noise ordinance would be more restrictive than temporal limitations on operations. Ms. Mores said that if it is important, then there should be a reference to noise in the condition. Compliance with code is required of everyone, but it is less confusing if it is made a condition of the permit. Mr. Levine asked if the Commission authorizes the applicant to operate, and the operation exceeds the noise ordinance, are they enabled to exceed the ordinance? Ms. Mores said that when a time frame is put on it, they still have to comply with any noise restriction. In the Conditional Use Permit section, "conditions may be imposed to discourage production of more than 65 dba at the property line during the day or 55 dba at night". Using the words "discourage production" could allow for an exception for a limited time as a condition of the permit.

Mr. Haight asked if the applicant ever wears ear protection when the farm is in operation. Ms. Mesdag said she did not and also had no concern for her children's health regarding the noise. It is quieter than the noises heard in the cove coming from commercial fishing activities.

Mr. Dye asked if the noise ordinance was located in Title 42. Mr. Felstead said yes. It is very general and subjective in terms of whether something is determined to be a noise that is disturbing the peace, he said. Mr. Dye pointed out that code language in 42.20.095 lists noise time frames only for construction. The noise ordinance does not have clear boundaries for determining "unreasonable", he said. Mr. Felstead said that was correct.

Applicant Closing Statement

In closing, Ms. Mesdag said that Juneau is pushing to grow the blue economy and the whole state is pushing mariculture. The farm under discussion has been permitted for 16 years and is the only

site available for this business. She said she wanted to encourage the city to support mariculture and family businesses that sustainably and responsibly provide something of value to the community. If the city wants to promote mariculture, some things will need to change, she said, and she hoped the city could meet them halfway in the middle with something that works.

Commission Discussion

Mr. Dye wanted to run through the conditions and the concerns before deliberations commenced so he understood which ones the applicants had issue with. Mr. Mesdag replied as follows:

- Condition 1 – The applicants feel a longer time frame is needed for clean-up due to weather conditions, family availability, etc. Mr. Dye suggested it read, "remove within a reasonable time frame". Mr. Mesdag said that Ms. Maclean indicated that language might be too vague. The condition may need to state something like "7 days as conditions allow". Mr. Hickok wondered if the wording could state, "patrol and maintain a clean environment." Mr. Hickok said the wording could be part of the deliberations.
- Condition 2 – Applicants want the hours of operation extended to all days of the week. They felt that 8 am to 8 pm is reasonable for the tumbler but the generator should be able to run 24 hours a day within the noise ordinance.
- Condition 3 – The applicants suggest the language state that they must adhere to the noise ordinance or apply to the generator only.
- Conditions 4 & 5 – No concerns.
- Condition 6 – The applicants would not want to have to come before the Commission for any expansion related to consolidating the parcels and moving the hardening beach to Mab Island. The state adjudication process for that is long and includes opportunity for public comment; they felt this would be the appropriate time for the city to weigh in with any concerns.
- Conditions 7 & 8 – No issues.

Ms. Maclean wanted to clarify that staff was not opposed to this application but are tasked with reviewing it with what exists in Title 49 and the Comprehensive Plan. Staff tried to find a balance of a use that is not allowed outright. It was her suggestion that if mariculture is something that the community is behind, they may seek the opportunity to speak to the Assembly on non-agenda items and ask them to pursue a change in the ordinance and Title 49. That would be the avenue to seek a change in municipal scrutiny and permitting for this industry. However, at present, the city is required to go through this process and review.

Mr. Haight suggested the Commission wordsmith the conditions one by one, in order.

Condition 1

Mr. Levine suggested this condition be amended to read:

Beaches surrounding the project site shall be patrolled by the applicant on a regular basis to retrieve any garbage or debris from the operation. If garbage or debris from the

operation washes onto shore, it shall be removed within 24 hours or as soon as safely and practically possible.

Mr. Dye suggested 24 hours was a short window. He thought 48 or 72 hours was more reasonable. Mr. Levine said that 48 hours seemed reasonable.

Mr. Hickok wondered if the language could be more general and state "maintain a clean and safe environment on all surrounding property and work area, year round". Mr. Levine said he felt the need of some measurable timeline as the longer debris stays on a beach, the more likely it can disperse to other places. He also said that the way Mr. Hickok stated the condition is not enforceable. Ms. Crossley commented that 48 hours seemed reasonable.

Condition 2
Mr. Levine suggested coming back to this at the end of the discussion. Mr. Haight concurred.

Condition 3
Mr. Voelckers and Mr. Levine both did not have any changes to this condition. Mr. Arndt said he felt that Conditions 2 and 3 should be considered together. Mr. Levine and Mr. Haight concurred.

Condition 4
The Commissioners were satisfied with this condition.

Condition 5
The Commissioners were satisfied with this condition.

Condition 6
Mr. Levine suggested replacing this condition with language as follows:

Any significant expansion in the intensity, footprint, noise, or other impacts of the operation, as determined by the CDD Director, shall be subject to a new Conditional Use Permit or a modification of this Conditional Use Permit.

Conditions 7 & 8
The Commissioners were satisfied with these conditions.

Conditions 2 & 3
Mr. Dye said that it seemed difficult to separate the noise of the tumbler and generator.

Mr. Voelckers said that having the generator approvable at 60 decibels at 50 feet was a modest sound impact. He also took the applicants' point that the generator may be needed to run other equipment or lights. Therefore, he felt comfortable not putting any timeline on the generator. He was in favor of separating the two and thought that the tumbler was the bigger issue.

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Mr. Levine said he concurred with the notion to leave the language and add on to it in such a way as to continue all the noise limitations together. On Condition 3, another sentence could be added as follows: *All other operations shall be conducted consistent with existing CBJ noise ordinance.* He said that he is concerned that the combined noise of the tumbler and the generator will exceed the ordinance at the property line and will impact operations. Mr. Dye said he is not worried because the noise ordinance does not list decibels and the timeframe is specific to construction, not this type of activity. However if staff's recommendation is based on the Natural Park Area and maintaining the environment without much disturbance, the noise ordinance might not do enough to alleviate concerns.

Ms. Crossley pointed out that the reason the applicants cannot get a decibel reading is because the tumbler is not a manufactured item. She wondered about putting forth a condition to limit the decibels during certain hours or on the weekends. If the constructed machine turned out to be too loud, the public using the beach would know that operations would be limited to weekdays.

Mr. Voelckers said he thought the Commission might be working this too hard. He suggested taking Condition 2 and making it specific to the tumbler to work between the hours of 8 am to 8 pm. He argued that it is an industrial process associated with the business, and he agreed that the applicants need some flexibility to be able to work. He advocated for not putting a decibel limit on the tumbler.

Mr. Dye suggested Condition 2 read as follows: *The use of the tumbler shall only be allowed 8 am to 8 pm all days except public holidays to minimize noise impacts to users of the Natural Park Area.*

Mr. Dye suggested that Condition 3 not talk about the generator and just reference the noise ordinance as follows: *Operations must conform to 49.20.095.*

Ms. Crossley said that she felt more comfortable if there were just one day a week free of noise on that beach.

Mr. Arndt suggested striking both Conditions 2 and 3 and replacing with the noise ordinance reference. He compared this application to a gravel extraction operation near Skaters Cabin near a residential neighborhood and said that the tumbler will certainly be quieter than a rock crusher will. In that case, the rock crusher was restricted but the Commission went with the noise ordinance for all the other activities.

Mr. Dye recalled that the rock crusher was limited to 9-5 and included weekends. Those conditions were more restricted than the noise ordinance. Mr. Arndt said he thought that the crusher was the only equipment restricted on hours.

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Mr. Levine said he felt the Commission was struggling because this was the first mariculture application that had come before them. The Commission tended to be overly cautious as new industries are advanced and expanded. Since the applicant does not have a problem with Condition 3, he suggested that be left in place. He now agreed with Mr. Voelckers and Mr. Dyes' arguments regarding more hours. Therefore, he suggested 8 to 8 weekdays and some limited hours on the weekends. He said he felt it important to keep some temporal limitations. Once the applicants are ready to expand, there will be more information and data to work with.

Ms. Crossley said that she felt the Commission might be impressed by this particular applicant but feared what might happen if the permit were to be transferred. Therefore, she wanted to argue in favor of 8 to 8, Monday through Friday.

Mr. Arndt suggested equating this to the ordinance for construction, which would provide the days of the week and the hours already in ordinance.

Mr. Dye read from specific language that Mr. Arndt alluded to, "7 am to 10 pm Monday through Friday and 9 am to 10 pm on Saturday and Sunday."

MOTION: *by Mr. Levine to accept staff's findings, analyses and recommendations, and approve USE2019 0011 subject to the conditions as written with changes to Conditions 1 and 6 as previously discussed and agreed upon and with Condition 2 changed to read as follows:*

> ***The use of the tumbler shall only be allowed on weekdays from 8 am to 8 pm and Saturdays from 10 am to 5 pm, not including public holidays, to minimize noise impacts to users of the Natural Park Area at peak use times.***

Discussion:
Mr. Levine spoke to the motion and said the wording he suggested, above, seemed like a fair compromise based on the previous conversation.

Mr. Voelckers spoke in support of the motion. He said that Mr. Levine had done a good job at stating and balancing the impacts while including as much flexibility for the applicants as possible while understanding that this is in a park setting. He said he did not think the noise ordinance would be enough.

Mr. Arndt asked if Mr. Levine was suggesting that Condition 3 remain as is. Yes, said Mr. Levine, Number 3 remains as is with no temporal limitation to the generator.

Mr. Dye said that he was reluctant to go along with some of the revisions to Condition 2. He was reluctant to exclude Sundays but liked public holidays being excluded. **He put forth a friendly amendment to include Sundays but eliminate tumbler use on public holiday weekends as observed by CBJ.**

Mr. Levine did not accept the amendment. **Mr. Dye offered another friendly amendment to 7 days a week all year round based on the timeframe suggested in Mr. Levine's amendment with the limited hours on Saturday and Sunday.**

Mr. Levine did not accept the friendly amendment.

Ms. Crossley said that she did not think it necessary to tumble the oysters at a specific time. If the applicants are unable to make it out to the site on one day of the week due to weather, she did not think it would sink their business.

Mr. Haight asked Mr. Dye for a final amendment. **Mr. Dye said the final amendment would be as follows:**

> ***The use of the tumbler shall only be allowed from 8 am to 8 pm on weekdays and 10 am to 5 pm on Saturdays and Sundays, not excluding holidays.***

Mr. Haight stated there was an amendment on the floor that needed a roll call.

Role Call Vote:

Yays: Arndt, Dye, Haight, Hickok, Levine, Voelckers

Nays: Levine, Crossley

The amendment passed.

Mr. Levine said that the motion that is on the floor is to approve the permit subject to the revised conditions including the revised Condition 2 which allows for tumbling from 8 to 8 five days a week and 10 to 5 on Saturday and Sunday. That is correct, said Mr. Haight.

Role Call Vote:

Yays: Arndt, Crossley, Haight, Voelckers, Levine, Hickok, Dye

Nays: none

The motion passed.

CSP2019 0004:	A State Project to construct two (2) roundabouts at the intersections of Mendenhall Loop Road with Stephen Richards Drive and with Floyd Dryden Middle School
Applicant:	State of Alaska DOT&PF
Location:	Mendenhall Loop Road

Staff Recommendation

Staff recommends that the Planning Commission find CSP2018 0001 to be consistent with adopted local plans and polices, as required by CBJ 49.15.580, and **APPROVE** CSP2019 0004 to

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construct two (2) roundabouts at the intersections of Mendenhall Loop Road with Stephen Richards Drive and with Floyd Dryden Middle School, including upgrades to pedestrian infrastructure and lighting.

Staff Report
Ms. Liu presented a PowerPoint about the case and said that the project includes two roundabouts and updates to lighting and multi-use paths. She reviewed the following components from her staff report:

- Project description
- Details of the roundabouts
- Project background
- Agency Review
- Public Comment
- Conformity with adopted plans
- Habitat
- Findings and Recommendation

Mr. Haight asked for questions for staff. There were none.

Applicant Presentation
Christopher Goins is the design group chief at the Alaska Department of Transportation (DOT). He wanted to speak specifically to concerns that were brought up during the applicant review process. The project was originally conceived in 2012. The State legislature put the Alaska Transportation Project bond question on the November ballot, which included this project. The estimate then was $6 million and was conceived from Nancy Street all the way to Back Loop Road. The voters approved the bond. In 2013, they started a series of public meetings to capture comments. Based on the comments, in 2014 they brought two revised concepts of what to do between Nancy and Back Loop.

Mr. Goins described the two concepts, described how they differed, and discussed the issues that each presented.

Concept B4 was ultimately selected after public comment, stakeholder involvement, and further consideration. It was determined that the selected concept would have the following benefits:

- The intersection at Stephen Richards would operate with lower delay and shorter queues as a roundabout.
- The Floyd Dryden would operate as a level of service “B” or better with a roundabout.
- Pedestrian crossing delay would be reduced and exposure time would also be reduced.
- The public supported the 3-lane cross section because of the buffers that would be there.

Drawbacks to the Family B concepts included:

- The roundabouts creating localized right-of-way impacts.

- Minor overall capacity reduction as compared to Family A concepts.

Mr. Goins said that given feedback that was received, in 2014 DOT began to develop the preferred alternative for the project. They took the concept to the public in 2017 for comments. They wanted to have a plan to build the entire corridor but do not have the funding at this point.

Mr. Goins explained why these intersections were picked. Stephen Richards Drive was the first priority because the am and pm peak hours have the worst performance for the majority of drivers. There are huge queues with traffic backed up during those hours and the queues effect other side streets like Cinema Drive. The roundabout will drop those queues, he said, and lead to more gaps to allow for turns out of side streets. The Floyd Dryden intersection has effected driver behavior because of the difficulty of making a left hand turn out of the school property. Parents dropping kids off at school will pull up on the side of road and not go into the school because of the turning problem. Parents will also drop the students off on El Camino because it is easier to cross the road than go on to school property. Therefore, there are more children crossing the street in the current condition than would be expected in a roundabout, which would encourage parents to drop the students off on school property.

Mr. Goins explained why roundabouts are preferred by DOT. The Department has a roundabout-first policy, meaning that he is required to consider a roundabout first because it is the safest intersection that can be built. Time-tested research date supports his statement, he said. Single lane roundabouts reduce fatalities by 90%, reduce injury crashes by 76%, and reduce pedestrian-related crashes by 30-40%. There are three reasons why roundabouts have these overwhelming safety benefits:

1. Speeds are lower. Curves leading into a roundabout slow vehicles down. Reduced speed leads to better vehicle control and lower injury rates when accidents occur.
2. There are 75% fewer vehicle-to-vehicle conflict points compared to a signalized intersection.
3. There are 67% fewer pedestrian-to-vehicle conflict points compared to a signalized intersection.

Mr. Goins displayed a graph to illustrate the above points and pointed out that it was created by AARP, a senior advocacy group that promotes roundabouts.

Another concern heard from the public was disruption of emergency services. Mr. Goins talked about design elements in the proposed plan to allow emergency vehicles to cross over medians and have quick access in a way that would not be available to other drivers. He said he does not expect emergency services would be slowed at all.

There was a FEMA review that is a CLOMR for extending Duck Creek, said Mr. Goins. Also they have applied for two permits with the Department of Fish & Game already for the culvert across El Camino and Duck Creek, and he said he does not expect any issues.

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Mr. Goins said that the other large concern is Duck Creek Market and the temporary traffic control that would take place during construction. From another project in Ketchikan, DOT learned that in order to keep businesses open, they had to phase the project and ask how long each phase would take. Then they collected data from stakeholders about when it would be important for the contractors to not be working on the road. The one downside that was discovered is left hand turns onto Stephen Richards Drive. It was determined that there is no way to allow a left hand turn during the fourth phase of construction. Many hours have been spent with the owners of Duck Creek Market and with Mr. Wayne Coogan to try to figure differently, but he said, he does not have a good answer to this problem of the left-hand turn.

Commissioner Comments and Questions
Mr. Hickok asked if drivers would be able to turn right into Duck Creek Market and leave via a right-hand turn. Mr. Goins' answer indicated that drivers would be able to right turn in and out depending on the phase of construction.

Mr. Hickok asked how long the three phases are expected to take. Mr. Goins said each phase is expected to take about a month and a half each. Mr. Hickok if there would be times with no access. Mr. Goins said that there would be no left-hand turn access, only right-hand turn access for about three months.

Mr. Hickok asked if DOT had done a speed study on the roundabouts already in place in the community. Mr. Goins said that this was a question for a traffic engineer. However, he built a roundabout in Oregon and tested it out himself. He tried to drive as fast as possible and felt significantly uncomfortable at 27 miles per hour. DOT often receives comments from people saying that they feel uncomfortable as they approach a roundabout. This is the intent, said Mr. Goins, because when drivers are uncomfortable, they slow down and pay attention to what is going on around them.

Mr. Hickok wondered if there had been a study in Juneau to determine if people have actually slowed down. Mr. Goins offered some anecdotal evidence, but it seemed that there has not been such a study that he knew about.

Mr. Hickok spoke appreciatively of the roundabout in Douglas for moving traffic but said one of his concerns is pedestrian crossing. He felt that a roundabout might not be the best solution for a school entrance. He felt that drivers would be looking to navigate the roundabout and would pay less attention to kids crossing the street.

Mr. Goins said that DOT will install RRFBs (rectangular rapid flashing beacons) such as are on Riverside Drive by the school and the athletic club. The intent is to ensure that there is the safest crossing possible at a school zone. DOT intends to work with the school to educate the children and the school will continue to have a crossing guard at the location. The location of the crosswalk

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is to ensure that pedestrians would only have to cross the road once, at the north end. The roundabout is designed to point the driver of a vehicle to the things that they need to pay attention to. Mr. Goins also described how a pedestrian would move across only one lane of traffic to the island in the middle and then would cross the traffic lane moving in the opposite direction. In a pedestrian crossing without an island, people need to judge cars coming from two directions.

Mr. Hickok asked if the intersection at Floyd Dryden would have only one recommended crossing. Mr. Goins said that typically another crossing is not warranted in a single-lane roundabout. Mr. Hickok said it was his opinion that kids will try to cross the shortest way possible. This is a concern, said Mr. Goins, which is led by other things that have been noticed at this intersection including parents not wanting to pull into the school because of the difficulty of exiting. DOT has been talking with the school district about providing education for kids and parents about how to drive through the roundabouts, how to use the activated signals, and where to cross.

Mr. Hickok asked if it would be possible to put an activated light at both ends. Mr. Goins did not reply directly, but offered more information about how the roundabout is likely to alter vehicle and pedestrian behaviors. Mr. Hickok said that he drove his kids to Floyd Dryden over the years and thought that the crossing guard process worked well, but he is very familiar with the roundabout at Auke Bay and would not want his kids to cross that intersection.

Mr. Voelckers asked how the $450,000,000 bond package is distributed to the communities. Mr. Goins said that the ballot question regarding the bond package included a list of projects and the Mendenhall Loop Road project was one of them. He further explained how projects come to be funded and prioritized.

Mr. Voelckers said that recently the Commission reviewed a case regarding a major housing proposal on Cinema Drive, and the Commissioners struggled with a level of service of F at that location. He said that the Commissioners were confused about what DOT's evaluative process is about which projects rise to the top of the pile. On paper, it looked as if the Stephen Richards Drive intersection was a level of service of C and B, which makes it appear to be a less conspicuous problem that also recently had major upgrades.

Mr. Goins replied that what is not seen in the numbers is how DOT rates different intersections based on if they are signalized or not. He went into great detail about DOT's rating methods, concluding that some of what is occurring at Stephen Richards is effecting what happens at Cinema Drive for the left-hand turn. What is predicted is that the roundabout at the Stephen Richards location will affect many more drivers than a roundabout placed at Cinema Drive.

Mr. Goins discussed how they evaluate how a project will affect the system. DOT's criteria is that a development of this sort has to trigger 100 vehicles per peak hour. The proposed condominium development at Cinema Drive triggers about 40 trips increase in the peak hour. So this does not

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meet the threshold to require the developer to do anything more.

Mr. Voelckers said that it seemed there was not as much dialogue as might be appropriate between DOT's planning level and projections into the future and the Planning Commission. For example, when they were considering the 72-unit condominium proposal, there was no conversational way to know if the Commissioners were doing right by the public. He said it felt to him like collectively nothing was being done to look at long-range goal setting. He commented that it would be nice to work towards a solution for a collaboration between CBJ and DOT on long-range planning and determine if the money is being spent best and in the best locations.

Mr. Goins admitted that he was an engineer, not a planner but believed that it is of concern for DOT to plan ahead and figure where development is going to happen. These projects are designed in collaboration with growth rates that are determined with CBJ. In 2035, it is expected that there will be 1,000 more trips on that road and this is already in evidence with the larger cruise ships in place and more vehicles going to the Glacier each summer.

Public Testimony
Ms. Mores said that to complete the agenda, she recommended a vote to complete the agenda past 10:30.

Mr. Levine moved to continue the meeting until 10:50 pm. There was no objection.

Becky Allison is a resident on El Camino. She said she would like to see a change on the El Camino/Floyd Dryden roundabout. She recommended red flashing lights instead of the green flashing lights, which are on Riverside Drive. The two roads are quite different. She felt the light needs to be red to catch the eye, and the bigger the better.

Wayne Coogan said that he supported the concept but the construction was an issue for him. The Planning Commission has a challenge. Coming before CBJ is the last shot for the project and then it will be built. He pointed out several things of concern. A car waiting to turn north off Stephen Richards between 7:15 and 7:45 am has to wait a long time. Then traffic waiting behind that car will pile up. After several occurrences, the drivers will stop using Stephen Richards and will divert to Riverside. Regarding pedestrians, he felt this area was more of a concern for schoolchildren than the Floyd Dryden intersection because the children living on Stephen Richards Drive walk to Glacier Valley and are less mature than the middle school students are.

Mr. Coogan stated that his personal concerns were regarding construction impacts. He represented 110 families on Stephen Richards Drive as well as the Duck Creek Market, a tenant of his. People will not be able to turn left onto Stephen Richards for four months; that is a dramatic impact.

Jack Manning is the owner of Duck Creek Market. He said that he supported roundabouts

generally but the construction traffic plan for the summer is of concern. He operates a convenience store with customers from all over Mendenhall Valley. His business picks up at 3 pm with people coming back into the Valley and are making lefts off the Loop Road. His business depends on quick and easy access. Seasonally business is slow in the winter. The project is scheduled from May to August with no guarantee that it will end in August, he said. Stephen Richards is a busy street. Currently traffic backs up to Nancy Street on the left-turning lane. In addition, there is an overlap between this project and the project at the other end of Stephen Richards. The proposal is for only a right in and a right out. In the past, a detour taking drivers through the residential neighborhood has not worked. He has worked with the State and Mr. Coogan has offered the use of his property to expand the construction project. The reason he was testifying was in hopes that the Commission could make his voice a little louder. He said he was not able to offer a solution but that closing access for the summer would be devastating.

Mr. Voelckers asked for elaboration on Mr. Coogan's offer to use his property. Mr. Manning said that Mr. Coogan is the property owner next to the intersection, and he has offered that the construction project could be expanded onto his property to allow room for some other temporary options for accessing the market.

Mr. Haight asked if there was a time of day in the summer that is more important than any other time for access to the market. Mr. Manning said that the afternoons, 3 pm to 10 pm, are the busiest. He said that after 6 pm nothing is typically happening on such a construction project. He hopes there can be flagmen or controls during those hours, and he believed this was done in Auke Bay.

Robert Noshbisch lives on Stephen Richards Drive. He is an employee at Duck Creek Market. Mr. Noshbisch said that he understands that layoffs will happen due to the drop in business during construction. He said he probably would lose his job. He said he is a senior citizen and works at the Market to pump up his savings for when he cannot work any longer. He understands that everyone needs to make sacrifices for the community good, but he thought the neighborhood and this business would experience a disproportionally negative effect. He also commented that the Mannings have a history of donating to charities, youth groups, and the arts, and that may be cut back if they cannot afford to run their business profitably.

Chuck Collins spoke representing 300 residents and tenants on Stephen Richards Drive. Mr. Collins said that while he supports better highways, he does not feel the same way about roundabouts as other people. He said that will be a hardship to his tenants and neighbors to not have access. He recommended that complete access be allowed from 7 to 9 in the morning and 4 to 6 in the evening. This could be a condition on the project and a compromise between the contractors and residents. He said that he sat and counted cars and determined there were about 1,000 trips a day into the park and his apartment complex. He does not see a reason why there could not be a flagger as an option farther down the road sending people away and reducing congestion. He also said he wants a designated and responsive person to speak to when there

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are issues. In 2005, he recalled, Seward Street was rebuilt. He owned a business there and for 2 months, shoppers could not get into his store. It cost him about $250,000. It did not put him out of business, but the furniture store across went out of business due to the loss.

Tom Manning is an owner of Duck Creek Market. Mr. Manning said that there are some issues with pedestrian crossings that are not being thought through. There has always been a left-hand turn onto Stephen Richards without the light. The light was put in place to deal with pedestrian traffic, he said, not to make traffic get to the Glacier faster. Without the light, the left-turn onto Stephen Richards worked fine. He questioned why there could not be a left-hand turn during construction with a flagman. He did not think this would cause traffic to back up to Egan Drive since it did not do so before when there was no light. It is crucial in the afternoons for his business, he said. He said he thought it would not be difficult to find a way to avoid impacting so many people and his business.

Mr. Levine made a motion to extend the meeting to 11:05. There were no objections.

Commissioner Comments and Questions to Applicant

Mr. Arndt said that Mr. Manning alluded to possible overlap with the projects happening at Stephen Richards and Riverside Drive, and he wondered if there would be overlap. Mr. Goins said that COT is installing a light at the intersection of Stephen Richards and Riverside Drive. However, contractors have indicated that the light can be operational before the project on Mendenhall Loop Road begins to alleviate the congestion problem that exists on Riverside. This can encourage drivers to travel down Riverside and also to access Duck Creek Market from that direction. He wanted to make it clear that the roundabout project would not cut off access to the Market. The issue is that they cannot physically allow a left-hand turn movement during certain phases of the project. He said that in response to Mr. Manning's recollection, the reason there were no back-ups to Egan during the previous project was because left-hand turns were eliminated and this was a big complaint.

Mr. Goins discussed the topic of liquidated damages. He said he met with the Mannings to determine what their damages were when the intersection was shut down previously. This information was necessary to increase the liquidated damages and justify it in court. This has resulted in the fine of $1000 a day if the contractor goes beyond August 15. He stated that if a creative and workable solution were to be found, DOT would try to do it.

Mr. Voelckers asked if DOT has ever reimbursed a business when a construction project caused financial hardship. Mr. Goins said that legally DOT is not able to do so, and he had never seen this done for other projects.

Ms. Maclean said that Mr. Manning made reference to flaggers put in place during construction of the Auke Bay roundabout, and she wondered if the applicant could give some background as to why that worked in Auke Bay but why it cannot work on this project. Mr. Goins said that he

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was not involved with the Auke Bay project but was told that it did not work very well. However, he pointed out that the Mendenhall Loop Road project is a very different scenario.

Ms. Crossley said that down south, work on major highways takes place between 11 pm to 5 am. She wondered if there was a reason why DOT cannot work outside business hours. Mr. Goins said that it is due to the physical constraints and the geometry. It is not about the hours when construction is in operation. He anticipates coming back to the city for a night work permit for certain activities. Many construction activities do not go well in the night in a residential neighborhood, but some activities like paving and striping can be done at night.

Mr. Hickok asked if there would be any flag people in place during the process. Mr. Goins said no, not for the Stephen Richards intersection because through traffic will be allowed go through. For the intersection at Floyd Dryden, there will be times when flagger control will be necessary. Mr. Hickok asked what would happen for kids crossing when school is in session. Mr. Goins said there would be times when crossing will not be available in the traditional sense. During those times, they will physically shuttle people with taxicabs from one location to another. However, DOT will not be doing extensive construction until after school is let out for the summer.

Mr. Hickok asked for clarification regarding how traffic will respond when the crosswalk button is pushed frequently as numbers of children are on their way to school. Mr. Goins first noted that he would not be allowed to change the color of the flashing light from yellow to red as suggested by a previous speaker due to the Uniform Traffic Control regulations. This means that the light would not be a red "hard stop"; it would be a "yield" caution light indicating that once the pedestrian exits the crosswalk, traffic can continue through.

Commission Discussion
Mr. Levine said that he had concerns about the economic impacts to Duck Creek Market during construction. He is persuaded by the arguments that a left turn cannot be allowed at times, and the Commissioners are not in a place to engineer a solution.

MOTION: *by, Mr. Levine to accept staff's findings, analysis and recommendations, and approve CSP2019 0004 with an added condition:*

> ***Applicant shall make all reasonable efforts during construction to alleviate the economic impact on businesses affected by construction activities.***

Discussion
Ms. Crossley asked if Mr. Levine would amend the motion to state "businesses and residents affected". Mr. Levine said that he would accept this as a friendly amendment.

Mr. Voelckers spoke in favor of the motion. The Commissioners felt empathy for people impacted so severely in the middle of their critical season and for DOT being in a tough spot with geometry,

but he felt there might be some things such as pushing the hours of operation. He wanted to go on record to state he felt it worth every effort made to find a way to lessen the negative impacts.

Mr. Hickok spoke against the motion. His business is next to the Auke Bay roundabout, he said, and it was a very difficult time when that was put in place. He said he remains unconvinced that the design of this roundabout is the safest way for the children to cross the street.

Roll Call Vote:
Mr. Arndt asked for the added condition to be read again.

> ***Applicant shall make all reasonable efforts during construction to alleviate the economic impact on businesses and residents affected by construction activities.***

Yays: Arndt, Crossley, Haight, Voelckers, Levine, Hickok, Dye

Nays: Hickok

The motion passed.

IX. BOARD OF ADJUSTMENT - none

X. OTHER BUSINESS - none

XI. STAFF REPORTS

Ms. Maclean gave an update on the downtown rezoning project. CDD will not make the deadline of August 1 for completion of that project. A request for an extension of one year has been made. The Assembly's Committee of Whole discussed this request at the June 10 meeting. The first reading by the Assembly is on June 24. The Planning Commission will have a public hearing on June 25, and then it will be back to the Assembly for a public hearing.

XII. COMMITTEE REPORTS

Mr. Haight said there is an Auke Bay Implementation Committee meeting on June 27 at noon.

XIII. LIAISON REPORTS – Mr. Bryson passed.

XIV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - none

XV. PLANNING COMMISSION COMMENTS AND QUESTIONS - none

XVI. EXECUTIVE SESSION - none

XVII. ADJOURNMENT

The meeting adjourned at 11:04 pm.

DRAFT

Additional Materials

Regular Planning Commission Meeting

Assembly Chambers, 7:00pm

Meeting Date: July 9, 2019

---

1. **Revised Agenda for July 9, 2019**

2. **USE2019 0017 & PWP2019 0001:**
   a. Public comment from Steven Allwine on behalf of Mendenhall Auto Center, received 7/1/19

Agenda

Planning Commission - Regular Meeting
City and Borough of Juneau

July 9, 2019
Assembly Chambers
7:00 PM

I. ROLL CALL

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

A. June 11, 2019 Draft Minutes, Committee of the Whole

B. June 11, 2019 Draft Minutes, Regular Planning Commission Meeting

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

V. ITEMS FOR RECONSIDERATION

A. Notice of reconsideration given at the June 25, 2019, Planning Commission meeting for CSP2019 0005: A review of a State project to install two flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road

VI. CONSENT AGENDA

VII. UNFINISHED BUSINESS

VIII. REGULAR AGENDA

A. USE2019 0017: A Conditional Use Permit for St. Vincent de Paul to lease space at 8617 Teal Street to the CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services.

B. PWP2019 0001: A Parking Reduction Waiver for St. Vincent de Paul to lease space at 8617 Teal Street to the CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services.

C. SMF2019 0003: A review of a final plat for Pederson Hill Subdivision II Phase 1A resulting in 17 residential lots and 1 public use lot for habitat preservation

IX. BOARD OF ADJUSTMENT

X. OTHER BUSINESS

A. Public Works & Facilities Committee Liason Assignment

B. Title 49 Member Assignment

C. Subdivision Review Committee Assignment

XI. STAFF REPORTS

XII. COMMITTEE REPORTS

XIII. LIAISON REPORT

XIV. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XV. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVI. EXECUTIVE SESSION

A. APL2019 0003 (SMP2018 0002): Status and Strategy Issue

XVII. ADJOURNMENT

MENDENHALL AUTO CENTER

8725 Mallard Street • Juneau, AK 99801 • (907) 789-1386

June 28, 2019

The City and Borough of Juneau
Juneau Planning Commission
Mr. Ben Haight, Chair

Re: Case Nos.: USE2019 0017 & PWP2019 0001

Dear Chairman Haight and Members of the Planning Commission,

I am compelled to write on behalf of myself and my staff concerning the above referenced conditional use permit. It has come to our attention that the Community Development Department is supporting and recommending your approval of this permit. Unfortunately, I do not share their enthusiasm and would request that significant restrictions be added, or the permit be outright rejected.

First, let me segregate this into two areas. My first concern is for the welfare and safety of the current residents at 8617 Teal Street. Simply put, I do not believe it is prudent to add this type of function into a facility that already houses both very young and the elderly. Essentially some of our most vulnerable citizens currently reside at this address.

After reading the staff report nowhere can I determine that any added safeguards will be in place to provide more security. A single EMT inside the facility is not security. This is further demonstrated in the statement that it is a "voluntary stay". In other words, someone who is inebriated, could and will, wander out of the sobering center on a whim and end up wherever.

The second area of concern is more of a business nature. We have operated our business at this location for 30 years. The bus stop is located on Mallard Street at the back of the Nugget Mall. The reasoning was, until recently, there was a rear entrance in the Nugget Mall and this location for the bus stop was justified. This is no longer the case and I question the stops current location.

As noted in the staff report, Mendenhall Auto Center is "line of sight" between the bus stop and the St. Vincent facility. Due to the location of the bus stop we have endured constant traffic across our lot particularly small children, baby strollers, and bicycles for years. We are constantly moving vehicles on the grounds and it is fortunate that someone has not been injured.

We have communicated many times over the years requesting that St. Vincent redirect the residents and guests not to access our lot. This has been largely ignored. So much so that when the former owner of Honda Hut was alive, we constructed a fence between our properties at our own expense.

In the past year, we have seen a marked increase in vandalism, theft, and damage. I can only believe that with the addition of the sobering center, this issue will get worse and the pressure on our business both in the areas of security and safety will increase.

Respectfully,

Steven J. Allwine

President

Mendenhall staff signatures attached;

Christina Reid

Blake Harding

Kirk Harris

Charz Niemi

Hector Orozco

Benjamin Manly

Daniel Springer

Rachael Drach

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

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

DATE: June 13, 2019

TO: Planning Commission

FROM: Amy Liu, Planner I

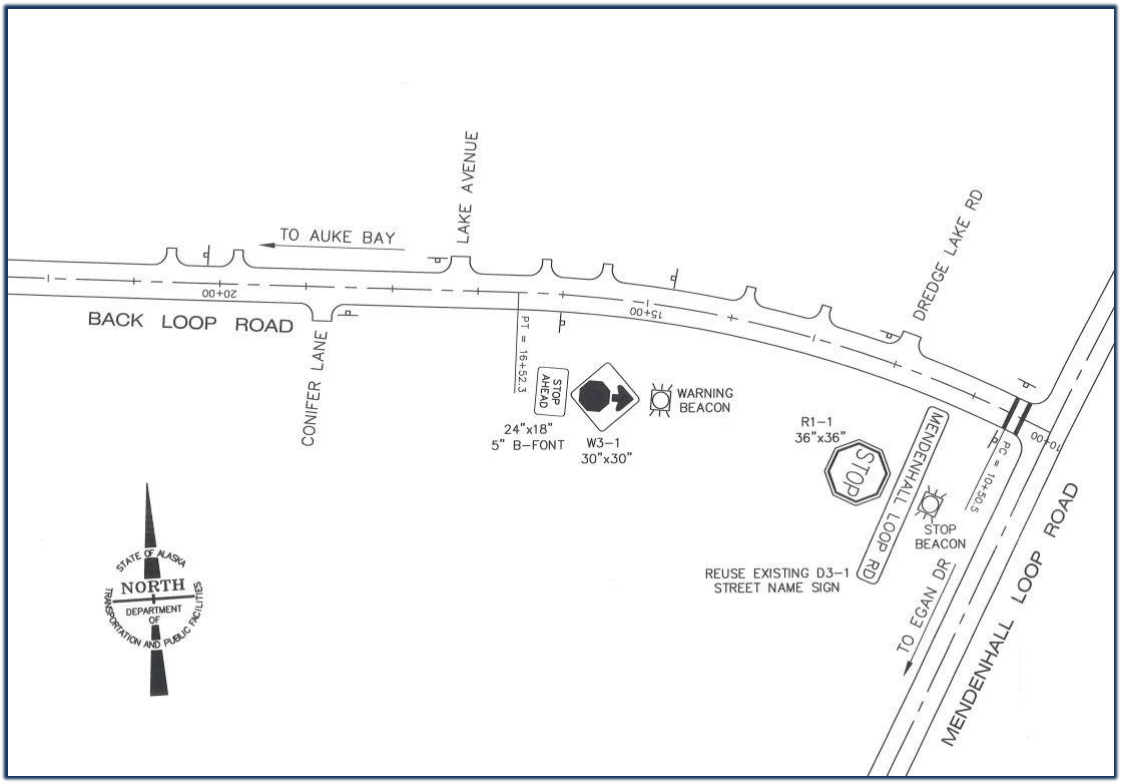
FILE NO.: CSP2019 0005

PROPOSAL: A State project review for the construction of two (2) flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road

GENERAL INFORMATION

Applicant:	State of Alaska Department of Transportation & Public Facilities
Property Owner:	State of Alaska
Property Address:	Intersection of Back Loop Road and Mendenhall Loop Road
Comprehensive Plan Future Land Use Designation:	Urban Low Density Residential (ULDR)
Zoning:	D5
Utilities:	Public water and sewer
Surrounding Land Use:	North - Residential, U.S. Forest Service / Bureau of Land Management South - Residential East - Residential West - Residential

VICINITY MAP



ATTACHMENT

Attachment A – Application
Attachment B – Email from applicant

PROPOSAL

The proposal includes two new traffic features near the intersection of Back Loop Road and Mendenhall Loop Road:

- Flashing yellow beacon above a STOP AHEAD warning sign
- Flashing red beacon above a STOP sign

The intent of the project is to provide clear, additional notification to drivers on Back Loop Road on the approach to Mendenhall Loop Road. In addition to the existing STOP AHEAD sign and STOP sign, the lights provide advance warning of an intersection ahead. Advance warning is intended to mitigate motorist accidents and pedestrian accidents.

BACKGROUND

The project site currently does not have beacon lights. Mendenhall Loop Road and Back Loop

Road are each two lanes, one in each direction. There is a sidewalk on both sides of Mendenhall Loop Road, and a sidewalk on the southerly side of Back Loop Road. There is a bus shelter on Back Loop Road, near the intersection with Mendenhall Loop Road.

Incidents of drivers on Back Loop Road who drive onto private property or fail to stop at the intersection partly prompted the project. The proposed lights were determined to be the most efficient method for mitigating those accidents. Guardrail was considered and then dismissed, because it is not designed to arrest head-on collision. It is intended to deflect traffic into the travel lane, and/or shield a hazard, such as a cliff. Deflection of traffic may be more problematic and there is no hazard.

AGENCY REVIEW

Staff contacted CBJ General Engineering & Public Works, Street Division, and Capitol Transit. Engineering expressed no concern with the project. Staff received no other comment.

PUBLIC COMMENTS

Staff received no public comment.

ANALYSIS

Proposed State capital improvement projects must be reviewed for consistency with the CBJ Land Use code (Title 49), if they are pursuant to CBJ 49.15.580 (b). Title 49 also provides reference to the CBJ Comprehensive Plan and the plans that are officially adopted as part of the Comprehensive Plan.

> ***49.15.580 (b) - State project review:*** *The commission shall review proposed Alaska State capital improvement projects for consistency with this title pursuant to AS 35.30.010 and may impose conditions on and modifications to such projects. If the commission approves or approves with conditions or modifications, a notice of decision shall be issued. A notice of decision becomes final 90 days from the date the project was submitted unless modified or disapproved by the assembly. If the commission disapproves, a notice of recommendation and draft resolution shall be forwarded to the assembly for further action.*

Conformity with Adopted Plans

Several adopted plans support project features.

2013 Comprehensive Plan states that the road system must be efficient.

> *It is critical that the community be served by an efficient roadway system that facilitates traffic flow within and between major population centers, including the Valley, Auke*

> *Bay, and Douglas Island, as well as to and within downtown Juneau, the community's employment, cultural, and tourist center.*

Juneau Non-Motorized Transportation Plan advocates for increasing pedestrian safety. The plan does not specifically address the project site, but the proposed beacon lights drawing attention to the oncoming STOP signs are consistent with the plan's recommendations to better protect pedestrian travel.

> *Educate pedestrians, cyclists and motorists so all can use the transportation network safely and efficiently. This will be accomplished in part by* ***improving signage*** *and developing programs that encourage residents to choose active modes of transportation through enforcement. (pg. 1) (Emphasis added)*

Area-Wide Transportation Plan (AWTP) considers land use and future development and establishes direction with respect to transportation in Juneau. Although the project site is not mentioned specifically, enhancing signage with the beacon lights that will improve safety for pedestrians and motorists is a guiding principle of the AWTP.

> *Solution 1.6 – With new construction and reconstruction, evaluate pedestrian and bicycle needs and recommend sidewalks on one or both sides of a street, as appropriate, in all commercial and residential subdivisions.*
>
> *Forecast transportation deficiencies relate to isolated intersection capacity and/or geometric deficiencies on Glacier Highway at the Industrial Way, Fritz Cove, and the Back Loop intersections. In addition, there is potential for significantly more development to occur in this sub-area. Such development can be more easily accommodated if steps are taken beforehand to preserve right-of-way for transportation links and connections.* (pg. 20s)

2012 Juneau Safe Routes to School Plan has several recommendations to improve safety for pedestrians, especially those who are children, commuting between home and school. These demographics are in vicinity of the site due to Mendenhall River Elementary School and Floyd Dryden Middle School being less than one mile from the intersection. The plan does not explicitly mention the project's intersection, but the proposed improvements are in keeping with the general ideas of moderating traffic in order to protect pedestrians.

Habitat

There are no known habitat issues within the project site.

FINDINGS

Staff finds the proposed construction of flashing beacon lights to be consistent with CBJ adopted plans and consistent with Title 49.

RECOMMENDATION

Staff recommends that the Planning Commission find CSP2019 0005 to be consistent with adopted local plans and polices, as required by CBJ 49.15.580 and **APPROVE** CSP2019 0005 to construct two flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY 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
Back Loop Road approach to Loop Road, sta. 16+00 to sta. 10+00 (see attached)

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)

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	Contact Person
State of Alaska	David Epstein, P.E.
Mailing Address: PO Box 112500, Juneau, AK 99811-2500	Phone Number(s): 907-465-4483
E-mail Address: daivd.epstein@alaska.gov	

LANDOWNER/ LESSEE CONSENT Required for Planning Permits, not needed on Building/ Engineering Permits

I am (we are) the owner(s)or lessee(s) of the property subject to this application and I (we) consent as follows:

A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.
B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.

X _____ Landowner/Lessee Signature — Date: 4/24/19

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	Contact Person
SAME	
Mailing Address	Phone Number(s)
E-mail Address	

X _____ Applicant's Signature — Date of Application: 4/24/19

----------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

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

Intake Initials	
ANE	
Case Number	Date Received
CSP20190005	4/26/19

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

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

Construct flashing beacon signs (flashing yellow beacon above a STOP AHEAD warning sign and flashing red beacon above a STOP sign) on Back Loop Road on approach to, and at the intersection with Loop Road.

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) _____

Local Improvement District # (LID) _____

State Project # SFHWY00240

ESTIMATED PROJECT COST: $ 68,000

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 <u>required</u> 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	$ 0			

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
CSP20190005	4/26/19

THE STATE of ALASKA

GOVERNOR MICHAEL J. DUNLEAVY

Department of Transportation and Public Facilities

Southcoast Region
Preconstruction – Traffic and Safety Section

P.O. Box 112500
Juneau, AK 99811-2500
Main: 907.465.1763
Fax: 907.465.3506
dot.alaska.gov/sereg

RECEIVED
CSP20190005
APR 26 2019
PERMIT CENTER/CDD

April 24, 2019

Re: JNU Back Loop – Mendenhall Loop Intersection Safety Improvements HSIP, DOT&PF Project no. SFHWY00240

Mr. Ben Haight, P.E.
Chair, CBJ Planning Commission
155 South Seward Street
Juneau, AK 99801

Dear Mr. Haight:

The enclosed plans are submitted for your review and comment, and for determination of compliance with local planning and zoning ordinances. Under AS 35.30.020, the Department must comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners. If you believe the Department's construction of this project would result in a violation of planning, zoning, or other regulations generally applicable to landowners, please identify the portions of the project that would be in violation, and the specific planning, zoning, or other regulations that you believe would be violated.

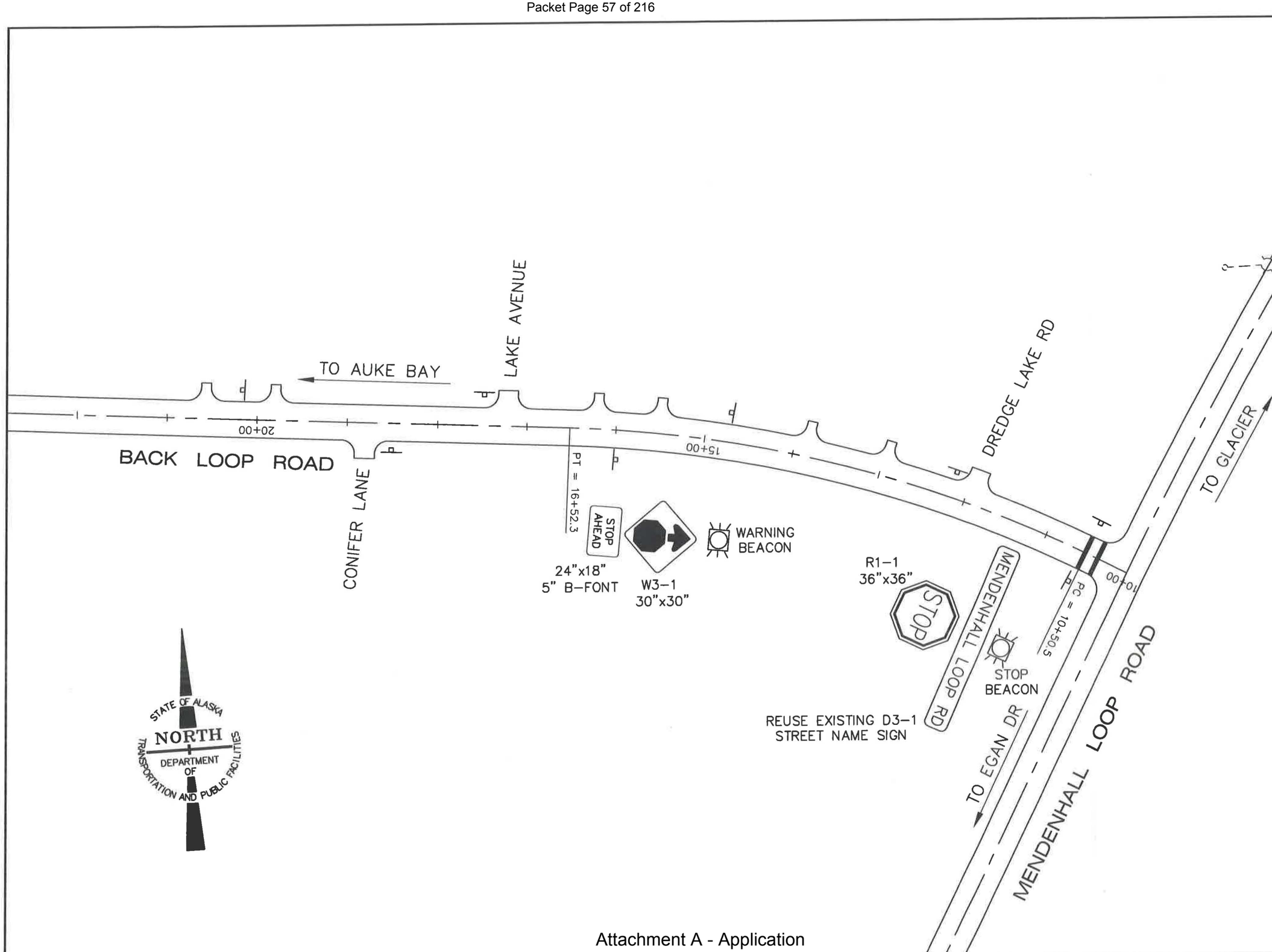
Pursuant to AS 35.30.010, you have 90 days from delivery of the plans to provide comments on the project and to notify the Department whether the project violates any planning, zoning, or other regulations. If comments are not received within this time frame, the Department is authorized to proceed with the project.

Thank you for consideration of this matter.

Sincerely,

David B. Epstein, P.E.
DOT&PF Engineering Manager

Enclosure: CBJ CDD application



PATH:
I:\Traffic\HSIP\2016 (FFY 17)\T1-4_signplan.d
Wed, 27/Jun/18 08:13AM
PLOT:
PSPACE 1=1(F) OR MSPACE 1=1(F)
TAB: TYPICALS

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

JNU - BACK LOOP ROAD
MENDENHALL LOOP
INTERSECTION
SAFETY IMPROVEMENTS

PLAN VIEW

CSP20190005.

DESIGNED BY: D. EPSTEIN

STATE OF ALASKA 49th Lloyd Bruce Epstein CE-6866 REGISTERED PROFESSIONAL ENGINEER

CHECKED BY: D. EPSTEIN
DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
SOUTHCOAST REGION

JNU - BACK LOOP ROAD
MENDENHALL LOOP
INTERSECTION
SAFETY IMPROVEMENTS

PLAN VIEW

PROJECT DESIGNATION NUMBER	
19SN01	
STATE	YEAR
ALASKA	2019
SHEET NUMBER	TOTAL SHEETS
F1	1

From: Epstein, David B (DOT) <david.epstein@alaska.gov>
Sent: Tuesday, June 04, 2019 12:49 PM
To: Amy Liu
Subject: Re: CSP20190005, Beacon Lights

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

Amy,

The purpose of this project is to provide clear additional notification to drivers on Back Loop Road on the approach to Mendenhall Loop Road. Advance warning of an intersection ahead and extra-conspicuous notification of the intersection itself.

As you know, there have been incidents of impaired drivers on Back Loop who fail to stop at the Loop Road intersection. Some have ended up in the backyard of a residence, and one of them actually crashed into a house.

The homes on the far side of the intersection (i.e., the imaginary extension of Back Loop Road) are outside the clear zone of Loop Road. The clear zone concept does not pertain to an extension of Back Loop Road. To erect guardrail on the east side of Loop Road to shield traffic that would drive through the intersection would be a misuse of guardrail and a potential hazard to errant drivers. We would be remiss if we installed it there. Guardrail is not meant to arrest head-on traffic but rather to deflect traffic back into the lane of travel and/or shield a hazard alongside Mendenhall Loop Road. But there is no hazard. I mention this because the affected homeowner wanted us to put up guardrail and we did not - for the reasons just provided.

So: we have been clear about what we can't do and wanted to explore what we *could* do. We settled on this project. It will not be effective in the case of a driver impaired or incapacitated to the point of loss of consciousness, however, it may make a difference to less-impaired or -incapacitated drivers. It is a relatively low-cost undertaking that we believe will provide some level of safety enhancement.

In addition to being low-cost, it is also quite simple - two signs, each provisioned with a flashing beacon. One is an advance warning sign and will have a flashing yellow beacon. The other is an oversized stop sign with a flashing red beacon.

Please advise if you have further questions.

Best

David B. Epstein, P.E.
Regional Traffic and Safety Engineer
Alaska DOT&PF – Southcoast Region
(907) 465-4483 desk // (907) 209-7995 cell
Email: david.epstein@alaska.gov

On Jun 4, 2019, at 8:22 AM, Amy Liu <Amy.Liu@juneau.org> wrote:

Hi David,

Could you send me more background information about the project and its stated purpose? I've written briefly about it but am being prompted to provide more details.

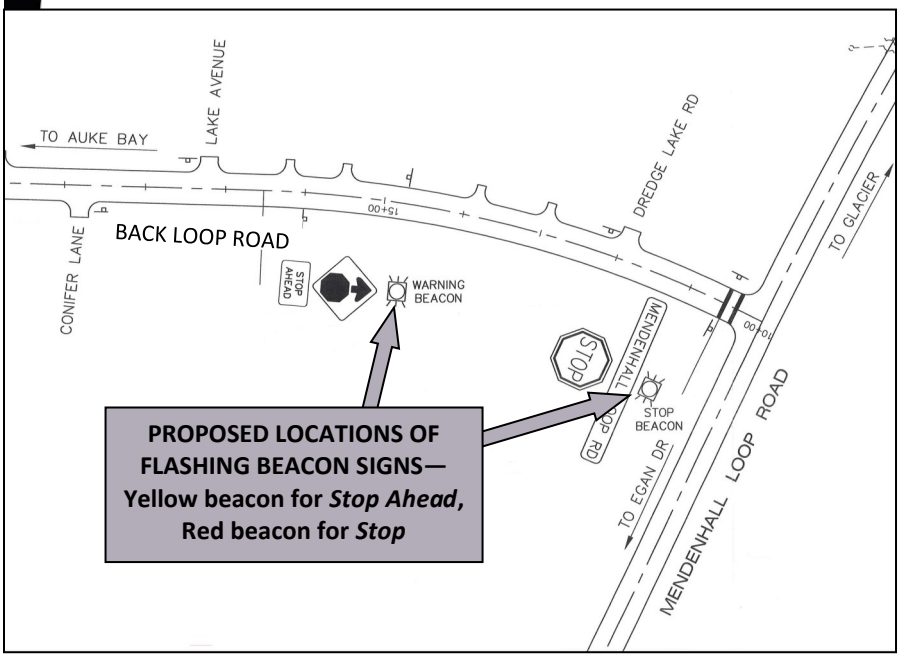
Please send your feedback by tomorrow, 6/5 if possible. Thanks, and let me know if you have questions!

Amy Liu | Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0764

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission

Your Community, Your Voice



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

155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for a **State project** to **install two flashing beacon signs** located at the **intersection of Back Loop Road and Mendenhall Loop Road.**

TIMELINE

Staff Report expected to be posted **Monday, June 17, 2019,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through June 3, 2019

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

June 4 through 12 noon, June 21

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

HEARING DATE & TIME
7:00 pm, June 25, 2019

You may testify and bring up to 2 pages of written material (15 copies) in City Hall's Assembly Chambers, 155 S. Seward St., Juneau.

June 26

The results of the hearing will be posted online.

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

Printed May 23, 2019

Case No.: CSP2019 0005
CBJ Parcel Viewer: http://epv.juneau.org

CSP2019-0005

A State project review for the construction of two (2) flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road

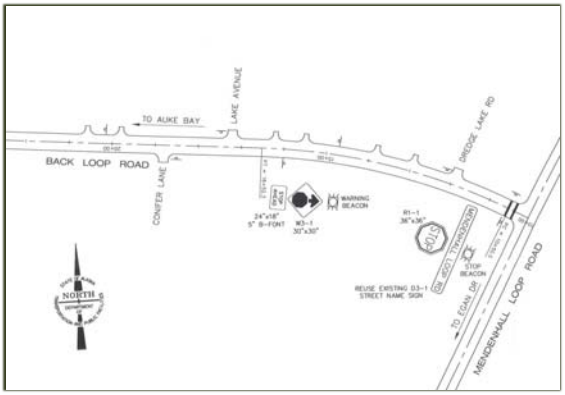
June 25, 2019

Project Description

The proposal includes **two new traffic features** near the intersection of Back Loop Road and Mendenhall Loop Road:

- **Flashing yellow beacon above a STOP AHEAD warning sign**
- **Flashing red beacon above a STOP sign**

The intent of the project is to provide clear, additional notification to drivers on Back Loop Road on the approach to Mendenhall Loop Road.



Project Background

The project site currently does not have beacon lights.

- Mendenhall Loop Road and Back Loop Road are each two lanes, one in each direction.
- There is a sidewalk on both sides of Mendenhall Loop Road, and a sidewalk on the southerly side of Back Loop Road. There is a bus shelter on Back Loop Road, near the intersection with Mendenhall Loop Road.

Incidents of drivers on Back Loop Road who drive onto private property or fail to stop at the intersection partly prompted the project. The proposed lights were determined to be the most efficient method for mitigating those accidents.

- Guardrail was considered and then dismissed, because it is not designed to arrest head-on collision. It is intended to deflect traffic into the travel lane, and/or shield a hazard, such as a cliff. Deflection of traffic may be more problematic and there is no hazard.

Agency Review and Public Comment

Staff contacted CBJ General Engineering & Public Works, Street Division, and Capitol Transit. Engineering expressed no concern with the project. Staff received no other comment.

A resident wrote a letter commenting on the project after the staff report deadline. The resident expressed that the lights would be ineffective, and recommended a three way stop.

- Staff called the resident and elaborated on the need for further evaluation of the recommendation, for which funding is not available at this time.

Conformity With Adopted Plans

- 2013 Comprehensive Plan states that the road system must be efficient.
- **Juneau Non-Motorized Transportation Plan** advocates for increasing pedestrian safety. The plan does not specifically address the project site, but the proposed beacon lights drawing attention to the oncoming STOP signs are consistent with the plan's recommendations to better protect pedestrian travel.
- **Area-Wide Transportation Plan (AWTP)** considers land use and future development and establishes direction with respect to transportation in Juneau. Although the project site is not mentioned specifically, enhancing signage with the beacon lights that will improve safety for pedestrians and motorists is a guiding principle of the AWTP.
- **2012 Juneau Safe Routes to School Plan** has several recommendations to improve safety for pedestrians, especially those who are children, commuting between home and school. These demographics are in vicinity of the site due to Mendenhall River Elementary School and Floyd Dryden Middle School being less than one mile from the intersection. The plan does not explicitly mention the project's intersection, but the proposed improvements are in keeping with the general ideas of moderating traffic in order to protect pedestrians.

Findings and Recommendation

Staff finds the proposed construction of flashing beacon lights to be consistent with CBJ adopted plans and consistent with Title 49.

Staff recommends that the Planning Commission find CSP2019 0005 to be consistent with adopted local plans and polices, as required by CBJ 49.15.580 and APPROVE CSP2019 0005 to construct two flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road.

Agenda
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
June 25, 2019

I. ROLL CALL

Paul Voelckers, Acting Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:00 p.m.

Commissioners present: Paul Voelckers, Vice Chairman; Michael LeVine, Nathaniel Dye, Shannon Crossley, Dan Hickok, Travis Arndt

Commissioners absent: Ken Alper; Andrew Campbell; Ben Haight, Chairman

Staff present: Jill Maclean, CDD Director; Jane Mores, Municipal Attorney; Tim Felstead, Planner II; Amy Liu, Planner I

Assembly members: Wade Bryson, Loren Jones

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

Ms. Maclean requested that the Commission remove USE2019 0015, the Conditional Use Permit for the Valley Transit Center, from the agenda and only hear the associated CSP so that the process can move through the Planning Commission and then through the Assembly. It was her suggestion that the USE permit may be heard once the CSP completed that process.

Mr. Voelckers agreed that this made sense and, seeing no objection, adopted the agenda with the removal of USE2019 0015.

III. APPROVAL OF MINUTES

A. May 28, 2019 DRAFT Minutes – Planning Commission Regular Meeting

MOTION: *by Mr. Dye to approve the May 28, 2019, Planning Commission Regular Meeting minutes noting any staff corrections or commissioner comments.*

The motion passed with no objection.

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Patricia Young spoke saying that she is concerned with providing better housing for seniors in the community, especially those who are outdoor-type people and interested in gardening. She is interested in finding people who would like to start a new corporation because she would like to get out of HUD housing and is looking for direction to achieve her goals.

Mr. Voelckers suggested Ms. Young get in touch with the housing officer with the City. He requested that Mr. Felstead give Ms. Young contact information and invited Ms. Young to return if these leads were not helpful.

V. ITEMS FOR RECONSIDERATION - none

VI. CONSENT AGENDA

CSP2019 0005: *Several members of the public in the audience requested that CSP2019 0005 be pulled from the Consent Agenda and have a full hearing on the case.*

AME2019 0006:	An amendment to Article XII Alternative Development Overlay District (CBJ 49.70.1210), extending the sunset date for downtown Juneau ADOD from August 1, 2019 to August 1, 2020
Applicant:	City & Borough of Juneau
Location:	Downtown Juneau

Mr. Dye asked if staff felt that one year would be enough time to complete the rezone of downtown. Ms. Maclean replied that was the intent and expectation.

Staff Recommendation

Staff recommends that the Planning Commission make a recommendation to the Assembly to **extend** the downtown Juneau ADOD from August 1, 2019, to August 1, 2020.

MOTION: *by Mr. Levine to accept staff's findings, analysis, and recommendations, and recommend to the Assembly the approval of AME2019 0006.*

The motion passed with no objection.

VII. UNFINISHED BUSINESS

VIII. REGULAR AGENDA

****CASE REMOVED FROM AGENDA****

~~**USE2019 0015:**~~	~~A Conditional Use Permit to build a Valley Transit Center with associated Park & Ride facilities~~
~~**Applicant:**~~	~~City & Borough of Juneau, Engineering Department~~
~~**Location:**~~	~~Mendenhall Mall~~

CSP2019 0005:	A review of a State project to install two flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road
Applicant:	State of Alaska
Location:	Intersection of Back Loop Road and Mendenhall Loop Road

Staff Recommendation

Staff recommends that the Planning Commission find CSP2019 0005 to be consistent with adopted local plans and polices, as required by CBJ 49.15.580 and **APPROVE** CSP2019 0005 to construct two flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road.

Staff Presentation
Ms. Maclean asked the Chair if the Commission would like a full or condensed presentation by the planner. Mr. Voelckers took the question to the public in attendance. They replied that they understood the proposal and were already prepared to comment.

Ms. Liu gave a condensed presentation regarding the proposal of two new traffic features at the intersection of Back Loop Road and Mendenhall Loop Road. The presentation included:

- Project Description
- Project Background
- Agency Review and Public Comment
- Conformity with Adopted Plans
- Findings and Recommendation

Applicant Presentation
David Epstein, Engineering Manager from the Alaska Department of Transportation (DOT) said that he was glad to answer any questions.

Mr. Voelckers clarified his understanding that the why behind this project was due to incidents of people driving through the stop sign and t-boning on the opposite side of Mendenhall Loop Road. The lights are intended to make people more aware of the upcoming intersection, and DOT has determined that the beacons are the best solution. Mr. Epstein replied that the flashing lights would not help in the situation of a driver who might be incapacitated or impaired to a state of loss of consciousness; however, someone mildly impaired or inattentive is the target driver for these improvements to the intersection.

Mr. Arndt asked if the lights would have shields to protect the sides so that the light would be directed only onto the travel way. Mr. Epstein replied that they will be like a school zone light and would be shielded by visors.

Mr. Hickok asked if DOT had worked with Capital City Transit about moving the bus stops back

further away from the stop sign and if that might relieve congestion. Mr. Epstein said this issue was not brought up to him. Mr. Hickok commented that the bus stops seemed too close to the stop sign, in his opinion.

Public Comments

Pat Tynan lives at 8351 River Place, a cul-de-sac off Dredge Lake Avenue. Ms. Tynan said that the intersection of Back Loop and Mendenhall Loop is extremely busy at this time of year. There are city buses at the bus stop as well as tour buses turning from Auke Lake towards the glacier, traffic is backed up behind them trying to turn right towards Super Bear, and cars can be backed up all the way to Mendenhall River School. During rush hour, there are cars turning left off Mendenhall Loop Road onto Back Loop. She said that without a 3-way stop or a traffic signal to manage the flow, the traffic is a mess. When a city bus turns left off Mendenhall Loop Road and stops at the bus stop, drivers coming out of the Dredge Lake area have an obstructed view of the road making it dangerous to try to pull out. There is no crosswalk at the intersection, but people getting off the buses need to cross to get to the bike/walking path towards the Glacier. Many tourists are using public transit at this time of year to get to the glacier. She said that she felt the best options have not been considered for the problems and that flashing beacons are not the solution. She suggested that if someone were to stand at the intersection around 4:30 pm on a sunny day, they would see the traffic patterns including bus riders, pedestrians, bike riders, and bicycle tour groups. Exiting from Dredge Lake Road is often impossible. She pleaded with the Commission to take a closer look at the intersection.

Mr. Dye asked if he understood correctly that Ms. Tynan did not object to the flashing beacons, but wanted to see more done to address the situation. Ms. Tynan replied that she was not in support of spending money on the flashing beacons because it was a band-aid to much larger problems.

Raydene Garrrison said she had lived on Eyelet Court for 38 years. She said she has seen many changes to the neighborhood. It has become denser in terms of housing which has increased the traffic, and the tourist traffic has increased. There are no crosswalks, she stated, on either the Mendenhall Loop Road or the Back Loop Road. The situation is extra dangerous in the winter, she said, because people wear dark clothing. She said that she agrees that flashing lights are addressing a minor issue in a much bigger problem. There are stop signs that people ignore. Many people headed towards the glacier on Mendenhall Loop Road pass on the right side in the bike lane when traffic is stopped waiting to turn left onto the Back Loop. She said the neighborhood was told previously that this intersection did not have enough traffic to warrant consideration or analysis. This did not make sense to her. A stop light, a roundabout, or something is needed at this intersection, and she said she expects the situation to worsen if nothing is done.

Bruce Garrison lives at 4453 Eyelet Court. He said he was concerned about pedestrians. Traffic has increased exponentially. He confirmed that he also has observed many people not stopping at the stop sign. A problem at the intersection is that drivers treat it as 3 lanes by using the bike

lane as a passing lane. He said that he anticipates even more problems. Another issue is that tour buses are slowing down on the Loop Road so that other tour buses on the Back Loop Road can make the left turn towards the glacier, he said. DOT has not investigated this intersection, and the first notice he received that something was proposed was the notice of the Planning Commission hearing. He said that he is not opposed to the flashing lights and thought they could work to fix one issue but with a few years, DOT will have to rebuild the intersection.

Mr. Voelckers asked if the intersection in question is the closest point to get off a bus if someone wanted to walk to the glacier. Mr. Garrison said it was the closest bus stop to Threadneedle, Grant Street, and the glacier; all people getting off the bus have to cross in that area, including bicyclists. There have been accidents in the area of people being struck by vehicles.

Applicant Response
Mr. Epstein said that there are two issues. One is to give advance notice to drivers of the stop sign. The other issue he heard about at this meeting was increased traffic, a concern that he has also heard about from tour bus drivers. Periodically DOT does informal assessments of un-signalized intersections to see how they compare with traffic signal warrants. An analysis of traffic at this intersection, done a few years ago, exceeded a warrant for a traffic signal. In fiscal year 2020, he is asking for funding for a traffic signal needs study at this intersection. This type of study is very formal and needs to be done before any changes are proposed to the intersection. The study may conclude that a signal is needed or may conclude that another type of treatment is needed.

Mr. Voelckers asked if this intersection has had an analysis to calculate a level of service. Mr. Epstein said the principle thing DOT looks at for un-signalized intersections is how they compare to the traffic signal warrants and the amounts of delay, which is level of service. He said he could not tell the Commission off the top of his head how many seconds of delay was reached at this intersection back when DOT looked at the traffic signal warrant, but he could find out that information if requested.

Mr. Dye asked if installing the flashing beacons would jeopardize the likelihood of this intersection receiving federal funding or having the studies done to analyze what further treatments this intersection may need. Mr. Epstein said no.

Ms. Crossley asked if there would need to be further study in order to put in a 3-way stop rather than making the one stop sign more accessible. Mr. Epstein said yes.

Mr. Hickok said that regarding the delay process, it seemed that the main concern is about safety of the pedestrians and about pulling in and out. He did not hear comments from the public about the delay. Mr. Epstein said that a traffic signal needs study and if the study results in a recommendation to install a traffic signal or a roundabout, this issue would be addressed. If it does not produce that recommendation, more analysis will need to be done. There are warrants

for crosswalks, also, he said. Mr. Hickok asked why the state believes the flashing lights are a necessary solution instead of adding turn lanes or widening the road or some other solution. Mr. Epstein said that the lights are meant to address the issue of people running through the intersection.

Mr. Arndt asked what brought this problem up instead of a full study. Mr. Epstein said there was a vehicle that ran through the intersection a few years ago and hit a home. There was another instance where a driver was having a medical issue and also ended up on a homeowner's property.

Mr. Voelckers summarized that the Commission heard four issues associated with the intersection:

- Drivers running through the stop sign
- Proximity of the buses
- Lack of crosswalks
- Through-put of the traffic

He said it seemed to him that two of the four things need a specific warrant to analyze them. He asked if all the warrants would be requested simultaneously to determine the range of improvements that would be justified at the intersection. Mr. Epstein said that a needs study will look at pedestrian activity, traffic volume, and crash history. It is comprehensive. Mr. Voelckers said did that mean that a crosswalk could not be done because it was perhaps not requested specifically in a warrant. Mr. Epstein said that he was not saying that. That would take its own data set which would be done in a needs study or could be done sooner.

Mr. Voelckers asked if bus stops are DOT managed or located by the city. Mr. Epstein said it is a joint conversation between the two. Does that require a warrant to revisit where they are located, asked Mr. Voelckers? No, said Mr. Epstein, but that requires a conversation with the right-of-way people. Then, a conversation about that one piece could be started sooner, correct, asked Mr. Voelckers? (*Ed: It seemed Mr. Epstein did not answer that question*.)

Ms. Maclean reminded the Commission that they could add conditions for the Assembly to consider including working with DOT to endorse or support their application for funding of a study of the intersection and/or revisiting the bus stop locations. Mr. Dye asked if the only review of this proposal will be done by the Planning Commission and, therefore, such recommendations as suggested by Ms. Maclean would be passed on to the Assembly. Ms. Maclean said yes.

MOTION: *by Mr. Levine to accept staff's findings, analysis, and recommendations, and approve recommendation to the Assembly of CSP2019 0005 and that the Commission recommend that the Assembly support DOT's request for funding for a study of the intersection at issue.*

Mr. Dye requested a point of order. He said that that he believed Mr. Levine's motion was incorrect. The Commission was not making a recommendation to the Assembly regarding the CSP case but was instead approving the CSP with the inclusion of a recommendation to the Assembly in the motion. However, the CSP stood alone for Planning Commission review.

Mr. Voelckers clarified for Mr. Levine that the Commission would be recommending to the DOT that they work the municipality.

Mr. Levine said that Mr. Dye was correct, and he misspoke. He restated his motion:

MOTION: *by Mr. Levine to accept staff's findings, analysis, and recommendations, and approve CSP2019 0005, and that the Commission note support for funding for a study of the intersection at issue.*

Mr. Hickok spoke against the motion. He said he did not feel that the flashing lights were what the corner needs. He said he had driven the route from Auke Bay to Floyd Dryden School via Back Loop Road every school day over a nine-year period and therefore is very aware of this spot. He did not think that flashing lights would help the situation. There are other ideas that are not being discussed such as turn lanes, moving bus stops away from the stop signs, and/or installing a stop light that could increase the safety of the intersection.

Mr. Arndt spoke in favor of the motion. He said there are four big issues to be looked at and this item can take care of the easiest and least expensive issue, and it is the one that there is currently funding for. He was in favor of solving one of the problems while DOT works to get funding to analyze and solve the other three problems.

Mr. Dye spoke in favor for same reasons as Mr. Arndt addressed. He added that hearing from the applicant that this project moving forward would not jeopardize future funding or this intersection receiving more attention, eased his concern that this would be just a quick fix for a bigger problem. He said he is encouraged by the fact that the public has shared their concerns and that DOT is in the room and has heard the concerns also. It is his hope that with the Commission's recommendation, this will move forward as timely as DOT is able to move.

Ms. Crossley spoke against the motion. She said that although this is the least cost, she was looking at a land action review application for $68,000 for the flashing lights. She said she thought there are many other issues at the intersection that need to be looked at. She did not see the flashing light as helping the situation.

Role Call:

Yays: Levine, Dye, Arndt, Voelckers

Nays: Hickok, Crossley

The motion failed.

Mr. Dye gave notice of reconsideration at the next meeting.

Mr. Voelckers clarified that Mr. Dye's notice did not require any action by the Commission at this meeting. It will be on the agenda at the next meeting to decide if the case should be reopened.

Ms. Mores clarified the procedure. There would need to be a motion made at the Commission's next meeting to reopen discussion.

CSP2019 0008:	A City Project Review to build a Valley Transit Center with associated Park & Ride facilities
Applicant:	City & Borough of Juneau, Engineering Department
Location:	Mendenhall Mall

Mr. Arndt said he had a possible conflict. He is working with the owners of the property on several other projects and has looked at proposals for the lot but is not involved with the transit center proposal at all.

Mr. Voelckers said he has worked with the people who own the Mendenhall Mall property on other, unrelated projects.

Commissioners said they had no problem with Mr. Arndt and Mr. Voelckers' participation.

Ms. Crossley disclosed that Mr. Felstead is her first cousin.

Staff Recommendation

Staff recommends that the Planning Commission recommend the Assembly **APPROVE** CSP2019 0008, the development of the Valley Transit Center and associated Park and Ride lot.

It is further recommended that:

1. All plumbing fixtures meet a recognized water efficiency standard beyond the minimum required by the CBJ Building Code (e.g. EPA WaterSense standard).
2. It is recommended that public recycling receptacles be used at the VTC.

Planner Presentation

Mr. Felstead gave the presentation regarding the proposal develop a currently vacant piece of land at the Mendenhall Mall site, which is currently one large lot. Mendenhall Mall Road is a private road running through the site. CBJ is working with the new owners of the mall to buy the subject property with a view to subdividing and building the proposed transit center.

Mr. Felstead said that the proposed subdivision would meet the land use code requirements for access, however since Mendenhall Mall Road is private, there is a recommendation that Capital

Community Development

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

PLANNING COMMISSION
NOTICE OF DECISION

Date: July 17, 2019
File No.: CSP2019 0005

State of Alaska DOT&PF
Attn: David Epstein
PO Box 112500
Juneau, AK 99811-2500

Proposal: A State Project Review for the construction of two (2) flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road

Hearing Date: July 9, 2019

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 13, 2019, and approved the construction of two (2) flashing beacon signs at the intersection of Back Loop Road and Mendenhall Loop Road, to be conducted as described in the project description and drawings submitted with the application. Approval is subject to the following recommendation:

1. The Assembly support DOT's request for funding for a study of the intersection at issue.

Attachments: June 13, 2019, memorandum from Amy Liu, Community Development, to the CBJ Planning Commission regarding CSP2019 0005.

Effective Date: The permit is effective upon approval by the Commission, July 9, 2019. This decision is final 90 days from the date the application was received, or July 25, 2019, unless modified or disapproved by the Assembly.

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

Project Planner: _____
Amy Liu, Planner
Community Development Department

_____
Benjamin Haight, Chair
Planning Commission

_____
Filed With Municipal Clerk

7/24/2019
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 State Government 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.

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

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

DATE: June 25, 2019

TO: Planning Commission

FROM: Jill Maclean, AICP, Director
Community Development Department

CASE NO.: USE2019 0017 (see associated parking waiver permit PWP2019-0001)

PROPOSAL: A Conditional Use Permit for St. Vincent de Paul to lease space at 8617 Teal Street to CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services

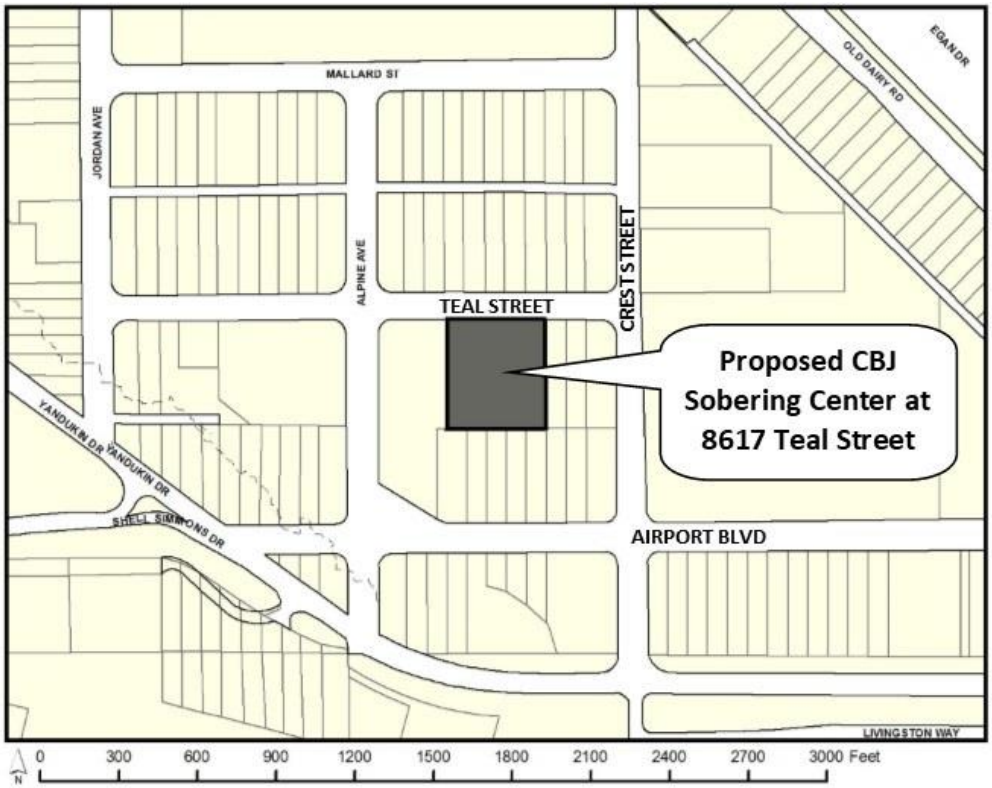
GENERAL INFORMATION

Applicant:	St. Vincent de Paul Society
Property Owner:	St. Vincent de Paul Society
Property Address:	8617 Teal Street
Legal Description:	Valley Centre Block I, Tract A
Parcel Code Number:	5B1501070071
Site Size:	40,000 sq. ft.
Comprehensive Plan Future Land Use Designation:	Commercial
Zoning:	General Commercial (GC)
Utilities:	CBJ water / sewer
Access:	Teal Street

Existing Land Use: St. Vincent de Paul Society multi-use facility

Surrounding Land Use: North - Mendenhall Auto / Storage
South - Storage
East - Cameron Plumbing - Heating
West - Smith Hall (St. Vincent de Paul Society – senior housing)

VICINITY MAP



ATTACHMENTS

Attachment A – Application

PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit for the development of Capital City Fire & Rescue Community Service Patrol and Sleep-off Services. St. Vincent de Paul (SVdP) is leasing space to the City & Borough of Juneau (CBJ) and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center. The sobering center is located within the SVdP facility at 8617 Teal Street and will be operated by CCFR as their Community Service Patrol and Sleep-Off Services.

BACKGROUND

The current site consists of SVdP's multi-use facility, which includes transitional housing, an apartment complex, transitional support services, and an office/meeting room.

CCFR will be taking over Juneau's Sleep-off Center in July 2019. The current sleep center is operated by Rainforest Recovery on the Bartlett Hospital campus. The current facility on the hospital campus is scheduled for demolition in early July in order to accommodate Bartlett Hospital's new recovery facility. SVdP is leasing approximately 7,000 sq. ft. for CCFR to operate and provide the services currently provided by Rainforest Recovery.

Agency Comments

The following CBJ Departments were asked to review and comment:

CBJ Building Official: No issues with this project.

CCFR: No comments from the CCFR Fire Marshals on the proposal.

CBJ Engineering & Public Works: No comments.

CBJ Streets: No issues with this request.

CBJ General Engineering: No concerns with the project as proposed as there are no changes to grading, exterior utilities, or driveway locations.

Capital Transit: No concerns with the project as proposed; the nearest bus stop location is behind the Nugget Mall across from Mendenhall Auto. If the Valley Transit Center is developed, routes may alter in the future and there may be a bus stop located at the intersection of Crest Street and Teal Street.

CBJ Lands Division: No comments received.

CBJ Law: No comments on the proposal.

Public Comments

No public comments were received at the time of issuing this staff report.

ANALYSIS

Project Description – St. Vincent de Paul (SVdP) is leasing space to the City & Borough of Juneau

(CBJ) and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center. The sobering center is located within the SVdP facility at 8617 Teal Street and will be operated by Capital City Fire & Rescue (CCFR) as their Community Service Patrol and Sleep-Off Services.

Traffic - The intended use of the SVdP site as a sobering center is not expected to increase traffic noticeably and does not trigger the need for a traffic impact analysis.

Parking and Circulation - The existing parking lot at 8617 Teal Street (SVdP facility) consists of 55 off-street parking spaces (see Attachment A for details). The existing and proposed uses combined total an off-street parking requirement of 61 spaces, including three (3) ADA spaces of which one (1) must be van accessible. No additional off-street parking spaces are proposed. The applicant is concurrently seeking a parking waiver for the reduction of six (6) off-street parking spaces (see PWP2019 0001). The reduction in off-street parking from 61 to 55 is recommended by staff for approval. The property is located approximately 460 feet by the shortest pedestrian route from the nearest Capital Transit bus stop.

Vegetative Cover and Landscaping - The project site is required to maintain 10% (4,000 sq. ft.) vegetative cover. Staff recommends as a condition of approval that a vegetative cover plan be submitted prior to issuing a building permit.

Lighting - The Land Use Code requires that parking areas should be “adequately lit”. Parking and lighting plans should be designed by a professional engineer or architect. All lighting should be full cut-off and no glare should project onto neighboring property. Staff recommends as a condition of approval that a lighting plan be submitted prior to issuing a building permit.

Noise – CCFR does not intend to use sirens to or from the sleep-off center. Additionally, the center is designed to be located in a windowless, concrete-walled section of the building.

Public Health or Safety - The clients of the sleep-off center are not anticipated to have an increased negative impact on the residents of the facility or the surrounding uses over the existing clients/visitors to the Dan Austin Transitional Support Services Center.

Habitat - There are no known habitats regulated by the Land Use Code on this site.

Property Value or Neighborhood Harmony - The project site is located on Teal Street in a General Commercial zoning district in the neighborhood located between the Juneau International Airport and the Nugget Mall. The area consists of a mix of uses including commercial, storage, retail, auto sales/repair, and multifamily housing. The site is not within a parking district (PD1, PD2 or fee in-lieu). This project/use is not expected to affect neighborhood harmony or be out of character with the surrounding commercial and multi-family residential uses.

Conformity with Adopted Plans –

Comprehensive Plan

Chapter 13 - Community Services:

POLICY 13.3. TO PROMOTE QUALITY MEDICAL AND SOCIAL SERVICES IN THE CBJ TO ENSURE THE SAFETY, HEALTH, WELL-BEING AND SELF-SUFFICIENCY OF ITS RESIDENTS.

Standard Operating Procedure 13.3:
SOP1 Provide public funds for programs for the indigent and for high-risk groups such as youth, the elderly, disabled persons, and homeless persons and families.

Implementing Action 13.3:
IA4 Establish and maintain a coordinated substance abuse prevention program, and comprehensive treatment, rehabilitation, and recovery programs for Juneau residents.

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 a full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

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

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Section 7.6 Sobering Centers for the General Commercial zoning district.

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

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the June 28, 2019 and July 7, 2019 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public right-of-way.

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

No. As stated above, the clients of the sleep-off center are not anticipated to have an increased negative impact on the residents of the facility or the surrounding uses over the existing clients/visitors to the Dan Austin Transitional Support Services Center.

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

No. The project site is located in a General Commercial zoning district in an area consisting of a mix of uses including commercial, storage, retail, auto sales/repair, and multifamily housing. This use is not expected to affect neighborhood harmony or be out of character with the surrounding commercial and multi-family residential uses.

6. Will the proposed development be in general conformity with the Land Use Plan, Thoroughfare Plan, or other officially adopted plans?

Yes. As stated above, the use conforms to the Comprehensive Plan and the Land Use Plan.

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

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

N/A

RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Conditional Use Permit. The permit would allow St. Vincent de Paul to lease space at 8617 Teal Street to CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services (see associated parking waiver permit PWP2019 0001).

The approval is subject to the following conditions:

1. Prior to the issuance of a building permit, the applicant shall submit a site plan showing a minimum of 4,000 sq. ft. of vegetated cover. The vegetated cover plan shall be reviewed and approved by CDD staff prior to issuance of a building permit. The vegetative cover areas shown on the approved plans shall be maintained with live vegetative cover as shown and approved.

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. Exterior lighting shall be designed, located, and installed to minimize off-site glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements at CBJ 49.40.230(d).

DEVELOPMENT PERMIT APPLICATION

Project Number USE20190017	CITY and BOROUGH of JUNEAU	Date Received: 6/17/19
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description
St. Vincent de Paul is leasing space to the City and Borough of Juneau and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center within its facility located at 8617 Teal Street for Capital City Fire and Rescue's operation of their Community Service Patrol and Sleep-Off Services.

PROPERTY LOCATION

Street Address	City/Zip
8617 Teal Street	Juneau, AK 99801

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)
VALLEY CENTRE BL I TR A

Assessor's Parcel Number(s)
Parcel Code Number: 1501070071 5B1501070071

LANDOWNER/ LESSEE

Property Owner's Name	Contact Person:	Work Phone:
St. Vincent de Paul Society, Diocesan Council of Southeast Alaska, Inc.	Bradley Perkins	(808) 782-5795
Mailing Address	**Home Phone:**	**Fax Number:**
8617 Teal Street, Juneau. AK 99801	(808) 782 5795	(907) 789-2557
E-mail Address	**Other Contact Phone Number(s):**	
bradleysvdp@gmail.com	(907) 789-5535	

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 _____ June 17, 2019
Landowner/Lessee Signature — Date

X _____ _____
Landowner/Lessee Signature — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.

APPLICANT

If the same as OWNER, write "SAME" and sign and date at X below

Applicant's Name	Contact Person:	Work Phone:
Same		
Mailing Address	**Home Phone:**	**Fax Number:**
E-mail Address	**Other Contact Phone Number(s):**	

X _____ June 17, 2019
Applicant's Signature — Date of Application

----------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)			
X	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		6/17/19	
	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: LC

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

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

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

St. Vincent de Paul is leasing space to the City and Borough of Juneau and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center within its facility located at 8617 Teal Street for Capital City Fire and Rescue's operation of their Community Service Patrol and Sleep-Off Services.

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: 7.600

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 40,000 square feet Total Area of Existing Structure(s) 26,300 square feet

Total Area of Proposed Structure(s) 1,030 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

☑ **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)

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

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

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	$ 500.00			
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$ 1050.00			

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number	Date Received
USE2019-0017	6/17/19

Allowable / Conditional Use Permit Application

Project

St. Vincent de Paul is leasing space to the City and Borough of Juneau and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center within its facility located at 8617 Teal Street for Capital City Fire and Rescue's operation of their Community Service Patrol and Sleep-Off Services.

Narrative

The present parking lot for the facility has 55 parking spaces, however, the following parking calculation indicates that 61 spaces will be needed after the proposed project.

Current Use of the Facility

St. Vincent de Paul's (SVdP) facility located at 8617 Teal Street, Juneau is a multi-use facility. The second floor of the facility houses its Transitional Housing Facility, while the first floor contains Paul's Place – a multi-family apartment complex, the Dan Austin Transitional Support Services Center (TSSC) and SVdP's office meeting room.

The SVdP Transitional Housing Facility has 26 units with private bathrooms and shared cooking facilities for individuals, couples and families for up to two-years of transitional housing. Paul's Place apartments consists of six one-bedroom apartments, and two two-bedroom apartments.

The TSSC is occupying what was the old St. Vincent de Paul Thrift Store before it moved to its new location in the summer of 2018 on Glacier Hwy. SVdP continues to seek funding to remodel the space (it was the unsuccessful CBJ's co-applicant in 2018 for the HUD Community Development Block Grant). However, operates in 25% of the main store space with four of its five Juneau Community Foundation-funded Community Navigators (case managers), using the remaining 75% of the space for storage for the St. Vincent Store surplus donations. The prior Thrift Store Furniture Annex has been repurposed as SVdP's office meeting room. The prior Thrift Store donations and sorting room has been used as storage the St. Vincent Store holiday donations and the SVdP maintenance staff.

Proposed Project

The City and Borough of Juneau (CBJ) and the Capital City Fire and Rescue (CCFR) will be taking over the Juneau's Sleep-Off Center on July 1, 2019 (see attached letter), currently operated by Rainforest Recovery on the grounds of Bartlett Hospital. That facility will be demolished to make space for Bartlett's new recovery facility. While the CBJ and CCFR are able to take over the services provided by Rainforest Recovery, they need a facility. SVdP has space in the TSSC.

The space vacated by the main portion of the former thrift store and donations / sorting room is approximately 7,000 sq. ft. SVdP started using the space as the TSSC, serving the homeless and those in need. The plans for the eventual remodel of the entire facility, included turning the prior thrift shop donations area into ADA showers / restrooms, laundry and locker facilities for TSSC clients. There was also storage space for items being held from the St. Vincent Store for eventual

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distribution to TSSC clients. In light of the CBJ / CCFR need, SVdP has repurposed those plans into the St. Vincent Sobering Center. The CBJ / CCFR Sobering Center services require SVdP to provide ADA showers, restrooms and laundry, which can be shared with clients of the TSSC.

CCFR operation of the Sobering Center is outlined in the attached letter from CCFR. SVdP does not staff the Sobering Center, but only provides support services associated with the facility and supporting the needs of the CCFR staff, including:

- Janitorial services, including human waste cleanup, refuse removal, and restroom supplies for Sobering Center and TSSC shared space.
- Laundry services, including client and staff apparel, towels, and linens.
- Snow removal for sidewalks and parking lot.
- Office, copier, internet, office support, video recording system (as needed).
- Designated parking spot for Sobering Center vehicle closet to entrance not interfering with ADA parking.
- Non-designated parking spot for CCFR staff member.
- Upon leaving the Sobering Center, client consultation and services, including access to Community Navigators and Dan Austin Transitional Support Services Center (TSSC), when in operation.

However, considering the sporadic nature of the operation of current Sleep-Off Center at Bartlett Rainforest Recovery (16 nights per month), SVdP plans on staffing these services out of the Transitional Housing Facility as part of a vocational training program, in medical support services, and as such, should not add to traffic or parking congestion.

Additionally, SVdP does not believe the clients of the Sobering Center will have any greater negative impact on the residents of the facility and Smith Hall (SVdP's senor low-income housing facility located next-door), than the current visitors to the TSSC and the SVdP administrative / housing offices located in Smith Hall. This is especially true as most of the current clients of the Rainforest Sleep-Off Center, are already clients of the Community Navigators located in the TSSC and/or tenants of a SVdP managed housing facility, including Housing First's Forget Me Not Manor in Lemon Creek.

Vegetative Coverage

As shown in the site plan, other than parking lot and structure, all other area on site is landscaped and maintained with mature trees, shrubbery, and grass. The proposed project does not affect any landscaping or exteriors of the building or site plan.

Noise

As stated in the letter from CCFR, CCFR does not intend to use sirens to or from the Sobering Center. Additionally, the Sobering Center itself is in a windowless, concrete walled section of the building.

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Capital City Fire Rescue
820 Glacier Ave
Juneau, AK 99801

June 14, 2019

Capital City Fire Rescue will begin operating the Community Service Patrol and Sleep-Off Services for the City and Borough of Juneau effective July 1, 2019.

The sleep off services will be located at 8617 Teal Street at the location formally used as the donation room for the St. Vincent de Paul's Thrift Store. The footprint inside the existing facility will be less than 1000 sqft and consist of an open sleeping room where intoxicated individuals can be observed. There will be a divider to separate men and women's sleeping areas. Both sides will be in full view of a trained EMT who will monitor clients for medical emergencies as well as any behavior issues.

The sleep off site will be directly monitored by a minimum of one person and most times two will be on site. There will also be a video camera system installed monitoring the interior and exterior entrance. The typical hours of operation will be at night from 8:00 P.M. to 8:00 A.M. These will be flexible based on the rate clientele can be discharged from the facility.

The doors will all be lockable to provide for safety and security for clients, staff and others utilizing the facility. Clients are there voluntarily and this is not a locked facility, they are free to leave. The fire station 2 blocks away has advanced life support capabilities and is staffed 24/7. The Juneau Police Department also has a Police Officer assigned to the airport that has the ability to respond in an emergency.

A sprinter type van will be used to transport clients to this facility. They will not be utilizing lights and sirens at all. So this activity will not draw additional attention to the site. Ambulances and fire engines are not uncommon at this facility currently; due to fire alarms or medical emergencies that naturally occur. When clients are not utilizing sleep-off services, the van and staff will not be on site.

The site is located one block from the Capital Transit bus stop. This is how most people will leave the facility. This is consistent with the current use located near the hospital. When needed EMT's can escort people from the property to the transportation site.

This program will have very little impact on the area as many of the sleep-off clients are also utilizing service of St. Vincent's.

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

St. Vincent de Paul Sobering Center (Sleep-off)

Case Number: PAC20190040

Applicant: Greg Chaney, CBJ Lands and Resources

Property Owner: St. Vincent de Paul

Property Address: 8617 Teal Street

Parcel Code Number: 5B1501070071

Site Size: 40,000 square feet

Zoning: General Commercial (GC)

Existing Land Use: Mixed Use – Residential apartments, transitional housing, office space

Conference Date:	June 12, 2019
Report Issued:	6/13/2019

List of attendees

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

Name	Title	Email address
Bradley Perkins, General Manager, SVDP	Applicant	Bradleysvdp@gmail.com
Alix Pierce, Planning Manager Laurel Christian, Planner	Planning	Alexandra.pierce@juneau.org Laurel.christian@juneau.org
Charlie Ford, Building Code Official John Young, Plan Reviewer Eddie Quinto, Permit Specialist	Building	Charlie.ford@juneau.org John.young@juneau.org Edward.quinto@juneau.org
Rich Etheridge	Capital City Fire & Rescue	Rich.Etheridge@juneau.org
Greg Chaney, Land Manager Dan Bleidorn, Deputy Lands Manager	Lands and Resources	Greg.chaney@juneau.org Dan.bleidorn@juneau.org

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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** – General Commercial zoning district (GC). The proposed use is a sobering center, USE7.600 in the Table of Permissible Uses (TPU). According to the TPU sobering centers are allowed within the GC zoning district with a Conditional Use Permit. The applicant has provided plans for the temporary sleep off room and the future sleep off rooms (sobering center). With the Conditional Use Permit application, staff will evaluate the final sobering center, as it is the most intense. The final sobering center is planned to be 1,030 square feet with two sleep-off rooms, a shower and laundry area, as well as an office space.

   The applicant should submit a project narrative (description) of the future sobering center operations that will be the most intensive and a brief description of the temporary sobering center. Include hours of operation, staffing, and so on.

2. **Setbacks** – 10' on all sides. The applicant is working within the existing building.
3. **Height** –55' permissible uses; 45' accessory uses
4. **Access –** Access to the parcel is off Teal Street
5. **Density –** GC zoning district allows 50 dwelling units per acre. This parcel would be allowed to house 46 dwelling units. How many dwelling units are on the existing parcel?
6. **Parking & Circulation**– Please provide the department a list of all the uses on the subject parcel and the square footage dedicated to that use, so that parking can be evaluated. For dwelling units – please specify how many bedrooms are in each unit. A parking waiver may be required if the parking cannot be met on-site; required ADA spaces cannot be waived. A parking and circulation plan should be provided with the application. Parking and lighting plans should be designed by a professional engineer or architect. Example parking standards:
   a. **Multifamily units** – 1.5 per one bedroom; 1.75 per two bedrooms
   b. **Sobering Centers** – 1 per 6 beds, plus 1 visitor parking space
   c. **Offices** – 1 per 300 square feet of gross floor area
   d. **Transitional Housing** – 1 per bedroom
   e. The ADA parking requirement will be evaluated based on the total number of parking spaces required for all uses on the lot.
   f. Commercial buildings ranging from 5,000 – 24,999 square feet require 1 off street loading area. This space must be permanently available for loading.
7. **Lot Coverage –** No maximum
8. **Vegetative Coverage** – 10% - 4,000 square feet for the subject parcel. Applicant should demonstrate how this requirement is being met.
9. **Lighting** –The Land Use Code requires parking areas should be 'adequately lit'. Parking and lighting plans should be designed by a professional engineer or architect. All lighting should be full cut-off and no glare should project onto neighboring property.
10. **Noise** – Applicant should describe in their narrative any noise created by this project that might disrupt the existing residences on the lot and near the lot.

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11. **Traffic** – Will be evaluated with the conditional use permit. The addition of a 1,000 square foot sobering center is not likely to trigger a traffic impact analysis.
12. **Flood** – NA (Zone X)
13. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – No known at this time
14. **Wetlands** – No known at this time
15. **Habitat** – (Eagle – remind applicant to check with Feds; Riparian, etc.) – No known at this time
16. **Plat or Covenant Restrictions** – No known at this time

Building Division:

17. **Building** – Plans will be evaluated during the building permit review. A smoke partition is required to separate the sobering center from the surrounding uses. The building permit may be applied for at the same time, but may not be approved until after the conditional use is approved by the Planning Commision.
18. **Outstanding Permits** –
    a. **BLD2000**-00397 – 216 sq ft cover over playground
    b. **BLD2006**-00117 – Relocate thrist shop to office area and relocate daycare to former community room
    c. **BLD2008**-00700 – Exterior siding, replacement of windows, and stairway foundation
    d. **BLD2009**-00477 – St Vincent De Paul Building renovations

General Engineering/Public Works:

19. **Engineering** – NA
20. **Drainage** – NA
21. **Utilities** – (water, power, sewer, etc.) - NA

Fire Marshal:

22. **Fire Items/Access** – Plans will be reviewed during building permit review.

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. Applications are available for download at http://www.juneau.org/cddftp/landpermit.php

1. Conditional Use Permit Application
2. Development Permit Application
3. Possibly – Parking Waiver Application

Additional submittal requirements:

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

1. Project narrative describing the operations, hours, staffing, and so on.
2. Parking, lighting, and vegetation plan

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3. All items listed on the Conditional Use Permit Application form

Fee estimates

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

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

1. Conditional Use Permit Fee – Class B Uses $500.00
2. Possibly – Parking Waiver Fee – $400.00 can be reduced by 20% if filed in conjunction with a major development permit.
3. Public Notice Sign Fee - $50 plus $100 refundable 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

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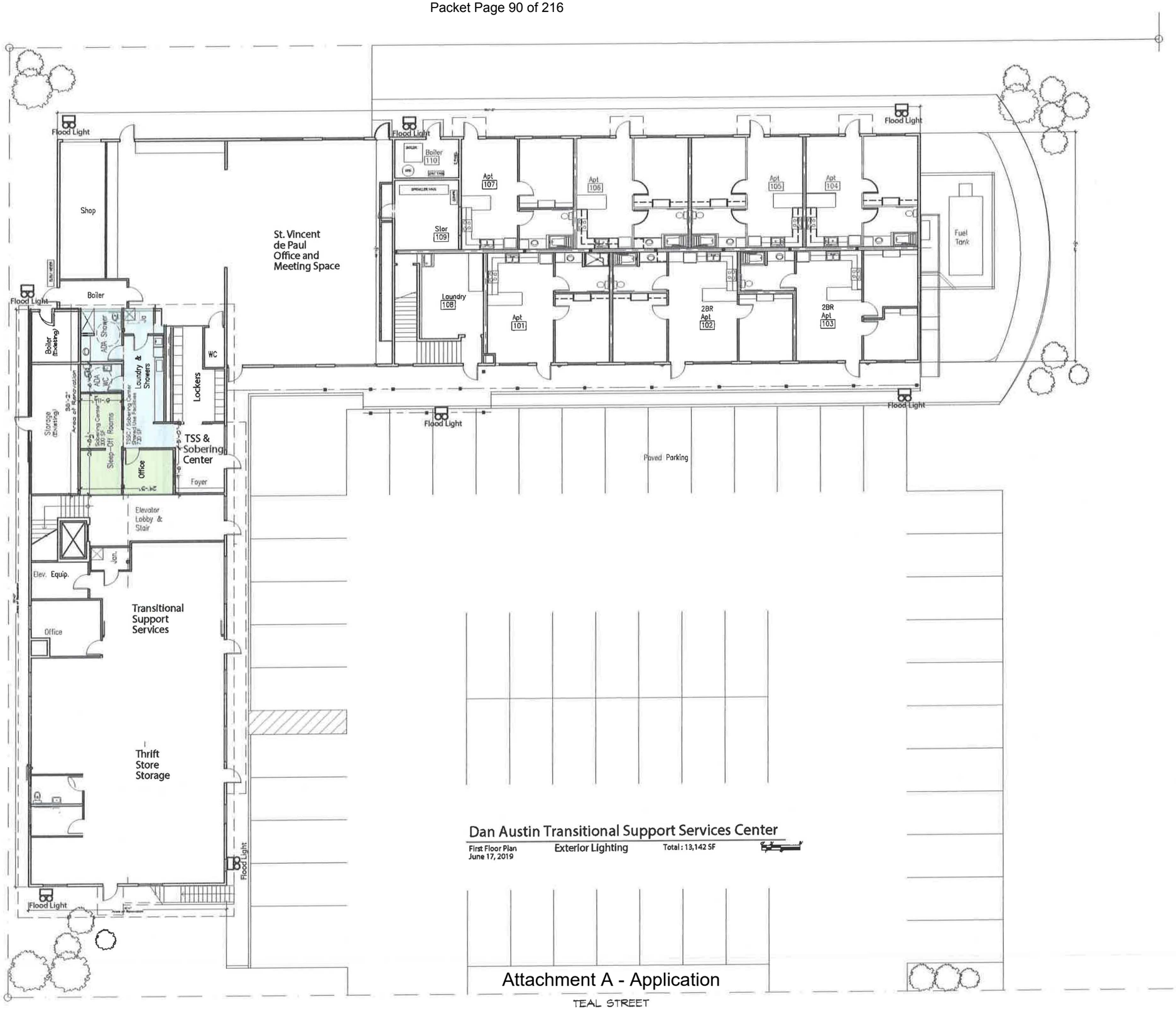

Dan Austin Transitional Support Services Center

First Floor Plan
June 17, 2019

Exterior Lighting

Total : 13,142 SF

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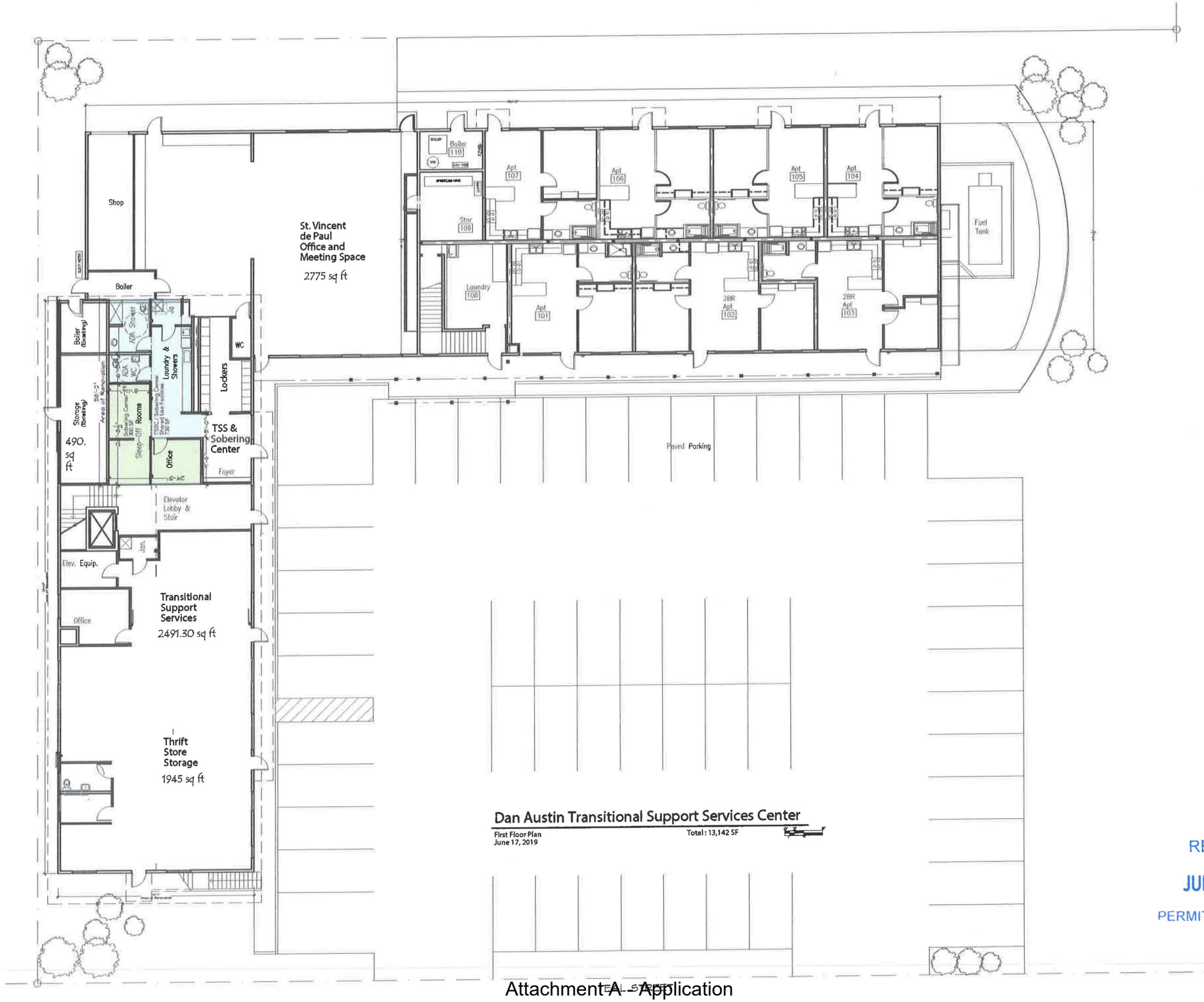
Attachment A - Application



Dan Austin Transitional Support Services Center

First Floor Plan
June 17, 2019

Total: 13,142 SF

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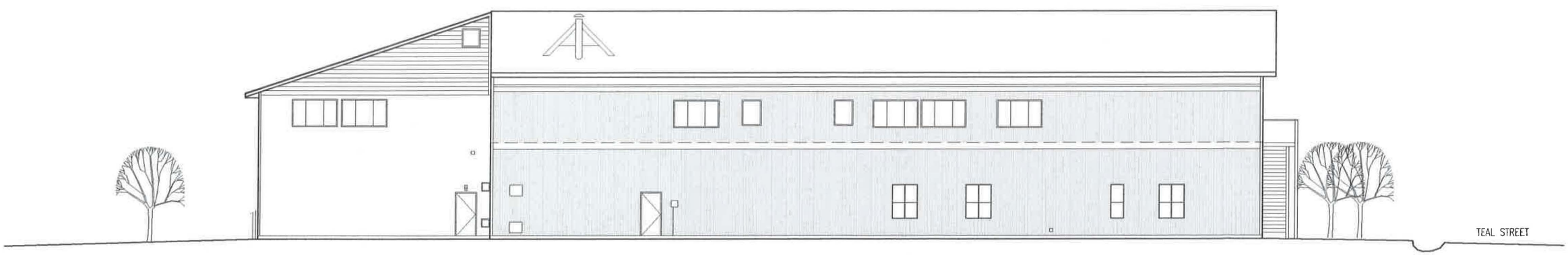
WEST ELEVATION- ENTRY

NORTH ELEVATION- TEAL ST.



EAST ELEVATION

Dan Austin Transitional Support Services Center

Building Elevations
June 17m 2019

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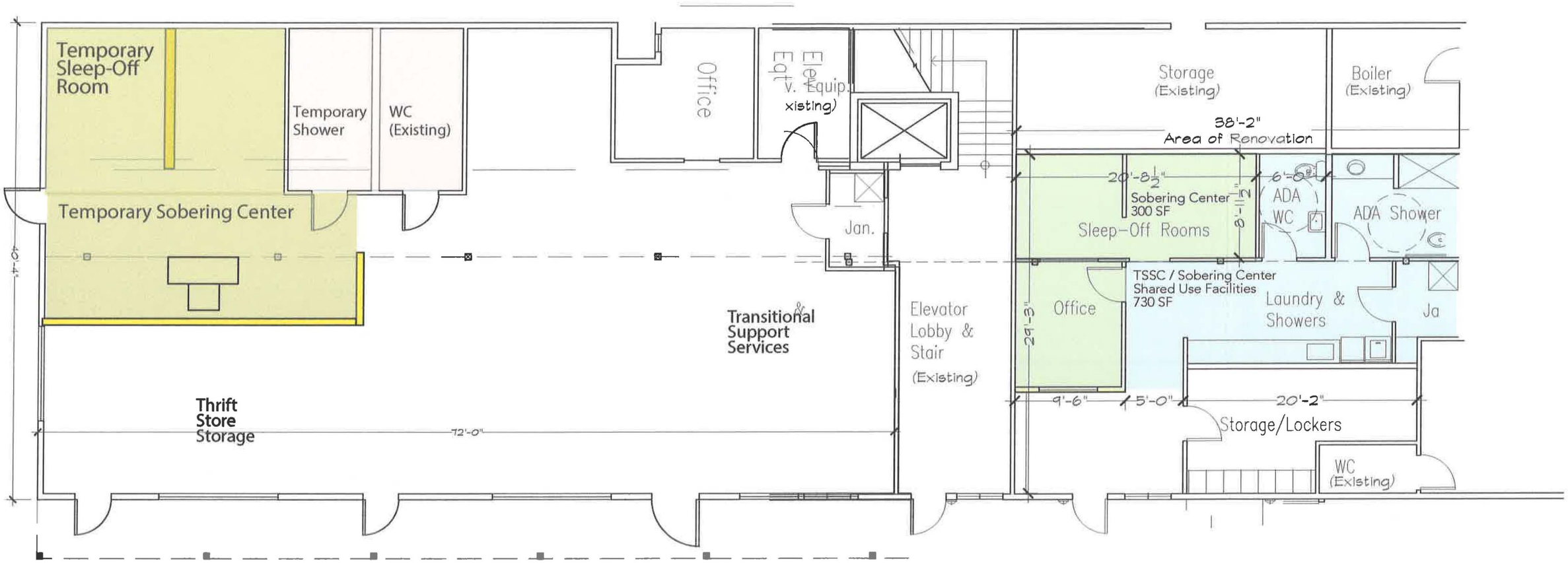

St. Vincent De Paul - Sobering Center

First Floor Plan - Partial
June 17, 2019

Total Area of Renovation : 1,030 SF

0' 2' 8'

Project North

NORTH

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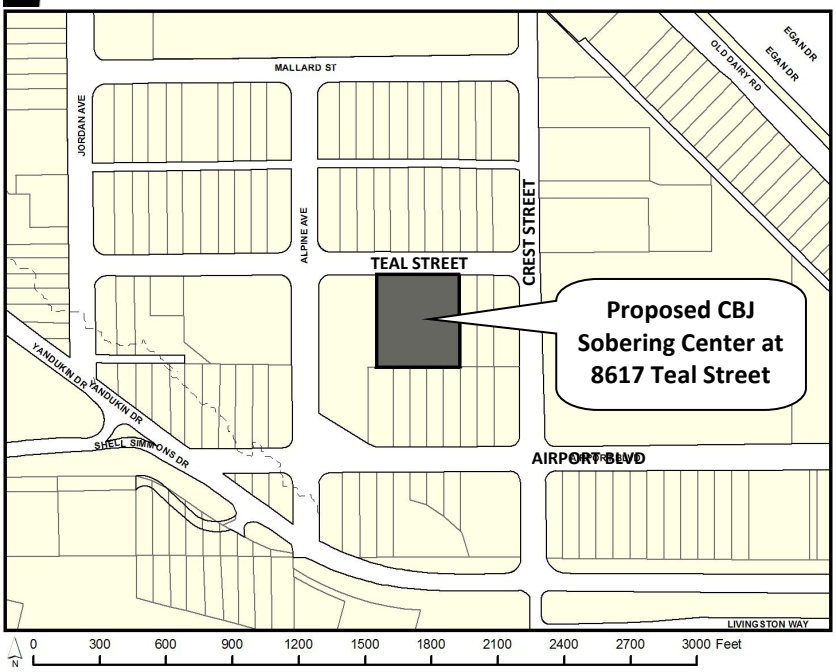
Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission

Your Community, Your Voice



CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT
155 S. Seward Street Juneau, Alaska 99801

TO:

Applications have been submitted for consideration and public hearing by the Planning Commission for a **Conditional Use Permit and an associated Parking Reduction Waiver** for St. Vincent de Paul to lease space at 8617 Teal Street to CBJ **to create the St. Vincent Sobering Center** (Dan Austin Transitional Support Services Center) within its facility **for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services .**

TIMELINE

Staff Report expected to be posted **Monday, July 1, 2019,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through 12 noon, Friday, July 5, 2019

Written comments may be submitted via the mail or email (see contact info, below). Public comments will be delivered to the Planning Commissioners to read along with the staff report in preparation for the hearing.

HEARING DATE & TIME

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.

July 10, 2019

The results of the hearing will be posted online.

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

Printed June 19, 2019

Case Nos.: USE2019 0017 & PWP2019 0001
Parcel No.: 5B1501070071
CBJ Parcel Viewer: http://epv.juneau.org

USE2019 0017 & PWP2019 0001

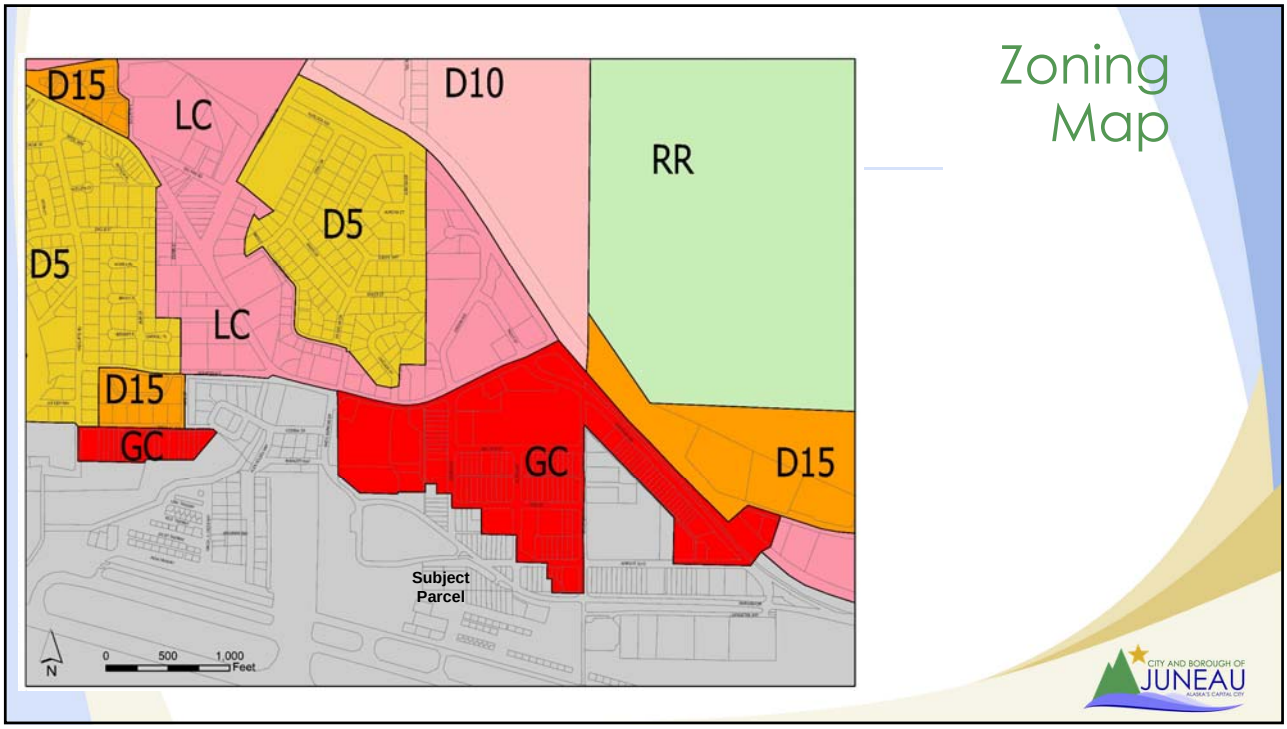
A Conditional Use Permit for St. Vincent de Paul to lease space at 8617 Teal Street to CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services

July 9, 2019 Planning Commission

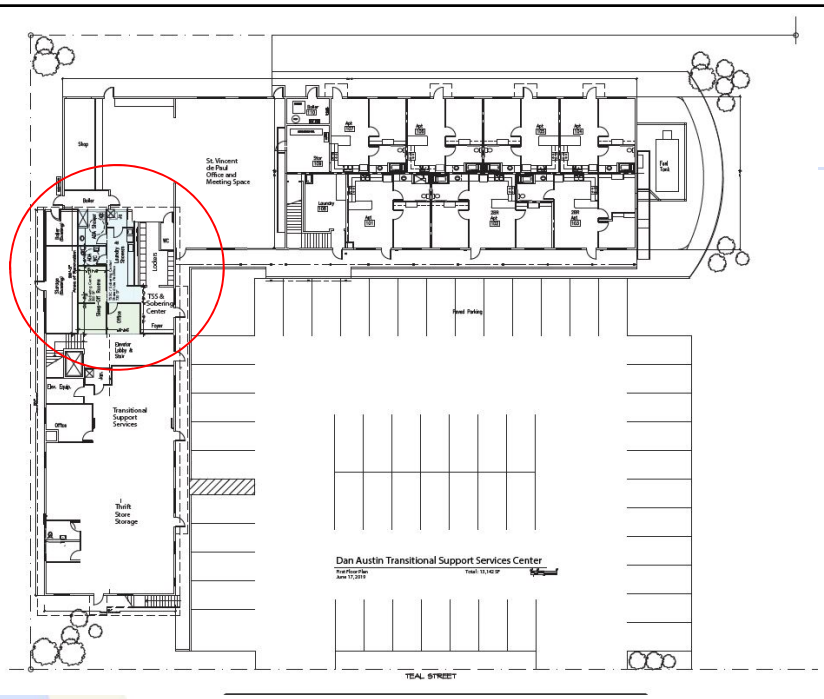
Background Information

Applicant:	St. Vincent de Paul Society
Property Owner:	St. Vincent de Paul Society
Site Size:	40,000 sq. ft.
Comprehensive Plan Future Land Use Designation:	Commercial
Current zoning:	General Commercial (GC)
Proposed Use:	Sobering Center (TPU 49.25.300 Section 7.6)

Vicinity Map
Street View
MALLAND ST
TEAL ST
ALPINE AVE
CREST ST
JORDAN AVE
VANDERBILT DR
VANDERBILT DR


Zoning Map
D15
LC
D10
RR
D5
D5
LC
D15
GC
GC
D15
Subject Parcel
N
0
500
1,000
Feet
CITY AND BOROUGH OF
JUNEAU

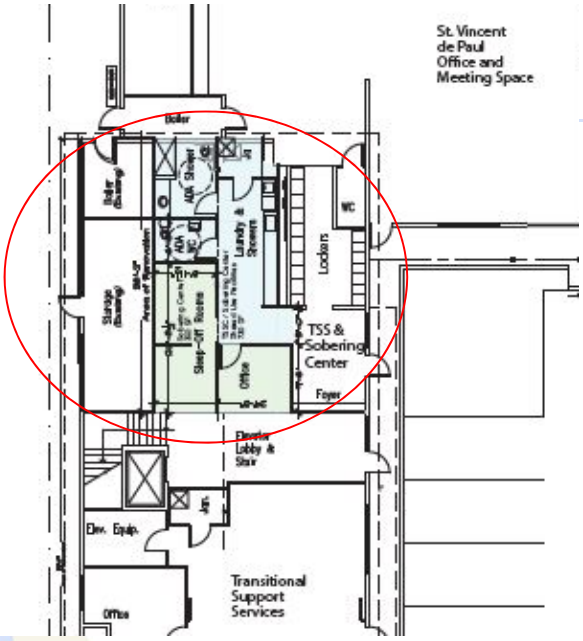
Existing Uses in the Area



Project Description

The current site consists of SVdP's multi-use facility (transitional housing, an apartment complex, transitional support services, office/meeting room).

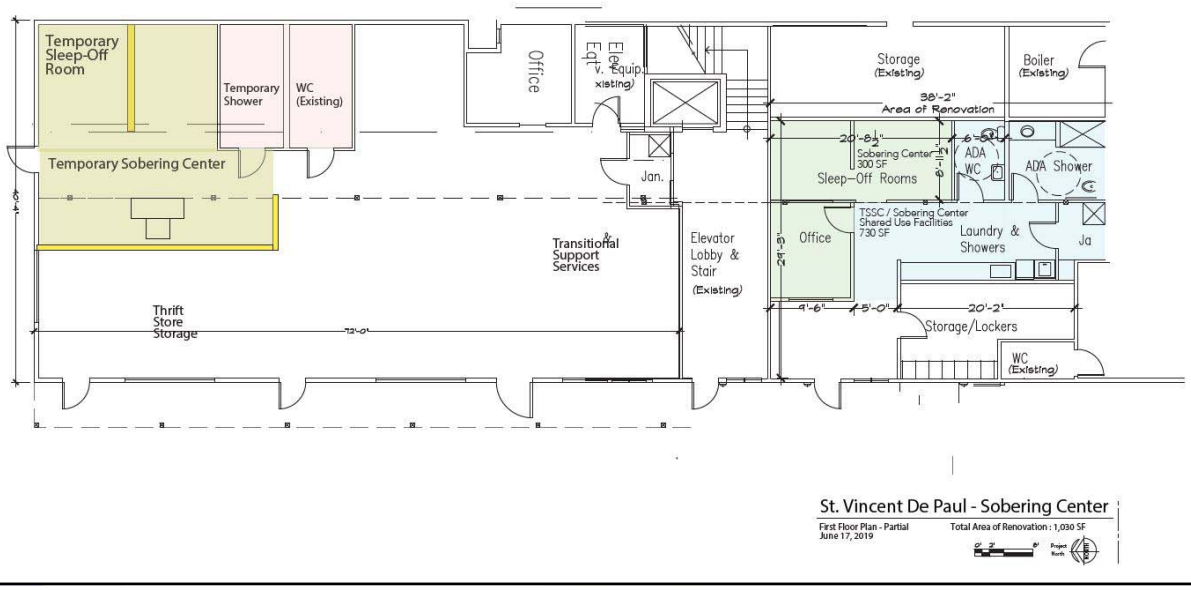
CCFR will be taking over Juneau's Sleep-off Center in July 2019. The current sleep center is operated by Rainforest Recovery on the Bartlett Hospital campus.



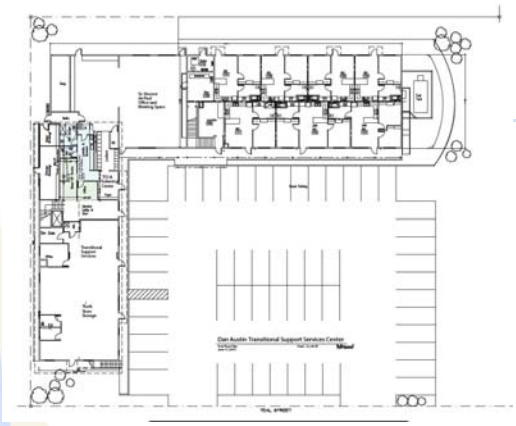
Project Description

SVdP is leasing approximately 7,000 sq. ft. for CCFR to operate and provide the services currently provided by Rainforest Recovery.

Sobering Center Plan



Parking



SVdP facility consists of 55 off-street parking spaces.

Existing and proposed uses combined total an off-street parking requirement of **61 spaces**, including three **(3) ADA** spaces of which **one (1) must be van accessible.**

No additional off-street parking spaces are proposed.

Seeking a parking waiver for the reduction of **six (6) off-street parking spaces** (see PWP2019 0001).

The reduction in off-street parking from **61 to 55 is recommended by staff for approval**.

The property is located approximately 460 feet by the shortest pedestrian route from the nearest Capital Transit bus stop.

Agency & Public Comment

No issues were raised during agency review of the submitted application materials.

Capital Transit stated if the Valley Transit Center is developed, routes may alter in the future and there may be a bus stop located at the intersection of Crest Street and Teal Street.

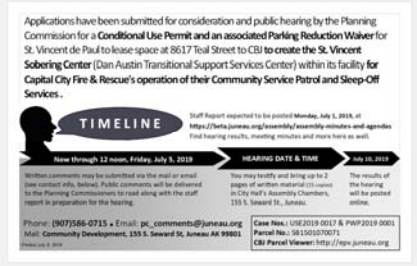
Concerns raised by Mendenhall Auto received July 1, include:

- Welfare and safety of current residents at SVdP
- Nature of "voluntary stay" – may leave inebriated when they wish and be in the neighborhood
- One EMT staff person for security
- Question the location of the bus stop at the rear of the mall
- SVdP residents accessing the Mendenhall Auto property

21 Public notice post cards printed April 29, 2019

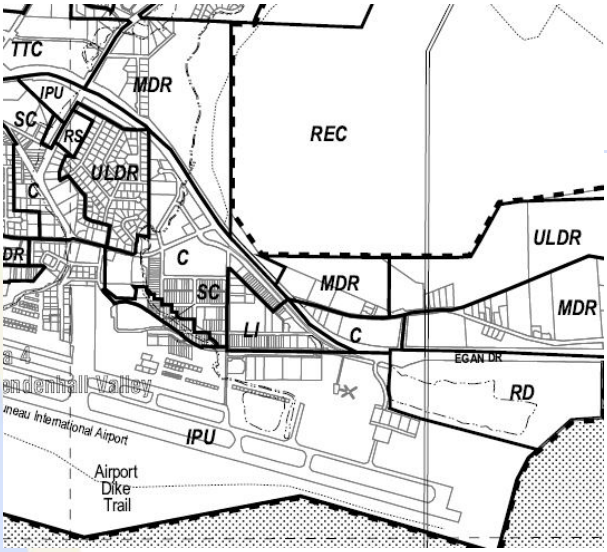
Public notice sign posted on-site June 20, 2019

Newspaper ads published on June 28 and July 7, 2019



Conformity with Adopted Plans

2013 CBJ Comprehensive Plan



Comp Plan Land Use Category: Commercial (C).

Lands devoted to retail, office, food service or personal service uses, including neighborhood retail and community commercial centers, such as shopping centers and malls, office complexes or other large employment centers. Mixed retail/residential/office uses are allowed and encouraged. Residential and non-residential uses could be combined within a single structure, including off-street parking. Residential densities ranging from 18- to 60-units per acre are appropriate in this area, with even higher densities appropriate in mixed-use or transit-oriented developments. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land.

Staff finds the use is at a scale appropriate for the area in a GC zoning district in the neighborhood located between the Juneau International Airport and the Nugget Mall. The area consists of a mix of uses including commercial, storage, retail, auto sales/repair, and multifamily housing.

Conformity with Adopted Plans

2013 CBJ Comprehensive Plan

Chapter 13 - Community Services Chapter

POLICY 13.3. TO PROMOTE QUALITY MEDICAL AND SOCIAL SERVICES IN THE CBJ TO ENSURE THE SAFETY, HEALTH, WELL-BEING AND SELF-SUFFICIENCY OF ITS RESIDENTS.

Standard Operating Procedure 13.3:
SOP1 Provide public funds for programs for the indigent and for high-risk groups such as youth, the elderly, disabled persons, and homeless persons and families.

Implementing Action 13.3:
IA4 Establish and maintain a coordinated substance abuse prevention program, and comprehensive treatment, rehabilitation, and recovery programs for Juneau residents.

USE2019-0017 Findings

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.

USE2019-0017 Findings

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 a full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. Is the proposed use appropriate according to the Table of Permissible Uses?
Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at **CBJ 49.25.300, Section 7.6 Sobering Centers for the General Commercial** zoning district.

3. Will the proposed development comply with the other requirements of this chapter?
Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the June 28, 2019 and July 7, 2019 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public right-of-way.

USE2019-0017 Findings

4. Will the proposed development materially endanger the public health or safety?
No. As stated above, the clients of the sleep-off center are not anticipated to have an increased negative impact on the residents of the facility or the surrounding uses over the existing clients/visitors to the Dan Austin Transitional Support Services Center.

5. Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?
No. The project site is located in a General Commercial zoning district in an area consisting of a mix of uses including commercial, storage, retail, auto sales/repair, and multifamily housing. This use is not expected to affect neighborhood harmony or be out of character with the surrounding commercial and multi-family residential uses.

6. Will the proposed development be in general conformity with the Land Use Plan, Thoroughfare Plan, or other officially adopted plans?
Yes. As stated above, the use conforms to the Comprehensive Plan and the Land Use Plan.

7. Will the proposed development comply with the Juneau Coastal Management Program?
N/A

USE2019-0017 Recommendation

It is recommended that the Planning Commission adopt the director's analysis and findings and **APPROVE the Conditional Use Permit**. The permit would allow St. Vincent de Paul to lease space at 8617 Teal Street to CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services (see associated parking waiver permit PWP2019 0001).

The approval is subject to the following conditions:

1. Prior to the issuance of a building permit, the applicant shall submit a site plan showing a minimum of 4,000 sq. ft. of vegetated cover. The vegetated cover plan shall be reviewed and approved by CDD staff prior to issuance of a building permit. The vegetative cover areas shown on the approved plans shall be maintained with live vegetative cover as shown and approved.

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. Exterior lighting shall be designed, located, and installed to minimize off-site glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements at CBJ 49.40.230(d).

PWP2019-0001 Findings

Per CBJ 49.40.210(D)(6), the Director makes the following findings on the proposed parking waiver:

1. The granting of the waiver would result in more benefits than detriments to the community as a whole as identified by the Comprehensive Plan.
Yes. The waiver will result in more benefits to the community as a whole than detriments, as identified by the Comprehensive Plan policies.
As mentioned above, CCFR's Community Service Patrol and Sleep-off Services conforms to Chapter 13, Policy 13.3, "to promote quality medical and social services in the CBJ to ensure the safety, health, well-being and self-sufficiency of its residents."

2. The development is located outside the PD-1 parking district, the PD-2 parking district, and the Downtown Fee-in-lieu of Parking District map areas.
Yes. The development is located outside the above parking overlay districts.

3. Granting the waiver will not result in adverse impacts to property in the neighboring area.
No. As described above, the project is not expected to generate the need for additional off-street parking.

4. The waiver will not materially endanger public health, safety, and welfare.
No. As reviewed above, the waiver of the six (6) spaces will not impact the site, nor the neighboring properties, as the use does not generate the need for additional off-street parking.

PWP2019-0001 Recommendation

It is recommended that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested the Parking Reduction Waiver for a reduction of **six (6) non-residential parking spaces**. The following condition applies:

1. Prior to issuance of a building permit, the applicant shall submit a parking plan demonstrating that the **55 spaces are provided**, including **three (3) ADA parking** spaces, **one (1) of which must be van accessible**.

WEST ELEVATION- ENTRY
NORTH ELEVATION- TEAL ST.
EAST ELEVATION
Dan Austin Transitional Support Services Center

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: July 10, 2019
Case No.: USE2019 0017

St. Vincent de Paul Society, Diocesan Council of Southeast Alaska, Inc.
ATTN: Bradley Perkins
8617 Teal Street
Juneau, AK 99801

Proposal: A Conditional Use Permit for St. Vincent de Paul to lease space at 8617 Teal Street to the CBJ and make tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services.

Property Address: 8617 Teal Street

Legal Description: Valley Centre Block I TR A

Parcel Code No.: 5B1501070071

Hearing Date: July 9, 2019

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 25, 2019, and **approved** the Conditional Use Permit to be conducted as described in the project description and project drawings submitted with the application, with the following conditions:

1. Prior to issuance of a Building Permit, the applicant shall submit a site plan showing a minimum of 4,000 square feet of vegetated cover. The vegetated cover plan shall be reviewed and approved by Community Development Department staff prior to issuance of a Building Permit. The vegetative cover areas shown on the approved plans shall be maintained with live vegetative cover as shown and approved.

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. Exterior lighting shall be designed, located, and installed to minimize off-site glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements at CBJ 49.40.230(d).

Attachments: June 25, 2019, memorandum from Jill Maclean, Director, Community Development, to the CBJ Planning Commission regarding USE2019 0017.

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, July 9, 2019.

Expiration Date: The permit will expire 18 months after the effective date, or January 9, 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: Jill Maclean
Jill Maclean, Director
Community Development Department

Benjamin Haight, Chair
Planning Commission

Filed With Municipal Clerk

7/24/2019
Date

cc: Plan Review

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

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

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

DATE: June 25, 2019

TO: Planning Commission

FROM: Jill Maclean AICP, Director
Community Development Department

CASE NO.: PWP2019 0001 (see associated Conditional Use Permit USE2019 0017)

PROPOSAL: A Parking Reduction Waiver from 22 spaces to 16 spaces for St. Vincent de Paul to lease space at 8617 Teal Street to the CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services

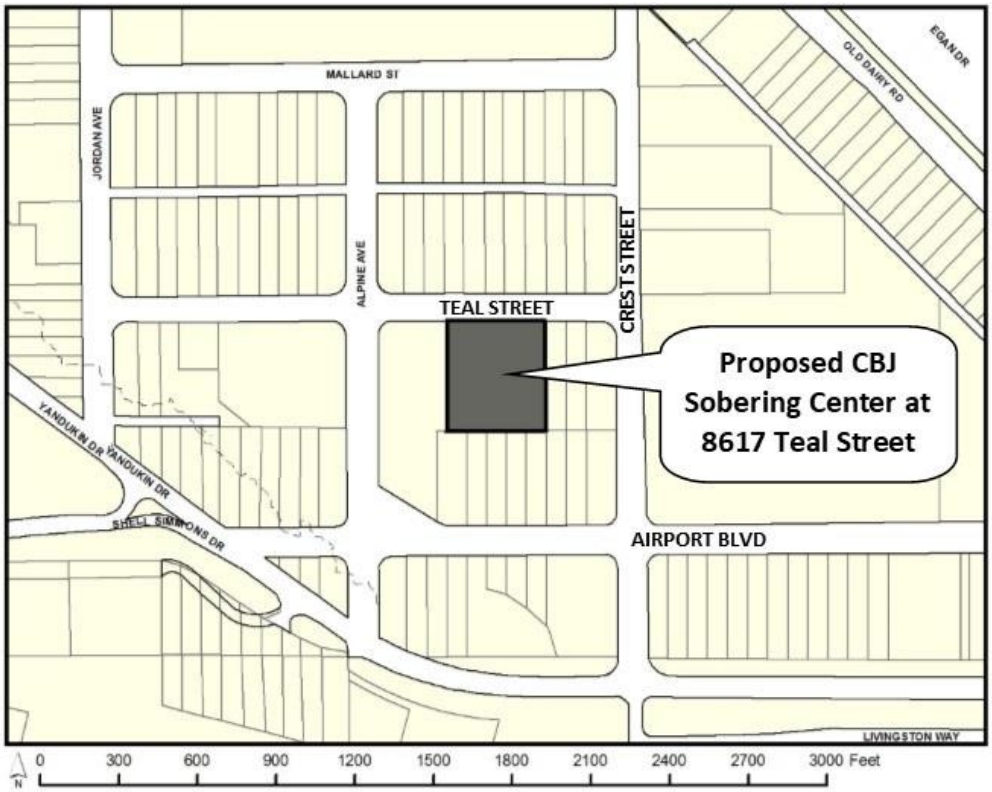
GENERAL INFORMATION

Applicant:	St. Vincent de Paul Society
Property Owner:	St. Vincent de Paul Society
Property Address:	8617 Teal Street
Legal Description:	Valley Centre Block I TR A
Parcel Code No.:	5B1501070071
Site Size:	0.9183 acre (40,000 sq. ft.)
Comprehensive Plan Future Land Use Designation:	Commercial
Zoning:	General Commercial (GC)
Utilities:	CBJ water / sewer
Access:	Teal Street

Existing Land Use: St. Vincent de Paul Society multi-use facility

Surrounding Land Use:
North - Mendenhall Auto / Storage
South - Storage
East - Cameron Plumbing - Heating
West - Smith Hall (St. Vincent de Paul Society – senior housing)

VICINITY MAP



ATTACHMENTS

Attachment A – Application

PROJECT DESCRIPTION

St. Vincent de Paul (SVdP) is leasing space to the City & Borough of Juneau (CBJ) and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center. The sobering center is located within the SVdP facility at 8617 Teal Street, and will be operated by Capital City Fire & Rescue (CCFR) as their Community Service Patrol and Sleep-Off Services.

BACKGROUND

The current site consists of SVdP's multi-use facility, which includes transitional housing, an apartment complex, transitional support services, and office/meeting room.

CCFR is taking over Juneau's Sleep-Off Center in July of 2019. The current sleep center is operated by Rainforest Recovery on the Bartlett Hospital campus. The current facility on the hospital campus is scheduled for demolition in early July, in order to accommodate Bartlett Hospital's new recovery facility. SVdP is leasing approximately 7,000 square feet for CCFR to operate/provide the services currently provided by Rainforest Recovery.

Agency Comments

The following CBJ departments were asked to review and comment:

CBJ Building Official: No issues with this project.

CCFR: No comments from the CCFR Fire Marshals on the proposal.

CBJ Engineering & Public Works: No comments.

CBJ Streets: No issues with this request.

CBJ General Engineering: No concerns with the project as proposed, as there are no changes to grading, exterior utilities, or driveway locations.

Capital Transit: No concerns with the project as proposed. The nearest bus stop location is behind the Nugget Mall across from Mendenhall Auto; if the Valley Transit Center is developed, routes may alter in the future and there may be a bus stop located at the intersection of Crest Street and Teal Street.

CBJ Lands Division: No comments received.

CBJ Law: No comments on the proposal.

Public Comments

No public comments were received at the time of issuing this staff report.

ANALYSIS

Project Location – The project site is located on Teal Street in a General Commercial zoning district, in the neighborhood located between the Juneau International Airport and the Nugget Mall. The area consists of a mix of uses including commercial, storage, retail, auto sales/repair,

and multi-family housing. The site, being located in the valley, is not within a parking district (PD1, PD2, or fee in-lieu).

Impacts on Nearby On-Street Parking – The existing parking lot at 8617 Teal Street (SVdP facility) consists of 55 off-street parking spaces (see Attachment A for details). No additional off-street parking spaces are proposed. The property is located within approximately 460 feet from the nearest Capital Transit bus stop by the shortest pedestrian route.

Use	**Required Parking**	**Provided Parking**	**Proposed Parking**
Residential Use (transitional housing)	39	39	39
Non-Residential Uses (office, storage, sobering center)	22	16	16
Total Off-Street Parking Space	61	55	55
Total ADA Spaces	3 including 1 van accessible (ADA spaces may be included in the total number of required off-street parking spaces)		

Habitat – There are no known habitats regulated by the Land Use Code on this site.

Conformity with adopted plans –

<u>Comprehensive Plan</u>

Chapter 13 Community Services

POLICY 13.3. TO PROMOTE QUALITY MEDICAL AND SOCIAL SERVICES IN THE CBJ TO ENSURE THE SAFETY, HEALTH, WELL-BEING AND SELF-SUFFICIENCY OF ITS RESIDENTS.

Standard Operating Procedure 13.3:

SOP1 – Provide public funds for programs for the indigent and for high-risk groups such as youth, the elderly, disabled persons, and homeless persons and families.

Implementing Action 13.3:

IA4 – Establish and maintain a coordinated substance abuse prevention program, and comprehensive treatment, rehabilitation, and recovery programs for Juneau residents.

FINDINGS

Per CBJ 49.40.210(D)(6), the Director makes the following findings on the proposed parking waiver:

1. The granting of the waiver would result in more benefits than detriments to the community as a whole as identified by the Comprehensive Plan.

Yes. The waiver will result in more benefits to the community as a whole than detriments, as identified by the Comprehensive Plan policies.

As mentioned above, CCFR's Community Service Patrol and Sleep-off Services conforms to Chapter 13, Policy 13.3, "to promote quality medical and social services in the CBJ to ensure the safety, health, well-being and self-sufficiency of its residents."

2. The development is located outside the PD-1 parking district, the PD-2 parking district, and the Downtown Fee-in-lieu of Parking District map areas.

Yes. The development is located outside the above parking overlay districts.

3. Granting the waiver will not result in adverse impacts to property in the neighboring area.

No. As described above, the project is not expected to generate the need for additional off-street parking.

4. The waiver will not materially endanger public health, safety, and welfare.

No. As reviewed above, the waiver of the six (6) spaces will not impact the site, nor the neighboring properties, as the use does not generate the need for additional off-street parking.

RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested the Parking Reduction Waiver for a reduction of six (6) non-residential parking spaces. The following condition applies:

1. Prior to issuance of a building permit, the applicant shall submit a parking plan demonstrating that the 55 spaces are provided, including three (3) ADA parking spaces, one (1) of which must be van accessible.

DEVELOPMENT PERMIT APPLICATION

Project Number PWP20190001	CITY and BOROUGH of JUNEAU	Date Received: 6/17/2019
Project Name (City Staff to Assign Name)		

INFORMATION

Project Description
St. Vincent de Paul is leasing space to the City and Borough of Juneau and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center within its facility located at 8617 Teal Street for Capital City Fire and Rescue's operation of their Community Service Patrol and Sleep-Off Services.

PROPERTY LOCATION

Street Address	City/Zip
8617 Teal Street	Juneau, AK 99801

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)
VALLEY CENTRE BL I TR A

Assessor's Parcel Number(s)
Parcel Code Number: 1501070071 5B1501070071

LANDOWNER/ LESSEE

Property Owner's Name	Contact Person:	Work Phone:
St. Vincent de Paul Society, Diocesan Council of Southeast Alaska, Inc.	Bradley Perkins	(808) 782-5795
Mailing Address	**Home Phone:**	**Fax Number:**
8617 Teal Street, Juneau. AK 99801	(808) 782 5795	(907) 789-2557
E-mail Address	**Other Contact Phone Number(s):**	
bradleysvdp@gmail.com	(907) 789-5535	

PROJECT / APPLICANT

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 — June 17, 2019 Date

X _____ Landowner/Lessee Signature — _____ Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.

APPLICANT If the same as OWNER, write "SAME" and sign and date at X below

Applicant's Name	Contact Person:	Work Phone:
Same		
Mailing Address	**Home Phone:**	**Fax Number:**
E-mail Address	**Other Contact Phone Number(s):**	

X _____ Applicant's Signature — June 17, 2019 Date of Application

----------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)			RECEIVED
	Variance Case (De Minimis and all other Variance case types)			
	Wetlands Permits			JUN 17 2019
	Zone Change Application			
X	Other (Describe) Parking Waiver		6/17/19	PERMIT CENTER/CDD

***Public Notice Sign Form filled out and in the file.

Comments:

Permit Intake Initials: LC

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

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

PARKING WAIVER 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

St. Vincent de Paul is leasing space to the City and Borough of Juneau and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center within its facility located at 8617 Teal Street for Capital City Fire and Rescue's operation of their Community Service Patrol and Sleep-Off Services.

TYPE OF PARKING WAIVER REQUESTED (check one)

MINOR DEVELOPMENT
○ Parking Waiver Departmental Review (PWD)

MAJOR DEVELOPMENT
◉ Parking Waiver Planning Commission Review (PWP)

DEVELOPMENT FOR WHICH THE PARKING IS REQUIRED (check one)

◉ Existing
⊗ Proposed – Related Case Number: USE 2019

NUMBER OF REQUIRED PARKING SPACES PER CBJ 49.40.210(A)

☑ For Residential Uses: 39 spaces
☑ For Non-Residential Uses: 22 spaces

NUMBER OF PARKING SPACES THAT WILL BE PROVIDED

☑ For Residential Uses: 39 spaces
☑ For Non-Residential Uses: 16 spaces

ALL REQUIRED MATERIALS ATTACHED

☐ **Complete application per CBJ 49.15 and CBJ 49.40.210(d)(6)**
☑ **Narrative including:**
- ☑ Why the parking waiver is being requested?
- ☑ How the requested waiver meets items 1-4 on page 2

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

PARKING WAIVER FEES

Residential Spaces	_____	Non-Residential Spaces	_____
Residential Fee	$_____	Non-Residential Fee	$_____
Total Residential	$_____	Total Non-Residential	$_____

Total Fee $ 320

Filed With USE 2019-00

RECEIVED
JUN 17 2019
PERMIT CENTER/CDD

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Case Number	Date Received
PWP20190001	6/17/19

Parking Waiver Application

Project

St. Vincent de Paul is leasing space to the City and Borough of Juneau and making tenant improvements to create the St. Vincent Sobering Center in its Dan Austin Transitional Support Services Center within its facility located at 8617 Teal Street for Capital City Fire and Rescue's operation of their Community Service Patrol and Sleep-Off Services.

Narrative

The present parking lot for the facility has 55 parking spaces, however, the following parking calculation indicates that 61 spaces will be needed after the proposed project.

Current Use of the Facility

St. Vincent de Paul's (SVdP) facility located at 8617 Teal Street, Juneau is a multi-use facility. The second floor of the facility houses its Transitional Housing Facility, while the first floor contains Paul's Place – a multi-family apartment complex, the Dan Austin Transitional Support Services Center (TSSC) and SVdP's office meeting room.

The SVdP Transitional Housing Facility has 26 units with private bathrooms and shared cooking facilities for individuals, couples and families for up to two-years of transitional housing. Paul's Place apartments consists of six one-bedroom apartments, and two two-bedroom apartments.

The TSSC is occupying what was the old St. Vincent de Paul Thrift Store before it moved to its new location in the summer of 2018 on Glacier Hwy. SVdP continues to seek funding to remodel the space (it was the unsuccessful CBJ's co-applicant in 2018 for the HUD Community Development Block Grant). However, operates in 25% of the main store space with four of its five Juneau Community Foundation-funded Community Navigators (case managers), using the remaining 75% of the space for storage for the St. Vincent Store surplus donations. The prior Thrift Store Furniture Annex has been repurposed as SVdP's office meeting room. The prior Thrift Store donations and sorting room has been used as storage the St. Vincent Store holiday donations and the SVdP maintenance staff.

The current facility has 55 parking spaces.

Proposed Project

The City and Borough of Juneau (CBJ) and the Capital City Fire and Rescue (CCFR) will be taking over the Juneau's Sleep-Off Center on July 1, 2019 (see attached letter), currently operated by Rainforest Recovery on the grounds of Bartlett Hospital. That facility will be demolished to make space for Bartlett's new recovery facility. While the CBJ and CCFR are able to take over the services provided by Rainforest Recovery, they need a facility. SVdP has space in the TSSC.

The space vacated by the main portion of the former thrift store and donations / sorting room is approximately 7,000 sq. ft. SVdP started using the space as the TSSC, serving the homeless and those in need. The plans for the eventual remodel of the entire facility, included turning the prior

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thrift shop donations area into ADA showers / restrooms, laundry and locker facilities for TSSC clients. There was also storage space for items being held from the St. Vincent Store for eventual distribution to TSSC clients. In light of the CBJ / CCFR need, SVdP has repurposed those plans into the St. Vincent Sobering Center. The CBJ / CCFR Sobering Center services require SVdP to provide ADA showers, restrooms and laundry, which can be shared with clients of the TSSC.

CCFR operation of the Sobering Center is outlined in the attached letter from CCFR. SVdP does not staff the Sobering Center, but only provides support services associated with the facility and supporting the needs of the CCFR staff, including:

- Janitorial services, including human waste cleanup, refuse removal, and restroom supplies for Sobering Center and TSSC shared space.
- Laundry services, including client and staff apparel, towels, and linens.
- Snow removal for sidewalks and parking lot.
- Office, copier, internet, office support, video recording system (as needed).
- Designated parking spot for Sobering Center vehicle closet to entrance not interfering with ADA parking.
- Non-designated parking spot for CCFR staff member.
- Upon leaving the Sobering Center, client consultation and services, including access to Community Navigators and Dan Austin Transitional Support Services Center (TSSC), when in operation.

However, considering the sporadic nature of the operation of current Sleep-Off Center at Bartlett Rainforest Recovery (16 nights per month), SVdP plans on staffing these services out of the Transitional Housing Facility as part of a vocational training program, in medical support services, and as such, should not add to parking.

Proposed Project

The City and Borough of Juneau (CBJ) and the Capital City Fire and Rescue (CCFR) will be taking over the Juneau's Sleep-Off Center on July 1, 2019 (see attached letter), currently operated by Rainforest Recovery on the grounds of Bartlett Hospital. That facility will be demolished to make space for Bartlett's new facility. While the CBJ and CCFR were able to provide the service provided by Rainforest Recovery, they needed a facility. SVdP has space in area vacated last summer by the relocation of its thrift store to its new location on Glacier Hwy.

The space vacated by the main portion of the former thrift store and donations / sorting room is approximately 7,000 sq. ft. SVdP started using the space for as the Dan Austin Transitional Support Services Center (TSSC), serving the homeless and those in need. The plans for the eventual remodel of the entire facility, including the prior thrift shop donations area included an ADA showers / restrooms, laundry and locker facility for clients. There was also storage space for items being held from the St. Vincent Store. For distribution to clients. In light of the CBJ / CCFR need, SVdP has repurposed those plans into the St. Vincent Sobering Center, which requires SVdP to additionally provide CCFR with ADA showers, restrooms and laundry, which can be shared with clients of the TSSC.

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JUN 17 2019
PERMIT CENTER/CDD

The New Parking Calculation

Use	Space Dedicated	Requirement	Space Count
Transitional Housing single-room occupancies with shared facilities	25 one-room units with private bathrooms and shared cooking facilities.	1 per bedroom	25
Paul's Place apartments multifamily units	6 one-bedroom apartments	1.5 per one-bedroom;	9
	3 two-bedroom apartments	1.75 per two-bedroom	5
Sobering Center	4 bed capacity	1 per 6 beds, plus 1 visitor	2
TSSC Office	5,266 sq. ft.	1 per 300 sq. ft.	18
St. Vincent Store Storage	2,435 sq. ft.	1 per 1,000 sq. ft.	2
		Total	61

The granting of the waiver would result in more benefits than detriments to the community as a whole.
Currently, especially since the relocation of the thrift store, the facility's parking lot is rarely more than 50% utilized. Many of the Transitional Housing Facility's residents do not have cars, as they are saving for long-term housing. The clients of the TSSC, generally do not have cars. The new clients of the Sobering center, by definition, will not be driving, and the lease between SVdP and the CBJ specifies only two parking spots. The current configuration of the facility would require demolition to add additional parking spots.

The facility is located outside of the PD-1 parking district, PD-2 parking district, and Downtown Fee in Lieu of Parking District Map areas.
Yes.

Granting the waiver will not result in adverse impacts to property in the neighboring area.
The facility is located in a commercial area, and should additional parking be needed, street parking is available that would not inconvenience SVdP's business neighbors.

The waiver will not materially endanger public health, safety, or welfare.
Should additional parking be needed, street parking would not be dangerous to residents, neighbors or others.

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Capital City Fire Rescue
820 Glacier Ave
Juneau, AK 99801

June 14, 2019

Capital City Fire Rescue will begin operating the Community Service Patrol and Sleep-Off Services for the City and Borough of Juneau effective July 1, 2019.

The sleep off services will be located at 8617 Teal Street at the location formally used as the donation room for the St. Vincent de Paul's Thrift Store. The footprint inside the existing facility will be less than 1000 sqft and consist of an open sleeping room where intoxicated individuals can be observed. There will be a divider to separate men and women's sleeping areas. Both sides will be in full view of a trained EMT who will monitor clients for medical emergencies as well as any behavior issues.

The sleep off site will be directly monitored by a minimum of one person and most times two will be on site. There will also be a video camera system installed monitoring the interior and exterior entrance. The typical hours of operation will be at night from 8:00 P.M. to 8:00 A.M. These will be flexible based on the rate clientele can be discharged from the facility.

The doors will all be lockable to provide for safety and security for clients, staff and others utilizing the facility. Clients are there voluntarily and this is not a locked facility, they are free to leave. The fire station 2 blocks away has advanced life support capabilities and is staffed 24/7. The Juneau Police Department also has a Police Officer assigned to the airport that has the ability to respond in an emergency.

A sprinter type van will be used to transport clients to this facility. They will not be utilizing lights and sirens at all. So this activity will not draw additional attention to the site. Ambulances and fire engines are not uncommon at this facility currently; due to fire alarms or medical emergencies that naturally occur. When clients are not utilizing sleep-off services, the van and staff will not be on site.

The site is located one block from the Capital Transit bus stop. This is how most people will leave the facility. This is consistent with the current use located near the hospital. When needed EMT's can escort people from the property to the transportation site.

This program will have very little impact on the area as many of the sleep-off clients are also utilizing service of St. Vincent's.

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

St. Vincent de Paul Sobering Center (Sleep-off)

Case Number: PAC20190040

Applicant: Greg Chaney, CBJ Lands and Resources

Property Owner: St. Vincent de Paul

Property Address: 8617 Teal Street

Parcel Code Number: 5B1501070071

Site Size: 40,000 square feet

Zoning: General Commercial (GC)

Existing Land Use: Mixed Use – Residential apartments, transitional housing, office space

Conference Date:	June 12, 2019
Report Issued:	6/13/2019

List of attendees

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

Name	Title	Email address
Bradley Perkins, General Manager, SVDP	Applicant	Bradleysvdp@gmail.com
Alix Pierce, Planning Manager Laurel Christian, Planner	Planning	Alexandra.pierce@juneau.org Laurel.christian@juneau.org
Charlie Ford, Building Code Official John Young, Plan Reviewer Eddie Quinto, Permit Specialist	Building	Charlie.ford@juneau.org John.young@juneau.org Edward.quinto@juneau.org
Rich Etheridge	Capital City Fire & Rescue	Rich.Etheridge@juneau.org
Greg Chaney, Land Manager Dan Bleidorn, Deputy Lands Manager	Lands and Resources	Greg.chaney@juneau.org Dan.bleidorn@juneau.org

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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** – General Commercial zoning district (GC). The proposed use is a sobering center, USE7.600 in the Table of Permissible Uses (TPU). According to the TPU sobering centers are allowed within the GC zoning district with a Conditional Use Permit. The applicant has provided plans for the temporary sleep off room and the future sleep off rooms (sobering center). With the Conditional Use Permit application, staff will evaluate the final sobering center, as it is the most intense. The final sobering center is planned to be 1,030 square feet with two sleep-off rooms, a shower and laundry area, as well as an office space.

   The applicant should submit a project narrative (description) of the future sobering center operations that will be the most intensive and a brief description of the temporary sobering center. Include hours of operation, staffing, and so on.

2. **Setbacks** – 10' on all sides. The applicant is working within the existing building.
3. **Height** –55' permissible uses; 45' accessory uses
4. **Access –** Access to the parcel is off Teal Street
5. **Density –** GC zoning district allows 50 dwelling units per acre. This parcel would be allowed to house 46 dwelling units. How many dwelling units are on the existing parcel?
6. **Parking & Circulation**– Please provide the department a list of all the uses on the subject parcel and the square footage dedicated to that use, so that parking can be evaluated. For dwelling units – please specify how many bedrooms are in each unit. A parking waiver may be required if the parking cannot be met on-site; required ADA spaces cannot be waived. A parking and circulation plan should be provided with the application. Parking and lighting plans should be designed by a professional engineer or architect. Example parking standards:
   a. **Multifamily units** – 1.5 per one bedroom; 1.75 per two bedrooms
   b. **Sobering Centers** – 1 per 6 beds, plus 1 visitor parking space
   c. **Offices** – 1 per 300 square feet of gross floor area
   d. **Transitional Housing** – 1 per bedroom
   e. The ADA parking requirement will be evaluated based on the total number of parking spaces required for all uses on the lot.
   f. Commercial buildings ranging from 5,000 – 24,999 square feet require 1 off street loading area. This space must be permanently available for loading.
7. **Lot Coverage –** No maximum
8. **Vegetative Coverage** – 10% - 4,000 square feet for the subject parcel. Applicant should demonstrate how this requirement is being met.
9. **Lighting** –The Land Use Code requires parking areas should be 'adequately lit'. Parking and lighting plans should be designed by a professional engineer or architect. All lighting should be full cut-off and no glare should project onto neighboring property.
10. **Noise** – Applicant should describe in their narrative any noise created by this project that ~~might disrupt~~ the existing residences on the lot and near the lot.

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11. **Traffic** – Will be evaluated with the conditional use permit. The addition of a 1,000 square foot sobering center is not likely to trigger a traffic impact analysis.
12. **Flood** – NA (Zone X)
13. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement** – No known at this time
14. **Wetlands** – No known at this time
15. **Habitat** – (Eagle – remind applicant to check with Feds; Riparian, etc.) – No known at this time
16. **Plat or Covenant Restrictions** – No known at this time

Building Division:

17. **Building** – Plans will be evaluated during the building permit review. A smoke partition is required to separate the sobering center from the surrounding uses. The building permit may be applied for at the same time, but may not be approved until after the conditional use is approved by the Planning Commision.
18. **Outstanding Permits** –
    a. **BLD2000**-00397 – 216 sq ft cover over playground
    b. **BLD2006**-00117 – Relocate thrist shop to office area and relocate daycare to former community room
    c. **BLD2008**-00700 – Exterior siding, replacement of windows, and stairway foundation
    d. **BLD2009**-00477 – St Vincent De Paul Building renovations

General Engineering/Public Works:

19. **Engineering** – NA
20. **Drainage** – NA
21. **Utilities** – (water, power, sewer, etc.) - NA

Fire Marshal:

22. **Fire Items/Access** – Plans will be reviewed during building permit review.

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. Applications are available for download at http://www.juneau.org/cddftp/landpermit.php

1. Conditional Use Permit Application
2. Development Permit Application
3. Possibly – Parking Waiver Application

Additional submittal requirements:

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

1. Project narrative describing the operations, hours, staffing, and so on.
2. Parking, lighting, and vegetation plan

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3. All items listed on the Conditional Use Permit Application form

Fee estimates

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

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

1. Conditional Use Permit Fee – Class B Uses $500.00
2. Possibly – Parking Waiver Fee – $400.00 can be reduced by 20% if filed in conjunction with a major development permit.
3. Public Notice Sign Fee - $50 plus $100 refundable 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

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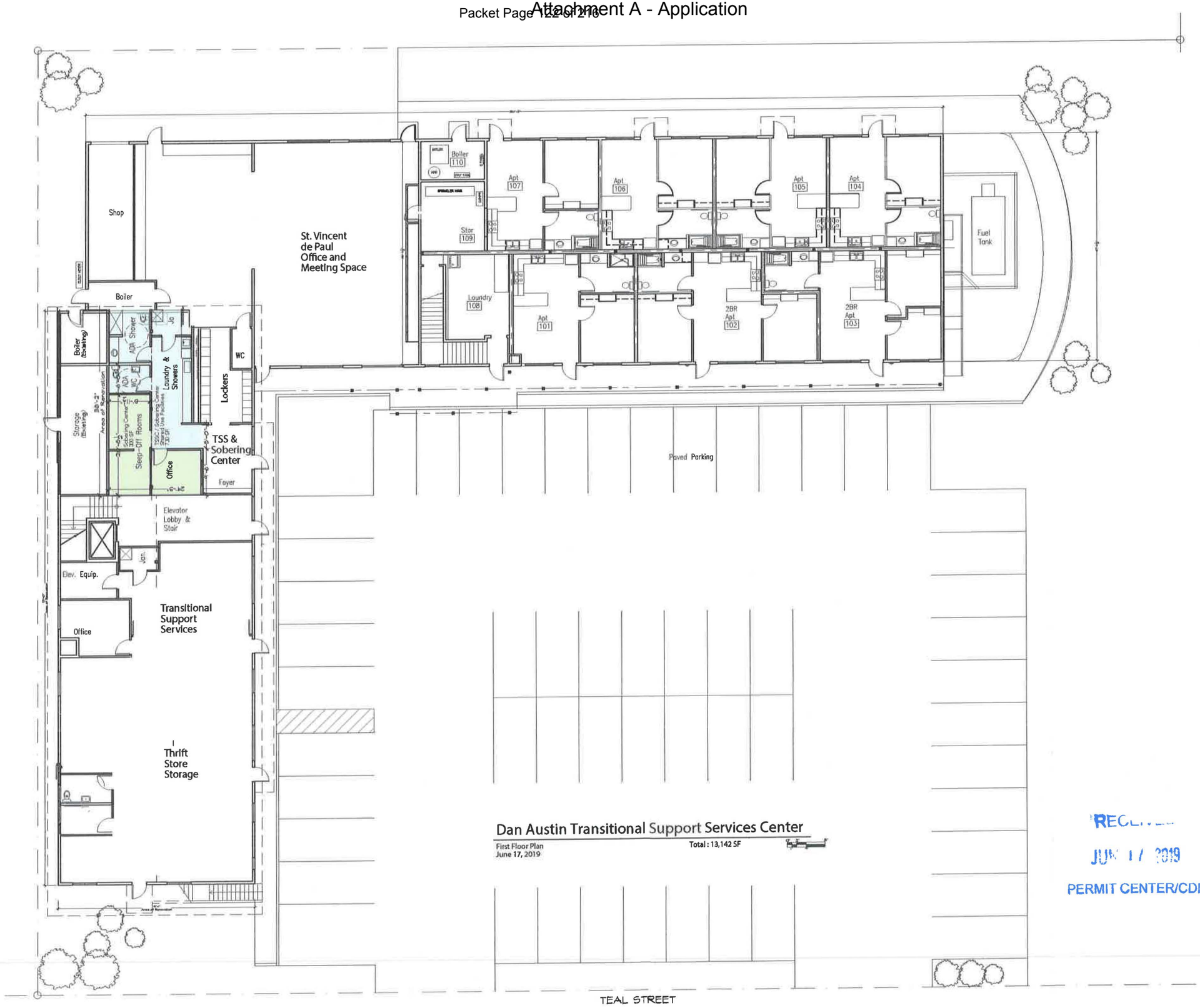

Dan Austin Transitional Support Services Center

First Floor Plan
June 17, 2019

Total : 13,142 SF

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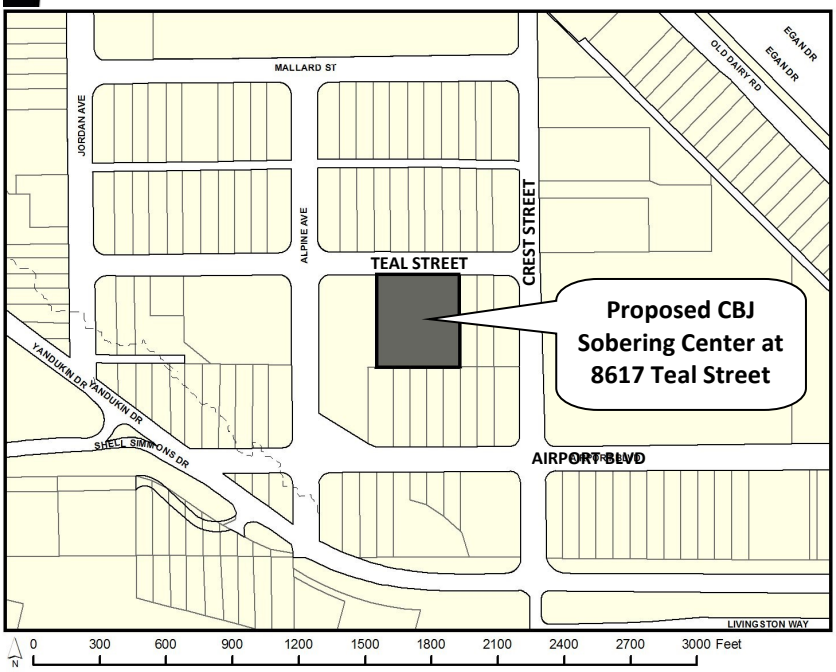
Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission

Your Community, Your Voice



CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT
155 S. Seward Street Juneau, Alaska 99801

TO:

Applications have been submitted for consideration and public hearing by the Planning Commission for a **Conditional Use Permit and an associated Parking Reduction Waiver** for St. Vincent de Paul to lease space at 8617 Teal Street to CBJ **to create the St. Vincent Sobering Center** (Dan Austin Transitional Support Services Center) within its facility **for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services .**

TIMELINE

Staff Report expected to be posted **Monday, July 1, 2019,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through 12 noon, Friday, July 5, 2019

Written comments may be submitted via the mail or email (see contact info, below). Public comments will be delivered to the Planning Commissioners to read along with the staff report in preparation for the hearing.

HEARING DATE & TIME

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.

July 10, 2019

The results of the hearing will be posted online.

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

Printed June 19, 2019

Case Nos.: USE2019 0017 & PWP2019 0001
Parcel No.: 5B1501070071
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 DECISION

Date: July 10, 2019
File No.: PWP2019 0001

St. Vincent de Paul Society, Diocesan Council of Southeast Alaska, Inc.
ATTN: Bradley Perkins
8617 Teal Street
Juneau, AK 99801

Proposal: A Parking Reduction Waiver from 22 spaces to 16 spaces for St. Vincent de Paul to lease space at 8617 Teal Street to the CBJ to create the St. Vincent Sobering Center (Dan Austin Transitional Support Services Center) within its facility for Capital City Fire & Rescue's operation of their Community Service Patrol and Sleep-Off Services

Property Address: 8617 Teal Street

Legal Description: Valley Centre Block I TR A

Parcel Code No.: 5B1501070071

Hearing Date: July 9, 2019

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 25, 2019 and **approved** the parking reduction waiver from 22 parking spaces to 16 spaces to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Prior to issuance of a building permit, the applicant shall submit a parking plan demonstrating that the 55 spaces are provided, including three (3) ADA parking spaces, one (1) of which must be van accessible.

Attachments: June 25, 2019 memorandum from Jill Maclean, Director, Community Development to the CBJ Planning Commission regarding PWP2019 0001.

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 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 PM on the day twenty days from the date the decision is filed.

Effective Date: The waiver is effective upon approval by the Planning Commission, July 9, 2019.

Expiration Date: Approved Parking Waivers shall expire upon a change of use.

Project Planner: _____ _____

Jill Maclean, Director
Community Development Department

Benjamin Haight, Director
Planning Commission

_____ 7/24/2019

Filed With Municipal Clerk Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ - adopted regulations. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center 1 (800) 949-4232, or fax (360) 438-3208.

CITY AND BOROUGH OF JUNEAU
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COMMUNITY DEVELOPMENT

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

DATE: June 26, 2019

TO: Planning Commission

FROM: Allison Eddins, Planner

Community Development Department

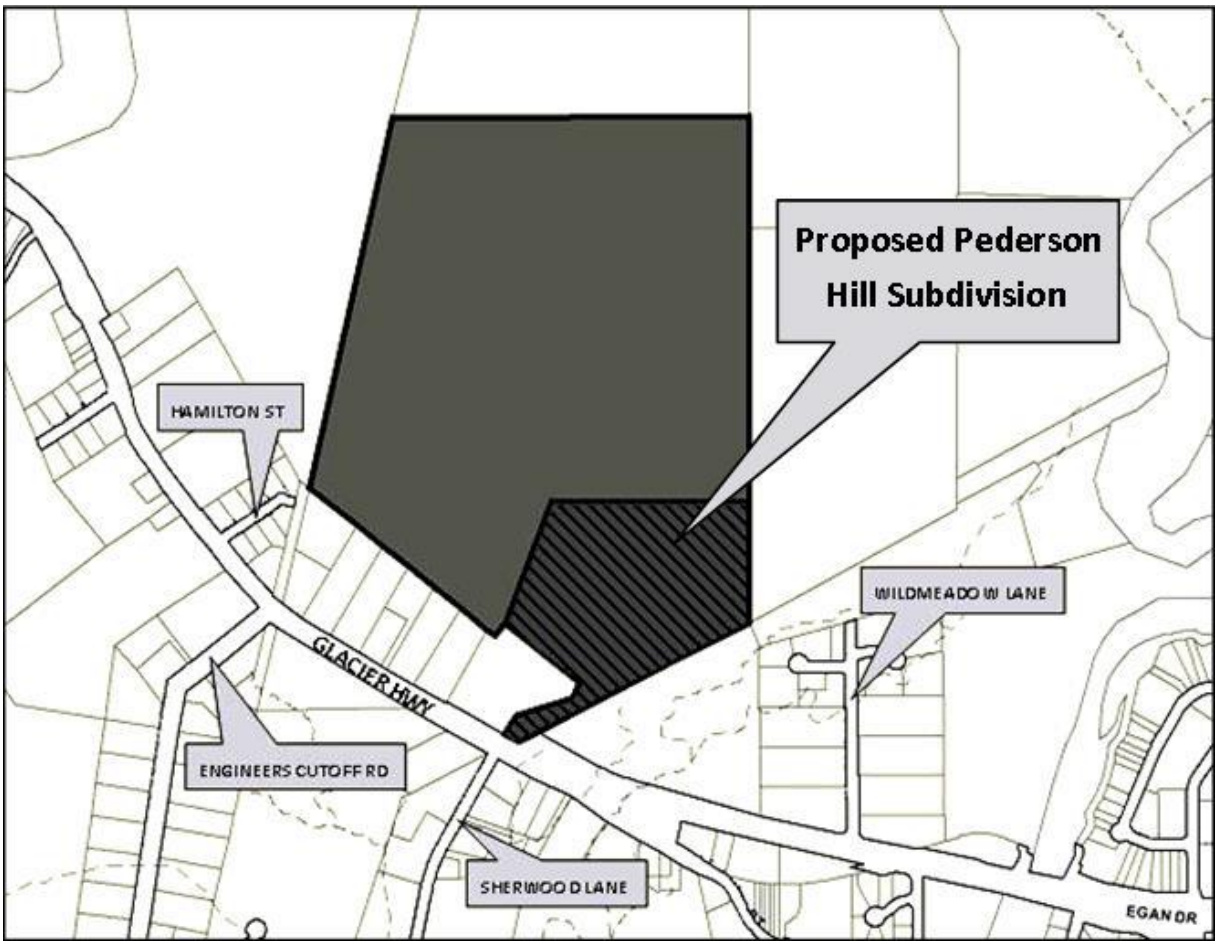
FILE NO.: SMF2019 0003

PROPOSAL: Final plat for Pederson Hill Subdivision II Phase 1A for 17 residential lots and one public use lot for habitat preservation

GENERAL INFORMATION

Applicant:	City and Borough of Juneau
Property Owner:	City and Borough of Juneau
Legal Description:	Pederson Hill Lot 2
Parcel Code No.:	4B2201010101
Site Size:	Pederson Hill Lot 2 – 121.4 acres Pederson Hill Phase 1A – 6 acres
Comprehensive Plan Future Land Use Designation:	Medium Density Residential (MDR)
Zoning:	D10 SF (Single Family)
Utilities:	Public Water/Public Sewer
Access:	Karl Reishus Boulevard (new CBJ right-of-way)
Existing Land Use:	Vacant/Improved
Surrounding Land Use:	North – Vacant, University of Alaska, D1 (T) D5 South – Glacier Highway / Veterinary Clinic, Industrial East - Vacant, University of Alaska, D1 (T) D5 West – Church, D10 Multifamily & D10 SF

VICINITY MAP



ATTACHMENTS

Attachment A – Application for final plat and proposed final plat
Attachment B – Notice of Decision for preliminary plat (SMP16-02)
Attachment C – Notice of Decision for modification to preliminary plat (SMP17-01)
Attachment D – Pederson Hill Subdivision Design Excerpt
Attachment E – Deed Restriction for Phase 1A Lot 9
Attachment F – Alaska Dept. of Fish and Game comments and CBJ's response
Attachment G – Excerpt of October 10, 2017 Planning Commission meeting minutes

BACKGROUND

The Planning Commission approved with conditions the preliminary plat for Pederson Hill Subdivision Phase 1 (SMP2016 0002) on February 28, 2017 (See Attachment B). Due to internal

financing mechanisms, the applicant, the City and Borough of Juneau (CBJ), sought to modify the approved subdivision for Phase 1 by splitting it into sub-phases – Phases 1A, 1B and 1C. The Planning Commission approved this modification (SMP2017 0001) on October 10, 2017. No new conditions were added (See Attachment C).

This is a final plat review for Phase 1A. One condition has been added for final plat approval:

All public improvements must be accepted for maintenance by CBJ prior to plat recording.

The Notice of Decision for the preliminary plat approval included the conditions listed below, several of which the applicant has subsequently addressed and the status of which are shown in bold font following the condition.

Please note that due to the modification to the subdivision and phasing of development, the lot numbering has changed from the preliminary plat approved on February 28, 2017. Where renumbering has occurred, the condition, below, identifies the new lot number.

The conditions from the February 28, 2017, Notice of Decision are:

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7). **(This condition has been met – see Attachment D.)**
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control.* **(This condition has been met – see Attachment D.)**
3. Prior to Construction Plan approval, the applicant shall submit an updated lot closure report. **(This condition has been met – see Attachment A.)**
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets. **(This condition has been met – see Attachment A.)**
5. Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as shown below. [Note: This is in reference to Condition 6.] **(The final plat includes this note. This condition has been met – see Attachment A.)**
6. Prior to Final Plat approval, the applicant shall submit a draft plat with the following plat notes on the subdivision plat:
    a. Plat Note: "Right-of-way access for Lots 1-7 Block C (modified on Phase 1A Lots 2-7) shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot." **(The final plat includes this note. This condition has been met – see Attachment A.)**

b. Plat Note: "Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard." **(The final plat includes this note. This condition has been met - see Attachment A.)**

c. Plat Note: "Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the US Army Corps of Engineers (COE). Consult COE for more information." **(The final plat includes this note. This condition has been met - see Attachment A.)**

d. Plat Note: "Lots 10 & 12 Block A and Lot 9 Block C (modified to Phase 1A Lot 9 and Phase 1B Lots 5, 7) shall be Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply. **(The final plat includes this note for Phase 1A Lot 9. This condition has been met - see Attachment A.)**

7. Prior to Plat recording, the applicant shall submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C (modified to Phase 1A Lot 9 and Phase 1B Lot 7) in accordance with 49.15.422. **(A deed restriction for Phase 1A, Lot 9 has been drafted and will be recorded with the plat. This condition has been met – see Attachment E)**

8. Prior to Construction Plan approval, the applicant shall submit a design showing a drainage infrastructure that would allow fish passage through the equestrian trail east of Karl Reishus Boulevard. **(This condition has been met – see Attachment D.)**

9. Prior to Construction Plan approval, the applicant shall submit a design showing a minimum 10-foot wide walking surface within the Wild Rose Walk ROW per 49.35.610(a). **(This condition has been met – see Attachment D.)**

10. Prior to Construction Plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards. **(This condition has been met – see Attachment D.)**

11. Prior to Construction Plan approval, the applicant shall submit documentation ensuring compliance with section D107.1 of the International Fire Code. **(This condition has been met.)**

AGENCY REVIEW

The following agency review comments were received for the original preliminary plat review in 2017. Staff reached out to the agencies for additional comments prior to final plat recording. No agencies had additional comments.

Capital City Fire/Rescue: *Capital City Fire Rescue has no objections to the Pederson Hill Subdivision proceeding as planned. The fire access and water requirements have been reviewed and are acceptable to the fire department.*

Alaska Department of Fish and Game Wildlife Division: *To mitigate wildlife conflicts and allow the area to continue functioning as a wildlife corridor between Douglas Island and the mainland we recommend that: 1) builders be required to include bear-proof trash structures sized to accommodate the larger trash and recycling cans with each house built; 2) design of the subdivision be altered to provide a dedicated forested wildlife travel corridor (~100 yards wide) on CBJ land; and 3) wildlife crossing signs be installed on both Glacier Highway and the Back Loop road in areas of known crossings and vehicle collisions.*

CBJ owns two Natural Area Parks abutting the Pederson Hill Subdivision boundaries: Auke Lake Natural Area Park to the west and Brotherhood Bridge Natural Area Park to east. The 2019 Parks & Recreation Master Plan Plan defines Natural Area Parks as *CBJ-owned lands characterized by areas of natural quality designed to serve the entire community by providing fish and wildlife habitat, open space/natural areas, access to water and opportunities for passive and dispersed recreation activities…..* Within Phase 1A, Lot 9 will be dedicated as a public use lot with similar development restrictions as a Natural Area Park.

CBJ 36.20.056 provides regulations and violation provisions regarding bear attraction nuisances. This includes the storage and handling of household waste. At the October 16, 2017, meeting, the Planning Commission considered the Wildlife Division's comments but determined that a requirement to construct bear-proof structures should be a borough-wide policy. (See Attachment G.)

Glacier Highway and Back Loop Road are State of Alaska right-of-ways. Any wildlife crossing signage on these right-of-ways must be carried out by the State of Alaska Department of Transportation and Facilities.

Alaska Department of Fish and Game Habitat Division: No comments at this time.

Alaska Department of Environmental Conservation: No issues at this time.

<u>FINDINGS</u>

CBJ §49.15.402(f)(3) states:

> *The commission may place conditions upon the granting of final plat commission as are necessary to preserve the public welfare. The commission shall approve the application for a final plat if the following criteria are met:*
>
> > *(A) The applicant has compiled with any conditions or plat notes required in the notice of decision approving the preliminary plat;*

The preliminary plat approval conditions have been met. This criterion has been met.

(B) The applicant has constructed all required improvements or provided a financial guarantee in accordance with CBJ 49.55.010; and

All required improvements have been constructed. This criterion has been met.

(C) The final plat meets the standards set forth in CBJ 49.15.412.

The final plat meets these standards. This criterion has been met.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Final Plat with the following condition. The permit would allow Final Plat Approval for Pederson Hill Subdivision Phase 1A.

1. Prior to plat recording, all public improvements must be accepted for maintenance by CBJ.

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY 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: Glacier Highway

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): Pederson Hill Subdivision II, Phase 1A PEDERSON HILL LT2

Parcel Number(s): 4B2201010101

☐ This property located in the downtown historic district NO

☐ This property located in a mapped hazard area, if so, which _____ NO

LANDOWNER/ LESSEE

Property Owner: City and Borough of Juneau

Contact Person: Greg Chaney, Lands Manager

Mailing Address: 155 S. Seward Street

Phone Number(s): 586-0205

E-mail Address: greg.chaney@juneau.org

LANDOWNER/ LESSEE CONSENT Required for Planning Permits, not needed on Building/ Engineering Permits

I am (we are) the owner(s)or lessee(s) of the property subject to this application and I (we) consent as follows:

A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.

B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.

X Greg P. Chaney — Landowner/Lessee Signature — Date: May 17 2019

X _____ — Landowner/Lessee Signature — Date

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.

APPLICANT If the same as OWNER, write "SAME"

Applicant: SAME

Contact Person:

Mailing Address:

Phone Number(s):

E-mail Address:

X Greg P. Chaney — Applicant's Signature — Date of Application: May 17 2019

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

Intake Initials	Case Number	Date Received
ANE	SAE2019 0003	5/17/19

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

SUBDIVISION APPLICATION

See subdivision hand-outs 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

Number of Existing Parcels 1 Total Land Area 121.4 Number of Resulting Parcels 20

HAS THE PARCEL BEEN CREATED BY A MINOR SUBDIVISION IN THE PRECEDING 24 MONTHS

(✓) NO ( ) YES Case Number _____

TYPE OF SUBDIVISION OR PLATTING APPROVAL REQUESTED

MINOR SUBDIVISION (changing or creating 13 or fewer lots)	MAJOR SUBDIVISION (changing or creating 14 or more lots)
( ) Preliminary Plat (MIP)	( ) Preliminary Plat (SMP)
( ) Final Plat (MIF)	(✓) Final Plat (SMF)
( ) Panhandle Subdivision	( ) Preliminary Development Plat – PUD (PDP)
( ) Accretion Survey	( ) Final Development Plat – PUD (PDF)
( ) Boundary Adjustment	( ) Preliminary Development Plat – ARS (ARP)
( ) Lot Consolidation (SLC)	( ) Final Development Plat – ARS (ARF)
( ) Bungalow Lot Subdivision	( ) Bungalow Lot Subdivision
( ) Common Wall/Zero Lot Subdivision	( ) Common Wall/Zero Lot Subdivision
( ) Other _____	( ) Other _____

ALL REQUIRED DOCUMENTS ATTACHED

All submitted w/ prelim. plat SMPZ0190001.

- [x] **Pre-application conference notes**
- [x] **Narrative including:**
  - [x] Legal description(s) of property to be subdivided
  - [x] Existing structures on the land
  - [x] Zoning district
  - [x] Density
  - [x] Access
  - [x] Current and proposed use of any structures
  - [x] Utilities available
  - [x] Unique characteristics of the land or structure(s)
- [x] **Preliminary Plat checklist**

Final Plat all of this information is contained in Preliminary Plat.

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

SUBDIVISION/PLATTING FEES	Fees	Check No.	Receipt	Date
Application Fees	$1,400			
Admin. of Guarantee	$			
Adjustment	$			
Total Fee	$			

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Case Number	Date Received
SMF20190003	5/17/19

Closure Reports 1A

Lot Report Fri Sep 22 11:06:42 2017

Lot File: Q:\22\70687-01\65CAD\SURVEY\plats\CLOSURE REPORTS\Lot Closures 1A.lot
CRD File: Q:\22\70687-01\65CAD\SURVEY\plats\J70687 SUB-sp 1A.crd

Lot: 1 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
1			50512.478	50239.115
	S 28°00'36" E	122.058		
2			50404.717	50296.437
	N 50°45'25" W	307.437		
3			50599.205	50058.335
	N 81°21'15" E	139.442		
4			50620.167	50196.192

Radius: 530.000 Length: 116.160 Chord: 115.928 Delta: 12°33'27"
Chord BRG: S 21°43'52" E Rad-In: N 74°32'51" E Rad-Out: N 61°59'24" E
Radius Pt: 5 50761.379,50707.034 Tangent: 58.314 Dir: Left
Tangent-In: S 15°27'09" E Tangent-Out: S 28°00'36" E Non Tangential-In

1			50512.478	50239.115

Closure Error Distance> 0.00097 Error Bearing> N 87°32'50" W
Closure Precision> 1 in 706470.3 Total Distance> 685.097
Area: 14881.7 Sq. Feet, 0.3 Acres

Lot: 2 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
4			50620.167	50196.192
	S 81°21'15" W	139.442		
3			50599.205	50058.335
	N 50°45'25" W	60.660		
6			50637.579	50011.356
	N 81°21'15" E	176.682		
7			50664.139	50186.031

Radius: 530.000 Length: 45.145 Chord: 45.131 Delta: 4°52'49"
Chord BRG: S 13°00'44" E Rad-In: N 79°25'40" E Rad-Out: N 74°32'51" E
Radius Pt: 5 50761.379,50707.034 Tangent: 22.586 Dir: Left
Tangent-In: S 10°34'20" E Tangent-Out: S 15°27'09" E Non Tangential-In

4			50620.167	50196.192

Closure Error Distance> 0.00087 Error Bearing> S 74°35'13" E
Closure Precision> 1 in 483254.3 Total Distance> 421.928
Area: 7098.3 Sq. Feet, 0.2 Acres

Lot: 3 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
7			50664.139	50186.031
	S 81°21'15" W	176.682		
6			50637.579	50011.356

```
      N 50°45'25" W    53.920
8                                50671.689    49969.597
      N 81°21'15" E    213.004
9                                50703.709    50180.181
  Radius: 530.000   Length: 40.010    Chord: 40.000    Delta: 4°19'31"
  Chord BRG: S 08°24'34" E  Rad-In: N 83°45'11" E  Rad-Out: N 79°25'40" E
  Radius Pt: 5 50761.379,50707.034  Tangent: 20.014 Dir: Left
  Tangent-In: S 06°14'49" E  Tangent-Out: S 10°34'20" E  Non Tangential-In
7                                50664.139    50186.031
Closure Error Distance> 0.00069 Error Bearing> S 24°38'39" E
Closure Precision> 1 in 697249.7 Total Distance> 483.616
Area: 7783.7 Sq. Feet, 0.2 Acres
```

Lot: 4 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
9			50703.709	50180.181
	S 81°21'15" W	213.004		
8			50671.689	49969.597
	N 50°45'25" W	53.920		
10			50705.799	49927.838
	N 81°21'15" E	252.357		
11			50743.735	50177.328

```
  Radius: 530.000   Length: 40.137    Chord: 40.127    Delta: 4°20'21"
  Chord BRG: S 04°04'38" E  Rad-In: N 88°05'32" E  Rad-Out: N 83°45'11" E
  Radius Pt: 5 50761.379,50707.034  Tangent: 20.078 Dir: Left
  Tangent-In: S 01°54'28" E  Tangent-Out: S 06°14'49" E  Non Tangential-In
9                                50703.709    50180.181
Closure Error Distance> 0.00091 Error Bearing> S 34°01'17" E
Closure Precision> 1 in 613981.2 Total Distance> 559.418
Area: 9297.1 Sq. Feet, 0.2 Acres
```

Lot: 5 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
11			50743.735	50177.328
	S 81°21'15" W	252.357		
10			50705.799	49927.838
	N 50°45'25" W	3.259		
12			50707.861	49925.314
	N 57°26'52" E	92.740		
13			50757.761	50003.484
	N 81°21'15" E	176.043		
14			50784.225	50177.526

```
  Radius: 530.000   Length: 40.500    Chord: 40.490    Delta: 4°22'42"
  Chord BRG: S 00°16'53" W  Rad-In: S 87°31'46" E  Rad-Out: N 88°05'32" E
  Radius Pt: 5 50761.379,50707.034  Tangent: 20.260 Dir: Left
  Tangent-In: S 02°28'14" W  Tangent-Out: S 01°54'28" E  Non Tangential-In
```

Closure Reports 1A

```
11                                  50743.735    50177.328
Closure Error Distance> 0.00119 Error Bearing> S 59°20'16" W
Closure Precision> 1 in 474505.7 Total Distance> 564.899
Area: 8701.1 Sq. Feet, 0.2 Acres
```

Lot: 6 , Block: PHASE 1A, Type: LOT

```
PNT#   Bearing          Distance  Northing     Easting
13                                50757.761    50003.484
       N 57°26'52" E    74.345
15                                50797.764    50066.150
       N 09°24'45" W    9.873
16                                50807.504    50064.535
       N 80°44'26" E    118.053
17                                50826.499    50181.050
  Radius: 530.000   Length: 42.432    Chord: 42.421    Delta: 4°35'14"
  Chord BRG: S 04°45'51" W  Rad-In: S 82°56'33" E  Rad-Out: S 87°31'46" E
  Radius Pt: 5 50761.379,50707.034  Tangent: 21.227 Dir: Left
  Tangent-In: S 07°03'27" W  Tangent-Out: S 02°28'14" W  Non Tangential-In  Non
Tangential-Out
14                                50784.225    50177.526
       S 81°21'15" W    176.043
13                                50757.761    50003.484
Closure Error Distance> 0.00028 Error Bearing> N 37°44'57" E
Closure Precision> 1 in 1494203.3 Total Distance> 420.745
Area: 5600.7 Sq. Feet, 0.1 Acres
```

Lot: 7 , Block: PHASE 1A, Type: LOT

```
PNT#   Bearing          Distance  Northing     Easting
17                                50826.499    50181.050
       S 80°44'26" W    118.053
16                                50807.504    50064.535
       N 09°24'45" W    61.332
18                                50868.010    50054.504
       N 87°03'35" E    132.702
19                                50874.817    50187.032
       S 07°03'27" W    48.687
17                                50826.499    50181.050
Closure Error Distance> 0.00039 Error Bearing> N 49°06'46" W
Closure Precision> 1 in 919617.7 Total Distance> 360.773
Area: 6801.6 Sq. Feet, 0.2 Acres
```

Lot: 8 , Block: PHASE 1A, Type: LOT

```
PNT#   Bearing          Distance  Northing     Easting
19                                50874.817    50187.032
       S 87°03'35" W    132.702
```

```
18                                  50868.010    50054.504
      N 09°24'45" W    93.390
20                                  50960.143    50039.231
      S 81°15'19" E    17.410
21                                  50957.496    50056.439
  Radius: 230.000   Length: 79.556    Chord: 79.160    Delta: 19°49'06"
  Chord BRG: N 88°50'08" E  Rad-In: N 08°44'41" E  Rad-Out: N 11°04'25" W
  Radius Pt: 22 51184.822,50091.407  Tangent: 40.179 Dir: Left
  Tangent-In: S 81°15'19" E  Tangent-Out: N 78°55'35" E  Tangential-In
Tangential-Out
23                                  50959.104    50135.582
      N 78°55'35" E    23.233
24                                  50963.567    50158.383
  Radius: 30.000    Length: 56.617    Chord: 48.581    Delta: 108°07'52"
  Chord BRG: S 47°00'29" E  Rad-In: S 11°04'25" E  Rad-Out: N 82°56'33" W
  Radius Pt: 25 50934.125,50164.145  Tangent: 41.391 Dir: Right
  Tangent-In: N 78°55'35" E  Tangent-Out: S 07°03'27" W  Tangential-In
Tangential-Out
26                                  50930.439    50193.918
      S 07°03'27" W    56.047
19                                  50874.817    50187.032
Closure Error Distance> 0.00053 Error Bearing> S 49°12'50" E
Closure Precision> 1 in 871641.3 Total Distance> 458.956
Area: 12490.6 Sq. Feet, 0.3 Acres
```

↑

```
Lot: 9           , Block: PHASE 1A, Type: LOT
PNT#   Bearing          Distance  Northing     Easting
12                                  50707.861    49925.314
      S 39°14'35" W    80.050
27                                  50645.864    49874.673
      N 50°45'25" W    316.645
28                                  50846.177    49629.441
      N 87°03'35" E    425.623
18                                  50868.010    50054.504
      S 09°24'45" E    71.205
15                                  50797.764    50066.150
      S 57°26'52" W    167.085
12                                  50707.861    49925.314
Closure Error Distance> 0.00093 Error Bearing> N 82°49'00" E
Closure Precision> 1 in 1136397.0 Total Distance> 1060.608
Area: 50770.2 Sq. Feet, 1.2 Acres
```

↑

```
Lot: 10          , Block: PHASE 1A, Type: LOT
PNT#   Bearing          Distance  Northing     Easting
29                                  51021.689    50142.970
      S 78°55'35" W    19.271
```

Closure Reports 1A

30 51017.987 50124.058
Radius: 170.000 Length: 58.802 Chord: 58.509 Delta: 19°49'06"
Chord BRG: S 88°50'08" W Rad-In: N 11°04'25" W Rad-Out: N 08°44'41" E
Radius Pt: 22 51184.822,50091.407 Tangent: 29.698 Dir: Right
Tangent-In: S 78°55'35" W Tangent-Out: N 81°15'19" W Tangential-In
Tangential-Out
31 51016.798 50065.561
N 81°15'19" W 37.088
32 51022.437 50028.904
N 09°24'45" W 88.866
33 51110.106 50014.371
N 83°38'13" E 107.497
34 51122.020 50121.206
S 37°06'07" E 66.193
35 51069.227 50161.135
Radius: 30.000 Length: 60.752 Chord: 50.891 Delta: 116°01'42"
Chord BRG: S 20°54'44" W Rad-In: S 52°53'53" W Rad-Out: N 11°04'25" W
Radius Pt: 36 51051.130,50137.208 Tangent: 48.036 Dir: Right
Tangent-In: S 37°06'07" E Tangent-Out: S 78°55'35" W Tangential-In
29 51021.689 50142.970
Closure Error Distance> 0.00072 Error Bearing> N 53°46'40" W
Closure Precision> 1 in 610430.0 Total Distance> 438.469
Area: 12923.2 Sq. Feet, 0.3 Acres
↑

Lot: 11 , Block: PHASE 1A, Type: LOT
PNT# Bearing Distance Northing Easting
37 51049.607 50293.840
Radius: 1025.000 Length: 17.483 Chord: 17.483 Delta: 0°58'38"
Chord BRG: S 76°53'42" W Rad-In: S 12°36'59" E Rad-Out: S 13°35'38" E
Radius Pt: 38 50049.357,50517.725 Tangent: 8.742 Dir: Left
Tangent-In: S 77°23'01" W Tangent-Out: S 76°24'22" W Non Tangential-In
Tangential-Out
39 51045.643 50276.813
Radius: 30.000 Length: 34.815 Chord: 32.894 Delta: 66°29'31"
Chord BRG: N 70°20'52" W Rad-In: N 13°35'38" W Rad-Out: N 52°53'53" E
Radius Pt: 40 51074.803,50269.762 Tangent: 19.666 Dir: Right
Tangent-In: S 76°24'22" W Tangent-Out: N 37°06'07" W Tangential-In
Tangential-Out
41 51056.706 50245.835
N 37°06'07" W 91.592
42 51129.757 50190.583
N 83°38'13" E 93.738
43 51140.145 50283.744
S 06°21'47" E 91.099
37 51049.607 50293.840
Closure Error Distance> 0.00028 Error Bearing> N 89°47'41" E
Closure Precision> 1 in 1164981.3 Total Distance> 328.728

Closure Reports 1A

Area: 6091.8 Sq. Feet, 0.1 Acres

Lot: 12 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
44			51059.857	50345.926

Radius: 1025.000 Length: 53.091 Chord: 53.085 Delta: 2°58'04"
Chord BRG: S 78°52'03" W Rad-In: S 09°38'56" E Rad-Out: S 12°36'59" E
Radius Pt: 38 50049.357,50517.725 Tangent: 26.551 Dir: Left
Tangent-In: S 80°21'04" W Tangent-Out: S 77°23'01" W Non Tangential-In Non Tangential-Out

37			51049.607	50293.840
	N 06°21'47" W	91.099		
43			51140.145	50283.744
	N 83°38'13" E	52.901		
45			51146.008	50336.319
	S 06°21'47" E	86.685		
44			51059.857	50345.926

Closure Error Distance> 0.00025 Error Bearing> S 53°15'24" E
Closure Precision> 1 in 1120937.0 Total Distance> 283.775

Area: 4690.3 Sq. Feet, 0.1 Acres

Lot: 13 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
46			50927.917	50365.670
	S 83°38'13" W	113.870		
47			50915.298	50252.501
	N 07°03'27" E	41.796		
48			50956.777	50257.637

Radius: 180.000 Length: 11.254 Chord: 11.252 Delta: 3°34'56"
Chord BRG: N 05°16'00" E Rad-In: N 82°56'33" W Rad-Out: N 86°31'28" W
Radius Pt: 49 50978.893,50079.001 Tangent: 5.629 Dir: Left
Tangent-In: N 07°03'27" E Tangent-Out: N 03°28'32" E Tangential-In Tangential-Out

50			50967.982	50258.670

Radius: 30.000 Length: 37.958 Chord: 35.476 Delta: 72°29'37"
Chord BRG: N 39°43'20" E Rad-In: S 86°31'28" E Rad-Out: S 14°01'51" E
Radius Pt: 51 50966.163,50288.614 Tangent: 21.994 Dir: Right
Tangent-In: N 03°28'32" E Tangent-Out: N 75°58'09" E Tangential-In Tangential-Out

52			50995.268	50281.341

Radius: 975.000 Length: 76.707 Chord: 76.687 Delta: 4°30'28"
Chord BRG: N 78°13'23" E Rad-In: S 14°01'51" E Rad-Out: S 09°31'23" E
Radius Pt: 38 50049.357,50517.725 Tangent: 38.373 Dir: Right
Tangent-In: N 75°58'09" E Tangent-Out: N 80°28'37" E Tangential-In Non Tangential-Out

53			51010.920	50356.414

```
        S 06°21'47" E    83.517
46                                50927.917    50365.670
Closure Error Distance> 0.00030 Error Bearing> N 28°30'27" E
Closure Precision> 1 in 1199036.8 Total Distance> 365.102
Area: 8215.0 Sq. Feet, 0.2 Acres
```

Lot: 14 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
54			50837.346	50320.429
	S 83°38'13" W	41.152		
55			50832.785	50279.531

Radius: 30.000 Length: 54.151 Chord: 47.093 Delta: 103°25'14"
Chord BRG: N 44°39'10" W Rad-In: N 06°21'47" W Rad-Out: S 82°56'33" E
Radius Pt: 56 50862.600,50276.206 Tangent: 38.001 Dir: Right
Tangent-In: S 83°38'13" W Tangent-Out: N 07°03'27" E Tangential-In Tangential-Out

57			50866.286	50246.434
	N 07°03'27" E	49.386		
47			50915.298	50252.501
	N 83°38'13" E	58.870		
58			50921.822	50311.009
	S 06°21'47" E	85.000		
54			50837.346	50320.429

Closure Error Distance> 0.00031 Error Bearing> S 75°34'58" E
Closure Precision> 1 in 939026.7 Total Distance> 288.558
Area: 5538.2 Sq. Feet, 0.1 Acres

Lot: 15 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
59			50700.981	50315.387
	S 83°38'13" W	74.087		
60			50692.771	50241.757

Radius: 470.000 Length: 57.670 Chord: 57.634 Delta: 7°01'49"
Chord BRG: N 04°52'43" W Rad-In: N 81°36'22" E Rad-Out: N 88°38'11" E
Radius Pt: 61 50761.379,50706.722 Tangent: 28.871 Dir: Right
Tangent-In: N 08°23'38" W Tangent-Out: N 01°21'49" W Non Tangential-In Tangential-Out

62			50750.195	50236.855

Radius: 30.000 Length: 44.506 Chord: 40.536 Delta: 85°00'02"
Chord BRG: N 41°08'12" E Rad-In: N 88°38'11" E Rad-Out: S 06°21'47" E
Radius Pt: 63 50750.909,50266.847 Tangent: 27.490 Dir: Right
Tangent-In: N 01°21'49" W Tangent-Out: N 83°38'13" E Tangential-In Tangential-Out

64			50780.724	50263.522
	N 83°38'13" E	42.708		
65			50785.458	50305.967

```
      S 06°21'47" E    85.000
59                                50700.981    50315.387
Closure Error Distance> 0.00056 Error Bearing> S 12°37'58" W
Closure Precision> 1 in 545079.4 Total Distance> 303.970
Area: 6057.5 Sq. Feet, 0.1 Acres
```

Lot: 16 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
66			50616.505	50324.807
	S 83°38'13" W	38.508		
67			50612.237	50286.537

```
  Radius: 30.000    Length: 42.216    Chord: 38.818    Delta: 80°37'39"
  Chord BRG: N 56°02'57" W  Rad-In: N 06°21'47" W  Rad-Out: N 74°15'52" E
  Radius Pt: 68 50642.052,50283.212  Tangent: 25.454 Dir: Right
  Tangent-In: S 83°38'13" W  Tangent-Out: N 15°44'08" W  Tangential-In
Tangential-Out
69                                50633.916    50254.336
  Radius: 470.000   Length: 60.225    Chord: 60.183    Delta: 7°20'30"
  Chord BRG: N 12°03'53" W  Rad-In: N 74°15'52" E  Rad-Out: N 81°36'22" E
  Radius Pt: 61 50761.379,50706.722  Tangent: 30.154 Dir: Right
  Tangent-In: N 15°44'08" W  Tangent-Out: N 08°23'38" W  Tangential-In  Non
Tangential-Out
60                                50692.771    50241.757
      N 83°38'13" E    74.087
59                                50700.981    50315.387
      S 06°21'47" E    85.000
66                                50616.505    50324.807
Closure Error Distance> 0.00087 Error Bearing> N 62°41'48" W
Closure Precision> 1 in 344296.7 Total Distance> 300.035
Area: 5824.4 Sq. Feet, 0.1 Acres
```

Lot: 17 , Block: PHASE 1A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
70			50622.600	50379.468
	S 83°38'13" W	55.000		
66			50616.505	50324.807
	N 06°21'47" W	85.000		
59			50700.981	50315.387
	N 83°38'13" E	55.000		
71			50707.077	50370.048
	S 06°21'47" E	85.000		
70			50622.600	50379.468

```
Closure Error Distance> 0.00000
Total Distance> 280.000
Area: 4675.0 Sq. Feet, 0.1 Acres
```

Closure Reports 1A

Lot: 18 , Block: PHASE 1A, Type: LOT
PNT# Bearing Distance Northing Easting
72 50463.015 50426.173
S 69°04'59" W 55.000
73 50443.379 50374.797
Radius: 180.000 Length: 49.133 Chord: 48.981 Delta: 15°38'23"
Chord BRG: N 25°04'07" W Rad-In: S 72°45'05" W Rad-Out: S 57°06'42" W
Radius Pt: 74 50390.006,50202.893 Tangent: 24.720 Dir: Left
Tangent-In: N 17°14'55" W Tangent-Out: N 32°53'18" W Non Tangential-In
Tangential-Out
75 50487.746 50354.044
N 32°53'18" W 38.104
76 50519.743 50333.354
Radius: 445.000 Length: 46.383 Chord: 46.362 Delta: 5°58'19"
Chord BRG: N 29°54'08" W Rad-In: N 57°06'42" E Rad-Out: N 63°05'01" E
Radius Pt: 5 50761.379,50707.034 Tangent: 23.213 Dir: Right
Tangent-In: N 32°53'18" W Tangent-Out: N 26°54'59" W Tangential-In Non
Tangential-Out
77 50559.933 50310.241
Radius: 30.000 Length: 16.785 Chord: 16.567 Delta: 32°03'27"
Chord BRG: N 67°36'30" E Rad-In: S 38°25'13" E Rad-Out: S 06°21'47" E
Radius Pt: 78 50536.429,50328.884 Tangent: 8.619 Dir: Right
Tangent-In: N 51°34'47" E Tangent-Out: N 83°38'13" E Non Tangential-In
Tangential-Out
79 50566.244 50325.559
N 83°38'13" E 57.256
80 50572.590 50382.462
S 21°44'51" E 117.971
72 50463.015 50426.173
Closure Error Distance> 0.00075 Error Bearing> S 41°51'50" E
Closure Precision> 1 in 507997.2 Total Distance> 380.632
Area: 7792.5 Sq. Feet, 0.2 Acres
↑

Lot: 19 , Block: PHASE 1A, Type: LOT
PNT# Bearing Distance Northing Easting
81 50284.745 50342.697
Radius: 175.000 Length: 134.910 Chord: 131.594 Delta: 44°10'12"
Chord BRG: N 14°53'30" E Rad-In: N 53°01'24" W Rad-Out: S 82°48'24" W
Radius Pt: 74 50390.006,50202.893 Tangent: 71.007 Dir: Left
Tangent-In: N 36°58'36" E Tangent-Out: N 07°11'36" W Non Tangential-In Non
Tangential-Out
82 50411.919 50376.515
N 69°04'59" E 868.082
83 50721.836 51187.390
S 00°08'19" W 15.348
84 50706.489 51187.353

Closure Reports 1A

```
      S 63°28'00" W    944.093
81                                50284.745    50342.697
Closure Error Distance> 0.00022 Error Bearing> S 19°06'19" E
Closure Precision> 1 in 8872363.0 Total Distance> 1962.433
Area: 51659.6 Sq. Feet, 1.2 Acres
```

Lot: 2A , Block: PHASE 1A, Type: LOT

```
PNT#   Bearing          Distance  Northing     Easting
88                                51241.054    51188.647
      S 83°38'13" W    1004.250
42                                51129.757    50190.583
      S 37°06'07" E    30.512
89                                51105.421    50208.989
      S 52°53'53" W    60.000
35                                51069.227    50161.135
      N 37°06'07" W    66.193
34                                51122.020    50121.206
      S 83°38'13" W    107.497
33                                51110.106    50014.371
      S 09°24'45" E    88.866
32                                51022.437    50028.904
      S 81°15'19" E    37.088
31                                51016.798    50065.561
  Radius: 170.000   Length: 58.802    Chord: 58.509    Delta: 19°49'06"
  Chord BRG: N 88°50'08" E  Rad-In: N 08°44'41" E  Rad-Out: N 11°04'25" W
  Radius Pt: 22 51184.822,50091.407  Tangent: 29.698 Dir: Left
  Tangent-In: S 81°15'19" E  Tangent-Out: N 78°55'35" E  Tangential-In
Tangential-Out
30                                51017.987    50124.058
      N 78°55'35" E    19.271
29                                51021.689    50142.970
      S 14°51'07" E    60.131
24                                50963.567    50158.383
      S 78°55'35" W    23.233
23                                50959.104    50135.582
  Radius: 230.000   Length: 79.556    Chord: 79.160    Delta: 19°49'06"
  Chord BRG: S 88°50'08" W  Rad-In: N 11°04'25" W  Rad-Out: N 08°44'41" E
  Radius Pt: 22 51184.822,50091.407  Tangent: 40.179 Dir: Right
  Tangent-In: S 78°55'35" W  Tangent-Out: N 81°15'19" W  Tangential-In
Tangential-Out
21                                50957.496    50056.439
      N 81°15'19" W    17.410
20                                50960.143    50039.231
      S 09°24'45" E    93.390
18                                50868.010    50054.504
      S 87°03'35" W    425.623
28                                50846.177    49629.441
```

Closure Reports 1A

	N 50°45'25" W	872.935		
90			51398.405	48953.379
	N 13°01'40" E	1900.564		
91			53250.050	49381.809
	S 89°59'03" E	1811.402		
92			53249.548	51193.211
	S 00°06'07" W	461.580		
93			52787.968	51192.390
	S 00°08'19" W	1546.919		
88			51241.054	51188.647

Closure Error Distance> 0.00374 Error Bearing> S 66°28'15" W
Closure Precision> 1 in 2345060.5 Total Distance> 8765.222
Area: 4418585.4 Sq. Feet, 101.4 Acres

Lot: 2B , Block: PHASE 1A, Type: LOT

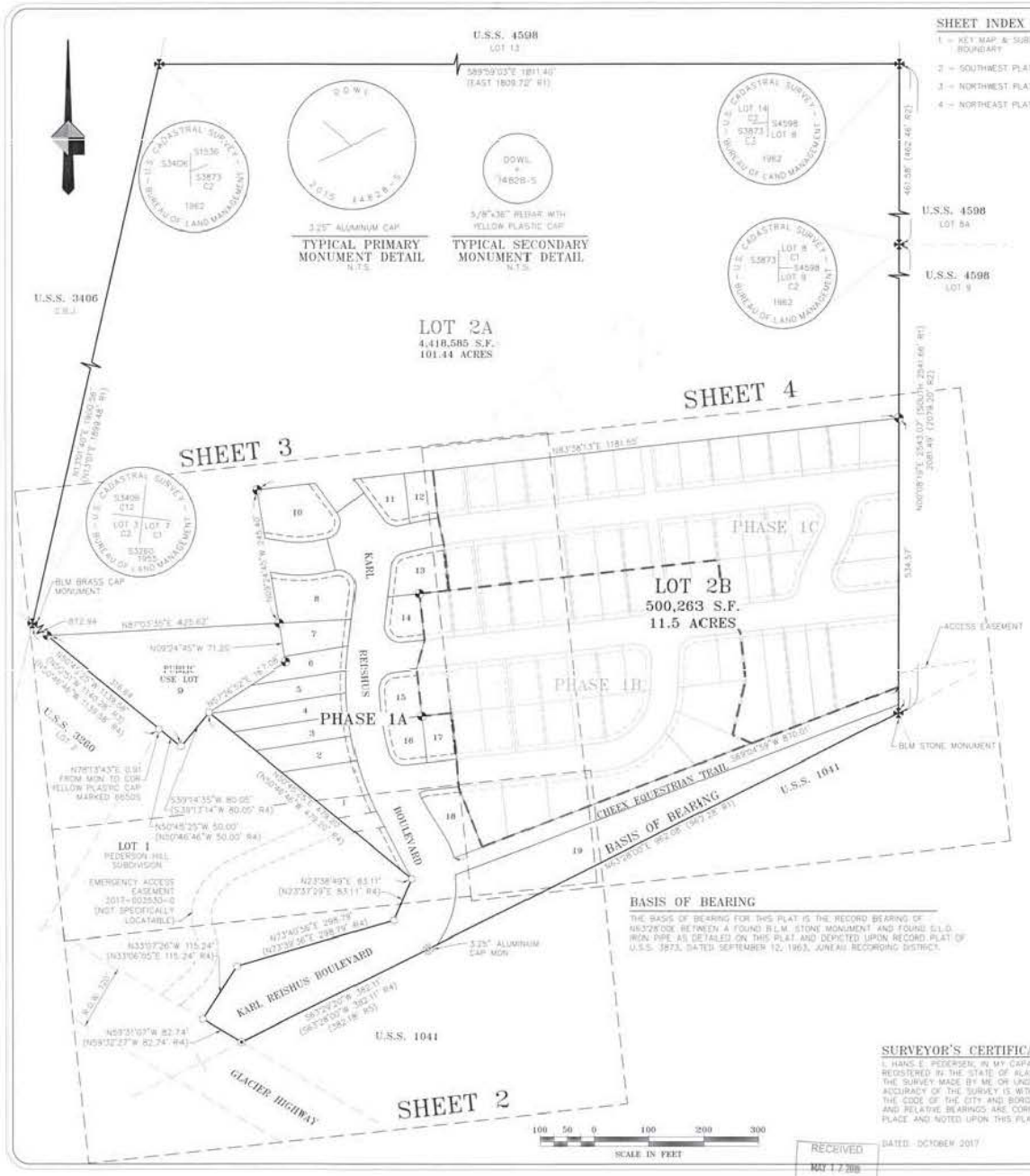
PNT#	Bearing	Distance	Northing	Easting
85			50753.983	51187.468
	S 69°04'59" W	815.005		
72			50463.015	50426.173
	N 21°44'51" W	117.971		
80			50572.590	50382.462
	N 03°25'26" W	50.066		
86			50622.566	50379.472
	N 06°21'47" W	85.017		
87			50707.060	50370.050
	S 83°39'18" W	55.000		
59			50700.981	50315.387
	N 06°21'47" W	85.000		
65			50785.458	50305.967
	N 15°34'29" E	53.866		
54			50837.346	50320.429
	N 06°21'47" W	85.000		
58			50921.822	50311.009
	N 83°38'13" E	55.000		
46			50927.917	50365.670
	N 06°21'47" W	83.517		
53			51010.920	50356.414
	N 12°05'48" W	50.048		
44			51059.857	50345.926
	N 06°21'47" W	86.685		
45			51146.008	50336.319
	N 83°38'13" E	857.611		
88			51241.054	51188.647
	S 00°08'19" W	487.073		
85			50753.983	51187.468

Closure Error Distance> 0.00027 Error Bearing> S 73°59'45" W
Closure Precision> 1 in 10793900.5 Total Distance> 2966.859

Closure Reports 1A

Area: 500262.7 Sq. Feet, 11.5 Acres

Block PHASE 1A Total Area: 5155740.4 Sq. Feet, 118.4 Acres

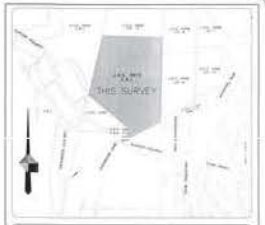


SHEET INDEX

1 – KEY MAP & SUBDIVISION BOUNDARY
2 – SOUTHWEST PLAT DETAIL
3 – NORTHWEST PLAT DETAIL
4 – NORTHEAST PLAT DETAIL

LEGEND

- B.L.M. MONUMENT FOUND THIS SURVEY
- FOUND 3.25" ALUMINUM PRIMARY MONUMENT (77125)
- 3.25" ALUMINUM PRIMARY MONUMENT (14828S) SET THIS SURVEY
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (77125) SET THIS SURVEY
- 3/4" IRON PIPE MONUMENT FOUND THIS SURVEY
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (77125) FOUND THIS SURVEY, UNLESS OTHERWISE NOTED
- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- PHASE LINE
- DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- ACCESS, DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- PHASE 1B & 1C



VICINITY MAP
SCALE: N.T.S.
SOURCE: CBJ BASEMAP SERIES

OWNERSHIP CERTIFICATE

I HEREBY CERTIFY THAT CITY AND BOROUGH OF JUNEAU, AK IS THE OWNER OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I AS LANDS MANAGER, HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH MY FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS, TRAILS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

DATE: _____, 2017

GREG CHANEY
CBJ LANDS MANAGER

NOTARY ACKNOWLEDGMENT

STATE OF ALASKA }
FIRST JUDICIAL DISTRICT } ss.

THIS IS TO CERTIFY THAT ON THE ____ DAY OF _____, 2017, BEFORE THE UNDERSIGNED A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, APPEARED GREG CHANEY TO ME KNOWN AND KNOWN TO ME TO BE THE PERSON HE REPRESENTS HIMSELF TO BE AND THE LANDS MANAGER FOR THE CITY & BOROUGH OF JUNEAU, WHO ACKNOWLEDGED TO ME THAT HE EXECUTED THE FOREGOING INSTRUMENT AS THE FREE ACT AND DEED OF THE SAID CORPORATION FOR THE PURPOSES THEREIN MENTIONED, BEING FULLY AUTHORIZED TO DO SO.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR ALASKA
MY COMMISSION EXPIRES:

NOTES

1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1963, (R2) U.S. SURVEY 4598, DATED NOVEMBER 29, 1963, (R3) U.S. SURVEY 3260, DATED MARCH 28, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2015-40, DATED JULY 20, 2015 AND (R5) LOT 1A AND LOT 1B, MCCHEE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
6. PUBLIC USE LOTS: LOT 9 IS SET ASIDE SPECIFICALLY FOR HABITAT PRESERVATION. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR OTHER BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAILS AND PERIMETER FENCING. TRAIL CONSTRUCTION SHALL BE PERMITTED IN ACCORDANCE WITH CBJ TITLE 19.12 – EXCAVATION AND GRADING CODE. PERIMETER FENCING SHALL BE CONSTRUCTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.
7. DRIVEWAY ACCESS FROM THE KARL REISHUS BOULEVARD IS RESTRICTED. LOT 1 DRIVEWAY SHALL ACCESS FROM THE EMERGENCY ACCESS EASEMENT. DRIVEWAY ACCESS FOR LOT 2-7 SHALL BE RESTRICTED TO JOINT USE DRIVEWAYS CENTERED ON THE COMMON LOT LINE FOR LOTS 2 & 3, LOTS 4 & 5 AND LOTS 6 & 7.
8. CORNER LOTS ABUTTING KARL REISHUS BOULEVARD SHALL HAVE DRIVEWAYS LIMITED TO ACCESSING A STREET OTHER THAN KARL REISHUS BOULEVARD.
9. WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE). CONSULT COE FOR MORE INFORMATION.

CERTIFICATION OF PLAT APPROVAL

I HEREBY CERTIFY THAT THE PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA AND THAT SAID PLAT HAS BEEN APPROVED BY THE PLANNING COMMISSION BY PLAT RESOLUTION No._____, DATED_____, 2017, AND THAT THE PLAT SHOWN HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT RECORDING OFFICE, JUNEAU, ALASKA.

CHAIRMAN
CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

ATTEST:

CLERK
CITY AND BOROUGH OF JUNEAU

PRELIMINARY

BASIS OF BEARING

THE BASIS OF BEARING FOR THIS PLAT IS THE RECORD BEARING OF N63°28'00"E BETWEEN A FOUND B.L.M. STONE MONUMENT AND FOUND G.L.O. IRON PIPE AS DETAILED ON THIS PLAT AND DEPICTED UPON RECORD PLAT OF U.S.S. 3873, DATED SEPTEMBER 12, 1963, JUNEAU RECORDING DISTRICT.

SURVEYOR'S CERTIFICATE

I, HANS E. PEDERSEN, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: OCTOBER 2017

STATE OF ALASKA
49th
Hans E. Pedersen
No. 14828-S
PROFESSIONAL LAND SURVEYOR

RECEIVED
MAY 17 2018
PERMIT CENTER/CDD
SMF19-003

PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1A
A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AECL648
CIVIL ENGINEERING–LAND SURVEYING–CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

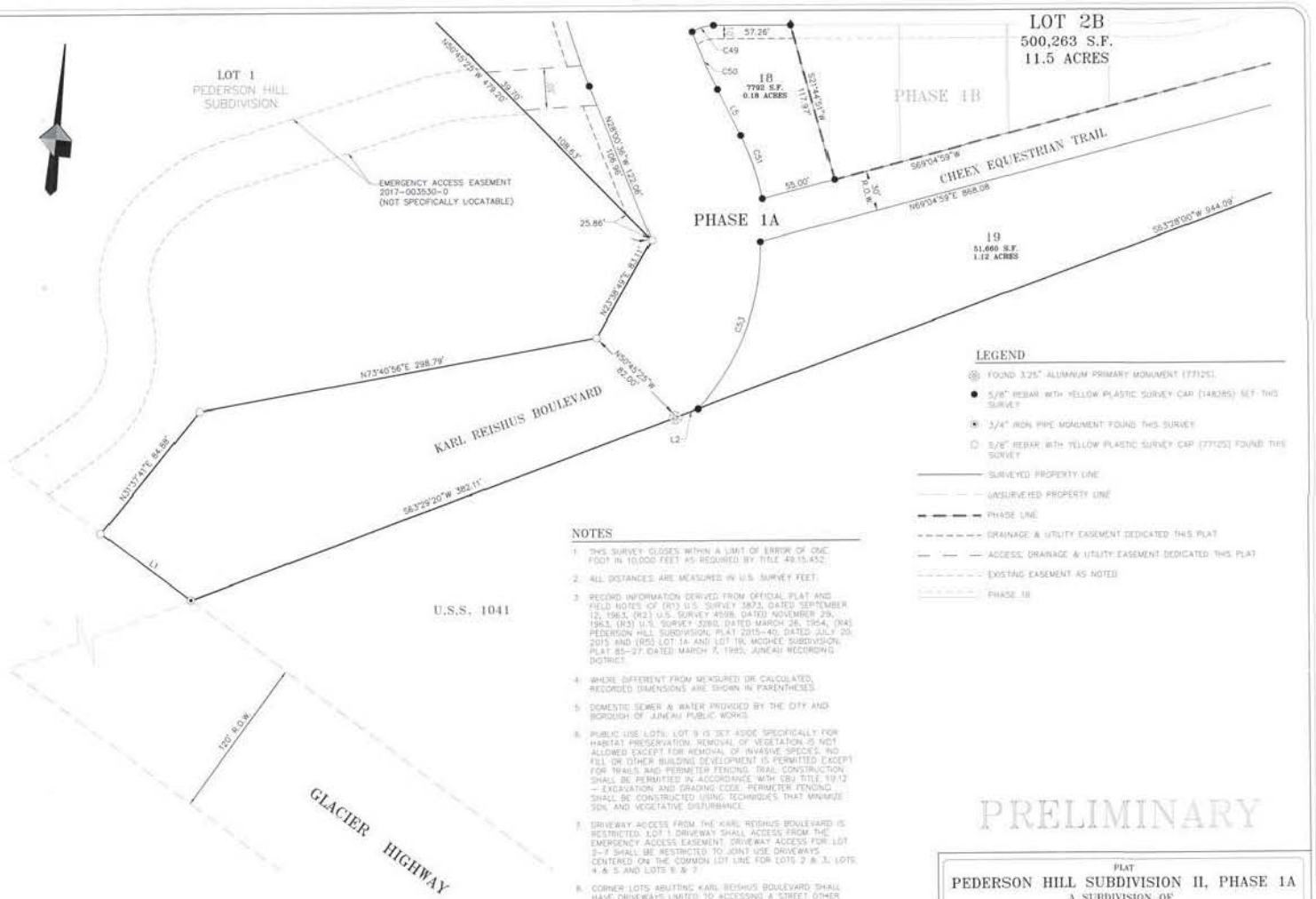
SCALE:	DATE:	PROJECT NO:	FILE NO:	SHEET NO:
1"= 100'	OCT. 2017	J70687		1 OF 4

LINE TABLE

LINE No	BEARING & DISTANCE
L1	S59°31'01"E 82.74
L2	N63°28'00"W 17.98
L3	NOT USED
L4	NOT USED
L5	S32°53'19"E 38.10
L6	NOT USED
L7	N78°50'35"E 25.23
L8	S81°15'19"E 17.41
L9	S81°15'19"E 37.09
L10	N78°50'35"E 19.27
L11	N14°51'07"W 80.13
L12	N52°53'53"E 60.00

CURVE TABLE

CURVE No	RADIUS	DELTA	LENGTH	CHORD BEARING & DISTANCE
C1			NOT USED	
C2	530.00	35°04'03"	324.38	N10°26'34"W 319.34
C3	30.00	108°03'53"	56.62	N47°00'29"W 48.58
C4	230.00	19°49'06"	79.56	S88°50'08"W 79.16
C5	170.00	19°49'06"	58.80	N88°50'08"E 58.51
C6	30.00	116°01'42"	60.75	N20°54'44"E 50.89
C7	50.00	66°29'31"	34.82	N70°20'53"W 32.89
C8	1025.00	07°13'51"	129.36	S80°01'18"W 129.27
C9			NOT USED	
C10			NOT USED	
C11	975.00	07°40'04"	130.48	N79°48'11"E 130.39
C12	30.00	72°29'37"	37.96	N39°43'20"E 35.48
C13	180.00	03°34'56"	11.25	N05°16'00"E 11.25
C14	30.00	103°25'14"	54.15	N44°39'10"W 47.09
C15			NOT USED	
C16			NOT USED	
C17			NOT USED	
C18			NOT USED	
C19			NOT USED	
C20			NOT USED	
C21	30.00	85°00'03"	44.51	N41°08'12"E 40.54
C22	470.00	14°22'19"	117.89	N08°32'58"W 117.59
C23	30.00	80°33'39"	42.22	N56°02'51"W 38.82
C24			NOT USED	
C25			NOT USED	
C26			NOT USED	
C27			NOT USED	
C28			NOT USED	
C29			NOT USED	
C30			NOT USED	
C31	530.00	12°33'27"	116.16	N21°43'52"W 115.93
C32	530.00	04°52'49"	45.13	S13°00'45"E 45.13
C33	530.00	04°18'31"	40.01	N08°24'34"W 40.00
C34	530.00	04°20'21"	40.14	S04°04'38"E 40.13
C35	530.00	04°23'42"	40.50	S00°16'53"W 40.49
C36	530.00	04°35'14"	42.43	S04°45'51"W 42.42
C37	1025.00	02°58'38"	17.48	N76°53'42"E 17.48
C38	1025.00	02°58'04"	53.09	S78°52'03"W 53.08
C39			NOT USED	
C40			NOT USED	
C41			NOT USED	
C42	975.00	04°30'28"	76.71	N78°13'23"E 76.69
C43	470.00	07°01'49"	57.67	N04°53'43"W 57.63
C44	470.00	07°20'30"	60.22	S12°53'53"E 60.18
C45			NOT USED	
C46			NOT USED	
C47			NOT USED	
C48			NOT USED	
C49	30.00	32°03'37"	16.79	N67°36'30"E 16.57
C50	445.00	05°58'19"	46.38	N29°54'08"W 46.36
C51	180.00	15°38'23"	49.13	N25°04'07"W 49.98
C52			NOT USED	
C53	175.00	84°10'12"	134.31	S14°53'30"W 131.59



LEGEND

- FOUND 3.25" ALUMINUM PRIMARY MONUMENT (77125).
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (148385) SET THIS SURVEY
- 3/4" IRON PIPE MONUMENT FOUND THIS SURVEY
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (77125) FOUND THIS SURVEY
- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- PHASE LINE
- DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- ACCESS, DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- EXISTING EASEMENT AS NOTED
- PHASE 1B

NOTES

1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1963, (R2) U.S. SURVEY 4598, DATED NOVEMBER 29, 1963, (R3) U.S. SURVEY 3280, DATED MARCH 26, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2015-40, DATED JULY 29, 2015 AND (R5) LOT 1A AND LOT 1B, MOSHEE SUBDIVISION, PLAT 85-27 (DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
6. PUBLIC USE LOTS: LOT 9 IS SET ASIDE SPECIFICALLY FOR HABITAT PRESERVATION. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR OTHER BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAILS AND PERIMETER FENCING. TRAIL CONSTRUCTION SHALL BE PERMITTED IN ACCORDANCE WITH CBJ TITLE 19.12 – EXCAVATION AND GRADING CODE. PERIMETER FENCING SHALL BE CONSTRUCTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.
7. DRIVEWAY ACCESS FROM THE KARL REISHUS BOULEVARD IS RESTRICTED. LOT 1 DRIVEWAY SHALL ACCESS FROM THE EMERGENCY ACCESS EASEMENT. DRIVEWAY ACCESS FOR LOT 5–7 SHALL BE RESTRICTED TO JOINT USE DRIVEWAYS CENTERED ON THE COMMON LOT LINE FOR LOTS 2 & 3, LOTS 4 & 5 AND LOTS 6 & 7.
8. CORNER LOTS ABUTTING KARL REISHUS BOULEVARD SHALL HAVE DRIVEWAYS LIMITED TO ACCESSING A STREET OTHER THAN KARL REISHUS BOULEVARD.
9. WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE). CONSULT COE FOR MORE INFORMATION.

SURVEYOR'S CERTIFICATE

I, HANS E. PEDERSEN, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: OCTOBER 2017

STATE OF ALASKA
49th
Hans E. Pedersen
No. 148385-5
PROFESSIONAL LAND SURVEYOR

RECEIVED
MAY 17 2018
PERMIT CENTER CBJ

PRELIMINARY

PLAT
PEDERSON HILL SUBDIVISION II, PHASE 1A
A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AECL1848
CIVIL ENGINEERING–LAND SURVEYING–CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE:	DATE:	PROJECT NO:	FILE NO:	SHEET NO:
1"= 40'	OCT. 2017	J70687		2 OF 4

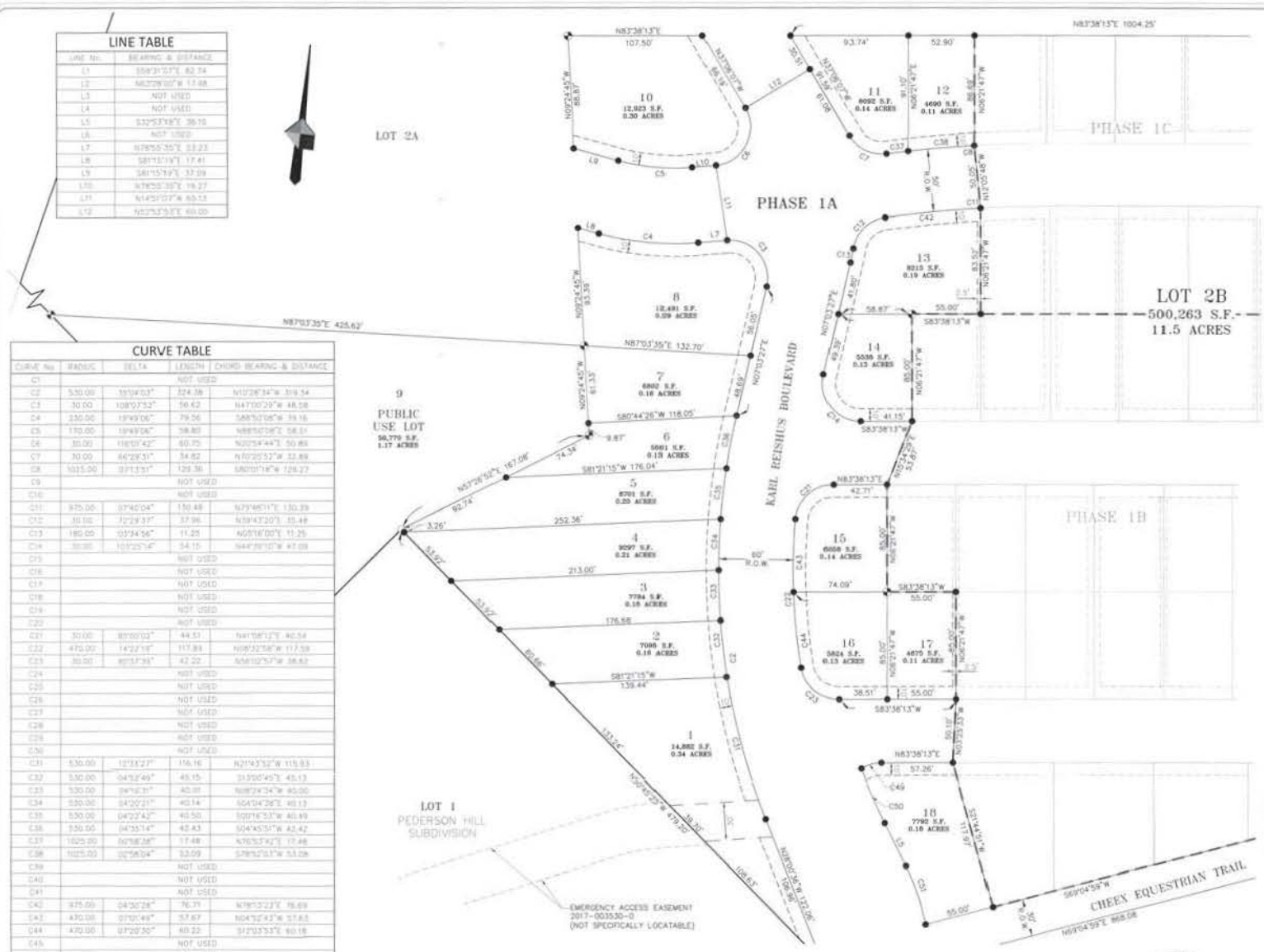
40 20 0 40 80 120
SCALE IN FEET

LINE TABLE

LINE No.	BEARING & DISTANCE
L1	S59°31'03"E, 82.74
L2	N83°38'00"W 17.98
L3	NOT USED
L4	NOT USED
L5	S32°53'18"E, 39.70
L6	NOT USED
L7	N78°55'35"E, 33.23
L8	S81°15'19"E, 17.41
L9	S81°15'19"E, 37.09
L10	N78°55'35"E, 19.27
L11	N14°51'07"W 60.13
L12	N82°53'53"E 60.00

CURVE TABLE

CURVE No.	RADIUS	DELTA	LENGTH	CHORD BEARING & DISTANCE
C1			NOT USED	
C2	530.00	35°04'03"	324.38	N10°28'34"W 319.34
C3	30.00	108°07'53"	56.62	N47°00'29"W 48.58
C4	230.00	19°49'06"	79.56	S88°50'08"W 79.16
C5	170.00	19°49'06"	58.80	N88°50'08"E 58.51
C6	30.00	116°01'42"	60.75	N20°54'44"E 50.89
C7	30.00	66°28'31"	34.82	N70°20'52"W 32.89
C8	1025.00	07°13'31"	129.38	S80°01'18"W 129.27
C9			NOT USED	
C10			NOT USED	
C11	975.00	07°46'04"	150.48	N73°46'11"E 150.39
C12	30.00	72°29'37"	37.96	N39°43'20"E 35.48
C13	180.00	03°34'56"	11.25	N05°16'00"E 11.25
C14	30.00	103°25'14"	54.15	N44°39'10"W 47.09
C15			NOT USED	
C16			NOT USED	
C17			NOT USED	
C18			NOT USED	
C19			NOT USED	
C20			NOT USED	
C21	30.00	85°00'03"	44.51	N41°08'12"E 40.54
C22	470.00	14°22'19"	117.89	N08°32'58"W 117.59
C23	30.00	80°37'39"	42.22	N58°02'57"W 38.82
C24			NOT USED	
C25			NOT USED	
C26			NOT USED	
C27			NOT USED	
C28			NOT USED	
C29			NOT USED	
C30			NOT USED	
C31	530.00	12°33'27"	116.16	N21°43'32"W 115.93
C32	530.00	04°52'49"	45.15	S33°00'45"E 45.13
C33	530.00	04°16'31"	40.01	N08°24'34"W 40.00
C34	530.00	04°20'21"	40.14	S04°04'28"E 40.13
C35	530.00	04°22'42"	40.50	S00°16'53"W 40.49
C36	530.00	04°35'14"	42.43	S04°45'51"W 42.42
C37	1025.00	00°58'38"	17.48	N76°53'42"E 17.48
C38	1025.00	02°58'04"	53.09	S78°52'51"W 53.08
C39			NOT USED	
C40			NOT USED	
C41			NOT USED	
C42	975.00	04°00'28"	76.71	N78°13'23"E 76.69
C43	470.00	07°01'49"	57.67	N04°52'43"W 57.63
C44	470.00	07°20'30"	60.22	S12°03'53"E 60.18
C45			NOT USED	
C46			NOT USED	
C47			NOT USED	
C48			NOT USED	
C49	30.00	32°03'27"	16.79	N67°36'30"E 16.57
C50	445.00	05°58'19"	46.38	N29°54'08"W 46.36
C51	180.00	15°38'23"	49.13	N25°04'07"W 49.95
C52			NOT USED	
C53	175.00	44°16'12"	134.91	S14°53'30"W 131.59



LEGEND

- 3.25" ALUMINUM PRIMARY MONUMENT (148283) SET THIS SURVEY
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (148283) SET THIS SURVEY
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (77125) FOUND THIS SURVEY, UNLESS OTHERWISE NOTED
- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- PHASE LINE
- DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- ACCESS, DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- EXISTING EASEMENT AS NOTED
- PHASE 1B & 1C

NOTES

1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452
2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET
3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1983, (R2) U.S. SURVEY 4596, DATED NOVEMBER 29, 1983, (R3) U.S. SURVEY 3260, DATED MARCH 26, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2005-40, DATED JULY 20, 2005 AND (R5) LOT 1A AND LOT 1B, MOORE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT
4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES
5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
6. PUBLIC USE LOTS: LOT 9 IS SET ASIDE SPECIFICALLY FOR HABITAT PRESERVATION. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR OTHER BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAILS AND PERIMETER FENCING. TRAIL CONSTRUCTION SHALL BE PERMITTED IN ACCORDANCE WITH CBJ TITLE 19 (I.E. - EXCAVATION AND GRADING CODE. PERIMETER FENCING SHALL BE CONSTRUCTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.
7. DRIVEWAY ACCESS FROM THE KARL REISHUS BOULEVARD IS RESTRICTED: LOT 1 DRIVEWAY SHALL ACCESS FROM THE EMERGENCY ACCESS EASEMENT. DRIVEWAY ACCESS FOR LOT 2—7 SHALL BE RESTRICTED TO JOINT USE DRIVEWAYS CENTERED ON THE COMMON LOT LINE FOR LOTS 2 & 3, LOTS 4 & 5 AND LOTS 6 & 7
8. CORNER LOTS ABUTTING KARL REISHUS BOULEVARD SHALL HAVE DRIVEWAYS LIMITED TO ACCESSING A STREET OTHER THAN KARL REISHUS BOULEVARD.
9. WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE). CONSULT COE FOR MORE INFORMATION.

PRELIMINARY

SURVEYOR'S CERTIFICATE

I, HANS E. PEDERSEN, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: OCTOBER 2017

STATE OF ALASKA 49th Hans E. Pedersen No. 148283-5 Registered Professional Land Surveyor

RECEIVED MAY 17 2018 PERMIT CENTER

PLAT

PEDERSON HILL SUBDIVISION II, PHASE 1A

A SUBDIVISION OF

LOT 2, PEDERSON HILL SUBDIVISION

US SURVEY No. 3873

CITY & BOROUGH OF JUNEAU, ALASKA

JUNEAU RECORDING DISTRICT

STATE RECORDER'S OFFICE AT JUNEAU

DOWL

AECL848

CIVIL ENGINEERING–LAND SURVEYING–CONSTRUCTION MANAGEMENT

5368 COMMERCIAL BOULEVARD

JUNEAU ALASKA 99801 907-780-3533

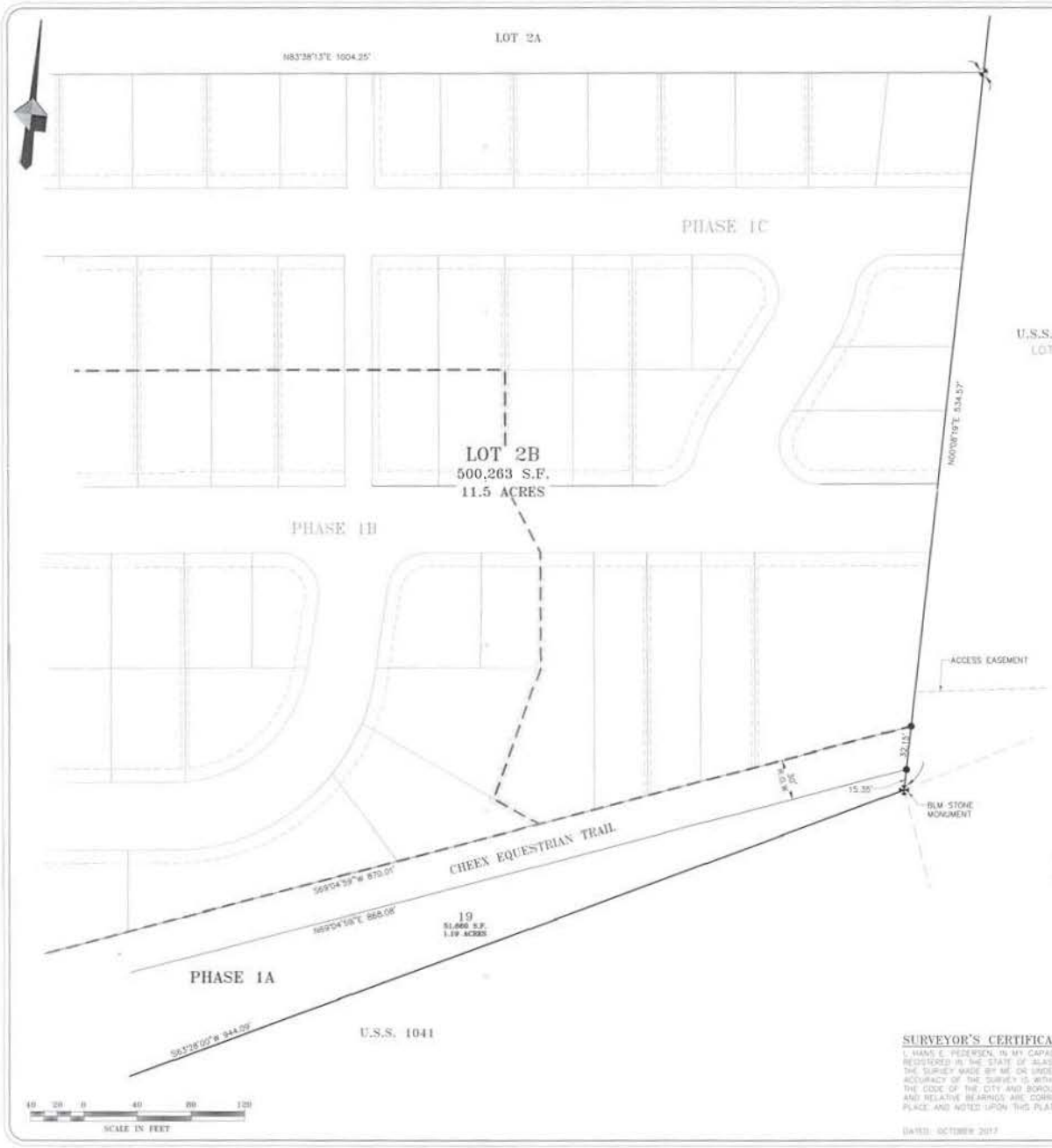
OWNER

CITY AND BOROUGH OF JUNEAU

155 SOUTH SEWARD STREET

JUNEAU, ALASKA 99801

SCALE:	DATE:	PROJECT NO:	FILE NO:	SHEET NO:
1"= 40'	OCT. 2017	J70687		3 OF 4



LEGEND

- B.L.M. MONUMENT FOUND THIS SURVEY.
- 3.25" ALUMINUM PRIMARY MONUMENT (148285) SET THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (148285) SET THIS SURVEY
- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- PHASE LINE
- DRAINAGE & UTILITY EASEMENT DEDICATED THIS PLAT
- EXISTING EASEMENT AS NOTED
- PHASE 1B & 1C

NOTES

1. THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3873, DATED SEPTEMBER 12, 1983, (R2) U.S. SURVEY 4598, DATED NOVEMBER 29, 1983, (R3) U.S. SURVEY 3260, DATED MARCH 26, 1954, (R4) PEDERSON HILL SUBDIVISION, PLAT 2015-40, DATED JULY 20, 2015 AND (R5) LOT 1A AND LOT 1B, MCGHEE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
6. PUBLIC USE LOTS: LOT 9 IS SET ASIDE SPECIFICALLY FOR HABITAT PRESERVATION. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF INVASIVE SPECIES. NO FILL OR OTHER BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAILS AND PERIMETER FENCING. TRAIL CONSTRUCTION SHALL BE PERMITTED IN ACCORDANCE WITH CBJ TITLE 19.12 – EXCAVATION AND GRADING CODE. PERIMETER FENCING SHALL BE CONSTRUCTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.
7. DRIVEWAY ACCESS FROM THE KARL REDINUS BOULEVARD IS RESTRICTED. LOT 1 DRIVEWAY SHALL ACCESS FROM THE EMERGENCY ACCESS EASEMENT. DRIVEWAY ACCESS FOR LOT 2–7 SHALL BE RESTRICTED TO JOINT USE DRIVEWAYS CENTERED ON THE COMMON LOT LINE FOR LOTS 2 & 3, LOTS 4 & 5 AND LOTS 6 & 7.
8. CORNER LOTS ABUTTING KARL REDINUS BOULEVARD SHALL HAVE DRIVEWAYS LIMITED TO ACCESSING A STREET OTHER THAN KARL REDINUS BOULEVARD.
9. WETLANDS EXIST THROUGHOUT THIS SUBDIVISION. APPROVAL TO IMPACT THESE WETLANDS HAS BEEN GIVEN BY THE U.S. ARMY CORPS OF ENGINEERS (COE). CONSULT COE FOR MORE INFORMATION.

PRELIMINARY

SURVEYOR'S CERTIFICATE

I, HANS E. PEDERSEN, IN MY CAPACITY AS A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, CERTIFY THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONS AND RELATIVE BEARINGS ARE CORRECT, AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: OCTOBER 2017

STATE OF ALASKA 4906 Hans E. Pedersen No. 148285-S REGISTERED PROFESSIONAL LAND SURVEYOR

RECEIVED MAY 1 7 2018 PERMIT CENTER/CBJ

PLAT

PEDERSON HILL SUBDIVISION II, PHASE 1A

A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AECL048
CIVIL ENGINEERING–LAND SURVEYING–CONSTRUCTION MANAGEMENT
5368 COMMERCIAL BOULEVARD
JUNEAU ALASKA 99801 907-780-3533

OWNER
CITY AND BOROUGH OF JUNEAU
155 SOUTH SEWARD STREET
JUNEAU, ALASKA 99801

SCALE:	DATE:	PROJECT NO:	FILE NO:	SHEET NO:
1"= 40'	OCT. 2017	J70687		4 OF 4

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

PLANNING COMMISSION
NOTICE OF DECISION
Date: March 3, 2017
File No.: SMP2016 0002; CSP2016 0006

City & Borough of Juneau
Lands Division
155 South Seward Street
Juneau, AK 99801

Application For:	A Preliminary Plat for Phase 1 Pederson Hill Subdivision resulting in 86 Residential lots and 5 lots for preservation/park purposes.
Legal Description:	Lot 2 Pederson Hill USS 5504
Property Address:	N/A
Parcel Code No.:	4-B22-0-101-010-1
Hearing Date:	February 28, 2017

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated February 21, 2017, and approved the preliminary plat to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control.*
3. Prior to Construction Plan, the applicant shall submit an updated lot closure report. **(Updated closure report was submitted on 2/28/2017. This condition has been met).**
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets.

5. Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as shown below. [Note: this is in reference to Condition 6.]
6. Prior to Final Plat approval, the applicant shall submit another draft plat with the following plat notes on the subdivision plat:
   - Plat Note: "Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot."
   - Plat Note: "Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard."
   - Plat Note: "Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the US Army Corps of Engineers (COE). Consult COE for more information."
   - Plat Note: "Lots 10 & 12 Block A and Lot 9 Block C shall be Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply.
7. Prior to Plat recording, the applicant [shall] submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C in accordance with 49.15.422.
8. Prior to Construction Plan approval, the applicant shall submit a design showing a drainage infrastructure that would allow fish passage through the equestrian trail east of Karl Reishus Boulevard.
9. Prior to Construction Plan approval, the applicant shall submit a design showing a minimum 10-foot wide walking surface within the Wild Rose Walk ROW per 49.35.610(a).
10. Prior to Construction Plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards.
11. Prior to Construction Plan approval, the applicant shall submit documentation ensuring compliance with section D107.1 of the International Fire Code.

Staff notes that after the publication of staff's memorandum 2/21/2017, the applicant submitted and the Planning Commission approved a design change that relocated the western portion of the proposed Cheex Equestrian Trail from behind Lots 1-5 BL C to along the eastern side of the proposed Karl Reishus Boulevard. This new portion of the trail would be five feet wide. This design change also reduced the width of the planned east side sidewalk along Karl Reishus Boulevard from six feet to five feet. This is the design of the preliminary plat that was approved by the Planning Commission.

Attachment: February 21, 2017 memorandum from Eric Feldt, Community Development, to the CBJ Planning Commission regarding SMP2016 0002 and CSP2016 0006.

This Notice of Decision does not authorize any construction. 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 to 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, February 28, 2017.

Expiration Date: The permit will expire 18 months after the effective date, or August 28, 2018, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the subdivision permit was authorized or no final plat has been approved. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:

Eric Feldt, Planner
Community Development Department

Ben Haight, Chair
Planning Commission

Filed With City Clerk

March 3, 2017
Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this subdivision. 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.

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: October 16, 2017
File No.: SMP2017 0001

City & Borough of Juneau
155 S. Seward Street
Juneau, Alaska 99801

Proposal:	Modification to the Pederson Hill Subdivision Preliminary Plat
Property Address:	N/A
Legal Description:	Lot 2, Pederson Hill
Parcel Code No.:	4B2201010101
Hearing Date:	October 10, 2017

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated October 5, 2017, and approved the modification to the preliminary plat to be conducted as described in the project description and project drawings submitted with the application.

Attachment: October 5, 2017 memorandum from Jill Maclean, AICP, Senior Planner, Community Development, to the CBJ Planning Commission regarding SMP2017 0001.

This Notice of Decision does not authorize any construction. 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 to 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, October 10, 2017.

Expiration Date: The permit will expire five (5) years after the effective date, or October 10, 2022, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the subdivision permit was authorized or no final plat has been approved. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner: _____
Jill Maclean, AICP, Senior Planner
Community Development Department

_____
Benjamin Haight, Chair
Planning Commission

_____
Filed With City Clerk

October 16, 2017
_____
Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this subdivision. 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.

PEDERSON HILL SUBDIVISION PHASE I

CBJ CONTRACT NO. BE18-025

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VICINITY MAP
NTS

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NOT USED (FUTURE WORK)	E7 OF E22
NOT USED (FUTURE WORK)	E8 OF E22
NOT USED (FUTURE WORK)	E9 OF E22
NOT USED (FUTURE WORK)	E10 OF E22
NOT USED (FUTURE WORK)	E11 OF E22
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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

DOWL
Consulting Engineers • Land Surveyors • Construction Administration

PLANS DEVELOPED BY:
DOWL
5368 COMMERCIAL BOULEVARD
JUNEAU, ALASKA 99801
907-780-3533
AECL848

Attachment D - Design Excerpt
C:\Civil 3D Projects\22\70687-01\Civil\SC14-C1-CV-70687.dwg 2017-7-28 13:23:42

LEGEND

DESCRIPTION	EXISTING	REMOVE	PROPOSED
AREA DRAIN			
BURIED ELECTRICAL UTILITIES			
CATCH BASIN			CB-1
CONTROL POINT			
CURB & GUTTER, EDGE OF PAVEMENT			
CUT LIMITS			
DETECTABLE TILE			
EASEMENT LINE			
FILL LIMITS			
FIRE HYDRANT			
PROJECT CONTROL LINE			
PROPERTY LINE			
SANITARY SEWER PIPE			
SANITARY SEWER MANHOLE			MH-1
SIGN			
STORM DRAIN PIPE			SD-1
STORM DRAIN MANHOLE			CB-1
SURVEY MONUMENT			
WATER LINE PIPE			
WATER VALVE BOX			
JUNCTION BOX			
TV PEDESTAL			
PRIMARY PEDESTAL			
LIGHT POLE			
6" PVC STORM STUB			
WATER SERVICE			
SANITARY SEWER SERVICE			

ABBREVIATIONS

AC	ASPHALT CONCRETE
AD	AREA DRAIN
BVC	BEGIN VERTICAL CURVE
CB	CATCH BASIN
CMP	CORRUGATED METAL PIPE
CPP	CORRUGATED POLYETHYLENE PIPE
CONC	CONCRETE
CTE	CONNECT TO EXISTING
DI	DUCTILE IRON
DIA	DIAMETER
EL	ELEVATION
EOP	END OF PROJECT
EVC	END VERTICAL CURVE
FG	FINISHED GRADE
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE
INV	INVERT
LG	LIP OF GUTTER
LP	LOW POINT
LT	LEFT
MH	MANHOLE
MN	MAGNETIC NAIL
MTE	MATCH TO EXISTING
NO	NUMBER
NTS	NOT TO SCALE
PC	POINT OF CURVATURE
PRC	POINT OF REVERSE CURVATURE
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENT
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
RT	RIGHT
SCH	SCHEDULE
SDS	STORM DRAIN SERVICE
SSS	SANITARY SEWER SERVICE
STA	STATION
STD	STANDARD
TBC	TOP BACK OF CURB
TBG	TOP BACK OF GUTTER
TP	TOP OF PAVEMENT
TSW	TOP OF SIDEWALK
TYP	TYPICAL
WS	WATER SERVICE

ABBREVIATIONS TO BE USED WITHOUT PERIODS

GENERAL NOTES

1. LARGE BOULDERS, BEDROCK, STUMPS, LOGS, ORGANICS AND GROUND WATER MAY BE ENCOUNTERED AT VARIOUS DEPTHS DURING TRENCHING AND ROADWAY EXCAVATION OPERATIONS. THESE MATERIALS SHALL BE DISPOSED OF AS REQUIRED BY THE ENGINEER.
2. CBJ ENGINEERING STANDARD DETAILS 4TH EDITION – AUGUST 2011, IS MADE PART OF THIS CONTRACT, WITH CURRENT REVISIONS AS APPLICABLE.
3. EXISTING PIPE LOCATIONS ARE DERIVED FROM CBJ AS-BUILTS OR FIELD LOCATED. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN. DEPTH OF SOME OF THE EXISTING PIPES SHOWN ON THE ELEVATIONS ARE ASSUMED. DIAL BEFORE YOU DIG 586-1333.
4. GRADING AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. LOCATION OF PROPOSED WATER AND STORM DRAINAGE FACILITIES ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. PROVIDE KNOCKOUTS IN CATCH BASINS FOR ALL PIPES SHOWN ON THE PLANS.
5. THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES AT 780-6888 OF PROPOSED WATER SERVICE INTERRUPTION AND SUBMIT THE "WATER SYSTEM SPECIAL USE PERMIT" TO CBJ WATER UTILITIES SUPERINTENDENT FOR APPROVAL AT LEAST 48 HOURS PRIOR TO SHUTDOWN OR FLUSHING OF MAINLINE WATER PIPE. NO WATER SERVICE INTERRUPTION MAY PROCEED UNTIL THIS APPROVAL IS OBTAINED.
6. CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. BRASS CAP MONUMENTS, REBARS, CONCRETE NAILS, CHISELED X's) PRIOR TO CONSTRUCTION AND REMONUMENT AFTER SURFACING IS REPLACED. EXISTING SURVEY MONUMENTS MAY NOT BE SHOWN ON THE DRAWINGS. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR.
7. ALL ASPHALT PAVEMENT TO BE REMOVED AND DISPOSED OF SHALL BE DELIVERED TO A STOCKPILE AREA AT THE LEMON CREEK CITY PIT TO BE DESIGNATED BY THE ENGINEER. CONTACT THE ENGINEER FOR THE EXACT LOCATION OF THE STOCKPILE.
8. AEL&P, ACS, AND GCI WILL CONDUCT WORK WITHIN THE PROJECT LIMITS TO INSTALL UTILITIES. THE CONTRACTOR SHALL COORDINATE ITS ACTIVITIES WITH EACH UTILITY COMPANY AND PROVIDE ACCESS AS NECESSARY FOR UTILITY COMPANIES TO CONDUCT THEIR WORK.
9. ONLY HORIZONTAL ELBOW FITTINGS (BENDS) ARE SHOWN (NOT ALL ARE LABELED) ON DRAWINGS. ADDITIONAL FITTINGS WILL BE REQUIRED FOR VERTICAL DEFLECTIONS NEAR CONNECTIONS TO EXISTING PIPES, AND AT OTHER LOCATIONS REQUIRING GRADE CHANGES TO AVOID CONFLICTS
10. THE USE OF GROUT AND QUICKSET CEMENT PRODUCTS WITH ADJUSTING RINGS, BRICKS, WOOD, STONES AND OTHER SIMILAR GRADE ADJUSTMENT DEVICES TO SUPPORT CATCH BASIN FRAMES OVER CATCH BASINS AND MANHOLES WILL NOT BE PERMITTED. SEE THE STANDARD DETAILS AND SECTION 02502 – STORM SEWER MANHOLES, INLETS AND CATCH BASINS FOR CATCH BASIN SUPPORT REQUIREMENTS. CATCH BASIN FRAME AND GRATES SHALL BE SET AT 6-3/4" BELOW TOP BACK OF CURB ELEVATION, WITH 3' LONG CONCRETE GUTTER TRANSITIONS TO BOTH SIDES OF GRATE.
11. THE CONTRACTOR SHALL ARRANGE FOR ELECTRICAL UTILITY LOCATES PRIOR TO ANY EXCAVATION. UNDERGROUND ELECTRICAL UTILITIES, IF SHOWN ON THE DRAWINGS, INDICATE THEIR EXISTENCE ONLY, AND MAY NOT SHOW THE ACTUAL LOCATION. OTHER BURIED ELECTRICAL UTILITIES MAY EXIST THAT ARE NOT SHOWN ON THE DRAWINGS. DIAL BEFORE YOU DIG AT 586-1333 and 811 TO ARRANGE FOR UTILITY LOCATES.
12. CLEARING AND GRUBBING LIMITS ARE TO PROPERTY LINES EXCEPT FROM BOP TO EQUESTRIAN TRAIL, INCLUDING EQUESTRIAN TRAIL WHERE CLEARING AND GRUBBING LIMITS ARE TO CUT AND FILL LIMITS AS SHOWN ON SHEET 3.

STATE OF ALASKA 49th Naomi R. Hobbs No. CE9959 PROFESSIONAL ENGINEER

DOWL
5368 COMMERCIAL BOULEVARD
JUNEAU, ALASKA 99801
907-780-3533
AECL848
Consulting Engineers • Land Surveyors • Construction Administration

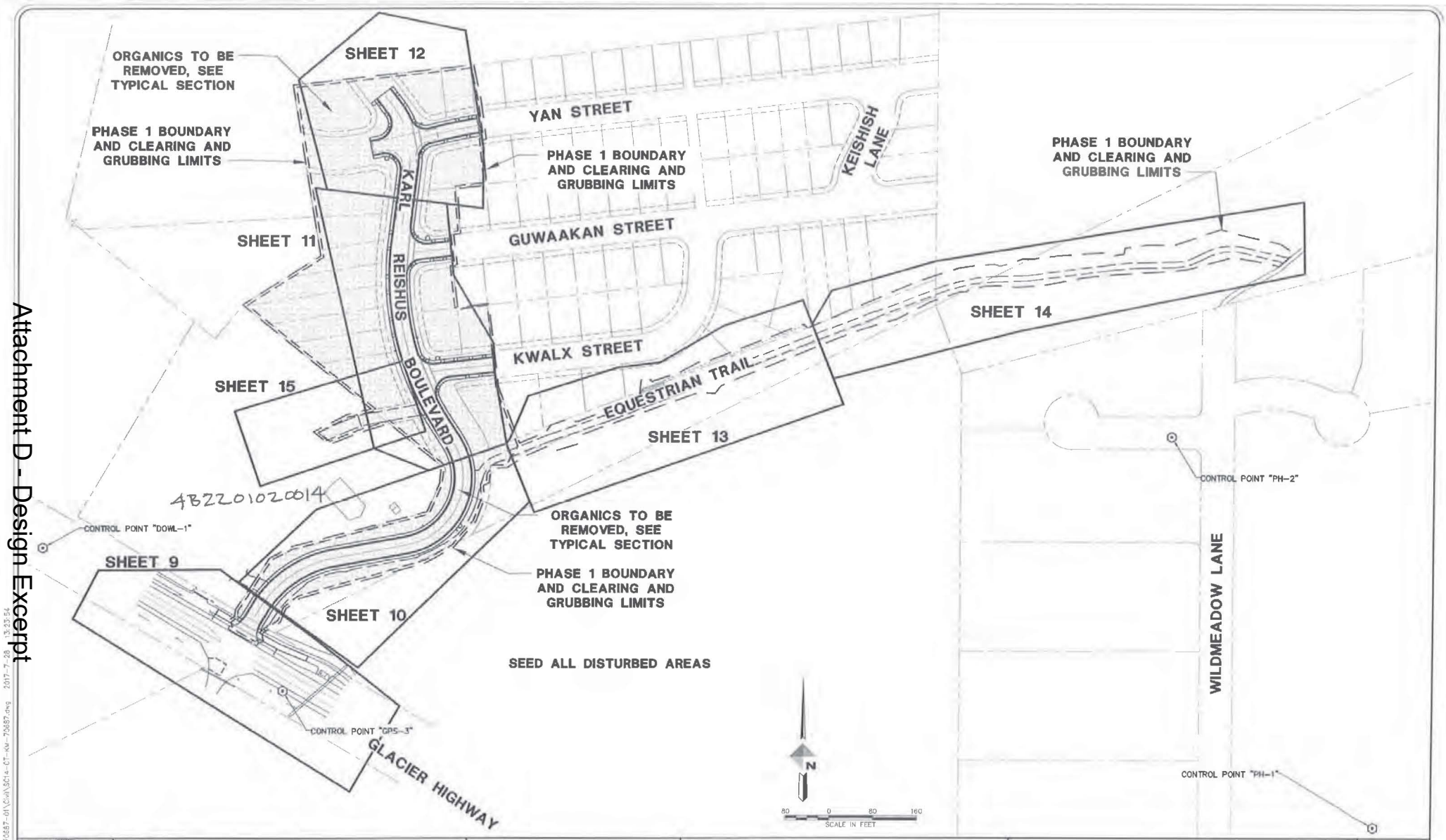
CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

JOB No. J70687.01 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: JULY 2017

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

LEGEND, ABBREVIATIONS, AND GENERAL NOTES

Attachment D - Design Excerpt



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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

KEY MAP

SHEET NO. 3 of 27

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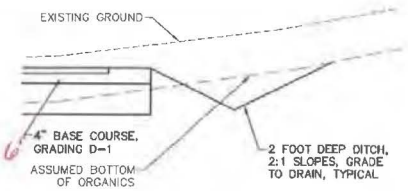
Attachment D - Design Excerpt

ESTIMATE OF QUANTITIES (SEE NOTE BELOW)			
	ROADWAY AND LOTS	EQUESTRIAN TRAIL	EMERGENCY ACCESS
EXCAVATION	37,500 CY	3,440 CY	500
SELECTED EMBANKMENT	15,305	5,000	0
NOTE: QUANTITIES SHOWN ABOVE ARE ESTIMATES ONLY AND SHALL BE USED FOR INFORMATIONAL PURPOSES ONLY. EXCAVATION AND SHOT ROCK BORROW WILL BE MEASURED FOR UNIT PRICE PAYMENT BASED ON THE ACTUAL BOTTOM OF SUBCUT.			

NOTE: ORGANICS ARE ESTIMATED AT 20,240 CUBIC YARDS BASED ON THE ASSUMED BOTTOM OF ORGANICS AS SHOWN.

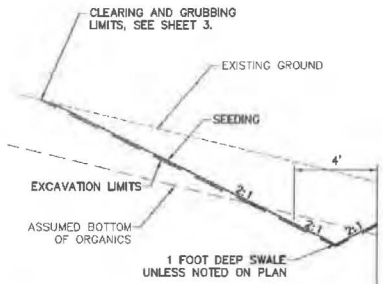
NOTES:

1. EXCAVATION LIMITS SHOWN ARE ONLY AN APPROXIMATION OF THE BOTTOM OF ORGANICS OR BOTTOM OF STRUCTURAL ROADWAY SECTION IF IN A CUT, SEE TYPICAL SECTION. ADDITIONAL EXCAVATION BELOW THE NEATLINE SUBCUT MAY BE REQUIRED IF ORGANIC OR OTHER UNSUITABLE MATERIALS ARE ENCOUNTERED AT OR NEAR THE PLANNED SUBCUT ELEVATION, AS DIRECTED BY THE ENGINEER. USEABLE MATERIAL FROM EXCAVATION SHALL BE USED TO BACKFILL THE ADDITIONAL AREAS OF EXCAVATION. THE BACKFILLING WITH USEABLE MATERIAL SHALL BE CONSIDERED INCIDENTAL TO OTHER WORK.
2. BOTTOM OF ORGANICS VARIES FROM 1.5 TO 3.0 FEET BASED ON DATA COLLECTED BY CBJ. BEGINNING AT GLACIER HIGHWAY TO STATION "KR" 15+72 AND INCLUDING THE EQUESTRIAN TRAIL, DEPTH TO BOTTOM OF ORGANICS IS ASSUMED TO BE 3 FEET. FROM STATION "KR" 15+72 TO "KR" 20+00 (INCLUDING KWALX AND GUWAKAN STREETS) THE DEPTH IS ASSUMED TO BE 2.5 FEET. FROM STATION "KR" 20+00 TO THE END OF PROJECT (INCLUDING YAN STREET), THE DEPTH IS ASSUMED TO BE 1.5 FEET.
3. TOPOGRAPHIC SURVEY INFORMATION OF THE ACTUAL BOTTOM OF ORGANICS SHALL BE PROVIDED TO ENGINEER FOR QUANTITY CALCULATION ADJUSTMENTS FOR PAYMENT PURPOSES.
4. BEDROCK WAS NOT OBSERVED WITHIN THE PROJECT LIMITS, HOWEVER, ROCK OUTCROPS ABOVE THE PROJECT LIMITS ARE VISIBLE. IT IS POSSIBLE BEDROCK MAY BE ENCOUNTERED DURING PIPE EXCAVATION OPERATIONS. IF ENCOUNTERED, EXTRA COSTS ASSOCIATED WITH ROCK TRENCH EXCAVATION WILL BE HANDLED VIA CHANGE ORDER.
5. EXCAVATION MEETING THE REQUIREMENTS FOR SELECTED EMBANKMENT SHALL BE USED PRIOR TO IMPORTING MATERIAL.
6. SLOPE LIMITS SHOWN FROM STATION "KR" 10+45 TO STATION "KR" 16+00, EMERGENCY ACCESS AND EQUESTRIAN TRAIL ARE TO ORIGINAL GROUND. THE REMAINING PROJECT AREA SLOPE LIMITS ARE TO ASSUMED BOTTOM OF ORGANICS.
7. SEE PROFILE DRAWINGS AND INTERSECTION DETAILS FOR ROADWAY GRADING INFORMATION.
8. ACCESS RAMPS SHALL CONFORM TO CBJ STANDARD 106 REGARDING CROSS SLOPES AND TRANSITIONS FOR THE DEPRESSED SIDEWALK. THE CURB AND GUTTER AT ACCESS RAMPS SHALL BE CONSTRUCTED WITH NO LIP.
9. DRIVEWAY CURB CUTS ARE 18 FEET WIDE EXCEPT AT THE CHURCH ENTRANCE WHICH IS 24 FEET WIDE.
10. GRADE TOP OF CURB AT 2% TO MATCH SIDEWALK.
11. THE BASE COURSE LAYER SHALL BE 4" TO 5" OF 2-INCH MINUS SHOT ROCK WITH 1" TO 2" OF BASE COURSE, GRADING D-1 FOR A TOTAL THICKNESS OF 6". THE 2" MINUS SHOT ROCK SHALL BE WELL COMPACTED PRIOR TO PLACING THE BASE COURSE GRADING D-1.
12. BASE COURSE GRADING D-1 MAY BE USED FOR THE FULL DEPTH OF THE BASE COURSE UNDER THE SIDEWALKS AS A NO COST SUBSTITUTION.



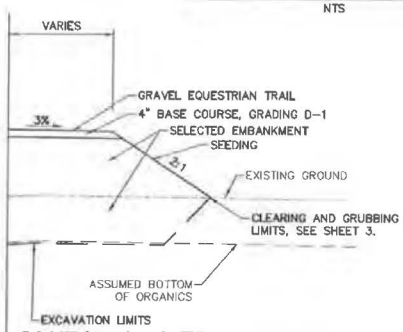
TEMPORARY ROAD END

NTS



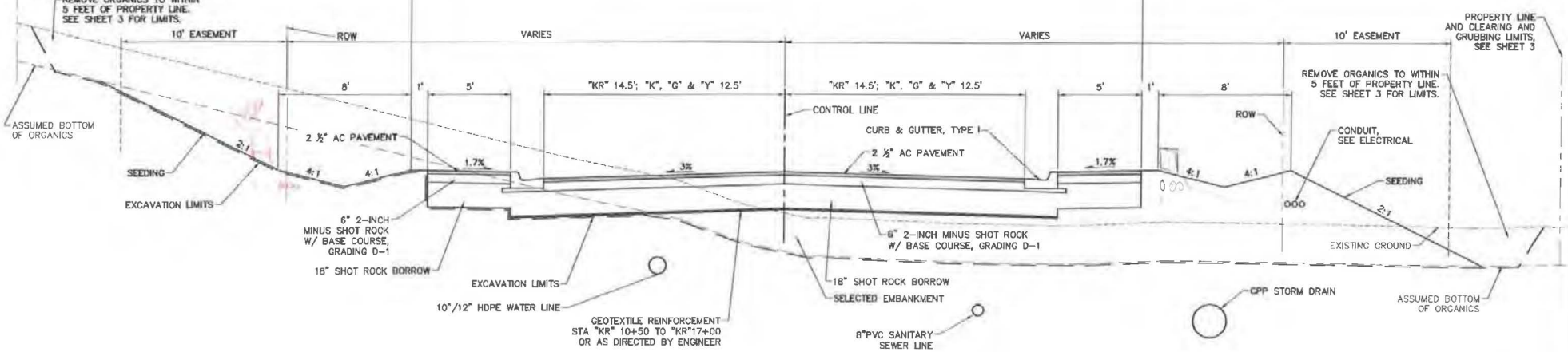
DITCH EXCEPTION

STA "KR" 10+45 TO "KR" 16+00



EQUESTRIAN TRAIL EXCEPTION

STA "KR" 10+45 TO "KR" 15+60



TYPICAL SECTION

NTS

STATE OF ALASKA 49th Naomi R. Hoffa No.CE9959 PROFESSIONAL ENGINEER

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PHASE I,
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TYPICAL SECTIONS

SHEET NO. 4 of

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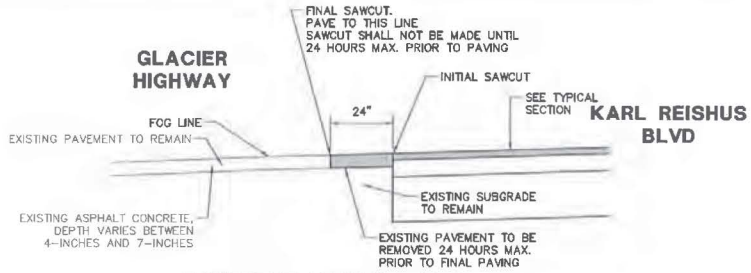
Attachment D - Design Excerpt



PAVEMENT MATCH DETAIL
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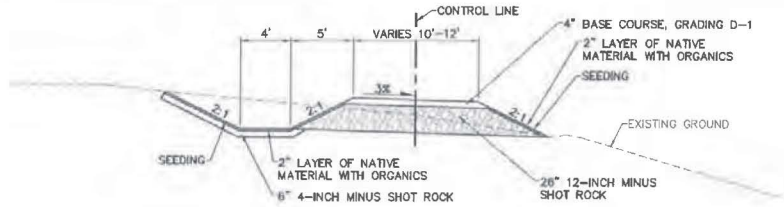
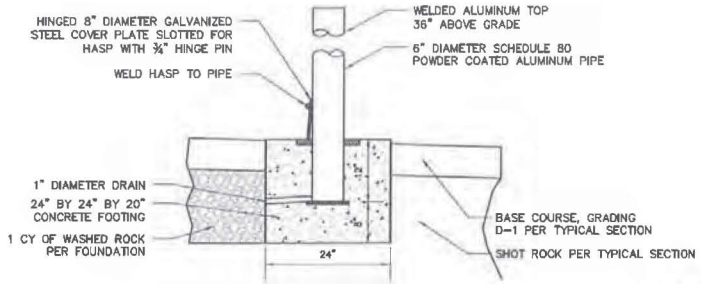
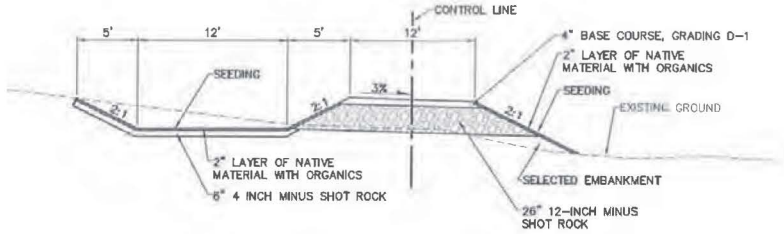


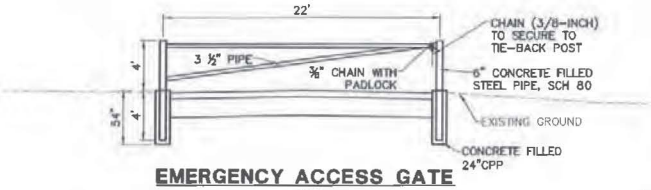
EQUESTRIAN TRAIL WITH DITCH
STA "E" 206+85 TO STA "E" 217+00
NTS



REMOVABLE BOLLARD
NTS



EQUESTRIAN TRAIL WITH BIOSWALE
STA "E" 203+66 TO STA "E" 206+85
NTS



EMERGENCY ACCESS GATE
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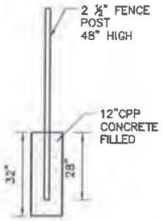

TIE-BACK POST
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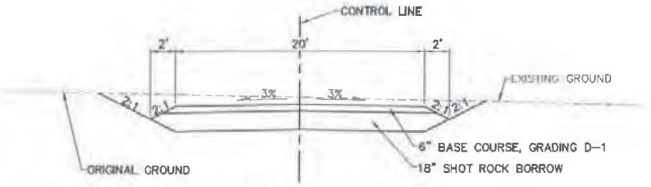

EMERGENCY ACCESS
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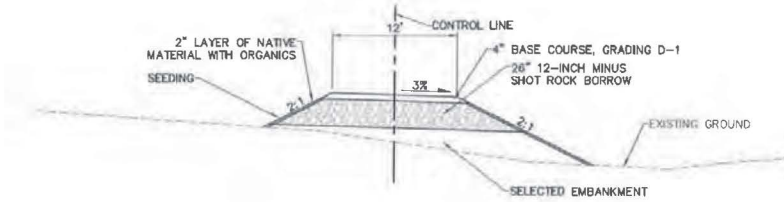

EQUESTRIAN TRAIL
STA "E" 200+90 TO STA "E" 203+66
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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

TYPICAL SECTIONS AND MISCELLANEOUS DETAILS

SHEET NO. 5 of 27

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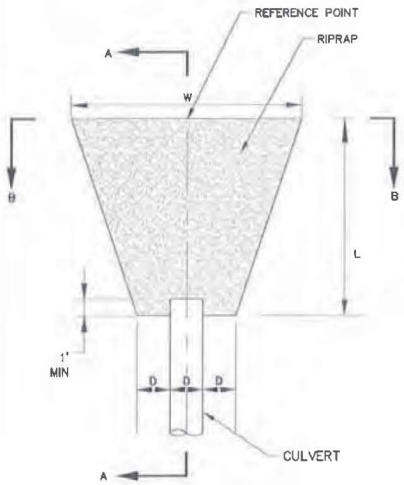
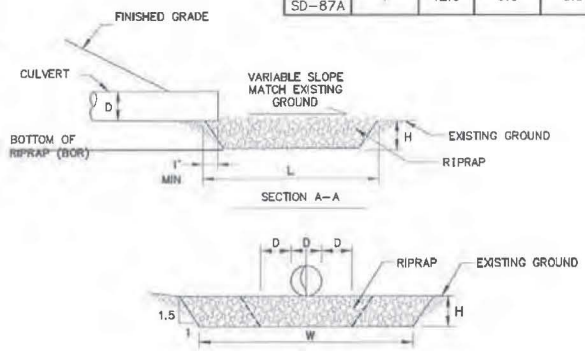
Attachment D - Design Excerpt

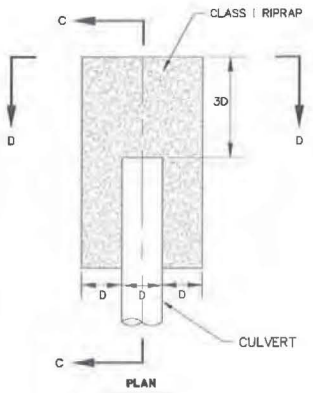
OUTLET APRON SUMMARY					
PIPE ID	RIPAP CLASS	D (IN)	L (FT)	W (FT)	H (FT)
SD-1	I	36.0	12.0	14.0	2.0
SD-4	I	24.0	12.0	14.0	2.0
SD-6	I	24.0	12.0	14.0	2.0
SD-15	I	12.0	9.0	10.0	2.0
SD-46	I	12.0	9.0	10.0	2.0
SD-86	I	18.0	9.0	10.0	2.0
SD-87 SD-87A	I	12.0	9.0	8.0	2.0

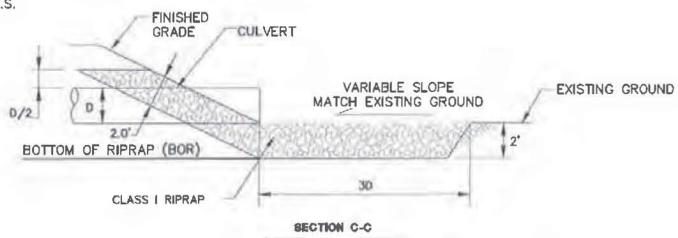


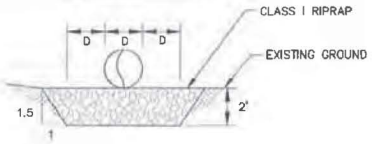


OUTLET RIPRAP APRON

N.T.S.

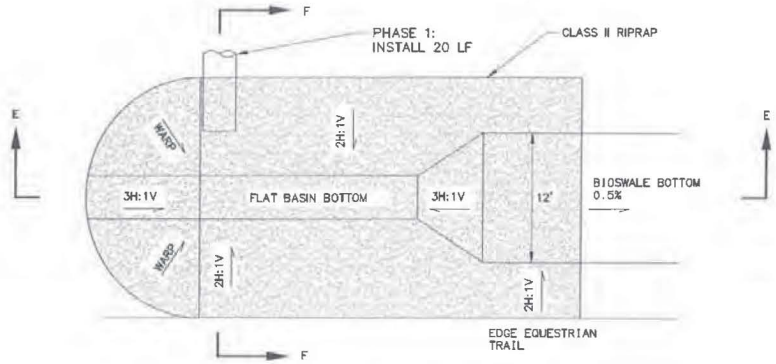






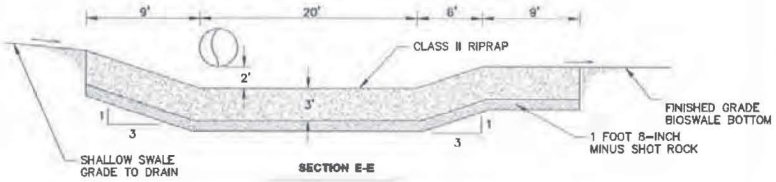
INLET RIPRAP APRON

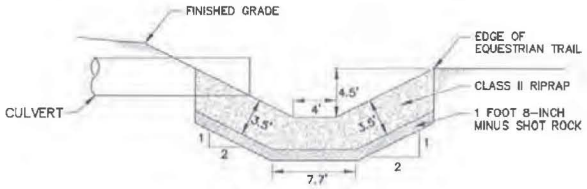
N.T.S.



STORM DRAIN OUTLET TO BIOSWALE

N.T.S.





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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

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RIPRAP DETAILS

SHEET NO. 6 of 27

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SIGN ASSEMBLY TABLE

NO.	LOCATION	MUTCD DESIGNATION OR DESCRIPTION	LEGEND AND COMMENTS
1	10+51, 25' LT	R1-1	"STOP" (30"X30") "KARL REISHUS" STREET NAME
2	11+01, 24' LT	R7-1D	"NO PARKING" (12"X18")
3	11+02, 24' RT	R7-1D	"NO PARKING" (12"X18")
4	14+31, 23' LT	R7-1D	"NO PARKING" (12"X18")
5	14+74, 24' RT	R7-1D	"NO PARKING" (12"X18")
6	17+91, 32' RT	R1-1	"STOP" (30"X30") "KWALX STREET" & "KARL REISHUS" STREET NAME
7	18+24, 23' LT	R7-1D	"NO PARKING" (12"X18")
8	18+38, 23' RT	R7-1D	"NO PARKING" (12"X18")
9	20+34, 32' RT	R1-1	"STOP" (30"X30") "GUWAKAAN STREET" & "KARL REISHUS" STREET NAME
10	22+28, 30' RT	R1-1	"STOP" (30"X30") "YAN STREET" & "KARL REISHUS" STREET NAME

A) ALL SIGNS TO BE CONSTRUCTED IN ACCORDANCE WITH THE CITY & BOROUGH STANDARD DETAIL NO. 127.

B) ALL SIGNS TO BE LOCATED AS DIRECTED BY THE ENGINEER.

C) FOR ALL NEW SIGN ASSEMBLIES, SALVAGE ALL SIGN PANELS AND DELIVER TO CBJ STREETS MAINTENANCE SHOP. DISPOSE OF ALL EXISTING POSTS AND POST SOCKETS. REPLACE ALL POST ASSEMBLY MATERIALS.

D) ALL NEW POSTS SHALL BE "TELSPAR", OR APPROVED EQUAL AND SHALL BE PRE-PUNCHED WITH ALL KNOOCKOUTS REMOVED.

E) CONFIRM ALL STREET SIGN LETTERING WITH ENGINEER BEFORE FABRICATION.

CATCH BASIN FRAME AND GRATE TABLE

CATCH BASIN No.	EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY CO., CBJ STANDARD No., OR APPROVED EQUAL	CATCH BASIN No.	EAST JORDAN IRON WORKS, OLYMPIC FOUNDRY CO., CBJ STANDARD No., OR APPROVED EQUAL
CB-1	OFCO SM52VG W/ 6 INCH HOOD	CB-18	OFCO MH34SC FRAME & SLOTTED COVER
CB-2	OFCO SM52VG W/ 6 INCH HOOD	CB-19	OFCO MH34SC FRAME & SLOTTED COVER
CB-3	OFCO SM52VG W/ 6 INCH HOOD	CB-20	OFCO SM18
CB-4	OFCO MH34SC FRAME & SLOTTED COVER	CB-21	OFCO SM52VG W/ 6 INCH HOOD
CB-5	OFCO SM52VG W/ 6 INCH HOOD	CB-22	OFCO MH34SC FRAME & SLOTTED COVER
CB-6	OFCO SM52VG W/ 6 INCH HOOD	CB-23	OFCO MH34SC FRAME & SLOTTED COVER
CB-7	OFCO MH34SC FRAME & SLOTTED COVER	CB-24	OFCO SM52VG W/ 6 INCH HOOD
CB-8	OFCO SM52VG W/ 6 INCH HOOD	CB-25	OFCO SM18
CB-9	OFCO SM52VG W/ 6 INCH HOOD	CB-26	OFCO MH34SC FRAME & SLOTTED COVER
CB-10	OFCO SM52VG W/ 6 INCH HOOD	CB-27	OFCO SM52VG W/ 6 INCH HOOD
CB-11	OFCO MH34SC FRAME & SLOTTED COVER	CB-28	OFCO SM52VG W/ 6 INCH HOOD
CB-12	OFCO SM52VG W/ 6 INCH HOOD	CB-29	OFCO SM52VG W/ 6 INCH HOOD
CB-13	OFCO SM52VG W/ 6 INCH HOOD	CB-30	OFCO MH34SC FRAME & SLOTTED COVER
CB-14	OFCO MH34SC FRAME & SLOTTED COVER	CB-31	OFCO SM52VG W/ 6 INCH HOOD
CB-15	OFCO MH34SC FRAME & SLOTTED COVER	CB-32	OFCO MH34SC FRAME & SLOTTED COVER
CB-16	OFCO SM52VG W/ 6 INCH HOOD	CB-33	OFCO MH34SC FRAME & SLOTTED COVER
CB-17	OFCO SM18		

CATCH BASIN TOP SLAB OPENINGS SHALL BE DIMENSIONED TO FIT THE FRAME DIMENSIONS. ALL COVERS SHALL BE HEAVY DUTY CONSTRUCTION AND BICYCLE SAFE. ALL FRAMES AND GRATES SHALL BE DUCTILE IRON.

LOCAL FLOW LINE DEPRESSION AT CATCH BASIN SHALL BE 1-1/2 INCH, WITH 6' TRANSITIONS TO EACH SIDE OF FRAME, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

PAVING SEQUENCE REQUIREMENTS:

- THE EDGE OF PAVEMENT ALONG THE CENTERLINE SHALL NOT BE ALLOWED TO DROP BELOW 200°F PRIOR TO THE ASPHALT MIX FROM THE ADJACENT LANE BEING PLACED AGAINST THIS JOINT.

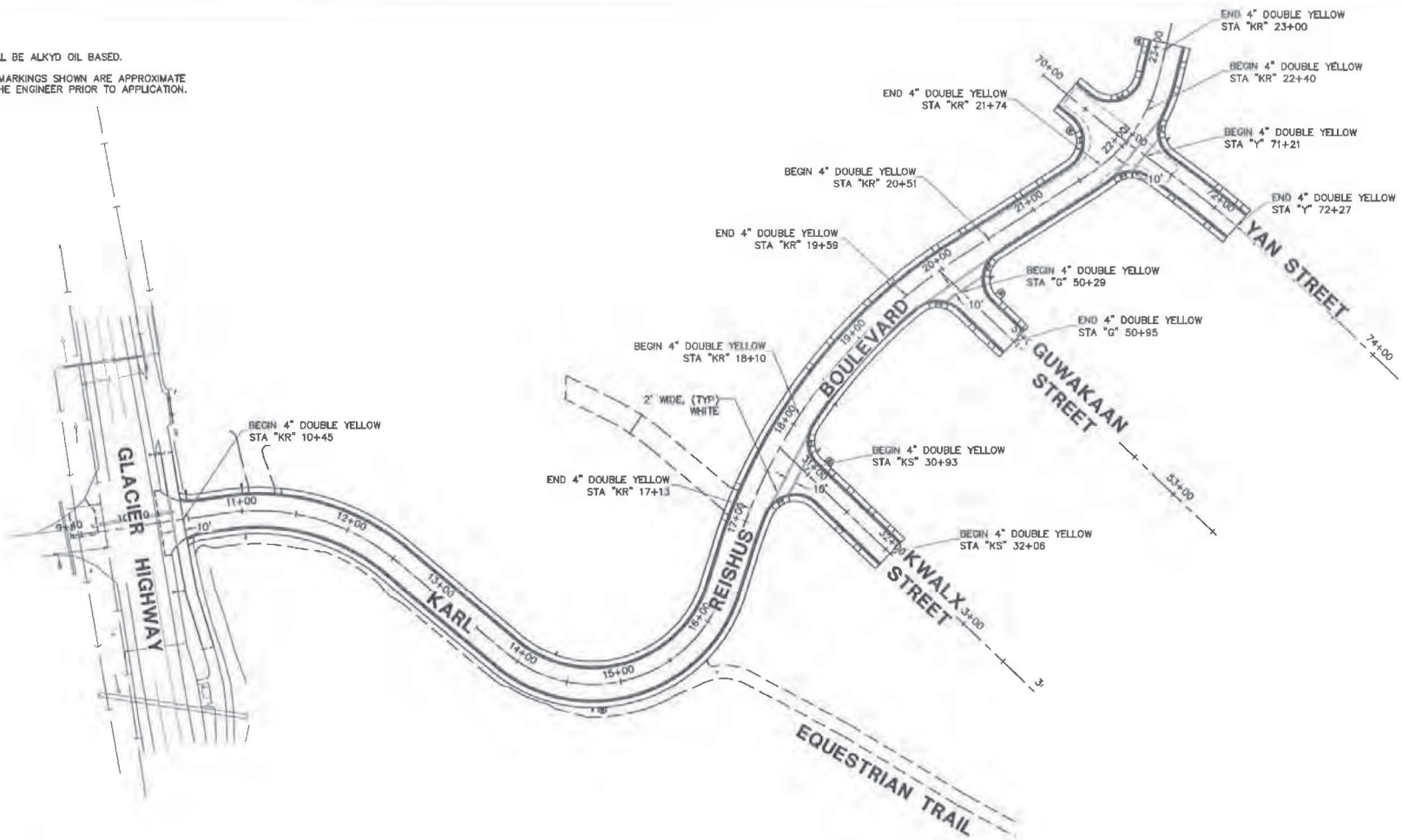
NOTES FOR TRAFFIC CONTROL:

- ALL TRAFFIC TO BE CONTROLLED PER THE REQUIREMENTS OF THE ALASKA TRAFFIC MANUAL (U.S. DEPARTMENT OF TRANSPORTATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" AND THE ALASKA SUPPLEMENT).
- ALL DETOURS SHALL BE AS APPROVED BY THE ENGINEER.

Attachment D - Design Excerpt

NOTES

1. PAINTED TRAFFIC MARKING SHALL BE ALKYD OIL BASED.
2. LOCATION OF PAINTED TRAFFIC MARKINGS SHOWN ARE APPROXIMATE AND SHALL BE APPROVED BY THE ENGINEER PRIOR TO APPLICATION.



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PAINTED TRAFFIC MARKINGS

SHEET NO. 8 of 27

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Attachment D - Design Excerpt

NOTES

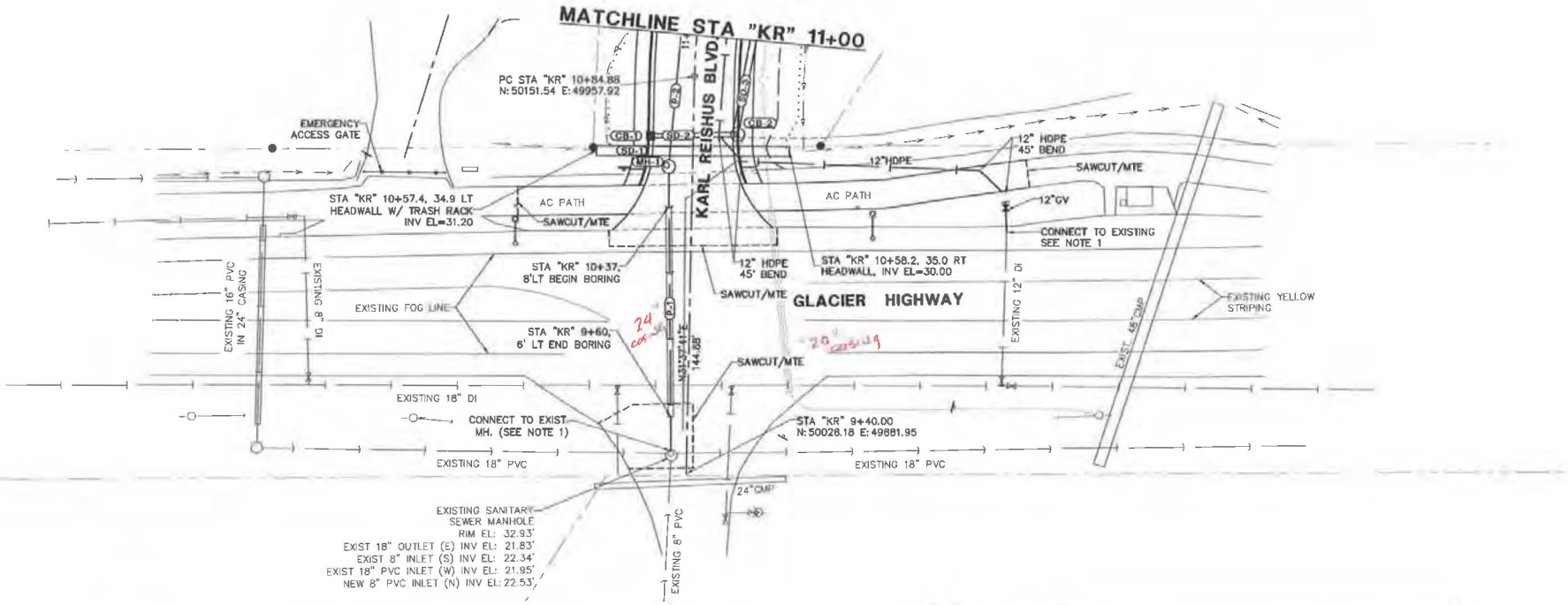
1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
3. WATER MAIN PIPE BENDS SHALL BE LOCATED TO AVOID CONFLICTS AND TO MAINTAIN ALL REQUIRED ADEC SEPARATION DISTANCES.

STORM DRAIN PIPE TABLE

PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-1	36"	69.9'	CMP	0.017
SD-2	18"	30.5'	CPP	0.005
SD-3	24"	97.8'	CPP	0.005

SANITARY SEWER PIPE TABLE

PIPE	SIZE	3D LENGTH	TYPE	SLOPE
P-1	8"	103.7'	PVC	0.007
P-2	8"	122.8'	PVC	0.004



STORM DRAIN STRUCTURE TABLE

CB No.	RIM EL	TYPE	STA/OFF	PIPES IN	PIPES OUT
CB-1	34.55	IV	10+63.04, 15.25 LT		SD-2, 18" INV OUT =31.45
CB-2	34.57	I	10+84.02, 15.25 RT	SD-2, 18" INV IN =31.30	SD-3, 24" INV OUT =31.20

SANITARY SEWER STRUCTURE TABLE

MH No.	RIM EL	STATION/OFFSET	PIPES IN	PIPES OUT
MH-1	34.62	10+51.96, 8.64 LT	P-2, 8" PVC INV IN =23.41	P-1, 8" PVC INV OUT =23.31

20 0 20 40
SCALE IN FEET

STATE OF ALASKA 49th Naomi R. Hedda No.CE9939 10/26/2017 PROFESSIONAL ENGINEER

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JOB No. J70687.01 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: JULY 2017

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

PLAN - GLACIER HIGHWAY TO STA "KR" 11+00

SHEET NO. 9 of 27

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Attachment D - Design Excerpt

NOTES

1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
3. WATER MAIN PIPE BENDS SHALL BE LOCATED TO AVOID CONFLICTS AND TO MAINTAIN ALL REQUIRED ADEC SEPARATION DISTANCES.

SERVICE LOCATIONS

STATION/OFFSET	TYPE	INV EL
12+81, 34' LT	SSS	CTE

SANITARY SEWER PIPE TABLE

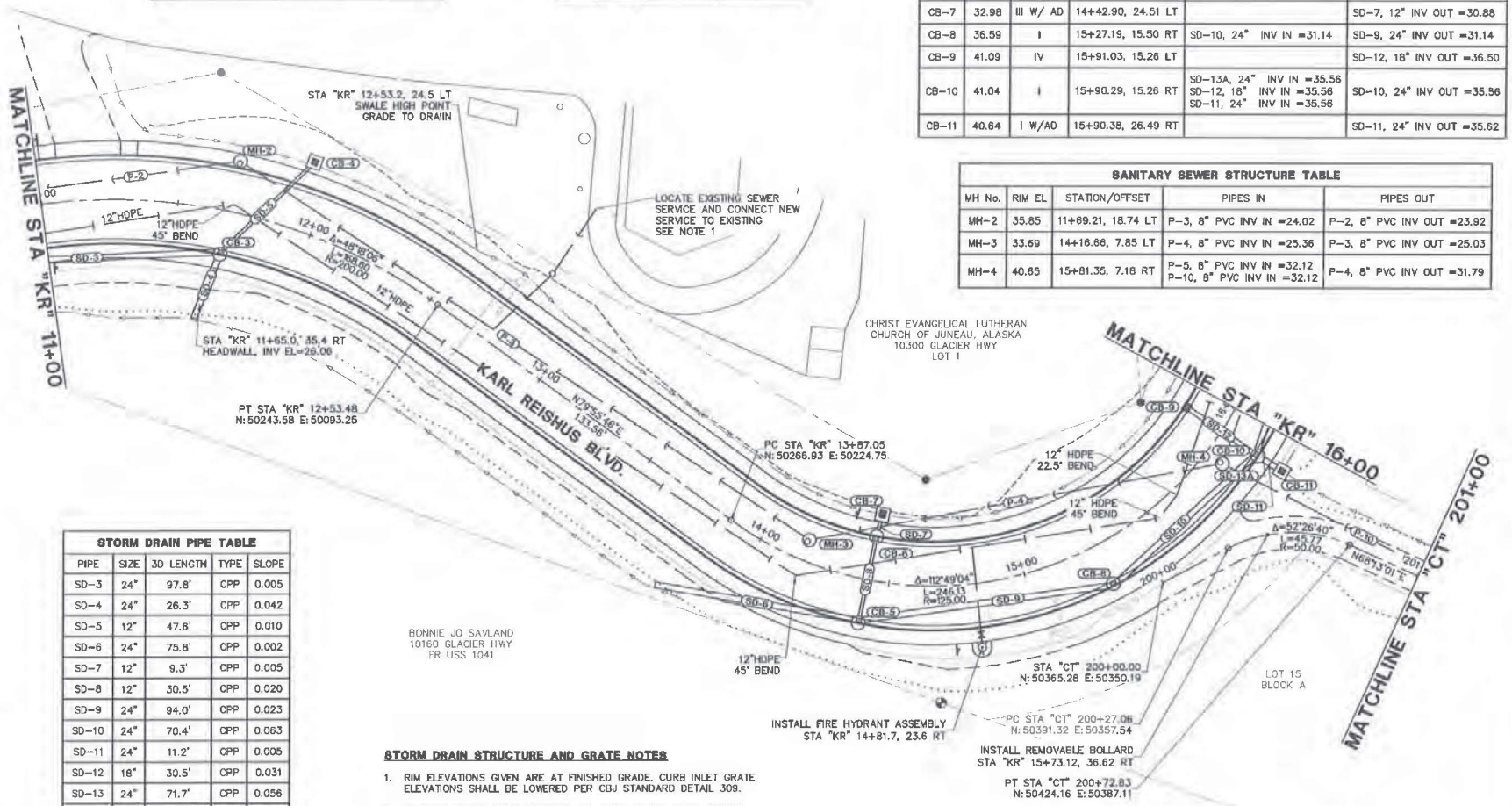
PIPE	SIZE	3D LENGTH	TYPE	SLOPE
P-2	8"	122.8'	PVC	0.004
P-3	8"	250.8'	PVC	0.004
P-4	8"	153.2'	PVC	0.042
P-5	8"	186.2'	PVC	0.085
P-10	8"	313.3'	PVC	0.004

STORM DRAIN STRUCTURE TABLE

CB No.	RIM EL	TYPE	STA/OFF	PIPES IN	PIPES OUT
CB-3	35.66	OWS	11+69.16, 15.27 RT	SD-3, 24" INV IN =30.71 SD-5, 12" INV IN =31.78	SD-4, 24" INV OUT =30.61
CB-4	35.35	III W/ AD	11+92.87, 25.69 LT		SD-5, 12" INV OUT =32.25
CB-5	33.38	OWS	14+41.98, 15.23 RT	SD-9, 24" INV IN =29.00 SD-8, 12" INV IN =30.12	SD-6, 24" INV OUT =29.00
CB-6	33.38	III	14+42.05, 15.28 LT	SD-7, 12" INV IN =30.83	SD-8, 12" INV OUT =30.73
CB-7	32.98	III W/ AD	14+42.90, 24.51 LT		SD-7, 12" INV OUT =30.88
CB-8	36.59	I	15+27.19, 15.50 RT	SD-10, 24" INV IN =31.14	SD-9, 24" INV OUT =31.14
CB-9	41.09	IV	15+91.03, 15.26 LT		SD-12, 18" INV OUT =36.50
CB-10	41.04	I	15+90.29, 15.26 RT	SD-13A, 24" INV IN =35.56 SD-12, 18" INV IN =35.56 SD-11, 24" INV IN =35.56	SD-10, 24" INV OUT =35.56
CB-11	40.64	I W/AD	15+90.38, 26.49 RT		SD-11, 24" INV OUT =35.62

SANITARY SEWER STRUCTURE TABLE

MH No.	RIM EL	STATION/OFFSET	PIPES IN	PIPES OUT
MH-2	35.85	11+69.21, 18.74 LT	P-3, 8" PVC INV IN =24.02	P-2, 8" PVC INV OUT =23.92
MH-3	33.69	14+16.66, 7.85 LT	P-4, 8" PVC INV IN =25.36	P-3, 8" PVC INV OUT =25.03
MH-4	40.65	15+81.35, 7.18 RT	P-5, 8" PVC INV IN =32.12 P-10, 8" PVC INV IN =32.12	P-4, 8" PVC INV OUT =31.79



STORM DRAIN PIPE TABLE

PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-3	24"	97.8'	CPP	0.005
SD-4	24"	26.3'	CPP	0.042
SD-5	12"	47.6'	CPP	0.010
SD-6	24"	75.8'	CPP	0.002
SD-7	12"	9.3'	CPP	0.005
SD-8	12"	30.5'	CPP	0.020
SD-9	24"	94.0'	CPP	0.023
SD-10	24"	70.4'	CPP	0.063
SD-11	24"	11.2'	CPP	0.005
SD-12	18"	30.5'	CPP	0.031
SD-13	24"	71.7'	CPP	0.056
SD-13A	24"	127.3'	CPP	0.082

STORM DRAIN STRUCTURE AND GRATE NOTES

1. RIM ELEVATIONS GIVEN ARE AT FINISHED GRADE. CURB INLET GRATE ELEVATIONS SHALL BE LOWERED PER CBJ STANDARD DETAIL 309.
2. OFFSETS SHOWN VARY SLIGHTLY. ALL CURB INLETS SHALL MATCH THE CURB AND GUTTER.

20 0 20 40
SCALE IN FEET

STATE OF ALASKA 19th Naomi R. Hobbs No. CE9959 PROFESSIONAL ENGINEER

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JOB No. J70687.01 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: JULY 2017

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

PLAN - STA "KR" 11+00 TO STA "KR" 16+00 AND STA "CT" 201+00

SHEET NO. 10 of 27

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Attachment D - Design Excerpt

SERVICE LOCATIONS		
STATION/OFFSET	TYPE	INV EL
17+42, 39' LT	SSS	47.2
17+38, 39' LT	SDS	51.5
17+54, 39' LT	WS	–
18+31, 39' LT	SDS	56.8
18+46, 39' LT	SSS	52.1
18+61, 39' LT	WS	–
18+70, 39' LT	WS	–
18+85, 39' LT	SDS	58.8
18+92, 39' LT	SSS	59.2
19+11, 39' LT	SDS	61.1
19+20, 39' LT	SSS	61.4
19+37, 39' LT	WS	–
19+46, 39' LT	WS	–
19+59, 39' LT	SDS	63.0
19+67, 39' LT	SSS	64.9
19+81, 39' LT	SDS	65.0
19+94, 39' LT	SSS	64.9
20+12, 39' LT	WS	–
20+29, 39' LT	WS	–
20+23, 39' LT	SDS	61.1
20+50, 39' LT	SSS	71.8
20+69, 39' LT	SSS	61.1

SERVICE LOCATIONS		
STATION/OFFSET	TYPE	INV EL
16+30, 52' RT	SSS	38.0
17+07, 87' RT	WS	–
17+71, 136' RT	SSS	42.8
17+72, 141' RT	SDS	43.0
17+73, 132' RT	WS	–
17+93, 67' RT	WS	–
18+03, 45' RT	SDS	51.3
18+07, 38' RT	SSS	52.1
19+09, 38' RT	SDS	61.1
19+23, 38' RT	SSS	60.9
19+35, 38' RT	WS	–
20+49, 80' RT	WS	–
20+48, 51' RT	SDS	70.3
20+50, 46' RT	SSS	70.2

STORM DRAIN STRUCTURE TABLE					
CB No.	RIM EL	TYPE	STA/OFF	PIPES IN	PIPES OUT
CB-12	49.68	III	32+00.85, 13.24 RT	SD-16, 12" INV IN =46.51	SD-15, 12" INV OUT =46.41
CB-13	49.68	III	32+00.85, 13.23 LT	SD-17, 12" INV IN =46.87	SD-16, 12" INV OUT =46.77
CB-14	49.23	III W/ AD	32+06.30, 24.50 LT		SD-17, 12" INV OUT =47.00
CB-15	53.94	III W/ AD	30+89.63, 27.53 LT		SD-14, 12" INV OUT =51.00
CB-16	54.35	I	17+87.87, 23.63 RT	SD-14, 12" INV IN =50.80 SD-21, 24" INV IN =50.14	SD-13, 24" INV OUT =50.04
CB-16A	49.70	I	17+13.81, 15.31 RT	SD-13, 24" INV IN =46.00 SD-18, 12" INV IN =46.80	SD-13A, 24" INV OUT =45.90
CB-17	51.24	IV	17+34.30, 15.26 LT	SD-19, 12" INV IN =48.84 SD-20, 12" INV IN =49.00	SD-18, 12" INV OUT =48.74
CB-18	51.00	III W/ AD	17+36.62, 26.50 LT		SD-19, 12" INV OUT =48.90

STORM DRAIN STRUCTURE TABLE					
CB No.	RIM EL	TYPE	STA/OFF	PIPES IN	PIPES OUT
CB-19	62.07	III W/ AD	18+83.18, 26.49 LT		SD-20, 12" INV OUT =58.50
CB-20	64.53	III	19+09.19, 15.22 LT	SD-23, 12" INV IN =62.20	SD-22, 12" INV OUT =62.10
CB-21	64.53	I	19+09.13, 15.30 RT	SD-22, 12" INV IN =61.80 SD-24, 24" INV IN =60.80	SD-21, 24" INV OUT =59.10
CB-22	68.10	III W/ AD	19+58.88, 26.50 LT		SD-23, 12" INV OUT =65.70
CB-23	71.35	I W/ AD	20+34.50, 36.96 RT	SD-28, 18" INV IN =63.48	SD-25, 18" INV OUT =63.48
CB-24	72.42	I	20+27.20, 27.74 RT	SD-26, 12" INV IN =69.29 SD-25, 18" INV IN =63.45 SD-29, 24" INV IN =68.10	SD-24, 24" INV OUT =63.45
CB-25	73.64	III	20+23.03, 15.24 LT	SD-27, 12" INV IN =69.65	SD-26, 12" INV OUT =69.65
CB-26	74.63	I W/ AD	20+40.59, 26.50 LT		SD-27, 12" INV OUT =71.00

SANITARY SEWER PIPE TABLE				
PIPE	SIZE	3D LENGTH	TYPE	SLOPE
P-5	8"	186.2'	PVC	0.085
P-6	8"	189.0'	PVC	0.079
P-7	8"	243.8'	PVC	0.068

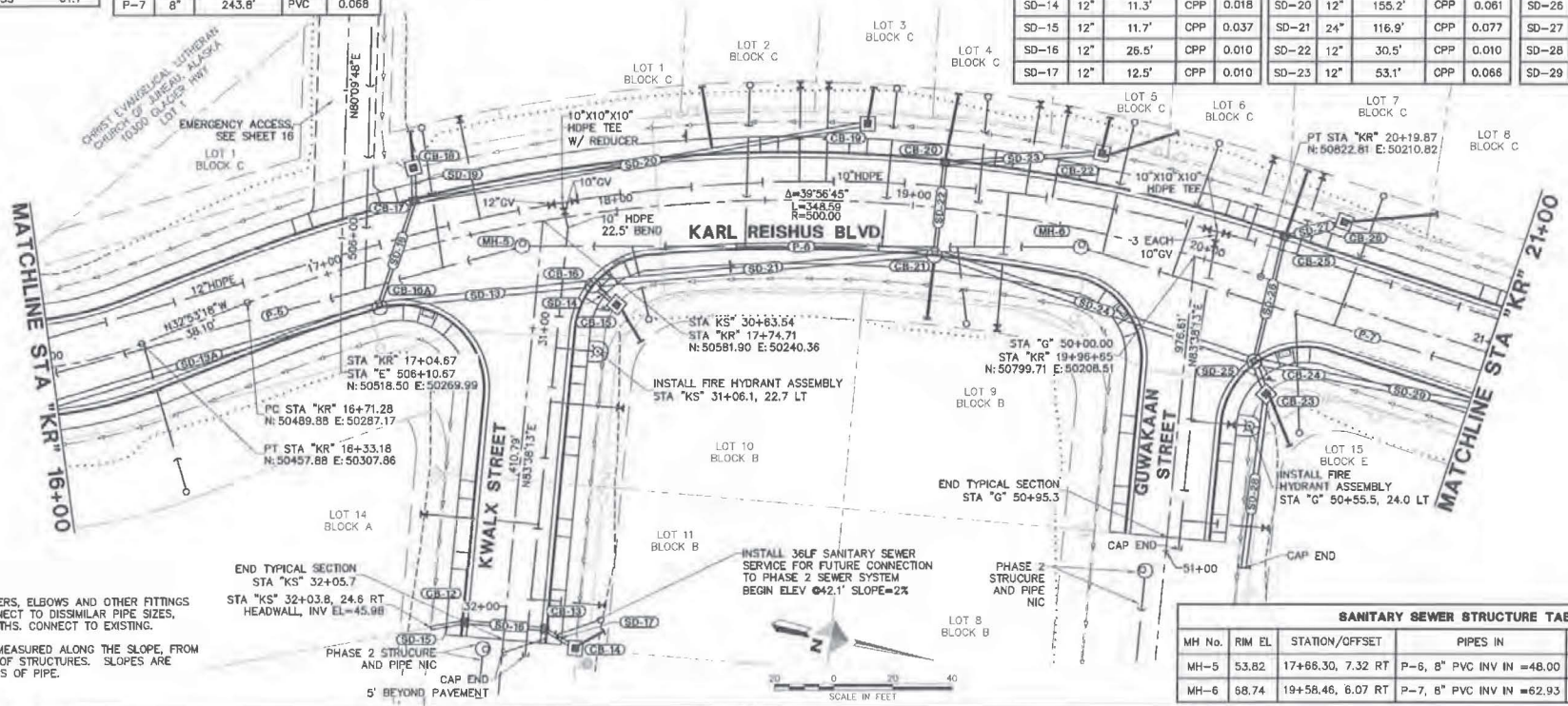
STORM DRAIN STRUCTURE AND GRATE NOTES

1. RIM ELEVATIONS GIVEN ARE AT FINISHED GRADE. CURB INLET GRATE ELEVATIONS SHALL BE LOWERED PER CBJ STANDARD DETAIL 309.
2. OFFSETS SHOWN VARY SLIGHTLY. ALL CURB INLETS SHALL MATCH THE CURB AND GUTTER.

STORM DRAIN PIPE TABLE				
PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-13	24"	71.7'	CPP	0.056
SD-13A	24"	127.3'	CPP	0.082
SD-14	12"	11.3'	CPP	0.018
SD-15	12"	11.7'	CPP	0.037
SD-16	12"	26.5'	CPP	0.010
SD-17	12"	12.5'	CPP	0.010

STORM DRAIN PIPE TABLE				
PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-18	12"	36.8'	CPP	0.053
SD-19	12"	11.5'	CPP	0.005
SD-20	12"	155.2'	CPP	0.061
SD-21	24"	116.9'	CPP	0.077
SD-22	12"	30.5'	CPP	0.010
SD-23	12"	53.1'	CPP	0.066

STORM DRAIN PIPE TABLE				
PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-24	24"	113.8'	CPP	0.023
SD-25	18"	11.8'	CPP	0.002
SD-26	12"	43.2'	CPP	0.008
SD-27	12"	20.9'	CPP	0.065
SD-28	18"	59.1	CPP	0.003
SD-29	24"	102.0'	CPP	0.093



NOTES

1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.

SANITARY SEWER STRUCTURE TABLE				
MH No.	RIM EL	STATION/OFFSET	PIPES IN	PIPES OUT
MH-5	53.82	17+66.30, 7.32 RT	P-6, 8" PVC INV IN =48.00	P-5, 8" PVC INV OUT =47.90
MH-6	68.74	19+58.46, 6.07 RT	P-7, 8" PVC INV IN =62.93	P-6, 8" PVC INV OUT =62.83

STATE OF ALASKA 19th Naomi R. Hobbs No. CE 9959 Expiration Date: 12/31/2017 REGISTERED PROFESSIONAL ENGINEER

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JOB No. J70687.01 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: JULY 2017

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

PLAN -
STA "KR" 16+00 TO STA "KR" 21+00
KWALX STREET & GUWAKAAN STREET

SHEET NO. 11 of 27

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Attachment D – Design Excerpt

NOTES

1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.
3. WATER MAIN PIPE BENDS SHALL BE LOCATED TO AVOID CONFLICTS AND TO MAINTAIN ALL REQUIRED ADEC SEPARATION DISTANCES.

STORM DRAIN STRUCTURE AND GRATE NOTES

1. RIM ELEVATIONS GIVEN ARE AT FINISHED GRADE. CURB INLET GRATE ELEVATIONS SHALL BE LOWERED PER CBJ STANDARD DETAIL 309.
2. OFFSETS SHOWN VARY SLIGHTLY. ALL CURB INLETS SHALL MATCH THE CURB AND GUTTER.

SERVICE LOCATIONS

STATION/OFFSET	TYPE	INV EL
21+03, 39' LT	WS	–
21+12, 39' LT	SSS	75.9
21+25, 38' RT	SDS	78.5
21+45, 38' RT	SSS	76.5
21+51, 38' RT	WS	–
22+29, 101' RT	WS	–
22+29, 95' RT	SSS	88.9
22+30, 84' RT	SDS	77.0
22+32, 55' RT	SSS	90.1
22+32, 62' RT	WS	–
22+40, 44' RT	SDS	92.9
22+75, 60' LT	SDS	92.1
22+88, 39' LT	SSS	92.0
22+81, 39' LT	WS	–

STORM DRAIN STRUCTURE TABLE

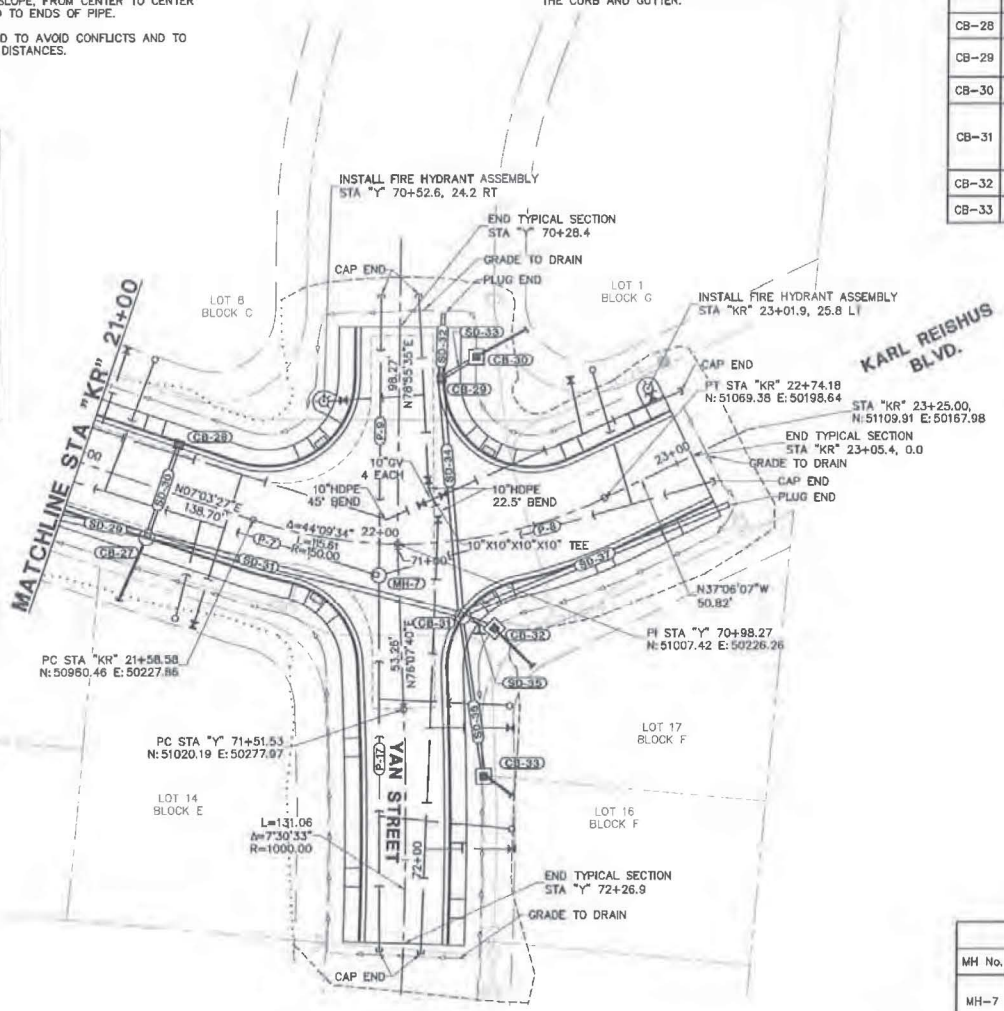
CB No.	RIM EL	TYPE	STA/OFF	PIPES IN	PIPES OUT
CB-27	82.03	I	21+28.02, 15.24 RT	SD-31, 18" INV IN =77.60 SD-30, 12" INV IN =77.60	SD-29, 24" INV OUT =77.50
CB-28	82.05	III	21+28.17, 15.25 LT		SD-30, 12" INV OUT =79.70
CB-29	88.81	IV	22+26.05, 52.44 LT	SD-32, 12" INV IN =85.44 SD-33, 12" INV IN =85.97	SD-34, 18" INV OUT =85.26
CB-30	88.43	III W/ AD	22+45.64, 57.20 LT		SD-33, 12" INV OUT =86.10
CB-31	89.64	I	22+23.56, 23.82 RT	SD-34, 18" INV IN =84.50 SD-37, 18" INV IN =85.23 SD-36, 12" INV IN =84.52 SD-35, 12" INV IN =86.41	SD-31, 18" INV OUT =84.30
CB-32	89.62	III W/AD	22+32.13, 29.77 RT		SD-35, 12" INV OUT =87.00
CB-33	87.25	III W/ AD	71+73.68, 25.12 LT		SD-36, 12" INV OUT =85.05

STORM DRAIN PIPE TABLE

PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-29	24"	102.0'	CPP	0.093
SD-30	12"	30.6'	CPP	0.069
SD-31	18"	104.0'	CPP	0.065
SD-32	12"	20.9'	CPP	0.010
SD-33	12"	13.3'	CPP	0.010
SD-34	18"	76.3'	CPP	0.010
SD-35	12"	11.7'	CPP	0.050
SD-36	12"	52.6'	CPP	0.010
SD-37	18"	93.3'	CPP	0.111

SANITARY SEWER PIPE TABLE

PIPE	SIZE	3D LENGTH	TYPE	SLOPE
P-7	8"	243.8'	PVC	0.068
P-8	8"	112.6'	PVC	0.119
P-9	8"	90.4'	PVC	0.004
P-17	8"	147.4'	PVC	0.004



SANITARY SEWER STRUCTURE TABLE

MH No.	RIM EL	STATION/OFFSET	PIPES IN	PIPES OUT
MH-7	88.10	22+00.25, 10.33 RT	P-8, 8" PVC INV IN =79.70 P-17, 8" PVC INV IN =79.68 P-9, 8" PVC INV IN =79.70	P-7, 8" PVC INV OUT =79.35

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

PLAN - STA "KR" 21+00 TO EOP & YAN STREET

Attachment D - Design Excerpt

NOTES

1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.

SANITARY SEWER STRUCTURE TABLE

MH No.	RIM EL	STATION/OFFSET	PIPES IN	PIPES OUT
MH-10	43.19	203+31.22, 0.00	P-25, 8" PVC INV IN =33.74 P-26, 8" PVC INV IN =33.74	P-10, 8" PVC INV OUT =33.41
MH-22	42.91	205+15.55, 0.00	P-27, 8" PVC INV IN =34.81	P-26, 8" PVC INV OUT =34.48

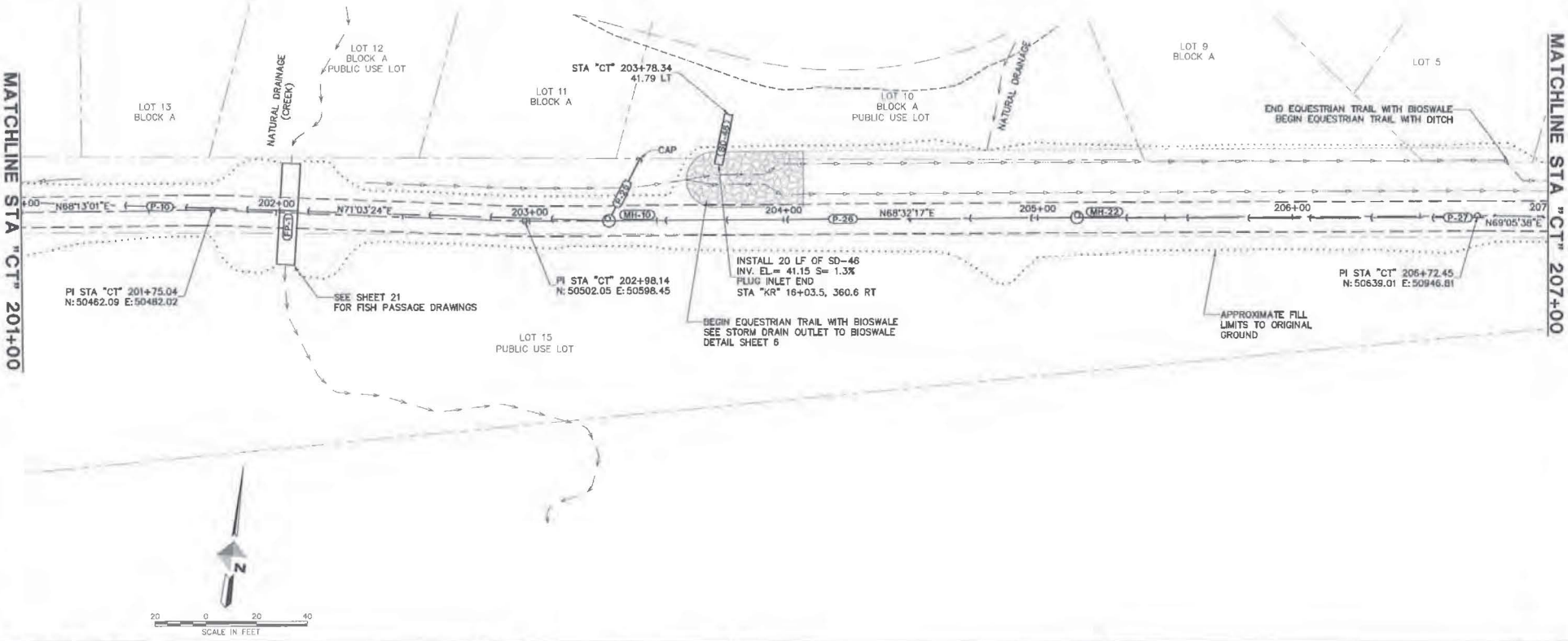
NOTE: RIM ELEVATIONS ARE TO FINISHED GRADE. LOWER RIM ELEVATION 3" BELOW GRADE ON GRAVEL EQUESTRIAN TRAIL.

SANITARY SEWER PIPE TABLE

PIPE	SIZE	3D LENGTH	TYPE	SLOPE
P-10	8"	313.3'	PVC	0.004
P-25	8"	27.5'	PVC	0.063
P-26	8"	184.3'	PVC	0.004
P-27	8"	298.5'	PVC	0.004

STORM DRAIN PIPE TABLE

PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-46	36"	20.0'	CPP	0.013



STATE OF ALASKA 19th Naomi R. Hobbs No.CE9959 REGISTERED PROFESSIONAL ENGINEER

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

JOB No. J70687.01 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: JULY 2017

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

PLAN -
STA "CT" 201+00 TO
STA "CT" 207+00

SHEET NO. 13 of 27

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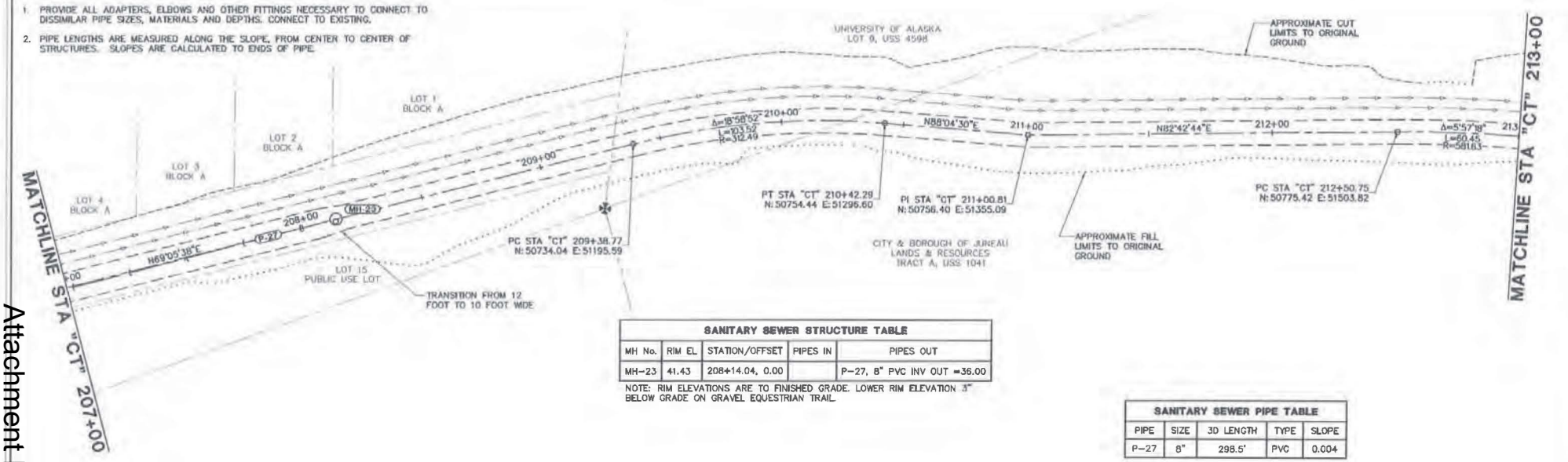
Attachment D - Design Excerpt

NOTES

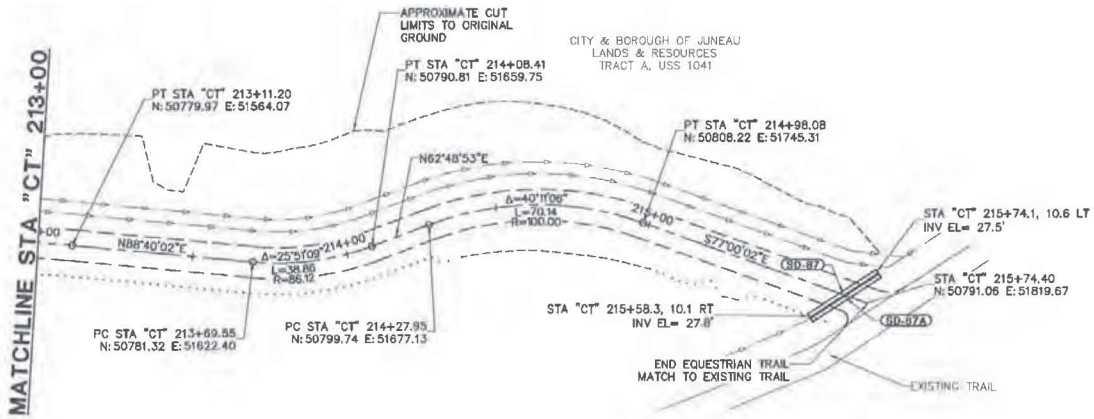
1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.



SANITARY SEWER STRUCTURE TABLE				
MH No.	RIM EL	STATION/OFFSET	PIPES IN	PIPES OUT
MH-23	41.43	208+14.04, 0.00		P-27, 8" PVC INV OUT =36.00

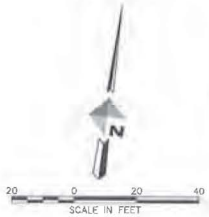
NOTE: RIM ELEVATIONS ARE TO FINISHED GRADE. LOWER RIM ELEVATION 3" BELOW GRADE ON GRAVEL EQUESTRIAN TRAIL.

SANITARY SEWER PIPE TABLE				
PIPE	SIZE	3D LENGTH	TYPE	SLOPE
P-27	8"	298.5'	PVC	0.004



STORM DRAIN PIPE TABLE				
PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-87	12"	26.1'	CPP	0.011
SD-87A	12"	26.1'	CPP	0.011

NOTE: MATCH INVERTS FOR BOTH PIPES.



STATE OF ALASKA 19th Naomi R. Hotte No. CE-9959 Registered Professional Engineer

DOWL
5368 COMMERCIAL BOULEVARD
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JOB No. J70687.01 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: JULY 2017

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

PLAN - STA "CT" 207+00 TO EOP

SHEET NO. 14 of

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Attachment D – Design Excerpt

NOTES

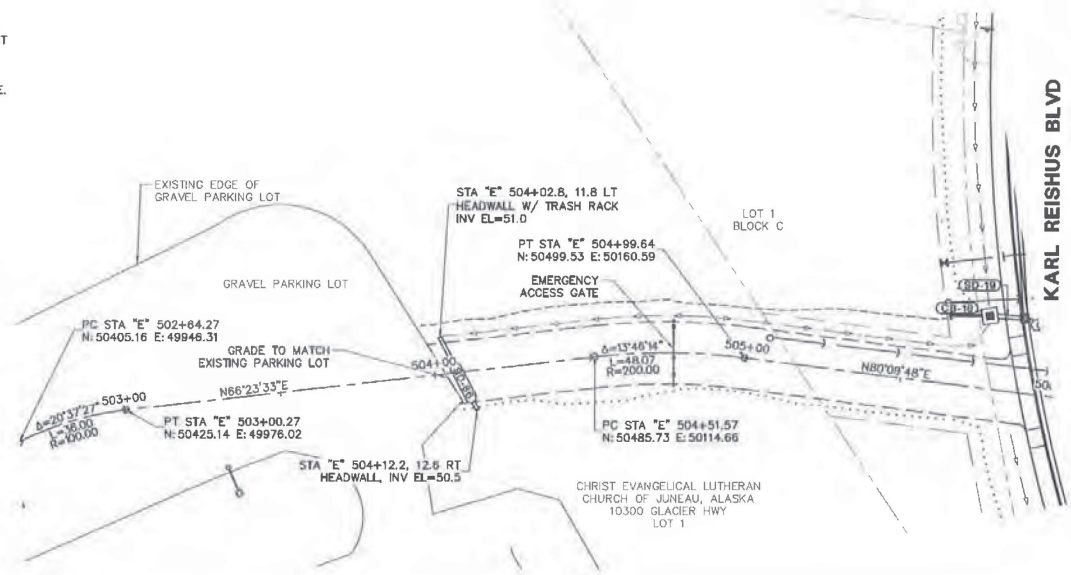
1. PROVIDE ALL ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS AND DEPTHS. CONNECT TO EXISTING.
2. PIPE LENGTHS ARE MEASURED ALONG THE SLOPE, FROM CENTER TO CENTER OF STRUCTURES. SLOPES ARE CALCULATED TO ENDS OF PIPE.

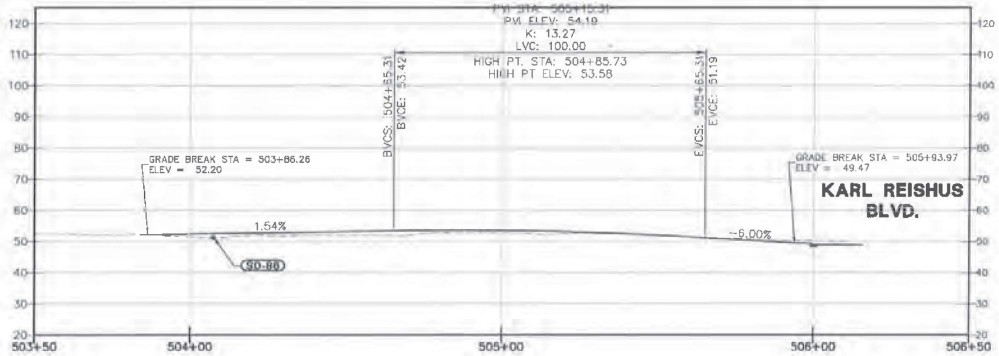
STORM DRAIN PIPE TABLE

PIPE	SIZE	3D LENGTH	TYPE	SLOPE
SD-86	12"	26.2'	CPP	0.019

SERVICE LOCATIONS

STATION/OFFSET	TYPE	INV EL
17+39, 97' LT	SSS	50.8'





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ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

PLAN & PROFILE - EMERGENCY ACCESS ROAD TO KARL REISHUS BLVD

SHEET NO. 15 of 27

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Attachment D - Design Excerpt

NOTES

1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP. TOP OF SIDEWALK ARE TSW.
2. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.
4. ALL FORMS FOR CONCRETE SEGMENTS BETWEEN PC'S AND PT'S WITH A RADIUS LESS THAN 200' SHALL BE ARCED TO MATCH THE REQUIRED CURVATURE. NO STRAIGHT FORMS SHALL BE USED WITHIN ANY CURVED SEGMENT WITH A RADIUS OF LESS THAN 200'. STRAIGHT FORMS USED FOR ANY ARCED SEGMENT WITH A RADIUS OF MORE THAN 200' SHALL NOT EXCEED 10' IN LENGTH.
5. SIDEWALK CROSS SLOPE SHALL BE 1.7% UNLESS OTHERWISE NOTED. ~~TRANSITION SMOOTHLY AWAY FROM THE DRIVEWAY TO 1.7% FROM THE SHOWN CROSS SLOPE.~~
6. THE CONTRACTOR SHALL PERFORM A CLOSED LEVEL LOOP THROUGH TBMs AS LISTED TO VERIFY ELEVATIONS BEFORE BEGINNING ANY GRADING WORK.
7. SLOPES ALONG THE CURBING ARE ALONG THE LIP OF GUTTER.

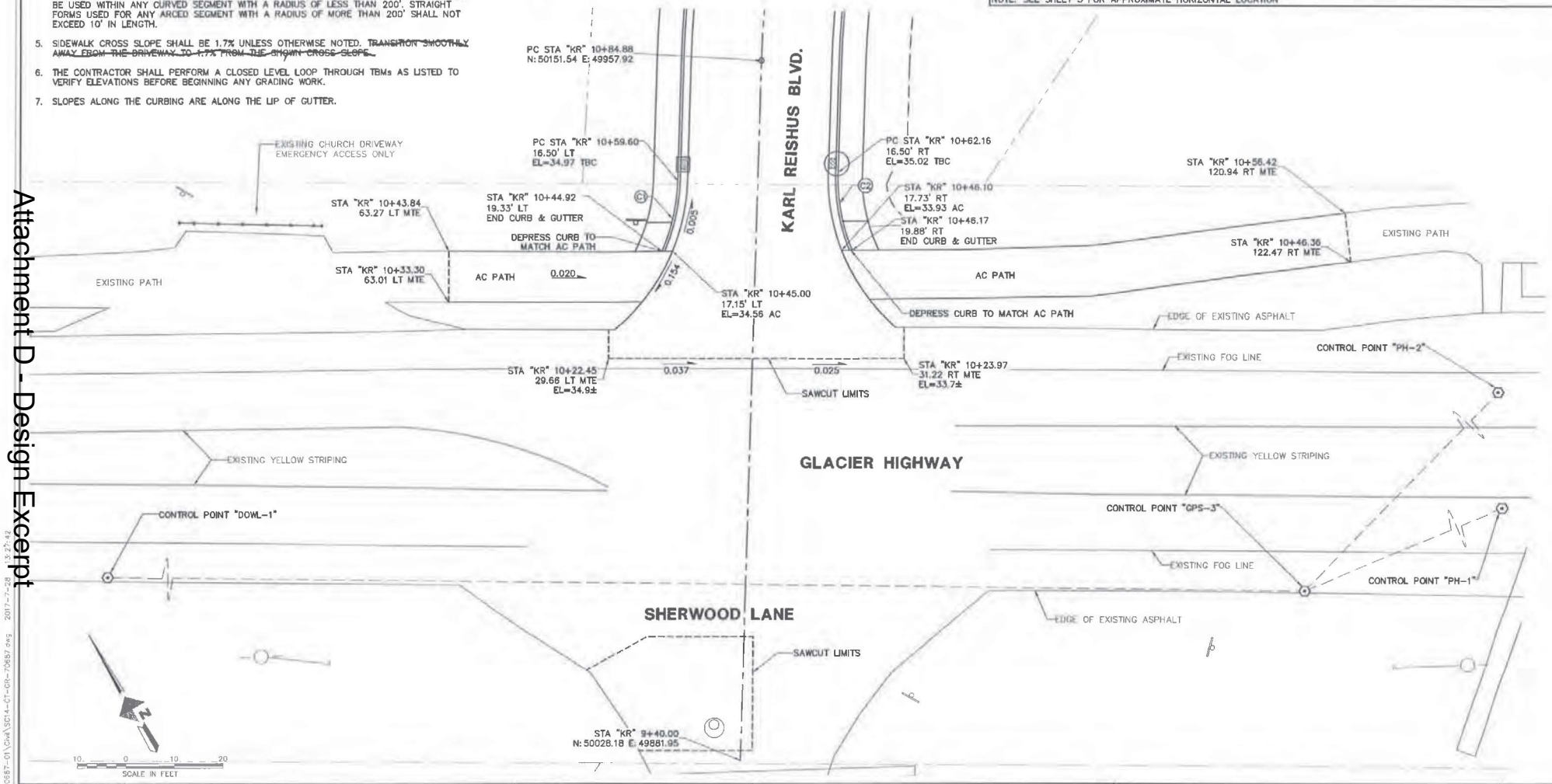
CURVE TABLE

CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	15.05	39.50	21°49'32"	N42° 32' 27"E	14.96
C2	16.46	39.50	23°52'57"	S19° 41' 12"W	16.35

HORIZONTAL & VERTICAL CONTROL

POINT No.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	50262.21	49561.14	49.64	DOWL-1 (MAG NAIL)
2	50000.00	50000.00	33.67	GPS-3
3	49749.94	51990.29	29.70	PH-1
4	50465.19	51618.85	29.01	PH-2

NOTE: SEE SHEET 3 FOR APPROXIMATE HORIZONTAL LOCATION



STATE OF ALASKA 19th Thomas R. Nelles Registered Professional Engineer No.CE9959 07/31/2017

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
GLACIER HIGHWAY AND KARL REISHUS BLVD
INTERSECTION

SHEET NO. 16 of 27

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Attachment D - Design Excerpt

CURVE TABLE

CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C3	54.64	28.00	111°47'59"	S27° 44' 14"W	46.37
C4	38.78	28.00	79°21'13"	S56° 41' 12"E	35.75

HORIZONTAL & VERTICAL CONTROL

POINT No.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	50262.21	49561.14	49.64	DOWL-1 (MAG NAIL)
2	50000.00	50000.00	33.67	GPS-3
3	49749.94	51990.29	29.70	PH-1
4	50465.19	51618.85	29.01	PH-2

NOTE: SEE SHEET 3 FOR APPROXIMATE HORIZONTAL LOCATION

CURVE TABLE

CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C5	40.85	28.00	83°35'28"	S41° 50' 29"W	37.32
C6	50.54	28.00	103°25'14"	S44° 39' 10"E	43.95

NOTES

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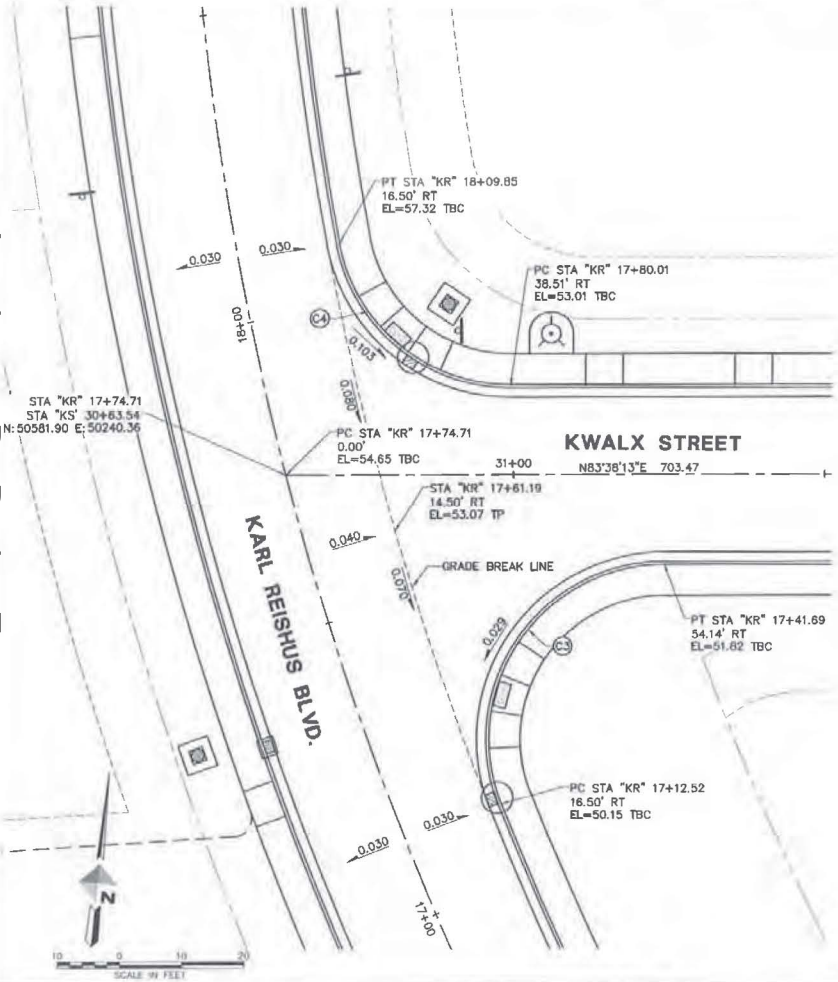
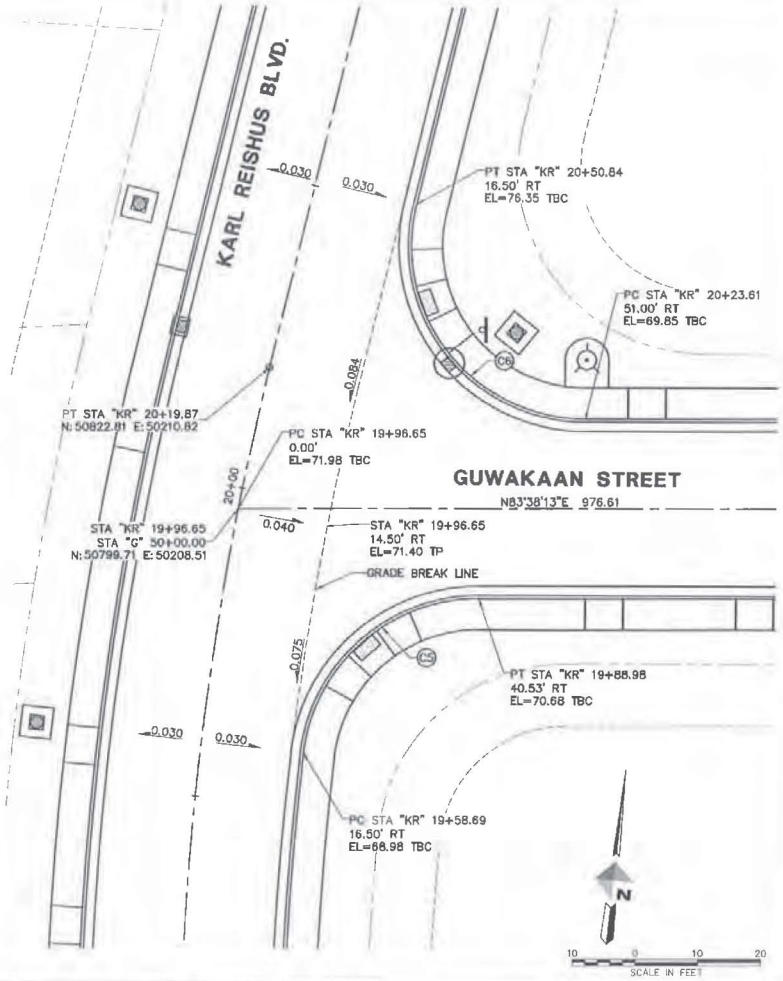
2. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.
4. ALL FORMS FOR CONCRETE SEGMENTS BETWEEN PC'S AND PT'S WITH A RADIUS LESS THAN 200' SHALL BE ARCED TO MATCH THE REQUIRED CURVATURE. NO STRAIGHT FORMS SHALL BE USED WITHIN ANY CURVED SEGMENT WITH A RADIUS OF LESS THAN 200'. STRAIGHT FORMS USED FOR ANY ARCED SEGMENT WITH A RADIUS OF MORE THAN 200' SHALL NOT EXCEED 10' IN LENGTH.
5. SIDEWALK CROSS SLOPE SHALL BE 1.7% UNLESS OTHERWISE NOTED. TRANSITION SMOOTHLY AWAY FROM THE DRIVEWAY TO 1.7% FROM THE SHOWN CROSS SLOPE.
6. THE CONTRACTOR SHALL PERFORM A CLOSED LEVEL LOOP THROUGH TBMs AS LISTED TO VERIFY ELEVATIONS BEFORE BEGINNING ANY GRADING WORK.
7. SLOPES ALONG THE CURBING ARE ALONG THE LIP OF GUTTER.





STATE OF ALASKA 19th Naomi R. Hobbs No. CE9959 REGISTERED PROFESSIONAL ENGINEER

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JOB No. J70687.01 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: JULY 2017

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

HORIZONTAL AND VERTICAL CONTROL CURB AND GUTTER LAYOUT AND GRADES KARL REISHUS BLVD, KWALX STREET & GUWAKAAN STREET INTERSECTIONS

SHEET NO. 17 of 27

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Attachment D - Design Excerpt

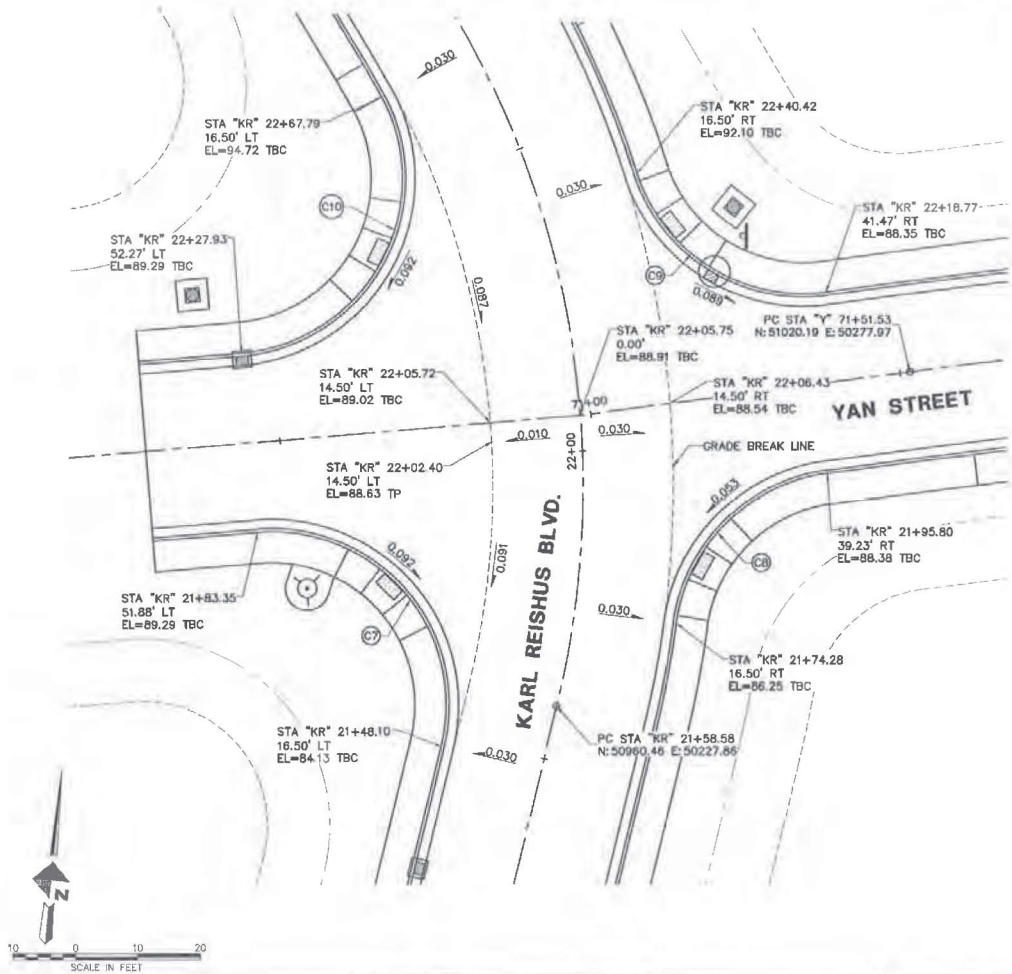
CURVE TABLE

CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C7	52.84	28.00	108°07'52"	N47° 00' 29"W	45.34
C8	36.69	28.00	75°04'11"	S38° 35' 35"W	34.12
C9	38.93	28.00	79°40'00"	S64° 02' 20"E	35.87
C10	55.51	28.00	113°35'07"	S22° 08' 02"W	46.85

HORIZONTAL & VERTICAL CONTROL

POINT No.	NORTHING	EASTING	ELEVATION	DESCRIPTION
1	50262.21	49561.14	49.64	DOWL-1 (MAG NAIL)
2	50000.00	50000.00	33.67	GPS-3
3	49749.94	51990.29	29.70	PH-1
4	50485.19	51618.85	29.01	PH-2

NOTE: SEE SHEET 3 FOR APPROXIMATE HORIZONTAL LOCATION



NOTES

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7. SLOPES ALONG THE CURBING ARE ALONG THE LIP OF GUTTER.

STATE OF ALASKA 49th Naomi R. Hobbs No.CE3959 Project Engineer LICENSED PROFESSIONAL ENGINEER

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JOB No. J70687.01 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: JULY 2017

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

HORIZONTAL AND VERTICAL CONTROL CURB AND GUTTER LAYOUT AND GRADES KARL REISHUS BLVD AN YAN STREET INTERSECTION

SHEET NO. 18 of 27

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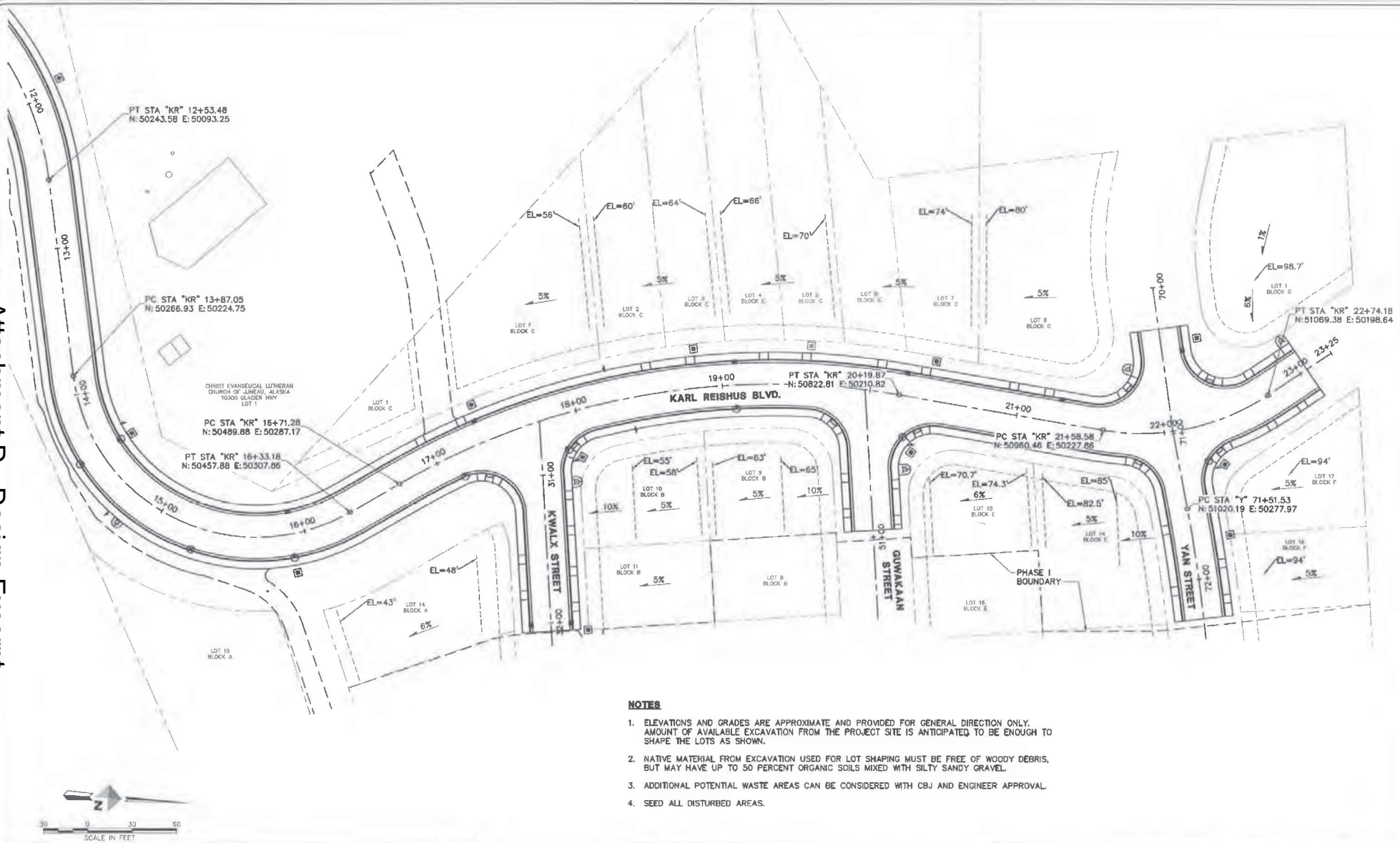
Attachment D - Design Excerpt



NOTES

1. ELEVATIONS AND GRADES ARE APPROXIMATE AND PROVIDED FOR GENERAL DIRECTION ONLY. AMOUNT OF AVAILABLE EXCAVATION FROM THE PROJECT SITE IS ANTICIPATED TO BE ENOUGH TO SHAPE THE LOTS AS SHOWN.
2. NATIVE MATERIAL FROM EXCAVATION USED FOR LOT SHAPING MUST BE FREE OF WOODY DEBRIS, BUT MAY HAVE UP TO 50 PERCENT ORGANIC SOILS MIXED WITH SILTY SANDY GRAVEL.
3. ADDITIONAL POTENTIAL WASTE AREAS CAN BE CONSIDERED WITH CBJ AND ENGINEER APPROVAL.
4. SEED ALL DISTURBED AREAS.

STATE OF ALASKA 19th Naomi R. Hobbs No. CE9955 REGISTERED PROFESSIONAL ENGINEER

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DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

LOT GRADING PLAN

SHEET NO. 19 of 27

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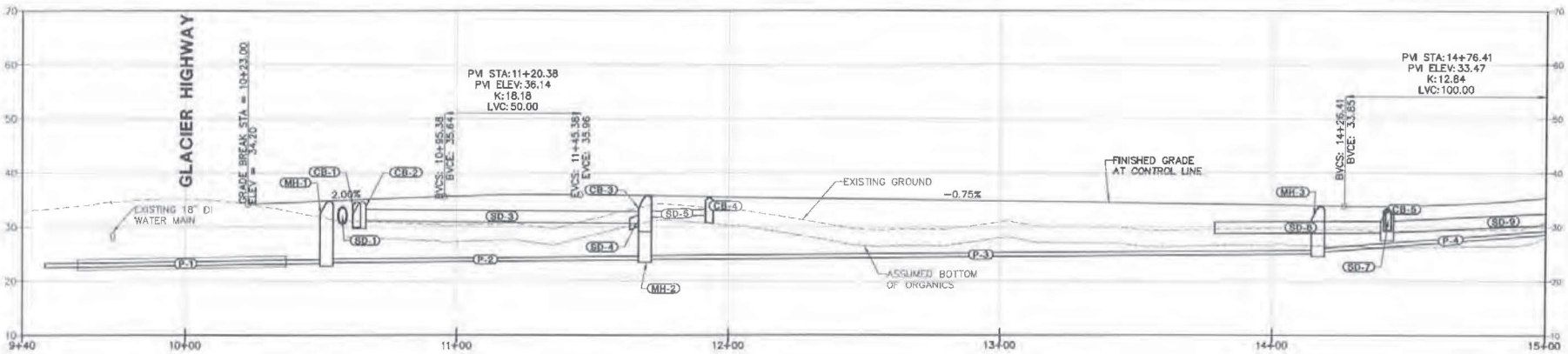
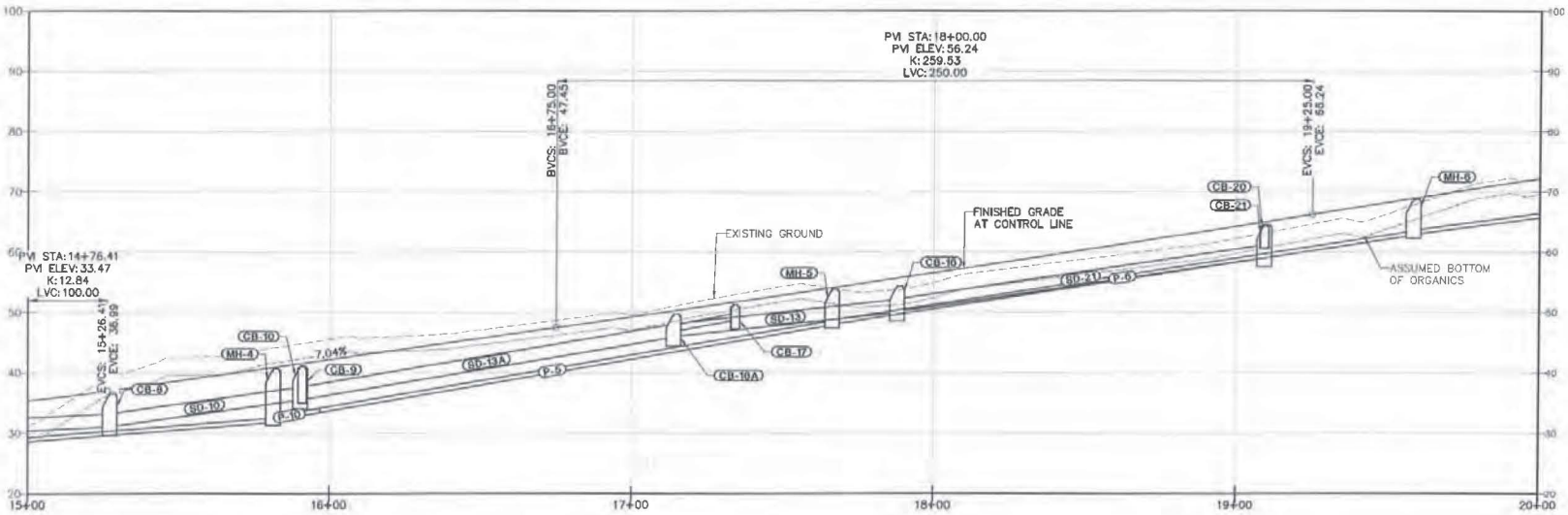
Attachment D - Design Excerpt





STATE OF ALASKA 49th Naomi R. Hobbs No CE3958 01/26/2017 REGISTERED PROFESSIONAL ENGINEER

DOWL

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PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

PROFILE -
GLACIER HIGHWAY TO
STA "KR" 20+00

SHEET NO.
20
of
27

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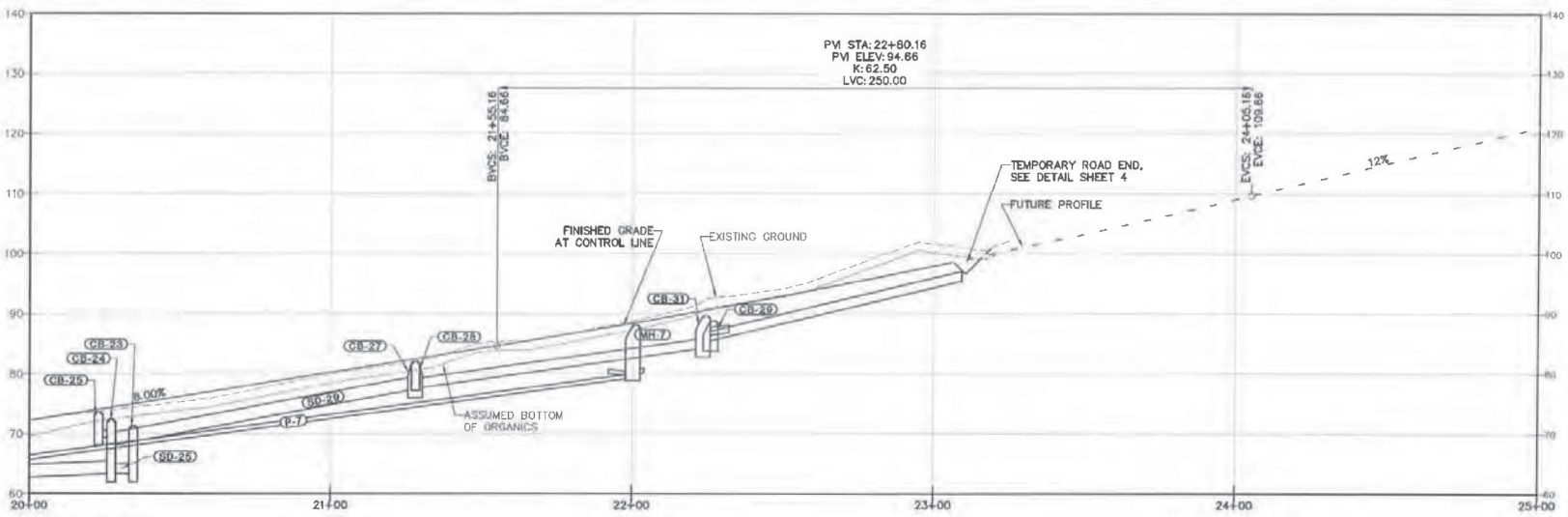
Attachment D - Design Excerpt



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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

PROFILE -
STA "KR" 20+00 TO EOP

SHEET NO.
21
of
27

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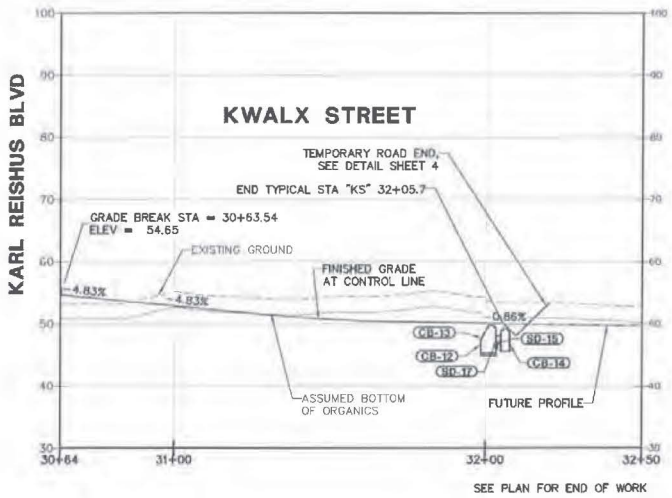
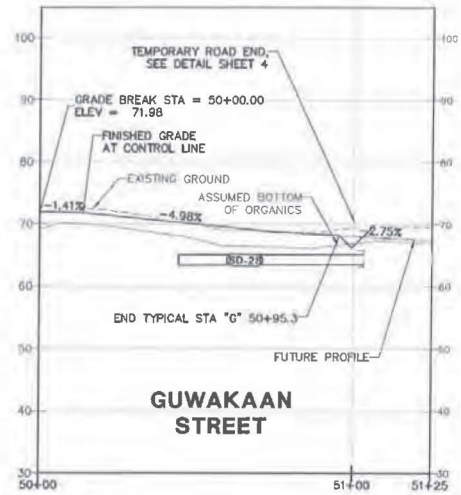
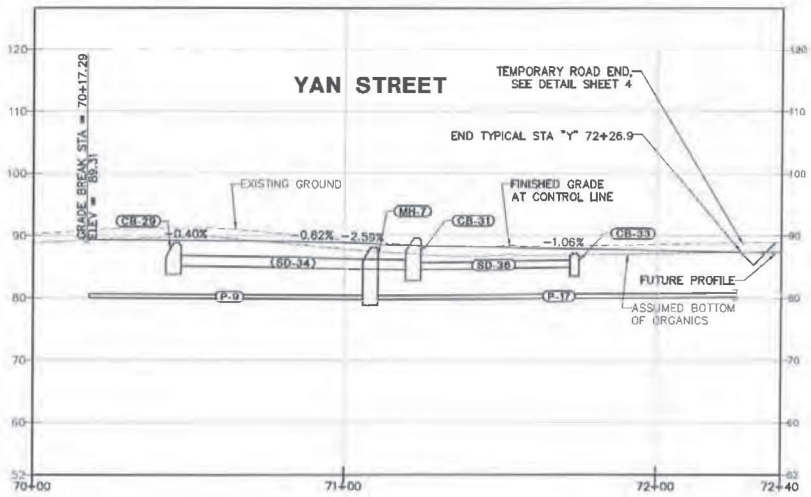
Attachment D - Design Excerpt



SEE PLAN FOR END OF WORK



SEE PLAN FOR END OF WORK



SEE PLAN FOR END OF WORK

STATE OF ALASKA 49th Naomi R. Hobbs No. CE 9959 Registered Professional Engineer

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

PROFILE -
KWALX STREET, GUWAKAAN STREET
& YAN STREET

SHEET NO.
22
of
27

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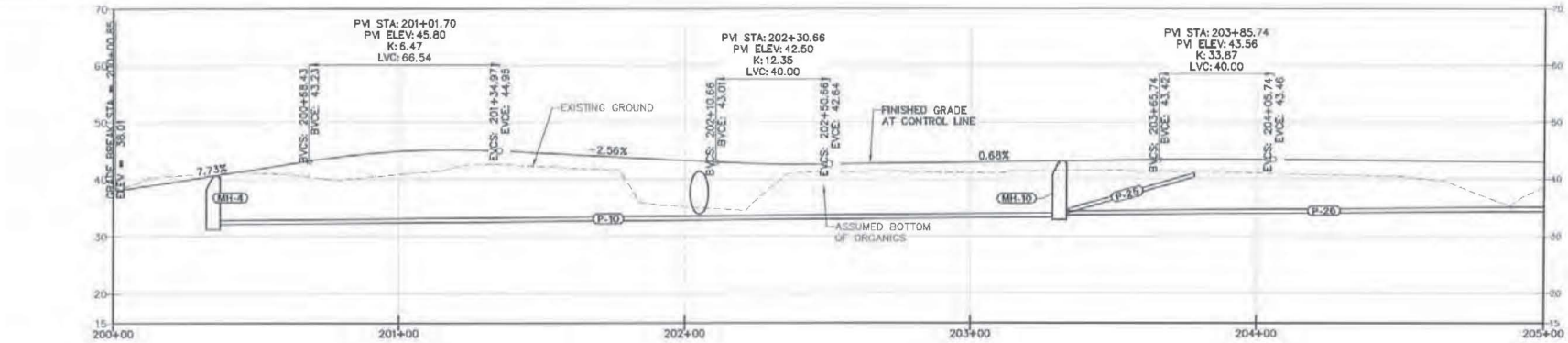
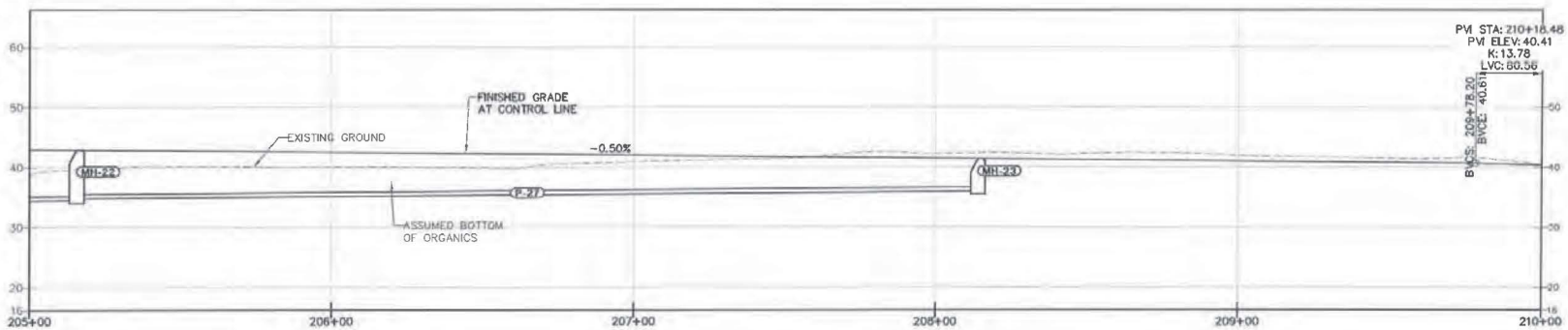
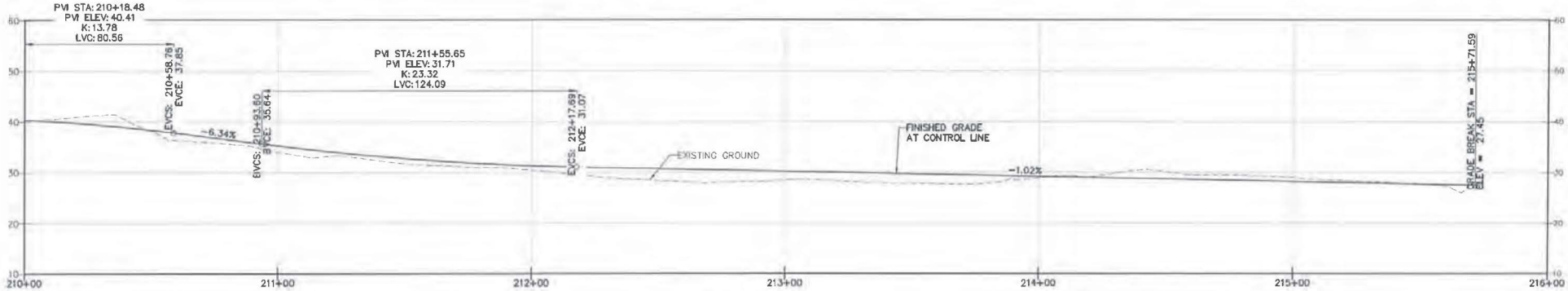
Attachment D - Design Excerpt







STATE OF ALASKA 49th Naomi R. Hobbs No.CE9959 REGISTERED PROFESSIONAL ENGINEER

DOWL

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

PROFILE -
EQUESTRIAN TRAIL

SHEET NO.
23
of
27

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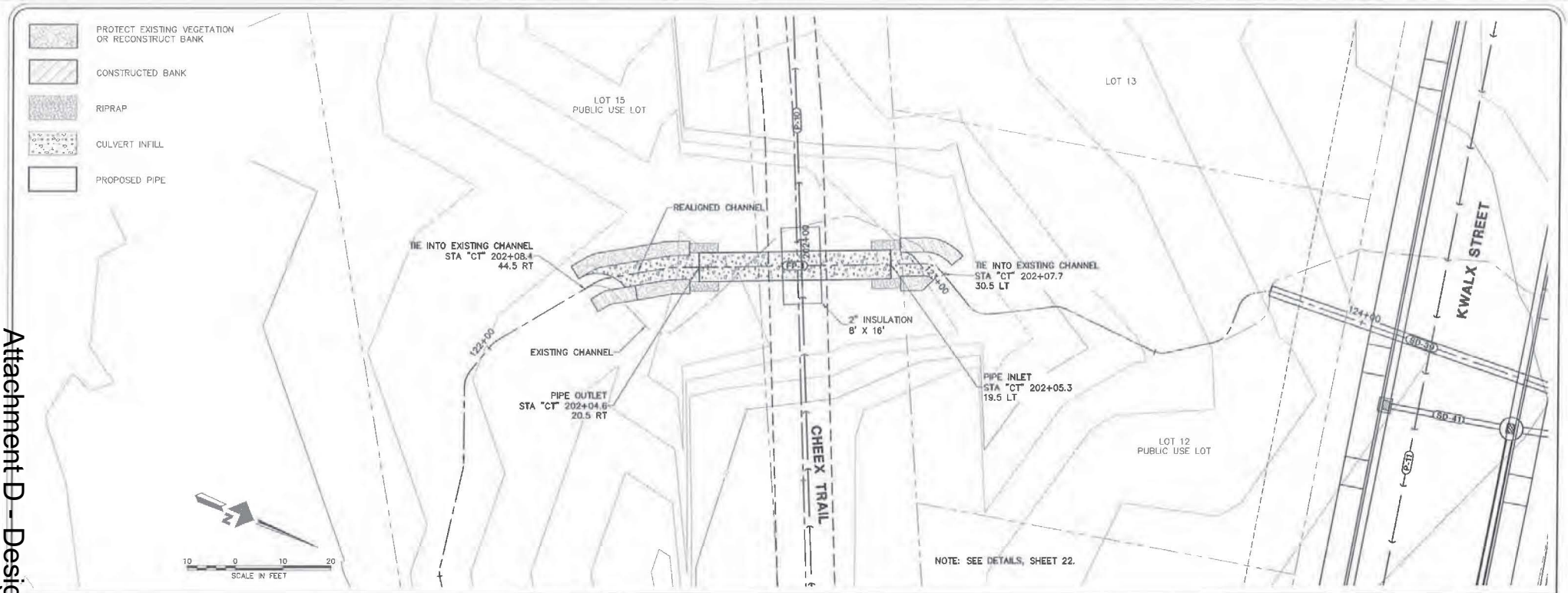
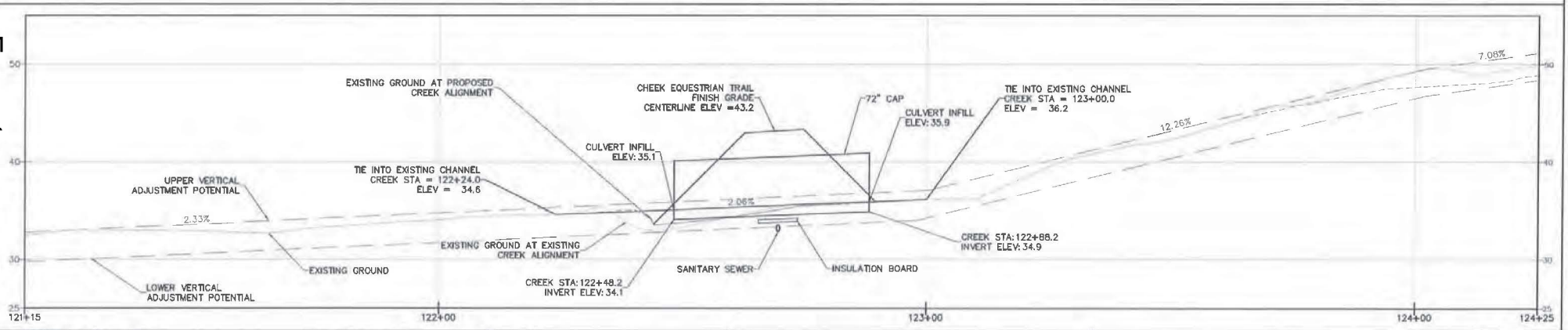
Attachment D - Design Excerpt





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ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION PHASE I, CBJ CONTRACT No. BE18-025

FISH PASSAGE PLAN AND PROFILE

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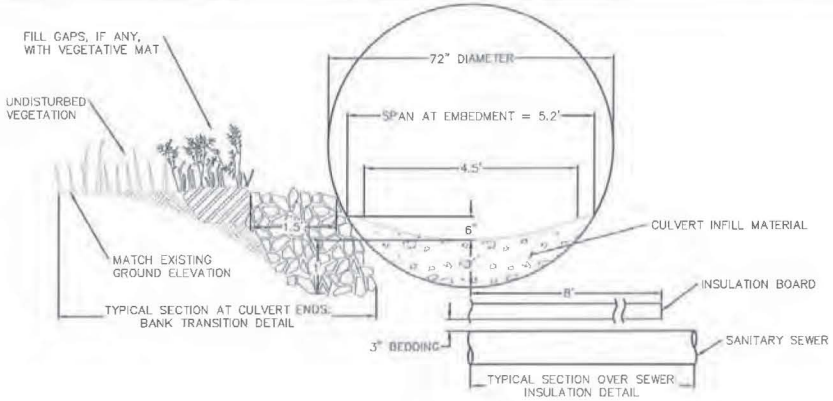

FIGURE 1
CULVERT TYPICAL SECTION

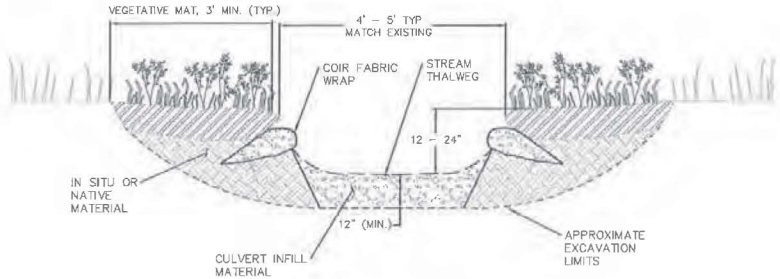

FIGURE 2
STREAM TYPICAL SECTION WITH CONSTRUCTED BANKS

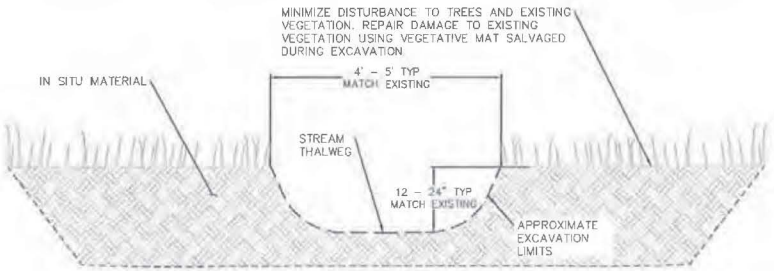

FIGURE 3
STREAM TYPICAL SECTION WITH PROTECTED EXISTING VEGETATION

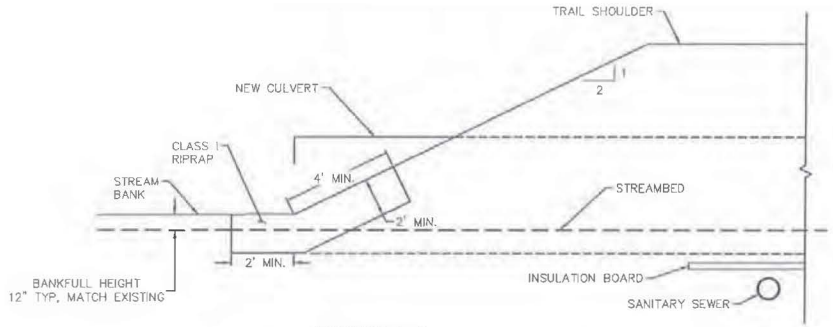

FIGURE 4
INLET AND OUTLET SLOPE PROTECTION

INSULATION NOTES:

1. PROVIDE 4" THICK INSULATION, MIN 50 PSI AND MIN R=5 PER INCH FOR A TOTAL MIN R=20.
2. STAGGER TWO LAYERS OF 2" THICK INSULATION SO THAT THE JOINTS ARE NOT ON THE SAME VERTICAL PLANE.

CULVERT NOTES:

1. CULVERT JOINTS SHOULD NOT LEAK.
2. BACKFILL SHALL BE PLACED AND COMPACTED WITH CARE AND SHALL BE BROUGHT UP EVENLY AND SIMULTANEOUSLY ON BOTH SIDES OF PIPE.
3. CULVERT INFILL MATERIAL SHALL BE INSTALLED IN PIPE ACCORDING TO PLANS. MANUAL INSTALLATION IS REQUIRED.

CULVERT INFILL NOTES:

1. CULVERT INFILL MATERIAL MAY BE PREPARED BY MIXING EQUAL PARTS BY VOLUME:
   - –UNCLASSIFIED MATERIAL RICH IN FINES OR USABLE EXCAVATION
   - –3–INCH MINUS SHOT ROCK
   - –CLASS I RIPRAP

   SALVAGED STREAMBED MATERIAL MAY BE ADDED AT ANY RATIO.
2. CONSTRUCT CHANNEL BED LEAVING A ROUGH, UNEVEN SURFACE.
3. CULVERT INFILL MATERIAL SHALL BE INSTALLED IN PIPE ACCORDING TO PLANS. MANUAL INSTALLATION IS REQUIRED.
4. CONSTRUCT CHANNEL BED LEAVING A ROUGH, UNEVEN SURFACE WITH A DEPRESSION IN THE MIDDLE FOR LOW FLOW.

CHANNEL NOTES:

1. ALL VEGETATION IN THE AREAS NOT AFFECTED BY WORK SHALL BE PRESERVED AND PROTECTED BY THE CONTRACTOR. RESEED ALL DISTURBED AREAS.
2. TIE CONSTRUCTED STREAMBANKS INTO EXISTING STREAMBANKS AT THE LOCATIONS SHOWN OR AS DIRECTED BY ENGINEER.
3. SALVAGE VEGETATIVE MAT WITH A MINIMUM THICKNESS OF 12 INCHES FROM THE DISTURBANCE AREA OR THE LOCAL AREA.
4. IF LOSS OF TOPSOIL DURING HANDLING AND STOCKPILING REDUCES MAT THICKNESS TO LESS THAN 12 INCHES, PLACE ADDITIONAL TOPSOIL OR NATIVE MATERIAL BENEATH MAT TO BRING TOTAL THICKNESS OF VEGETATIVE MAT TO 12 INCHES.
5. PLACE VEGETATIVE MATS TIGHTLY TOGETHER TO MINIMIZE GAPS BETWEEN PIECES OF MAT.
6. FILL SURFACE VOIDS IN RIPRAP SLOPE PROTECTION WITH UNCLASSIFIED FILL THEN SEED.

MEASUREMENT AND PAYMENT

STREAM DIVERSION, EXCAVATION, DEWATERING, BANK CONSTRUCTION, AND CULVERT INFILL ARE SUBSIDIARY TO PIPE.

CULVERT SUMMARY SCHEDULE	
SIZE	72" ROUND
LENGTH	40'
CORRUGATION	3" X 1"
MATERIAL	ALUMINUM
LOADING	HL–93

ESTIMATE OF QUANTITIES SUBSIDIARY TO PIPE		
ITEM DESCRIPTION	QUANTITY	UNIT
EXCAVATION	40	CUBIC YARDS
PIPE BEDDING	20	CUBIC YARDS
CULVERT INFILL MATERIAL	11	CUBIC YARDS
BANK CONSTRUCTION	25	LINEAR FEET
RIPRAP	3.5	CUBIC YARDS
TOPSOIL AND SEED	39	SQUARE YARDS
DIVERSION AND DEWATERING	ALL REQUIRED	ALL REQUIRED

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DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION
PHASE I,
CBJ CONTRACT No. BE18-025

FISH PASSAGE
DETAILS

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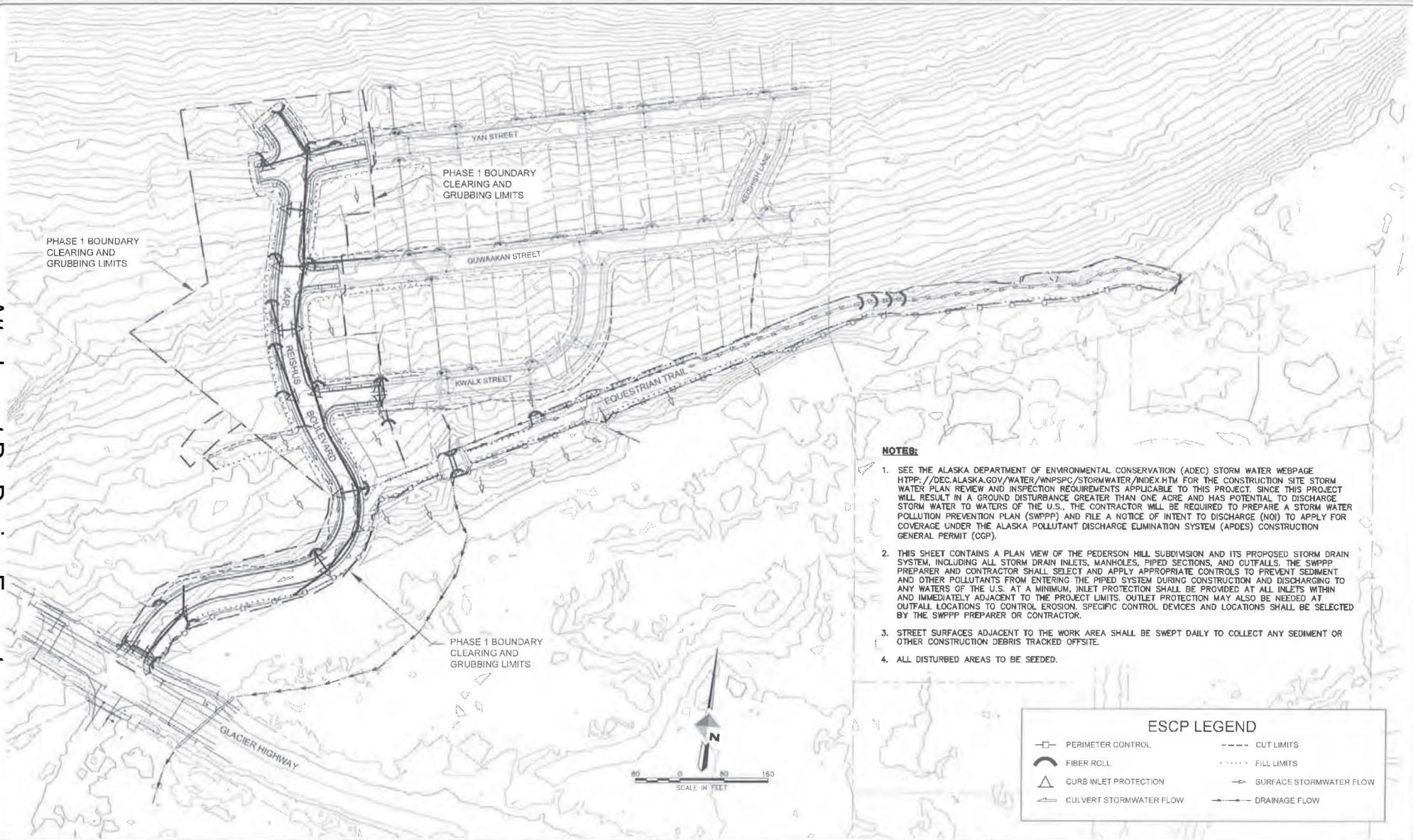

NOTES:

1. SEE THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (ADEC) STORM WATER WEBPAGE HTPP://DEC.ALASKA.GOV/WATER/WNPSPC/STORMWATER/INDEX.HTM FOR THE CONSTRUCTION SITE STORM WATER PLAN REVIEW AND INSPECTION REQUIREMENTS APPLICABLE TO THIS PROJECT. SINCE THIS PROJECT WILL RESULT IN A GROUND DISTURBANCE GREATER THAN ONE ACRE AND HAS POTENTIAL TO DISCHARGE STORM WATER TO WATERS OF THE U.S., THE CONTRACTOR WILL BE REQUIRED TO PREPARE A STORM WATER POLLUTION PREVENTION PLAN (SWPPP) AND FILE A NOTICE OF INTENT TO DISCHARGE (NOI) TO APPLY FOR COVERAGE UNDER THE ALASKA POLLUTANT DISCHARGE ELIMINATION SYSTEM (APDES) CONSTRUCTION GENERAL PERMIT (CGP).
2. THIS SHEET CONTAINS A PLAN VIEW OF THE PEDERSON HILL SUBDIVISION AND ITS PROPOSED STORM DRAIN SYSTEM, INCLUDING ALL STORM DRAIN INLETS, MANHOLES, PIPED SECTIONS, AND OUTFALLS. THE SWPPP PREPARER AND CONTRACTOR SHALL SELECT AND APPLY APPROPRIATE CONTROLS TO PREVENT SEDIMENT AND OTHER POLLUTANTS FROM ENTERING THE PIPED SYSTEM DURING CONSTRUCTION AND DISCHARGING TO ANY WATERS OF THE U.S. AT A MINIMUM, INLET PROTECTION SHALL BE PROVIDED AT ALL INLETS WITHIN AND IMMEDIATELY ADJACENT TO THE PROJECT LIMITS. OUTLET PROTECTION MAY ALSO BE NEEDED AT OUTFALL LOCATIONS TO CONTROL EROSION. SPECIFIC CONTROL DEVICES AND LOCATIONS SHALL BE SELECTED BY THE SWPPP PREPARER OR CONTRACTOR.
3. STREET SURFACES ADJACENT TO THE WORK AREA SHALL BE SWEPT DAILY TO COLLECT ANY SEDIMENT OR OTHER CONSTRUCTION DEBRIS TRACKED OFFSITE.
4. ALL DISTURBED AREAS TO BE SEEDED.

ESCP LEGEND

PERIMETER CONTROL	CUT LIMITS
FIBER ROLL	FILL LIMITS
CURB INLET PROTECTION	SURFACE STORMWATER FLOW
CULVERT STORMWATER FLOW	DRAINAGE FLOW

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DEPARTMENT OF ENGINEERING

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EROSION AND SEDIMENT CONTROL PLAN

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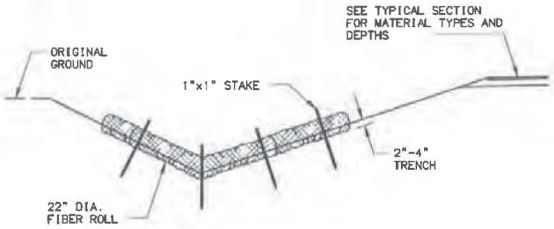
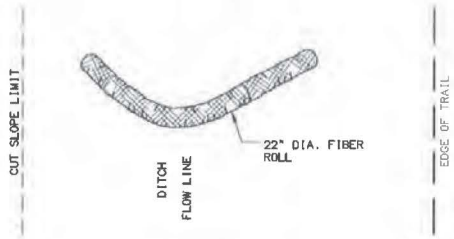


ELEVATION VIEW



PLAN VIEW

FIBER ROLL CHECK DAM

NOTES:

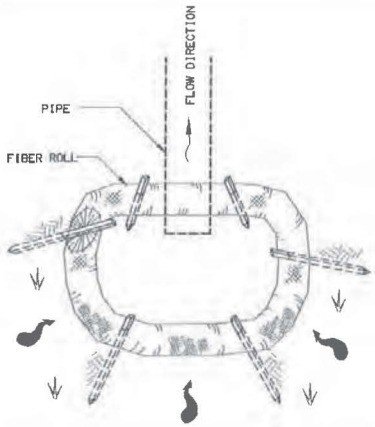
1. FIBER ROLL CHECK DAMS SHALL BE CONSTRUCTED AT LOCATIONS AS INDICATED OR AS DIRECTED BY THE ENGINEER IMMEDIATELY AFTER THE DITCH FLOW LINE HAS BEEN ESTABLISHED.
2. SPACE CHECK DAMS ON 100 FOOT CENTERS FOR GRADES BETWEEN 2% AND 3%. USE CLOSER SPACING FOR STEEPER GRADES UP TO 6% AS DIRECTED BY THE ENGINEER.
3. FIBER ROLL INSTALLATION FOR CHECK DAMS REQUIRES THE PLACEMENT AND SECURE STAKING OF THE ROLL IN A TRENCH 2"-4" DEEP. RUNOFF MUST NOT BE ALLOWED TO FLOW UNDER THE ROLL.

FIBER ROLL REMOVAL NOTES:

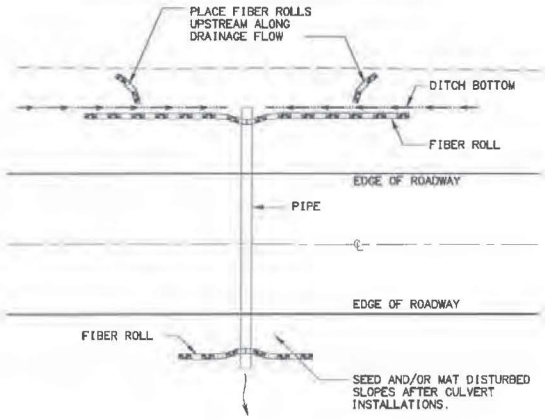
1. EXCEPT AS NOTED BELOW, FIBER ROLL INSTALLATIONS ON HIGH CUT OR FILL SLOPES FOR SLOPE STABILIZATION ARE CONSIDERED PERMANENT. ALL OTHER FIBER ROLL INSTALLATIONS ARE TEMPORARY AND SHALL BE REMOVED PRIOR TO FINAL STABILIZATION. UNLESS APPROVED OTHERWISE BY THE ENGINEER,

   (A) PERMANENT FIBER ROLL INSTALLATIONS SHALL HAVE THE STAKES REMOVED AND THE FIBER ROLL LEFT IN PLACE FOLLOWING FINAL STABILIZATION.

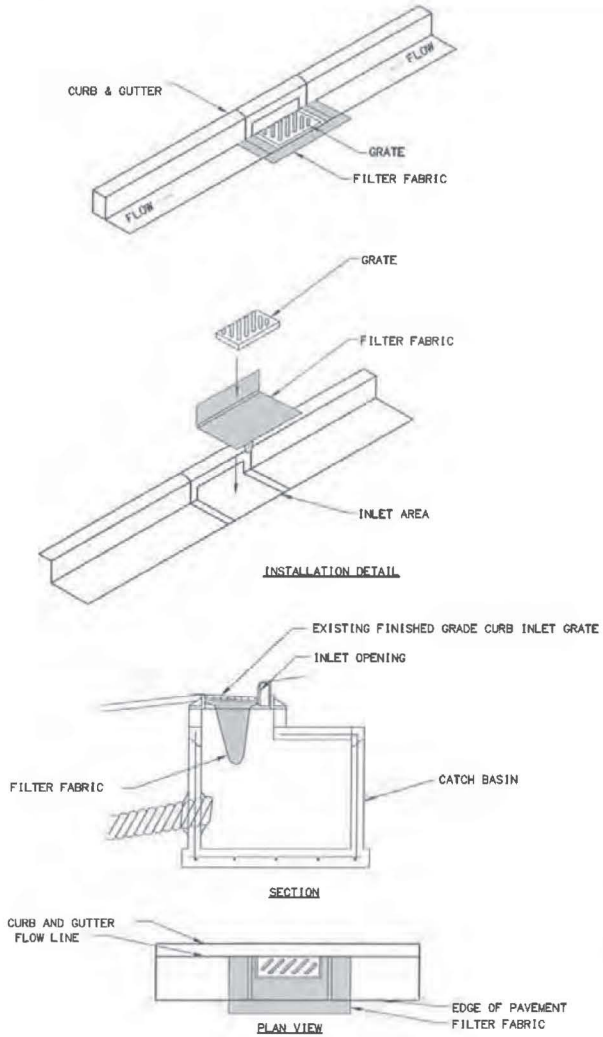
   (B) TEMPORARY FIBER ROLL INSTALLATIONS SHALL BE REMOVED WHEN DIRECTED BY REMOVING THE STAKES, CUTTING OPEN AND REMOVING THE NETTING, AND SPREADING THE CONTENTS UPON THE SLOPE.
2. FOR FIBER ROLLS WITH UV-DEGRADABLE PLASTIC NETTING LOCATED WITHIN 50 FEET OF A WATERBODY, REMOVE THE STAKES AND NETTING AND SPREAD THE FIBER ROLL CONTENTS UPON THE SLOPE WHEN DIRECTED BY THE ENGINEER.
3. REPAIR ANY DAMAGE TO PERMANENT VEGETATION RESULTING FROM FIBER ROLL REMOVAL ACTIVITIES.



TEMPORARY INLET SEDIMENT TRAP



FIBER ROLL DETAIL



CURB INLET PROTECTION

OR APPROVED EQUAL BMP

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EROSION AND SEDIMENT CONTROL PLAN DETAILS

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PEDERSON HILL SUBDIVISION, PHASE 1

JUNEAU, ALASKA

GENERAL NOTES:

1. PERFORM ALL WORK PER NATIONAL ELECTRICAL CODE (NEC), 2017 EDITION.
2. PERFORM ALL WORK AS SHOWN ON DRAWINGS AND AS REQUIRED TO PROVIDE OPERATIONAL SYSTEMS.
3. COORDINATE WITH POWER, TELEPHONE, AND TELEVISION UTILITIES TO ALLOW THEM TO PERFORM THEIR WORK. UTILITY WORK WILL BE PAID FOR BY OTHERS. DO NOT INSTALL ANYTHING IN CONFLICT WITH UTILITIES. BRING ALL CONFLICTS TO THE ATTENTION OF THE ENGINEER. OBTAIN LOCATES BEFORE WORKING TO AVOID NEWLY INSTALLED UTILITIES. POWER, TELEPHONE, AND TV UTILITY FACILITY DRAWINGS ON SHEETS E14 – E20 ARE SHOWN TO INFORM THE CONTRACTOR WHERE AND HOW THEY WILL BE INSTALLED TO ALLOW FOR PROPER COORDINATION. THE POWER, TELEPHONE AND TV UTILITY COMPANIES WILL INSTALL THEIR FACILITIES, NOT THE CONTRACTOR.
4. ALL CONDUIT SHALL BE SCHEDULE 40 PVC EXCEPT ALL ROAD CROSSINGS SHALL BE SCHEDULE 80 PVC. PROVIDE SCHEDULE 80 PVC WITHIN 10' OF LIGHT POLE FOUNDATIONS, TYPE 1A JUNCTION BOXES AND CONCRETE STRUCTURES. INSTALL CONDUIT PER TRENCH DETAIL, SHEET E2.
5. ALL WIRING SHALL BE IN CABLE WITH COPPER CONDUCTOR, 600V RATED XHHW INSULATION, AND OVERALL PVC JACKET. PROVIDE ADDITIONAL BARE GROUND. USE BARE GROUND TO GROUND TYPE 1A JUNCTION BOXES, LIGHT POLES, FOUNDATIONS, ETC. BOND GROUND INSIDE CABLE TO LOAD CENTER AND LIGHT POLES.
6. SAFE OFF LIGHTING SYSTEM CONDUCTORS AND CABLES IN J–BOX PRIOR TO CAPPING CONDUIT AT LIMITS FOR PHASE 1.
7. THE SUBDIVISION IS BEING BUILT IN PHASES. THE PLAN VIEWS ARE NOT SHOWN FOR ADDITIONAL PHASES, HOWEVER OTHER DRAWINGS MAY SHOW FUTURE WORK. PERFORM THE WORK SHOWN FOR PHASE 1.
8. LOCATE EQUIPMENT WHERE SHOWN ON THE STATION AND OFFSET TABLES, SEE SHEET E22.
9. PROVIDE A FULLY OPERATIONAL LIGHTING SYSTEM. COORDINATE WITH POWER UTILITY TO PROVIDE A SERVICE TO THE LOAD CENTER. ROUTE 2"C FROM LOAD CENTER TO TRANSFORMER 6, UTILITY TO PROVIDE CONDUCTORS. UTILITY WORK TO BE PAID FOR BY OTHERS. ROUTE CONDUCTORS AND CONDUIT FROM LOAD CENTER TO A JUNCTION BOX WHERE SHOWN AT END OF KWALX, GUWAKAAN, AND YAN STREETS. THESE CIRCUITS WILL BE EXTENDED IN THE FUTURE TO POWER LIGHT POLES ON THESE STREETS AS THEY ARE EXTENDED IN FUTURE PHASES. ROUTE CONDUIT AND CONDUCTS FROM THE LOAD CENTER TO JUNCTION BOX 6A FOR FUTURE EXPANSION OF THE SUBDIVISION. ALSO ROUTE CIRCUIT FOR KARL REISHUS BLVD TO JUNCTION BOX 6A.

LEGEND

AEL&P	ALASKA ELECTRIC LIGHT & POWER
CKT	CIRCUIT
C/B	CIRCUIT BREAKER
20/1	CIRCUIT BREAKER (AMPS/POLES)
	CONTACTOR
GND	GROUND
HOA	HAND–OFF–AUTO
	HAND–OFF–AUTO SWITCH

LEGEND

J–BOX	JUNCTION BOX
LC	LIGHTING CONTACTOR
	LIGHT POLE WITH LUMINAIRE
M	METER
NEC	NATIONAL ELECTRICAL CODE
PE	PHOTOCELL
	RECEPTACLE
TYP–#	TYPICAL

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E3	ELECTRICAL PLAN – GLACIER HIGHWAY TO STA "KR" 11+00
E4	ELECTRICAL PLAN – STA "KR" 11+00 TO STA "KR" 16+00
E5	ELECTRICAL PLAN – STA "KR" 16+00 TO STA "KR" 21+00 KWALX STREET & GUWAKAAN STREET
E6	ELECTRICAL PLAN – STA "KR" 21+00 EOP & YAN STREET
E7	NOT USED (FUTURE WORK)
E8	NOT USED (FUTURE WORK)
E9	NOT USED (FUTURE WORK)
E10	NOT USED (FUTURE WORK)
E11	NOT USED (FUTURE WORK)
E12	LOAD CENTER DETAILS
E13	LIGHT POLE DETAILS
E14	SINGLE LINE DIAGRAM – POWER UTILITY (FOR COORDINATION ONLY)
E15	SINGLE LINE DIAGRAM – POWER UTILITY (FOR COORDINATION ONLY)
E16	RISER DIAGRAM – TELEPHONE (FOR COORDINATION ONLY)
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E18	SINGLE PHASE TRANSFORMER MOUNTING DETAIL (FOR COORDINATION ONLY)
E19	SINGLE PHASE PRIMARY PEDESTAL (FOR COORDINATION ONLY)
E20	PRIMARY PEDESTAL INSTALLATION DETAIL (FOR COORDINATION ONLY)
E21	SECONDARY POWER PEDESTAL INSTALLATION DETAIL (FOR COORDINATION ONLY)
E22	STATION AND OFFSET TABLES

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TITLE, INDEX, LEGEND & GENERAL NOTES

SHEET NO.
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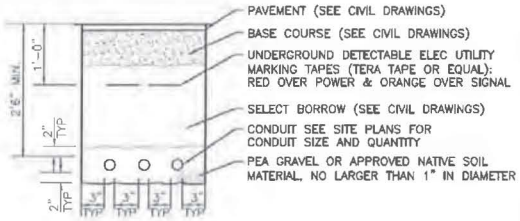
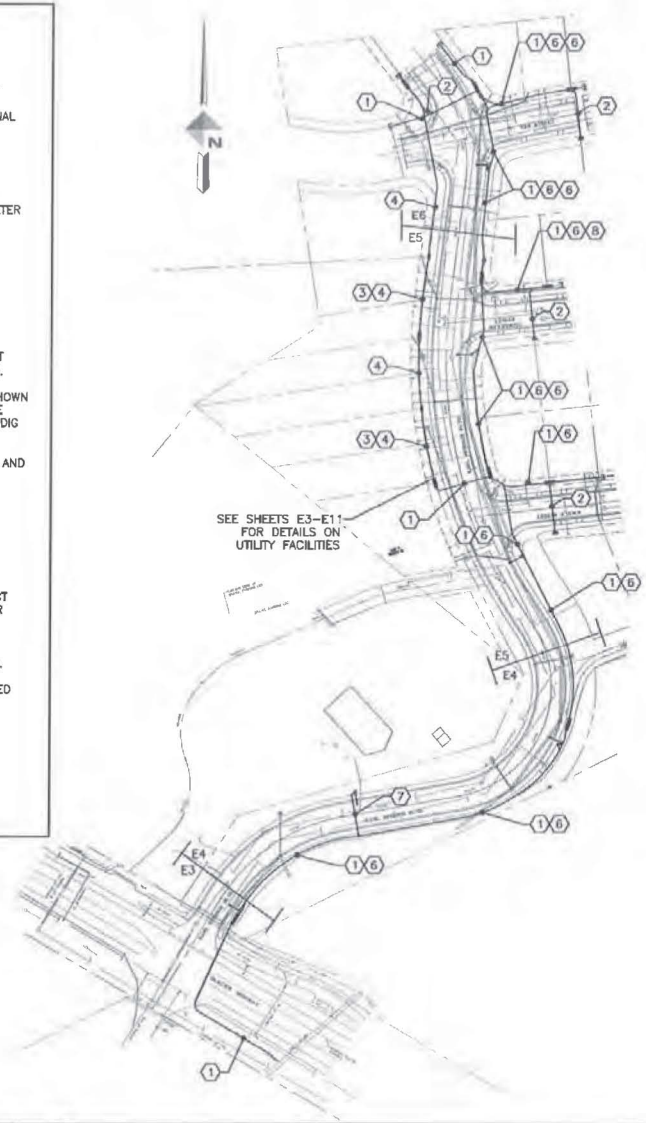


NOTES:

1. ALL DIMENSIONS ARE MINIMUM.
2. SEE CIVIL DRAWINGS FOR TYPICAL SECTIONS UNDER PAVED AREAS. PROVIDE BACKFILL (MATERIAL, COMPACTION, ETC.) PER THE CIVIL DRAWINGS. WHERE NOT UNDER PAVEMENT, PROVIDE D1 IN THE TOP 12" WITH SELECT BORROW BELOW.
3. THE LOCATION OF ALL EXISTING PIPING, CONDUIT, ETC MAY NOT BE WHERE SHOWN AND MAY NOT BE SHOWN. ALL LOCATIONS THAT ARE SHOWN ARE APPROXIMATE AND SHOULD BE FIELD VERIFIED. OBTAIN UTILITY LOCATES PRIOR TO DIGGING. DIG WITH CAUTION. AVOID WATER, SEWER, DRAINAGE PIPES AND OTHER CONFLICTS.
4. MAINTAIN 12 INCHES MINIMUM SEPARATION (ALL DIRECTIONS) BETWEEN POWER AND OTHER, PIPES, ETC.
5. CUT & REPLACE EXISTING ASPHALT, CONCRETE, CONCRETE CURB, GUTTER, SIDEWALK, ETC AS NECESSARY.
6. SAWCUT EXISTING ASPHALT AS REQUIRED TO INSTALL CONDUIT AND OTHER ELECTRICAL ITEMS. SAWCUT ASPHALT BACK 18" ON EACH SIDE OF EDGE OF TRENCH OR EXCAVATION AREA (ALL SIDES). THERE SHALL BE 18" OF UNDISTURBED SOIL BETWEEN EDGE OF SAWCUT AND EXCAVATION LIMITS. ALL TRENCHES SHALL BE 18" WIDE MINIMUM. COMPACT BACKFILL TO 95%. COMPACT D-1 TO 100% WHERE COVERED WITH PAVEMENT. RE-PAVE SAWCUT AREAS PER PAVING SPECIFICATIONS.
7. POWER UTILITY CONDUITS SHALL BE BURIED AT A MINIMUM OF 3'-6". BURY CONDUITS DEEPER WHERE REQUIRED TO AVOID OTHER PIPES AND STRUCTURES.
8. MODIFY CONDUIT BURIAL DEPTH WHERE SHOWN ON DRAWINGS AND AS REQUIRED TO AVOID ALL OBSTACLES. ROUTE BELOW OBSTACLES.
9. THIS DETAIL ALSO APPLIES TO DRAIN CONDUITS.
10. PROVIDE 36" MINIMUM BURY IN ROAD PRISM.

1 TRENCH DETAIL
NO SCALE



NOTES (APPLIES TO E3 TO E6):

1. 4"C, POWER CABLES
   4"C, TELEPHONE CABLES
   4"C, TV CABLES
2. 3"C, POWER CABLES
   2"C, TELEPHONE CABLES
   2"C, TV CABLES
3. 3"C, POWER CABLES. ROUTE BETWEEN TRANSFORMER AND POWER PEDESTAL.
4. 4"C, POWER CABLES. RUN CONDUIT BETWEEN TRANSFORMERS. DO NOT STUB INTO POWER PEDESTAL BETWEEN TRANSFORMERS.
   4"C, TELEPHONE CABLES
   4"C, TV CABLES
5. ALL LIGHT POLE MAST ARMS SHALL BE 12' UNLESS NOTED OTHERWISE.
6. 2"C, 3 NO. 8 & 1 NO. 10 GND CABLE AND 1 NO. 10 BARE GND
7. 2"C, (2) 3 NO. 8 & 1 NO. 10 GND CABLE AND 1 NO. 10 BARE GND.
8. 2"C, CONDUCTORS BY UTILITY (120/240V, 1ϕ, SERVICE TO LOAD CENTER).

2 OVERALL ELECTRICAL LAYOUT*
NO SCALE

*THE OVERALL LAYOUT IS FOR GENERAL INFORMATION ONLY. CONSTRUCT FROM PLAN SHEETS. WHERE CONFLICTS EXIST BETWEEN OVERALL LAYOUT AND PLAN SHEETS, REFER TO PLAN SHEETS.

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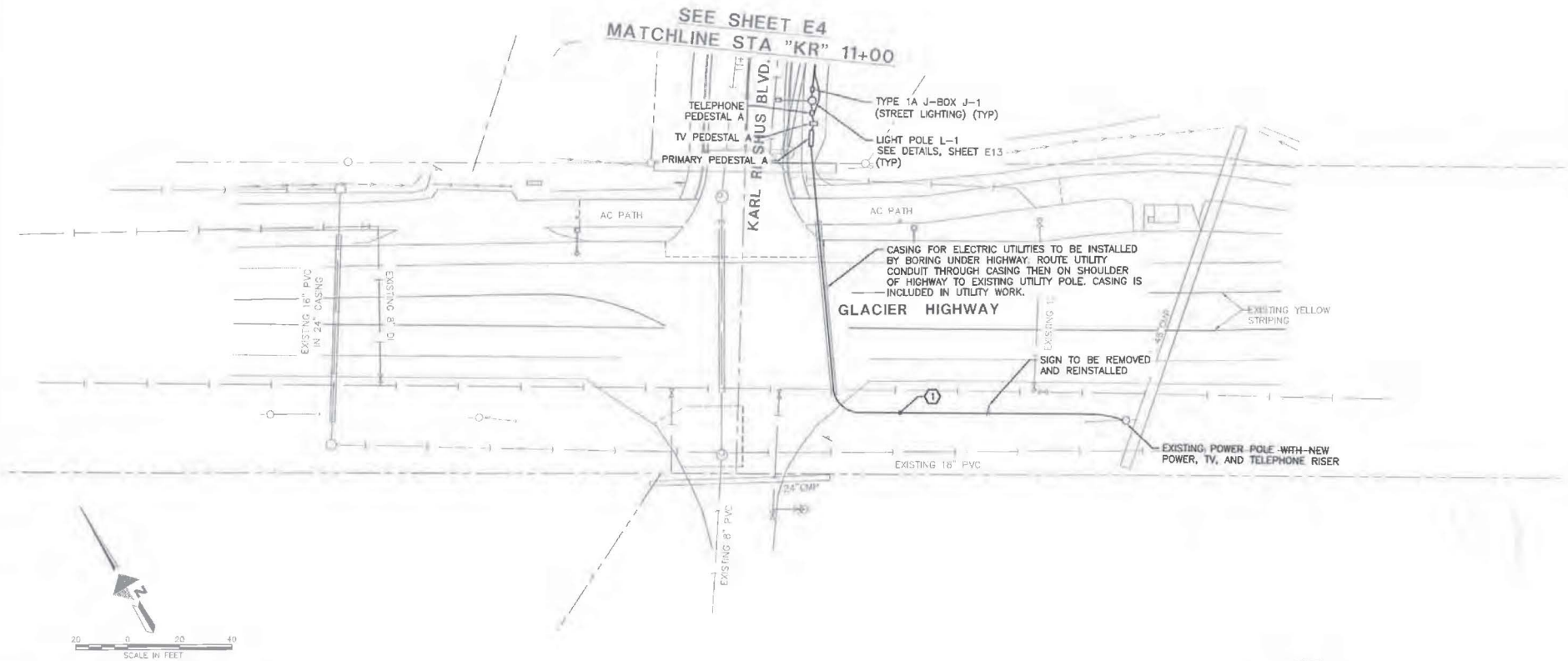
PEDERSON HILL - ELECTRICAL LAYOUT

SHEET NO.
E2 of E22

Attachment D - Design Excerpt



NOTE:

1. SEE SHEET E2 FOR KEYNOTE (#) REFERENCES.

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JOB No. J70687.01	DRAWN BY: LDS	DESIGNED BY: MGM	CHECKED BY: MGM	DATE: JULY 2017

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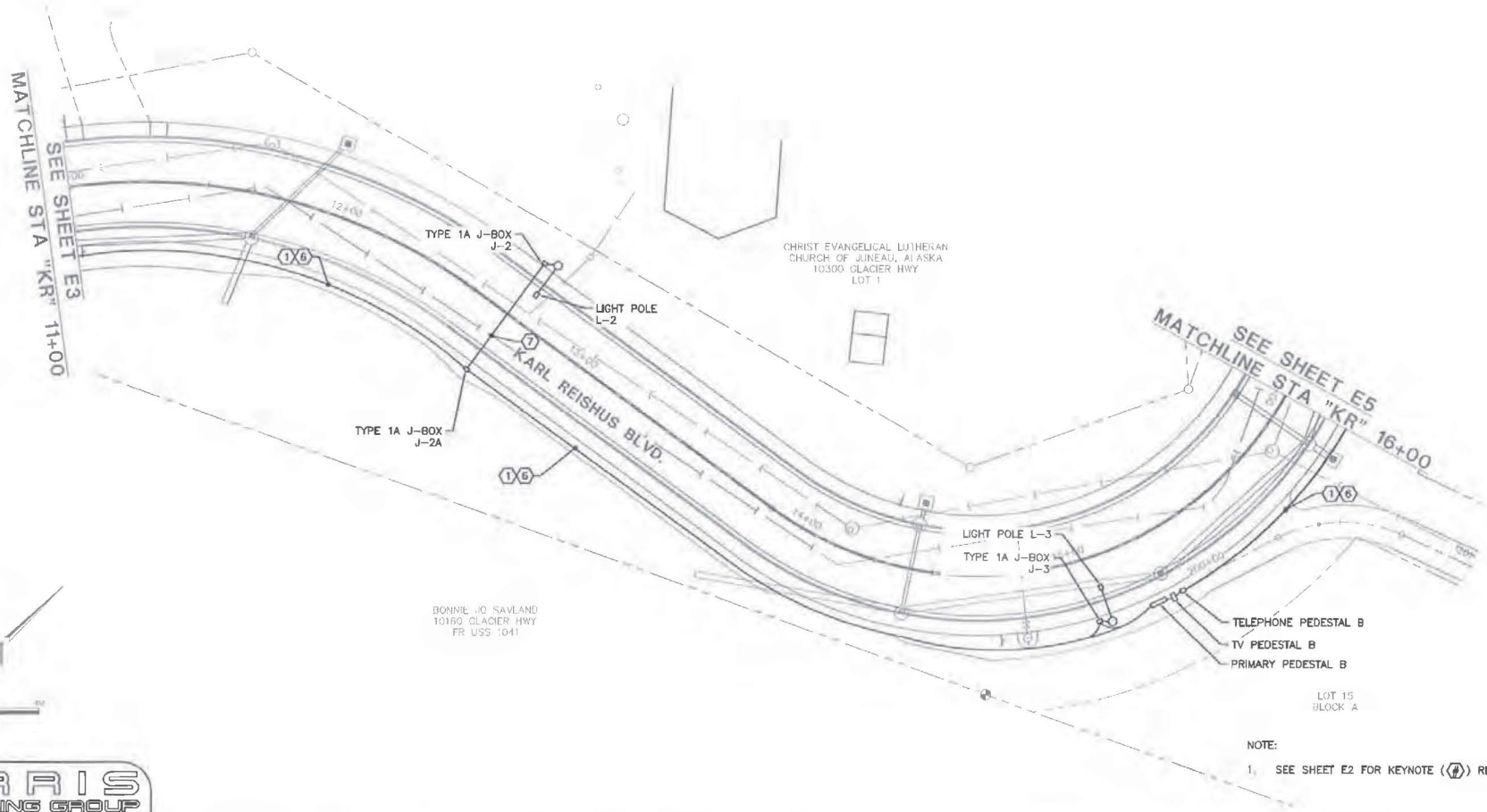
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION, PHASE 1
CBJ CONTRACT No. BE18-025

ELECTRICAL PLAN - GLACIER HIGHWAY TO STA "KR" 11+00

SHEET NO.
E3 of E22

Attachment D - Design Excerpt



NOTE:

1. SEE SHEET E2 FOR KEYNOTE (#) REFERENCES.

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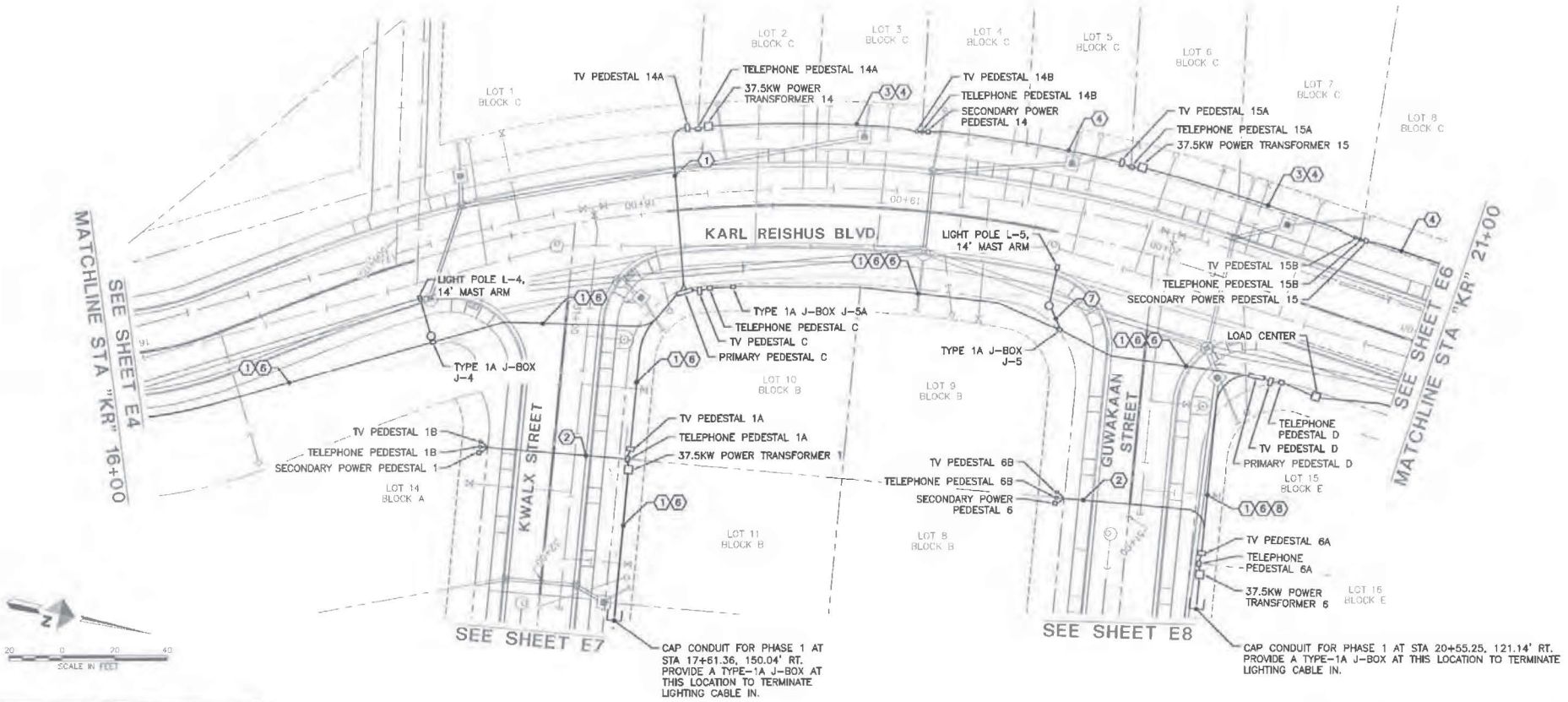
ELECTRICAL PLAN - STA "KR" 11+00 TO STA "KR" 16+00

SHEET NO. E4 of E22

Attachment D - Design Excerpt



NOTES:

1. SEE SHEET E2 FOR KEYNOTE (#) REFERENCES.
2. ROUTE 3 NO. 10 FOR PHOTOCELL BETWEEN LOAD CENTER AND LIGHT POLE L-5.

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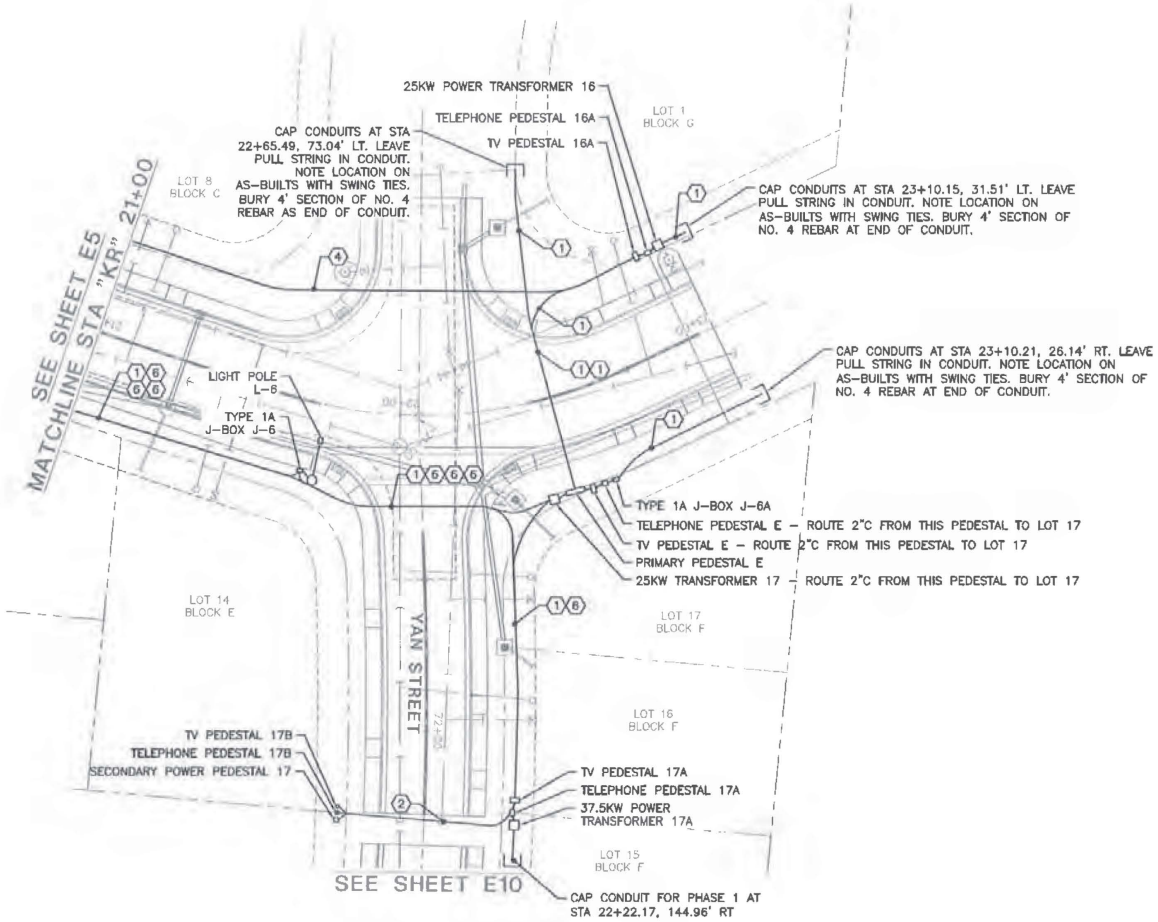
CBJ CONTRACT No. BE18-025

ELECTRICAL PLAN - STA "KR" 16+00 TO STA "KR" 21+00
KWALX STREET & GUWAKAAN STREET

SHEET NO. E5 of E22

Attachment D - Design Excerpt



NOTE:

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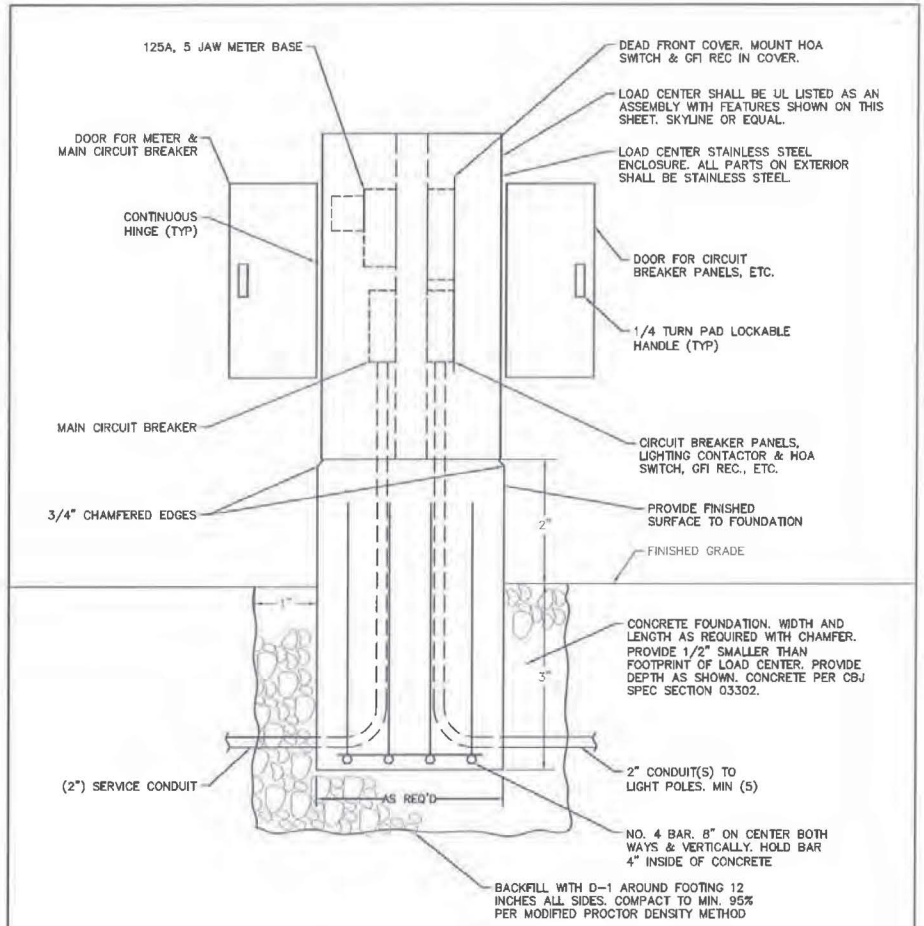
ELECTRICAL PLAN - STA "KR" 21+00
EOP & YAN STREET

SHEET NO. E6 of E22

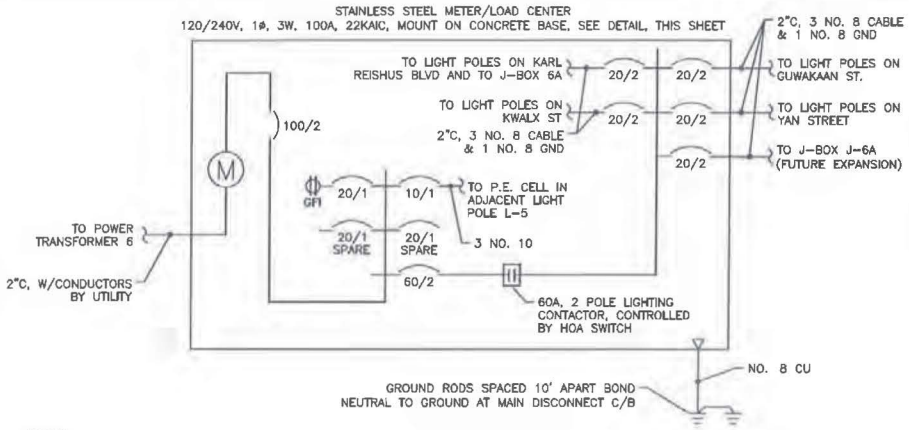
Attachment D - Design Excerpt



NOTE:

ORIENT THE LOAD CENTER SO THAT THE DOORS OF THE LOAD CENTER FACE ALONG, NOT ACROSS THE STREET.

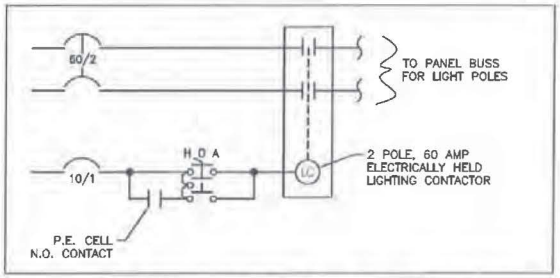
① LIGHTING LOAD CENTER ELEVATION
NO SCALE



NOTES:

1. THE LIGHTING CONTACTOR SHALL BE CONTROLLED BY THE P.E. CELL WHEN THE HOA SWITCH IS IN THE AUTOMATIC POSITION.
2. A STATE OF ALASKA DOT/PF STANDARD LOAD CENTER FOR HIGHWAY ILLUMINATION MAY BE SUBSTITUTED FOR THE LOAD CENTER SHOWN. COMPLY WITH THE ELECTRICAL REQUIREMENTS SHOWN.
3. INSTALL GROUNDING HUBS, THIRD PARTY CERTIFIED FOR WET LOCATIONS (MYERS TYPE), WHEN ATTACHING CONDUITS TO THE LOAD CENTER ENCLOSURE.
4. LABEL ALL CIRCUIT BREAKERS AS TO FUNCTION AND POSITION. LABEL THE SELECTOR SWITCH "LIGHTING" AND ITS POSITIONS "ON-OFF-AUTO".
5. STORE A SCHEMATIC DIAGRAM, A CIRCUIT DIRECTORY, AND A MATERIALS LIST THAT INCLUDES THE MANUFACTURER'S NAME AND PART/CATALOG NUMBERS, ALL LAMINATED IN PLASTIC, IN A METAL POCKET ATTACHED TO THE INSIDE OF THE LOAD CENTER. INSTALL THE POCKET ON THE LOAD CENTER DOOR AND PROVIDE DRAIN HOLES IN THE LOAD CENTER TO PREVENT WATER ACCUMULATION.
6. PROVIDE ALL CIRCUIT BREAKERS SHOWN. PULL CONDUCTORS FROM CIRCUIT BREAKERS TO TERMINATION POINT (TYPE 1A JUNCTION BOX OR LIGHT POLE) FOR EACH CIRCUIT.

② SINGLE LINE DIAGRAM - LTG LOAD CENTER
NO SCALE



③ HOA SWITCH CONTROL SCHEMATIC
NO SCALE

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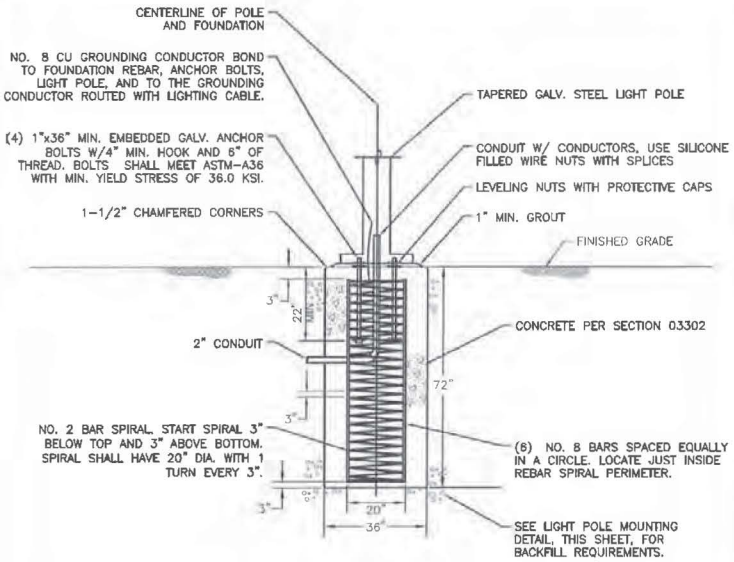
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION, PHASE 1
CBJ CONTRACT No. BE18-025

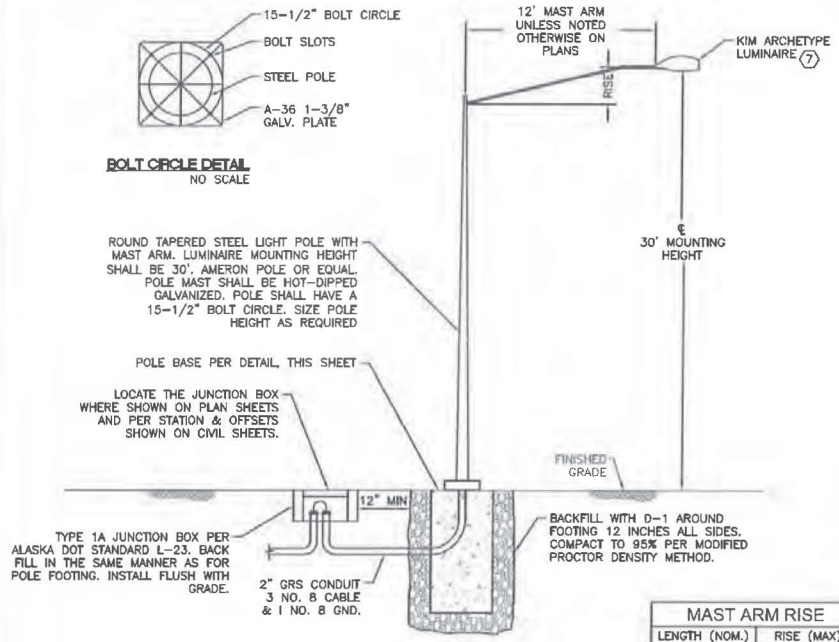
LOAD CENTER DETAILS

SHEET NO. E12 of E22

Attachment D - Design Excerpt



① LIGHT POLE BASE DETAIL
NO SCALE



MAST ARM RISE

LENGTH (NOM.)	RISE (MAX)
10'-0"	2'-6"
12'-0"	3'-0"
15'-0"	4'-0"

NOTES:

1. ALL SPLICES SHALL BE IN BASE OF POLE.
2. PROVIDE GROUNDING BUSHINGS ON CONDUIT. BOND GROUNDING CONDUCTOR ROUTED WITH LIGHTING CABLE TO GROUNDING BUSHINGS AND STEEL COVER, AND ROUTE TO LIGHT POLE BASE.
3. PROVIDE DOUBLE FUSED CONNECTOR KITS IN BASE OF POLE. SEC NO. 1791-DF OR EQUAL. THE FUSES SHALL BE BUSS KTK-5 FAST ACTING DUAL FERRULE TYPE OR APPROVED EQUAL.
4. LOCATE THE LIGHT POLES AND JUNCTION BOXES WHERE SHOWN ON TABLES ON SHEET E22. ROUTE CONDUIT AS SHOWN.
5. SIZE POLE WITH LUMINAIRE FOR 90 MPH SUSTAINED WINDS WITH GUSTS TO 110 MPH, EXPOSURE B (IBC 2003).
6. PROVIDE A PE CELL AT TOP OF POLE L-5.

(7) KIM ARCHETYPE TYPE II DISTRIBUTION WITH HOUSE SIDE SHIELD. 80 LED LAMPS, 188W, WITH ELECTRONIC DRIVER, FULL UPLIGHT CUTOFF, 3000K, WHITE, MINIMUM 12,000 INITIAL LUMENS, 240V, SLIP FITTER MOUNT, TERMINAL BLOCKS INSIDE LUMINAIRE AND PHOTOCELL RECEPTACLE (NEMA) ON L-5 ONLY.

② LIGHT POLE MOUNTING DETAIL
NO SCALE

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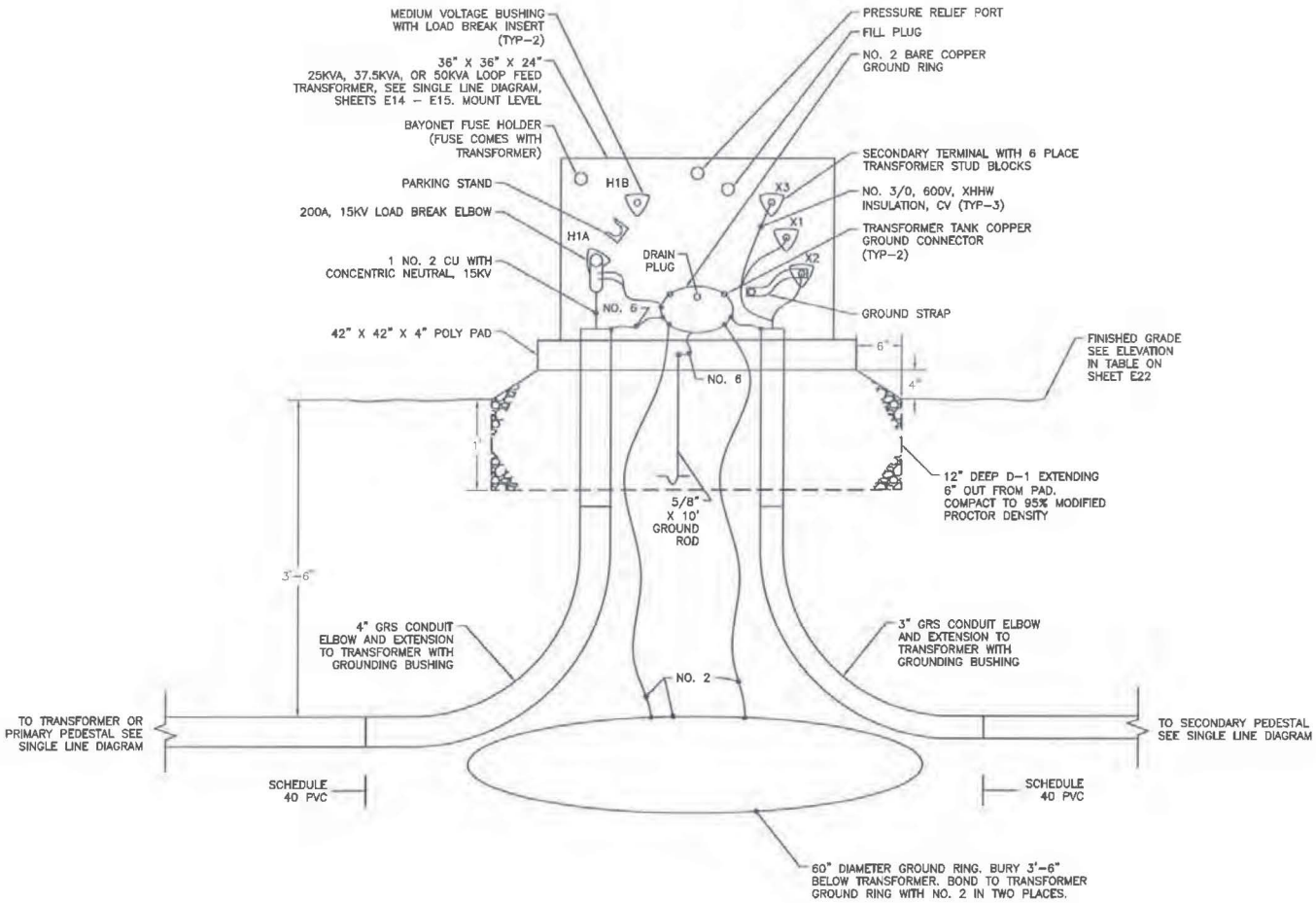
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION, PHASE 1
CBJ CONTRACT No. BE18-025

LIGHT POLE DETAILS

SHEET NO. E13 of E22

Attachment D - Design Excerpt



NOTES:

1. THE PRIMARY FEEDER FOR H1B IS NOT SHOWN FOR CLARITY. PROVIDE IN SAME MANNER AS FEEDER SHOWN WHEN TRANSFORMER IS LOOP FED.
2. GROUND RINGS SHALL BE NO. 2 BARE COPPER. USE BURNDY IRREVERSIBLE GROUNDING CONNECTORS TO CONNECT TO GROUND RING. FARGO CONNECTORS ARE ACCEPTABLE TO CONNECT GROUNDS FROM LOAD BREAK ELBOWS.
3. PLACE POLY PAD ON 12" OF D1 UNDER PAD AND OUT 6" AROUND ALL SIDES. COMPACT TO 95% MODIFIED PROCTOR DENSITY. SLOPE D1 AWAY FROM TRANSFORMER AT 66%.
4. GROUND THE LOAD BREAK ELBOWS, THE CONCENTRIC NEUTRAL ON THE PRIMARY, AND THE SECONDARY NEUTRAL TO THE GROUND RING. BOND THE GROUND RING TO A GROUND ROD AND A BURIED GROUND RING AS SHOWN.
5. PROVIDE SUFFICIENT SLACK IN PRIMARY CABLES TO REMOVE LOAD BREAK ELBOW AND SET IT IN PARKING STAND.
6. USE MATERIAL FROM ALE&P ONLY, THIS INCLUDES THE PAD, TRANSFORMER, ELBOWS, STUD BLOCKS, AND CONDUCTORS.
7. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM ALE&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.
8. ROUTE A NO. 6 GROUND TO EACH ADJACENT TELEPHONE AND TV PEDESTAL FROM TRANSFORMER. STUB UP NEXT TO TELEPHONE OR TV PEDESTAL CONDUIT.

1 SINGLE PHASE TRANSFORMER MOUNTING DETAIL

2" 4" 8" 16"

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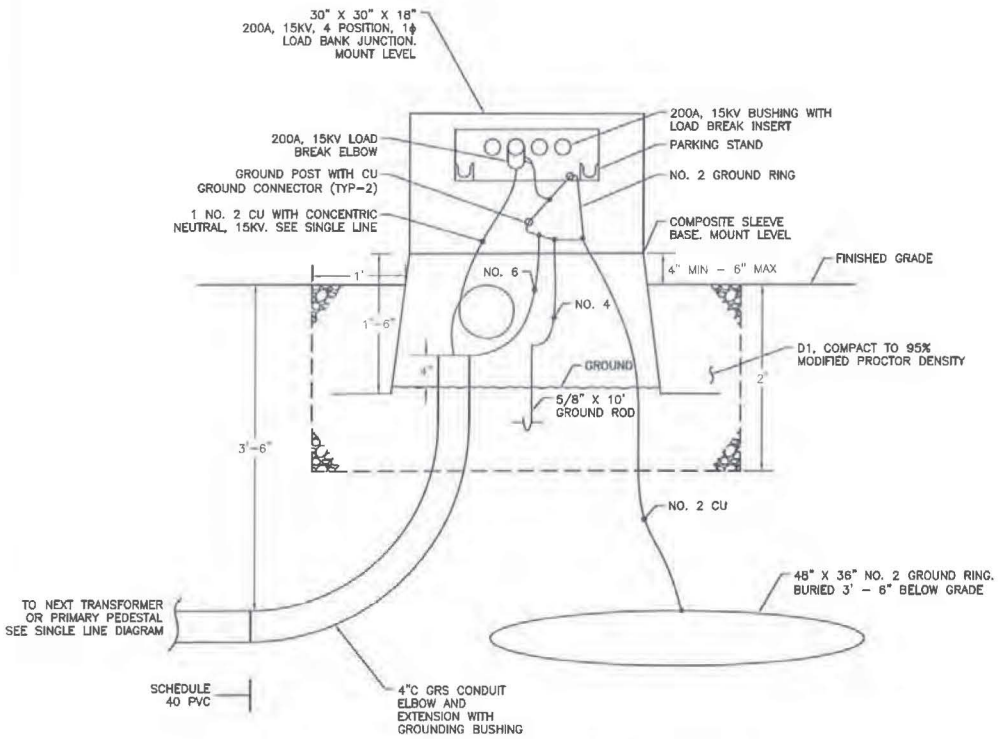
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION, PHASE 1
CBJ CONTRACT No. BE18-025

SINGLE PHASE TRANSFORMER MOUNTING DETAIL (FOR COORDINATION ONLY)

SHEET NO. E18 of E22

Attachment D - Design Excerpt



NOTES:

1. ONLY ONE FEEDER IS SHOWN FOR CLARITY. SEE SINGLE LINE DIAGRAM FOR SIZE AND QUANITITY OF FEEDERS.
2. GROUND RINGS SHALL BE NO. 2 BARE COPPER. USE BURNDY IRREVERSIBLE GROUNDING CONNECTORS TO CONNECT TO GROUND RING. FARGO CONNECTORS ARE ACCEPTABLE TO CONNECT GROUNDS FROM LOAD BREAK ELBOWS.
3. PLACE BASE IN 24" DEEP D1 EXTENDING 12" ALL SIDES. COMPACT TO 95% MPD.
4. GROUND THE LOAD BREAK JUNCTION AND CONCENTRIC NEUTRAL TO THE GROUND RING. BOND THE GROUND RING TO A GROUND ROD AND THE BURIED GROUND RING AS SHOWN.
5. LOOP PRIMARY CABLES IN BASE.
6. USE MATERIAL FROM AEL&P ONLY. THIS INCLUDES THE LOAD BREAK JUNCTION, SLEEVE BASE, LOAD BREAK ELBOWS, CABLE AND CONDUCTORS, AND GROUND ROD.
7. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.

1 SINGLE PHASE PRIMARY PEDESTAL DETAIL

2" 4" 8" 16"

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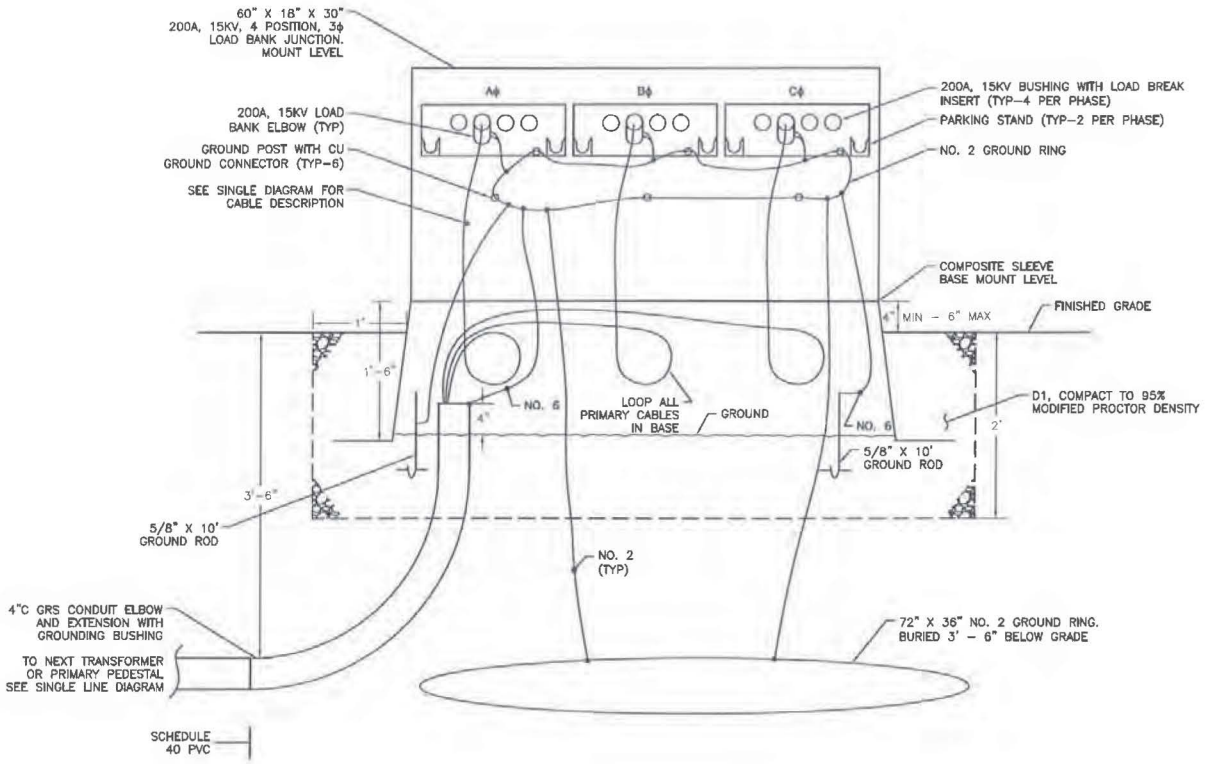
PEDERSON HILL
SUBDIVISION, PHASE 1
CBJ CONTRACT No. BE18-025

SINGLE PHASE PRIMARY
PEDESTAL DETAIL
(FOR COORDINATION ONLY)

SHEET NO.
E19
of
E22

Attachment D - Design Excerpt



NOTES:

1. ONLY ONE FEEDER IS SHOWN FOR CLARITY. SEE SINGLE LINE DIAGRAM FOR SIZE AND QUANTITY OF FEEDERS.
2. GROUND RINGS SHALL BE NO. 2 BARE COPPER. USE BURNDY IRREVERSIBLE GROUNDING CONNECTORS TO CONNECT TO GROUND RING. FARGO CONNECTORS ARE ACCEPTABLE TO CONNECT GROUNDS FROM LOAD BREAK ELBOWS.
3. PLACE BASE IN 24" DEEP D1 EXTENDING 12" ALL SIDES. COMPACT TO 95% MODIFIED PROCTOR DENSITY.
4. GROUND THE LOAD BREAK ELBOWS, ANY CONCENTRIC NEUTRAL ON THE PRIMARY, AND THE 600V NEUTRALS TO THE GROUND RING. BOND THE GROUND RING TO TWO GROUND RODS AND A BURIED GROUND RING AS SHOWN.
5. LOOP PRIMARY CABLES IN BASE.
6. USE MATERIAL FROM ALE&P ONLY, THIS INCLUDES LOAD BREAK JUNCTION, COMPOSITE SLEEVE BASE, LOAD BREAK ELBOWS, CONDUCTORS, CABLES, AND GROUND RODS.
7. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM ALE&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.

1 PRIMARY PEDESTAL INSTALLATION DETAIL

2" 4" 8" 16"

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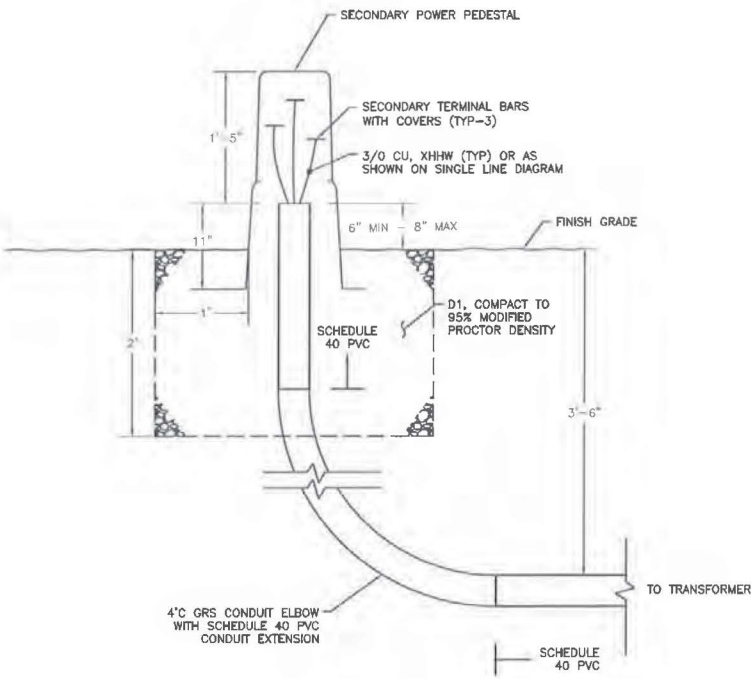
PRIMARY PEDESTAL INSTALLATION DETAIL
(FOR COORDINATION ONLY)

SHEET NO.
E20 of E22

Attachment D - Design Excerpt



NOTES:

1. OBTAIN ALL PARTS FROM AEL&P. THAT INCLUDES PEDESTAL, TERMINAL BARS WITH COVERS, AND CONDUCTORS.
2. TERMINATE EACH SECONDARY CONDUCTOR ON A TERMINAL BAR.
3. INSTALL PER AEL&P'S REQUIREMENTS. OBTAIN INSPECTION FROM AEL&P'S ENGINEER. MAKE CHANGES IN INSTALLATION AS DIRECTED BY AEL&P.

1 SECONDARY POWER PEDESTAL INSTALLATION DETAIL

2" 4" 8" 16"

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PEDERSON HILL SUBDIVISION, PHASE 1
CBJ CONTRACT No. BE18-025

SECONDARY POWER PEDESTAL INSTALLATION DETAIL
(FOR COORDINATION ONLY)

SHEET NO. E21 of E22

Attachment D - Design Excerpt

LIGHTING EQUIPMENT LOCATIONS			
STATION	OFFSET	ELEVATION	DESCRIPTION
10+84.05	25.00' RT	35.44	LIGHT POLE L-1
10+88.96	24.91' RT	35.54	TYPE 1A J-BOX J-1
12+68.68	24.79' RT	35.06	TYPE 1A J-BOX J-2A
12+68.69	-22.51' LT	35.17	TYPE 1A J-BOX J-2
12+73.01	-24.65 LT	35.18	LIGHT POLE L-2
15+03.91	22.99' RT	35.68	TYPE 1A J-BOX J-3
15+07.64	24.50' RT	35.84	LIGHT POLE J-3
17+09.79	31.81' RT	49.41	TYPE 1A J-BOX J-4
17+09.79	29.39' RT	49.78	LIGHT POLE L-4
18+33.65	30.56' RT	59.21	TYPE 1A J-BOX J-5A
19+61.77	30.26' RT	69.18	LIGHT POLE L-5
19+68.09	36.34' RT	68.91	TYPE 1A J-BOX J-5
21+72.50	22.45' RT	86.21	TYPE 1A J-BOX J-6
21+76.37	24.64' RT	86.06	LIGHT POLE L-6
22+59.49	31.70' RT	94.62	TYPE 1A J-BOX J-6A

UTILITY EQUIPMENT LOCATIONS (FOR COORDINATION ONLY)			
STATION	OFFSET	ELEVATION	DESCRIPTION
10+69.53	25.06' RT	35.14	PRIMARY PEDESTAL A
10+75.28	25.79' RT	35.24	TV PEDESTAL A
10+79.28	25.09' RT	35.34	TELEPHONE PEDESTAL A
15+22.60	24.48' RT	36.76	PRIMARY PEDESTAL B
15+27.39	25.28' RT	37.07	TV PEDESTAL B
15+30.75	24.76' RT	37.32	TELEPHONE PEDESTAL B
17+15.17	77.26' RT	50.62	SECONDARY POWER PEDESTAL 1
17+16.42	75.26' RT	50.58	TELEPHONE PEDESTAL 1B
17+17.27	73.39' RT	50.60	TV PEDESTAL 1B
17+80.66	96.09' RT	50.92	37.5KW POWER TRANSFORMER 1
17+80.95	92.03' RT	50.65	TELEPHONE PEDESTAL 1A
17+82.96	88.31' RT	51.05	TV PEDESTAL 1A
18+13.89	31.29' RT	57.34	PRIMARY PEDESTAL C
18+19.95	31.34' RT	57.78	TV PEDESTAL C
18+24.20	30.58' RT	58.48	TELEPHONE PEDESTAL C
18+19.78	30.99' LT	57.94	TV PEDESTAL 14A
18+23.54	30.25' LT	58.41	TELEPHONE PEDESTAL 14A
18+27.31	31.00' LT	58.50	37.5KW POWER TRANSFORMER 14
19+01.86	30.03' LT	64.43	TV PEDESTAL 14B
19+03.75	30.02' LT	64.58	TELEPHONE PEDESTAL 14B
19+05.87	30.27' LT	64.81	SECONDARY POWER PEDESTAL 14
19+84.14	96.74' RT	68.36	TV PEDESTAL 6B
19+84.54	98.72' RT	68.31	TELEPHONE PEDESTAL 6B
19+84.69	100.98' RT	68.31	POWER PEDESTAL 6
20+52.58	109.95' RT	68.02	37.5KW POWER TRANSFORMER 6

UTILITY EQUIPMENT LOCATIONS (FOR COORDINATION ONLY)			
STATION	OFFSET	ELEVATION	DESCRIPTION
20+50.92	106.24' RT	67.82	TELEPHONE PEDESTAL 6A
20+50.69	102.18 RT'	68.22	TV PEDESTAL 6A
19+76.26	30.9210'	70.27	TV PEDESTAL 15A
19+80.02	30.20' LT	70.71	TELEPHONE PEDESTAL 15A
19+83.78	31.01' LT	70.83	37.5KW POWER TRANSFORMER 15
20+48.45	31.92' RT	75.16	PRIMARY PEDESTAL D
20+54.06	32.08' RT	75.92	TV PEDESTAL D
20+58.09	30.96' RT	76.80	TELEPHONE PEDESTAL D
20+66.47	30.01' LT	77.58	TV PEDESTAL 15B
20+68.47	30.00' LT	77.74	TELEPHONE PEDESTAL 15B
20+70.72	30.25' LT	77.98	SECONDARY POWER PEDESTAL 15
20+72.13	32.00' RT	77.41	LOAD CENTER
21+92.62	131.55' RT	87.44	SECONDARY POWER PEDESTAL 17
21+92.68	129.29' RT	87.40	TELEPHONE PEDESTAL 17B
21+92.61	127.29' RT	87.42	TV PEDESTAL 17B
22+23.04	133.59' RT	87.76	37.5KW POWER TRANSFORMER 17A
22+22.95	129.51' RT	87.49	TELEPHONE PEDESTAL 17A
22+23.62	125.65' RT	87.82	TV PEDESTAL 17A
22+42.30	32.10' RT	93.19	25KW TRANSFORMER
22+48.23	31.25' RT	93.33	PRIMARY PEDESTAL E
22+53.19	30.50' RT	93.41	TV PEDESTAL E
22+56.29	31.61' RT	94.27	TELEPHONE PEDESTAL E
23+00.65	31.50' LT	98.51	25KW POWER TRANSFORMER 16
22+96.67	30.69' LT	98.12	TELEPHONE PEDESTAL 16A
22+92.65	31.31' LT	97.71	TV PEDESTAL 16A

NOTES:

1. ALL STATION AND OFFSETS ARE FROM KARL REISHUS BLVD.
2. LOCATE EQUIPMENT WHERE SHOWN. LOCATIONS ARE PROVIDED TO THE CENTER OF THE EQUIPMENT. ADJUST CONDUIT FEEDING EQUIPMENT SO IT ENTERS EQUIPMENT AT THE CORRECT LOCATIONS.
3. ELEVATIONS PROVIDED ARE THE ELEVATION TO FINISHED GRADE AT THE LOCATION GIVEN. INSTALL EQUIPMENT PER MOUNTING DETAILS.

MORRIS ENGINEERING GROUP LLC
2375 Jordan Avenue #7, Juneau, AK 99801
Phone: 907-789-3350, License: AECL1010

DOWL
5368 COMMERCIAL BOULEVARD
JUNEAU, ALASKA 99801
907-780-3533
AECL848
Consulting Engineers • Land Surveyors • Construction Administration

JOB No. J70687.01 | DRAWN BY: LDS | DESIGNED BY: MGM | CHECKED BY: MGM | DATE: JULY 2017

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

PEDERSON HILL SUBDIVISION, PHASE 1
CBJ CONTRACT No. BE18-025

STATION AND OFFSET TABLES

SHEET NO. E22 of E22

Attachment D - Design Excerpt

DECLARATION OF PUBLIC USE LOT DEED RESTRICTION

Parcel Code Number: 4B2201010101*CURRENT Parcel Number
CBJ Case No. SMF2019 0003

THIS DECLARATION OF PUBLIC USE LOT DEED RESTRICTION ("Declaration") is made by City and Borough of Juneau, ("Declarant"), whose address is 155 South Seward Street, Juneau, Alaska 99801, for itself and its successors and assigns.

WHEREAS The Declarant, is the owner in fee simple of the following real property:

> Lot 9, Phase 1A, Pederson Hill Subdivision II, within U.S. Survey No. 3873, located in the Juneau Recording District, First Judicial District, State of Alaska.

CONSISTING of 1.17 acres, more or less, (hereafter the "Property").

WHEREAS, Lot 9 is set aside specifically for habitat perseveration as a condition of approval for the Pederson Hill II, Phase 1A subdivision. Removal of vegetation is not allowed except for removal of invasive species. No fill or other building development is permitted except for trails and perimeter fencing. Trail construction shall be permitted in accordance with CBJ Title 19.12 – Excavation and Grading Code. Perimeter fencing shall be constructed using techniques that minimize soil and vegetation disturbance; and

WHEREAS, the Declarant wishes to record this Declaration to satisfy a condition of the Planning Commission's approval of Pederson Hill II, Phase 1A Subdivision Plat;

NOW THEREFORE, Declarant creates, declares and establishes the following restriction which shall run with the Property in perpetuity, and be binding on all parties having a present or future right, title or interest in said Property:

> Building development of any kind on the Property except for trails and perimeter fencing as described above, is prohibited.

For purposes of this Declaration, *"building development"* means construction of any structure having a roof supported by columns or walls and intended for the shelter, housing, or enclosure of persons, animals, processes, equipment, goods or materials, or any site work in preparation or anticipation of such construction, reconstruction, or enlargement.

IN WITNESS WHEREOF, the representative for the CBJ has hereunto set his hand and seal on this _____ day of _____, 2019.

_____
Gregory P. Chaney, CBJ Lands Manager
Declarant

CITY ACKNOWLEDGEMENT

STATE OF ALASKA)
) ss:
FIRST JUDICIAL DISTRICT)

THIS IS TO CERTIFY that on the ____ day of _____, 2019, before me, the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared **Gregory P Chaney** to me known to be the identical individual described in and who executed the foregoing instrument as the LANDS MANAGER of the CITY AND BOROUGH OF JUNEAU, ALASKA, a municipal corporation which executed the above and foregoing instrument; who on oath stated that he was duly authorized to execute said instrument on behalf of said corporation; who acknowledged to me that he signed the same freely and voluntarily on behalf of said corporation for the uses and purposes therein mentioned.

WITNESS my hand and official seal the day and year in the certificate first above written.

_____
Notary Public for the State of Alaska

(Seal)

My Commission Expires:

_____

When recorded, return to:
City and Borough of Juneau
Community Development Dept.
155 South Seward Street
Juneau, Alaska 99801

THE STATE of ALASKA
GOVERNOR BILL WALKER

Department of Fish and Game
DIVISION OF WILDLIFE CONSERVATION
Southeast Region

802 3rd Street
P.O. Box 110024
Juneau, Alaska 99811-0024
Main: 907.465.4265
Fax: 907.465.4272

June 27, 2017

Ms. Beth McKibben
Planning Manager
City and Borough of Juneau
230 S. Franklin St.
Juneau, AK 99801

Ms. McKibben:

Thank you for considering our comments on Phase 1 of the Pederson Hill Subdivision. During public testimony at a February 28, 2017 meeting of the Juneau Assembly the ADF&G, Division of Wildlife Conservation (DWC) learned that the City and Borough of Juneau (CBJ) had already received ADF&G's comments on the project. However, through an oversight the ADF&G, Division of Habitat submitted those comments without first soliciting input from DWC. Regardless of where the Phase I development is in the approval process, DWC believes the project, future residents, and area wildlife can still benefit from our comments.

Currently, Pederson Hill and adjacent undeveloped lands provide habitat for a variety of wildlife including deer, black bears, wolves, coyotes, and recently moose. With this project CBJ proposes to develop 86 units of high-density affordable housing on the south side of Pederson Hill. Although the Phase 1 footprint is relatively small, about 20 acres, as designed, the development will block the most direct, and therefore most used wildlife travel corridor from Montana Creek to the Mendenhall Peninsula, Mendenhall Wetlands, and Douglas Island. We know this is a heavily used corridor from animal sign in the area, road kills (deer, bears, wolf), and movements of one radio-collared bear.

Even with the development wildlife will continue to use this area as a travel corridor bringing animals, primarily bears, into contact and perhaps conflict with future residents. Both CBJ and DWC resources are already overburdened responding to the current level of wildlife-human conflicts, so we believe steps should be taken in design of this and any new subdivision to minimize the potential for new conflicts before any houses are built. Increased traffic resulting from the subdivision will also likely lead to more vehicle-wildlife collisions. We offer the following ideas for minimizing effects on wildlife and the potential for conflicts between future residents of the subdivision and wildlife.

To mitigate wildlife conflicts and allow the area to continue functioning as a wildlife corridor between Douglas Island and the mainland we recommend that; 1) builders be required to include bear-proof trash structures sized to accommodate the larger trash and recycling cans with each house built: 2) design of the subdivision be altered to provide a dedicated forested wildlife travel corridor (~100 yards wide) on CBJ land; and 3) wildlife crossing signs be installed on both Glacier Highway and the Backloop road in areas of known crossings and vehicle collisions.

Thanks again for considering our comments. I am available to work with CBJ staff in the design of wildlife corridors and placement of wildlife crossing signs.

Stephanie K. Sell
Wildlife Biologist III
Alaska Department of Fish and Game
Division of Wildlife Conservation
P. O .Box 110024
Juneau, AK 99811-0024
907-465-4266 office
stephanie.sell@alaska.gov

cc: Jackie Timothy, ADF&G, Div. of Habitat, Juneau
Holly Zafian, ADF&G, Div. of Habitat, Anchorage
Tom Schumacher, ADF&G, Div. of Wildlife Conservation, Juneau
Greg Chaney, CBJ, Lands Manager

From: Schumacher, Tom V (DFG) [mailto:tom.schumacher@alaska.gov]
Sent: Thursday, June 29, 2017 11:29 AM
To: Greg Chaney
Cc: Beth McKibben; Sell, Stephanie K (DFG); Scott, Ryan (DFG); Timothy, Jackie L (DFG)
Subject: RE: ADF&G, DWC Comments - Pederson Hill

Hi Greg,

Thanks very much for your reply. I don't think Stephanie Sell (or any of us) was aware that CBJ had considered wildlife travel corridors when planning this subdivision, so thank you for pointing those out.

Also, for the record, the original comment letter mistakenly indicated that ADF&G, Habitat Division coordinated our agency's review of this subdivision when they were only contributors to that process. The attached version corrects that error, but is otherwise identical.

Tom

From: Greg Chaney [mailto:Greg.Chaney@juneau.org]
Sent: Wednesday, June 28, 2017 9:58 AM
To: Beth McKibben; Rob Steedle; Schumacher, Tom V (DFG)
Cc: Dan Bleidorn; Rachel Friedlander
Subject: FW: ADF&G, DWC Comments - Pederson Hill

Hi Tom, Beth and Rob,

Below is a rough diagram showing CBJ land currently available for wildlife to travel from the Mendenhall Peninsula to the Montana Creek area. I look forward to the opportunity to discuss the extensive effort that CBJ has made to accommodate wildlife migration in this region. The corridors shown on the diagram below represent areas that are being managed as natural areas on CBJ property. The proposed subdivision is outlined in red.

Corridor #1 is the primary area established for this purpose. It is approximately 1,100 feet wide on the Pederson Hill Subdivision side of Glacier Highway.

Corridor #2 is also set aside as a natural area. North of Glacier Highway, CBJ has set aside a park along the Mendenhall River that provides access to the Montana Creek area. This area is roughly 600 feet wide at its narrowest point. However south of Glacier Highway is an active industrial area that is not owned by CBJ so this would be less desirable than Corridor #1.

Corridor #3 is near the proposed subdivision but is the least desirable because south of Glacier Highway is a network of industrial and residential private property. CBJ does not have any land holdings in this area so we are unable to provide for wildlife in this region. North of Glacier Highway is also lined with private property. The proposed subdivision is shown in red. The western edge of the subdivision will include a natural area park that could be used for wildlife migration if they are able to negotiate the private property separating the proposed subdivision from the Mendenhall Peninsula. This park will be about 200 feet wide.

I support regulations that would protect wildlife from garbage but I think it would be most appropriate and effective to enact rules borough wide rather than create special rules that only apply to this development.

Thank you for the opportunity to comment on this important topic. Please let me know if you have additional questions, comments or concerns.

- Greg Chaney

1
2
3
CBJ Land Available for Wildlife Corridors

From: Schumacher, Tom V (DFG) [mailto:tom.schumacher@alaska.gov]
Sent: Tuesday, June 27, 2017 4:33 PM
To: Beth McKibben
Cc: Greg Chaney; Zafian, Holly K (DFG); Timothy, Jackie L (DFG); Scott, Ryan (DFG); Sell, Stephanie K (DFG)
Subject: ADF&G, DWC Comments - Pederson Hill

Dear Ms. McKibben,

The ADF&G, Division of Wildlife Conservation Juneau Area Management Biologist, Stephanie Sell, asked that I provide you with her comments on Phase 1 of the Pederson Hill Subdivision project. The attached letter explains why these comments were not submitted earlier. Ms. Sell is in the field this week and will not return to the office until after the 4th of July. Thank you for considering these comments.

Tom Schumacher
Regional Management Coordinator
Alaska Department of Fish and Game
Division of Wildlife Conservation
P. O. Box 110024
Juneau, AK 99811-0024
(907) 465-4267

MINUTES
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
October 10, 2017

I. ROLL CALL

Ben Haight, Chairman, called the regular meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:03 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Vice Chairman; Michael LeVine, Nathaniel Dye, Dan Miller, Dan Hickok, Kirsten Shelton

Commissioners absent: Percy Frisby, Carl Greene

Staff present: Rob Steedle, CDD Director; Laura Boyce, Senior Planner; Jill Maclean, Senior Planner; Greg Chaney, Lands and Resources Manager; Dan Bleidorn, Deputy Lands and Resources Manager; Rachel Friedlander, Lands and Resources Specialist; Robert Palmer, Assistant Municipal Attorney

Assembly members: Debbie White

II. APPROVAL OF MINUTES

September 12, 2017 Draft Minutes - Regular Planning Commission Minutes

MOTION: *by Mr. LeVine, to approve the September 12, 2017, regular Planning Commission meeting minutes with any minor modifications by Commission member or staff.*

The motion was approved with no objection.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None

IV. PLANNING COMMISSION LIAISON REPORT

Assembly Liaison to the Planning Commission Debbie White thanked the Commission for its hard work and service to the community. She said it is one of the most hard working boards serving the community of Juneau under the Assembly.

V. RECONSIDERATION OF THE FOLLOWING ITEMS - None

VI. CONSENT AGENDA - None

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

SMP2017 0001: A Modification to the Pederson Hill Subdivision Preliminary Plat
Applicant: City and Borough of Juneau
Location: Pederson Hill

Staff Recommendation

Staff recommends that the Planning Commission adopt the Director's analysis and findings and approve the modification to the preliminary plat for Pederson Hill Subdivision. This approval would allow the applicant to submit the final plat application.

Ms. Maclean told the Commission this item is before them again in order to divide the project into three phases; 1A, 1B, and 1C. This way, she explained, the project it is more financially viable for the City. Alternate access would be through the Christ Evangelical Church parking lot, rather than using the equestrian trail as previously intended, she said.

For this development, the lighting plan has been submitted and the fish passage issue has been addressed, said Ms. Maclean. She said there have been no comments received by the Habitat Division of Fish and Game, with a few comments received by the Wildlife Division.

In addition, there have been two comments received from property abutters, said Ms. Maclean. Those comments include the opinion that it would be better for the City to proceed with this project in stages, and concern was expressed about the intersection of Karl Reishus Boulevard and Meadow Lane, she noted. Residents on Frank Maier Drive have requested that as few trees as possible be cut on the southernmost lot which borders the equestrian trail.

The Alaska Department of Fish and Game Wildlife Division has suggested that the development implement bear-proof trash cans, to help mitigate unwanted interactions between bears and humans in this area.

Almost all of the 11 conditions for the project have been met, except for Condition 7, which states that prior to recording the plat, the applicant place a permanent, protected status on Phase 1A Lot 9, and Phase 1B Lot 7.

Applicant (CBJ Lands Division)
Mr. Chaney told the Commission that they have planned for wildlife corridors, but that they can't cover the land the City does not own. He added that the numbering of lots has changed. They propose this development be implemented in three stages to make this as cost effective as possible for the City, said Mr. Chaney. He added that Phase 1 will be the "bones" of the project, in which sewer, water and cable will be brought in.

Emergency vehicles can use the Evangelical Church road if needed in an emergency. There is a hammerhead turnaround constructed in Phase 1, so emergency vehicles can turn around. They have created a loop through the development, so there will be no dead-end road in both phases, said Mr. Chaney.

There are 86 residential lots not including Lot 19, said Mr. Chaney. They do not intend on making Lot 19 available for residential use for some time, he added. Lot 1 will be one of the last lots to be developed, because it is in Phase 3 and is very large, he added. They do have the intention that Lot 1 eventually be developed, said Mr. Chaney.

Commission Comments and Questions
Mr. Voelckers asked Mr. Chaney if he could elaborate more on Lot 19, since it has a private lot next to it on the south side.

Mr. Chaney replied that it will be difficult for the subdivision to be viewed from that private lot due to the line of trees.

Mr. Dye asked if lots six – eight have a street-side setback or a standard setback.

Ms. Maclean responded that those lots will have an alley setback.

MOTION: *by Mr. LeVine, to approve staff's findings, analysis and recommendations and approve SMP2017 0001*

The motion passed with no objection.

X. BOARD OF ADJUSTMENT - None

XI. OTHER BUSINESS - None

XII. DIRECTOR'S REPORT

Commission members Miller, Hickok and Greene will be travelling to Anchorage for the state-wide planning meeting, said Mr. Steedle.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

Mr. Voelckers reported that the Rules Committee is working on coming up with amended rules for Commission meetings. They want to make sure that materials the Commission is to review are ready a week prior to the meetings, said Mr. Voelckers. He said in consultation with the Municipal Assistant Attorney, that they may find it most expedient to start fresh and identify a cleaner model from which to fabricate the rules. He said early November would be the earliest they could bring this before the Commission.

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS

Mr. Voelckers asked when variances will be back before the Commission for review..

Mr. Steedle said they hope to have it before the Commission in November for a public hearing.

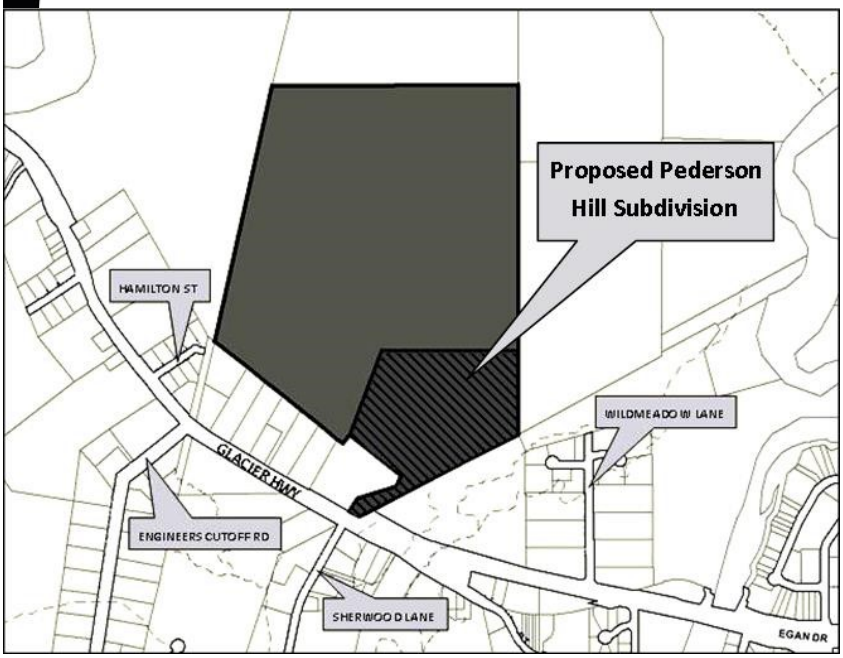
XV. ADJOURNMENT

The meeting was adjourned at 7:39 p.m.

Invitation to Comment

On a proposal to be heard by the CBJ Planning Commission

Your Community, Your Voice



CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
COMMUNITY DEVELOPMENT
155 S. Seward Street Juneau, Alaska 99801

TO:

An application has been submitted for consideration and public hearing by the Planning Commission for a **review of a final plat** for **Pederson Hill Subdivision Phase 1A** resulting in 17 residential lots and 1 public use lot for habitat preservation.

TIMELINE

Staff Report expected to be posted **Monday, July 1, 2019,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Also find case application, hearing results, meeting minutes, etc. here.

Now through June 17, 2019	June 18 through 12 noon, July 5, 2019	HEARING DATE & TIME 7:00 pm, July 9, 2019	July 10
Comments received during this period will be sent to the Planner, **Allison Eddins,** to be included in the staff report.	Comments received during this period will be sent directly to Commissioners to read over the weekend in preparation for the hearing.	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.	The results of the hearing will be posted online.

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

Printed June 7, 2019

Case No.: SMF2019 0003
Parcel No.: 4B2201010101
CBJ Parcel Viewer: http://epv.juneau.org

SMF2019–0003 Final Plat for Pederson Hill Subdivision Phase 1A

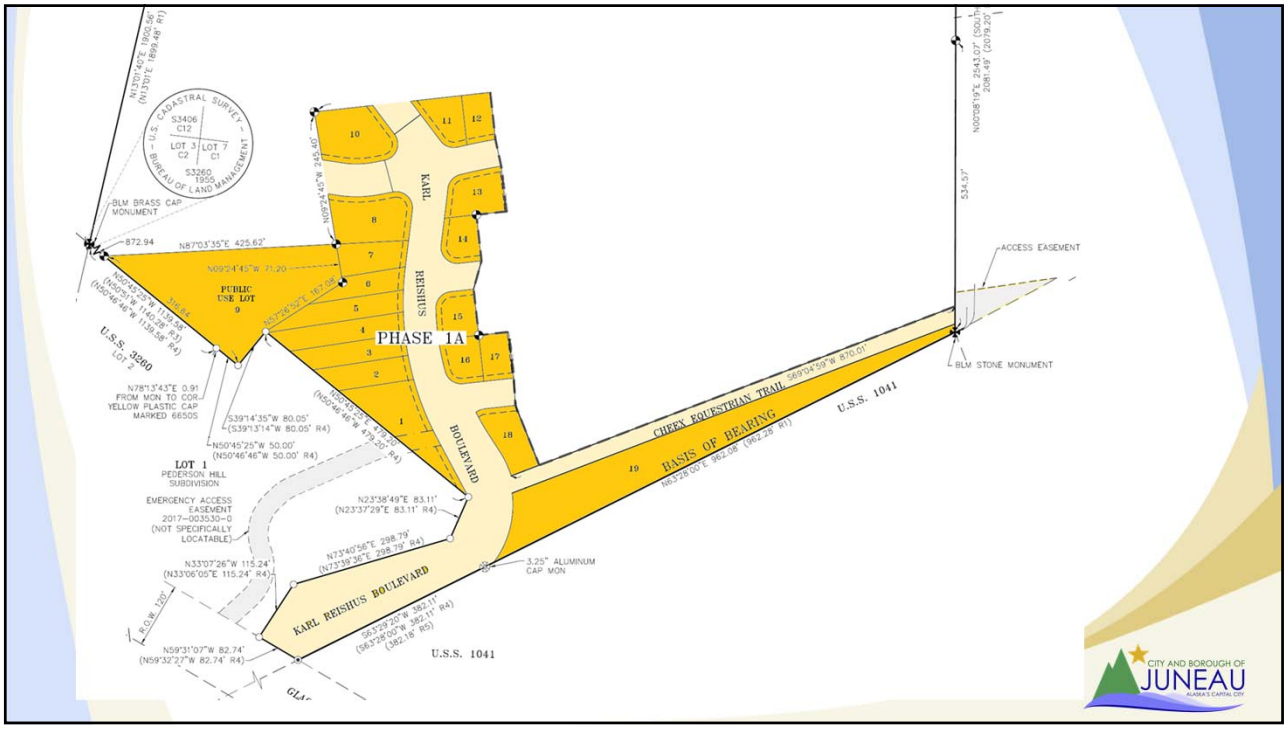
Planning Commission Hearing
July 9, 2019

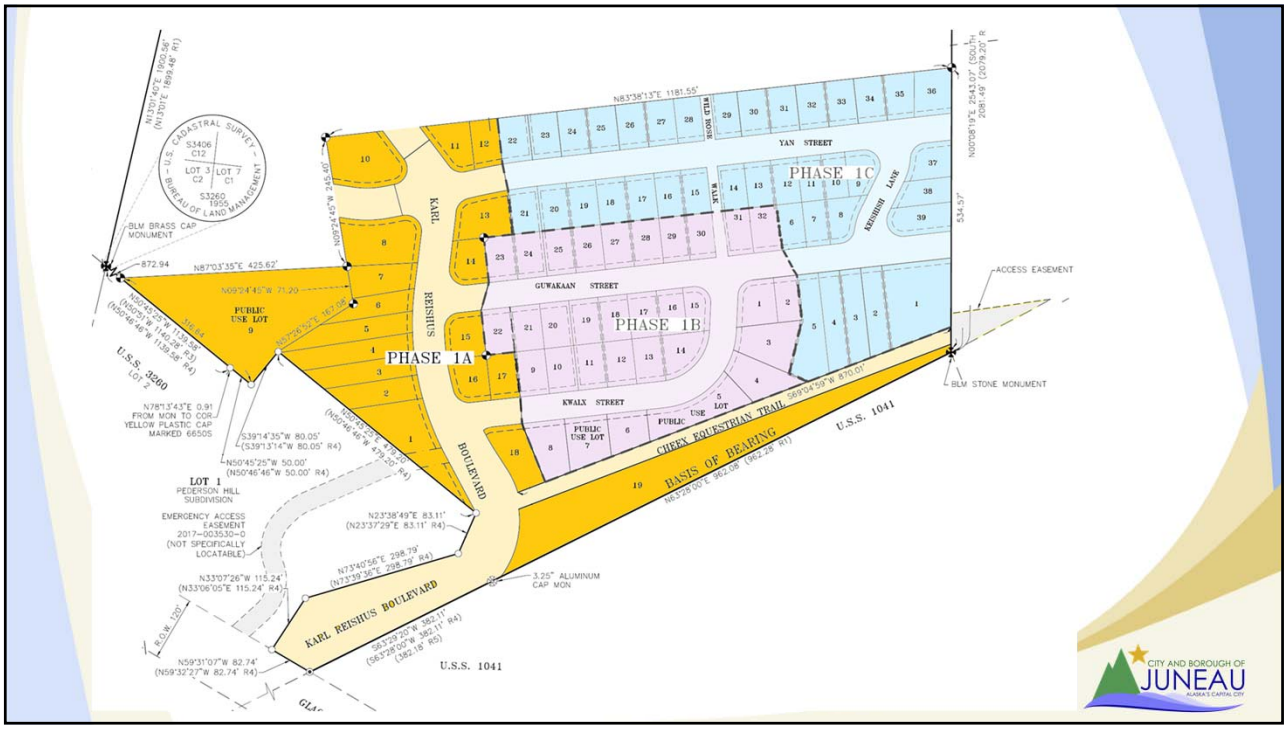
Property Information

Applicant/Property Owner:	CBJ
Site Location:	Pederson Hill Lot 2
Site Size:	Approximately 120 acres
Project Size:	Approximately 6 acres
Comprehensive Plan Land Use Designation:	Medium Density Residential (MDR)
Zoning:	D-10SF
Access:	Glacier Highway / Karl Reishus Boulevard (new CBJ right-of-way)
Utilities:	CBJ water and sewer

Proposal

Final Plat for Pederson Hill Subdivision II Phase 1A for 17 residential lots and one public use lot for habitat preservation.





Background

- The Planning Commission approved with conditions the preliminary plat for Pederson Hill Subdivision Phase I (SMP2016-02) on February 28, 2017.

- On October 10, 2017, the Planning Commission approved a modification to Phase I that would split the subdivision into phases – 1A, 1B & 1C (SMP2017-01). No new conditions were added.

Conditions from SMP16-02 and their status

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).**(This condition has been met.)**

2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control.* **(This condition has been met.)**

3. Prior to Construction Plan approval, the applicant shall submit an updated lot closure report. **(This condition has been met.)**

Cont.

4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets. **(This condition has been met.)**

5. Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as shown below. [Note: This is in reference to Condition 6.] **(This condition has been met.)**

Cont.

6. Prior to Final Plat approval, the applicant shall submit a draft plat with the following plat notes on the subdivision plat:

a. Plat Note: "Right-of-way access for Lots 1-7 Block C (modified on Phase 1A Lots 2-7) shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot." **(This condition has been met.)**

b. Plat Note: "Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard." **(This condition has been met.)**

Cont.

c. Plat Note: "Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the US Army Corps of Engineers (COE). Consult COE for more information." **(This condition has been met.)**

d. Plat Note: "Lots 10 & 12 Block A and Lot 9 Block C (modified to Phase 1A Lot 9 and Phase 1B Lots 5, 7) shall be Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply. **(This condition has been met.)**

Cont.

7. Prior to Plat recording, the applicant shall submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C (modified to Phase 1A Lot 9 and Phase 1B Lot 7) in accordance with 49.15.422. **(This condition has been met.)**

8. Prior to Construction Plan approval, the applicant shall submit a design showing a drainage infrastructure that would allow fish passage through the equestrian trail east of Karl Reishus Boulevard. **(This condition has been met.)**

Cont.

9. Prior to Construction Plan approval, the applicant shall submit a design showing a minimum 10-foot wide walking surface within the Wild Rose Walk ROW per 49.35.610(a). **(This condition has been met.)**

10. Prior to Construction Plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards. **(This condition has been met.)**

11. Prior to Construction Plan approval, the applicant shall submit documentation ensuring compliance with section D107.1 of the International Fire Code. **(This condition has been met.)**

Agency Review

- Capital City Fire & Rescue
- Alaska Department of Fish & Game Wildlife and Habitat Divisions
- Alaska Department of Environmental Conservation

Recommendation

Staff recommends that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Final Plat with the following condition. The permit would allow Final Plat Approval for Pederson Hill Subdivision Phase 1A.

1.Prior to plat recording, all public improvements must be accepted for maintenance by CBJ.

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: July 10, 2019
File No.: SMF2019 0003

City & Borough of Juneau
ATTN: Greg Chaney
155 S Seward Street
Juneau, AK 99801

Proposal:	Final Plat for Pederson Hill Subdivision II Phase 1A for 17 residential lots and one public use lot for habitat preservation
Property Address:	Glacier Highway
Legal Description:	Pederson Hill Lot 2
Parcel Code No.:	4B2201010101
Hearing Date:	July 9, 2019

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached staff report dated June 26, 2019 and **approved** the final plat to be recorded as described in the project description and preliminary plat submitted with the application and with the following condition:

1. Prior to plat recording, all public improvements must be accepted for maintenance by CBJ.

Attachment: June 26, 2019 staff report from Allison Eddins, Community Development, to the CBJ Planning Commission regarding SMF2019 0003.

This Notice of Decision does not authorize any construction. 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 to 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, July 9, 2019.

Approval of a final plat consisting of a portion of the preliminary plat will not extend the expiration date of the remaining lots.

Project Planner: _____ _____

Allison Eddins, Planner
Community Development Department

Benjamin Haight, Chair
Planning Commission

_____ 7/24/2019

Filed With Municipal Clerk Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this subdivision. 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.