Agenda

Planning Commission - Regular Meeting
City and Borough of Juneau

March 26, 2019
Assembly Chambers
7:00 PM

I. ROLL CALL

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

III. APPROVAL OF MINUTES

- **A.** February 19, 2019 DRAFT Minutes - Planning Commission Regular Meeting
- **B.** February 26, 2019 DRAFT Minutes - Planning Commission Regular Meeting

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

V. ITEMS FOR RECONSIDERATION

VI. CONSENT AGENDA

- **A.** USE2019 0005: A Conditional Use Permit for Legacy Suites, a 15-room, 30-bed assisted living facility
- **B.** USE2019 0003: A Conditional Use Permit for Airport Terminal Reconstruction, Phase 2
- **C.** CSP2018 0015: A review of the Juneau Airport Terminal Reconstruction Project, Phase 2

VII. UNFINISHED BUSINESS

VIII. REGULAR AGENDA

- **A.** AME2019 0002: A rezone of 3 lots, 8479, 8477, and 8476 Thunder Mountain Road, from D5 to D18

IX. BOARD OF ADJUSTMENT

X. OTHER BUSINESS

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

XVII. ADJOURNMENT

Agenda
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
February 19, 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 7:03 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Michael LeVine, Andrew Campbell, Ken Alper, Dan Hickok

Commissioners absent: Nathaniel Dye, Travis Arndt, Shannon Crossley

Staff present: Jill Maclean, CDD Director; Teri Camery, Senior Planner;
Tim Felstead, Planner II;
Allison Eddins, Planner II; Amy Liu, Planner I;
Laurel Bruggeman, Planner I;
Jane Mores, Assistant Municipal Attorney;
Mike Vigue, Director of Public Works;
John Bohan, Chief CIP Engineer;
George Schaaf, Director of Parks and Recreation
Alix Pierce, Parks and Recreation Projects Manager

Assembly members: Wade Bryson, Assembly Liaison to the Planning Commission

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA - None

III. APPROVAL OF MINUTES

A. January 8, 2019 DRAFT Minutes – Planning Commission Committee of the Whole
B. January 8, 2019 DRAFT Minutes – Planning Commission Regular Meeting
C. January 22, 2019 DRAFT Minutes – Planning Commission Regular Meeting

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MOTION: *by Mr. LeVine, to approve the Planning Commission January 8, 2019 Committee of the Whole minutes, the January 8, 2019 Planning Commission Regular Meeting minutes, correcting the name of Assembly Liaison to the Planning Commission Wade Byson, and the January 22, 2019, Planning Commission Regular Meeting minutes with any other minor changes made by staff or Commission member.*

The motion passed with no objection.

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

V. ITEMS FOR RECONSIDERATION - None

VI. CONSENT AGENDA

CSP2018 0019: A City Project to reconstruct portions of Columbia Boulevard and Poplar Avenue with replacement of storm drains, water and sewer services, and the addition of a sidewalk
Applicant: City & Borough of Juneau Engineering Department
Location: Columbia Boulevard and Poplar Avenue

Staff Recommendation

Staff recommends that the Planning Commission find CSP2018 0019 to be consistent with adopted local plans and polices, as required by CBJ 49.15.580, and **approve** CSP2018 0019 to reconstruct portions of Columbia Boulevard and Poplar Avenue for drainage, sewer, paving, sidewalk, and lighting improvements.

Staff further recommends the following two advisory conditions in order to provide consistency with adopted plans and give all possible notice to the applicant and the project contractor:

1. Per *CBJ 42.20.095(b) Construction of buildings and projects.* It is unlawful to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or similar heavy construction equipment before 7:00 a.m. or after 10:00 p.m. Monday through Friday, or before 9:00 a.m. or after 10:00 p.m. Saturday and Sunday, unless a permit is first obtained from the Building Official. Such permit shall be issued by the Building Official only upon a determination that operation during those hours is necessary and will not result in unreasonable disturbance to surrounding residents.
2. At least three business days prior to any traffic revision or road closure of any public street or portion thereof, the contractor shall provide written notification of the traffic revision plan to the CBJ Fire Marshal and Chief of Police. Failure to provide such notice may result in suspension of any CBJ-issued permits for such work and is punishable by a fine as an unlawful street closure under CBJ 72.17.010.

USE2018 0023: A Conditional Use Permit for transitional housing
Applicant: Central Council Tlingit & Haida Indian Tribes of Alaska

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Location: 1255 W 9th Street

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 a transitional housing project in the waterfront commercial zoning district.

The approval is subject to the following conditions:

1. A manager or owner shall live on site.
2. The applicant shall stripe the parking lot according to the parking plan submitted by the applicant (Attachment B).
3. If the requested parking waiver is not approved, the applicant must provide six (6) parking spaces on-site, or through a parking agreement with a neighboring property owner.
4. At least 449 square feet of vegetative cover must be maintained on the subject parcel.
5. Maximum residential occupancy shall not exceed 17 without approval from the Building Code Official to ensure that occupancy loads are met.

PWP2018 0004: A Parking Waiver for transitional housing
Applicant: Central Council Tlingit & Haida Indian Tribes of Alaska
Location: 1255 W 9th Street

Staff Recommendation

Staff recommends that the Planning Commission adopt the Directors analysis and findings and grant the requested parking waiver with conditions. The approval of PWP2018 0004 would reduce the required parking spaces from six (6) spaces to three (3) spaces for the subject parcel. The approval is subject to the following conditions:

1. Prior to opening the transitional housing facility, the applicant must stripe the parking lot and install ADA van accessible signage on-site according to the parking plan provided with this application.

Mr. Voelckers said he wanted to state for the record that the Conditional Use Permit for transitional housing and the associated parking waiver were beautifully put together projects with lots of data, analysis and answers.

MOTION: *by Mr. LeVine, to approve CSP2018 0019, USE2018 0023, and PWP2018 0004 accepting staff's findings, analysis and determinations.*

The motion passed with no objection.

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VII. UNFINISHED BUSINESS – None

VIII. REGULAR AGENDA

CSP2018 0012: Planning Commission review of the Capital Improvement Program for FY2020-2025
Applicant: City & Borough of Juneau
Location: Borough-wide

Staff Recommendation

It is recommended that the Planning Commission review the draft 2020 CIP list in the context of the Commission's November memorandum. The Director of Public Works and Engineering will be available at the meeting for discussion.

Mr. Felstead said that back in November the Planning Commission had issued a memorandum to the CBJ Public Works and Facilities Committee regarding the fiscal year 2020 to 2025 Capital Improvement Program (CIP). A number of recommendations were provided in that memorandum. The first CIP draft has been released by the CBJ Public Works and Facilities department, he said. This CIP draft has been brought back to the Commission for any additional comments and for the opportunity for public to comments, said Mr. Felstead.

Commission Comments and Questions
Mr. LeVine asked if when the CIP is approved if it is for the forthcoming 2020 year through 2025.

Mr. Bohan said this is for the projects proposed for the next fiscal year. It comes out of the Public Works and Facilities Committee in March and gets referred to the Finance Committee, he said.

Hagevig Training Center
Mr. Voelckers said the Commission recently had a project up for a rezone in that area. He said there was a lot of strong testimony that part of the Hagevig mission was to have smoky operations with no concessions made. The rezone that was proposed near that area was turned down. Part of the reason was so that the use of this facility was not constrained, said Mr. Voelckers. He said he felt the description for the training center was different than Information which had been supplied to the Commission.

While those concessions are being made, the fire department is aware that it needs to be a good neighbor, said Mr. Vigue. Considering that it has close neighbors in the area, the fire department does have issues it still needs to have addressed.

Mr. Hickok asked if any of these recommendations will reflect recent state budget cuts.

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Mr. Hickok was told that the CIP list is not connected with state funding. The exception to that would be a state or federal grant through the Department of Transportation. The projects entitled "Unscheduled Funding" are projects with no funds attached, which may in the future have some state or federal funds attached to them. The rest of the projects on the CIP list are covered through City sales tax, he was told.

Mr. Alper asked if the CIP budgets outlined are brought before the Commission at an earlier date as the project list is developed. He said it appears that the numbers are tied to the actual expectation of revenue from the sales tax.

He was told the numbers are provided by the Finance Director. Parts of these estimates are based upon the projection of what one percent of the sales tax will be.

Mr. Alper verified that the budget numbers are what the Commission had been aware of at some earlier date, or if this is the first time the Commission has been presented with these figures.

This is the first time these numbers have been presented, he was told.

Mr. LeVine said he is pleased to see items on this list recommended by the Planning Commission such as the Capital Avenue Willoughby to Ninth Street maintenance, with at least three other items on this list that appear to be related to implementing the Juneau Commission on Sustainability's recommendations. Mr. LeVine said he has been approached by several residents along Calhoun Avenue when that project would come forward for work.

Mr. Bohan said they are still in a holding pattern regarding Calhoun Avenue because it acts as the detour coming into town until the Egan work has been accomplished. They would like to move forward with it since it has a pretty significant need of water utility as well as street repair, he said.

Mr. Voelckers asked what specifics the JRES implementation encompasses.

Mr. Vigue said they wanted to place a space in the CIP for taking on this activity. The Assembly identified during its December retreat some goals under sustainability. They are trying to identify how they will push this forward, he said. They need to get a good solid plan in place as to how they are going to handle electric vehicle charging infrastructure, said Mr. Vigue. He mentioned there will be two electrically powered city busses coming to the community.

Mr. Voelckers asked about the status of a Lemon Creek bike lane or a Lemon Creek recreational accommodation. It was one of the priorities of both the Planning Commission and the area plan, he said.

This has been discussed and is in the out years, said Mr. Vigue. The community has to first be able to maintain what it already has, he said. The majority of what is in this CIP is the City's

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attempt to accomplish this, he said. He said in the future years he feels the Commission will witness more activity in accordance with the Lemon Creek Area Plan.

Mr. LeVine suggested that the City maintain close contact with the Commission on Sustainability to recommend how the City proceeds in the future.

Mr. Voelckers asked about the CIP item for $400,000 for IT infrastructure upgrades.

That item has been allocated $400,000 a year up until FY 2022, he was told. The total was supposed to be $2 million, said Mr. Bohan.

Mr. LeVine asked if there were funds allocated for the rebates homeowners are given for accessory apartments.

Mr. Bohan said that would not be a CIP item. That would come out of the housing fund which gets appropriated to the operating budget, he answered.

Mr. LeVine confirmed that the $400,000 allocated for operational funds to continue the CBJ's recycling, junk vehicle and hazardous household waste program are for the continuance of the program.

Mr. Bohan said that Mr. LeVine is referring to the negotiations currently undergoing with waste management to create one stop at the landfill for a new recycling building and for household hazardous waste disposal. They are collaborating with Juneau Compost and will have the opportunity to have a spot on the landfill for a possible organics management plan. They do not at this time know exactly how this would be formulated, he said.

Mr. LeVine asked what the rationale was for allocating $100,000 to begin design work on the crossing structure at Middle Creek. He said they approved the extension of the pioneer road largely based upon that fact that the state could not do anything else with it. He said he was not sure that he agreed with the construction of roads that have no development associated with them.

Mr. Bohan said that Mr. LeVine's comment was noted. He said it is a priority of the Lands Department, and that they have been requested by the Manager's office to move forward with this.

Mr. LeVine asked what the destination of the bridge was.

He was told it was to continue to the remainder of the CBJ property on the other side of the creek.

Mr. LeVine clarified that this is City money being used for this bridge.

Mr. Voelckers asked for a clarification of the unscheduled funding within the CIP.

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Mr. Bohan said this is an optimistic outlook on potential funding. These are potential funding sources which are not committed from the existing CBJ sales tax or enterprise fund reserves.

Mr. Voelckers asked if the $1.8 million for construction of phase 2 of Pederson Hill within the unscheduled funding would be the next phase following the current construction underway. He asked what this meant for the progression of the Pederson Hill development.

Mr. Bohan said he thinks if the funding does not occur, they will have to seek another avenue of funds for the additional development.

In answer to a question posed by Mr. Voelckers, Mr. Bohan said the passenger fee process resides within the Manager's office. The Marine passenger fee process is provided by projects selected by the Manager's office, he added.

In answer to a question posed by Chairman Haight, the Commission was told the next step in the CIP process is to present this to the Public Works and Facilities Committee on March 18, 2019. It will then be referred by that committee to the Finance Committee, he was informed.

Mr. Felstead said that the finalized CIP will be brought back to the Commission for a formal consistency review and recommendation to the Assembly in April or May of 2019.

USE2018 0024:	A Conditional Use Permit to extract up to 350,000 cubic yards of gravel from the Lemon Creek streambed over a ten-year period
Applicant:	SECON
Location:	Lemon Creek streambed

<u>Staff Recommendation</u>

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit for gravel extraction from the Lemon Creek streambed. The approval is subject to the following conditions:

Annual Grading Permit, Bank Protection, and Seismic Monitoring –

1. The operator shall stockpile about 50 cubic yards of broken rap, equivalent to Class I rip-rap, near the project area to address emergencies if the flow becomes redirected towards the bank, unless a licensed engineer confirms in writing that storing rip-rap offsite is sufficient to address bank stabilization emergencies adjacent to the project area.

2. Prior to issuance of the first year's grading permit and approval of the first-year mining plan, the operator shall submit a bond of $30,000, sufficient to repair any serious bank damage.

3. At least one month prior to the commencement of each mining season, the applicant

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shall submit a mining plan. The mining plan shall be processed by the Engineering Department as an annual grading permit. Such plan shall include:

a. Estimation of material to be removed

b. Map of area to be worked (showing property lines)

c. Map showing proposed culverts, access roads, bank stabilizations, berm details (including height, location, material composition and removal plan) stream relocations and other proposed features

d. Methods for protecting Lemon Creek from oil, fuel and hydraulic fluid (including leaks from heavy equipment)

e. Prior to the commencement of mining, the applicant shall verify property line location and delineate offset distance to the extraction area.

4. The top of excavation slopes shall be prohibited within 10' of any banks or the property lines.

5. The applicant shall directly hire, or pay permit inspection fees to provide for periodic inspection of the mining area by an appropriately licensed engineer and/or hydrologist.

6. Periodic inspections shall be made as determined by the engineer and/or hydrologist, sufficient to monitor the operation. Such periodic inspections shall include visits during or after high water events.

7. Inspection reports shall be submitted to the Engineering Department for each 10,000 cubic yards of material removed from the stream, and those reports shall include the following information:

   a. Volume of material removed

   b. Map of area worked

   c. Verification of compliance with mining plan

   d. Report of bank destabilizations

   e. Opinion whether bank/property line setbacks are adequately protecting adjacent properties

   f. Bank protection/stabilization measures if merited

8. An inspection report shall be submitted at the end of the mining season which includes

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all items in numbers 4-7. The report shall be submitted to the Engineering Department and to the Community Development Department within one month of the end of the mining season, or April 15.

9. The applicant/operator shall protect the structural integrity of existing stream banks and rip-rap banks. The applicant/operator shall confine all excavations to within existing rip-rap banks. Prior to proceeding with annual excavations, the applicant must find and stake adjacent rip-rap banks. A no-disturbance zone of at least 10 feet horizontal distance from adjacent rip-rap and banks is required. (This condition is necessary because rip-rap boundaries may or may not correlate with property boundaries, as noted in the earlier requirement to mine 10 feet from property boundaries.)

10. The applicant shall protect all vegetated slopes and maintain a similar non-disturbance zone identified above, unless a site-specific engineering analysis indicates otherwise.

11. All cut-slopes shall be less than 2 horizontal to 1 vertical unless a site-specific engineering analysis proves that a steeper slope protects adjacent properties.

12. Excavated areas within the creek bed must be clearly marked with warning signs. Excavated slopes must be graded to a gentle slope of 4 horizontal to 1 vertical before signs are removed. These measures shall be integrated into the annual grading permit.

13. The approved access points at 1721 Anka Street, 1791 Anka Street, and Ralph's Way shall be inspected each year to verify that no changes have been made to the embankment due to heavy creek flows during the previous year. Alterations to the proposed access will require approval by the Community Development Department and the CBJ Engineering Department.

14. Prior to the issuance of a grading permit, the applicant shall provide a vibration control plan that includes the maximum safe threshold for seismic activity at the nearest adjacent residential structure to the operation.

15. During extraction activity, the site shall be monitored by the applicant for seismic activity at the nearest adjacent residential property or at a location agreed upon by the project engineer and adjacent property owners, during each day of operation.

16. The applicant shall submit seismic activity reports at the end of each month of mining activity to the CBJ Engineering Department.

17. If seismic activity exceeds the threshold established in Condition 15, the applicant shall cease operations and notify the CBJ Engineering Department and CBJ Community Development Department. The applicant shall not continue with operations until alternative methods that do not exceed the threshold have been identified by the applicant and approved by CBJ Engineering.

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Project Expiration and Dates and Times of Operation -

18. Gravel operations shall take place between December 1 and March 15. No in-water work shall be allowed between March 16 and November 30 with the following exception: In-stream work to connect the excavated sections of the creek shall be allowed for one 7 day period between May 15 and June 15. The applicant shall provide notice to CBJ Engineering and the Alaska Department of Fish and Game before work commences.

19. Operating hours shall be 7 a.m. to 6 p.m. on weekdays and 9 a.m. to 6 p.m. on Saturdays. Operations shall not be allowed on Sundays.

20. Active gravel extraction within the creek bed shall be limited to 20 days per year. This limitation specifically exempts activities within the creek necessary for set-up, take-down, pauses for weather-related days, and related activities.

21. The permit shall expire after 5 years or extraction of 210,000 cubic yards of gravel, whichever comes first.

22. The extraction amount shall not exceed 35,000 cubic yards per mining season.

Truck Traffic and Street Maintenance -

23. Truck traffic from the development shall be routed only through the Anka Street/Glacier Highway intersection.

24. Truck traffic and heavy equipment operation associated with gravel extraction is strictly prohibited from the Davis Avenue side of the river.

25. Prior to leaving the excavation area, the transport truck bed, with the tailgate locked, shall be raised to a minimum twenty degree angle for a time sufficient to obtain reasonable drainage and to prevent water and ice on the roadway. The applicant shall provide sanding along the truck route to address icy road conditions that may occur during the period of operation.

26. The applicant shall protect catch basins along the route from sediment infiltration by use of manufactured Catch Basin filters.

27. The applicant shall inspect the traveled route a minimum of twice daily for escaped material from the haul.

28. The applicant shall sweep and clean the roadway at the end of each day if any water or material has escaped or if a major spill occurs.

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29. The applicant shall immediately respond to any additional clean-up requests during the operation from the project engineer, CBJ, or ADOT.

30. The applicant shall construct a rockery lane for debris removal from truck tires prior to entering Anka Street.

Habitat Protection -

31. No sediment migration from the truck or ramp shall be allowed in the waterway.

32. Prior to commencement of mining and prior to gravel bar coverage with snow and ice, the applicant shall field stake the exact excavation configuration and setbacks from flowing water.

33. The applicant shall place any large woody debris encountered during excavation activities at the surface of the floodplain, upstream, or adjacent to the excavation area to encourage gravel bar formation and/or side channel creation. The woody material shall be partially buried to anchor the material during high flows.

34. There shall be no on-site fueling or equipment maintenance performed within 100 feet of the creek banks. This includes fueling or maintenance of portable equipment such as generators and pumps.

35. There shall be no on-site storage of fuel or other chemicals.

Ms. Camery told the Commission the Comprehensive Plan designation for this area is Medium Density Residential and Light Industrial zoning. The Comprehensive Plan Rural Reserve land use noted on the front page of this report is incorrect, said Ms. Camery. Access to this property is off Anka Street.

The first Conditional Use Permit for this operation was in 2007, noted Ms. Camery. SECON has a second gravel extraction in upper Lemon Creek known as Hidden Valley, said Ms. Camery. The method of extraction involves extracting gravel from the same gravel bars each season, noted Ms. Camery.

The applicant is requesting a ten-year permit. The staff is recommending a five-year permit, said Ms. Camery. This is for a maximum of 35,000 cubic yards per year, she noted. The previous 40 days allowed for extraction from the streambed is recommended to be lowered to 20 days per year, said Ms. Camery. The applicant has accepted both conditions, she noted. Thirty-five different conditions are listed for this operation, said Ms. Camery. The staff reviewed all of these conditions with the CBJ Engineering Department, said Ms. Camery. Some changes to the conditions were made based upon that discussion, she said.

The operation has three different access points from Anka and Ralph's way, said Ms. Camery.

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Traffic is specifically prohibited from the Davis access site, she said. Traffic is estimated at 250 round trip truck loads per day, she said. This is 500 average daily trips, she said. More than 250 average daily trips to 500 average daily trips require a traffic impact analysis, said Ms. Camery, if the CDD Director determines it is necessary. The Director has determined that the traffic impact analysis is not necessary, noted Ms. Camery. The traffic follows an established truck route that does not go through residential neighborhoods, she said. Conditions related to this issue are noted in Conditions 23- 30, she said.

The project generates a substantial amount of noise and vibration, said Ms. Camery, especially for the River's Edge Condominium owners. This is an established industrial area and there is no practical means to reduce the noise, she noted. The operation is restricted from December 1, to March 15, of each year, said Ms. Camery. The staff recommends continuing the previous hours of operation, she said, which are 7 a.m. – 6 p.m. on weekdays, and 9 a.m. – 6 p.m. on Saturdays, with no operation on Sundays.

The conditions have extensive requirements regarding the distance the operation must maintain from property lines, said Ms. Camery. Truck traffic is forbidden in residential areas, she said. There are road maintenance requirements to assure the trucks are not creating a safety hazard when gravel flies from a truck or from any drainage from the trucks, said Ms. Camery.

The 2004 Lemon Creek Assessment data points to mining as one of three measures to reduce flood risk, said Ms. Camery. After nine years of mining, the project is using same extraction areas, which fill in naturally, noted Ms. Camery. Flood risk would increase without the mining, she noted.

Habitat resource agencies support this method of gravel extraction, said Ms. Camery. It mines the same bars year-to-year and other areas are undisturbed, she noted. The condition is retained to keep wood debris in the stream to maintain salmon habitat, said Ms. Camery. The conditions remain that prohibit on-site fueling or on-site storage of fuels, she said. The development has an Alaska Department of Environmental Conservation Section 401 Certificate of Reasonable Assurance, said Ms. Camery, that addresses sedimentation, pollutants, and an operation window with the Alaska Department of Fish and Game recommendation, said Ms. Camery.

The property has residential areas on the Davis Avenue side, said Ms. Camery, with industrial zoning otherwise in the area. The CBJ has a gravel pit a quarter of a mile away, said Ms. Camery. Adjacent property owners have asserted property damage from this activity, said Ms. Camery. Several complaints came up at the 2012 review, which resulted in the seismic monitoring condition, said Ms. Camery.

Ms. Camery noted that on seismic monitoring conditions 14 to 17 are:

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14. Prior to the issuance of a grading permit, the applicant shall provide a vibration control plan that includes the maximum safe threshold for seismic activity at the nearest adjacent residential structure to the operation.

15. During excavation, the site shall be monitored by the applicant for seismic activity at the nearest adjacent residential property or at a location agreed upon by the project engineer and adjacent property owners, during each day of operation.

16. The applicant shall submit seismic activity reports and mining activity to the CBJ engineering department.

17. If Seismic activity exceeds the threshold established in condition 14 (corrected), the applicant shall cease operation and notify the CBJ Engineering Department and CBJ community development department. The applicant shall not continue with operations until alternative methods that do not exceed the threshold have been identified by the applicant and approved by CBJ engineering.

The CBJ Assessor's Office noted the disruptive truck traffic, said Ms. Camery, but does not oppose the project due to flood and habitat benefits.

There have been three public comments to date with concerns about property damage, noise and habitat, said Ms. Camery. The extraction activity has to be ten feet from all property lines and banks, she noted.

Resource extraction and trucking is typically under the Heavy Industrial portion of the Comprehensive Plan, said Ms. Camery. With the numerous conditions, the staff feels that this operation falls within the intent of the plan, she said.

The Lemon Creek Area Plan wants resources protected, maintained and restored, and promotes responsible resource extraction, said Ms. Camery, which must address neighborhood harmony concerns. Ms. Camery noted there are extensive conditions to promote and protect these interests. The development will not substantially decrease or be out of harmony with neighboring property values, said Ms. Camery. The project is consistent with all major plans for the CBJ, she said.

Ms. Camery gave a brief review of some of the 35 conditions, listed at the beginning of the staff report.

Commission Comments and Questions

Mr. Alper clarified that the gravel extraction process collects gravel from the same location each year from gravel, which has washed downstream. He asked for an explanation of acres being compared to cubic feet of gravel. He asked if the upper CBJ gravel site is losing its gravel

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to further down the stream to the applicant's location.

The CBJ gravel location is not located directly in the creek, said Ms. Camery. Hidden Valley is located quite a ways upstream, she said.

Mr. LeVine noted that the error made on page one is repeated in the finding. He said his interpretation of the report is that this activity is not appropriate for its uses, but with enough conditions imposed it can be made to work within the area. He asked if this is setting a precedent for allowing gravel extraction in Medium Residential neighborhoods as long as there are adequate conditions. He said he is not sure this is a precedent the Commission wants to establish. These types of issues have been before and they resulted in rezone, said Mr. LeVine. He said he wondered if this is not another situation in which a rezone would be called for.

Applicant
Mike Short, the Engineering Manager of SECON, told the Commission that if a major flood were to occur, that a large portion of the Lemon Creek area could be submerged.

Mr. Voelckers asked about the proposed increase in the gravel extraction operation with this permit request.

Mr. Short responded that the 35,000 cubic yard figure is a cap. It is not something that they would try to achieve, he added. They have not come close to that figure in previous years, he said. They walk the site with Fish and Game habitat biologists, and they decide which areas they are allowed to mine, he said. The gravel exposed during the winter does not have viable salmon eggs, he said, since those areas are exposed to the cold.

Mr. Hickok asked what type of development has taken place along the river banks in the ten years they have been extracting gravel.

Mr. Short said it has remained fairly consistent, with the exception of one new condominium development in the immediate area.

Mr. LeVine asked Mr. Short if he was comfortable with the conditions recommended by the staff.

Mr. Short said he is comfortable with the conditions. They have reviewed them thoroughly, and this is the third time the permit has come for renewal. He had been hoping for a ten-year period, he said. He said he has to report with an analysis of the site and other items on a yearly basis. He said it was his understanding that if they were not in compliance with their permit that it could be pulled.

Mr. Voelckers said he did not like the descriptive language on condition one which stated "near the project area". Mr. Short explained storing materials for emergency bank stabilizations "near the project area" would be allowed under the proposed conditions with a statement

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from a licensed engineer.

Ms. Maclean said the condominiums at River's Edge were permitted in 2006, at about the same time the last permit request of SECON was up for review. She added she wanted to clarify that the Comprehensive Plan designation in which the stream resides does allow for this type of development with a Conditional Use Permit. The map designation in the Comprehensive Plan does have this area listed as Light Industrial and Medium Density Residential. It states that these are not to be firm or restrictive designations, said Ms. Maclean.

Mr. Hickok asked if the permit can be revoked if the seismic activity in the area is too disruptive.

The revocation of a permit is not that simple of a process, said Ms. Maclean. They want a five-year period instead of a ten-year period because a lot can happen within those time frames, she explained.

Public Comment
Area resident Sue Trivette told the Commission that she is a resident and on the board of the condominiums constructed in that area in 2008. She said additional apartments have been constructed in this area as well. So yes, she said, the area is growing.

Area resident John Scott told the Commission that he likes the idea of reducing the permit period to five years instead of ten years. Regardless of what the permit says, the maintenance and fueling truck comes into the area with the backup alarm blaring between 5 a.m. and 6 a.m., he stated. He said he would like any maintenance operations to start at 7 a.m. instead, with all associated operations concluded by 6 p.m. Mr. Scott said he was actually thrown from his bed one time, as a result of the mining activity. Over the years, this operation is going to take its toll on both sides of the stream, he said.

In answer to a question posed by Mr. Voelckers, Mr. Scott verified that the noises from the maintenance truck begin at 5 a.m. in the morning.

Mr. Voelckers asked what process transpired to knock Mr. Scott out of bed.

Mr. Scott said this occurs when the ground is frozen to a certain depth, so when the gravel is pulled out, that a big vibration occurs.

Mr. LeVine asked Mr. Short if it was his understanding that maintenance truck operations could begin before 7 a.m.

Mr. Short said it was his understanding that all operations would commence at 7 a.m. per the condition and not before.

Mr. Hickok asked where the seismic monitors are located.

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Mr. Short said they have three which are placed within 10 feet of the buildings.

Mr. Voelckers asked if the operation has been within the limits.

Mr. Short said it has been as high as one particle per second and the limit is two particles per second. He added it usually comes to about .5 to .8 particles per second. Moving furniture in an office building is measured at .1 to .4, he added.

Mr. LeVine said the math seems to be incorrect in conditions 21 and 22. If gravel extraction is not to exceed 35,000 cubic yards per season, then the total over five years would be 175,000 cubic yards, not the 210,000 cubic yards specified in condition 22, he noted.

Ms. Camery said the intent is 35,000 cubic yards per season, so the 210,000 cubic yard figure is incorrect.

Mr. LeVine suggested that conditions 21 and 22 be combined to a top limit 35,000 cubic yards per year, and just eliminate the five-year total. It could just state that, "The permit should expire after five years of extraction."

Mr. LeVine said if the City is going to continue gravel extraction operations, that it should formulate regulations.

MOTION: *by Mr. LeVine, to accept staff's findings, analysis and recommendations, and approve USE2018 0024 with the minor change to condition number 21 to note a maximum of 175,000 cubic yards over 5 years (a maximum of 35,000 cubic yards per year) and correcting the error on page one amending the Comprehensive Plan land use designation from Rural Reserve and Industrial to Medium Density Residential/Light Industrial.*

The motion passed with no objection.

AME2019 0001:	A text amendment to adopt the Parks & Recreation Master Plan as part of the CBJ Comprehensive Plan
Applicant:	City & Borough of Juneau
Location:	Borough-wide

Staff Recommendation

Staff recommends that the Planning Commission review and consider the draft *Parks & Recreation Master Plan* and recommend to the Assembly its adoption as an addendum to the Comprehensive Plan.

Ms. Eddins said that it is the duty of the Planning Commission to review and make recommendations to the Assembly on the Comprehensive Plan. If the Parks and Recreation Master Plan is approved, it will become part of the Comprehensive Plan, said Ms. Eddins.

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The Parks and Recreation Master Plan provides a 20-year framework for Parks and Recreation facilities and their programs, said Ms. Eddins. It sets out guiding principles and goals, and it also includes an inventory evaluation of existing facilities with a needs assessment, a gap analysis, and an amendment to the parkland disposal process and also some capital improvement priorities, she said.

A few of the guiding principles are to promote community engagement, health and wellness, ensure financial sustainability, support the community partners, serve the needs of a diverse and changing population, and increase cultural awareness where possible, said Ms. Eddins. For example, she said, Lemon Creek has a population of almost 5,000 people. There is one mini park for every 2,374 people, and one neighborhood park per 4,948 people, she said. There is no community park and no field facilities in Lemon Creek, said Ms. Eddins.

Chapter four of this plan classifies the parklands, said Ms. Eddins. There are parks and special use areas, such as the rifle range, she said. There are also community parks such as Cope Park and Saviko Park, said Ms. Eddins. The plan includes an assessment of trails, pathways and beach access, she explained. Parks and Recreation manages over 80 miles of trails within the CBJ, noted Ms. Eddins.

This plan also provides an evaluation of facilities and programs that Parks and Recreation offers, said Ms. Eddins. Those include the Mount Jumbo Gym, the Treadwell Arena, and a substantial number of CBJ youth programs, said Ms. Eddins. Parks and Recreation also runs the Zach Gordon Youth Center drop in camps, she added, along with other youth programs.

A gap analysis and needs assessment are on page seven of this plan, said Ms. Eddins. It is germane to this area, she added. The plan notes that Juneau is probably in need of more off leash dog facilities, said Ms. Eddins. The plan notes there could be more community gardens, more early childhood and senior programming, more signage and a need for more off-road vehicle recreation areas, she said.

The plan recommends developing a minimum service level for all of the parks program recreation facilities, a maintenance impact statement for all future park development, and to develop a replacement schedule for all park equipment. Priority funding should be given to projects where a park master plan exists, said Ms. Eddins. It also specifies that the master plan should be updated every 5 to 10 years, she added.

The plan suggests that when parklands are to be disposed of that it would first be reviewed by the Parks and Recreation department and the Parks and Recreation advisory committee before going through the typical process which starts at the CBJ Lands and Resources division, said Ms. Eddins.

The plan recommends four areas designated as parkland that it would like to dispose of, said Ms. Eddins. It also sets out capital improvement projects identified with high, medium and low

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priorities, said Ms. Eddins.

The public process began in 2016 with over 800 households participating in either an online or a random phone survey, said Ms. Eddins. Five public meetings were conducted with focus groups for specific topics, she said. An ad hoc committee was also formed which helped the staff review the plan, noted Ms. Eddins.

This plan is in accordance with all existing Juneau area plans, said Ms. Eddins. The CBJ Lands Management Plan does not recommend disposal of parkland, said Ms. Eddins. The Parks and Recreation master plan also recommends alternate ways for disposal of parkland, said Ms. Eddins. Currently all CBJ land sales go through the CBJ Lands committee, she said. This master plan recommends that parklands up for disposal go first through the Park and Recreation Advisory Committee, said Ms. Eddins, before it goes through the established process.

The Parks and Recreation Master Plan also recommends that the proceeds from the sale of parklands be placed directly into the coffers the Parks and Recreation department, said Ms. Eddins. Currently, those proceeds would be put back into the Municipal Land Fund, said Ms. Eddins. This proposal would require a change to Title 53, said Ms. Eddins.

The Land Management Plan is required to be updated every two years, noted Ms. Eddins. If this Parks and Recreation Master plan is adopted by the Assembly, then the Land Management Plan would need to be updated to be in compliance, she said.

Commission Comments and Questions
Mr. LeVine stated that this language states that the Parks and Recreation Master Plan should be adopted as an addendum to the Comprehensive Plan. He stated that he believes that typically it should be worded that it is adopted as an amendment. He asked if there is a specific reason the word “addendum” was used and not “amendment”.

Mr. Voelckers said he liked the term addendum in this instance since the plan has its own unique life and logic distinguished from the Comprehensive Plan.

Ms. Mores said the Commission should be consistent. She said she recalled that the word “amendment” has been used previously.

Ms. Eddins stated that Title 49 does use the term “amendments”. She said that is the term she should have used.

Mr. Voelckers said the plan states that more recreation areas and facilities in the Lemon Creek area are desirable. He said he does not see any other language in the document identifying a trajectory for further parklands in Lemon Creek. He said he does not see a mechanism in the plan on how an underserved area can build its community and recreation resources.

Mr. Campbell said the document is well put together and very well-planned. He liked the

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mention of the need for an off-road vehicle park. He asked why Eaglecrest operates the Dimond Park Field House.

Ms. Pierce told the Commission that the Dimond Park Field House was constructed through the Juneau Community Foundation. At that time the Parks and Recreation Department was not in a place to take on the management of that facility, she said. Eaglecrest took over the operation of it, hoping there would be opportunities for cross-promotion opportunities, she said. In answer to a question by Mr. Campbell, she said there is a recommendation in the document that this facility go under the management of Parks and Recreation.

Mr. Voelckers asked if there is anything in the plan he has overlooked that discusses a process for increasing parks and recreation facilities in Lemon Creek.

Ms. Pierce said there is nothing definitive in the plan about Lemon Creek, but that it is a priority for the department that they are working on.

Mr. LeVine said he felt it would be beneficial that a discussion on Lemon Creek be held in the near future when the time is right.

Mr. Voelckers said he did not see much reference in the plan about bike trails and non-motorized pathways.

Ms. Pierce said this document largely leaves trails to the updated Trail Master Plan, which is underway.

Mr. Hickok asked if there were any plans to develop income-producing activities for the community such as a hockey tournament for teams from around the state to attend. He said this would contribute to Juneau 's economy with hotels, restaurants and other local amenities used by the individuals from out of town.

That is not something addressed in the plan, said Ms. Pierce. They do not touch on visiting teams and tournaments, she said.

Mr. LeVine said his family uses many of the opportunities offered by the Parks and Recreation department, and that he is a big supporter of the department and its mission.

MOTION: *by Mr. LeVine, to approve AME2019 0001 and accept staff's findings, analysis and recommendations, and recommend that the Assembly adopt the Parks and Recreation Master Plan as an amendment to the Comprehensive Plan*

The motion passed with no objection.

IX. REGULAR BOARD OF ADJUSTMENT - None

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X. OTHER BUSINESS - None

XI. STAFF REPORTS

Ms. Maclean introduced the new planning manager, Alix Pierce, to the Planning Commission. She should begin her work in the Planning Department in early March, said Ms. Maclean.

Ms. Maclean said there is an Auke Bay meeting slated for March 13, 2019. She said the last meeting at UAS went much better than previous meetings. There were about ten steering committee members present, and 40 members of the public. Parking access will be the focus of the next meeting, she said.

The Title 49 Committee will be focusing on the Downtown Overlay District. When Mr. Dye and Ms. Boyce return, they will focus on the overlay district. It has an August deadline, said Ms. Maclean.

The staff has $150,000 in the budget for this fiscal year for work on the Comprehensive Plan, said Ms. Maclean.

XII. COMMITTEE REPORTS

Mr. Hickok said there is a Wetlands Committee meeting on February 21, 2019.

XIII LIAISON REPORTS

Mr. Bryson reported that at its regular January 28, 2019 meeting that the Assembly approved the Archipelago project. On February 4, 2019, there will be a Public Works and Facilities presentation on the Valley Transit Center in the Mendenhall Mall area. On February 4, 2019, they met with individuals representing the Glory Hole, who are considering moving the Glory Hole and moving the sleep-off center out of Bartlett Hospital. During an Assembly COW they had a presentation on the 2020 census, said Mr. Bryson. There was also discussion about renaming the Willoughby District, he said, with a name of more meaningful historical reference. Brotherhood Trail repair will be underway soon. The community is out of dirt and cannot resurface the ball fields, said Mr. Bryson. He said the City is facing sticker shock over the estimated $7 million a year it takes just to maintain sewer and water pipes. The Human Resources Committee disbanded the Affordable Housing Committee, he reported.

Mr. LeVine asked if the Assembly has discussed potential ramifications to Juneau with the Governor's proposed budget cuts.

They have not discussed it yet, said Mr. Bryson.

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XI. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

XII. PLANNING COMMISSION COMMENTS AND QUESTIONS - None

XIII. EXECUTIVE SESSION - None

XIV. ADJOURNMENT

The meeting was adjourned at 9:29 p.m.

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Agenda
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
February 26, 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; Nathaniel Dye, Ken Alper, Shannon Crossley, Dan Hickok, Andrew Campbell, Travis Arndt

Commissioners absent: Michael LeVine

Staff present: Jill Maclean, CDD Director; Beth McKibben, Senior Planner; Brenwynne Grigg, Administrative Officer; Marjorie Hamburger, Administrative Assistant II; Chelsea Wallace, Administrative Assistant I; Teri Camery, Senior Planner; Allison Eddins, Planner II; Laurel Bruggeman, Planner I; Jane Mores, Assistant Municipal Attorney Dan Bleidorn, Lands Deputy Manager; Alex Pierce, Parks and Recreation Projects Manager; Dan Jager, Fire Marshall

Assembly members: Loren Jones, Wade Bryson, Assembly Liaison to the Planning Commission

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA

At the request of Chairman Haight, the order of USE2017 0019 was changed with SMP2018 0002 so that USE2017 0019 proceeded it on the agenda.

III. APPROVAL OF MINUTES - None

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

V. ITEMS FOR RECONSIDERATION - None

VI. CONSENT AGENDA

CSP2019 0001: A Consistency Review for a parking easement at Chicken Yard Park for 626 Fifth Street
Applicant: City & Borough of Juneau
Location: Chicken Yard Park, 635 Sixth Street

Staff Recommendation

Staff recommends that the Planning Commission forward the proposal to the Assembly with a recommendation of approval.

MOTION: *by Mr. Voelckers, to adopt CSP2019 0001 on the Consent Agenda.*

The motion passed with no objection.

VII. UNFINISHED BUSINESS - None

VIII. REGULAR AGENDA

At the suggestion of Chairman Haight, the order of items USE2017 0019 and SMP2018 0002 was reversed.

Mr. Dye said he may have a possible conflict as he manages the Senate Building which is located down the street from this property. He said he has no financial interest in the property but there is a restaurant located within the building.

Neither the public or the Commission voiced any objection to Mr. Dye remaining on the panel for this item.

Mr. Campbell said he needs to recuse himself from consideration of this item because he has current business dealings with the applicant.

Mr. Campbell was recused from consideration of this item.

Ms. Crossley noted that her firm has been involved with this project with some renderings. She said the account has been closed.

Neither the public or the Commission voiced any objection to Ms. Crossley remaining on the panel for this item.

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Mr. Hickok said his daughter has worked for the Crepe Escape for the past few years, which has an involvement with a party connected to this item.

Neither the public or the Commission voiced any objection over Mr. Hickok remaining on the panel.

Mr. Alper said his family owns the Silverbow Inn about two blocks from the subject property. They have a tenant in the building who is in the food business, said Mr. Alper. He said he felt he could fairly judge this matter.

Neither the public or the Commission voiced any objection over Mr. Alper remaining on the panel.

CSP2018 0018: A City Project to lease of Guna-ka-deit Park to Deckhand Dave's for the development of two to three food vendor spaces
Applicant: City & Borough of Juneau
Location: 139 S. Franklin Street

Staff Recommendation
Staff recommends that the Planning Commission forward the proposal to the Assembly, with a recommendation of approval, to lease the subject lot to Sustainable Seafood, LLC. The proposed lease will be for a term of one year, and all other terms and conditions will be negotiated, including renewal periods. Other permits may be required if the lease is approved.

Ms. Eddins told the Commission this lot is owned by the City. There is no City water or sewer at this location, situated on Franklin Street, across from the Hearthside Bookstore. This lot is located in the downtown historic district, so standards and guidelines for the historic district would apply, said Ms. Eddins. The City acquired this lot from the Gastineau hotel, said Ms. Eddins. It has been vacant since 2016, when the Gastineau hotel was demolished, she said.

The City would ultimately like to sell this lot along with four other lots owned by a private party, said Ms. Eddins. The Parks and Recreation Advisory Committee recommended to the Lands Committee that this lot currently remain under the ownership of the City, said Ms. Eddins.

Deckhand Dave would like to lease this lot for his summer food concession business, said Ms. Eddins. The Historic Resources Advisory Committee has met and recommends the lease of this property to Deckhand Dave, said Ms. Eddins. The Committee feels it will help bring more tourists into the core downtown area, she said. The Parks and Recreation Department has noted that the consumption of alcohol is forbidden on park property. In order for Deckhand Dave to sell alcohol, it would take Assembly action to remove the prohibition for the sale of alcohol for this park, she added.

The CBJ Engineering Department has noted that when it worked on a project in the area, that the soil was contaminated and it leached contaminants into the ground, said Ms. Eddins. If

utilities were to be installed, they would have to deal with the soil issue and work with the Department of Environmental Conservation to remedy that situation, she said.

CBJ has requested that if the business were located in this area, that the garbage would have to be monitored and that the porta potties which Deckhand Dave said he would install, be closed down at night.

Ms. Eddins said the staff has received two emails with concerns that some of the customers would be using restrooms of adjoining businesses. The porta potties should remedy that concern, said Ms. Eddins. There was also an email expressing concern that the odor of smoke and other smells would waft into neighboring businesses, said Ms. Eddins. There was also some concern expressed over the cleanliness of the site and about the appearance of the temporary structures erected there for the food business. There had also been concern expressed about City involvement and competing with other seasonal businesses, said Ms. Eddins.

The City and the Parks and Recreation Department lease land throughout town for food vendor space, said Ms. Eddins. The public would like to see more year-round businesses in the core downtown area, said Ms. Eddins. This is just a lease for one year, she noted, adding that other permits may be required.

Commission Comments and Questions
Mr. Hickok asked if there was definitely contaminated soil in this area or if there is just the possibility that there may be contaminated soil.

Ms. Eddins said the soil has been tested and that the CBJ Engineering Department hauled off tons of contaminated soil. It is listed as a contaminated site on the DEC website, she said. DEC is confident the situation can be handled, she said, but it will need to meet DEC requirements and there is no question that there is contaminated soil, she said.

Mr. Voelckers asked for clarification on what action was required from the Commission on this item this evening.

Ms. Eddins said what is proposed would not trigger the need for a Conditional Use Permit. The staff is not recommending any conditions on the proposed land lease, she said.

Mr. Dye asked if there would be any further public process regarding this proposal.

Ms. Maclean said there would be further action required at the Assembly level. If approved at the Assembly level, there may be further need for the item to come back to The Planning Commission, said Ms. Maclean. She said that is difficult to ascertain at this time. As a seasonal use, it could fall under Open Air Food Vendors in the Table of Permissible Uses (TPU), she said.

Mr. Arndt said there were concerns with exhaust and the venting, cleanliness and as an animal attractant. He said many of these businesses are currently operating on the Archipelago lot. He

asked if there have been concerns or complaints voiced over the food vendors operating on the Archipelago lot.

Ms. Eddins said she was not aware that any complaints have been received of this nature for food vendors operating on the Archipelago lot.

Mr. Voelckers said this was a difficult decision to make at this time with so many unknown variables. He said he had trouble understanding how a seasonal tent was going to be able to comply with historic district guidelines.

The archipelago property is not in the historic district, said Ms. Eddins. The historic district only extends 40 feet on the property, she said. Some of the design standards that would apply have to do with the materials that are used, she said. The signs have to have a matte finish, for example, she said. They would be required to have screening, she said, for the porta potties which would not be historic, adding that for a seasonal business the requirements would be pretty basic.

It would probably be a canvas tent, said Ms. Eddins, in answer to another question posed by Mr. Voelckers.

Mr. Dye asked if there have been complaints about any vendors in the historic district.

Ms. Eddins said there has been one compliant about the smell from a food vendor operation wafting into nearby businesses.

Mr. Alper asked if the CBJ is aware of what the fair market value for the property is so that it can obtain a fair lease rate for the property.

Mr. Bleidorn told the Commission that the lease rate will be at the fair market value as determined by a lease service.

Mr. Alper asked for an update on the status of the Gastineau Apartments located near this site. He said it would be important to him that this is just a year to year lease, so the City's options would remain open for what it did with the lot in the future.

Mr. Bleidorn said the intent is to keep the lot available so that the City's options would remain open in the future.

Ms. Crossley said if the applicant installed utilities that would be a large outlay for a one-year commitment from the City.

Mr. Bleidorn said they have been clear with the applicant as to the nature and length of time of the agreement.

Ms. Eddins clarified that installation of utilities was not required of the applicant. This was his decision, she added.

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Public Testimony
Dave McCasland, Owner of Deckhand Dave's, said he has had all of the engineering done for water, sewer and electric.

Commission Comments and Questions
Mr. Voelckers asked Mr. McCasland how he envisioned the operation of his business at this site.

Mr. McCasland said it is a small space. He envisioned two or three vendors in this area. He said he is also communicating with Gastineau Apartments which may provide more space for more food trucks.

Mr. Hickok asked if there would be other sources of power other than a generator. Mr. McCasland said he usually uses propane for his cooking needs.

Mr. Alper asked who currently owns the Gastineau apartments.

Mr. McCasland said the apartments are still under existing ownership. He said they owe the City money. A new hotel may be put on that site in the future, he said.

Mr. Alper asked if the project is contingent upon obtaining a beer and wine license.

Mr. McCasland said he is counting on the waiver for the beer and wine license.

Mr. Alper asked if the waiver was granted for a beer and wine license if it could then be revoked at some time in the future should the land revert back to a park.

Mr. Dye asked Mr. McCasland if he foresaw any difficulty in adhering to historic district standards on this site.

Mr. McCasland said he has some concerns. He added he was sure they could work it out. For example, he said, having to build a structure instead of a tent would cost more money.

Mr. Voelckers asked what Mr. McCasland's plan was for after-hours security for the site.

The site will be well-lit with cameras he can monitor from his phone, said Mr. McCasland. There will be a fence surrounding the site but that would not make it totally vagrant-proof, said Mr. McCasland.

Ms. Eddins said the design standards and guidelines do not have information about temporary structures. They will need to work with the applicant in terms of compliance, she said.

Chairman Haight said he felt adhering to the historic guidelines may be more under the auspices of the Historic Committee rather than the Planning Commission.

The Planning Commission could recommend a condition tonight that any temporary structure would have to meet the design standards and guidelines for new construction.

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Mr. Dye asked Mr. McCasland if he had any concerns about the odor of cooking food in the area and how that may affect neighboring businesses.

Mr. McCasland said there are restaurants in town whose cooking vents go to the outside of their buildings. He said just because the food is being prepared in a food truck it is still a vent coming out of a structure.

Ms. Mores said the owners of the Gastineau apartments are making payments on a judgment. The next payment due is $300,000, she said. That payment is due in August. If they default on their payment then the City can foreclose on the property, she added.

Mr. Voelckers spoke against recommending the lease of the site. He said food carts are interesting and they create a vitality in a neighborhood. He said he feels this is the wrong place for a food cart. He noted that the CBJ Streets Department is not recommending this. He said requiring a seasonal operation to comply with historic district guidelines did not seem too easy to enact. It seemed antithetical to the historic district guidelines, he added. He said he was also troubled that the sale of alcohol would be necessary to make this work, and that trash handling was a concern. He said this made it difficult to make the highest and best use of the property.

Mr. Alper asked if Mr. McCasland would still have access to the Archipelago lot or if it was shut down for the summer.

Mr. McCasland said none of the food vendors can do business there this summer.

Ms. Crossley asked Mr. McCasland if he would eventually like to go back to the Archipelago lot should it again be open for food vendors.

He said he would be amenable to that, but at this point he did not know what the future holds for that property.

Ms. Crossley said she understood Mr. Voelckers' views, but that she saw this as a temporary situation.

As a temporary situation, Mr. Hickok said he would be in favor of the site being leased to Deckhand Dave.

Mr. Dye said he is in not in favor of a positive recommendation to the Assembly of this project. He said he felt it was important for the long-term vitality of the town that the property remain free to help revitalize downtown Juneau. He also voiced concern about the security and appearance of the proposal.

Mr. Arndt said he shared concerns of the other Commission members, but that security at the Archipelago property has not been an issue to date, and that he did not think that moving it would increase security risks. He agreed that bringing the site into historical compliance would be difficult to achieve.

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MOTION: *by Mr. Alpers, to recommend to the Assembly that it proceed with negotiations with Deckhand Dave for a year-long lease for the lot.*

Roll Call Vote:

Yeas: Alper, Arndt, Crossley, Hickok, and Haight

Nays: Dye, Voelckers

The motion passed.

USE2017 0019:	Renewal of a Conditional Use Permit for an existing sand and gravel extraction operation
Applicant:	West Glacier Development LLC
Location:	5580 Montana Creek Road

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 continuation of an existing sand and gravel operation. The approval is subject to the following conditions:

Hours of Operation and Permit Expiration

1) Hours of operation shall be 6:00 am to 7:00 pm Monday through Saturday.
2) All blasting operations shall be conducted during daylight hours of operation.
3) No blasting operations shall be conducted on Saturdays or Sundays or on official Federal or State holidays.
4) Hours of operation for blasting activities shall be 8:00 am to 7:00 pm Monday through Friday.
5) The extraction permit shall expire ten years from the date of Planning Commission approval.

Site Restoration

6) Seed mixes utilized for revegetation in restoration efforts shall be free from non-native, noxious weeds.
7) All aspects of the restoration plan submitted with USE2017 0019 shall remain a permit requirement and must be completed prior to issuance of any Temporary Certificate of Occupancy for structures on the subject lot.
8) The applicant shall submit and maintain a performance bond in an amount no less than $127,275 for restoration/reclamation of the site, as required by CBJ 49.65.240. If the applicant/owner fails to complete site restoration within a period of eighteen months after the earliest of: the completion of the permitted extraction project, the closure of the gravel pit, or the expiration of the permit, the CBJ may begin enforcement action including use of the proceeds of the bond to effect site restoration. The applicant/

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owner may reduce the bond amount by providing evidence that site restoration has been completed during the operation of the pit within the period of the permit.

Blasting

9) Explosives shall not be stored on site, except that which is immediately necessary for the next blast.
10) The development shall not generate sound levels which exceed 65 dBa at the property line during the day or 55 dBa at night, per CBJ§49.15.330(g) (11).
11) All blasting will be managed according to CBJ Standard Specifications for Civil Engineering Projects and Subdivision Improvements, December 2003, Section 12090, Blasting Controls and associated erratum. These controls assure a qualified Blast Control Specialist, according to detailed procedures and requirements, conducts blasting.
12) Blasting operations shall be conducted by an Alaska Department of Labor certified powder-man and all operations shall conform to MSHA, ATF, and OSHA standards, as applicable, and all other applicable standards.
13) All blasting operations shall be conducted during the daylight hours of operation.
14) Warning signs with the time and date of the blast shall be posted 24 hours prior to blasting on either side of the pit on Montana Creek Road.
15) 24 hour notice shall be provided to the Juneau Flight Service Station and the Police and Fire Departments.
16) Public Service Announcements shall be broadcast on local radio 24 hours prior to blasting.
17) Three air horn blasts shall be made 5 minutes prior to blasting.
18) No Blasting operations shall be permitted on Saturdays and Sunday or official Federal and State holidays.

Drainage

19) The applicant shall provide the CBJ Community Development Department and the CBJ Engineering and Public Works Department with a copy of the Annual Report by March 1 each year, two weeks after the annual report deadline of February 15. The applicant must comply with the ADEC-approved SWPPP and all ADEC reporting requirements.

Required Conditions, per CBJ§49.65.235:

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

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operations cause ponding or retained water in the excavated area, the slope of the submerged working face shall not exceed a slope of 3:1 from the edge of the usual water line to the water depth of seven feet. This slope ratio may not be exceeded during extraction operations unless casual or easy access to the site is prevented by a fence, natural barriers, or both.

Ms. Camery said the applicant requests a Conditional Use Permit for the continuation of an existing sand and gravel operation at 5580 Montana Creek Road. This area has been permitted three times previously. Pit operations include sand, gravel, and rock extraction; blasting and rock crushing. Pit operations also include disposal of stumps and other organic materials from off-site development to the evacuation areas, she said.

The site is zoned D3, with D1 zoning and Rural Reserve to the north, D5 residential zoning to the south and east, and D3 zoning to the west, with Mr.Coogan's gravel pit.

The applicant estimates 50 round trips per day during peak periods, said Ms. Camery, with zero trips per day during slow months. This threshold does not require a Traffic Impact Analysis (TIA), she said.

Drainage is a major issue, and an engineer developed a revised drainage plan to address code requirements regarding impacts to the adjacent property and Skater's Cabin Road with water quality concerns, said Ms. Camery. The CBJ Engineering Department has accepted that analysis, said Ms. Camery, which addresses Forest Service concerns. There are no current water quality violations at this time from the development, said Ms. Camery. The applicant is to provide an annual report by March 1, of each year under proposed conditions. A restoration plan has been submitted, said Ms. Camery.

Ms. Camery reviewed the above conditions for the Commission.

Fish and Game noted that Dolly Varden trout and salmon have established themselves in the settling pond. Ms. Camery noted they plan on trapping the fish and establishing them elsewhere.

Commission Comments and Questions
Mr. Dye noted that condition 9, and other previous slides, are not matching the conditions as outlined in the staff report (and as listed above).

Ms. Camery took note of this comment.

The area has an established use as a gravel pit, noted Ms. Camery, dating back 50 years. Because of this history, property values are not expected to be significantly affected, she noted. CDD did not receive any comments from the CBJ Assessor's office, she said.

The Forest Service submitted comments as an adjacent property owner, said Ms. Camery. The Forest Service commented on concerns about damage to Skater's Cabin Road, water velocity

off the pit, icing on Skater's Cabin Road and water quality impacts to Mendenhall Lake, and the "rotten egg smell". The water velocity and the ice have been addressed with the revised drainage plan, and water quality has been addressed with the ADEC (Alaska Department of Environmental Conservation) permits, said Ms. Camery. She said there is no good answer for the origin of the periodic odor emanating from the pit.

Comments received from the neighborhood property owner and others at the neighborhood meeting did mention the odor from the pit, said Ms. Camery. She said the general consensus on the odor is that it is periodic and naturally occurring, said Ms. Camery.

The area is designated Urban Low Density Residential in the Comprehensive Land Plan Map, said Ms. Camery. It states that commercial development shall be of a scale consistent with a single-family development as regulated by the TPU, said Ms. Camery.

The area is noted as a gravel resource, said Ms. Camery, and is in line with land use plans in the CBJ, she said, with a Conditional Use Permit.

The staff finds that the application is complete, that it is an appropriate use according to the Table of Permissible Uses, and that as proposed it will comply with the other requirements of the chapter, said Ms. Camery. It is not found that the development will materially endanger the public health or safety, or that it would substantially decrease the value of or be out of harmony with property in the neighboring area, and that it is in general conformity with the Comprehensive Plan, the Thoroughfare Plan or other officially adopted plans, she said.

Commission Comments and Questions
Mr. Alper said at the last Commission meeting they approved a gravel pit in Lemon Creek. In that instance, he said, gravel was self-replenishing by washing down the stream each year. He said this is not the same situation, and that eventually the development would run out of gravel. He asked Ms. Camery if she had a sense of when this site would run out of material. She said the applicant could answer that question, and also the question about any future plans for the site when it can no longer be used as a gravel pit.

Mr. Voelckers asked if Ms. Camery could provide more information about the Forest Service concerns about water and drainage patterns, and on the DEC concerns. He asked what the term "self-monitored" entailed.

Ms. Camery said that CDD shared the plans with the Forest Service and the Forest Service did not believe that the first version alleviated their concerns. CDD sent the revised plan to the Forest Service and have not heard anything from the Forest Service about the revised plans, she said. Mr. Voelckers asked how long the Forest Service had to respond to the revised plans. The Forest Service received the final plan in the fall, said Ms. Camery.

Mr. Voelckers said this put the Commission in an awkward position without the knowledge of the input from an involved agency.

Ms. Camery said the CBJ Engineering Department believes that the revised drainage plan addressed the problem. She reviewed the information in the staff report, and told Mr. Voelckers that the applicant did not comply with annual inspections in the past, which is why there is the condition that the annual report be provided yearly on a certain date. It is the applicant which conducts the inspections, said Ms. Camery. The applicant presents a record of those inspections to ADEC, said Ms. Camery. She said that ADEC performs a site inspection every five years.

Ms. Maclean clarified for Mr. Voelckers the information from the staff report which is that the Forest Service is commenting as an adjacent property owner, not as an agency.

Mr. Dye said he did not notice a time listed for the length of the permit.

Ms. Camery said it should be for ten years. It is condition number five, she said.

Mr. Dye asked if the decibel level listed in the condition is the decibel level listed in code.

Ms. Camery confirmed that it was.

He asked if they should not list the relevant code rather than the decibel level.

Ms. Mores said there could be a conflict in code if the code changed in the decibel level. She added, however, that it is very helpful to have the actual numbers within the permit.

Mr. Arndt said in condition 10 that and it stipulates that the development shall not exceed certain decibel limits. He asked if this actually referred to the development, or just the blasting operation.

Ms. Camery said it is her understanding this applies to the entire development, not just the blasting.

Mr. Alper said it appeared to him that the amount required in the bond is very small compared to the value of the property.

Ms. Camery said an itemized list is included in the staff report which outlines how the numbers were reached for the bond.

Mr. Voelckers said he did not find any discussion in the staff report about how the disposition and monitoring of the organic matter delivered to the site is handled.

Ms. Camery said she felt the answer to that question would lie with ADEC.

Mr. Voelckers said it seemed to him this left the potential for uncertainty as to what types of items are placed on the site.

Applicant
Mr. Jim Sidney said he is the owner of the property in question. He said he submitted his

application 19 months ago. He said he has been working this site sends 2007. He said he has been as compliant as he knew how to be regarding monitoring from ADEC. He said he did request a Sunday operation where stumps and organic material could be brought to the pit. Crushing operations would not be held on Sundays, he said. This would be helpful for home owners who worked during the week, he said.

Commission Comments and Questions
Mr. Dye asked for more information about why Mr. Sidney wanted to be open on Sundays to receive organic materials. He repeated that he wanted to be open on Sundays to receive organic materials from the public.

Mr. Voelckers asked how Mr. Sidney how he controls what is dropped off at the pit, and that it is suitable organic and not harmful material. Mr. Sidney said he monitors what is dumped there and that he matches it carefully to the loads delivered. If material is delivered which does not meet the requirements they have to come and pick it up, he said.

Mr. Voelckers asked if DEC participates in monitoring this activity.

They have a regulatory interest, said Mr. Sidney. They do not want any pollutants in the water discharge, he said.

Mr. Hickok asked if the smell was from rotting stumps. He asked Mr. Sidney if he burns the steps periodically.

Mr. Sidney said he does not burn the stumps. He said the smell is similar to what is emitted periodically from any water body in the Juneau area.

Mr. Voelckers asked what role the development wanted to play in snow removal.

Mr. Sidney said several years ago the City asked him for a bid for snow removal storage. He said he has a purchase order from the City for snow to be delivered to his site.

Mr. Voelckers asked Mr. Sidney he felt this should be addressed in the conditions.

Mr. Sidney said he included it in his proposal. He said the snow is not a gravel operation and that this permit is for the gravel operation.

Mr. Dye asked Mr. Sidney if he could outline the operations of his business that are loud and those that do not produce much noise.

The crushing operation during the day can be loud, said Mr. Sidney.

Mr. Campbell asked if the previous permit allowed for Sunday delivery of organic material to the site.

Mr. Sidney said it did not, but that the previous permit applied to operation of the crusher, only.

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Mr. Campbell asked if the conditions in this permit would prevent him from accepting Sunday delivery operations of organic material.

Mr. Sidney said he did not believe so. He just wanted to be open about his plan, he said.

Mr. Arndt asked if the existing times in the permit could be applied to the weekends excluding any crushing activity.

Mr. Sidney said he felt that would be a good plan.

Mr. Dye asked if the crushing hours were tied to the blasting hours if that would be a problem.

Mr. Sidney said that would not be a problem.

Discussion
Mr. Campbell said this facility accepting organic debris from the public is a unique situation in Juneau which is very beneficial to both public and private projects. Without this service there would be a serious problem in the community, said Mr. Campbell.

Mr. Arndt said he supported the comments of Mr. Campbell, and added that this is a valuable service to the community.

Ms. Maclean clarified that this permit is for the gravel operation only and does not include snow storage. They would need a Conditional Use Permit for that, she said.

Mr. Dye asked if they could include snow storage in permit.

Ms. Maclean said they could not as it was not advertised as part of the permit renewal.

Mr. Voelckers said if the import of organic fill would be allowed under this permit process.

Ms. Maclean said that would be included in this permit process.

MOTION: *by Mr. Dye, to accept staff's findings, analysis and evaluation and approve USE2017 0019 with the following changes to the conditions: that condition one be from 6 a.m. – 9 p.m. Monday – Friday and 9 a.m. – 7 p.m. on Saturday and Sunday, and that condition four read that "blasting activities as well as crushing, screening and power generation activities be limited to Monday – Friday, 7 a.m. – 8 pm.", and that condition ten be moved to condition six, reworded so that, "the development shall not generate sound levels on the property which exceeds CBJ 49.15.330 g11," removing the specific decibel number in case the code ever changes.*

Mr. Voelckers asked if he could add a friendly amendment for condition 19 adding a sentence stating that, "This report shall be prepared and sealed by a registered environmental engineering firm, certifying compliance with DEC requirements on effluent."

Mr. Voelckers said the current condition is rather imprecise and that the applicant self-reporting did not provide much monitoring.

Mr. Dye said he would not accept this as a friendly amendment to his motion. Mr. Dye said he did not feel the Commission should duplicate the requirements of ADEC. He said he would default to their expertise.

Mr. Voelckers said the intent was not to complicate the permit conditions but that it appears that there has been some impression about what is even required. There has been a pattern of benign noncompliance, said Mr. Voelckers. It would comply with the standards of the industry to ascertain that the effluent itself has been tested, said Mr. Voelckers.

Mr. Campbell said he can personally testify that this applicant is very rigid with their standards for accepting materials at the site, and that they have very high standards for compliance. He added that he was not in favor adding the costs of an environmental engineer to their business. The consequences of failing to follow the law are extremely sever, said Mr. Campbell.

Roll Call Vote on the Amendment:

Yeas: Crossley, Alper, Voelckers

Nays: Hickok, Campbell, Arndt, Haight, Dye

The amendment failed.

Speaking in favor of the main motion, Mr. Campbell said he felt that adding the Sunday operations to the business would be a large benefit to small operations and private development in Juneau. A lot of these activities take place on the weekends, said Mr. Campbell, when people have the time to devote to pursue their own projects.

Roll Call Vote on the Main Motion:

Yeas: Alper, Arndt, Campbell, Crossley, Haight, Hickok, Voelckers, Dye

Nays: None

The motion passed by unanimous vote.

SMP2018 0002:	A Phased Major Subdivision to include 12 single-family lots and 1 large tract
Applicant:	William C. Heumann
Location:	4506 Hillcrest Avenue

<u>Staff Recommendation</u>

Staff recommends that the Planning Commission adopt the Director's analysis and findings and approve the preliminary plat for Phase 1 of the Richland Manor Subdivision. This approval would allow the applicant to submit the final plat application. We further recommend that the approval be subject to the following conditions:

1. Prior to final plat approval, the following changes shall be made to the preliminary plat:
    a. Complete all 22 requested plat changes listed in the MEMO dated January 31, 2019, from CBJ Engineering & Public Works.
    b. On sheet one (1), label Laurie Lane
    c. On sheet two (2), label the western lot line with bearing and distances described.
    d. On sheet one (1), show all 5 lots on the south side of Coogan Drive, created Plat 2009-18.
    e. Through the review process, Blocks A and B have gotten switched. Plat Notes 9 & 10 do not match the plat when referencing the bungalow lots and panhandle lots. Change the plat graphic to match the plat notes or vice versa.
    f. Prior to final plat recording, remove setbacks, wetlands, drainage, and contours from plat graphic and legend.
    g. On all pages, use a dashed font to label the original TRACT B.
    h. Add the following Plat Note: "Further Subdivision of Tract B-1, Richland Manor 2 Subdivision shall require City & Borough of Juneau Preliminary Platting Requirements indicating adequate access for all lots created in Phase 1, Richland Manor Subdivision 2, and all future Phases."
2. The developer shall utilize Best Management Practices to treat or reduce any harmful particulates that may arise from the development.
3. The developer shall use Best Management Practices for storm water runoff to prevent sediment run-off from construction activities into neighboring waterbodies.
4. The average daily trips generated by Phase 1, Richland Manor 2 Subdivision, and all future phases will be included in the ADT's generated by any future development of Tract B1.
5. A Hillside Development Permit may be required if triggered by CBJ 49.70.210(a)(1-5).
6. Sidewalks on both sides of the street are required for Phase 1.
7. All future phases of development may require wetlands delineation.
8. For each pair of panhandle lots sharing a driveway, the applicant must provide a maintenance agreement that is recorded with the subdivision, on forms acceptable to the director, ensuring the required access and parking areas will be constructed and maintained by all future property owners. The applicant shall also create a plat note referencing the easements.
9. The applicant shall pave, or bond for, the portion of the driveway in the right-of-way or the first 20 feet from the edge of the public roadway shall be paved, whichever length is greater, for all panhandle lots created with this subdivision.
10. The applicant shall construct, or bond for, street lights at each intersection in this subdivision with spacing between lights not to exceed 250 feet.
11. Prior to construction plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards.
12. A driveway and parking plan that shows the feasibility of off-street parking shall be submitted and approved by the Director prior to recording the plat.
13. The applicant shall install a residential sprinkler system that meets Capital City Fire &

Rescue requirements in each dwelling unit within this subdivision.

14. The sketch plat shall be amended to show a future connection to Hooter Lane from Hillcrest Avenue.
15. The applicant must submit a drainage plan showing how drainage will flow from the subdivision to Glacier Highway; this drainage plan must be approved by the CBJ Engineering & Public Works Department. This drainage plan must be signed and stamped by an Alaskan licensed engineer in accordance with CBJ 49.35.510.
16. Prior to approval of a final plat, the applicant shall submit a complete set of construction plans for all required improvements to CDD for review by the Director of Engineering & Public Works for compliance with 49.35.140.
17. Prior to final plat approval, an engineer's estimate for the installation of public utilities and improvements must be submitted to CDD and reviewed and approved by CDD and CBJ Engineering & Public Works.
18. Prior to final plat approval, the applicant must construct, and/or bond for, all required public utilities and improvements.

Ms. Bruggeman stated the applicant is seeking approval for a thirteen-lot phased subdivision with 12 single family lots and one tract for future development. The parcel is currently 30.67 acres and zoned D15 with a future comprehensive plan land use designation of medium density residential for five to 20 units per acre, said Ms. Bruggeman.

This is the purpose of the subdivision section of code, stated Ms. Bruggeman. Ms. Bruggeman stated she would highlight a few key points, establishing a process that facilitates fair and predicable division of land; encouraging efficient and cost effective provision of public services; reducing congestion; establishing procedures for subdividing land to accommodate a variety of housing types. She stated this was not in her staff report.

Ms. Bruggeman stated she wanted to go over the major subdivision process.

Ms. Bruggeman said this is a vicinity map of the parcel. To the south is the Mountainside Estates existing subdivision and to the northwest are the Tamarack Trails condominiums. She stated that we had received the most comments from these neighbors and she wanted to highlight them on the map.

Ms. Bruggeman stated the parcel is currently zoned D15. The neighboring zoning is D5, D18, General Commercial, Industrial, Rural Reserve (RR). The purpose of D5 is primarily single family and duplex at five units per acre, she said. The purpose of D15 is multifamily residential development at a density of 15 units per acre, Ms. Bruggeman said.

Ms. Bruggeman discussed the history of the subject parcel; the mountainside estates subdivision, and the tamarack trails condominiums. She stated that the Mountainside Estates subdivision and Vanderbilt Hill Subdivision had approximately 156 lots.

Ms. Bruggeman said that at this point the Planning Commission would be approving a 13 lot subdivision; creating 12 lots for single-family homes with a mixture of bungalow lots, panhandle, and standard D15 lots. The remaining large tract would be for phased, future development, she said.

Ms. Bruggeman said the sketch plat allows the department to gauge what the developer wants to do in the future so that the infrastructure that is being constructed in phase one could accommodate future phases. Ms. Bruggeman said that as the sketch plat is currently laid out, it shown 293 potential dwelling units. The entire parcel, unsubdivided, could support up to 460 dwelling units, but this does not take into account roads, wetlands, etc., said Ms. Bruggeman. Because this is a potentially phased development, we are doing a major subdivision review, stated Ms. Bruggeman. The thirteen lots could qualify for a minor subdivision review within the department, but because of phasing, a major subdivision review is required said Ms. Bruggeman.

Mr. Voelckers asked to clarify the definition of infrastructure.

Ms. Bruggeman clarified that would include utility lines, streets, sidewalks, street lights.

Ms. Maclean further clarified stating that the intent was to do an analysis for the infrastructure, so if the applicant proceeded and built out the streets for Phase One, the analysis would ensure that when CBJ adopts those roads, they would not need to go back and resize any of the utilities or infrastructure for future development. This removed the burden from CBJ she stated.

Ms. Bruggeman said she wanted to highlight the minimum lot sizes and setbacks because D15 and D5 zoning districts abut each other. Ms. Bruggeman clarified that when two subdivisions abut each other, the one with the largest setback would apply.

Ms. Bruggeman said that access to the parcel would be through Hillcrest Avenue, Mountainside Drive, and Robbie Road, which all feed through Craig Street. She stated that Hooter Lane currently contains the driveway for the Tamarack Trails Condominiums, which was allowed with an allowable-use permit in the 1990's. When Craig street was designed and constructed in the 1980's, it was a requirement that it be constructed to the level of a collector, she said.
. At this phase, the 12 dwellings currently proposed do not trigger the need for a secondary access, said Ms. Bruggeman. Residential fire sprinklers are required for each unit, Ms. Bruggeman said.

A Traffic Impact Analysis for the 12 homes at about 114 average daily trips does not trigger the need for a Traffic Impact Analysis, said Ms. Bruggeman. More homes in the future could trigger

a Traffic Impact Analysis, said Ms. Bruggeman. Ms. Bruggeman stated that all phases of will count towards the average daily trips for the entire development.

The developer has asked for a right-of-way reduction in width from 60 feet to 50 feet, said Ms. Bruggeman. Staff finds that all of the required conditions can be reasonably met, so we are recommending approval of the reduced right-of-way width, Ms. Bruggeman sad. The Engineering Department has determined that this would be adequate for the infrastructure for future phases, said Ms. Bruggeman.

The staff has recommended sidewalks on both sides of the street, so that they would not have to be upgraded when future development occurred, said Ms. Bruggeman. Streetlights would be required at all intersections, with a maximum of 250 feet between lights, Ms. Bruggeman said.

Ms. Bruggeman said that CBJ Engineering & Public Works has reviewed the Drainage for the parcel and does not find i adequate.. An engineered drainage plan is not required for the preliminary plat, she said. An engineered drainage plan would be required once the preliminary plat is approved.

This parcel was not included in the Wetlands Management Plan, said Ms. Bruggeman. The developer discovered there were wetlands on the parcel, so they got a wetlands Delineation, she said. The developer has stated they want to fill and build on as much of the uplands as possible, she explained that this was one reason for the request in right-of-way width reduction. This proposal was before the Wetlands Review Board when it met last week, said Ms. Bruggeman. They moved for approval with the condition that the applicant use control measures or stormwater best management practices to cause run-off from the development to infiltrate the ground on-site.

Ms. Bruggeman stated that the parcel contained many slopes. She said that at this time, the applicant has not triggered a hillside development permit, but once they begin disturbing the slopes, it may be required.

The staff has had two pre-application conferences with the developer, said Ms. Bruggeman. Ms. Bruggeman stated that she and Ms. Boyce attended a neighborhood meeting with the Mountainside Estates Neighborhood Association in November of 2018 to primarily discuss the major subdivision process. A meeting was CBJ hosted meeting conducted with the Mountainside neighborhood last month in which over 70 people attended. Two public notice signs were posted, one in the Hooter Lane right-of-way, and one on-site at the end of Hillcrest Avenue, she said. The CDD has received 59 public comments, citing concerns about high density development, secondary access, loss of water pressure, neighborhood harmony and property values being disrupted and drainage issues, said Ms. Bruggeman.

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Ms. Bruggeman stated that many neighbors referenced a Notice of Decision for SUB1996-18. She said that it was a preliminary plat approval for a five lot subdivision and a lot line adjustment. Ms. Bruggeman said that it was no longer valid, but it was referenced in the comments because it placed conditions on a subdivision of the parcel. She said that because it has expired and the subdivision was never recorded, those conditions are no longer valid. Ms. Bruggeman said that the subdivision code in 1997 is very different than what we have today. She said that in 2015 there was a major update, so we do review subdivision differently. A major difference is that major subdivisions used to follow the conditional use permit process, but now they follow a two-step process, Ms. Bruggeman said.

This development is consistent with the Comprehensive Plan, and the future land use for the area of Medium Density Residential for five to 20 units per acre, said Ms. Bruggeman. Ms. Bruggeman stated that there was a future potential road alignment also identified in the Comprehensive Plan. It is not a unique situation to have zones D5 and D15 meet each other, she said. This development would be consistent with the Housing Action Plan, Juneau Economic Development Plan, and the Juneau Non-Motorized Transportation Plan, as long as sidewalks were provided within the development, she said. Ms. Bruggeman said that the Lemon Creek Area Plan is not applicable to the review for this parcel because it was specifically left out of the plan boundary.

Ms. Maclean said that extensive outreach was done, but that this area is not considered part of the Lemon Creek area. Mountainside Estates does not consider itself part of the Lemon Creek area, she added.

In the findings (A) 1 on page 17 an engineering memo is incorrectly mentioned that there are 30 plat changes and the memo date was incorrectly referenced. That number should be 22 plat changes listed in the memo dated January 31, 2019, said Ms. Bruggeman. Number 1 (a) on page 19 repeats the same error, she said.

Ms. Bruggeman Stated that staff found, with conditions, the preliminary plat can comply with 49.15.411, preliminary platting requirements. Staff finds that applicable subdivision standards for development can be reasonably met within condition, she said. Ms. Bruggeman said that staff also finds the subdivision will provide building sites suitable for the zoning district. Ms. Bruggeman said that the streets are continuation of existing streets, so naming is not applicable. She said that the Director of Engineering & Public Works has reviewed the application and believes that the subdivision can be constructed to meet standards with conditions.

Ms. Bruggeman stated there were 18 conditions that were recommended.

Commission Comments and Questions
Mr. Campbell asked why this subdivision request did not go through the Subdivision Review Committee.

Ms. Maclean explained that minor subdivisions of 13 lots or less do not require Commission review. More than 13 lots would be required to go before the Planning Commission, she said. This item is before the Commission because it will eventually have more than 13 lots, since it is a phased (major) subdivision, said Ms. Maclean. There were no disagreements to be discussed at a committee level, she said, which is why it did not go through the Subdivision Review Committee.

Mr. Voelckers asked about the extent of the water drainage issues.

Ms. Bruggeman said that the Engineering Department recommended that the applicant either obtain an easement or that they submit a revised plan. She said the Engineering Department felt they could also use area along Hooter Lane for a drainage easement.

Ms. Maclean added that this is a two-step process, and once it is approved, then the applicant can go ahead and has to meet more stringent construction standards for the next step.

Mr. Campbell asked if there were specific suggestions coming from the Wetlands Review Board regarding drainage. He asked if the recommended where on the site the infiltration would occur.

Ms. Bruggeman said they do not yet have the minutes from that meeting, but that she does recall the Wetlands Review Board did not want to see the drainage coming down through a ditch and emptying into the wetlands. She said the only thing she specifically remembered was that it should infiltrate the ground on the site.

Mr. Dye asked if the condition mandating sidewalks on both sides of the street would apply to all future phases of the subdivision as well.

That is for this phase, but could be for future phases as well, said Ms. Bruggeman.

Mr. Dye asked if sidewalks were being required on both sides of the Hillcrest extention because of the cumulative effects of the future potential phasing. He asked if Hillcrest currently has sidewalks.

Ms. Bruggeman said that Craig Street has sidewalks on one side, Hillcrest Avenue has no sidewalks, and Mountainside drive has sidewalks on one side.
Mr. Voelckers asked why the reduced 50-foot right-of-way was allowed instead of 60 feet. He asked if any of the adjoining streets allow on-street parking.

Ms. Bruggeman said the streets in Mountainside Estates do have 60-foot rights-of-way. She said she was not sure if on-street parking was allowed.

Ms. Maclean said the size of the right-of-way does is not what you see paved. She said that with a 50 foot right of way, it would not appear any different in the pavement..

Mr. Arndt asked where the school buses picked up the children; up the hill or on the main street below.

Ms. Bruggeman said she was not sure.

Ms. Crossley clarified that the Commission is just reviewing the request for the 12 single family lots and one large tract this evening, not the entire phased subdivision.

Ms. Bruggeman said this is correct, but that staff does recommend they do show a connection to Hooter Lane as it will potentially be needed in the future for when more dwellings are constructed.

Mr. Voelckers asked for clarification on what the Commission is to review regarding the immediate subdivision request, and how they are to view the future dwellings in the future phases.

Ms. Maclean said one thing that would apply to the entire tract is its compliance with the Comprehensive Plan, and any other relevant plans. Future phases would also have to comply with the zoning and any adopted plans, she added. The purpose of the sketch plat is to assure the City that future development can take place responsibly and that it meets the code, she said. At this point for the 12 lots proposed, the existing access is adequate, said Ms. Maclean. The applicant is not required to present engineer reports or construction drawings for the future phases at this point, she said. Ms. Maclean said that the intent is that Phase One, and its infrastructure, is sized appropriately, so that if CBJ were to adopt these roads before future phases are developed, we wouldn't have the burden to go back and resize that infrastructure.

Ms. Mores commented that there is sort of disfavor for phasing and for the approval of phased developments. There must be some level of assurance provided by the developer that future phases will be in compliance, said Ms. Mores.

Mr. Voelckers said future roads projected for the new subdivision seem to transverse very steep gradients.

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Ms. Maclean said the idea is not necessarily that this would be the exact road layout in the future. It is more to give an idea of the density and of the roads necessary to support that density.

Mr. Voelckers said that the sketch plat shows an extension of Robbie road that runs straight to the far end of the property. He said there was no cul-de-sac or extension and asked if this would work for looped emergency access.

Ms. Maclean clarified that the extension of Robbie came from the Comprehensive Plan.

Ms. Bruggeman said that the concerns of fire turn around at the end of Robbie could be alleviated with a hammer-head turn around or a temporary cul-de-sac. She said that it would depend on the street construction at that phase.

Mr. Alper clarified with CBJ Fire Marshall Dan Jager that 100 or more lots would necessitate either sprinkling or a secondary egress. A secondary egress with 200 or more dwellings would be mandatory, said Mr. Alper.

Mr. Jager confirmed.

If there was a secondary egress, Mr. Alper asked if the 12 units proposed would still need to be sprinkled.

Mr. Jager said with a secondary egress the homes would not need to be sprinkled.

Mr. Voelckers asked at what point Mr. Jager would reach the decision that a secondary egress was necessary for the development.

Mr. Jager said that they follow Appendix D of the Fire Code. Mr. Jager said that 30 is the maximum number of single-family homes that can be provided before secondary access is required. If every single home is sprinkled, that requirement does not have to be met, he said. A secondary access or sprinklers for every home are also required after the 100-home mark, he said. Beyond 200 homes, a secondary access is required whether homes are sprinkled or not, said Mr. Jager. He said that this subdivision has a different name and plat, but since this development is using Mountainside Estates as its access, they are looking at the total of both subdivisions, he said. He said it was his guess that after the 100th home was built in Mountainside Estates, that a secondary access should have been constructed. Therefor, even though they are just adding 12 homes, they must meet the current code requirement, said Mr. Jager. The applicant has been aware of this throughout the process, said Mr. Jager. He said that if this gets to 201 homes, regardless of if everything is sprinkled or not, a second access would be required.

Ms. Crossley said she grew up in Mountainside Estates, and wanted to know how many fires there have been in that neighborhood.

Mr. Jager said he can recall three house fire calls in the 14 years he has resided in Juneau. They also have to consider medical calls, he said, and they have had a number of medical calls to Mountainside Estates.

Mr. Voelckers asked Mr. Jager for his comments on the gradient of the site. He asked Mr. Jager if he was comfortable that a comfortable loop access could be provided with that gradient.

The maximum gradient allowed is ten percent, said Mr. Jager, with the exception that the fire chief can authorize a steeper grade. They in the past have authorized gradients up to 14 percent, he said, which is a steep grade for SUV's. They cannot at this time answer what decision would be made with the next phase of the subdivision, not having any of the facts about that at this time, said Mr. Jager.

Mr. Dye said there could potentially be 293 dwelling units in this subdivision. Secondary access is triggered regardless at 200, he said. There is currently no future secondary access route for the next phases of the subdivision, he said.

Ms. Bruggeman said it was her recommendation that they show connection to a secondary access on the sketch plat.

Mr. Dye said it is his understanding that the loop indicated does not actually qualify as secondary access.

Ms. Bruggeman said the loop would feed down to Craig Street.

Mr. Dye said the issue is that the loop would not actually qualify as a secondary access since Craig Street is the single access for the entire development.

Mr. Jager clarified that the secondary access has to be separate from the first access. Making a loop back onto Craig Street does not qualify, he added.

Mr. Dye asked the staff about the feasibility of the sketch plat meeting the test of a secondary access.

Ms. Maclean said she felt it did, since Hooter Lane is a CBJ platted right-of-way. The development would also have frontage on Hooter Lane, she said.

This is not the final sketch plat, said Ms. Bruggeman. The applicant would have to submit a new sketch plat showing Hooter Lane connecting to that loop, she explained.

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Ms. Crossley asked what would trigger a third access.

Mr. Jager said according to the fire code there is no third access requirement.

Ms. Maclean said the fire code triggers a secondary access, and so does Title 49, which is triggered by the average daily trips. That would probably trigger the need for a secondary access before the fire code, she added.

Applicant
Applicant Bill Heumann told the Commission that he has built about 55 homes in Mountainside Estates over the years. He said subsequently he is very familiar with the neighborhood. They purchased the property last summer, and were aware of the concerns of the neighborhood, he said. They had a neighborhood meeting prior to the formal CBJ neighborhood meeting, he said. They continue to meet and talk with neighbors, said Mr. Heumann. They initially had a proposal with a drive coming up through Hooter Lane to the property. Due to a change in code a few years ago he was not aware of, they had to redesign their access to the property, he said.

Mr. Heumann said to the best of his knowledge, they comply with every element in Title 49. He said they are constructing bungalow homes because they are 1,000 square feet, he said. He said that he built many zero-lot-line homes in mountainside estates that measure 1000 square feet, so bungalows are similar to these types of homes. People would rather live in a bungalow rather than zero lot line housing, he said. They are trying to provide a variety of different housing within the zone which is allowed, he said. He said the impacts will take place over time, and will not be instantaneous.

Mr. Heumann said they feel comfortable they can complete the loop with the grades that exist in Mountainside. Hooter access will be needed some time in the future, said Mr. Heumann. If they are unable to build it in the future they will come to a screeching halt, he said. They are also dealing with uncertain economic times, said Mr. Heumann.

The sewer line is currently their main dilemma, said Mr. Heumann. They will have to build a pioneer road to put the sewer lines in, said Mr. Heumann. That is a big step towards the development of Hooter Lane, he said. They believe they can build a road up Hooter Lane with a 12 percent grade. They have had many discussions with City officials about Hooter Lane, said Mr. Heumann.

Mr. Heumann stated that there has been a lot of discussion about construction traffic. He said they estimate that to construct Hooter lane, 300 truckloads in and out to complete the project would equal about one truck an hour, eight hours a day for five or six weeks. He said that is not a significant amount of impact.

Michael Heumann discussed the drainage issues. He said they are having discussions with hydrologists and looking for solutions to drain the run-off on-site. He said ultimately they will need to drain down Hooter lane. He said for this phase they will have a lot of options.

Michael Heumann discussed property values in the existing Mountainside Estates neighborhood. He said he thought that because their subdivision would be new construction, they could be a nicer and more expensive neighborhood than the existing mountainside estates.

Mr. Voelckers asked if they were planning on constructing 12 units as stipulated or 14 units as displayed in the plans.

Mr. Heumann said they made an error. They will ultimately construct 14 units as the road continues, he said.

Mr. Voelckers asked if there was any portion reserved for greenspace in future phases, specifically where the drainage easement is shown on the plat.

Michael Heumann said that the drainage easement was meant to preserve an existing drainage channel, not for greenspace.

Mr. Dye asked if out of the 18 conditions recommended by staff if they had concerns with any of the conditions.

Michael Heumann said the only small concern he had was that agencies wanted to see open, permeable surfaces for water drainage.

Mr. Heumann said that he had no concerns. He said the only thing they were asking for was the reduced right-of-way-width.

Michael Heumann added that with or without the reduction in right-of-way width, the development will have all the same utilities, sidewalks, etc.

Public Comment
Resident Kay Gray told the Commission that she has already had damage to her property from the Mountainside Estates development. She said she has had to spend tens of thousands of dollars to correct the drainage as well as other measures to protect her property.

Ms. Crossley asked Ms. Gray for the age of her home.

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Ms. Gray said she has lived in her home since 1968. She said she lives at the base of Mountainside Estates.

Resident Dawn Wolfe said the neighborhood is not opposed to the proposed development. They would prefer that subdivision is separate from Mountainside Estates, without use of their roads for access. One of their roads could be used for emergency access, only, with a gate across the road, she said. They also like the idea of a green belt or a buffer zone between the subdivisions, she said.

Ms. Crossley asked why Ms. Wolfe felt the proposed development is not harmonious with the Mountainside Estates neighborhood.

Ms. Wolfe said in Mountainside Estates they have larger lots and bigger homes. Their neighborhood would then feed into a neighborhood with smaller homes and smaller lots, she said. The proposed development would not have the same feel or character of Mountainside Estates, she said.

Ms. Crossley said smaller homes and smaller lots are what a person her age desires.

This could easily be a separate neighborhood, said Ms. Wolfe.

Traffic is also a concern of the Mountainside neighborhood, said Ms. Wolfe. There is only one street going into the neighborhood, she added.

A number of the smaller zero lot line homes already exist within Mountainside Estates, said Ms. Crossley.

It is the volume of people and traffic in the neighborhood, said Ms. Wolfe. The children have to walk down the hill to the bus stop, she said. They are also concerned about crime with the added residences, she said.

The Commission approved a motion to extend the meeting until 11:30.

Mr. Hickok asked the staff if there are any remaining empty lots in Mountainside Estates.

Ms. Bruggeman said she believes there is one empty lot in the neighborhood which is a park lot.

Resident Nathan Coffee said the proposed development should be developed as a cohesive whole for the entire neighborhood. He said the applicant has vague information about future phases of the development. The applicant has no other viable plan other than access through the site through the Mountainside neighborhood, he said. He also expressed concern about the

incomplete storm drainage system. No mitigation strategy has been proposed for the wetlands on the site, he said.

Landry Dillingham told the Commission that he was concerned over additional traffic in the neighborhood. He said children play on the streets and that extra traffic would be unsafe. He said he worried about the road being corroded with the extra traffic. He said there is only one entrance and one exit to the site.

Robert Trousil told the Commission that the owners of the property have every right to develop it. He said the proposed development needs a separate access. He said no construction should be allowed on the Mountainside Estates road system. Also, he said an appropriate greenbelt or buffer should be established between the two subdivisions.

Resident Michelle Elfers told the Commission that she felt the preliminary plat was not ready for approval because the proposal does not meet adopted codes. She said she felt the proposed development is incompatible with uses for the area. According to code there should be buffers between differing land uses or zoning districts, said Ms. Elfers. This is often accomplished by separating roads, she said. Bungalow housing does not have design standards, she said.

Sheila Box said the road in Mountainside Estates cannot support additional traffic from a new development. All of the children in Mountainside Estates have to walk down the hill to catch the bus, as the roads are too steep for the busses, she said. She said the roads in Mountainside Estates are already substandard, and that additional burden should not be placed upon them.

Julie Staley told the Commission that she has lived in the neighborhood for 27 years. She said she is not opposed to the development as long as it respects the harmony of the Mountainside neighborhood. She said she is concerned about property values due to the increased traffic moving through the D5 neighborhood to a D15 neighborhood.

Dane Lenaker said that he is the same age as Ms. Crossley. He said they moved into the neighborhood recently, and that they chose the area because of the low street noise and traffic. He said they were dismayed to hear about the proposed development because of the increased traffic and noise, and potential danger to their child. He requested that an alternative access be used by the developer.

Mr. Dye asked Mr. Lenaker if he had an issue with just 47 more units being constructed in the proposed development and using existing access.

Mr. Leniker said he had concern with the development being approved without considering the maximum 293 units.

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Mr. Dye said they have already learned that 293 units cannot be built without a secondary access. He said he was asking about an additional 47 units.

Ms. Crossley asked if Mr. Lenaker was aware when he bought his home that the roads could be extended.

Mr. Leniker said he was aware that development had been attempted in the past and was shot down.

Thane Road resident Bill Corbus told the Commission that he supports the proposed development. He said housing is a big problem in the community, and one of the problems is a lack of land to build homes on. He said he felt this development would help address this problem. He said he admired that the developer had the courage to proceed with construction during these trying financial times.

Resident Steve Iha told the Commission that he would address the water issue. Mountainside Estates has already had a water issue, he said. Before pumps were installed, they had very poor water pressure. It is still not good, he said. The pumps are designed to maintain pressure at the bottom, but that it drops significantly further up the hill. He said 12 units would not significantly affect the water pressure, but that more units than that could seriously affect their water.

Mr. Hickok asked if perhaps it was old pipes that affected the water pressure.

Mr. Iha said that the problem was not with old pipes.

Mr. Rutecki told the Commission that he would like to see the character of the neighborhood retained as it is. He said he thinks people are aware that they were not buying a home on a cul-de-sac but that is the nature of the whole neighborhood. The Planning Commission in 1997 did agree to keep the character of the neighborhood, he said. Title 95 (49) has changed things, he said, incentivizing developers and making it easier for them to build. Mr. Rutecki said he suggested a compromise which was to build the proposed units and make them a cul-de-sac with a separate entrance to the D15 zone.

The Commission approved extending its ending time to midnight.

Brian Duncan told the Commission that he is the president of the Tamarack Trails Condominium Association. The condominiums consist of 32 units, he said. If Hooter Lane is developed, they would be the most impacted residents, he said. It would decrease their property values, and noise levels would increase, he said. The character of that neighborhood would change forever, he said.

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Matt Pegues told the Commission that this project has been going at a very fast speed. They heard about this project in November, he said. At the January meeting held by CDD, the plans had changed to almost 300 units, with a mixture of single family and multifamily dwellings. They were given four calendar days to submit their response in writing, he said. The residents had six days to respond to plans submitted by the developer near the end of February, he said.

Don Ingledue said that he lives on Glacier Highway, adjacent to Hooter Lane. He said he wanted to clarify that Hooter Lane is not 60 feet wide as shown on the plat. In 1986 the Commission granted a variance to a building that was set into the right-of-way by ten feet, he said. He said it is a very steep grade that is going to cause problems.

Mr. Alper asked if he had to give up property for the construction of that street.

Mr. Ingledue said Hooter Lane was created between a former developer and Mr. Ingledues's father.

Marty Phelan told the Commission his neighbors have expressed most of his concerns already. He said the amount of traffic fed through the Mountainside Estates roads will negatively affect the neighborhood. They would go from quiet streets to major thorough fares, he said.

Greg Roth said that he has concerns about the density of the traffic and the possible increase in crime resulting from being connected to a large subdivision. This is supposed to be a major subdivision. To come in as a minor subdivision does not make sense to him, he said. His concern is that the development will be moved incrementally along over the years until Mountainside Estates is not what it used to be.

Ms. Crossley asked if there has not been construction going on over the years.

Mr. Roth said that yes, construction for a D5 zone has been taking place. The proposed development will eventually triple the size of Mountainside, he said. In answer to another question by Ms. Crossley, he said that water and traffic are also concerns.

Ms. Maclean said she wanted to clarify for the public that this is a major subdivision, going through the major subdivision process. The findings by the director and staff are exactly the same for a minor subdivision as for a major subdivision, she added, except that a major subdivision goes before the Commission.

Wayne Coogan said he is on the Affordable Housing Commission but is speaking on his own behalf. He said if a person travels to a big city such as Detroit, they would see things that are taking place in Juneau now; empty box stores and offices. These are the precursors to dramatic drops in the values of residential property, he said. Over the past years the City has spent a lot of money in an attempt to spur housing development, said Mr. Coogan. According to the

Housing Action Plan, The City needs several thousand housing units built, said Mr. Coogan. He said the City is investing $5 million in the development of Pederson Hill subdivision.

Mary Hakala said they built their own home 22 years ago, and that it was one of the last homes in the area to be built. The existing level of traffic is dangerous. The hill is very steep, she said. One winter day she was sliding in her vehicle at the bottom of the hill, and the only thing between her and the school children waiting for a bus was eight inches of snow.

Bob Janes said he and his neighbors are left with homes and a way of life with an uncertain future, due to this proposed development. Approving this small subdivision is opening the door to a major subdivision, he said. He asked the Commission to make its decision based upon all of the facts.

Applicant
Mr. Heumann said the property has been zoned D15 for many years. He said that there have been no efforts to get the zoning changed. The traffic study in their packets indicates the existing roads can handle 400 more dwellings in the area, said Mr. Heumann. The City Assessor indicated to him that none of her data indicates that property values would fall due to the proposed development. The law does not allow for separate roads, said Mr. Heumann. The last thing they want to do is come in and "trash" a neighborhood, said Mr. Heumann.

Commission Comments and Questions
Mr. Campbell asked about the number of daily trips which could trigger the need for a second access.

The Commission approved continuing the meeting until 12:10 a.m.

Ms. Maclean said that Title 49 determines if the average daily trips are less than 250 per day, a Traffic Impact Analysis is not required. Average daily trips between 250 – 500 trips per day are at the Director's discretion, as far as if another Traffic Impact Analysis is required. Beyond 500 average daily trips, a Traffic Impact analysis is required, she said.

Mr. Campbell asked if there is a threshold which requires a second access.

Ms. Bruggeman said in Title 49 there is not a specific code section which states that a second access is required. A development cannot impact a street past a level of service, she said. Ms. Bruggeman said that if a traffic impact analysis was performed and mitigation was required, a secondary access could be an option.

Mr. Campbell clarified that there is no average daily trips count that triggers a secondary access.

Ms. Maclean said that was correct. She said that she anticipates that a traffic impact analysis would be required with the next phase and that it would show that a second access would be needed.

Mr. Campbell said with 157 units already in the mountainside estates subdivision, with 9.52 average daily trips per dwelling, if they were not already well beyond the daily trips which would trigger a traffic impact analysis He asked if those houses counted towards the average daily trip requirement for a traffic impact analysis.

Ms. Bruggeman said they are only looking at the new lots created.

Mr. Campbell asked why the existing dwellings were not included in the traffic analysis. He said the fire department took those dwellings into consideration.

Ms. Bruggeman said it was her original understanding the existing homes in Mountainside Estates would not be included in the fire count.

Mr. Jager said if this was a subdivision considered on its own, it would be reviewed differently. However, he said, they have to take into account that this access goes through an existing subdivision. He said yes, they are looking at what exists for the fire code.

Mr. Dye asked if a dwelling unit with an accessory apartment would be considered as one or two dwelling units.

Mr. Jager said that would be considered as two dwelling units.

Mr. Dye asked if someone in mountainside estates wanted to add an accessory apartment, and because they are over the 100 unit threshold, would they have to fire sprinkle that apartment?

Mr. Jager said for consistency, yes, however, if it is a single family home with an accessory apartment, it does not fall under my authority for regulation and enforcement. He said his authority extends to subdivisions such as the one before them or dwellings that are a triplex or bigger. He said that everything over 100 units in mountainside estates should have sprinklers or a second access under today's standards.

Mr. Dye clarified that even every dwelling unit over 100 would require a sprinkler by fire code, but that fire code precludes Mr. Jager from enforcing it.

Mr. Jager said they cannot retroactively require any further rules over the homes already built, said Mr. Jager. He said that he has no authority over the residential building code or the building code itself, unless it is a triplex or larger, or a subdivision.

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Mr. Campbell asked if he was correct in understanding that the proposed subdivision would reach the ADT threshold before it crossed the threshold of dwelling units.

Ms. Maclean said that is what she said, and that she thinks she misunderstood Mr. Jager's comments that Mountainside was included in his counts.

Mr. Campbell said that his feeling based upon the testimony and staff reports is that the fire department took the correct approach on this issue. To consider this issue without its impact on the adjoining neighborhood is the wrong way to go. He said he strongly supports development, and that he realizes there is a housing crisis, but that he does not support development at any cost. Mr. Campbell said he is leaning towards the requirement that an additional access be constructed to alleviate the serious traffic impact on the neighborhood.

Ms. Crossley said there is far more density up Mountainside than where this development is being proposed. The increase in traffic would only be experienced on Craig Street and Hillcrest, she said. She said it is like Hillcrest saying they do not want the traffic they have been experiencing for the past 20 years. That is only considering the 12 units currently proposed, she said. Ms. Crossley said she does not feel the roads are adequate for the existing homes on Mountainside.

Mr. Voelckers said he did not feel ready to do this item appropriate justice at this hour. He said he felt it warranted more discussion.

MOTION: *by Mr. Voelckers, to continue this application and schedule it at the next available opportunity.*

Ms. Crossley asked if the item would once again be open for public comment.

Chairman Haight said public comment is closed.

Mr. Dye said he felt they were relatively close to reach a decision. He said he felt they could come to a resolution fairly quickly.

Mr. Campbell said he agreed with Mr. Voelckers.

Mr. Hickok said he agreed with Mr. Dye.

Both Ms. Crossley and Mr. Alper said they agreed with Mr. Dye.

Roll Call Vote: *(On the motion to continue the meeting at a later date).*

Yeas: Voelckers, Campbell, Haight

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Nays: Hickok, Dye, Crossley, Arndt, Alper

The motion failed.

The motion by Mr. Dye to continue the meeting to 12:20 was approved with no objection.

MOTION: *by Mr. Dye, to approve SMP2018 0002, with staff's findings, analysis and recommendations.*

Speaking in favor of his motion, Mr. Dye said they have heard a lot of concerns from the public tonight regarding traffic and buffering the adjacent and different zones. Mr. Dye said he feels that D15 is a buffer zone from the D18 zone further down Glacier Highway. He said he did not think the current 12 units proposed would further hinder the traffic in the neighborhood. A secondary access when implemented would provide a benefit to Mountainside Estate residents as well, he said.

Mr. Alper asked how much condition 14 regarding Hooter Lane could be enforced. For example, said Mr. Alper, could any further approval of more units be predicated on the second access being resolved.

Ms. Maclean said the Commission has the discretion to keep number 14 as it is or to strengthen that condition by requiring a second egress before the next phase of construction could be approved. She suggested that Hooter Lane not be specified if there was the potential the egress could be located somewhere else.

MOTION: *by Mr. Alper, to amend the main motion and amend condition 14 to state that an application for a permit for further construction over the 12 units currently proposed that second egress be a condition of any second or additional phases.*

Ms. Bruggeman asked what would occur if the next phase did not reach the fire threshold requiring a secondary egress.

Mr. Alper said that would be the reason for the condition. If it met the fire threshold necessitating a permit then the motion would not be necessary. Mr. Alper said he felt it was important to resolve the egress issue sooner rather than later.

Ms. Maclean suggested leaving number 14 as it was and making Mr. Alper's condition a separate condition.

Mr. Alper withdrew his motion to allow Mr. Dye's amendment to be the main motion, to add a 19th condition that requires a plat note for any future subdivision that results increasing

density, or development of dwelling units, a secondary access will be provided, other than Craig Street.

MOTION: *by Mr. Dye, to approve SMP2018 0002, with staff's findings, analysis and recommendations with a 19th condition* that requires a plat note for any future subdivision that results increasing density, or development of dwelling units, a secondary access will be provided, other than Craig Street.

Speaking against the motion, Mr. Voelckers said the applicant has up to 180 days to improve a few things on their application and come back for approval. This is an instance where the Planning Commission has to look deeply at an issue, and do its job, said Mr. Voelckers. He said there is a lot to consider when having to also consider the phasing and what this means long term. He said he felt they should direct that they receive a preliminary plat from the applicant that answers these questions.

Mr. Arndt spoke against the amendment. He said this is late in the process for the applicant, and that he may have made a different application request had he known this condition would be applied.

Ms. Bruggeman said condition one (h) stated that, "Further Subdivision of Tract B-1, Richland Manor 2 Subdivision shall require City & Borough of Juneau Preliminary Platting Requirements indicating adequate access for all lots created in Phase 1, Richland Manor Subdivision 2, and all future Phases." This was her intent, speaking to the access issue, she said. She said that this may need to be changed.

Ms. Maclean clarified that the motion on the table was in conflict with condition one (h). She said that one is clearly stating that a second access is required for the second phase and that the other requires adequate access defined by code.

Mr. Alper asked if Mr. Voelckers wanted the secondary access issued resolved at this phase.

Mr. Voelckers clarified that his opposition was to the entire motion to approve, including the addition of condition 19.

Roll Call Vote: *(on amendment to the main motion) to add a condition 19 that requires a plat note for any future subdivision that results in increasing density or development of dwelling units that a secondary access will be provided by a means other than Craig Street.*

Yeas: Alper, Crossley, Dye,

Nays: *Arndt, Campbell, Haight, Hickok, Voelckers*

The amendment to the main motion failed.

The Commission agreed to continue the meeting to 12:25 a.m.

MAIN MOTION: *by Mr. Dye, to approve SMP2018 0002, with staff's findings, analysis and recommendations with the 18 conditions found in the staff report.*

Roll Call Vote:

Yeas: Hickok, Dye, Crossley, Arndt, Alper

Nays: Voelckers, Haight, Campbell

The motion passed.

IX. BOARD OF ADJUSTMENT - None

X. OTHER BUSINESS - None

XI. STAFF REPORTS - None

XII. COMMITTEE REPORTS - None

XIII. LIAISON REPORTS - None

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 was adjourned at 12:20 a.m.

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

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DATE: March 14, 2019

TO: Planning Commission

FROM: Beth McKibben, AICP, Senior Planner
Community Development Department

CASE NO.: USE2019 0005

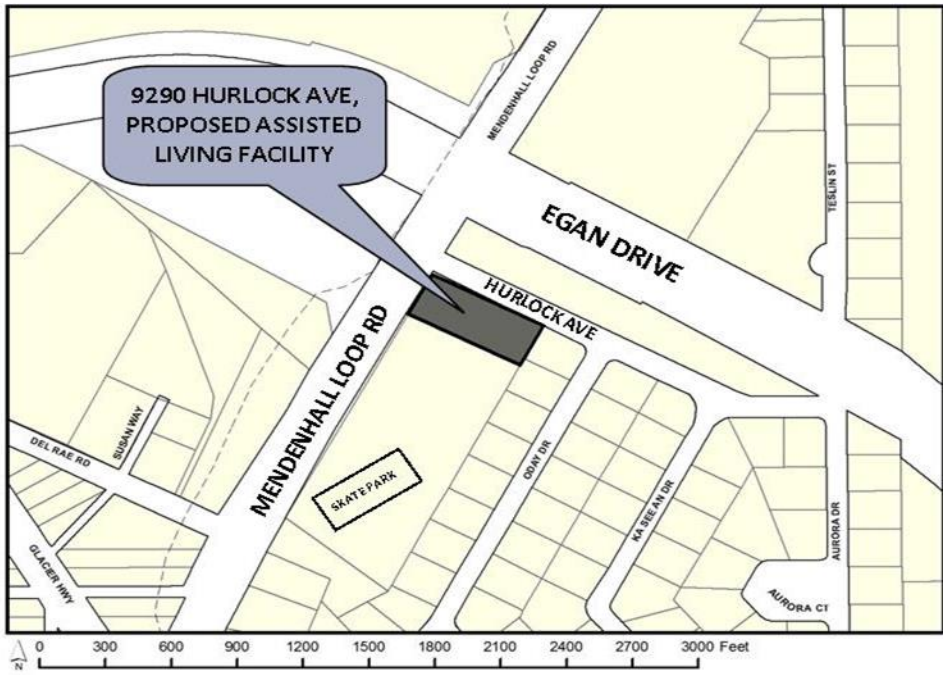
PROPOSAL: A Conditional Use Permit for a 15-room, 30-bed assisted living facility

GENERAL INFORMATION

Applicant:	Legacy Senior Living LLC
Property Owner:	Alaska Legacy Partners LLC
Property Address:	9290 Hurlock Avenue
Legal Description:	USS 381 FR
Parcel Code No.:	5B1601020230
Site Size:	36,122 square feet
Comprehensive Plan Future Land Use Designation:	Urban Low Density Residential
Zoning:	D5
Utilities:	City water sewer
Access:	Hurlock Avenue – CBJ Right-of-Way
Existing Land Use:	Vacant – Previously Juneau Youth Services, Cornerstone Campus

Surrounding Land Use:	North	-	Egan Drive
	South	-	D5 - Renninger Skate Park on CBJ property
	East	-	D5 Residential – Single family homes
	West	-	Mendenhall Loop Road

VICINITY MAP



ATTACHMENTS

Attachment A – Use Application and back-up materials
Attachment B – Revised site and floor plans
Attachment C – Email from Lands Department regarding encroachment
Attachment D – Flood Map

PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit for the development of Legacy Senior Living, a 15-room, 30-bed assisted living facility. The project would remodel and renovate the existing 6,460 square foot building into an 8,472 square foot, 15-room facility. The applicants anticipate 21 beds in the assisted living facility, but are requesting approval for up to 30 beds. This would allow for double occupancy of all rooms. The application was originally submitted for a 14-room, 28-bed facility (Attachment B). Due to the revision, a second abutters notice was mailed, with the revised description.

BACKGROUND

The subject property was developed in the 1960's and was municipally owned and leased to Juneau Youth Services (JYS) until 2018. It has housed a children's receiving home, a youth educational services facility, and an emergency shelter. JYS vacated the property in December of 2017.

After CBJ received written notice from JYS of their plan to vacate the property, CBJ solicited letters of interest from the community for future uses of the subject property. Subsequently, six organizations submitted applications to take over the property. Ultimately the Assembly decided to sell the property to Alaska Legacy Partners, who indicated their intent to develop an assisted living facility.

AGENCY REVIEW

An agency review period was conducted from February 13, 2019 through February 28, 2019. The following agencies stated that they had no concerns or no comments on the development: CBJ Building Division; CBJ Fire Department; CBJ Streets Division, Alaska Department of Environmental Conservation (ADEC) Division of Water, Non-Point Source section and AEL&P. Comments from CBJ Lands were received and are discussed under the project site analysis.

ANALYSIS

Project Site – The proposed site is located at Hurlock Avenue adjacent to the Pipeline Skate Park. The 36,121 square foot site is zoned D5. City water and sewer are available. The existing primary structure meets setback requirements, as will the 2,012 square foot intended expansion. There are two separate, existing accessory structures on the site; both of which have been used for storage. The applicants intend to continue using them for this purpose. One of the existing accessory structures encroaches across the property line onto the CBJ owned property. It was thought that the encroachment could easily be resolved by removing a portion of the building. However, during the development of this use permit application it was discovered the building encroaches farther onto the CBJ property than was originally thought. The applicants have initiated discussion with the CBJ Lands Division and it is believed that the encroachment may be successfully resolved (Attachment C). However, it is recommended that the resolution of the encroachment be completed prior to the issuance of a temporary certificate of occupancy for the assisted living facility.

Project Design – As stated above, Legacy Senior Living will have 15 rooms and up to 30 beds. The 8,472 square foot building would increase the existing building by 2,012 square feet. The single-story building includes a kitchen, lounge/dining area, an administrative office area, laundry, and parking.

CBJ 49.50.300 requires 20% of the development site to be maintained with live vegetative cover. For this site, 7,224 square feet of vegetative cover is required. Review of aerial

photography indicates that approximately 10,000 square feet of the site is currently vegetated. Given the size of the site and the required 20 foot front and rear setbacks, the 13 foot street side yard setback, and the 5 foot side yard setback, there is more than sufficient area for required vegetative cover in the setbacks. As a condition of approval, staff recommends that prior to the issuance of a building permit, the applicant shall submit a site plan showing a minimum of 7,224 square feet of vegetated cover. The vegetated cover plan shall be reviewed and approved by the Community Development Department (CDD) staff prior to issuance of a building permit for the assisted living facility. The vegetative cover areas shown on the approved plans shall be maintained with live vegetative cover as shown and approved.

CBJ 49.15.330(g)(14) allows the Commission to require screening. However, the project site is adjacent to a public park and two Rights-of-Way. The rear setback abuts private property and is vegetated. No additional screening is recommended.

Traffic –The assisted living residents will not be driving. Traffic will be generated by employees and visitors. Legacy Senior Living anticipates approximately 10 employees (including full-time and part-time).

The proposed assisted living facility is classified as "Assisted Living" Land Use in the Trip Generation Manual (9th Edition 2012). The Handbook establishes the standards for traffic impact analysis for development projects. The standard number of trips during the week is 2.74 per resident, totaling 82 weekday trips; the standard number of trips on Saturday is 2.20 per resident, totaling 66 trips on Saturday; and the standard number of trips of Sunday is 2.44 per resident, totaling 73 trips on Sunday. CBJ 49.40.300 states that a traffic impact analysis is <u>not</u> required when a development is projected to generate less than 250 average trips in a day. The traffic generated by this project is expected to have minimal impacts on the surrounding area.

Parking and Circulation – The assisted living facility will continue to use the existing driveway access to Hurlock Avenue. CBJ 49.40.210(a) *Table of minimum parking standards* requires assisted living facilities to provide 0.4 parking spaces per maximum number residents. Legacy Senior Living, with a maximum of 30 residents, must provide 12 parking spaces on site, one of which must be van accessible. The facility is also required by CBJ 49.40.210(c) to provide for 1 loading space.

The site plan shows 12 parking spaces, one of which is accessible. One loading space is shown on the site plan. All parking spaces, including the van accessible and loading space, meet the parking space dimensional standards required by CBJ 49.40.210(b).

CBJ 49.40.230(c)(1) requires the parking lot to be suitably drained and landscaped in accordance with design review standards. Drainage is reviewed as part of the building review process. The design review standards were repealed many years ago.

Exterior Lighting

A lighting plan was not submitted with the Conditional Use Permit application. CBJ

49.15.330(g)(17) and CBJ 49.40.230(d) require exterior lighting in parking areas, along pedestrian pathways, and immediately adjacent to the building. All exterior lighting should have appropriate cut-off optics and house-side shields to efficiently focus light in the desired areas and to minimize the impacts to adjacent neighbors. As a condition of approval, staff recommends that prior to issuance of a Building Permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located, and installed to minimize offsite glare. Approval of the plan shall be at the discretion of the CDD Director, according to the requirements of CBJ 49.40.230(d).

Signs – Per CBJ 49.45 a separate permit process requires that all signs proposed by the development be submitted to CDD staff for review and approval.

Noise – Noise is not expected to be of concern with the Legacy Senior Living. Impacts to the neighborhood from vehicular noise may increase slightly during staff shift changes, but are not expected to be greater than previous uses of the site.

Public Health or Safety – The structure(s), with conditions, will meet all zoning requirements for height and setbacks and will meet all applicable building code requirements for fire safety. No public health or safety concerns have been raised by this proposal. Issues related to construction and building will be addressed during the review of the plans prior to issuance of a building permit. At this stage the Building Division has no issues with the project. Capital City Fire and Rescue has no concerns with the project. There are no anticipated negative impacts to public health or safety that result from this development.

Habitat – There are no habitat concerns on the subject property.

Flood Hazard Zones – Most of the subject parcel is in Zone X (0.2 PCT ANNUAL CHANCE FLOOD HAZARD), however roughly 30 feet of the property, from the west lot line inward, is in Zone AH, EL 28.5 feet (Attachment D). According to CBJ 49.70.400(d)(2) certain construction materials and methods may be required for new construction or significant renovations within the AH Flood Zone. No buildings are proposed in the AH Flood Zone.

Property Value or Neighborhood Harmony – The Conditional Use Permit is for an assisted living facility. The purpose of the D5 zoning district according to CBJ 49.25.210(c) is:

> *"…intended to accommodate primarily single family and duplex development at a density of five dwelling units per acre..."*

The surrounding land uses are primarily residential and recreational. Impacts to neighboring property values from the proposed project are not expected. The project is of a scale, massing, and architecture that is in harmony with other surrounding buildings and uses. The project will repair and renovate the current building, improving the aging, and somewhat run-down structure.

Conformity with Adopted Plans –

2013 Comprehensive Plan
The development of a 30-bed assisted living facility is consistent with the following policies of the Comprehensive Plan:

POLICY 4.1*:* To facilitate the provision and maintenance of safe, sanitary and affordable housing for CBJ residents.

POLICY 4.2*:* To facilitate the provision of an adequate supply of various housing types and sizes to accommodate present and future housing needs for all economic groups.

POLICY 4.8: To balance the protection and preservation of the character and quality of life of existing neighborhoods within the urban service area while providing opportunities for a mixture of new housing types.

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.

POLICY 17.1: To coordinate development activities of the private and public sectors for projects that are consistent with the comprehensive plan and meet important public needs.

2015 Juneau Economic Development Plan
The Juneau Economic Development Plan (JEDP) developed eight economic development priorities, including to "Promote Housing Affordability and Availability". One initiative "Build the Senior Economy" calls for the support of development that creates a range of housing options and support services that meet the needs of Juneau's senior population.

The development of a 30-bed assisted living facility is consistent with the 2015 JEDP.

2016 Housing Action Plan
The Juneau Housing Action Plan identifies senior housing as a community need. One of the goals of the plan is to construct 900 new senior housing, independent living units, assisted living units, and step-down, single-family housing units over the next 30 years.

The development of the subject property as a 30-bed assisted living facility is consistent with this goal of the Housing Action Plan.

Granting a Conditional Use permit for an 8,472 square foot, 30-bed assisted living facility in the D5 zoning district, with appropriate conditions, is consistent with the 2013 Comprehensive Plan, 2015 Economic Development Plan and the 2016 Housing Action Plan.

FINDINGS

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

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

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

CBJ 49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

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

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

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

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

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 7.200 for the D5 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 March 5, 2019 and March 15, 2019 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all

property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right-of-Way.

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

No. Based on the above analysis, there is no evidence to suggest that the assisted living facility in the D5 zoning district, with conditions, will materially endanger the public health or safety.

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

No. Based on the above analysis, the proposed assisted living facility, with conditions, will not substantially decrease the value of or be out of harmony with property in the neighboring area.

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

Yes. As discussed above, the proposed assisted living facility is in general conformity with the land use plan, 2013 Comprehensive Plan, 2015 Juneau Economic Development Plan and the 2016 Housing Action 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 approved the requested Conditional Use Permit. The permit would allow the development of a 15-room, 30-bed, assisted living home. The approval is subject to the following conditions:

1. The encroachment of the accessory structure must be resolved prior to the issuance of a temporary certificate of occupancy for the assisted living facility.

2. As a condition of approval, staff recommends that prior to the issuance of a building permit the applicant shall submit a site plan showing a minimum of 7,224 square feet of vegetated cover. The vegetated cover plan shall be reviewed and approved by CDD staff prior to issuance of a building permit for the assisted living facility. The vegetative cover

areas shown on the approved plans shall be maintained with live vegetative cover as shown and approved.

3. Prior to issuance of a building permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located, and installed to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements at CBJ 49.40.230(d).

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: 9290 Hurlock Ave., Juneau, AK 99801

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot): USS 381 FR

Parcel Number(s): 5B1601020230

☐ This property located in the downtown historic district
☐ This property located in a mapped hazard area, if so, which _____

LANDOWNER/ LESSEE

Property Owner: Alaska Legacy Partners LLC
Contact Person: Garrett Schoenberger
Mailing Address: 2780 Fritz Cove Rd., Juneau, AK 99801
Phone Number(s): (602) 790-6144
E-mail Address: garrett@alaskalegacypartners.com

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

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

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

X [signature] 2/12/19
Landowner/Lessee Signature — Date

X _____ _____
Landowner/Lessee Signature — Date

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

APPLICANT If the same as OWNER, write "SAME"

Applicant: Legacy Senior Living LLC
Contact Person: Garrett Schoenberger
Mailing Address: 4401 Riverside Dr. - D3, Juneau, AK 99801
Phone Number(s): (602) 790-6144
E-mail Address: garrett@alaskalegacypartners.com

X [signature] 2/12/19
Applicant's Signature — Date of Application

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

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Intake Initials	
LEB	
Case Number	Date Received
USE20190005	2/12/19

- LEGACY SENIOR LIVING

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

Legacy Suites - a 14 room, 28 bed assisted living facility

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

- ○ Accessory Apartment – Accessory Apartment Application (AAP)
- ◉ Use Listed in 49.25.300 – Table of Permissible Uses (USE)

Table of Permissible Uses Category: Assisted Living - 49.25.300 (7.200)

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 36,120 square feet Total Area of Existing Structure(s) 6,460 square feet

Total Area of Proposed Structure(s) 7,000 square feet

EXTERNAL LIGHTING

PORTIONS NEW DESIGN UNDERWAY

Existing to remain ○ No ◉ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

Proposed ○ No ◉ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

ALL REQUIRED DOCUMENTS ATTACHED

☑ **Narrative including:**

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

If this is a modification or extension include:

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

☒ **Plans including:**

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

----------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	$ 650.00			

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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
USE20190005	2/12/19 LEB

ALASKA LEGACY
PARTNERS

February 11, 2019

CBJ Community Development Department
230 South Franklin Street
Juneau, AK 99801

RE: Conditional Use Permit Narrative –Alaska Legacy Partners LLC – ***Legacy Senior Living LLC***

General Information:

Applicant:	Legacy Senior Living LLC
Property Owner:	Alaska Legacy Partners LLC
Property Address:	9290 Hurlock Avenue, Juneau, AK 99801
Property Size:	6,460 square feet
Lot Size:	36,121 square feet
Zoning:	D-5
Parcel Number:	5B1601020230

Project Description:

Alaska Legacy Partners via Legacy Senior Living LLC is requesting a Conditional Use Permit to develop a 14-room, 28-bed assisted living development to be named ***Legacy Senior Living***. Realistically we expect somewhere around ± 21 beds. We are submitting at 28 beds to make sure we have capacity should we need it and to show highest possible impact. The project, located at 9290 Hurlock Avenue, will take an existing 6,460 square foot facility (former JYS/Cornerstone campus) and renovate it into a brand new 7,000 square foot facility.

Legacy Senior Living will be accessed from Hurlock Avenue. The property is currently zoned D-5 and the proposed use of Assisted Living requires a Conditional Use Permit per CBJ Table of Permissible Uses -- 49.25.300 (use 7.200).

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The overall design of the facility will meet the following criteria:

- Pleasant and homelike environment for residents
- Accommodate varying needs for senior residents
- Create a sense of security and belonging
- Encourage social interaction between residents
- Designated social areas allowing activities and crafts for residents
- Establish a sense of pride, independence and freedom for residents
- Provide safe and comfortable living spaces

These goals promote the development of a functional and homelike setting for seniors requiring assistance with the daily activities of living. Legacy Senior Living will provide its residents a living situation promoting their highest level of physical, social, and mental functions.

Existing Site and Setbacks:

Our packet of materials includes an overall site plan illustrating the building, parking, driveways, and setbacks on all four sides. The property line itself is estimated from a survey dated 11/6/1997 (Douglas Finley Land Surveying).

Based on the best information we have, the rear portion of an existing support shed crosses the property line. We're proposing removing a six-and-a-half-foot (6.5') portion of the shed which was a later addition. In addition, we are actively working with CBJ Lands to request a property line adjustment. Upon property line adjustment, the shed with setbacks will wholly meet the five-foot setback. We hope that this addresses the very minor concerns raised regarding this existing non-conforming property portion. Should the property line adjustment not be possible, we will cut back the shed to make sure all structures are within property line.

The older, remaining portions of this shed are in good condition and are scheduled to be dry storage for the senior facility. Separate, accessory dry storage is a major component for the facility as allows us to maximize interior space for resident needs.

Traffic:

As the project consists of housing for assisted living, residents will not be driving. Traffic will be generated by employees and visitors. Legacy Senior Living anticipates approximately 15 employees (including full-time and part-time).

The proposed twenty-eight (28) bed assisted living facility is classified as "Assisted Living" Land Use in the Trip Generation Manual (9th Edition 2012). The Handbook establishes the standards for traffic impact analysis for development projects. The standard number of trips during the week is 2.74 per resident, totaling 77 weekday trips; standard number of trips on

Saturday is 2.20 per residents, totaling 62 trips on Saturday; and the standard number of trips of Sunday is 2.44, totaling 68 trips on Sunday.

CBJ 49.40.300 states that a traffic impact analysis is not required when a development is projected to generate less than 250 average trips in a day. Given the existing access in and around the property, the traffic generated by this project should have minimal impacts on the surrounding area. The peak hours of increased traffic coincide with the morning and evening commutes, given that the employees generate the traffic for the assisted living facility.

Parking and Circulation Under the newly adopted parking requirements, in CBJ 49.40.210 (a) Table of minimum parking standards, assisted living facilities are required to provide 0.4 parking spaces per maximum number residents. Legacy Senior Living, at 28 maximum resident count, must accommodate 11 parking spaces on site. The facility is also required under CBJ 49.40.210 (c) to provide for 1 loading space. Our site plan conforms to the required parking.

Noise:

The surrounding area is a mix of recreational and residential uses. There may be minimal increase in traffic noise generated on neighboring streets during commute times. The proposed assisted living facility expects residents to use the walking trails, paths, and garden areas, located on the property. No excess or considerable amount of noise is expected as a result of this development

Comprehensive Plan:

Juneau Economic Development Plan

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

Draft Housing Action Plan

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

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

Regards,

Garrett Schoenberger
Managing Member
Alaska Legacy Partners LLC
(602) 790-6144

Paul Simpson
Managing Member
Alaska Legacy Partners LLC
(949) 244-2924

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

Hurlock Ave senior housing.
Case Number: PAC20180082

Applicant: Paul Simpson

Property Owner: Alaska Legacy Partners LLC

Property Address: 9290 Hurlock Ave

Parcel Code Number: 5B1601020230

Site Size: 36,122 Square feet

Zoning: D-5

Existing Land Use: Juneau Receiving Home.

Conference Date:	12/26/2018
Report Issued:	1/7/2018

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
Paul Simpson	Applicant	paul@alaskalegacypartners.com
Beth McKibben	Planning	Beth.mckibben@juneau.org
John Young	Building	john.young@juneau.org
Dan Jager	Fire Marshall	Dan.jager@juneau.org
Kyle Paw	Permit tech	Kyle.paw@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** – (check special districts – ADOD / Historic) 14 rooms with up to 21 beds
2. **Setbacks** – Front- 20 feet

   Rear -20 feet
   StreetSide -13 feet
   side setback -5 feet
3. **Height** – 25 feet.
4. **Access –** n/a
5. **Parking** – Parking plan to be drawn by an architect and can be combined with your lighting plan.
6. **Lot Coverage –** n/a
7. **Vegetative Coverage** – N/A **Lighting –** Lighting plan will be required for parking lot and entry ways.
8. **Noise** – n/a
9. **Flood** – (check floodplain)Mostly zone "X"
   Small section considers "AE" with no special requirements.
10. **Hazard/Mass Wasting/Avalanche/Hillside Endorsement –** n/a
11. **Wetlands** – n/a
12. **Habitat** – (Eagle – remind applicant to check with Feds; Riparian, etc.) – n/a
13. **Plat or Covenant Restrictions** – n/a

Building Division:

14. **Building –** n/a
15. **Outstanding Permits** – n/a

General Engineering/Public Works:

16. **Engineering** – n/a
17. **Drainage** – n/a
18. **Utilities** – (water, power, sewer, etc.)

Fire Marshal:

19. **Fire Items/Access –**

Other Applicable Agency Review:

20. DOT&PF / Alcohol Beverage Control Board / Army Corps / DEC (wastewater) / DNR / USF&W / F&G / FAA / Corrections...

List of required applications

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

1. Conditional use application
2. Development Permit application

Additional submittal requirements:

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

1. A copy of this pre-application conference report.
2. Site Plan.

Exceptions to submittal requirements:

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

Fee estimates

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

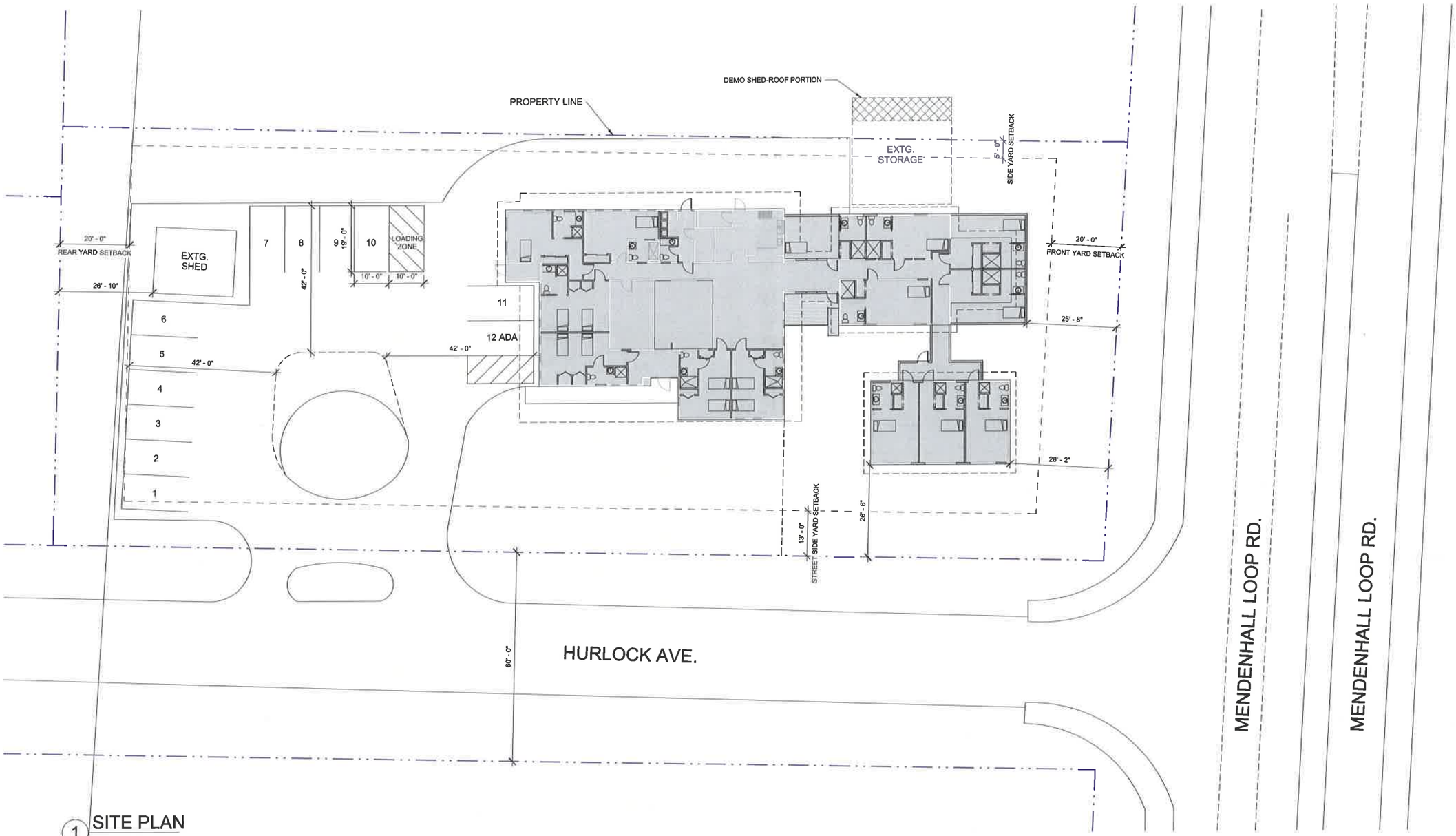
Based upon the project plan submitted for pre-application review, staff has attempted to provide an accurate estimate for the permits and permit fees which will be triggered by your proposal.

1. Conditional use permit application of $500
2. Sign fee and deposit $150.00 ($100 of which is refundable deposit.)
3.

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



1 SITE PLAN
1" = 30'

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ACTUAL NORTH
PROJECT NORTH

Attachment A - Use Application & Back-Up Materials

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
ELCKERS 6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

Schematic Design phase

Legacy Senior Living

No.	Description	Date

SHEET TITLE:
SITE PLAN

DATE: 2.11.19
DRAWN: MV
CHECKED: PV

SHEET NO.
A100

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1 FLOOR 1 DEMO
3/16" = 1'-0"
0' 4' 8' 16'

Attachment A - Use Application & Back-Up Materials

N

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
STATE OF ALASKA
ELCKERS
6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

Schematic Design phase

Legacy Senior Living

No.	Description	Date

SHEET TITLE:
EXISTING CONDITIONS & DEMOLITION

DATE: 2.11.19

DRAWN: ZJ
CHECKED: PV

SHEET NO.
A110

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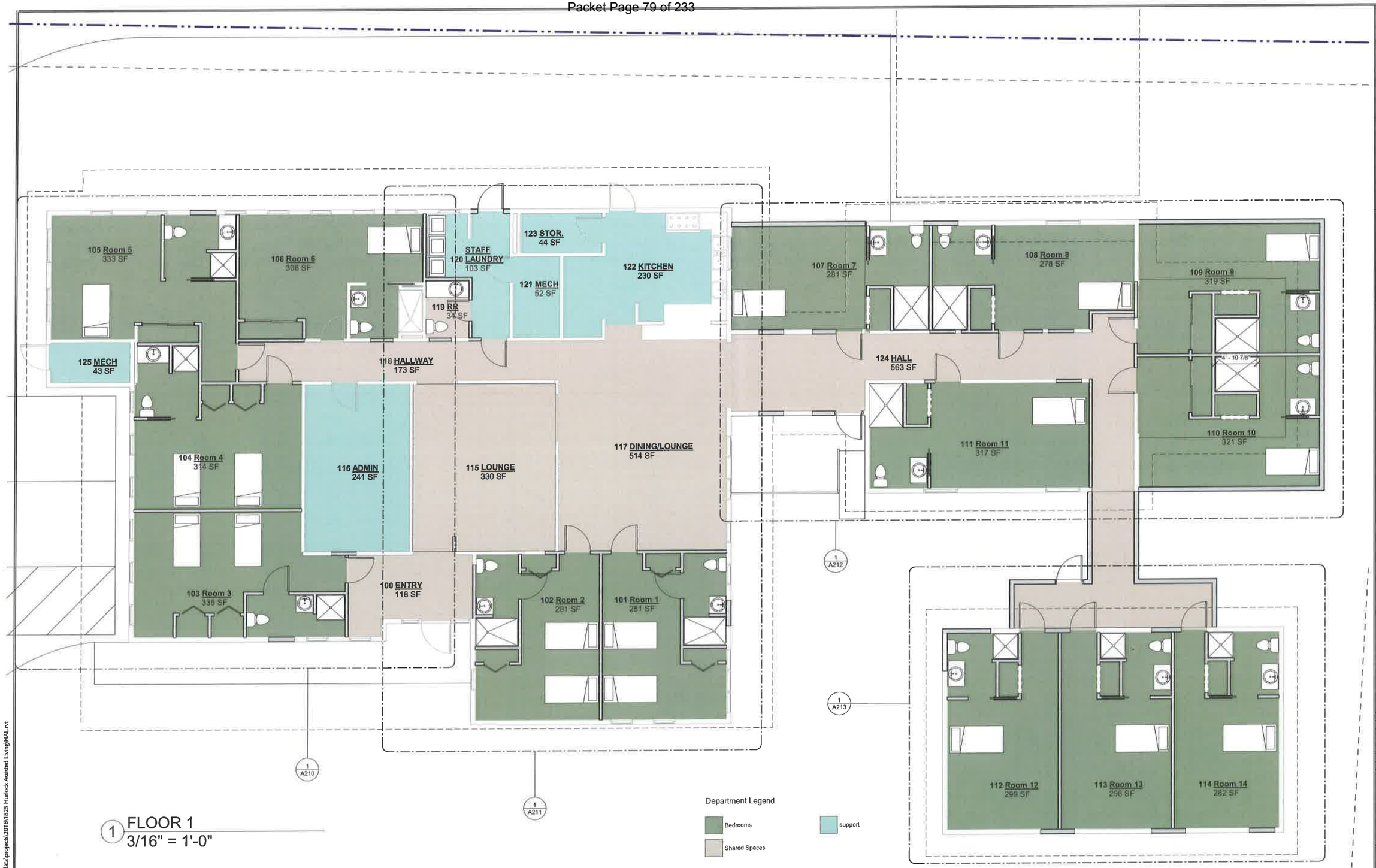

1 FLOOR 1
3/16" = 1'-0"

Attachment A - Use Application & Back-Up Materials

ACTUAL NORTH
PROJECT NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

Schematic Design phase

Legacy Senior Living

No.	Description	Date

SHEET TITLE:
FLOOR PLAN 1

DATE: 2.11.19
DRAWN: MV
CHECKED: PV

SHEET NO.
A201

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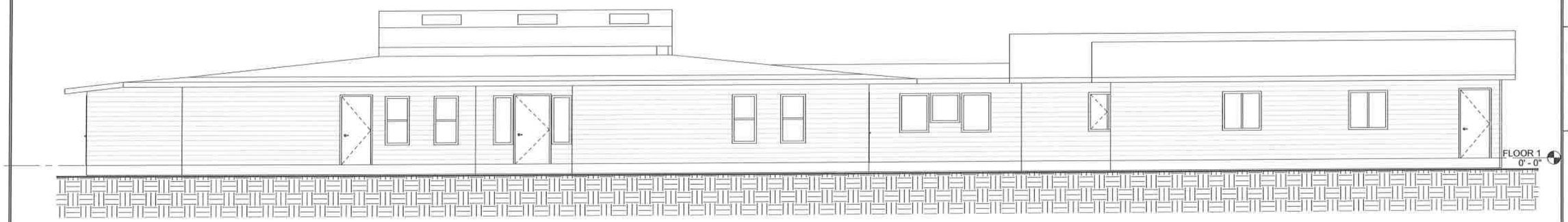
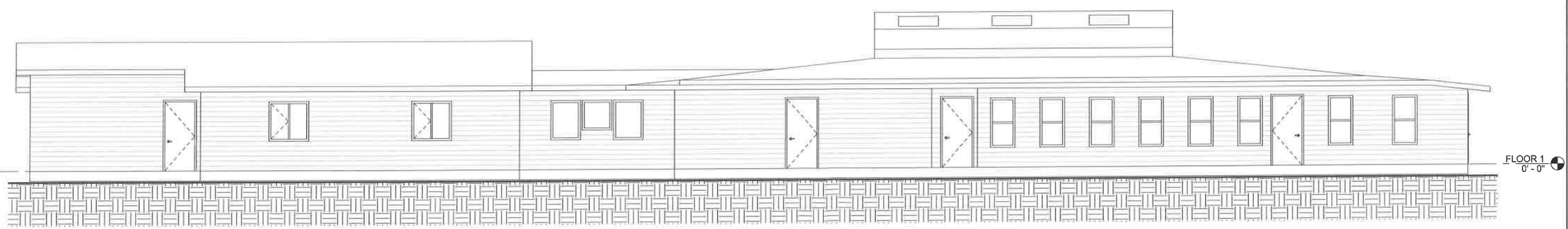


1 Elevation South
3/16" = 1'-0"



2 Elevation North
3/16" = 1'-0"

Attachment A - Use Application & Back-Up Materials

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
BECKERS 6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

Schematic Design phase

Legacy Senior Living

No.	Description	Date

SHEET TITLE:
BUILDING ELEVATIONS

DATE: 2.11.19

DRAWN: MV
CHECKED: PV

SHEET NO.
A401

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1 3D CUTAWAY VIEW

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
BECKERS 6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

Schematic Design phase

Legacy Senior Living

No.	Description	Date

SHEET TITLE:
3D VIEW

DATE: 2.11.19
DRAWN: MV
CHECKED: PV

SHEET NO.
A214

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PARCEL VIEWER SITE

STORAGE SHED

VIEW FROM PARKING

VIEW FROM FRONT

Attachment A - Use Application & Back-Up Materials

NOTE: 11"x 17" PRINT IS HALF SIZE

PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
ALCKERS 6536-A

MRV ARCHITECTS
ARCHITECTURE PLANNING INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

Schematic Design phase

Legacy Senior Living

No.	Description	Date

SHEET TITLE:
IMAGES

DATE: 2.11.19
DRAWN: MV
CHECKED: PV

SHEET NO.
A215

/11/2019 3:33:54 PM \\MRV2013\data\projects\2018\1825 Hurlock Assisted Living\HAL.rvt

From:	Paul Voelckers
To:	Beth McKibben
Cc:	Garrett Schoenberger; Paul C Simpson; Voelckers, Matt
Subject:	Fwd: Legacy Senior Living
Date:	Thursday, February 28, 2019 4:13:20 PM
Attachments:	Legacy Senior Living 2.28.19.pdf

Hello Beth,

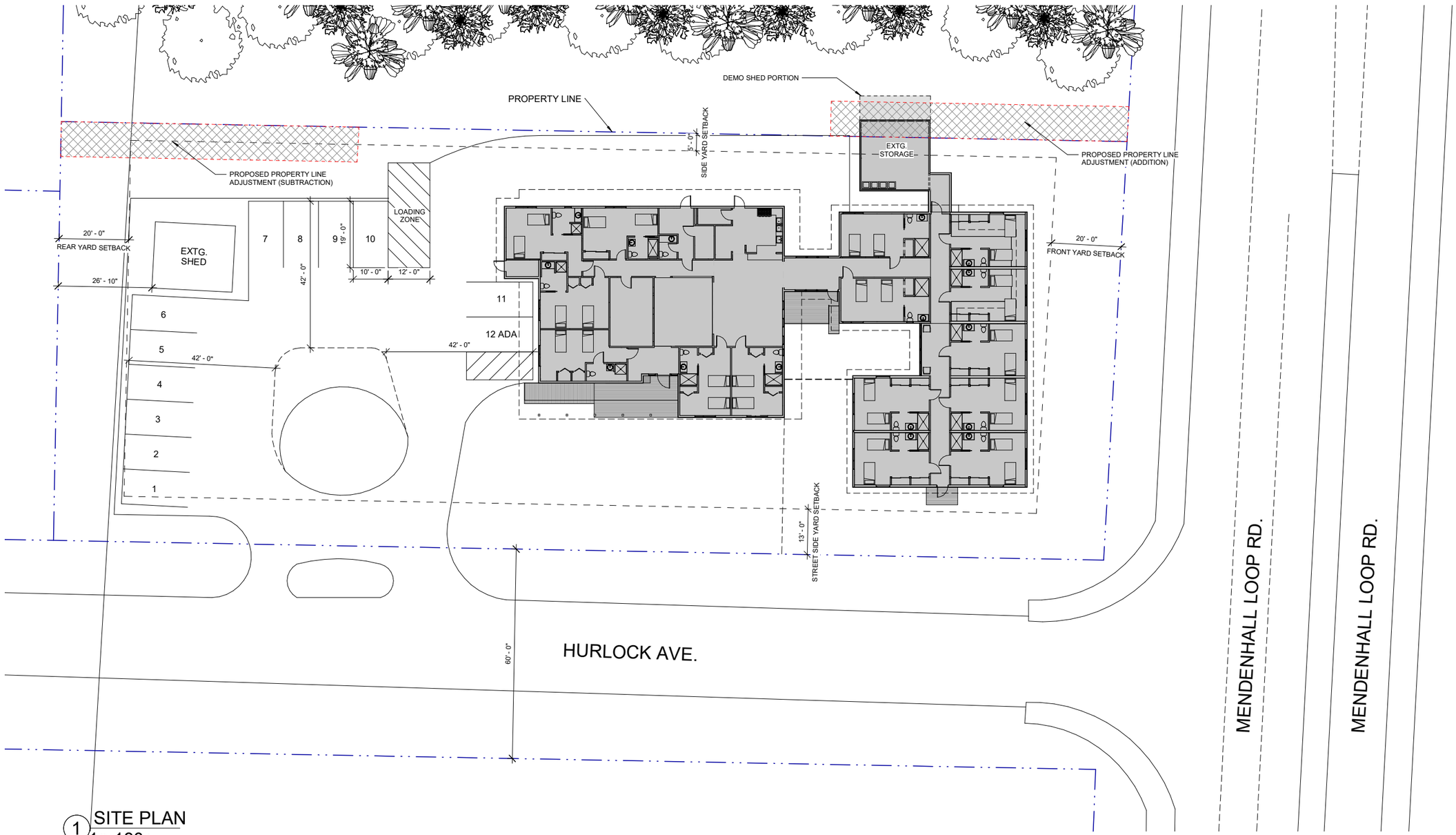
As discussed, here is our improved site plan and building design. We now have 15 units total, and 30 beds (maximum case, not anticipated case).

The total area, including the support building for laundry is now 8,472 sq.ft. The site plan has been corrected to show the correct size of the loading zone. We have also shown the likely resolution of the building encroachment, illustrating a 1 for 1 property line adjustment that should make the existing support building into a conforming situation.

Please contact us with any questions or needed additional information.

Paul

---------- Forwarded message ---------
From: **Matt Voelckers** <matt@mrvarchitects.com>
Date: Thu, Feb 28, 2019 at 3:55 PM
Subject: Legacy Senior Living
To: Paul Voelckers <paul@mrvarchitects.com>



1 SITE PLAN
1" = 30'

ACTUAL NORTH
PROJECT NORTH

NOTE: 11"x 17" PRINT IS HALF SIZE

Attachment B - Revised Site & Floor Plans

2/28/2019 3:52:43 PM D:\Work\1825 Hurlock Assisted Living\HAL Option 1.rvt

STATE OF ALASKA
49TH
PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
PAUL DELCKERS
ARCHITECT
AR No. 6536-A
PROFESSIONAL ARCHITECT

MRV ARCHITECTS
ARCHITECTURE · PLANNING · INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

65% Base Plan

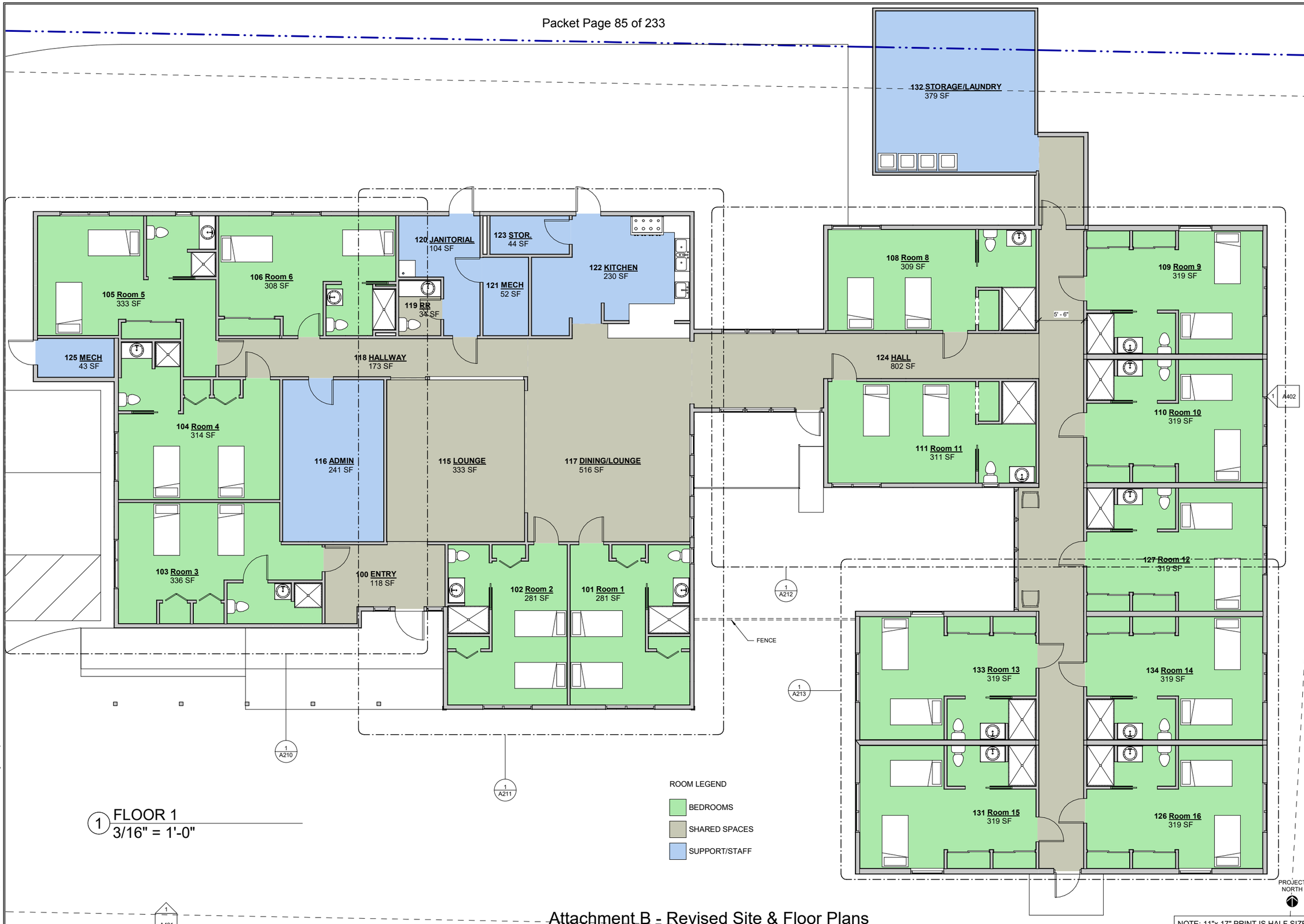
Legacy Senior Living

No.	Description	Date

SHEET TITLE:
SITE PLAN

DATE: 2.28.19
DRAWN: MV
CHECKED: PV

SHEET NO.
A100



1 FLOOR 1
3/16" = 1'-0"

NOTE: 11"x 17" PRINT IS HALF SIZE

Attachment B - Revised Site & Floor Plans

STATE OF ALASKA 49TH
PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION
MARC DELCKERS
AK REG. 6536-A
PROFESSIONAL ARCHITECT

MRV ARCHITECTS
ARCHITECTURE · PLANNING · INTERIORS

MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

65% Base Plan

Legacy Senior Living

No.	Description	Date

SHEET TITLE:
FLOOR PLAN 1

DATE: 2.28.19
DRAWN: MV
CHECKED: PV

SHEET NO.
A201

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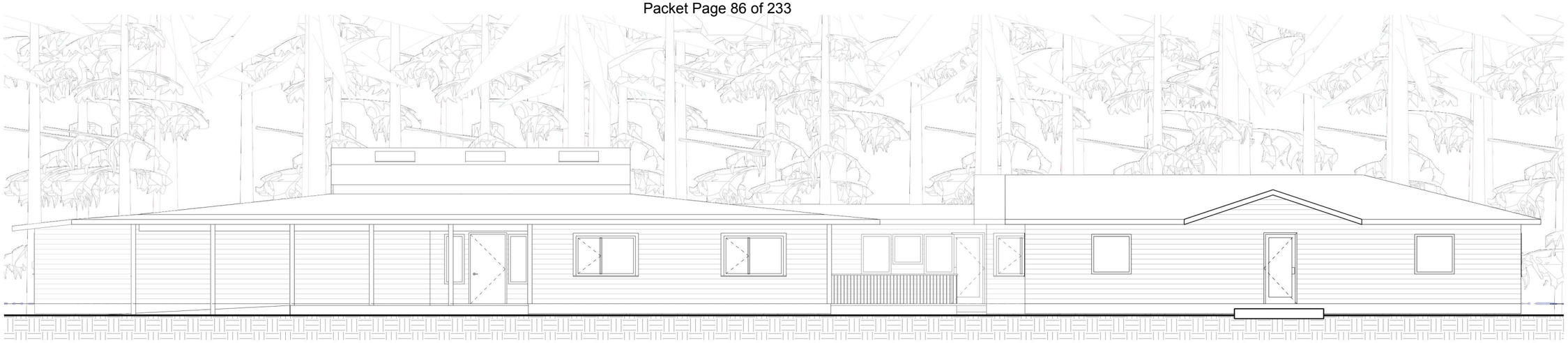

1 Elevation - Fronting Hurlock
3/16" = 1'-0"

2 Tilted 3D

Attachment B - Revised Site & Floor Plans

NOTE: 11"x 17" PRINT IS HALF SIZE

STATE OF ALASKA 49TH CKERS 6536-A PRELIMINARY DOCUMENTS NOT FOR CONSTRUCTION PROFESSIONAL ARCHITECT

MRV ARCHITECTS
ARCHITECTURE · PLANNING · INTERIORS

MRV ARCHITECTS
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JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

MRV #1825

65% Base Plan

Legacy Senior Living

No.	Description	Date

SHEET TITLE:
ELEVATION AND 3D

DATE: 2.28.19

DRAWN: MV
CHECKED: PV

SHEET NO.
A401

2/28/2019 3:52:58 PM D:\Work\1825 Hurlock Assisted Living\HAL Option 1.rvt

From: Teri Camery
To: Greg Chaney
Cc: Dan Bleidorn; George Schaaf; Charlie Ford; Jill Maclean; Beth McKibben
Subject: RE: Agency Review requested for Senior Living Facility
Date: Wednesday, February 13, 2019 3:23:50 PM

Thanks for the quick response and helpful information, Greg. Beth McKibben has the case—I am just getting the agency review started for her until she returns on the 21st. This clearly can't wait until then, so I will contact the applicant. I think a meeting would be helpful so I will be in touch with you to set up a time.

Teri Camery | Senior Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0755

From: Greg Chaney
Sent: Wednesday, February 13, 2019 3:18 PM
To: Teri Camery
Cc: Dan Bleidorn; George Schaaf; Charlie Ford; Jill Maclean
Subject: RE: Agency Review requested for Senior Living Facility

Hi Teri,

We just learned that a part of the large storage building of Juneau Legacy Partner's proposed Senior Living Facility projects across the property line onto CBJ property. This encroachment was known about at the time that the CBJ sold the property to Alaska Legacy Partners but, based on the information we had at the time, we thought that a small portion of the storage building could be removed and this would solve the encroachment. Therefore removal of this part of the building is included in the remodeling plans that Alaska Legacy Partners submitted. Unfortunately an accurate AsBuilt survey recently came to light that shows that this encroachment is more extensive than we realized. Even after the low quality portion of the shed is removed, approximately 5' of the main storage building would still cross the property line. Cutting off this section of the building and rebuilding it would be complex and expensive.

So there are two readily available solutions.

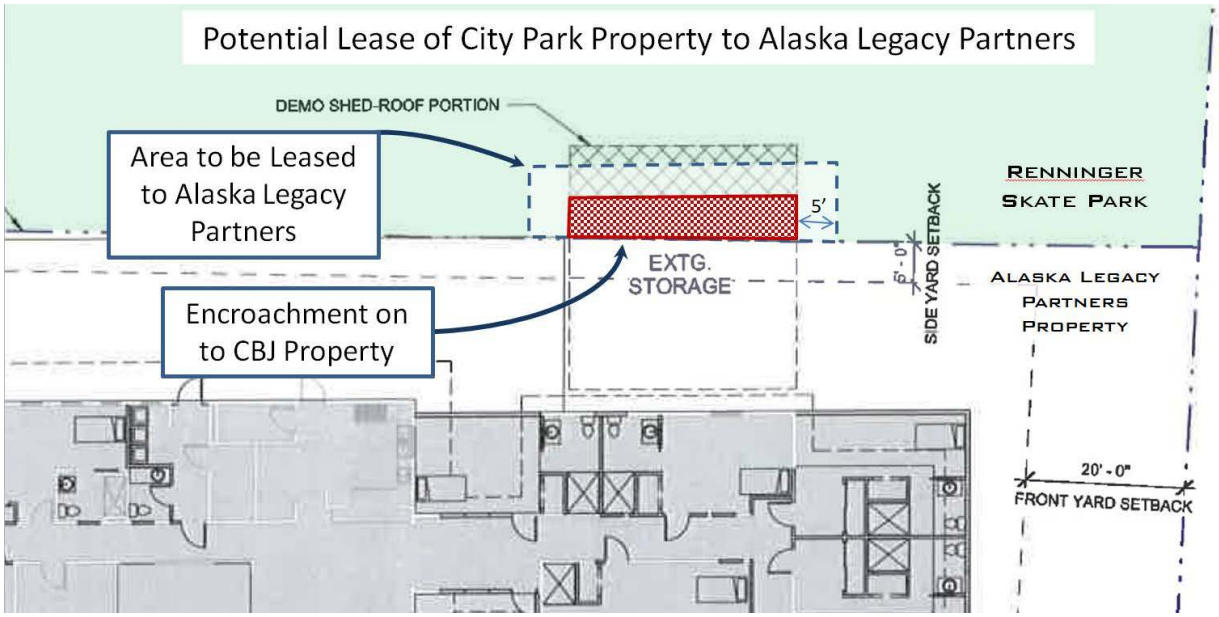
- Lease some of the area around the encroaching shed to Alaska Legacy Partners. I'm not sure how this would work from a building code/zoning setback standpoint but it would probably be the easiest short term fix. Please follow up with Charlie and Jill to see if this could work. I would be happy to meet with you about this.
- An alternative would be to conduct an equal area land trade so that the property line jogs around the encroachment. Both CBJ and Alaska Legacy Partners would receive the same amount of land. This would be a solid solution because the property lines would reflect what was built, Renninger Skate Park would remain the same size, and a land purchase or lease wouldn't be required. This would have the side effect of creating a zig-zag property line. Not pretty but the outcome would permanently solve the encroachment and I think everyone could live with it.

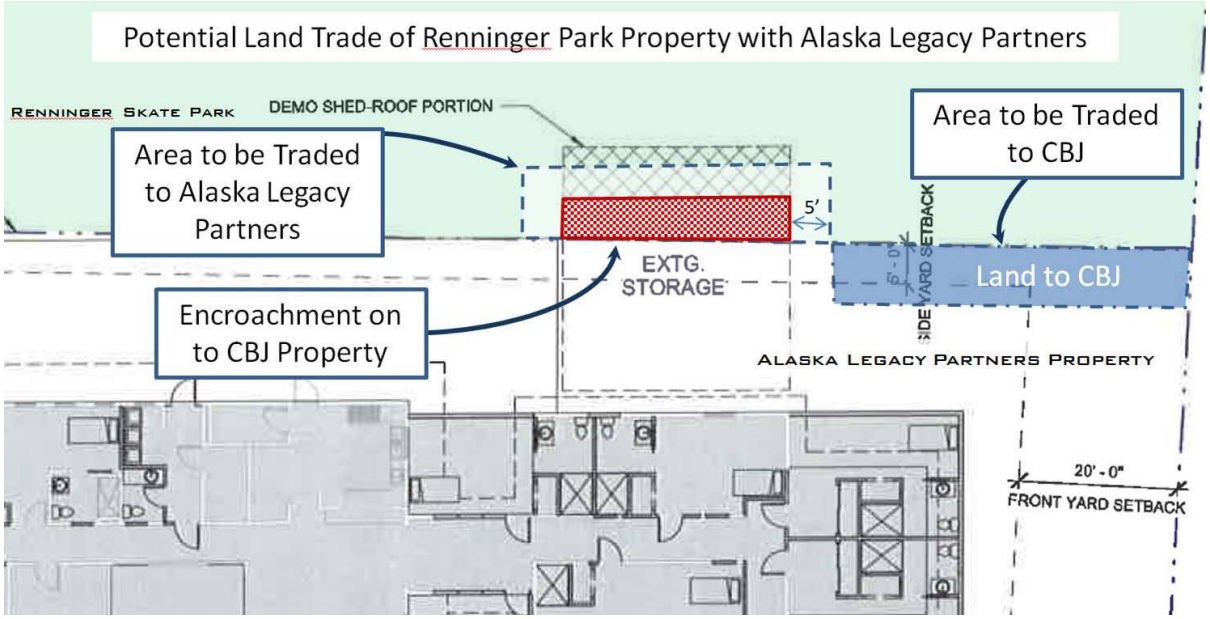
I've included a couple of quick sketches. I haven't had time to send these concepts around for comments but I wanted to alert you to this problem and potential solutions as soon as possible.

Let me know what your questions are because I'm sure you'll have a few…

Cheers,

- Greg





From: Teri Camery
Sent: Wednesday, February 13, 2019 11:35 AM
To: Ed Foster; Dan Jager; Charlie Ford; Autumn Sapp; 'verne.skagerberg@alaska.gov'; Greg Chaney; Robin Potter; Pikul, Gretchen M (DEC) (gretchen.pikul@alaska.gov); Kanouse, Kate M (DFG)
Cc: Beth McKibben
Subject: Agency Review requested for Senior Living Facility

Hello everyone,

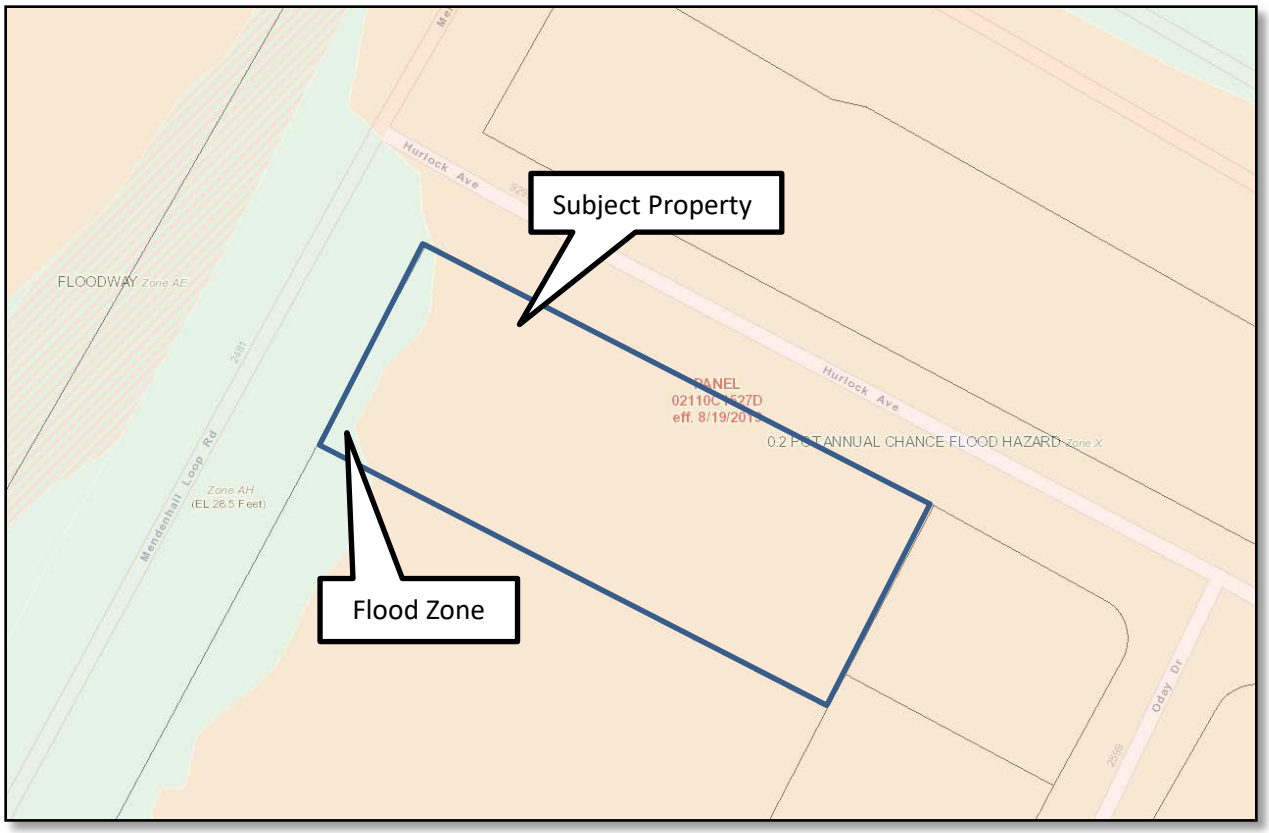
We have received a Conditional Use Permit application for a 14-room, 28 bed assisted living facility at 9290 Hurlock Avenue. Application materials are attached.

Please provide comments by Thursday February 28, and please let me know if you have questions. Thanks very much for your time.

Cheers,
Teri Camery

Teri Camery | Senior Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0755

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

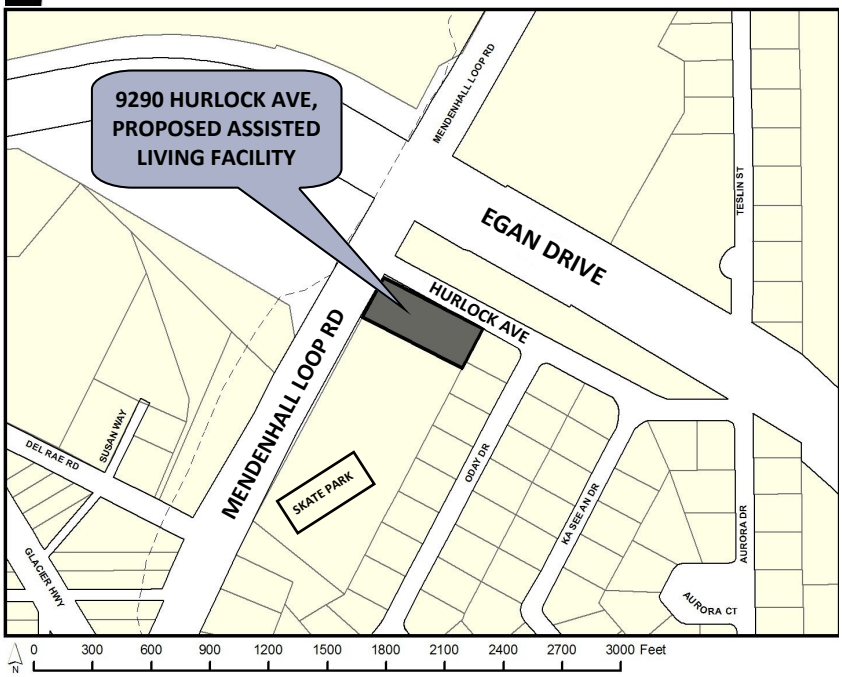


Attachment D - Flood Map

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 **Conditional Use Permit** for **Legacy Suites, a 14-room, 28-bed assisted living facility** located at **9290 Hurlock Avenue** in a **D5 zone.**

TIMELINE

Staff Report expected to be posted on **Monday, March 18, 2019,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through March 4, 2019

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

March 5 through 12 noon, March 22

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

HEARING DATE & TIME
7:00 pm, March 26, 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.

March 27

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**

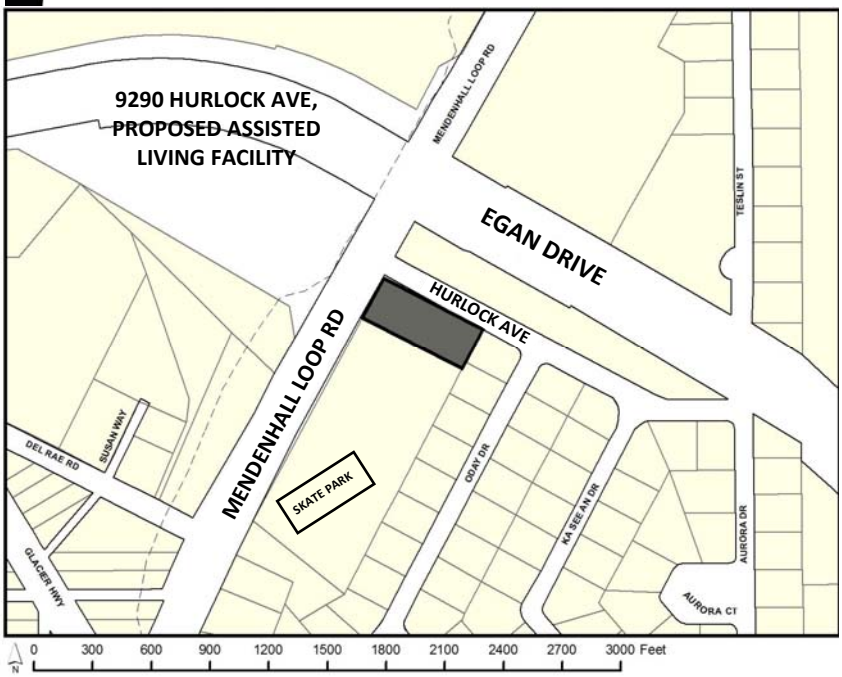
Printed February 22, 2019

Case No.: USE2019 0005
Parcel No.: 5B1601020230
CBJ Parcel Viewer: http://epv.juneau.org

Revised Notice

On a proposal to be heard by the CBJ Planning Commission

Proposal Adjusted



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 for a **Conditional Use Permit** for **Legacy Suites, an assisted living facility** located at **9290 Hurlock Avenue.** Originally, the applicant proposed a **14-room, 28-bed** facility. The applicant is now proposing a **15-room, 30-bed** facility.

TIMELINE

Staff Report expected to be posted on **Monday, March 18, 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, March 22

Comments received during this period will be sent to the Planning Commissioners to read over the weekend in preparation for the hearing. The planner handling this case, Beth McKibben, will also read any written comments that are received. You may also contact her via the phone number listed below.

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

Printed March 5, 2019

HEARING DATE & TIME
7:00 pm, March 26, 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.

March 27

The results of the hearing will be posted online.

Case No.: USE2019 0005
Parcel No.: 5B1601020230
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: March 27, 2019
Case No.: USE2019 0005

Legacy Senior Living LLC
4401 Riverside Drive
Juneau, AK 99801

Proposal: A Conditional Use Permit for a 15-room, 30-bed, Assisted Living Facility

Property Address: 9290 Hurlock Avenue

Legal Description: USS 381 FR

Parcel Code No.: 5B1601020230

Hearing Date: March 26, 2019

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated March 14, 2019, and approved the development of a 15-room, 30-bed assisted living facility to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. The encroachment of the accessory structure must be resolved prior to the issuance of a temporary certificate of occupancy for the assisted living facility.

2. Prior to the issuance of a building permit the applicant shall submit a site plan showing a minimum of 7,224 square feet of vegetated cover. The vegetated cover plan shall be reviewed and approved by CDD staff prior to issuance of a building permit for the assisted living facility. The vegetative cover areas shown on the approved plans shall be maintained with live vegetative cover as shown and approved.

3. Prior to issuance of a building permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located, and installed to minimize offsite glare.

Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements at CBJ 49.40.230(d).

Attachments: March 14, 2019 memorandum from Beth McKibben, Community Development, to the CBJ Planning Commission regarding USE2019 0005.

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

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

Effective Date: The permit is effective upon approval by the Commission, March 26, 2019.

Expiration Date: The permit will expire 18 months after the effective date, or September 26, 2020, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:

Beth McKibben, AICP, Senior Planner
Community Development Department

Michael LeVine, Clerk
Planning Commission

Filed With Municipal Clerk

3/29/2019
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:	March 18, 2019
TO:	Planning Commission
FROM:	Tim Felstead, Planner Community Development Department
CASE NOs.:	USE2019 0003/CSP2018 0015
PROPOSALS:	A Conditional Use Permit for the Juneau international Airport Terminal Reconstruction Project, Phase 2 A consistency review for the Juneau international Airport Terminal Reconstruction Project, Phase 2

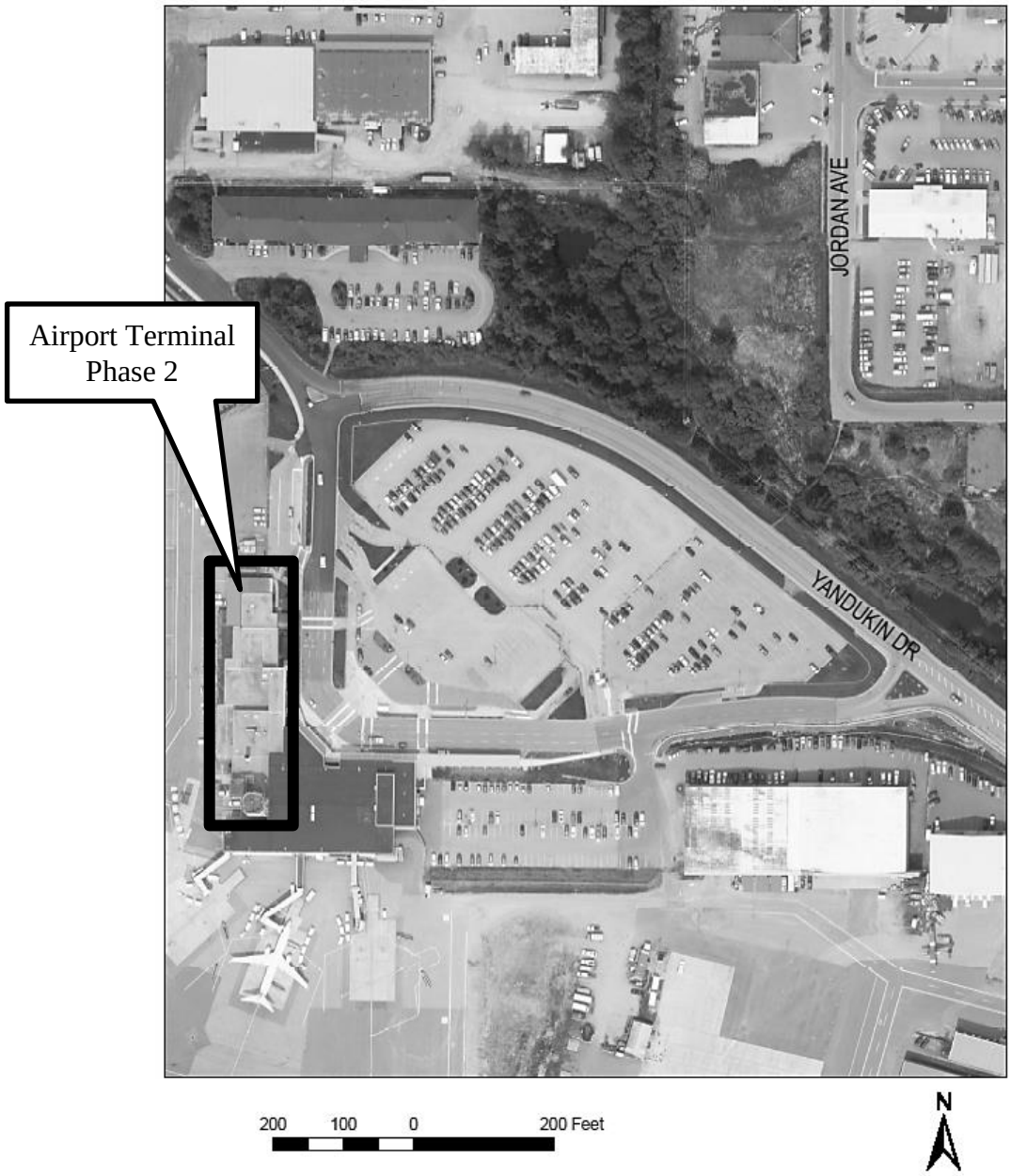
GENERAL INFORMATION

Applicant:	City & Borough of Juneau
Property Owner:	City & Borough of Juneau
Property Address:	1873 Shell Simmons Drive
Legal Description:	Airport Tract A & B [Airport Terminal & Runway Land]
Parcel Code Number:	3B1601000010
Site Size:	640 acres
Comprehensive Plan Future Land Use Designation:	Institutional and Public Use (IPU)
Zoning:	Industrial (I)
Utilities:	Public Water/Public sewer
Access:	Shell Simmons Drive
Existing Land Use:	Airport

Surrounding Land Use:

North	-	Shell Simmons Drive Right-of-Way; Jordan Creek Greenbelt (I); Hotel (General Commercial)
South	-	Airport Runway (I); Mendenhall Wetlands
East	-	Shell Simmons Drive Right-of-Way; Airport Public Parking Lot (I)
West	-	Airport Apron (I)

VICINITY MAP



ATTACHMENTS

Attachment A – Application with preliminary plans including site plans and narrative

PROJECT DESCRIPTION

The Juneau International Airport (Airport) is requesting a Conditional Use Permit for the redevelopment of the north wing of the Juneau International Airport terminal building. This is Phase 2 of the Airport Terminal Master Plan.

Phase 2 of the terminal reconstruction project will result in a net reduction of 11,000 square feet compared to the existing situation. The remodel will provide facilities for airport operations and passenger services. The area to be demolished currently contains local carrier facilities which includes both freight and passenger services. Following reconstruction, only passenger services will be hosted in the building with carriers required to provide their own freight buildings and facilities on airport land that will be available as lease lots. The applicant has submitted a more detailed description of the project in Attachment A.

BACKGROUND

The Juneau International Airport Board is an empowered board of the City and Borough of Juneau. The Airport Board is responsible for, including but not limited to, the operation; maintenance; development; regulations; and the design, construction and grant administration of all capital improvement projects at the Airport (CBJ 05.01.070). The Airport falls under Federal Aviation Administration (FAA) oversight for land use compliance, operations, administration, grants, and financial compliance in order to be certified as a commercial airport and to receive federal grants.

Modernization of the airport terminal began in 2005. This plan was adopted by the Airport Board and was the basis for Assembly-approved financing plans to complete the needed work over multiple phases (and years). Phase 1 renovations to the east wing of the terminal were reviewed by the Planning Commission in 2008 (USE2008-00054 and CSP2008-00014). These renovations were completed in 2012. Phase 1 included a renovation of the existing east wing and an addition. Notable elements of the remodel included the installation of a ground source heat pump system, upgrades to the terminal envelope of the Phase 1 redevelopment, and use of a sidewalk ice-melt system.

Phase 2 has been waiting for sufficient funding to be secured. The total project cost of Phase 2 will be $21.6M of which $6.9M is from local funding through a 2012 CBJ General Obligation Bond. The remaining funding will come from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Entitlement Grants and from airport passenger facility charges (PFC).

During the project review, some staff recommendations for modifications to the Phase 2 development have led the Airport to explore how the recommendations could be paid for. The Airport has submitted supplemental information to their original application narrative (see Attachment A). This additional narrative is intended to emphasize the limitations of what FAA funding can pay for within the Phase 2 development. This means that there are aspects of the proposed development that are not eligible to be funded with FAA grant funding, which is the primary source of project funding. The Airport is concerned that some of the staff recommendations regarding conformity with adopted CBJ plans would also result in increased project costs. Based on the supplemental information, elements of the Phase 2 development not eligible for FAA funding include:

- Bicycle racks and bicycle rack coverings
- Decorative landscaping
- LEED certification
- Public art
- Parking lot improvements, including electric vehicle (EV) charge stations
- Revenue producing spaces (e.g. tenant lease spaces)
- Administrative offices
- Portions of Federal facilities

ANALYSIS

The Table of Permissible Uses (TPU) (CBJ 49.25 Article III) identifies that major developments for the purposes of an airport (Use 15.200) require a Conditional Use Permit. In Industrial zones any non-residential building over 15,000 square feet is classed as major development. The definition of 'development' (CBJ 49.80.120) includes *'construction, reconstruction and enlargement of more than 120 square feet'.*

In addition, a local review of concurrence with CBJ plans is required for City projects by CBJ 49.15.580:

> *(a) CBJ project review: The commission shall review all proposed City and Borough capital improvement projects estimated to cost $500,000 or more for consistency with this title… The commission may recommend conditions on and modifications to any project reviewed by the commission through a notice of recommendation. The notice of recommendation shall be forwarded to the assembly for further action.*

This staff report will address both the Conditional Use Permit and the consistency review. Since this is a combined review for both a Conditional Use Permit (USE case) and a consistency review for adopted CBJ plans (CSP case), there are recommended conditions for the USE permit plus recommendations for the Assembly to consider in their approval of the project.

The consistency review recommendations are based on review of conformity with adopted plans. These plans may recommend going above and beyond the land use and building code requirements, so as to be a development example for the community. The Assembly may choose to require the Airport to comply with the recommendations.

Project Site – The redevelopment will occur on the same location as the existing north wing of the airport terminal, although the footprint will decrease. The terminal building, Shell Simmons Drive, and the airport parking lot are all on Airport property. Based on the plans submitted and the existing airport plat, all required building setbacks will be met. There are no limits on lot coverage in Industrial zones.

Yard	Setback (feet)
Front	10
Street side	10
Side	0
Rear	0

Project Design – Preliminary architectural drawings are provided in Attachment A. The proposal will see approximately 37,000 square feet of building being demolished with approximately 26,000 square feet being newly constructed and approximately 9,000 square feet of existing parts of the remaining terminal building being remodeled; this may vary as the project evolves.

There is no maximum building height in an Industrial zoning district. No scaled elevation drawings are available for the project yet, but the three dimensional sketches suggest that there will be three stories.

During the redevelopment of Phase 1 of the terminal redevelopment, a ground-source heat pump was installed together with a zonal heating, cooling, and ventilation system. The ground-source heat pump is also used for a sidewalk ice-melt system for the sidewalk in front of the Airport. LED lights were also installed. The Airport intends to provide these features in Phase 2 and is committed to providing an energy-efficient building.

Leadership in Energy and Environmental Design (LEED) – CBJ 49.35.800 states that all building projects for CBJ facilities with a project cost of over $5M, which will use public funding, are required to meet a LEED minimum standard. LEED is a building certification standard overseen by the US Green Building Council. There are a number of levels of achievement (Certified, Silver, Gold, and Platinum) that are based on a scoring system of how well specific design components are addressed. There are prerequisite components that must be achieved and others that the developer may choose to try and achieve points towards their certification. Pursuant to FAA Order 5100.38D (Airport Improvement Program Handbook, Chapter 3-74,

Table 3-44), costs for obtaining LEED certification are not eligible for federal funding (AIP or PFC funds) and, therefore, local funding would be required in order to achieve this certification.

A number of CBJ facilities have achieved LEED standards since this requirement began including Dimond Park Aquatic Center, the Valley Library, and a number of school remodels. Although the LEED requirement was adopted into the Land Use Code in 2011, at that time Phase 1 of the Airport Terminal Project already had contracts in place working towards the final design and therefore was exempt from the requirement. Ultimately, Phase 1 delivered numerous energy and environmental improvements including the use of ground source heat pumps for building heating/cooling and sidewalk ice melt, energy efficient lighting, and an improved thermal envelope for the building. The Airport has analyzed and documented that the design resulted in a significant energy cost savings and overall reduction in energy use in the terminal. In discussions with the Juneau Commission on Sustainability (JCOS), the Airport has stated that the building's energy performance will improve even more and fuel oil will be removed from the building, making it a fully renewable energy facility. The Airport has stated that they intend to provide the same, or better, energy efficient features in the new construction.

The Land Use Code LEED requirement provides a mechanism for projects to have an exception from the LEED requirements [49.35.800 (c)]:

> *Exception procedure. If the Manager, with the consent of the Assembly, after consideration of the recommendation of the Sustainability Commission, determines that it would not be economically feasible to satisfy the prerequisites for LEED Certification in the case of a specific project, that project shall be exempt from the requirement for LEED Certification.*

There is no requirement for the City Manager to consider a Planning Commission recommendation for the LEED exception request.

As noted when the LEED ordinance was originally recommended to the Assembly by the Planning Commission in 2010 and adopted by the Assembly in 2011, LEED certification does have a cost associated with the certification administration and can add to the cost of construction. However, the LEED premise is that those upfront costs repay themselves through the energy savings of the building's operational costs. The Airport has emphasized that they are committed to a high performance building, but they believe the cost to achieve minimum LEED certification would be too expensive.

It is recommended as a condition of approval of the Conditional Use Permit that unless an exemption request to the LEED certification requirement (CBJ 49.35.800) is approved by the City Manager, prior to issuance of a building permit, the applicant shall describe how the credits, which will be pursued for the building, aim to meet minimum LEED certification.

Traffic – The terminal redevelopment will not alter the existing traffic circulation or level of traffic generated by the Airport.

Transit –The Capital Transit bus stop is currently located in front of the Phase 2 portion of the terminal. The Airport proposes to retain the bus stop at its current location both during and after construction, at the front curb.

Parking and Circulation – There is no proposal to change the existing parking at the airport. With the decrease in the building square footage for the total terminal, there will be an increase in the parking space to square footage ratio of the terminal. The existing circulation around the terminal will not change.

The 2018 Juneau International Airport Sustainability Master Plan noted that based on an analysis of current vehicle to passenger ratios and the forecast growth in numbers of passengers, there is the potential to require 100 additional parking spaces in the future. This potentially results in additional vehicle traffic. The Master Plan recommends maximizing the existing parking areas thus mitigating the need for additional parking by encouraging greater use of alternative transportation modes. Alternative transportation typically includes public transit, taxis, bicycles, and walking. Capacity for landside airport parking will not be exceeded as a result of this project. More discussion on potential transit and cycling facility enhancements are provided below.

Non-motorized Transportation – The sidewalk in front of the Phase 1 portion of the terminal is currently using a heating system which keeps it free from ice. This approach has resulted in operational savings and a consistently ice-free sidewalk which does not require manual clearing with chemicals. The Airport hopes to use the same approach for the sidewalk in front of Phase 2 but notes that this is subject to available funding.

Currently, bicycle parking at the terminal is provided in two locations: one 'wheel insert' stand underneath an exterior staircase in the rental car parking lot at the east end of the Phase 1 portion of the building (approximately 10 spaces) and one uncovered 'wave-style' stand on the side of the older portion of the building subject to Phase 2 (approximately 5 spaces). More discussion on these facilities is provided below.

Vegetative Cover and Landscaping - The CBJ Land Use Code (CBJ 49.40.230(a)) requires parking and circulation areas to be "attractively landscaped". CBJ 49.40.230(c)(1) states parking areas "shall be landscaped in accordance with design review standards". However, Title 4 of the CBJ Administrative Code no longer includes design review standards for parking lot design. Staff can only subjectively assess whether the parking lot design is "attractive".

The Land Use Code does however define "landscape" (CBJ 49.80.120) as:

(2) To add lawns, trees, plants, or other natural and decorative features to land.

When considered as a whole site, the Airport meets the 5% vegetative cover requirement for a lot within an Industrial zone. Landscaping areas on the public (non-secure) side of the terminal include grass berms, flowerbeds, summer flower barrels, winter evergreen barrels, summer flowers incorporated into the Airport's welcome sign, a wetland garden, two Service Animal Relief Areas (aka 'bark-parks'), site furniture (benches and waste cans), and shrubbery. Additionally, for public enjoyment, grant-funded invasive species removal is currently underway along the greenbelt located adjacent to Jordan Creek; and grant-funded restoration is slated that will further improve viewsheds, pending amendments to CBJ 49.70.310 Habitat.

The landside of the north wing currently has landscaping in front of it. The Airport notes that this landscaping may need to be removed due to construction activities. The wetland garden near the main entrance is proposed to remain. The dog park (Service Animal Relief Area) will remain. Wildlife has obvious safety implications at airports, although unmaintained vegetative areas exist on other parts of the airport property. The Airport must follow FAA Wildlife Hazard Management programs for any replacement landscaping. The Airport will identify existing landscaping to remain. Landscaping is required by the Land Use Code and should be shown on the plans submitted for building permit review.

More discussion on landscaping can be found below.

Lighting – It is anticipated that external lighting will be similar to Phase I. The Land Use Code requires any circulation plans and exterior lighting plans for a major development to be prepared by a licensed engineer. As this is something required by the Land Use Code but is not included in the plans at this stage, this will be a recommended condition of the Conditional Use Permit.

It is recommended as a condition of approval of the Conditional Use Permit that the Airport shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development in accordance with the requirements at 49.40.230(d).

Noise – There will be some construction noise generated as with all construction projects, but the use in the redeveloped building will not generate any additional noise.

Public Health or Safety – A building permit will be required for the redevelopment. The CBJ Building Official has no issues with the application at this stage. A number of the zoning requirements that are not addressed in the plans submitted with the Conditional Use Permit application will be reviewed as part of the building permit review.

Habitat – There are no habitats regulated by the CBJ Land Use Code that would be impacted by the redevelopment.

Property Value or Neighborhood Harmony – The CBJ Assessor has stated that the project will not adversely impact neighboring property values, noting that the terminal building is

surrounded by CBJ land that provides a buffer from surrounding properties and that it is essentially a reconstruction of a building providing the same facilities and services.

No comments have been received from the public regarding the redevelopment.

Conformity with Adopted Plans –

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

The importance of the Airport as a gateway to the Capital City is highlighted in the Comprehensive Plan. The following policies, standard operating practices (SOP), or implementing actions (IA) are relevant to the Phase 2 development:

> *POLICY 8.1. TO PROMOTE AND SUPPORT AVIATION SAFETY; TO DEVELOP AND MAINTAIN AIRPORT FACILITIES MEETING THE AVIATION TRANSPORTATION NEEDS FOR JUNEAU, ITS RESIDENTS, VISITORS AND COMMERCE; AND TO WORK WITH THE PUBLIC AND PRIVATE SECTORS TO FACILITATE COMMERCE, ECONOMIC DEVELOPMENT, AND ACCESS TO ALASKA'S CAPITAL CITY.*
>
> > *8.1 - IA2 Improve motor vehicle and pedestrian access and circulation to and through the Juneau International Airport including ingress, egress, parking, and non-airport traffic flow.*
>
> *POLICY 8.2. TO PROMOTE BUSINESS PRACTICES THAT WILL ENCOURAGE OPEN COMPETITION BETWEEN COMMERCIAL AIR CARRIERS.*
>
> > *8.2 – IA1 Maintain, and upgrade as feasible, the airport terminal to showcase the CBJ as the Capital City of Alaska while promoting the continued viable operation of large and small carriers in the airport.*
> >
> > *8.2 – IA3 Improve the capacity of the terminal to accommodate additional commercial passenger jet service.*

The Phase 2 development will provide an improved traveler facility to respond to the modern demands of passengers and service operators. Local air freight services will be separated from the public terminal following reconstruction with operators given the opportunity to construct their own freight premises on airport leased lots. The proposed design will also provide additional office space for required airport services (e.g. FAA, Customs, Police, Airport administration).

The Airport Board has approved the proposed design, and no comments have been received from users of the Airport (operators or public).

Access to airport - In terms of promoting access to the airport, both motorized transit and non-

motorized access have the potential to be affected by the Phase 2 project – see discussion elsewhere in this report.

The following policy and associated development guideline are relevant to the Phase 2 development:

> *POLICY 8.6. TO PROMOTE AND FACILITATE TRANSPORTATION ALTERNATIVES TO PRIVATE VEHICLES AS A MEANS OF REDUCING TRAFFIC CONGESTION, AIR POLLUTION AND THE CONSUMPTION OF FOSSIL FUELS, AND TO PROVIDE SAFE AND HEALTHY MEANS OF TRANSPORTATION TO ALL PEOPLE.*
>
> > *8.6 - DG4 Provide secure, weatherproof bike parking and storage facilities at public buildings and in private developments, particularly developments located along transit corridors.*

Both the location and style of the existing bike racks do not meet best practices. The 2018 Juneau International Airport (JNU) Sustainability Master Plan notes that "the racks are uncovered and unsecured, and therefore suitable only for short-term parking". One of the two existing bike racks is located adjacent to the northern entry/exit vestibule. This area will be demolished during construction, but the Airport plans to relocate the existing bike rack to an appropriate location near the new north entry/exit vestibule. The second bike rack is located in a protected (partially covered) area near the east entry/exit vestibule and will remain. The Airport notes that nearly all passengers have too much luggage for cycling to the airport to be a feasible option. However for employees at the airport, cycling to work could be a practical option, and this should be encouraged. Currently, employees who bicycle to work store their bikes in their offices. Employees use public toilet rooms to change clothes. To help encourage people to cycle to work, employee changing rooms are often recommended. The Airport has commented that a shower room in the existing terminal is under-utilized and will not be provided in the redeveloped terminal. Staff does not know if the airport actively encourages employees to cycle to work or if it intends to do so as part of the encouragement of alternative transportation recommended in the Airport Terminal Master Plan.

It is recommended that bicycle parking continue to be provided by covered bike racks which should be installed in a prominent location that is convenient for airport staff and away from congested areas for the traveling public. The rack(s) should be permanently affixed to the ground, building, or other permanent fixture, and they should be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. The 2009 Juneau Non-Motorized Transportation Plan (see below) requires them to be compatible with locking the bike frame with a u-lock with two points of contact for a bicycle to lean against (i.e. a 'staple' or 'loop and post' design).

Building energy efficiency – Improved CBJ building energy efficiency is supported by the Comprehensive Plan.

POLICY 6.5. TO INCORPORATE TECHNOLOGIES AND OPERATING PRACTICES THAT WILL PROMOTE EFFICIENT AND COST EFFECTIVE ENERGY USE INTO ALL OF ITS NEW AND EXISTING BUILDINGS AND ENERGY-USING PROJECTS.

6.5 - SOP1 Replace inefficient street lighting and lighting in CBJ-owned buildings and facilities with efficient fixtures upon replacement cycle.

6.5 - IA2 Invest in necessary metering equipment to produce monthly project energy reports.

6.5 - IA3 Conduct energy audits and establish energy management goals for CBJ-owned buildings.

6.5 - IA5 Continue to incorporate LEED-Juneau principles and standards when designing public structures and facilities, with appropriate fuel cost sensitivity analyses over the long term life of the Project.

6.5 - IA6 When designing new facilities or major renovation of CBJ-owned facilities, analyze life-cycle costs of energy applications, and use that analysis to guide future development. [see also 6.7 -IA2]

6.5 – IA8 CBJ government is to set an example for businesses and individuals in adopting cost-effective energy-saving technologies and operating procedures. Conduct post-improvement analysis of the energy savings. These results should be published as a learning and development tool for the building community.

The Airport has stated its continued commitment to providing a high performance building with comparably low energy usage. Ground-source heat pumps using the existing geothermal loop field will replace heating oil in the existing north wing thereby converting the facility to using fully renewable energy. All lighting will be LED. The Airport undertook an energy performance analysis for the Phase 1 part of the terminal which led to the selection of the ground-source heat pump system, the choice of building an envelope system, and conversion to LED lighting. They intend to use these design standards for the Phase 2 construction. The Airport has stated that they believe metering and sub-metering to be infeasible, based on actual installation of such meters during Phase 1. This means sub-uses such as tenant spaces or building components will not be monitored or billed unless specialized usage (e.g. commercial refrigeration for traveler baggage storage) is requested by tenants. There is no operating policy requirement for CBJ departments, including the airport, to contribute to a CBJ-wide energy management system.

More discussion on energy performance is provided below.

Juneau International Airport (JNU) Sustainability Master Plan (2018)

The Juneau International Airport (JNU) Sustainability Master Plan was adopted by the CBJ Assembly on September 17, 2018 (Resolution 2834). The stated goal or purpose of the plan is as follows:

> *The Juneau International Airport (JNU) Sustainability Master Plan (SMP) was developed to review, expand and define, revise and reprioritize development and maintenance projects at the airport. The inclusion of sustainability considerations allowed the City and Borough of Juneau (CBJ) to broaden their view of the airport and begin the work necessary to incorporate and integrate sustainability practices into the airport's business plan.*

The completion of the terminal project as proposed in the existing Airport Terminal Master Plan is recommended in the Sustainability Master Plan.

The Sustainability Master Plan included an extensive review of Comprehensive Plan policies that are relevant to future airport development. As discussed above, one recommendation for dealing with an anticipated increase in parking demand is to promote greater use of alternative transportation – this could include passenger and employee transport.

The plan also included a Recycling, Reuse, and Waste Reduction Plan (Appendix B of overall plan) which included specific goals for the Airport.

> *GOAL 1: Expand and improve recycling services provided by the Juneau International Airport to cover employees, tenants and the public.*
>
> *GOAL 2: Integrate waste reduction efforts into planned renovation efforts and daily operations at the airport.*
>
> *GOAL 3: Improve the information and data about solid waste and recycling and services available to both the airport and the public.*

Of particular relevance to the Phase 2 development is the following initiative under Goal 2:

> *For capital and construction projects, require suppliers and contractors to develop construction waste management plans and establish and meet recycling/diversion targets for C&D waste.*

The LEED certification process provides options to achieve points for meeting certain construction waste disposal practices, but past CBJ experience has shown it is difficult and expensive to pursue this credit due to the additional burden on contractors and limited local disposal options. Some materials are easier to recycle locally than others.

The Airport has noted that it is required to provide recycling receptacles in the terminal as part of FAA grant requirements.

It is recommended that the Airport integrate the Recycling, Reuse, and Waste Reduction Plan goals and initiatives into both the design and construction of the Phase 2 development. In particular, the design should incorporate recycling facilities in the terminal building.

Juneau Economic Development Plan (2015)

The importance of the Airport is noted in this plan under the goal of "Enhance Essential Infrastructure".

> *GOAL: SUPPORT TRANSPORTATION INFRASTRUCTURE-RELATED POLICIES AND DEVELOPMENTS THAT WILL PROVIDE ACCESS TO DEVELOPABLE LAND AND CONTROL OR LOWER THE COST OF FREIGHT SHIPMENT INTO AND OUT OF JUNEAU.*
>
> *Objective 2. Complete a JIA Sustainability Master Plan (sic) that supports Juneau's aviation-related business and economic development needs.*
>
> > *Action 2-A: Ensure the 2016 Airport Master Plan:*
> >
> > - *Accounts for regional and industry trends and opportunities in cargo, avionics, and fleet changes.*
> > - *Contains provisions to ensure the airport is a welcoming place for tourists, regional passengers, and an attractive Gateway to Capital City.*
> > - *Provides efficient, shovel-ready and revenue-oriented lease lot opportunities and configurations.*
> >
> > *Action 2-B: Keep airfares and air freight cost to/from the Capital City as competitive as possible; communicate regularly with airlines about how fuel surcharges are or could change due to declining fuel prices.*

As mentioned above, the Airport is following an Airport Terminal Master Plan that was adopted by the Airport Board in 2005. The Phase 2 development will require local carrier freight services to use their own facilities on lease lots that will be made available by the Airport. The redeveloped terminal aims to be an improved space, which will complete the overall terminal design plan to provide a more functional and attractive visitor experience. Continuing to provide attractive landscaping along the front of the terminal would contribute to making the airport a welcoming experience for visitors. Continuing to provide exterior canopies to protect passengers from inclement weather should be encouraged. The Airport's operating and maintenance costs of the terminal and airfield are established through a complex formula of

cost sharing with airline operators and tenants. The Airport has not commented on whether they will be able to pass on the assumed reduction in building operation costs to tenant leases.

As described above, the Airport has noted that the existing terminal landscaping may need to be removed as part of the construction.

It is recommended as a condition of approval of the Conditional Use Permit that the Airport continue to provide features that make it a welcoming experience for visitors, which may include landscaping, hardscape, canopies, and other features. This should take into account the Airport's requirement to follow FAA Wildlife Hazard Programs.

<u>Non-Motorized Transportation Plan (2009)</u>

The following policies are relevant to the proposed development.

> *POLICY 3 - MUNICIPAL PROJECTS. IMPROVE THE PROCESS FOR PLANNING COMMISSION REVIEW OF CBJ PROJECTS TO ALLOW TIMELY COMMENT ON NON-MOTORIZED INFRASTRUCTURE AND ROUTES. PROJECT MANAGERS WILL USE A CONTEXT SENSITIVE APPROACH IN THE DESIGN OF CITY PROJECTS TO ACHIEVE A COMPLETE STREETS NETWORK.*

The project is being reviewed relatively early in the design process, and therefore changes recommended by the Commission will be able to be incorporated into the design. The Non-Motorized Transportation Plan does not call for specific improvements relevant to Phase 2 development at the Airport. General requirements of the plan should be incorporated into the project.

> *POLICY 10 - BICYCLE RACKS. PROVIDE MORE BICYCLE RACKS.*

As described it the supporting text for this policy, the intent is to increase bicycle rack provision and provide improved designs.

> *Existing bike racks often do not have enough space to accommodate the number of cyclists using the facility. Secure, covered, well designed bike racks help encourage more trips by bicycle and are required for the development of a complete non-motorized network. The policy encourages bike racks should be located at schools, commercial buildings, apartments, parks, transit stops and hubs, malls, recreation areas and on buses. The plan requires that all bike racks be u-lock compatible (e.g. post and loop or staple design). (p.73)*

The LEED certification process also includes options to achieve points for bicycle facilities. A recommendation on bicycle facilities is provided above.

Juneau Renewable Energy Strategy (JRES) (2018)

As one of four strategy areas, the Juneau Renewable Energy Strategy (JRES) calls for improved performance and energy accounting by CBJ as part of an organization-wide energy management system. The strategy also has a community objective for 80% of community energy use to be from renewable sources by 2045. The completion of Phase 2 will allow for all heating oil use for the entire terminal building to be replaced with ground-source heat pumps. More efficient lighting and an improved thermal envelope will contribute to both the community objective and toward improvements in the energy efficiency of CBJ buildings and operations.

This project is consistent with JRES goals.

Juneau Climate Action and Implementation Plan (2011)

The Juneau Climate Action and Implementation Plan (JCAIP) identifies a number of aspects of CBJ facilities that should be addressed to reduce energy use and greenhouse gas emissions. These include energy efficiency standards, water use, recycling, and alternative transportation facilities.

Energy – The JCAIP recommends that CBJ should establish a minimum for energy efficiency, giving an example of 10 BTU per square foot of heated floor area.

> *Strategy B1-A. Set energy efficiency standards for all new local government buildings, leased space, and equipment.*
>
> *Strategy B1-B. Reduce energy consumed and GHG emissions produced by local government buildings.*

The JCAIP recommends that CBJ should establish a minimum energy efficiency standard for buildings. JCAIP recommends using "specific standards that exceed the minimum baselines of such standards as the American Society of Heating, Refrigeration and Air-Conditioning Engineers Energy Efficiency Standard (ASHRAE 90.1 or 90.2), for example, the 10 BTUs per square foot of heated floor area standard". This has not been established as a required standard for CBJ. The JCAIP also recommends new CBJ buildings should aim to halve their energy use per square foot compared to existing buildings. The Airport has not quantified current and future energy performance, but is committed to a high performing building.

Building commissioning and life cycle analysis was also recommended as a requirement for all CBJ Buildings. Design standards that were developed in Phase 1 of terminal redevelopment, as well as the energy studies that were completed after Phase 1, demonstrate that significant improvements in energy performance will result from this project.

JCAIP also recommends that CBJ should have a system to track energy and water use. The

airport terminal is on its own water meter and billed separately.

It is recommended that any design should be capable of tracking energy and water use in the terminal. The Airport will use tenant meters if/where appropriate.

Water – JCAIP notes that while water itself is not in short supply in Juneau, facilities to treat and pump the water around the Borough require electricity. Reducing the amount of water used therefore frees up renewable electricity for use elsewhere to replace fossil fuels used for transportation or heating. An action under the relevant strategy is to "upgrade and retrofit CBJ plumbing systems with water conserving technology". It would make sense for this to be extended as a requirement for new CBJ construction. Plumbing fixtures were not addressed in the airport application, but it is assumed the intention is for water-efficient fixtures to be installed as part of the Airport's commitment to a high-performing building. The Environmental Protection Agency (EPA) uses WaterSense as a certification standard.

> *Strategy U3-B. Carry out ongoing maintenance and repairs to minimize leaks in the water system.*

It is recommended that all plumbing fixtures meet a recognized water efficiency standard.

Recycling - JCAIP also recommends that all CBJ facilities should provide waste recycling (identifying the Airport specifically). The Airport currently has recycling waste disposal and has stated that continuing to do this is a requirement of their FAA grants.

> *Strategy U5-B. Reduce waste associated with local government facilities and operations*

It is recommended that recycling receptacles continue to be placed in the terminal.

Bicycling - JCAIP identifies a need for increased encouragement of bicycling and walking which includes provision of "bicycle racks, showers, and other amenities at city facilities to promote bicycle use by agency employees and visitors".

> *Strategy T4-B. Use public education and incentives to encourage residents to walk and cycle.*

The Airport has indicated that an existing shower is rarely used, although it is unknown how the Airport encourages employees to use bicycle-related facilities. It is unclear from the plans if a shower and changing facility will be retained in the terminal following the redevelopment.

It is recommended that the overall terminal building should have changing and showering facilities for Airport staff, as well as the staff of tenants leasing airport space, to use in order to provide an incentive to cycle to work.

Transit Development Plan (2014)

Public transit provision to the airport is one of the service goals of the Transit Development Plan. The existing bus stop will be unaffected by the Phase 2 development.

However, the Transit Development Plan does identify a need for Capital Transit to continue with its shelter improvement program. This is intended to provide shelters at stops that do not currently have shelters or to replace older shelters. It also recommends that all shelters be lit. The current airport transit stop does not have a shelter. Riders can sit on an uncovered bench next to the stop, on a bench under the existing canopy approximately 80 feet away, or shelter in the terminal entrance nearest the bus stop. The new terminal and canopy will be located further away from the existing stop.

The Airport and Capital Transit have been in discussion regarding a new transit stop, but no long-term location has been identified.

While outside the scope of the subject project, it is recommended that the Airport continue to work with Capital Transit on improving transit facilities at the airport, such as providing a four-sided, lit, waiting facility that balances the needs of transit users and the operational requirements of Capital Transit.

FINDINGS

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

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

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

CBJ 49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;

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

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

1. Is the application for the requested Conditional Use Permit complete?

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

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

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Section 15.200 for an Industrial zoning district.

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

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the March 15, 2019, and March 25, 2019, issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a public notice sign was posted on the subject parcel, visible from the public right of way.

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

No. Based on the above analysis, the proposed development, with conditions, will not endanger the public health and safety.

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

No. Based on the above analysis the use, with conditions, will maintain values and will be in harmony with the neighboring area.

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

Yes. Based on the preceding analysis and with the recommended conditions and recommendations, the proposed Airport terminal Phase 2 redevelopment is in general conformity with the Land Use Plan and Comprehensive Plan.

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

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

Not applicable.

CONDITIONAL USE 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 Juneau International Airport Terminal, Phase 2 in an Industrial zoning district.

The approval is subject to the following conditions to ensure the project satisfies the requirements of the Land Use Code:

1. Prior to issuance of a building permit, the applicant shall submit a lighting plan prepared by a professional engineer illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements at 49.40.230(d).

2. Prior to the issuance of a building permit, the applicant shall submit a landscape plan identifying the wetland garden near the main entrance, the dog park (Service Animal Relief Area), and other existing landscaped areas proposed to remain. Identification shall also be included for new landscaped and/or hardscaped areas that comply with FAA Wildlife Hazard Management programs for any replacement landscaping, and the CBJ Land Use Code, to create a welcoming experience for visitors and staff.

3. Prior to issuance of a building permit, unless an exemption request to the LEED certification requirement (CBJ 49.35.800) is approved by the City Manager, the applicant shall describe how the credits, which will be pursued for the building, aim to meet minimum LEED certification.

CITY PROJECT REVIEW RECOMMENDATION

Staff recommends that the Planning Commission recommend the Assembly APPROVE City CSP2018 0015, the reconstruction of Juneau International Airport Terminal, Phase 2. In addition to the submitted plans and narrative, incorporating these recommendations into the design would ensure the development is consistent with adopted plans. These recommendations have been written as conditions of the associated Conditional Use Permit.

To improve consistency with adopted plans, the following recommendations are advised:

1. Bicycle parking continue to be provided by covered bike racks which should be installed in a prominent location that is convenient for airport staff and away from congested areas for the traveling public. The rack(s) should be permanently affixed to the ground, building, or other permanent fixture, and they should be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area [the 2009 Juneau Non-Motorized Transportation Plan requires them to be compatible with locking the bike frame with a u-lock with two points of contact for a bicycle to lean against (i.e. a 'staple' or 'loop and post' design)].

2. The overall terminal building should have changing and showering facilities for Airport staff, as well as the staff of tenants leasing airport space, to use in order to provide an incentive to cycle to work.

3. The Airport integrates the Recycling, Reuse, and Waste Reduction Plan goals and initiatives into both the design and construction of the Phase 2 development. In particular, the design should incorporate recycling facilities in the terminal building including, but not limited to, the existing recycling receptacles that are placed throughout the terminal.

4. New CBJ buildings should aim to halve their energy use per square foot compared to existing buildings. Energy use targets for the overall terminal should ensure compliance with the intent of the Juneau Climate Action Implementation Plan.

5. All plumbing fixtures should meet a recognized water efficiency standard.

6. Any design should be capable of tracking energy and water use in the terminal. The Airport will use tenant meters if/where appropriate. Prior to issuance of a building permit, the Airport will describe the systems that will be installed to do such monitoring.

7. The Airport should continue to work with Capital Transit on improving transit facilities at the airport, such as providing a four-sided, lit, waiting facility that balances the needs of transit users and the operational requirements of Capital Transit.

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
1873 Yandukin Drive, Juneau, AK

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)
Airport Tract A and B

Parcel Number(s)
3B1601000010

☐ This property located in the downtown historic district
☐ This property located in a mapped hazard area, if so, which _____

LANDOWNER/ LESSEE

Property Owner City & Borough of Juneau	Contact Person Catherine Fritz, JNU Airport Architect
Mailing Address 1873 Shell Simmons Drive, Suite 200, Juneau, AK 99801	Phone Number(s) 586-0452
E-mail Address catherine.fritz@jnuairport.com	

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

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

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

X Catherine Fritz — Landowner/Lessee Signature — Date: 11.29.18

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 Patty Wahto, JNU Airport Manager	Contact Person Catherine Fritz, JNU Airport Architect
Mailing Address	Phone Number(s) 789-7821
E-mail Address patty.wahto@jnuairport.com	

X [signature] — Applicant's Signature — Date of Application: 12-3-2018

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

Intake Initials TJF	
Case Number USE 19-02	Date Received 1/17/19

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.

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

Reconstruction of airport terminal north wing. 37,000 square feet of building being demolished with approximately 26,000 square feet being newly constructed and approximately 9,000 square feet existing parts of the remaining terminal building being remodeled.

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

Accessory Apartment – Accessory Apartment Application (AAP)

Use Listed in 49.25.300 – Table of Permissible Uses (USE)

Table of Permissible Uses Category: 15.200

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 27,902,358 square feet Total Area of Existing Structure(s) ~100,000 square feet

Total Area of Proposed Structure(s) 26,000 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	$_1000___Class IV			
Admin. of Guarantee	$_____			
Adjustment	$_____			
Pub. Not. Sign Fee	$__50_____			
Pub. Not. Sign Deposit	$__100_____			
Total Fee	$__1150_____			

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

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD

PROJECT NARRATIVE: Terminal Reconstruction Phase 2
Prepared by Catherine Fritz, AIA, JNU Airport Architect
November 29, 2018

PROJECT OVERVIEW.
Modernization of the JNU Terminal began in 2005 through an adopted Terminal Master Plan that called for two major phases of work: 1. Renovate and expand portions of the building that were constructed after 1984, and 2. Reconstruct portions of the building that were constructed prior to 1984 within the same general footprint. The majority of Phase 1 was completed in 2012. Recently, JNU has identified funding to complete the Phase 2 needs.

The project will affect all portions of the terminal that were originally constructed prior to 1984. Approximately 37,000 sf of building area will be demolished, along with 4,500 sf of exterior canopy. Reconstructed (new) areas and interior remodel area will total approximately 35,000 sf. The scope will address code deficiencies, replace infrastructure (elevator/escalator, security systems, mechanical and electrical systems), improve energy efficiency, increase flexibility and adaptability of interior spaces for airport administration, and improve passenger services. The functions of new spaces include:

- Part 135 (small regional carriers) Passenger operations
- Airport Administration offices, including Airport Police
- FAA office and equipment spaces related to the Air Traffic Control Tower operations
- TSA Break Room
- US Customs & Border Protection processing office
- Support space such as mechanical, restrooms, storage, up-direction escalator, two elevators
- Gift Shop

The reconstructed Airport Terminal will no longer include regional cargo and tourism-related services (except Visitor Center) under the same roof. Rather, land that is currently used by the oldest parts of the terminal and for surface parking of vehicles and building support on the landside and aircraft equipment on the airside will be subdivided into lots for this purpose. The Airport is developing a design review policy to ensure that private development near the terminal is consistent with both the landside and airside needs.

No additional parking is proposed with this project. There are currently 408 public parking spaces near the airport terminal: 67 short term spaces, 215 long term spaces, and 126 employee spaces. Additionally, there are rental car parking spaces and spaces that are leased to tenants. Existing taxi services, ride shares, shuttles, vans, and public transit stops will not be modified. Traffic patterns, including loading and unloading of passengers in front of the terminal will not change due to this project, but a new entry vestibule will be constructed in the northwest corner of the building.

Existing vegetation along Shell Simmons Drive that is adjacent to the older portions of the building may need to be removed to facilitate building demolition. Landscaping at the airport is limited due to wildlife hazards. If vegetation is replaced, species will be controlled so as not to invite birds or rodents. No vegetation will be added on the airside of the building. It is hoped that the existing Pet Relief station near the public transit stop will be able to remain, but in case it cannot, a new Pet Relief station was constructed in Summer 2018 near the covered bus canopy at the northeast vestibule entry of the terminal.

Exterior lighting will use LED fixtures that are appropriate to the functions of aircraft and ground equipment maneuvering on the airside, and pedestrian circulation on the landside. The existing in-slab ice melt system along Shell Simmons Drive will remain. If funding allows, it may be extended approximately 50 lf along the front elevation of the new terminal structure.

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DEC 03 2018
PERMIT CENTER/CDD

COMPLIANCE WITH CBJ COMPREHENSIVE PLAN.
This project is the completion of a Master Plan for the airport terminal that began in 2008. The overall size of the terminal will remain approximately the same, and no new air operations are planned by this work. The actual footprint of the airport terminal will be reduced by this project.

LAND USE CODE COMPLIANCE.
This project complies with CBJ's Land Use ordinance; no additional permits are required. The project has also been reviewed by two CBJ Committees:

- **49.10.410 HISTORIC RESOURCES ADVISORY COMMITTEE.**
  As part of the National Environmental Policy Act requirements for FAA funding, this project underwent a State Historic Resources Office Section 106 review during Spring 2018. This process included review by CBJ's Historic Resources Advisory Committee in April 2018. The project was granted Categorical Exclusion and the existing building was determined to be ineligible for national historical register status.
- **49.35.800 SUSTAINABLE BUILDING STANDARDS FOR CONSTRUCTION AND RENOVATION OF BUILDINGS.**
  Phase 2 of the Terminal Reconstruction will continue, and improve upon, the high performance building features constructed in Phase 1. The terminal's ground loop was constructed large enough to meet the terminal's master plan needs, so additional loops will not be required in the remaining scope of work. The GSHP system will be expanded by approximately 33 electric heat pumps. The completed Heating, Ventilation, and Cooling (HVAC) system will allow the old diesel boilers (and buried fuel tanks) to be decommissioned, thereby meeting the Airport's goal of serving the terminal with renewable energy. The HVAC system will provide significantly higher indoor air quality and will have automated controls for energy conservation.

  The first phase of renovation established a new envelope around much of the existing building. After analyzing cost and benefit of various insulation systems, an R-50 roof assembly and R-30 wall assembly were selected. Insulated concrete slabs were also used. This envelope configuration exceeds that of many commercial buildings in Juneau and has become the performance standard for all of the Airport's buildings.

  JNU Airport has also been a leader in retrofitting and upgrading lighting and equipment. Phase 1 of the terminal renovation installed LED lighting in most of the renovated areas, even when the payback on initial cost was not as beneficial as it is today, and the technology of the fixtures was still emerging. The Airport has embraced the benefits of LED lighting and utilized it on the airfield lighting and the new Snow Removal Equipment Facilities. LEDs will be used throughout the Phase 2 terminal reconstruction project. A variety of efficient types of equipment and control systems will also be provided in the upcoming project.

  The Airport has requested an exemption to LEED certification in accordance with 49.35.800 (c). This request was reviewed by the CBJ Sustainability Commission on November 28, 2018. Additional information was requested by the Commission, and the request was scheduled for the next meeting on December 5, 2018. The JNU Airport Board unanimously supported the request for exemption at their November 13, 2018 meeting.

SUPPLEMENTAL INFORMATION
PROJECT NARRATIVE: Terminal Reconstruction Phase 2
Prepared by Catherine Fritz, AIA, JNU Airport Architect
March 1, 2019

This information supplements the Project Narrative dated November 28, 2018 to address questions that have arisen during the City Project Review and Conditional Use Permit processes.

PROJECT FUNDING.
The JNU Airport Terminal Reconstruction project is currently budgeted at $21.6M. This does not include interest fees that will be assessed to provide revenue bonds to manage the project's cash flow. Approximately 70% of the funding comes from Federal Aviation Administration (FAA) sources. $6.9M of the total project budget is provided from local funding, primarily General Obligation Bonds that were authorized by voters in 2012.

The FAA funds are from two primary sources – Airport Improvement Program (AIP) entitlement grants, and Passenger Facility Charges (PFC) that are collected by the large carrier airlines on each ticket purchased, reported to the FAA, and distributed to JNU Airport. There are significant rules and conditions for use of each type of funding. The AIP funding is granted for eligible project components only, and requires match funding for eligible components.

Many components of the JNU Terminal Reconstruction project are not eligible for FAA funding. Order 5100.38D sets forth guidance, policy, and procedure for the administration of AIP funding. Examples of ineligible components (prohibited project costs) that have been discussed since November 2018 as part of the City Project Review and Conditional Use Permit process include:

- Bicycle racks and bicycle rack coverings
- Decorative landscaping
- LEED certification
- Public art
- Parking lot improvements, including EV charge stations

Additionally, many spaces within the terminal itself are not eligible for FAA funding. These include revenue producing spaces (eg. tenant lease areas), administrative offices, and portions of federal facilities such as US Customs and Border Protection and FAA offices associated with Air Traffic Control. Only spaces that are dedicated to public use are AIP-eligible. This creates a complicated puzzle with a fragile balancing point to ensure that all needed aspects of the project can be constructed within the available funding.

JNU AIRPORT MASTER PLAN.
In order to receive funding, the FAA requires that airports establish and maintain a Master Plan that reviews and guides all aspects of operations and airport development. JNU Airport completed its updated Sustainability Master Plan in 2018 at a total cost of $750,000; it was adopted by the CBJ Assembly on September 17, 2018. This was a process that took more than three years and had extensive engagement. The plan added sustainability measures to other Master Plan requirements because the FAA had recognized JNU Airport as a leader in sustainability. JNU received additional master planning grant funds to incorporate current measures, as well as identify additional opportunities to enhance the airport's long term status as a model of sustainability.

JNU Airport remains committed to its essential role as a transportation lifeline and holds itself proud as a sustainable community leader that reflects the values identified in the Sustainable Master Plan:

- **Gateway and Vital Transportation Hub** for passengers and air cargo, providing safe, dependable, and welcoming facilities;
- **Safe and reliable Customer Service** for users and stakeholders, including continued pursuit of innovative navigation improvements;
- **Fiscal Responsibility** that balances sources of public and tenant revenues and leverages available funding to maximize opportunities;
- **Sustainability** through use of innovative technologies and thoughtful care of facilities;
- **Environment and Recreation** that balances public access with security and minimizes impacts;
- **Operational Efficiency** that combines cost effective operations of large and small carriers, as well as recreational aircraft users;
- **Economic Development** that reflects the airport's role as an economic driver for the region that includes air cargo and tourism;
- **Community Service** that is reflected in being a place of pride, is friendly, and welcoming.

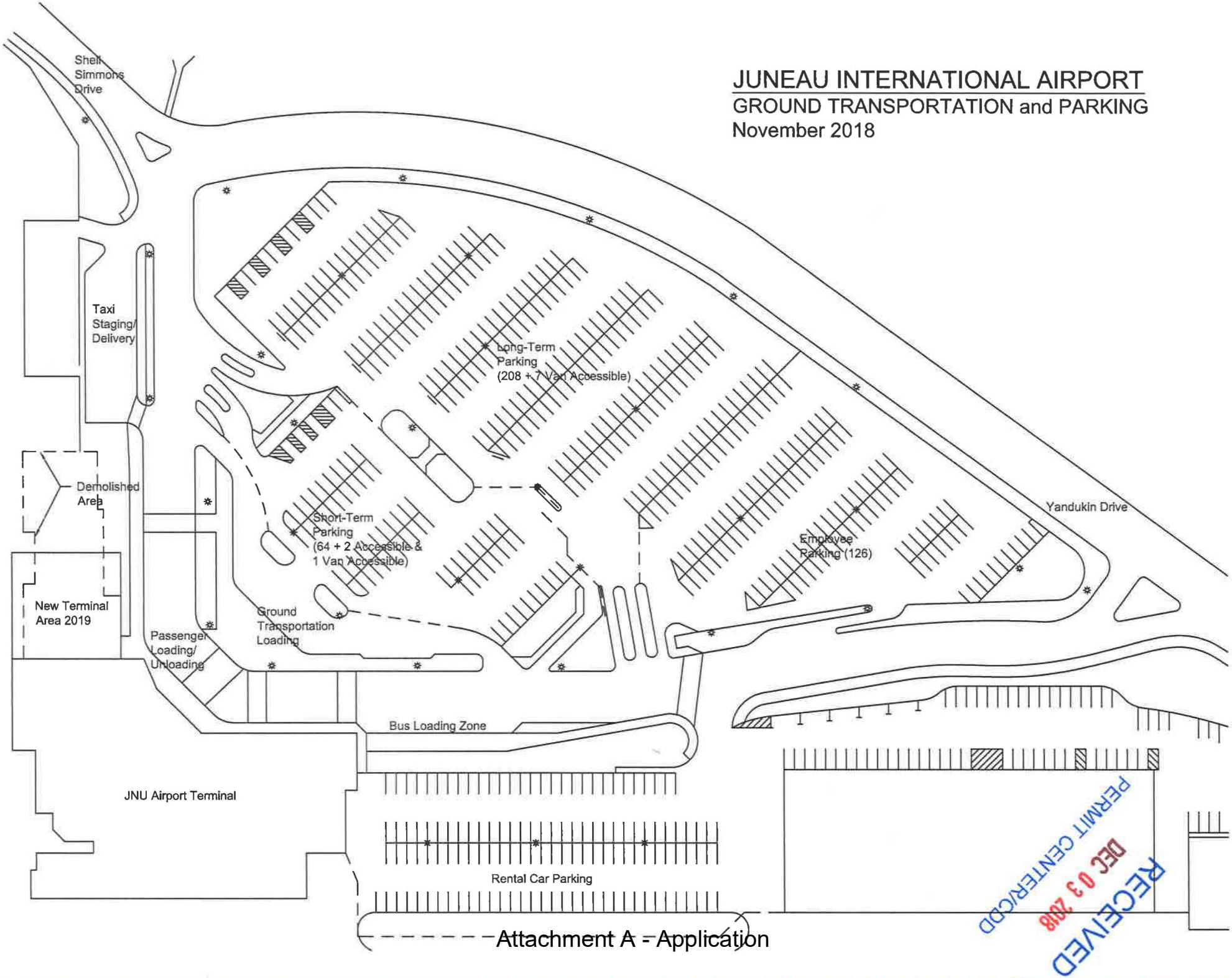
As discussed previously, renovation options for the terminal were studied in 2004, and in 2005, the Terminal Master Plan was adopted by the JNU Airport Board. It became the basis for all of the renovation and expansion that has occurred at the terminal since 2007. The Terminal Master Plan was also the basis for the multi-phase funding plan that the JNU Airport Board and the CBJ Assembly have followed since 2007.

The current $21.6M project to reconstruct the older areas of the terminal will complete most of the scope that was identified in the 2005 Terminal Master Plan. However, the terminal can be expected to need continued modifications and expansion over time, as the aviation industry changes and passenger counts continue to grow. These changes will be reflected in the airport's Master Plan and coordinated closely with the FAA to maintain compliance with grant requirements.

JUNEAU INTERNATIONAL AIRPORT

GROUND TRANSPORTATION and PARKING

November 2018



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DEC 03 2018
PERMIT CENTER/CDD

Attachment A - Application

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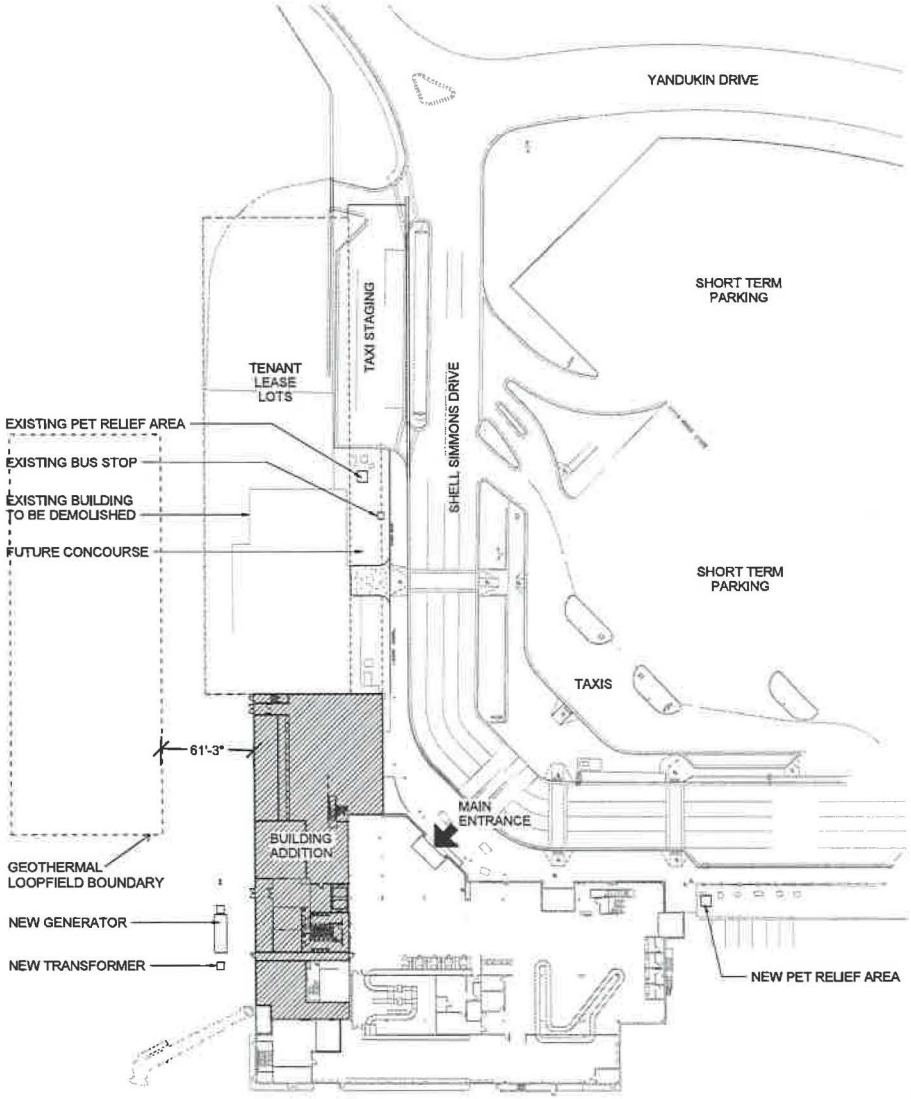
DEC 03 2018
PERMIT CENTER/CDD



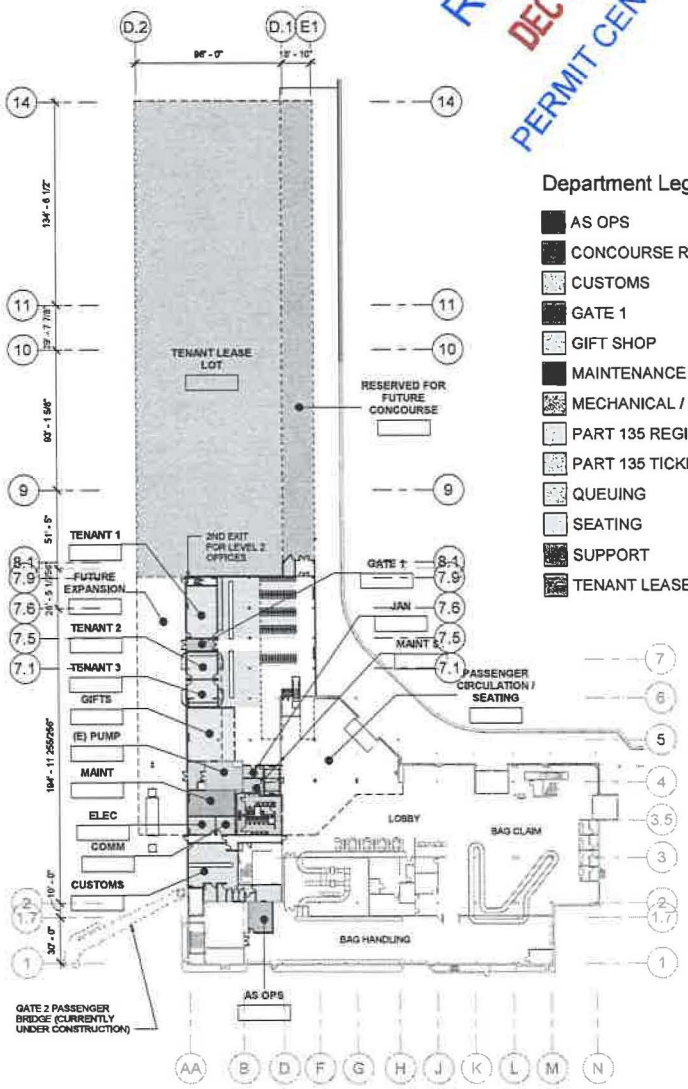
1 A001 SITE PLAN - SCHEMATIC CONCEPT DESIGN
1" = 40'-0"

NORTH
0' 10' 20' 40' 80'
22X34 SHEET 1" = 40'-0"
11X17 SHEET 1" = 80'-0"

PRELIMINARY DESIGN
JUNEAU INTERNATIONAL AIRPORT
CONCEPT SITE PLAN
OCT. 8TH, 2018
McCOOL CARLSON GREEN

Attachment A - Application

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD



Department Legend

- AS OPS
- CONCOURSE RESERVE
- CUSTOMS
- GATE 1
- GIFT SHOP
- MAINTENANCE
- MECHANICAL / ELECTRICAL
- PART 135 REGIONAL OPS
- PART 135 TICKETING
- QUEUING
- SEATING
- SUPPORT
- TENANT LEASE LOT

FIRST FLOOR RENOVATION
4,916 SF

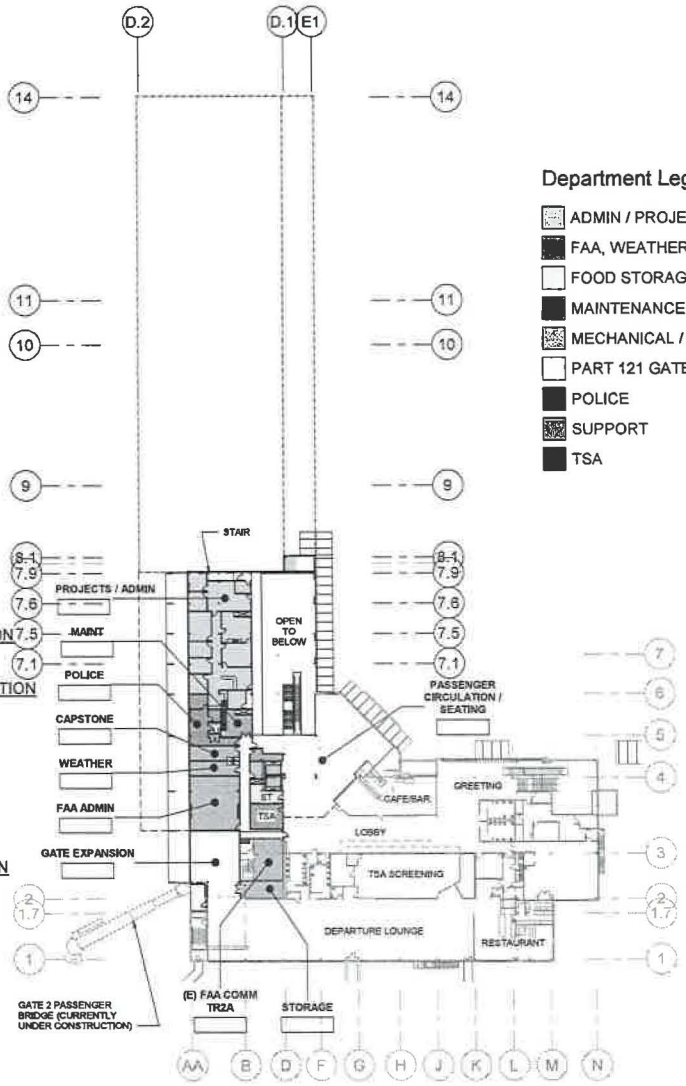
SECOND FLOOR RENOVATION
4,422 SF

TOTAL RENOVATION
9,338 SF

FIRST FLOOR ADDITION
14,305 SF

SECOND FLOOR ADDITION
12,009 SF

TOTAL ADDITION
26,314 SF



Department Legend

- ADMIN / PROJECTS
- FAA, WEATHER, CAPSTONE
- FOOD STORAGE
- MAINTENANCE
- MECHANICAL / ELECTRICAL
- PART 121 GATE EXPANSION
- POLICE
- SUPPORT
- TSA

NORTH

1 A201 REFERENCE FLOOR PLAN - LEVEL 1 - SCHEMATIC CONCEPT DESIGN
1" = 40'-0"

2 A201 REFERENCE FLOOR PLAN - LEVEL 2 - SCHEMATIC CONCEPT DESIGN
1" = 40'-0"

PRELIMINARY DESIGN

SHEET NO. A201

JUNEAU INTL. AIRPORT TERMINAL EXP.
JUNEAU, ALASKA
CITY & BOROUGH OF JUNEAU
REFERENCE FLOOR PLANS

McCOOL CARLSON GREEN
ARCHITECTURE • PLANNING • INTERIORS
1119 TOR'C ANCHORAGE TRAIN DEPOT
421 W. 1ST AVENUE • SUITE 300 • ANCHORAGE, AK 99501
907.563.8428 • FAX: 907.563.8572 A.C. • WWW.MCGALASKA.COM

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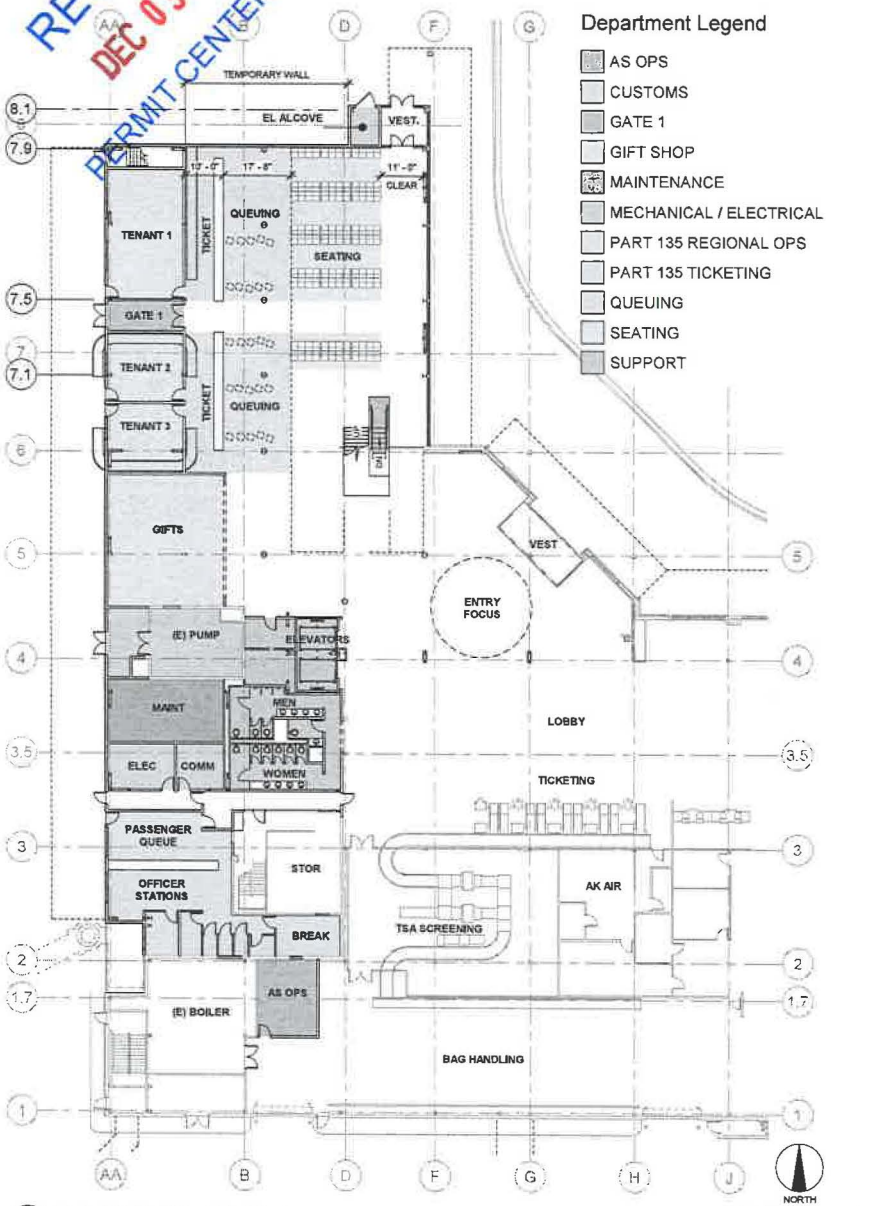
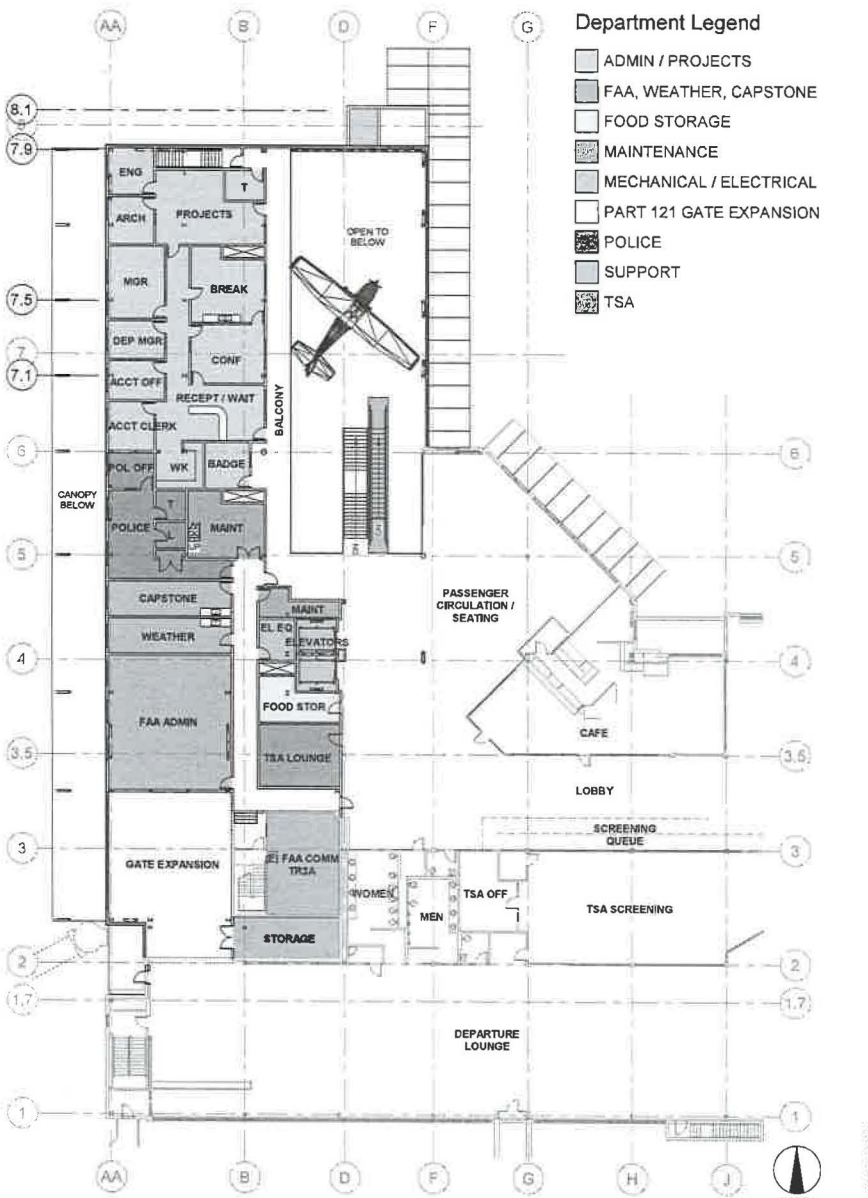
DEC 03 2018
PERMIT CENTER/CDD



1 FLOOR PLAN - LEVEL 1
SK1 1/16" = 1'-0"



2 FLOOR PLAN - LEVEL 2
SK1 1/16" = 1'-0"

PRELIMINARY DESIGN

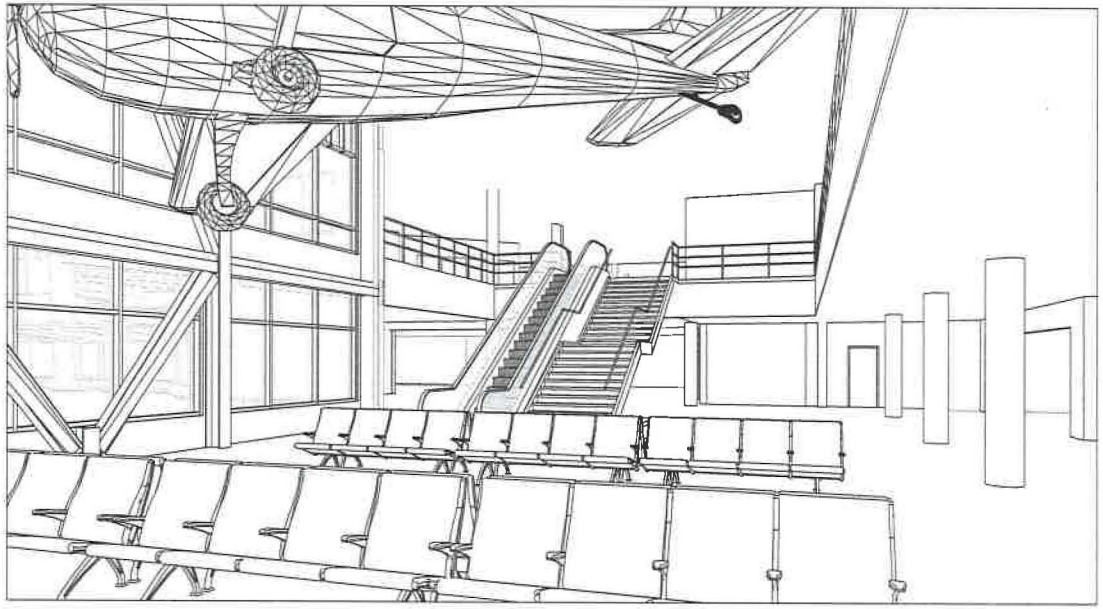
McCOOL CARLSON GREEN
ARCHITECTURE • PLANNING • INTERIORS
1131 104 CANCIONAGE TRAIN DIE P.O.
421 W. 1ST AVENUE • SUITE 300 • ANCHORAGE, AK 99501
907.563.8474 PHONE • 907.563.9572 FAX • WWW.MCCOLLASKA.COM

JUNEAU INTL. AIRPORT TERMINAL EXP.
JUNEAU, ALASKA
CITY & BOROUGH OF JUNEAU
FLOOR PLANS

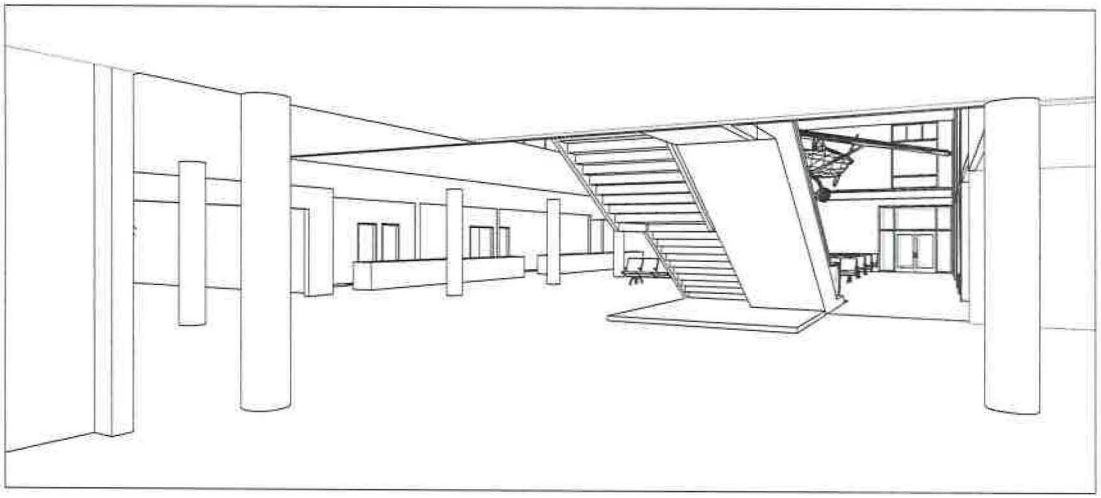
SHEET NO.
SK1

Attachment A - Application

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD



VIEW FROM PART 135 SEATING



VIEW FROM ENTRY TO PART 135 AREA

PRELIMINARY DESIGN

SHEET NO.
SK2

JUNEAU INTL. AIRPORT TERMINAL EXP.
JUNEAU, ALASKA
CITY & BOROUGH OF JUNEAU

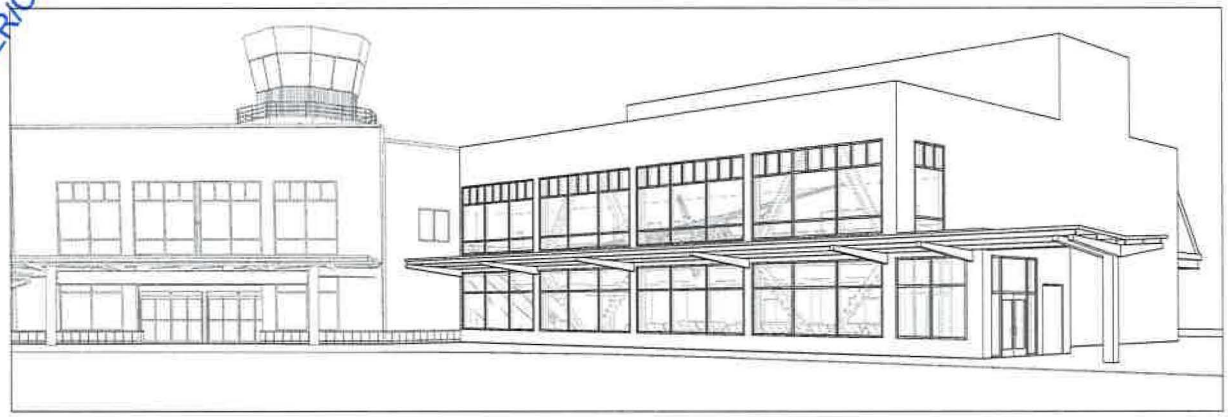
STAIR / ESCALATOR 3D VIEWS

McCOOL CARLSON GREEN
ARCHITECTURE • PLANNING • INTERIORS
HISTORIC ANCHORAGE TRAIN DEPOT
421 W. 1ST AVENUE • SUITE 300 • ANCHORAGE, AK 99501
907.563.8474 PHONE 907.563.4972 FAX WWW.MCGAL-ASKA.COM

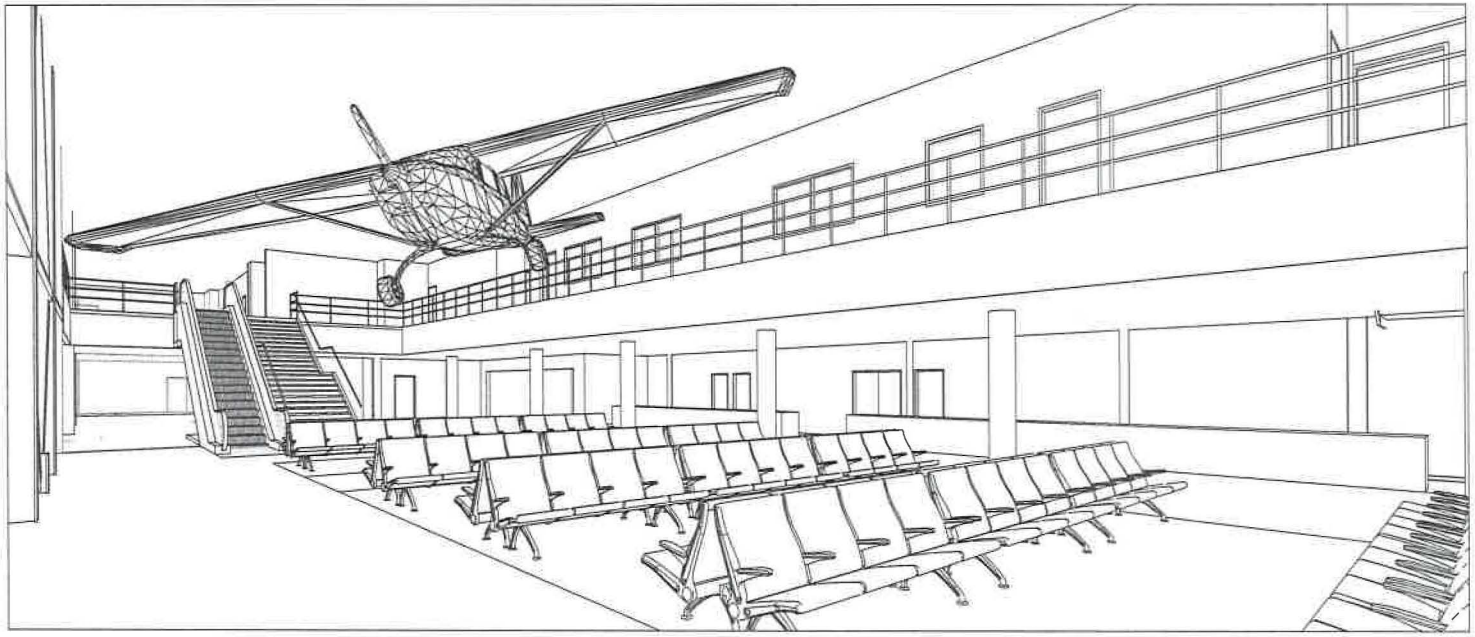
JOB NO. 2018006
PROJ. MGR. EB
DRAWN BY DD
DATE 11-13-2018
REVISIONS

REVIEWED BY
Michael P. Carlson

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD



ADDITION EXTERIOR FROM NORTHEAST



PART 135 TICKETING FROM NORTH VESTIBULE

PRELIMINARY DESIGN

SHEET NO.
SK3

JUNEAU INTL. AIRPORT TERMINAL EXP.
JUNEAU, ALASKA
CITY & BOROUGH OF JUNEAU

ADDITION 3D VIEWS

McCOOL CARLSON GREEN
ARCHITECTURE • PLANNING • INTERIORS
HISTORIC ANCHORAGE TRAIN DEPOT
421 W. 1ST AVENUE • SUITE 200 • ANCHORAGE, AK 99501
907.563.8424 PHONE • 907.563.6572 FAX • WWW.MCCAL-GREA.COM

JOB NO. 2018006
PROJ. MGR. Designer
DRAWN BY Author
DATE 11-13-2018
REVISIONS

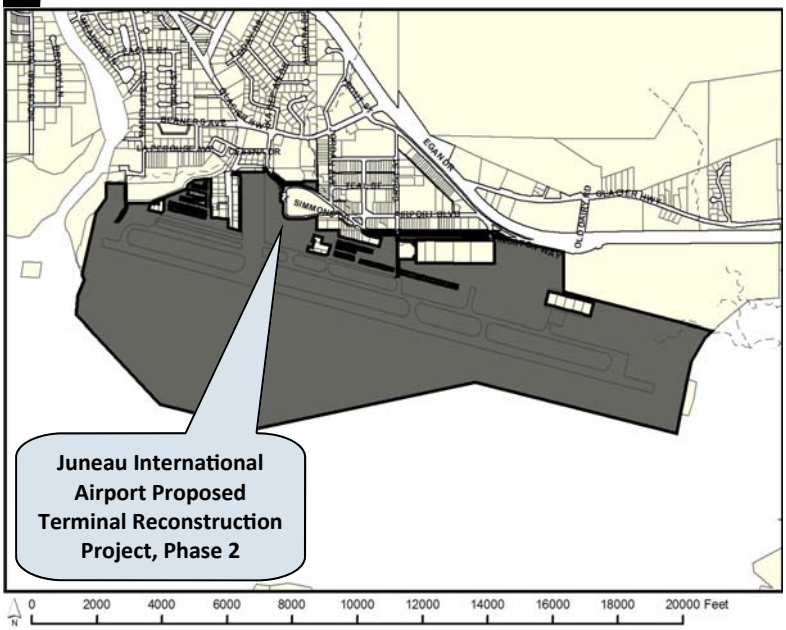
REVIEWED BY
Michael P. Carlson

Attachment A - Application

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 **Conditional Use Permit** for **Airport Terminal Reconstruction, Phase 2** located at the **Juneau International Airport Terminal.**

TIMELINE

Staff Report expected to be posted **Monday, February 11,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through January 28, 2019

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

January 29 through 12 noon, February 15

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, February 19, 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.

February 20

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**

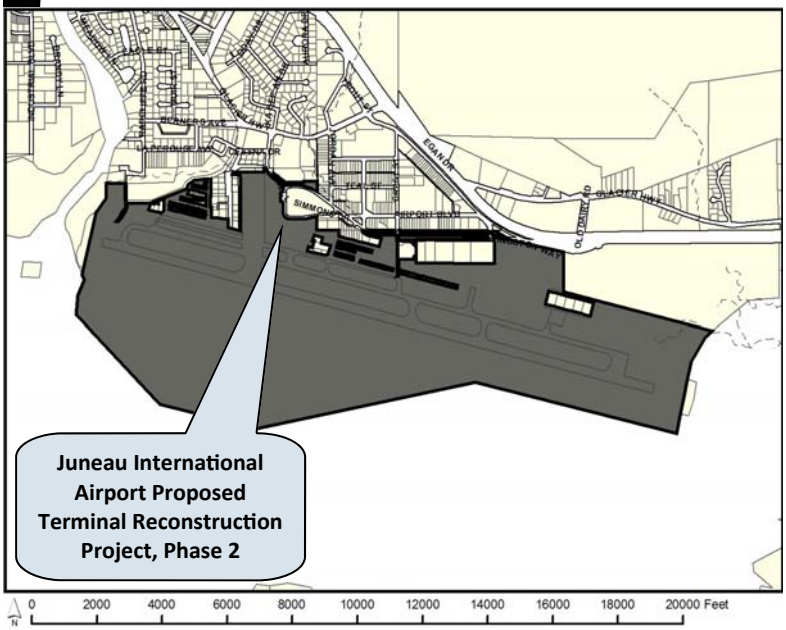
Printed January 24, 2019

Case No.: USE2019 0003 & CSP2018 0015
Parcel No.: 3B1601000010
CBJ Parcel Viewer: http://epv.juneau.org

Revised Notice

Re: Airport Terminal Reconstruction Project, Phase 2

Hearing Rescheduled



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

TO:

POSTPONED

You are receiving this notice regarding an application being heard by the Planning Commission for a Conditional Use Permit for Airport Terminal Reconstruction, Phase 2, located at the Juneau International Airport Terminal. Originally, the hearing was set for February 19, 2019.

The hearing has been rescheduled for March 12, 2019.

TIMELINE

Staff Report expected to be posted **Monday, March 4,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through February 18, 2019

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

February 19 through 12 noon, March 8

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

HEARING DATE & TIME
7:00 pm, March 12, 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.

March 13

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**

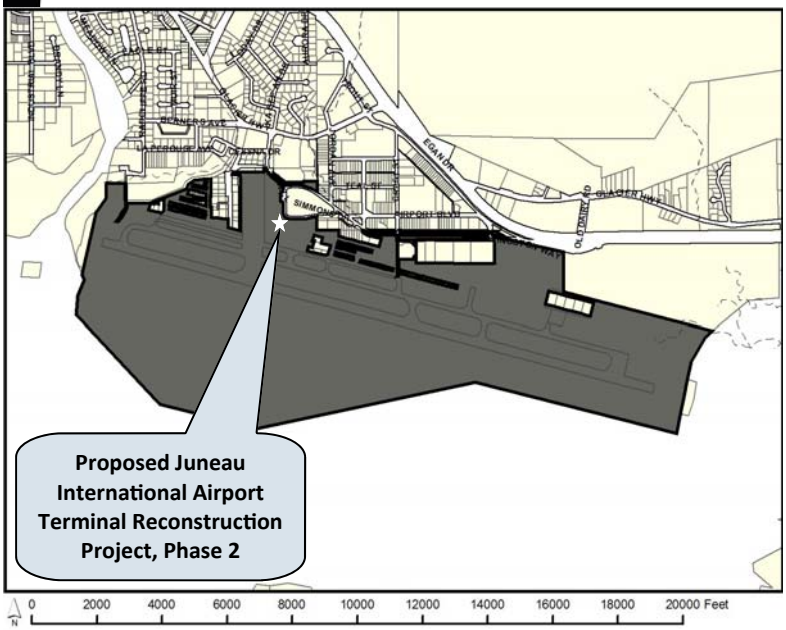
Printed February 11, 2019

Case No.: USE2019 0003 & CSP2018 0015
Parcel No.: 3B1601000010
CBJ Parcel Viewer: http://epv.juneau.org

2nd Revised Notice

Re: Airport Terminal Reconstruction Project, Phase 2

Hearing Rescheduled Again



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

155 S. Seward Street Juneau, Alaska 99801

TO:

Due to unforeseen circumstances, the hearing for cases USE2019 0003 & CSP2018 0015 has been postponed again. These cases are regarding a Conditional Use Permit for Airport Terminal Reconstruction, Phase 2, located at the Juneau International Airport Terminal. **The hearing will now be held March 26, 2019.**

TIMELINE

Staff Report expected to be posted **Monday, March 18,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through 12 noon, March 22

Comments received during this period will be sent to the Planning Commissioners to read over the weekend in preparation for the hearing. The planner handling this case, Tim Felstead, will also read any written comments that are received. You may also contact him via the phone number listed below.

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

Printed March 5, 2019

HEARING DATE & TIME
7:00 pm, March 26, 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.

March 27

The results of the hearing will be posted online.

Case No.: USE2019 0003 & CSP2018 0015
Parcel No.: 3B1601000010
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: March 27, 2019
Case No.: USE2019 0003

City & Borough of Juneau
C/O Patty Wahto, Airport Manager
1873 Shell Simmons Drive, Suite 200
Juneau, AK 99801

Proposal:	A Conditional Use Permit for the Juneau international Airport Terminal Reconstruction Project, Phase 2
Property Address:	1873 Shell Simmons Drive
Legal Description:	Airport Tract A & B [Airport Terminal & Runway Land]
Parcel Code No.:	3B1601000010
Hearing Date:	March 26, 2019

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated March 18, 2019, and **APPROVED** the Juneau International Airport Terminal Reconstruction Project, Phase 2 to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Prior to issuance of a building permit, the applicant shall submit a lighting plan prepared by a professional engineer illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements at 49.40.230(d).

2. Prior to the issuance of a building permit, the applicant shall submit a landscape plan identifying the wetland garden near the main entrance, the dog park (Service Animal Relief Area), and other existing landscaped areas proposed to remain. Identification shall also be included for new landscaped and/or hardscaped areas that comply with FAA Wildlife Hazard Management programs for any replacement landscaping, and the CBJ Land Use Code, to create a welcoming experience for visitors and staff.

3. Prior to issuance of a building permit, unless an exemption request to the LEED certification requirement (CBJ 49.35.800) is approved by the City Manager, the applicant shall describe how the credits, which will be pursued for the building, aim to meet minimum LEED certification.

Attachments: March 18, 2019, memorandum from Tim Felstead, Community Development, to the CBJ Planning Commission regarding USE2019 0003.

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

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

Effective Date: The permit is effective upon approval by the Commission, March 26, 2019.

Expiration Date: The permit will expire 18 months after the effective date, or September 26, 2020 if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:

Tim Felstead, Planner
Community Development Department

Paul Voelckers, Vice Chair
Planning Commission

Filed With Municipal Clerk

3/29/2019
Date

cc: Plan Review

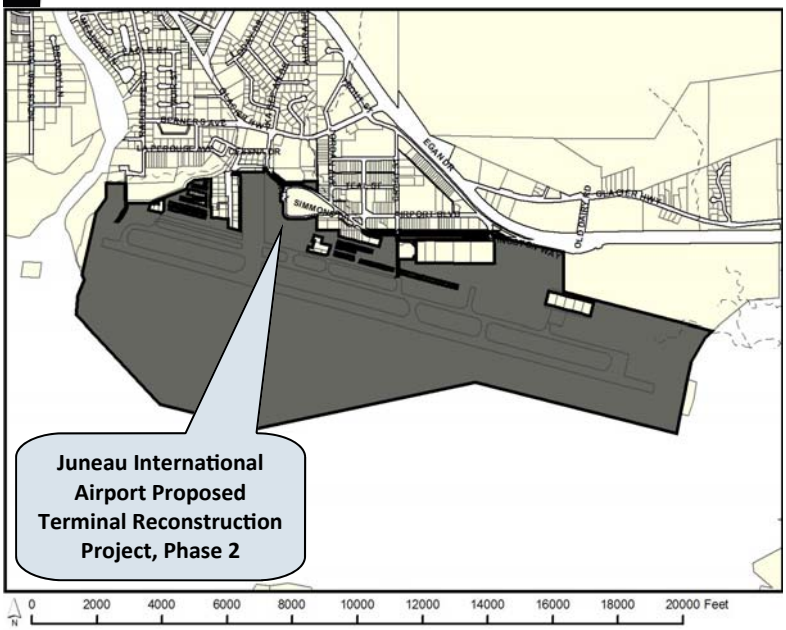
NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ-adopted regulations. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or 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.

The staff report for case CSP2018 0015 is combined with, and can be found under, case **USE2019 0003**.

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 **Conditional Use Permit** for **Airport Terminal Reconstruction, Phase 2** located at the **Juneau International Airport Terminal.**

TIMELINE

Staff Report expected to be posted **Monday, February 11,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through January 28, 2019

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

January 29 through 12 noon, February 15

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, February 19, 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.

February 20

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**

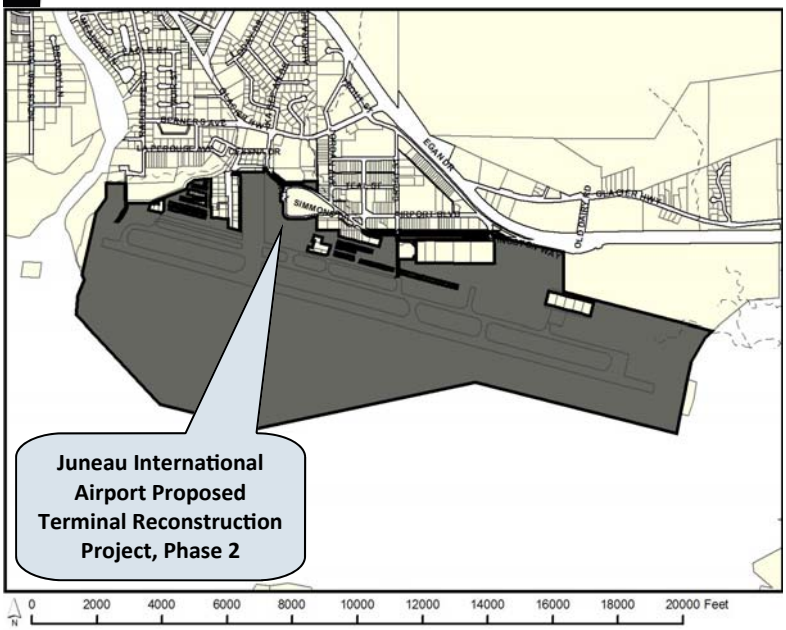
Printed January 24, 2019

Case No.: USE2019 0003 & CSP2018 0015
Parcel No.: 3B1601000010
CBJ Parcel Viewer: http://epv.juneau.org

Revised Notice

Re: Airport Terminal Reconstruction Project, Phase 2

Hearing Rescheduled



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

TO:

POSTPONED

You are receiving this notice regarding an application being heard by the Planning Commission for a Conditional Use Permit for Airport Terminal Reconstruction, Phase 2, located at the Juneau International Airport Terminal. Originally, the hearing was set for February 19, 2019.

The hearing has been rescheduled for March 12, 2019.

TIMELINE

Staff Report expected to be posted **Monday, March 4,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through February 18, 2019

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

February 19 through 12 noon, March 8

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

HEARING DATE & TIME
7:00 pm, March 12, 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.

March 13

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**

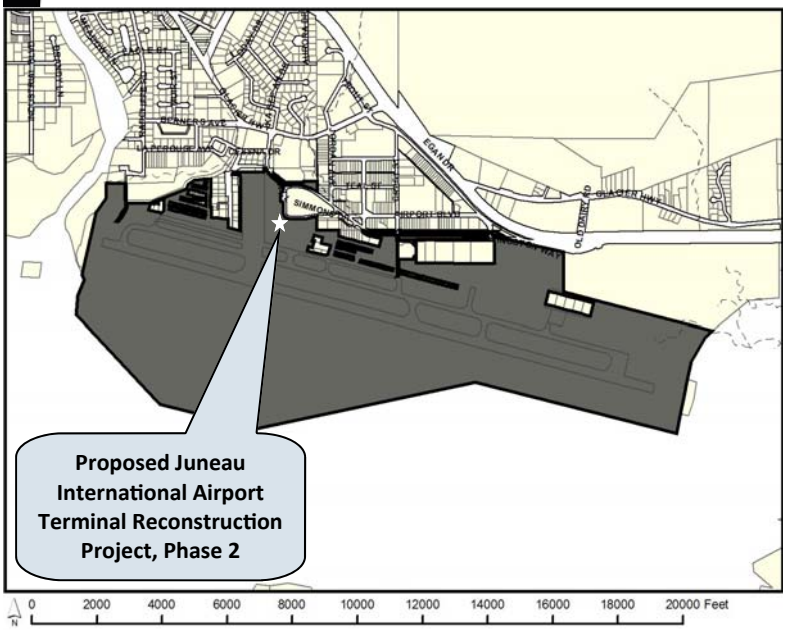
Printed February 11, 2019

Case No.: USE2019 0003 & CSP2018 0015
Parcel No.: 3B1601000010
CBJ Parcel Viewer: http://epv.juneau.org

2nd Revised Notice

Re: Airport Terminal Reconstruction Project, Phase 2

Hearing Rescheduled Again



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

155 S. Seward Street Juneau, Alaska 99801

TO:

Due to unforeseen circumstances, the hearing for cases USE2019 0003 & CSP2018 0015 has been postponed again. These cases are regarding a Conditional Use Permit for Airport Terminal Reconstruction, Phase 2, located at the Juneau International Airport Terminal. **The hearing will now be held March 26, 2019.**

TIMELINE

Staff Report expected to be posted **Monday, March 18,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through 12 noon, March 22

Comments received during this period will be sent to the Planning Commissioners to read over the weekend in preparation for the hearing. The planner handling this case, Tim Felstead, will also read any written comments that are received. You may also contact him via the phone number listed below.

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

Printed March 5, 2019

HEARING DATE & TIME
7:00 pm, March 26, 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.

March 27

The results of the hearing will be posted online.

Case No.: USE2019 0003 & CSP2018 0015
Parcel No.: 3B1601000010
CBJ Parcel Viewer: http://epv.juneau.org

Planning Commission

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

PLANNING COMMISSION
NOTICE OF RECOMMENDATION

Date: March 27, 2019
File No.: CSP2018 0015

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

Proposal:	Review of Juneau Airport Terminal Reconstruction, Phase 2.
Property Address:	1873 Shell Simons Drive
Legal Description	Airport Tract A and Tract B [Airport Terminal & Runway Land]
Parcel Code No.:	3B1601000010
Hearing Date:	March 26, 2019

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated March 18, 2019, and recommended that the City Manager direct CBJ staff to design and build the project in accordance with the requirements of USE2019 0003 and the following recommendations:

1. Bicycle parking continue to be provided by covered bike racks which should be installed in a prominent location that is convenient for airport staff and away from congested areas for the traveling public. The rack(s) should be permanently affixed to the ground, building, or other permanent fixture, and they should be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area [the 2009 Juneau Non-Motorized Transportation Plan requires them to be compatible with locking the bike frame with a u-lock with two points of contact for a bicycle to lean against (i.e. a 'staple' or 'loop and post' design)].
2. The overall terminal building should have changing and showering facilities for Airport staff, as well as the staff of tenants leasing airport space, to use in order to provide an incentive to cycle to work.
3. The Airport integrates the Recycling, Reuse, and Waste Reduction Plan goals and initiatives into both the design and construction of the Phase 2 development. In particular, the design should incorporate recycling facilities in the terminal building

including, but not limited to, the existing recycling receptacles that are placed throughout the terminal.

4. New CBJ buildings should aim to halve their energy use per square foot compared to existing buildings. Energy use targets for the overall terminal should ensure compliance with the intent of the Juneau Climate Action Implementation Plan.
5. All plumbing fixtures should meet a recognized water efficiency standard.
6. Any design should be capable of tracking energy and water use in the terminal. The Airport will use tenant meters if/where appropriate. Prior to issuance of a building permit, the Airport will describe the systems that will be installed to do such monitoring.
7. The Airport should continue to work with Capital Transit on improving transit facilities at the airport, such as providing a four-sided, lit, waiting facility that balances the needs of transit users and the operational requirements of Capital Transit.

Attachments: March 18, 2019 memorandum from Tim Felstead, Community Development, to the CBJ Planning Commission regarding CSP2018 0015.

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

Project Pla :

Tim Felstead, Planner
Community Development Department

Paul Voelckers, Vice Chair
Planning Commission

Filed With Municipal Clerk

3/29/2019
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 CBJ and project designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

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: March 18, 2019

TO: Planning Commission

FROM: Tim Felstead, Planner
Community Development Department

CASE NOs.: USE2019 0003/CSP2018 0015

PROPOSALS: A Conditional Use Permit for the Juneau international Airport Terminal Reconstruction Project, Phase 2

A consistency review for the Juneau international Airport Terminal Reconstruction Project, Phase 2

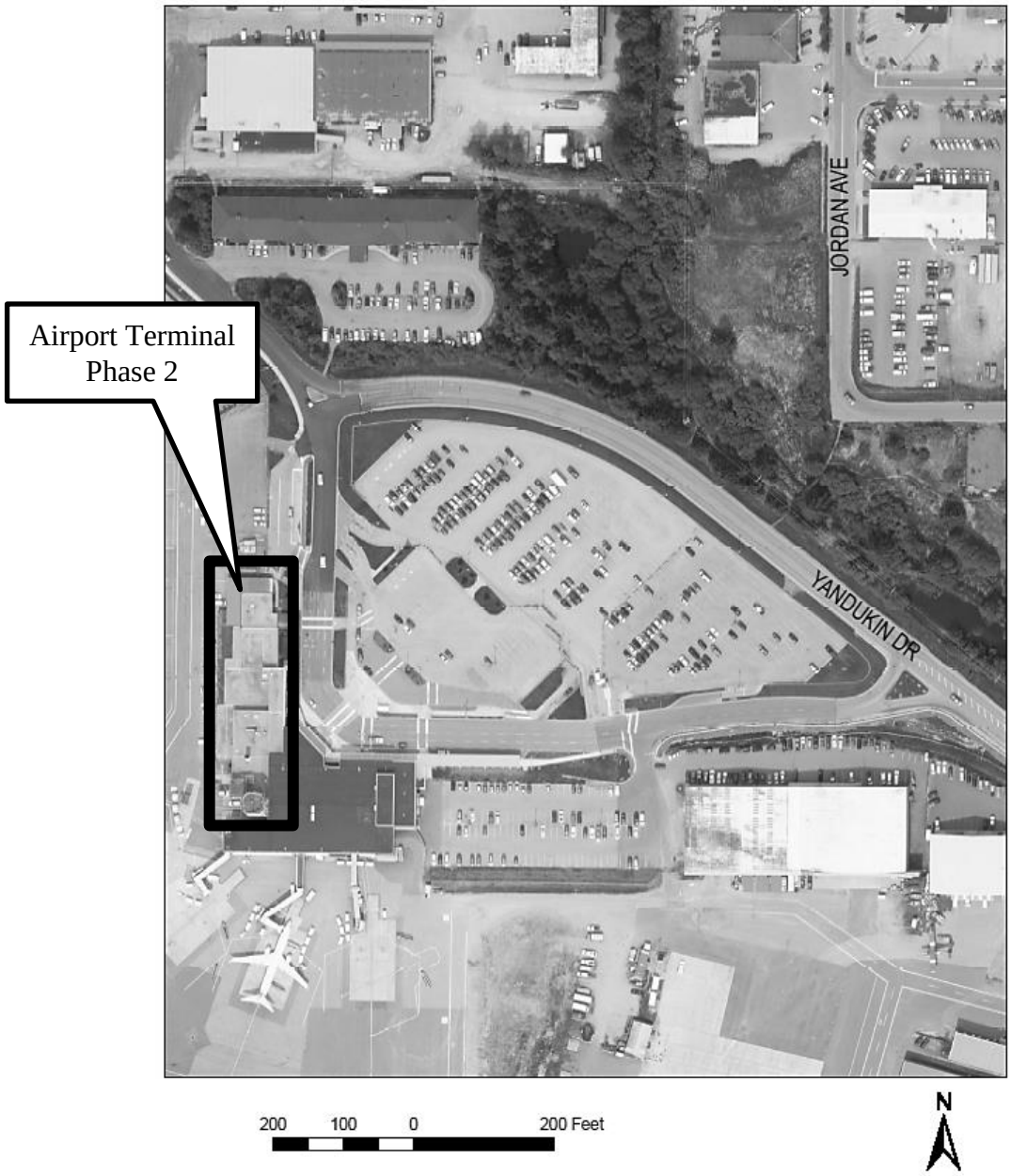
GENERAL INFORMATION

Applicant:	City & Borough of Juneau
Property Owner:	City & Borough of Juneau
Property Address:	1873 Shell Simmons Drive
Legal Description:	Airport Tract A & B [Airport Terminal & Runway Land]
Parcel Code Number:	3B1601000010
Site Size:	640 acres
Comprehensive Plan Future Land Use Designation:	Institutional and Public Use (IPU)
Zoning:	Industrial (I)
Utilities:	Public Water/Public sewer
Access:	Shell Simmons Drive
Existing Land Use:	Airport

Surrounding Land Use:

North - Shell Simmons Drive Right-of-Way; Jordan Creek Greenbelt (I); Hotel (General Commercial)
South - Airport Runway (I); Mendenhall Wetlands
East - Shell Simmons Drive Right-of-Way; Airport Public Parking Lot (I)
West - Airport Apron (I)

VICINITY MAP



ATTACHMENTS

Attachment A – Application with preliminary plans including site plans and narrative

PROJECT DESCRIPTION

The Juneau International Airport (Airport) is requesting a Conditional Use Permit for the redevelopment of the north wing of the Juneau International Airport terminal building. This is Phase 2 of the Airport Terminal Master Plan.

Phase 2 of the terminal reconstruction project will result in a net reduction of 11,000 square feet compared to the existing situation. The remodel will provide facilities for airport operations and passenger services. The area to be demolished currently contains local carrier facilities which includes both freight and passenger services. Following reconstruction, only passenger services will be hosted in the building with carriers required to provide their own freight buildings and facilities on airport land that will be available as lease lots. The applicant has submitted a more detailed description of the project in Attachment A.

BACKGROUND

The Juneau International Airport Board is an empowered board of the City and Borough of Juneau. The Airport Board is responsible for, including but not limited to, the operation; maintenance; development; regulations; and the design, construction and grant administration of all capital improvement projects at the Airport (CBJ 05.01.070). The Airport falls under Federal Aviation Administration (FAA) oversight for land use compliance, operations, administration, grants, and financial compliance in order to be certified as a commercial airport and to receive federal grants.

Modernization of the airport terminal began in 2005. This plan was adopted by the Airport Board and was the basis for Assembly-approved financing plans to complete the needed work over multiple phases (and years). Phase 1 renovations to the east wing of the terminal were reviewed by the Planning Commission in 2008 (USE2008-00054 and CSP2008-00014). These renovations were completed in 2012. Phase 1 included a renovation of the existing east wing and an addition. Notable elements of the remodel included the installation of a ground source heat pump system, upgrades to the terminal envelope of the Phase 1 redevelopment, and use of a sidewalk ice-melt system.

Phase 2 has been waiting for sufficient funding to be secured. The total project cost of Phase 2 will be $21.6M of which $6.9M is from local funding through a 2012 CBJ General Obligation Bond. The remaining funding will come from the Federal Aviation Administration (FAA) Airport Improvement Program (AIP) Entitlement Grants and from airport passenger facility charges (PFC).

During the project review, some staff recommendations for modifications to the Phase 2 development have led the Airport to explore how the recommendations could be paid for. The Airport has submitted supplemental information to their original application narrative (see Attachment A). This additional narrative is intended to emphasize the limitations of what FAA funding can pay for within the Phase 2 development. This means that there are aspects of the proposed development that are not eligible to be funded with FAA grant funding, which is the primary source of project funding. The Airport is concerned that some of the staff recommendations regarding conformity with adopted CBJ plans would also result in increased project costs. Based on the supplemental information, elements of the Phase 2 development not eligible for FAA funding include:

- Bicycle racks and bicycle rack coverings
- Decorative landscaping
- LEED certification
- Public art
- Parking lot improvements, including electric vehicle (EV) charge stations
- Revenue producing spaces (e.g. tenant lease spaces)
- Administrative offices
- Portions of Federal facilities

ANALYSIS

The Table of Permissible Uses (TPU) (CBJ 49.25 Article III) identifies that major developments for the purposes of an airport (Use 15.200) require a Conditional Use Permit. In Industrial zones any non-residential building over 15,000 square feet is classed as major development. The definition of 'development' (CBJ 49.80.120) includes *'construction, reconstruction and enlargement of more than 120 square feet'.*

In addition, a local review of concurrence with CBJ plans is required for City projects by CBJ 49.15.580:

> *(a) CBJ project review: The commission shall review all proposed City and Borough capital improvement projects estimated to cost $500,000 or more for consistency with this title… The commission may recommend conditions on and modifications to any project reviewed by the commission through a notice of recommendation. The notice of recommendation shall be forwarded to the assembly for further action.*

This staff report will address both the Conditional Use Permit and the consistency review. Since this is a combined review for both a Conditional Use Permit (USE case) and a consistency review for adopted CBJ plans (CSP case), there are recommended conditions for the USE permit plus recommendations for the Assembly to consider in their approval of the project.

The consistency review recommendations are based on review of conformity with adopted plans. These plans may recommend going above and beyond the land use and building code requirements, so as to be a development example for the community. The Assembly may choose to require the Airport to comply with the recommendations.

Project Site – The redevelopment will occur on the same location as the existing north wing of the airport terminal, although the footprint will decrease. The terminal building, Shell Simmons Drive, and the airport parking lot are all on Airport property. Based on the plans submitted and the existing airport plat, all required building setbacks will be met. There are no limits on lot coverage in Industrial zones.

Yard	Setback (feet)
Front	10
Street side	10
Side	0
Rear	0

Project Design – Preliminary architectural drawings are provided in Attachment A. The proposal will see approximately 37,000 square feet of building being demolished with approximately 26,000 square feet being newly constructed and approximately 9,000 square feet of existing parts of the remaining terminal building being remodeled; this may vary as the project evolves.

There is no maximum building height in an Industrial zoning district. No scaled elevation drawings are available for the project yet, but the three dimensional sketches suggest that there will be three stories.

During the redevelopment of Phase 1 of the terminal redevelopment, a ground-source heat pump was installed together with a zonal heating, cooling, and ventilation system. The ground-source heat pump is also used for a sidewalk ice-melt system for the sidewalk in front of the Airport. LED lights were also installed. The Airport intends to provide these features in Phase 2 and is committed to providing an energy-efficient building.

Leadership in Energy and Environmental Design (LEED) – CBJ 49.35.800 states that all building projects for CBJ facilities with a project cost of over $5M, which will use public funding, are required to meet a LEED minimum standard. LEED is a building certification standard overseen by the US Green Building Council. There are a number of levels of achievement (Certified, Silver, Gold, and Platinum) that are based on a scoring system of how well specific design components are addressed. There are prerequisite components that must be achieved and others that the developer may choose to try and achieve points towards their certification. Pursuant to FAA Order 5100.38D (Airport Improvement Program Handbook, Chapter 3-74,

Table 3-44), costs for obtaining LEED certification are not eligible for federal funding (AIP or PFC funds) and, therefore, local funding would be required in order to achieve this certification.

A number of CBJ facilities have achieved LEED standards since this requirement began including Dimond Park Aquatic Center, the Valley Library, and a number of school remodels. Although the LEED requirement was adopted into the Land Use Code in 2011, at that time Phase 1 of the Airport Terminal Project already had contracts in place working towards the final design and therefore was exempt from the requirement. Ultimately, Phase 1 delivered numerous energy and environmental improvements including the use of ground source heat pumps for building heating/cooling and sidewalk ice melt, energy efficient lighting, and an improved thermal envelope for the building. The Airport has analyzed and documented that the design resulted in a significant energy cost savings and overall reduction in energy use in the terminal. In discussions with the Juneau Commission on Sustainability (JCOS), the Airport has stated that the building's energy performance will improve even more and fuel oil will be removed from the building, making it a fully renewable energy facility. The Airport has stated that they intend to provide the same, or better, energy efficient features in the new construction.

The Land Use Code LEED requirement provides a mechanism for projects to have an exception from the LEED requirements [49.35.800 (c)]:

> *Exception procedure. If the Manager, with the consent of the Assembly, after consideration of the recommendation of the Sustainability Commission, determines that it would not be economically feasible to satisfy the prerequisites for LEED Certification in the case of a specific project, that project shall be exempt from the requirement for LEED Certification.*

There is no requirement for the City Manager to consider a Planning Commission recommendation for the LEED exception request.

As noted when the LEED ordinance was originally recommended to the Assembly by the Planning Commission in 2010 and adopted by the Assembly in 2011, LEED certification does have a cost associated with the certification administration and can add to the cost of construction. However, the LEED premise is that those upfront costs repay themselves through the energy savings of the building's operational costs. The Airport has emphasized that they are committed to a high performance building, but they believe the cost to achieve minimum LEED certification would be too expensive.

It is recommended as a condition of approval of the Conditional Use Permit that unless an exemption request to the LEED certification requirement (CBJ 49.35.800) is approved by the City Manager, prior to issuance of a building permit, the applicant shall describe how the credits, which will be pursued for the building, aim to meet minimum LEED certification.

Traffic – The terminal redevelopment will not alter the existing traffic circulation or level of traffic generated by the Airport.

Transit –The Capital Transit bus stop is currently located in front of the Phase 2 portion of the terminal. The Airport proposes to retain the bus stop at its current location both during and after construction, at the front curb.

Parking and Circulation – There is no proposal to change the existing parking at the airport. With the decrease in the building square footage for the total terminal, there will be an increase in the parking space to square footage ratio of the terminal. The existing circulation around the terminal will not change.

The 2018 Juneau International Airport Sustainability Master Plan noted that based on an analysis of current vehicle to passenger ratios and the forecast growth in numbers of passengers, there is the potential to require 100 additional parking spaces in the future. This potentially results in additional vehicle traffic. The Master Plan recommends maximizing the existing parking areas thus mitigating the need for additional parking by encouraging greater use of alternative transportation modes. Alternative transportation typically includes public transit, taxis, bicycles, and walking. Capacity for landside airport parking will not be exceeded as a result of this project. More discussion on potential transit and cycling facility enhancements are provided below.

Non-motorized Transportation – The sidewalk in front of the Phase 1 portion of the terminal is currently using a heating system which keeps it free from ice. This approach has resulted in operational savings and a consistently ice-free sidewalk which does not require manual clearing with chemicals. The Airport hopes to use the same approach for the sidewalk in front of Phase 2 but notes that this is subject to available funding.

Currently, bicycle parking at the terminal is provided in two locations: one 'wheel insert' stand underneath an exterior staircase in the rental car parking lot at the east end of the Phase 1 portion of the building (approximately 10 spaces) and one uncovered 'wave-style' stand on the side of the older portion of the building subject to Phase 2 (approximately 5 spaces). More discussion on these facilities is provided below.

Vegetative Cover and Landscaping - The CBJ Land Use Code (CBJ 49.40.230(a)) requires parking and circulation areas to be "attractively landscaped". CBJ 49.40.230(c)(1) states parking areas "shall be landscaped in accordance with design review standards". However, Title 4 of the CBJ Administrative Code no longer includes design review standards for parking lot design. Staff can only subjectively assess whether the parking lot design is "attractive".

The Land Use Code does however define "landscape" (CBJ 49.80.120) as:

(2) To add lawns, trees, plants, or other natural and decorative features to land.

When considered as a whole site, the Airport meets the 5% vegetative cover requirement for a lot within an Industrial zone. Landscaping areas on the public (non-secure) side of the terminal include grass berms, flowerbeds, summer flower barrels, winter evergreen barrels, summer flowers incorporated into the Airport's welcome sign, a wetland garden, two Service Animal Relief Areas (aka 'bark-parks'), site furniture (benches and waste cans), and shrubbery. Additionally, for public enjoyment, grant-funded invasive species removal is currently underway along the greenbelt located adjacent to Jordan Creek; and grant-funded restoration is slated that will further improve viewsheds, pending amendments to CBJ 49.70.310 Habitat.

The landside of the north wing currently has landscaping in front of it. The Airport notes that this landscaping may need to be removed due to construction activities. The wetland garden near the main entrance is proposed to remain. The dog park (Service Animal Relief Area) will remain. Wildlife has obvious safety implications at airports, although unmaintained vegetative areas exist on other parts of the airport property. The Airport must follow FAA Wildlife Hazard Management programs for any replacement landscaping. The Airport will identify existing landscaping to remain. Landscaping is required by the Land Use Code and should be shown on the plans submitted for building permit review.

More discussion on landscaping can be found below.

Lighting – It is anticipated that external lighting will be similar to Phase I. The Land Use Code requires any circulation plans and exterior lighting plans for a major development to be prepared by a licensed engineer. As this is something required by the Land Use Code but is not included in the plans at this stage, this will be a recommended condition of the Conditional Use Permit.

It is recommended as a condition of approval of the Conditional Use Permit that the Airport shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development in accordance with the requirements at 49.40.230(d).

Noise – There will be some construction noise generated as with all construction projects, but the use in the redeveloped building will not generate any additional noise.

Public Health or Safety – A building permit will be required for the redevelopment. The CBJ Building Official has no issues with the application at this stage. A number of the zoning requirements that are not addressed in the plans submitted with the Conditional Use Permit application will be reviewed as part of the building permit review.

Habitat – There are no habitats regulated by the CBJ Land Use Code that would be impacted by the redevelopment.

Property Value or Neighborhood Harmony – The CBJ Assessor has stated that the project will not adversely impact neighboring property values, noting that the terminal building is

surrounded by CBJ land that provides a buffer from surrounding properties and that it is essentially a reconstruction of a building providing the same facilities and services.

No comments have been received from the public regarding the redevelopment.

Conformity with Adopted Plans –

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

The importance of the Airport as a gateway to the Capital City is highlighted in the Comprehensive Plan. The following policies, standard operating practices (SOP), or implementing actions (IA) are relevant to the Phase 2 development:

> *POLICY 8.1. TO PROMOTE AND SUPPORT AVIATION SAFETY; TO DEVELOP AND MAINTAIN AIRPORT FACILITIES MEETING THE AVIATION TRANSPORTATION NEEDS FOR JUNEAU, ITS RESIDENTS, VISITORS AND COMMERCE; AND TO WORK WITH THE PUBLIC AND PRIVATE SECTORS TO FACILITATE COMMERCE, ECONOMIC DEVELOPMENT, AND ACCESS TO ALASKA'S CAPITAL CITY.*
>
> > *8.1 - IA2 Improve motor vehicle and pedestrian access and circulation to and through the Juneau International Airport including ingress, egress, parking, and non-airport traffic flow.*
>
> *POLICY 8.2. TO PROMOTE BUSINESS PRACTICES THAT WILL ENCOURAGE OPEN COMPETITION BETWEEN COMMERCIAL AIR CARRIERS.*
>
> > *8.2 – IA1 Maintain, and upgrade as feasible, the airport terminal to showcase the CBJ as the Capital City of Alaska while promoting the continued viable operation of large and small carriers in the airport.*
> >
> > *8.2 – IA3 Improve the capacity of the terminal to accommodate additional commercial passenger jet service.*

The Phase 2 development will provide an improved traveler facility to respond to the modern demands of passengers and service operators. Local air freight services will be separated from the public terminal following reconstruction with operators given the opportunity to construct their own freight premises on airport leased lots. The proposed design will also provide additional office space for required airport services (e.g. FAA, Customs, Police, Airport administration).

The Airport Board has approved the proposed design, and no comments have been received from users of the Airport (operators or public).

Access to airport - In terms of promoting access to the airport, both motorized transit and non-

motorized access have the potential to be affected by the Phase 2 project – see discussion elsewhere in this report.

The following policy and associated development guideline are relevant to the Phase 2 development:

> *POLICY 8.6. TO PROMOTE AND FACILITATE TRANSPORTATION ALTERNATIVES TO PRIVATE VEHICLES AS A MEANS OF REDUCING TRAFFIC CONGESTION, AIR POLLUTION AND THE CONSUMPTION OF FOSSIL FUELS, AND TO PROVIDE SAFE AND HEALTHY MEANS OF TRANSPORTATION TO ALL PEOPLE.*
>
> > *8.6 - DG4 Provide secure, weatherproof bike parking and storage facilities at public buildings and in private developments, particularly developments located along transit corridors.*

Both the location and style of the existing bike racks do not meet best practices. The 2018 Juneau International Airport (JNU) Sustainability Master Plan notes that "the racks are uncovered and unsecured, and therefore suitable only for short-term parking". One of the two existing bike racks is located adjacent to the northern entry/exit vestibule. This area will be demolished during construction, but the Airport plans to relocate the existing bike rack to an appropriate location near the new north entry/exit vestibule. The second bike rack is located in a protected (partially covered) area near the east entry/exit vestibule and will remain. The Airport notes that nearly all passengers have too much luggage for cycling to the airport to be a feasible option. However for employees at the airport, cycling to work could be a practical option, and this should be encouraged. Currently, employees who bicycle to work store their bikes in their offices. Employees use public toilet rooms to change clothes. To help encourage people to cycle to work, employee changing rooms are often recommended. The Airport has commented that a shower room in the existing terminal is under-utilized and will not be provided in the redeveloped terminal. Staff does not know if the airport actively encourages employees to cycle to work or if it intends to do so as part of the encouragement of alternative transportation recommended in the Airport Terminal Master Plan.

It is recommended that bicycle parking continue to be provided by covered bike racks which should be installed in a prominent location that is convenient for airport staff and away from congested areas for the traveling public. The rack(s) should be permanently affixed to the ground, building, or other permanent fixture, and they should be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area. The 2009 Juneau Non-Motorized Transportation Plan (see below) requires them to be compatible with locking the bike frame with a u-lock with two points of contact for a bicycle to lean against (i.e. a 'staple' or 'loop and post' design).

Building energy efficiency – Improved CBJ building energy efficiency is supported by the Comprehensive Plan.

POLICY 6.5. TO INCORPORATE TECHNOLOGIES AND OPERATING PRACTICES THAT WILL PROMOTE EFFICIENT AND COST EFFECTIVE ENERGY USE INTO ALL OF ITS NEW AND EXISTING BUILDINGS AND ENERGY-USING PROJECTS.

6.5 - SOP1 Replace inefficient street lighting and lighting in CBJ-owned buildings and facilities with efficient fixtures upon replacement cycle.

6.5 - IA2 Invest in necessary metering equipment to produce monthly project energy reports.

6.5 - IA3 Conduct energy audits and establish energy management goals for CBJ-owned buildings.

6.5 - IA5 Continue to incorporate LEED-Juneau principles and standards when designing public structures and facilities, with appropriate fuel cost sensitivity analyses over the long term life of the Project.

6.5 - IA6 When designing new facilities or major renovation of CBJ-owned facilities, analyze life-cycle costs of energy applications, and use that analysis to guide future development. [see also 6.7 -IA2]

6.5 – IA8 CBJ government is to set an example for businesses and individuals in adopting cost-effective energy-saving technologies and operating procedures. Conduct post-improvement analysis of the energy savings. These results should be published as a learning and development tool for the building community.

The Airport has stated its continued commitment to providing a high performance building with comparably low energy usage. Ground-source heat pumps using the existing geothermal loop field will replace heating oil in the existing north wing thereby converting the facility to using fully renewable energy. All lighting will be LED. The Airport undertook an energy performance analysis for the Phase 1 part of the terminal which led to the selection of the ground-source heat pump system, the choice of building an envelope system, and conversion to LED lighting. They intend to use these design standards for the Phase 2 construction. The Airport has stated that they believe metering and sub-metering to be infeasible, based on actual installation of such meters during Phase 1. This means sub-uses such as tenant spaces or building components will not be monitored or billed unless specialized usage (e.g. commercial refrigeration for traveler baggage storage) is requested by tenants. There is no operating policy requirement for CBJ departments, including the airport, to contribute to a CBJ-wide energy management system.

More discussion on energy performance is provided below.

Juneau International Airport (JNU) Sustainability Master Plan (2018)

The Juneau International Airport (JNU) Sustainability Master Plan was adopted by the CBJ Assembly on September 17, 2018 (Resolution 2834). The stated goal or purpose of the plan is as follows:

> *The Juneau International Airport (JNU) Sustainability Master Plan (SMP) was developed to review, expand and define, revise and reprioritize development and maintenance projects at the airport. The inclusion of sustainability considerations allowed the City and Borough of Juneau (CBJ) to broaden their view of the airport and begin the work necessary to incorporate and integrate sustainability practices into the airport's business plan.*

The completion of the terminal project as proposed in the existing Airport Terminal Master Plan is recommended in the Sustainability Master Plan.

The Sustainability Master Plan included an extensive review of Comprehensive Plan policies that are relevant to future airport development. As discussed above, one recommendation for dealing with an anticipated increase in parking demand is to promote greater use of alternative transportation – this could include passenger and employee transport.

The plan also included a Recycling, Reuse, and Waste Reduction Plan (Appendix B of overall plan) which included specific goals for the Airport.

> *GOAL 1: Expand and improve recycling services provided by the Juneau International Airport to cover employees, tenants and the public.*
>
> *GOAL 2: Integrate waste reduction efforts into planned renovation efforts and daily operations at the airport.*
>
> *GOAL 3: Improve the information and data about solid waste and recycling and services available to both the airport and the public.*

Of particular relevance to the Phase 2 development is the following initiative under Goal 2:

> *For capital and construction projects, require suppliers and contractors to develop construction waste management plans and establish and meet recycling/diversion targets for C&D waste.*

The LEED certification process provides options to achieve points for meeting certain construction waste disposal practices, but past CBJ experience has shown it is difficult and expensive to pursue this credit due to the additional burden on contractors and limited local disposal options. Some materials are easier to recycle locally than others.

The Airport has noted that it is required to provide recycling receptacles in the terminal as part of FAA grant requirements.

It is recommended that the Airport integrate the Recycling, Reuse, and Waste Reduction Plan goals and initiatives into both the design and construction of the Phase 2 development. In particular, the design should incorporate recycling facilities in the terminal building.

Juneau Economic Development Plan (2015)

The importance of the Airport is noted in this plan under the goal of "Enhance Essential Infrastructure".

> *GOAL: SUPPORT TRANSPORTATION INFRASTRUCTURE-RELATED POLICIES AND DEVELOPMENTS THAT WILL PROVIDE ACCESS TO DEVELOPABLE LAND AND CONTROL OR LOWER THE COST OF FREIGHT SHIPMENT INTO AND OUT OF JUNEAU.*
>
> *Objective 2. Complete a JIA Sustainability Master Plan (sic) that supports Juneau's aviation-related business and economic development needs.*
>
> > *Action 2-A: Ensure the 2016 Airport Master Plan:*
> >
> > - *Accounts for regional and industry trends and opportunities in cargo, avionics, and fleet changes.*
> > - *Contains provisions to ensure the airport is a welcoming place for tourists, regional passengers, and an attractive Gateway to Capital City.*
> > - *Provides efficient, shovel-ready and revenue-oriented lease lot opportunities and configurations.*
> >
> > *Action 2-B: Keep airfares and air freight cost to/from the Capital City as competitive as possible; communicate regularly with airlines about how fuel surcharges are or could change due to declining fuel prices.*

As mentioned above, the Airport is following an Airport Terminal Master Plan that was adopted by the Airport Board in 2005. The Phase 2 development will require local carrier freight services to use their own facilities on lease lots that will be made available by the Airport. The redeveloped terminal aims to be an improved space, which will complete the overall terminal design plan to provide a more functional and attractive visitor experience. Continuing to provide attractive landscaping along the front of the terminal would contribute to making the airport a welcoming experience for visitors. Continuing to provide exterior canopies to protect passengers from inclement weather should be encouraged. The Airport's operating and maintenance costs of the terminal and airfield are established through a complex formula of

cost sharing with airline operators and tenants. The Airport has not commented on whether they will be able to pass on the assumed reduction in building operation costs to tenant leases.

As described above, the Airport has noted that the existing terminal landscaping may need to be removed as part of the construction.

It is recommended as a condition of approval of the Conditional Use Permit that the Airport continue to provide features that make it a welcoming experience for visitors, which may include landscaping, hardscape, canopies, and other features. This should take into account the Airport's requirement to follow FAA Wildlife Hazard Programs.

Non-Motorized Transportation Plan (2009)

The following policies are relevant to the proposed development.

> *POLICY 3 - MUNICIPAL PROJECTS. IMPROVE THE PROCESS FOR PLANNING COMMISSION REVIEW OF CBJ PROJECTS TO ALLOW TIMELY COMMENT ON NON-MOTORIZED INFRASTRUCTURE AND ROUTES. PROJECT MANAGERS WILL USE A CONTEXT SENSITIVE APPROACH IN THE DESIGN OF CITY PROJECTS TO ACHIEVE A COMPLETE STREETS NETWORK.*

The project is being reviewed relatively early in the design process, and therefore changes recommended by the Commission will be able to be incorporated into the design. The Non-Motorized Transportation Plan does not call for specific improvements relevant to Phase 2 development at the Airport. General requirements of the plan should be incorporated into the project.

> *POLICY 10 - BICYCLE RACKS. PROVIDE MORE BICYCLE RACKS.*

As described it the supporting text for this policy, the intent is to increase bicycle rack provision and provide improved designs.

> *Existing bike racks often do not have enough space to accommodate the number of cyclists using the facility. Secure, covered, well designed bike racks help encourage more trips by bicycle and are required for the development of a complete non-motorized network. The policy encourages bike racks should be located at schools, commercial buildings, apartments, parks, transit stops and hubs, malls, recreation areas and on buses. The plan requires that all bike racks be u-lock compatible (e.g. post and loop or staple design). (p.73)*

The LEED certification process also includes options to achieve points for bicycle facilities. A recommendation on bicycle facilities is provided above.

Juneau Renewable Energy Strategy (JRES) (2018)

As one of four strategy areas, the Juneau Renewable Energy Strategy (JRES) calls for improved performance and energy accounting by CBJ as part of an organization-wide energy management system. The strategy also has a community objective for 80% of community energy use to be from renewable sources by 2045. The completion of Phase 2 will allow for all heating oil use for the entire terminal building to be replaced with ground-source heat pumps. More efficient lighting and an improved thermal envelope will contribute to both the community objective and toward improvements in the energy efficiency of CBJ buildings and operations.

This project is consistent with JRES goals.

Juneau Climate Action and Implementation Plan (2011)

The Juneau Climate Action and Implementation Plan (JCAIP) identifies a number of aspects of CBJ facilities that should be addressed to reduce energy use and greenhouse gas emissions. These include energy efficiency standards, water use, recycling, and alternative transportation facilities.

Energy – The JCAIP recommends that CBJ should establish a minimum for energy efficiency, giving an example of 10 BTU per square foot of heated floor area.

> *Strategy B1-A. Set energy efficiency standards for all new local government buildings, leased space, and equipment.*
>
> *Strategy B1-B. Reduce energy consumed and GHG emissions produced by local government buildings.*

The JCAIP recommends that CBJ should establish a minimum energy efficiency standard for buildings. JCAIP recommends using "specific standards that exceed the minimum baselines of such standards as the American Society of Heating, Refrigeration and Air-Conditioning Engineers Energy Efficiency Standard (ASHRAE 90.1 or 90.2), for example, the 10 BTUs per square foot of heated floor area standard". This has not been established as a required standard for CBJ. The JCAIP also recommends new CBJ buildings should aim to halve their energy use per square foot compared to existing buildings. The Airport has not quantified current and future energy performance, but is committed to a high performing building.

Building commissioning and life cycle analysis was also recommended as a requirement for all CBJ Buildings. Design standards that were developed in Phase 1 of terminal redevelopment, as well as the energy studies that were completed after Phase 1, demonstrate that significant improvements in energy performance will result from this project.

JCAIP also recommends that CBJ should have a system to track energy and water use. The

airport terminal is on its own water meter and billed separately.

It is recommended that any design should be capable of tracking energy and water use in the terminal. The Airport will use tenant meters if/where appropriate.

Water – JCAIP notes that while water itself is not in short supply in Juneau, facilities to treat and pump the water around the Borough require electricity. Reducing the amount of water used therefore frees up renewable electricity for use elsewhere to replace fossil fuels used for transportation or heating. An action under the relevant strategy is to "upgrade and retrofit CBJ plumbing systems with water conserving technology". It would make sense for this to be extended as a requirement for new CBJ construction. Plumbing fixtures were not addressed in the airport application, but it is assumed the intention is for water-efficient fixtures to be installed as part of the Airport's commitment to a high-performing building. The Environmental Protection Agency (EPA) uses WaterSense as a certification standard.

> *Strategy U3-B. Carry out ongoing maintenance and repairs to minimize leaks in the water system.*

It is recommended that all plumbing fixtures meet a recognized water efficiency standard.

Recycling - JCAIP also recommends that all CBJ facilities should provide waste recycling (identifying the Airport specifically). The Airport currently has recycling waste disposal and has stated that continuing to do this is a requirement of their FAA grants.

> *Strategy U5-B. Reduce waste associated with local government facilities and operations*

It is recommended that recycling receptacles continue to be placed in the terminal.

Bicycling - JCAIP identifies a need for increased encouragement of bicycling and walking which includes provision of "bicycle racks, showers, and other amenities at city facilities to promote bicycle use by agency employees and visitors".

> *Strategy T4-B. Use public education and incentives to encourage residents to walk and cycle.*

The Airport has indicated that an existing shower is rarely used, although it is unknown how the Airport encourages employees to use bicycle-related facilities. It is unclear from the plans if a shower and changing facility will be retained in the terminal following the redevelopment.

It is recommended that the overall terminal building should have changing and showering facilities for Airport staff, as well as the staff of tenants leasing airport space, to use in order to provide an incentive to cycle to work.

Transit Development Plan (2014)

Public transit provision to the airport is one of the service goals of the Transit Development Plan. The existing bus stop will be unaffected by the Phase 2 development.

However, the Transit Development Plan does identify a need for Capital Transit to continue with its shelter improvement program. This is intended to provide shelters at stops that do not currently have shelters or to replace older shelters. It also recommends that all shelters be lit. The current airport transit stop does not have a shelter. Riders can sit on an uncovered bench next to the stop, on a bench under the existing canopy approximately 80 feet away, or shelter in the terminal entrance nearest the bus stop. The new terminal and canopy will be located further away from the existing stop.

The Airport and Capital Transit have been in discussion regarding a new transit stop, but no long-term location has been identified.

While outside the scope of the subject project, it is recommended that the Airport continue to work with Capital Transit on improving transit facilities at the airport, such as providing a four-sided, lit, waiting facility that balances the needs of transit users and the operational requirements of Capital Transit.

FINDINGS

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

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

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

CBJ 49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;

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

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

1. Is the application for the requested Conditional Use Permit complete?

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

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

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Section 15.200 for an Industrial zoning district.

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

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the March 15, 2019, and March 25, 2019, issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a public notice sign was posted on the subject parcel, visible from the public right of way.

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

No. Based on the above analysis, the proposed development, with conditions, will not endanger the public health and safety.

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

No. Based on the above analysis the use, with conditions, will maintain values and will be in harmony with the neighboring area.

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

Yes. Based on the preceding analysis and with the recommended conditions and recommendations, the proposed Airport terminal Phase 2 redevelopment is in general conformity with the Land Use Plan and Comprehensive Plan.

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

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

Not applicable.

CONDITIONAL USE 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 Juneau International Airport Terminal, Phase 2 in an Industrial zoning district.

The approval is subject to the following conditions to ensure the project satisfies the requirements of the Land Use Code:

1. Prior to issuance of a building permit, the applicant shall submit a lighting plan prepared by a professional engineer illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department, according to the requirements at 49.40.230(d).

2. Prior to the issuance of a building permit, the applicant shall submit a landscape plan identifying the wetland garden near the main entrance, the dog park (Service Animal Relief Area), and other existing landscaped areas proposed to remain. Identification shall also be included for new landscaped and/or hardscaped areas that comply with FAA Wildlife Hazard Management programs for any replacement landscaping, and the CBJ Land Use Code, to create a welcoming experience for visitors and staff.

3. Prior to issuance of a building permit, unless an exemption request to the LEED certification requirement (CBJ 49.35.800) is approved by the City Manager, the applicant shall describe how the credits, which will be pursued for the building, aim to meet minimum LEED certification.

CITY PROJECT REVIEW RECOMMENDATION

Staff recommends that the Planning Commission recommend the Assembly APPROVE City CSP2018 0015, the reconstruction of Juneau International Airport Terminal, Phase 2. In addition to the submitted plans and narrative, incorporating these recommendations into the design would ensure the development is consistent with adopted plans. These recommendations have been written as conditions of the associated Conditional Use Permit.

To improve consistency with adopted plans, the following recommendations are advised:

1. Bicycle parking continue to be provided by covered bike racks which should be installed in a prominent location that is convenient for airport staff and away from congested areas for the traveling public. The rack(s) should be permanently affixed to the ground, building, or other permanent fixture, and they should be located so that parked bicycles do not encroach into a pedestrian walkway or vehicle area [the 2009 Juneau Non-Motorized Transportation Plan requires them to be compatible with locking the bike frame with a u-lock with two points of contact for a bicycle to lean against (i.e. a 'staple' or 'loop and post' design)].

2. The overall terminal building should have changing and showering facilities for Airport staff, as well as the staff of tenants leasing airport space, to use in order to provide an incentive to cycle to work.

3. The Airport integrates the Recycling, Reuse, and Waste Reduction Plan goals and initiatives into both the design and construction of the Phase 2 development. In particular, the design should incorporate recycling facilities in the terminal building including, but not limited to, the existing recycling receptacles that are placed throughout the terminal.

4. New CBJ buildings should aim to halve their energy use per square foot compared to existing buildings. Energy use targets for the overall terminal should ensure compliance with the intent of the Juneau Climate Action Implementation Plan.

5. All plumbing fixtures should meet a recognized water efficiency standard.

6. Any design should be capable of tracking energy and water use in the terminal. The Airport will use tenant meters if/where appropriate. Prior to issuance of a building permit, the Airport will describe the systems that will be installed to do such monitoring.

7. The Airport should continue to work with Capital Transit on improving transit facilities at the airport, such as providing a four-sided, lit, waiting facility that balances the needs of transit users and the operational requirements of Capital Transit.

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
1873 Yandukin Drive, Juneau, AK

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)
Airport Tract A and B

Parcel Number(s)
3B1601000010

☐ This property located in the downtown historic district
☐ This property located in a mapped hazard area, if so, which _____

LANDOWNER/ LESSEE

Property Owner City & Borough of Juneau	Contact Person Catherine Fritz, JNU Airport Architect
Mailing Address 1873 Shell Simmons Drive, Suite 200, Juneau, AK 99801	Phone Number(s) 586-0452
E-mail Address catherine.fritz@jnuairport.com	

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

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

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

X Catherine Fritz — Landowner/Lessee Signature — Date: 11.29.18

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 Patty Wahto, JNU Airport Manager	Contact Person Catherine Fritz, JNU Airport Architect
Mailing Address	Phone Number(s) 789-7821
E-mail Address patty.wahto@jnuairport.com	

X [signature] — Applicant's Signature — Date of Application: 12-3-2018

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

Intake Initials	
TJF	
Case Number	Date Received
USE 19-02	1/17/19

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.

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

Reconstruction of airport terminal north wing. 37,000 square feet of building being demolished with approximately 26,000 square feet being newly constructed and approximately 9,000 square feet existing parts of the remaining terminal building being remodeled.

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

Accessory Apartment – Accessory Apartment Application (AAP)

Use Listed in 49.25.300 – Table of Permissible Uses (USE)

Table of Permissible Uses Category: 15.200

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 27,902,358 square feet Total Area of Existing Structure(s) ~100,000 square feet

Total Area of Proposed Structure(s) 26,000 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	$_1000___Class IV			
Admin. of Guarantee	$_____			
Adjustment	$_____			
Pub. Not. Sign Fee	$__50_____			
Pub. Not. Sign Deposit	$__100_____			
Total Fee	$__1150_____			

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

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD

PROJECT NARRATIVE: Terminal Reconstruction Phase 2
Prepared by Catherine Fritz, AIA, JNU Airport Architect
November 29, 2018

PROJECT OVERVIEW.
Modernization of the JNU Terminal began in 2005 through an adopted Terminal Master Plan that called for two major phases of work: 1. Renovate and expand portions of the building that were constructed after 1984, and 2. Reconstruct portions of the building that were constructed prior to 1984 within the same general footprint. The majority of Phase 1 was completed in 2012. Recently, JNU has identified funding to complete the Phase 2 needs.

The project will affect all portions of the terminal that were originally constructed prior to 1984. Approximately 37,000 sf of building area will be demolished, along with 4,500 sf of exterior canopy. Reconstructed (new) areas and interior remodel area will total approximately 35,000 sf. The scope will address code deficiencies, replace infrastructure (elevator/escalator, security systems, mechanical and electrical systems), improve energy efficiency, increase flexibility and adaptability of interior spaces for airport administration, and improve passenger services. The functions of new spaces include:

- Part 135 (small regional carriers) Passenger operations
- Airport Administration offices, including Airport Police
- FAA office and equipment spaces related to the Air Traffic Control Tower operations
- TSA Break Room
- US Customs & Border Protection processing office
- Support space such as mechanical, restrooms, storage, up-direction escalator, two elevators
- Gift Shop

The reconstructed Airport Terminal will no longer include regional cargo and tourism-related services (except Visitor Center) under the same roof. Rather, land that is currently used by the oldest parts of the terminal and for surface parking of vehicles and building support on the landside and aircraft equipment on the airside will be subdivided into lots for this purpose. The Airport is developing a design review policy to ensure that private development near the terminal is consistent with both the landside and airside needs.

No additional parking is proposed with this project. There are currently 408 public parking spaces near the airport terminal: 67 short term spaces, 215 long term spaces, and 126 employee spaces. Additionally, there are rental car parking spaces and spaces that are leased to tenants. Existing taxi services, ride shares, shuttles, vans, and public transit stops will not be modified. Traffic patterns, including loading and unloading of passengers in front of the terminal will not change due to this project, but a new entry vestibule will be constructed in the northwest corner of the building.

Existing vegetation along Shell Simmons Drive that is adjacent to the older portions of the building may need to be removed to facilitate building demolition. Landscaping at the airport is limited due to wildlife hazards. If vegetation is replaced, species will be controlled so as not to invite birds or rodents. No vegetation will be added on the airside of the building. It is hoped that the existing Pet Relief station near the public transit stop will be able to remain, but in case it cannot, a new Pet Relief station was constructed in Summer 2018 near the covered bus canopy at the northeast vestibule entry of the terminal.

Exterior lighting will use LED fixtures that are appropriate to the functions of aircraft and ground equipment maneuvering on the airside, and pedestrian circulation on the landside. The existing in-slab ice melt system along Shell Simmons Drive will remain. If funding allows, it may be extended approximately 50 lf along the front elevation of the new terminal structure.

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD

COMPLIANCE WITH CBJ COMPREHENSIVE PLAN.
This project is the completion of a Master Plan for the airport terminal that began in 2008. The overall size of the terminal will remain approximately the same, and no new air operations are planned by this work. The actual footprint of the airport terminal will be reduced by this project.

LAND USE CODE COMPLIANCE.
This project complies with CBJ's Land Use ordinance; no additional permits are required. The project has also been reviewed by two CBJ Committees:

- **49.10.410 HISTORIC RESOURCES ADVISORY COMMITTEE.**
  As part of the National Environmental Policy Act requirements for FAA funding, this project underwent a State Historic Resources Office Section 106 review during Spring 2018. This process included review by CBJ's Historic Resources Advisory Committee in April 2018. The project was granted Categorical Exclusion and the existing building was determined to be ineligible for national historical register status.
- **49.35.800 SUSTAINABLE BUILDING STANDARDS FOR CONSTRUCTION AND RENOVATION OF BUILDINGS.**
  Phase 2 of the Terminal Reconstruction will continue, and improve upon, the high performance building features constructed in Phase 1. The terminal's ground loop was constructed large enough to meet the terminal's master plan needs, so additional loops will not be required in the remaining scope of work. The GSHP system will be expanded by approximately 33 electric heat pumps. The completed Heating, Ventilation, and Cooling (HVAC) system will allow the old diesel boilers (and buried fuel tanks) to be decommissioned, thereby meeting the Airport's goal of serving the terminal with renewable energy. The HVAC system will provide significantly higher indoor air quality and will have automated controls for energy conservation.

  The first phase of renovation established a new envelope around much of the existing building. After analyzing cost and benefit of various insulation systems, an R-50 roof assembly and R-30 wall assembly were selected. Insulated concrete slabs were also used. This envelope configuration exceeds that of many commercial buildings in Juneau and has become the performance standard for all of the Airport's buildings.

  JNU Airport has also been a leader in retrofitting and upgrading lighting and equipment. Phase 1 of the terminal renovation installed LED lighting in most of the renovated areas, even when the payback on initial cost was not as beneficial as it is today, and the technology of the fixtures was still emerging. The Airport has embraced the benefits of LED lighting and utilized it on the airfield lighting and the new Snow Removal Equipment Facilities. LEDs will be used throughout the Phase 2 terminal reconstruction project. A variety of efficient types of equipment and control systems will also be provided in the upcoming project.

  The Airport has requested an exemption to LEED certification in accordance with 49.35.800 (c). This request was reviewed by the CBJ Sustainability Commission on November 28, 2018. Additional information was requested by the Commission, and the request was scheduled for the next meeting on December 5, 2018. The JNU Airport Board unanimously supported the request for exemption at their November 13, 2018 meeting.

SUPPLEMENTAL INFORMATION
PROJECT NARRATIVE: Terminal Reconstruction Phase 2
Prepared by Catherine Fritz, AIA, JNU Airport Architect
March 1, 2019

This information supplements the Project Narrative dated November 28, 2018 to address questions that have arisen during the City Project Review and Conditional Use Permit processes.

PROJECT FUNDING.
The JNU Airport Terminal Reconstruction project is currently budgeted at $21.6M. This does not include interest fees that will be assessed to provide revenue bonds to manage the project's cash flow. Approximately 70% of the funding comes from Federal Aviation Administration (FAA) sources. $6.9M of the total project budget is provided from local funding, primarily General Obligation Bonds that were authorized by voters in 2012.

The FAA funds are from two primary sources – Airport Improvement Program (AIP) entitlement grants, and Passenger Facility Charges (PFC) that are collected by the large carrier airlines on each ticket purchased, reported to the FAA, and distributed to JNU Airport. There are significant rules and conditions for use of each type of funding. The AIP funding is granted for eligible project components only, and requires match funding for eligible components.

Many components of the JNU Terminal Reconstruction project are not eligible for FAA funding. Order 5100.38D sets forth guidance, policy, and procedure for the administration of AIP funding. Examples of ineligible components (prohibited project costs) that have been discussed since November 2018 as part of the City Project Review and Conditional Use Permit process include:

- Bicycle racks and bicycle rack coverings
- Decorative landscaping
- LEED certification
- Public art
- Parking lot improvements, including EV charge stations

Additionally, many spaces within the terminal itself are not eligible for FAA funding. These include revenue producing spaces (eg. tenant lease areas), administrative offices, and portions of federal facilities such as US Customs and Border Protection and FAA offices associated with Air Traffic Control. Only spaces that are dedicated to public use are AIP-eligible. This creates a complicated puzzle with a fragile balancing point to ensure that all needed aspects of the project can be constructed within the available funding.

JNU AIRPORT MASTER PLAN.
In order to receive funding, the FAA requires that airports establish and maintain a Master Plan that reviews and guides all aspects of operations and airport development. JNU Airport completed its updated Sustainability Master Plan in 2018 at a total cost of $750,000; it was adopted by the CBJ Assembly on September 17, 2018. This was a process that took more than three years and had extensive engagement. The plan added sustainability measures to other Master Plan requirements because the FAA had recognized JNU Airport as a leader in sustainability. JNU received additional master planning grant funds to incorporate current measures, as well as identify additional opportunities to enhance the airport's long term status as a model of sustainability.

JNU Airport remains committed to its essential role as a transportation lifeline and holds itself proud as a sustainable community leader that reflects the values identified in the Sustainable Master Plan:

- **Gateway and Vital Transportation Hub** for passengers and air cargo, providing safe, dependable, and welcoming facilities;
- **Safe and reliable Customer Service** for users and stakeholders, including continued pursuit of innovative navigation improvements;
- **Fiscal Responsibility** that balances sources of public and tenant revenues and leverages available funding to maximize opportunities;
- **Sustainability** through use of innovative technologies and thoughtful care of facilities;
- **Environment and Recreation** that balances public access with security and minimizes impacts;
- **Operational Efficiency** that combines cost effective operations of large and small carriers, as well as recreational aircraft users;
- **Economic Development** that reflects the airport's role as an economic driver for the region that includes air cargo and tourism;
- **Community Service** that is reflected in being a place of pride, is friendly, and welcoming.

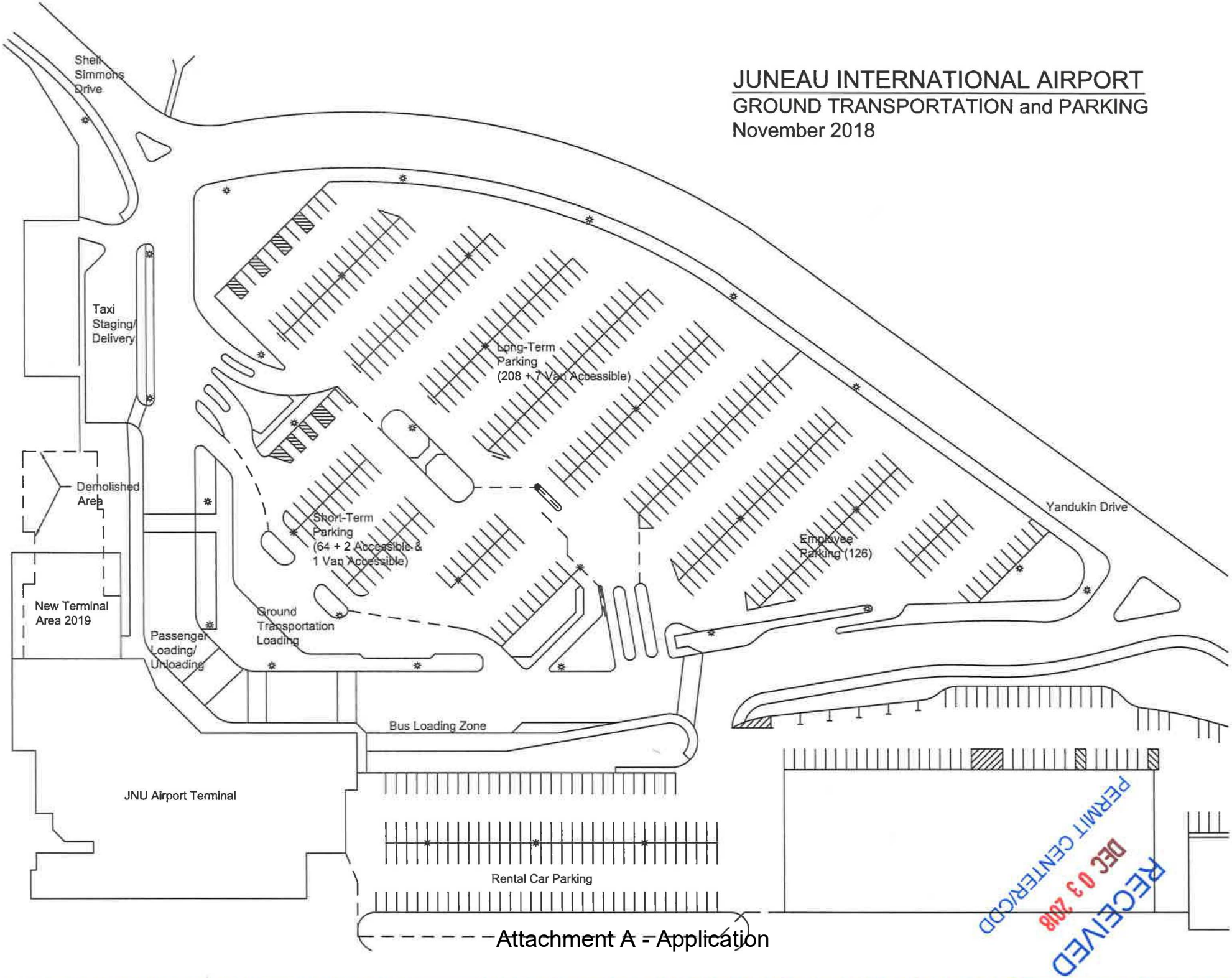
As discussed previously, renovation options for the terminal were studied in 2004, and in 2005, the Terminal Master Plan was adopted by the JNU Airport Board. It became the basis for all of the renovation and expansion that has occurred at the terminal since 2007. The Terminal Master Plan was also the basis for the multi-phase funding plan that the JNU Airport Board and the CBJ Assembly have followed since 2007.

The current $21.6M project to reconstruct the older areas of the terminal will complete most of the scope that was identified in the 2005 Terminal Master Plan. However, the terminal can be expected to need continued modifications and expansion over time, as the aviation industry changes and passenger counts continue to grow. These changes will be reflected in the airport's Master Plan and coordinated closely with the FAA to maintain compliance with grant requirements.

JUNEAU INTERNATIONAL AIRPORT

GROUND TRANSPORTATION and PARKING

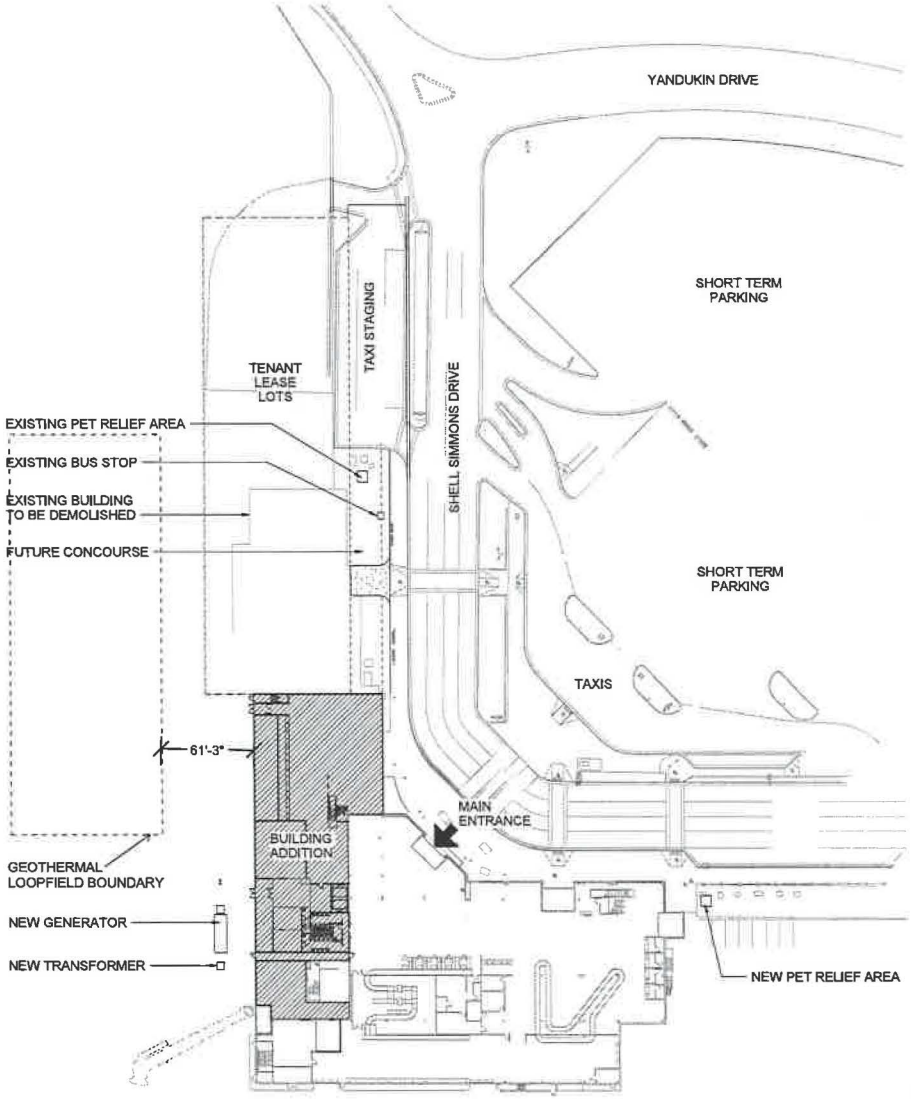
November 2018



RECEIVED
DEC 03 2018
PERMIT CENTER/CDD

Attachment A - Application

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD



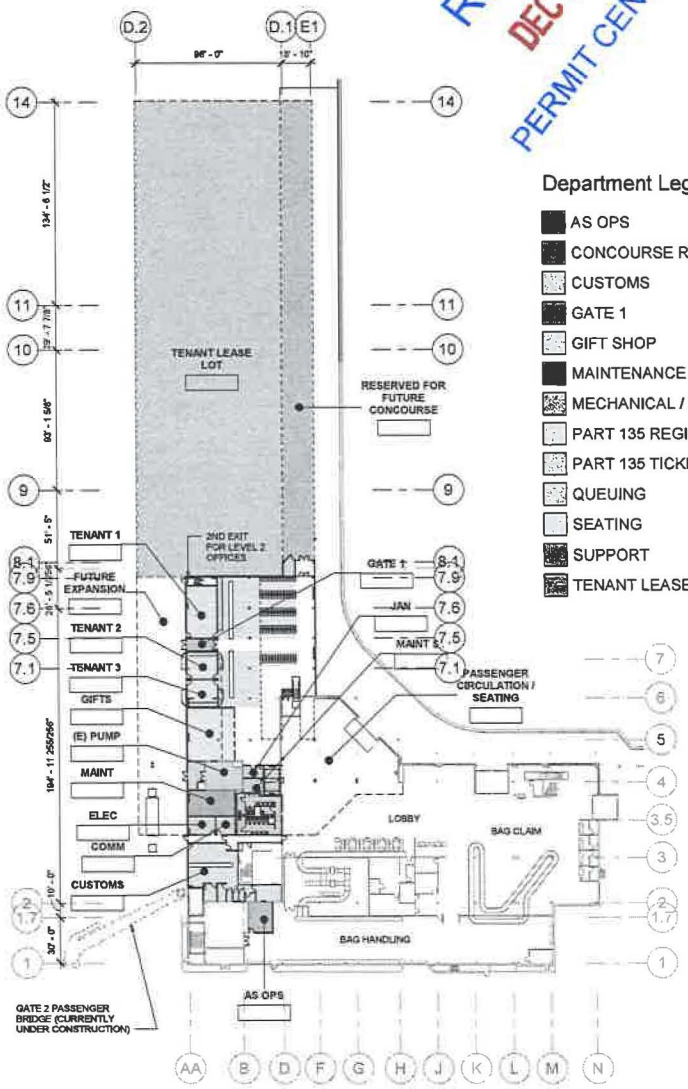
1 A001 SITE PLAN - SCHEMATIC CONCEPT DESIGN
1" = 40'-0"

NORTH
0' 10' 20' 40' 80'
22X34 SHEET 1" = 40'-0"
11X17 SHEET 1" = 80'-0"

PRELIMINARY DESIGN
JUNEAU INTERNATIONAL AIRPORT
CONCEPT SITE PLAN
OCT. 8TH, 2018
McCOOL CARLSON GREEN

Attachment A - Application

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD



Department Legend

- AS OPS
- CONCOURSE RESERVE
- CUSTOMS
- GATE 1
- GIFT SHOP
- MAINTENANCE
- MECHANICAL / ELECTRICAL
- PART 135 REGIONAL OPS
- PART 135 TICKETING
- QUEUING
- SEATING
- SUPPORT
- TENANT LEASE LOT

FIRST FLOOR RENOVATION
4,916 SF

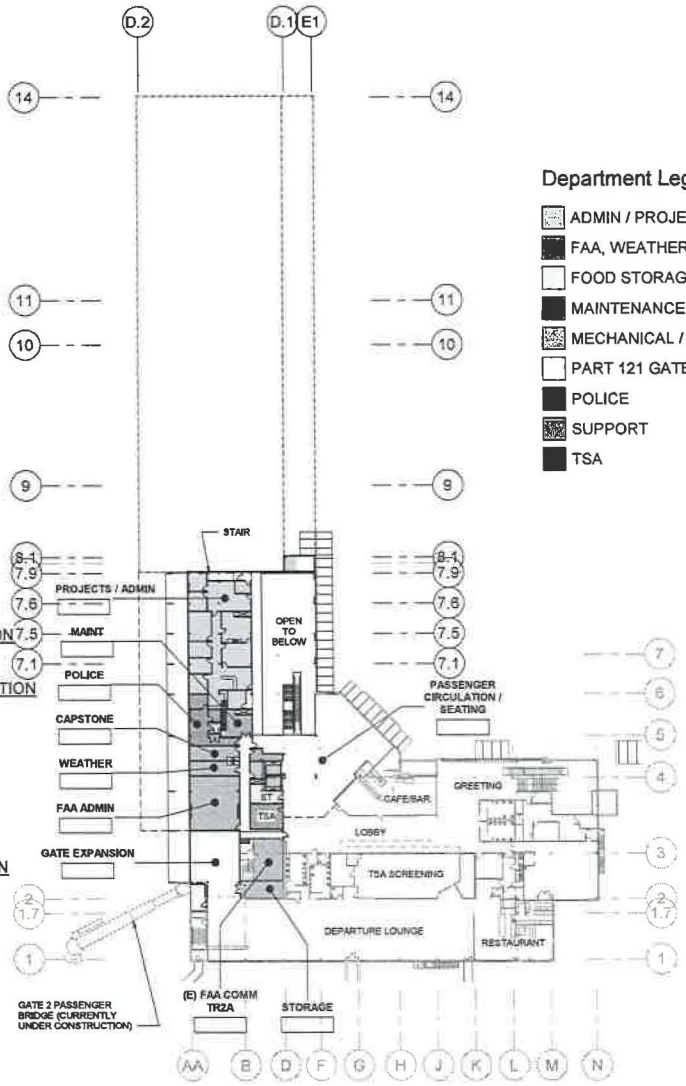
SECOND FLOOR RENOVATION
4,422 SF

TOTAL RENOVATION
9,338 SF

FIRST FLOOR ADDITION
14,305 SF

SECOND FLOOR ADDITION
12,009 SF

TOTAL ADDITION
26,314 SF



Department Legend

- ADMIN / PROJECTS
- FAA, WEATHER, CAPSTONE
- FOOD STORAGE
- MAINTENANCE
- MECHANICAL / ELECTRICAL
- PART 121 GATE EXPANSION
- POLICE
- SUPPORT
- TSA

NORTH

1 A201 REFERENCE FLOOR PLAN - LEVEL 1 - SCHEMATIC CONCEPT DESIGN
1" = 40'-0"

2 A201 REFERENCE FLOOR PLAN - LEVEL 2 - SCHEMATIC CONCEPT DESIGN
1" = 40'-0"

PRELIMINARY DESIGN

SHEET NO. A201

JUNEAU INTL. AIRPORT TERMINAL EXP.
JUNEAU, ALASKA
CITY & BOROUGH OF JUNEAU
REFERENCE FLOOR PLANS

McCOOL CARLSON GREEN
ARCHITECTURE • PLANNING • INTERIORS
1119 TOR'C ANCHORAGE TRAIN DEPOT
421 W. 1ST AVENUE • SUITE 300 • ANCHORAGE, AK 99501
907.563.8428 • FAX: 907.563.8572 A.C. • WWW.MCGALASKA.COM

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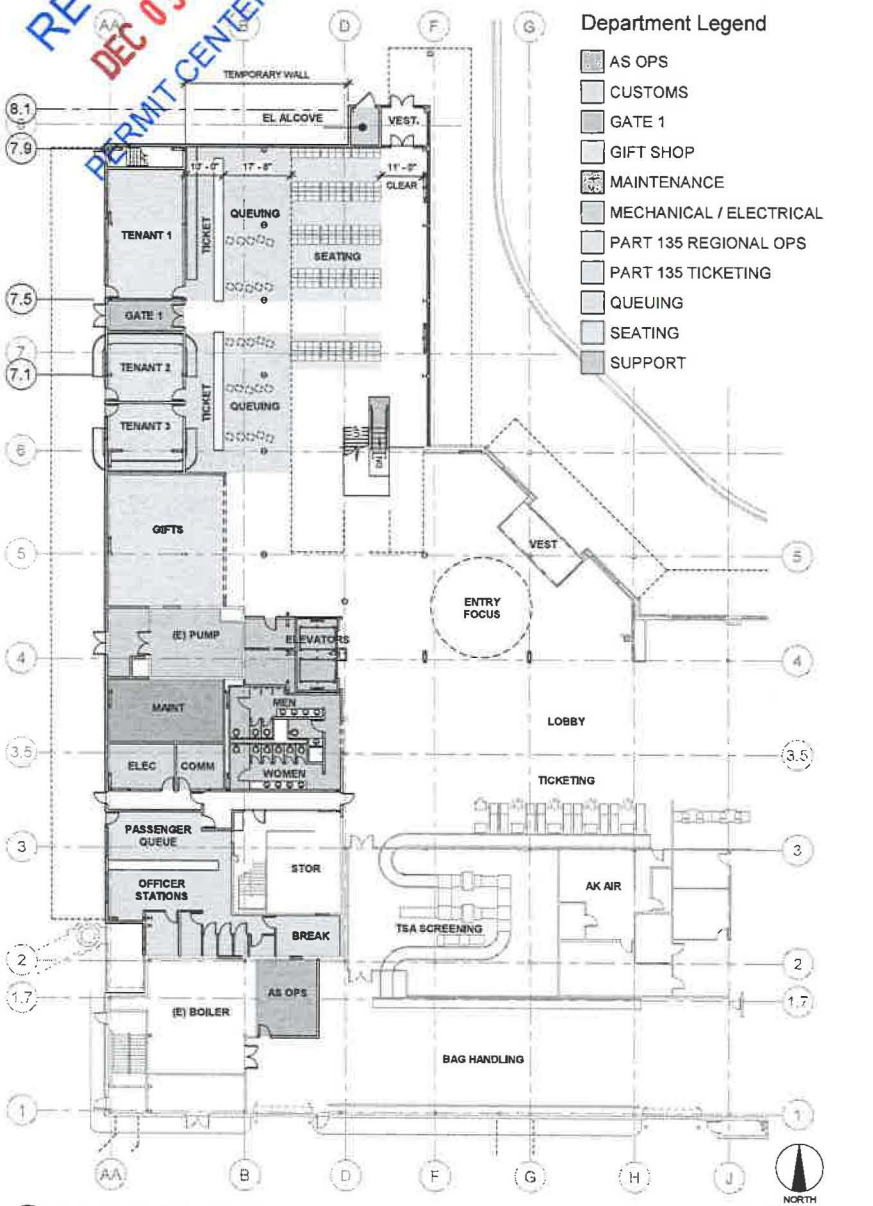
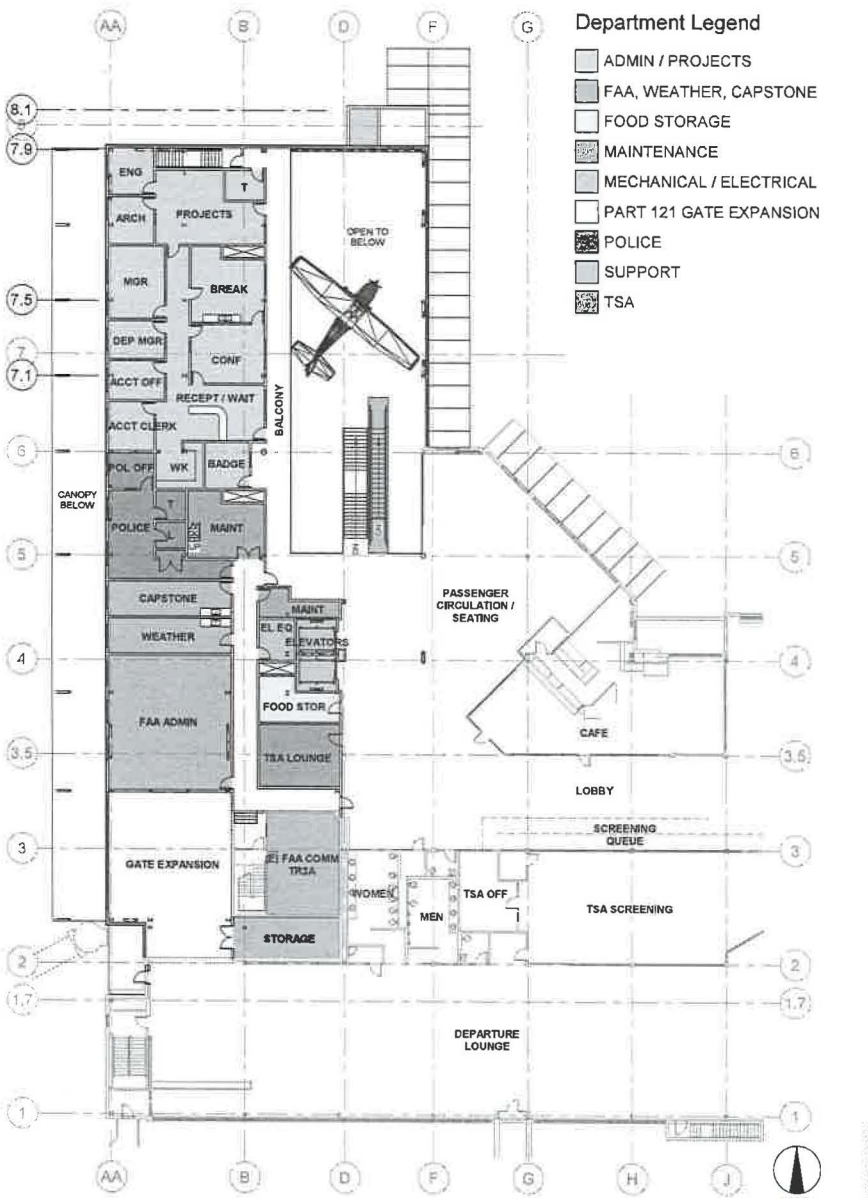
DEC 03 2018
PERMIT CENTER/CDD



1 FLOOR PLAN - LEVEL 1
SK1 1/16" = 1'-0"



2 FLOOR PLAN - LEVEL 2
SK1 1/16" = 1'-0"

PRELIMINARY DESIGN

McCOOL CARLSON GREEN
ARCHITECTURE • PLANNING • INTERIORS
1131 104 CANCIONAGE TRAIN DIE P.O.
421 W. 1ST AVENUE • SUITE 300 • ANCHORAGE, AK 99501
907.563.8474 PHONE • 907.563.9572 FAX • WWW.MCCOLLASKA.COM

JUNEAU INTL. AIRPORT TERMINAL EXP.
JUNEAU, ALASKA
CITY & BOROUGH OF JUNEAU
FLOOR PLANS

SHEET NO.
SK1

Attachment A - Application

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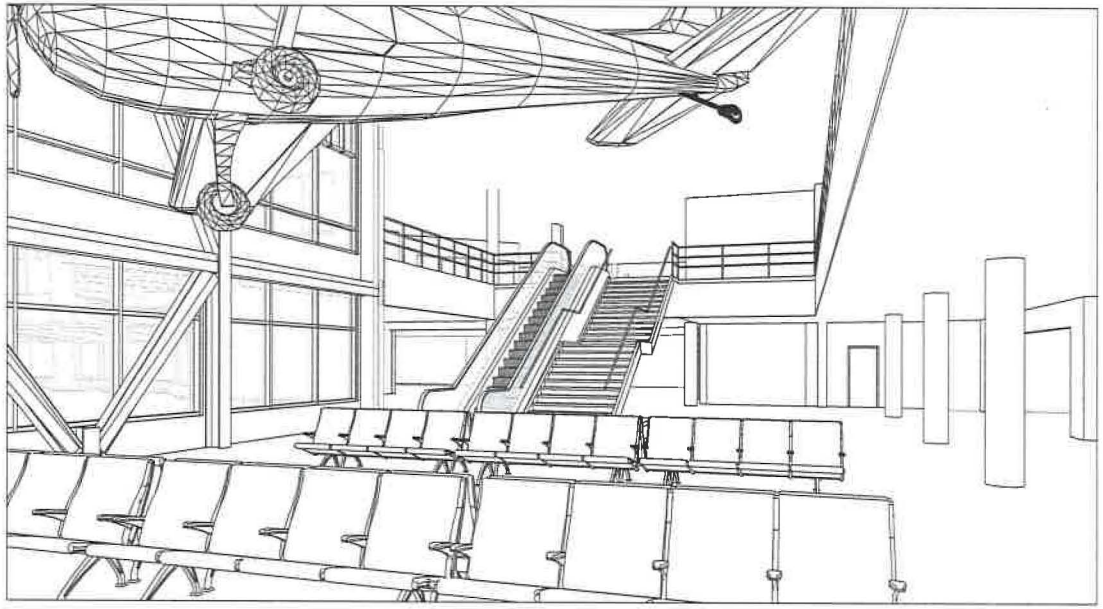
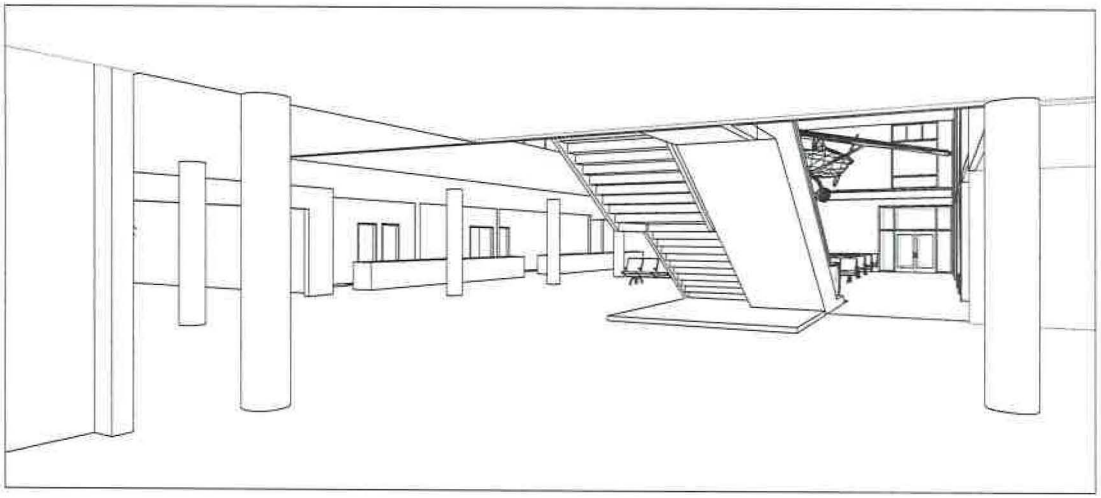
DEC 03 2018
PERMIT CENTER/CDD



VIEW FROM PART 135 SEATING



VIEW FROM ENTRY TO PART 135 AREA

PRELIMINARY DESIGN

SHEET NO.
SK2

JUNEAU INTL. AIRPORT TERMINAL EXP.
JUNEAU, ALASKA
CITY & BOROUGH OF JUNEAU

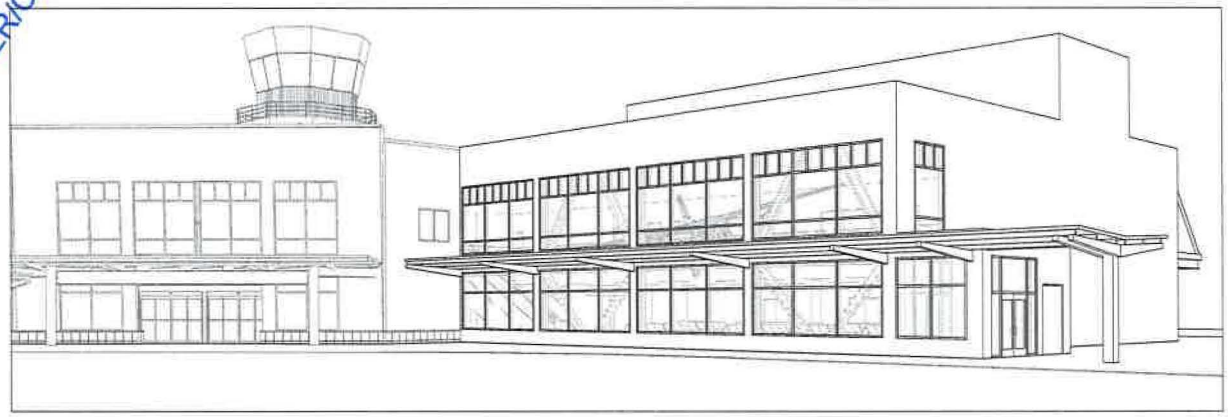
STAIR / ESCALATOR 3D VIEWS

McCOOL CARLSON GREEN
ARCHITECTURE • PLANNING • INTERIORS
HISTORIC ANCHORAGE TRAIN DEPOT
421 W. 1ST AVENUE • SUITE 300 • ANCHORAGE, AK 99501
907.563.8474 PHONE 907.563.4972 FAX WWW.MCGAL-ASKA.COM

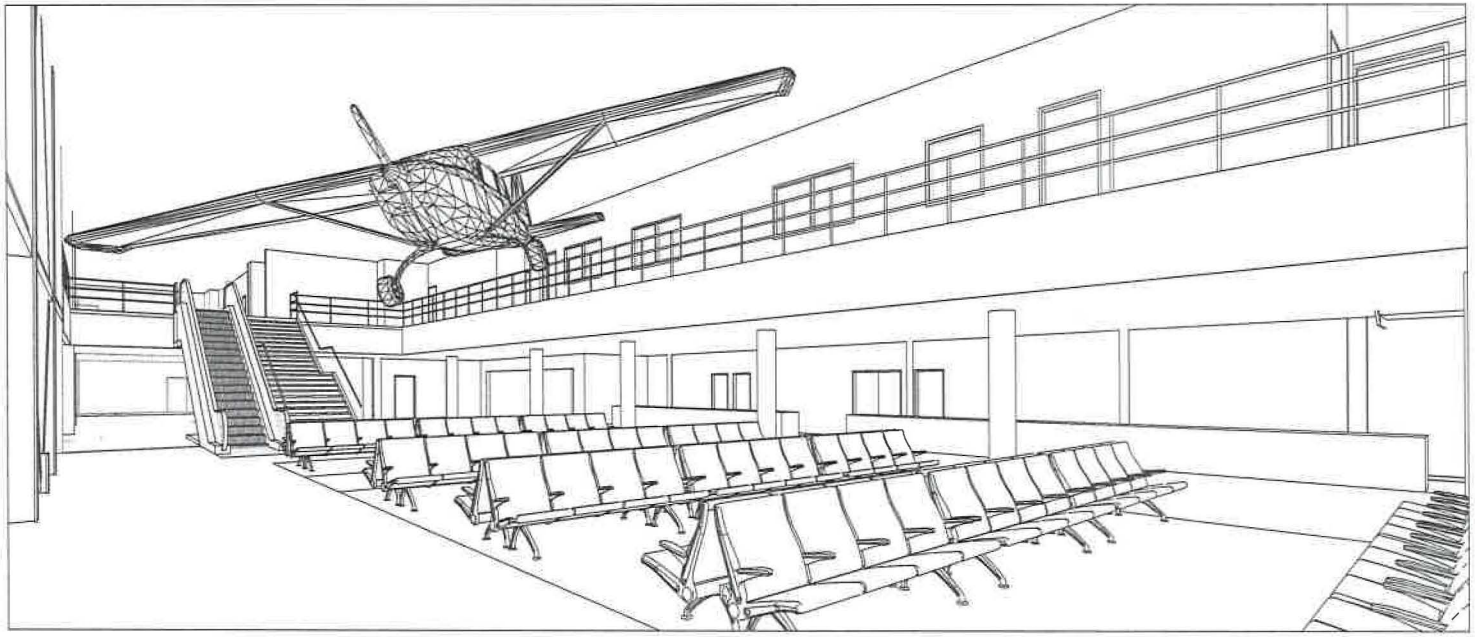
JOB NO. 2018006
PROJ. MGR. EB
DRAWN BY DD
DATE 11-13-2018
REVISIONS

REVIEWED BY
Michael P. Carlson

RECEIVED
DEC 03 2018
PERMIT CENTER/CDD



ADDITION EXTERIOR FROM NORTHEAST



PART 135 TICKETING FROM NORTH VESTIBULE

PRELIMINARY DESIGN

SHEET NO.
SK3

JUNEAU INTL. AIRPORT TERMINAL EXP.
JUNEAU, ALASKA
CITY & BOROUGH OF JUNEAU

ADDITION 3D VIEWS

McCOOL CARLSON GREEN
ARCHITECTURE • PLANNING • INTERIORS
HISTORIC ANCHORAGE TRAIN DEPOT
421 W. 1ST AVENUE • SUITE 200 • ANCHORAGE, AK 99501
907.563.8424 PHONE • 907.563.6572 FAX • WWW.MCCAL-GREA.COM

JOB NO. 2018006
PROJ. MGR. Designer
DRAWN BY Author
DATE 11-13-2018
REVISIONS

REVIEWED BY
Michael P. Carlson

Attachment A - Application

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: March 18, 2019

TO: Planning Commission

FROM: Amy Liu, Planner
Community Development Department

CASE NO.: AME2019 0002

PROPOSAL: A rezone request from D5 to D18 on Thunder Mountain Road

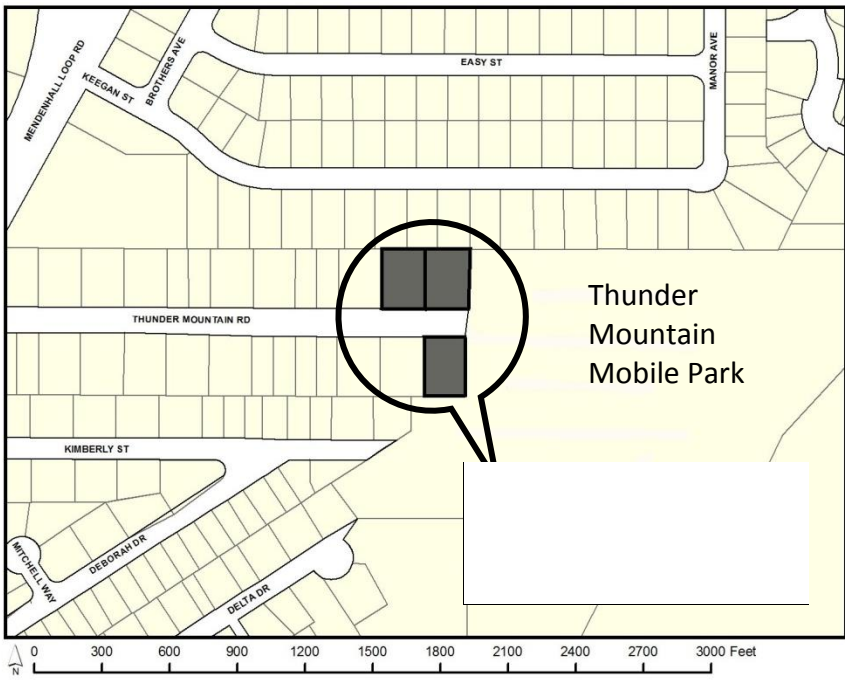
The City and Borough of Juneau Code states in CBJ 49.10.170(d) that the Commission shall make recommendations to the Assembly on all proposed amendments to this title, zonings and re-zonings, indicating compliance with the provisions of this title and the Comprehensive Plan.

Applicant:	Wright Services Inc.
Property Owner:	Thunder Mountain MHC, LLC
Property Address:	8479, 8477, 8476 Thunder Mountain Road
Legal Description:	Thunder Mountain Lots 10 & 11 Front, and Lot 12
Parcel Code No.:	5B2401540100; 5B2401540110; 5B2401560010
Site Size:	13,995 square feet each; 41,985 square feet total
Zoning:	D5
Utilities:	CBJ water and sewer
Access:	Thunder Mountain Road

Existing Land Use: Storage, single family home, water well, office, mobile home, empty former retail building, empty former laundromat

Surrounding Land Use:
North - Single-family residential, D5
South - Single-family residential, D5
East - Mobile home park, D18
West - Single-family residential, D5

1. VICINITY MAP



2. ATTACHMENTS

Attachment A – Application materials
Attachment B – Neighborhood meeting public notice
Attachment C – Planning Commission hearing public notice
Attachment D – Plat
Attachment E – Deed, 1964
Attachment F – Deed, 2016
Attachment G – 2012 Lands Committee minutes
Attachment H – 2012 Becker to Lyman memo
Attachment I – Engineering & Public Works comments

3. PROPOSAL

The applicant requests a rezone of 41,985 square feet of land from D5 to D18 zoning. The subject area consists of three lots (Lots 10, 11, and 12) located at 8476, 8477, and 8479 Thunder Mountain Road respectively. These lots are adjacent to the Thunder Mountain Mobile Park, which is zoned D18. Applicants are pursuing this rezone to address existing nonconforming uses, and/or introduce higher density development.

This report evaluates all potential land uses allowed and restricted by the proposed zoning.

4. BACKGROUND

4.1 History

Lot 10, Lot 11, and Lot 12 were created in Thunder Mountain Subdivision, Plat 384, recorded on June 25, 1963 (Attachment D). However, the CBJ Assessor's Office database offers different descriptions for Lot 10 and Lot 11. The Assessor's database refers to these as Lot 10 and Lot 11 Fraction, and Lot 11 Fraction respectively. Areas are listed as 16,988 square feet and 11,196 square feet respectively. These discrepancies are due to a conveyance document recorded in 1964, in which a 20' portion on the west side of Lot 11 was reserved for Lot 10 (Attachment E). A deed warranty recorded in 2016 reiterates, "portion of Lot 11 within 20 feet of the west boundary of said Lot 11; reserving from the conveyed portion of lot 11 a nonexclusive right of coming and going through and upon the westernmost ten feet (10') thereof, the benefit of this reservation to run appurtenant to title for Lots 10 and the excepted portion of Lot 11, Thunder Mountain Subdivision, Plat No. 384" (Attachment F).

The Community Development Department (CDD) does not find this conveyance to meet Title 49 requirements for a lot line adjustment. CDD accepts Plat 384 as being the most recent legal record of lot lines. Implications of the plat on nonconformity are discussed later in this report.

4.2 Current Zoning

The subject properties are zoned D5, residential zoning district, intended to accommodate single-family and duplex residential development at five dwelling units per acre. Thunder Mountain Mobile Park is on a lot zoned D18. In the map above, D5 is pink, and D18 is orange.

The zoning permits single-family and duplex residential uses outright. Required setbacks are 20' from the front lot line, 20' from the rear lot line, and 5' from each side lot line.

4.3 Current Lots and Structures

Lot 10 is 13,995 square feet, 100' wide and 139.95' deep. The lot has storage, one single-family dwelling above a garage, one plumbing and electrical repair shop, and four connexes. The shop is not operational, but is used by the applicant for storage. The four connexes are also used by the applicant for storage.

Lot 11 is 13,995 square feet, 100' wide and 139.95' deep. The lot has one laundry facility, and two wells supplying water to the mobile park. The laundry facility is not operational.

Lot 12 is 13,995 square feet, 100' wide and 139.95' deep. The lot has one office and one mobile home. The office and mobile home are owned by the applicant. The office is mostly used to support the mobile park.

4.3 Nonconformity

With exception to the single-family dwelling unit and water supply, these uses are nonconforming because they are not allowed under the current D5 zoning. The table below summarizes whether the use is allowed or prohibited in 49.25.300, *Table of Permissible Uses* (TPU). A "1" indicates that the use is allowed outright.

Lot	Use	TPU	D5	D18
10	Storage	10.22	Prohibited	Prohibited
10	Plumbing and electrical repair shop	2.12	Prohibited	Prohibited
12	Mobile home	1.81	Prohibited	Prohibited
11	Laundry	16.2	Prohibited	Prohibited
10	Single family dwelling	1.11	1	1
10	Water supply	17.1	1	1

D18 still prohibits the nonconforming uses, unless permitted with a Conditional Use Permit related to the adjacent mobile home park. Applicants must either discontinue prohibited uses if not terminated already, or incorporate nonconforming uses in the mobile park by amending the park's Conditional Use Permit. The zone change is a pre-requisite for amending this Conditional Use Permit, which currently does not include the subject lots or the uses on these lots. Applicants may amend the Conditional Use Permit simultaneously with the rezone, or after the rezone. The amendment would be scheduled for a Planning Commission hearing. Applicants are not pursuing an amendment at this time.

Based off a site plan and CBJ Parcel Viewer, most buildings appear to meet setbacks. There are two exceptions. First, the mobile home's setback is undetermined due to the structure not appearing in site plans or CBJ aerial imagery from 2013. Second, the shop encroaches onto Lot 11 and is thus nonconforming for its setback. This determination based off of Plat 384, which, as previously discussed, is the most recent legal record of lot lines. Comparison of the plat and a site plan submitted with building permit BLD96-658 show that the site plan reflects an additional 20' in width referenced in the conveyance, but not the plat (Attachment D). This

encroachment does not affect review of the rezone, but would be addressed if pertinent to future building permits or subdivision.

5. REZONE PROCEDURE

5.1 Initiation

The Land Use Code outlines the procedure and requirements regarding rezone requests at CBJ 49.75 *Article I, Rezonings*.

> CBJ 49.75.110. *Initiation*. *A rezoning may be initiated by the director, the commission or the assembly at any time during the year. A developer or property owner may initiate a request for rezoning in January or July only. Adequate public notice shall be provided by the director to inform the public that a rezoning has been initiated.*
>
> *1. Was the proposed zone change initiated by the property owner during the appropriate time frame OR was the zone change initiated by the commission, assembly or director?*
>
> **Yes.** The application for the subject zone change was initiated by the property owner in January, 2019.
>
> *2. Has the director provided adequate public notice through newspaper advertising, property owner mailings, and by requiring a public notice sign be posted on-site?*
>
> **Yes.** A Notice of a Neighborhood Meeting regarding the rezone request was mailed to all property owners within 500 feet of the subject parcel. A Notice of Public Hearing was mailed to the same owners advising them of the March 26, 2019 hearing date. Public notice of this project was provided in the March 5, 2019 and March 15, 2019 issues of the Juneau Empire in the "Your Municipality" section. A public notice sign was posted on the site on March 13, 2019, visible from the right-of-way, which was at least two weeks prior to the scheduled Planning Commission hearing.

5.2 Restrictions

The CBJ Land Use Code provides restrictions for zone district change requests.

> CBJ 49.75.120. *Restrictions on Rezonings. Rezoning requests covering less than two acres shall not be considered unless the rezoning constitutes an expansion of an existing zone. Rezone requests which are substantially the same as a rezoning request rejected within the previous twelve months shall not be considered. A rezoning shall only be approved upon a finding that the proposed zone district and the used allowed therein are in substantial conformance with the land use maps of the comprehensive plan.*

This proposal conforms to these restrictions:

1. **Met**. This is an expansion of an existing zone.
2. **Met**. There has not been a similar request made for the property within the past year.

6. CONSISTENCY WITH COMPREHENSIVE PLAN

6.1 Role of Comprehensive Plan

The Planning Commission and Assembly are required to base findings off of the Comprehensive Plan's land use maps. CBJ 49.75.120 states, *"A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the Comprehensive Plan."*

The Planning Commission and the Assembly also have discretion to base findings on conformance with the plan's recommended policies. The July 20, 2012 memo from Chair of the Lands Committee explains that the purpose of language regarding substantial conformance "is to improve the ability of staff, the Planning Commission, and the Assembly to consider the intent of the Comprehensive Plan land use maps in rezoning requests without requiring strict application of those maps to the zoning map set" (Attachment G). The July 23, 2012 Assembly Lands Committee meeting minutes report "Mr. Smith asked about the term "substantial conformance" in Ordinance 2012-31. Mr. Lyman explained that this allows the Assembly to handle "gray areas" in code and to make a decision based on many factors, more than just the Comprehensive Plan Land Use map" (Attachment H).

Chapter 1 of the Comprehensive Plan advises using the Plan while considering community growth, along with other current information.

> *Discussions related to community growth, redevelopment, capital and social improvements, or budget, must occur in consultation with the Plan. ....[The Plan] should...bring into focus sufficient information and data so that the best possible considered and objective judgments can be made, using the most current data available when the data in the Plan is out of date. [The Plan]....provides a logical, consistent, and purposeful approach to managing community growth and development (p. 1).*

Chapter 11 suggests that rezones should result in best use of land and consistency with the Comprehensive Plan.

> *In considering a re-zoning request, the Planning Commission and Assembly should aim to promote the highest and best use of the land under consideration and all new zoning or re-zoning designations are required to be substantially*

> *consistent with the Comprehensive Plan and associated land use maps. In some cases, the highest and best use may be increased density or more intensive use of the land; in other cases, the highest and best use may be preservation in an undisturbed state for purposes of habitat preservation, flood control, or providing a buffer between development and areas subject to natural hazards (p.143).*

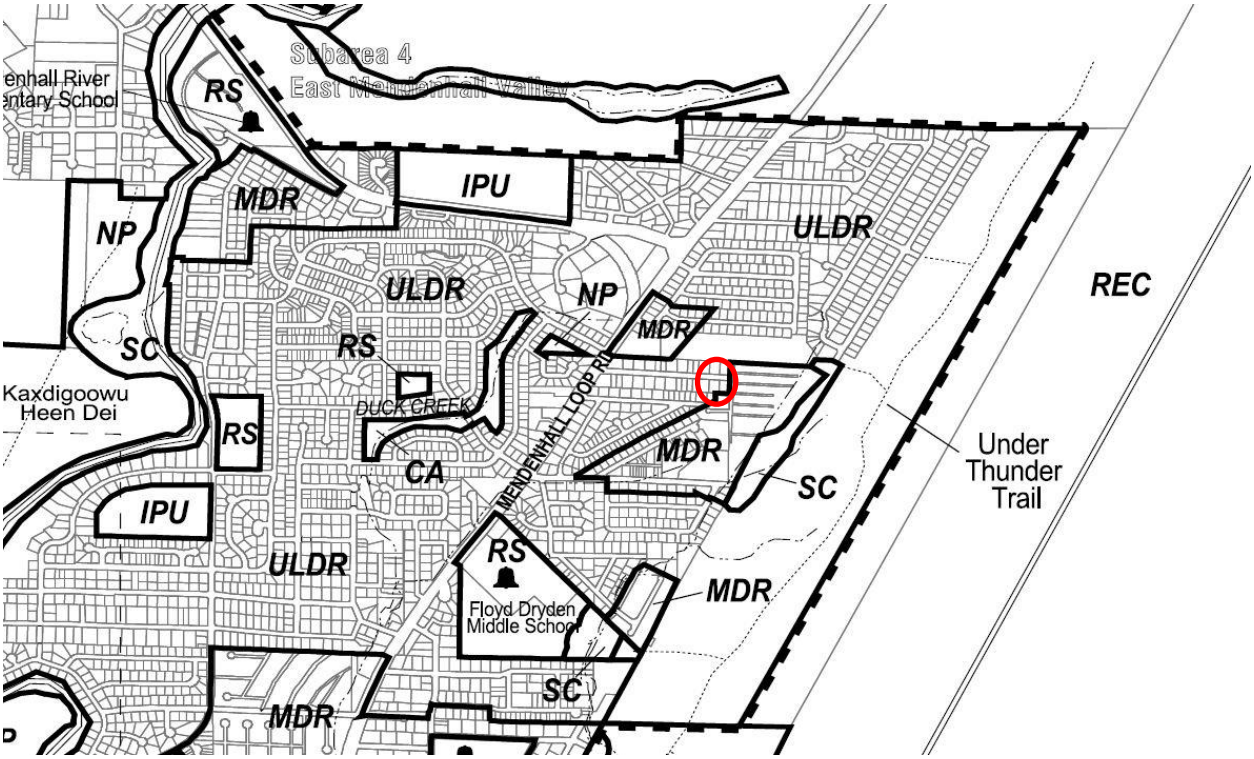
The Plan assigns various land use designations. A designation encompasses multiple zoning districts that may achieve specific development patterns codified in the Comprehensive Plan.

> *The land uses shown are expressed in a range of development intensities. In some cases, the Comprehensive Plan Map will provide a range of densities that can be allowed, which means that the corresponding zoning classification could be one of several selections within that range. For example, an "Urban Low Density Residential" (ULDR) Comprehensive Plan Land Use designation describes residential development with densities ranging from one to six dwelling units per acre. At the time of the drafting of this update, there are four Land Use Code residential zoning district designations that fall within this density range, and which could be chosen as consistent with the Comprehensive Plan.*

Chapter 11 reiterates that designations are intended to describe the overall character of land use category, but are not intended to be as firm as the zoning districts they include.

> *These descriptions are intended to describe the overall character of development for each land use category and are not intended to be firm or restrictive definitions, such as with zoning district permitted and conditional uses. The Community Development Department (CDD), Planning Commission and the Assembly will use these descriptions of the character of the land use categories and zones to guide their formation of the zoning regulations for each. These land use categories and their uses reflect cultural values and economic and societal needs and, over time, the Comprehensive Plan descriptions of land use categories will change to reflect changing values and circumstances.*

6.2 Land Use Maps



The subject lots are located in Subarea 4 of the 2013 Comprehensive Plan (Map G). The plan designates these lots as ULDR.

> *[ULDR] lands are characterized by urban or suburban residential lands with detached single-family units, duplex, cottage or bungalow housing, zero-lot-line dwelling units and manufactured homes on permanent foundations at densities of one to six units per acre. Any commercial development should be of a scale consistent with a single-family residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300).*

"Suburban" is described in detail.

> *Suburban areas can be found in the area east of the Mendenhall River, north of the airport and west of Thunder Mountain. This area contains the suburban scale neighborhoods of Hidden Lakes, Pleasant Gardens, Mountain View, Kristel Meadows, Montana Creek Road, the Mendenhall Loop Road area, and Glacier Village, among others. Some commercial and industrial developments can be found in clusters within these suburban areas. These non-residential uses should provide land areas that serve as buffer zones between their operations and adjacent residential uses. The suburban scale is characterized by low densities represented by single-family, detached homes built to 3 to 5 units per acre. Typical suburban mass and scale reflects 1 to 2-story homes with attached garages on parcels smaller than 1/3 acre. Discretely integrated within these*

> *suburban neighborhoods are smaller accessory apartment dwelling units located within the principal home, above or within a garage, or separately on the property. Structures are separated by modest yards, streets, sidewalks, and landscaping. Where the carrying capacity of roads permit, vacant parcels within the suburban neighborhoods served by sewers should be developed at higher residential densities to make the most efficient use of public services and infrastructure therein. Accessory apartments and/or small bungalow homes on small lots can achieve this higher density while maintaining the suburban character of the neighborhood.*

The adjacent mobile home park is within land use designation Medium Density Residential (MDR).

> *[MDR] lands are characterized by urban residential lands for multifamily dwelling units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a single-family residential neighborhood, as regulated in the Table of Permissible Use (CBJ 49.25.300).*

"Urban" is described in detail.

> *Urban areas are represented by downtown Juneau and Douglas, West Juneau, medium-density areas of Lemon Creek and Switzer Village, the mixed use area around and between the Mendenhall Mall and Nugget Mall, and the village area around Auke Bay Harbor and the University. In these urban areas, residential, commercial, mixed use and and/or public facilities share land and utilities in a compact area. Urban areas are characterized by low- to mid-rise residential and commercial structures, often with the uses mixed within the same structure or with commercial uses lining the edges of residential neighborhoods. Typical mass and scale of these urban neighborhoods are 2- to 3-story structures separated by parking lots, roads, sidewalks and landscaping or small yards. Medium to high residential densities of 10 to nearly 400 residential units per acre can be found in the downtown Juneau area; densities of 14 units per acre can be found in the West Juneau Area; densities of seven units per acre can be found in the Lemon Creek and Switzer Creek areas and in the Auke Bay area.*

"Guidelines and Considerations" for Subarea 4 are meant to influence the development patterns in the area. The following is relevant to the proposed rezone:

> *1. Maintain the density of existing neighborhoods while encouraging in-fill development of low- to moderate-income affordable housing.*

6.3 Policies

These policies are relevant to the proposed rezone.

> *POLICY 3.2 TO PROMOTE COMPACT URBAN DEVELOPMENT WITHIN THE DESIGNATED URBAN SERVICE AREA TO ENSURE EFFICIENT UTILIZATION OF LAND RESOURCES AND TO FACILITATE COST EFFECTIVE PROVISION OF COMMUNITY SERVICES AND FACILITIES WHILE BALANCING PROTECTION OF NATURAL RESOURCES, FISH AND WILDLIFE HABITAT AND SCENIC CORRIDORS.*
>
> *POLICY 4.1 TO FACILITATE THE PROVISION AND MAINTENANCE OF SAFE, SANITARY AND AFFORDABLE HOUSING FOR ITS RESIDENTS.*
>
> *POLICY 4.8 TO BALANCE THE PROTECTION AND PRESERVATION OF THE CHARACTER AND QUALITY OF LIFE OF EXISTING NEIGHBORHOODS WITHIN THE URBAN SERVICE AREA WHILE PROVIDING OPPORTUNITIES FOR A MIXTURE OF NEW HOUSING TYPES.*
>
> *POLICY 10.1 TO FACILITATE AVAILABILITY OF SUFFICIENT LAND WITH ADEQUATE PUBLIC FACILITIES AND SERVICES FOR A RANGE OF HOUSING TYPES AND DENSITIES TO ENABLE THE PUBLIC AND PRIVATE SECTORS TO PROVIDE AFFORDABLE HOUSING OPPORTUNITIES FOR ALL JUNEAU RESIDENTS.*
>
> > *10.1 – SOP2 Designate sufficient land on the Comprehensive Plan Land Use Maps and zoning maps to provide for a full range of housing types and desired by resident households. Provide choices in residential neighborhood character such that residents can choose to live in urban, suburban, and rural residential settings and neighborhoods.*
>
> *POLICY 10.2 TO ALLOW FLEXIBILITY AND A WIDE RANGE OF CREATIVE SOLUTIONS IN RESIDENTIAL AND MIXED USE LAND DEVELOPMENT WITHIN THE URBAN SERVICE AREA.*

6.4 Analysis

As previously discussed, CBJ Title 49 requires a proposed rezone to substantially conform with the Comprehensive Plan Land Use Maps, but is also intended to support findings based on policies, guidelines, and considerations in the plan.

The proposed rezone does not conform to the land use maps. The ULDR designation calls for single-family development at densities up to 6 units per acre. The requested D18 zoning allows for multifamily development up to 18 units per acre. A multifamily development could apply for density bonuses, further contrasting the difference between proposed and existing density.

However, a guideline for the specific land use map subarea also supports "in-fill development of low- to moderate-income affordable housing." Further, the proposed rezone conforms to five policies urging more diverse and affordable housing.

7. CONSISTENCY WITH TITLE 49

The following sections of Title 49 have been examined to determine whether or not the proposed ordinance is in compliance with the Code.

7.1 Permissible Uses, CBJ 49.25.300

The following table highlights land uses listed in 49.25.300, *Table of Permissible Uses*. The land uses are highlighted because they are subject to different approval levels between D5 and D18 zones. Land uses not included are subject to identical approval standards according to the TPU.

A "1" indicates that the use is allowed outright. A "3" indicates that the use would be allowed with an approved Conditional Use Permit. Combination "1, 3" indicates that a minor development is allowed outright, and a major development would be allowed with an approved Conditional Use Permit.

In single-family residential districts, a minor development is either a residential development containing two or fewer dwelling units, two or fewer bedrooms leased on a daily or weekly basis, or a nonresidential building totaling less than 5000 square feet or using less than 10,000 square feet of land in total. Major development is all development that is not minor.

In multifamily residential districts, a minor development is either a residential development containing eight or fewer dwelling units, eight or fewer bedrooms leased on a daily or weekly basis, or a nonresidential building totaling less than 5000 square feet or using less than 10,000 square feet of land in total. Major development is all development that is not minor.

Use	TPU	D5	D18
Multifamily	1.3	Prohibited	1,3
Rooming, boarding houses, BnBs, single room occupancies with shared facilities, transitional housing (owner or manager must live on site)	1.61	Prohibited	1,3
Single room occupancies with private facilities	1.63	Prohibited	1,3
Mobile home park	1.82	Prohibited	3
Light manufacturing	4.05	Prohibited	3
Theater seating for 200 or fewer	6.13	Prohibited	3
Day animal services, grooming, walking, daycare	12.25	3	Prohibited
Wild animal rehabilitation facilities without visitor component	12.31	3	Prohibited
Commercial agricultural operations-Stabling of farm animals	14.23	3	Prohibited
Personal use agriculture-Hens, 6 maximum	14.253	1	3
Post office	15.1	1	1,3
Funeral home	20.3	3	Prohibited

D5 allows for single-family and duplex residential. D18 allows for single-family and duplex, but also multifamily and several non-residential uses. CBJ General Engineering confirmed that the subject lots are served by City water and sewer utilities, and thus could be upgraded to meet utility demands of more intense uses. All new buildings would be required to comply with the latest applicable building codes of the City & Borough (Attachment I).

7.2 Dimensional Standards, CBJ 49.25.400

The following table compares requirements for D5 and D18 zoned lots outlined in 49.25.400, *Table of Dimensional Standards*.

Standard	D5	D18
Minimum lot size		
Standard	7000 sf	5000 sf
Bungalow	3500 sf	2500 sf
Duplex	10500 sf	18 units/acre
Common wall	7000 sf	2500 sf
Minimum Width		
Standard	70'	50'
Bungalow	35'	25'
Common wall dwelling	60'	20'
Minimum lot depth	85'	80'
Minimum vegetative cover	20%	30%
Maximum lot coverage		
Permissible uses	50%	50%
Conditional uses	50%	50%
Maximum height		
Permissible uses	35'	35'
Accessory	25'	25'
Bungalow	25'	25'
Minimum front setback	20'	20'
Minimum street side setback	13'	13'
Minimum rear setback	20'	10'
Minimum side setback	5'	5'
Common wall dwelling	10'	10'

Certain dimensional standards are similar, such as lot coverage and most setbacks. Some standards contrast, such as lot area, width, and depth, the rear setback, and vegetative cover. D5 lots are required to meet greater minimum area, width, and depth.

Subject lots conform to both D5 and D18 dimensional standards. Each lot is 13,995 square feet - 100 feet wide and 139.95 feet deep. With exception to the previously discussed mobile home and shop, site plans and CBJ parcel viewer suggest that structures on subject lots meet both D5 and D18 setbacks. Even with the mobile home's undetermined setbacks, and the shop's encroachment, the rezone would not aggravate them given that D18 requirements are the same as or lesser than D5.

7.3 Density, CBJ 49.25.500

Maximum dwelling units in D5 are determined by the minimum lot size per CBJ 49.25.500. Each lot currently could have up to one single-family home with an accessory apartment, a duplex, or a common wall. Per CBJ 49.25.500, the maximum number of dwelling units in D18 is 18 units per acre. This zone would allow each lot to have 6 units. The 3 lots combined may have up to 18 units.

Based off of the 2012 Institute of Transportation Engineers Trip Generation Manual 9th Edition Volume 2, one single-family home generates 9.52 average daily trips (ADT). One apartment unit generates 6.65 ADT. At maximum buildout, assuming that there would be 17 apartment units in addition to one existing single-family home, the 3 lots combined would generate 122.57 ADT. CBJ 49.40.300 states that development generating fewer than 200 ADT is not required to have a traffic impact analysis.

8. HABITAT

There are no habitat issues or coastal management program policies relevant to the proposal.

9. AGENCY REVIEW

Staff requested review from CBJ Engineering & Public Works Department, Capital City Fire and Rescue, Building Division, Streets Division, and the Assessor's Office. Building expressed no issues with the project. CCFR, Streets, and the Assessor's Office had no comments.

Engineering had no issues from what was attached, but noted that the developer would need to hire an engineer to determine whether upgrades to utilities would be necessary for higher density development. Given that there is an 8 inch water main and 8 inch sewer main, staff anticipates that applicants would need to tap the mainlines and install larger water and sewer services to each lot to support higher density development. Additionally, an engineer would need to further examine how development affects the existing water wells on Lot 11 (Attachment I). Engineering's comments do not affect review of the rezone, but would be addressed if pertinent to future building permits or subdivision.

10. NEIGHBORHOOD MEETING AND PUBLIC COMMENT

A neighborhood meeting was held on March 4, 2019 at the Mendenhall Valley Library from 5:30-6:30 PM. There were three attendees total. One is a resident of Thunder Mountain Mobile Park, and two are residents outside the park and within 500' of the subject lots. Attendees asked questions about the scope of the rezone. Staff answered that the rezone would open new land use opportunities. Staff also clarified that the rezone alone does not approve changes to buildings or land uses. If such changes are proposed, there would be further CDD, and

possibly Planning Commission, review. At the conclusion of the meeting, attendees were generally supportive of the rezone.

FINDINGS

After review of the application materials, the CBJ Land Use Code, and the CBJ 2013 Comprehensive Plan, the Director makes the following findings:

1. The proposal meets the submittal requirements and the rezoning initiation, zone change restrictions, and procedural requirements of the CBJ Land Use Code, as the application was submitted timely, is not similar to a request made in the previous 2 years, and is an expansion of an adjacent existing zoning district.

2. Based on the preceding analysis, rezoning 41,985 square feet from D5 to the D18 zoning district is in substantial conformance with the Comprehensive Plan policies.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission concur with the Director's analysis and findings and recommend approval to the Assembly for a rezone request to change 41,985 square feet located at 8479, 8477, 8476 Thunder Mountain Road from D5 to D18.

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
8479 Thunder Mountain Road

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)
Thunder Mountain Lot 10 and 11 FR

Parcel Number(s)
5B2401540100 ✓

☐ 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
Thunder Mountain LLC	Traci Walker

Mailing Address	Phone Number(s)
8479 Thunder Mountain Road	907-723-7555
E-mail Address: thundermtn@gci.net	

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 Traci Walker MM Thunder Mtn LLC 1/15/2019
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"

Applicant	Contact Person
Same	

Mailing Address	Phone Number(s)
E-mail Address	

X [signature] 01/15/2019
Applicant's Signature Date of Application

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

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

Intake Initials	
LAB	
Case Number	Date Received
AME20190002	1/15/19

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
8477 Thunder Mountain Road

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)
Thunder Mountain Lot 11 FR

Parcel Number(s)
5B2401540110 ✓

☐ 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
Thunder Mountain MHC LLC	Charles Collins

Mailing Address	Phone Number(s)
5454 Shaune Drive	907-780-5454
E-mail Address: Charles.Collins@wsialaska.com	

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

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

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

X Myron W. Klein — Landowner/Lessee Signature — Date 1/15/19

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
Wright Services Inc.	Charles Collins

Mailing Address	Phone Number(s)
5454 Shaune Drive	907-780-5454
E-mail Address: Charles.collins@wsialaska.com	

X Charles Collins — Applicant's Signature — Date of Application 1/15/19

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

Intake Initials	
LAB	
Case Number	Date Received
AME2019 0002	1/15/19

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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
8476 Thunder Mountain Road

Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)
Thunder Mountain Lot 12

Parcel Number(s)
5B2401560010

☐ 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
Thunder Mountain MHC LLC	Charles Collins

Mailing Address	Phone Number(s)
5454 Shaune Drive	907-780-5454
E-mail Address: Charles.Collins@wsialaska.com	

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

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

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

X Myron W. Klein — Landowner/Lessee Signature — Date 1/15/19

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
Wright Services Inc.	Charles Collins

Mailing Address	Phone Number(s)
5454 Shaune Drive	907-780-5454
E-mail Address: Charles.collins@wsialaska.com	

X Charles Collins — Applicant's Signature — Date of Application 1/15/19

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

Intake Initials	
LAB	
Case Number	Date Received
AME2019 0002	1/15/19

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INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

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

ZONE CHANGE 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

Re-Zone property that supports the existing Manufactured Home Park. Lots being changed contain the water well for park, administrative office and mail boxes for park and the equipment and storage shop for the park. These services and buildings have been in existence over fifty years in this capacity.

IS THIS AN EXPANSION OF AN EXISTING ZONE? (●) Yes ( ) No

Total Land Area of Proposed Change 0.9 acres

Comprehensive Plan Land Use Designation MDR

Current Zone(s) D 5

Comprehensive Plan Map Letter Map G

New Zone Requested D 18

TYPE OF ZONE CHANGE REQUESTED ( ) Regular ( ) Transition

Has this or a similar zone change been requested in the previous 12 months? ( ) Yes Case # _____ ( ) No

UTILITIES AVAILABLE WATER: [ ] Public [✓] On Site SEWER: [✓] Public [ ] On Site

ALL REQUIRED MATERIALS ATTACHED

- [✓] **Complete application**
- [ ] **Pre-Application Conference notes**
- [✓] **Narrative including:**
  - [✓] Purpose of the requested zone change
  - [✓] Any potential impacts to public infrastructure (streets, water, & sewer)
  - [✓] How the requested zone change comply with the maps and policies of the Comprehensive Plan
- [✓] **Site Plan and/or map of proposed zone change** (details on reverse side)

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

ZONE CHANGE FEES	Fees	Check No.	Receipt	Date
Application Fees	$ 600.00			
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 150.00			
Pub. Not. Sign Deposit	$			
Total Fee	$ 750.00			

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
AME 20190002	1/15/19

Wright Services Inc.
5454 Shaune Drive
Juneau, AK 99801

WRIGHT SERVICES

City and Borough of Juneau
Community Development Department

RE: Zone change on Thunder Mountain Road.

We humbly ask that the lots on the end of Thunder Mountain Road immediately adjacent to the Thunder Mountain Manufactured Home Park have the zoning changed to match the historic use.

Thunder Mountain Park has been in use for well over fifty years and during that time and without the residents and owner's knowledge the zoning on particular lots were set at a level that precludes the use of those lots as a high-density park.

The lots in question are located at 8476, 8477 and 8479 Thunder Mountain Road. These lots contain the water well for the park, the administration office for the park and a warehouse with repair and expansion parts for the park.

All three lots are currently Zoned D 5 and we are asking for these lots to be Zoned D 18, this is in accordance with both the neighboring property of the Park and CBJ ordinance for land use. Lot 12 has an office and a home located on the property, along with the mail boxes for the park. Lot 11 and 12 contain storage buildings, water supply, repair shop and the plumbing store. These lots in question have been a portion of the park since inception and continue to support the operation today.

As all three lots are a portion of the park and will continue to be, so we also ask that we are only charged one fee for the change of all lots. Our view of the process is that this zoning issue should have never existed. The property in question has continually been a portion of the park.

Charles Collins
General Manager

RECEIVED
JAN 15 2019
PERMIT CENTER

www.wrightservicesinc.com 907-780-5454

Parcel #	Street Address	Legal Description 1
5B2401550000	THUNDER MOUNTAIN RD 8477	USS 3752 THUNDER MOUNTAIN PARK 2

Owner's Name and Address

THUNDER MOUNTAIN MHC LLC
5454 SHAUNE DR
JUNEAU AK
99801

Previous Owner	Site Value	Building PV	Total PV
THUNDER MOUNTAIN LLC	$ 2313600.00	$ 3800.00	$ 2317400.00

Use Code	Exempt	Zoning	Tax Year
MH Park	No Data	-Multi-Family -5,000 sq.ft. minimum lot size -18 units per acre	2018

Number of Units	Year Built		Gross Living Area
N/A	1966		N/A

Garage	Garage Area	Lot Size	Last Trans
No	N/A	17.00 acres	1611

City Water Available	City Sewer Available
Yes	Yes

Exempt Land	Exempt Building	Exempt Total	Road/No Road
N/A	N/A	N/A	Roaded

Close Window

Parcel #	Street Address	Legal Description 1
5B2401560010	THUNDER MOUNTAIN RD 8476	THUNDER MOUNTAIN LT 12

Owner's Name and Address

THUNDER MOUNTAIN MHC LLC
5454 SHAUNE DR
JUNEAU AK
99801

Previous Owner	Site Value	Building PV	Total PV
THUNDER MOUNTAIN LLC	$ 143500.00	$ 62900.00	$ 206400.00

Use Code	Exempt	Zoning	Tax Year
Multiple Improvements	No Data	-Single Family and Duplex -7,000 sq.ft minimum lot size -5 units per acre	2018

Number of Units	Year Built		Gross Living Area
001	1964		001571 sq.ft.

Garage	Garage Area	Lot Size	Last Trans
No	N/A	13995.00 sq. ft.	1611

City Water Available	City Sewer Available
Yes	Yes

Exempt Land	Exempt Building	Exempt Total	Road/No Road
N/A	N/A	N/A	Roaded

Close Window

Parcel #	Street Address	Legal Description 1
5B2401540100	THUNDER MOUNTAIN RD 8479	THUNDER MOUNTAIN LTS 10 & 11 FR

Owner's Name and Address

THUNDER MOUNTAIN LLC
8479 THUNDER MOUNTAIN RD
JUNEAU AK
99801

Previous Owner	Site Value	Building PV	Total PV
THOMAS R FALLIS	$ 101900.00	$ 277700.00	$ 379600.00

Use Code	Exempt	Zoning	Tax Year
Commercial Misc	No Data	-Single Family and Duplex -7,000 sq.ft minimum lot size -5 units per acre	2018

Number of Units	Year Built		Gross Living Area
001	2000		001344 sq.ft.

Garage	Garage Area	Lot Size	Last Trans
No	N/A	16988.00 sq. ft.	0503

City Water Available	City Sewer Available
Yes	Yes

Exempt Land	Exempt Building	Exempt Total	Road/No Road
N/A	N/A	N/A	Roaded

Close Window

Parcel #	Street Address	Legal Description 1
5B2401540110	THUNDER MOUNTAIN RD 8477	THUNDER MOUNTAIN LT 11 FR

Owner's Name and Address

THUNDER MOUNTAIN MHC LLC
5454 SHAUNE DR
JUNEAU AK
99801

Previous Owner	Site Value	Building PV	Total PV
THUNDER MOUNTAIN LLC	$ 67200.00	$ 65000.00	$ 132200.00

Use Code	Exempt	Zoning	Tax Year
Commercial Misc	No Data	-Single Family and Duplex -7,000 sq.ft minimum lot size -5 units per acre	2018

Number of Units	Year Built		Gross Living Area
N/A	1966		N/A

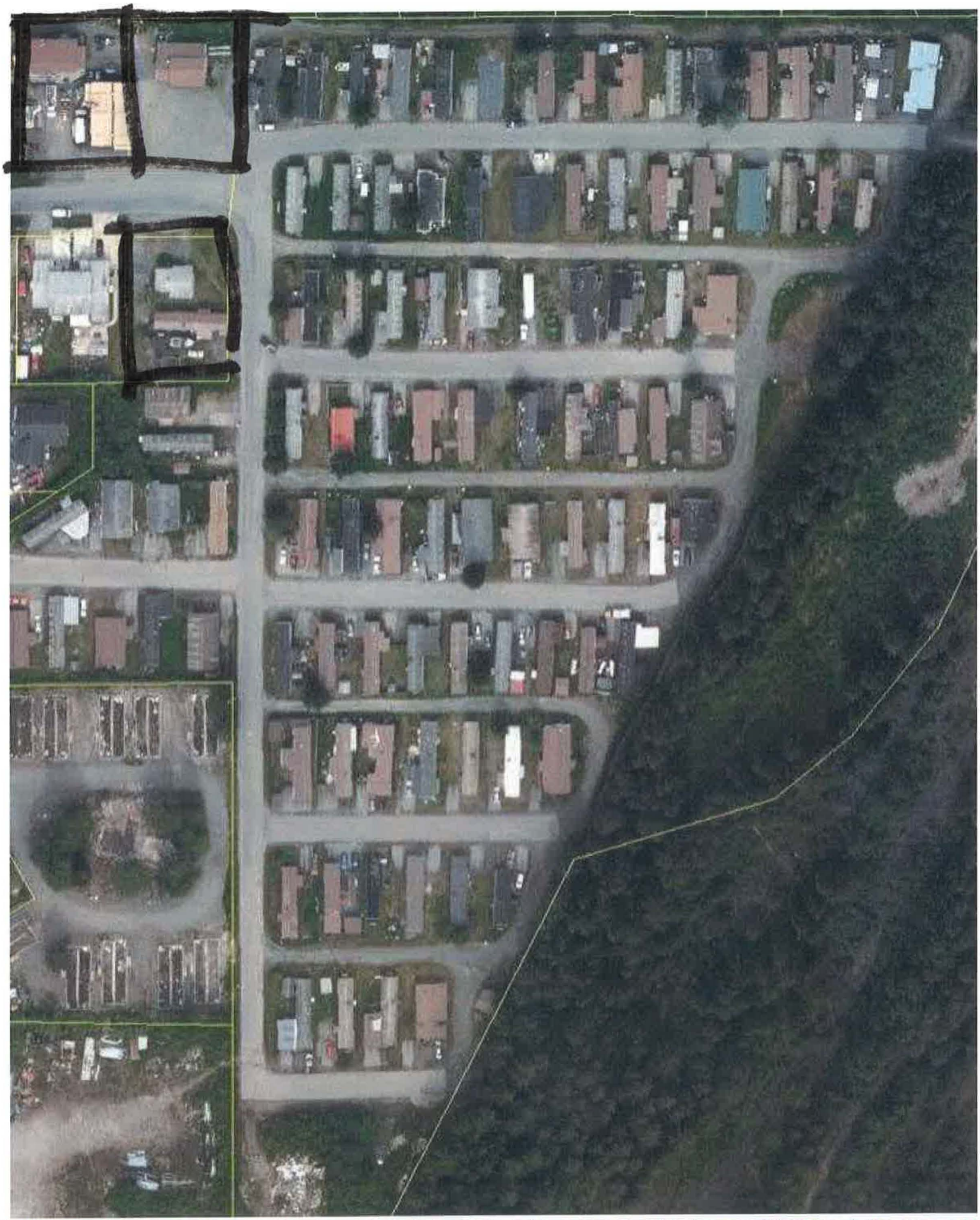
Garage	Garage Area	Lot Size	Last Trans
No	N/A	11196.00 sq. ft.	1611

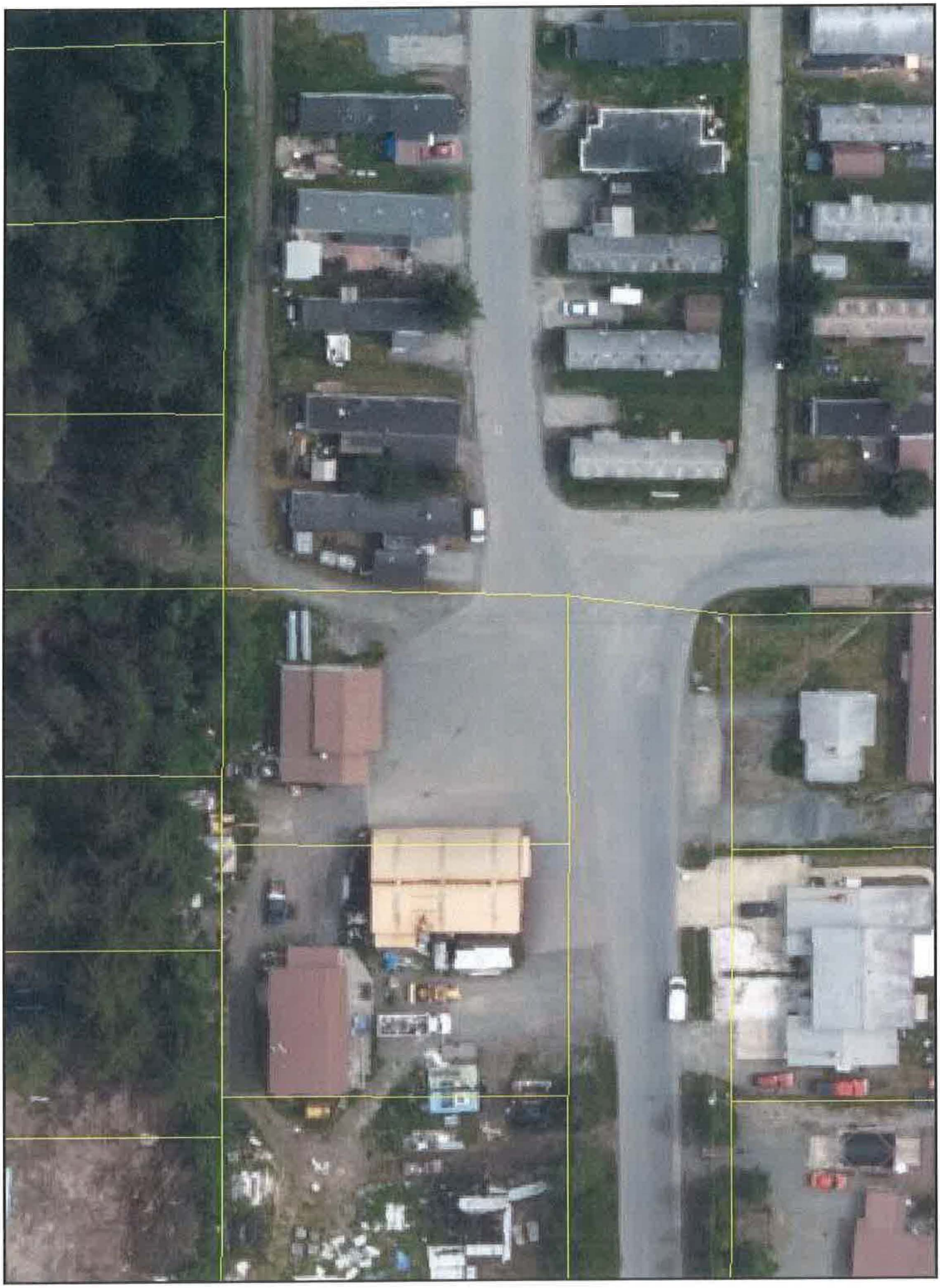
City Water Available	City Sewer Available
Yes	Yes

Exempt Land	Exempt Building	Exempt Total	Road/No Road
N/A	N/A	N/A	Roaded

Close Window

□ = LOTS TO BE REZONED FROM D5 TO D18





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N

Thunder Mountain
Thunder Mountain Mobile Park
Thunder Mountain Rd
Thunder Mountain Rd
Thunder Mountain Rd
Thunder Mountain Rd
Thunder Mountain Rd
Thunder Mountain Rd
Taku Blvd
Church of
Glacier Valley

Tim Felstead

From: Tim Felstead
Sent: Wednesday, December 19, 2018 6:19 PM
To: 'thundermtn@gci.net'
Subject: 8479 Thunder Mountain Road (5B2401540100) :Allowed Uses on D5 lot adjacent to Thunder Mountain mobile home park

Dear Traci,

I'm sorry for the delay in responding to your inquiry. I had to do some research of the Community Development Department and the Assessor files to understand the use history of this lot and providing the outcome of my research to the Director.

Use of lot

You were interested in whether the current owners of the mobile home park could use the subject lot for mobile home maintenance operations or storage since they were interested in purchasing the lot. Unfortunately, at present, it would not be allowed to be used for storage or as a space to support operations of the mobile home park.

The plumbing and electrical business appears to have ceased being a going concern more than 365 days ago. The subject lot is zoned D5 and as I explained when you visited the Permit Center, this commercial use is not allowed in a D5 residential zoning district. However, where nonconforming uses exist under a prior zoning designation it is allowed to continue until associated buildings are either destroyed or the use ceases for 365 consecutive days (see CBJ 49.30.700). It was determined that the commercial use has ceased to operate on the lot for more than 365 days and so the nonconforming use cannot be reinstated. If you have something to support that the use has not ceased we would be happy to review it.

The existing single family dwelling above the garage is allowed. Since its construction, the home and the garage space underneath it has never been allowed to provide storage or support for operations to the mobile home park.

Some storage appears to have occurred on site as an accessory use to the commercial use. Since this is accessory and the associated primary use on the lot has ceased, this accessory use should also cease unless it can be shown to be associated the existing single family dwelling.

The lot could be allowed to have an additional dwelling in the form of an accessory apartment or duplex. The apartment could even be in a stand alone building. Based on the square footage of the existing single family dwelling and the size of the lot, it appears that the lot could have an accessory apartment of up to two bedrooms and net floor area of 672 square feet.

All other uses that would be allowed on a D5 lot are listed in the Land Use Code Table of Permissible Uses. You can find the table online here.

https://library.municode.com/ak/juneau/codes/code_of_ordinances?nodeId=PTIICOOR_TIT49LAUS_CH49.25ZODI_ARTIIITAPEUS

For full information on what the numbers in the Table mean please read the code section immediately preceding the Table. A '1' means that is allowed after Director review (typically through a building permit), a '3' only means it needs a Conditional Use permit, and a '1,3' means the type of permit approval depends on the size of the development.

Rezone and lot consolidation

When you visited you also discussed the possibility of a rezone, and consolidation of both the subject lot and lot that the laundry sits on into the mobile home park.

Rezoning to D18 zoning would be possible as it is an expansion of an adjacent zoning district; it would need review by the Planning Commission before it would be considered by the CBJ Assembly. Consolidating the lots into the mobile home park would require both a rezone (see CBJ 49.15.403 (b)(3)) and an amendment of the existing Conditional Use permit for the mobile home park (the subject lot does not appear on the site plans for the existing mobile home park conditional use permits).

Rezones can only be initiated by the public in January or July (see 49.75 Article I for more on the rezone process). Conditional Use permits can be applied for at any time but any approval would require the correct zoning to be in place to allow the development to be compliant with the Table of Permissible Uses. An expansion of a mobile home park would also require a review of the entire park to ensure it meets current mobile home park standards (see CBJ 49.65.310).

I appreciate that this contains a lot of information and some of the Land Use Code language is not particularly straight forward. If you have further questions or require additional information please do not hesitate to contact me.

Again, if you do have anything to support that the commercial use of the lot is still a going concern I would be pleased to review them.

Best regards

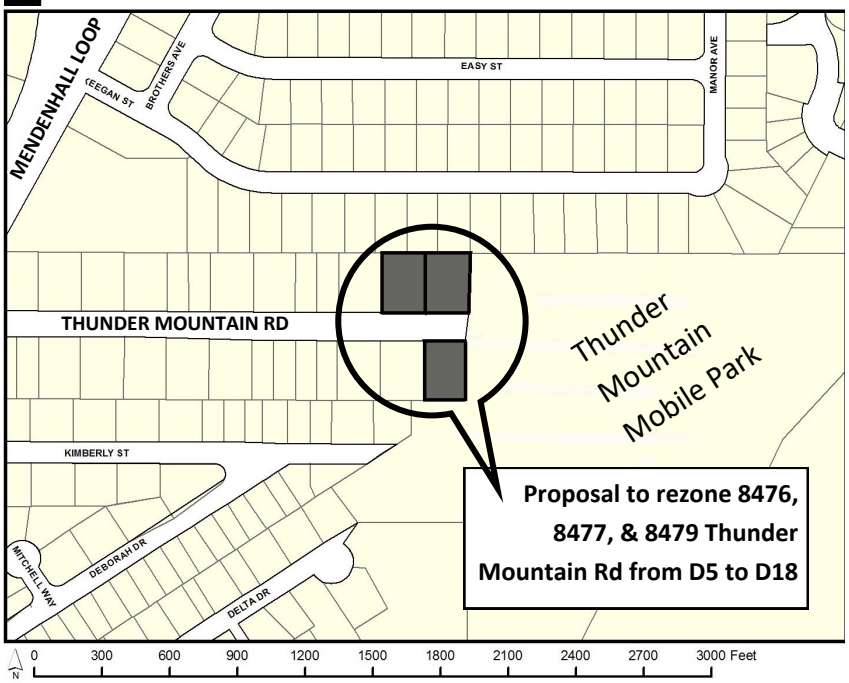
Tim

Tim Felstead | Community Planner
Community Development Department | City & Borough of Juneau, AK
Location: 230 S. Franklin Street, 4th Floor Marine View Building
Office: 907.586.0466 |

Please Come to a Meeting

About a proposed rezone in your neighborhood

Your Community, Your Voice



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

TO:

The Community Development Department is hosting an opportunity for the community to learn about a proposed rezone of three lots at the end of Thunder Mountain Road from D5 to D18 . The applicants are interested in expanding the Thunder Mountain Mobile Park or introducing new uses allowed in a D18 zone. Your questions, comments, and concerns are welcome.

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

NEIGHBORHOOD MEETING

Monday, March 4, 2019, 5:30-7:30 pm

Mendenhall Valley Public Library

If you are not able to attend this meeting but have questions or comments, please contact Amy Liu, CDD Planner, at (907) 586-0764 or amy.liu@juneau.org.

This project is scheduled for review by the Planning Commission on March 26, 2019. All property owners within 500 feet of the proposed rezone will receive a separate notice with details on how and where to submit comments or testify before the Commission.

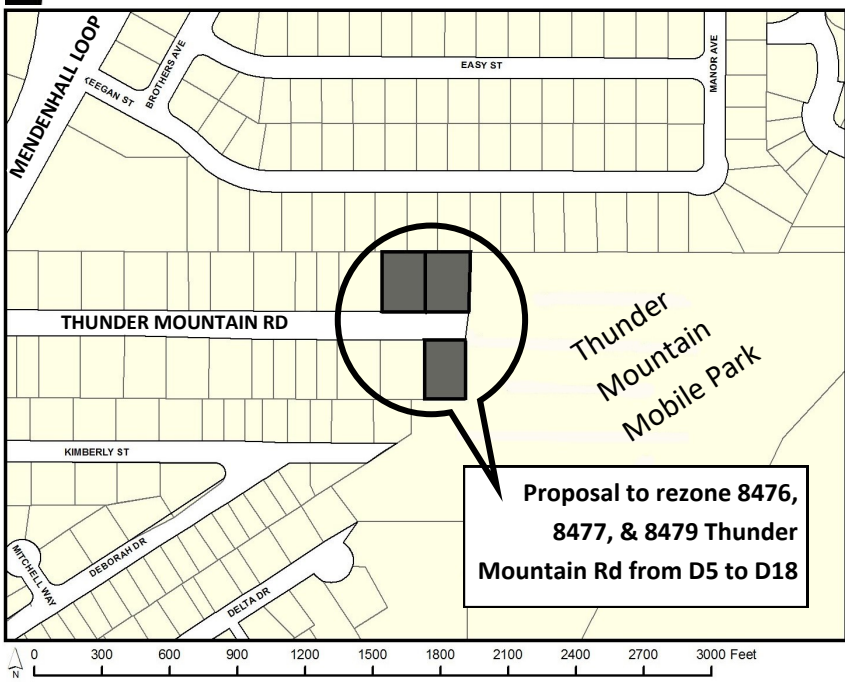
Case No.: AME2019 0002
Parcel Nos.: 5B2401560010, 5B2401540100, 5B2401540110
CBJ Parcel Viewer: http://epv.juneau.org

Printed February 20, 2019

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 **rezone** of **3 lots at the end of Thunder Mountain Road from D5 to D18**. *PLEASE NOTE: A neighborhood meeting to learn about and discuss this proposal is scheduled for March 4, 5:30 –7:30 pm in the Mendenhall Valley Public Library.*

TIMELINE

Staff Report expected to be posted **Monday, March 18, 2019,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through March 4, 2019

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

March 5 through 12 noon, March 22

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

HEARING DATE & TIME 7:00 pm, March 26, 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.

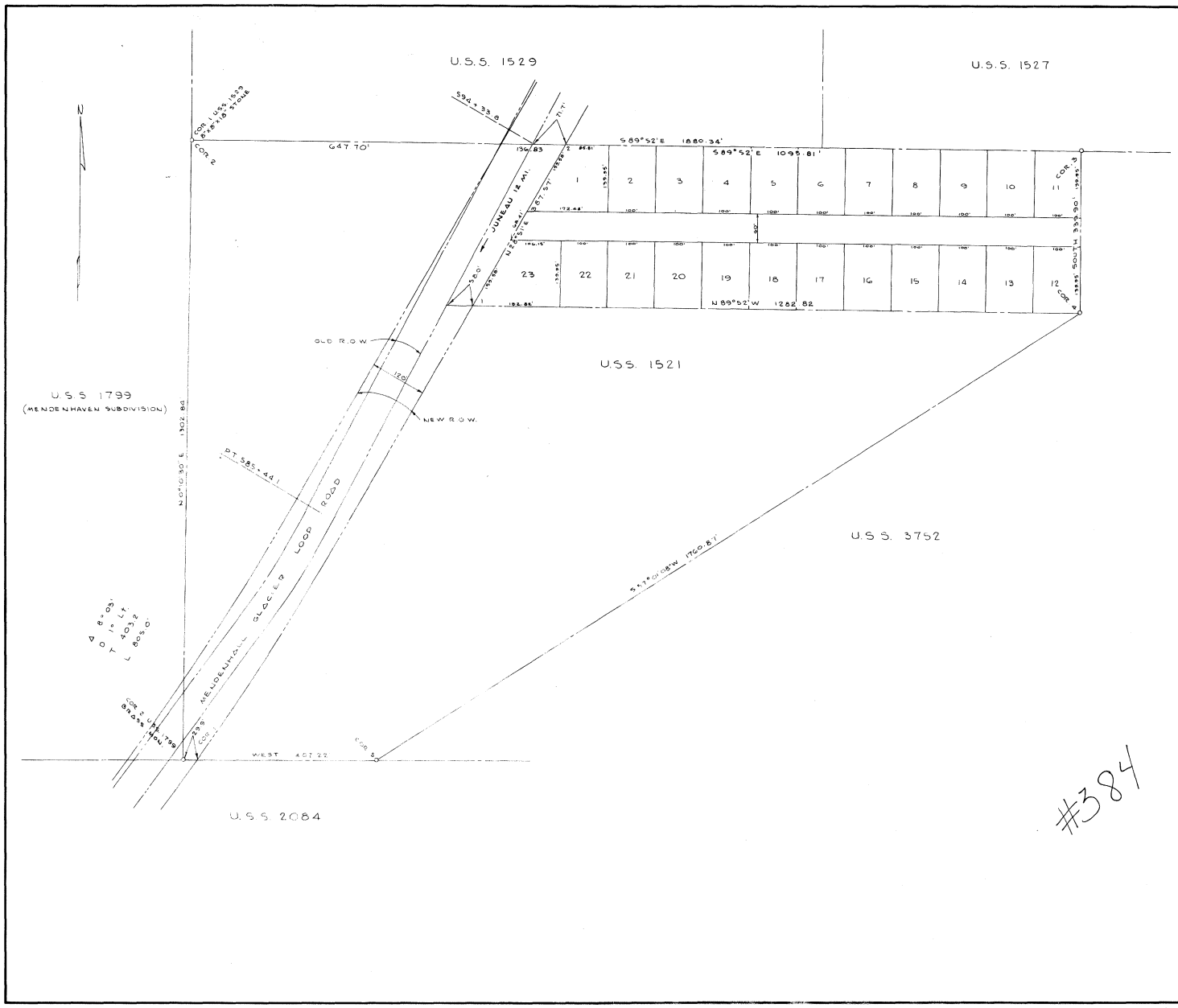
March 27

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 February 22, 2019

Case No.: AME2019 0002
Parcel Nos.: 5B2401560010, 5B2401540100, 5B2401540110
CBJ Parcel Viewer: http://epv.juneau.org



CERTIFICATE OF OWNERSHIP AND DEDICATION

We hereby certify that we are the owners of the property shown and described hereon and that we hereby adopt this plan of subdivision with our free consent, and dedicate all streets, alleys, walks, parks, and other open spaces to public or private use as noted.

..... 1962
Date

Arthur A. Franklin
Owner

Witnessed by:

Richard A. Zagars
Witness

Leon E. Franklin
Owner

Witness

This is to certify, that on this 12th day of June 1962, personally appeared before me ARTHUR A. and LEON E. FRANKLIN, known to me to be the individuals who executed the foregoing instrument, to be their free and voluntary act and deed.

Notary Public in and for Alaska
My commission expires 7-15-64.

CERTIFICATE OF REGISTERED ENGINEER

I hereby certify that I am a registered civil engineer and that this plat represents the survey made by me or under my direct supervision and that all dimensional and other details are correct.

..... 1962
Date

Richard A. Zagars
Registered Engineer No. 903 E

CERTIFICATE OF APPROVAL BY THE BOARD

I hereby certify that the Subdivision Plat shown hereon has been found to comply with the Subdivision Regulations of the Juneau-Douglas District Planning Board, and that said Plat has been approved by the Board by Plat Resolution No. **107** dated **JULY 18** 1962, and that the Plat shown hereon has been approved for recording in the office of the District Map Strafe, Juneau.

JULY 18 1962
Date

Charles H. Jones
Chairman
Juneau-Douglas Planning Board

ATTEST:
Clerk

FILED
JUN 25 1963
W. E. FEAR
DISTRICT RECORDER AND RECORDER

PLAT OF
THUNDER MOUNTAIN SUBDIVISION
U.S.S. 1521
NEAR JUNEAU, ALASKA

SCALE: 1"=100'

RAINERY AND ZAGARS
CONSULTING ENGINEERS JUNEAU, ALASKA

JUNEAU
Serial No. 63-1964 Plat 384

Attachment D - Plat

WARRANTY DEED

BOOK 73 PAGE 47
Juneau Recording District

(ALASKA)

LLOYD L. REID and DALPHA J. REID,
husband and wife,

of Juneau, Alaska, hereinafter called grantor(s), in consideration of the sum of TEN ($10.00) DOLLARS and other valuable considerations to them in hand paid, receipt of which is hereby acknowledged, do....., by these presents, grant, bargain, sell and convey to RICHARD H. THOMAS and HELEN W. THOMAS,
husband and wife, as tenants by the entirety,

of Juneau, Alaska, hereinafter called grantee(s), their heirs (successors) and assigns, that certain property which is described as follows:

All of that portion of Lot 11 of the Thunder Mountain Subdivision of United States Survey No. 1521 which is within 20.0 feet of the westerly boundary of said Lot 11, being an area 20 feet in width and 139.95 feet in length, adjacent to the westerly boundary of said lot, as appears by a plat of said subdivision filed in the office of the Magistrate and ex-officio Recorder for the Juneau Recording District of Alaska, Juneau, Alaska, as Plat No. 334, situated approximately 11 miles northwest of the City of Juneau, Alaska, near the Mendenhall Glacier Loop Road; subject however, to all restrictions, reservations and easements contained in the patent for said land which was issued by the United States of America.

TO HAVE AND TO HOLD the same, together with all tenements, hereditaments and appurtenances thereunto belonging or in any wise appertaining, unto them, the grantee(s) and to the survivor of them and to the survivor's heirs (successors) and assigns forever;

AND the grantor(s), (and) their heirs (successors), executors and administrators do, by these presents, covenant, grant and agree to and with the grantee(s), their heirs (successors) and assigns that they, the grantor(s), (and) their heirs (successors), executors and administrators, all and singular, the premises hereinabove conveyed, with said tenements, hereditaments and appurtenances, unto the grantee(s) and to the survivor of them and to the survivor's heirs (successors) and assigns, and against each and every person or persons whomsoever lawfully claiming or to claim the same, or any part thereof, shall and will WARRANT AND FOREVER DEFEND.

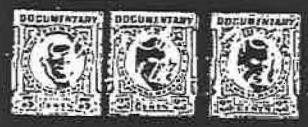
IN WITNESS WHEREOF, the grantor(s) hereunto set their hand(s) and seal(s) this 14th day of April, 1964.

WITNESSES

Lloyd L. Reid (Seal)
Lloyd L. Reid (Seal)

Dalpha J. Reid (Seal)
Dalpha J. Reid (Seal)

WITNESSES



JUNEAU
Serial No. 04-2012

Miner Publishing Co.

Attachment E - Deed, 1964

Deeds 73
BOOK PAGE 45
Juneau Recording District

STATE OF ALASKA,
CITY OF JUNEAU } ss.

THIS CERTIFIES that on this 14th day of April 19 64 before me, the undersigned, a Notary Public in and for the State of Alaska, duly commissioned and sworn, personally appeared LLOYD L. REID and DALPHA J. REID

to me known and known to me to be the person(s) described in and who executed the instrument on the reverse side hereof and (individually) acknowledged to me that they executed the same freely and voluntarily for the uses and purpose therein mentioned.

WITNESS my hand and official seal the day and year in this certificate first above written.

M. C. Bamfield
Notary Public for Alaska.
Residing at Juneau, Alaska
My Commission expires August 21, 1966

NOTARY PUBLIC

RECORDED - FILED
Juneau REC. DIST.
DATE 6-17- 19 64
TIME 10:55 A.M.
Returned by U.T.G.
Address

Attachment E - Deed, 1964

A L A S K A

2016-005939-0

Recording Dist: 101 - Juneau
11/30/2016 10:48 AM Pages: 1 of 3

JUNEAU RECORDING DISTRICT

STATUTORY WARRANTY DEED
(Alaska Statute 34.15.030) AETIA 52978

The GRANTOR, Thunder Mountain, LLC, a Washington Limited Liability Company whose primary address is 8479 Thunder Mountain Road, Juneau, Alaska 99801, for and in consideration of the sum of Ten Dollars ($10.00) and other good and valuable consideration in hand paid, conveys and warrants to GRANTEE, Thunder Mountain MHC, LLC, an Alaska Limited Liability Company whose primary address is 5454 Shaune Drive, Juneau, Alaska 99801-9539, fee simple tile to the following described real property:

PARCEL I:
Thunder Mountain Park No. 2, according to Plat No. 98-56, Juneau Recording District, First Judicial District, State of Alaska; and

PARCEL II:
Lots 11 and 12 of Thunder Mountain Subdivision, according to Plat No. 384, Juneau Recording District, First Judicial District, State of Alaska;

EXCEPTING THEREFROM that portion of Lot 11 within 20 feet of the west boundary of said Lot 11;

RESERVING FROM the conveyed portion of Lot 11 a non-exclusive right of coming and going through and upon the westernmost ten feet (10') thereof, the benefit of this Reservation to run appurtenant to title for Lots 10 and the excepted portion of Lot 11, Thunder Mountain Subdivision, Plat No. 384, Juneau Recording District, First Judicial District, State of Alaska;

SUCH RESERVATION including the right, but not the obligation, to plow snow, install and maintain concrete, asphalt or similar surfacing; or to otherwise take measures to maintain private, non-exclusive pedestrian and vehicular ingress and egress upon said westernmost ten feet.

TOGETHER WITH corporeal and incorporeal hereditaments associated with such land, and all improvements and appurtenances thereto;

EXPRESSLY INCLUDING that particular "Access and Utility Easement" of even date herewith, conveying to GRANTEE herein certain rights upon the excepted portion of Lot 11;

SUBJECT TO servitudes and encumbrances of record;

EXPRESSLY INCLUDING that particular "Water Delivery Easement" recorded as Document 2016-004904-0 (Oct. 03, 2016, Juneau Recording District), imposing on Parcel I herein conveyed an obligation to provide potable water to Lot 10 and the excepted portion of Lot 11 Thunder Mountain Subdivision, as more fully described in said Water Delivery Easement;

AND FURTHER SUBJECT TO THIS RESTRICTIVE COVENANT limiting permissible use of Parcel I, burdening the fee simple estate thereof, the benefits of which are held in gross by GRANTOR or its assignee, enforceable by any and all legal and equitable remedies recognized in Alaskan jurisprudence: Parcel I herein conveyed shall be maintained and operated as a Mobile Home Park for a period not less than ten years (≥ 10 yrs.) from the date of recording of this instrument;

TO HAVE AND TO HOLD the foregoing, together with all legal and equitable privileges incident thereto, by GRANTEE, and its successors and assigns, FOREVER.

TENDERED BY GRANTOR: THUNDER MOUNTAIN, LLC:

By: Traci N. Walker, Authorized Manager — Date: 11/29/2016

STATE OF ALASKA)
) ss.
FIRST JUDICIAL DISTRICT)

THE FOREGOING INSTRUMENT was acknowledged before me, a Notary Public in and for the State of Alaska, on the 29 day of November 2016, by **TRACI N. WALKER,** in her duly authorized capacity as Manager of Thunder Mountain, LLC.

STATE OF ALASKA
NOTARY PUBLIC
ERIN BOGERT
My Commission Expires 11/28/19

NOTARY PUBLIC in and for the State of Alaska
My commission expires: 11/28/19

ACCEPTED BY GRANTEE: THUNDER MOUNTAIN MHC, LLC

By: Myron W. Klein, Sole Member — Date: 11/29/16

STATE OF ALASKA)
) ss.
FIRST JUDICIAL DISTRICT)

THE FOREGOING INSTRUMENT was acknowledged before me, a Notary Public in and for the State of Alaska, on the 29th day of November 2016, by **MYRON W. KLEIN,** in his duly authorized capacity as Sole Member of Alaska Mountain Sports, LLC.

STATE OF ALASKA
NOTARY PUBLIC
ERIN BOGERT
My Commission Expires 11/28/19

NOTARY PUBLIC in and for the State of Alaska
My commission expires: 11/28/19

AFTER RECORDING RETURN TO:
Attn: Robert Reges
REEVES AMODIO LLC
500 L Street, Suite 300
Anchorage, Alaska 99510

Minutes
Assembly Lands Committee
Monday, July 23, 2012, 5:00 p.m.
Assembly Chambers

I. Call to Order

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

Members Present: Mary Becker, Jesse Kiehl, Carlton Smith.
Members Absent: Johan Dybdahl
Also attending: Karen Crane, Ruth Danner.

Liaisons Present: Jeff Wilson, Parks and Recreation Advisory Committee; Nathan Bishop, Planning Commission.

Liaisons Absent: Mike Williams, Docks and Harbors.

Staff Present: Heather Marlow, Lands & Resources Manager; Rob Steedle, Deputy City Manger; Brent Fischer, Parks and Recreation Director, Greg Chaney, Acting Community Development Director; Ben Lyman, Senior Planner; John Vowell, Interim CEO, Bartlett Regional Hospital; Laurie Sica, Municipal Clerk.

II. Agenda Changes – None.

III. Approval of minutes

Hearing no objection, the minutes of July 2, 2012 were approved.

IV. Public Participation – non-agenda items.

No one from the public requested an opportunity to speak. Ms. Marlow asked the committee if it would like Brent Fischer, Parks and Recreation Director, to follow up on the public testimony at the previous meeting about the funding for a second ice rink. Chair Becker asked Mr. Fischer to speak to the committee.

Brent Fischer said he understood that Steve Baseden discussed his concerns about the need for conversations between Parks and Recreation and the Juneau Community Foundation about land use at Dimond Park and its availability for an ice rink. Mr. Fischer had a discussion with Reed Stoops and Eric Kueffner of the Juneau Community Foundation (JCF) regarding the current CBJ projects and the negotiations with the Juneau School District (JSD). Under review are location of a new valley library, the valley Parks and Recreation operations shop, and the questions about use and maintenance of the ball fields with the JSD. With resolution of those issues, he could give JCF more information about a site for an

ice rink. Mr. Fischer also spoke with Cathy Munoz and JCF has applied for the grant for the designated state funds.

Ms. Crane asked if CBJ had committed itself to providing a location at Dimond Park for this project. Mr. Fischer said no. The JCF would accept a grant to look at the design and a feasibility study for an ice arena to be located at Dimond Park. CBJ's first step would be to say if there was room, where it would be. Whether or not the JCF would then move forward with getting money for construction and who would manage the facility was a separate issue. We will review user groups, the type of rink they are looking for, and if there is space available.

Ms. Becker asked about Mr. Kiehl's previous comment about a five-year time span for the project funding. Mr. Fischer said he thought that five years was correct and JCF was moving forward with the grant paperwork. JCF understands our needs and that the entire Assembly would be involved before moving forward.

Mr. Wilson asked if the state funding was restricted to the Dimond Park area, or if other valley locations could be considered. Mr. Fischer said the grant paperwork specifically referred to the "Dimond Park Complex." He did not know if there was another site in the valley with the space needed.

Ms. Becker asked Mr. Fischer how much time he needed to do his study. Mr. Fischer said he had to resolve issues with the JSD regarding the ball fields first. He is moving forward with JCF as if there is property available to keep the project moving forward and it was the top priority for his office.

Ms. Crane asked if Mr. Fischer would also do a cost analysis of siting a second sheet of ice adjacent to the Treadwell Arena. Mr. Fischer said his staff would do a comparison of all scenarios, and he would provide that information to the Assembly.

V. Action Items

A. Treadwell Mine Historic Park – Ordinance 2012-20(C)

Ms. Marlow said that staff was looking for a motion from the Lands Committee to support this appropriating ordinance.

Mr. Gillette said that former City Manager Rod Swope had appointed him as liaison for CBJ to the Treadwell Historic Preservation and Restoration Society. There were many improvements to the Treadwell area – new signs were installed throughout the complex and the next proposed project is a shelter to protect the 5 Stamp Mill as an entryway into the historic mine park. The Juneau Historic Resources Advisory Committee would review draft and final product of the project. The total cost was estimated to be $27,500. Sixty percent of that would

be provided by a grant from the Federal Historic Preservation Fund and the balance would be in-kind services by the volunteers of the Historic Society. The grant appropriating ordinance would be before the Assembly at the next regular meeting.

MOTION, by Kiehl, to support the grant ordinance and move it forward to the Assembly. Hearing no objection, it was so ordered.

B. Rezoning Restrictions

Ben Lyman reviewed a proposed Ordinance, 2012-31, and asked the Lands Committee for a motion to forward to the full Assembly with a recommendation for adoption. He said this ordinance was in the wake of Ordinance 2011-18 and 2011-23 in which a property on the corner of Atlin Drive and Loop Road was a medium-density residential designation in the comprehensive plan, applied for rezoning from D-5 to Light Commercial. The Planning Commission recommended against the rezoning. The Assembly approved the rezoning, and following a legal interpretation by the Law Department that the rezoning could not be approved because it was not consistent with the Comprehensive Plan Land Use maps; a subsequent ordinance repealed that rezoning. This ordinance is meant to open up the language in Title 49 to allow the Planning Commission and the Assembly to consider more factors beyond just the Comprehensive Plan Land Use maps when looking at rezoning.

Mr. Lyman showed an example by explaining the Comprehensive Plan Land Use maps and the zoning maps in downtown Douglas, and a mock application for a rezoning could be affected by the current interpretation of the code and an interpretation based on the application of Ordinance 2012-31.

Mr. Smith asked about the term “substantial conformance” in Ordinance 2012-31. Mr. Lyman explained that this allows the Assembly to handle “gray areas” in code and to make a decision based on many factors, more than just the Comprehensive Plan Land Use map. He provided examples of a rezoning regarding a lot near the Federal Building for a union office and rezoning to allow a buffering commercial corridor on Old Dairy Road that was previously zoned industrial, which had spurred significant new development.

Mr. Kiehl said he was concerned about the term “substantial conformance” and said he understood the interest in getting away from hard and fast rules for more discretion, but he was concerned that it was “mushy” language

Ms. Danner asked how this change in the code would protect property owners who had purchased property and expected the rules to be applied consistently. She said with more discretion, what would provide the decision makers with the knowledge to make a change that might benefit one property owner over another.

Mr. Lyman said most of the review regarding a zone change happened before the matter was before the Assembly and he explained the rezoning process from the beginning with staff review, public notice, Planning Commission review, and public hearing, and then Assembly action.

Ms. Crane asked if a zoning change could start a chain reaction with the zoning district boundaries extending beyond the original designations. Mr. Lyman said that would be allowed to be a call of the Assembly who represented their constituents.

Greg Chaney said the wording in Ordinance 2012-31 was not a radical change but it was codifying the way the Community Development staff and the Planning Commission had been applying the rules up until the recent opinion from the Law Department regarding the Comprehensive Plan Land Use maps. This ordinance would not give the Assembly untold power to make a decision that was out of compliance with the Comprehensive Plan.

Mr. Bishop said the Planning Commission reviewed Ordinance 2012-31 and was unanimous in support of the ordinance. This did not substantially change the code. The Planning Commission would like to allow a level of gray in order for public discourse to take place on projects. The Planning Commission did not want to see a planning document ruling the situation and binding the political body to a course of action.

MOTION, by Smith, to forward Ordinance 2012-31 to the full Assembly for review.
Hearing no objection, it was so ordered.

VI. Information Item

A. Bartlett Regional Hospital – Acquisition Proposal

Bartlett Regional Hospital (BRH) Board Members Linda Thomas and Nathan Piemann, and Interim BRH CEO John Vowell spoke about BRH's interest in purchasing the Juneau Medical Center Building. BRH is interested in this property as it is the last space on the hospital campus with development potential. There is an existing lease of the building on the property, which extends out by 20 years. BRH was moving toward greater outpatient services and this property would give them room to expand those services. The present owners were willing to divest themselves of the property and they spoke about the benefits of purchasing the property now rather than in the future.

Ms. Becker asked about BRH doctors renting off campus space. Ms. Thomas said that BRH did employ doctors that used off campus rental space and this site could be a place for their relocation.

Mr. Wilson asked about the projected life of the building and asked if BRH anticipated removing the building in the future. Ms. Thomas said there were two appraisals that provided a serviceable life of the facility ranging from 15 – 25 years. The Board anticipated removing the building in the future and building outpatient facilities.

Mr. Kiehl asked about the situation of the present tenants. Ms. Thomas said the Board did not anticipate asking them to leave immediately, and a few would be retiring. Their plans are 5 – 10 years out at this point. In response to questions from Mr. Kiehl, Mr. Vowell discussed the rental rates of the property and said that there was a shortage of this type of rental space in the community.

Ms. Crane asked about the current undesignated cash balance of $17.2 million and if the money for the new youth treatment facility was included in those funds or had been set aside separately. Mr. Vowell said that the undesignated funds had not been slated for a purpose.

Ms. Marlow said this was an opportunity for BRH to present their information and if there were an interest in seeing this item move forward it would be introduced as an Assembly appropriating ordinance for the purchase of the property. Otherwise, this could come back to the Lands Committee as an action item on the next meeting's agenda.

Hearing no objection, the Lands Committee forwarded the matter to the Assembly for introduction of an appropriating ordinance, for the amount identified in the memo from BRH.

VII. Liaison Reports

Mr. Wilson reported that the Parks and Recreation Advisory Committee (PRAC) had met with the whale sculpture committee, which would like to locate the sculpture at the "under bridge" park site.

PRAC also reviewed Dock Project 16b and was looking for ways to increase recreational opportunities within the project.

PRAC heard a presentation from the "Chair Project" which would like to locate a bronzed chair sculpture in Capital Park to honor the Japanese community which were removed from Juneau during WWII. The sculpture would have names of those citizens engraved on the chair.

PRAC reviewed snowmobile issues on Mt. Troy and conflicts with skiers. This situation was similar to ATV users and hikers, boaters, and swimmers, the PRAC was reviewing motorized and non-motorized uses and how to establish and enforce boundaries.

Mr. Bishop said the Planning Commission was continuing its review of the Comprehensive Plan. The economic development section continues to take up a significant portion of time and the Assembly should expect a letter from the Planning Commission recommending that the city develop an economic development plan.

VIII. Next Meeting
August 20, 2012, 5:00 p.m., Assembly Chambers

VIX. Adjournment – 6 p.m.

Submitted by
Laurie Sica, MMC
Municipal Clerk

City & Borough of Juneau
Alaska's Capital City

COMMUNITY DEVELOPMENT DEPARTMENT

230 South Franklin Street, Marine View Center, Fourth Floor
Mailing Address: 155 South Seward Street, Juneau, Alaska 99801

INTEROFFICE MEMO

DATE: July 20, 2012

TO: Mary Becker, Chair
Assembly Lands Committee

FROM: Ben Lyman, Senior Planner

FAX # (907)586-3365
VOICE # (907)586-0758

SUBJECT: Serial Number 2012 – Rezoning Restrictions

The proposed ordinance would amend CBJ 49.75.120 to clarify that rezonings must be in substantial conformance with the land use maps of the Comprehensive Plan, but that rezonings need not exactly match the designations or the boundaries of the land use maps of the Comprehensive Plan. The purpose of this Ordinance is to improve the ability of staff, the Planning Commission, and the Assembly to consider the intent of the Comprehensive Plan land use maps in rezoning requests without requiring strict application of those maps to the zoning map set.

This amendment was requested by the Planning Commission in the wake of AME2011 0002 and Ordinances 2011-18 and 2011-23, wherein a property was re-zoned and then subsequently un-re-zoned after a legal opinion that the re-zoning was illegal, as it violated the Comprehensive Plan land use maps.

During their Regular Meeting of May 22, 2012, Planning Commissioners discussed rezonings and the Comprehensive Plan land use maps; Chair Satre stated that "Title 49 has to be revised because the Commissioners would never be able to review the Comp Plan maps in enough detail to ensure that they could take into account every potential rezone consideration. They need to look at the Comp Plan maps in sufficient detail for potential conflicts in terms of boundaries within zoning districts."

The Comprehensive Plan states (Page 1): "This is not to say that the Plan will be infallible or that it is cast in concrete". Staff has interpreted this to mean that land use designation boundaries shown on the Comprehensive Plan land use maps are general in their boundaries, and that zoning district boundaries will differ from Comprehensive Plan land use map boundaries as needed to accommodate existing development and to recognize the intricate pattern of development that is generally expected on the ground, and that cannot be described exactly on maps intended to be as general as those of the Comprehensive Plan land use maps.

The Planning Commission forwarded the draft ordinance to the Assembly for review on June 12, 2012.

From: Autumn Sapp
Sent: Thursday, February 21, 2019 4:14 PM
To: Amy Liu
Subject: RE: Request Comment on AME20190002

Amy,

GE has no issues from what was attached. I am unable to answer your question regarding the water and sewer being able to handle the capacity for the development potential. The developer would need to hire a mechanical or civil engineer to determine what they would need. Since this is a commercial development they are required to have these professional plans when they submit their building permit.

What we do know, there is an 8" water main and 8" sewer main in the road. Without knowing their plan, they would most likely at a minimum have to tap the mainlines and install larger water and sewer services to each lot.

It does concern me that the well operation are within these parcels. If they build more will this affect the well system? This is something their hired engineer would need to look into as well.

Sorry I'm not much help. Let me know if there is further information you want me to look into.

Thanks,
Autumn Sapp
City and Borough of Juneau
Engineering & Public Works
Business Manager
907-586-0917

From: Amy Liu
Sent: Thursday, February 21, 2019 9:54 AM
To: Autumn Sapp
Subject: Request Comment on AME20190002

Autumn,

The attached application for a rezone of three lots from D5-D18 is attached for your review.

The three lots are 5b2401540100, 5b2401560010, and 5b2401540110. The rezone would allow for higher density development, such as multifamily of about 6 units on each lot. I want to verify whether the existing utilities would support this level of development, and any other comments you may have.

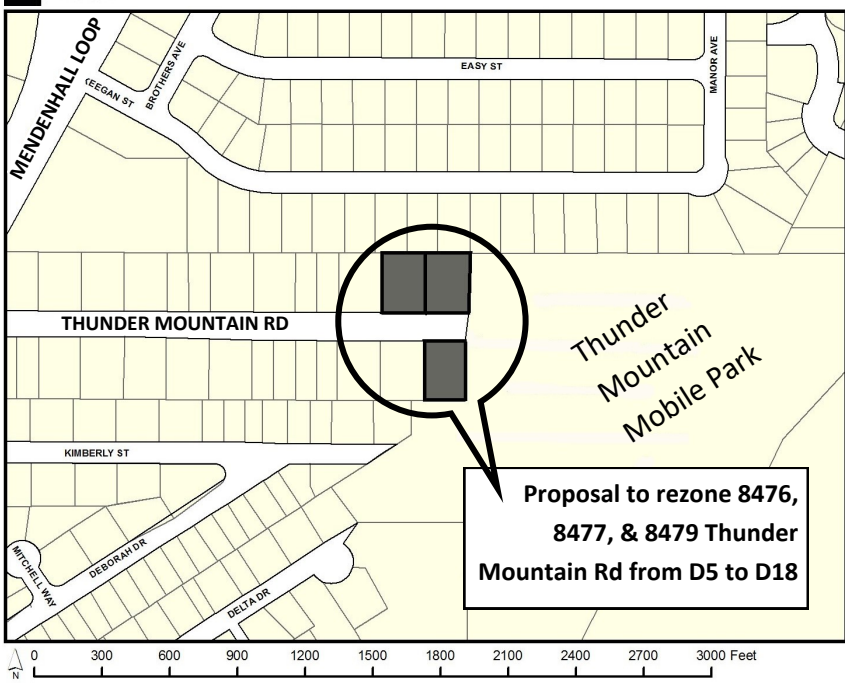
Please share your comments by March 7. Let me know if you have questions. Thanks!

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

Please Come to a Meeting

About a proposed rezone in your neighborhood

Your Community, Your Voice



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

155 S. Seward Street Juneau, Alaska 99801

TO:

The Community Development Department is hosting an opportunity for the community to learn about a proposed rezone of three lots at the end of Thunder Mountain Road from D5 to D18 . The applicants are interested in expanding the Thunder Mountain Mobile Park or introducing new uses allowed in a D18 zone. Your questions, comments, and concerns are welcome.

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

NEIGHBORHOOD MEETING

Monday, March 4, 2019, 5:30-7:30 pm

Mendenhall Valley Public Library

If you are not able to attend this meeting but have questions or comments, please contact Amy Liu, CDD Planner, at (907) 586-0764 or amy.liu@juneau.org.

This project is scheduled for review by the Planning Commission on March 26, 2019. All property owners within 500 feet of the proposed rezone will receive a separate notice with details on how and where to submit comments or testify before the Commission.

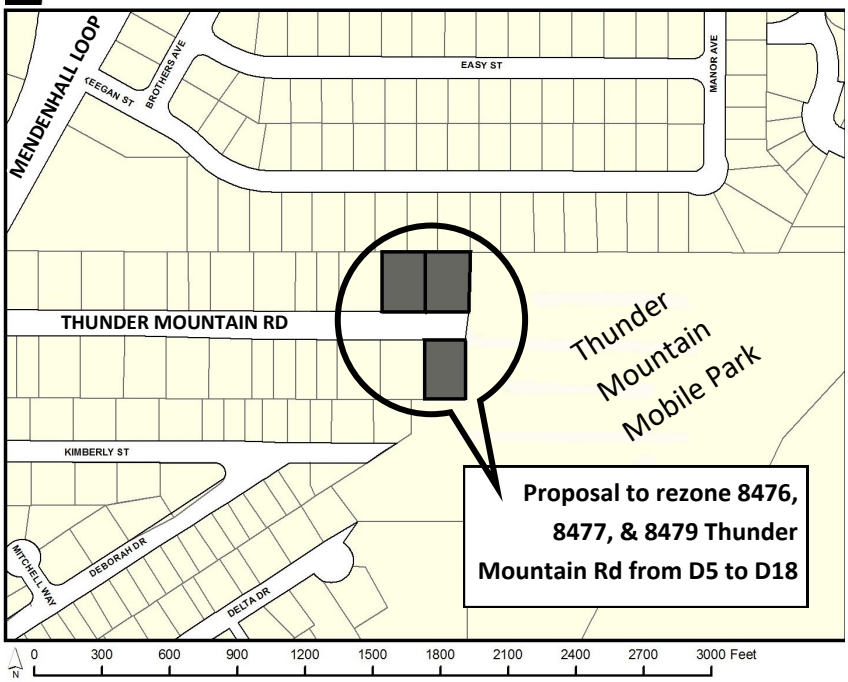
Case No.: AME2019 0002
Parcel Nos.: 5B2401560010, 5B2401540100, 5B2401540110
CBJ Parcel Viewer: http://epv.juneau.org

Printed February 20, 2019

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 **rezone** of **3 lots at the end of Thunder Mountain Road from D5 to D18**. *PLEASE NOTE: A neighborhood meeting to learn about and discuss this proposal is scheduled for March 4, 5:30 –7:30 pm in the Mendenhall Valley Public Library.*

TIMELINE

Staff Report expected to be posted **Monday, March 18, 2019,** at **https://beta.juneau.org/assembly/assembly-minutes-and-agendas**
Find hearing results, meeting minutes and more here as well.

Now through March 4, 2019	March 5 through 12 noon, March 22	HEARING DATE & TIME 7:00 pm, March 26, 2019	March 27
Comments received during this period will be sent to the Planner, **Amy Liu,** 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 February 22, 2019

Case No.: AME2019 0002
Parcel Nos.: 5B2401560010, 5B2401540100, 5B2401540110
CBJ Parcel Viewer: http://epv.juneau.org

AME2019-0002
Rezone on Thunder Mountain Rd.
Planning Commission Meeting

Assembly Chambers

March 26, 2019

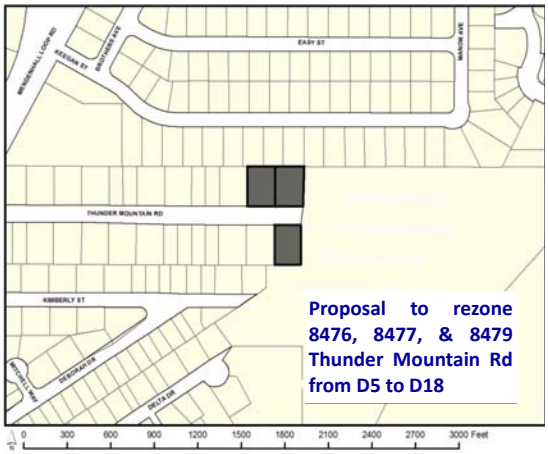
Amy Liu

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Proposal

The applicant requests a rezone of 41,985 square feet of land from D5 to D18 zoning.

- The subject area consists of Lots 10, 11, and 12.
- Applicants are pursuing this rezone to address existing nonconforming uses, and/or introduce higher density development.



Proposal to rezone 8476, 8477, & 8479 Thunder Mountain Rd from D5 to D18

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ALASKA'S CAPITAL CITY

History | Background

Lot 10, Lot 11, and Lot 12 were created in Thunder Mountain Subdivision, Plat 384, recorded on June 25, 1963. Each lot is 13,995 square feet, 100' wide and 139.95' deep

- The Assessor's database combines Lot 10 and a fraction of lot 11. The remainder of Lot 11 is its own lot. The areas are 16,988 square feet and 11,196 square feet respectively.
- These discrepancies are due to a conveyance document recorded in 1964, in which a 20' portion on the west side of Lot 11 was reserved for Lot 10.
- CDD does not find this conveyance to meet Title 49 requirements for a lot line adjustment. CDD accepts Plat 384 as being the most recent legal record of lot lines.
- Implications of the plat on nonconformity are discussed later in this report.

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ALASKA'S CAPITAL CITY

Current Zoning | Background

- **The subject properties are zoned D5**, single family residential, 5 dwelling units per acre.
- **Thunder Mountain Mobile Park is on a lot zoned D18**. In the map, D5 is pink, and D18 is orange.

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ALASKA'S CAPITAL CITY

Current Lots and Structures | Background

- Lot 10 has storage, one single-family dwelling above a garage, one former plumbing and electrical shop, and four connexes. The shop is not operational, but is used for storage of equipment that tends to serve the park. The four connexes are also used for such storage.
- Lot 11 has one laundry facility, and wells supplying water to the mobile park. The laundry facility is not operational.
- Lot 12 has one office and one mobile home. The office and mobile home are owned by the applicant. The office is mostly used to support the mobile park.

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ALASKA'S CAPITAL CITY

Nonconformity | Background

Some existing uses are nonconforming because they are not allowed under the current D5 zoning.

- The table below summarizes whether the use is allowed or prohibited in 49.25.300, Table of Permissible Uses (TPU). A "1" indicates that the use is allowed outright.

Lot	Use	TPU	D5	D18
10	Storage	10.22	Prohibited	Prohibited
10	Plumbing and electrical shop	2.12	Prohibited	Prohibited
12	Mobile home	1.81	Prohibited	Prohibited
11	Laundry	16.2	Prohibited	Prohibited
10	Single family dwelling	1.11	1	1
10	Water supply	17.1	1	1

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ALASKA'S CAPITAL CITY

Nonconformity | Background

Based off a site plan and CBJ Parcel Viewer, most buildings appear to meet setbacks. There are two exceptions.

1.First, the mobile home's setback is undetermined due to the structure not appearing in site plans or CBJ aerial imagery from 2013.

2.Second, the shop encroaches onto Lot 11 and is thus nonconforming for its setback. This determination based off of Plat 384, which, as previously discussed, is the most recent legal record of lot lines. Comparison of the plat and a site plan submitted with building permit BLD96-658 show that the site plan reflects an additional 20' in width referenced in the conveyance, but not the plat. This encroachment does not affect review of the rezone, but would be addressed if pertinent to future building permits or subdivision.

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Initiation | Rezone

5.1 Initiation

The Land Use Code outlines the procedure and requirements regarding rezone requests at CBJ 49.75 Article I, Rezonings.

CBJ 49.75.110. Initiation. A rezoning may be initiated by the director, the commission or the assembly at any time during the year. A developer or property owner may initiate a request for rezoning in January or July only. Adequate public notice shall be provided by the director to inform the public that a rezoning has been initiated.

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ALASKA'S CAPITAL CITY

Nonconformity | Background

While D18 still prohibits the nonconforming uses…

1. The zone change is a pre-requisite for the mobile park incorporating the nonconforming uses in its conditional use permit.

- The conditional use permit that currently allows the mobile park (zoned D18) does not include the subject lots or the uses on these lots, though some uses are currently associated with the park.
- Applicants must either amend the conditional use permit simultaneously with the rezone, or after the rezone. The amendment would also be scheduled for a Planning Commission hearing. Applicants are planning to pursue the amendment afterwards.

2. D18 could also allow uses that currently do not exist.

- This will be discussed later in the presentation.

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ALASKA'S CAPITAL CITY

Initiation | Rezone

1. Was the proposed zone change initiated by the property owner during the appropriate time frame OR was the zone change initiated by the commission, assembly or director?

Yes. The application for the subject zone change was initiated by the property owner in January, 2019.

2. Has the director provided adequate public notice through newspaper advertising, property owner mailings, and by requiring a public notice sign be posted on-site?

Yes. A Notice of a Neighborhood Meeting regarding the rezone request was mailed to all property owners within 500 feet of the subject parcel. A Notice of Public Hearing was mailed to the same owners advising them of the March 26, 2019 hearing date. Public notice of this project was provided in the March 5, 2019 and March 15, 2019 issues of the Juneau Empire in the "Your Municipality" section. A public notice sign was posted on the site on March 13, 2019, visible from the right-of-way, which was at least two weeks prior to the scheduled Planning Commission hearing.

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Restrictions | Rezone

The CBJ Land Use Code provides restrictions for zone district change requests.

CBJ 49.75.120. Restrictions on Rezonings. Rezoning requests covering less than two acres shall not be considered unless the rezoning constitutes an expansion of an existing zone. Rezone requests which are substantially the same as a rezoning request rejected within the previous twelve months shall not be considered. A rezoning shall only be approved upon a finding that the proposed zone district and the used allowed therein are in substantial conformance with the land use maps of the comprehensive plan.

This proposal conforms to these restrictions:

1.Met. This is an expansion of an existing zone.

2.Met. There has not been a similar request made for the property within the past year.

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Role of Plan | Comprehensive Plan

The Planning Commission and Assembly are required to base findings off of the Comprehensive Plan's land use maps.

- CBJ 49.75.120 states, "A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the Comprehensive Plan."

The Planning Commission and the Assembly also have discretion to base findings on conformance with the plan's policies.

- The July 20, 2012 memo from Chair of the Lands Committee explains that the purpose of language regarding substantial conformance "is to improve the ability of staff, the Planning Commission, and the Assembly to consider the intent of the Comprehensive Plan land use maps in rezoning requests without requiring strict application of those maps to the zoning map set"
- The July 23, 2012 Assembly Lands Committee meeting minutes report "substantial conformance" was intended to allow the Assembly to handle "gray areas" in code and to make a decision based on many factors, more than just the Comprehensive Plan Land Use map"

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Role of Plan | Comprehensive Plan

Chapter 1 of the Comprehensive Plan states that the Plan is valuable for evaluating community growth.

- *Discussions related to community growth, redevelopment, capital and social improvements, or budget, must occur in consultation with the Plan.*

Chapter 11 suggests that rezones should result in best use of land and consistency with the Comprehensive Plan.

- *In considering a re-zoning request, the Planning Commission and Assembly should aim to promote the highest and best use of the land under consideration and all new zoning or re-zoning designations … In some cases, the highest and best use may be increased density or more intensive use of the land; in other cases, the highest and best use may be preservation in an undisturbed state*

.

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Role of Plan | Comprehensive Plan

The Plan assigns various land use designations, which encompass multiple zoning districts that may achieve specific development patterns codified in the Comprehensive Plan.

- *The land uses shown are expressed in a range of development intensities. In some cases, the Comprehensive Plan Map will provide a range of densities that can be allowed, which means that the corresponding zoning classification could be one of several selections within that range.*

Chapter 11 elaborates that designations are intended to describe the overall character of land use category, but not prescriptive like zoning.

- *These descriptions are intended to describe the overall character of development for each land use category and are not intended to be firm or restrictive definitions, such as with zoning district permitted and conditional uses.*

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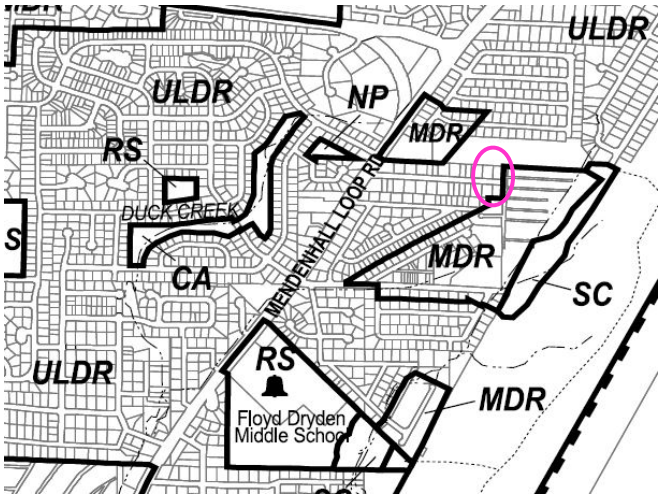
Land Use Maps | Comprehensive Plan

Rezone

does not conform to land use map Subarea 4.

- Lots are zoned Urban Low Density Residential (ULDR).
- Mobile park is designated as Medium Density Residential (MDR)



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Land Use Maps | Comprehensive Plan

ULDR and MDR are materially different.

- *[UDLR] lands are characterized by urban or suburban residential lands with detached single-family units, duplex, cottage or bungalow housing, zero-lot-line dwelling units and manufactured homes on permanent foundations at densities of one to six units per acre. Any commercial development should be of a scale consistent with a single-family residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300).*
- *[MDR] lands are characterized by urban residential lands for multifamily dwelling units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a single-family residential neighborhood, as regulated in the Table of Permissible Use (CBJ 49.25.300).*

However, "Guidelines and Considerations" for Subarea 4 are meant to influence the development patterns in the area. The following is relevant to the proposed rezone:

1. Maintain the density of existing neighborhoods while encouraging in-fill development of low- to moderate-income affordable housing.

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Land Use Maps | Comprehensive Plan

The proposed rezone conforms to these land use policies.

- POLICY 3.2 TO PROMOTE COMPACT URBAN DEVELOPMENT WITHIN THE DESIGNATED URBAN SERVICE AREA TO ENSURE EFFICIENT UTILIZATION OF LAND RESOURCES AND TO FACILITATE COST EFFECTIVE PROVISION OF COMMUNITY SERVICES AND FACILITIES WHILE BALANCING PROTECTION OF NATURAL RESOURCES, FISH AND WILDLIFE HABITAT AND SCENIC CORRIDORS.
- POLICY 4.1 TO FACILITATE THE PROVISION AND MAINTENANCE OF SAFE, SANITARY AND AFFORDABLE HOUSING FOR ITS RESIDENTS.
- POLICY 4.8 TO BALANCE THE PROTECTION AND PRESERVATION OF THE CHARACTER AND QUALITY OF LIFE OF EXISTING NEIGHBORHOODS WITHIN THE URBAN SERVICE AREA WHILE PROVIDING OPPORTUNITIES FOR A MIXTURE OF NEW HOUSING TYPES.

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ALASKA'S CAPITAL CITY

Policies | Comprehensive Plan

The proposed rezone conforms to these land use policies.

- POLICY 10.1 TO FACILITATE AVILABILITY OF SUFFICIENT LAND WITH ADEQUATE PUBLIC FACILITIES AND SERVICES FOR A RANGE OF HOUSING TYPES AND DENSITIES TO ENABLE THE PUBLIC AND PRIVATE SECTORS TO PROVIDE AFFORDABLE HOUSING OPPORTUNITIES FOR ALL JUNEAU RESIDENTS.
  - 10.1 – SOP2 Designate sufficient land on the Comprehensive Plan Land Use Maps and zoning maps to provide for a full range of housing types and desired by resident households. Provide choices in residential neighborhood character such that residents can choose to live in urban, suburban, and rural residential settings and neighborhoods.
- POLICY 10.2 TO ALLOW FLEXIBILITY AND A WIDE RANGE OF CREATIVE SOLUTIONS IN RESIDENTIAL AND MIXED USE LAND DEVELOPMENT WITHIN THE URBAN SERVICE AREA.

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Analysis | Comprehensive Plan

CBJ Title 49 requires a proposed rezone to substantially conform with the Comprehensive Plan Land Use Maps, but is also intended to support findings based on policies, guidelines, and considerations in the plan.

- The proposed rezone does not conform to the land use maps. The ULDR designation calls for single-family development at densities up to 5 units per acre. The requested D18 zoning allows for multifamily development up to 18 units per acre. A multifamily development could apply for density bonuses, further contrasting the difference between proposed and existing density.

- However, a guideline for the specific land use map subarea also supports "in-fill development of low- to moderate-income affordable housing." There are several general policies in favor of more diverse and affordable housing.

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Permissible Uses | Title 49

The table on the next slide highlights land uses listed in 49.25.300, Table of Permissible Uses. These land uses are highlighted because they are subject to different approval levels between D5 and D18 zones. Land uses not included are subject to identical approval standards according to the TPU.

- A "1" indicates that the use is allowed outright. A "3" indicates that the use would be allowed with an approved Conditional Use Permit. Combination "1, 3" indicates that a minor development is allowed outright, and a major development would be allowed with an approved Conditional Use Permit.

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Permissible Uses | Title 49

Multifamily	1.3	Prohibited	1,3
Rooming, boarding houses, BnBs, single room occupancies with shared facilities, transitional housing (owner or manager must live on site)	1.61	Prohibited	1,3
Single room occupancies with private facilities	1.63	Prohibited	1,3
Mobile home park	1.82	Prohibited	3
Light manufacturing	4.05	Prohibited	3
Theaters seating for 200 or fewer	6.13	Prohibited	3

Day animal services, grooming, walking, daycare	12.25	3	Prohibited
Wild animal rehabilitation facilities without visitor component	12.31	3	Prohibited
Commercial agricultural operations-Stabling of farm animals	14.23	3	Prohibited
Personal use agriculture- Hens, 6 maximum	14.253	1	3
Post office	15.1	1	1,3
Funeral home	20.3	3	Prohibited

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ALASKA'S CAPITAL CITY

Permissible Uses | Title 49

D5 allows for single-family and duplex residential. D18 allows for single-family and duplex, but also multifamily and several non-residential uses.

- CBJ General Engineering confirmed that the subject lots are served by City water and sewer utilities, and thus could be upgraded to meet utility demands of more intense uses.
- All new buildings would be required to comply with the latest applicable building codes of the City & Borough.

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Dimensional Standards | Title 49

Standard	D5	D18
Minimum lot size		
Standard	7000 sf	5000 sf
Bungalow	3500 sf	2500 sf
Duplex	10500 sf	18 units/acre
Common wall	7000 sf	2500 sf
Minimum Width		
Standard	70'	50'
Bungalow	35'	25'
Common wall dwelling	60'	20'
Minimum lot depth	85'	80'
Minimum vegetative cover	20%	30%
Maximum lot coverage		
Permissible uses	50%	50%
Conditional uses	50%	50%
Maximum height		
Permissible uses	35'	35'
Accessory	25'	25'
Bungalow	25'	25'
Minimum front setback	20'	20'
Minimum street side setback	13'	13'
Minimum rear setback	20'	10'
Minimum side setback	5'	5'
Common wall dwelling	10'	10'

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ALASKA'S CAPITAL CITY

Dimensional Standards | Title 49

Certain dimensional standards are similar, such as lot coverage and most setbacks. Some standards contrast. D5 lots are required to meet greater minimum area, width, and depth.

Subject lots conform to both D5 and D18 dimensional standards.

- Each lot is 13,995 square feet -100 feet wide and 139.95 feet deep. With exception to the previously discussed mobile home and shop, site plans and CBJ parcel viewer suggest that structures on subject lots meet both D5 and D18 setbacks.
- Even with the mobile home's undetermined setbacks, and the shop's encroachment, the rezone would not aggravate them given that D18 requirements are the same as or lesser than D5.

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ALASKA'S CAPITAL CITY

Density| Title 49

Maximum dwelling units in D5 are determined by the minimum lot size per CBJ 49.25.500.

- Each lot currently could have up to one single-family home with an accessory apartment, a duplex, or a common wall.
- Per CBJ 49.25.500, the maximum number of dwelling units in D18 is 18 units per acre. This zone would allow each lot to have 6 units. The 3 lots combined may have up to 18 units.

At maximum buildout, assuming that there would be 17 apartment units in addition to one existing single-family home, the 3 lots combined would generate 122.57 ADT. CBJ 49.40.300 states that development generating fewer than 200 ADT is not required to have a traffic impact analysis.

- Based off of the 2012 Institute of Transportation Engineers Trip Generation Manual 9th Edition Volume 2, one single-family home generates 9.52 average daily trips (ADT). One apartment unit generates 6.65 ADT.

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ALASKA'S CAPITAL CITY

Agency Review

Staff requested review from CBJ Engineering & Public Works Department, Capital City Fire and Rescue, Building Division, Streets Division, and the Assessor's Office.

- Building expressed no issues with the project. CCFR, Streets, and the Assessor's Office had no comments.

Engineering had no issues from what was attached, but noted that the developer would need to hire an engineer to determine whether upgrades to utilities would be necessary for higher density development.

- Given that there is an 8 inch water main and 8 inch sewer main, staff anticipates that applicants would need to tap the mainlines and install larger water and sewer services to each lot to support higher density development.
- Additionally, an engineer would need to further examine how development affects the existing water wells on Lot 11 (Attachment I). Engineering's comments do not affect review of the rezone, but would be addressed if pertinent to future building permits or subdivision.

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ALASKA'S CAPITAL CITY

Public Comment and Neighborhood Meeting

No public comment was received.

A neighborhood meeting was held on March 4, 2019 at the Mendenhall Valley Library from 5:30-6:30 PM.

- There were three attendees total. One is a resident of Thunder Mountain Mobile Park, and two are residents outside the park and within 500' of the subject lots.
- Attendees asked questions about the scope of the rezone.
- Staff answered that the rezone would open new land use opportunities. Staff also clarified that the rezone alone does not approve changes to buildings or land uses. If such changes are proposed, there would be further CDD, and possibly Planning Commission, review.
- At the conclusion of the meeting, attendees were generally supportive of the rezone.

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Findings

After review of the application materials, the CBJ Land Use Code, and the CBJ 2013 Comprehensive Plan, the Director makes the following findings:

1.The proposal meets the submittal requirements and the rezoning initiation, zone change restrictions, and procedural requirements of the CBJ Land Use Code, as the application was submitted timely, is not similar to a request made in the previous 2 years, and is an expansion of an adjacent existing zoning district.

2.Based on the preceding analysis, rezoning 41,985 square feet from D5 to the D18 zoning district is in substantial conformance with the Comprehensive Plan policies.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Staff Recommendation

Staff recommends that the Planning Commission concur with the Director's analysis and findings and recommend approval to the Assembly for a rezone request to change 41,985 square feet located at 8479, 8477, 8476 Thunder Mountain Road from D5 to D18.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

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

PLANNING COMMISSION
NOTICE OF RECOMMENDATION

Date: April 2, 2019
Case No.: AME2019 0002

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

Proposal:	Planning Commission Recommendation to the City and Borough Assembly regarding a rezone request from D5 to D18 on Thunder Mountain Road
Property Address:	8479, 8477, 8476 Thunder Mountain Road
Legal Description:	Thunder Mountain Lots 10 & 11 Front, and Lot 12
Parcel Code Numbers:	5B2401540100; 5B2401540110; 5B2401560010
Hearing Date:	March 26, 2018

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated March 18, 2019, and recommended that the Assembly amend the Comprehensive Plan map G to designate subject lots 8479, 8477, 8476 as Medium Density Residential and approve the rezone request to change those same lots from D5 to D18.

Attachments: March 18, 2019 memorandum from Amy Liu, Community Development, to the CBJ Planning Commission regarding AME2019 0002.

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

Project Planner: _____
Amy Liu, Planner
Community Development Department

_____
Paul Voelckers, Vice Chair
Planning Commission

_____
Filed With Municipal Clerk

4/3/2019
Date

cc: **Plan Review**

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