

Agenda
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
April 24, 2018

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; Nathaniel Dye, Percy Frisby, Dan Hickok, Dan Miller, Andrew Campbell, Carl Greene

Commissioners absent: Paul Voelckers, Vice Chairman; Michael LeVine

Staff present: Rob Steedle, CDD Director; Tim Felstead, Planner II; Robert Palmer, Assistant Municipal Attorney; Roger Healy, Director, CBJ Engineering and Public Works

Assembly members: Beth Weldon

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

III. APPROVAL OF MINUTES

- A. March 13, 2018 Draft Minutes - Planning Commission Committee of the Whole
- B. March 13, 2018 Draft Minutes - Regular Planning Commission Meeting
- C. March 27, 2018 Draft Minutes - Regular Planning Commission Meeting

MOTION: *by Mr. Dye, to approve the Planning Commission Committee of the Whole March 13, 2018, meeting minutes, the Planning Commission, March 13, 2018, regular meeting minutes, and the March 27, 2018, regular meeting minutes.*

The motion passed with no objection.

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

V. ITEMS FOR RECONSIDERATION - None

VI. CONSENT AGENDA - Withdrawn

~~**CSP2018 0004:** A proposal to lease a portion of the Develop Juneau Now property at the sub port for continued use as a parking lot.~~

~~**Applicant:** City and Borough of Juneau~~

~~**Location:** 300 Egan Drive~~

VII. UNFINISHED BUSINESS - None

VIII. REGULAR AGENDA

CSP2018 0003: Planning Commission review of Fiscal year 2019 Capital Improvement Program

Applicant: City and Borough of Juneau

Location: Borough-wide

Staff Recommendation

It is recommended that the Planning Commission report to the Assembly that the CIP projects recommended for funding in FY2019 conform to the policies of the Juneau Comprehensive Plan.

Mr. Felstead told the Commission that the CBJ prepares a revised six-year Capital Improvement Program (CIP) every year. The purpose of the Planning Commission review is to ensure the CIP is consistent with the goals of the Comprehensive Plan, he said. It guides the investment of public funds for maintenance and for acquisition of public infrastructure, facilities and equipment, he said. It is reviewed by the Assembly every February and April, said Mr. Felstead. It includes City Manager recommended priorities for the upcoming fiscal year, he said.

Last year the Planning Commission formed a subcommittee to develop recommendations of priority projects which it would like to see funded, said Mr. Felstead. The Planning Commission identified four broad categories of potential capital improvements that are relevant to its review authority:

- ✓ Housing
- ✓ Community Vitality
- ✓ Transportation
- ✓ Sustainability

The staff identified which projects they thought fit best with each category, said Mr. Felstead.

Relevant portions of the approved CIP by the Assembly will be incorporated into its budget July 1, 2018, said Mr. Felstead. The Planning Commission's priorities remain similar to those forwarded to the Assembly for the 2018 CIP, said Mr. Felstead. Most of the priorities identified within the CIP are maintenance projects to maintain the infrastructure of the community, he noted.

The categories and goals identified by the Planning Commission for the CIP are:

Housing

- ✓ Develop incentive programs to promote desired housing development
- ✓ Focus housing initiatives on the near-term on downtown, which the Commission identifies as underserved
- ✓ Explore public/private mechanisms to help create new or renovated housing inventory with a focus on under-utilized facilities

Community Vitality

- ✓ Continue to focus on Willoughby district improvements, including a parking garage, waterfront and sea walk development, and integrated seasonal visitation opportunities
- ✓ Strengthen the CBJ Land Management Plan including by working across CBJ departmental land designations to prioritize parcels for acquisition or disposal relative to CBJ and community needs, including housing, infrastructure and recreation
- ✓ Initiate goals and actions from the Lemon Creek Area Plan to address the fact that Lemon Creek carries a disproportionate share of community industrial and service needs, with a deficit of public amenities like recreational areas, parks, trails, and community facilities

Sustainability

- ✓ Prioritize and enact recommendations from the Climate Action and implementation Plan and Juneau Commission on Sustainability Annual Report
- ✓ Prioritize recycling and landfill diversion strategies, such as organic waste composting, and work toward waste volume reduction while long-term waste solutions are studied

Specific objectives for each category include:

Housing

Fund and maintain accessory apartment incentive grants program and implement a similar grant incentive program for the creation of apartments in larger mixed-use facilities, and either new or renovated units. Recent one percent sales tax funds may be an appropriate funding source.

Housing

Develop a home energy efficiency program with incentives to reduce electrical costs and

improve housing affordability in Juneau. Many housing units rely on inefficient and costly electrical resistance baseboards for heat. Implement a program to provide assistance and incentives for homeowners and landlords to improve energy efficiency and to convert from electric resistance to alternate sources which would provide benefits to AEL&P, homeowners, and renters.

- ✓ Money has been set aside to encourage affordable housing in Juneau implemented by the CBJ housing officer, said Mr. Felstead.
- ✓ To develop more housing in the downtown area the staff is examining the encouragement of housing opportunities in the downtown area, said Mr. Felstead.

Community Vitality

Adopt recommendations of the Lemon Creek Area Plan and implement a capital program to add recommended improvements. Of these improvements, a multi-modal trail linking DZ middle school and Switzer Creek to the Pinewood neighborhood is seen as an important initial priority because it would create better neighborhood function and encourage ongoing citizen involvement with a visible first step.

- ✓ A priority has been placed on the development of the Willoughby district by providing parking garages, and sea walk development. Money has been set aside for the sea walk development, said Mr. Felstead. Money has been set aside from previous funding years for parking in this area, said Mr. Felstead.
- ✓ The Pederson Hill development is continuing and some lots within that subdivision are being developed and opened up for sale, said Mr. Felstead.
- ✓ The Lemon Creek area has been developed as a focus area, especially to provide amenities for pedestrians. Some funding has been set aside for the Switzer Creek trail area network, said Mr. Felstead. Funding has just been provided for a park next to the River's Edge condos in that area.

Community Vitality

Develop and implement a seasonal downtown circulator with simple on/off transit nodes that link primary pedestrian areas, including a specific emphasis on the Willoughby district.

Sustainability

Develop an electric vehicle charging plan for CBJ managed facilities and streets. All CBJ construction and street projects should plan for and incorporate capital EV (Electric Vehicle) charging infrastructure.

- ✓ The Juneau Commission on Sustainability participated in committee work to develop priorities, and a number of actions have been presented to continue with this objective.

- ✓ Adopt procedures and tracking software to monitor and report CBJ energy use and costs consistently across all departments and facilities.
- ✓ Initiate a study of opportunities for organic waste composting.
- ✓ Money has been set aside for Recycle Works along with other projects which are unfunded which were added, said Mr. Felstead. A formal application is being pursued with FEMA for additional mapping work.

Commission Comments and Questions

Mr. Frisby asked for the location of the Lemon Creek Park.

This is for a larger portion of land located along the route to the prison, said Mr. Felstead. This land was set aside with the development of the River's Edge condominiums, he added.

Director of Engineering and Public Works

Mr. Healy told the Commission he would present some details of next year's funding for the CIP. He said Phase 2 of the Birch Lane improvements from Mendenhall to Dogwood include routine maintenance to reconstruct an existing roadway, and to improve drainage and replace utilities as needed.

Mr. Healy said the issue he sees coming up is the determination that the existing street projects are in alignment with what the street standards are for development. Many of the streets fall into the category that calls for wider streets, said Mr. Healy. Those AASHTO standards call for lighting at intersections, and sidewalks on both sides.

(The American Association of State Highway and Transportation Officials (AAASHTO) is a standards setting body which publishes specifications, test protocols and guidelines which are used in highway design and construction throughout the United States.)

Also to be considered is what the neighborhood wants, such as no light shining in their windows. They don't want their front yard being taken over by streetscape and they would like lower speed limits if possible, said Mr. Healy.

Some of the projects coming up for FY 19 include the Birch Lane improvements with a 24 foot paved lane which would call for relocation of some utility poles, said Mr. Healy. Currently the funding for Birch Lane does not include sidewalks, said Mr. Healy. They are constructing one sidewalk south from Mendenhall Boulevard this year, said Mr. Healy.

Routine maintenance to construct an existing roadway, improve drainage, and replace utilities as needed is scheduled for Columbia and Poplar in FY 19, said it Mr. Healy. Two sidewalks pose a problem with these roads because they narrow the roads and eliminate areas for snow storage, said Mr. Healy. It is also a tight right-of-way through Hospital Drive, noted Mr. Healy. A

sidewalk is proposed that will make parking difficult, he said.

Delta Drive off of Valley Boulevard is scheduled for FY 20, said Mr. Healy. He suggested keeping in mind snow storage and pedestrian use. He noted that is going to be a tight squeeze. The ditches on each side are currently used for snow storage, he said. Putting in just one sidewalk would still leave some room, he said.

River Road for 2020 would be an LID (Local Improvement District), said Mr. Healy. It would be a project with one sidewalk, he said. To put in another sidewalk and the lighting as proposed in the table, he said, it cost over \$800,000 more for the project.

Mr. Healy said Julep Street was constructed in about 1990, and that it is a street which could really use a sidewalk.

The goal is to appropriate money July 1 (2018) for design in the late fall to early winter season and bid in February through April with construction commencing in the summer, said Mr. Healy.

Commission Comments and Questions

Mr. Dye asked if the waiver process takes care of the needed projects.

Mr. Healy responded that the waiver process allows a waiver. It does address unique circumstances, he said.

Mr. Hickok asked how costly speed bumps would be.

Mr. Healy said that speed bumps are not necessarily that expensive, but that they are problematic. If they are being used the whole neighborhood should be considered, he said. The speed bumps installed on Riverside Drive succeeded in irritating the neighbors because they created a lot of cut-through traffic in adjacent streets, he said.

Mr. Miller said that he did notice on Meander Way that the requirements of the title were different for reconstruction then they were for new construction. Reducing the requirements for a project on River Road would save over \$800,000, said Mr. Miller. A private developer would not have that option, he said. When the developer has to spend over \$800,000 they will have to increase the costs of the lots they are going to sell to the public in order to recoup that money, he said. It could be argued, said Mr. Miller, that the \$800,000 would benefit the citizens of Juneau whether it was money saved by the City or by a private developer. Mr. Miller said he is not at all opposed to the waiver system for CBJ projects, but that perhaps this system should also be applied for private developers so that citizens could benefit.

Mr. Dye said if the streets are working well and the neighbors are happy with them, then perhaps the Commission should review the Title 49 street standards to be more in line with the actuality of what is currently built in Juneau.

Mr. Healy said in the past they have considered waivers and actually allowed reductions in sidewalk numbers for various developments when alternatives were proposed, if unusual circumstances prevailed such as terrain or things of that nature.

Mr. Campbell asked Mr. Healy if he could provide a recommendation to the Commission on how they could circumvent the problems he foresaw coming before them.

Mr. Healy said his general position is that the community collectively has been accomplishing good things. He said he felt the sidewalk requirement was envisioned for new development and that the waiver process is a good one to utilize as long as it recognizes that. The community has streets that are falling apart, said Mr. Healy. They want to keep in a good state of repair the existing streets, he said.

Mr. Campbell said it appeared that most of the problems identified by Mr. Healy appeared when there was a requirement for sidewalks on both sides of the street. If the Commission could somehow create a blanket exemption that alleviated the requirement for sidewalks on both sides of the street if that would be helpful.

Mr. Healy said he felt that when the City was trying to design a street that AASHTO provides one standard. It provides a lot of flexibility, and ultimately gives the design professional the duty to look at the context of the road. In some cases, two sidewalks are very appropriate, said Mr. Healy.

Mr. Miller said that Meander Way was not designed to meet new construction standards, nor did it receive a waiver. He asked who reviewed the waiver process.

Mr. Healy said this waiver process was just passed in March.

Mr. Dye asked as current street standards are enacted and more sidewalks are built, if Mr. Healy foresaw a time when less projects could be accomplished because of the required standards.

Mr. Healy said if they were building to a higher standard with more asphalt and more sidewalks and curbs and gutters, that it would cost more and have an impact on the budget.

Mr. Dye asked if they need a lower street standard.

Mr. Healy said the table was written as an expectation for new development. They have implemented waivers in the past, he said. AASHTO provides flexibility, said Mr. Healy. You can design to an AASHTO standard and have a nine-foot lane if you want to, said Mr. Healy. He said for new development there should be an expectation from the community as to what that standard should be.

Mr. Campbell said it sounded to him like their best hope moving forward was that Mr. Healy's successor would have good creative writing skills.

Chairman Haight said that he sensed that they were establishing the road requirements based upon ADT's (Average Daily Trips). He said he felt it was also important to consider the needs of pedestrians when designing streets. There are areas close to schools with a considerable amount of pedestrian traffic, said Chairman Haight. That is an important consideration when considering waivers, said Chairman Haight.

MOTION: *By Mr. Miller, to recommend CSP 2018 0003 Capital Improvement Program to the Assembly as revised by the memorandum.*

The motion passed with no objection

IX. BOARD OF ADJUSTMENT - None

X. OTHER BUSINESS

A. Department of Transportation Upcoming Projects

Pat Carroll, Southcoast Region Preconstruction Engineer for Department of Transportation and Public Facilities told the Commission that the Southeast region has been changed to the Southcoast region, which includes Kodiak and the Aleutian Chain. Most of their projects are federally funded, with some projects including funds from the local and state levels. They have experienced a \$44 million reduction in their overall budget since 2014, he explained, with a reduction of 542 positions state-wide since 2011, he said. Juneau's maintenance group has lost three positions, with reduced overtime and commodities such as sand and gravel, he said.

Individuals who want to keep abreast of current projects including any temporary road blockage or closures can go to the online resource called "Navigator" at:

www.alaskanavigator.org

Mr. Carroll informed the Commission of DOT's current and pending projects for the next three years. Most of the projects he will be describing are about 90 percent federally funded, but the airport and highway maintenance is all general funded, he said. State general funds have

received significant cuts in the past few years, he noted.

DATE	PROJECT	COST	COMPLETION
2017	Douglas Highway sidewalk extension Gastineau school to Crow Hill Drive funded by Safe Routes to Schools	\$415,000	✓
2017	Street culverts rehabilitated mostly on Egan Drive in the vicinity of Fred Meyer	\$350,000	✓
2017	Fritz Cove to Seaview, new curb, gutters and sidewalks on both sides of the road with highway lighting, turn lane and roundabout work	\$13.8 million	Est. 8/31/2018
<i>Total work completed in Juneau for 2017 is about \$14.5 million</i>			
2018	Southcoast region culvert repair with two on Douglas Highway and two on North Douglas Highway	\$375,000	<i>None provided</i>
2018	Egan Drive guard rail repair and replacement in various locations	\$370,000	<i>None provided</i>
2018	Main to 10 th Street on Egan Drive includes addition of bike lanes with full repave of the corridor with wide sidewalks and some traffic reconfiguration between Willoughby Street and Main	\$10 million	2019
2018	Widening of road and sidewalk placement on west side on Industrial Boulevard	\$4 million includes City match	2019
2018	Glacier Highway and Industrial Boulevard intersection improvements to be done in conjunction with above project	\$80,000	2019
2018	Egan Drive and Riverside intersection improvements widening of the road and relocation of the signal pole to better accommodate a U-turn	\$1 million	<i>None provided</i>
2018	Douglas Highway slope stabilization to repair roads damaged in a landslide	\$500,000	<i>None provided</i>
<i>Approximately \$16.5 million for 2018</i>			
2019	Auke Bay Ferry Terminal - modification to update the ferry terminal berth including utility modifications as well as new bathrooms, ticket counter and roof within the ferry terminal	\$3 million	<i>None provided</i>

2019	The stretch of road between Western Auto and the hospital will have 16 culverts lined	<i>None provided</i>	<i>None provided</i>
2019	On Old Glacier Highway from the Twin Lakes area to the old Walmart location will include a major refurbishment of this stretch of road	\$10 million	<i>None provided</i>
2019	From old Walmart on Glacier Highway to the turn-off at Western Auto - sidewalks will be installed on both sides of the road with construction of a new roundabout at the Reninger Subdivision including signalization of the intersection at Davis	<i>None provided</i>	<i>None provided</i>
2019	Mendenhall Loop Road improvements funded by the state including improvement of the capacity of Mendenhall Loop Road from Nancy Street to the Back Loop Road with a potential of two new roundabout intersections located at Stephen Richards and Floyd Dryden.	\$11 million	<i>None provided</i>
Year 2020 and Beyond			
2020	At Riverside Drive and Stephen Richards intersection there is a congestion mitigation project to improve the capacity at the junction of those two intersections	\$2 million includes City matching funds	<i>None provided</i>
2019 2020	Resurfacing project on Douglas Highway between 10 th Street in Juneau proceeding Douglas Highway which may be split into two construction projects with the first half occurring in 2019 second-half occurring in 2020	<i>None provided</i>	<i>None provided</i>
<i>None provided</i>	Egan Drive and Yandukin which is the Fred Meyer intersection - do not know the year at this time	<i>None provided</i>	<i>None provided</i>
<i>None provided</i>	Completion of the environmental impact statement for Juneau access	<i>None provided</i>	<i>None provided</i>

XI. STAFF REPORTS

Mr. Steedle told the Commission that the May 8th regular Planning Commission meeting has been canceled due to a lack of cases. More cases have recently been presented to the Planning Department which will be addressed at future meetings, he noted.

They propose to have an Auke Bay implementation meeting on May 8th starting at 5:30, said Mr. Steedle.

That date did not work for the Commission members.

Mr. Miller said he could attend the meeting on that date, but that Mr. Voelckers would not be able to attend that meeting, and he felt that Mr. Voelckers was a key and crucial member of that committee.

The Assembly will be hearing from the public and the applicant about the protest of the Auke Bay rezone Monday (April 30, 2018) at 5:00 p.m. in the chambers, said Mr. Steedle.

The mining ordinance is being revised by Ms. Mead and she believes that it can be matched with the Department of Natural Resources process. Mr. Steedle said they propose a COW on this issue on May 22, (2018) followed by a public hearing on June 26, (2018).

They are developing the scope of work for the downtown plan and will be hiring a consultant to work with the community on vision. The CDD staff will be working on developing the strategic plan that will fall out of the vision-work which will be accomplished, said Mr. Steedle.

The Director recruitment effort is continuing and there will be an assessment center which will likely be coming out May 24th and 25th, said Mr. Steedle.

Mr. Palmer reported that last night the Assembly dismissed the second Granite Mountain appeal, so there are currently no Commission appeals in front of the Assembly. Granite Mountain voluntarily withdrew the appeal, noted Mr. Palmer

XII. COMMITTEE REPORTS

Mr. Dye said there is a big load of work before the Title 49 Committee and that it may be helpful for it to meet more than just 12 times of the year. They met last week and considered common wall subdivisions, said Mr. Dye.

Mr. Miller added that he thought they made good progress on common wall subdivisions.

XIII. LIAISON REPORTS

Ms. Weldon reported that it is budget time and that the main focus of the Assembly is currently on the budget. They did appropriate money as partial funding for the Valley Transit Center and the Rain Forest Recovery Center, said Ms. Weldon. The Mendenhall River LID for Meander Way was put on hold until the next Assembly meeting. The Hurlock property has been narrowed down to Alaska Legacy Partners and the City is working with them on that property.

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 8:38 p.m.