

Agenda

Planning Commission - Regular Meeting City and Borough of Juneau Ben Haight, Chair

August 8, 2017
Assembly Chambers
7:00 PM

I. ROLL CALL

II. APPROVAL OF MINUTES

- A. July 11, 2017 Draft Minutes - Regular Planning Commission

III. WRITTEN AGENCY AND PUBLIC COMMENTS POST DEADLINE

- A. Additional Materials for 08/08/2017 Meeting

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

V. PLANNING COMMISSION LIAISON REPORT

VI. RECONSIDERATION OF THE FOLLOWING ITEMS

VII. CONSENT AGENDA

- A. USE2017 0014: Conditional Use Permit for Suzy's Caribbean Kitchen - a mobile restaurant in the Industrial zone.

VIII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS

IX. UNFINISHED BUSINESS

X. REGULAR AGENDA

- A. AME2016 0019: Deletion of CBJ code 49.70.310 (a) (2 and 3), Eagle Nest Buffers.
B. CSP2017 0013: A consistency review for reconstruction of Egan Drive between Tenth St. & Main St.

XI. BOARD OF ADJUSTMENT

XII. OTHER BUSINESS

XIII. DIRECTOR'S REPORT

XIV. REPORT OF REGULAR AND SPECIAL COMMITTEES

XV. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVI. ADJOURNMENT

MINUTES
Planning Commission
 Regular Meeting
 CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
 July 11, 2017

I. ROLL CALL

Paul Voelckers, Vice 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 7:04 p.m.

Commissioners present: Paul Voelckers, Vice Chairman; Michael LeVine, Nathaniel Dye, Dan Miller, Dan Hickok, Kirsten Shelton, Carl Greene

Commissioners absent: Ben Haight, Chairman; Percy Frisby

Staff present: Rob Steedle, CDD Director; Beth McKibben, Planning Manager; Laura Boyce, Senior Planner; Jill Maclean, Senior Planner; Robert Palmer, Assistant Municipal Attorney; Alexandra Pierce, Project Manager, Parks and Recreation

Assembly members: Debbie White, Jessie Kiehl

II. APPROVAL OF MINUTES

June 13, 2017, Draft Minutes – Committee of the Whole
 June 13, 2017, Draft Minutes – Regular Commission Meeting
 June 27, 2017, Draft Minutes – Regular Commission Meeting

MOTION: *by Mr. LeVine, that the June 13, 2017, COW Planning Commission meeting, the June 13, 2017 Regular Planning Commission meeting and the June 27, 2017, Regular Planning Commission meeting minutes be approved with any minor corrections by Commission members or staff.*

The motion passed with no objection

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

IV. PLANNING COMMISSION LIAISON REPORT

Debbie White, Assembly liaison to the Planning Commission, reported that the Landscape Alaska case was decided in favor of the CBJ. The Assembly has passed both the wireless communication telephone tower ordinance and the overlay district, she reported.

At the Assembly Committee of the Whole meeting coming up, the Assembly needs to address the City sponsoring a government project that would cover 75 percent of the cost of river bank stabilization for homes on Meander Way, said Ms. White. There are still a few property owners who are not in favor of this project, she noted. That LID (Low Impact Development) is currently estimated to cost \$78,500 per home, she noted, for 28 homes. This type of development does not work if homes do it individually, she said. To be effective the neighborhood in its entirety needs to undertake the project, she said.

On July 13, 2017, the Assembly will hold its Finance Committee meeting at which projects will be identified for the one percent sales tax money. The City has delayed the sale of the Second and Franklin lot until April 2018, said Ms. White.

Commission Comments and Questions

Mr. Miller asked if it was possible for homeowners to opt out of the LID process, or if all homeowners had to participate.

The LID is currently set up to accommodate all 28 homes, said Ms. White. They have to start and end the project on areas of the bank that are considered stable, she said. If only a few homeowners alter their property, it will change the direction of the river for the other homeowners, she said.

V. RECONSIDERATION OF THE FOLLOWING ITEMS

Mr. Voelckers recused himself due to a conflict and Mr. LeVine, Clerk of the Planning Commission, took over the meeting for the following item.

AME2017 0002: A rezone request for 1.23 acres from D18 (Multi-Family Residential District, 18 units per acre) to MU (Mixed-Use).

Applicant: Corporation of the Catholic Bishop of Juneau

Location: 416 Fifth Street

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 of the 0.8988 acres [originally

misidentified as 1.23 acres] for the entirety of Block 25 from D-18 to MU (Mixed Use).

Both Mr. LeVine and Ms. Shelton confirmed that they have studied the materials for this item which was carried over from the last meeting which they could not attend. Mr. LeVine stated that this item had been before the Commission at its last regular meeting and a motion had been made to approve the rezone request. That motion failed, he said. A motion for reconsideration had been approved at that meeting, he noted. The motion before the Commission this evening is to approve the rezone request, said Mr. LeVine.

Mr. Palmer noted that it would take six votes in order to reopen public testimony, since there was one conflicted Commission member present.

Mr. Miller withdrew his motion to approve the rezone.

MOTION: *by Mr. Miller, to reopen public testimony on AME2017 0002 so the Commission can receive the most public feedback as possible on this item.*

The motion passed with no objection.

Public Comment

Area resident Kim Metcalfe said she had no problem with the remodel plans of the Diocese for their property. She said she was concerned with rezoning the entire block in order to accommodate the remodel. She said she felt this project could better be accomplished with the issue of variances. With the Mixed Use rezone requested by the Diocese, there would be no height limitations on structures, no limit to the number of dwelling units per acre, no minimum setback requirements and no maximum set for lot coverage, she stated.

Ms. Metcalf added that even though the Diocese has since submitted materials indicating that there were structures with a higher height on this location in the past, she added that at that time there were no limitations to which it had to adhere. She said she was interested in the future use of the property, not the past use of the property. She said since the zoning would accompany the property, it could be developed more intensely in the future should the ownership of the property change hands. She said that neighbors in the area are concerned about "Mixed Use creep". They do not need another entire block overtaken by large scale buildings or commercial concerns, stated Ms. Metcalf.

Ms. Metcalf requested that the Commission deny the request for Mixed Use zoning and that they grant the necessary variances so that the Diocese may accomplish its remodeling goals.

Area resident Yvette Soutiere said by leaving the zoning of the property at D-18 and relying on variances, the community would maintain more control over how this property continues to be

used in the future. If the zoning of the property was changed, it could not be undone, and would follow the property in perpetuity, she said.

Area resident Paul Korchin said the Comprehensive Plan designates this property as Medium Density Residential, not Traditional Town Center. He said he felt that Mixed Use zoning will enable potential uses of this property to be different than it is currently being used, or how it has been used historically. This could radically alter the nature of this historic neighborhood, he said. He said development in this area could be accomplished by Conditional Use Permits that respect the character and integrity of the neighborhood. Mr. Korchin requested that the Commission vote to leave the zoning as it is and not to rezone the land to Mixed Use zoning. If the Commission was determined to rezone the land, he said, then he requested that it leave the northern portion of the block as it is and rezone only the southern portion of the block.

Applicant

Architect for the proposed project Corey Wall told the Commission that this property has already been developed as a Mixed Use parcel for 100 years. There was a very large hospital building on the site in line with Mixed-Use zoning, he said. This block has never been in accordance with a D-18 zone, he said. Showing the Commission historical pictures of structures on the site, Mr. Wall said the parcel was not zoned correctly at the time of zoning. What they are requesting is that the zoning actually reflect the use of the property, he said. They would like the Comprehensive Plan to show this block as a Traditional Town Center and that its zoning be changed to reflect what actually exists on the property, which is Mixed Use zoning, said Mr. Wall.

Commission Comments and Questions

In response to a question from Mr. Miller, Mr. Wall said it is not clear to them why the staff recommended the Mixed Use zoning on the one hand but did not recommend that the Comprehensive Plan be changed to a Traditional Town Center designation.

Applicant

Fr. Patrick Casey, Cathedral rector, said in 1994 when the parish hall was rebuilt, they had to sacrifice square footage because the structure lies within a residential zone. They could be impacted by this again, as they have to upgrade the building for ADA compliance, he added.

Brian Goettler said he did not see how any construction on the site could block the views of the neighbors regarding the height of the property. He said they could currently construct multi-family dwellings which would seriously impact the nature of the neighborhood. The work they plan on doing will not affect the neighborhood and have no negative aspect at all. He said he felt their property may better reflect its nature if it was designated Traditional Town Center in the Comprehensive Plan.

Showing the Commission a slide, Ms. Boyce noted that in 1976 the entire block was zoned

Public Use, rather than Residential. Public Use at that time included uses such as churches and hospitals, said Ms. Boyce. In 1982 it was designated Single Multi-Family Commercial, she noted. The greater downtown business area was also included in that zone, she said. From 1995 on the property has carried its current designation which is Medium Density Residential, said Ms. Boyce. Much of the development on the property predated zoning, but in 1964, the designation at that time could have allowed up to 69 dwelling units on the property, not per acre, she noted. In 1968 a height restriction of 60 feet was applied, with the construction of 62 dwelling units possible on the property, she said. The D-18 zone was applied to this property in 1987, said Ms. Boyce.

The lines are not identical between the Comprehensive Land Designations and the zone districts, said Ms. Boyce. Different districts often bleed into other districts, she commented. If this property were to be rezoned Mixed Use, said Ms. Boyce, the density would not get anywhere near 18 dwelling units per acre, she said. The uses on the property comply with the MDR (Mixed Density Residential) designation, said Ms. Boyce.

Commission Comments and Questions

Mr. Dye asked what would be involved if they wanted to do a Comprehensive Plan change on the map to Traditional Town Center.

Ms. McKibben said the staff would need to be directed by the Commission to do this. They would do a comprehensive analysis analyzing more than just this specific area, she said. They would probably want to hold more meetings for public comment, and at the minimum it would require an additional staff report for the Commission, she said. There is no process within Title 49 or criteria for evaluating a map amendment, said Ms. McKibben. They would be evaluating the map amendment against specified criteria in the Comprehensive Plan, said Ms. McKibben.

Mr. Dye asked to have his memory refreshed about a rezone and subsequent Comprehensive Plan map change performed by the Commission about a year ago.

They accepted an application to rezone a parcel from D-5 to D-18, said Ms. McKibben. It was adjacent to another parcel which was also zoned D-18, she said. Both of these zones were in a Comprehensive Plan designation of a "park", she said. That Comprehensive Plan map designation specifically prohibited residential development, she said. The land use designation in the Comprehensive Plan addressed publicly owned lands for park purposes, she said. The two lots that were within this designation were not in alliance with the "park" designation, she said.

Mr. Miller said this situation is a perfect example of where the boundary needs to be moved. If this was a Traditional Town Center Comprehensive Plan designation, then to change it to Mixed Use would make sense, he said. It is a bit of a stretch when it is designated MDR, he said. If the

Planning Commission finds that the Comprehensive Plan maps need adjusting, then the Planning Commission should be able to direct staff and recommend to the Assembly that these corrections be made on a case by case basis, he said.

Ms. McKibben clarified that Mr. Miller was stating that a change to the Comprehensive Plan maps be made at the same time as the rezone action on the Diocese property.

Mr. Miller said there is 125 years of history indicating the use of this property which is more in alignment with a Traditional Town Center.

Ms. McKibben said she understood Mr. Miller to state that staff work on this specific change to the Comprehensive Plan map without broadening the scope of its review.

Mr. Miller said he did not think a broader review was necessary to deal with this item, unless the staff was familiar with other properties which should be included in this review.

Mr. Steedle said he did not think changing the land use maps was necessary. He said the staff believes that the property is in substantial conformance with the land use maps of the Comprehensive Plan. If the rezone was submitted to the Assembly with a recommendation to change the land use maps of the Comprehensive Plan, that would be sending the message to the Assembly that the Commission did not believe that the rezone was in substantial conformance with the land use maps of the Comprehensive Plan, said Mr. Steedle. If it doesn't substantially conform, said Mr. Steedle, then it did not follow that the Commission would recommend rezoning. If the Commission finds that it does not substantially conform, then they could direct the staff to look into the issue further, said Mr. Steedle.

Mr. Dye asked Ms. Boyce which historical and present designation best fits this property in her opinion.

The Public Use designation no longer exists and has been chopped up with pieces placed among other designations, said Ms. Boyce. The 1982 designation was a broad business district type of designation, she said. The Medium Density Residential designation still supports other uses such as churches, said Ms. Boyce.

Ms. Boyce said that MDR is more limited to residential and the traditional town center is more open in the uses which it allows.

Mr. LeVine asked if it was possible for the Commission to recommend rezoning with conditions.

That may be one of the toughest questions to answer, said Mr. Palmer. If the condition is related to a public health and safety concern such as access for example, then it is likely that it

could be found to be constitutional, said Mr. Palmer. If a condition stated something like, “no big box stores”, then it would likely be found unconstitutional, he said.

Mr. LeVine asked if a condition was placed limiting the height of the building if that would be feasible.

That would probably not be feasible, said Mr. Palmer, since there are already zones which limit height if that is something that was necessary.

Mr. LeVine asked what if any problems would occur if a recommendation was made to the Assembly to change the designation of an individual parcel. He asked if there is any reason why the Commission could not do this if it chose.

There are policies within the Comprehensive Plan, noted Mr. Palmer, and those policies have been used to evaluate land use map changes for the Comprehensive Plan in the past.

Mr. Palmer said Mr. Steedle raised a valid point, and that he could not see how the Commission could on one hand say it complies with the Comprehensive Plan and at the same time recommend a change to the Comprehensive Plan maps.

Ms. Shelton asked if there was a way for the Commission to get a more formal interpretation regarding the application of conditions such as addressing conflict with the neighboring uses.

Mr. Palmer replied that this was not available in Alaska.

Mr. Hickok asked what time frame was involved to make a change to the Comprehensive Plan. He asked if the variance process would be quicker.

Mr. Steedle said the last time this was done it was a very simple process. However, that was a gross error within the Comprehensive Plan which was rectified, he said. This is considerably different, he said. It is not a gross error for this property to be designated MDR, he said.

Mr. Dye asked if the Commission requested the staff to look into designating this parcel from MDR to Traditional Town Center (TTC) if it could be accomplished by the August 8, (2017) meeting.

Ms. McKibben and Mr. Steedle said that four weeks was not enough time to accomplish this work.

Ms. Shelton asked the staff if it had stated that a variance could not solve this issue.

The applicant would have to make a case for true hardship in order for a variance to be recommended, said Ms. Boyce. They would also have to justify why they could not build to current standards, she noted.

Mr. Miller said he felt it would be easy to show that this parcel of property was not properly designated. He said he also did not see anything wrong with the Commission wanting the Comprehensive Plan maps to be as accurate as possible. Mr. Miller said within the Comprehensive Plan under Medium Density Residential the explanation is:

These lands are characterized by urban residential lands for multi-family dwelling units at densities ranging from five to 20 units per acre. Any commercial development should be of a scale consistent with a residential neighborhood as regulated in the Table of Permissible Uses.

Mr. Miller said if one referred to the Table of Permissible Uses, buildings such as hospitals and offices larger than 2,500 square feet do not fit. That places the parcel back into the category of not being properly designated, he added.

Mr. Dye asked the staff how long it would take for a Comprehensive Plan study on this particular piece of property.

The staff replied they estimated that it would take about two months.

MOTION: *by Mr. Dye, to accept the staff's analysis, recommendations and findings on AME2017 0002 and rezone the property to Mixed Use.*

Mr. Miller confirmed that rezones can only be requested during the months of January and July, and that a rezone for the same property could not be requested for 12 months after the initial request. Therefore, he said, if this rezone request was denied so the Commission could request a more conforming designation for the parcel, the applicant would have to wait for 12 more months.

Mr. Palmer said the Commission had a few options: the Commission could continue this item and postpone it to a specified date, or the applicant could wait, see if the parcel was redesignated and submit their request again after 12 months.

Mr. LeVine asked if the Commission were to approve the rezone if there was anything to prevent the Commission from then requesting that the staff look into changing the designation on this parcel property.

Mr. Steedle said the Commission could make the finding that this parcel does substantially conform to the Comprehensive Plan and it could also subsequently direct staff to look into changing the designation of the parcel. These would be to separate actions, said Mr. Steedle.

Roll Call Vote:

Yeas: Shelton, Hickok, Miller, Greene, Dye, LeVine

Nays:

The motion passed by unanimous vote.

VI. CONSENT AGENDA - None

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

WCF2017 0007: A Wireless Communications Facility application to replace an existing 90 ft. tower with a 120 ft. tower.

Applicant: American Tower Co.

Location: 5641 Glacier Hwy / 5594 Tongsgard Court

Staff Recommendation

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Special Use Permit (SUP). The permit would allow the development of a wireless communication facility to replace a 90 foot wooden WCF with a 120 foot steel monopole WCF with the following conditions, and any changes to these conditions may require a new SUP:

1. Steel monopole must be matte gray in color;
2. Site security and signage must be installed and maintained as according to plan;
3. Lighting is not to be added to the WCF.

This is the first new tower to be proposed since the ordinance was adopted, said Ms. Maclean. This tower would be located right next to the Breeze-in in Lemon Creek, said Ms. Maclean. The site size is over 100,000 square feet, the Comprehensive Plan land use designation is appropriate as Heavy Industrial, and the zoning is appropriate as Industrial, she said. The existing land uses on the site are a wooden tower about 90 feet tall, a warehouse, a single family residence, as well as storage and some containers, said Ms. Maclean.

This tower is before the Commission for approval because the antennas are not flush-mounted. This tower is 30 feet higher than the existing tower, she said. Anything over 60 feet must first come before the Planning Commission, said Ms. Maclean. Since this is a special use permit it requires three public notification signs and all abutters within 1500 feet must be notified as well, said Ms. Maclean. A balloon was also floated at the height of the tower, she said.

City representatives, the State Department of Transportation, and the FAA all approved the tower; the FAA with some conditions, said Ms. Maclean. The tower is in compliance with the Comprehensive Plan and with the wireless ordinance adopted in 2014, said Ms. Maclean.

Commission Comments and Questions

Mr. Miller asked if there is a reason why only four arrays could be added to the tower.

Ms. Maclean said that was a good question for the applicant.

Mr. Dye asked if the no lighting provision was applicable only to the tower or if the building would also be affected.

That applies to the tower, said Ms. Maclean.

Applicant

Murray Walsh, representing American Tower, said they will rent up to four spots on this tower to four different carriers. The highest array will have 12 antennas on it, he said. To have effective cell phone service the antennas are required, said Mr. Walsh. He said he could not think of a better location in the community than this one for the tower.

MOTION: *by Mr. Greene, to approve WCF2017 0007 and accept staff's analysis, findings and recommendations.*

Mr. Dye asked to add the friendly amendment that lighting is not added to the monopole.

The friendly amendment was accepted by Mr. Greene.

The motion passed with no objection.

AME2017 0004: A rezone request for the property at 9990 Mendenhall Loop Road from D-5 (single-family residential, 5 dwelling units per acre) to D-10 (multi-family residential, 10 dwelling units per acre).

Applicant: Duran Construction Company, LLC

Location: 9990 Mendenhall Loop Road

Staff Recommendation

Staff recommends that the Planning Commission adopt the Director's analysis and findings and deny the zone change from D-5 to D-10.

The applicant is requesting a rezone of approximately 3.64 acres from the existing D-5 zone district to D-10, a multi-family designation that could allow up to 10 dwelling units per acre, explained Ms. Boyce. This land parcel is surrounded by D-3, D-5 and D-1 zones, said Ms. Boyce. This parcel is in the midst of an Urban Low Density Residential (ULDR) area, said Ms. Boyce. In residential zoned districts the density is based upon lot size while in multi-family districts it is calculated on the number of dwelling units per acre, said Ms. Boyce. The maximum number of units allowed in a D-10 zone would be 37, said Ms. Boyce, with 22 units being the maximum amount of dwelling units allowed in a D-5 zone. The applicant's proposal shows 20 common lot units on the property, said Ms. Boyce.

The Commission can recommend approval to the Assembly, deny the request, or recommend an alternative, said Ms. Boyce.

Mr. Dye said that his employer owns a lot two lots over from the site under consideration, and that his parents also live in the vicinity. He did speak with the City attorney and he said he does not feel that his judgment would be affected.

The Commission voiced no objections.***Applicant***

Josette Duran said they are proposing this development because they believe that moderate income buyers are not presented with enough options within the community. They are actually proposing a D-6 unit development, said Ms. Duran. A Planned Unit Development (PUD) would mean more units, but it also means less land per unit. Their buyers want a yard with their home, she said. She said they are of the opinion that a PUD is less affordable. With a PUD there are Home Owners Association dues, maintenance fees and special assessments. All of those fees take away an owner's ability to afford the home, she said.

Commission Comments and Questions

Mr. Voelckers asked what the specific lot development criteria were for the proposed D-10 compared to the D-5 zones.

The minimum lot size for a common wall dwelling in a D-5 zone is 7,000 square feet, said Ms. Boyce. It is 5,000 square feet within a D-10 zone, she added. The minimum lot size for a single family home in D-5 is 7,000 square feet with 6,000 square feet for a traditional single family home in a D-10 zone, said Ms. Boyce.

This is a rezone request, said Mr. Miller, and does not involve approval of a plat at this stage. So the plan could change after the rezone, he added.

Ms. Boyce added that a D-10 zone allows for multifamily development where a D-5 zone does not.

Mr. Dye asked if D-10 SF zoning would accomplish what the applicant needed.

Ms. Duran said that it would.

The staff concurred that D-10 SF zoning allowed for common wall dwellings.

Mr. Dye asked the applicant if there was a reason that they requested D-10 zoning instead of D-10 SF zoning.

Ms. Duran responded that she had been told that D-10 SF zoning was only for the Pederson Hill subdivision.

Mr. Duran said the issue is that there is a big gap between D-5 and D-10 zones. What they are really planning is a D-6 development, he said. What they are really looking for is the difference in the setback requirements and the lot size, said Mr. Duran. They are not after the construction of the more units available with the D-10 zone, he said. Some of the lots cannot meet the 7,000 square foot standard required in a D-5 zone, he said.

Mr. Voelckers asked if it is okay to have a zone change designation in the middle of an undifferentiated lot.

Ms. McKibben said it is not perfect but that it happens. There are some pieces of property with split lot zoning, she said. Since there would be no structures on the length of the property used for access, from a practical standpoint she said she did not think it made a difference.

Public Comment

Allen Culbreathsaid that he shared the same property line as the property owned by Mr. Duran. They are all single family residences, he said. He said that he did not feel the property was conducive to a D-10 zone, considering the surrounding areas. This would create a substantial change to their neighborhood, he said.

Commission Comments and Questions

Mr. Dye asked if his concern was more with the potential of the maximum buildout.

Mr. Culbreath said he did not have a problem when the zoning was changed to D-5 in 2013. The jump from D-5 to D-10 is substantial, he said.

Mr. Dye asked if his concern was with the multi-family aspect of the D-10 zone.

The person said that it was.

Applicant

Mr. Duran said their intention is not to build multi-family dwellings. They want to build affordable housing for people in Juneau who would like to purchase a home but cannot purchase a more expensive home.

Mr. Dye asked the staff if there was a substantial difference in lot dimensions between D-10 and D-10 SF zones.

The uses in D-10 SF are geared toward single-family homes, said Ms. Boyce. The minimum lot size for D-10 SF is 3,600 square feet, she said. The minimum lot size for D-10 is 6,000 square feet.

The lots would be very expensive for a D-5 zone, said Mr. Miller. He noted that putting in the road would cost about \$1,000 a foot. He said he understands both the importance of retaining the character of the neighborhood and at the same time providing affordable homes for our children. However, said Mr. Miller, the area has the ULDR designation in the Comprehensive Plan. The Commission may want to think about a Comprehensive Plan update, said Mr. Miller. This lot may have the potential to be a transitional parcel, he said. Mr. Miller said he agreed with the applicant's statement that a D-5 zone jumping to a D-10 zone is a big leap in density.

Mr. Voelckers asked for a repeat explanation of the recommended density for homes within the ULDR.

Ms. Boyce said the Comprehensive Plan talks about one to six units per acre within the ULDR district. The MDR designation allows five to 20 units per acre, she added. This area is defined as suburban in character within the Comprehensive Plan, said Ms. Boyce.

Mr. LeVine said he had concerns about the idea of rezoning land without knowing what ramifications it would have. He said the current zoning could support 16 zero lot lines and four single-family homes. Mr. LeVine said he was finding himself in the same place as Mr. Miller regarding the rezone request.

With the current D-5 zoning, said Mr. Miller, the applicant could in theory construct 17 common wall units with accessory apartments. There definitely are difficulties, but there are ways to develop this property within its current D-5 zone, said Mr. Miller.

Mr. Voelckers reminded the Commission that they are looking at the rezone of the property, not the specific design. He said it appeared to him that close to 20 units could be developed within the D-5 zone. He said Mr. Dye's point about D-10 SF zoning may be a productive avenue for the applicant to pursue.

Mr. Dye said upon reconsideration he realized the D-10 SF lots were very small.

MOTION: *by Mr. LeVine, to accept staff's findings, analysis and recommendations, and deny AME2017 0004.*

Roll Call Vote:

Yeas: Hickok, LeVine, Greene, Dye, Miller, Shelton, Voelckers

Nays:

The motion passed by unanimous vote.

IX. BOARD OF ADJUSTMENT - None

X. OTHER BUSINESS - None

XI. DIRECTOR'S REPORT

COW

Mr. Steedle notified the Commission that the regular Planning Commission meeting on August 8, (2017) will be preceded by a Committee of the Whole meeting. They will be addressing three text amendments at the COW, said Mr. Steedle: variances, possible modification of publically maintained access and rights of way, and essential public facilities.

Title 49 Committee Meeting

Ms. McKibben said there will be a Title 49 committee meeting on July 19, (2017) at 3:15 p.m. to discuss nonconformities.

Update on Parks and Recreation Master Plan

Ms. Pierce told the Commission that the land use portion of the Parks and Recreation master plan is being updated and will be before the Commission for review prior to its adoption by the Assembly. The Parks and Recreation Department did a significant public outreach in the fall, said Ms. Pierce. They consolidated the public feedback in a document issued in December, she said.

The parks inventory is relevant to the Planning Commission, said Ms. Pierce. They are trying to ascertain that they have the right parks in the right place with the right equipment, she said. They are also working on park's standards and the classification of types of parks, she said. They currently have recreation service parks and natural area parks as categories, with a number of sub categories within the primary categories, she said.

They are currently working on the definition of "community park" and "neighborhood park", she said. A community park involves some sort of playing field, she said, and a neighborhood park does not.

They are also working on adopting park standards more closely aligned to the community of Juneau, and those standards will be based upon population, said Ms. Pierce. They are also developing an acquisition and disposal policy. There are a number pieces of property in Juneau that are designated as park lands and they are not sure why they carry those designations, said Ms. Pierce. They are working on developing a process which would dispose of park land. At this point they are just working on the process, they are not identifying park land for disposal, she said.

Commission Comments and Questions

Mr. Voelckers said they have discovered a number of small strips of land designated as park land. He said he felt it was wise of the Parks and Recreation department to develop a protocol, and in fact go a step further and identify some of these land parcels which could be disposed of to the public. He said this is limiting other uses of CBJ land.

They have developed a set of criteria, said Ms. Pierce, on how to gauge whether a piece of park land property qualified for disposal. The process for disposal would involve a round of public consultation, she said. They will be putting the draft plan out for public review sometime this fall, said Ms. Pierce. They expect to have the final plan ready for the Commission to review in early 2018, she said.

Mr. Dye commented that using the urban service area boundary may not be the best guide to use since it has been found not to be very comprehensive.

Mr. Voelckers noted that over the past few years the CIP (Capital Improvement Project) list had large allocations of funding for items such as playfield resurfacing. He said he did not see any reference to these types of items in the plan. He asked if there has been a change in focus within the Parks and Recreation department.

Ms. Pierce said the outcome of the parks inventory will be to have a CIP priority list.

Mr. Hickok noted that the ballparks at Lena were used by teams and that they appeared to be no longer used.

Ms. Pierce said that is because the user groups are not interested in using those fields at this time. There has been discussion of turning that area into a dog park, she said. The disc park area has land provided by Parks and Recreation but it is largely self-managed, she said.

Mr. Voelckers asked if Parks and Recreation includes the provision of motorized vehicles in its plan.

They continue to work with user groups to try to find a location for them, said Ms. Pierce.

Alaska Supreme Court Opinion and Judgment: Zenk & Baumgartner v. CBJ, Lendrum, Miyasato, Olson & Wilson

Mr. Steedle noted that the Commission has in its packets the Supreme Court decision upholding the decision by the Planning Commission on the Landscape Alaska case.

Mr. Palmer thanked both the Planning Commission and the staff for doing an incredible job on this issue. The Supreme Court agreed with the Planning Commission on its analysis of a Conditional Use Permit for a very challenged site, said Mr. Palmer. Two important points to take away from this decision are that a Conditional Use Permit can never be a rezone, said Mr. Palmer. The neighbors in this case argued unsuccessfully that the granting of a Conditional Use Permit to a commercial greenhouse in a residential area was in effect a rezone from residential to commercial use. The other important issue is one of due process, said Mr. Palmer. The neighbors in this case argued that when this body limited public testimony to three minutes per person, that this was a deprivation of their right to procedural due process, he said. The Supreme Court ruled that since they had the opportunity to provide written testimony prior to the hearing that there was no due process violation, said Mr. Palmer.

Mr. Palmer said the Superior Court agreed that comments of Mr. Miller's that he would appreciate the business be open certain hours for business people like himself was not a violation or a conflict of interest. Mr. Palmer added that the Commission has done an excellent job of always identifying potential conflicts they may have with an issue before them.

XII. REPORT OF REGULAR AND SPECIAL COMMITTEES - None

XIII. PLANNING COMMISSION COMMENTS AND QUESTIONS

Mr. Dye asked if there has been talk in the past to address the broad leap between D-5 and D-10 zoning. He said it appeared to him that the six dwelling per acre category has been overlooked.

Mr. LeVine asked for a brief update about the progress of the Rules committee for the Planning Commission.

Mr. Steedle said he met with Mr. LeVine and received good information on potential modifications to make. He said he submitted this to the Law Department for its review and requested a two-week turnaround for the review. He said he hoped to have that information ready by the first meeting in August.

XIV. ADJOURNMENT

The meeting was adjourned at 9:43 p.m.

DRAFT

Additional Materials

Regular Planning Commission Meeting

Assembly Chambers
7:00pm
Meeting Date: August 9, 2017

1. AME2016 0019:

- a. Public Comment from Margo Waring

2. CSP2017 0013:

- a. Agency Comment from the State of Alaska Department of Transportation and Public Facilities

Bhagavati Braun

From: Margo Waring <margowaring@ak.net>
Sent: Monday, July 31, 2017 12:35 PM
To: PC_Comments
Subject: Eagle nests

Dear Plannig Commission members,

I believe it continues to be important to protect eagle trees—both nests and roosts. Without tree protection, the eagles move and we are all diminished.

If staffing is a problem, have you thought of asking Audobon Society or some other organization for their help in evaluating these trees?

If that doesn't work, please leave it on the books so that we continue to have to check when we build and neighbors can notify you if encroachments are planned by construction.

Sincerely,
Margo Waring
11380 NDH



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

Date: August 7, 2017

To: Planning Commission

From: Tim Felstead, Planner
Community Development Department

A handwritten signature in black ink, appearing to read 'Tim Felstead', is placed over the printed name and title.

Case Number: CSP2017 0013

Subject: **DOT&PF Response to Conditions and Recommendations**

The State Department of Transportation and Public Facilities (DOT&PF) have responded to the recommended CBJ conditions and recommendations regarding the Egan Drive reconstruction project.

In general, they do not foresee any significant issues with meeting the conditions and are willing to continue to work with CBJ Staff to resolve any instances where the exact requirement of the condition is problematic for them or where specific details will still need to be worked through in order for a condition to be met.

Attached is the written response provided by DOT&PF.

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Case No.: CSP2017 0013
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FINDINGS

Reconstruction – The proposed project, with recommended conditions substantially conforms with Title 49 (CBJ Land Use Code) and locally-adopted plans.

Easements on, or sale of, CBJ property – The provision of easements or land sales to facilitate the proposed reconstruction project substantially conforms with Title 49 (CBJ Land Use Code) and locally-adopted plans subjected to the recommendations listed below under ‘Recommendation – provision of easement on CBJ property’.

DECISION – RECONSTRUCTION DESIGN (preferred alternative B)

Staff recommends that the Planning Commission adopt the above analysis and findings, and **APPROVE** the reconstruction of Egan Drive between Tenth Street and Seward Street subject to the following conditions:

Bike improvements

1. DOT&PF shall continue to allow the option to cycle on sidewalk on the seaward side of the Egan Drive remain. This is identified as a shared use path in the Juneau Non-motorized Transportation Plan.

DOT does not intend to prohibit use of the path by bicycles but there could be minor conflicts if heavy pedestrian traffic is present.

2. DOT&PF shall stripe non-buffered bike lanes sections with a 6 inch line as per the Juneau Non-motorized Transportation Plan.

Currently called out as 4" wide stripes. Would have to increase to 6" or 8". NACTO is not a required design standard; the MUTCD is. See 3A.06, para. 02A: a Normal Line is 4 to 6 inches wide. 4 inches meets the requirement however, a single 6" white line is now proposed.

3. DOT&PF shall provide a cycle only turn lane for bicyclists turning from Egan Drive onto the bridge be provided in accordance with MUTCD standards if ROW width allows. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan.

DOT will further evaluate intersection striping plans and can discuss further with CBJ. It is currently intended that cyclists will need to use pedestrian crossing points to safely access the bridge crossing.

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4. DOT&PF shall provide a bicycle lane be added on the Casey-Shattuck leg of W. Tenth Street. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan.

DOT can discuss further with CBJ. However, the project is not reconstructing very much of 10th Street. Scope of project does not include reconstruction (or widening) of 10th Street beyond the portion indicated but the section we are reconstructing can be suitably striped and marked to improve bike turning movement connectivity the existing shared shoulder.

5. DOT&PF shall provide dashed bike lane striping with a bicycle symbol across the Willoughby Avenue and Whittier Street intersections in accordance with the NACTO guidance for intersection treatment for bicyclists. Provision of a bike lane running the length of Egan Drive between Tenth Street and Main Street is a requirement of the Juneau Non-motorized Transportation Plan.

No major objections. Will review striping plans and work with CBJ staff to further resolve to mutual satisfaction.

6. DOT&PF shall place appropriate cycle route directional signage in the project area for the Cross-Juneau Bikeway described in the 2009 Juneau Non-motorized Transportation Plan. They should work with CBJ to determine the placement.

We will work with CBJ staff as to appropriate signing. Please forward recommendations to us as to message and location for potential signs for inclusion into plans.

7. DOT&PF shall provide 'sharrows' markings on the seaward traffic lane at the end of the project. Use of sharrows where bikes and motor vehicles share the road is a requirement of the Juneau Non-motorized Transportation Plan.

Existing shoulder width is dramatically reduced south of Main Street. However, DOT will examine and add sharrows as appropriate.

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Pedestrian improvements

8. DOT&PF shall use continental/ladder style striping at all intersections where allowed under current design standards, particularly those crossing side streets. Where current adopted design standards do not allow this, but future standards do, future striping should be changed to meet this recommendation. Continental/ladder style crosswalks was required as part of the Juneau Non-motorized Transportation Plan.

Can be done but suggest not changing. Ladder type striping is normally used at uncontrolled crosswalks. Crosswalks that have signalized crossings are normally not ladder type. Ladder type can be used, but increases future maintenance striping costs.

9. DOT&PF shall provide crosswalk markings using continental/ladder style striping across Willoughby Avenue. Crosswalk markings at this intersection are listed as priorities in the Juneau Non-motorized Transportation Plan.

Will review and fix as needed.

10. DOT&PF shall retain the existing crosswalk at Seward Street. This would meet the Waterfront Masterplan recommendation that pedestrian pathways to downtown be provided.

DOT is planning to accommodate additional work at the Seward Street intersection. DOT has reviewed CBJ's proposed improvements per DOWL drawing. Exact scope of reconstruction (how far up Seward Street) and any buried utilities needs to be discussed and resolved to mutual satisfaction.

11. DOT&PF shall add conduit for an additional pedestrian crossing on the Bridge side of Egan Drive at Whittier Street. This crossing is identified in the Willoughby Plan and will provide for increased pedestrian use of this intersection as the subport area is sold and developed.

We can confer further, but at this juncture we don't think this intersection warrants another crossing of Egan on the south side. Do not recommend adding conduit for future crossing.

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Vegetative treatment of median

12. DOT&PF shall provide a vegetated median that is planted and maintained with grass. All areas currently covered with grass shall be replaced including either side of Gold Creek bridge. DOT&PF shall work with CBJ to provide a suitable planting environment if it is determined the trees can survive in this location. This will provide vegetation in the median as shown in both the Willoughby District Plan and the Waterfront Master Plan.

We will meet with CBJ Parks and Rec to resolve to mutual satisfaction.

13. DOT&PF shall provide alternative pavement colors and/or textures other than traditional asphalt or concrete where the central median cannot be vegetated. This treatment is recommended in the Waterfront Plan.

DOT will meet with CBJ and go over each median location and how to treat.

14. It is recommended as a condition of approval that DOT&PF work with CBJ to develop and implement a plan for more attractive treatment of the raised median islands at the Willoughby intersection including at the new crossing.

We will work with CBJ to resolve to mutual satisfaction. Will need input from CBJ as to what they are looking for. These islands are proposed to be concrete and look too small to do much of anything else, i.e. landscaping.

Right-of-Way acquisition plats

15. DOT&PF submit the necessary ROW acquisition plat following conclusion of negotiations regarding all easements and land sales along the project length.

DOT will comply with this requirement.

Recommendations for consideration by DOT&PF

While not explicitly supported by any of the adopted plans reviewed, the following recommendations have been made for DOT&PF to consider incorporating into their proposal.

Lighting

1. It is recommended the DOT&PF lighting plan prevents light trespass and follow lighting recommendation of the AMA.

DOT will direct our electrical engineering consultant (Stantec) to evaluate further. Don't expect issues or problems. Most lighting is essentially replace in kind and

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should not change from current conditions. We are unaware of existing light issues but let us know if there are current trouble areas we should review.

2. It is recommended the DOT&PF lighting plan provide lighting should be immediately adjacent to all pedestrian crossings.

Current plans should address this but DOT will review and insure adequate lighting at all intersections.

Operation of buses at the Downtown Transportation Center

1. It is recommended that DOT&PF continue to observe the operation of the DTC exit and develop an appropriate plan to ensure that exiting buses are not adversely delayed by the reconfigured Right of Way. If the changes negatively impact bus service some form of Transit priority should be explored.

Will review but project should not affect existing transit operations or turning movements. A special review with CBJ transit can be done to insure any CBJ transit issues are mitigated.

Bike improvements

2. It is recommended that DOT&PF stripe the buffered bike lane according to the standards of the NACTO Urban Bikeway Design Guide.

This will not be a buffered bike lane but a conventional bike lane with a single 6" white line. A single 6" white line is allowed by MUTCD and is now proposed. We can confer further but we don't think the double line buffer but we do not think a double white line is warranted as the additional striping will occupy part of the bike lane width.

3. It is recommended that DOT&PF implement bike boxes at all signalized intersections as part of their striping plan to better facilitate left turns by cyclists and to reduce the chance of right turn collisions.

We don't think that bike boxes are appropriate for this corridor based on volume of bike traffic and lack of real estate to accommodate such areas. We do not propose to provide bike boxes but open to further discourse if CBJ does not concur.

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4. It is recommended that DOT&PF provide ramped access onto the outbound cycle lane from shared use path connecting to Egan Drive adjacent to the Prospector Hotel.

Will examine, fix, and resolve to CBJ satisfaction. Our current plan set does not reflect the location of this connecting pathway. Future plan set will correct.

Pedestrian improvements

5. It is recommended that a new pedestrian crossing should be added by DOT&PF when the next phase of the Seawalk is completed (anticipated after 2020) where the shared use path connects to Egan Drive between The Prospector Hotel and Foodland. DOT&PF may wish to plan for any necessary conduit under the ROW at this location for the future pedestrian crosswalk.

Location of this path is not shown on our plans. Will review and rectify. However, we don't think a controlled access crosswalk will ever be provided at this location. Will need to confer further with CBJ and resolve to mutual satisfaction.

6. It is recommended that DOT&PF post a 30 mph speed limit prior to the Glacier Avenue intersection for inbound traffic.

This project will change the existing speed limits to a 2-speed zone corridor from a 3-speed zone corridor. The posted speed is proposed to be 20 mph from Main Street to Whittier and 35 mph from Whittier to 10th.

7. It is recommended that DOT&PF should retain the raised medians as shown in the plans at Glacier Avenue and Willoughby intersections. Striped refuges should not be used.

Raised medians will be provided.

8. It is recommended that DOT&PF work with CBJ to construct the CBJ preferred design of the Seward Street intersection. To understand the impacts on the Main Street intersection immediate traffic/pedestrian counts should occur at the intersection for use in modelling peak season traffic, and a temporary closure the left turn could be considered.

DOT should be able to take care of the Seward Street intersection. We have reviewed your DOWL drawing and will accommodate to extent needed. DOT will further verify that Main Street intersection functions adequately with new Seward Street changes (preventing left turns).

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9. It is recommended that the pedestrian crossing at Whittier be a 2 stage crossing with a pedestrian refuge median.

This is a signalized intersection with adequate time for pedestrians to cross while traffic is stopped. There is also insufficient ROW to widen the median and provide a refuge island at this location. DOT does not recommend adding this proposed feature.

Traffic control during construction

10. It is recommended that DOT&PF should provide the Juneau School District an opportunity to review and comment on temporary traffic controls proposed to mitigate the increased traffic volume during construction within the school zones. DOT&PF should formally provide notice to the impacted neighborhoods of the increased traffic volumes during the construction project.

Agree that this needs consideration and will look into this further. We are aware of the school district and other neighborhood impacts and will attempt to minimize such detours. We will provide proper and timely notices, etc. and endeavor to communicate with CBJ School District prior to finalizing the bid documents, advertising the project and during construction.

11. It is recommended that DOT&PF and their contractor should work with CBJ Capital Transit to ensure bus operations are not adversely impacted during the reconstruction.

Agree. DOT will meet with CBJ and resolve if needed.

RECOMMENDATION – PROVISION OF EASEMENT ON CBJ PROPERTY

Staff recommends that the Planning Commission forward the proposed easements and/or land purchase to the Assembly with a **recommendation of approval** with the following recommended conditions applied:

1. DOT&PF shall work with CBJ on the design of any reconstruction of this in the area of the JACC and Centennial Hall and coordinate the timing of work in this area with planned events at both venues including temporary access arrangements if needed.

Agree. DOT will set up meeting with CBJ Parks & Rec to further resolve. Will also provide suitable notices to contractor insure Centennial Hall activity schedules are understood to be accommodated by contractor. Assume they have a copy of our review plans now? As noted above, JACC and Centennial Hall has alternative access via Whittier Street.

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2. It is recommended that the easement or sale of the CBJ parcel across Egan Drive from Centennial Hall to DOT&PF allows for its use to provide a CBJ parking information sign.

What location does this question refer to and what sort of parking sign is contemplated. Please furnish appropriate information and we will endeavor to accommodate.



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www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

DATE: July 27, 2017

TO: Planning Commission

FROM: Allison Eddins, Planner *A. Eddins*
Community Development Department

FILE NO.: USE2017 0014

PROPOSAL: Conditional Use Permit for Suzy's Caribbean Kitchen - a food trailer in the Industrial zone.

GENERAL INFORMATION

Applicant: Susan Perry

Property Owner: Esmail Peirovi

Property Address: 5321 Commercial Blvd

Legal Description: Lot 4, SSG V

Parcel Code Number: 5B1201450040

Site Size: 15,272 sq. ft.

Comprehensive Plan Future Land Use Designation: LI (Light Industrial)

Zoning: I (Industrial)

Utilities: City water and sewer

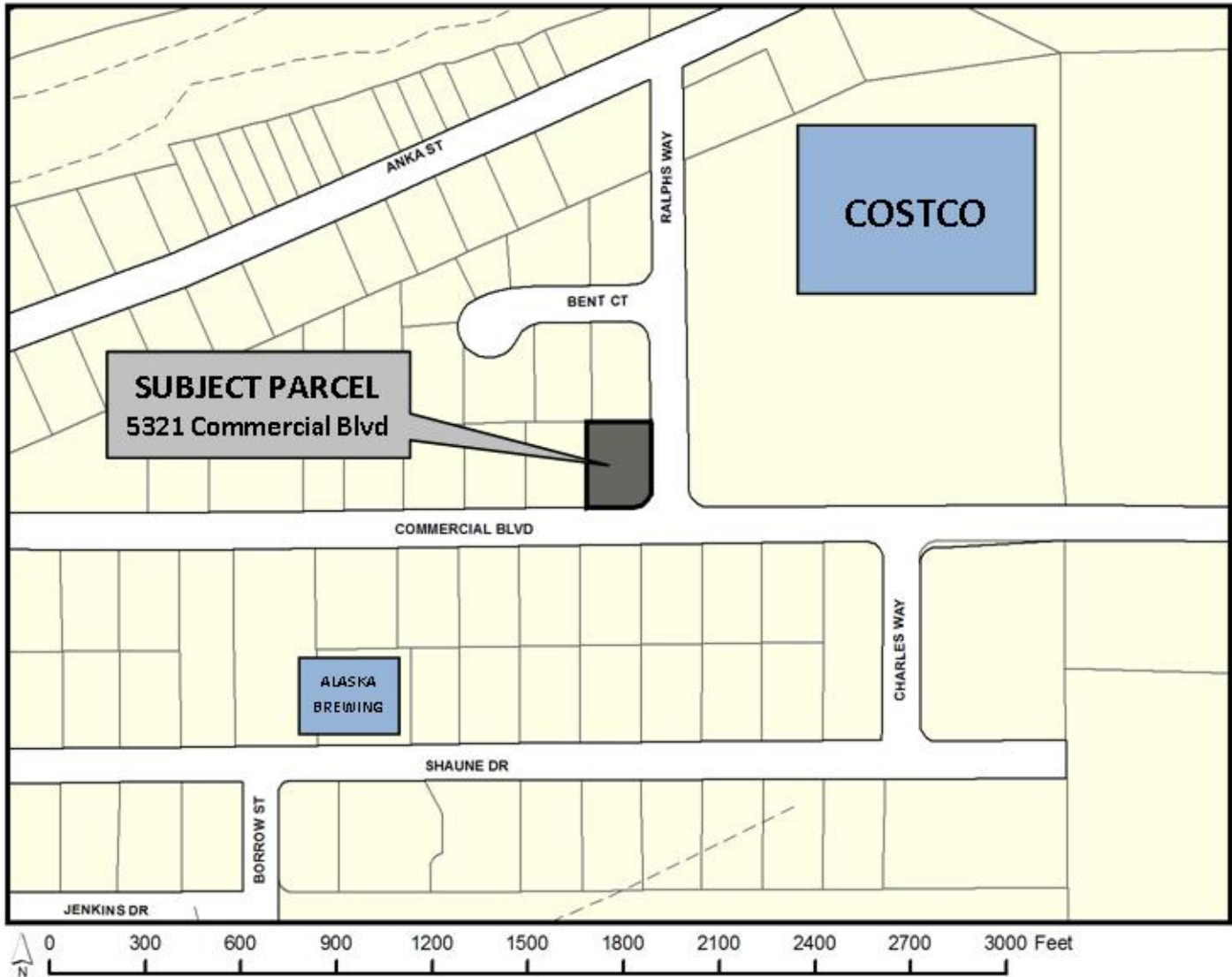
Access: Commercial Boulevard

Existing Land Use: Peterson Pretzel food trailer

Surrounding Land Use:

North	-	Industrial/ car wash
South	-	Industrial/ car storage
East	-	Industrial/ Costco
West	-	Industrial/ car storage

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ATTACHMENTS

- Attachment A – Conditional Use Permit Application
- Attachment B – Site Plan / Parking and Circulation Plan
- Attachment C – Public Notice

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PROJECT DESCRIPTION

The applicant requests a Conditional Use permit for the permanent placement of a food truck and outdoor eating area at 5321 Commercial Boulevard located in the Industrial zone. A permanently placed food truck is considered a restaurant based on the definition found in CBJ 49.80.120 (Conditional Use Permit Application, Attachment A).

Restaurant means a retail establishment selling food, drink, or both for consumption on the premises, including lunch counters and refreshments stands selling prepared foods and drinks for immediate consumption.

According to CBJ 49.25.300 Table of Permissible Uses section 8.050, *small restaurants, less than 1,000 sf without a drive through service* are allowed in the Industrial zone with an approved Conditional Use Permit.

BACKGROUND

Peterson's Pretzels received a Conditional Use Permit (USE2017 0003) for the operation of a food trailer on the subject lot in March 2017. Mr. Peterson, with permission from the property owner, also received a building permit (BLD2017 0131) for the installation of a new electrical pole and meter. The utility work is complete and has been approved by the CBJ Building Department. At this time the applicant for this conditional use permit has no plans to hook up to city utilities. Previously Affordable Autos was located at this site.

ANALYSIS

Project Site – The project site is a 15,272 square foot parcel located to the west of Costco in the Industrial zoning district. The minimum lot size in the Industrial zoning district is 2,000 square feet. Setbacks are 10 feet in the front, rear and street side yards and zero feet on the side yards. The site plan provided with the application shows the food trailer will not encroach into any of the Industrial zoning district's setback requirements. A recent site visit confirmed that the five percent vegetative cover requirement is also met (Attachment B). The lot is vacant except for Peterson's Pretzels, a food trailer that received a conditional use permit earlier this year.

The adjacent parcel to the west contains used cars and two vacant structures. The property adjacent to the north contains Rainy Day car wash, a use allowed outright in the Industrial zoning district. The property directly to the south across Commercial Boulevard is used for car storage. The property to the southwest contains a 15,330 square foot building consisting of miscellaneous retail and professional offices in addition to light industrial uses. Retail and offices both require a conditional use permit in the Industrial zoning district which was approved on that site with USE2014-0096. Costco wholesale is located to the east of the subject

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property. The retailer acquired two approved Conditional Use Permits, USE 1993-0010 and USE2006-00062 for an expansion. To the east of Costco is The Home Depot, which received a Conditional Use Permit with USE2005-00056 for retail in the Industrial zone.

The applicant believes this site is a prime location for a food trailer business because of its proximity to two large retail stores.

Project Design – The business will operate out of a 153 square foot food trailer outfitted with cooking facilities. According to the site plan provided with the application, the food trailer will be located on the northern portion of the lot (Attachment B). In addition to the food trailer, the applicant would like to have a prefabricated metal shed (5 foot by 7 foot) used for storage with a lean-to next to the shed for a propane grill. The grill will be stored in the shed overnight and the shed will be secured with a heavy lock. The site plan shows that the food trailer and accessory structures will comply with all required setbacks. The applicant would like to provide seating for her customers. When seating is provided the Alaska Department of Environmental Conservation requires that a restroom be provided. The applicant plans to provide a mobile restroom on-site for her customers.

The applicant intends to operate the business Monday through Saturday 10am until 6pm year round. Although the trailer will have the ability to be mobile, the intent is to leave the food trailer on-site. A generator will provide electricity. Fresh water will be brought to the site and will be stored in the trailer's water tank. Gray water will be taken from the site every day and must be disposed of in an approved location as offered by CBJ Wastewater. There is a wastewater facility on Industrial Boulevard that the applicant can use. There are no regulations in the CBJ Building Code that require the applicant to connect to city utilities. Temporary structures of this kind do require a building permit.

As a condition of approval, staff is recommending the following conditions:

- The on-site storage of food or waste overnight is prohibited.
- A mobile restroom (port-a-potty) will be on-site and will be serviced regularly.
- Gray water shall be disposed in an approved location as offered by CBJ Wastewater.

During the review process staff spoke with an Alaska Department of Fish and Game wildlife specialists. Based on the comments from ADF&G, staff is recommending the following advisory conditions:

- The applicant should make sure there are no seams in the metal shed that a bear could pull apart.

- The grill and any grease traps should be thoroughly cleaned every evening to keep food scents down in order to minimize the attraction of bears.

Traffic – The most similar use listed in the Institute of Transportation Engineers' Trip Generation Manual, 9th Edition is a Fast-Food Restaurant without Drive-Through Window. According to the manual, these facilities typically have a high turnover rate for eat-in customers and they typically do not provide table service.

According to the manual, there is an average of 52 trips during peak weekday hours per 1,000 square feet of gross floor area. The proposed food trailer is 153 square feet. Proportionally, the proposed food trailer would have 8 average trips during weekday peak hours, the same as Peterson's Pretzels. A traffic impact analysis is not required by Title 49 when a project is expected to generate less than 250 trips per day. The estimated combined traffic of both food trailers is well below the requirement for a TIA.

Commercial Boulevard is the access point for Costco and Home Depot, two major Juneau retailers, as well as several other busy retailers. Traffic generated by the food trailer is unlikely to impact an already busy area.

Parking and Circulation – According to CBJ 49.40.210, restaurants have a minimum parking requirement of 1 space for every 200 square feet of gross floor area. The proposed food trailer will be 153 square feet making the parking requirement 1 space. Additionally, one space must be ADA accessible. Accessible spaces are required to be 13 feet by 17 feet, including an access aisle that measures 5 feet by 17 feet. The parking plan shows seven parking spaces and one ADA accessible space on the applicant's side of the lot (Attachment C). Peterson's Pretzels is providing twelve parking spaces and one ADA space. The combined parking spaces provided on the site exceed the required parking of both food trailers.

The subject food trailer, storage shed, bistro tables, and picnic bench will occupy approximately 200 square feet on the northern portion of the lot. Peterson's Pretzels food trailer occupies 160 square feet on the southwest portion of the lot. The subject lot is 15,272 square feet and flat. The placement of the food trailers and accessory structures will allow for adequate parking and circulation.

Noise – The applicant plans to use a generator for electricity. Depending on the quality of the generator it will most likely produce an audible level of noise. As a condition of approval, staff is recommending that the applicant place the generator inside a box to minimize the noise level. Peterson's Pretzels food cart downtown has a similar generator box and it has worked well to minimize generator noise.

Public Health or Safety – No evidence indicates that there are any public health or safety impacts from the proposed development. The applicant has applied for an Alaska Department

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of Environmental Conservation permit for food preparation which serves to protect the quality and sanitation of the food that will be served. As a condition of approval, the applicant shall provide a copy of an approved DEC permit prior to the building permit final inspection. Additionally, the advisory conditions recommended by ADF&G will minimize the potential for the operation to attract bears.

Habitat – No habitat protected under Title 49 will be affected by this proposal.

Property Value or Neighborhood Harmony – The proposed development is surrounded by Industrial zoned land that consists mostly of commercial retail offices and a few vacant lots. A food trailer operation is a low-impact use compared to the surrounding uses. Peterson's Pretzels has been operating on this lot since the spring and the Community Development Department has not received any complaints from surrounding business or property owners. In the past, there have been a number of approved Conditional Use Permits in the area that have allowed more commercial and retail businesses to operate in this industrial area. This has the effect of making the area feel less industrial and more commercial, and restaurants are allowed outright in Commercial zoning districts.

Conformity with Adopted Plans – The subject property is located in Subarea 5 of the Comprehensive Plan and has a land use designation of Light Industrial (LI). The LI land use designation is defined as follows:

Lands to be developed for heavy commercial or light industrial uses such as small to medium scale food processing; printing and other business services; wholesale trade; research and development laboratories; light manufacturing processes; metal fabrication; warehousing, trucking, animal kennels; crematories, indoor and outdoor storage; car, boat and heavy equipment sales; and repair and maintenance activities...

While restaurants are not specifically mentioned in the LI definition, there are policies within the 2013 Comprehensive Plan that support the development of these types of businesses. Specifically policy 5.11 in the Economic Development chapter:

POLICY 5.11

TO ENCOURAGE THE LOCATION AND GROWTH OF LOCALLY-BASED INDUSTRIES THAT PROVIDE YEAR-ROUND, FULL-TIME EMPLOYMENT AND PROVIDE TAX REVENUES THAT SUPPORT PUBLIC SERVICES.

The proposed development is a small scale business with growth potential which meets the intent of this policy.

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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 8.050 for the Industrial zoning district.

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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 July 28, 2017 and August 1, 2017 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right of Way.

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

No. As discussed in the above analysis, the proposal is located in an Industrial zoning district on a large lot with adequate room for parking and circulation. The applicant has received a permit from the Alaska Department of Environmental Conservation for food preparation and sanitation. There is no evidence to indicate that the proposed development, with the recommended conditions, will 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. There is already a food trailer on the subject lot. There is no evidence to indicate that a second food trailer will decrease property values or be out of harmony with the surrounding area. As discussed previously, the subject lot is surrounded by Industrial zoned land with mostly commercial, retail, and office uses.

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

Yes. The development is in general conformity with Title 49 and the 2013 Comprehensive Plan, specifically policy 5.11 regarding local businesses.

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. The proposed project does not affect any coastal habitat areas.

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RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and approve the requested Conditional Use permit to allow the development of a food trailer in an Industrial zone with the following conditions:

1. The on-site storage of food or waste overnight is prohibited.
2. A mobile restroom (port-a-potty) will be on-site and will be serviced regularly.
3. Gray water shall be disposed in an approved location as offered by CBJ Wastewater.
4. The applicant shall place the generator inside a box to minimize the noise level.
5. The applicant shall provide a copy of an approved DEC permit prior to the building permit final inspection.

Advisory Conditions

1. The applicant should make sure there are no seams in the metal shed that a bear could pull apart.
2. The grill and any grease traps should be thoroughly cleaned every evening in order to keep food scents down.

DEVELOPMENT PERMIT APPLICATION

Project Number USE 2017-0014	CITY and BOROUGH of JUNEAU	Date Received: 6/1/17
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description Caribbean Cuisine Cart		
	PROPERTY LOCATION		
	Street Address 5321 - Commercial Blvd	City/Zip Juneau 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Parking Lot		
	Assessor's Parcel Number(s) 5B1201450048 SSA VLT4		
	LANDOWNER/ LESSEE		
	Property Owner's Name E. Mait Perrovi	Contact Person:	Work Phone: 907-798-9778
	Mailing Address Foreign Auto Repair LLC 914 Henderson Rd Juneau	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:			
A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.			
B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X		E. Mait Landowner/Lessee Signature	5-17-17 Date
X		Landowner/Lessee Signature	Date
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name Susan Perry		Contact Person: Susan	Work Phone:
Mailing Address 1617 Douglas Hwy AS Douglas, AK 99824		Home Phone: 488-8007	Fax Number:
E-mail Address psaldana02@hotmail.com	Other Contact Phone Number(s): 907-247-9566		
X	Applicant's Signature	May 17, 2017 Date of Application	

-----OFFICE USE ONLY BELOW THIS LINE-----

STAFF APPROVALS	☒	Permit Type	***SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
		City/State Project Review and City Land Action			
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
		Mining Case (Small, Large, Rural, Extraction, Exploration)			
		Sign Approval (If more than one, fill in all applicable permit #'s)			
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	☒	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		6/1/17	USE 17-014
		Variance Case (De Minimis and all other Variance case types)			
		Wetlands Permits			
		Zone Change Application			
		Other (Describe)			
	***Public Notice Sign Form filled out and in the file.				
	Comments:				Permit Intake Initials CAS

Project Number	Project Name (15 characters)	Case Number 69E17-014	Date Received 6/11/17
----------------	------------------------------	---------------------------------	---------------------------------

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

☐ Accessory Apartment*** (AAP) ☐ Driveway in Right-of-Way (ADW)
☒ Use Listed in §49.25.300 (USE)
 (Table of Permissible Uses)

Please list the Table of Permissible Uses Category: 49.25.300 8.050 small restaurant

***An Accessory Apartment Application will also be required.

DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED.

Caribbean Food Cart

IS THIS A MODIFICATION OF AN EXISTING APPROVAL? ☒ NO ☐ YES – Case # _____

CURRENT USE OF LAND OR BUILDING(S): parking lot, vacant land

PROPOSED USE OF LAND OR BUILDING(S): Food Cart for the purpose of selling Caribbean food and soft drinks.

UTILITIES PROPOSED: **WATER:** ☐ Public ☒ On Site **SEWER:** ☐ Public ☐ On Site

SITE AND BUILDING SPECIFICS:

Total Area of Lot 759 ft² square feet Total Area of Existing Structure(s) 9x17 ft square feet

Total Area of Proposed Structure(s) _____ square feet

EXTERNAL LIGHTING:

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

Proposed ☒ No ☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

PROJECT NARRATIVE AND SUBMITTAL CHECKLIST:

- ☒ Site Plan
- ☐ Floor Plan of proposed buildings Food trailer
- ☐ Elevation view of existing and proposed buildings (N/A)
- ☒ Proposed Vegetative Cover 5% or more

- ☒ Existing and proposed parking areas (including dimensions) and proposed traffic circulation
- ☒ Existing Physical Features of the site (drainage, habitat, hazard areas, etc.)

ALLOWABLE/CONDITIONAL USE FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ <u>350</u>	_____	_____	_____
Admin. of Guarantee	\$ _____	_____	_____	_____
Adjustment	\$ _____	_____	_____	_____
Pub. Not. Sign Fee	\$ <u>50</u>	_____	_____	_____
Pub. Not. Sign Deposit	\$ <u>100</u>	_____	_____	_____
Total Fee	\$ <u>500</u>	<u>4608 cash</u>	<u>CD 9326</u>	<u>6/11/17</u>

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side.

If you need any assistance filling out this form, please contact the Permit Center at 586-0770.

Page 1 of 2

Allowable/Conditional Use Permit Application Instructions

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

Application: An application for an Allowable/Conditional Use Permit will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

Forms: A completed Allowable/Conditional Use Permit Application and Development Permit Application form. The "land owner or lessee consent" signature is mandatory for all landowners on the Development Permit Application form.

Fees: The fee is dependent upon the class of the proposed use. Land Use fees generally range from \$350 to \$1,600. Any development, work or use done without a permit issued will be subject to double fees. All fees are subject to change.

Project Description: A detailed letter or narrative describing the project.

Plans: All plans are to be drawn to scale and clearly show the items listed below:

- A. Site plan, floor plan and elevation views of existing and proposed structures
- B. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances
- C. Proposed traffic circulation within the site including access/egress points and traffic control devices
- D. Existing and proposed lighting (including cut sheets for each type of lighting)
- E. Existing and proposed vegetation with location, area, height and type of plantings
- F. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

Document Format: All information that is submitted as part of an application shall be submitted in either of the following formats:

- A. Electronic copies may be submitted by CD, DVD or E-mail in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf or other formats pre-approved by the Community Development Department.
- B. Paper copies may not be larger than 11" X 17" (Unless a larger paper size is preapproved by the Community Development Department).

Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

Review: As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. During this review period, the Community Development Department also sends all applications out for a 15-day agency review period. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All Allowable/Conditional Use Permit Applications must be reviewed by the Planning Commission. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting.

Public Notice Responsibilities: As part of the Allowable/Conditional Use permitting process, all permit requests must be given proper public notice, which consists of the following:

Community Development Department: Will give notice of the pending Planning Commission meeting and its agenda in the local newspaper a minimum of 10-days prior to the meeting. Furthermore, the department will mail abutters notices to all property owners within 500-feet of the project site.

Applicant: Will post a sign on the site at least 14-days prior to the meeting. The sign shall be visible from a public right-of-way or where determined to be appropriate by the Department. Signs may be produced by the Community Development Department for a preparation fee of \$50, and a \$100 deposit that will be refunded in full if the sign is returned by 4:30 p.m. on the Monday following the scheduled hearing date. If the sign is returned later than the Monday after the Planning Commission meeting, but within two weeks of the meeting, \$50.00 may be refunded. The applicant may make and erect their own sign. Please speak with the Community Development Department for more information.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

RE: Planning Commission

Suzie's Caribbean Kitchen will be an inspiring location to stop off after a hectic day, combining a convenient service with excellent and interesting food. The mission is to have not only a great food selection, but also efficient and superior service - customer satisfaction is our paramount objective. Suzie's Caribbean Kitchen will be the stop of choice for patrons desiring a new and exciting experience for their taste buds.

Employee welfare, participation, and training are equally important to our success. Everyone is treated fairly and with the utmost respect. Our employees will feel a part of the success of Suzie's Caribbean Kitchen's success.

Our concept combines variety, convenience, and a motivated staff to create a sense of 'place' in order to reach our goal of overall value in the take-out dining experience. The creation of a unique dining atmosphere will differentiate us from the competition. The restaurant will stand out from the other restaurants in the area because of the unique design and decor. We will offer outside eating spaces with a tropical atmosphere. The menu will appeal to a wide and varied clientele. Our eclectic menu features specialties from the islands of Trinidad and Tobago. It has always been my desire to bring a taste of the West Indies to Juneau, Alaska. With there being no other cuisine like this existing in Southeast Alaska, I am positive that Suzie's Caribbean Kitchen will find its niche.

1. Zoning – Industrial. Use 8.200 – Restaurant or Coffee Stand with Drive through is allowed.
2. Setbacks – the trailer will be parked at the back left corner of the property, allowing for all setbacks.
3. Height – No limit.
4. Parking – I will provide an ADA sign and Van Accessible sign. The space will be in compliance with the specifications set by the state; 13 x 17 feet and aisle width of 8 feet. Additional parking is already established on the property. Snow clearance in the parking lot is provided by the owner of the property.
5. Landscaping – Some vegetation is naturally provided at the lot. Also there I will be supplying live palm trees to create the Caribbean landscape.
6. Lighting – Due to the hours of operation there is no need for additional lighting.
7. Trash – The trash will be disposed of nightly. There will be no trash stored on the premises.
8. Signs – There will a small sign adhered to the food trailer, it will be 36x24 inches. There will be a chalk board stand with daily specials written on it as well on the outside of the trailer.
9. Building – N/A
10. Fire District – There will be a propane grill placed outside of the cart. Cover will be provided by a prefabricated shed.

11. Traffic – Traffic signs are currently on site. Since the trailer is located within an industrialized area there is no need for any additional traffic signals. Also Costco and Home Depot are both located within the vicinity.
12. Engineering – N/A
13. Noise – No additional noise above what would be expected from zoning district is anticipated. Hours of operation will be from 10-6 p.m. The trailer will remain there overnight as a permanent fixture.
14. Drainage – No grading of existing lot is planned.
15. Utilities – The Trailer provides its own electricity. Water will be carried in food truck's water system. Wastewater will be discharged at approved CBJ location. Any additional water needed will be purchased.
16. Wetlands – N/A
17. Habitat – N/A
18. Hazard/Mass Wasting/Avalanche/Hillside Endorsement – N/A
19. Flood – N/A
20. Plat or covenant restrictions –N/A
21. Other Agency Reviews – All food permits have been obtained from the state.

There will be two bistro tables (Table measures 27 inches high x 26.75 inches wide x 26.7 inches deep) each with 2 chairs, and a picnic bench. Also, there are two large umbrellas (9 FT) to accompany the tables outside in front of the food cart. There will be a propane grill outside in under cover attached to the storage shed that will be used for grilling vegetables and meats. There is a small refrigerator inside the cart and a large cooler to be filled with ice. Outside there will be a closed-in shed (5x7 FT) for storage.

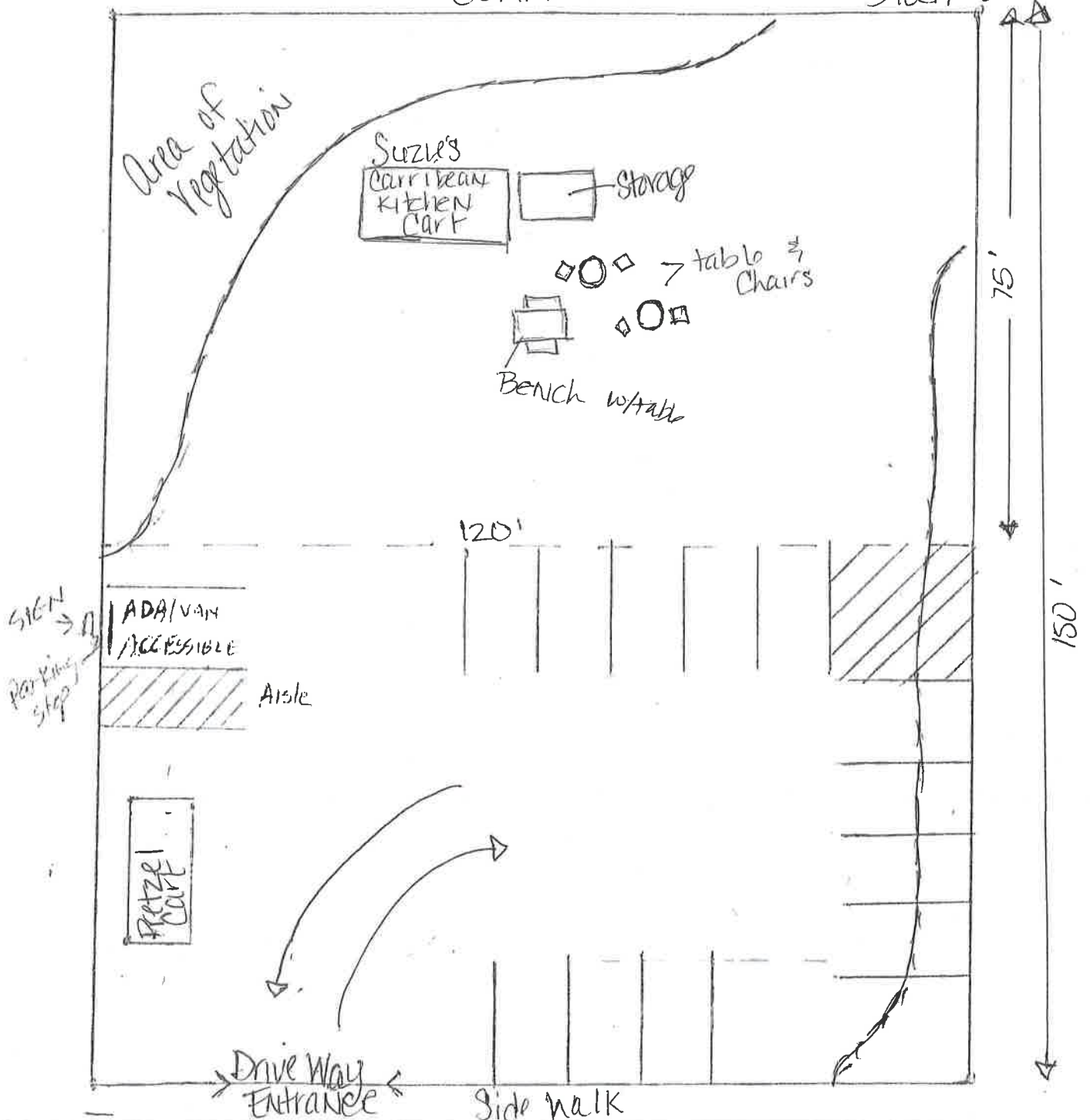
With the Sincerest Regards,

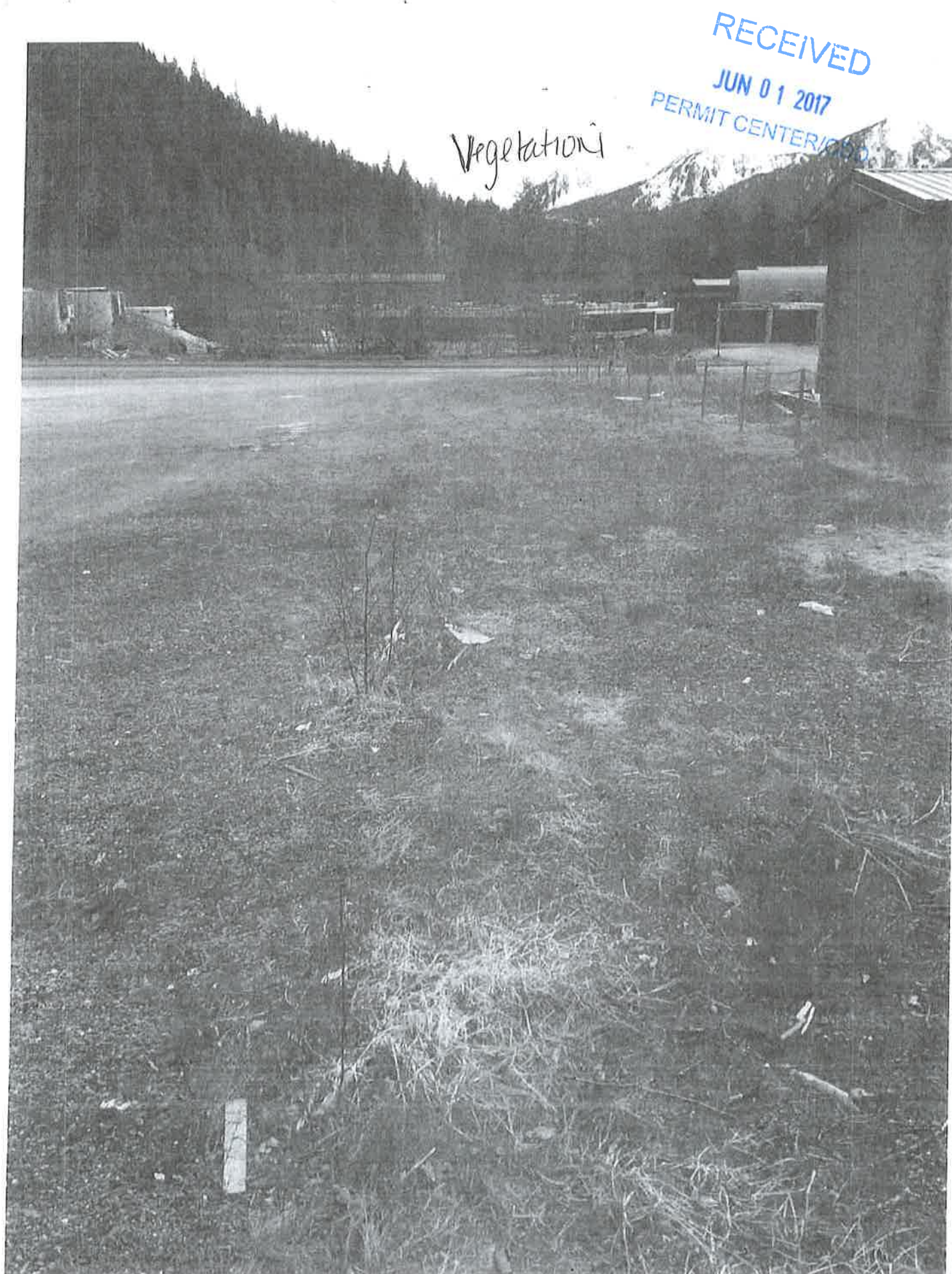
Susan Perry

Suzie's Caribbean Kitchen

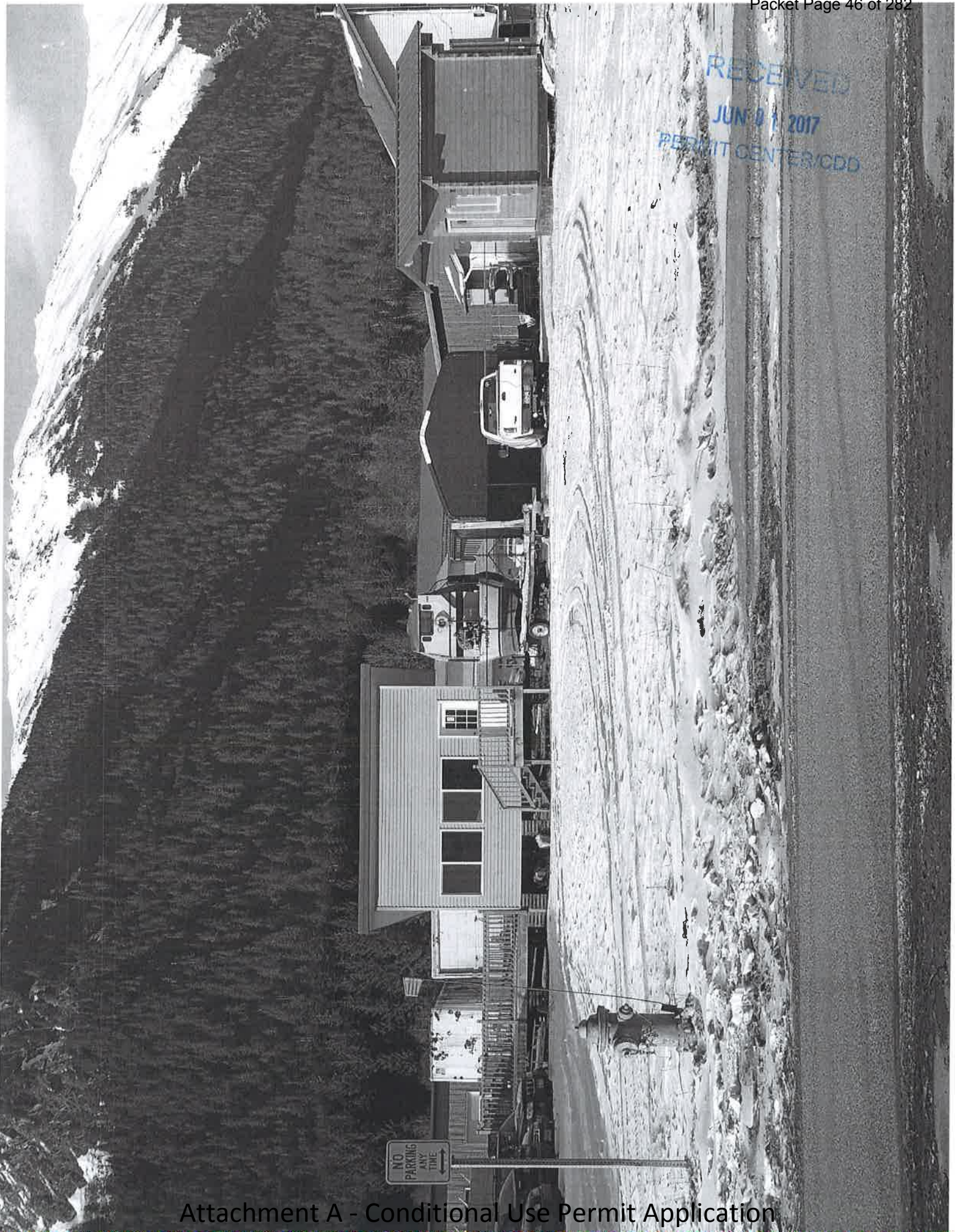
RECEIVED
JUN 01 2017
PERMIT CENTER/CDD

Conditional Use in Zoned Industrial
5341 Commercial Blvd 1 block = 5'

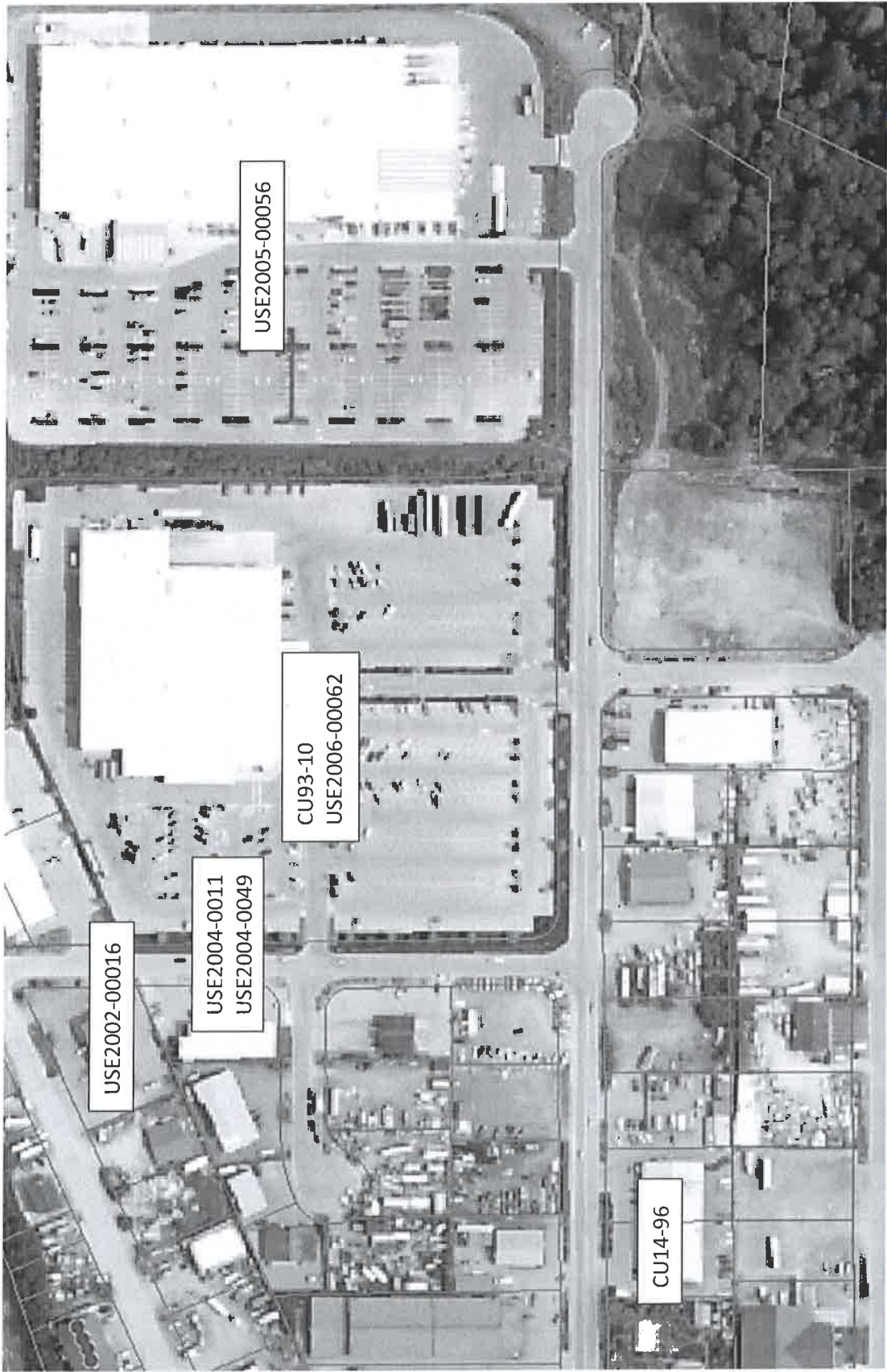




Attachment A - Conditional Use Permit Application



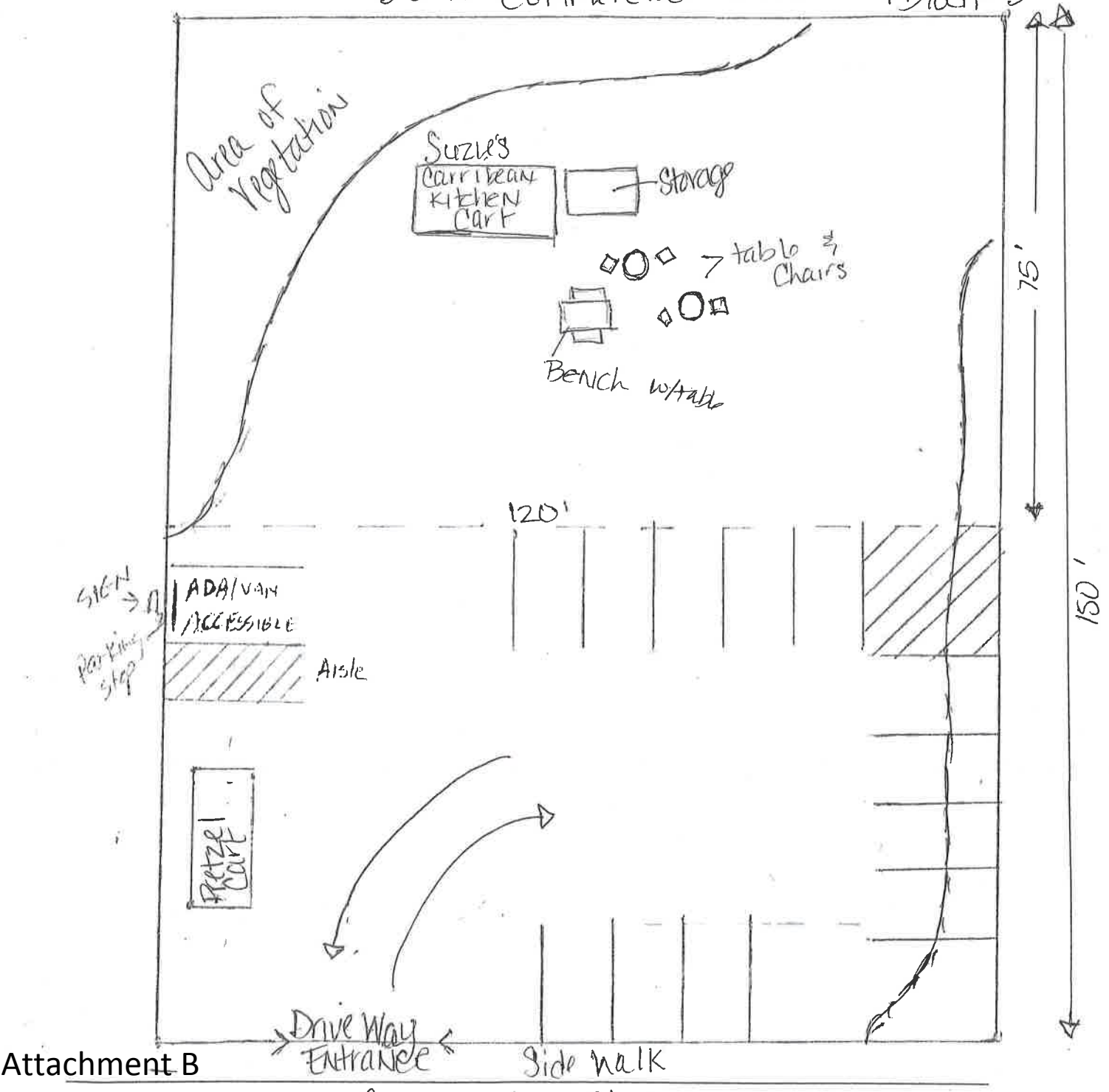
Attachment A - Conditional Use Permit Application



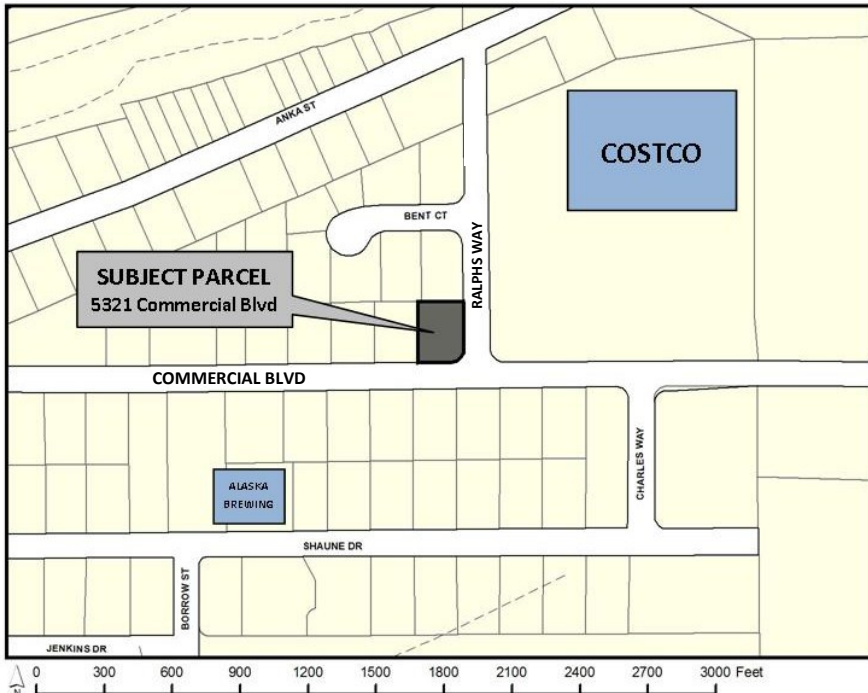
Attachment A - Conditional Use Permit Application

RECEIVED
JUN 01 2017
PERMIT CENTER/CDD

Conditional Use in Zoned Industrial
5341 Commercial Blvd 1 block = 5'



NOTICE OF PUBLIC HEARING



City & Borough of Juneau

Community Development Department
155 S Seward St • Juneau, Alaska 99801

SHIP TO:



PROPOSAL: Conditional Use Permit for Suzy's Caribbean Kitchen - a mobile restaurant in the Industrial zone.

File No:	USE2017 0014	Applicant:	Susan Perry
To:	Adjacent Property Owners	Property PCN:	5B1201450040
Hearing Date:	July 25, 2017	Owner:	Esmail Peirovi
Hearing Time:	7:00 PM	Lot Size:	15,272 sq. ft.
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	Zoned:	I (Industrial)
		Site Address:	5321 Commercial Blvd
		Accessed Via:	Commercial Blvd & Ralph's Way

PROPERTY OWNERS PLEASE NOTE:

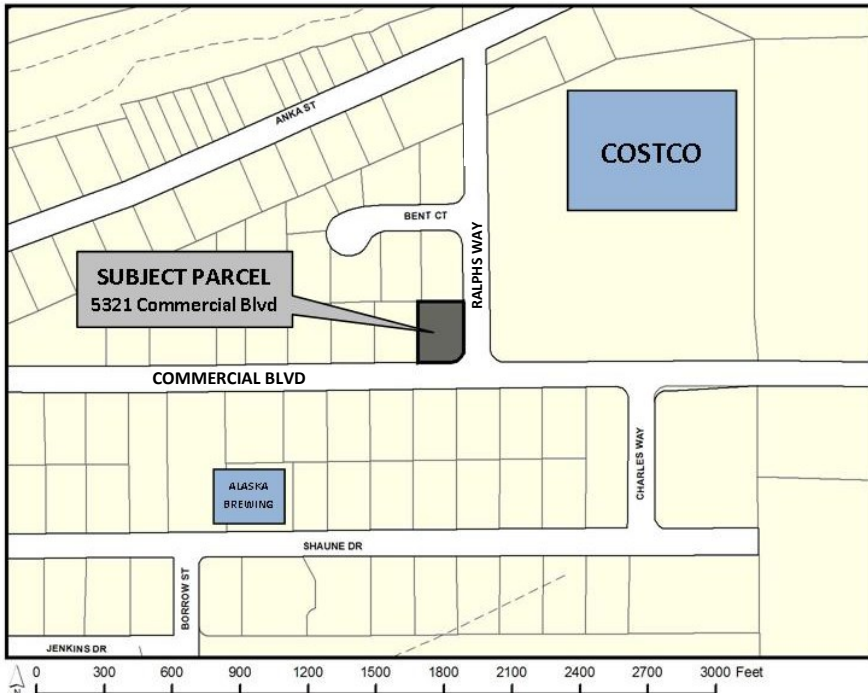
You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department 14 days prior to the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a week before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.



*If you have questions, please contact Allison Eddins at
Allison.eddins@juneau.org or (907) 586-0758.*

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at
<http://www.juneau.org/assembly/novus.php>

NOTICE OF PUBLIC HEARING



City & Borough of Juneau
Community Development Department
155 S Seward St • Juneau, Alaska 99801



SHIP TO:

Please Note: This hearing has been rescheduled from July 25th. The case will now be heard by the Planning Commission on August 8th. See the reverse for more details.

PROPOSAL: Conditional Use Permit for Suzy's Caribbean Kitchen - a mobile restaurant in the Industrial zone.

File No:	USE2017 0014	Applicant:	Susan Perry
To:	Adjacent Property Owners	Property PCN:	5B1201450040
NEW HEARING DATE:	AUGUST 8, 2017	Owner:	Esmail Peirovi
Hearing Time:	7:00 PM	Lot Size:	15,272 sq. ft.
Place:	Assembly Chambers	Zoned:	I (Industrial)
	Municipal Building	Site Address:	5321 Commercial Blvd
	155 South Seward Street	Accessed Via:	Commercial Blvd & Ralph's Way
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

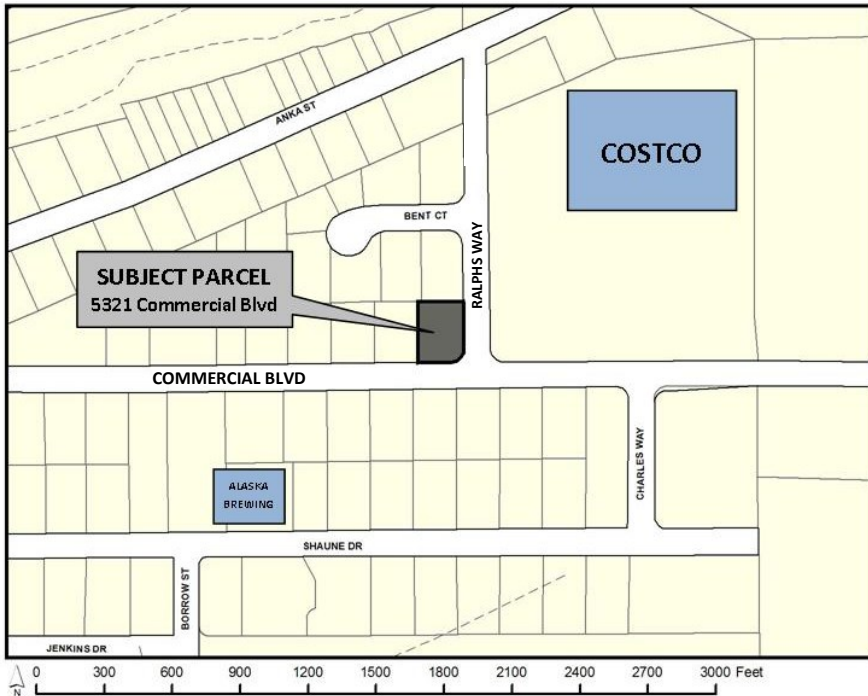
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NOTICE OF PUBLIC HEARING



City & Borough of Juneau

Community Development Department
155 S Seward St • Juneau, Alaska 99801

SHIP TO:



PROPOSAL: Conditional Use Permit for Suzy's Caribbean Kitchen - a mobile restaurant in the Industrial zone.

File No:	USE2017 0014	Applicant:	Susan Perry
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PROPERTY OWNERS PLEASE NOTE:

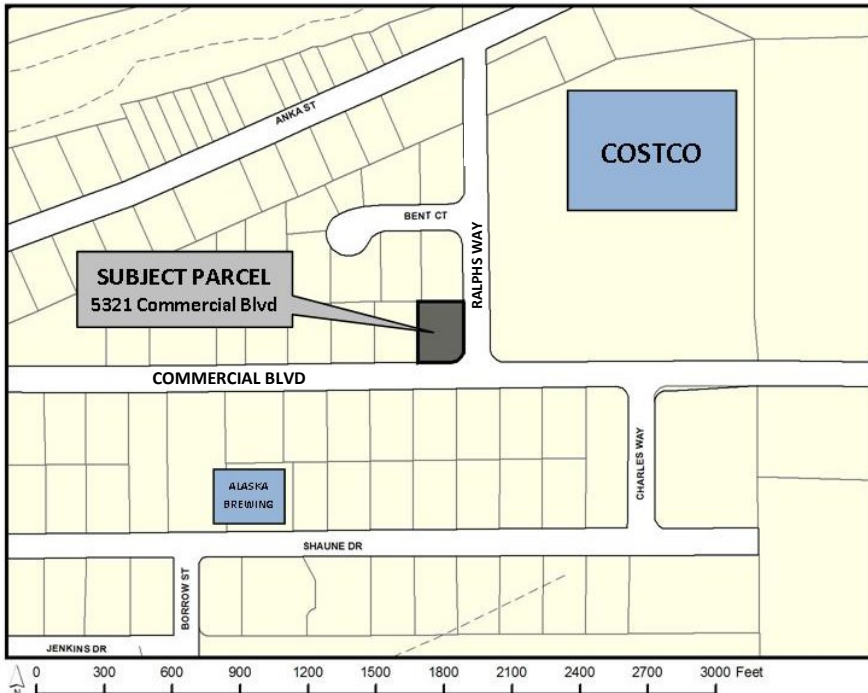
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NOTICE OF PUBLIC HEARING



City & Borough of Juneau
Community Development Department
155 S Seward St • Juneau, Alaska 99801



SHIP TO:

Please Note: This hearing has been rescheduled from July 25th. The case will now be heard by the Planning Commission on August 8th. See the reverse for more details.

PROPOSAL: Conditional Use Permit for Suzy's Caribbean Kitchen - a mobile restaurant in the Industrial zone.

File No:	USE2017 0014	Applicant:	Susan Perry
To:	Adjacent Property Owners	Property PCN:	5B1201450040
NEW HEARING DATE:	AUGUST 8, 2017	Owner:	Esmail Peirovi
Hearing Time:	7:00 PM	Lot Size:	15,272 sq. ft.
Place:	Assembly Chambers	Zoned:	I (Industrial)
	Municipal Building	Site Address:	5321 Commercial Blvd
	155 South Seward Street	Accessed Via:	Commercial Blvd & Ralph's Way
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department 14 days prior to the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a week before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.



If you have questions, please contact Allison Eddins at Allison.eddins@juneau.org or (907) 586-0758.

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USE2017 0014

Conditional Use Permit for a restaurant in the Industrial zoning district

CBJ Planning Commission
August 8, 2017



USE17-14

Applicant: Susan Perry

Property Owner: Esmail Peirovi

Property Address: 5321 Commercial Blvd

Legal Description: Lot 4, SSG V

Parcel Code Number: 5B1201450040

Site Size: 15,272 sq. ft.

Comprehensive Plan Future Land Use Designation: LI (Light Industrial)

Zoning: I (Industrial)

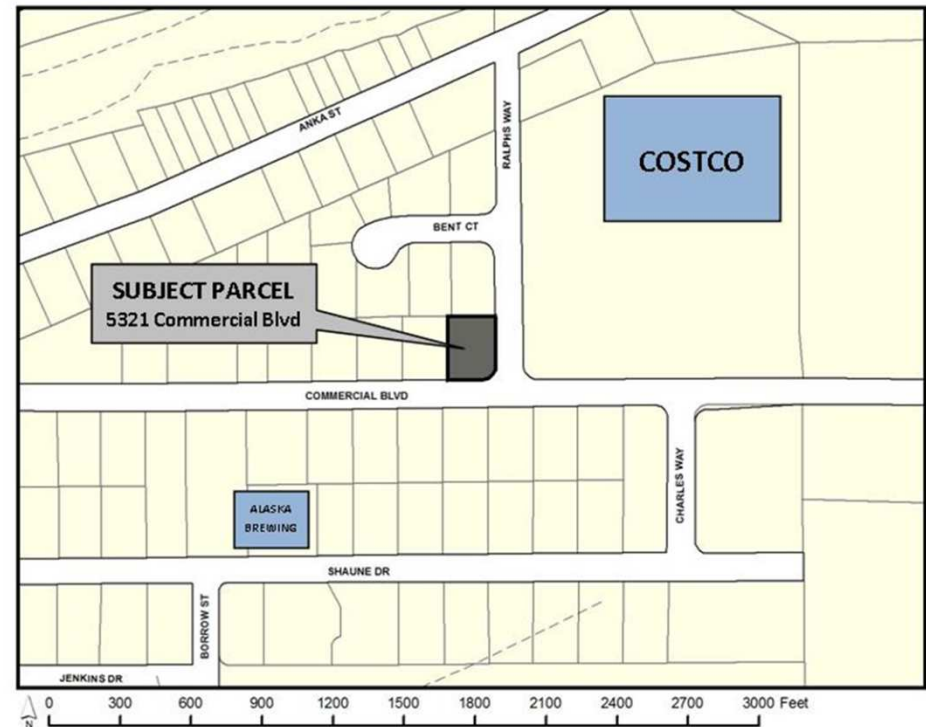
Utilities: City water and sewer

Access: Commercial Boulevard

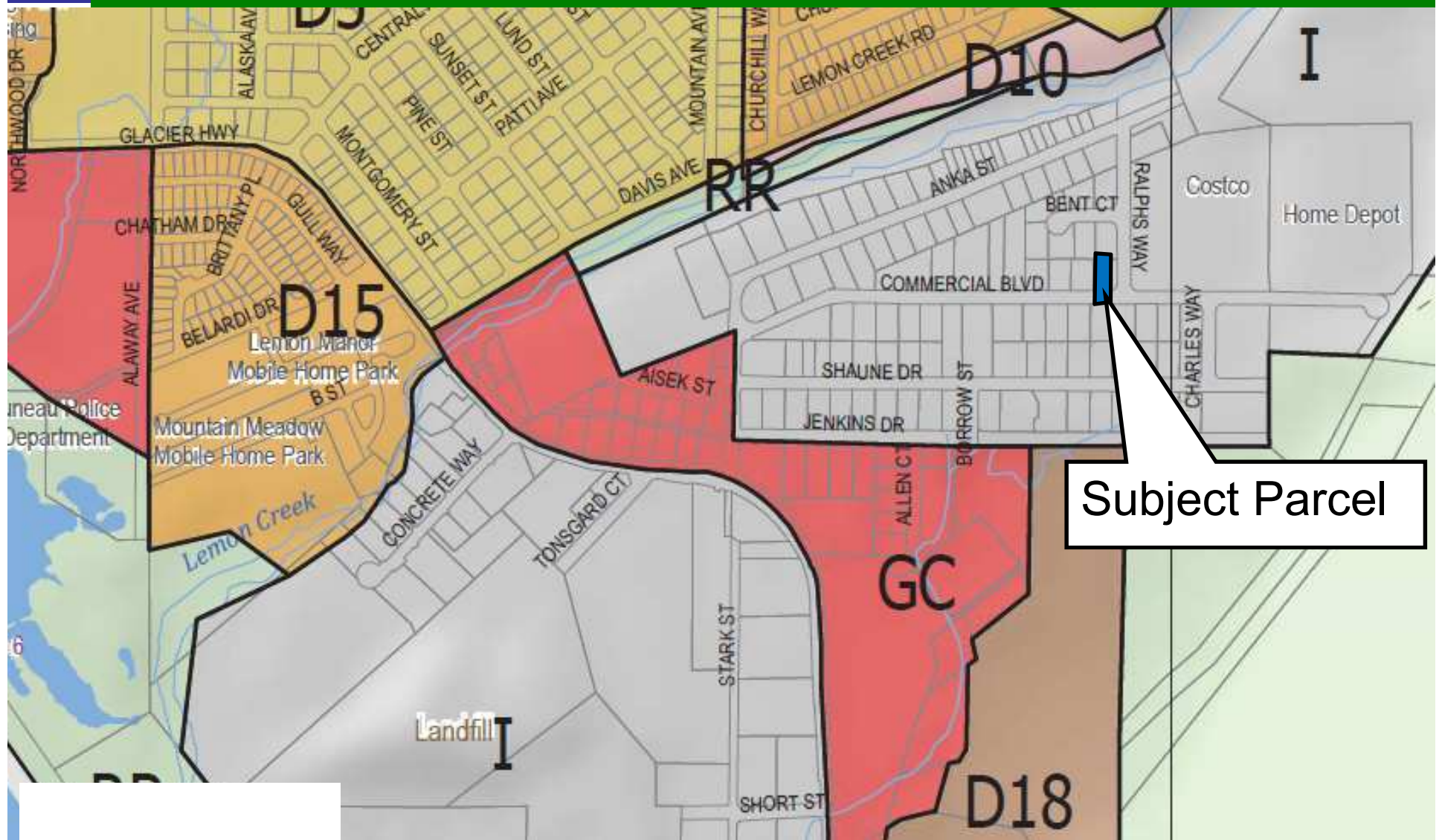
Existing Land Use: Peterson Pretzel food trailer

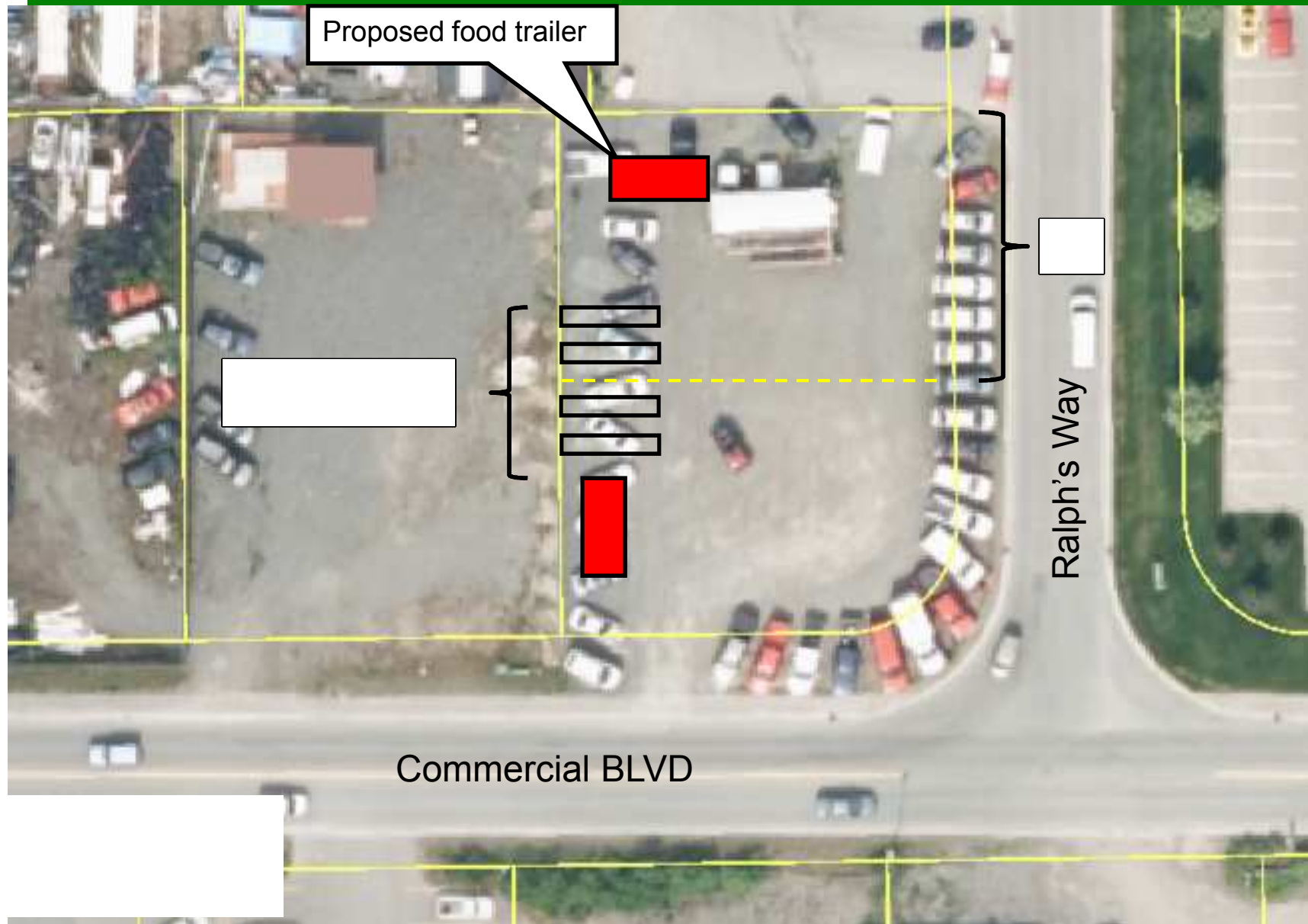
Surrounding Land Use:

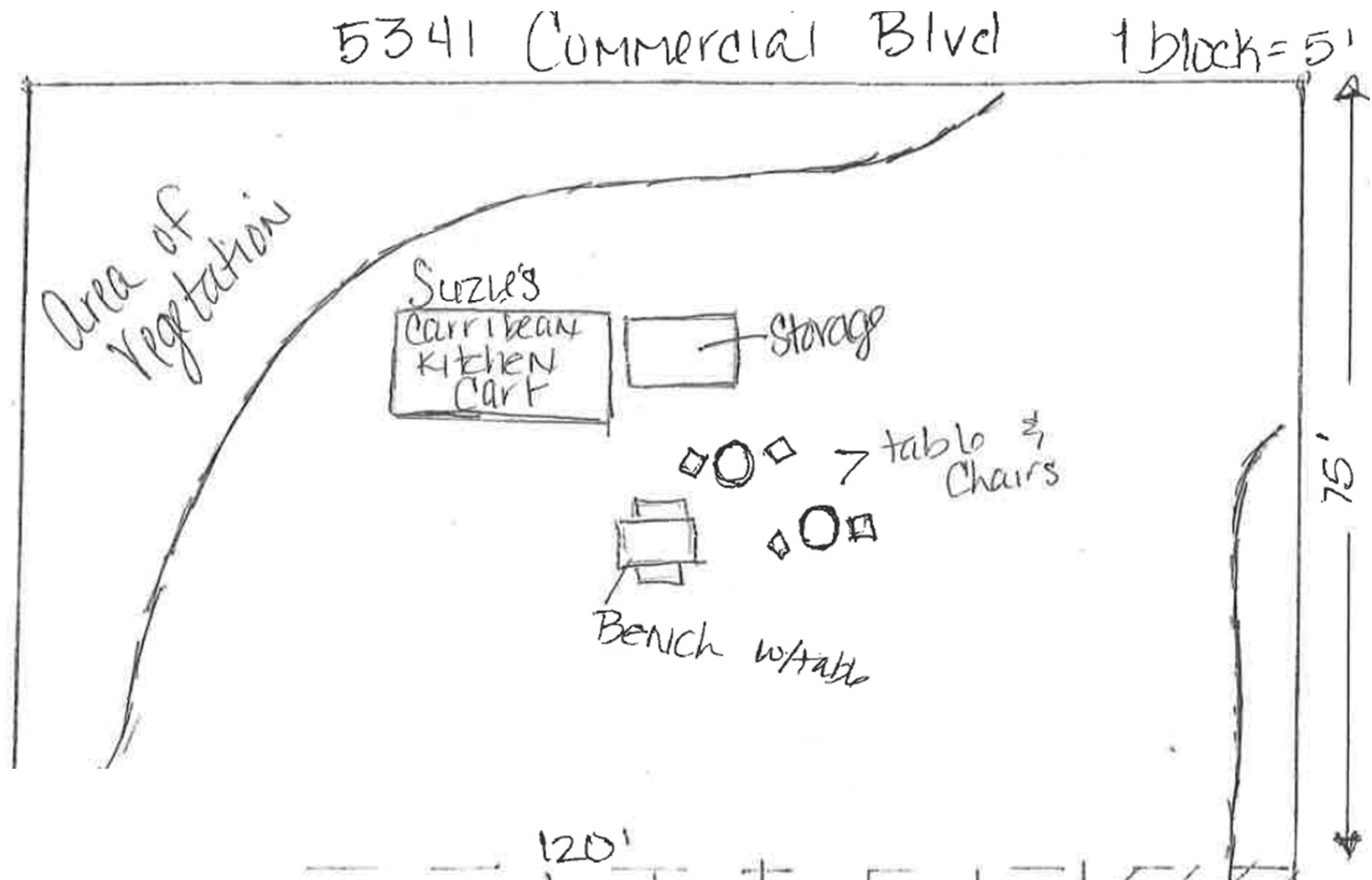
- North - Industrial/ car wash
- South - Industrial/ car storage
- East - Industrial/ Costco
- West - Industrial/ car storage



USE17-14







Noise

- Applicant will use a generator for electricity
- Condition to minimize noise impacts

Public Health & Safety

- Condition requiring DEC permit before final inspection

Property Value & Neighborhood Harmony

- No negative impacts expected

Habitat

- No habitat issues

2013 Comprehensive Plan Chapter 5:

Policy 5.11

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

1. The application is complete.
2. Appropriate according to Table of Permissible uses.
3. Complies with public notice requirements.
4. Does not materially endanger the public health or safety.
5. Does not substantially decrease or is out of harmony with property in the neighboring area.
6. Is in general conformity with the land use plan.

It is recommended that the Planning Commission adopt the Director's analysis and findings and APPROVE the requested Conditional Use Permit, USE2017 0014, with the following conditions:

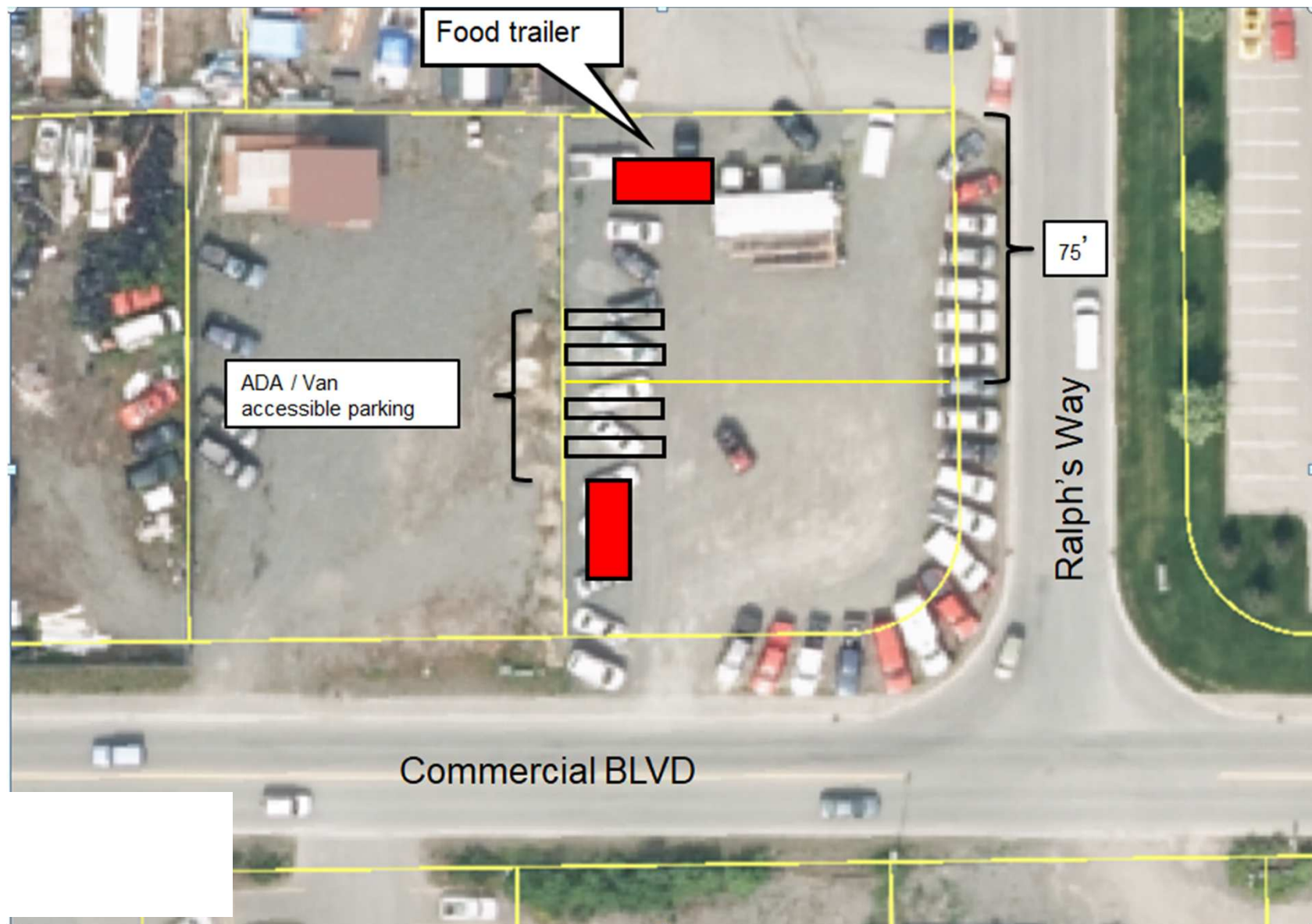
Conditions

1. The on-site storage of food or waste overnight is prohibited.
2. A mobile restroom will be on-site and will be serviced regularly.
3. Gray water shall be disposed in an approved location as offered by CBJ Wastewater.
4. The applicant shall place the generator inside a box to minimize the noise level.
5. The applicant shall provide a copy of an approved DEC permit prior to the building permit final inspection.

Advisory Conditions

1. The applicant should make sure there are no seams in the metal shed that a bear could pull apart.
2. The grill and any grease traps should be thoroughly cleaned every evening in order to keep food scents down.

USE17-14





Community Development

(907) 586-0715

PC_Comments@juneau.org

www.juneau.org/plancomm

155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION

NOTICE OF DECISION

Date: August 17, 2017

File No.: USE2017 0014

Susan Perry
1617 Douglas Hwy, A5
Douglas, AK 99824

Proposal: Conditional Use Permit for Suzy's Caribbean Kitchen - a mobile restaurant in the Industrial zone

Property Address: 5321 Commercial Blvd

Legal Description: SSG V Lot 4

Parcel Code No.: 5B1201450040

Hearing Date: August 8, 2017

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated July 27, 2017, and approved the requested Conditional Use Permit for a restaurant in an industrial zone to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. On-site storage of food or waste overnight is prohibited.
2. A mobile restroom (port-a-potty) will be on-site and will be serviced regularly.
3. Gray water shall be disposed of in an approved location as offered by CBJ Wastewater.
4. The applicant shall place the generator inside a box to minimize the noise level.
5. The applicant shall provide a copy of an approved DEC permit prior to the building permit final inspection.

Advisory Conditions:

1. The applicant should make sure there are no seams in the metal shed that a bear could pull apart.
2. The grill and any grease traps should be thoroughly cleaned every night in order to keep food scents down.

Susan Perry
File No.: USE2017 0014
August 17, 2017
Page 2 of 2

Attachments: July 27, 2017, memorandum from Allison Eddins, Community Development, to the CBJ Planning Commission regarding USE2017 0014.

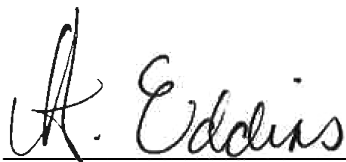
This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

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).

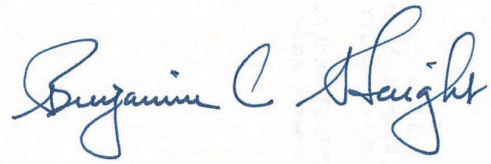
Effective Date: The permit is effective upon approval by the Commission, August 8, 2017

Expiration Date: The permit will expire 18 months after the effective date, or January 8, 2019, 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:



Allison Eddins, Planner
Community Development Department



Benjamin Haight, Chair
Planning Commission



Filed With City Clerk

August 21, 2017

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.

Presented by: The Manager
 Introduced: 12/18/2017
 Drafted by: A. G. Mead

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2017-29

An Ordinance Amending the Land Use Code Relating to Development in the Vicinity of Eagle Nests and Eagle Habitat.

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

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

Section 2. Amendment of Section. CBJ 49.15.320(f)(9) Allowable use permit, is amended to read:

49.15.320 Allowable use permit.

...

(f) *Conditions on approval; allowable uses.* The commission may condition an allowable use permit upon one or more of the following:

...

(9) *Habitat.* Development in the following areas may be required to minimize environmental impact:

(A) Developments in wetlands and intertidal areas, including freshwater marshes, saltwater marshes and intertidal flats.

...

Section 3. Amendment of Section. CBJ 49.15.330(g)(10) Conditional use permit, is amended to read:

49.15.330 Conditional use permit.

...

(g) *Specific conditions.* The commission may alter the director's proposed permit conditions, impose its own, or both. Conditions may include one or more of the following:

...

(10) *Habitat.* Development in the following areas may be required to minimize environmental impact:

(A) Developments in wetlands and intertidal areas.

...

Section 4. Amendment of Section. CBJ 49.60.200 Sensitive areas, is amended to read:

49.60.200 Sensitive areas.

A development in stream corridors and lake shores, wetlands and intertidal areas or any combination thereof, as shown on the sensitive areas map, may be awarded:

- (1) Bonus points for interests in land which protect additional land within or adjacent to such sensitive areas beyond that which is required in chapter 49.70;
- (2) Bonus points for an interest other than a deed providing for public access through sensitive area lands, either required or voluntarily reserved; and
- (3) Bonus points for a deed to the City and Borough of required or reserved sensitive area lands.

Section 5. Amendment of Section. CBJ 49.70.310 Habitat, is amended to read:

49.70.310 Habitat.

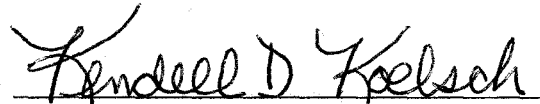
(a) Development in the following areas is prohibited:

- (1) On Benjamin Island within the Steller sea lion habitat;
- (2) Within 50 feet of the banks of streams designated in Appendix B of the comprehensive plan of the City and Borough of Juneau, 2013 Update; and
- (3) Within 50 feet of lakeshores designated in Appendix B of the comprehensive plan of the City and Borough of Juneau, 2013 Update.

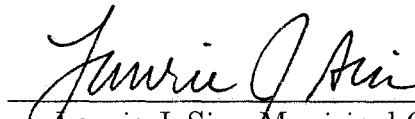
- (b) In addition to the above requirements there shall be no disturbance in the following areas:
- (1) Within 25 feet of stream corridors designated in Appendix B of the comprehensive plan of the City and Borough of Juneau, 2013 Update; and
 - (2) Within 25 feet of lakeshores designated in Appendix B of the comprehensive plan of the City of Borough of Juneau, 2013 Update.

Section 6. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this 8th day of January, 2018.


Kendell D. Koelsch, Mayor

Attest:


Laurie J. Sica, Municipal Clerk



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

DATE: August 1, 2017
TO: Planning Commission
FROM: Teri Camery, Senior Planner
Community Development Department

FILE NO.: AME2016 0019
PROPOSAL: Deletion of CBJ Code 49.70.310(a)(2 and 3), Eagle Nest Buffers
APPLICANT: City and Borough of Juneau
LOCATION: Borough wide

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

ATTACHMENTS

Attachment 1 Existing Code, CBJ 49.70.300
Attachment 2 Proposed Ordinance Deletion
Attachment 3 Draft Brochure, Bald Eagle Best Management Practices

INTRODUCTION AND BACKGROUND

Revision of the CBJ Code, Eagle Nest Buffers, Section 49.70.310(a)(2 and 3) has been on the Assembly and Planning Commission's priority list for several years because of challenges with implementation and enforcement of the ordinance and because of the high number of variances. The Community Development Department (CDD) now proposes deletion of the ordinance, rather than revision.

The Planning Commission's Title 49 Committee reviewed eagle nest buffer ordinance drafts at the August 3, 2016 and September 21, 2016 regular meetings. Review included consultation with Mr. Steve Lewis, raptor biologist with the U.S. Fish and Wildlife Service (USFWS). CDD staff followed these meetings with extensive consultation with the CBJ Law Department, additional meetings with USFWS, and research on past variance applications.

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At the June 27, 2017 Planning Commission Committee of the Whole meeting, the Commission recommended deletion of the ordinance because of challenges with revising and enforcing the ordinance. The Commission also noted the importance of eagles to the community and suggested developing an informational pamphlet to promote voluntary eagle protection measures.

CDD has developed a conceptual draft of a Bald Eagle Best Management Practices brochure, included here as Attachment 3. The USFWS reviewed the draft and provided helpful revisions. The document will be available on-line and at the CBJ Permit Center when it is finalized and will also be distributed at public events as warranted.

DISCUSSION

Implementation of the ordinance has been problematic because CDD has always relied heavily on the USFWS to determine the location of nests and also if a nest has actively nesting eagles, a key component of the regulation. In addition, CDD research shows that of 42 eagle nest buffer variances noted in the CBJ database, all 42 were approved. The current ordinance also uses the code definition of development, which has many elements that are irrelevant to impacts to eagle nests and are unnecessarily restrictive.

As discussed at the June 27, 2017 Planning Commission Committee of the Whole meeting, CDD has evaluated many options for revising the ordinance, rather than deleting it. However each option has had unresolvable legal problems. CDD must have a rational basis for all requirements and be internally consistent. However defining the key activities that are most disruptive to eagles and require regulation is difficult, and eagles have been habituated within urban areas. Even if a legally defensible ordinance could somehow be developed, CDD does not have the capacity to identify and track eagle nest locations, and the USFWS has not been able to provide this service for many years. Bald eagles have never been endangered or threatened in the State of Alaska, and evidence indicates that the local population is increasing.

Finally, the USFWS has an optional federal permit, titled an Eagle Take Permit, which allows applicants to disturb an eagle and avoid violating the Federal Bald Eagle Protection Act, often with mitigation conditions attached to minimize harm. In other words, the federal permit serves as a liability shield. Project Managers for all large-scale developments, especially the Alaska Department of Transportation and Public Facilities, have applied for and received this permit, and this permit has often been used as justification for approval of CBJ variances.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The 2013 Juneau Comprehensive Plan contains a number of policies regarding eagle nests, listed below:

POLICY 7.14. TO PROTECT AREAS SURROUNDING IDENTIFIED EAGLE NESTS FROM CONFLICTING LAND USES.

Standard Operating Procedures

7.14 - SOP1 Mature trees that, typically, are suitable for eagle nests should be retained within 1/8th of a mile of the coast.

7.14 - SOP2 In situations where lands are proposed for private platting next to CBJ-owned lands, and if the private party is willing, the CBJ government will consider exchanging land of equal value for those lands within 330 feet of the eagle nest tree and retain it as an eagle management area.

7.14 - SOP3 Prohibit the cutting of trees near shoreline areas for the purpose of eradicating nesting eagles or of preventing eagles from nesting therein.

Development Guideline

7.14 - DG1 Private land within the eagle management radius should be left undeveloped or subdivided into large lots, the largest of which should contain the nest tree. Roads should be located as far from the nest as possible, preferably landward from the nest tree. Low density residential or open space/natural areas uses should be located within the eagle management radius.

Implementing Actions

7.14 - IA1 Amend the Land Use Code to include variance criteria that apply specifically to requests to allow development within the buffer area around a bald eagle nest. Developing these criteria is of crucial importance in order to allow responsible development within 330 feet of eagle nests, especially those nests that post-date adjacent development. It may be appropriate to adopt regulations for development near eagle nests based on the level of tolerance of the subject eagles to human activity.

7.14 - IA2 Work with the United States Fish and Wildlife Service (USFWS) on an as-needed basis to identify eagle nest locations and best practices.

7.14 - IA3 Consider designating as Natural Areas or other low impact land use categories areas where eagles tend to nest in concentrations.

7.14 - IA4 Request that the USFWS evaluate the Bald Eagle in the Urban Service Area in terms of population, behavior and tolerance of human presence and activity. Consider any new suggestions from the USFWS for enhancing the presence and health of eagles in the urban area.

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7.14 - IA5 Support the efforts of a local non-profit eagle rehabilitation facility to rescue, heal and return to the wild, injured or vulnerable eagles and to educate the public as to the health and well-being of the species.

The Comprehensive Plan includes an explanation of the USFWS Eagle Take Permit on pages 92-93. The Plan specifically states,

It may be appropriate to revise this ordinance, in light of changes to federal policy regarding disturbance of eagles.

The Plan further states,

There is a generally held perception that the local population of bald eagles is increasing which, if true, may be attributable to an increase in fish in the area and/or a higher than expected tolerance of these birds to human presence. In any case, the eagles are still subject to special protection by law and enjoy considerable local affection.

The Comprehensive Plan explicitly says that the existing eagle ordinance may need to be amended in light of the 2011 changes to federal law (i.e. availability of take permits). Deletion of the ordinance is consistent with the Comprehensive Plan because a federal permit exists that addresses eagle protection and development and because local eagle populations appear to be increasing with the protections offered by other code requirements and policies. CDD's proposed Bald Eagle Best Management Practices document will also promote public education regarding potential impacts to eagles.

COMPLIANCE WITH CBJ LAND USE CODE

The proposed amendment to Title 49 will not create any internal inconsistencies within the Code. The proposed change is consistent with Title 49.

FINDINGS

Based upon the above analysis, staff finds that the proposed text amendment to Title 49 is consistent with the goals and policies in the Comprehensive Plan as well as Title 49. Additionally, this change would not create any internal inconsistencies within any plans or codes.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission forward the draft text amendment to the Assembly with a recommendation for approval.

Eagle Nest Buffer ordinance

CBJ Code 49.70.310(a)(2 and 3) states:

(a) Development in the following areas is prohibited:

(2) Within 330 feet of an eagle nest on public land;

(3) Within 50 feet of an eagle nest on private land, provided that there shall be no construction within 330 feet of such nest between March 1 and August 31 if it contains actively nesting eagles;

The Code definition of development (49.80.120) states:

Development means any of the following:

(1) Construction, reconstruction or enlargement of a structure involving more than 120 square feet;

(2) A subdivision;

(3) Conduct of a home occupation;

(4) Change in use of a lot, including any structure thereon;

(5) Installation or emplacement of a mobile or modular home;

(6) Removal of substantial vegetative cover;

(7) Excavation, dredge or fill activity;

(8) Installation of a sign;

(9) For the purposes of Chapter 49.65, Article I, the work performed in relation to a deposit, subsequent to exploration but prior to extraction of commercial quantities of a mineral commodity, aimed at, but not limited to, preparing the site for mining, defining an ore deposit, conducting pilot plant operations, and construction of roads or ancillary facilities;

(10) Any site work in preparation or anticipation of the above.

Presented by: The Manager
Introduced:
Drafted by: A. G. Mead

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2016-47 PC v. 1

An Ordinance Amending the Land Use Code Relating to Development in the Vicinity of Eagle Nests.

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

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

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49.60.200 - Sensitive areas.

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~~(2) (4)~~ Within 50 feet of the banks of streams designated in Appendix B of the comprehensive plan of the City and Borough of Juneau, 2013 Update; and

~~(3) (5)~~ Within 50 feet of lakeshores designated in Appendix B of the comprehensive plan of the City and Borough of Juneau, 2013 Update.

(b) In addition to the above requirements there shall be no disturbance in the following areas:

(1) Within 25 feet of stream designated in Appendix B of the comprehensive plan of the City and Borough of Juneau, 2013 Update; and

(2) Within 25 feet of lakeshores designated in Appendix B of the comprehensive plan of the City of Borough of Juneau, 2013 Update.

Section 5. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2017.

Kendell D. Koelsch, Mayor

Attest:

Laurie J. Sica, Municipal Clerk



Alaska and Canada have the largest populations of breeding Bald Eagles in North America. Breeding bald eagles occupy “territories,” areas they defend against intrusion by other eagles. In addition to the active nest, a territory may include one or more alternate nests (nests maintained but not used for nesting in a given year). Bald eagles generally nest near coastlines, rivers, or lakes that provide a food supply. They often nest in mature or old-growth trees; snags (dead trees); cliffs; rock promontories; and sometimes on structures such as power poles and communication towers. In forested areas, bald eagles often select the tallest trees with limbs strong enough to support a nest that can weigh more than 1,000 pounds. Eagle nests are usually about 4-6 feet in diameter and 3 feet deep.



Best Management Practices

Protecting Nesting Eagles in Juneau



City & Borough of Juneau

City & Borough of Juneau

155 S. Seward Street
Juneau, AK 99801

Tel: 907 586 0770

<http://www.juneau.org/>

Juneau Cares about Eagles

Are you planning any development? If your property is near an eagle nest this fact sheet will provide you with important information about protecting these birds and enhancing enjoyment of your property.

Until recently the CBJ had regulations that prohibited development within 50 feet of an eagle nest on private property and 330 feet during March 1 to August 31. But because Bald Eagles are protected by the Bald and Golden Eagle Protection Act and the Migratory Bird Treaty Act, because of the challenge in identifying eagle nests, and because many of Juneau's eagles are habituated to human activity, the CBJ regulations were repealed.

Eagles are not endangered or threatened in Alaska, but they remain an important, legally protected symbol, and valuable member of the Juneau ecosystem. With some thoughtful consideration, bald eagles will continue to nest in Juneau neighborhoods. In Southeast Alaska, the active nesting season is March 1 through August 31. Eaglets typically hatch from mid-May through early June, and fledge (leave the nest) in August. Both are sensitive periods for young eagles. Newly hatched chicks cannot maintain their body temperature without the warming shelter provided by their brooding mother, who may be flushed from the nest by loud, obtrusive activity. As nestlings approach fledging in August, they become more active, stretching their developing wings and hopping among the branches of their nest tree. If frightened by tree clearing, construction, or other highly visible or noisy activity, they may jump or fall from the tree before they are able to fly, exposing them to injury or death. Human actions that cause loss of eagles, their nests, or eggs, are prohibited by Federal law, unless allowed by permit.

These guidelines are intended to provide developers and landowners with tools to minimize impacts to bald eagles. For more information on habitat needs and ways to minimize impacts, go to the 2007 Federal Bald Eagle Management Guidelines at:

https://www.fws.gov/alaska/eaglepermit/pdf/national_guidelines.pdf

✓ Maintain a 330-foot buffer from eagle nests for all vegetation removal and construction activity. If you can't, try to follow these additional guidelines:

✓ Retain as many trees as possible, removing only what is necessary when eagles are not nesting (September 1 through February 28).

✓ Avoid noisy, obtrusive construction, blasting, clearing and similar activities during the March 1 to August 31 nesting season, especially within the critical hatching and fledging periods from May 15 to June 15 and from August 1 to 31.

✓ Eagles vary in their tolerance of human activity near their nests. Most eagles nesting near people will not be disturbed by less-obtrusive projects like interior construction, or building fences, sheds, or other small structures. Eagle pairs that nest near long-established, ongoing human activity often tolerate greater disturbance. Eagles nesting far from humans are typically more sensitive, so extra effort to avoid seasonal disturbance may be necessary when developing a remote property.

✓ If you can avoid loud, visible disturbances within 330 feet of an active nest during the nesting season, eagles will likely continue to nest successfully nearby. If you can't follow these guidelines, and are concerned that your activities could disturb eagles, you may qualify for a permit from the U.S. Fish & Wildlife Service, which would allow disturbance, or in some cases removal, of an eagle nest. The U.S. Fish and Wildlife Service office in Juneau can be reached at 907-780-1160.

www.fws.gov/alaska/fisheries/fieldoffice/juneau/directory.htm



NOTICE OF PUBLIC HEARING

Planning Commission Hearing Regarding :

Text Amendment to Title 49,
Land Use Code 49.70.310
(a)(2 and 3)

Eagle Nest Buffers

City & Borough of Juneau

Community Development Department
155 S Seward St • Juneau, Alaska 99801

SHIP TO:



PROPOSAL: Deletion of CBJ code 49.70.310 (a) (2 and 3), Eagle Nest Buffers

File No:	AME2016 0019	Applicant:	City & Borough of Juneau
To:	Neighborhood Associations	Property PCN:	Borough-Wide
Hearing Date:	August 8, 2017	CBJ Code at:	https://www.municode.com/library/ak/juneau/codes/code_of_ordinances
Hearing Time:	7:00 PM		
Place:	CBJ Assembly Chambers Municipal Building, 155 South Seward Street, Juneau, Alaska 99801		

COMMUNITY MEMBERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department 14 days prior to the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a week before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.



If you have questions, please contact Teri Camery at teri.camery@juneau.org or (907) 586-0755.

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at <http://www.juneau.org/assembly/novus.php>



Community Development

(907) 586-0715

PC_Comments@juneau.org

www.juneau.org/plancomm

155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION NOTICE OF RECOMMENDATION

Date: August 17, 2017

File No.: AME2016 0019

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 Deletion of CBJ Code 49.70.310(a)(2 and 3), Eagle Nest Buffers.

Property Address: Borough Wide

Hearing Date: August 8, 2017

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated August 1, 2017, and recommended that the City and Borough Assembly adopt staff's recommendation for deletion of CBJ Code 49.70.310(a)(2 and 3), Eagle Nest Buffers.

Attachments: August 1, 2017 memorandum from Teri Camery, Community Development, to the CBJ Planning Commission regarding AME2016 0019.

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:

Teri Camery, Senior Planner
Community Development Department

Benjamin Haight, Chair
Planning Commission

City and Borough Assembly
File No.: AME2016 0019
August 17, 2017
Page 2 of 2



Filed With City Clerk

August 21, 2017

Date

cc: Plan Review

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



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

DATE: July 31, 2017

TO: Planning Commission

FROM: Tim Felstead, Planner 
Community Development Department

FILE NO.: CSP2017 0013

PROPOSAL: Consistency review for State reconstruction of Egan Drive between Tenth St and Main St including provision of CBJ easements*

* Project description provided by State DOT&PF uses Tenth Street and Main Street for local reference but reconstruction plans show project will end beyond Main Street at intersection of Seward Street.

GENERAL INFORMATION

Applicant: State of Alaska Department of Transportation and Public Facilities

Property Owner: State of Alaska

Property Address: Egan Drive between Tenth Street and Seward Street

Legal Description: n/a

Parcel Code No.: n/a

Site Size: Approximately 0.7 miles in length

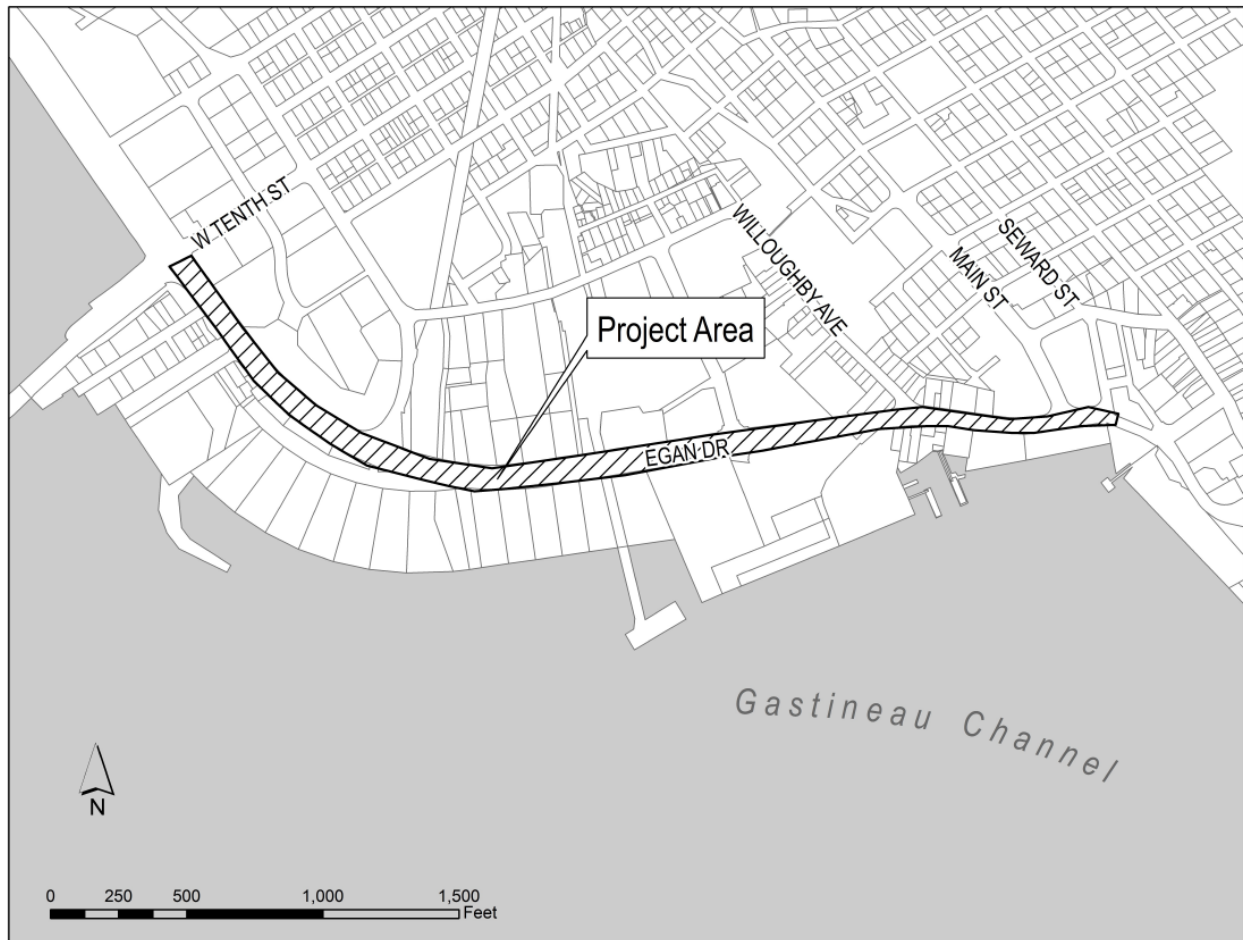
Comprehensive Plan Future Land Use Designation: Traditional Town Center (TTC) on landward side of Egan Drive;
Marine Commercial on seaward side of Egan Drive.

Zoning: Arterial Roadway

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Utilities:	Public
Access:	Public Right of Way
Existing Land Use:	Public Right of Way
Surrounding Land Use:	Seaward - Hotel, Office/Commercial, private parking lots, Bridge Park Seawalk, disused Standard Oil dock, vacant land, CBJ wastewater pumping station, and small cruise ship dock. Landward - Multifamily, Office/Commercial, hotels, Juneau Arts and Humanities Council, CBJ Convention Center, Downtown Transit Center, and parking lot.

VICINITY MAP



ATTACHMENTS

- Attachment A** Application and Design Study Report including proposed street construction and signage.
- Attachment B** Signage and striping plan submitted with application showing proposed layout of Egan Drive following reconstruction.
- Attachment C** Collated CBJ and Public comments on proposed project.
- Attachment D** Public notification.
- Attachment E** Easements requested on CBJ property.

LIST OF ABBREVIATIONS

AASHTO	American Association of State Highway and Transportation Officials
ATM	Alaska Traffic Manual
CBJ	City and Borough of Juneau
DOT&PF	State of Alaska Department of Transportation and Public Facilities
FHWA	Federal Highways Administration
JNMTP	Juneau Non-motorized Transportation Plan
MUTCD	Manual on Uniform Traffic Control Devices
NACTO	National Association of City Transportation Officials
ROW	Right-of-Way
SWPPP	Stormwater Pollution Prevention Plan

PROPOSAL

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) intend to reconstruct Egan Drive between Tenth Street and Seward St. **Attachment B** shows the plans for the proposed reconstruction including striping and signage. The existing Right-of-Way layout is also shown on the drawings. The project includes:

- Repaving of Egan Drive, repairing existing surface ruts, and improving drainage.
- Replacement of existing street lights with more energy efficient LEDs.
- Upgrade to existing signals at Tenth Street, Whittier Street, and Main Street to provide linked traffic signal network to improve flow of traffic.
- Reduce traffic lanes in both directions between Willoughby Avenue and Seward Street from two lanes to one lane in each direction, and reduction of motor vehicle travel lane width from 12.5 to 11 feet.

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- Addition of dedicated bike lanes at same grade with vehicle travel way along entire length of project in both directions.
- Widening of pedestrian sidewalks where existing as new ROW width allows or existing ROW can be reallocated.
- Addition of unsignalized pedestrian crossings with central median refuge at Glacier Avenue (Gold Creek Bridge) and Willoughby Avenue (Four Points Hotel).
- Removal of existing unsignalized pedestrian crossing at Seward Street.
- Removal of some existing landscaped strips on seaward side of Egan Drive and parts of central median.
- No additional crosswalk at Whittier Street intersection.
- Widening of ROW through easements or land purchase of private, CBJ and State Lands.

Construction is planned to begin in Fall 2017 and finish in Fall 2018. DOT&PF anticipate some nighttime construction that will require CBJ Noise Permits from the CBJ Building Official. Driving of piles will occur for improvements to the retaining wall adjacent to the Wharf Building.

DOT&PF states they will ensure the contractor will comply with the required Stormwater Pollution Prevention Plan (SWPPP) and implement appropriate related Best Management Practices during construction. A nationwide US Army Corp of Engineers Permit will be required for the addition of fill for the reconstruction of the Merchants Wharf retaining wall.

DOT&PF also state they will ensure the contractor avoids lane closures during high traffic periods and at least one lane in both directions will be open at all times. Pedestrian and bicycle detours will be signed. DOT&PF intends to minimize traffic disruption and the contractor will liaise with emergency service agencies and utility providers as necessary.

EXECUTIVE SUMMARY

The Alaska Department of Transportation and Public Facilities have submitted a proposal for the reconstruction, of Egan Drive between Tenth Street and Seward Street. As required by State Statute and the CBJ Land Use Code, the proposal has been reviewed for consistency with the CBJ Land Use Code and a number of adopted plans that provide specific guidance and recommendations on the future design of Egan Drive. Also, as per CBJ Title 49 and Title 53, easements required by DOT&PF for expansion of the existing ROW or for the construction phase of the project have also been reviewed.

The proposal has been reviewed against the 2013 Comprehensive Plan of the City and Borough of Juneau and a number of other plans that have been adopted into or referred to in the Comprehensive Plan including:

- Area-wide Transportation Plan (2001)

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- Juneau Non-motorized Transportation Plan (2009)
- Willoughby District Land Use Plan – Chapter 5 (2012)
- Long Range Waterfront Master Plan for the CBJ (2004)
- Downtown Parking Management Plan (2010)

Some plans provide very specific guidance for the development of the section of Egan Drive subject to this proposal while other plans refer to design considerations for the area more generally. Key aspects of the reconstruction project have been reviewed in detail regarding the extent to which the proposal is consistent with the above CBJ Plans. A number of mandatory conditions have been recommended and DOT&PF should incorporate them into their proposed construction plans. A number of advisory recommendations have also been made for changes to the project design or implementation of the project not necessarily required to ensure consistency with adopted plans.

In general, the proposal has been found to be consistent with the CBJ Land Use Code including relevant adopted plans. Common themes in the plans such as traffic calming, improvements for pedestrians and bicycle facilities, and improvements for motorists have been addressed. More could be done to maximize the potential of this stretch of Egan Drive to provide a more attractive transportation corridor as called for in many CBJ plans.

Conditions have been recommended regarding crosswalk design, signing and striping, traffic control during the reconstruction, adding infrastructure to provide for future improvements, and the need to work with the CBJ to landscape the corridor.

Recommendations regarding modification to the bikeways and crosswalk designs are based on National Association of City Transportation Officials (NACTO) recommended design standards for bikeways and urban streets. The American Association of State Highway and Transportation Officials (AASHTO) also provide a number of relevant standards although their traditional focus has not been city environments. Staff notes recommended improvements would also have to be consistent with the Alaska version of the Federal Highways Agency's (FHWA) Manual for Uniform Traffic Control Devices (MUTCD).

In addition to Community Development Department review, comment from CBJ Engineering and Public Works (Engineering, Capital Transit and Utilities), Parks and Recreation (Landscaping, Building Maintenance and Centennial Hall) and Lands and Resources, has been sought. Their comments and suggestions integrated into the conditions and recommended as appropriate.

Proposed easements on, and sale of, CBJ land required for the reconstruction has been reviewed and relevant CBJ departments were provided opportunity to comment. The provision of the easements has been found to be consistent with the Comprehensive Plan and a recommendation for approval of the requested easements have been made subject to two conditions being accounted for in the easement and/or sale agreements.

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BACKGROUND

The application provides background information on the section of Egan Drive subject to this consistency review (see **Attachment A**, Sections 1.2 and 1.3). Egan Drive provides connection with Downtown Juneau, the Douglas Bridge, and outbound traffic towards the Valley. It carries significant levels of commuter traffic, freight traffic generated by freight port operations at the Rock Dump, and tourism-related coach traffic (which is highest in the summer months of May to September).

Egan Drive was constructed between 1971 and 1973 with a number of improvement projects undertaken since then (see **Attachment A**, Section 1.3). The street was last repaved in 1996. Past projects have examined expanding sidewalks and widening of the travelled way to better accommodate cycle traffic but DOT&PF states issues related to the necessary expansion of the ROW to fit the proposed improvements prevented implementation.

ANALYSIS

The DOT&PF Design Study Report submitted with the application describes three alternatives for the proposed reconstruction (see **Attachment A**, Section 3). The Design Study Report recommends implementing Alternative B which requires some ROW acquisition to accommodate wider sidewalks and bike lanes. Alternative A is essentially a 'business as usual' approach where the existing layout continues and repairs are undertaken on a piecemeal basis. DOT&PF note no pedestrian or cyclist improvements would occur, maintenance costs for the existing street would become increasingly expensive and the retaining wall adjacent to the Merchants Wharf Building would eventually fail. Alternative C would provide the Alternative B level of non-motorized improvements between Willoughby Avenue and Marine Park while maintaining the existing number of travel and turning lanes. This would require purchasing part of Seadrome Building lot and the Wharf Building. DOT&PF considers Alternative C prohibitively expensive since it would require purchase and demolition of the Merchant's Wharf Building, relocating a fiber optic hub and require additional level of project review because it would affect a public park (Marine Park). DOT&PF are confident any detrimental impacts from the reduction in traffic lanes between Willoughby and Seward Street can be mitigated for by improvements in the signal design and programming at the Main Street intersection.

Required action by Planning Commission

This review examines two aspects of the proposed DOT&PF project that require review and action from the Planning Commission.

First, all proposed State capital improvement projects must be reviewed for consistency with the CBJ Land Use code (Title 49). Title 49 also provides reference to the CBJ Comprehensive Plan and a number of additional plans that have been officially adopted as part of the Comprehensive Plan.

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

Second, when CBJ property is subject to a land sale, use for easements etc. CBJ 49.10.170 describes the duties of the Planning Commission including the review and recommendation to the assembly of land disposals as described in Title 53.

49.10.170 – Duties(c) *City and borough land acquisitions, disposals and projects. The commission shall review and make recommendations to the assembly on land acquisitions and disposals as prescribed by Title 53, or capital improvement project by any City and Borough agency. The report and recommendation of the commission shall be based upon the provisions of this title, the comprehensive plan, and the capital improvements program.*

Title 53 requires that all negotiated land sales and leases, and easements undergo a review by the Planning Commission before final authorization by the City Assembly.

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

and

53.09.300 - Easements(c) *Departmental and planning commission action. The application for the easement shall be referred to the planning department and public works department for comment. The manager may refer the application to other departments which may have an interest in the parcel subject to the proposed easement. Upon receipt of the comments of other departments, the planning department shall refer the application and departmental comments to*

the planning commission for its recommendation to the assembly. The planning commission may hold a public hearing on the application prior to making its recommendation.

Reconstruction Design

The reconstruction project is in an area covered by numerous adopted plans and so a number of conditions have been provided to ensure that the project is consistent with all these plans. Additional recommendations are also made at appropriate places during the review regarding improvements DOT&PF should consider incorporating but are not specified in adopted plans.

Repaving of Egan Drive, repairing existing surface ruts and improving drainage – Existing drainage is substandard. Standing water accumulates and is sprayed on adjacent sidewalks and pedestrians by moving vehicles. Vehicles sometimes make dangerous maneuvers to avoid splashing pedestrians. There are also numerous spots of deteriorated surface that cyclists have to avoid. The DOT&PF Design Study Report reports an average rut depth of over 0.5 inches. Based on metrics to measure road surface ride quality the existing surface is in a condition where repair should be considered. The improved surface will provide a safer and more pleasant pedestrian, cycling, and driving experience.

Replacement of existing street lights with more energy efficient LEDs – Existing street lights along the subject section of Egan Drive will be relocated where necessary and replaced with LED lighting. In addition to energy efficiency benefits, the LED lighting will provide more uniform illumination and generally improve driver visibility. While a lighting standard has been referred to in the list of design standards it is unclear what the specifications of the replacement LED lighting will be in terms of the light color produced and intensity. The American Medical Association (AMA) made recommendations in 2016 that, based on safety and health concerns, LED lighting does not exceed 3000K Correlated Color Temperature (CCT) and that levels of blue light be minimized to minimize glare. The AMA also state some ability to ‘tune’ the lighting should be available so light can be dimmed during off-peak times. Light trespass should be minimized next to residential buildings (such as Parkshore Condos) and hotels (such as the Juneau Hotel, the Prospector Hotel, and Four Points Hotel).

It is recommended the DOT&PF lighting plan prevents light trespass and follow lighting recommendation of the AMA.

It is recommended the DOT&PF lighting plan provide lighting should be immediately adjacent to all pedestrian crossings.

Upgrade to existing signals at Tenth Street, Whittier Street, and Main Street to provide linked traffic signal network to improve flow of traffic – Networking signals at individual intersections together creates an efficient flow of traffic through a road corridor. It also provides flexibility in programming signal timings based on time of day number of vehicles. Traffic modelling of intersection Levels of Service (LOS) after the reconfiguration and retiming of intersection signals

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indicates that will not change as a result of the proposed design¹. A summary discussion by DOT&PF of the results is provided in **Attachment A**, Table 11-1, Section 11.3 and in the Table below².

LOS D is recognized in both the CBJ Comprehensive Plan and the Land Use Code as being the minimum acceptable LOS. The modelling indicates that only one intersection will fall below LOS D (based on delay time) following the proposed reconstruction. Currently, and following reconstruction, the LOS at Egan Drive and Tenth Street will be LOS E during the evening peak period. This intersection will need more attention in future to improve the LOS at this intersection.

Modelled Level of Service (LOS) following construction.
Land Use code and Comprehensive Plan refer to equivalent of HCM 2000 LOS.

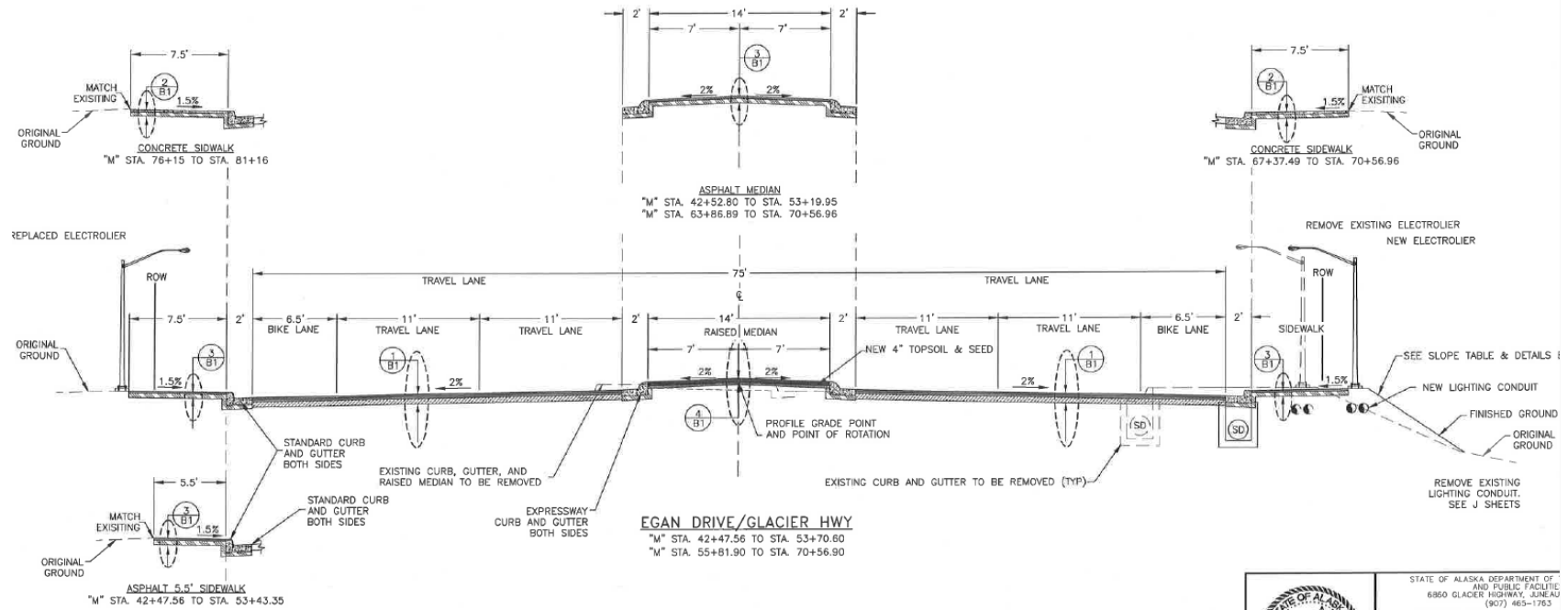
	AM				PM			
	Current		Projected		Current		Projected	
	HCM 2000	ICU	HCM 2000	ICU	HCM 2000	ICU	HCM 2000	ICU
10th St.	C	B	C	B	E	C	E	C
Glacier Ave.		A		A		A		A
Whittier St.	A	A	A	A	A	A	B	A
Willoughby St.		A		A		A		B
Main St.	A	A	A	A	A	A	A	A

Table 11-1 – Level of Service

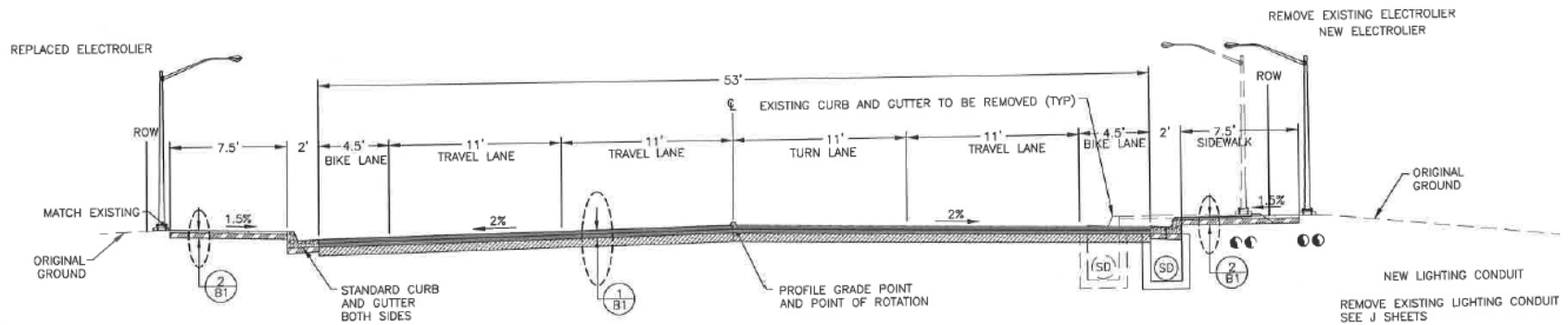
¹ Level of Service (LOS) was modelled in terms of both vehicle delay at an intersection (HCM 2000 methodology) and expected traffic volume versus capacity (ICU methodology).

² The base traffic flow and turning counts were acquired on two Thursdays in August 2013. The cruise ship calendar shows that four cruise ships were present on both days. The more detailed report on the traffic modelling impacts (referenced as Appendix B of the Design Study Report) was not provided so it is unclear how future traffic growth has been accounted for.

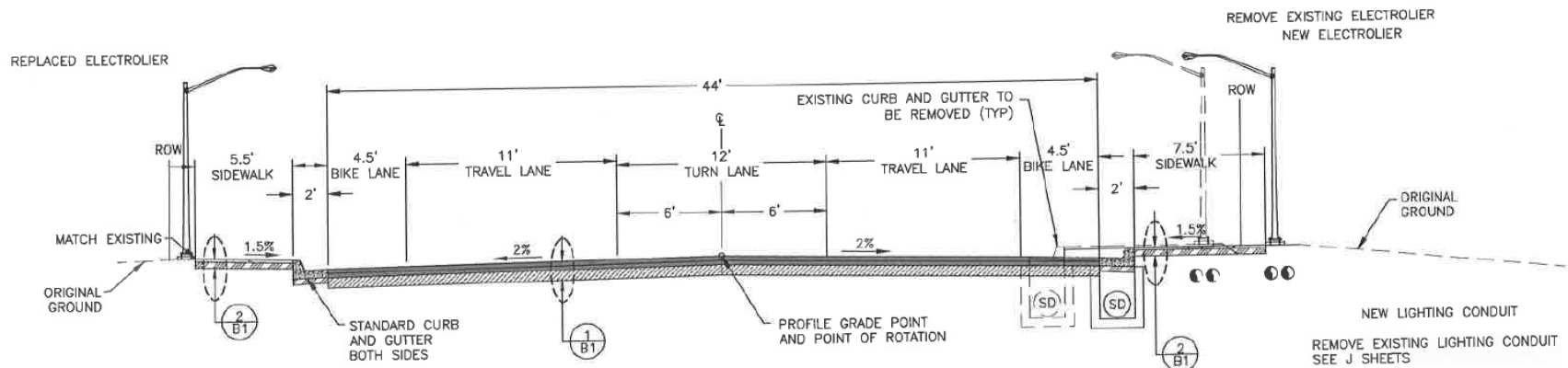
Typical section of preferred design between Tenth Street to Whittier Street and part way towards Willoughby Avenue



Typical section of preferred design at Willoughby Intersection



Typical section of preferred design between Willoughby Avenue to Main Street



Reduce traffic lanes in both directions between Willoughby Avenue and Seward Street from two lanes to one lane in each direction, and reduce motor vehicle travel lane width from 12.5 to 11 feet – The proposed road sections at various points along the project area are shown above and described in **Attachment A**, Section 5. The Signage and Striping Plan drawings submitted with the application are helpful for understanding the proposed layout changes and are provided in **Attachment B**. The existing vehicle travel lanes are 12.5 feet (excluding gutter) between Tenth Street and Whittier Street, and narrow to 11 feet wide (excluding gutter) between Whittier Street and Seward Street. The preferred reconstruction plan reduce travel lane widths to 11 feet the entire length of the project. Reducing travel lane widths is one of a number of approaches to providing ‘traffic calming’³. The need for traffic calming along this section of Egan Drive is discussed in more detail below. Left turn lanes that allow inbound traffic to enter Glacier Avenue and Whittier Street will continue to be provided. The Willoughby Avenue intersection will be changed to one lane in both directions with a 12ft center turn lane to allow access to Willoughby Avenue, and the driveways serving the Four Points Hotel (formerly The Goldbelt Hotel), the Seadrome Building, and Merchants Wharf Building. Currently, a dedicated turn lane onto Willoughby Avenue is not provided. Vehicles continuing toward downtown must wait for vehicles to turn into Willoughby Avenue. The reduction in lanes is necessary to provide wider sidewalks and bike lanes in this constrained section of ROW.

After the Four Point Hotel there will be one dedicated lane to turn left onto Main Street and one dedicated lane to continue past Marine Park. Traffic leaving downtown will also be reduced to one lane between Seward Street and Willoughby Avenue. Traffic from Seward Street and Main Street will merge with outbound traffic.

Ed Foster, Superintendent of both, CBJ Streets and Capital Transit, has concerns that the proposed reduction in travel lanes will delay city buses (see **Attachment C**). One concern is that buses have to wait too long for sufficient gaps in traffic when exiting the Downtown Transit Center (DTC). Additionally, he expressed concern that traffic may back up from the signal at Main Street which may delay buses. Some form of bus priority may be appropriate.

The preferred street layout is expected to be safer in in that vehicles turning onto adjacent properties will no longer stop moving traffic. It will also provide a pedestrian refuge for a new unsignalized pedestrian crossing across Egan Drive at Willoughby Avenue. A turn lane for inbound traffic onto Main Street will be provided starting at the outbound, bus-only exit of the DTC. This turn lane will be ~170 feet in length and is expected to have space for any queuing vehicles.

³ *Traffic Calming* (also called *Traffic Management*) refers to various design features and strategies intended to reduce vehicle traffic speeds and volumes on a particular roadway. Road curvature, markings, streetscape design, and lane width are examples of what can be used to deliver traffic calming. The need to slow traffic on this section of Egan Drive has been noted in some of the CBJ plans reviewed in the Staff Report.

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DOT&PF acknowledges in the Design Study Report that reducing the outbound traffic to one travel lane *'would potentially be problematic during the PM rush hour'*. However, traffic modelling of the intersection shows that adjusting signal timing during peak PM traffic will result in no reduction in LOS. It is unknown if DOT&PF how (or if) the preferred layout will affect buses coming and going from the DTC. *It is recommended that DOT&PF continue to observe the operation of the DTC exit and develop an appropriate plan to ensure that exiting buses are not adversely delayed by the reconfigured Right of Way. If the changes negatively impact bus service some form of Transit priority should be explored.*

Ed Foster, Capital Transit Superintendent, also has concerns that the turning curve radius for buses exiting the DTC will not be suitable. The DOT&PF preferred plans do not alter the existing curve radius at the DTC.

Addition of dedicated bike lanes at same grade with vehicle travel way along entire length of project in both directions – A significant aspect of the project is the addition of bike lanes for the entire project length on both sides of the street. Currently there are no dedicated bike lanes and cyclists are forced to use the right side of the inside lane in both directions even where the posted traffic speed reaches 40 mph. This often results in cyclists using the sidewalk as a shared pedestrian/cycle path (which is not inappropriate), or vehicles have to slow down and change lanes to pass slower cycle traffic, or cyclists being forced to ride in the gutter over drains and deteriorated road surface. Currently, the seaward sidewalk is identified as a shared use path for both pedestrians and cyclists in the 2009 Juneau Non-motorized Transportation Plan (JNMTP). The addition of cycle lanes is a significant improvement that is strongly supported by existing CBJ plans.

Cyclists travelling directly to a destination will likely use dedicated cycle lanes. Recreational cyclists will likely continue to use the seaward sidewalk. CBJ Code 72.02.400(f) and Alaska Administrative Code 13 AAC 02.400 allow cycling on the sidewalk along this stretch of sidewalk since it does not meet the definition of a business district and, under the proposed plans, will not be prohibited by an official traffic device. The JNMTP identifies this stretch of sidewalk as a shared-use path that contributes to the proposed Cross-Juneau Bikeway. *It is recommended as a condition of approval that the option to cycle on sidewalk on the seaward side of the Egan Drive remain.*

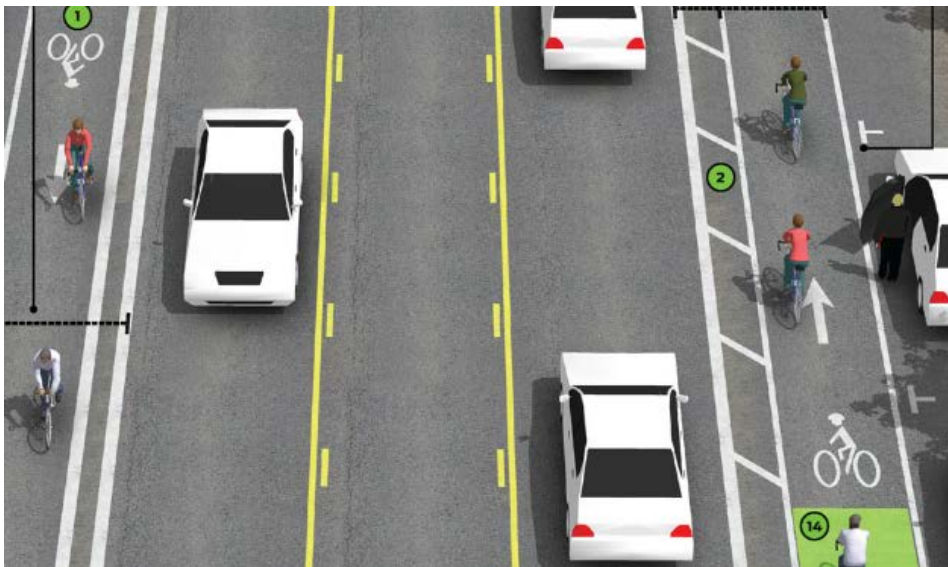
The proposed bike lanes along this stretch of the project have been designed to meet national design standards⁴ (See **Attachment A, Section 14**). They also generally meet the 2009 Juneau Non-motorized Transportation Plan (JNMTP) design standards. The Design Study Report states that the bike lanes between Tenth Street and Whittier Avenue will be 4.5 feet wide with an

⁴ DOT&PF design report study describes bike lane from Tenth Street to Whittier Street will meet NACTO 'Urban Bikeway Design Guide' standards for a buffered bike lane – The FHWA recommends these standards be followed where possible. From Whittier Street to Seward Street AASHTO Guide for the Development of Bicycle Facilities will be followed. The AASHTO guidelines are considered the minimum requirements for bike lanes.

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additional 2 foot buffer (6.5 feet total) separating the users from motorized traffic. This design is commonly referred to as a 'buffered' bike lane. Posted vehicle speeds on this stretch of the project will be between 30-40 mph. A buffered bike lane is appropriate for these speeds and traffic volume. The striping plan indicates a single 4 inch white line will be used to delineate the bike lane from the vehicle lane along the entire stretch of road. The NACTO bike lane design guidelines require the bike lane to be delineated with two solid parallel lines of at least 4 inches (6 inches is preferred for the outside line). This reinforces that vehicles should not cross into bike lanes. *It is recommended that DOT&PF stripe the buffered bike lane according to the standards of the NACTO Urban Bikeway Design Guide.*

Example of buffered bike lane from NACTO guidance. Based on buffer size striping in subject proposal should consist of two solid parallel lines such as that on the left.



Beyond Whittier Street towards downtown, constraints in ROW width allows a 4.5 foot bike lane (excluding gutter) to be constructed. This does not meet the minimum 6 foot width required by the NACTO Guidelines nor the JNMTP ideal design standards for conventional bike lanes. However, it does meet the minimum standards specified by *American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities*. The need for such flexibility is acknowledged in the JNMTP. A narrower conventional bike lane is an appropriate compromise considering the posted speed limit at this section of the project will be 20 mph. Per the 2009 JNMTP, a single 6 inch striped line should be used to delineate the bike lane from the motorized travel way. The AASHTO standards require the line to be between 4-6 inches⁵. The striping plan shows only a 4 inch line. *It is recommended as a condition of approval that DOT&PF stripe non-buffered bike lanes sections with a 6 inch line.*

⁵ A review of the impacts of edge line markings on the outside of vehicle lanes suggests that a 6 inch line encourages better lane keeping performance from vehicle drivers over a 4 inch line. No studies specifically

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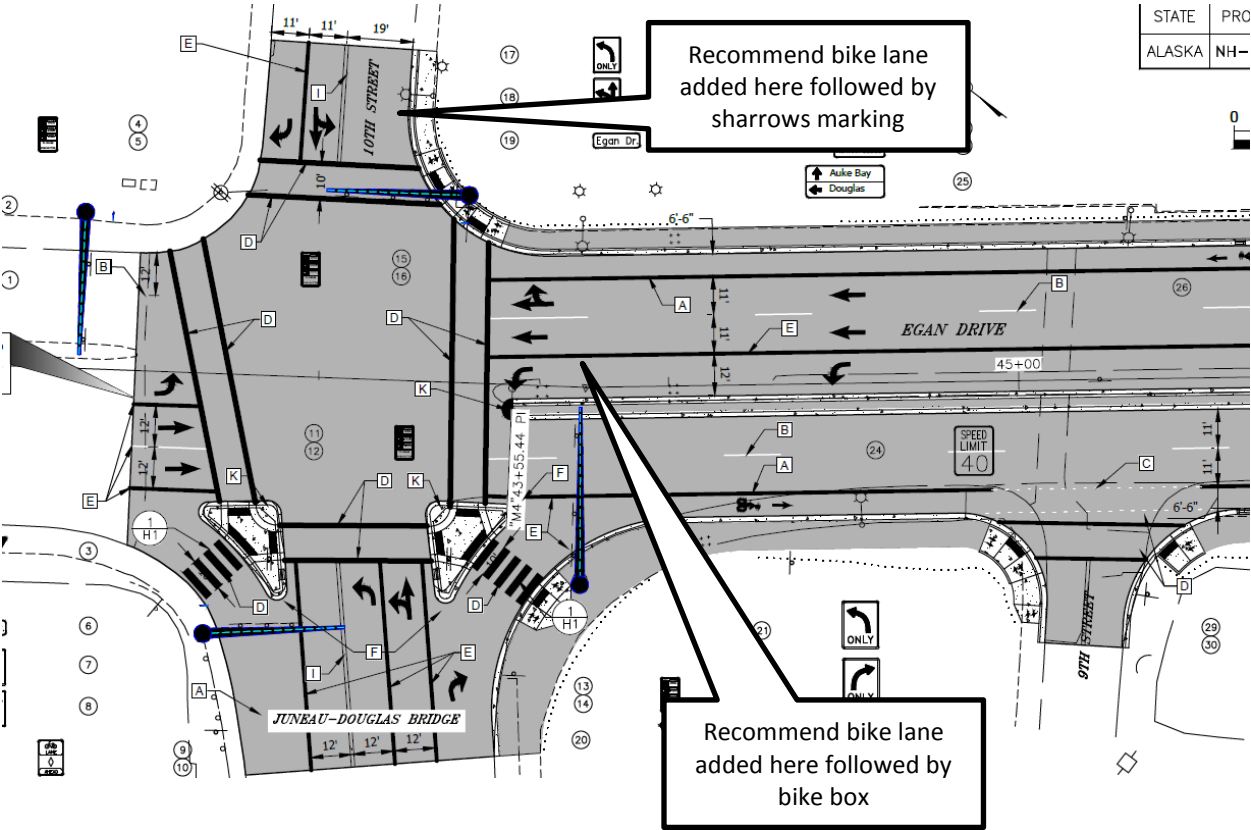
The NACTO Guidance suggests ways to cater to bicyclists at signalized intersections to assist them in making both left-hand and right-hand turns, and to provide cyclists with an opportunity to wait in advance of motorized vehicles at signals to prevent turning vehicles colliding with cyclists. Use of bike boxes requires a written request for their use by DOT&PF to the FWHA. These boxes are striped and, though not required, often solid filled with green thermoplastic paint. The striping designates the area at the intersection where a cyclist can wait before performing a turning movement when signals and opposing traffic allow. Trials have taken place in a number of US cities and they are common in Europe and Australia. *It is recommended that DOT&PF implement bike boxes at all signalized intersections as part of their striping plan to better facilitate left turns by cyclists and to reduce the chance of right turn collisions.*

The plans do not show how bicyclists will be guided to navigate through the 10th and Egan intersection. *It is recommended as a condition of approval that a cycle only turn lane for bicyclists turning from Egan Drive onto the bridge be provided in accordance with MUTCD standards if ROW width allows.*

It is recommended as a condition of approval that a bicycle lane be added on the Casey-Shattuck leg of W. Tenth Street.

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DOT&PF proposal for Egan Drive and Tenth Street intersection – better signage/striping and use of bike boxes is recommended at this intersection



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Example of Intersection Pavement Markings—Designated Bicycle Lane with Left-Turn Area, Heavy Turn Volumes, Parking, One-Way Traffic, or Divided Highway – from MUTCD (Figure 9C-1)

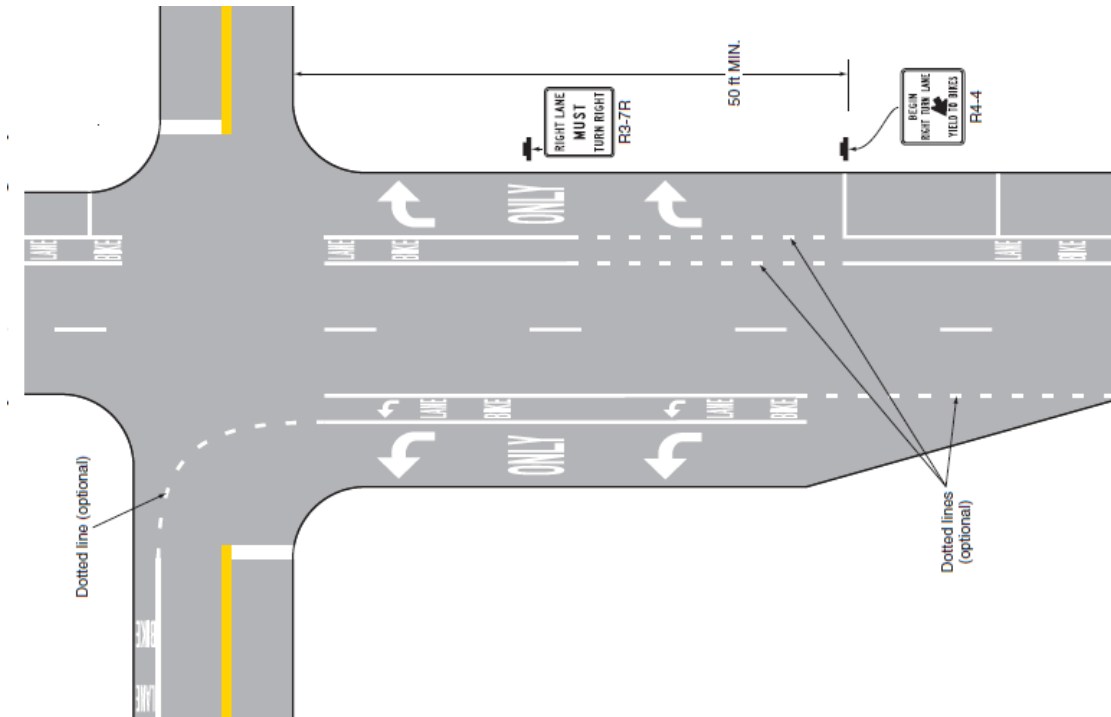


Illustration of two stage bike box to facilitate left turns at signalized intersections (based on NACTO guidance). Cyclist approaches in cycle lane and then positions themselves in bike box to complete left turn when signals allow.



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Illustration of intersection bike box to facilitate advanced position of cyclists at signalized intersections (based on NACTO guidance).



A short section of 'cycle track' (a section of cycle lane physically separated from the motorized travel way) is proposed at the intersection of Willoughby Avenue. No striping/signage is shown at this intersection to alert drivers to expect and yield to cyclists. The Whittier Street intersection also lacks appropriate cycle lane striping. *It is recommended as a condition of approval that DOT&PF provide dashed bike lane striping with a bicycle symbol across the Willoughby Avenue intersection and Whittier Street intersections in accordance with the NACTO guidance for intersection treatment for bicyclists.*

The JNMTP includes the subject section of Egan Drive within the proposed Cross- Juneau Bikeway. Signage at appropriate points along Egan Drive to direct cyclists to connecting sections of this bikeway should be included in the reconstruction. It is preferred to direct cycle traffic towards Glacier Avenue if they are heading towards the Valley. The Willoughby Avenue and Glacier Avenue intersection would be appropriate locations for the recommended signage. Signs should also direct cyclists traveling from Douglas to Downtown or the Valley. *It is recommended as a condition of approval that DOT&PF place appropriate cycle route directional signage in the project area for the Cross-Juneau Bikeway described in the 2009 Juneau Non-motorized Transportation Plan. DOT&PF will work with CBJ to determine sign content and placement.*

The proposal does not allow cyclists to join the Egan Drive outbound bike lane to the where an existing shared use path connects to Egan Drive between Foodland and The Prospector Hotel. *It is recommended that DOT&PF provide ramped access onto the outbound cycle lane from shared use path connecting to Egan Drive between The Prospector Hotel and Foodland.*

It is recommended that a new pedestrian crossing should be added by DOT&PF when the next phase of the Seawalk is completed (anticipated after 2020) where the shared use path connects to Egan Drive between The Prospector Hotel and Foodland. DOT&PF may wish to plan for any necessary conduit under the ROW at this location for the future pedestrian crosswalk.

At the Seward Street end of the project there will not be dedicated bike lanes. The plans do not indicate that users of the street are informed that they are expected to share the road with bicyclists. The JNMTP states that 'sharrows' markings should be used where a cycle lane cannot be provided. *It is recommended as a condition of approval that DOT&PF provide 'sharrows' markings on the seaward traffic lane at the end of the project.*

Juneau Rides – a local bicycle advocacy group – was contacted by staff for comment on the proposals but no feedback has been received at the time of writing of this staff report. CBJ Engineering has stated support of the bicycle lanes.

Widening of pedestrian sidewalks where existing as new ROW width allows or existing ROW can be reallocated - Current sidewalk widths vary in width from 8ft on the seaward side of Egan Drive to only 4.5 feet alongside the Merchants Wharf building. The proposed design (see **Attachment A, Section 14.1**) will provide 7.5 foot wide sidewalks along the project length with the exception of:

- 5'6" sidewalks on the landward side between Tenth Street and Glacier Avenue,
- 7'2" on landward side and 7'10" on seaward side of Gold Creek Bridge.
- 5'5" on landward side between Willoughby Avenue and Seward Street.

The pedestrian experience will be enhanced by the proposed design with the pedestrian 'choke point' removed at the Wharf Building which is a popular pedestrian route to the State Museum and connects to the new section of Seawalk serving Bridge Park. This meets minimum ADA requirements of 4ft wide sidewalks. NACTO sidewalk guidance recommends preferred a minimum of 6 feet sidewalk width with an absolute minimum of 5 feet. Where the sidewalk is directly against a traffic lane an additional 2 foot buffer is recommended. It is noted that DOT&PF is working with a limited ROW width and compromises on the recommended standards will have to be made. The provision of a bike lane will offer some buffering from vehicle traffic for pedestrians.

The wider sidewalks will be achieved by reallocating existing ROW space or by obtaining new ROW or easements. Pedestrian viewpoints on the seaward side of Egan Drive will be removed as part of the reconstruction. The new Seawalk will assume the role of providing an area to view the channel. It will be larger and safer, at a greater distance from passing road traffic. Sidewalks at all intersections will meet American Disabilities Act requirements such as sloped approaches, tactile pads etc. Signalized crossings will have countdown timers and audible and

visual signals to help users identify when crosswalk pushbuttons have been pressed. The NACTO Guidance on Urban Street Design recommends using continental/ladder style crosswalks which are more visible to approaching vehicles. These crosswalks have been shown to increase pedestrian safety due to their greater visibility to drivers. This crosswalk style is also called for in the JNMTP.

While the national Manual on Uniform Traffic Control Devices (MUTCD) allows continental crossings to be used on both unsignalized and signalized intersections crossings, the State of Alaska amendments contained in the Alaska Traffic Manual (ATM) do not. The ATM specifies that traditional transverse lines (two parallel lines demarcating the crosswalk) must be used at signalized or 'stop' intersections. It is beyond to scope of this review to recommend that the MUTCD flexibility be adopted by DOT&PF. NACTO guidance also suggests a stop line on the approach to crosswalks though DOT&PF feel adding additional lines would confuse motorists. The striping plan currently shows a mix of continental/ladder crosswalks for unsignalized crossings and traditional transverse crossings for signalized crossings in accordance with the ATM. *It is recommended as a conditional of approval that DOT&PF use continental/ladder style striping at all intersections where allowed under current design standards, particularly those crossing side streets. Where current adopted design standards do not allow this, but future standards do, future striping should be changed to meet this recommendation.*

Both the NACTO and the JNMTP suggest that the curve radius for intersections be reduced as much as possible to reduce the distance pedestrians have to cross a street. The plans show that corner radius has been reduced for some intersections. It is assumed DOT&PF have used the effective turn radius of vehicles to provide the tightest corner radius as allowed by the applicable design standards. The JNMTP also recommends curb extensions be provided at many of the intersections in the project area. Curb extensions shorten the crossing distance for pedestrians where on-street parking is allowed. The only intersection where on-street parking is allowed close to the crossing location is Whittier Street (seaward leg) and the proposed design appropriately extends the sidewalk.

Addition of unsignalized pedestrian crossings with central median refuge at Glacier Avenue (Gold Creek Bridge) and Willoughby Avenue (Four Points Hotel) – Two new unsignalized crosswalks are proposed as part of the design. These crosswalks have the characteristics of a midblock crossing since DOT&PF do not intend to signalize the respective intersections adjacent to each of the crossings.

CBJ Engineering and Public Works have been working with DOT&PF regarding the location of these crosswalks and are supportive of their addition to accommodate likely paths of travel.

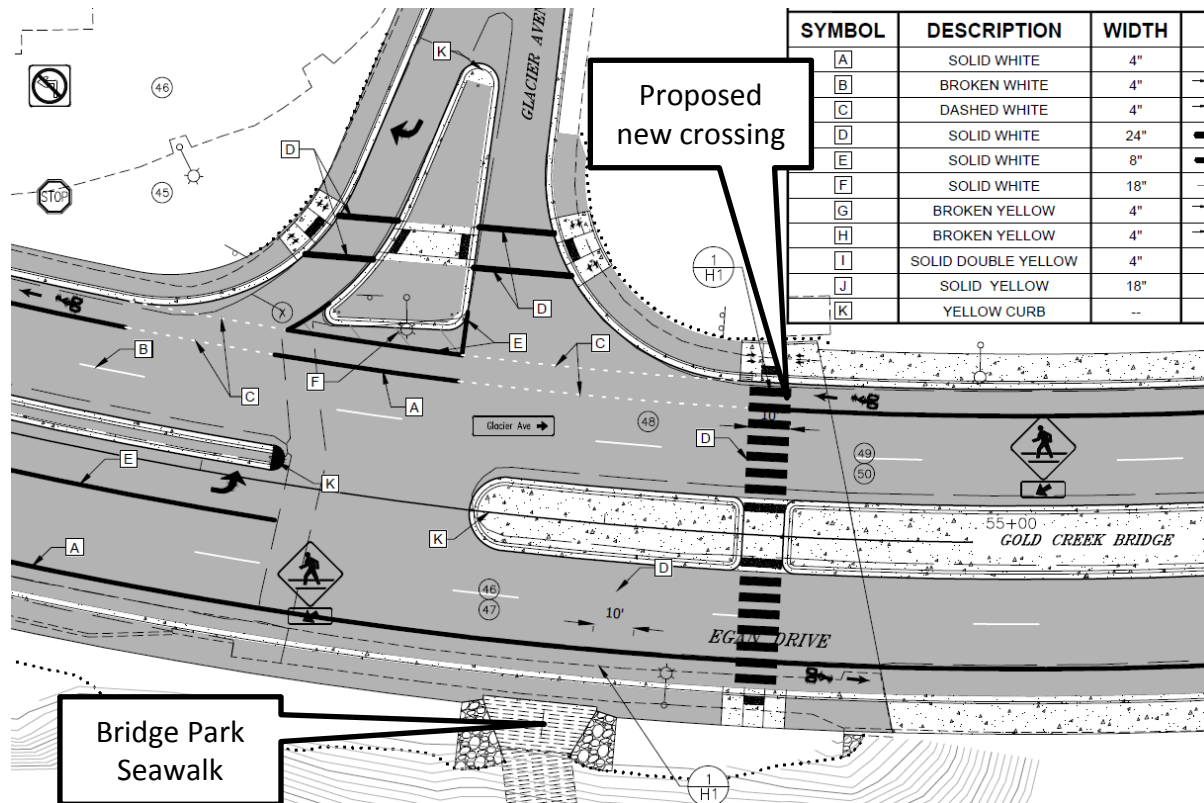
The proposed **Glacier Avenue crosswalk** will be a two stage crossing with a median refuge. The Design Study Report states will have 'a pedestrian activated flashing yellow beacon' and signage to alert approaching traffic that pedestrians cross at that location. The crossing is appropriately

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striped with 'continental' or ladder style crosswalks which are easier for approaching drivers to see. This type of crosswalk striping is supported by the JNMTP.

There is some concern from CBJ Engineering and Public Works (see **Attachment C**), about the posted speed limit for approaching vehicles inbound to downtown at this crossing. Travelling outbound, the speed limit is proposed to follow the existing sequence of 20mph to 30 mph to 40 mph, and will be 30 mph through the new crosswalk at Glacier Avenue. The proposal shows an inbound posted traffic speed limits of 40 mph to 20 mph with 40 mph at the crosswalk. During subsequent discussions with DOT&PF they have stated the plans were incorrect t on this item and they intend the speed limit to be 35mph in both directions between Tenth Street and Whittier Street, and the existing 20 mph between Whittier Street and Seward Street. The JNMTP suggests that traffic calming should be implemented along Egan Drive in this area to help reduce speeds. The 2004 Waterfront Plan notes the high speed of vehicles and lack of adherence to posted speed limits along Egan Drive due to a lack of visual cues from the streetscape, makes the area unpleasant for pedestrians. A number of aspects of this project will assist in ensuring traffic only travels at the posted speed limit. No specific recommendations are made in CBJ plans on the posted speed limit. *It is recommended that DOT&PF post a 30 mph speed limit prior to the Glacier Avenue intersection for inbound traffic.*

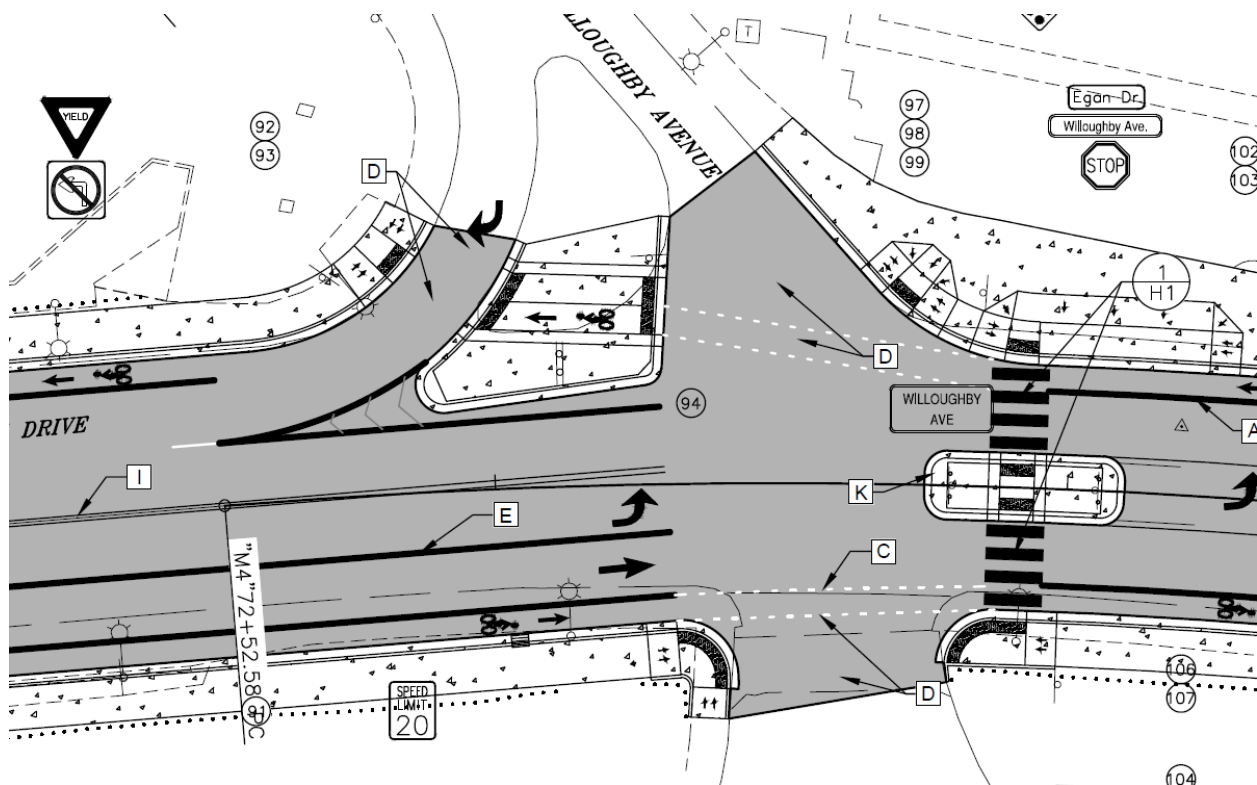
Proposed design of new crosswalk across Egan Drive at Glacier Avenue



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The **Willoughby Avenue crossing** will be in a 20mph zone and only over a single lane before pedestrians reach the refuge. A pedestrian activated beacon is not necessary and is not proposed by DOT&PF. The striping plan does not show crosswalk markings across Willoughby Avenue which is the obvious continued path of travel for users of the new crossing. It is recommended as a condition of approval that DOT&PF provide crosswalk markings using continental/ladder style striping across Willoughby Avenue.

Proposed design of new crosswalk across Egan Drive at Willoughby Avenue



DOT&PF are concerned about having to hand clear snow in the pedestrian refuges at both new crossings due to a raised median being either side. The Design Study Report suggests that the design may be modified following later in the design process to reduce or eliminate the need to hand clear snow. It is recommended that DOT&PF should retain the raised medians as shown in the plans at Glacier Avenue and Willoughby intersections to replace with them with striped refuges. While not a required design standard of the JNMTP, raised medians are noted as providing safer pedestrian crosswalks. As discussed below the medians provides an opportunity to add attractive vegetative cover at an entrance to downtown – this also acts as traffic calming by reinforcing to drivers that they should travel at a lower speed (to be posted as 20 mph in this area Willoughby Avenue intersection).

Removal of existing unsignalized pedestrian crossing at Seward Street – Currently Seward Street is connected to the end of Marine Park via an unsignalized, ladder style crossing with a

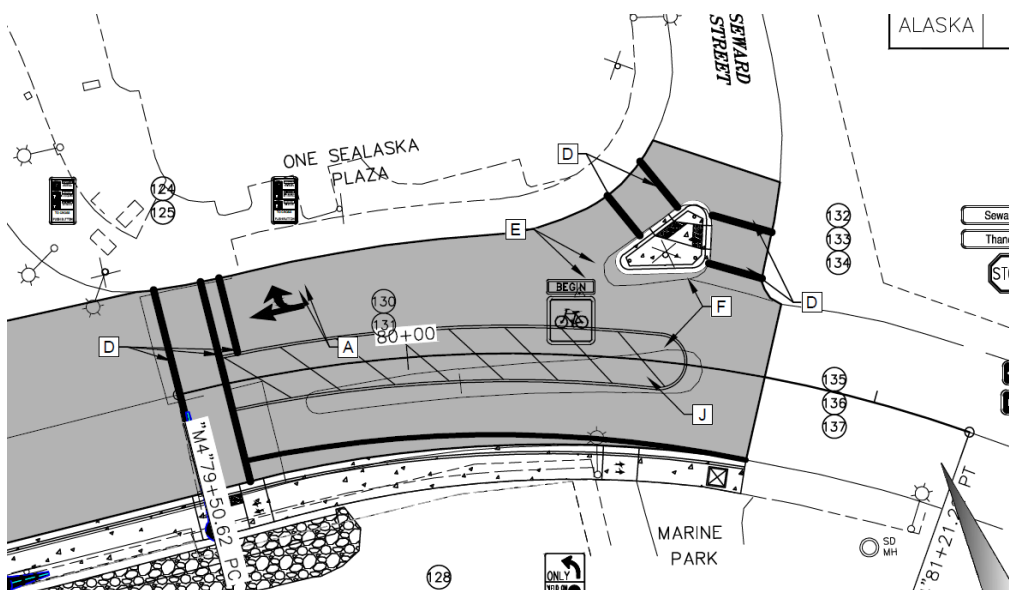
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pedestrian refuge (but no stop line) in a raised median. The proposed design will remove the crosswalk and replace the raised median with a striped median. CBJ Engineering and Public Works, and the Sealaska Heritage Institute on Seward Street, are opposed to the removal of this crosswalk noting that it is a well-used connection from the Seawalk to Downtown. As part of their comments (see **Attachment C**), CBJ Engineering provided an alternative design of this intersection (including crosswalk) that was developed as part of the recent Front Street and Franklin Street Reconstruction proposal (which was subject to considerable public consultation). The CBJ proposal would close left turns from Seward Street with current traffic being diverted to Main Street. The turn lane reallocated to pedestrians and an art feature. CBJ and the Sealaska Heritage Institute are currently working on placing a number of totem poles on Seward Street including at this location. The crosswalk would be shifted slightly south towards Marine Park.

DOT&PF have not done any traffic studies regarding the impact of removing this turning movement at Seward Street. It will likely help reduce vehicle conflicts in this high pedestrian use location. The CBJ proposal shows raised median would remain and be extended. DOT&PF have issues with snow removal operations at this location. Removal of the raised median would make snow removal easier. *It is recommended as a condition of approval that DOT&PF retain the existing crosswalk at Seward Street.*

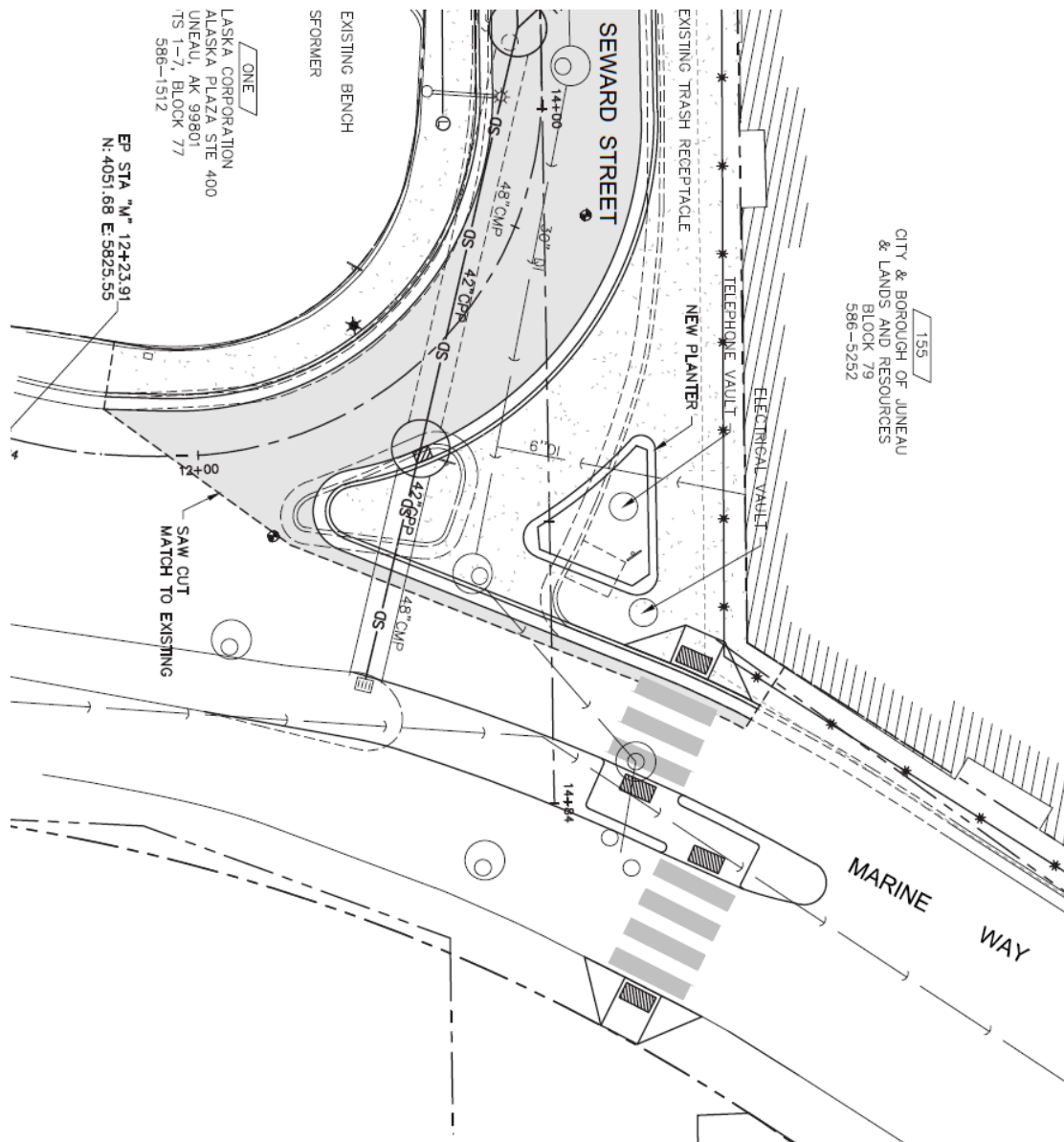
It is recommended that DOT&PF should work with CBJ to construct the CBJ preferred design of the Seward Street intersection. To understand the impacts on the Main Street intersection immediate traffic/pedestrian counts should occur at the intersection for use in modelling peak season traffic, and a temporary closure the left turn could be considered.

DOT&PF proposal for Egan Drive/Seward Street intersection - existing pedestrian crossing removed



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**CBJ proposal for Egan Drive and Seward Street intersection based on Front and Franklin
 Reconstruction conceptual design including removal of left turn and repositioning of existing crossing**



Removal of some existing landscaped strips on seaward side of Egan Drive and parts of central median – The existing central median will be widened from 13 ft to 14ft from Gold Creek to the Whittier Street. DOT&PF state that this is to meet the AASHTO highway design requirements

The preferred plans show some sections of the existing vegetated surface in Egan Drive to be removed; in particular, around the approach to Gold Creek Bridge between W. Eighth Street and Glacier Avenue. The existing vegetative strip on the seaward side between W. Eighth Street

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and Whittier Street intersection will also be removed. As described below, a number of adopted CBJ plans identify the central median as an opportunity to make Egan Drive more attractive and provide a better sense of connectivity between the Willoughby District and the sea front. The use of vegetation, and colored and textured hardscapes can be used to achieve this. Where the median is not planted with grass, it appears the median will be paved with asphalt or concrete. The use of vegetation in the median is shown in both the Willoughby Plan and Waterfront Plan. Currently, CBJ Parks and Recreation Landscaping Division maintain the vegetated sections of the median. While some CBJ plans recommend street trees along this section of Egan Drive, Michele Elfers from CBJ Engineering (Chief Landscape Architect) has expressed concerns that trees will not survive in this location although grass would. *It is recommended as a condition of approval that DOT&PF provide a vegetated median that is planted and maintained with grass. All areas currently covered with grass shall be replaced including either side of Gold Creek bridge. DOT&PF shall work with CBJ to provide a suitable planting environment if it is determined the trees can survive in this location.*

It is recommended as a condition of approval that DOT&PF provide alternative pavement colors and textures other than traditional asphalt or concrete where the central median cannot be vegetated.

While maintaining a vegetative strip on the seaward side of Egan Drive is desirable, to promote the sidewalk as a boulevard-style, recreational pedestrian link between the Downtown and Bridge Park sections of the sea walk, it is recognized that limited ROW exists and additional fill to create ROW has its own issues. The vegetative strip is currently in poor condition from the impacts of winter snow ploughing. Its poor condition may be due in part to its narrow width.

The raised median islands at the intersection of Willoughby Avenue are shown as being paved. The Willoughby Plan shows the existing island as being vegetated although the Waterfront Plan does not address landscaping at this intersection. In the interests of traffic calming and helping to identify the start of the existing downtown area, the raised islands around this intersection would benefit from further landscaping with vegetation or creative hardscaping. *It is recommended as a condition of approval that DOT&PF work with CBJ to develop and implement a plan for more attractive treatment of the raised median islands at the Willoughby intersection including at the new crossing.*

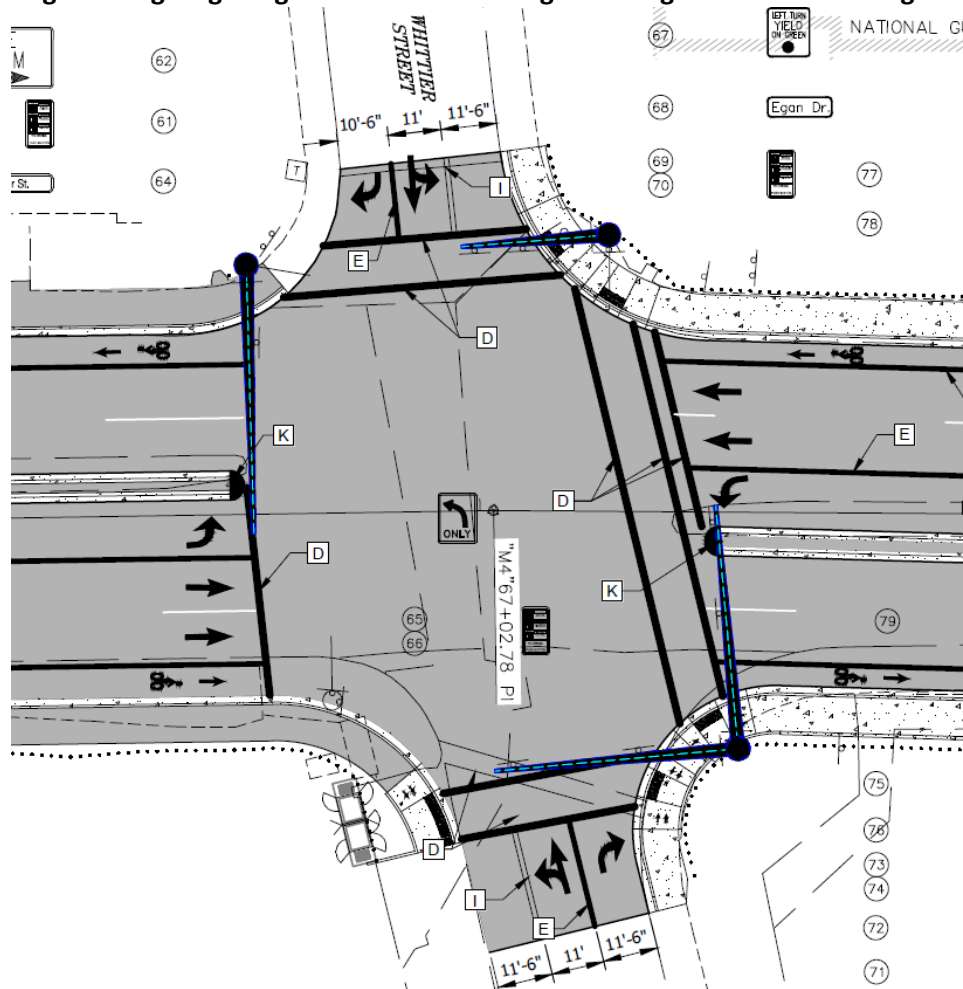
Lack of additional crosswalk at Whittier Street intersection - The proposed plan maintains the Whittier Street signalized crosswalk on the downtown leg of Egan Drive approaching the Whittier Street intersection. With the sale and likely redevelopment of the Mental Health Trust lots at the Subport, it is likely that pedestrian traffic across this intersection will increase. CBJ Engineering and Public Works have recommended that conduit be provided to add a signalized crosswalk on the Bridge side of Egan Drive. Pedestrians have to walk across five lanes of traffic at Whittier Street on both sides of Egan. A 2-stage signalized crossing with a refuge in the median is more appropriate. This may add time to the crossing but it will be safer and reduce or eliminate pedestrian/vehicle conflicts. It may also improve traffic flow through the intersection.

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This approach may also improve traffic flow through the intersection. The Willoughby Plan identifies this intersection as having crosswalks on both legs of Egan Drive to better connect the Willoughby area with the Subport area. Provision of this crosswalk can come later as development requires if the necessary conduit is placed now. *It is recommended as a condition of approval that DOT&PF add conduit for an additional pedestrian crossing on the Bridge side of side of Egan Drive at Whittier Street.*

It is recommended that the pedestrian crossing at Whittier be a 2 stage crossing with a pedestrian refuge median.

DOT&PF proposal for Egan Drive and Whittier Street intersection – suggest conduit added for future crossing on Bridge leg of Egan Drive and two stage crossings are used across Egan Drive.



Provision of parking guidance sign – To help address Downtown parking, an electronic parking guidance sign alerting inbound drivers of the number of spaces in the DTC and Marine Park parking structures has been proposed in the CBJ Downtown Parking Plan. A location for this sign has not been decided. One possible location would be a small piece of land currently

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owned by CBJ that will be partially eased to, or completely purchased by, DOT&PF on the seaward side of Egan Drive across from Centennial Hall. *It is recommended that the easement or sale of the CBJ parcel across Egan Drive from Centennial Hall to DOT&PF allows for its use to provide a CBJ parking information sign.*

Noise – Construction activity, including truck hauling, use of heavy equipment and pile-driving for will generate significant short-term noise in the area. CBJ noise permits will be required for heavy construction work before 7am and after 10pm, Monday to Friday, and before 9am and 10pm on Saturdays and Sundays.

Traffic management during construction – DOT&PF state they will ensure the contractor avoids lane closures during high traffic periods with one lane in both directions being open at all times. Pedestrian and bicycle detours will be signed. Traffic disruption will be minimized and the contractor will liaise with emergency service agencies and utility providers as necessary. John Bohan, Chief CIP Engineer, CBJ Engineering and Public Works, noted that some members of the public and Harborview Elementary School staff have concerns that traffic would divert through the Casey-Shattuck and Harborview School area during reconstruction (see **Attachment C**). *It is recommended that DOT&PF provide the Juneau School District an opportunity to review and comment on temporary traffic controls proposed to mitigate the increased traffic volume during construction within the school zones. DOT&PF should formally provide notice to the impacted neighborhoods of the increased traffic volumes during the construction project.*

Easements on or purchase of CBJ property

Widening of ROW through easements or land purchase of private, CBJ and State Lands – To accommodate the proposed design additional ROW will need to be acquired either through easements or adjustment of lot lines (see **Attachment A, Section 13**).

Some acquisition of CBJ property is proposed. The CBJ Lands and Resources Division is working with DOT&PF to have these easements or land sales approved. Easements, leases or sale of CBJ property has its own process including Planning Commission and Lands Committee review, and eventual Assembly approval. This staff report will provide the opportunity for Planning Commission review.

Some easements will be perpetual easements for the expanded ROW while some are for the construction phase of the project only. DOT&PF are proposing to buy a small piece of CBJ land on the opposite side of Egan Drive from Centennial Hall. This piece of land does not appear to have been legally subdivided when Egan Drive was constructed and so continues to be part of the lot where Centennial Hall sits. The proposed easements/sales are shown in **Attachment E**. Comments from of CBJ Engineering and Public Works, Parks and Recreation, and Docks and

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Harbors have been received with relevant recommendations provided. CBJ Lands Division will deal with any specific departmental requests regarding valuations.

Any easements that provide usable ROW (i.e. where users can travel) or where lot lines will need to be adjusted will be required to go through the CBJ Right of Way acquisition platting process per CBJ 49.15. 590. *It is recommended as a condition of approval that DOT&PF submit the necessary ROW acquisition plat following conclusion of negotiations regarding all easements and land sales along the project length.*

Most easements are on undeveloped tidelands lots. Two temporary construction easements have been requested on JACC and Centennial Hall complex property. **Attachment A, Section 13 (Part F)**, describes the steps approaching Centennial Hall will need to be modified and that a concrete sign and flag pole will need to be removed and replaced following construction. In later discussions, DOT&PF stated that this is now not necessary. It is understood DOT&PF still wish to retain construction easements in this area or the project. *It is recommended that DOT&PF work with CBJ on the design of any reconstruction of this area and coordinate the timing of work in this area with planned events at the JACC and Centennial Hall including temporary access arrangements if needed.*

A construction easement may be needed for the DTC exit onto Egan Drive to allow the grade of the exit to match the reconstructed street. *It is recommended that DOT&PF work with Capital Transit to ensure bus operations are not adversely impacted during the reconstruction.*

Conformity with CBJ Land Use Code

The proposal meets the requirements for new streets except for Arterial ROW widths. The Land Use Code requires 100 feet in width but the proposed ROW width following new acquisitions is a maximum of 94 feet. The CBJ Land Use Code requires a travel way width on street with >500 ADT to be 26 feet wide. The combined width of all travel lanes exceeds this requirement. No minimum is specified for lane width. Sidewalks are required to have minimum widths of 5 feet. All proposed sidewalks meet this minimum.

Conformity with Adopted Plans – Reconstruction design

A number of CBJ Plans address this section of Egan Drive specifically as well as provide general guidance of pedestrian safety. The preferred design proposal with the recommendations made above is supported by the plans.

Comprehensive Plan of the City and Borough of Juneau (2013) – this contains several policies, Implementing Actions (IA), and Development Guidelines (DG) that are relevant to the project.

The proposal, subject to recommendations, is will promote the use of bicycles and:

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 - DG1 Require sidewalks and bicycle paths or lanes along newly constructed arterial and collector streets where appropriate, and provide or work with ADOT&PF to provide such amenities along existing roads to provide safe and efficient access and recreation and to reduce pedestrian/automobile conflicts.

8.6 - IA1 Complete and/or upgrade a continuous separated bicycle/pedestrian pathway between the Mendenhall Valley and downtown Juneau by connecting those portions now existing.

8.6 - IA3 Implement the pedestrian and non-motorized improvements called for in the Area Wide Transportation Plan as funding becomes available. Where there is a public need for those improvements in the immediate future, actively pursue the funding needed to complete those improvements.

8.6 – IA5 Design or re-design of transportation corridors should consider the Policies, Development Guidelines, Standard Operating Procedures, and Implementing Actions of this Chapter so as to ensure that all potential users and all available modes of transportation are considered...

8.6 – IA9 Identify discontinuous sections of bicycle lanes and prioritize improvements to connect them.

POLICY 8.8. TO RESPOND TO THE SPECIAL TRANSPORTATION NEEDS OF EACH SUBAREA OF THE CBJ AND TO INTEGRATE THEM INTO A BOROUGH-WIDE COMPREHENSIVE TRANSPORTATION PLAN. THIS SYSTEM SHOULD SEEK TO REDUCE THE CONSUMPTION OF FOSSIL FUELS BY FACILITATING EFFICIENT ROUTES OF TRAVEL, CONVENIENT AND RAPID TRANSIT, AND SAFE MOTORIZED- AND NON-MOTORIZED TRAVELWAYS.

The following Implementation Action is relevant to for the Downtown Subarea where the section of Egan Drive review in the proposal is located. A specific recommendation being made to address the Tenth Street and Egan Drive intersection for non-motorized users.

8.8 - IA3 Update and revise the priority table of the CBJ Area Wide Transportation Plan. Potential priorities for federal, state, and local funding and implementation may include the following:

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A. In order to accommodate safe transit, private vehicle, bicycle and pedestrian traffic traveling to and from Douglas Island, urge ADOT&PF to immediately improve the traffic capacity and efficiency at the intersection of Tenth St. and Egan Dr. Any improvements to this intersection or the Juneau-Douglas Bridge should provide adequate safe space for motor vehicles (including industrial trucks and buses), pedestrians and bicyclists.

The extent to which the reconstruction subject to this review can contribute to this action is limited but consideration should be given to what happens at the end of the cycle lanes upon reaching the intersection.

The Comprehensive Plan also notes that JNMTP is adopted into the Comprehensive Plan and should be followed for guidance.

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.

The use of LED lighting for street lights is proposed. Recommendations on the specifications on the specifications of light fixtures in the interests of safety and health have been made. The lighting should not 'trespass' onto residential or similar occupied buildings such as hotels.

The following development guideline is relevant to street vegetation:

12.9 - DG1 Landscaping in Rights-of-Way should be hardy enough to withstand snow storage, or located so as to not interfere with snow storage and removal; this does not preclude the installation of street trees or planted medians, but ensures that their location and the species selected for planting can withstand critical snow storage and removal activities.

A condition that DOT&PF continue to provide a vegetated median has been recommended. The possibility of street trees will continue to be explored with DOT&PF based on their ability to survive snow removal operations.

CBJ Area-Wide Transportation Plan (2001) – while not adopted as an element of the Comprehensive Plan, the Area-wide Transportation Plan is referred to in both the Comprehensive Plan and JNMTP plan. The Area-wide Transportation Plan identifies three priorities relevant to the subject project.

Priority 18: Tenth/Egan Intersection Improvement - Identify best form and design of intersection control to reduce congestion, maximize traffic flow and develop extra capacity for long-term growth. Options include additional travel lanes,

signal control modifications or grade separation. Preserve and protect the safety and access of bicycle and pedestrian users through the project area.

As noted above, due to the physical scope of the project the design can only have limited impacts on the intersection.

Priority 19: Egan Drive-Gold Creek to Main Street Improvement - Maintaining existing Egan Drive right-of-way and four lanes of traffic, implement roadside visual cues or physical treatments to develop a safe and efficient roadway for pedestrians, bicyclists and motorists. Treatments may include narrowing travel lanes, extending sidewalks, adding bicycle lanes, installing curb extensions, street furniture and landscaping.

This priority is more relevant to the project. The project, as designed, will achieve the goals of this priority but many of the recommendations will further enhance the safety of cyclists and pedestrians and therefore increase conformity with this plan.

Priority 28: Seawalk-Sheep Creek to Norway Point - Develop a pedestrian and bicycle path from Sheep Creek through downtown waterfront activity centers to Norway Point. Provide signage and connections between the pathway and activity areas.

Although not specifically designated as part of the Seawalk, the seaward side of Egan Drive will serve as an interim connection between the central downtown Seawalk section the new Bridge Park section. In general, the proposal meets the goals of this priority.

Juneau Non-Motorized Transportation Plan (2009) – in addition to giving design guidance for pedestrian and bike facilities. The preferred design will provide 6 foot wide bike lane where possible with a minimum lane width of 4 feet where ROW is limited. A condition to increase the line separating the bike lane from the vehicle lane to 6 inches is provided. The sidewalks meet the 5 foot minimum required in the JNMTP.

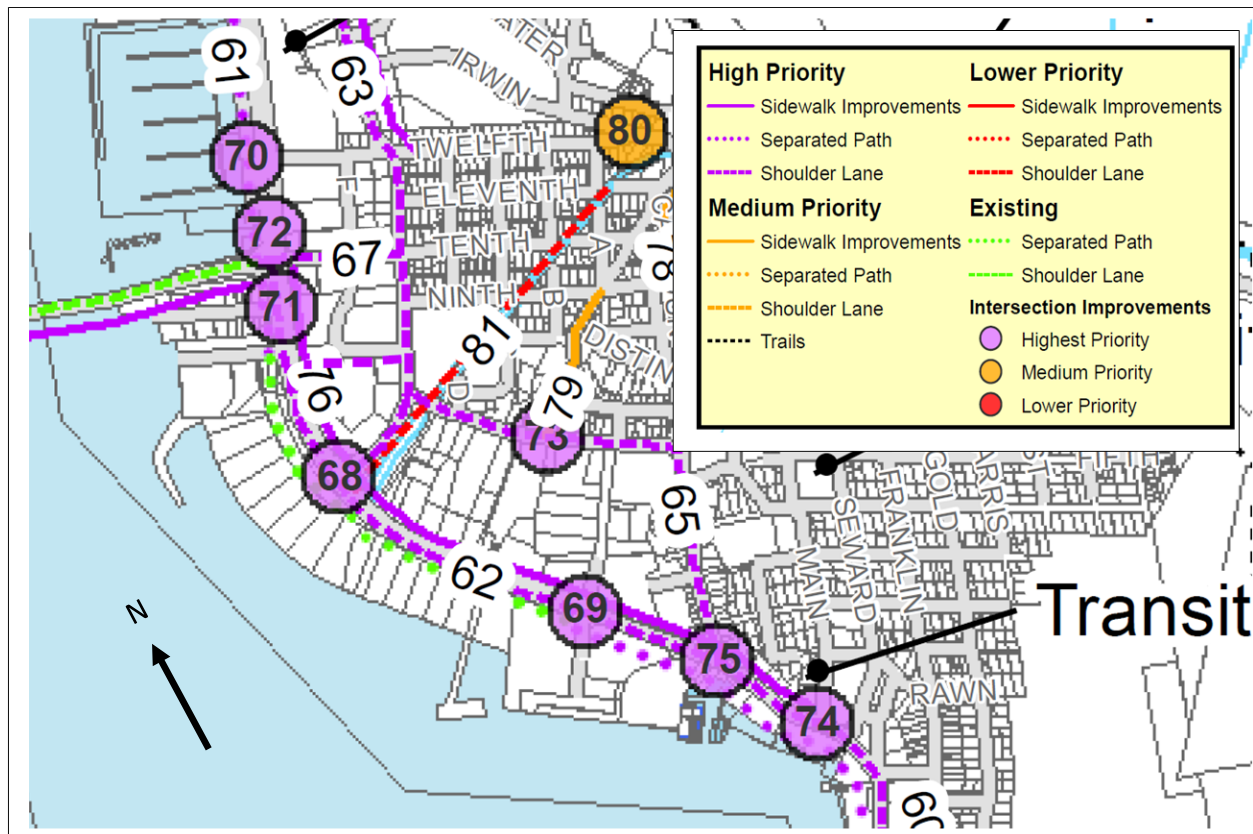
The Plan also identifies improvements in the project area as a priority and lists specific improvements that should be pursued.

12. Egan Drive Downtown Bike Lanes - Add a bike lane on Egan Drive from the Juneau-Douglas Bridge to Main Street. This is part of the cross town bikeway and there is currently no provision for bicycles (#62).

13. Egan Drive Downtown Pedestrian Improvements - Improve Egan Drive for pedestrians from the Juneau-Douglas Bridge to Main Street by calming traffic and improving or adding crosswalks at Gold Creek/Glacier Avenue (#68), Whittier

Street (#69), Willoughby Ave (#75) and Main Street (#74). This area is home to many community destinations and with new development underway that will increase pedestrian use.

Existing and priority improvements identified in the Juneau Non-motorized Transportation Plan (2009)



Improvements

Specific Safe Crosswalk, Bridge and Intersection Improvements

Improvement 68: Egan Drive and Glacier Avenue

- Add pedestrian activated signal and continental style crosswalk
- Curb extensions, decrease turning radius and add a refuge island to decrease crossing distance
- Traffic calming along Egan Drive

A pedestrian activated signal with continental/ladder crosswalk has been proposed. Traffic lanes will be narrowed although part of the existing vegetative strip on the inbound approach will be removed. Recommendations have been made to maintain and better landscape the median.

Improvement 69: Egan Drive and Whittier Street

- *DOT is adding a traffic light in July 2009*
- *Pedestrian activated crosswalk needed*
- *Curb extensions, decrease turning radius and add refuge island to decrease crossing distance*
- *Traffic calming along downtown section of Egan Drive*

The existing pedestrian activated crosswalk will remain. Recommendations have been made to turn this into a two stage, pedestrian activated crossing rather than a 'yield to pedestrian' crossing – while increasing crossing times this will decrease the crossing distance. Ideally, a second two stage pedestrian crossing should be planned for by installing necessary conduit now. Curve radius has been reduced for the seaward side of Whittier Street. Existing curve radiuses are proposed to remain on the landward side of Whittier Street. The additional bike lane increases the available effective vehicle turn radius and may allow tighter curb curve radius.

Improvement 71: Egan Drive and West Eighth Street

- *Add Curb extensions, decrease turning radius and improve refuge island to decrease crossing distance for pedestrians traveling along Egan Drive and crossing West Eighth Street*
- *Traffic calming along downtown section of Egan Drive*

The turn radiuses have been reduced at this intersection. Recommendations have been made for curb extensions on all side streets to Egan Drive where a side street provides on-street parking. W. Eighth Street does not provide this function so curb extensions are not appropriate.

Improvement 72: Egan Drive and Tenth Street

- *Add Curb extensions, decrease turning radius and improve refuge island to decrease crossing distance*
- *Continental crosswalk marking*
- *Traffic calming along downtown section of Egan Drive*

The existing curve radiuses are proposed to remain. Continental crosswalk markings have been recommended when allowed by the ATM.

Improvement 74: Egan Drive and Main Street

- *Main Street will be rebuilt in Spring 2009*
- *Crosswalk markings and signage needed and where possible sidewalk width should be increased*
- *Traffic calming along downtown section of Egan Drive*

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Sidewalk widths are proposed to be increased in areas where existing sidewalks are substandard compared to level of use. The proposed narrowing of the lanes will slow traffic. Additional recommendations on landscaping of medians will deliver further calming.

Improvement 75: Egan Drive and Willoughby Ave

- *Pedestrian activated crosswalk or signs and pavement markings*
- *Traffic calming along downtown section of Egan Drive*

The proposal delivers a striped crosswalk and relevant road signage with pedestrian refuge at this intersection. The proposed narrowing of the lanes will slow traffic. Additional recommendations on landscaping of medians will deliver further calming. Continental/ladder striping has been recommended yield markings for approaching traffic on Egan Drive.

Specific Sidewalk and Streetscape Improvements

Improvement 76: Egan Drive (Juneau-Douglas Bridge to Main Street)

- *Add vegetated buffer between sidewalk and street*
- *Add crosswalks at intersections, complete with curb extensions and pavement markings*

The existing 1.5 foot vegetative buffer is being removed under the proposal. On balance this is acceptable due to the limited ROW width, and provision of the cycle lane to provide a buffer between vehicle traffic and the sidewalk. While desirable, a vegetative buffer on the landward side of Egan Drive would be difficult to provide given the limited ROW. The only street that provides on-street parking and so merits curb extensions has one provided in the proposed design.

Specific Bike Facility Improvements

Improvement 61: Egan Drive (Tenth St to South Franklin)

- *Signs and pavement markings required*

Signage and marking are proposed for the cycle lanes. 'Sharrows' markings to highlight that vehicles and bikes share the lanes once the separated bike lanes end near Seward Street are recommended to be added to the striping plan as well as some additional striping for cycle lanes at intersections.

The subject area is identified as being part of the proposed Cross-Juneau Bikeway. Recommendations have been made that DOT&PF work with CBJ on placement of bike route directional signage in the project area at appropriate locations.

The JNMTP also discusses the need to keep snow clear from non-motorized transportation facilities.

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The preferred design, with the recommended conditions, is generally consistent with the Non-Motorized Transportation Plan.

Willoughby District Land Use Plan - Chapter 5 (2012) – This plan included the Egan Drive between the Glacier Avenue and Main Street intersections.

While not in the one chapter adopted as an element of the Comprehensive Plan, Egan Drive is noted in the plan:

Egan Drive is a pedestrian barrier and disconnects the District from the waterfront. The only pedestrian crossing of Egan Drive in the Willoughby District is at Whittier Street. This, combined with the high traffic speeds, makes Egan Drive a barrier separating Willoughby District pedestrians from the waterfront, employment areas by the Douglas Bridge, and current and future development at the Subport.

...

The number of people trying to cross Egan Drive, from Gold Creek to Main Street, is going to increase significantly as the Subport area redevelops, residential and commercial in-fill occurs in the Willoughby District, and the Seawalk is finished.

Current design of Egan Drive does not fit planned multi-use developments and operating speeds are too high. The present design and functionality of Egan Drive in the Willoughby District needs to be evaluated to address the future multi-modal travel needs of the planned redevelopment surrounding it.

...

The future Egan Drive design will need to balance mobility requirements to accommodate the large volume of daily commuter traffic destined for this employment and cultural center and a significant increase in pedestrian and bicycle activities that are expected.

The current posted speed limit on Egan Drive is 40 mph at Tenth, 25 mph [sic] at Whittier Street, and 20 mph at Willoughby Street. However, because the character of roadway does not change drivers do not have any visual cues to slow down and traffic often travels above the speed limit. The lack of crosswalks and the high speed of traffic make the walking conditions along Egan unpleasant and unsafe.

...

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The new signals are to be operated in a coordinated fashion to provide efficient traffic flows during the weekday commuter periods. Eventually new development will be thwarted by the failure of the existing street/intersection system to move traffic to Egan at peak hours. The new streets/Egan intersections become mandatory for successful redevelopment and investment to continue build out. The 'pinch point' however, at the Tenth and Egan intersection, won't be improved as a result of these actions.

The Willoughby plan recognizes the importance of Egan Drive at moving traffic from downtown and the potential to which it can help handle additional traffic that would be generated when the Willoughby 'vision' comes to fruition. The use of signals to more efficiently move vehicles along this subject section of Egan Drive is in keeping with the Willoughby Plan although the Tenth Street intersection will need to be addressed with some urgency. The necessary improvements are beyond the scope of the project under review.

In response to the future needs identified by the plan, the adopted chapter identifies improved walking connections in the Willoughby District including:

(3) Traffic light and pedestrian crossing of Egan from new Seawalk to Gold Creek Park/Glacier Ave;

The proposed reconstruction plan adds a crosswalk at this intersection with a pedestrian activated beacon to alert approaching motorists that pedestrians are crossing. The intent of this additional crossing is met in the proposed reconstruction. Additional recommendations are made on the striping of this crosswalk.

The Willoughby Plan also identifies the Glacier Avenue intersection as being signalized but the sketch layout does not seem to allow for left turns exiting Glacier Avenue on to Egan Drive. Skye Stekoll from CBJ Engineering, who worked on the Willoughby Plan, has confirmed that the intention of this signalized intersection was to facilitate pedestrian crossings and not to control vehicle turning movements. The proposed new crossing at this location meets this requirement.

A new street intersecting Egan Drive between the Foodland Complex and the Prospector Hotel is also identified in the plan. It is unlikely that this will be constructed in the near to medium term so DOT&PF should not account for this in their plan. However, the route is used as a pedestrian/bike route at the moment with users travelling from Willoughby Avenue along an access easement at the rear of the SLAM building and onto a shared use path that runs between the SLAM and Prospector Hotel buildings on to Whittier Street or onto a shared path the connects with Egan Drive. Users heading towards downtown can then access Egan Drive at the Whittier Street intersection. Pedestrians or cyclists using the path the reach Egan Drive and then, heading away from downtown, can then use the new crosswalk at the Glacier Avenue intersection. However, the proposal does not provide for cyclists joining the Egan Drive

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outbound bike lane at this point where the shared path connects to Egan Drive. A recommendation has been made above that this is provided.

The Whittier Street intersection is identified in the Willoughby Plan as having 'enhanced crosswalk treatment' although it is not clear what this actually means. Based on discussion in the beginning of the adopted chapter this is assumed to mean that *'colored concrete and brick, patterns, and attention to design all make crossings visible and signal that this is a special place'*. No use of colored paving or texture is included in the DOT&PF proposal for this intersection. The 'missing' crosswalk across the outbound leg of Egan Drive at the intersection is shown as providing a link between the Seawalk and Willoughby District. A recommendation to provide conduit etc. for this crosswalk in future as both the Seawalk and the Subport area are developed has been provided above. The existing traffic island at Willoughby is shown as being vegetated.

The Willoughby Avenue intersection is shown having crosswalks opposite both Centennial Hall and opposite the Four Points Hotel. The DOT&PF proposal has an unsignalized crossing opposite the Four Points Hotel. The use of this crossing should be observed before requiring a second crossing in such close proximity that could adversely impact traffic entering or leaving Willoughby Avenue.

The preferred design proposal, with the recommended conditions is in general conformity with the adopted chapter of the Willoughby District Land Use Plan.

Proposed Public Improvements and Parking Plan – Willoughby District Plan (2012).

Note new streets and crosswalks shown with dashed circles, and landscaped median and street trees proposed for Egan Drive.



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The Long Range Waterfront Master Plan for the CBJ (2004) – The subject section of Egan Drive is included in three of the five sub-areas identified in the Waterfront Master Plan identified as Areas A, B & C). Of particular note in this plan is the recommendation for street trees along the length of the project area on both sides of the street with a narrower, vegetative central median of only 6 feet being shown on a suggested typical section of the street.

Plan view of section of Egan Drive cover by reconstruction project from Long Range Waterfront Plan (2004). Street trees are included in the median.



Area A is an important transition point into Downtown, and as such, the Plan calls for creation of a gateway/entry feature along Egan Drive after the Juneau-Douglas Bridge (see Figure 29, feature A1). The gateway/entry feature could include signage, landscape and other features. Landscaping, changes in pavement patterns and styles, and others features designed to slow traffic are proposed for Egan Drive from the Bridge to the Subport.

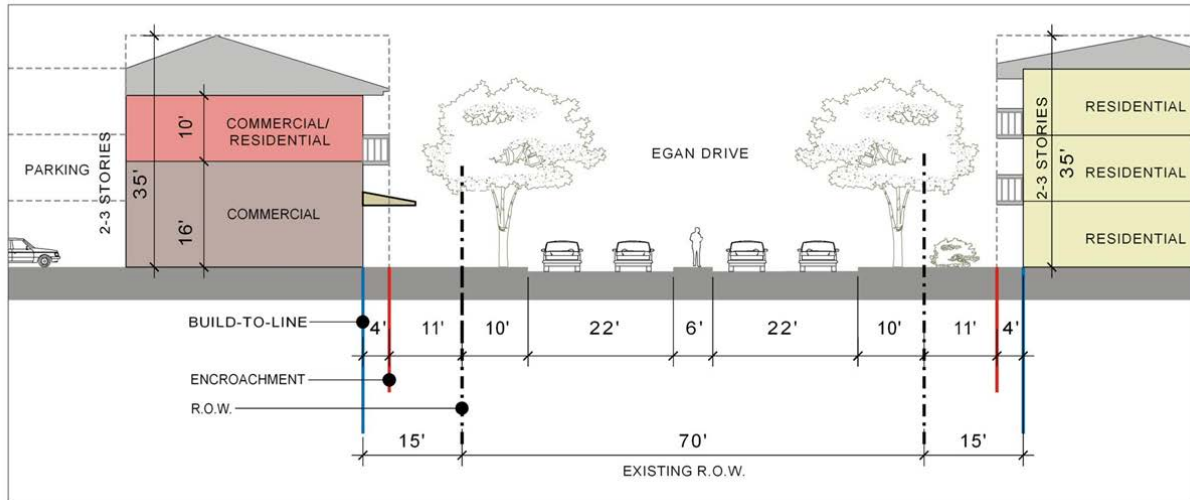
The need for vegetation along this key entrance to Downtown is a common theme in the relevant plans highlighted in this review. A recommendation has been made that existing turf is retained at existing locations and that alternative streetscape surfaces (other than conventional concrete or asphalt) are used for the medians where turf is not possible.

Although street trees are recommended in the Waterfront Plan, Michele Elfers, Chief Landscape Architect at CBJ, has recommended they not be installed along this section of Egan Drive citing the lack of space in the 14 foot wide median for the 10 foot x 10 foot space required for tree roots, exposure to ploughed snow (including salt and gravel), exposure to high winds in an open location, the lack of resources to support a maintenance program (by either CBJ or DOT&PF) and the importance of being able to view the mountains. It is felt it would be a difficult environment for street trees to remain and appear healthy.

However, discussions with CBJ Parks and Recreation, Landscaping division, have suggested CBJ may have the capacity to maintain trees in the median if trees with bark rings and turf are planted. It should also be noted that trees will be planted at Bridge Park which is an equally exposed area and subject to sea spray during high winds. Higher curbs for the median could reduce vehicle spray and there is no certainty in how DOT&PF will plough snow in this area. The proposed speed limit on this stretch of the project is proposed to be 35 mph by DOT&PF although CBJ have recommended 30 mph. Trees also assist in providing traffic calming called for in the JNMTP and noted as an issue in the Willoughby Plan. The view shed could be more disturbed by buildings potentially 45 feet in height along the landward side of Egan Drive. It is suggested that CBJ research on the provision of street trees at this location by talking to other winter city communities - the Juneau Urban Forestry Partnership has expressed an interest in assisting with this work. Scope has been provided in a recommended condition regarding the need to provide a vegetated median CBJ to work further with DOT&PF on trees in this location. Ultimately, the Waterfront Plan recommendation may not be appropriate. DOT&PF do not have resource to pay for street trees.

Suggested typical section for Egan Drive in Area A, Long Range Waterfront Plan (2004). Street trees are shown on both side of street although not in the median.

AREA A: EGAN DRIVE - Sections

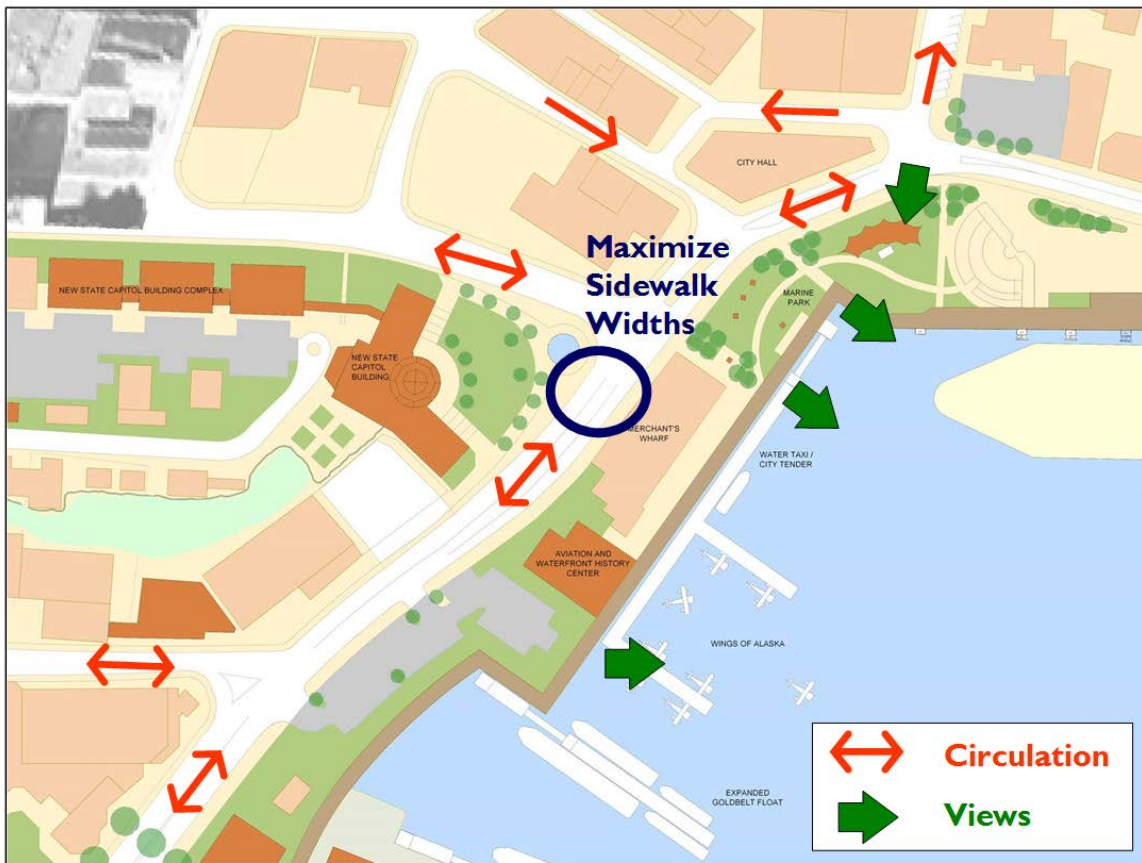


In **Area A**, the Waterfront Plan identifies on-street parking on W. Eighth Street and a curb extension to facilitate pedestrian crossing along Egan Drive. W. Eighth Street is currently planned for reconstruction by CBJ in 2017. The existing ROW width is insufficient to provide on-street parking and parking will not be provided. This means a curb extension on Egan Drive at this intersection is unnecessary. Recommendations for Area A also include additional at-grade pedestrian crossings across Egan Drive though no specific locations are mentioned. The addition of the new crosswalk at the Glacier Avenue intersection provides for this.

In **Area B**, the Whittier Street intersection is recommended to be a signalized intersection – the DOT&PF proposal provides this. The design for the intersection shows a curb extension. The preferred alternative shows a curb extension at this location.

In **Area C**, the Waterfront Plan recommends an 8 to 10 foot sidewalk next to the Merchants Wharf building. The DOT&PF proposal will provide a 7.5 foot wide sidewalk along the building beginning to narrow just after the end of the building at the edge of Marine Park. This increased sidewalk width is accomplished by removing one traffic in the outbound along the length of the Merchants Wharf building and is a significant improvement from the current sidewalk. It is also recommended that pedestrian pathways leading people to downtown be provided. Removal of a pedestrian crossing connecting Marine Park with the Seward Street intersection is inconsistent with this Waterfront Plan recommendation. The illustration for the area also shows the existing raised median to remain and not to be a striped median only. A recommendation is made in this review that the crossing remain at this time and be relocated as shown in the CBJ Front and Franklin Street Plan (see CBJ Engineering comments in **Attachment C**) when this area is reconstructed in the future.

Recommended vehicle circulation for Area C, CBJ Waterfront Masterplan (2004)



2010 Downtown Parking Management Plan – The downtown parking plan identifies the need to provide drivers entering downtown with real time information on parking space occupancy in the downtown area. The aim is to *‘help drivers avoid cruising for a parking space, as they know where parking is available and where it is unavailable before they have even started looking for a parking space’*. A sign on Egan Drive, on the approach to downtown, can inform of available occupancy of downtown parking structures. The purpose is to further encourage drivers to use these structures instead of on-street parking. Uncertainty in parking space availability in parking structures is one of many reasons that on-street parking demand is high. A recommendation has been made to retain the option to place a parking sign on a CBJ parcel which DOT&PF have requested be sold or eased to them.

Conformity with Adopted Plans – Provision of easements on CBJ lands

In the interests of delivering the relevant policies identified in the Comprehensive Plan (see above) regarding transportation it is appropriate for these requested easements to be provided by CBJ.

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Appropriate uses of CBJ owned property is encouraged, even those parcels not identified for immediate disposal. While the use of this Land is not necessarily for private use it does serve the greater public interest.

POLICY 17.2. TO HOLD CERTAIN LANDS IN THE PUBLIC TRUST, AND TO DISPOSE OF CERTAIN LANDS FOR PRIVATE USE WHEN DISPOSAL SERVES THE PUBLIC INTEREST.

Habitat

DOT&PF will add some additional fill into as part of work to repair the retaining wall next to the Merchants Wharf building as part of this project. The United States Army Corps of Engineers has permitting authority for this addition of fill in this area DOT&PF but a permit has not been issued at the time of writing.

DOT&PF state that they will ensure the Contractor meets a wide range of environmental requirements including obtaining and operating under a valid Stormwater Pollution Prevention Permit (SWPPP).

No mapped habitat regulated by the CBJ Land Use Code will be impacted by the proposed reconstruction.

FINDINGS

Reconstruction – The proposed project, with recommended conditions, substantially conforms with Title 49 (CBJ Land Use Code) and locally-adopted plans .

Easements on, or sale of, CBJ property – The provision of easements or land sales to facilitate the proposed reconstruction project substantially conforms with Title 49 (CBJ Land Use Code) and locally-adopted plans subjected to the recommendations listed below under ‘Recommendation – provision of easement on CBJ property’.

DECISION – RECONSTRUCTION DESIGN (preferred alternative B)

Staff recommends that the Planning Commission adopt the above analysis and findings, and **APPROVE** the reconstruction of Egan Drive between Tenth Street and Seward Street subject to the following conditions:

Bike improvements

1. DOT&PF shall continue to allow the option to cycle on sidewalk on the seaward side of the Egan Drive remain. This is identified as a shared use path in the Juneau Non-motorized Transportation Plan.

2. DOT&PF shall stripe non-buffered bike lanes sections with a 6 inch line as per the Juneau Non-motorized Transportation Plan.
3. DOT&PF shall provide a cycle only turn lane for bicyclists turning from Egan Drive onto the bridge be provided in accordance with MUTCD standards if ROW width allows. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan.
4. DOT&PF shall provide a bicycle lane be added on the Casey-Shattuck leg of W. Tenth Street. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan.
5. DOT&PF shall provide dashed bike lane striping with a bicycle symbol across the Willoughby Avenue and Whittier Street intersections in accordance with the NACTO guidance for intersection treatment for bicyclists. Provision of a bike lane running the length of Egan Drive between Tenth Street and Main Street is a requirement of the Juneau Non-motorized Transportation Plan.
6. DOT&PF shall place appropriate cycle route directional signage in the project area for the Cross-Juneau Bikeway described in the 2009 Juneau Non-motorized Transportation Plan. They should work with CBJ to determine the placement.
7. DOT&PF shall provide 'sharrows' markings on the seaward traffic lane at the end of the project. Use of sharrows where bikes and motor vehicles share the road is a requirement of the Juneau Non-motorized Transportation Plan

Pedestrian improvements

8. DOT&PF shall use continental/ladder style striping at all intersections where allowed under current design standards, particularly those crossing side streets. Where current adopted design standards do not allow this, but future standards do, future striping should be changed to meet this recommendation. Continental/ladder style crosswalks was required as part of the Juneau Non-motorized Transportation Plan.
9. DOT&PF shall provide crosswalk markings using continental/ladder style striping across Willoughby Avenue. Crosswalk markings at this intersection are listed as priorities in the Juneau Non-motorized Transportation Plan.
10. DOT&PF shall retain the existing crosswalk at Seward Street. This would meet the Waterfront Masterplan recommendation that pedestrian pathways to downtown be provided.

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11. DOT&PF shall add conduit for an additional pedestrian crossing on the Bridge side of Egan Drive at Whittier Street. This crossing is identified in the Willoughby Plan and will provide for increased pedestrian use of this intersection as the subport area is sold and developed.

Vegetative treatment of median

12. DOT&PF shall provide a vegetated median that is planted and maintained with grass. This includes all areas currently covered with grass including either side of Gold Creek bridge. DOT&PF shall work with CBJ to provide a suitable planting environment if it is determined the trees can survive in this location. This will provide vegetation in the median as shown in both the Willoughby District Plan and the Waterfront Master Plan.
13. DOT&PF shall provide alternative pavement colors and/or textures other than traditional asphalt or concrete where the central median cannot be vegetated. This treatment is recommended in the Waterfront Plan.
14. It is recommended as a condition of approval that DOT&PF work with CBJ to develop and implement a plan for more attractive treatment of the raised median islands at the Willoughby intersection including at the new crossing.

Right-of-Way acquisition plats

15. DOT&PF submit the necessary ROW acquisition plat following conclusion of negotiations regarding all easements and land sales along the project length.

Recommendations for consideration by DOT&PF

While not explicitly supported by any of the adopted plans reviewed, the following recommendations have been made for DOT&PF to consider incorporating into their proposal.

Lighting

1. It is recommended the DOT&PF lighting plan prevents light trespass and follow lighting recommendation of the AMA.
2. It is recommended the DOT&PF lighting plan provide lighting should be immediately adjacent to all pedestrian crossings.

Operation of buses at the Downtown Transportation Center

1. It is recommended that DOT&PF continue to observe the operation of the DTC exit and develop an appropriate plan to ensure that exiting buses are not adversely delayed by

the reconfigured Right of Way. If the changes negatively impact bus service some form of Transit priority should be explored.

Bike improvements

2. It is recommended that DOT&PF stripe the buffered bike lane according to the standards of the NACTO Urban Bikeway Design Guide.
3. It is recommended that DOT&PF implement bike boxes at all signalized intersections as part of their striping plan to better facilitate left turns by cyclists and to reduce the chance of right turn collisions.
4. It is recommended that DOT&PF provide ramped access onto the outbound cycle lane from shared use path connecting to Egan Drive adjacent to the Prospector Hotel.

Pedestrian improvements

5. It is recommended that a new pedestrian crossing should be added by DOT&PF when the next phase of the Seawalk is completed (anticipated after 2020) where the shared use path connects to Egan Drive between The Prospector Hotel and Foodland. DOT&PF may wish to plan for any necessary conduit under the ROW at this location for the future pedestrian crosswalk.
6. It is recommended that DOT&PF post a 30 mph speed limit prior to the Glacier Avenue intersection for inbound traffic.
7. It is recommended that DOT&PF should retain the raised medians as shown in the plans at Glacier Avenue and Willoughby intersections. Striped refuges should not be used.
8. It is recommended that DOT&PF work with CBJ to construct the CBJ preferred design of the Seward Street intersection. To understand the impacts on the Main Street intersection immediate traffic/pedestrian counts should occur at the intersection for use in modelling peak season traffic, and a temporary closure the left turn could be considered.
9. It is recommended that the pedestrian crossing at Whittier be a 2 stage crossing with a pedestrian refuge median.

Traffic control during construction

10. It is recommended that DOT&PF provide the Juneau School District an opportunity to review and comment on temporary traffic controls proposed to mitigate the increased traffic volume during construction within the school zones. DOT&PF should formally provide notice to the impacted neighborhoods of the increased traffic volumes during

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the construction project.

11. It is recommended that DOT&PF and their contractor should work with CBJ Capital Transit to ensure bus operations are not adversely impacted during the reconstruction.

RECOMMENDATION – PROVISION OF EASEMENT ON CBJ PROPERTY

Staff recommends that the Planning Commission forward the proposed easements and/or land purchase to the Assembly with a **recommendation of approval** with the following recommended conditions applied:

1. DOT&PF shall work with CBJ on the design of any reconstruction of this in the area of the JACC and Centennial Hall and coordinate the timing of work in this area with planned events at both venues including temporary access arrangements if needed.
2. It is recommended that the easement or sale of the CBJ parcel across Egan Drive from Centennial Hall to DOT&PF allows for its use to provide a CBJ parking information sign.

DEVELOPMENT PERMIT APPLICATION

Project Number CSP 2017-0013	CITY and BOROUGH of JUNEAU	Date Received:
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description Reconstruct Egan Drive between 10th Street and Main Street and transition to match existing at Seward Street. Includes: repair of the retaining wall near Main Street, replacement of illumination, upgrade of traffic signals, reconstruction of the pavement section and sidewalks, add bike lanes, improve pedestrian crossing opportunities.		
	PROPERTY LOCATION		
	Street Address	City/Zip JUNEAU	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Egan Drive Road (CDS Route 296000) between 10th Street (CDS Milepoint 0.684) and Main Street (CDS Milepoint 0.00)		
	Assessor's Parcel Number(s) N/A		
	LANDOWNER/ LESSEE		
	Property Owner's Name Alaska Department of Transportation and Public Facilities	Contact Person: Charles Tripp	Work Phone: 907-465-4439
	Mailing Address 6860 Glacier Hwy, PO Box 112506, Juneau, AK 99811-2506	Home Phone:	Fax Number: 907-465-4414
	E-mail Address chuck.tripp@alaska.gov	Other Contact Phone Number(s):	
	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****		
PROJECT / APPLICANT	I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.		
	X _____ Landowner/Lessee Signature		_____ Date
	X _____ Landowner/Lessee Signature		_____ Date
	NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.		
	APPLICANT If the same as OWNER, write "SAME" and sign and date at X below		
	Applicant's Name SAME	Contact Person:	Work Phone:
	Mailing Address	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	X _____ Applicant's Signature		_____ Date of Application

-----OFFICE USE ONLY BELOW THIS LINE-----

STAFF APPROVALS	☒	Permit Type Building/Grading Permit	***SIGN	Date Received	Application Number(s)	
		City/State Project Review and City Land Action		5/19/17	CSP 17-013	
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)				
		Mining Case (Small, Large, Rural, Extraction, Exploration)				
		Sign Approval (If more than one, fill in all applicable permit #'s)				
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)				
		Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)				
		Variance Case (De Minimis and all other Variance case types)				
		Wetlands Permits				
		Zone Change Application				
		Other (Describe)				
	***Public Notice Sign Form filled out and in the file.					
	Comments: _____ _____ _____					Permit Intake Initials _____ _____

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

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP 17-013	Date Received 5/19/17
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TYPE OF PROJECT REVIEW:

☐ City Project Review
 ☐ City Land Acquisition /Disposal
 ☒ State Project Review

DESCRIPTION OF PROJECT

Reconstruct Egan Drive between 10th Street and Main Street with a transition to match existing at Seward Street. Includes repair of the retaining wall near Main Street, replacement of illumination, upgrade of traffic signals, reconstruction of the pavement section and sidewalks, add bike lanes, improve pedestrian crossing opportunities.

Please attach a cover letter to fully explain the project if there is not adequate space on this form.

CURRENT USE OF LAND OR BUILDING(S):

Transportation.

PROPOSED USE OF LAND OR BUILDING(S):

Transportation

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

Is this project associated with any other Land Use Permits? ☒ No ☐ Yes Case No.: _____

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # Z693930000

ESTIMATED PROJECT COST: \$ 12.360,000

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side. If you need any assistance filling out this form, please contact the Permit Center at 586-0770.	CITY/STATE PROJECT FEES				
		Fees	Check No.	Receipt	Date
	Application Fees	\$ <u>1,600</u>	_____	_____	_____
Total Fee	\$ _____	_____	_____	_____	

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

&

EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS APPLICATION MUST BE FILLED OUT

CITY/STATE PROJECT REVIEW REQUIREMENTS

Each application for a City/State Project is reviewed by the Planning Commission at a public hearing. The permit procedure is intended to provide the Commission the flexibility necessary to make recommendations tailored to individual applications.

Application: An application for a City/State Project Review will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

Forms: A completed City/State Project Review Application form and Development Permit Application form. The "land owner or lessee consent" signature is mandatory for all landowners on the Development Permit Application form.

Fees: No fee required for projects that cost less than \$2.5 million. For projects costing more than this amount, the fee is \$1,600.00. All fees are subject to change.

Project Description: A detailed letter or narrative describing the project.

Plans: All plans are to be drawn to scale and clearly show the items listed below:

- A. Plat, site plan, floor plan and elevation views of existing and proposed structures and land;
- B. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances;
- C. Proposed traffic circulation within the site including access/egress points and traffic control devices;
- D. Existing and proposed lighting (including cut sheets for each type of lighting);
- E. Existing and proposed vegetation with location, area, height and type of plantings; and,
- F. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

Document Format: All information that is submitted as part of an application shall be submitted in either of the following formats:

- A. Electronic copies may be submitted by CD, DVD or E-mail in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf or other formats pre-approved by the Community Development Department.
- B. Paper copies may not be larger than 11" X 17" (Unless a larger paper size is preapproved by the Community Development Department).

Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

Review: As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All City/State Project Review Permit Applications must be reviewed by the Planning Commission. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting. The Planning Commission will make a recommendation based on staff's analysis and forward it to the Assembly for final approval/denial.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

STATE OF ALASKA



DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHCOAST REGION



DESIGN STUDY REPORT

JNU – EGAN DRIVE IMPROVEMENTS – MAIN STREET TO 10TH STREET

PROJECT NO. Z693930000 / 0932047

May 2017

RECEIVED
MAY 19 2017
PERMIT CENTER/CDD

Submitted By:	
Chuck Tripp, P.E. Engineering Manager	Date

Recommended for Approval:	
Kirk Miller, P.E. Design Group Chief	Date

Approved By:	
Pat Carroll, P.E. Regional Preconstruction Engineer	Date

JNU – EGAN DRIVE IMPROVEMENTS – MAIN STREET TO 10TH STREET

Project No. 69393 / 0932047

NOTICE TO USERS

The purpose of this report is to document the Alaska Department of Transportation and Public Facilities (DOT&PF) planning, preliminary design, and development of this project.

This report reflects design decisions as of the date of this document. Changes frequently occur during the design process and those who may rely on the information contained in this document should check with the DOT&PF for the most current design. Please contact the Engineering Manager at (907) 465 – 4439 for this information.

DRAFT

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PROJECT NO. 69393 / 0932047

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1. DESCRIPTION OF THE PROJECT

1.1 Location of the Project

This project is located in Juneau, Alaska, which is located at the north-central end of the southeast panhandle. Refer to Figure 1-1 for a project location map.

This project will construct improvement on Egan Drive Road (CDS Route 296000) between Main St. (CDS milepoint 0.000) and 10th St. (CDS milepoint 0.684) which functions as the major transportation corridor into downtown Juneau from both the direction of the Mendenhall, Lemon Creek Valleys and from Douglas Island. See Figure 1-2 for the area wide project vicinity map.

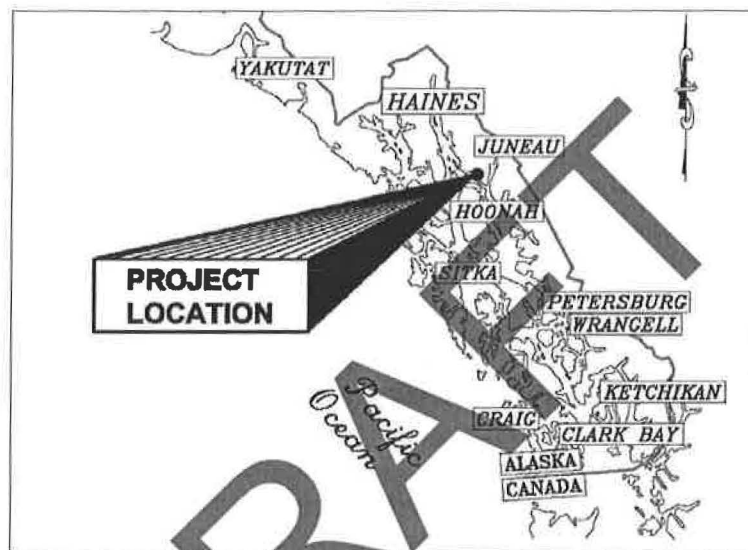


Figure 1-1 - Location Map

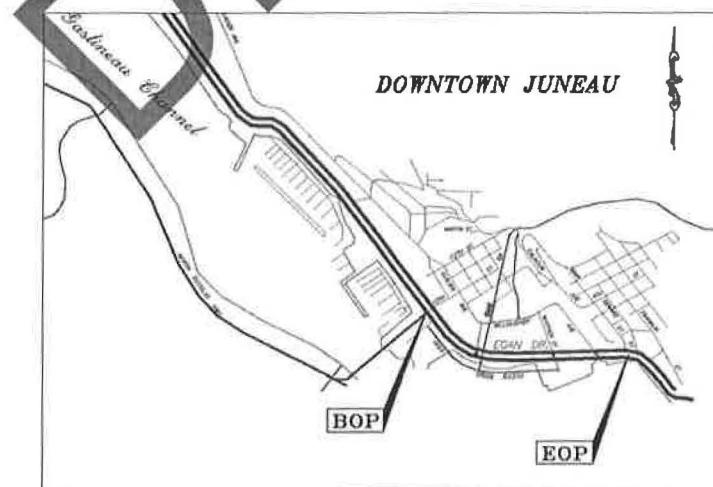


Figure 1-2 - Project Vicinity Map

1.2 Existing Facilities

Egan Dr. functions as the major transportation corridor between the Juneau downtown core and much of the rest of the Juneau area. The majority of vehicles entering and leaving the downtown core originate in the Mendenhall Valley, Lemon Creek, and Douglas Island areas. Egan Dr. provides the most direct access to the downtown area for those vehicles. In addition, a significant portion of the freight entering and leaving Juneau via the freight handling facilities located south of downtown pass through Egan Dr. This section of Egan Dr. is classified as *Urban Principal Arterial*.

Within the project corridor, Egan Dr. consists of four lanes, two eastbound and westbound. Between 10th St. and Whittier St., left turns are facilitated by auxiliary left turn lanes. At Willoughby Ave., left turns are made from left traffic lane. At Main St., the eastbound left lane becomes left turn only.

West of Whittier St., the travel lanes are 12.5 feet wide exclusive of the gutter pan. East of Whittier St., the lanes narrow to 11 foot.

Sidewalks on the seaward side are generally 8 feet in width between 10th St. and Willoughby Ave. Inbound from Willoughby Ave. on the seaward side, sidewalk narrow to 6 feet and then to less than 5 feet next to the Merchants Wharf with choke points of less than 4 feet in width near traffic light poles.

Beneath the sidewalk in front of the Merchants Wharf is a retaining wall built to support Egan Dr. This wall is approximately 250 ft. long with an average height of 6 feet. This retaining wall structure was part of the original construction of Egan Drive.

The original structural section had 3 inches of pavement over 6 inches of crushed aggregate base course, grading D-1, over 6 inches of subbase, grading B. In 1996, 5 inches of the pavement and crushed aggregate base course were removed and replaced with 2 inches of pavement and 3 inches of asphalt treated base.

1.3 Project History

Egan Dr. between Main St. and 10th St. was originally constructed between September 1971 and December 1973 F-093-1(3), Juneau Outer Drive Phase II, Whittier St.). Subsequent pavement improvements were constructed in

- 1980 F-093-2(7) Egan Drive Marine Way to Brotherhood Bridge, Paving)
- 1987 F-093-2(20) Egan Drive Sport Improvements
- 1988 F-093-2(25), Egan Expressway Pavement Rehabilitation, Willoughby Avenue to Mendenhall Loop Road
- 1996 Norway Point to Main St. Pavement Rehabilitation NH-093-2-(33), Aurora Harbor to Whittier St. Pedestrian/Bicycle Facility TEA-093(2(34), Whittier St. and Egan Expressway Intersection STP-F-093-2(30),
- 2008 ACHHE-000S(594) Whittier St. and Willoughby Traffic Improvements

In 2003, project 68253, NH-092-2(41) advanced nearly to PS&E review and would have widened sidewalks to 8 feet and the right hand lanes to 14 feet to accommodate bike traffic while otherwise

retaining the existing lane configuration between Whittier St. and Main St. The project failed to advance further apparently over right of way issues.

The current project is the result of the merging of two proposed projects which originally received design funding in October 2010:

- 69450 Whittier Street to Main Street. State funded with \$1,990,000 from the Cruise Ship tax. Scope: Increase sidewalk width and bike lanes. Build new retaining wall for Egan Drive near and/or under the Merchant's Wharf building – possible property purchase. Repave Egan Drive with inlaid pavement markings.
- Z69393000, 0932047 JNU Egan Drive Resurfacing – Main Street to 10th Street. Funded with Federal Aid through the Federal Highway Administration. Scope: Pavement resurfacing on Egan Drive from Main Street to 10th Street.

After an initial traffic study, the two projects were merged in January 2013 with the following scope language:

Resurface Egan Drive from Main Street to 10th Street. Replace retaining wall under Merchants Wharf. Improve intersections, pedestrian facilities and add bike lanes as appropriate.

1.4 Purpose and Need for the Project

The purpose of this project is to improve transportation safety on Egan Drive for motorized and non-motorized traffic and to stabilize the existing retaining walls on Egan Drive near Merchants Wharf. The need for the project is based on a number of deficiencies including a deteriorated road surface that is developing ruts and could lead to unsafe driving conditions; inadequate pedestrian and bicycle facilities that result in unsafe conditions for pedestrians, bicyclists, and drivers; and scoured and undermined concrete footings that support a retaining wall near Merchants Wharf.

2. DESIGN STANDARDS

The Design Designation is: *Urban Principal Arterial* and is contained in Appendix A. The following design standards will be used:

1. *American Association of State Highway and Transportation Officials (AASHTO) publications: A Policy on Geometric Design of Highways and Streets, 2001 (Also known as the Green Book).*
2. *American Association of State Highway and Transportation Officials (AASHTO) publications: Guide for the Development of Bicycle Facilities, 1999*
3. *DOT&PF publications: Highway Preconstruction Manual (PCM), as revised November 2013, and Alaska Highway Drainage Manual, as revised June 2006.*
4. *FHA Urban Drainage Design Manual Hydraulic Engineering Circular No.22 Third Addition , August 2013*
5. *State of Alaska Department of Environmental Conservation (ADEC) publication: Alaska Storm water Guide, 2011.*
6. *State of Alaska Standard Drawings Manual March 31, 2015.*
7. *Current electrical codes and guidelines required by local utility companies Alaska Electric Light & Power, and GCI.*
8. *Street Lighting: The new street lighting system shall comply with the applicable IES roadway lighting standards, AASHTO Publication "An Informational Guide for Roadway Lighting" (IGRL).*
9. *State of Alaska publication: Alaska Administrative Code. 18 AAC 80 Drinking Water, as amended May 20, 2011.*
10. *State of Alaska publication: Alaska Administrative Code. 18 AAC 72 Wastewater Disposal, as amended December 23, 2009.*
11. *Design Loading HS-20*
12. *US Army Corps of Engineers: Design of Coastal Revetments, Seawalls, and Bulkheads, EM 1110-2-1614 June 30, 1995*
13. *National Association of City Transportation Officials Urban Bikeway Design Guide, April 2011.*

The project Design Criteria form can be found in Appendix A.

3. DESIGN ALTERNATIVES

3.1 Alternative A - No Build

This alternative provides for no improvements and for the continued operation and maintenance of the facility in its current condition and configuration.

Pros: (none) – money saved on “no build” would later be spent on increased maintenance and emergency repairs.

Cons: Bicyclists and pedestrians would continue to operate under difficult and under certain circumstances relatively unsafe conditions. Deterioration of the pavement surface would continue and eventually lead to increased maintenance effort to keep an adequate driving surface. The pavement surface would continue to deteriorate. Material would continue to erode from under and behind the retaining wall near the Merchants Wharf and could eventually lead to failure.

Prolonging the problem of repairing the damage caused by normal wear will inevitably force an emergency fix which could cost significantly more. Material failure under and behind the retaining wall could be catastrophic to both buildings and roadways. Frustration and safety for pedestrians using the sidewalk in front of the Merchants Wharf Building will continue.

Cost Estimate – Alternative A: \$0

3.2 Alternative B – Add Bike Lanes and Widen Sidewalks by increasing width where possible

This alternative would add buffered bike lanes and widen sidewalks and improve pedestrian crossing opportunities through a combination of reducing the number and width of driving lanes, and a limited widening of the corridor in the portion of the corridor between 10th St. and Willoughby St. Between Willoughby St. and Main St. the bike lanes are added and the sidewalks widened almost exclusively by removing one outbound lane and reallocating that space to sidewalks and bike lanes.

Pros: New traffic configuration will provide more safety for bicycles and pedestrians at minimal impact to vehicle traffic. Pedestrian improvements would better enable the corridor to accommodate pedestrian volumes, particularly during the summer tourist season. The refuge median at Willoughby Street would enable pedestrians to cross Egan Drive more safely with minimal impacts to vehicular traffic. This alternative would reconfigure the corridor to better accommodate bike traffic while minimizing right of way impacts and impacts to the level of service for traffic. Improvements would rehabilitate the pavement surface. Though some right of way would be required to construct this alternative, this alternative does not require the acquisition and demolition of any buildings.

Cons: This alternative does not address vehicular, pedestrian and bicycle traffic needs eastwards of the project corridor. This alternative attempts to address pedestrian bicycle needs partly by consolidating vehicle traffic into fewer lanes where ROW cannot be purchased without significant cost. This carries some risk that the level of service will be negatively impacted, though we believe that we have successfully mitigated these potential impacts. In addition, this alternative would not attempt to address the low levels of service that occur at the 10th Street intersection.

Cost Estimate – Alternative B: \$10,400,000

3.3 Alternative C – Add Bike Lanes and Widened Sidewalks to the existing lane configuration

This alternative would add bike lanes and widened sidewalks to the existing sidewalks and purchase the necessary right of way to maintain 4 x lanes with a median. This alternative would require the purchase of the entire Merchants Wharf building along with a portion of the Seadrome building property. There is a utility vault at the intersection with Main St. which serves a majority of the downtown area with fiber optic communications that would need to be relocated. The CBJ building and the Marine Park would be impacted by Right of Way acquisition.

Pros: Traffic flow from the harbor to the south will be improved with a two lane each way configuration.

New traffic configuration will provide more safety for bicycles and pedestrians at minimal impact to vehicle traffic. Pedestrian improvements would better enable the corridor to accommodate pedestrian volumes particularly during the summer tourist season. Improvements would rehabilitate the pavement surface.

Cons: This project would trigger a section 4(f) for the Marine Park. The ROW purchase would include properties that have existing buildings with active businesses. Fiber optic vault relocation could be expensive and timely to relocate.

Cost Estimate – Alternative C: >\$15,000,000

4. RECOMMENDED ALTERNATIVE

The recommended alternative is Alternative B – Add Bike Lanes and Widen Sidewalks by increasing width where possible.

Alternative A - No Build, would cause future traffic delays and potential failure of the structural section of the roadway. Tidal erosion would continue to undermine the footing of the retaining wall beneath Merchants Wharf.

Alternative B – Add Bike Lanes and Widen Sidewalks by increasing width where possible, would require reducing the number of west bound lanes on Egan Dr. between Seward St. and Willoughby Ave. from two to one. With traffic light timing modifications, the level of service would not change for this project.

Alternative C – Add Bike Lanes and Widened Sidewalks to the existing lane configuration would require the purchase of the Merchants Wharf building which has several high profile businesses. Though the building is old and in an uncertain state of repair, it continues to be an attractive location for businesses in the downtown area.

Both Alternative B and C provide for improved safety for pedestrians and bicycles. Alternative C provides similar improvement to alternative B but with a significant cost increase in right of way acquisition.

5. TYPICAL SECTION FOR THE RECOMMENDED ALTERNATIVE

5.1 Typical Sections

Typical sections developed for this project comply with a functional classification: *Urban Principal Arterial* per *AASHTO Policy on Geometric Design of Highways and Streets (Green Book)* and *AASHTO Guide for the Development of Bicycle Facilities*. In general the existing cross slopes will be maintained. Minor modification will be made for the purposes of super elevation and drainage. Cross slopes will be between 0.0% and 3.0%. Curb, gutter and sidewalk will be reconstructed and tie-in to existing ground will have flatter than 1:3 slope over less than 5 feet. There is a Bridge on Egan Dr. at approximately 55+20.

5.2 Egan Dr./Glacier Hwy Typical Sections

5.2.1 10th St. to Whittier St.

Between 10th Street and between Whittier Street and Willoughby Avenue, the project adds 2 x 6.5 foot wide buffered bike lanes and widens the landward sidewalk from 5.5 feet to 7.5 feet (except for between 10th Street and Glacier Avenue where the sidewalk width remains 5.5 feet) between Glacier Avenue and Whittier Street and widens the median by 1.0 foot from 13.0 to 14.0 feet in order to comply with the Green Book. These widenings are offset by reducing the width of the four travel lanes from 12.5 to 11.0 feet, eliminating the 2.5 foot grass strip on the seaward side which is no longer needed due to the presence of the bike lane and by reducing width of the seaward sidewalk by 0.5 feet.

These modifications result in a net overall widening of the back of sidewalk to back of sidewalk dimension of the corridor of 7.0 feet from 87.0 to 94.0 feet. At the bridge location the width from back of sidewalk to back of sidewalk remains unchanged at 93.0 feet to avoid modifying the Gold Creek Bridge (Bridge No. 0732).

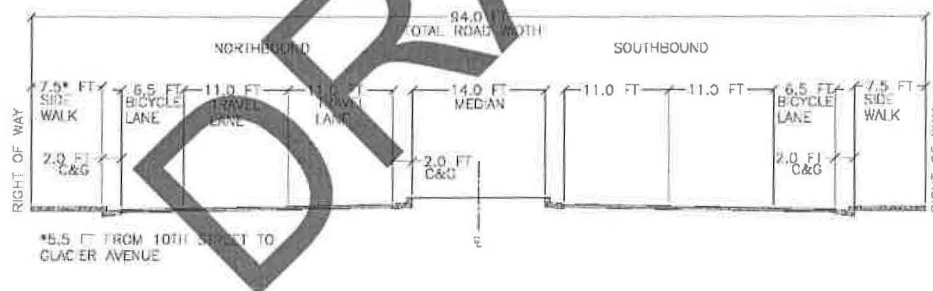


Fig 5-1 Egan Drive from 10th Street to between Whittier Street and Willoughby Avenue (Except for the Gold Creek Bridge)

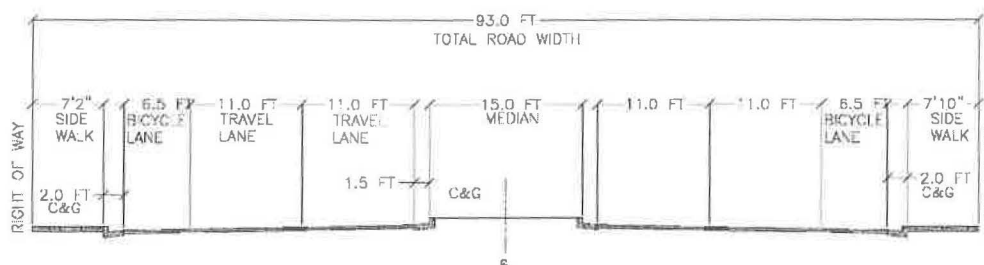


Fig 5-2 Egan Drive at Gold Creek Bridge (Bridge No. 732)

5.2.2 Whittier to Willoughby Avenue

East of the Whittier Street intersection, the median tapers out and the inbound left lane becomes a left turn only at Willoughby Avenue intersection. This is further discussed in Section 11 Traffic Analysis.

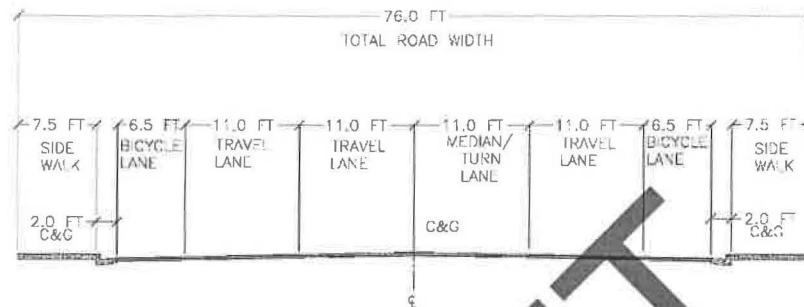


Fig 5-3 Egan Drive between Whittier Street and Willoughby Avenue

5.2.3 Willoughby Avenue to Main St.

On the east side of the Willoughby Avenue intersection, there will be a 12.0 foot wide center island and refuge median to facilitate two stage pedestrian crossings. East of that refuge median, the section becomes one 11 foot through lane in each direction, a 12 foot center turn lane becoming a left turn only at Main Street, a 4.5 foot wide bike lane in each direction and a 7.5 wide sidewalk on the seaward side and a 5.5 foot wide sidewalk on the landward side of Egan Drive. The back of sidewalk to back of sidewalk width will be 60 feet matching the existing overall width of the street section.

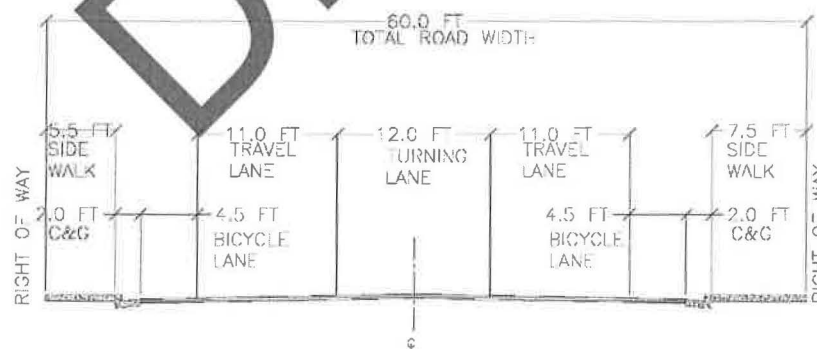


Fig 5-4 Sta. Egan Drive between Willoughby Avenue and Main Street

6. ALIGNMENT FOR THE RECOMMENDED ALTERNATIVE

6.1 Horizontal Alignment

As the corridor widens it will be necessary to take additional land on both landward and seaward sides. However, most of the land acquisition will be on the seaward side and therefore the centerline will need to be shifted seaward in order to remain in the center of the cross section. Between 10th Street and Whittier Street the new centerline will be offset from the existing centerline by three and a half feet (3.5ft). Where the project crosses the existing bridge the centerline is offset by three feet (3.0 ft.) and will be located at the center of the bridge. As the project moves south east and the road width narrows, the centerline merges with the existing centerline. The new centerline throughout the entire project will reflect the centerline of construction and will ease construction and right of way acquisition.

The existing monumentation corresponds to the original centerline alignment which dates back to the original construction 1971 of Egan Drive. It will be replaced to reflect the new centerline alignment.

STATION	OFFSET	FEET	DIRECTION
41+00	0.00	FEET	-
Intersection	0.00	FEET	-
45+00	4.00	FEET	RIGHT
50+00	3.38	FEET	RIGHT
55+00	3.03	FEET	RIGHT
BRIDGE	3.00	FEET	RIGHT
60+00	3.97	FEET	RIGHT
65+00	4.00	FEET	RIGHT
70+00	4.25	FEET	RIGHT
75+00	1.64	FEET	RIGHT
80+00	1.00	FEET	LEFT
82+93	0.00	FEET	-

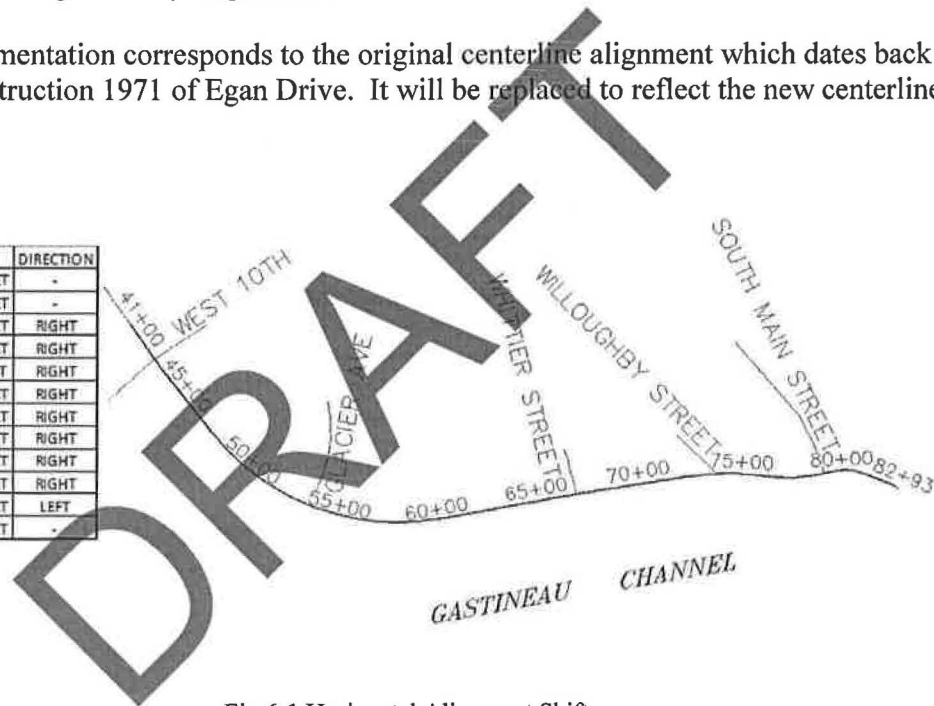


Fig 6-1 Horizontal Alignment Shift

6.2 Vertical Alignment

The existing vertical alignment will be maintained as close as possible for the project. Small areas of cut and fill will be utilized to facilitate drainage at intersections and other minor areas where the project is being retrofitted to match existing.

6.3 Bridge Alignment

There is an existing 120 ft. long bridge centered at sta. 55+20. The horizontal and vertical position of the bridge does not change. However the horizontal alignment will shift from its current offset location to the actual center of the bridge.

7. EROSION AND SEDIMENT CONTROL

An Erosion and Sediment Control Plan (ESCP) will be prepared in accordance with the Alaska Highway Drainage Manual, Chapter 16 Erosion and Sediment Control. Because the retaining wall repair work will take place within the tidal zone, this work will be carried out in accordance with a Corps Permit authorizing the work.

DRAFT

8. DRAINAGE & HYDROLOGY

8.1 Drainage

Egan Drive currently drains into approximately 30 inlets throughout the corridor which in turn drain out to the channel via approximately 11 outlet pipes.

The drainage network in the 10th Street and Egan Drive intersection will for the most part remain as is with the exception of minor adjustments of the inlet grates.

The drainage network between 8th Street and the Gold Creek Bridge will be replaced with minor shifts in inlet locations and a new pair of inlets and pipes placed at the Glacier Avenue intersection in order to capture the minor shifts in low elevations.

The existing drainage system between the Gold Creek Bridge and Whittier consists of a series of cross culverts which drain directly into Gastineau Channel.

The culvert nearest the Whittier Street intersection acts as an outfall for a small drainage network which includes a portion of Whittier Street northwards of Egan Drive and the north side of Egan Drive 250 feet east of the Whittier Street intersection. This small drainage network is being expanded to drain everything westward of the Willoughby Avenue intersection.

A small network of drainage pipes drains Egan Drive between Willoughby Avenue (including a portion of Willoughby Avenue) and Main Street outfalls into Gastineau Channel under the Wharf Building parking lot. Three of the pipes of this network on the seaward side Egan are being replaced and the outfall will be shifted approximately 50 feet eastward.

8.2 Hydrology

The hydrology of the project area would not change significantly. No new culverts are proposed. A new analysis will determine the increase in total runoff that would occur as a result of increasing the impervious surface of the roadway.

Egan Drive spans Gold Creek with a bridge. In general, Egan Drive in the vicinity of Gold Creek does not drain into Gold Creek but rather directly into the Channel.

9. SOIL CONDITIONS

Much of this portion of Egan Drive consists of an embankment constructed on top of mine tailings and waste rock from nearby area mines. During the mining years, mine tailings and waste rock was systematically deposited in Gastineau Channel in the downtown area in effect filling the channel. In the early 1970s, Egan Drive was constructed on top of the mine tailings and waste rock.

The soils in front of the retaining wall next to the Wharf Building consist of tailings and waste rock.

DRAFT

10. ACCESS CONTROL FEATURES

Egan Drive's functional classification is that of an *Urban Principal Arterial* with controlled access. This portion of the Egan Dr. Corridor has five three way intersections: 9th St., 8th St., Glacier Ave., Willoughby Ave. and Main St. and one four way intersection with Whittier St. and approximately 11 driveways, 3 of which are currently inactive.

Access will not change as a result of this project.

DRAFT

11. TRAFFIC ANALYSIS

The project corridor is classified as an *Urban Principal Arterial*. This characterizes the project as unusually significant in terms of the nature and composition of travel it serves. The majority of vehicles entering and leaving the downtown core originate in the Mendenhall Valley, Lemon Creek, and Douglas Island areas. Egan Drive also has a lot of truck traffic from the barge terminal south of downtown to various cargo destinations throughout the city as well a lot of bus traffic in support of the cruise ship industry during the summer tourist season.

11.1 East Bound Egan Dr.

11.1.1 Existing Traffic Patterns

Traffic moving through town in the right lane will do so unimpeded by cross traffic. (Figure 1-11) Traffic that turns left on Glacier Ave. and Whittier can do so using a dedicated left turn lane. Traffic that turns left on Willoughby Ave. may block through traffic while waiting for oncoming traffic to clear. Traffic turning left on Main St. may do so using a dedicated lane. This illustrates a problem at Willoughby Ave. and Main St. As a car in the left lane needing to go on to Main Street may be caught behind a vehicle waiting for oncoming traffic to clear at Willoughby Ave. Alternatively if the vehicle passes Willoughby Ave. in the right lane and intends to merge left in order to turn left at Main St. the driver may have difficulty merging left depending on the traffic movements at Willoughby Ave.

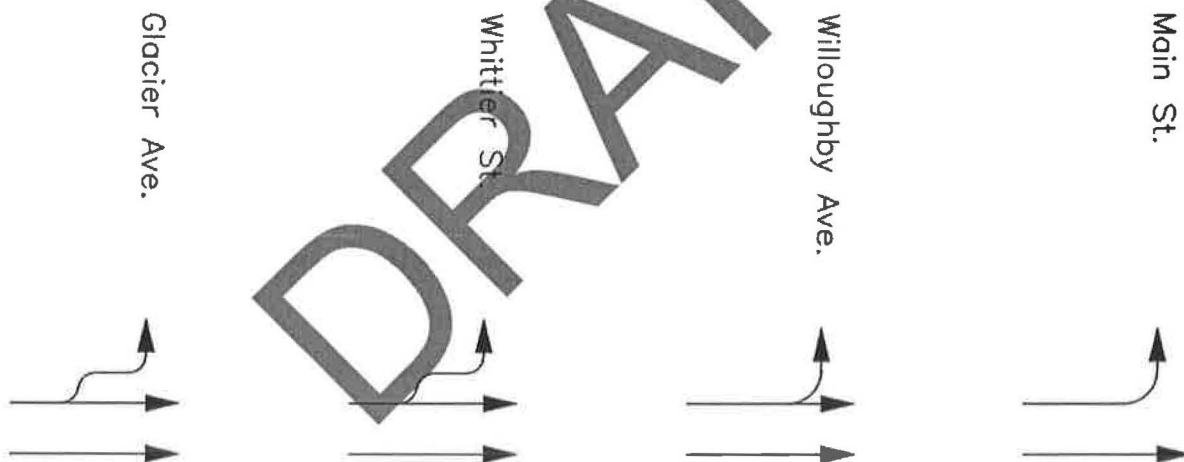


Figure 11-1 Existing Traffic Patterns East Bound

11.1.2 Proposed Traffic Pattern

Traffic moving east through town in the right lane of Egan Dr. will do so unimpeded by cross traffic. (Figure 11-2) The difference here is Willoughby Ave. has a dedicated left turn lane removing the chance of left lane traffic bound for Main St. being caught behind traffic turning left at Willoughby Ave. as occurs in the existing traffic pattern.

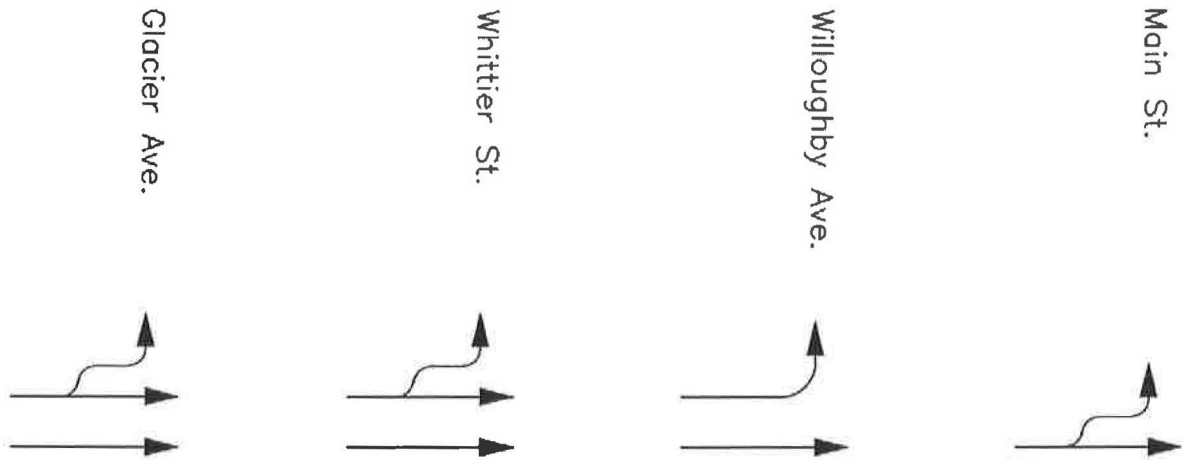


Figure 11-2 Proposed Traffic Patterns East Bound

11.2 West Bound Egan Dr.

11.2.1 Existing Traffic Pattern

Through traffic can move unimpeded by cross traffic in the left lane. The right lane allows for the flow of traffic on and off the side streets. (Fig.11-3)

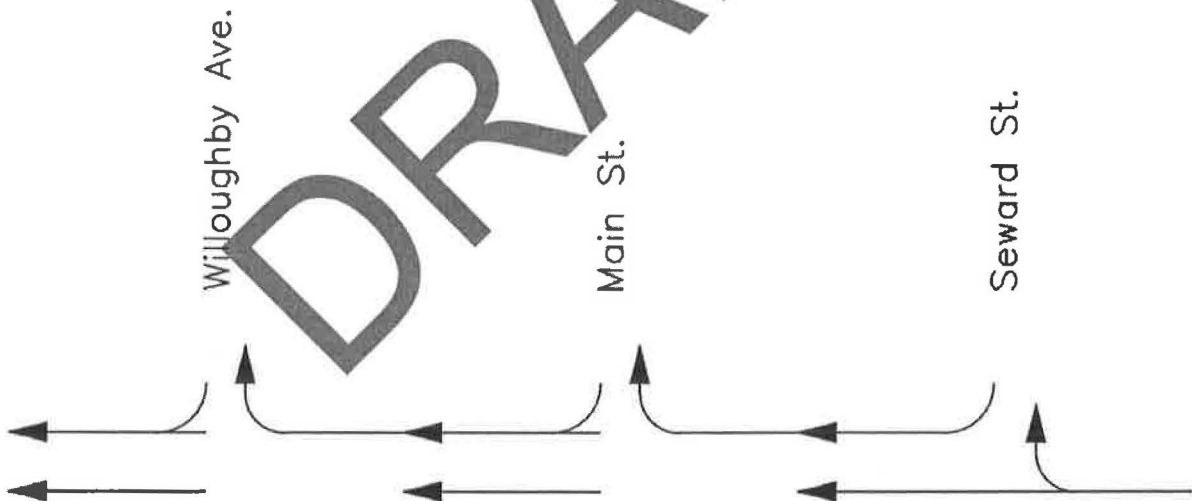


Figure 11-3 Existing Traffic Patterns West Bound

11.2.2 Proposed Traffic Pattern

The proposed project will shift the start of the second west bound lane from Seward Street to Willoughby Street. (Fig. 11-4) This change will result in right turning traffic off of Main Street onto Egan Dr. having to merge with a single lane of conflicting traffic which potentially would be problematic during the PM rush hour. However, modeling has shown that the traffic signal at

Main Street can be adjusted to allow this critical PM traffic movement to merge onto Egan Drive with essentially no loss of level of service. (Fig 11-4)

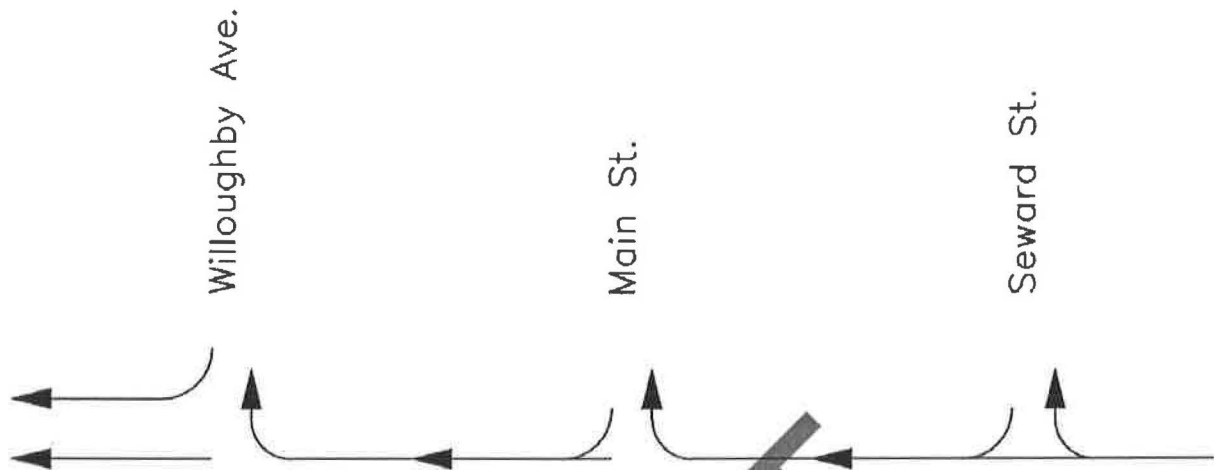


Figure 11-4 Proposed Traffic Patterns West Bound

No changes to traffic patterns west of Willoughby Ave. are proposed.

11.3 Traffic Analysis Calculations

A formal traffic analysis was performed using Synchro 8 software. Level of Services (LOS) and capacity were determined. The analysis shows that there is essentially no reduction in the LOS for this project. This combined with anecdotal and field observations reveal similar conclusions.

The performance of the intersections through the corridor was modeled based on traffic data taken in 2013, both in its current configuration and in the proposed configuration. The LOS results are summarized below with the more detailed traffic modeling results in Appendix B.

	AM				PM			
	Current		Projected		Current		Projected	
	HCM 2000	ICU	HCM 2000	ICU	HCM 2000	ICU	HCM 2000	ICU
10th St.	C	B	C	B	E	C	E	C
Glacier Ave.		A		A		A		A
Whittier St.	A	A	A	A	A	A	B	A
Willoughby St.		A		A		A		B
Main St.	A	A	A	A	A	A	A	A

Table 11-1 – Level of Service

In 2012 Egan Dr had an ADT of 13,245 between 10th St and Glacier Ave. The ADT diminishes through the corridor until it is 10,825 between Willoughby Ave. and Main Streets.

During the AM peak hour, the number of vehicles entering the intersections from the direction of the valley diminishes as follows:

- 10th St., 1140 vehicles, 905 continue on toward Main St. (See Figure 11-5)
- Whittier St., 939 vehicles, 737 continue on toward Main St. (See Figure 11-6)
- Willoughby St., 831 vehicles, 695 of continue on toward Main St. (See Figure 11-7)
- Main St. 698 vehicles, 326 of which turn left onto Main St. (See Figure 11-8)

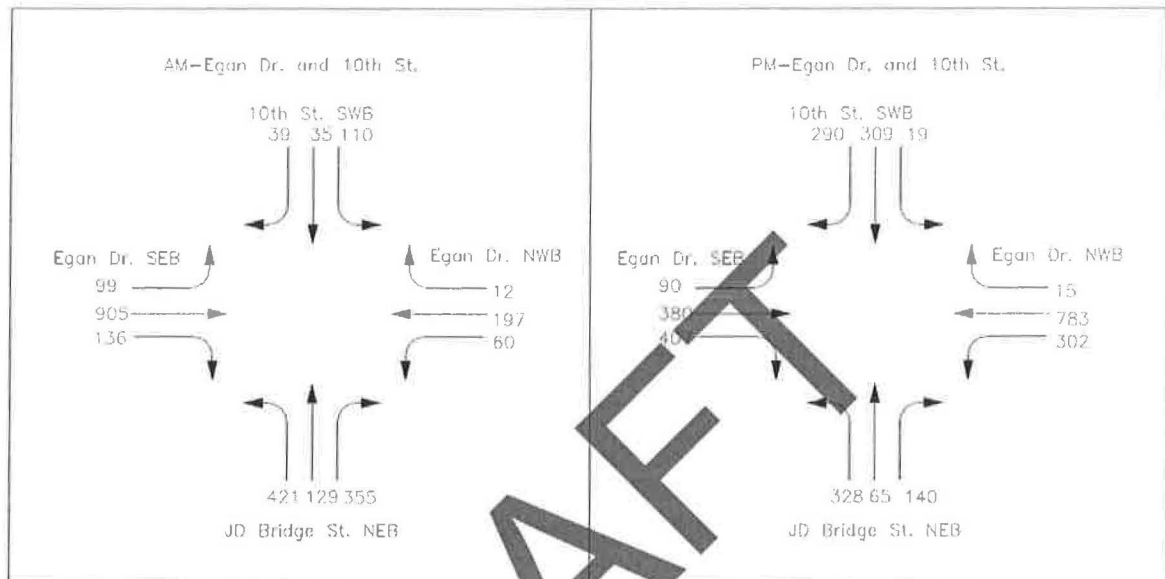


Figure 11-5 Traffic Model Traffic Counts Egan Dr. and 10th St. and JD Bridge.

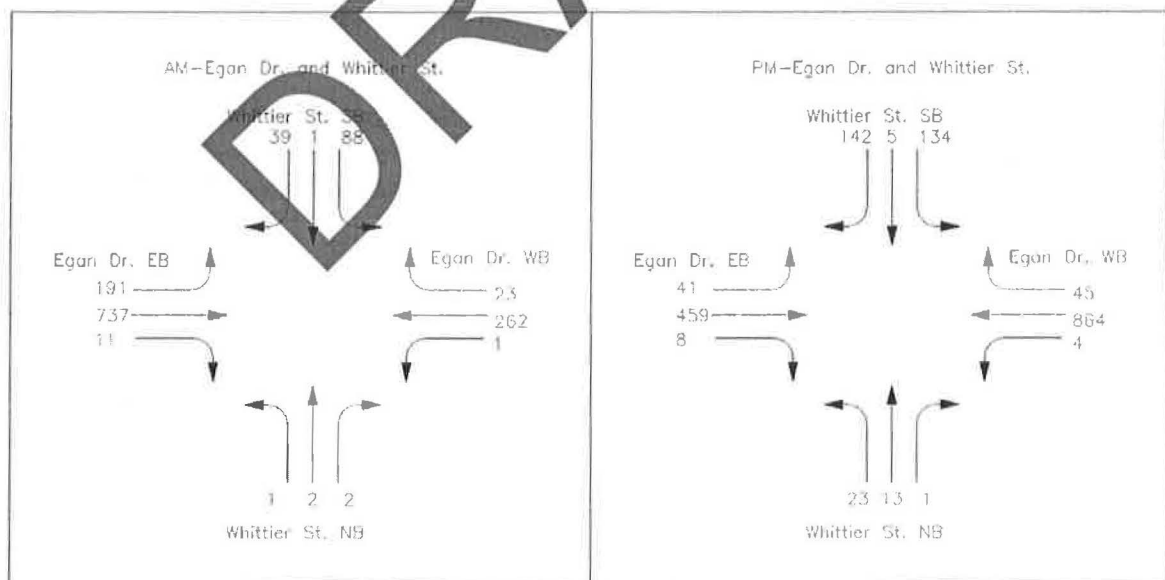


Figure 11-6 Traffic Model Traffic Counts Egan Dr. and Whittier St.

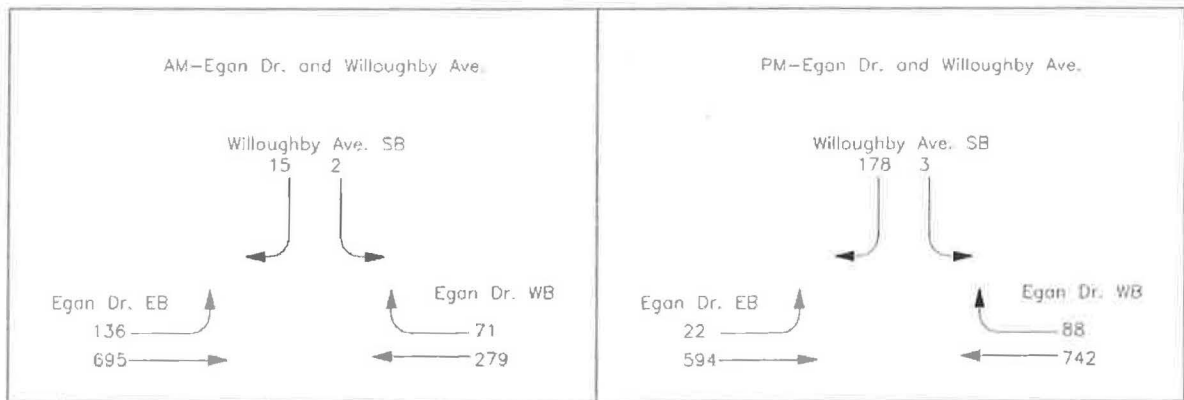


Figure 11-7 Traffic Model Traffic Counts Egan Dr. and Willoughby Ave.

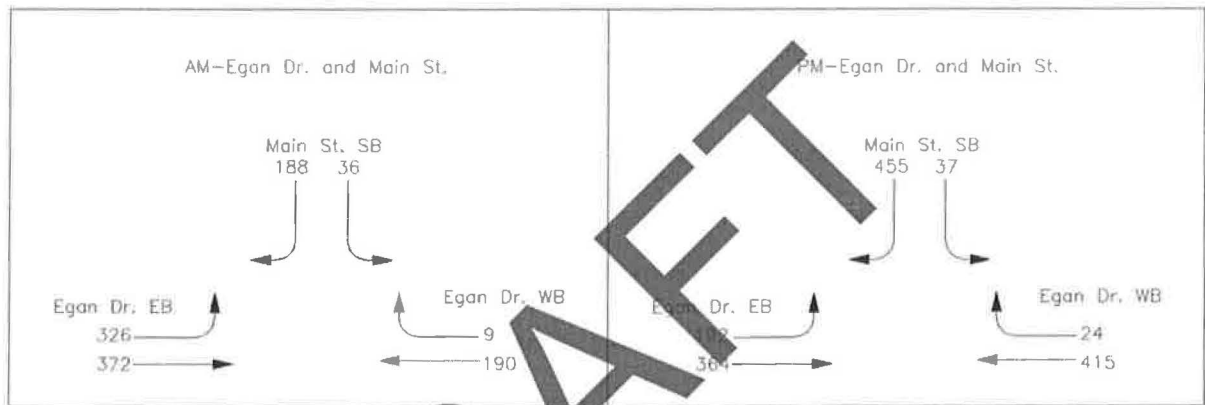


Figure 11-8 Traffic Model Traffic Counts Egan Dr. and Main St.

12. SAFETY IMPROVEMENTS

This project includes a number of improvements that will improve the safety of the corridor:

- The refuge median at the Willoughby Avenue and the other one at Glacier Avenue will enable to pedestrians safely cross Egan Drive in two stages without the aid of a traffic signal. The crossing at Glacier Avenue will also have a pedestrian activated yellow beacon.
- The bike lanes will allow cyclists to more safely travel through the corridor rather than share the right lane with vehicular traffic.
- The portion of the bike lane between 10th Avenue and Willoughby Avenue will be striped as a buffered bike lane which will provide an additional safety benefit to cyclists in that higher speed/higher ADT portion of the corridor.
- The bike lane will provide improved lines of sight at certain driveways.
- The new lane configuration at the Willoughby Street intersection removes the ambiguity of which lane is the better lane in order to make a left turn at Main Street for inbound traffic. Now all traffic continuing on past Willoughby Street will stay in the right lane. Once past the refuge median at Willoughby street, traffic intending to turn left at Main Street will move into the left turn lane with no possibility of conflict from other cars in the left lane.
- The existing High Pressure Sodium illumination within the corridor will be replaced with LED lighting which will provide more efficient uniform lighting.
- The traffic signal system at the 10th Street will be replaced and the existing systems at the Whittier and Main Street intersections will be upgraded and linked to provide more efficiency and coordination within the corridor.

13. RIGHT OF WAY

There are 37 parcels that will be affected by the cross section and side slopes.

- A. Deleted.
- B. On the seaward side from Sta. 46+41 to 47.02 a 15' easement will need to be acquired for the proposed cross section. The shape is irregular and affects only one lot.

The adjacent land owner currently uses the land for parking and regularly fits three to four cars on the land requested for acquisition.

- C. On the seaward side from station 54+38 to 66+60 a 5' strip parallel to the centerline will need to be acquired for the proposed cross section. Eleven lots will be affected.

Ten of the lots belong to the City and Borough of Juneau and one belongs to the Alaska Mental Health Trust Authority. There are no large structures on any of the lots.

- D. On the landward side from Sta. 55+93 to 63+28 a 2' strip parallel to the center line will need to be acquired for the proposed cross section. Ten lots will be affected.

The land requested for acquisition is general landscaping with a few short landscape retaining walls.

- E. On the seaward side from Sta. 67+83 to Sta. 72+15 a 10' strip parallel to the center line will need to be acquired for the proposed cross section. One lot will be affected.

Alaska Mental Health Trust Authority owns this lot and it is currently used for parking. From the back of sidewalk to the parked cars there is a short landscape wall with a few trees and vegetation. It appears that approximately 40 cars can park along this strip of acquisition.

- F. On the landward side from Sta. 70+63 to 72+69 a 2' strip parallel to the center line will need to be acquired for the proposed cross section. Three lots will be affected.

The land requested for acquisition is general. Centennial hall has a stairway that will need to be modified and therefore a temporary agreement may need to be acquired. There is also a small concrete sign with a flag pole that will need to be removed and replaced. As part of negotiations it may be possible negotiate an improvement to this concrete pedestal and flagpole in exchange for land.

- G. On the seaward side from Sta. 72+73 to 73+16 a 10' strip parallel to the center line will need to be acquired for the proposed cross section. One lot will be affected.

The land requested for acquisition is general landscaping with a few short landscape retaining walls.

- H. On the seaward side from Sta. 73+16 to 73+85 a 12' strip parallel to the center line will need to be acquired for the proposed cross section. Two lots will be affected.

The land requested for acquisition is general landscaping with a few short landscape retaining walls.

- I. On the seaward side from Sta. 73+85 to 74+80 a 7' strip parallel to the center line will need to be acquired for the proposed cross section. Two lots will be affected.

The land requested for acquisition is general landscaping with a few short landscape retaining walls.

- J. On the landward side from Sta. 74+82 to 75+78 a 5' strip parallel to the center line will need to be acquired for the proposed cross section. Three lots will be affected.

This land has a parking area for the Goldbelt Enterprises Inc. and the Downtown Transportation Center. The Downtown Transportation Center has an exit that merges onto Egan Drive and therefore a Temporary Agreement may be needed to build a transition into the new elevation of the entry lane onto Egan Dr.

- K. On the seaward side from Sta. 74+80 to 75+78 a 4' strip parallel to the center line will need to be acquired for the proposed cross section. One lot will be affected.

The land requested for acquisition is general landscaping.

- L. On the seaward side from Sta. 54+67 to 66+78 a 60' strip parallel to the center line will need to be acquired for the proposed cross section side slope and an electrical vault. Twelve lots will be affected. This is intended to be an easement for side slope down to the coast.

- M. On the seaward side from Sta. 77+45 to 66+80 a 20' strip parallel to the center line will need to be acquired for the proposed repairs to the retaining wall base. One lot will be affected.

Access to the wall will need to be negotiated with the adjacent lot to the west. The lot has a wood deck parking lot that can be removed to provide access.

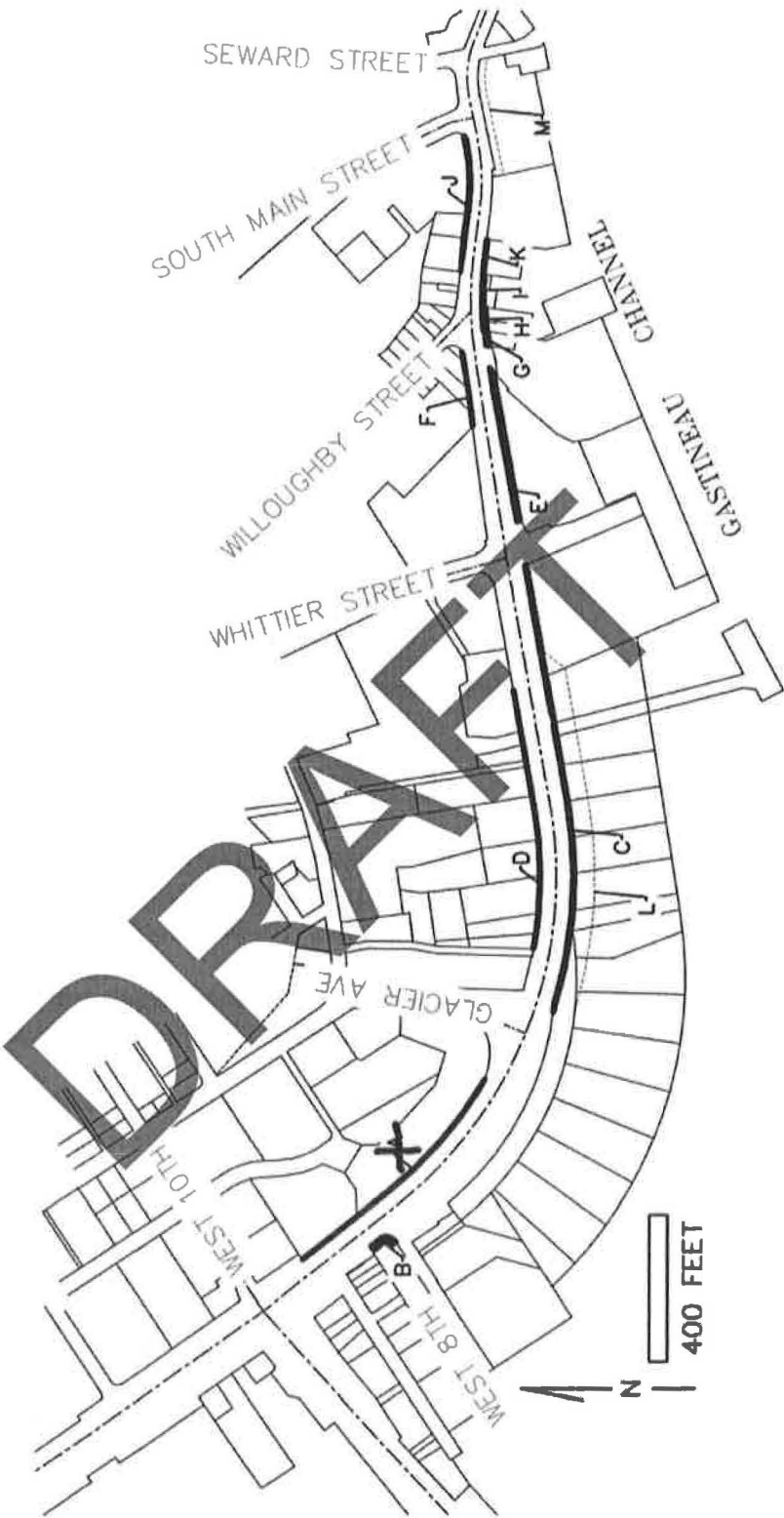


Fig 13-1 ROW Acquisition

14. PEDESTRIAN / BICYCLE FACILITIES & HANDICAP ACCESSIBILITY

14.1 Sidewalks

Sidewalks will be constructed to 7.5 foot width throughout the corridor with the following exceptions:

- Between 10th and Glacier Avenue, landward side where the sidewalk will be 5.5 feet wide,
- Gold Creek Bridge where the side walk will be 7'2" wide on the landward side and 7'10" wide on the seaward side,
- Between Willoughby Avenue and Main Street on the landward side where the sidewalk will be 5.5 feet wide.

The sidewalks will be constructed to comply with Americans with Disability Act (ADA) requirements. The pedestrian pushbuttons will emit a brief flash and an audible "beep" when pressed. The pedestrian signal indications will include count-down timers.

Refuge medians will be constructed at the Glacier Avenue and at the Willoughby Avenue intersections with Willoughby Avenue to facilitate the crossing of Egan Drive. A pedestrian activated flashing yellow beacon will constructed at the Glacier Avenue crossing to facilitate pedestrian crossings at that intersection.

14.2 Bike lanes

The corridor will have a bike lane in each direction.

The bike lane between 10th Street and Willoughby Avenue will be 6.5 feet wide and configured as a buffered bike lane with a 4.5 foot bike lane and a 2 foot buffer between it and the traffic. Buffered bike lanes provide greater separation in areas of higher speed traffic and where there is a significant amount of traffic volume.

The buffered bike lane will be designed in accordance with the NATCO Urban Bikeway Design Guide 2011. A FHWA Guidance memorandum dated August 20, 2013 recommends using the NACTO Urban Bikeway Design Guide where appropriate.

Elsewhere, the bike lane will be 4.5 foot wide and designed in accordance with AASHTO's Guide for the Development of Bicycle Facilities 1999.

15. UTILITY RELOCATION AND COORDINATION

There are utility relocations involved with this project.

15.1 Water

City and Borough of Juneau began replacing the water line located within the Egan Drive right-of-way ROW. This work began in the fall of 2016 and is expected to be completed in the summer of 2017 before construction begins on this project.

Up to three fire hydrants will be relocated to accommodate the change in cross-section. Up to approximately 25 water valves within the corridor will have to be adjusted to the new final grade elevations.

15.2 Sewer

Besides routine adjusting manhole lids to finish grade, there are no relocations with respect to the sewer line on this project.

15.3 Electric and Communications

Two large vaults located at the south-easterly corner of the Whittier Street intersection conflict with the widening of the road and sidewalk that is occurring at that location and will have to be relocated.

A large utility vault located at the Main Street intersection is not being relocated as part of this project

16. PRELIMINARY WORKZONE TRAFFIC CONTROL

16.1 Determination of “Significant Project”

This project is not a Category 1 project as Egan Drive is not an Interstate Highway.

This project could be considered a Category 2 significant project requiring “greater than normal attention to traffic control to eliminate sustained work zone impacts greater than what would be considered acceptable.” (PCM 1400-1).

Given that Egan Drive is an Urban Principal Arterial and the main route into downtown Juneau, failure to adequately plan for traffic control could result in unacceptable impacts on traffic entering the downtown area of Juneau. A variety of methods will be used to minimize the impact on traffic.

16.2 Traffic Control

Lane closures and detours will be timed to minimize impacts to the traveling public as much as possible.

Subject to further refinement, for the purposes of traffic control during construction, the project will be broken down into three portions as follows:

- Between Willoughby Avenue and Main Street including the transition to match existing at Seward Street lane closures will be restricted to outside the tourist season or else at night. During night time construction, traffic can be closed down to a single lane with a flagger or at least one lane of traffic open in each direction during the day.
- At the 10th Street and Egan Drive intersection lane closures will only be allowed at night or possibly during the morning on weekends. Weekday daytime lane closures in particular through this intersection will not be allowed. Glacier Avenue will be used to detour traffic during lane closures at this intersection.
- In the portion of the corridor between 10th Street and Willoughby Avenue but excluding those intersections, the full width of the corridor will be utilized to maintain two lanes of traffic in each direction without median or dedicated left turn lane. Pedestrian and bicycle traffic will at times be detoured to Glacier Avenue.

17. PAVEMENT DESIGN

The corridor was constructed in 1971 with the pavement structure placed directly over existing AJ Mine waste rock. The original structure consisted of 6 inches of HMA, 6 inches D-1 and 6 inches Subbase B per the 1971 as-builts. Available as-builts indicate portions of the project limits were resurfaced in 1988, 1997 and 2008. Resurfacing consisted of milling and placing new ATB and HMA. There is no evidence that the base, subbase or subgrade improvements since original construction.

The average rut depth over the past 10 years is 0.57 inches with the average of the last 3 years being over 0.62 inches. The average International Roughness Index (IRI) for the last 10 years is 173 with the last 3 years being 182. An IRI greater than 170 is considered requiring repair.

Maintenance and Operations have done several patches within the project limits in recent years and in some cases with repeated patching over the same area. This are indications of failure of the subgrade.

The Southcoast materials section followed the Alaska Flexible Pavement Design Manual to develop a recommended pavement section consisting of:

- 2" Hot Mix Asphalt Wearing Course
- 2" Hot Mix Asphalt Binder Course
- 5" Asphalt Treated Base Course

At the 10th Street intersection, the pavement section is modified to 6" of Hot Mix Asphalt Binder with a 2" final lift of Hot Mix Asphalt Wearing course make it more constructible during limited night time closures to minimize impacts to traffic.

18. COST ESTIMATES

The cost estimate is summarized below:

Phase 3 - Right of Way	\$880,000
Construction	\$9,500,000
Construction Engineering	\$1,430,000
ICAP	\$550,000
Total Phase 4 - Construction	\$12,360,000
Phase 7 – Utility Relocation	\$365,000

Table 18-1 Total Project Costs

19. ENVIRONMENTAL

19.1 General

The project was classed as a “d” list Categorical Exclusion (CE) 6004 Program approval authority delegated to the State of Alaska. The original CE was approved January 2, 2015. As of the writing of this DSR, a new CE is being developed to include the impacts of placing 4,200 cubic yards over an area of about 1.20 acres below the High Tide Line (HTL).

19.2 Required Permits

Project would require a permit from the USACE for the following:

- The placement of an erosion /scour control barrier to protect the retaining adjacent to Egan Drive where it abuts the Merchants Wharf Building. The barrier would include a geotextile barrier extending below the high tide line to protect against erosion and removal of fines from below and behind the wall by tide and wave action.
- Reinforcement of the timber retaining wall under the loading dock and parking lot adjacent to the Merchants Wharf building

The Department intends to request authorization under Nationwide Permit 23.

19.3 Environmental Commitments

General Construction: DOT&PF would ensure the Contractor:

- comply with all conditions specified by the USACE Permit
- provide erosion, sediment, and pollution control as described in Section 641 of the construction specifications, including development of SWPPP and HCMPs, report of hazardous material discovery, installation of BMPs prior to ground-disturbing activities, maintenance of equipment to reduce emissions and fluid leaks, minimization of idling, as practicable, and use of nontoxic and contaminant-free materials for project construction
- manage and control traffic as per Section 643 of the construction specifications, including avoidance of lane closures during periods of high volume traffic, adequately notifying businesses and public of temporary closures, maintaining one open lane of traffic at all times in either direction of travel, signage of alternative pedestrian and bicycle routes, and coordination with responders having an interest in the project area such as police, fire, ambulance, CBJ Public Works, and AEL&P
- obtain a CBJ noise permit for operation of construction equipment before 7 am or after 10 pm weekdays, and before 9 am or after 10 pm on weekends
- coordinate with CBJ to avoid conflicts with concerts and other special events that may be scheduled to occur in Marine Park

Invasive Species: The Contractor would be required to follow the conditions and guidance outlined in Section 201-3.07 of the specifications. All tracked equipment, excavation equipment, and excavation hauling equipment would be pressure washed prior to mobilization to ensure that the spread of invasive species is minimized; silt fence, tarps, and other control measures would be used to prevent

dispersal of seed and other plant material from equipment cleaning areas and temporary soil or waste stockpiles that contain invasive plants.

Retaining Wall under Merchant's Wharf:

- DOT&PF would survey building condition and consider construction sequencing plan prior to advertising construction bid documents
- The contractor would conduct pre-construction survey of building condition, develop construction sequencing plan, and post bond to indemnify construction damage to building
- Fill and riprap placement and pile extraction/driving would occur when tides are lower than the work areas
- Should pile driving in water be unavoidable, a marine mammal observation area extending seaward for 50 meters from the pile driving activity would be implemented; if a marine mammal enters the observation area during pile driving, the pile driving activity would be halted until the mammal leaves the area on its own accord
- If pile driving is necessary and occurs in the water, implement the following ramp-up procedures:
 - for vibratory pile driving, initiate sound for 15 seconds at reduced energy, followed by a one minute waiting period; the procedure will be repeated two additional times
 - for impact pile driving, provide an initial set of three strikes from the hammer at 40% energy followed by a 30-second waiting period; then two subsequent three-strike sets
- Any creosote-treated timbers that are extracted, including attached sediments, would be disposed of at an approved upland location

DRAFT

20. BRIDGE IMPROVEMENTS

20.1 Gold Creek Bridge

Bridge No. 732 crosses Gold Creek at Station 55+20. Per the Bridge Section Bridge Inspection Report dated 6/4/2013 the bridge is in good condition with a structural rating SR of 90.1. and is considered "Not Deficient". Per the bridge report there are two minor work candidates that will be incorporated into this project.

1. Install name place signs at both ends of bridge
2. Repair guard rail

The cross slope of the sidewalks on the bridge matches the super-elevation of Egan Drive at the bridge which is approximately 3% which is not in compliance with ADA. The cross slope of the sidewalks will be modified to comply with ADA.

20.2 Merchants Wharf Retaining Wall

In the vicinity of Main Street, approximately 300 feet of the Egan Dr. is supported by a concrete retaining wall that will require repairs. Wave action has eroded some of the supporting soils from underneath the footing of this retaining wall. As part of this project, concrete is being injected into these areas to replace lost support. In addition, an approximately 30 foot long section of timber retaining wall, adjacent to the above mentioned concrete wall, is failing and will be replaced with a concrete retaining wall.

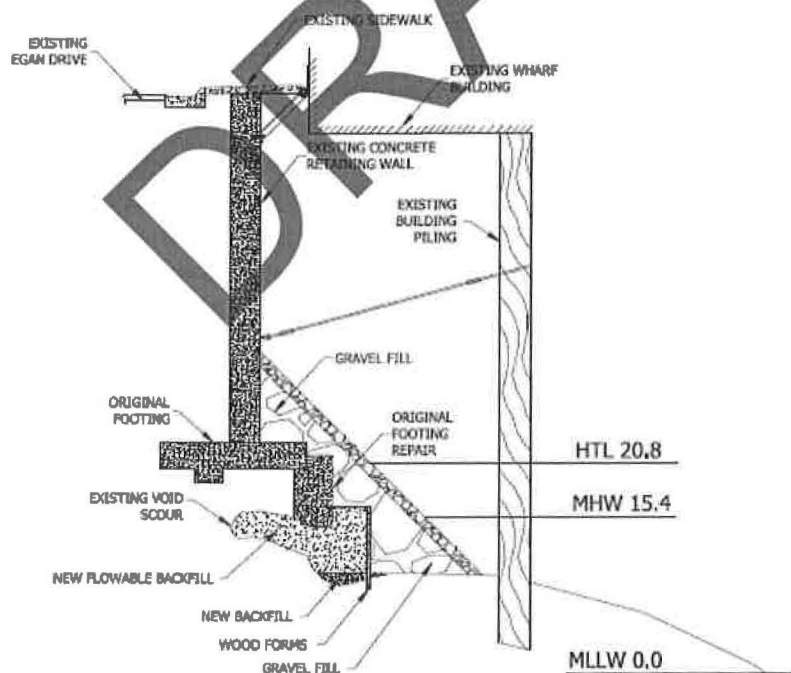


Figure 20-1 Proposed Retaining Wall Repair

22. MAINTENANCE CONSIDERATIONS

The grass strip between the curb and gutter and the paved sidewalk between 8th Street and Whittier is being eliminated to make more efficient use of the available width but it will result in less maintenance as that grass strip will no longer require maintenance.

The two stage crossings as currently configured may require hand clearing of snow in winter. We will consult with Operations and Maintenance to reconfigure to reduce or eliminate the need for hand clearing of snow.

DRAFT

23. PROJECT SCHEDULE

PIH Review	September 2016
PS&E Review	June 2017
ATA/Advertise	September 2017
Construction	Fall 2017 – Fall 2018

Table 23-1 Project Schedule

DRAFT

A map of Alaska with the Southcoast Region shaded in gray. A line points from the text 'PROJECT LOCATION' to a specific spot on the coast near Juneau. Below this, it says 'M&O STATION: JUNEAU'. In the top right corner, there is a table for tracking revisions.

NO.	DATE

PROJECT SUMMARY	
	EGAN DR/GLACIER HWY & MARINE WAY
WIDTH OF PAVEMENT	43' TO 75'
LENGTH OF PAVING	3,827'
LENGTH OF PROJECT	3,827'

RECEIVED
MAY 19 2017
PERMIT CENTER/CDD

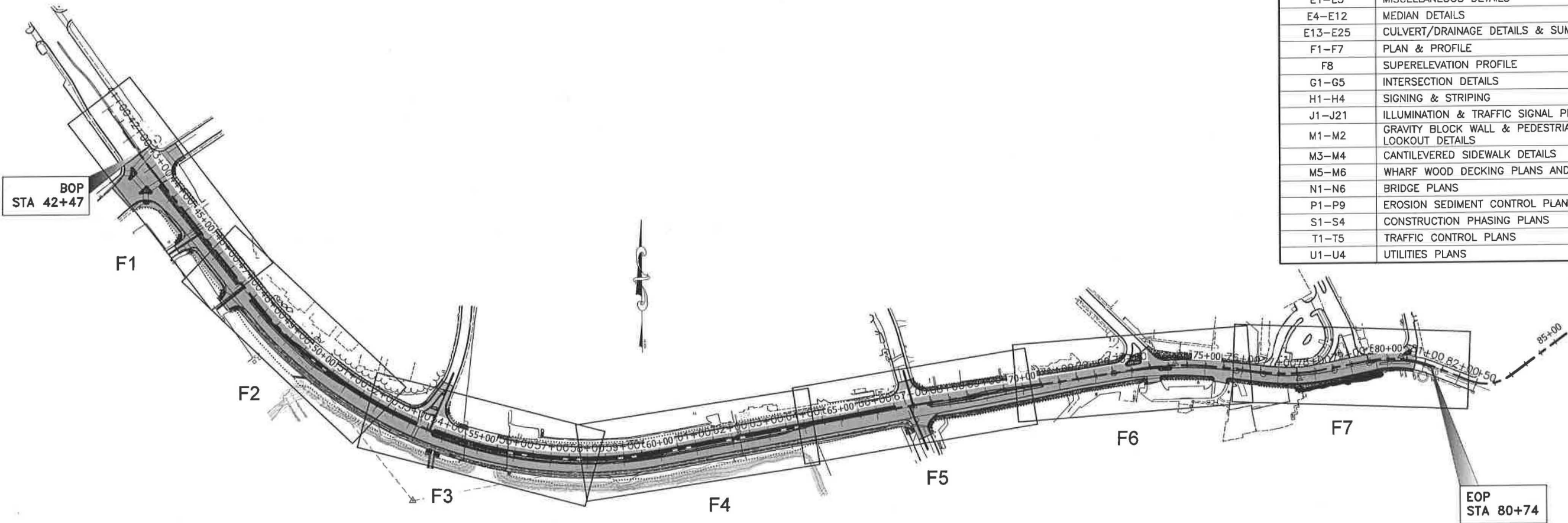


DIRECTOR, DESIGN & CONSTRUCTION
MIKE COFFEE

FILE G:\nu\69393\Plan\69393_A2_Pln_Schem.dwg DATE 7/22/2016 13:05 LAYOUT A2 DESIGNED NG,DP CHECKED CT DRAFTED NG,RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	A2	A9

INDEX OF SHEETS	
SHEET NO.	DESCRIPTION
A1	TITLE SHEET
A2	SHEET LAYOUT INDEX
A3	LEGEND & SHEET LAYOUT INDEX
A4-A9	SURVEY CONTROL PLAN
B1-B2	TYPICAL SECTIONS
C1	ESTIMATE OF QUANTITIES & GENERAL NOTES
D1-D4	SUMMARIES
E1-E3	MISCELLANEOUS DETAILS
E4-E12	MEDIAN DETAILS
E13-E25	CULVERT/DRAINAGE DETAILS & SUMMARY
F1-F7	PLAN & PROFILE
F8	SUPERELEVATION PROFILE
G1-G5	INTERSECTION DETAILS
H1-H4	SIGNING & STRIPING
J1-J21	ILLUMINATION & TRAFFIC SIGNAL PLANS
M1-M2	GRAVITY BLOCK WALL & PEDESTRIAN LOOKOUT DETAILS
M3-M4	CANTILEVERED SIDEWALK DETAILS
M5-M6	WHARF WOOD DECKING PLANS AND DETAILS
N1-N6	BRIDGE PLANS
P1-P9	EROSION SEDIMENT CONTROL PLANS
S1-S4	CONSTRUCTION PHASING PLANS
T1-T5	TRAFFIC CONTROL PLANS
U1-U4	UTILITIES PLANS

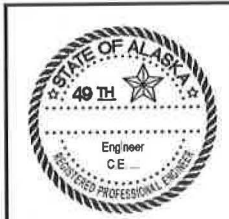


STANDARD DRAWINGS

C-05.20	G-04.06S	M-16.01
C-03.10	G-09.04S	S-00.11
C-04.12	G-10.01	S-01.00
C-05.20	G-20.11	S-05.01
D-01.02	G-31.01	S-23.00
D-04.21	I-81.00	S-30.03
D-20.03	F-01.02	S-41.02
D-22.01	I-20.15	T-20.03
D-23.01	L-03.10	T-21.03
D-24.00	L-23.01	T-22.03
D-26.02	L-25.00	T-23.00
G-00.02	M-13.01	T-30.11

GENERAL NOTES:

1. CONTAIN ALL CONSTRUCTION WITHIN THE RIGHT-OF-WAY. DO NOT DISPOSE OF EXCESS MATERIAL WITHIN THE RIGHT-OF-WAY, UNLESS SPECIFICALLY CALLED FOR IN THE PLANS.
2. MAKE ALL PAVEMENT CUTS CLEAN, VERTICAL, AND TRUE TO THE REMOVAL LIMITS SHOWN ON THE PLANS.
3. DO NOT COVER SIGNAL POLE FOUNDATION BOLTS AND BASE PLATES WITH TOPSOIL.
4. ON STANDARD DRAWING C-03.10, REPLACE THE SAFETY FENCE AND TYPE II BARRICADE OR TUBULAR MARKINGS SHOWN IN THE TYPICAL SECTION WITH ADA COMPLIANT BARRICADES.



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EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST

PLAN SCHEMATIC, INDEX, &
GENERAL NOTES

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2016	A3	A9

	RECOVERED	SET		EXISTING	PROPOSED		EXISTING	PROPOSED
BLM MONUMENT								
GLO MONUMENT								
USC&GS MONUMENT								
PRIMARY MONUMENT								
CENTERLINE MONUMENT IN CASING								
PRIMARY R.O.W. MONUMENT								
BEARING OBJECT								
MISCELLANEOUS MONUMENT								
LINE OF SIGHT MONUMENT								
CONCRETE R.O.W. MONUMENT								
BENCHMARK								
REBAR AND CAP								
REBAR								
IRON PIPE								
PK NAIL								
SPIKE								
HUB AND TACK								
CONSTRUCTION CENTERLINE								
MICELLANEOUS CENTERLINE								
STATION EQUATION								
PROJECT RIGHT-OF-WAY LINE								
EXISTING RIGHT-OF-WAY LINE								
EXISTING PROPERTY LINE								
CONTROLLED ACCESS LINE								
EXISTING EASEMENT LINE								
PROPOSED EASEMENT LINE								
PROPOSED CUT SLOPE LIMIT								
PROPOSED FILL SLOPE LIMIT								
SECTION LINE								
1/4 SECTION LINE								
1/16 SECTION LINE								
TOWNSHIP & RANGE LINE								
MEANDER LINE								
SANITARY SEWER (FLOW DIRECTION →)								
FUEL LINE								
GAS LINE								
WATER LINE								
METER, VALVE, FIRE HYDRANT								
EXISTING STORM DRAIN (FLOW DIRECTION →)								
PROPOSED STORM DRAIN								
FIBER OPTIC LINE								
DIRECT BURIAL TELEPHONE CABLE								
DIRECT BURIAL ELECTRIC CABLE								
ELECTRIC LINE (OVERHEAD)								
POWER POLE LINE								
JOINT USE POWER & TELEPHONE								
TELEPHONE POLE LINE								
POLE ANCHOR								
STUB POLE (POWER OR TELEPHONE)								
TELEPHONE DUCT								
TELEPHONE PEDESTAL								
BURIED CABLE MARKER								
PIPELINE MARKER OR VALVE								
CATCH BASIN OR DROP INLET								
MANHOLE								
SANITARY SEWER CLEAN OUT								
RIPRAP								
SPECIAL DITCH CENTERLINE								
ROADWAY/PAVEMENT EDGE								
FENCE								
CURB AND GUTTER								
DETECTABLE WARNINGS								
GUARDRAIL								
CULVERT PIPE								
SIGN								
MAILBOX								
RAILROAD TRACKS								
RAILROAD DEVICES								
TREE LINE								
WATER BOUNDARY								
ORDINARY HIGH WATER LINE								
FLOW CENTERLINE								
FLOW DIRECTION								
WETLANDS								
EXISTING BUILDINGS								
POST OR BOLLARD								
WELL OR MONITORING WELL								
SEPTIC PIPE								
FUEL TANK FILL PIPE/VENT								
SATELLITE DISH								
TEST HOLE								
CONIFER TREE								
DECIDUOUS TREE								
GRAVE								
THERMOSIPHON								
PARKING METER								
VEHICLE PLUG-IN								
DELINEATOR/GUIDE MARKER								

NO. DATE REVISION

STATE PROJECT DESIGNATION YEAR SHEET NO. TOTAL SHEETS

ALASKA NH-0932(047)/69393 2016 A3 A9

EXISTING PROPOSED

JUNCTION BOX, TYPE IA 5

JUNCTION BOX, TYPE II 6

JUNCTION BOX, TYPE III 3

SIGNAL FACE, VEHICULAR 42

SIGNAL FACE, BACKPLATE 42

SIGNAL FACE, LEFT TURN, BACKPLATE 43

SIGNAL FACE, PEDESTRIAN 4

LOOP DETECTOR 73

VIDEO DETECTOR 2

RADAR DETECTOR 4A

OPTICOM DETECTOR 1

PEDESTRIAN PUSH BUTTON 1

SIGNAL POST W/O MAST ARM 1

SIGNAL POLE W/MAST ARM 4

SIGNAL CONTROLLER

LOAD CENTER

LUMINAIRE

RIGID METAL CONDUIT

EXISTING PROPOSED

CROSS-BUCK FLASHING LIGHT CANTILEVER SWITCH

H HOUSE

G GARAGE

M MERCHANT/STORE

B BARN

S SHED

P PRIVY

SS SERVICE STATION

W WAREHOUSE

STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

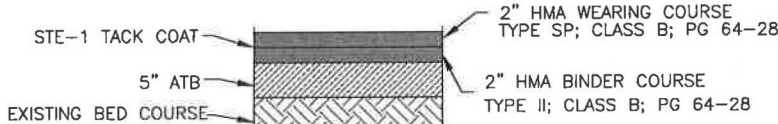
EGAN DR IMPROVEMENTS, MAIN ST. TO 10TH ST

LEGEND & SYMBOLS

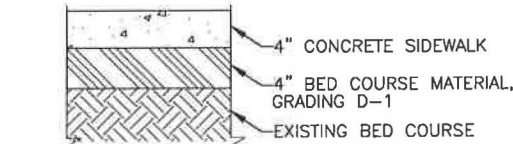
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TYPICAL SECTION NOTES

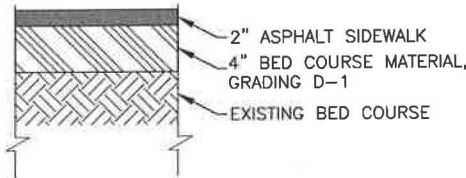
1. THIS PROJECT WILL RE-CONSTRUCT EGAN DRIVE TO PROVIDE WIDER SIDEWALKS AND A BIKE LANE ON BOTH SIDES OF THE ROADWAY AND WILL ACHIEVE THIS BY NARROWING THE TRAFFIC THROUGH LANES AND THE MEDIAN AND THEN WIDENING THE OVERALL ROADWAY FOOTPRINT.
2. THE EXISTING PAVEMENT GENERALLY CONSISTS OF 2" PAVEMENT AND 4" ATB.
3. ALL WORK BELOW THE HIGH TIDE LINE (HTL), ELEVATION 20.8', IS SUBJECT TO REGULATION AND PERMIT REQUIREMENTS. SEE SPECIAL PROVISIONS, APPENDIX F.
4. TOP OF PAVEMENT SHALL BE 1/4 INCH - 3/8 INCH ABOVE LIP OF CONCRETE GUTTER AND TOP OF PLAN ELEVATIONS GIVEN ON THE PLAN GRADE SHEETS. HOWEVER, THE TOP OF PAVEMENT SHALL BE FLUSH AT EDGE OF SPILL GUTTERS.



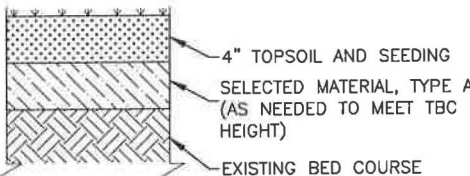
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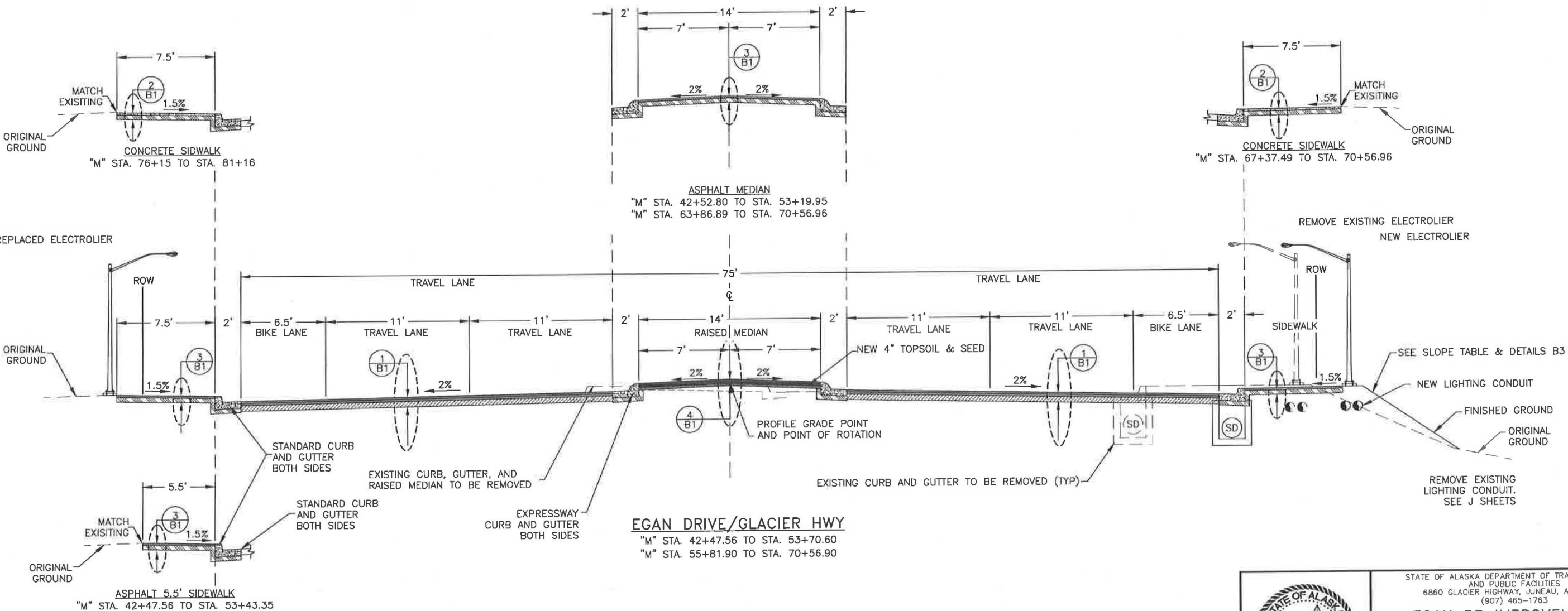
2 SIDEWALK/MEDIAN SECTION NO. 1
SCALE: NOT TO SCALE



3 SIDEWALK/MEDIAN SECTION NO. 2
SCALE: NOT TO SCALE



4 MEDIAN SECTION NO. 3
SCALE: NOT TO SCALE



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MAIN ST. TO 10TH ST**

TYPICAL SECTIONS

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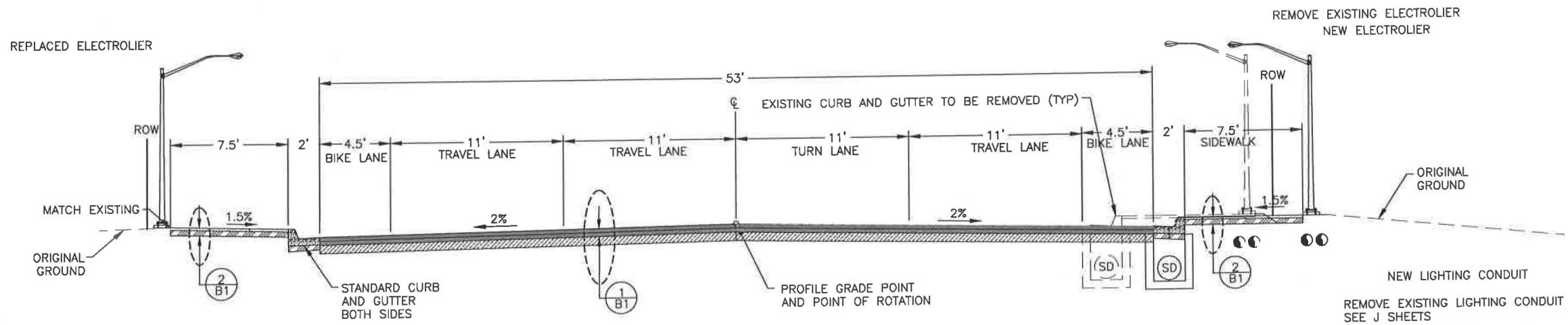
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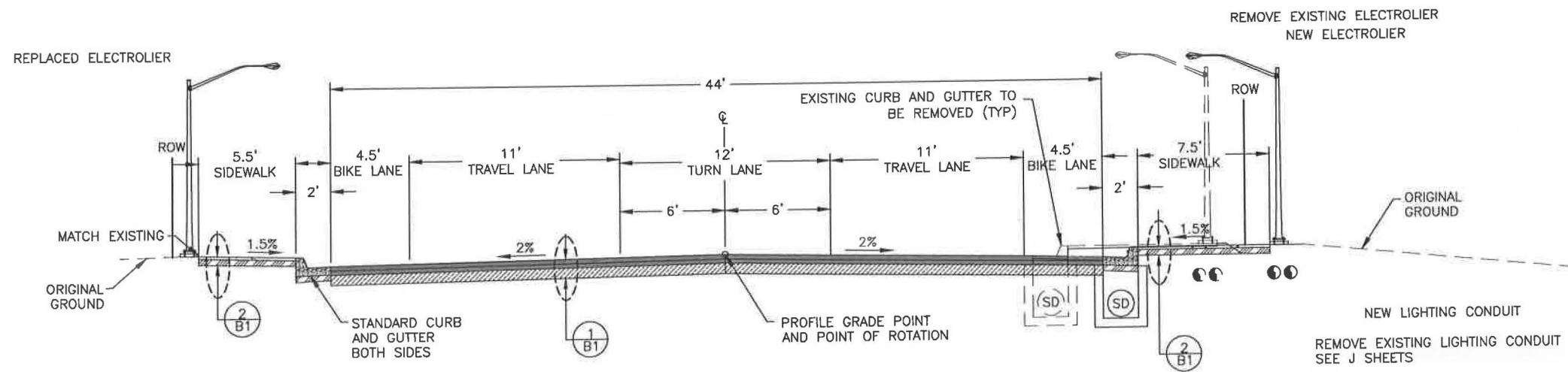
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NG.RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	B2	B2



EGAN DRIVE/GLACIER HWY
"M" STA. 70+56.96 TO STA. 72+52.58



EGAN DRIVE/GLACIER HWY
"M" STA. 72+52.58 TO 80+76.15



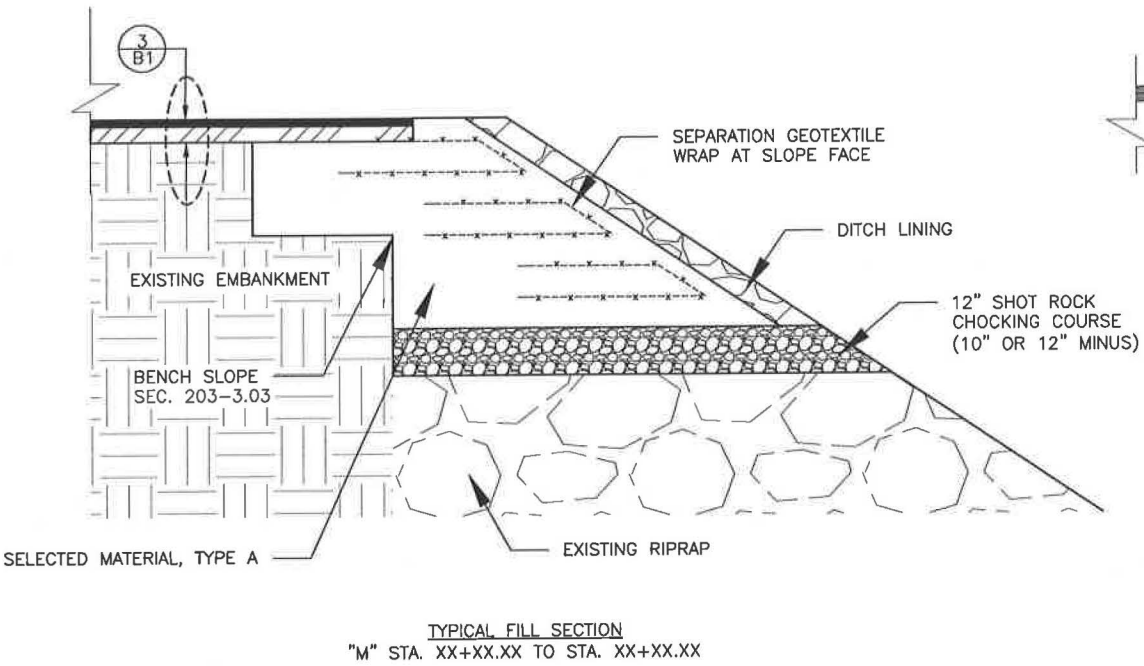
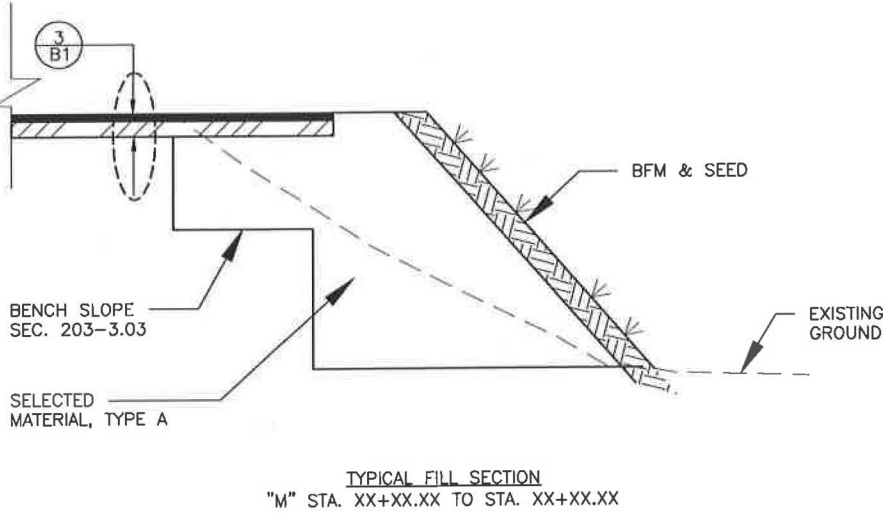
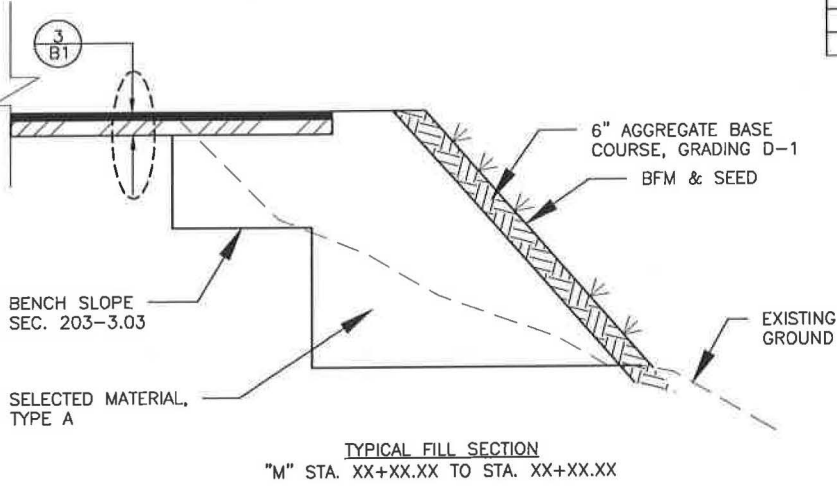
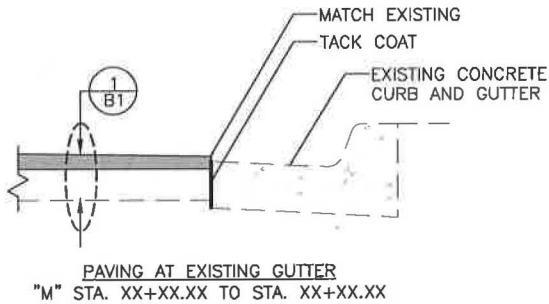
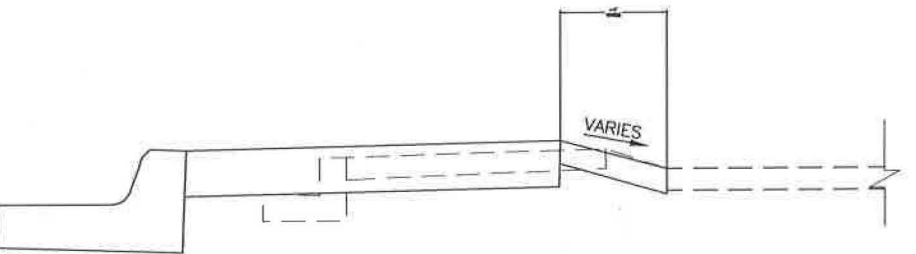
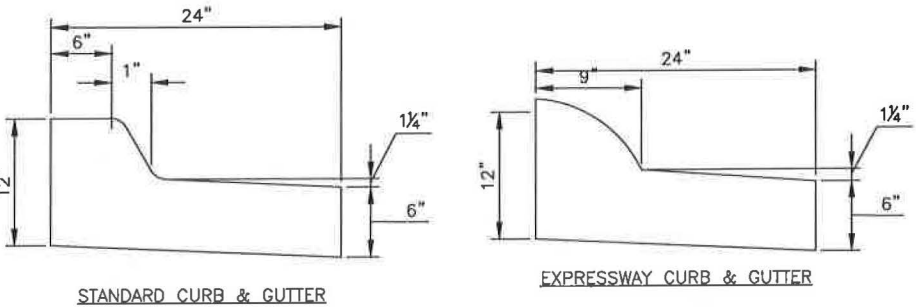
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EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST

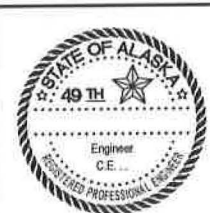
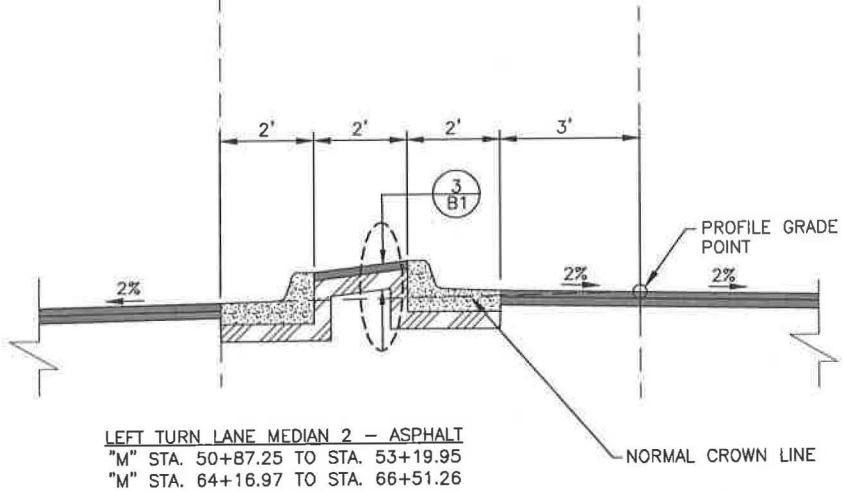
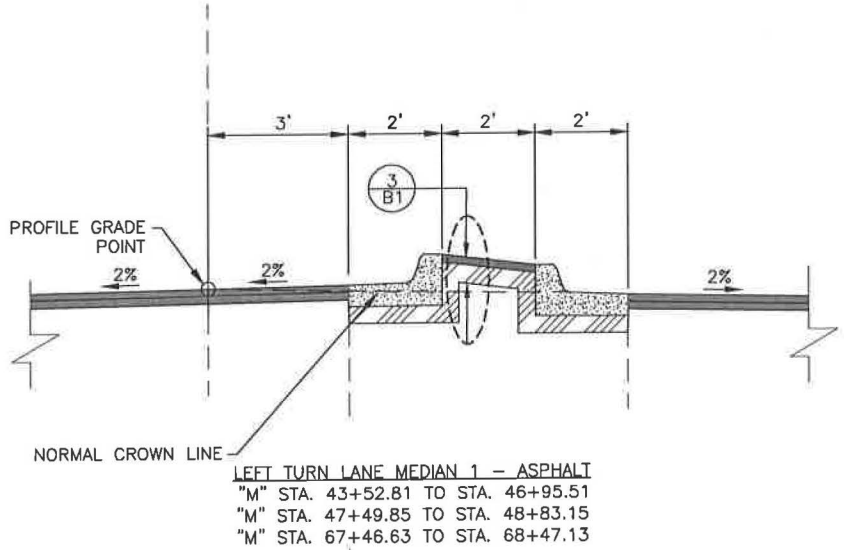
TYPICAL SECTIONS

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SLOPE TABLE			
STA.	L ϕ ALT SW	ϕ ALT MEDIAN	R ϕ ALT SW



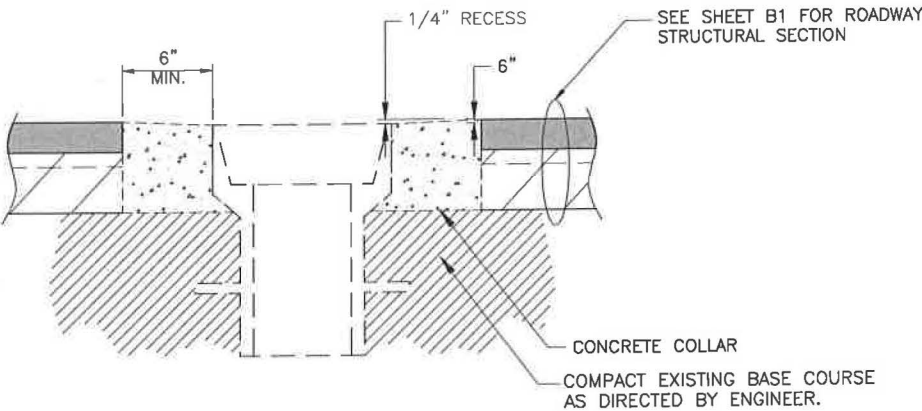
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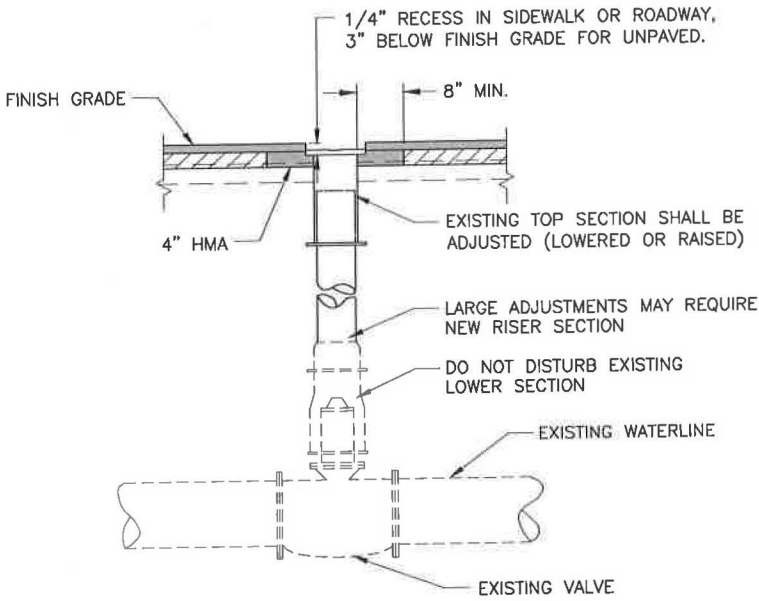
STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
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(907) 465-1763
EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST

TYPICAL SECTIONS

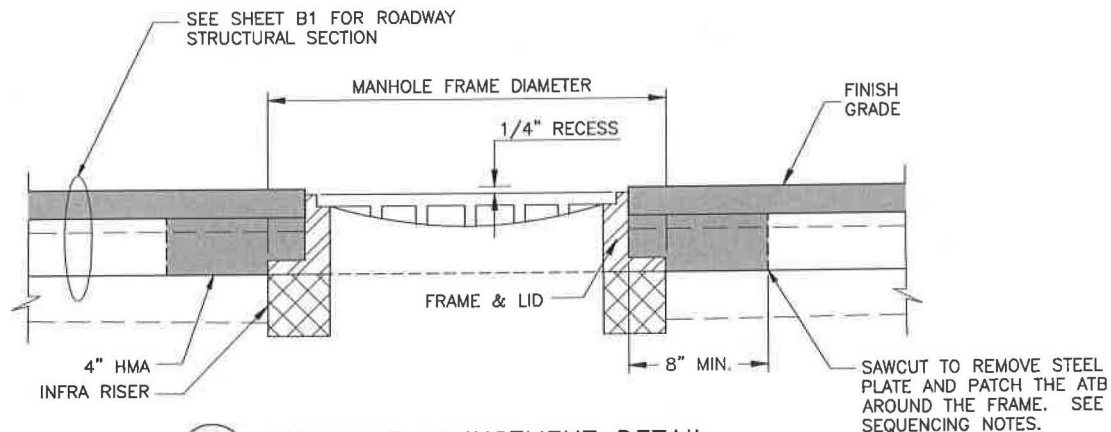
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	E1	E25



1 MONUMENT CASE DETAIL
E1 SCALE:NOT TO SCALE



2 VALVE BOX ADJUSTMENT DETAIL
E1 SCALE:NOT TO SCALE



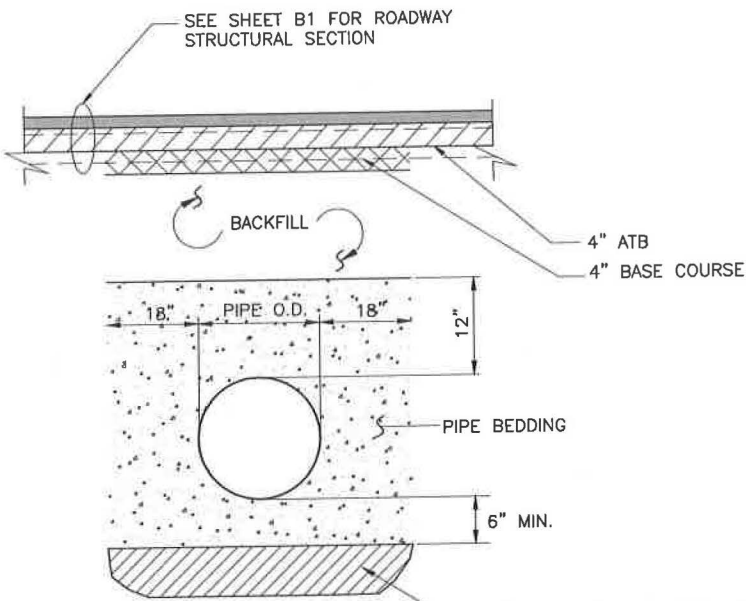
3 MANHOLE ADJUSTMENT DETAIL
E1 SCALE:NOT TO SCALE

MANHOLE ADJUSTMENT CONSTRUCTION SEQUENCING NOTES:

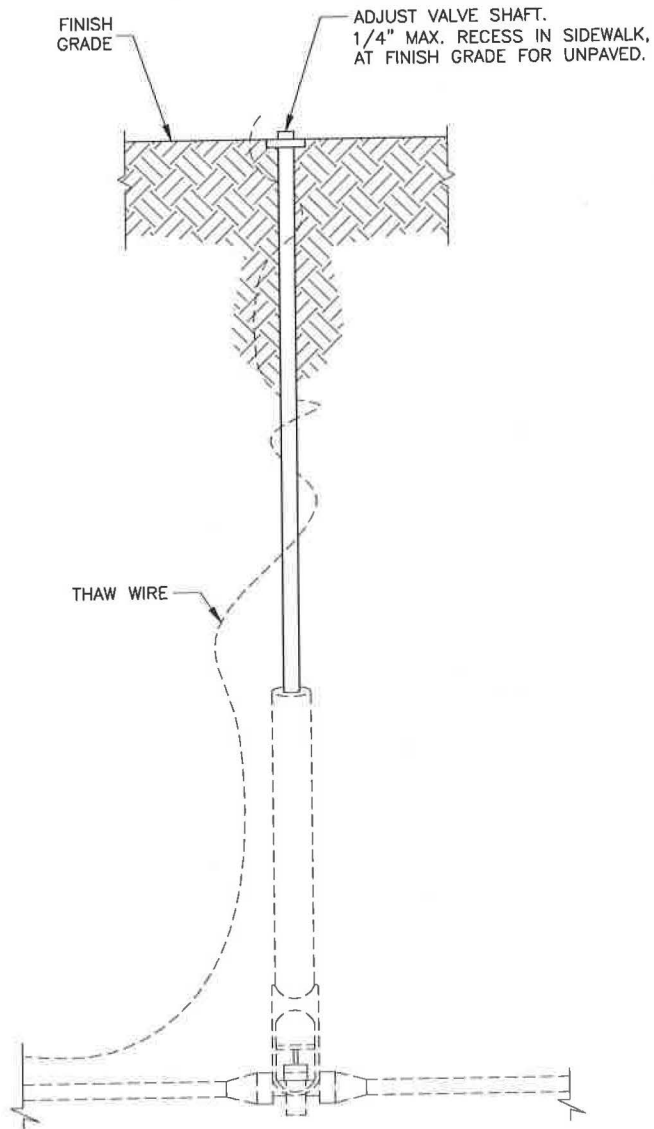
1. SAW CUT AND REMOVE FULL DEPTH OF EXISTING ASPHALT CONCRETE A MINIMUM OF 8" AROUND EXISTING MANHOLE FRAMES.
2. REMOVE EXISTING MANHOLE FRAMES, LIDS, & ADJUSTING RINGS.
3. INSTALL STEEL PLATE OVER MANHOLE OPENING AS A TEMPORARY MEASURE.
4. AFTER PLACING THE ATB, SAWCUT THE ATB AND REMOVE THE STEEL PLATE AND INSTALL NEW RISERS, FRAME AND LID. ADJUST FRAMES TO FINISHED GRADE.
5. PRIOR TO FINAL PAVING, CONSTRUCT 4" OF HOT MIX ASPHALT (HMA) AROUND FRAME. CONSTRUCT HMA PER SECTION 401.
6. CONSTRUCT FINAL HMA IN ACCORDANCE WITH SECTION 401.

MANHOLE & VALVE ADJUSTMENT NOTES:

1. MANHOLE CASTING SHALL BE ADJUSTED TO CONFORM WITH SLOPE AND GRADE OF PROPOSED PAVEMENT.
2. ADJUSTING RINGS SHALL BE PROPERLY SIZED FOR THE EXISTING CONE OR FLAT TOP OPENING, AND INSTALLED PER MANUFACTURER'S RECOMMENDATIONS.
3. INSTALLATION OF FRAME, COVER, AND ADJUSTMENT RINGS, ONTO THE EXISTING STRUCTURE SHALL BE WATER-TIGHT.
4. ADJUSTMENT RINGS SHALL BE INFRA RISER RINGS OR APPROVED EQUAL. APPLY WATERPROOF MASTIC AND MEMBRANE AROUND RINGS.



4 CULVERT BEDDING/BACKFILL DETAIL
E1 SCALE:NOT TO SCALE



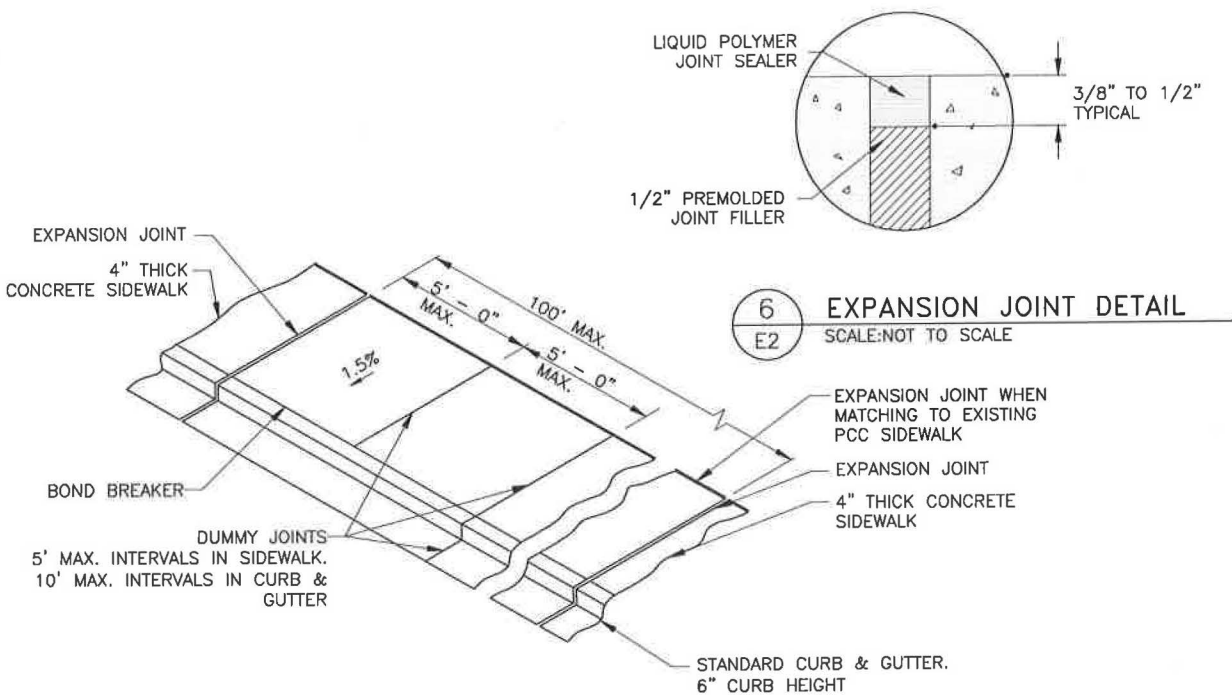
5 WATER SERVICE CONNECT ADJUSTMENT DETAIL
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**EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST**
MISCELLANEOUS DETAILS

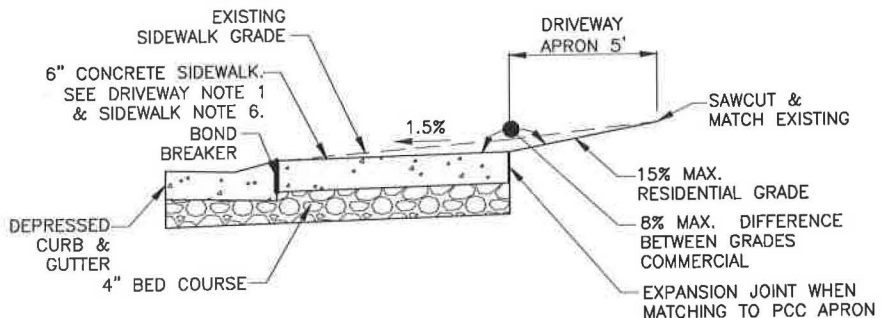
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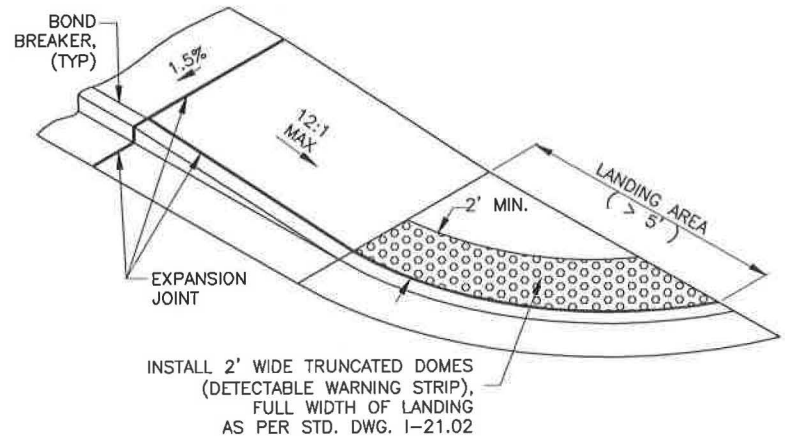


DRIVEWAY APRON NOTES:

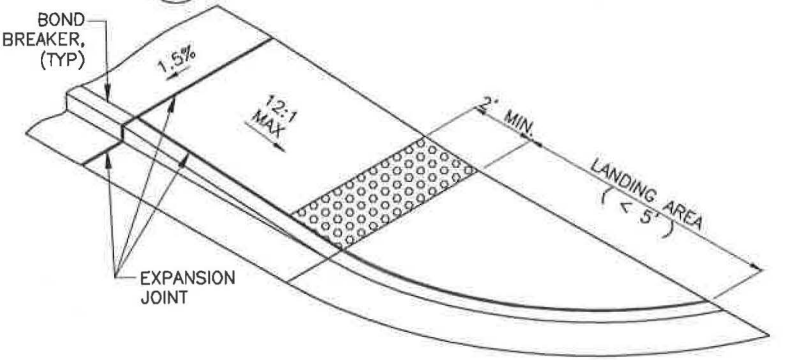
1. WHEN REQUIRED TO SAWCUT TO MATCH TO EXISTING DRIVE, CONSTRUCT APRON OF SAME MATERIAL AS EXISTING DRIVE. FOR EXISTING ASPHALT PAVEMENT DRIVES, CONSTRUCT APRON WITH 2" ASPHALT CONCRETE. FOR PCC DRIVES, CONSTRUCT APRON WITH MINIMUM 6" CLASS A CONCRETE OR MATCH EXISTING WHEN GREATER THAN 6" THICK.



2 TYPICAL SIDEWALK, CURB & GUTTER DETAIL
SCALE: NOT TO SCALE



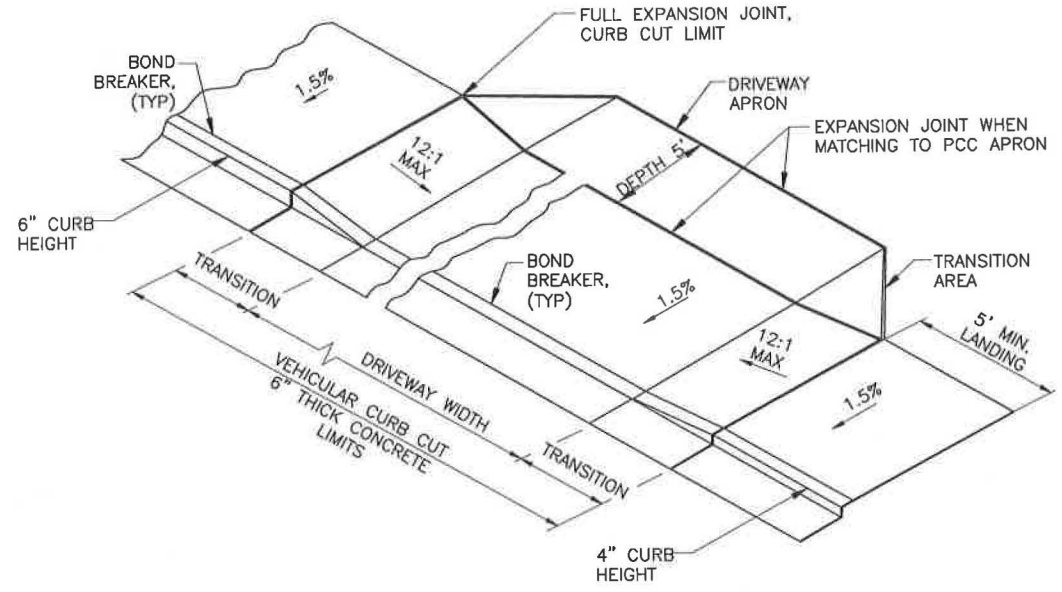
3 ONE WAY DIRECTIONAL CURB RAMP (LANDING AREA > 5')
SCALE: NOT TO SCALE



4 ONE WAY DIRECTIONAL CURB RAMP (LANDING AREA < 5')
SCALE: NOT TO SCALE

SIDEWALK, CURB & GUTTER NOTES:

1. IN ALL CASES THE SIDEWALK CROSS-SLOPE WILL TARGET 1.5% AND WILL IN NO CASE EXCEED 2% IN ORDER TO MEET ADA REQUIREMENTS. SURFACE DRAINAGE WILL BE TOWARDS THE ROADWAY.
2. NUMEROUS PROPERTIES ARE FRONTED WITH FENCES OR WALLS AT THE BACK OF THE EXISTING SIDEWALK. EXERCISE CAUTION TO AVOID DAMAGING PRIVATE FEATURES. REMOVE AND REPLACE FENCES AND RETAINING WALLS SHOWN ON THE PLANS.
3. CONCRETE SIDEWALKS AND CURB & GUTTER EXPANSION JOINTS SHALL BE PLACED AT EACH END OF CURB RETURNS AND IMMEDIATELY PRECEDING AND FOLLOWING ALL CURB AND SIDEWALK CUTS. THEREAFTER, THEY SHALL BE PLACED AT 100' MAXIMUM INTERVALS. INSTALL EXPANSION JOINTS WHEN ABUTTING EXISTING FEATURES SUCH AS RETAINING WALLS, FOUNDATIONS, STAIRS, ETC.
4. INSTALL A BOND BREAKER FOR THE FULL THICKNESS OF THE SIDEWALK BETWEEN THE SIDEWALK AND CURB & GUTTER AS SHOWN. USE A 15 OR 30 POUND ROOFING FELT MATERIAL OR OTHER APPROVED PRODUCT. DO NOT USE EXPANSION JOINT MATERIAL AS A BOND BREAKER.
5. CONCRETE SIDEWALK DUMMY JOINTS SHALL EXTEND INTO CONCRETE 1/3 THE DEPTH OF THE CONCRETE AND 1/8" WIDE AT 5' MAXIMUM INTERVALS BETWEEN EXPANSION JOINTS. PLACE CURB & GUTTER DUMMY JOINTS AT 10' MAXIMUM INTERVALS.
6. ALL CONCRETE WITHIN THE CURB CUT LIMITS FOR DRIVEWAYS SHALL BE 6" THICK.
7. WHERE THE ROADWAY IS SUPERELEVATED AND USES A CONTINUOUS CROSS-SLOPE WITHOUT A CROWN AT CENTERLINE, THE GUTTER PAN ON THE HIGH SIDE OF THE ROADWAY SHALL MATCH THE SLOPE OF THE ROADWAY AND DRAIN TOWARD CENTERLINE.
8. ALL JOINTS AND SEAMS SHALL BE EDGED.
9. STEEL TROWELING FINISH REQUIRED PRIOR TO BROOM FINISHING ON ALL SURFACES.
10. CURING COMPOUND SHALL BE APPLIED TO THE CONCRETE. APPLICATION SHALL CONFORM TO THE MANUFACTURER'S RECOMMENDATIONS.
11. SEE STANDARD DRAWINGS I-20.15 AND I-21.03 FOR ADDITIONAL INFORMATION.



5 DRIVEWAY RAMP DETAIL
SCALE: NOT TO SCALE

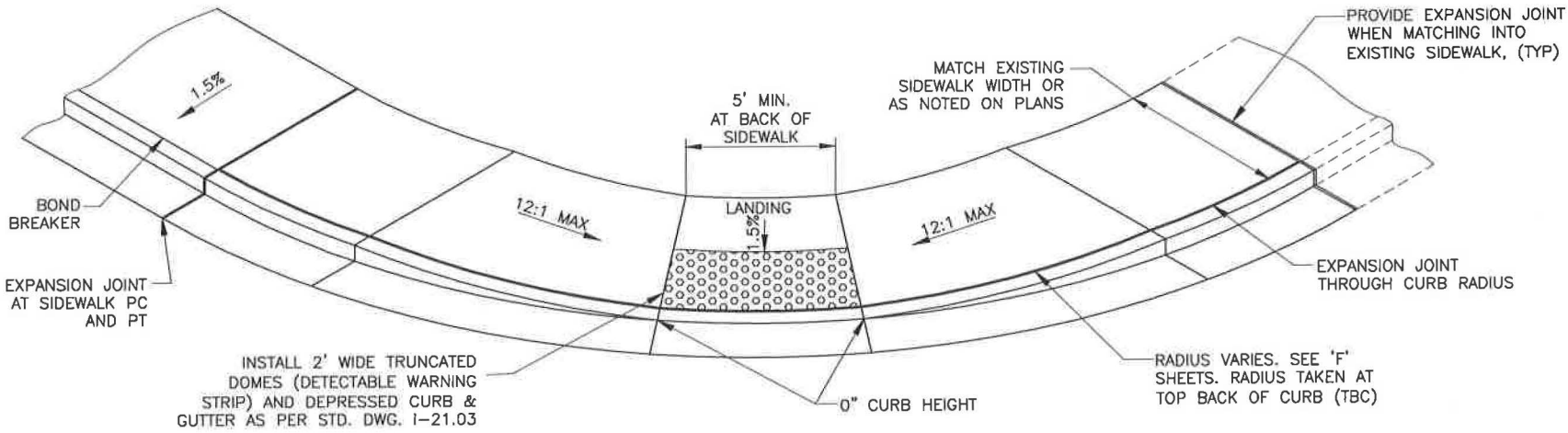


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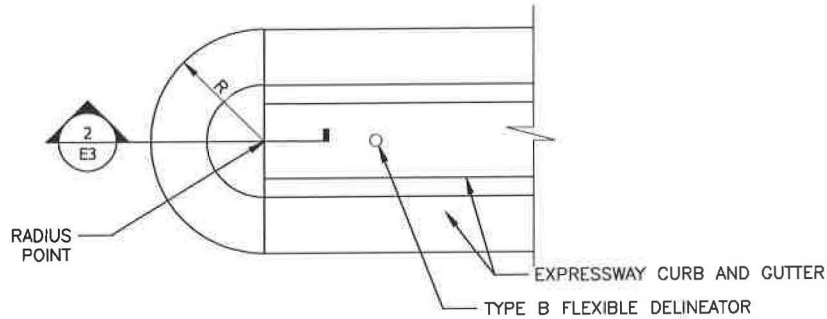
**EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST**

MISCELLANEOUS DETAILS

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	E3	112



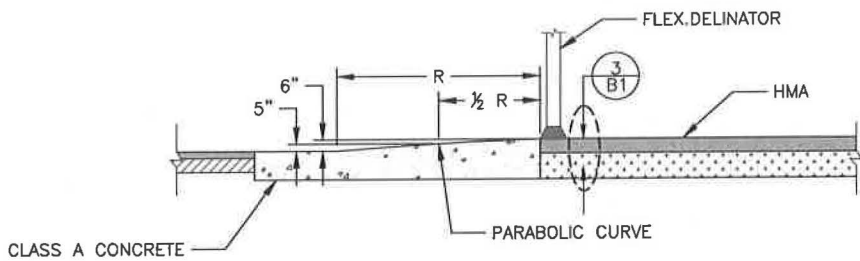
3 CURB RAMP DETAIL
SCALE: NOT TO SCALE



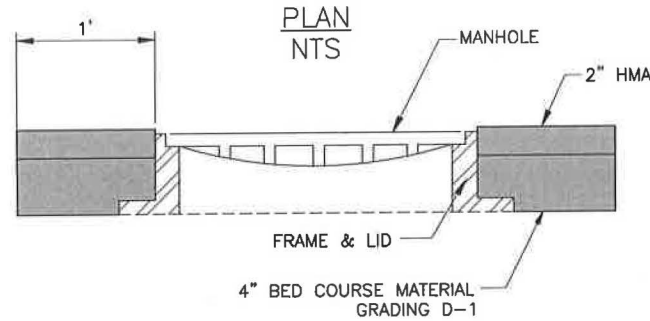
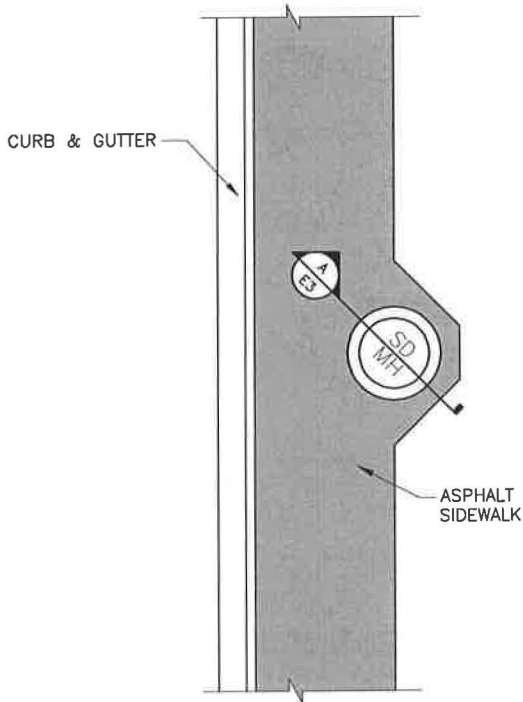
1 ISLAND NOSE DETAIL - PLAN VIEW
SCALE: N.T.S.

NOTES:

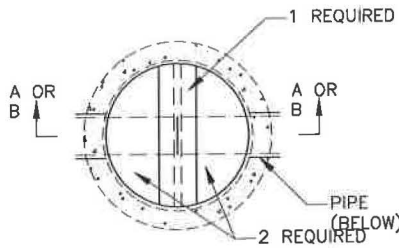
- ISLAND NOSE SHALL BE PAINTED WITH YELLOW REFLECTORIZED PAINT. SHAPING AND PAINTING WILL BE SUBSIDIARY.
- MONOLITHIC POUR.
- INSTALL PER SEC 629, SUBSIDIARY TO 609(2)



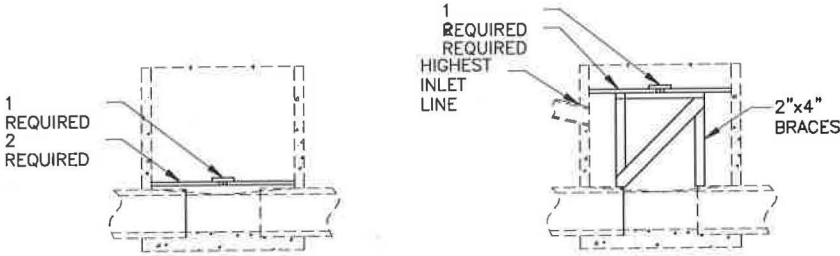
2 ISLAND NOSE DETAIL - SECTION
SCALE: N.T.S.



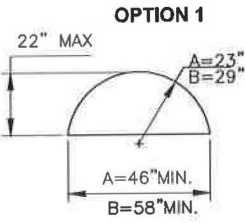
4 PAVING AROUND MANHOLE
SCALE: NOT TO SCALE



INVERT COVER PLAN
(INVERT COVER IN PLACE)

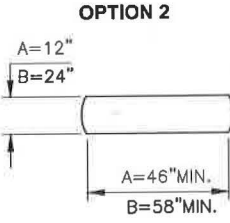


SECTION A-A



2 REQUIRED

SECTION B-B



1 REQUIRED

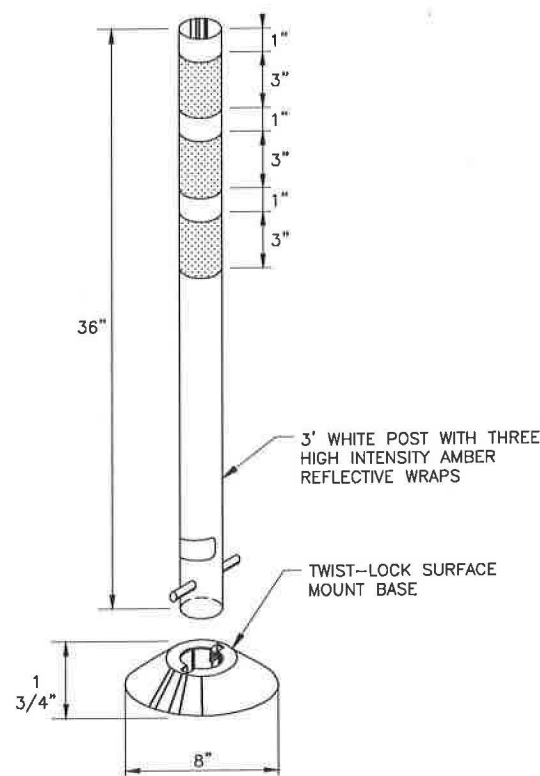
USE DIMENSION A FOR 48\"/>



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MISCELLANEOUS DETAILS

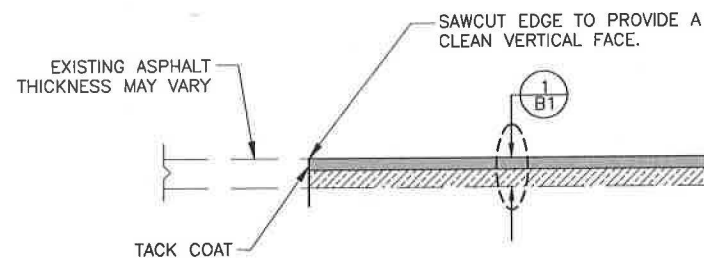
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			ALASKA	NH-0932(047)/69393	2017	E4	112



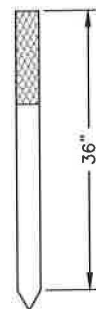
1 TYPE-A FLEXIBLE DELINEATOR
E4 SCALE:NOT TO SCALE

TYPE A FLEXIBLE DELINEATOR NOTES:

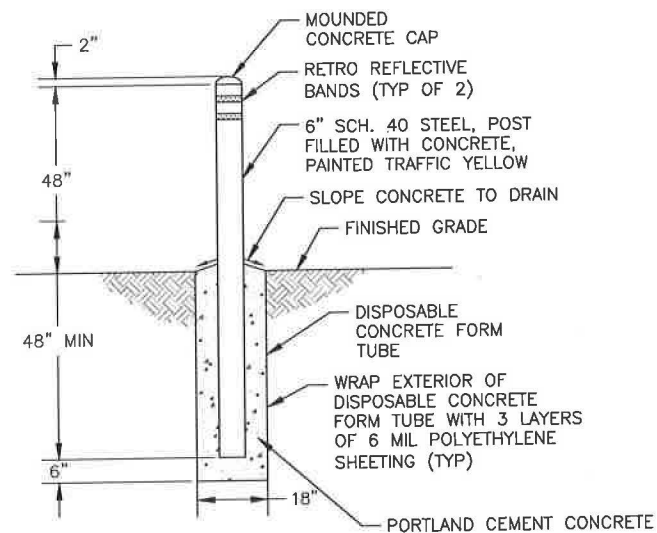
1. DELINEATORS SHALL BE INSTALLED AT LOCATIONS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
2. DELINEATORS SHALL BE WHITE IN COLOR. DELINEATORS INSTALLED ON OUTSIDE SHOULDERS SHALL HAVE WHITE REFLECTIVE SHEETING. DELINEATORS INSTALLED ON MEDIAN SHOULDERS SHALL HAVE YELLOW REFLECTIVE SHEETING.



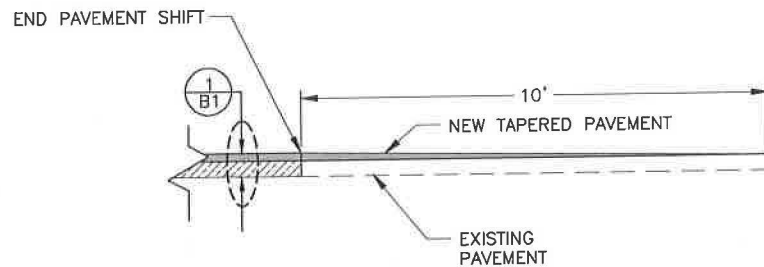
4 EGAN DRIVE MATCH JOINT DETAIL
E4 SCALE:NOT TO SCALE



2 FLEXIBLE DELINEATOR, TYPE C
E4 SCALE:NOT TO SCALE



3 BOLLARD DETAIL
E4 SCALE:NOT TO SCALE

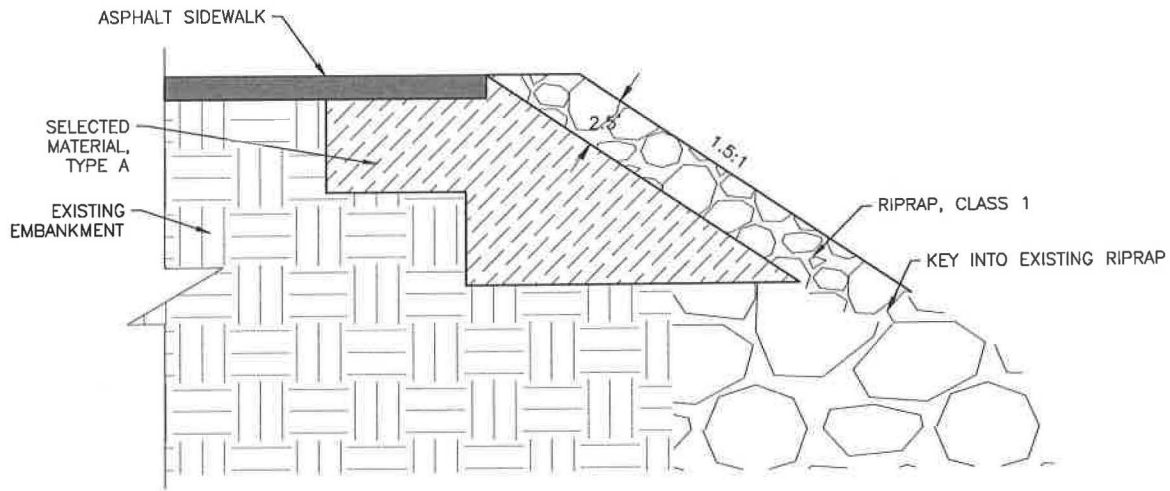


5 END OF WORK DAY PAVEMENT TRANSITION
E4 SCALE:NOT TO SCALE

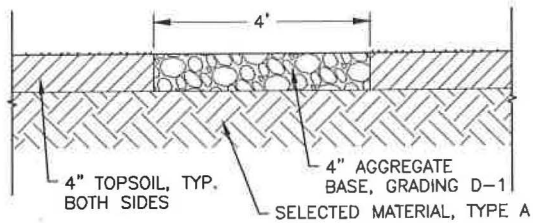


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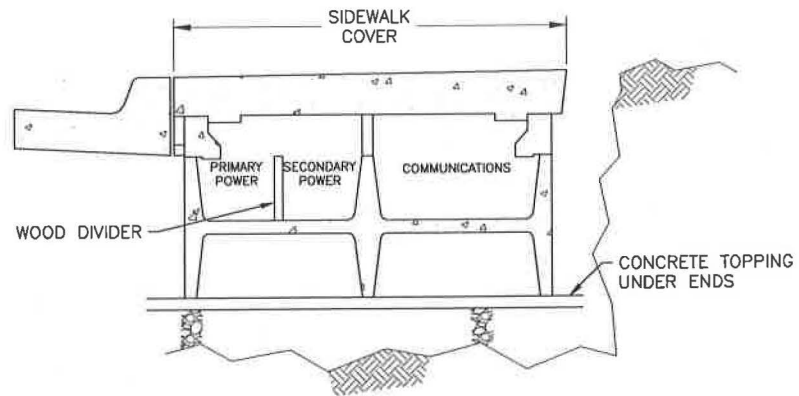
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	E5	112



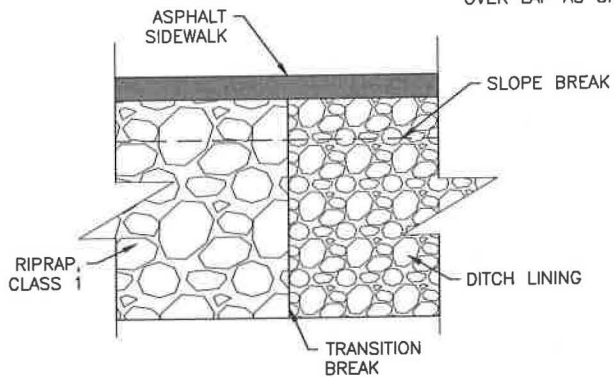
1 RIPRAP TRANSITION PROFILE
E5 SCALE: NOT TO SCALE



2 GRAVEL PATH PROFILE
E5 SCALE: NOT TO SCALE



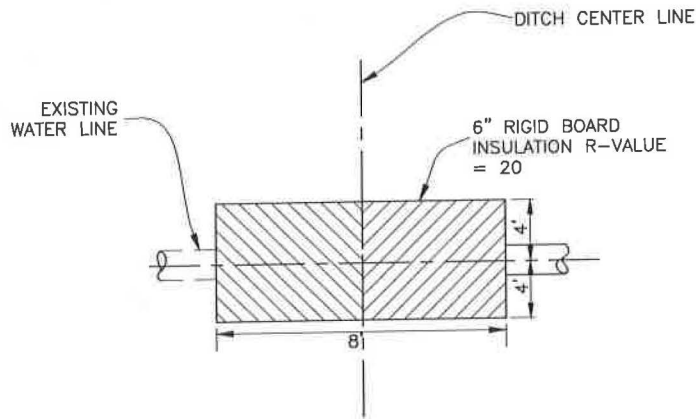
3 EXISTING SIDEWALK SECTION
E5 SCALE: NOT TO SCALE



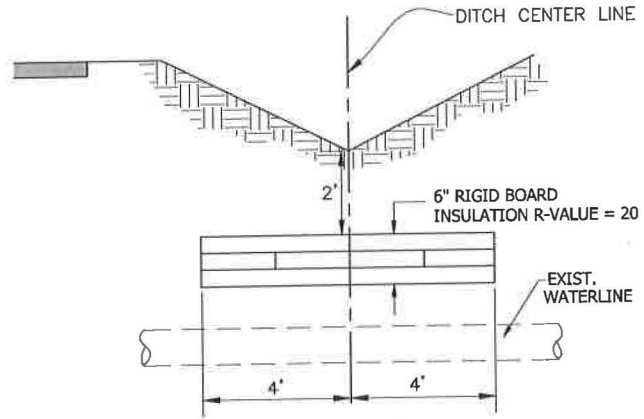
4 RIPRAP TRANSITION PLAN
E5 SCALE: NOT TO SCALE

NOTE:

1. END SEPARATION GEOTEXTILE WRAP AT TRANSITION BREAK.



PLAN
RIGID INSULATION
NTS



SECTION
RIGID INSULATION
NTS

RIGID INSULATION NOTES:

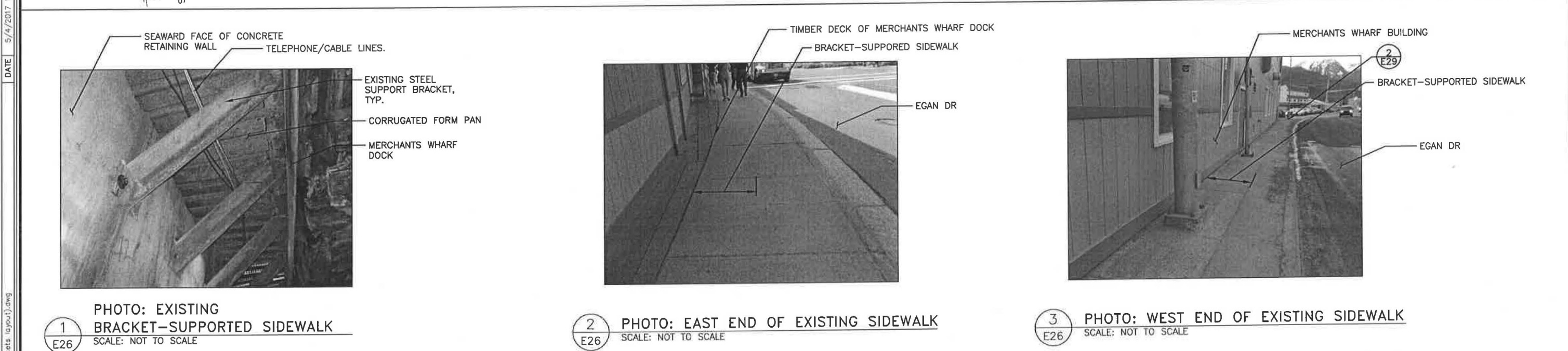
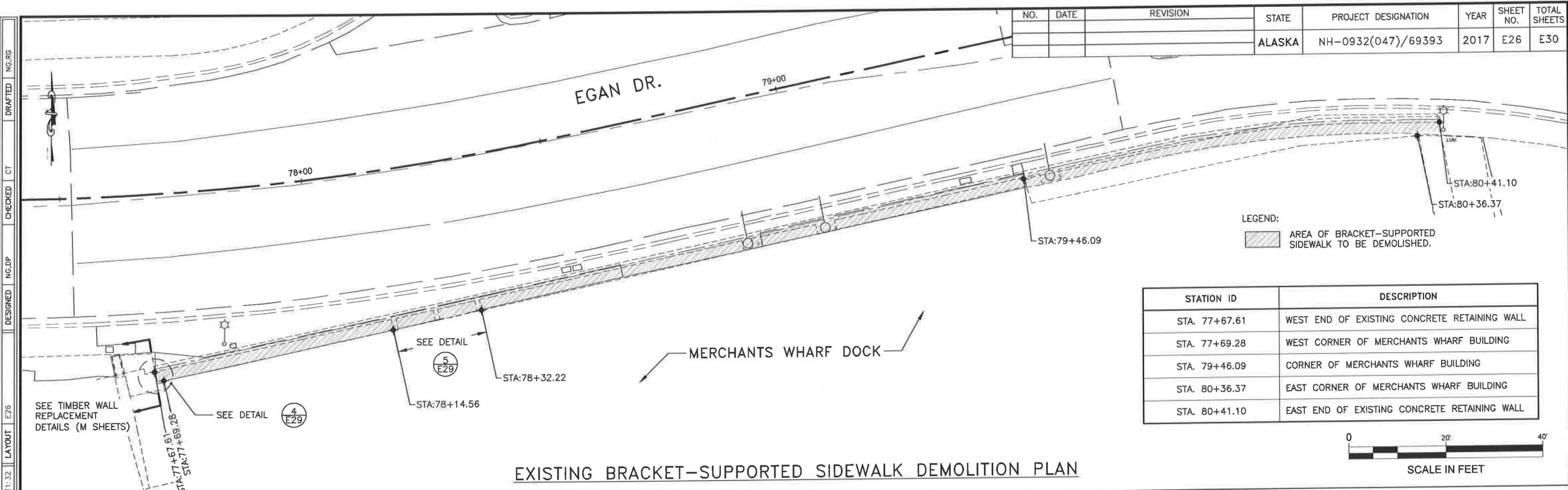
1. INSTALL INSULATION AS SHOWN WHEN EXISTING WATERLINE IS LESS 5'-0" BELOW BOTTOM OF DITCH.
2. PIPE INSULATION SHALL BE 8'-0" IN LENGTH, CENTERED OVER EXISTING WATERLINE.
3. PIPE INSULATION WITH R-FACTOR EQUAL TO RIGID BOARD MAY BE SUBSTITUTED IF APPROVED BY ENGINEER.
4. CROSSING SHALL BE PROTECTED WITH A MINIMUM 6" OF INSULATION BOARDS WITH A 12" OVER LAP AS SHOWN.



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MISCELLANEOUS DETAILS



NOTES:

1.

DEMOLISH AND DISPOSE OF APPROX. 275 LINEAR FEET OF CONCRETE SIDEWALK, CORRUGATED FORM PAN AND ASSOCIATED STEEL SUPPORT BRACKETS AND ANGLES. EXISTING STEEL BRACKETS SHALL BE REMOVED IN THEIR ENTIRETY, EXCEPT WHERE A STEEL TIE-BACK RUNNING FROM THE TIMBER DOCK IS ATTACHED TO AN EXISTING ANCHOR BOLT. IN THOSE LOCATIONS THE TIE-BACK SHALL REMAIN UNTOUCHED AND THE CONTRACTOR SHALL LEAVE BOTTOM OF BRACKET INTACT, ONLY REMOVING PORTION ABOVE DASHED LINE SHOWN IN DETAIL 3 ON SHEET E29. ALL OTHER EXISTING ANCHOR BOLTS SHALL BE CUT FLUSH WITH SURFACE OF RETAINING WALL AND LEFT IN-PLACE.

2.

OWNER OF THE MERCHANTS WHARF SHALL RELOCATE ALL TELEPHONE/CABLE LINES THAT CURRENTLY RUN IN-BETWEEN STEEL BRACKETS TO A LOCATION UNDER THE TIMBER DOCK THAT WILL NOT INTERFERE WITH CONTRACTOR'S SCOPE OF WORK. RELOCATION OF THESE LINES SHALL BE COMPLETED PRIOR TO CONTRACTOR MOBILIZING ON-SITE.

3.

REFER TO AKDOT PROJECT F-093-1(3) FOR ORIGINAL DESIGN DETAILS.

STATE OF ALASKA

40TH

Engineer

CE

STATE OF ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

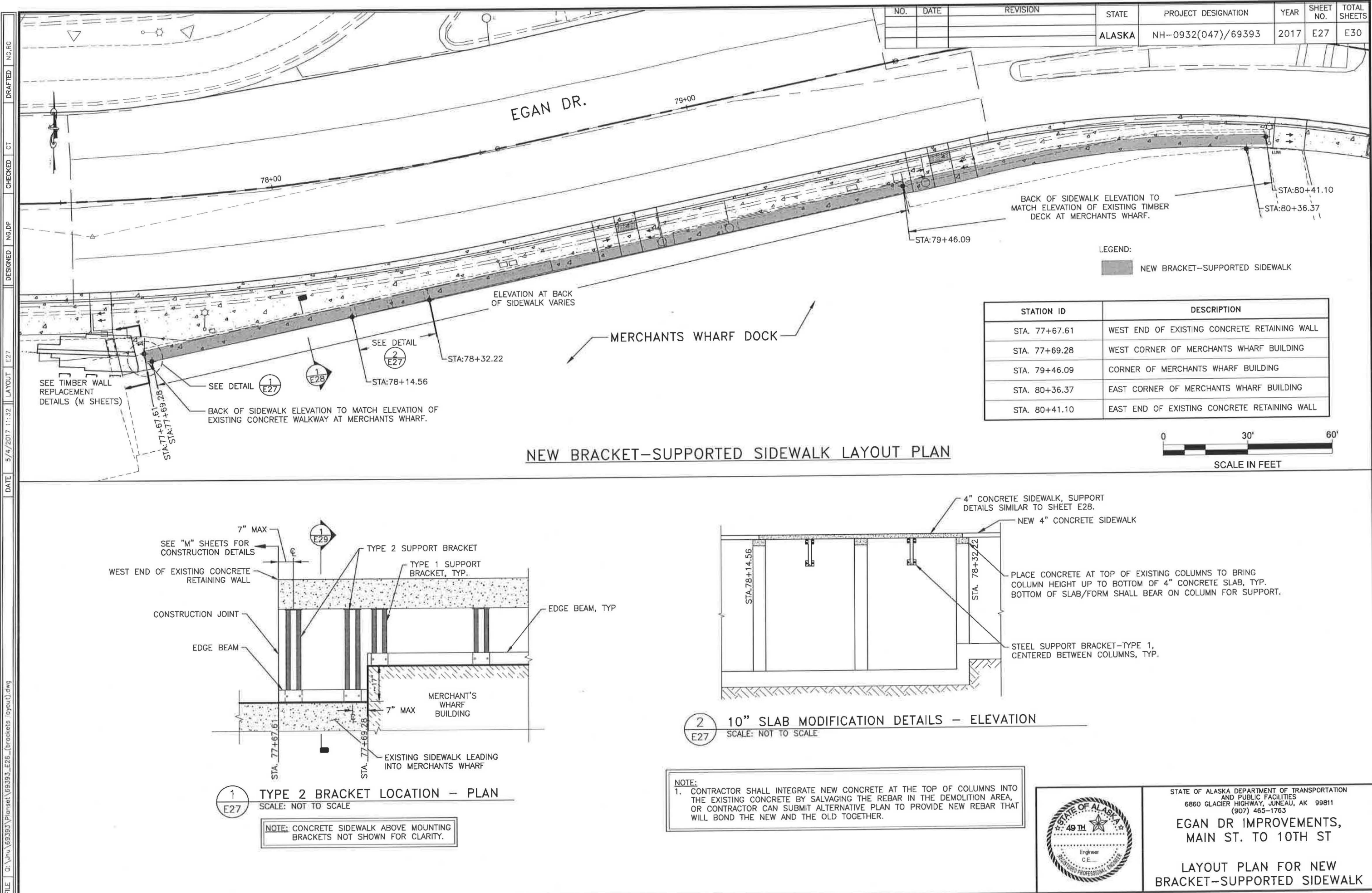
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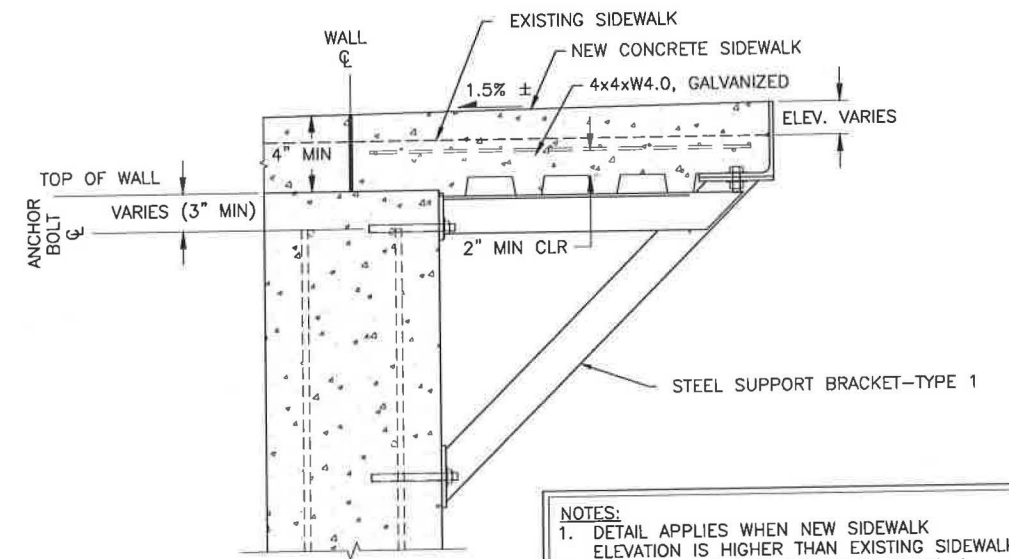
EGAN DR IMPROVEMENTS,

MAIN ST. TO 10TH ST

DEMOLITION PLAN FOR EXISTING BRACKET-SUPPORTED SIDEWALK



DATE	5/4/2017	11:32	LAYOUT	E28	DESIGNED	NG,DP	CHECKED	CT	DRAFTED	NG,RG
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2 SIDEWALK SUPPORT BRACKET DETAIL
E28 SCALE: NOT TO SCALE

- NOTES:
1. DETAIL APPLIES WHEN NEW SIDEWALK ELEVATION IS HIGHER THAN EXISTING SIDEWALK.
 2. DETAILS NOT SHOWN SIMILAR TO DETAIL 1

-
- HEIGHT OF EXISTING WALL
- MODIFIED HEIGHT OF WALL
- TOP OF WALL
- ANCHOR BOLT
- VARIES ~ 5"
- WALL
- 2" CLEAR MIN
- EXISTING SIDEWALK
- NEW CONCRETE SIDEWALK
- 4x4xW4.0, GALVANIZED
- 1.5% ±
- ELEV. VARIES
- STEEL SUPPORT BRACKET-TYPE 1
- NOTES:
1. DETAIL APPLIES WHEN NEW SIDEWALK ELEVATION IS LOWER THAN EXISTING SIDE

3 SIDEWALK SUPPORT BRACKET DETAIL
E28 SCALE: NOT TO SCALE

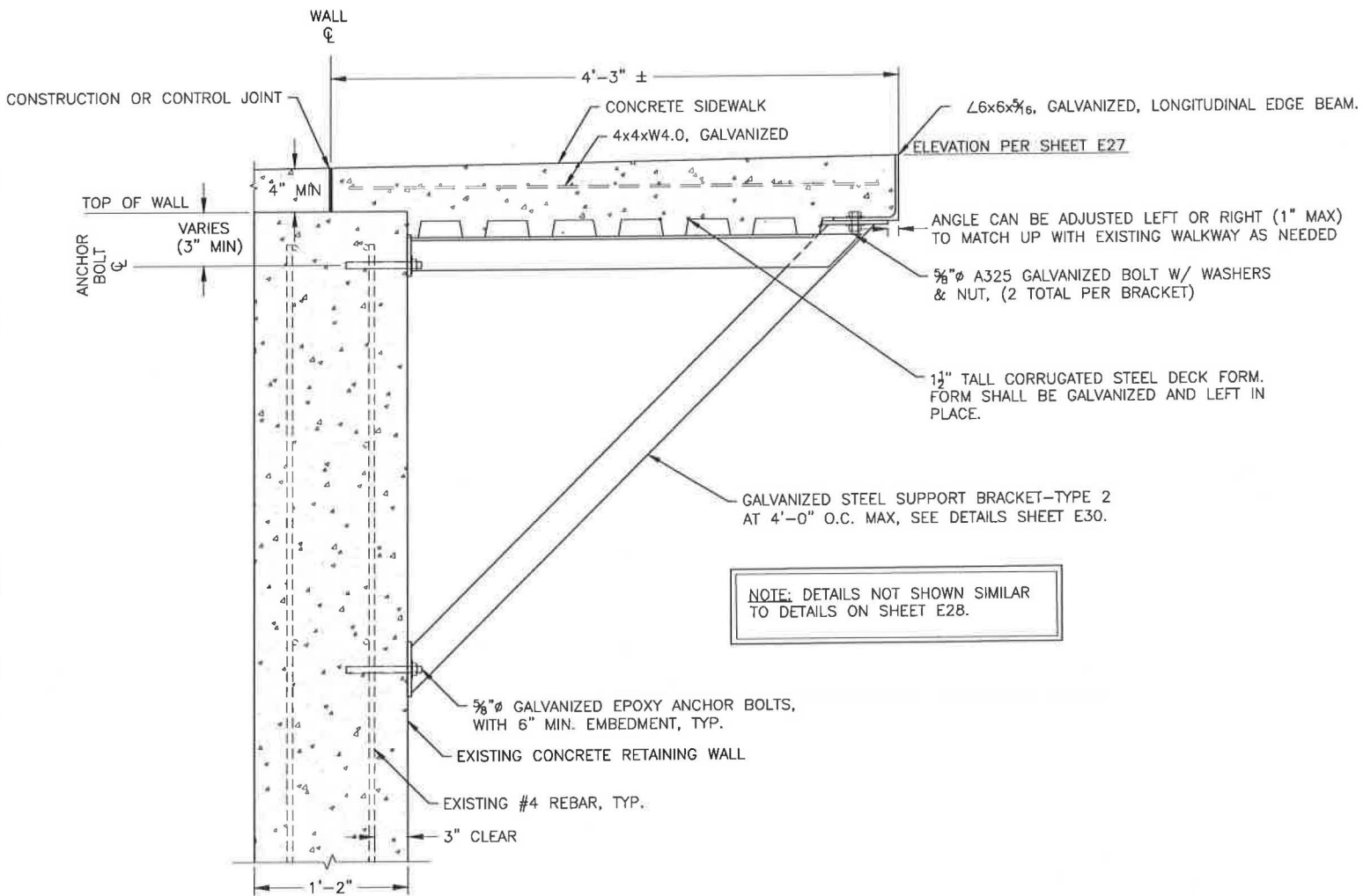


EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST

~~Attachment A~~

FILE D:\nuu\69393\Plan\69393_E27_(brackets details).dwg
DATE 5/4/2017 11:32 LAYOUT E29
DESIGNED NG,DP
CHECKED CT
DRAFTED NG,RG

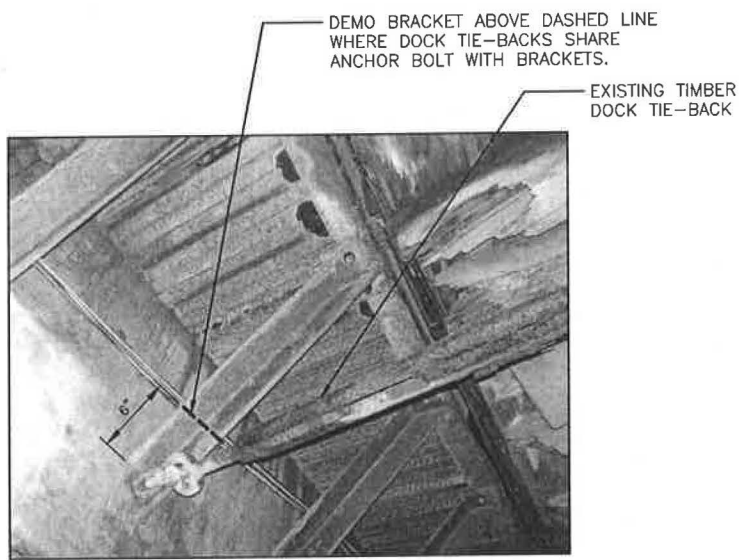
NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	E29	E30



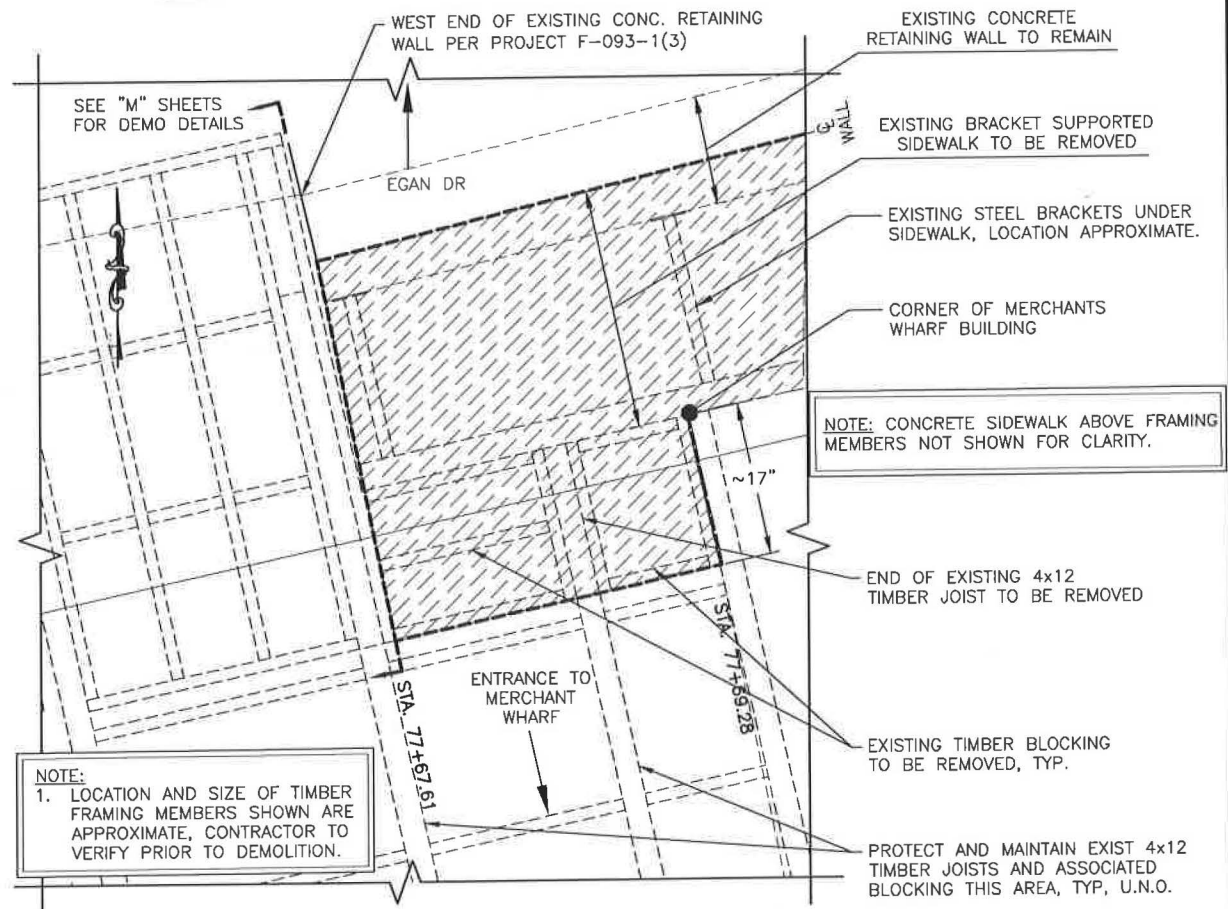
1 SIDEWALK SUPPORT BRACKET - TYPE 2
E29 SCALE: NOT TO SCALE



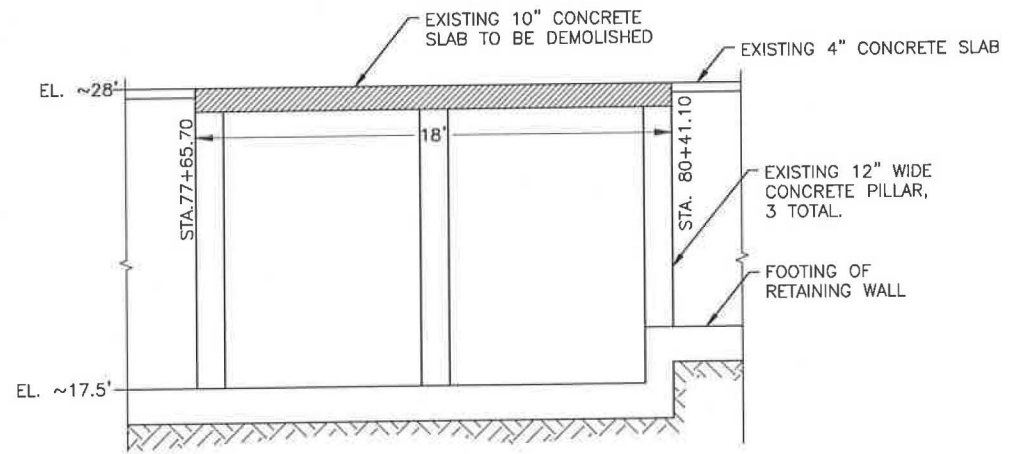
2 PHOTO: EXISTING SIDEWALK AT WEST END OF MERCHANTS WHARF BUILDING
E29 SCALE: NOT TO SCALE



3 PHOTO: DEMO DETAIL AT TIMBER DOCK TIE-BACK LOCATIONS
E29 SCALE: NOT TO SCALE



4 WEST END DEMOLITION DETAILS - PLAN
E29 SCALE: NOT TO SCALE



5 10" SLAB DEMOLITION DETAILS - ELEVATION
E29 SCALE: NOT TO SCALE

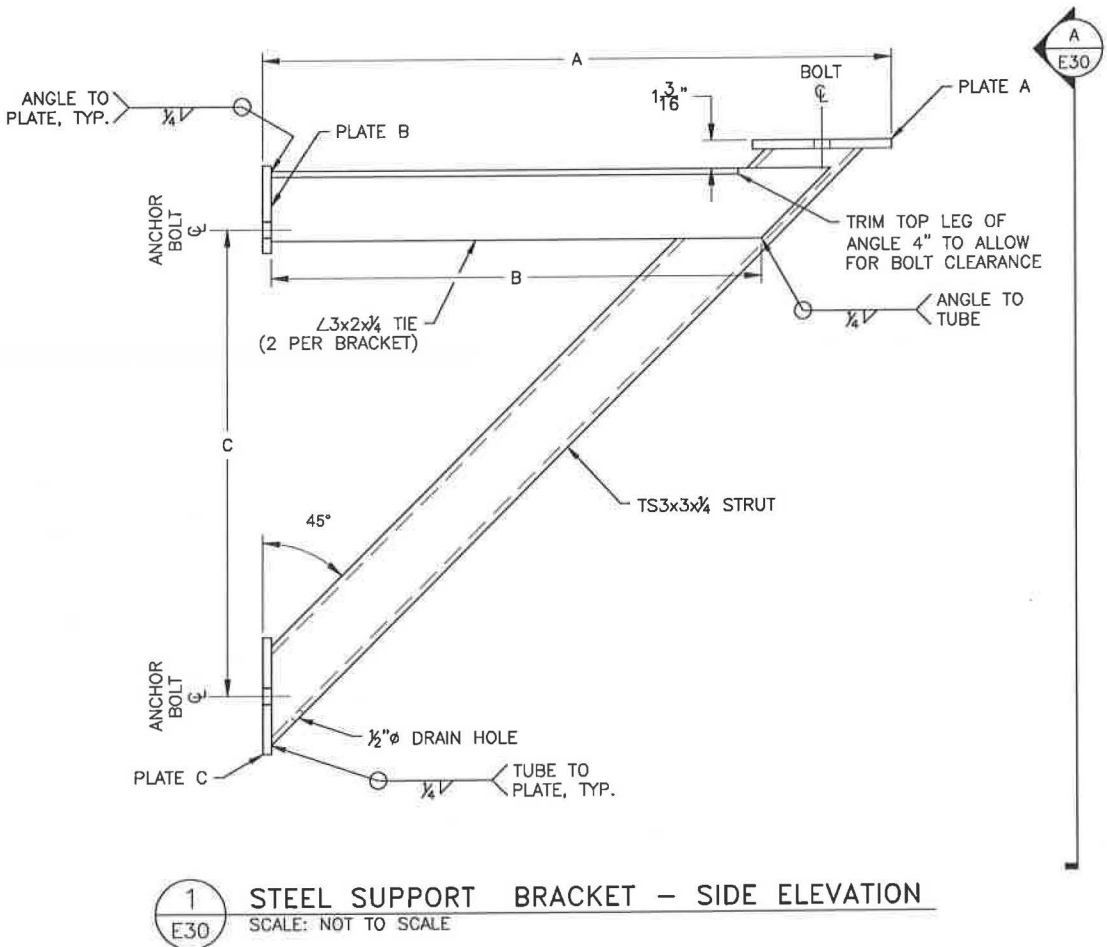
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EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST

SIDEWALK SUPPORT DETAILS

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	E30	E30

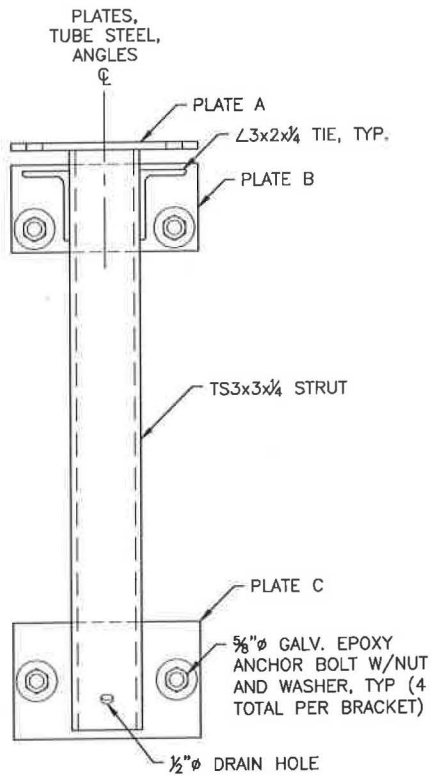
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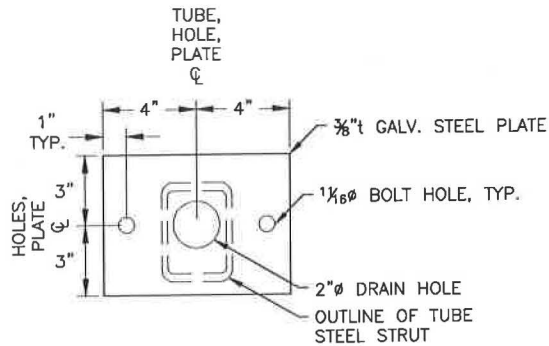
1 STEEL SUPPORT BRACKET – SIDE ELEVATION
SCALE: NOT TO SCALE

BRACKET	A	B	C	QTY
TYPE 1	2'-3"	1'-9"	1'-8"	*97
TYPE 2	*3'-8"	*3'-2"	*3'-1"	2

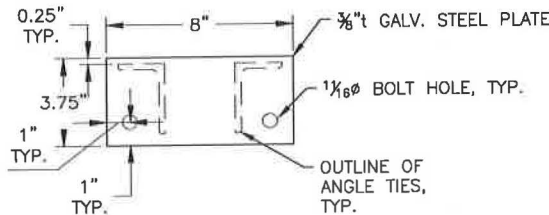
* CONTRACTOR TO VERIFY PRIOR TO FABRICATION



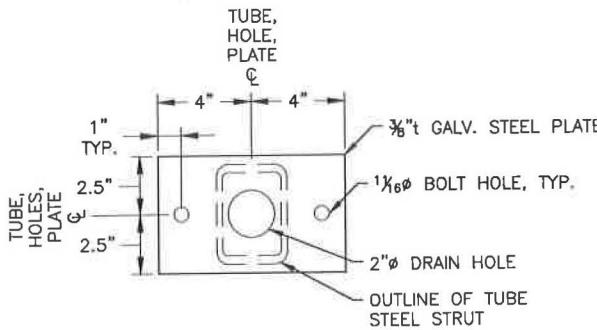
A STEEL SUPPORT BRACKET– FRONT ELEVATION
SCALE: NOT TO SCALE



2 PLATE A
SCALE: NOT TO SCALE



3 PLATE B
SCALE: NOT TO SCALE



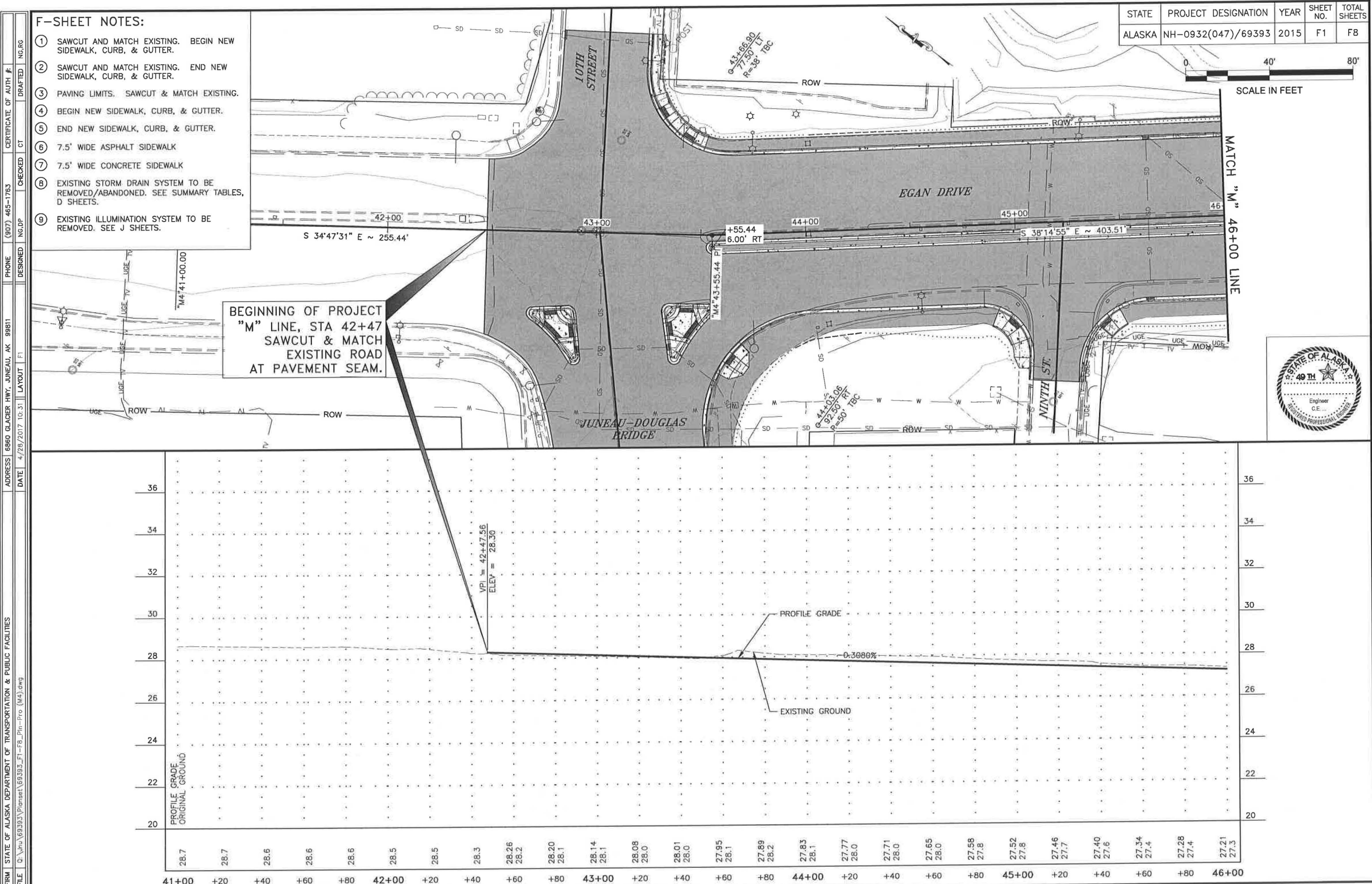
4 PLATE C
SCALE: NOT TO SCALE

NOTE: ALL STEEL COMPONENTS & HARDWARE SHALL BE HOT-DIPPED GALVANIZED.

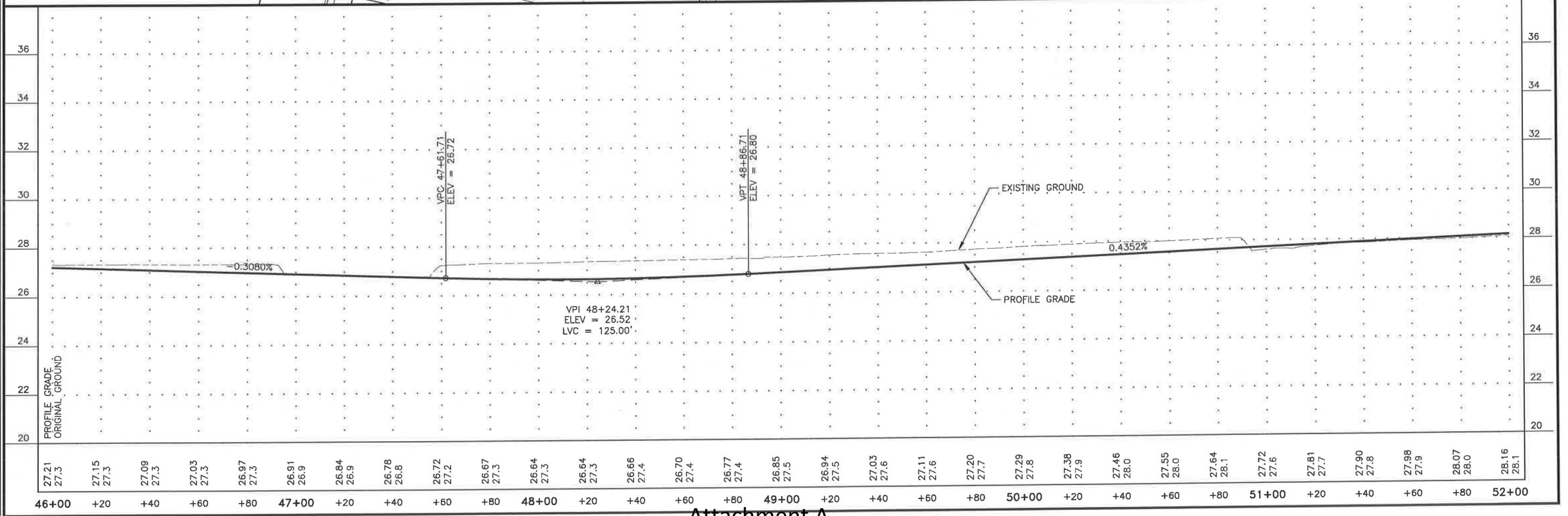
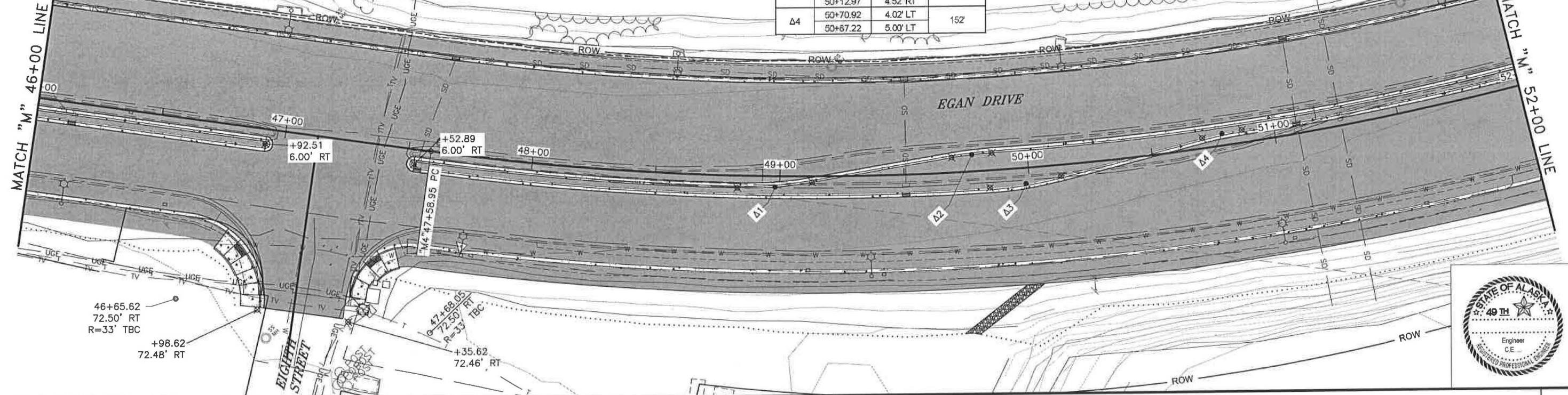


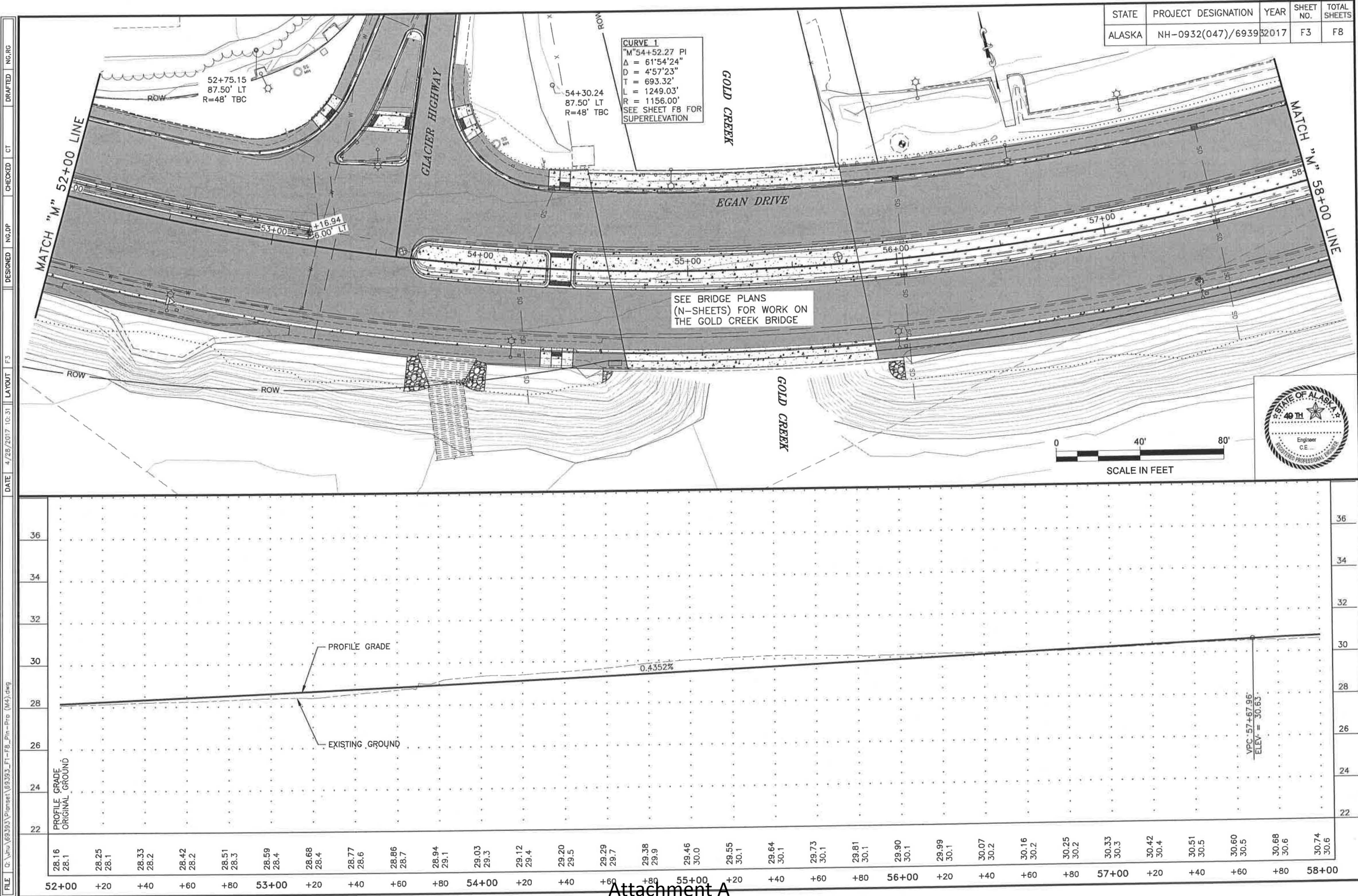
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(907) 465-1763
EGAN DR IMPROVEMENTS,
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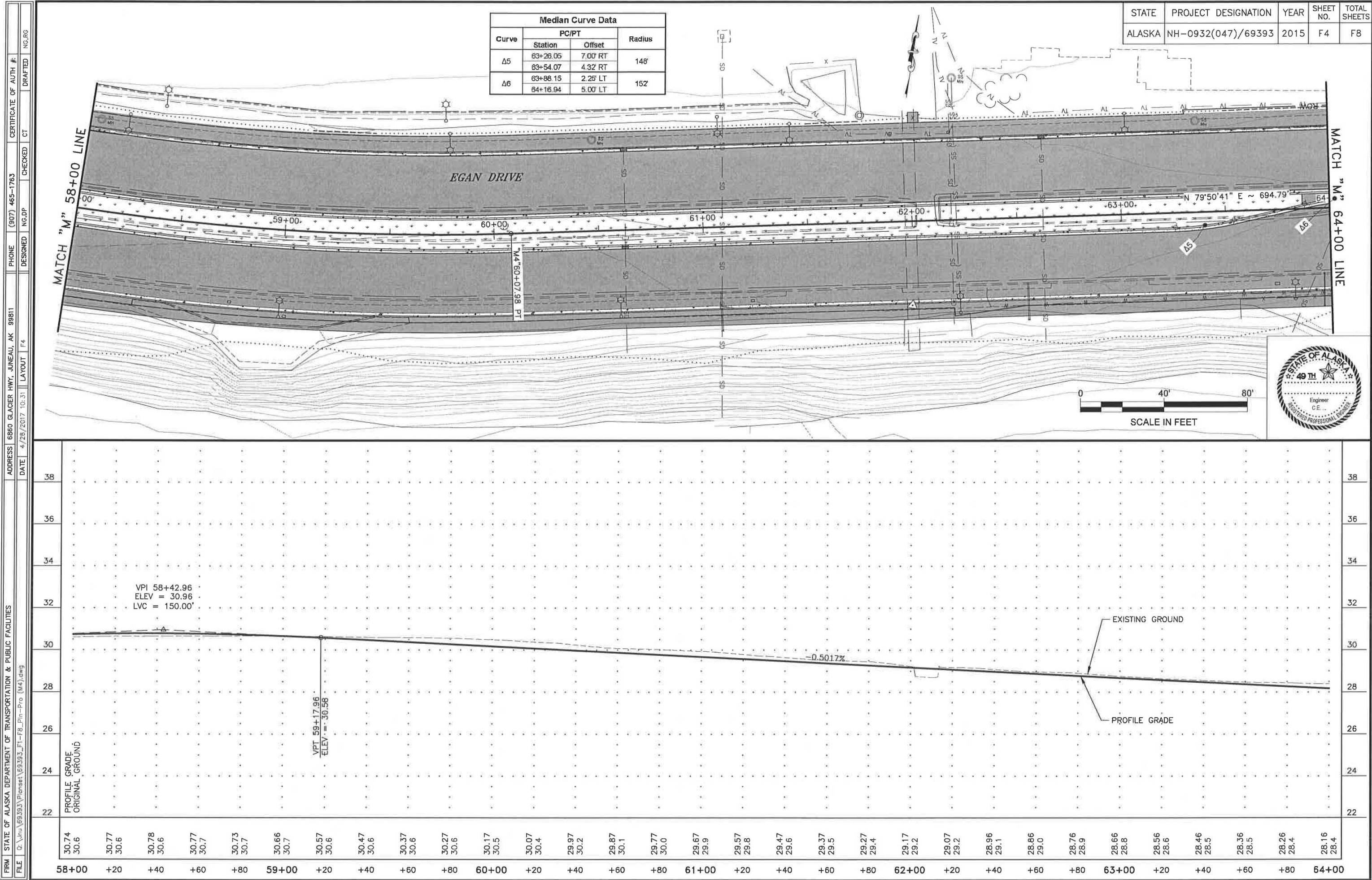
SIDEWALK SUPPORT DETAILS



Median Curve Data			
Curve	PC/PT		Radius
	Station	Offset	
Δ1	48+83.12	5.00' RT	152'
	49+13.00	2.41' RT	
Δ2	49+69.47	6.00' LT	148'
	49+85.73	7.00' LT	
Δ3	49+84.24	7.00' RT	148'
	50+12.97	4.52' RT	
Δ4	50+70.92	4.02' LT	152'
	50+87.22	5.00' LT	



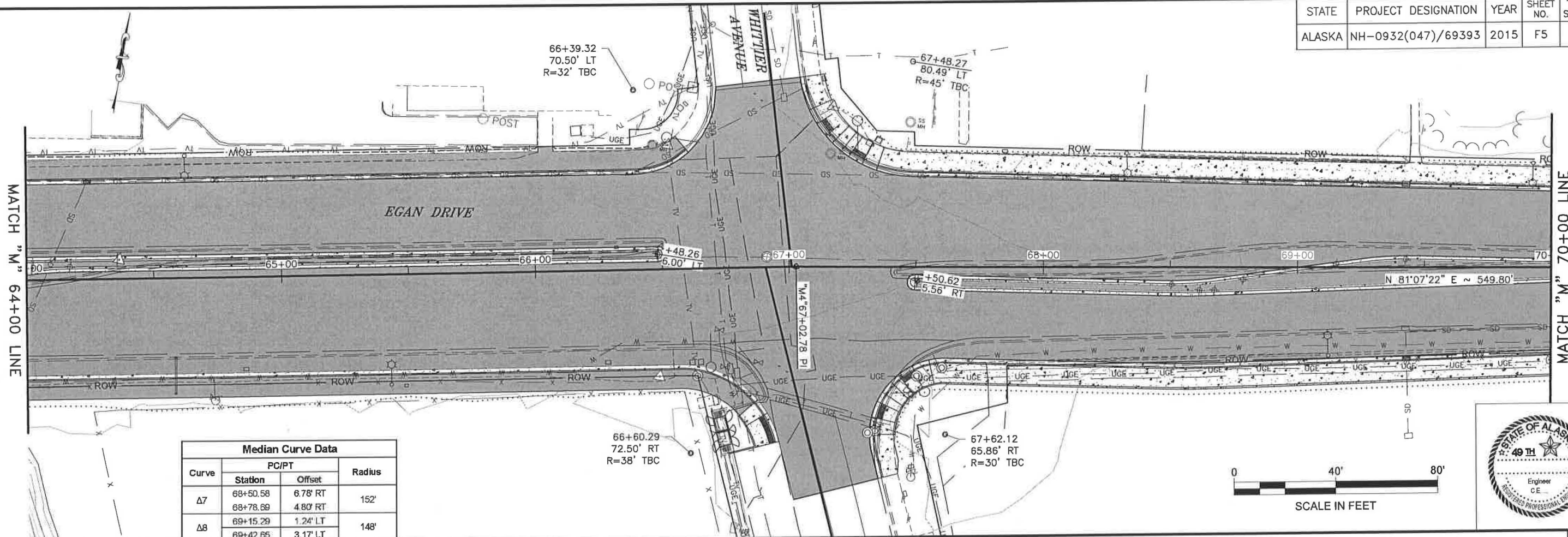




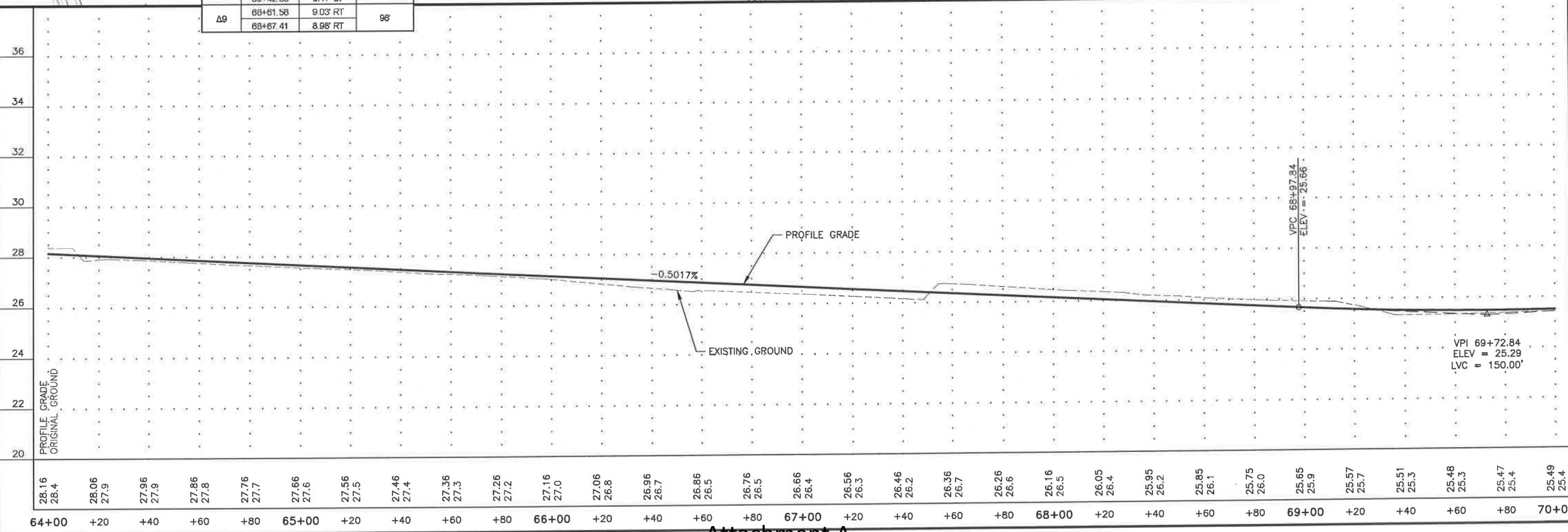
Attachment A

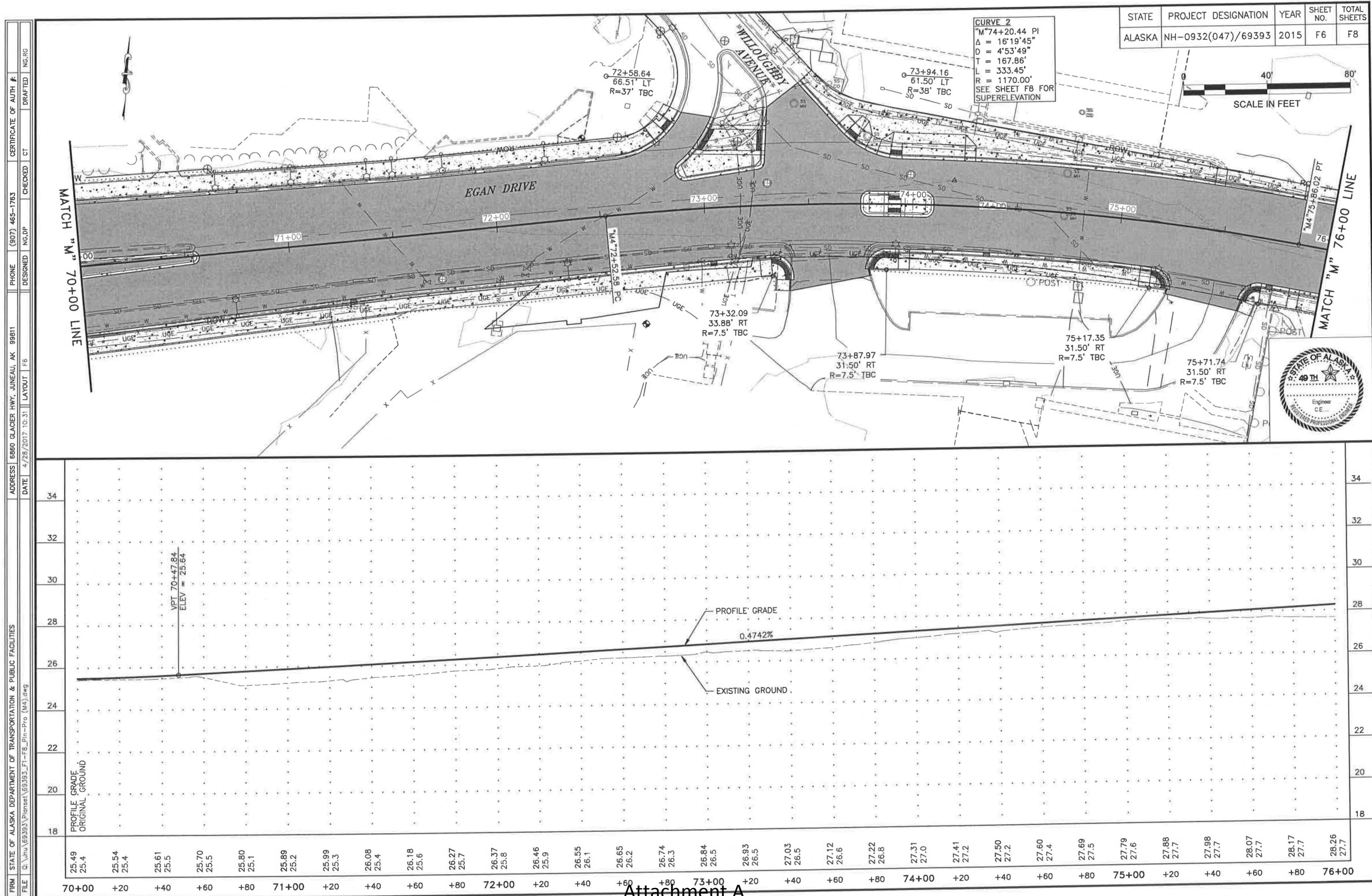
FIRM STATE OF ALASKA DEPARTMENT OF TRANSPORTATION & PUBLIC FACILITIES
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ADDRESS 6860 GLACIER HWY, JUNEAU, AK 99811
DATE 4/28/2017 10:31
PHONE (907) 465-1763
DESIGNED NG,DP
CHECKED CT
DRAFTED NG,RO
CERTIFICATE OF AUTH. #

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-0932(047)/69393	2015	F5	F8

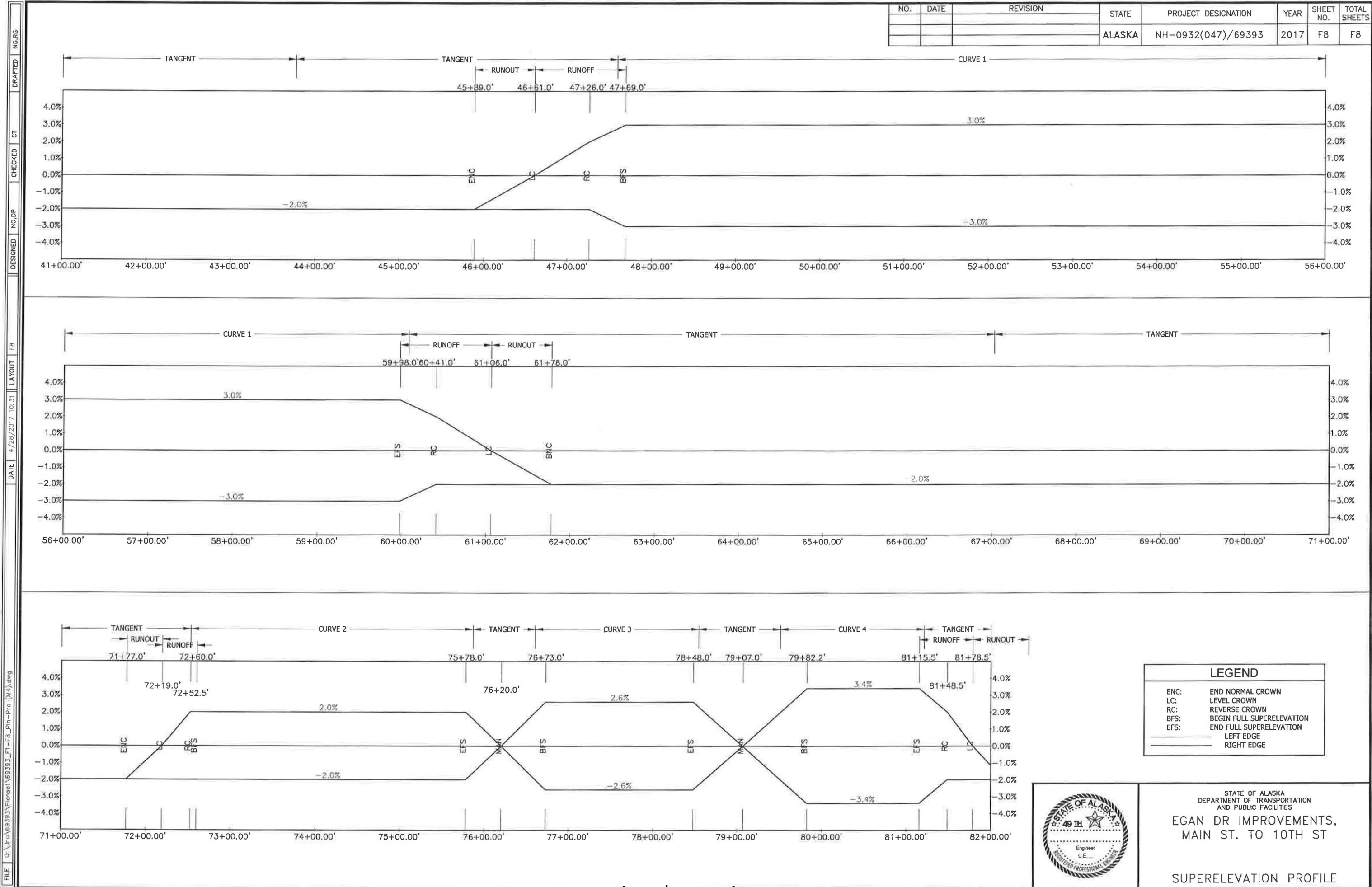


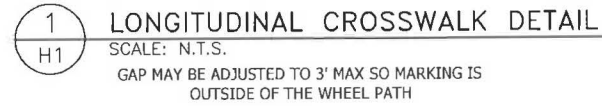
Median Curve Data			
Curve	PC/PT		Radius
	Station	Offset	
Δ7	68+50.58	6.78' RT	152'
	68+78.69	4.80' RT	
Δ8	69+15.29	1.24' LT	148'
	69+42.65	3.17' LT	
Δ9	68+61.58	9.03' RT	98'
	68+67.41	8.98' RT	





Attachment A





BOP
"O" LINE, STA 42+47



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	69393	2015	H2	H5





SIGNING AND PAVEMENT MARKINGS



0 40' 80'

SCALE IN FEET



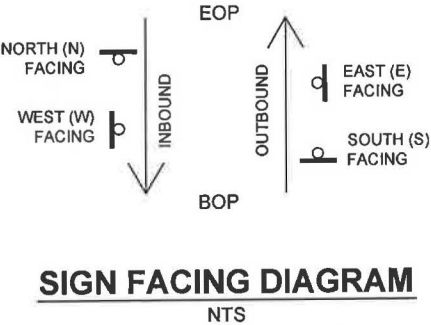
STRIPING LEGEND

STRIPING LEGEND				
SYMBOL	DESCRIPTION	WIDTH	PATTERN	L.F.
A	SOLID WHITE	4"		--
B	BROKEN WHITE	4"	— 10' —30'— 10' —	--
C	DASHED WHITE	4"	— 2' —6'— 2' —	--
D	SOLID WHITE	24"		--
E	SOLID WHITE	8"		--
F	SOLID WHITE	18"		--
G	BROKEN YELLOW	4"	— 10' —30'— 10' —	--
H	BROKEN YELLOW	4"	— 10' —30'— 10' —	--
I	SOLID DOUBLE YELLOW	4"		--
J	SOLID YELLOW	18"		--
K	YELLOW CURB	--		--

FILE Q:\nu\69393\Plan\69393_H1_Sign\Stripes.dwg

DATE 4/27/2017 15:32 LAYOUT H5 DESIGNED NG CHECKED CT DRAFTED NG.RG

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	H5	H5

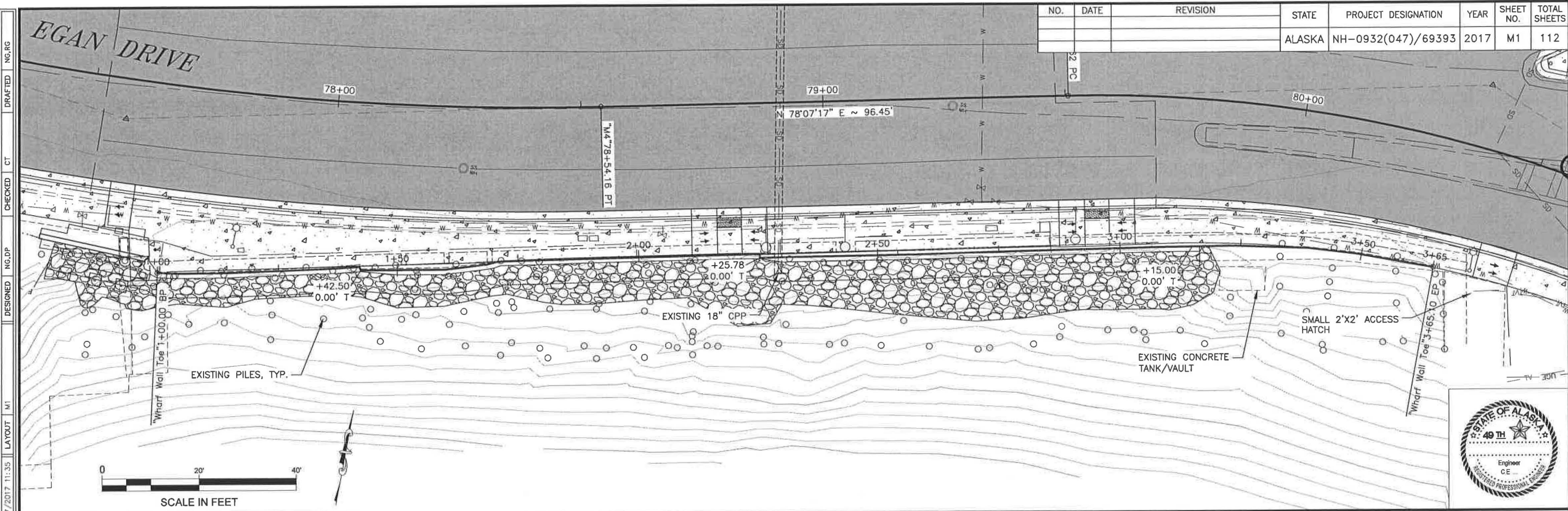


SIGN FACING NOTES: SIGN FACING IS RELATIVE TO THE DIAGRAM ABOVE. IT IS NOT RELATED TO CARDINAL DIRECTION.



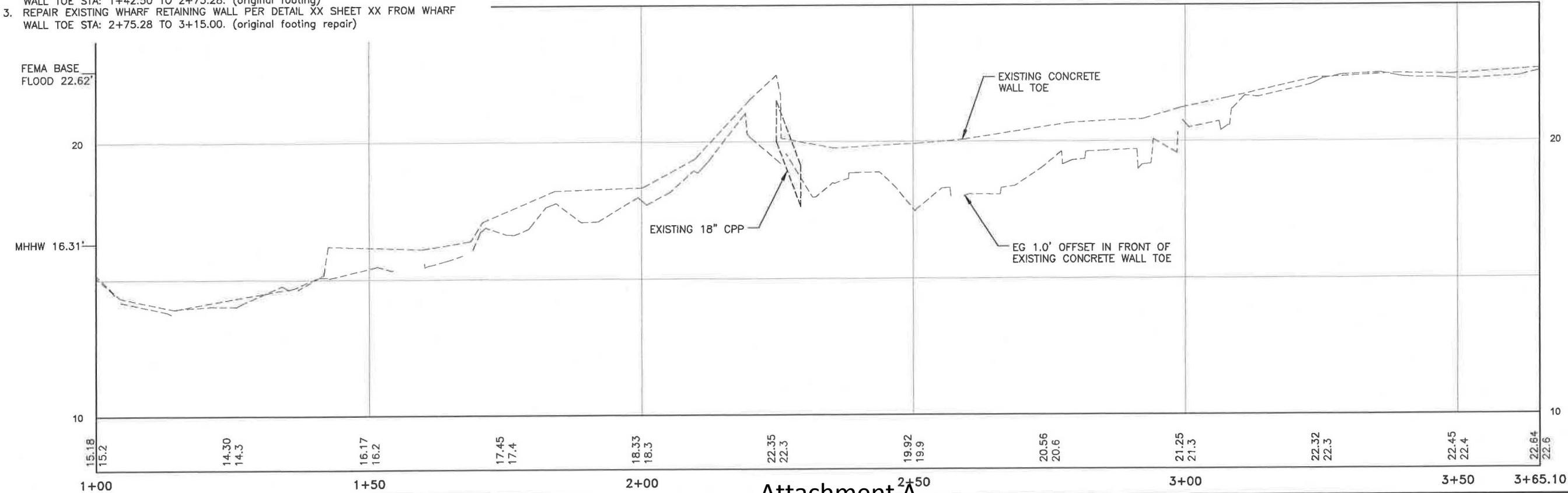
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST

SIGN SUMMARIES



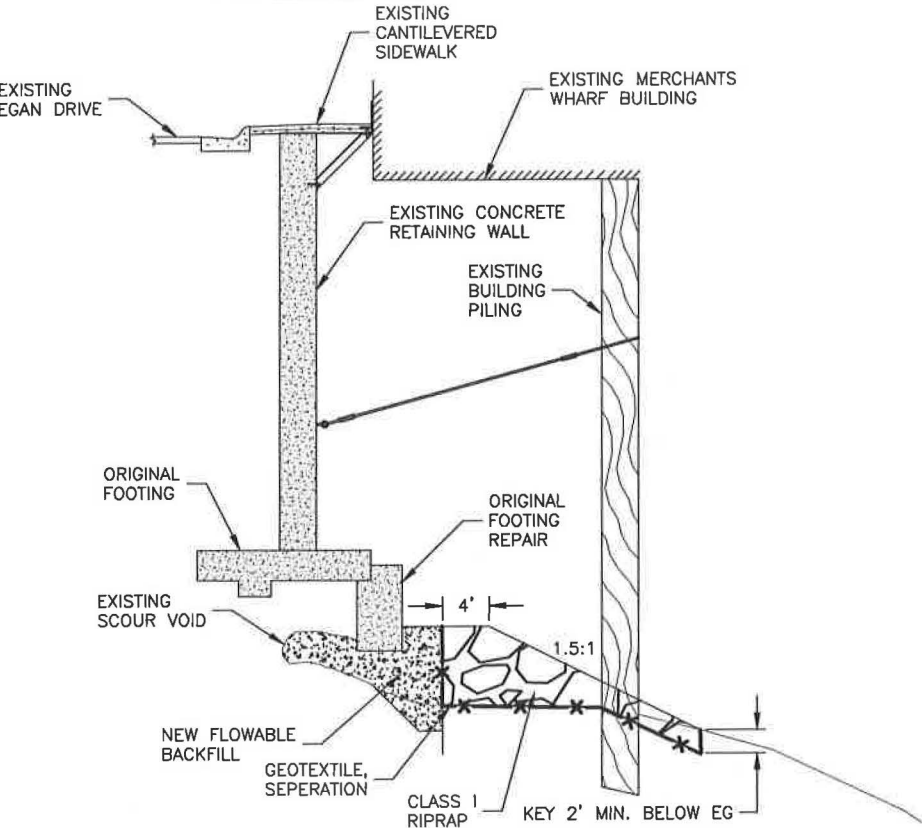
NOTES:

1. INSTALL RIPRAP PROTECTION PER DETAIL XX SHEET XX FROM WHARF WALL TOE STA: 1+00.00 TO 1+42.50.
2. REPAIR EXISTING WHARF RETAINING WALL PER DETAIL XX SHEET XX FROM WHARF WALL TOE STA: 1+42.50 TO 2+75.28. (original footing)
3. REPAIR EXISTING WHARF RETAINING WALL PER DETAIL XX SHEET XX FROM WHARF WALL TOE STA: 2+75.28 TO 3+15.00. (original footing repair)

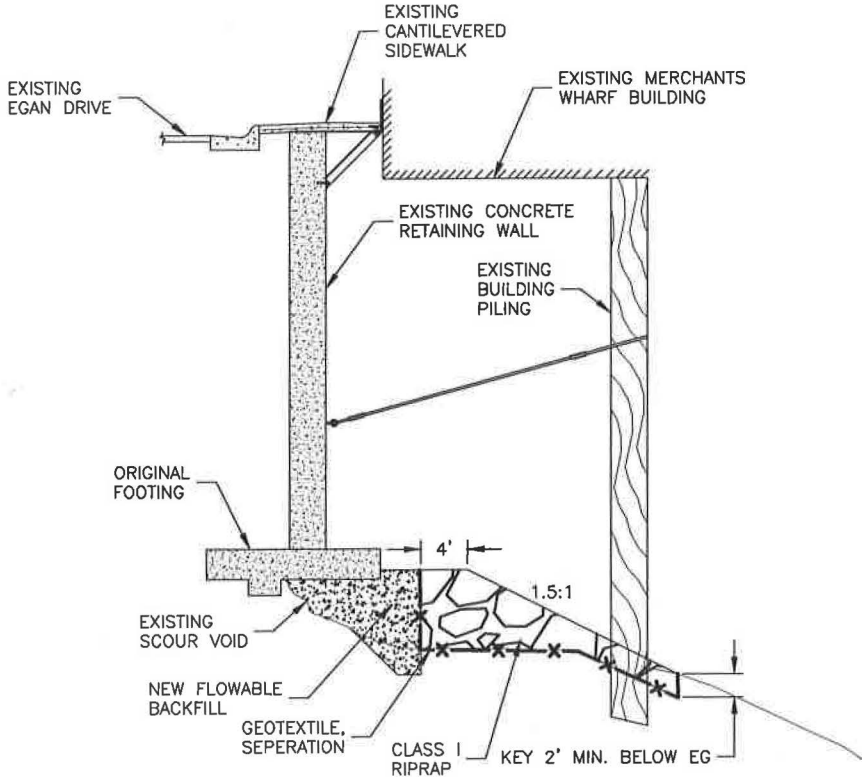


FILE Q:\nu\69393\Plan\69393_M1_Wall_Details.dwg DATE 5/17/2017 11:35 LAYOUT M2 CT NG,DP NG,RG DRAFTED

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	M2	M10



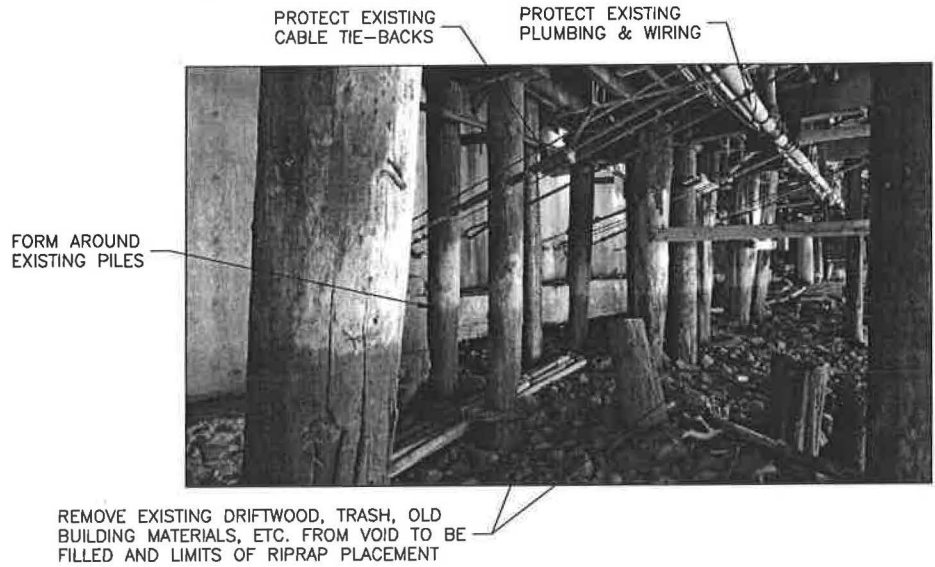
1 WHARF RETAINING WALL REPAIRS – SECTION VIEW
SCALE: N.T.S.



2 WHARF RETAINING WALL REPAIRS – SECTION VIEW
SCALE: N.T.S.

NOTES:

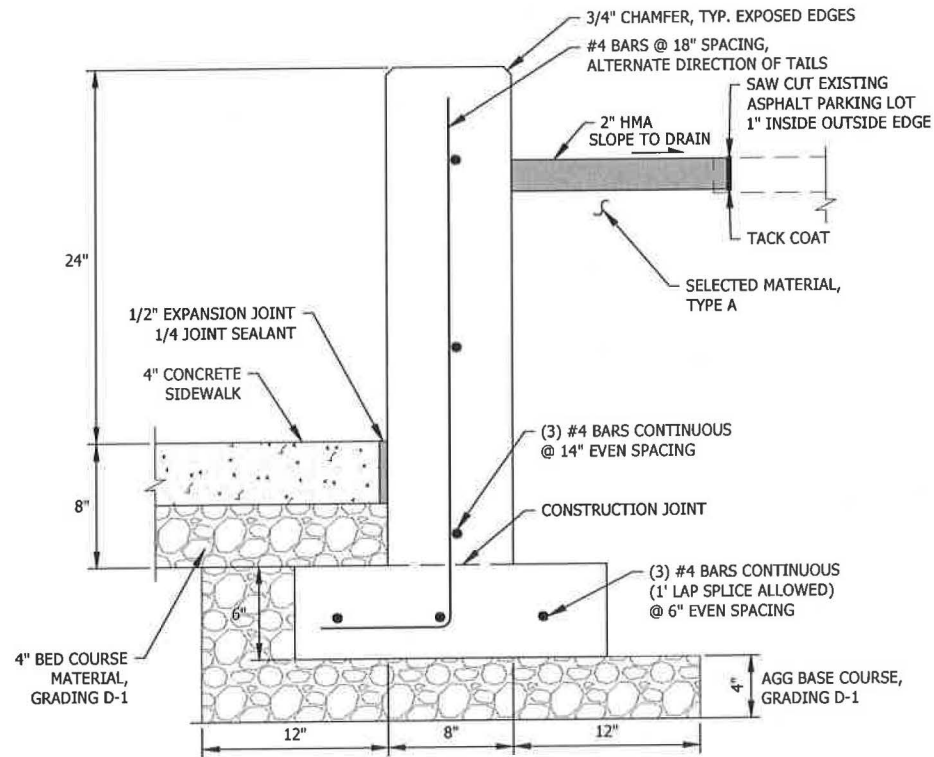
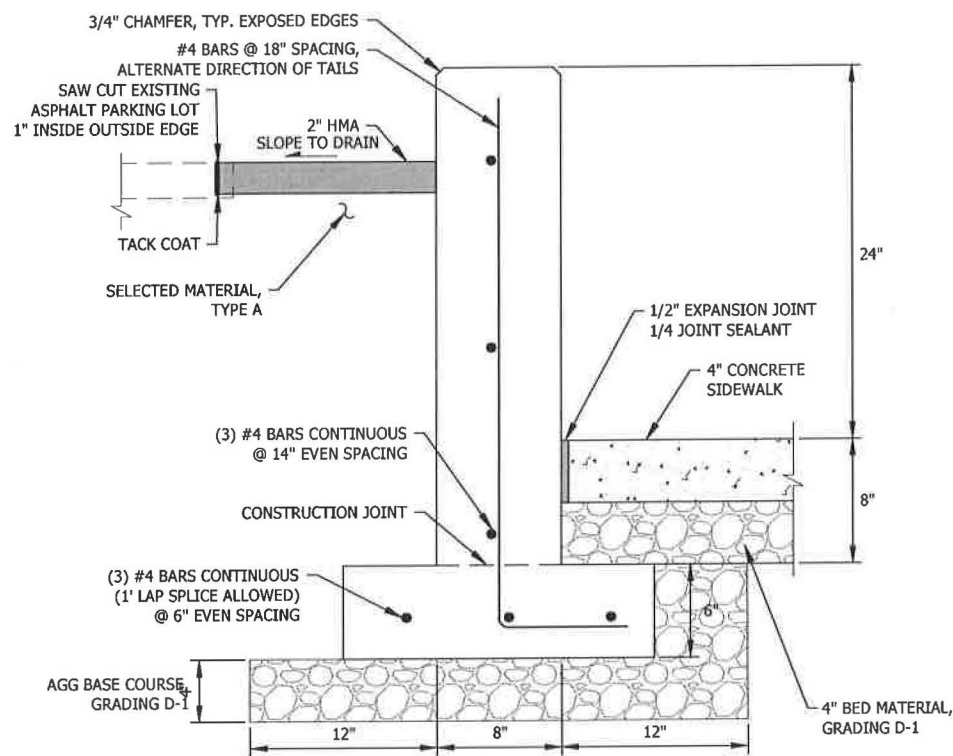
1. THE EXISTING CONCRETE RETAINING WALL IS UNDERMINED DUE TO WAVE SCOUR ACTION. THE INTENT OF THE REPAIR IS TO FILL THE VOID UNDER THE RETAINING WALL FOOTING AND PREVENT FUTURE WAVE SCOUR.
2. THE CONTRACTOR IS REQUIRED TO SUBMIT A WORK PLAN AND BE APPROVED PRIOR TO ANY WORK BEING PERFORMED ON THE WALL REPAIR PER SECTION XXX.
 - 2.1. PERFORM A PRECONSTRUCTION BUILDING INSPECTION SURVEY.
 - 2.2. MONITOR FOR BUILDING MOVEMENT DURING CONSTRUCTION.
 - 2.3. HOW DO PLAN TO ACCESS WORK AREA?
 - 2.4. FORMING PLAN FOR FLOWABLE FILL? HOW FORMS WILL BE INSTALLED AROUND EXISTING OBSTRUCTIONS.
 - 2.5. PLAN FOR LIMITING FILL MIGRATION INTO EXISTING EMBANKMENT. (GROUTED SOCKS, PLASTIC, SEPARATION FABRIC)
3. REMOVE ALL LOSE OCEAN DEBRIS, BUILDING MATERIALS, TRASH AND ORGANIC MATER PRIOR TO FILLING VOID WITH FLOWABLE BACKFILL.
4. FLOWABLE FILL SHALL EXTEND 2" MIN -6" MAX ABOVE ORIGINAL FOOTING OR ORIGINAL FOOTING REPAIR WHEN PRESENT.
5. MINIMIZE THE WIDTH OF FLOWABLE FILL IN-FRONT OF EXISTING RETAINING WALL TO THE SHORTEST WIDTH ALLOWED DUE TO EXISTING OBSTRUCTIONS.
6. LIMIT FLOWABLE FILL PLACEMENT TO 25' MAXIMUM HORIZONTAL SECTIONS AT ONE TIME TO HELP MITIGATE AND MAINTAIN FLOWABLE FROM ESCAPING INTO VOIDS.
7. PLACE RIPRAP SO AS NOT TO DAMAGE EXISTING PILES.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR AVOIDABLE DAMAGE TO THE EXISTING FACILITY.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST

PEDESTRIAN LOOKOUT DETAILS

NO.	DATE	REVISION	STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
			ALASKA	NH-0932(047)/69393	2017	M3	M10



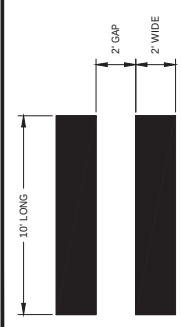
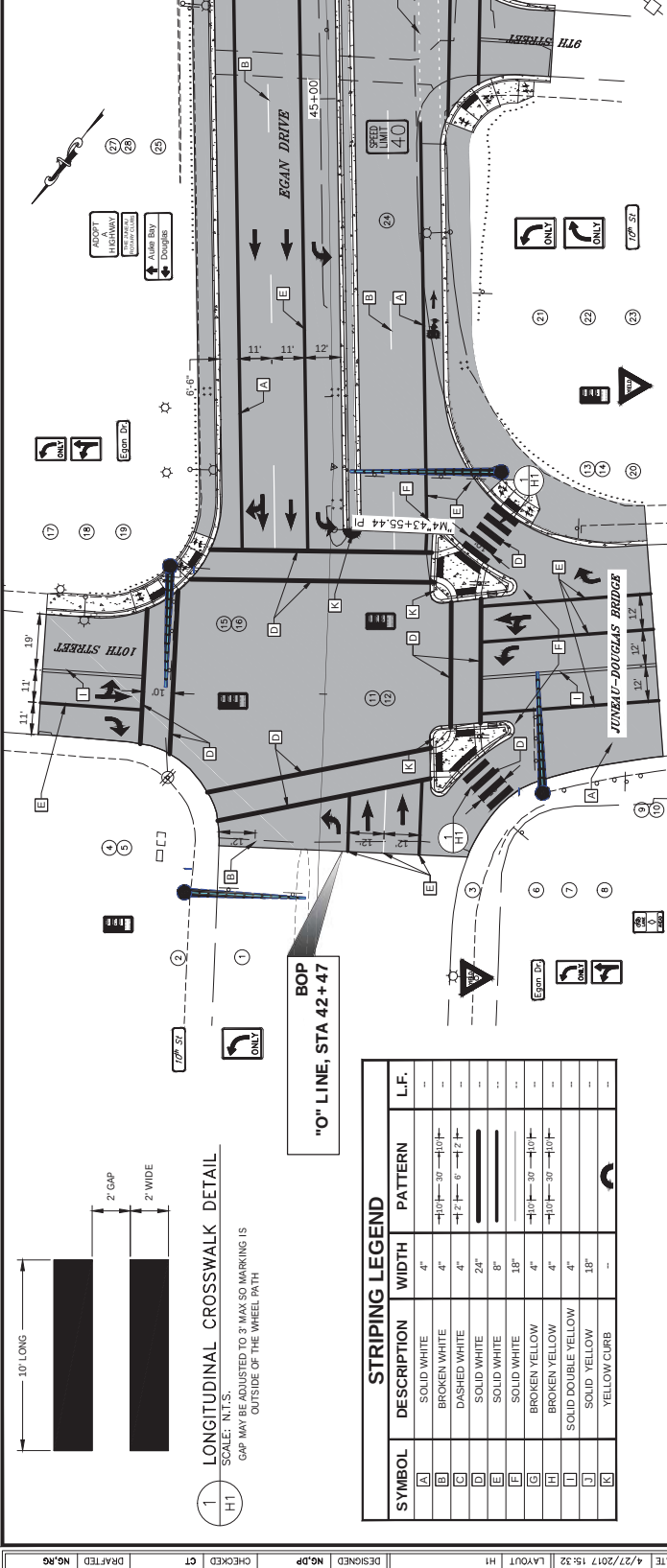
3 CONCRETE RETAINING WALL - SECTION VIEW
M3 SCALE: N.T.S.

- NOTES:
1. VERTICAL BARS SHALL BE ACCURATELY POSITIONED AT THE CENTER OF WALL.
 2. USE CLASS 'A' CONCRETE.
 3. BAR REINFORCEMENT SHALL CONFORM TO ASTM A615 GRADE 60.
 4. 3" MIN BAR CLEARANCE WHEN CASTING AGAINST GROUND, 2" MIN CLEAR EVERY WHERE ELSE.



STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
EGAN DR IMPROVEMENTS,
MAIN ST. TO 10TH ST
CANTILEVERED SIDEWALK

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-0932(047)/69393	2016	H1	H5

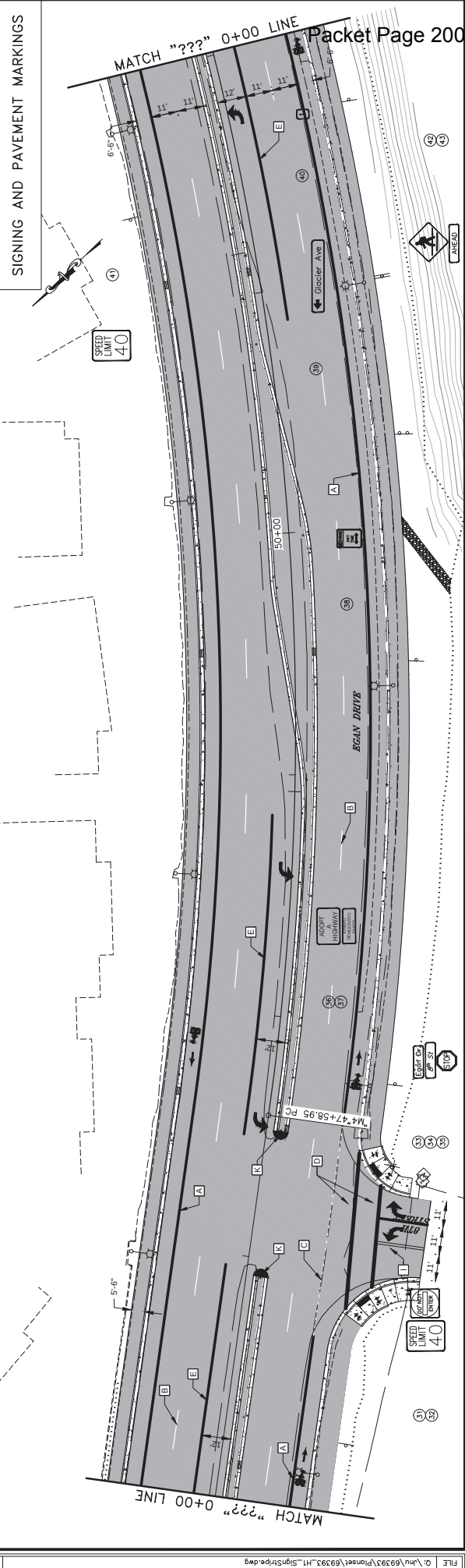


1 LONGITUDINAL CROSSWALK DETAIL
SCALE: N.T.S.
GAP MAY BE ADJUSTED TO 3' MAX SO MARKING IS OUTSIDE OF THE WHEEL PATH

STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	—
B	BROKEN WHITE	4"	— 10' — 30' — 10' —
C	DASHED WHITE	4"	— 1' — 6' — 1' —
D	SOLID WHITE	24"	—
E	SOLID WHITE	8"	—
F	SOLID WHITE	18"	—
G	BROKEN YELLOW	4"	— 10' — 30' — 10' —
H	BROKEN YELLOW	4"	— 10' — 30' — 10' —
I	SOLID DOUBLE YELLOW	4"	—
J	SOLID 'YELLOW	18"	—
K	YELLOW CURB	—	—

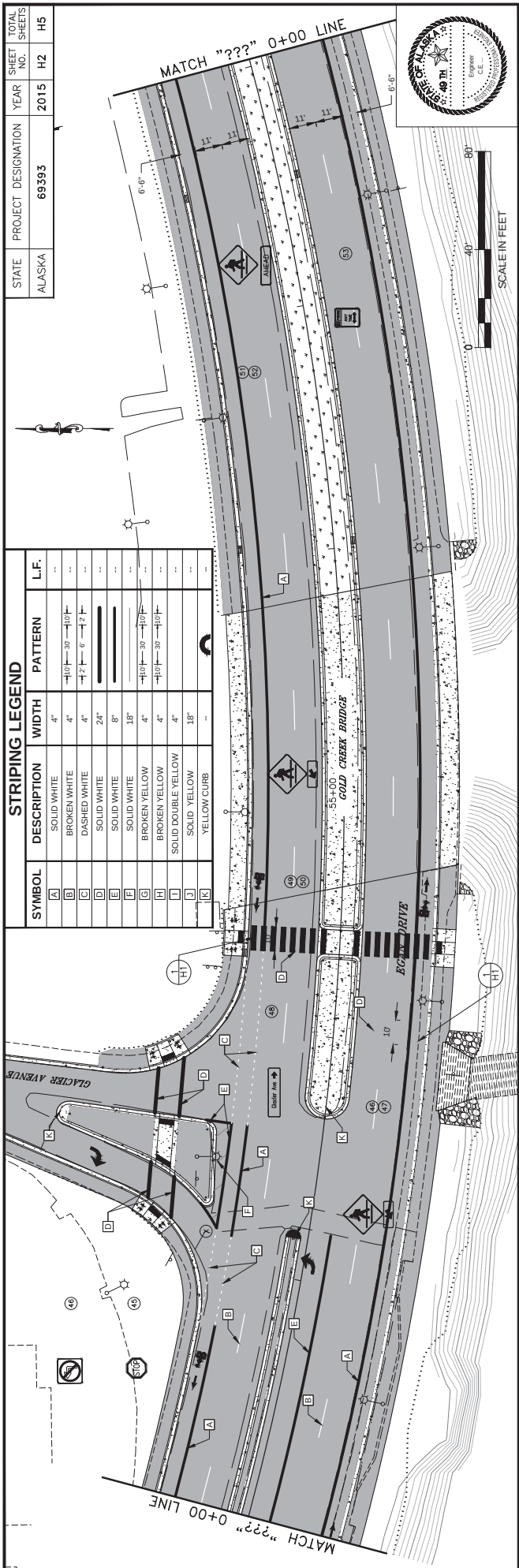


SIGNING AND PAVEMENT MARKINGS

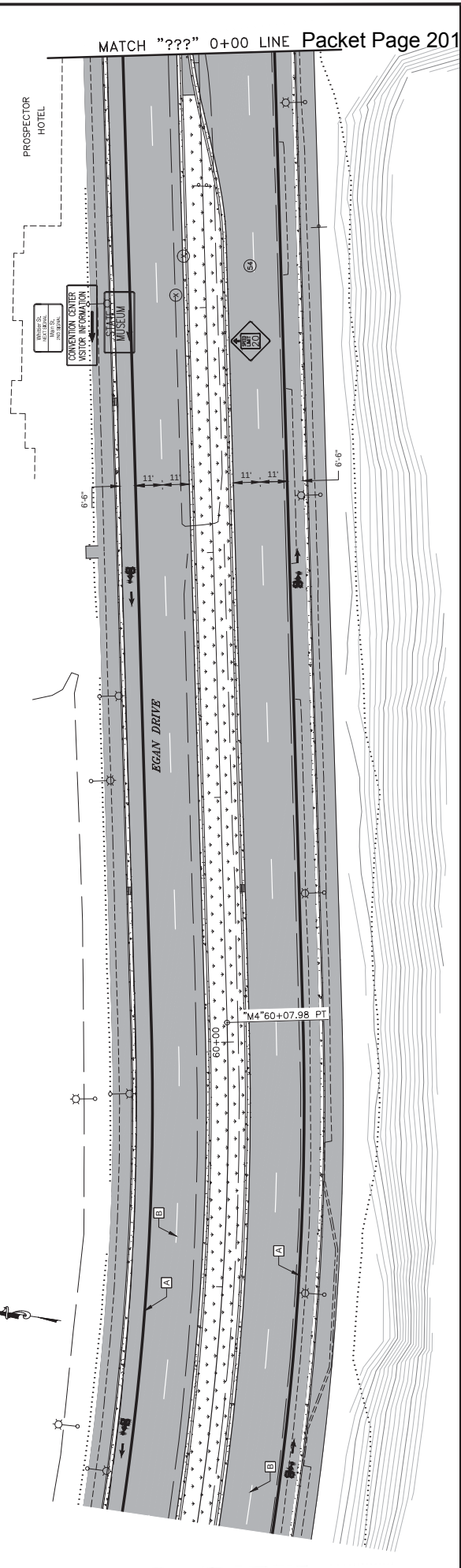


STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	69393	2015	H2	H5

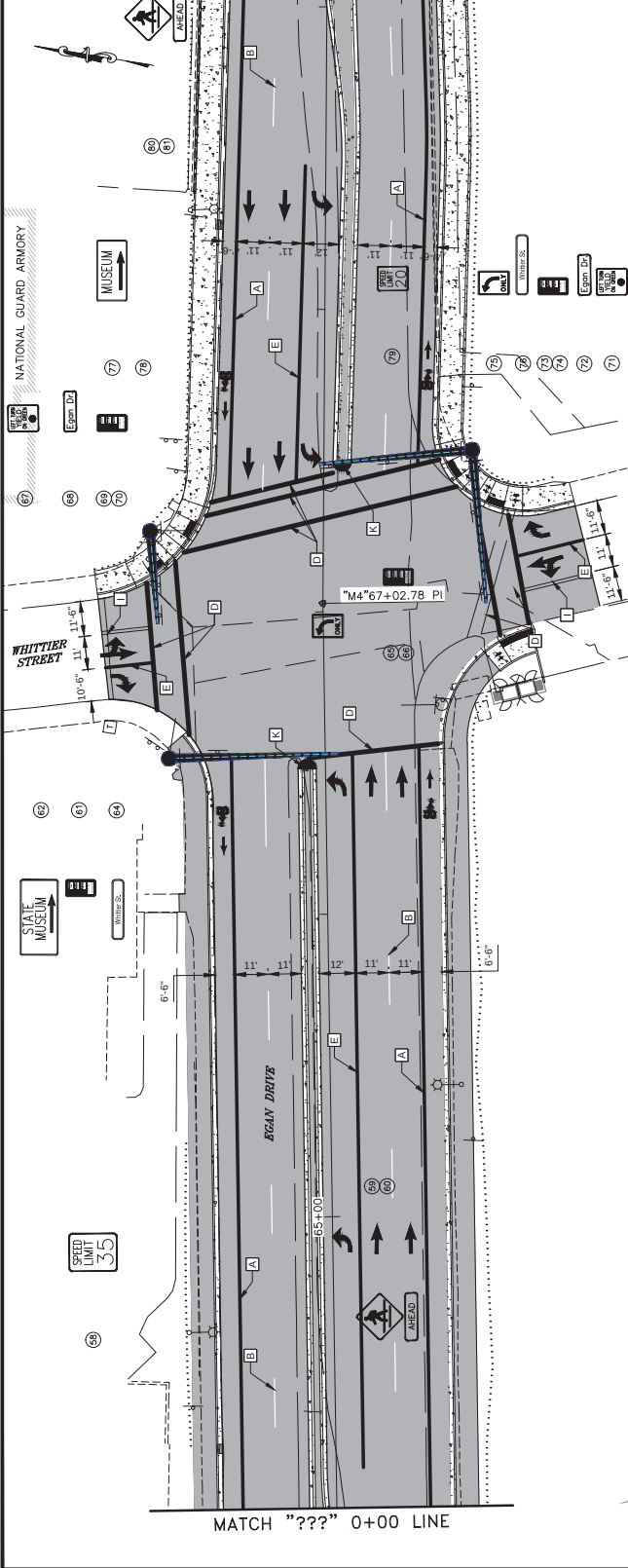
STRIPING LEGEND				
SYMBOL	DESCRIPTION	WIDTH	PATTERN	L.F.
A	SOLID WHITE	4"	—	—
B	BROKEN WHITE	4"	— 30 — 10 —	—
C	DASHED WHITE	4"	— 2 — 6 — 2 —	—
D	SOLID WHITE	24"	—	—
E	SOLID WHITE	8"	—	—
F	SOLID WHITE	18"	— 30 — 10 —	—
G	BROKEN WHITE	4"	— 30 — 10 —	—
H	BROKEN YELLOW	4"	— 30 — 10 —	—
I	SOLID DOUBLE YELLOW	4"	—	—
J	SOLID YELLOW	18"	—	—
K	YELLOW CURB	—	—	—



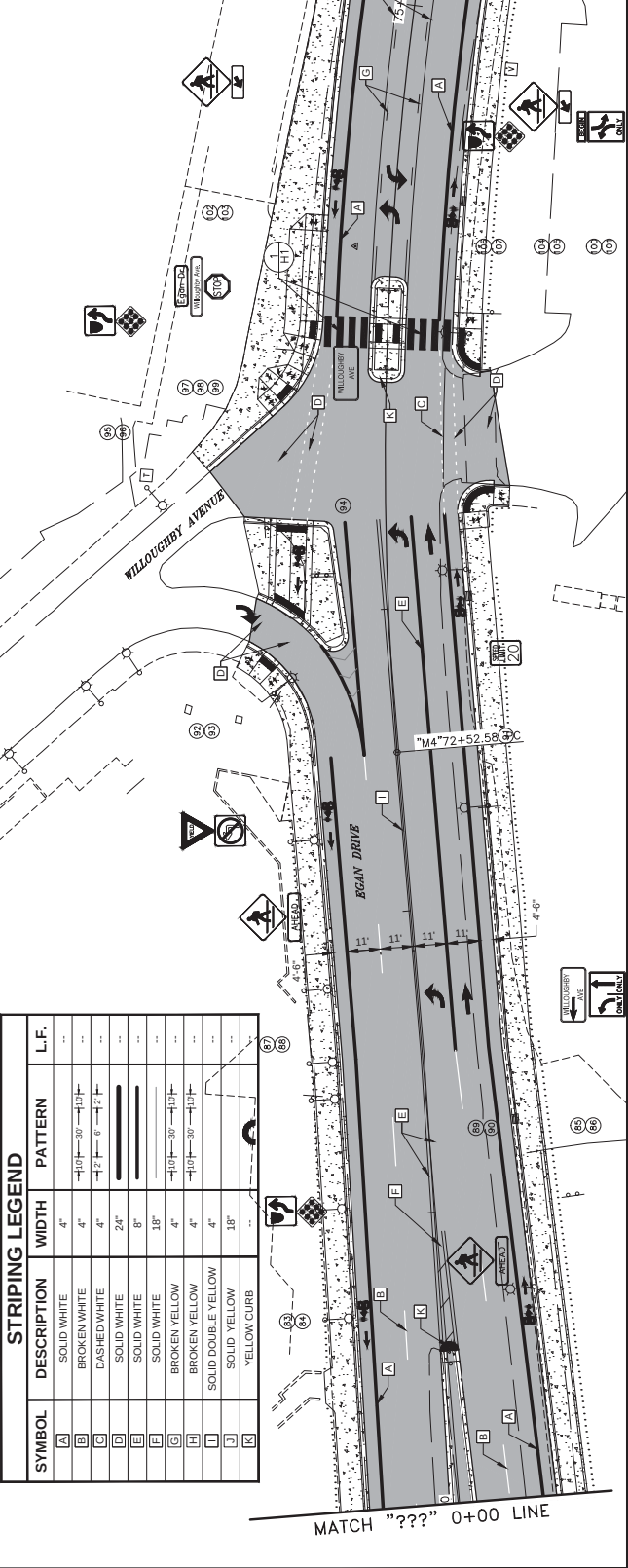
SIGNING AND PAVEMENT MARKINGS



STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	NH-0932(047)/69393	2017	H3	H5



SIGNING AND PAVEMENT MARKINGS



STRIPING LEGEND			
SYMBOL	DESCRIPTION	WIDTH	PATTERN
A	SOLID WHITE	4"	---
B	BROKEN WHITE	4"	-10'-30'-10'-
C	DASHED WHITE	4"	-1'-2'-6'-1'-
D	SOLID WHITE	24"	---
E	SOLID WHITE	8"	---
F	SOLID WHITE	18"	---
G	BROKEN YELLOW	4"	-10'-30'-10'-
H	BROKEN YELLOW	4"	-10'-30'-10'-
I	SOLID DOUBLE YELLOW	4"	---
J	SOLID YELLOW	18"	---
K	YELLOW CURB	---	---

DATE	4/27/2017 15:32	LAYOUT	H4	DESIGNED	NG,DP	CHECKED	CT	DRAFTED	NG,RG
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STRIPING LEGEND

STRIPING LEGEND				
SYMBOL	DESCRIPTION	WIDTH	PATTERN	L.F.
A	SOLID WHITE	4"	—	—
B	BROKEN WHITE	4"	$\frac{10}{10}$ — $\frac{30}{10}$ — $\frac{10}{10}$	—
C	DASHED WHITE	4"	$\frac{1}{2}$ — $\frac{1}{2}$ — 6" — $\frac{1}{2}$ — $\frac{1}{2}$	—
D	SOLID WHITE	24"	—————	—
E	SOLID WHITE	8"	—————	—
F	SOLID WHITE	18"	—————	—
G	BROKEN YELLOW	4"	$\frac{10}{10}$ — $\frac{30}{10}$ — $\frac{10}{10}$	—
H	BROKEN YELLOW	4"	$\frac{10}{10}$ — $\frac{30}{10}$ — $\frac{10}{10}$	—
I	SOLID DOUBLE YELLOW	4"	—————	—
J	SOLID YELLOW	18"	—————	—

Attachment B



Engineering & Public Works Department

155 South Seward Street

Juneau, Alaska 99801

Phone: 907-586-0800 | Fax: 907-463-2606

DATE: 6-22-17

TO: Planning Commission

FROM: Michele Elfers, Chief Landscape Architect

SUBJECT: CSP2017 0013 Comments

CBJ Engineering Division would like to submit the following comments and recommendations on CSP 2017 0013:

1. The addition of a bike lane and improved non motorized facilities are appropriate and will help with safety of all users of Egan Drive.
2. The addition of the crosswalk from the new Seawalk connection across to Glacier Avenue by Gold Creek Bridge is appropriate as the Seawalk project will attract many more pedestrians to cross Egan Drive at this location.
3. The Whittier Street intersection lacks a crosswalk across Egan Drive on the bridge (west) side. This may be a concern as the seawalk and waterfront properties continue to develop. Sale of these waterfront properties are under discussion currently. To allow for future development of a signalized crosswalk, conduit should be placed at this location.
4. The outbound speed limit gradually increases from 20 mph to 35 mph at Whittier and 40 mph after Glacier Ave. The inbound speed limit is 40 mph and then drops to 20 mph after Whittier. (The existing road speed limit reduces from 40 mph to 30 mph just before Whittier Street and then to 20mph at Willoughby). Gradually adjusting the speed similar to the outbound limits is recommended for safety.
5. The elimination of the crosswalk from Marine Park to Seward Street is of great concern as this is a highly used crosswalk. With the addition of the new cruise ship dock bringing more tourists to Marine Park and the construction of the Walter Soboleff Building, this crosswalk is seeing increased usage. This crosswalk between Marine Park and Seward Street was considered an important connection from the waterfront to the downtown core during the Downtown Street Improvements (Franklin Front Street) Planning Process. The master plans and the 35% plans for the project show improvements to this intersection, see the attached plans. There was a lengthy public process involved in developing these plans with multiple meetings over a two year period and the plans were reviewed by the Planning Commission under CSP2016 0011. We have met with the Alaska Department of Transportation and Public Facilities project manager about this concern and CBJ believes a crosswalk can be located at this

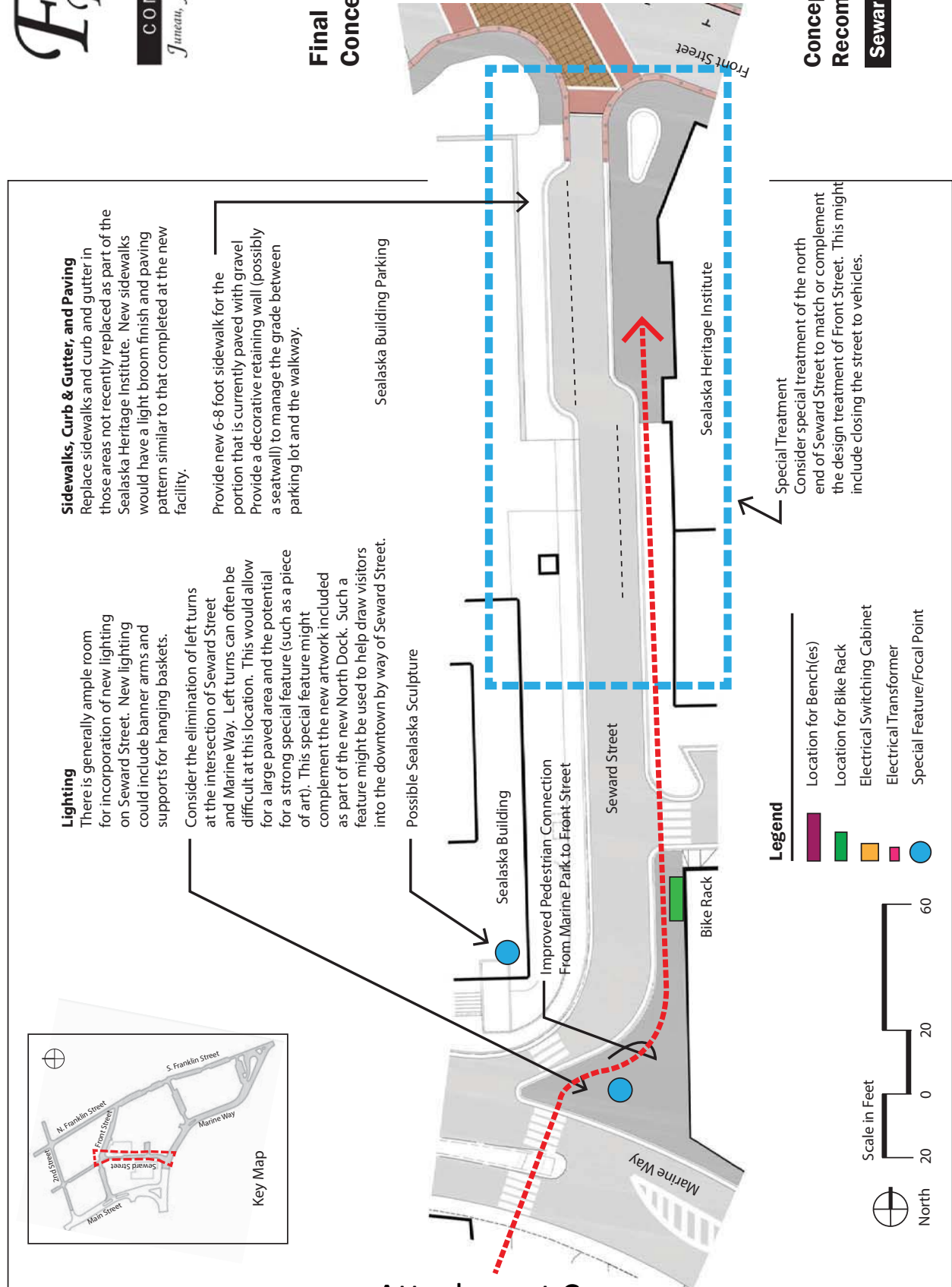
intersection that meets the intent of CBJ's plans as well as the design needs of AKDOT's proposed project. We recommend Alaska Department of Transportation and Public Facilities (AKDOT) maintains a crosswalk at this intersection between Marine Park and Seward Street. We request that AKDOT work with CBJ to locate the new crosswalk at the Seward Street and Egan Drive intersection to meet the intent of AKDOT and CBJ's Downtown Street Improvements project.

Final
Concept Report

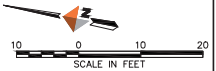
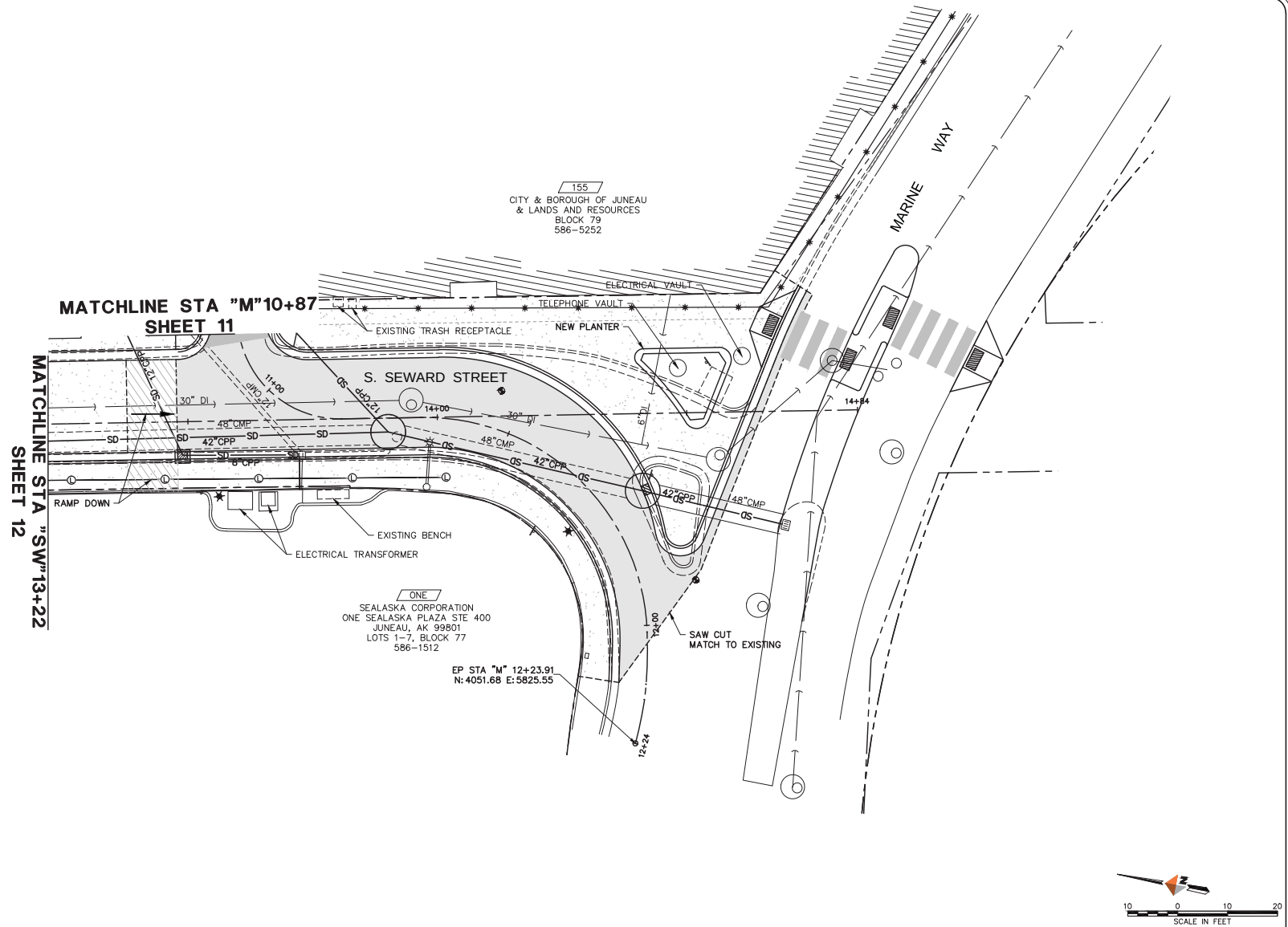
Concept
Recommendations

Seward Street

50



C:\23\70800-01\ESCAD\CH\WCH-CT-BA-70800.dwg 2015-12-18 09:23:33





5368 Commercial Blvd.
 Juneau, Alaska 99801
 (907) 780-3533 Office
 (907) 780-3535 Fax

Consulting Engineers • Land Surveyors • Construction Administration

JOB No. J70800 DRAWN BY: STAFF DESIGNED BY: STAFF CHECKED BY: STAFF DATE: NOV. 2015



CITY & BOROUGH OF JUNEAU
 ALASKA'S CAPITAL CITY

DEPARTMENT OF ENGINEERING

**FRANKLIN AND FRONT STREETS
SCHEMATIC DESIGN (35%)**

**PLAN - SOUTH SEWARD
STA "SW" 13+22 TO STA "SW" 14+84**

SHEET NO.
13
 of
15

Tim Felstead

From: Ben Patterson
Sent: Tuesday, July 18, 2017 1:30 PM
To: Tim Felstead; Brent Fischer; Kirk Duncan
Cc: Skye Stekoll
Subject: RE: CSP2017-0013: Reconstruction of Egan Drive between 10th Street and Main Street

Hi Tim,

I think we could maintain some landscaping at the Willoughby intersection similar to the Islands near DTC if it were only a couple hundred square feet, or about the size of the DTC islands. The area that is more daunting is the long stretch of median between Gold Creek and Whittier. We have been struggling to maintain large facilities that have been added to our plate in the last few years, working under the assumption that the annuals in those Egan medians would be going away.

The turf I refer to would be grass throughout the median, with trees evenly spaced, boulevard style, from Gold Creek to Whittier. Yes, the trees would benefit from more than 4" of soil. At least 2 feet would be nice for the area surrounding each tree. Bark rings just make mowing easier and keep competing weeds down while helping maintain moisture in the soil for newly planted trees. It seems like trees should be alright as far as snow storage, since they peel all the snow to the outsides right now, and not to the medians.

If trees are not possible, I guess I would rather have just turf. I wholeheartedly agree that the landscape would be a nice addition and add to the Downtown gateway, but Landscape does not have the human resources to continue with this large area of annuals or to add several thousand square feet of shrubs.

I am not aware of any Forest Service programs. I think you may be referring to the Juneau Urban Forestry Partnership. They advocate for trees and tree education, and do Arbor Day activities and plantings, but they don't do any maintenance that I know of.

Please let me know your thoughts everyone,

Ben

From: Tim Felstead
Sent: Tuesday, July 18, 2017 12:41 PM
To: Ben Patterson; Brent Fischer; Kirk Duncan
Cc: Skye Stekoll
Subject: RE: CSP2017-0013: Reconstruction of Egan Drive between 10th Street and Main Street

Folks,

Can you tell me more about the turf plus trees and bark rings? I have suggested landscaping similar to that around the DTC at the moment but it sounds like this would cost too much for P&R to maintain if used in the median or the traffic islands at the Willoughby Intersection.

The idea of trees in the median would have to be sold to DOT and they are likely to have minimum safety based requirements. They are currently planning a shallow 4" soil depth which I'm guessing would not be suitable for trees.

Trees will not be suitable for the traffic islands around the Willoughby intersection and it sounds like you would not be able to do DTC style landscaping on them because of maintenance costs.

DOT will not be interested in maintaining anything.

I will need to discuss in the Staff Report why the landscaping called for in the previous area plans cannot be delivered.

We do have something in the Comprehensive Plan that I found that might be helpful for the type of landscaping treatment.

Development Guideline

12.9 - DG1 Landscaping in Rights-of-Way should be hardy enough to withstand snow storage, or located so as to not interfere with snow storage and removal; this does not preclude the installation of street trees or planted medians, but ensures that their location and the species selected for planting can withstand critical snow storage and removal activities.

As a planner interested in good streetscape design, landscaping in ROW is highly desirable for a number of reasons especially where there is no safety impacts. I guess I don't have to think about the costs though. Ultimately it is a Community Value/Priority discussion. The median will be a contributing landscape facto to people using the seawalk and in emphasizing that this a 'special' gateway to Downtown.

Do the Forest Service programs still exist. I forget the name of the local non-profit that advocates for trees and does plantings around town.

Thanks for helping get this nailed down before we take recommendations to the Planning Commission.

Tim

From: Ben Patterson

Sent: Tuesday, July 18, 2017 9:33 AM

To: Tim Felstead; Brent Fischer; Kirk Duncan

Cc: Skye Stekoll

Subject: RE: CSP2017-0013: Reconstruction of Egan Drive between 10th Street and Main Street

Hello Tim,

Brent and I took a look at the plans this morning. We previously understood that the new design for Egan Drive would have NO landscaping that we would be maintaining. We are not planning for annual flowers in the medians after this season, and IF there is any landscaping at all in the medians that we are required to maintain, we would like to request that it be only turf or a combination of turf and trees with bark rings.

But again, I must admit that we were looking at this project as an opportunity to reduce our workload and give maintenance of this State ROW back to the State.

If you have any time to talk today, that would be great, but I am out of the office the rest of the week. Cell 321-0077, office 364-2828.

Thanks for the consideration!

Ben

From: Tim Felstead
Sent: Saturday, July 15, 2017 11:36 AM
To: Brent Fischer; Kirk Duncan; Ben Patterson
Subject: CSP2017-0013: Reconstruction of Egan Drive between 10th Street and Main Street

Hi Ben,

I had asked for some comments from Brent and Kirk on the proposed reconstruction of Egan Drive (see below). I see Brent is out of the office now and I was recommended to ask for your input since you are responsible for Landscaping. I'll forward the plans for the reconstruction in a second.

Can you provide some thoughts on my proposed recommendations that I outline in my email below? We have plenty of plans that support using the median for vegetation including possible use of trees. I appreciate that landscaping has cost implications.

I also just included you in an email about removal of some landscaping alongside Centennial Hall during the reconstruction. Thoughts on that would also be great. Give me a call if you want to chat about this more 586-0466. I'll try and catch you next week to have a chat.

Thanks

Tim

From: Tim Felstead
Sent: Tuesday, July 11, 2017 12:27 PM
To: Brent Fischer; Kirk Duncan
Subject: RE: CSP2017-0013: Reconstruction of Egan Drive between 10th Street and Main Street

Brent,

I am finishing my staff report for this and will be recommending that:

- all of the existed vegetated median be retained,
- that the sections of the median they want to cover with asphalt be hardscaped with a more attractive finish (even colored concrete or asphalt would be better to provide contrast from the driving surface)
- that the new pedestrian raised median and island at Willoughby near the Goldbelt Hotel be landscaped in a similar way to the traffic island next to the DTC.
- Possible vegetative strip on seaward side between 8th Street and Whittier Street

Plenty of our plans call for making use of the Egan Drive median for vegetative cover and to better link the Downtown/Willoughby areas with the seaward side of Egan Drive.

I'm sure DOT will be resistant to these suggestions on a maintenance/cost basis.

Can you give me your thoughts on these suggestions including if adding vegetation at the new raised median opposite the Goldbelt could be viable?

Cheers

Tim

From: Tim Felstead
Sent: Tuesday, June 13, 2017 6:38 PM
To: Brent Fischer; Kirk Duncan
Subject: FW: CSP2017-0013: Reconstruction of Egan Drive between 10th Street and Main Street

Brent,

Any comments on how the reconstruction will affect plantings currently maintained by Parks and Rec?

Tim

From: Tim Felstead
Sent: Tuesday, June 13, 2017 6:21 PM
To: Roger Healy; John Bohan; Skye Stekoll; Ed Foster; Ron King; Michele Elfers; Dan Jager
Subject: CSP2017-0013: Reconstruction of Egan Drive between 10th Street and Main Street

Dear all,

I am undertaking a review of the reconstruction of Egan Drive between 10th and Main ([see attached](#)). The review examines whether the proposal is consistent with plans that the City has adopted. Relevant plans I can think of include

- 2013 Comprehensive Plan,
- 2001 Area wide Transportation Plan,
- 2009 Non-motorized Transportation Plan
- 2004 Long Range Waterfront Plan
- 2012 Willoughby District Plan

It is also an opportunity to address other design aspects that do not meet CBJ Code requirements or existing projects such as the Front/Franklin Street reconstruction, and the Seawalk.

Please review the attached and provide comments as soon as possible. No later than Friday June 23rd.

Please forward to anyone you think may be interested in the project design.

Thanks for your help

Tim

Tim Felstead
 Community Planner
 Community Development Department
 City and Borough of Juneau
 155 S. Seward
 Juneau, AK 99801

Tel: (907) 586 0466
<http://www.juneau.org/cddftp/>

Tim Felstead

From: Ed Foster
Sent: Tuesday, June 27, 2017 9:23 AM
To: Tim Felstead; Roger Healy; John Bohan; Skye Stekoll; Ron King; Michele Elfers; Dan Jager
Subject: RE: CSP2017-0013: Reconstruction of Egan Drive between 10th Street and Main Street

Tim,
Sorry this is so late, just got back to town and trying to catch up on emails. I have voiced them already, but since you ask. There are a few concerns I have with this plan. 1) The Down Town Transit Center (DTC) is a major hub for our Public Transit system. Every bus that stops at the DTC has to pass through the affected area of this project. Necking down traffic to one lane between Whittier and Main is going to bottle neck a lot of traffic at certain times of the day. Some of our busses go straight through the Main St intersection and some turn left to go directly to the DTC. Even though there will be a left turn lane at Main St, it only has a certain capacity. Busses are going to be waiting in the one lane available to get to the turn lane and/or go straight through the Main St intersection. 2) The busses trying to get out of the DTC turning right onto Egan will be fighting with the one lane available to get out. According to the traffic study, during the PM hours they will be fighting with approximately 900 vehicles for that one lane, 450 from Main St and 450 from Egan. They may be able to solve the conflict of traffic merging from Main St to Egan by programming the stop light, but by the time they get to the exit for the DTC the busses will be fighting with all of that traffic to get out into the one lane available.

Bottom line – this project is going to negatively affect our public transit system when we should be improving it. Busses will be delayed at various times during the day, some times worse than others.

I don't see that there was any traffic counts coming out of Seward merging onto Egan. This new plan eliminates the existing merge lane for traffic coming out of Seward. In the future traffic coming out of Seward will have to wait for an opening on Egan to get out, which includes anyone visiting city entities in that area. There is a fair amount of traffic using Seward.

Thanks, Ed

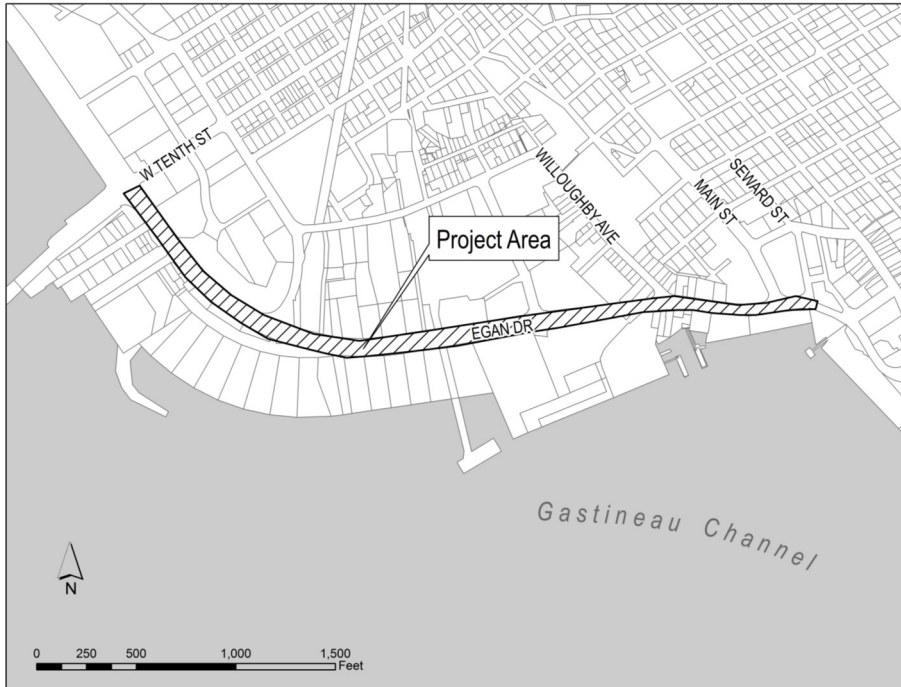
Tim Felstead

From: Ed Foster
Sent: Monday, July 17, 2017 6:26 PM
To: Tim Felstead
Subject: RE: CSP20170013: Reconstruction of Egan Drive - easements

Tim,
I don't see any drawings including the exit from the DTC in your attachment.? I am concerned about the turning radius coming out of the DTC with only one lane to use. I think that exit drive way will need to be wider.

Ed

NOTICE OF PUBLIC HEARING



City & Borough of Juneau
Community Development Department
155 S Seward St • Juneau, Alaska 99801



SHIP TO:

Please Note: This hearing has been rescheduled from July 25th. The case will now be heard by the Planning Commission on August 8th. See the reverse for more details.

PROPOSAL: A consistency review for State reconstruction of Egan Drive between Tenth Street and Main Street including provision of CBJ easements.

File No:	CSP2017 0013	Applicant:	State of Alaska
To:	Adjacent Property Owners	Owner:	State of Alaska
NEW HEARING DATE:	AUGUST 8, 2017	Site:	Egan Drive between Tenth St & Main St.
Hearing Time:	7:00 PM		
Place:	Assembly Chambers, Municipal Building 155 South Seward Street, Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department 14 days prior to the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a week before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.



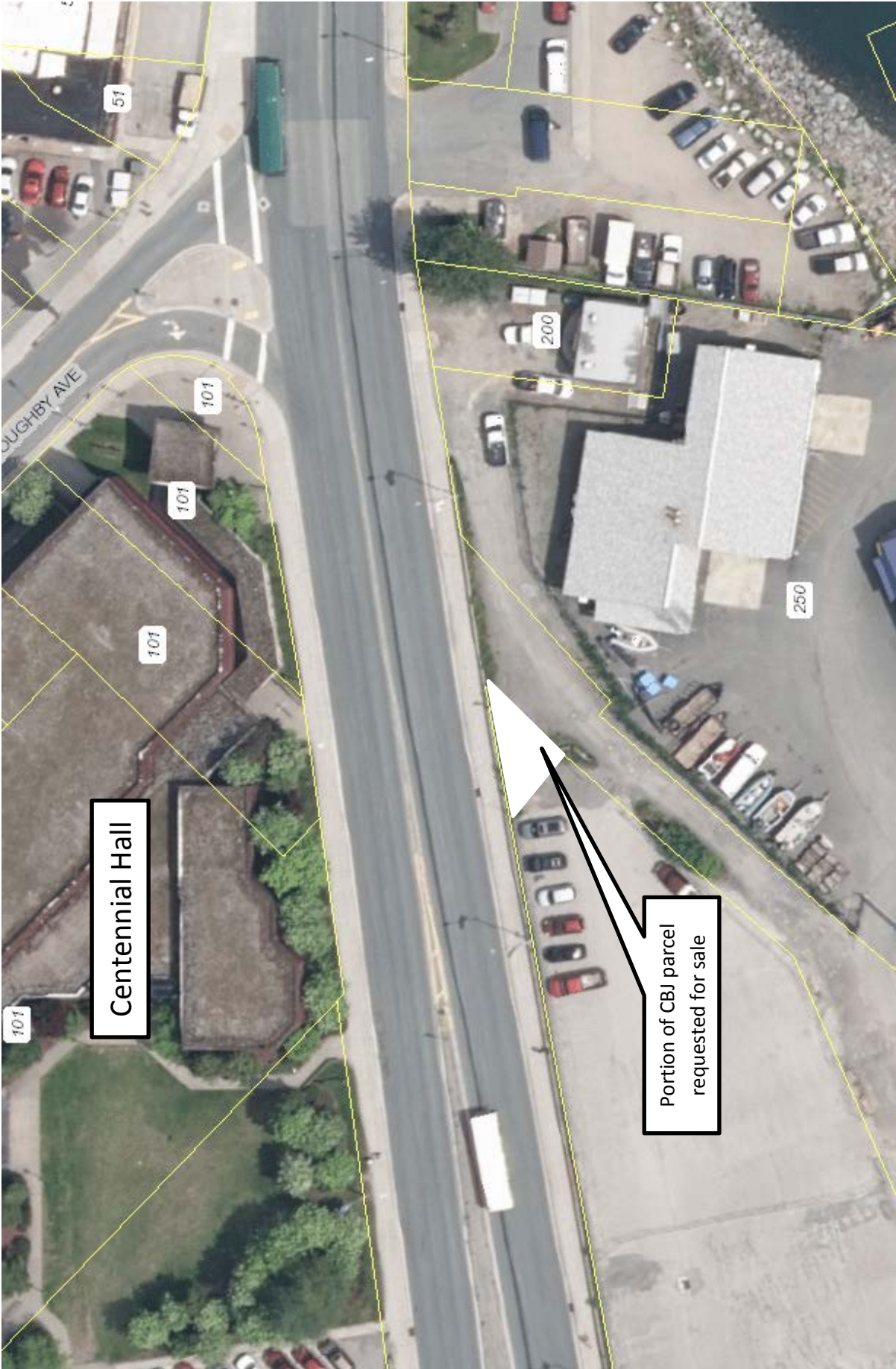
If you have questions, please contact Tim Felstead at tim.felstead@juneau.org or (907) 586-0466.

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at <http://www.juneau.org/assembly/novus.php>

Attachment D

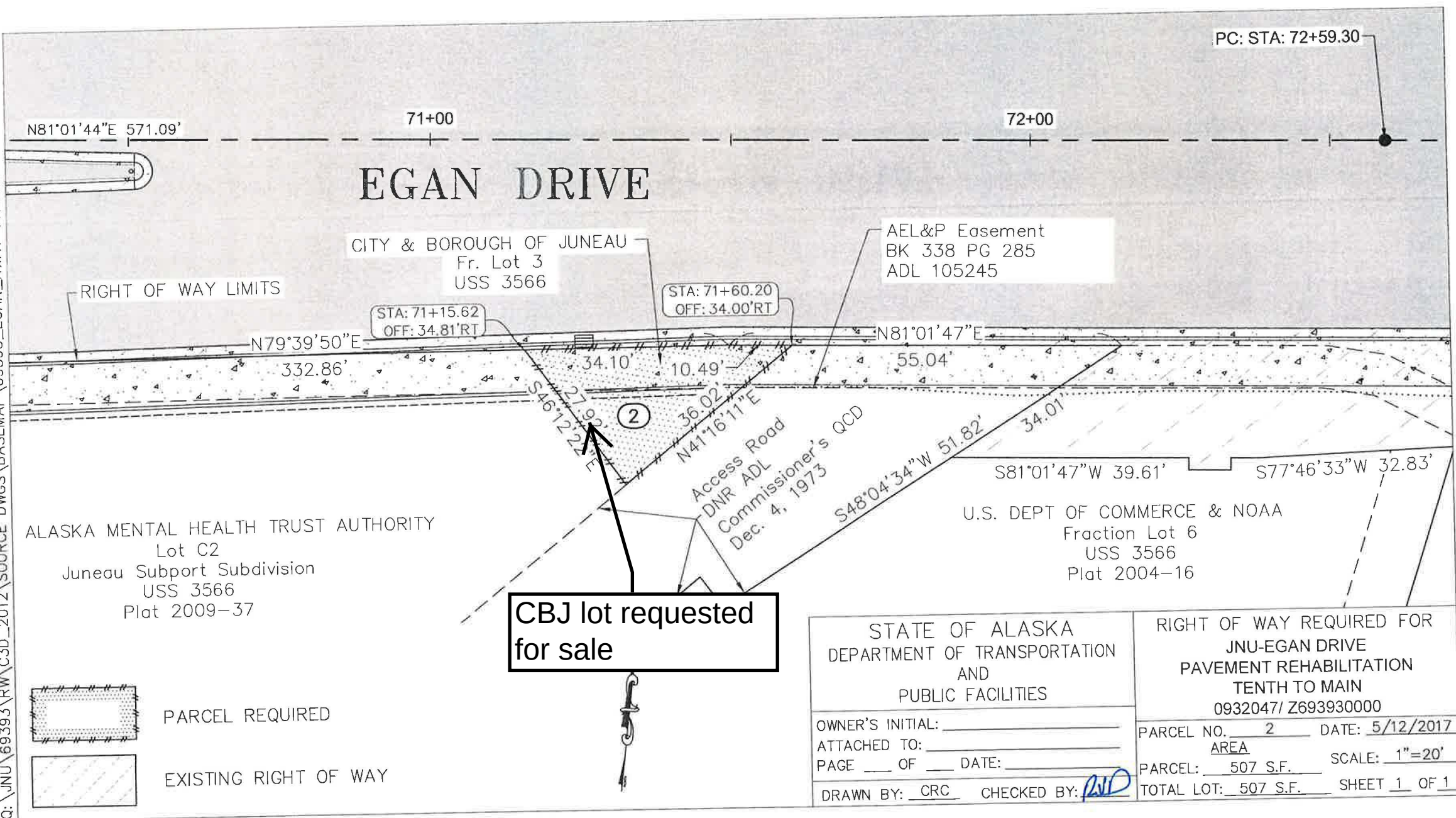
Date notice was printed: July 17, 2017

AREA					TAX ASSESSOR NUMBER	PROPERTY DESCRIPTION	PROPERTY MAILING ADDRESS	OWNER	Phone #
PARCEL NUMBER	PARCE L	ACQUI SITION	TOTAL LOT	PURPOSE					
2		507	507	New Sidewalk	1C070K740010	Fraction of Lot 3, USS 3566	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
12	E-12 TCE-12A	595 655	40,697	New Sidewalk Sidewalk Construction	1C060K670010	Lot 1, Block 67 Tidelands Addition Subdivision of ATS 3 Plat 340 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
14	E-14 TCE-14A	406 409	24,780	New Sidewalk Sidewalk Construction	1C060K670010	Lot 4, Block 67 Tidelands Addition Subdivision of ATS 3 Plat 340 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
15	E-15 TCE-15A	501 501	26,384	New Sidewalk Sidewalk Construction	1C060K670010	Lot 5, Block 67 Tidelands Addition Subdivision of ATS 3 Plat 340 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
16	E-16 TCE-16A	501 431	26,339	New Sidewalk Sidewalk Construction	1C060K670010	Lot 6, Block 67 Tidelands Addition Subdivision of ATS 3 Plat 340 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
17	E-17 TCE-17A	503 432	26,995	New Sidewalk Sidewalk Construction	1C060K670010	Lot 7, Block 67 Tidelands Addition Subdivision of ATS 3 Plat 340 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
18	E-18 TCE-18A	510 427	28,507	New Sidewalk Sidewalk Construction	1C060K670010	Lot 8, Block 67 Tidelands Addition Subdivision of ATS 3 Plat 340 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
19	E-19 TCE-19A	152 242	15,047	New Sidewalk Sidewalk Construction	1C060K670010	Lot 9, Block 67 Tidelands Addition Subdivision of ATS 3 Plat 340 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
22	E-22 TCE-22A	1,209 1,254	47,152	New Sidewalk Sidewalk Construction		Remainder of Future Street Tidelands Addition Subdivision of ATS 3 Plat 340 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
34	TCE-34A	1,568	71,984	Sidewalk Construction	1C060K040010	Lot A, Juneau Subport Subdivision USS 3566, Plat 2007-29 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252
35	E-35 TCE-35A	534 1,050	55,832	New Sidewalk Sidewalk Construction	1C060K040010	Fractions of Lots 8 & 9, Block 74 Tidelands Addition Subdivision of ATS 3 Plat 2011-30 JRD	155 S. Seward St. Juneau, AK 99801	City & Borough of Juneau	Lands & Resources 907-586-5252



Attachment E

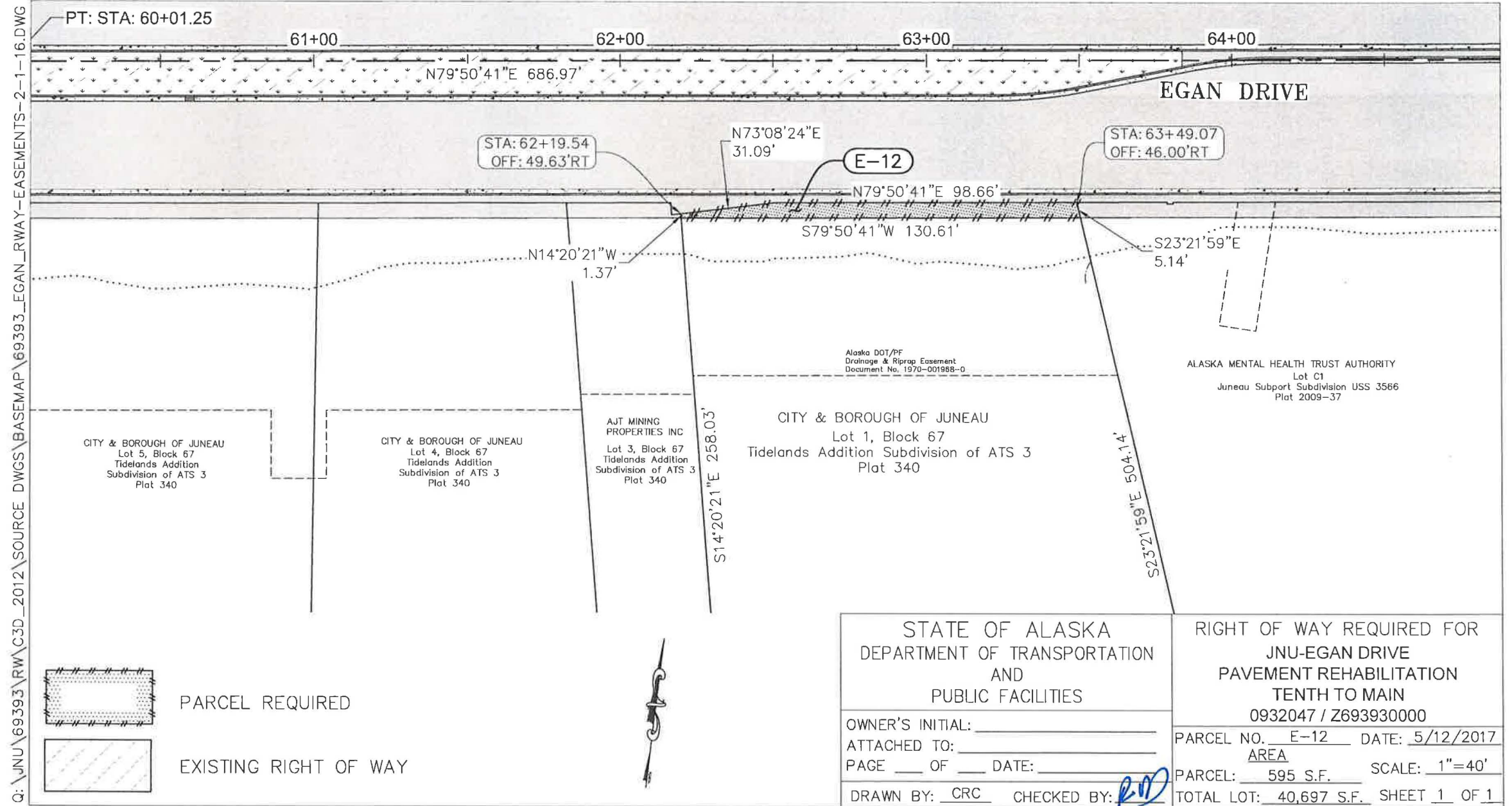
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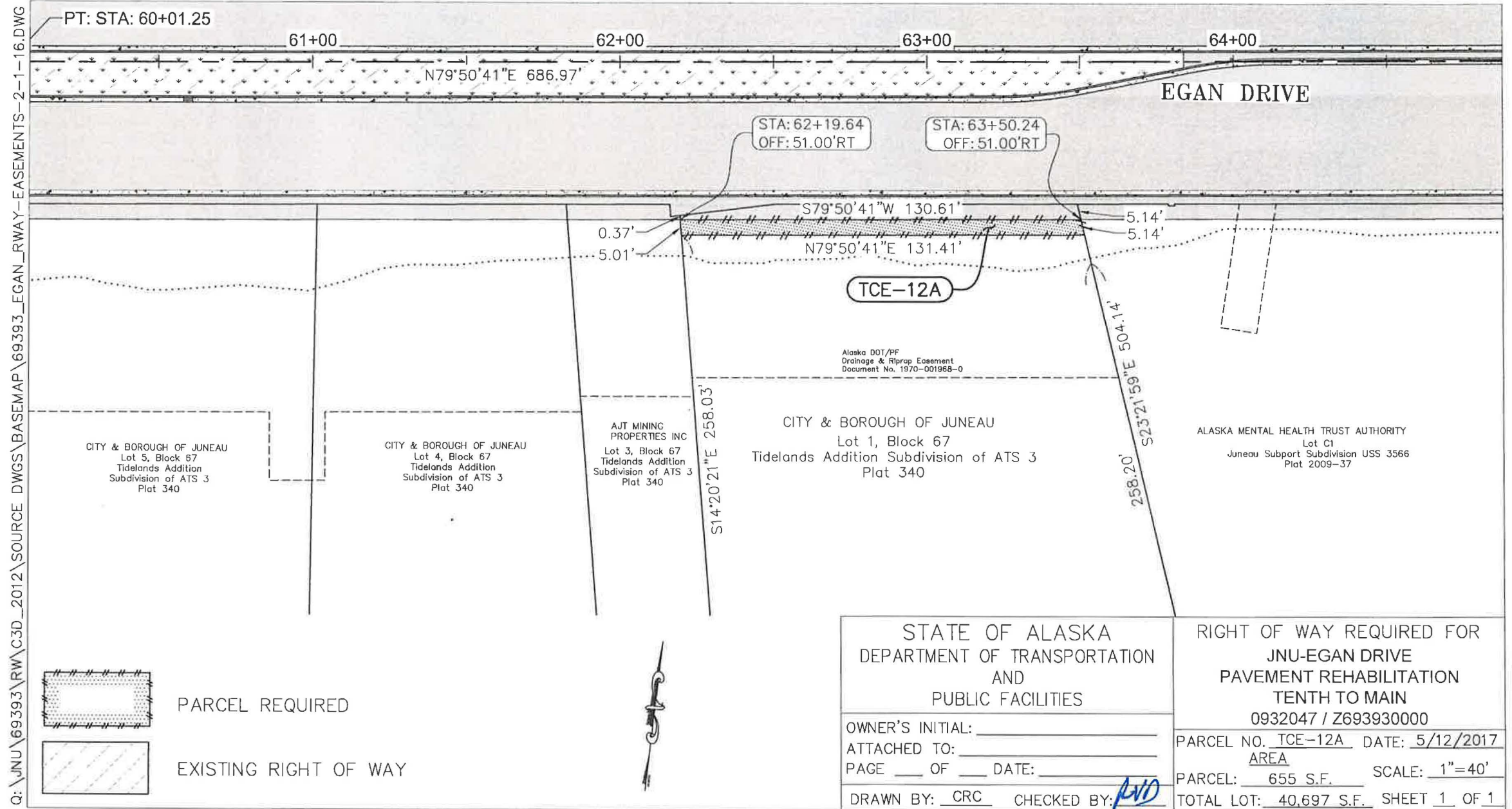
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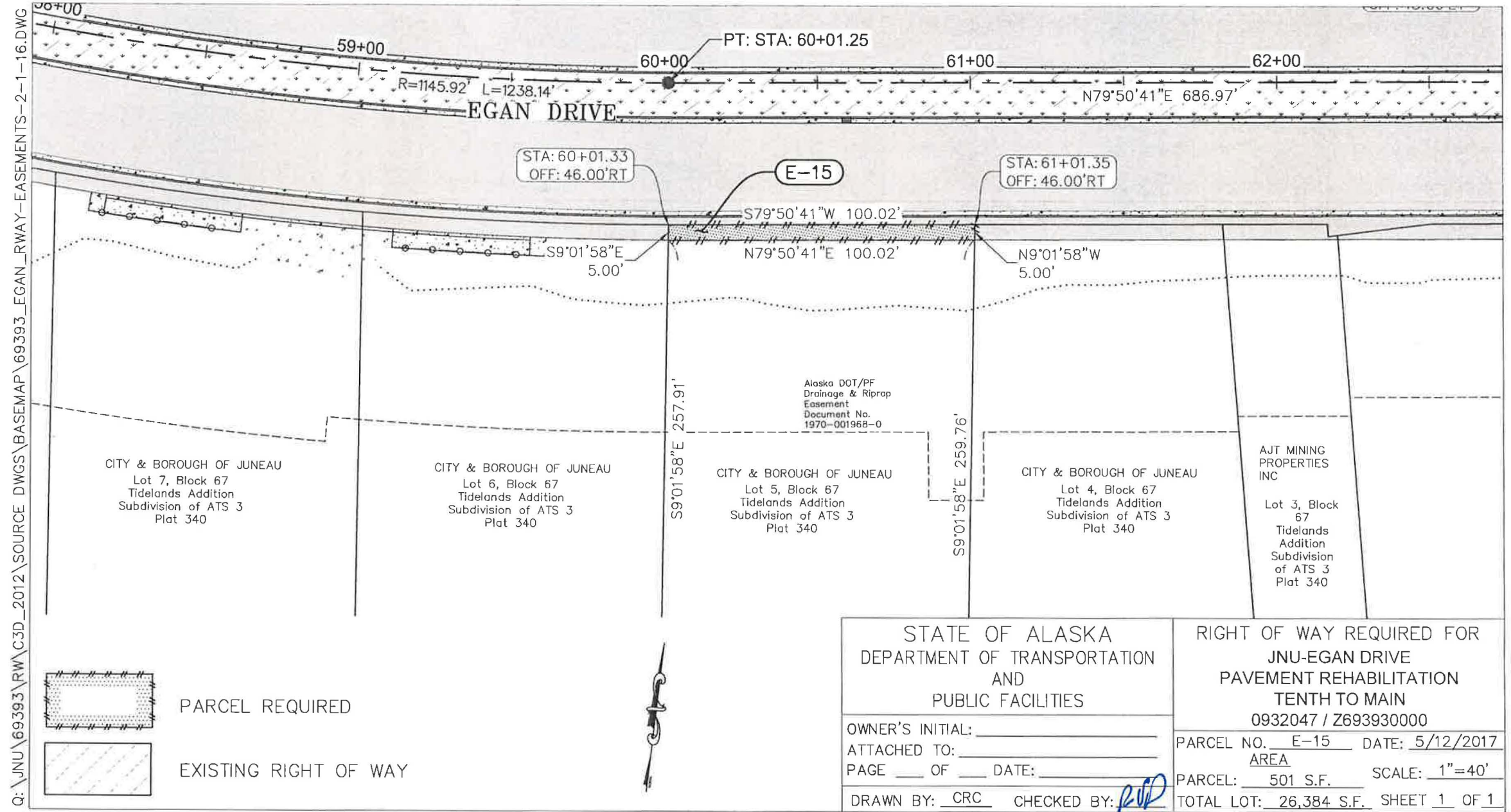
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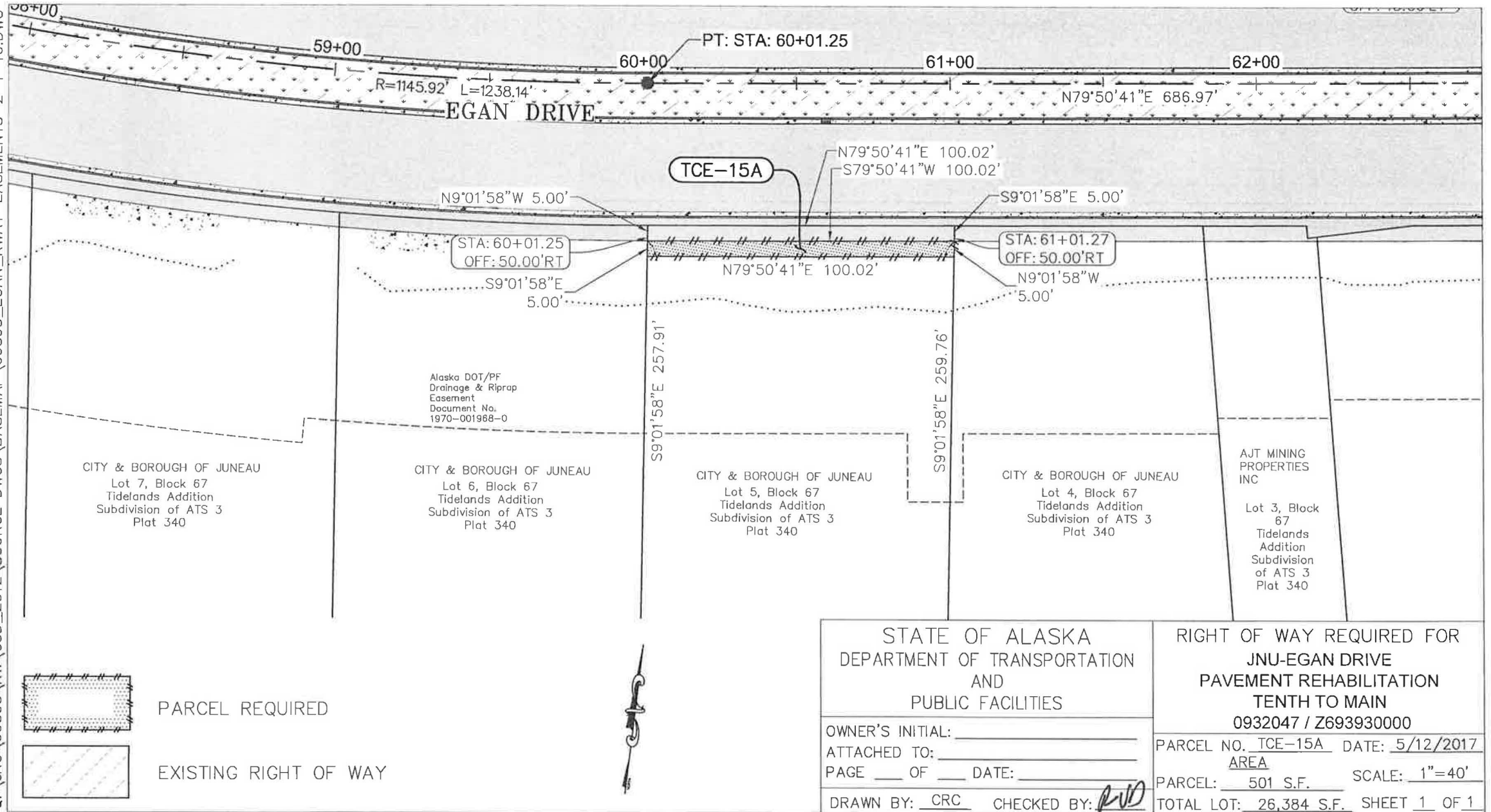


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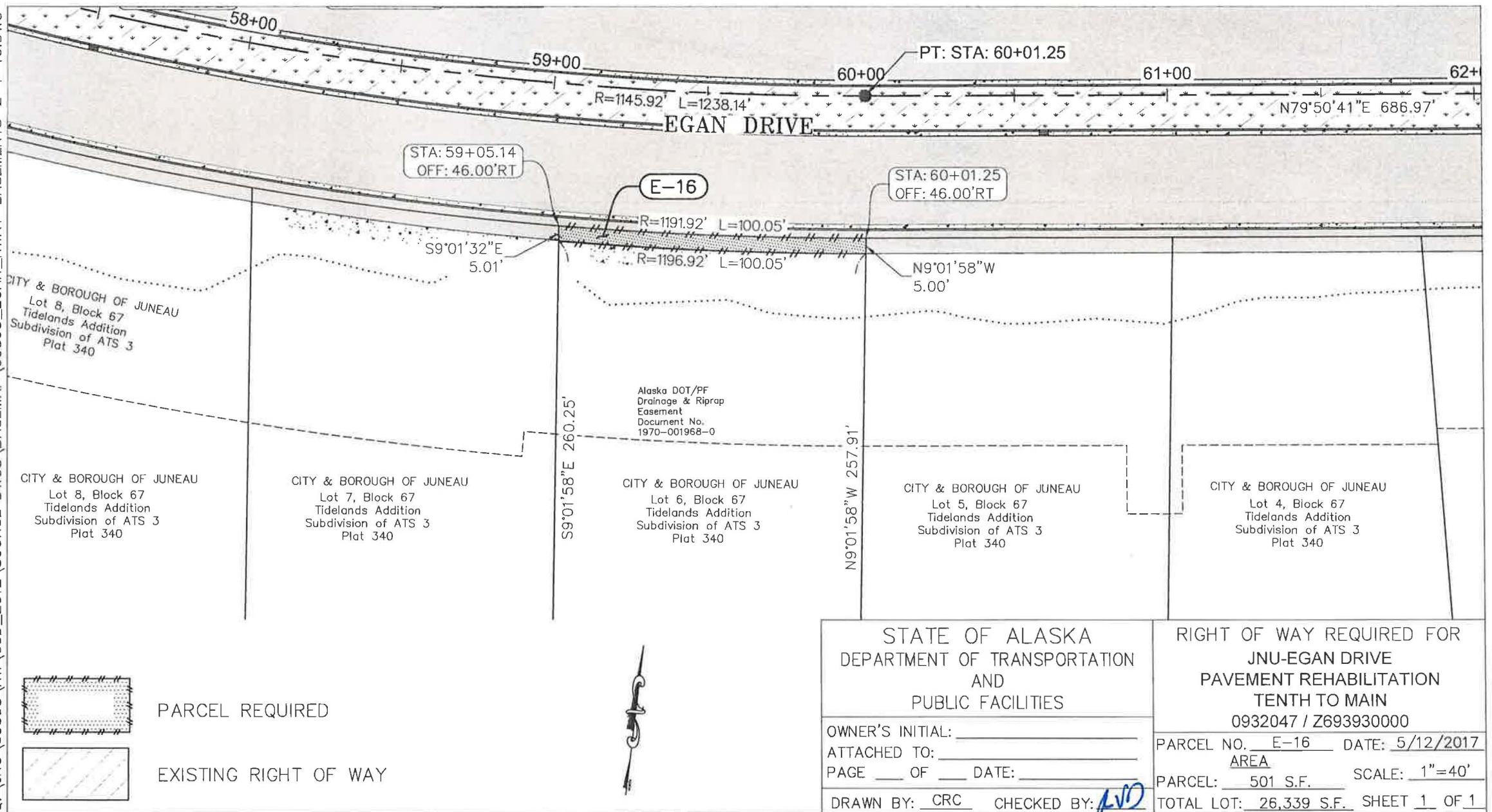


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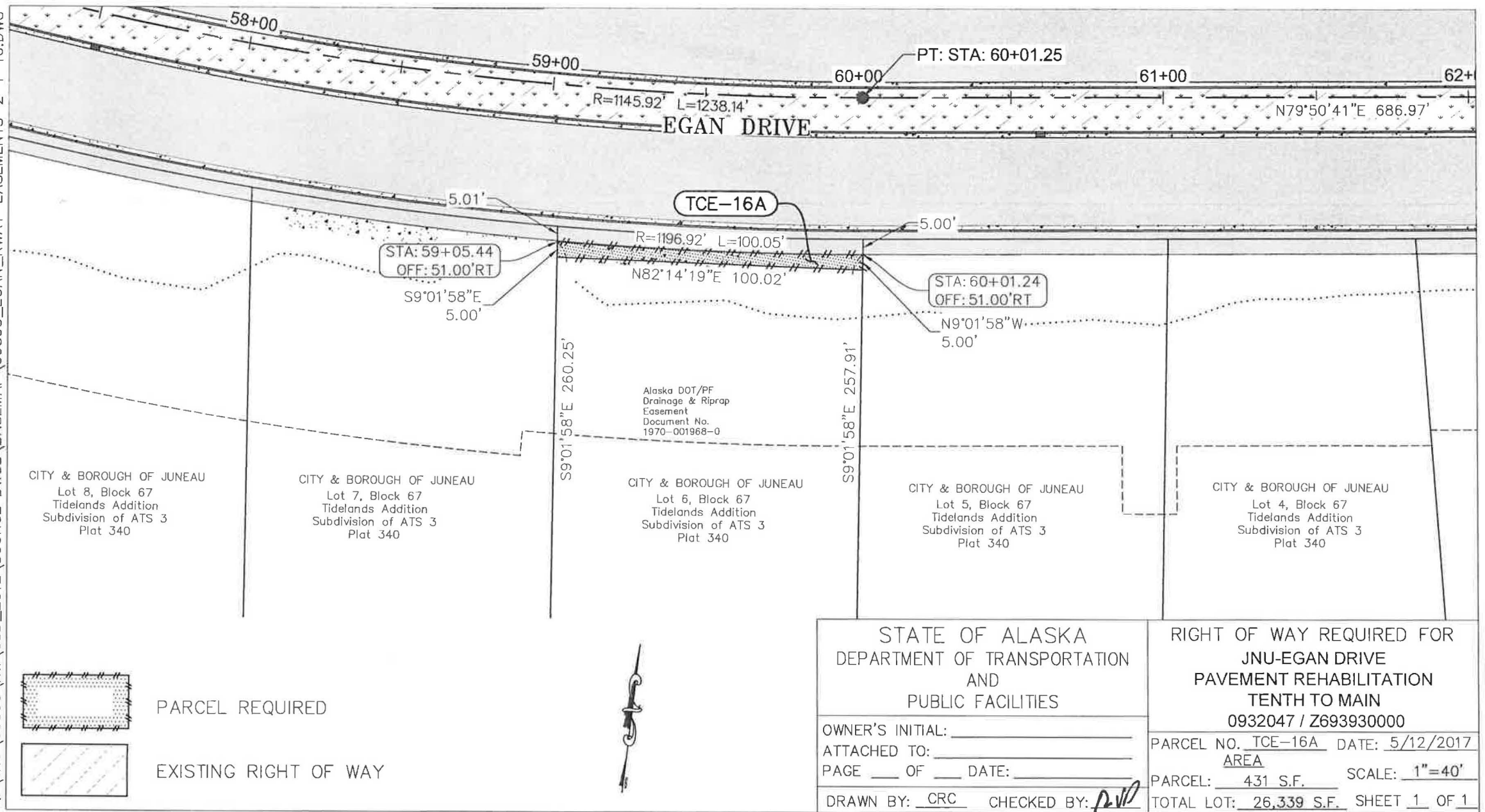
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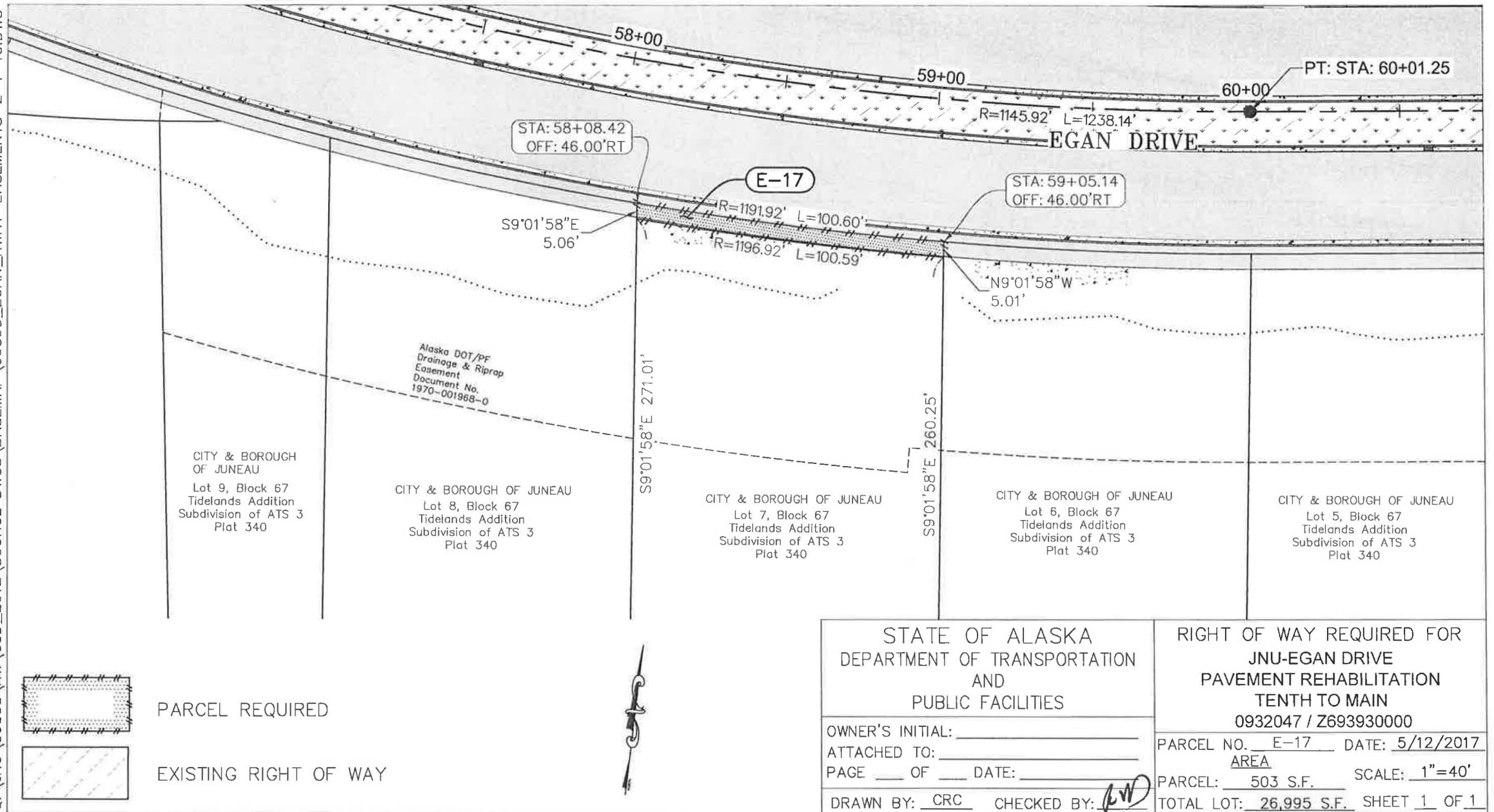
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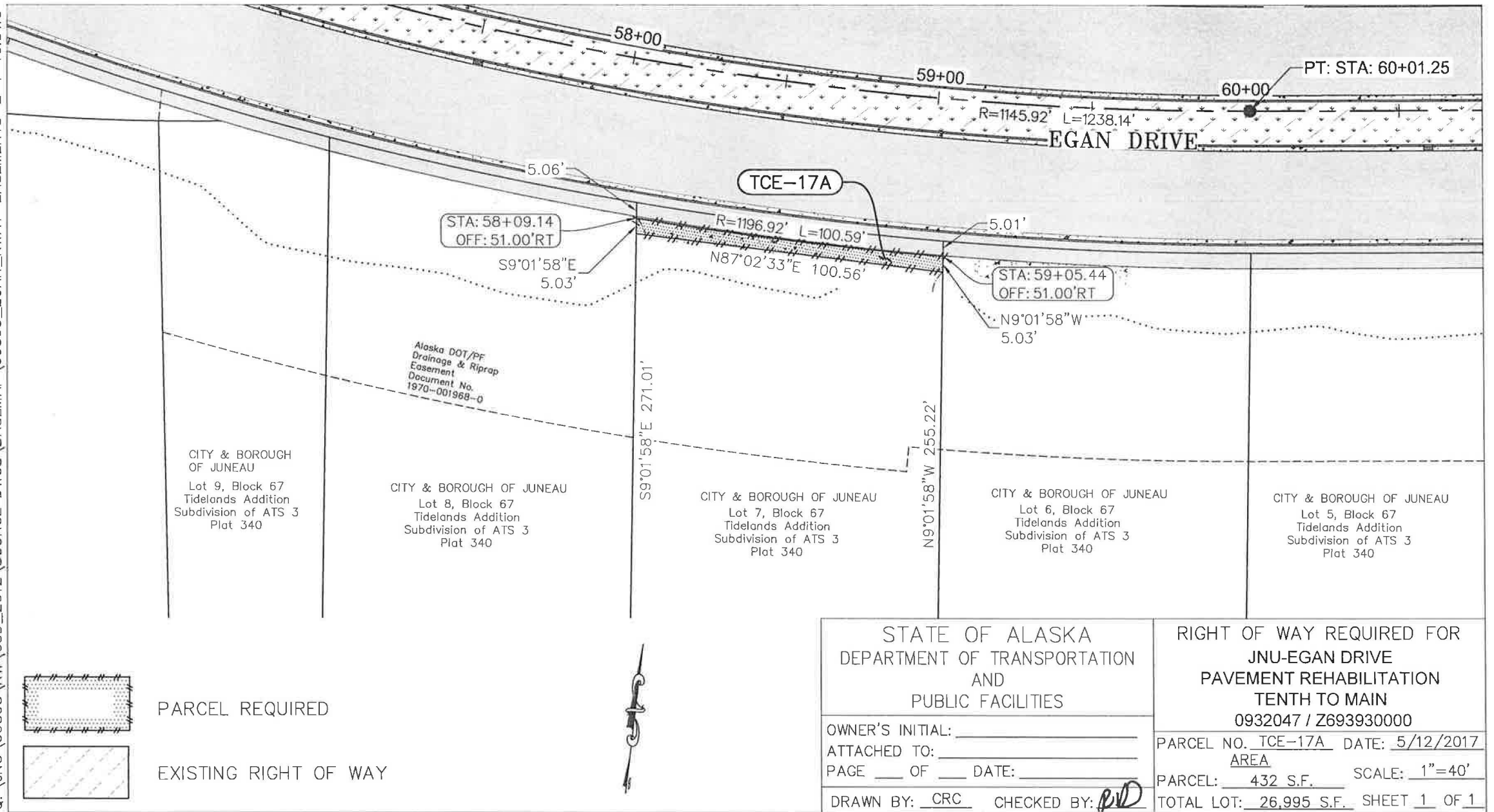


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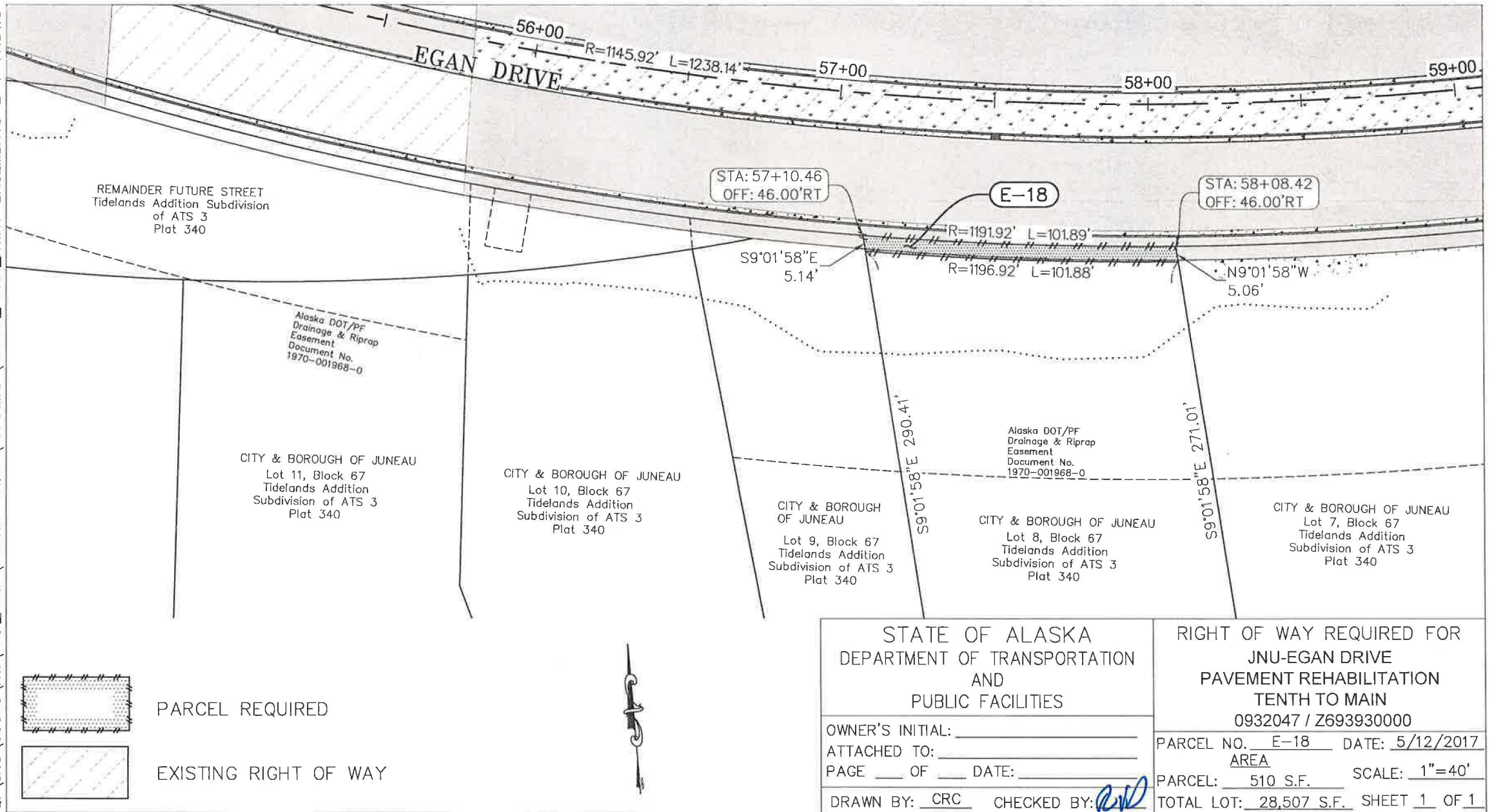
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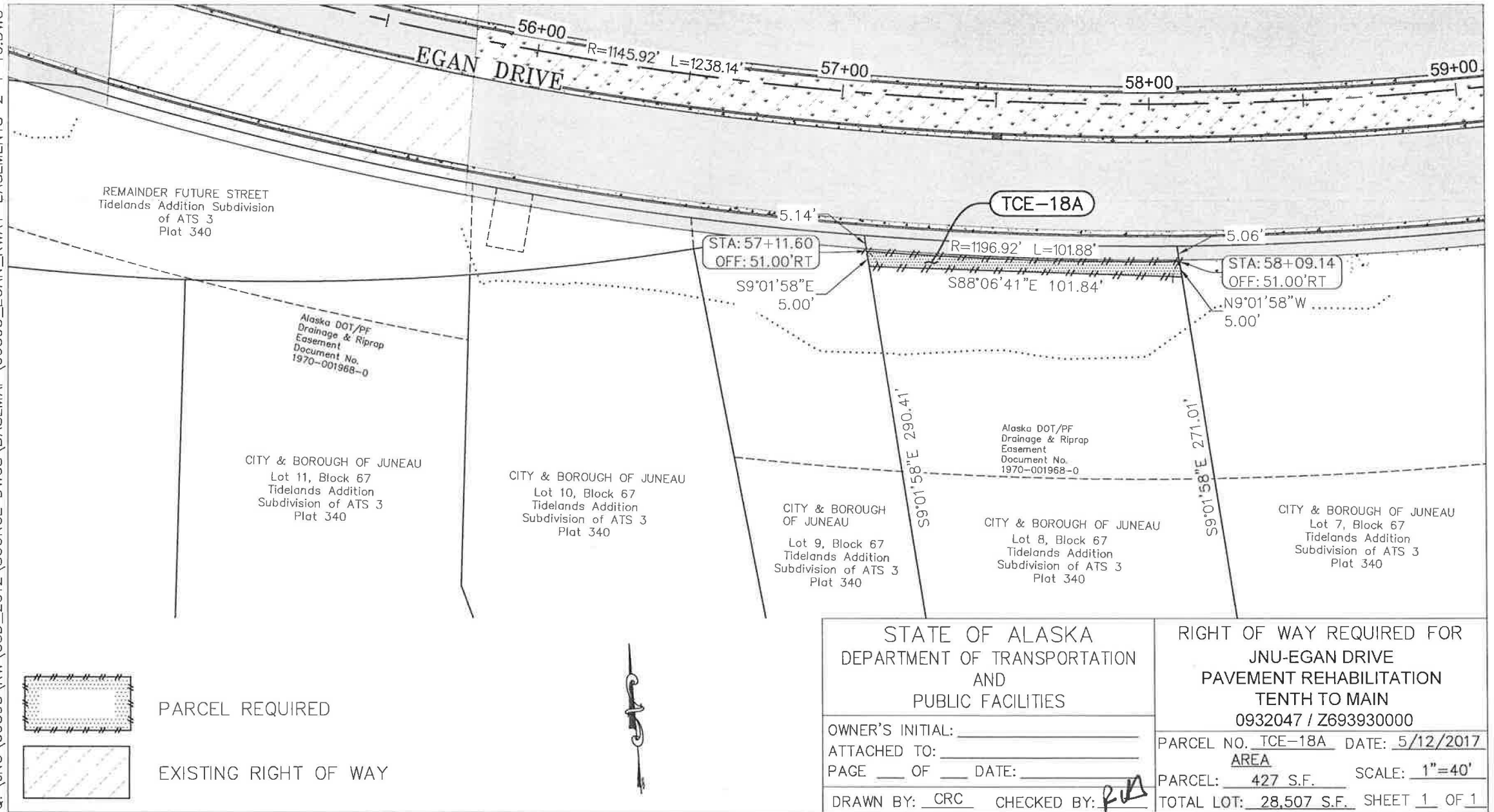
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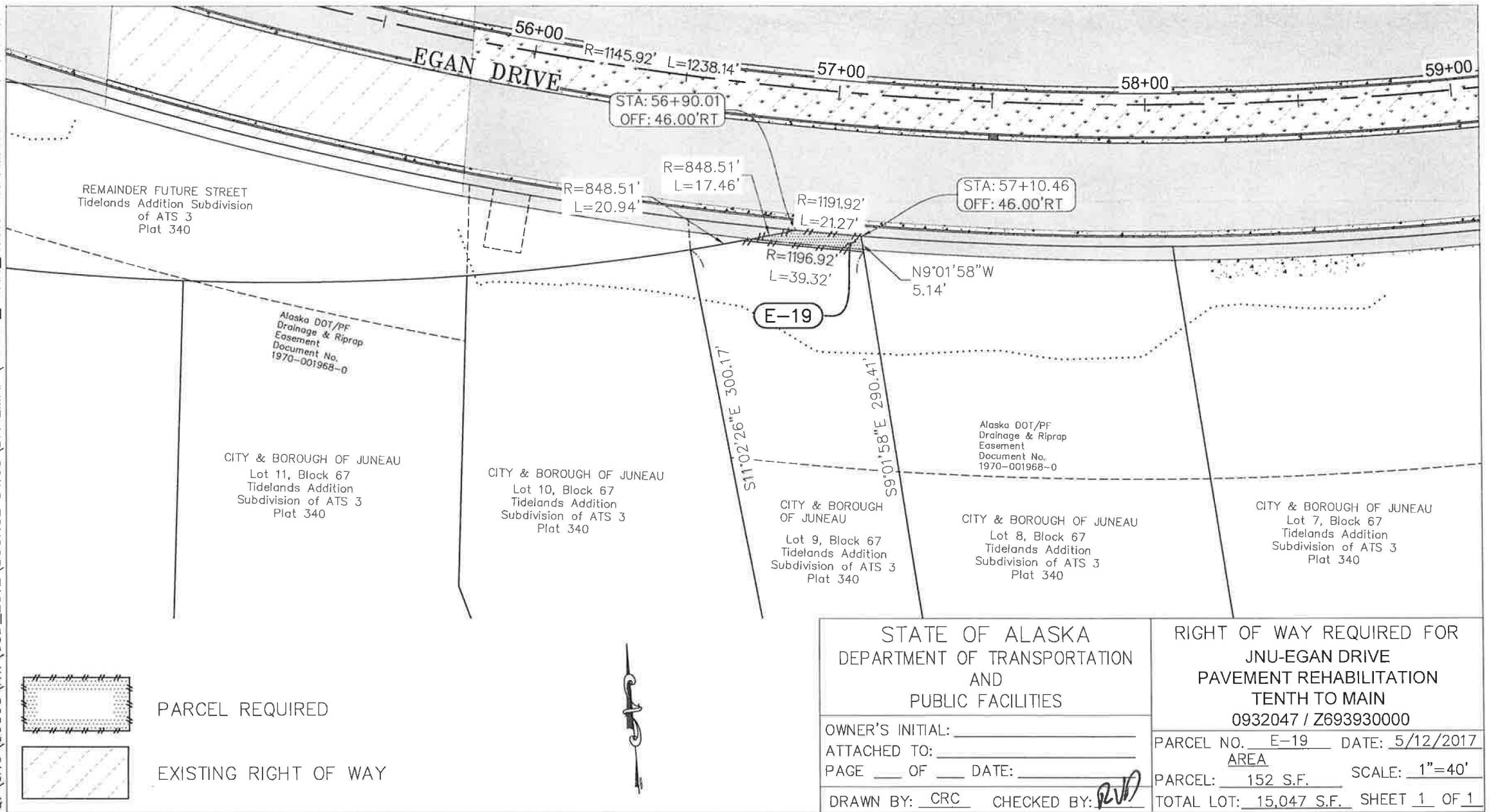
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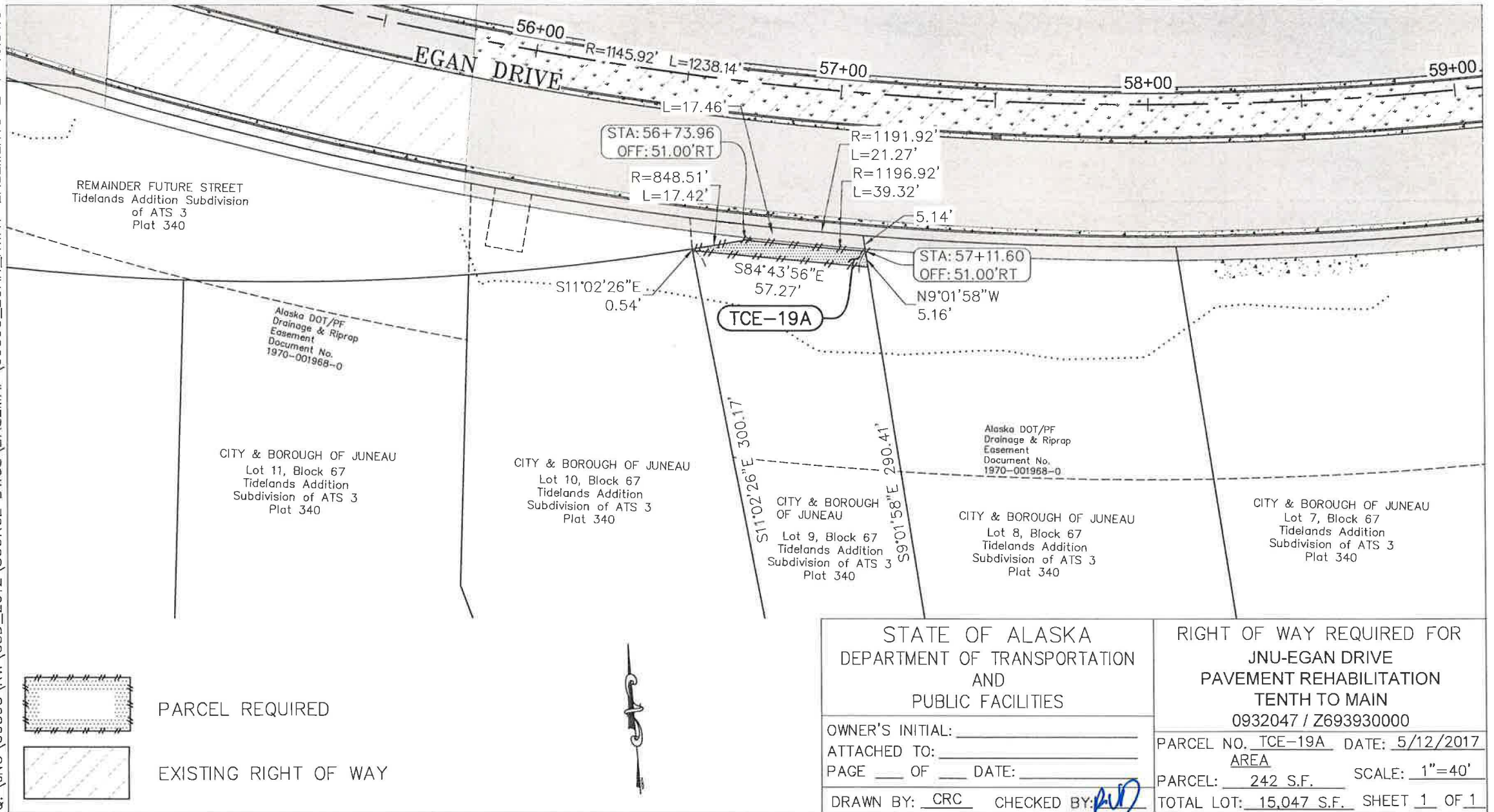
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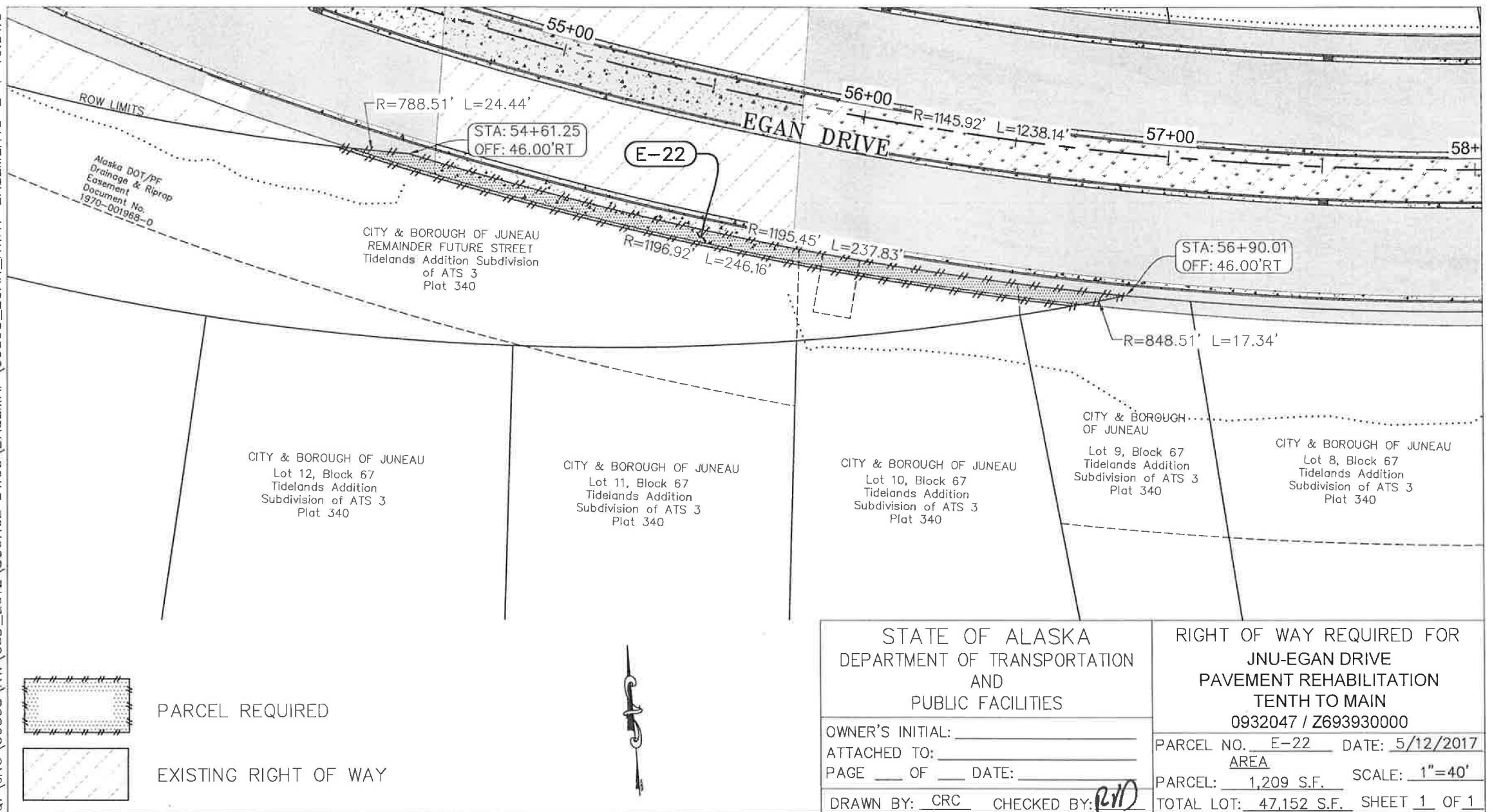
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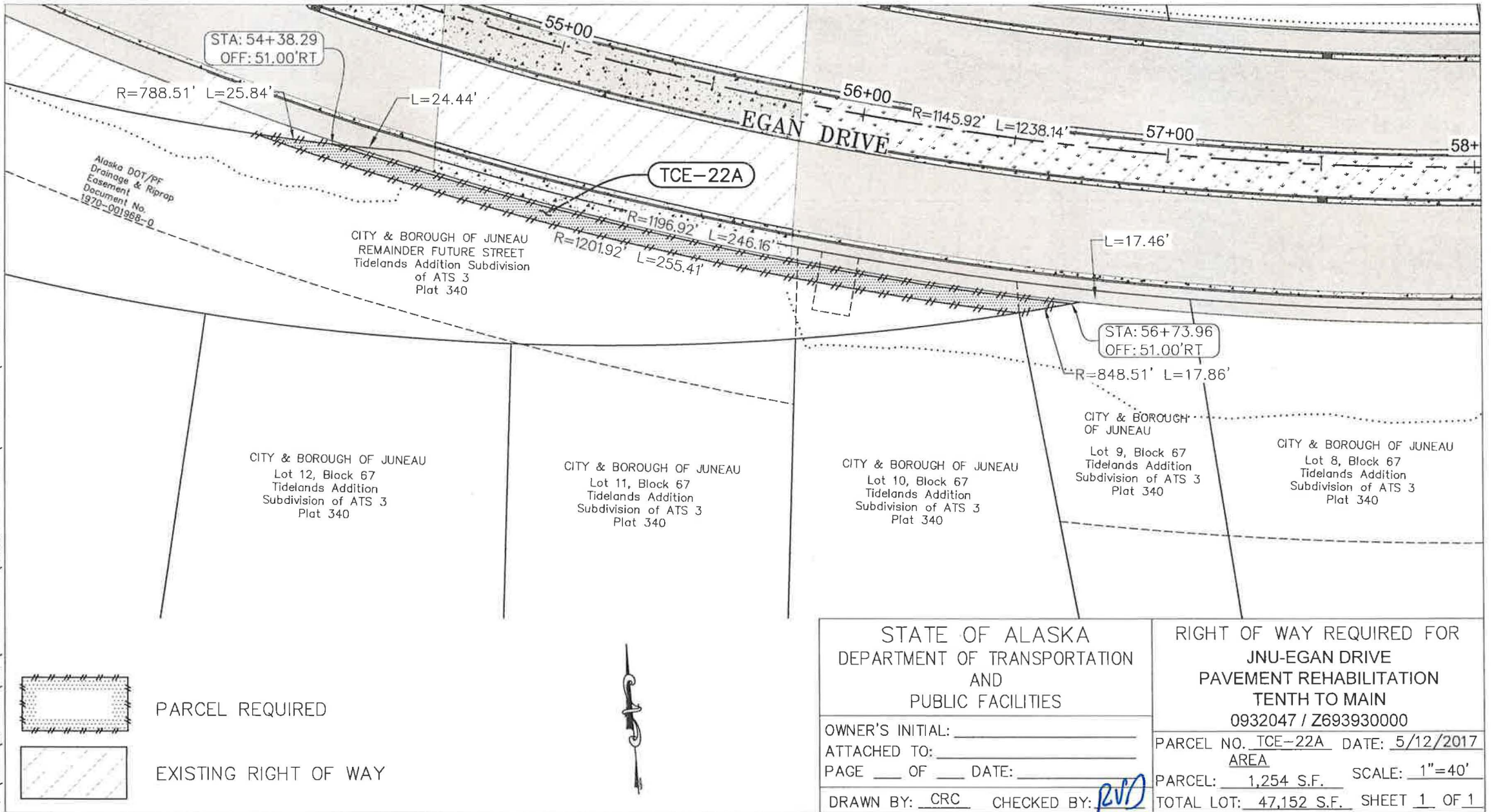
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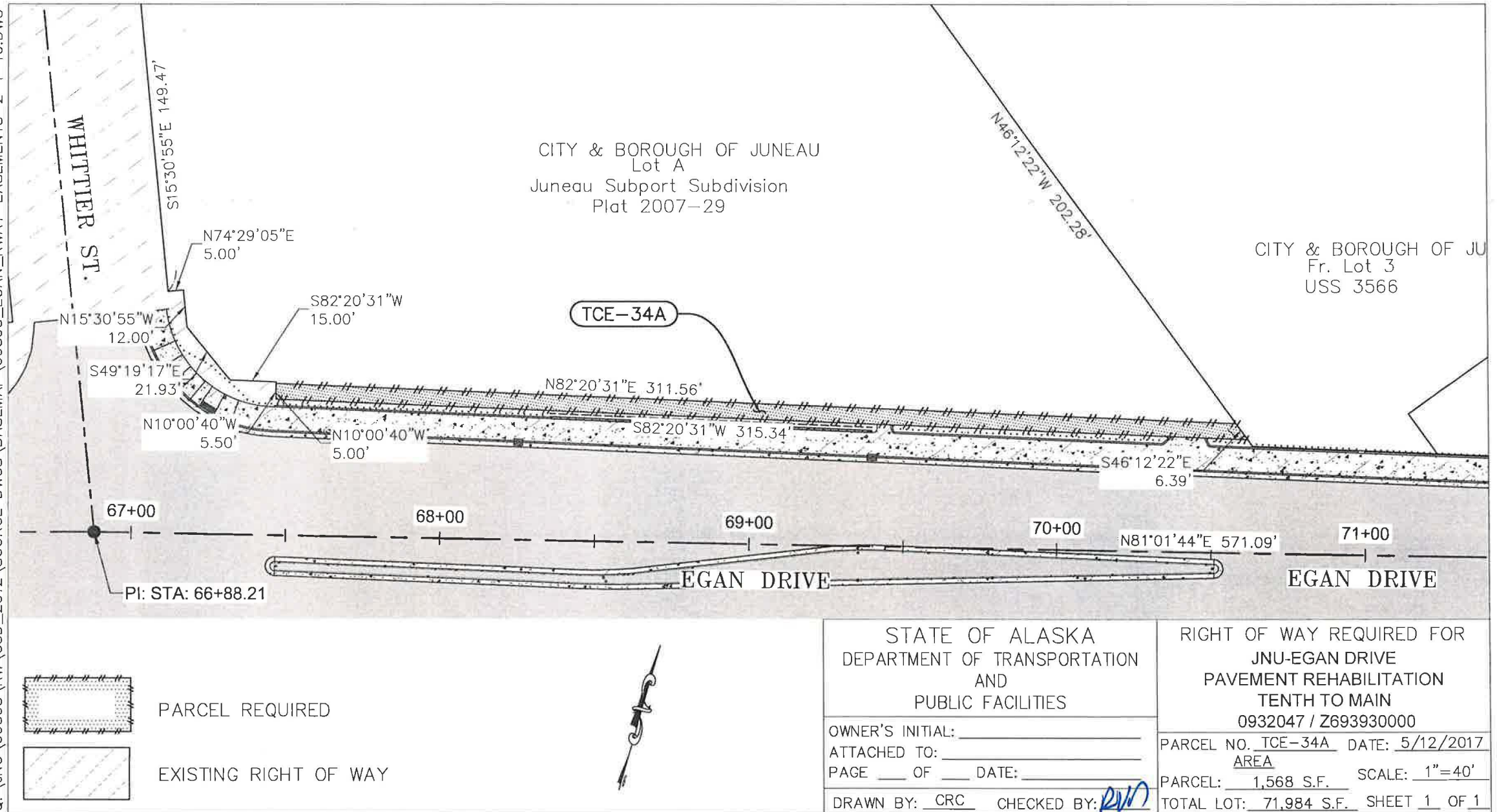
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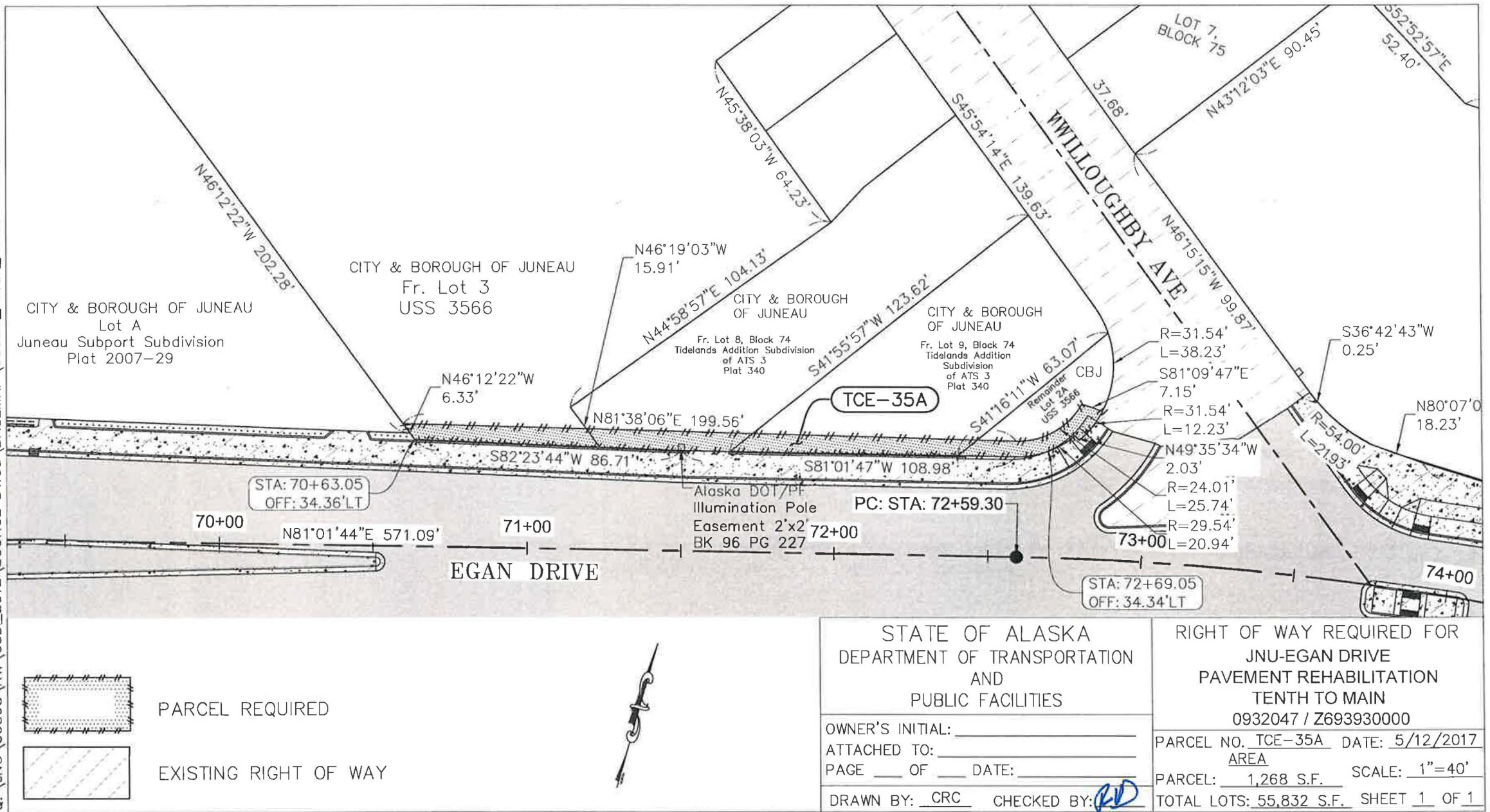
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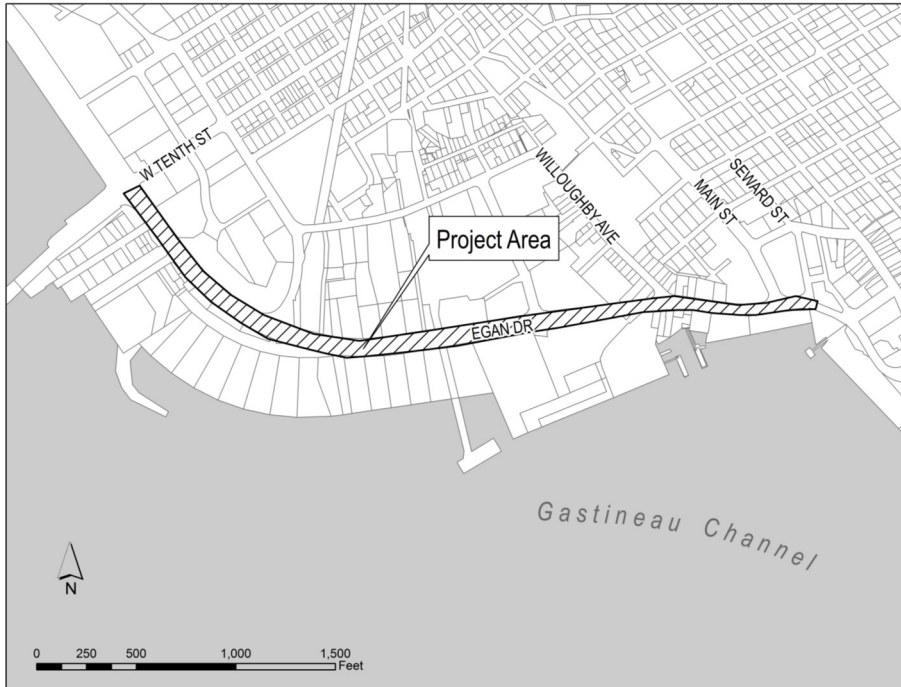


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NOTICE OF PUBLIC HEARING



City & Borough of Juneau

Community Development Department
155 S Seward St • Juneau, Alaska 99801

SHIP TO:



PROPOSAL: A Consistency review for reconstruction of Egan Drive between Tenth St. & Main St.

File No:	CSP2017 0013	Applicant:	State of Alaska
To:	Adjacent Property Owners	Owner:	State of Alaska
Hearing Date:	July 25, 2017	Site:	Egan Drive between Tenth St & Main St.
Hearing Time:	7:00 PM		
Place:	Assembly Chambers, Municipal Building 155 South Seward Street, Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

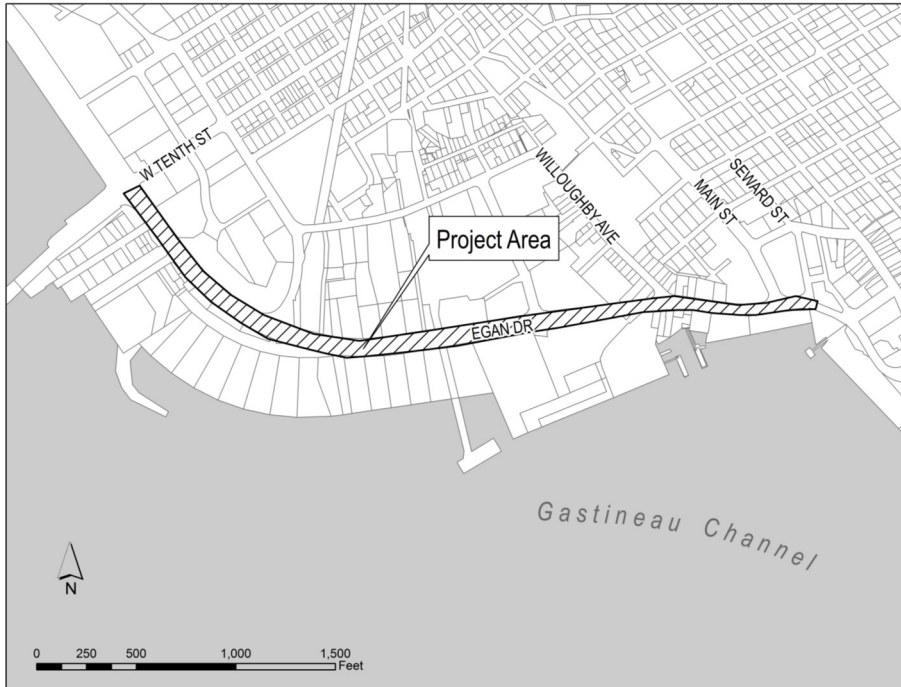
You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department 14 days prior to the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a week before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.



*If you have questions, please contact Tim Felstead at
tim.felstead@juneau.org or (907) 586-0466.*

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NOTICE OF PUBLIC HEARING



City & Borough of Juneau
Community Development Department
155 S Seward St • Juneau, Alaska 99801



SHIP TO:

Please Note: This hearing has been rescheduled from July 25th. The case will now be heard by the Planning Commission on August 8th. See the reverse for more details.

PROPOSAL: A consistency review for State reconstruction of Egan Drive between Tenth Street and Main Street including provision of CBJ easements.

File No:	CSP2017 0013	Applicant:	State of Alaska
To:	Adjacent Property Owners	Owner:	State of Alaska
NEW HEARING DATE:	AUGUST 8, 2017	Site:	Egan Drive between Tenth St & Main St.
Hearing Time:	7:00 PM		
Place:	Assembly Chambers, Municipal Building 155 South Seward Street, Juneau, Alaska 99801		

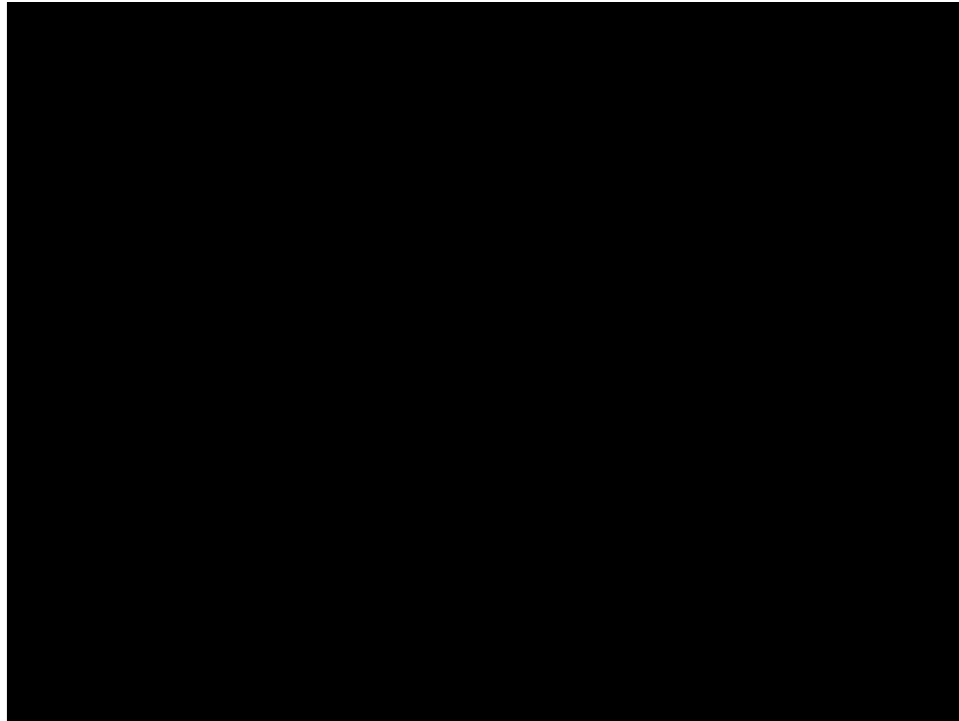
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**Consistency review for State
reconstruction of Egan Drive
between Tenth St and Main St
including provision of CBJ**

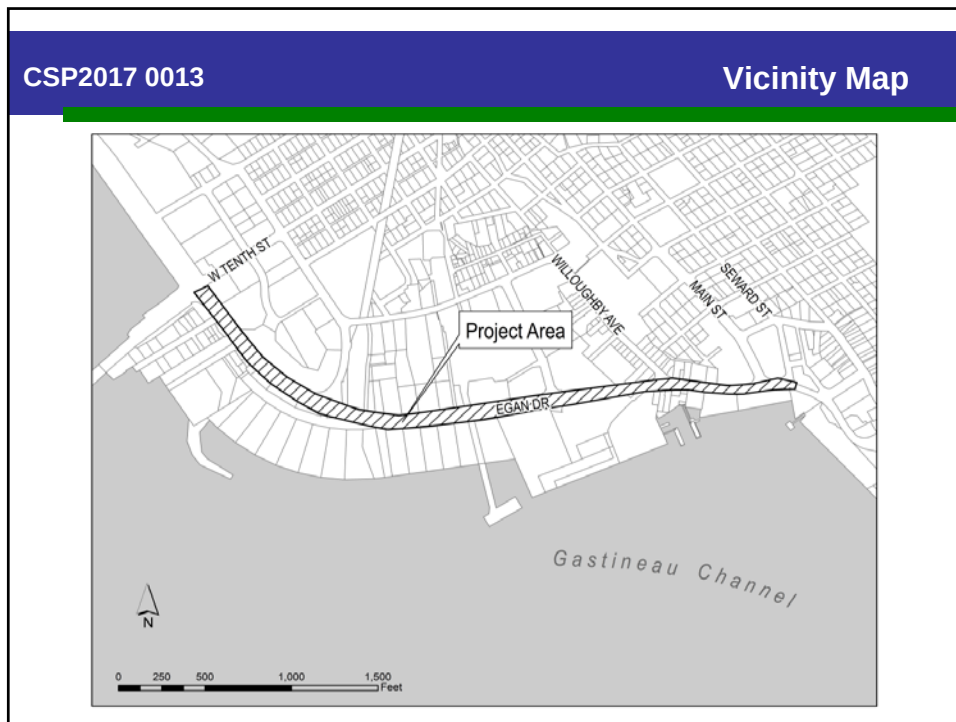
CSP2017 0013

CBJ Planning Commission Presentation

August 8, 2017

Tim Felstead





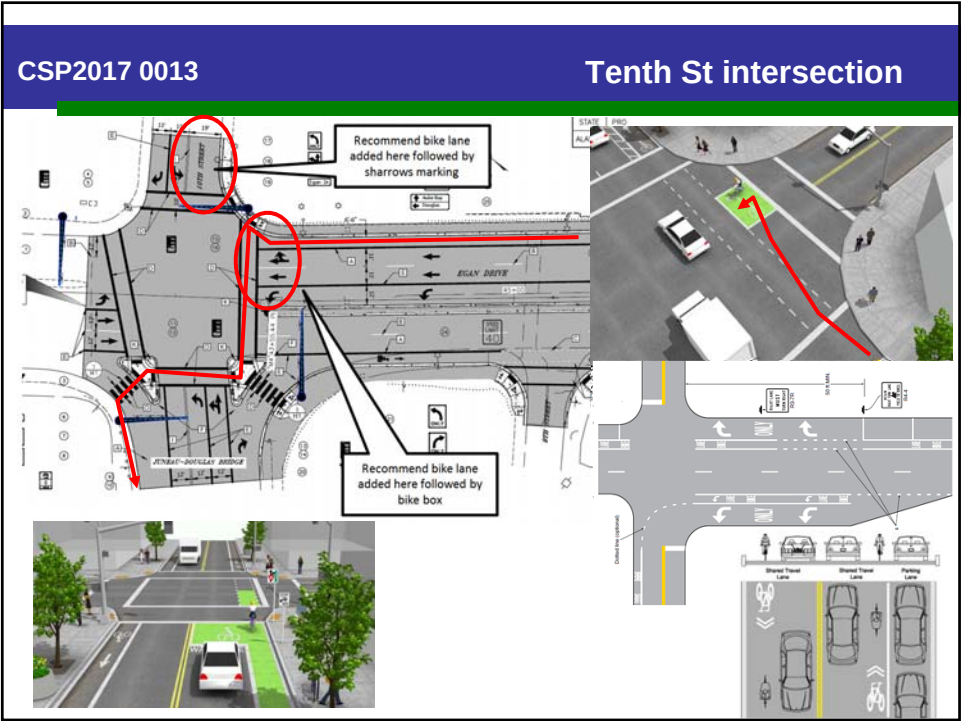
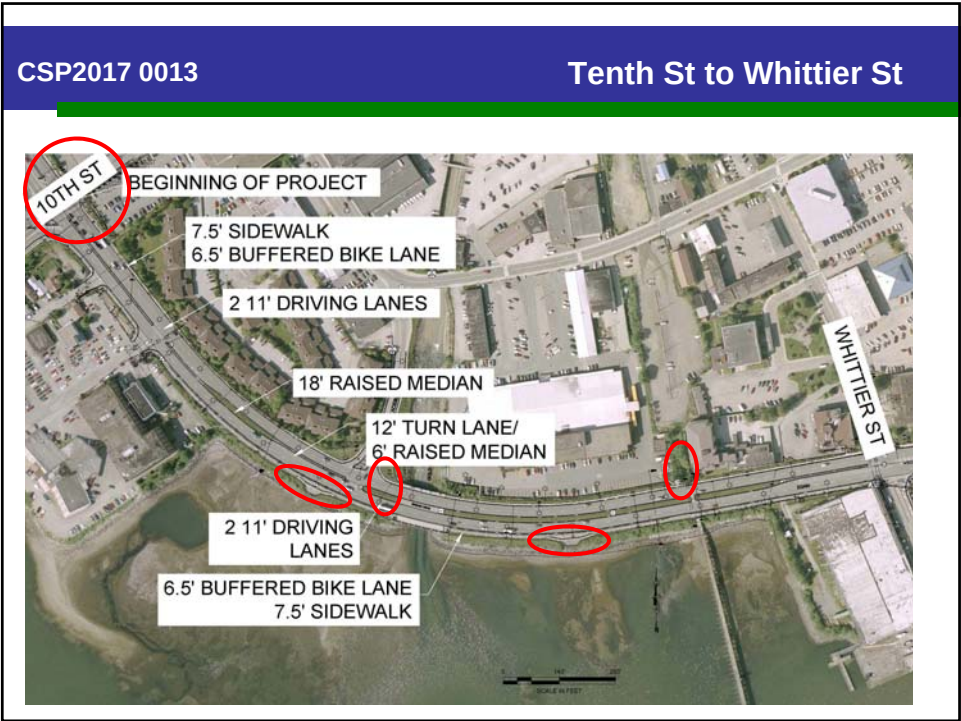
CSP2017 0013	Proposal (1)
The project includes: • Repaving of Egan Drive, repairing existing surface ruts, and improving drainage. • Replacement of existing street lights with more energy efficient LEDs. • Upgrade to existing signals at Tenth Street, Whittier Street, and Main Street to provide linked traffic signal network to improve flow of traffic. • Reduce traffic lanes in both directions between Willoughby Avenue and Seward Street from two lanes to one lane in each direction, and reduction of motor vehicle travel lane width from 12.5 to 11 feet. • Addition of dedicated bike lanes at same grade with vehicle travel way along entire length of project in both directions.	

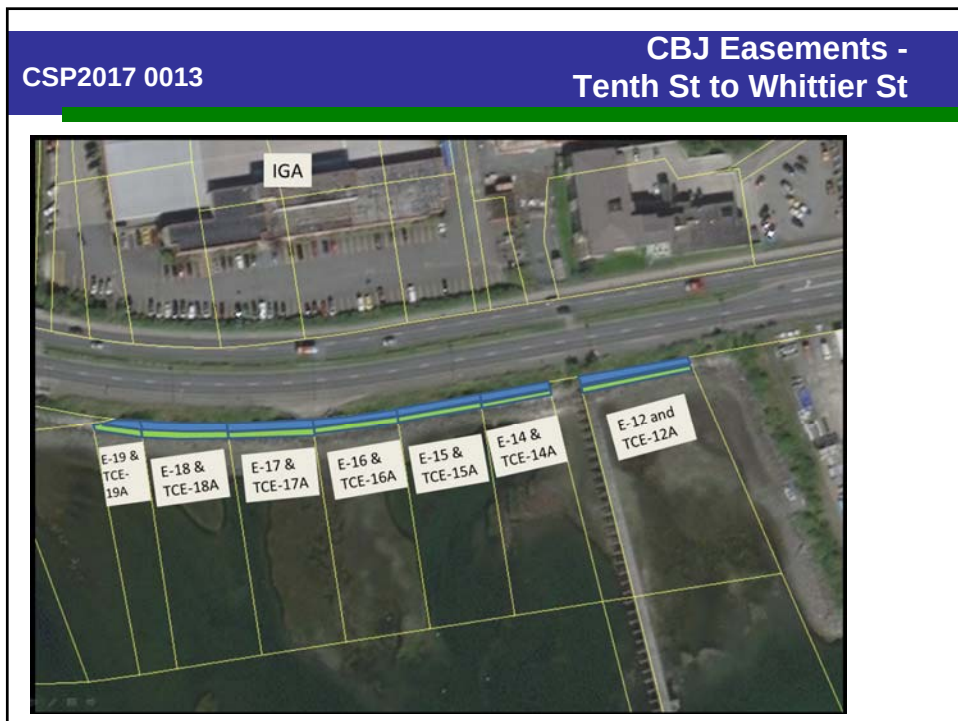
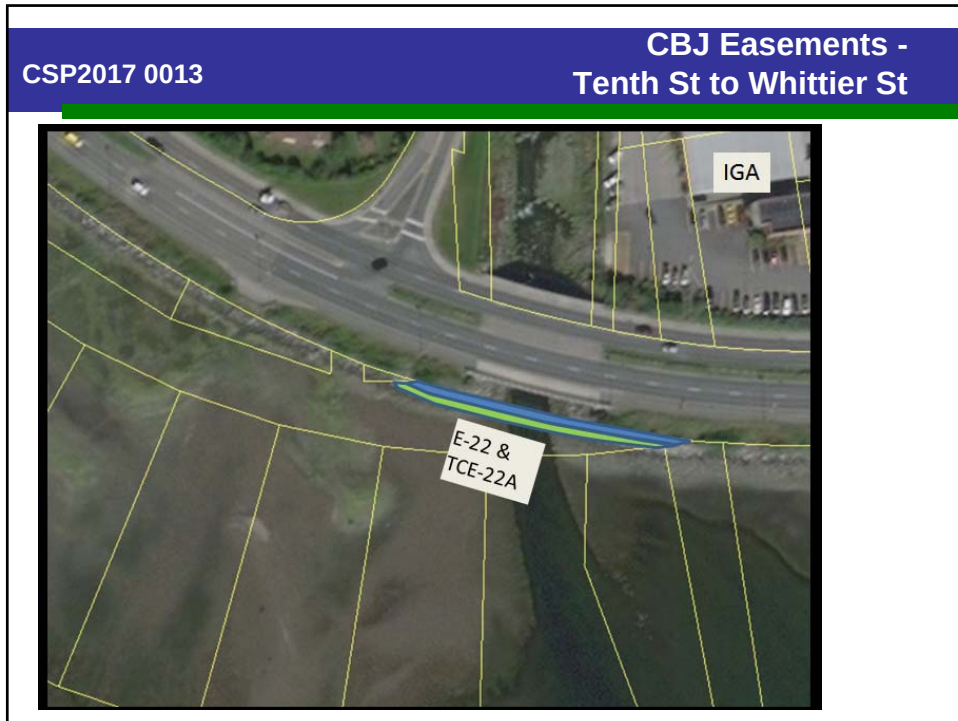
CSP2017 0013	Proposal (2)
The project includes:	
• Widening of pedestrian sidewalks where existing as new ROW width allows or existing ROW can be reallocated. • Addition of unsignalized pedestrian crossings with central median refuge at Glacier Avenue (Gold Creek Bridge) and Willoughby Avenue (Four Points Hotel). • Removal of existing unsignalized pedestrian crossing at Seward Street. • Removal of some existing landscaped strips on seaward side of Egan Drive and parts of central median. • No additional crosswalk at Whittier Street intersection. • Widening of ROW through easements or land purchase of private, CBJ and State Lands.	

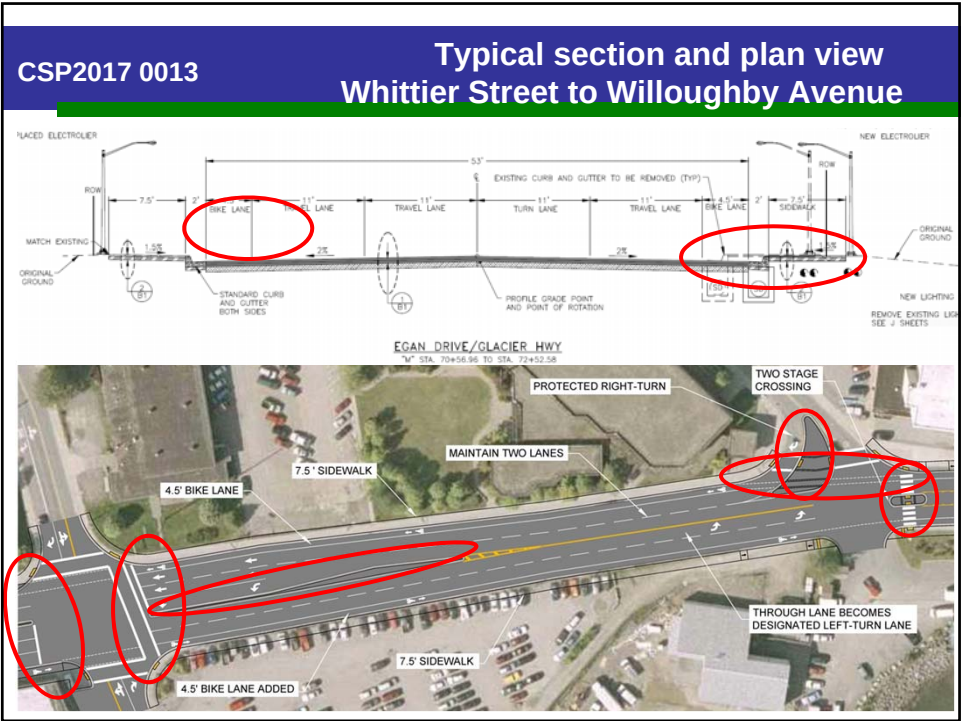
CSP2017 0013	Commission action required easements and land sale
• Review easements and land sales – Notice of recommendation:	
49.10.170 – Duties(c) City and borough land acquisitions, disposals and projects. The commission shall review and make recommendations to the assembly on land acquisitions and disposals as prescribed by Title 53, or capital improvement project by any City and Borough agency. The report and recommendation of the commission shall be based upon the provisions of this title, the comprehensive plan, and the capital improvements program.	

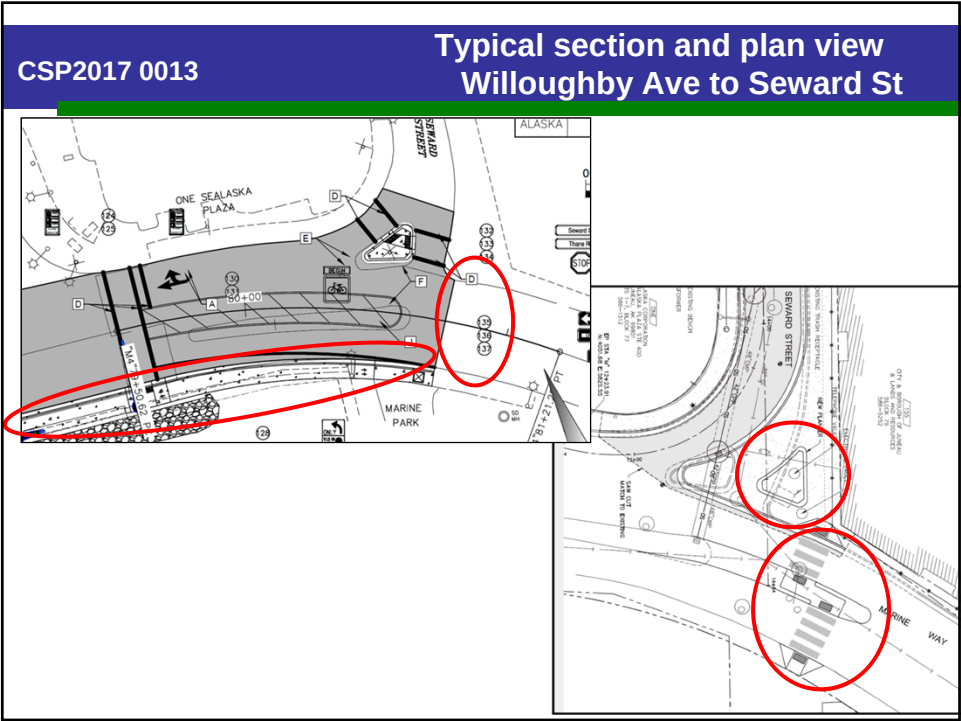
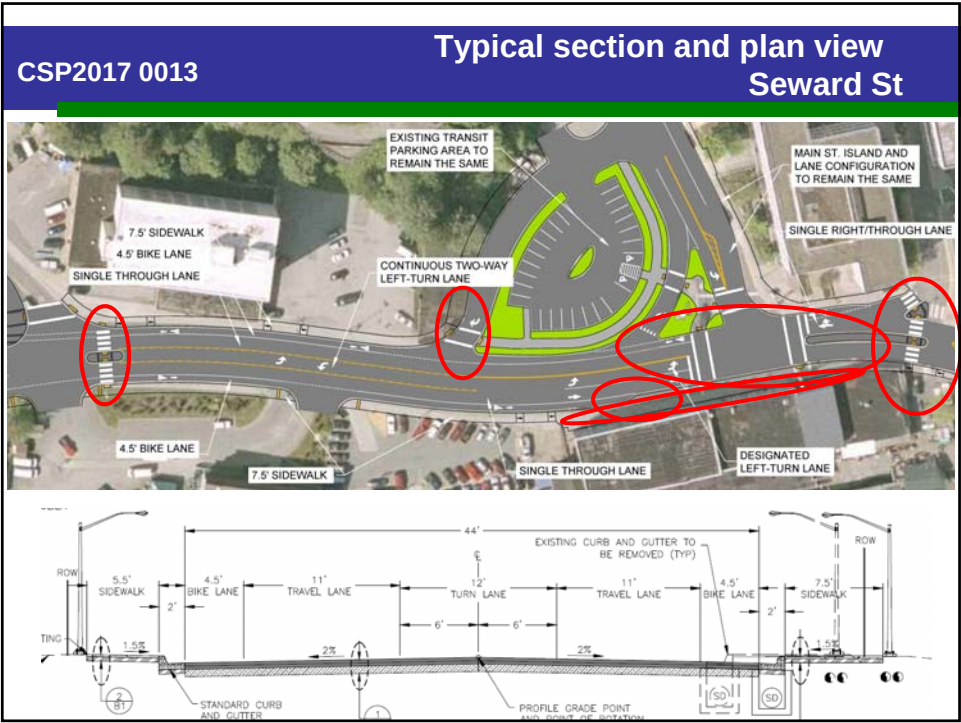
CSP2017 0013	Commission action required project review
Review and approval of project according to Title 49 and adopted plans – Notice of Decision: 49.15.580 (b) - State project review: <i>The commission shall review proposed Alaska State capital improvement projects for consistency with this title pursuant to AS 35.30.010 and may impose conditions on and modifications to such projects. If the commission approves or approves with conditions or modifications, a notice of decision shall be issued. A notice of decision becomes final 90 days from the date the project was submitted unless modified or disapproved by the assembly. If the commission disapproves, a notice of recommendation and draft resolution shall be forwarded to the assembly for further action.</i>	

CSP2017 0013	Considered in review of project
<i>Title 49 street standards</i> <i>2013 Comprehensive Plan</i> <i>2001 Area-wide Transportation Plan (not adopted into Comprehensive Plan)</i> <i>2009 Non-motorized Transportation Plan</i> <i>2012 Willoughby District Land Use Plan – Chapter 5</i> <i>2004 Long Range Waterfront Master Plan for CBJ</i> <i>2010 Downtown Parking Management Plan</i>	









CSP2017 0013

Construction scheduling

- Fall 2017 to 2018
- One lane will be open at all times in each direction
- Some concern about traffic diverting through the Casey Shattuck neighborhood and past Schools on Glacier Avenue. DOT will work with contractor on this.
- DOT&PF have more details on their latest construction time line

CSP2017 0013

Noise

- Most use of heavy machinery will be during day.
- Some night time use of heavy equipment will occur and noise permits will be required from CBJ Building Official. DOT&PF expect that to be limited to night time resurfacing only a few times during the project.

CSP2017 0013	Habitat
• Army Corp Permit will be required for additional fill • SWPPP will be required as part of ADEC permit • No mapped habitat regulated by CBJ impacted by project.	

CSP2017 0013	Findings – Easements/Land sale
The provision of easements or land sales to facilitate the proposed reconstruction project substantially conforms with Title 49 (CBJ Land Use Code) and locally-adopted plans subject to the recommendations listed below	

CSP2017 0013	Findings - Reconstruction
The proposed project, with recommended conditions, substantially conforms with Title 49 (CBJ Land Use Code) and locally-adopted plans.	

CSP2017 0013	Recommendation – easements/land sale (1)
Staff recommends that the Planning Commission forward the proposed easements and/or land purchase to the Assembly with a recommendation of approval with the following recommended conditions applied:	
1. DOT&PF shall work with CBJ on the design of any reconstruction of this in the area of the JACC and Centennial Hall and coordinate the timing of work in this area with planned events at both venues including temporary access arrangements if needed.	

CSP2017 0013	Recommendation – easements/land sale (2)
2. It is recommended that the easement or sale of the CBJ parcel across Egan Drive from Centennial Hall to DOT&PF allows for its use to provide a CBJ parking information sign.	

CSP2017 0013	Recommendation – reconstruction (1)
Staff recommends that the Planning Commission adopt the above analysis and findings, and APPROVE the reconstruction of Egan Drive between Tenth Street and Seward Street subject to conditions.	
<u>DOT&PF have provided responses to the conditions and recommendations.</u>	

CSP2017 0013	Recommendation – reconstruction conditions (2)
1. DOT&PF shall continue to allow the option to cycle on sidewalk on the seaward side of the Egan Drive remain. This is identified as a shared use path in the Juneau Non-motorized Transportation Plan. 2. DOT&PF shall stripe non-buffered bike lanes sections with a 6 inch line as per the Juneau Non-motorized Transportation Plan.	

CSP2017 0013	Recommendation – reconstruction conditions (3)
3. DOT&PF shall provide a cycle only turn lane <u>or appropriate signage</u> for bicyclists turning from Egan Drive onto the bridge be provided in accordance with MUTCD standards if ROW width allows. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan. 4. DOT&PF shall provide a bicycle lane be added on the Casey-Shattuck leg of W. Tenth Street. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan.	

CSP2017 0013	Recommendation – reconstruction conditions (4)
5. DOT&PF shall provide dashed bike lane striping with a bicycle symbol across the Willoughby Avenue and Whittier Street intersections in accordance with the NACTO guidance for intersection treatment for bicyclists. Provision of a bike lane running the length of Egan Drive between Tenth Street and Main Street is a requirement of the Juneau Non-motorized Transportation Plan. 6. DOT&PF shall place appropriate cycle route directional signage in the project area for the Cross-Juneau Bikeway described in the 2009 Juneau Non-motorized Transportation Plan. They should work with CBJ to determine the placement.	

CSP2017 0013	Recommendation – reconstruction conditions (5)
7. DOT&PF shall provide ‘sharrows’ markings <u>or other appropriate direction signage</u> on the seaward traffic lane at the Seward Street end of the project. Use of sharrows where bikes and motor vehicles share the road is a requirement of the Juneau Non-motorized Transportation Plan	

CSP2017 0013	Recommendation – reconstruction conditions (6)
<u>Pedestrian improvements</u>	
8. DOT&PF shall use continental/ladder style striping at all intersections where allowed under current design standards, particularly those crossing side streets. Where current adopted design standards do not allow this, but future standards do, future striping should be changed to meet this recommendation. Continental/ladder style crosswalks was required as part of the Juneau Non-motorized Transportation Plan.	
9. DOT&PF shall provide crosswalk markings using continental/ladder style striping across Willoughby Avenue. Crosswalk markings at this intersection are listed as priorities in the Juneau Non-motorized Transportation Plan.	

CSP2017 0013	Recommendation – reconstruction conditions (7)
10. DOT&PF shall retain the existing crosswalk at Seward Street. This would meet the Waterfront Masterplan recommendation that pedestrian pathways to downtown be provided.	
11. DOT&PF shall add conduit for an additional pedestrian crossing on the Bridge side of Egan Drive at Whittier Street. This crossing is identified in the Willoughby Plan and will provide for increased pedestrian use of this intersection as the subport area is sold and developed.	

CSP2017 0013	Recommendation – reconstruction conditions (8)
<u>Vegetative treatment of median</u>	
12. DOT&PF shall provide a vegetated median that is planted and maintained with grass. This includes all areas currently covered with grass including either side of Gold Creek bridge. DOT&PF shall work with CBJ to provide a suitable planting environment if it is determined the trees can survive in this location. This will provide vegetation in the median as shown in both the Willoughby District Plan and the Waterfront Master Plan.	
13. DOT&PF shall provide alternative pavement colors and/or textures other than traditional asphalt or concrete where the central median cannot be vegetated. This treatment is recommended in the Waterfront Plan.	

CSP2017 0013	Recommendation – reconstruction conditions (9)
14. It is recommended as a condition of approval that DOT&PF work with CBJ to develop and implement a plan for more attractive treatment of the raised median islands at the Willoughby intersection including at the new crossing.	
<u>Right-of-Way acquisition plats</u>	
15. DOT&PF submit the necessary ROW acquisition plat following conclusion of negotiations regarding all easements and land sales along the project length.	

CSP2017 0013

Recommendation – reconstruction recommendations (1)

While not explicitly supported by any of the adopted plans reviewed, the following recommendations have been made for DOT&PF to consider incorporating into their proposal.

Lighting

1. It is recommended the DOT&PF lighting plan prevents light trespass and follow lighting recommendation of the AMA.
2. It is recommended the DOT&PF lighting plan provide lighting should be immediately adjacent to all pedestrian crossings.

CSP2017 0013

Recommendation – reconstruction recommendations (2)

Operation of buses at the Downtown Transportation Center

3. It is recommended that DOT&PF continue to observe the operation of the DTC exit and develop an appropriate plan to ensure that exiting buses are not adversely delayed by the reconfigured Right of Way. If the changes negatively impact bus service some form of Transit priority should be explored.

Bike improvements

4. It is recommended that DOT&PF stripe the buffered bike lane according to the standards of the NACTO Urban Bikeway Design Guide.

CSP2017 0013	Recommendation – reconstruction recommendations (3)
5. It is recommended that DOT&PF implement bike boxes at all signalized intersections as part of their striping plan to better facilitate left turns by cyclists and to reduce the chance of right turn collisions. 6. It is recommended that DOT&PF provide ramped access onto the outbound cycle lane from shared use path connecting to Egan Drive adjacent to the Prospector Hotel.	

CSP2017 0013	Recommendation – reconstruction recommendations (4)
<u>Pedestrian improvements</u>	
7. It is recommended that a new pedestrian crossing should be added by DOT&PF when the next phase of the Seawalk is completed (anticipated after 2020) where the shared use path connects to Egan Drive between The Prospector Hotel and Foodland. DOT&PF may wish to plan for any necessary conduit under the ROW at this location for the future pedestrian crosswalk. 8. It is recommended that DOT&PF post a 30 mph speed limit prior to the Glacier Avenue intersection for inbound traffic.	

CSP2017 0013	Recommendation – reconstruction recommendations (5)
9.	It is recommended that DOT&PF should retain the raised medians as shown in the plans at Glacier Avenue and Willoughby intersections. Striped refuges should not be used.
10.	It is recommended that DOT&PF work with CBJ to construct the CBJ preferred design of the Seward Street intersection. To understand the impacts on the Main Street intersection immediate traffic/pedestrian counts should occur at the intersection for use in modelling peak season traffic, and a temporary closure the left turn could be considered.

CSP2017 0013	Recommendation – reconstruction recommendations (6)
<u>Traffic control during construction</u>	
12.	It is recommended that DOT&PF provide the Juneau School District an opportunity to review and comment on temporary traffic controls proposed to mitigate the increased traffic volume during construction within the school zones. DOT&PF should formally provide notice to the impacted neighborhoods of the increased traffic volumes during the construction project.
13.	It is recommended that DOT&PF and their contractor should work with CBJ Capital Transit to ensure bus operations are not adversely impacted during the reconstruction.

CSP2017 0013

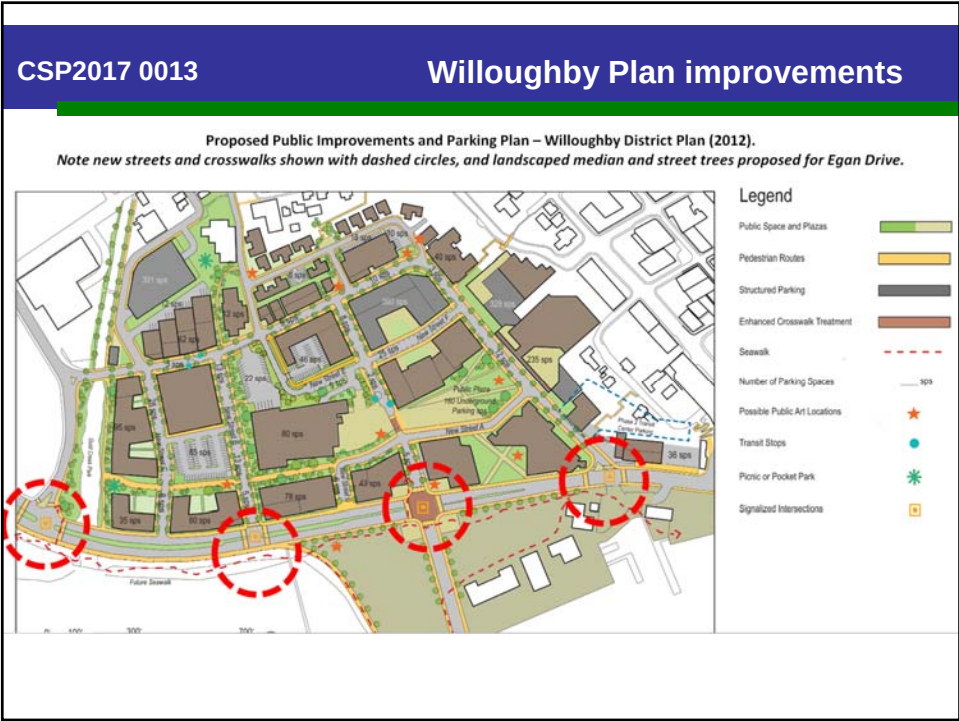
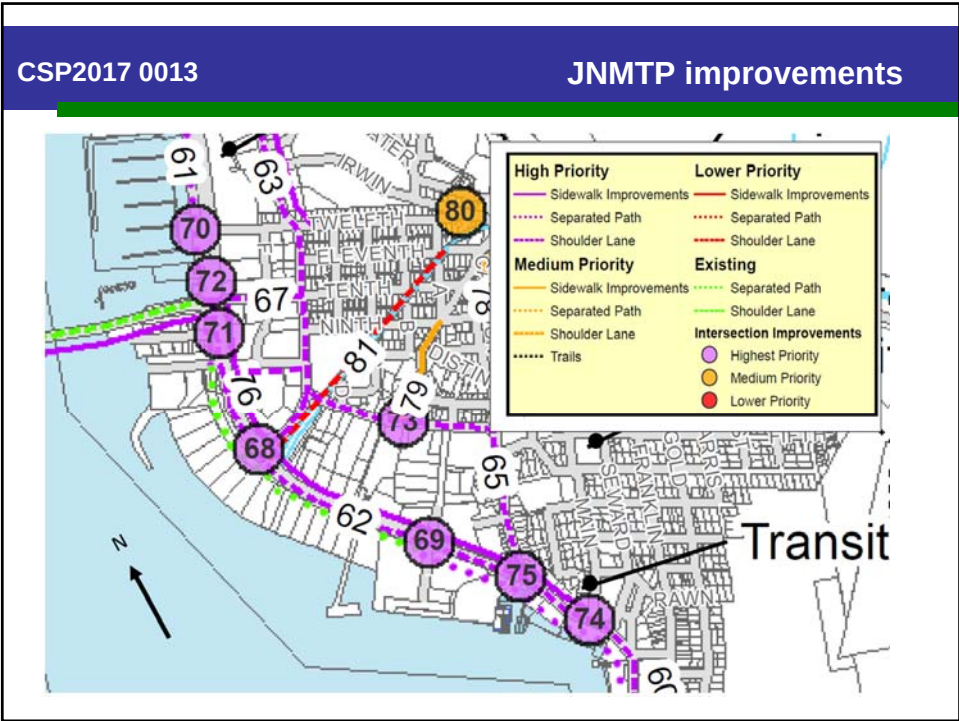
Questions?

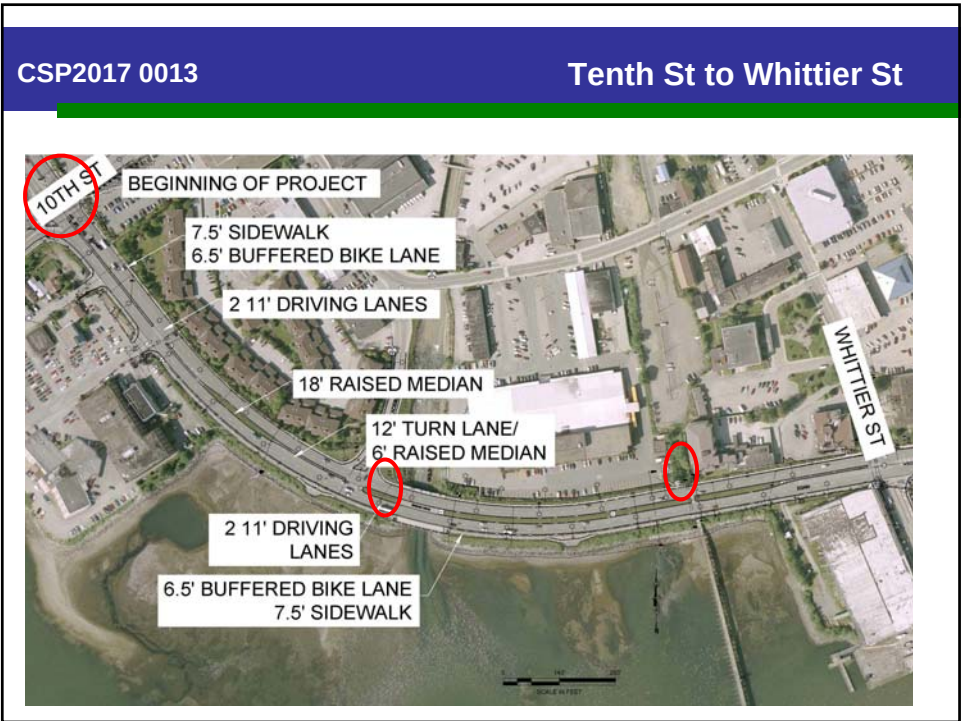
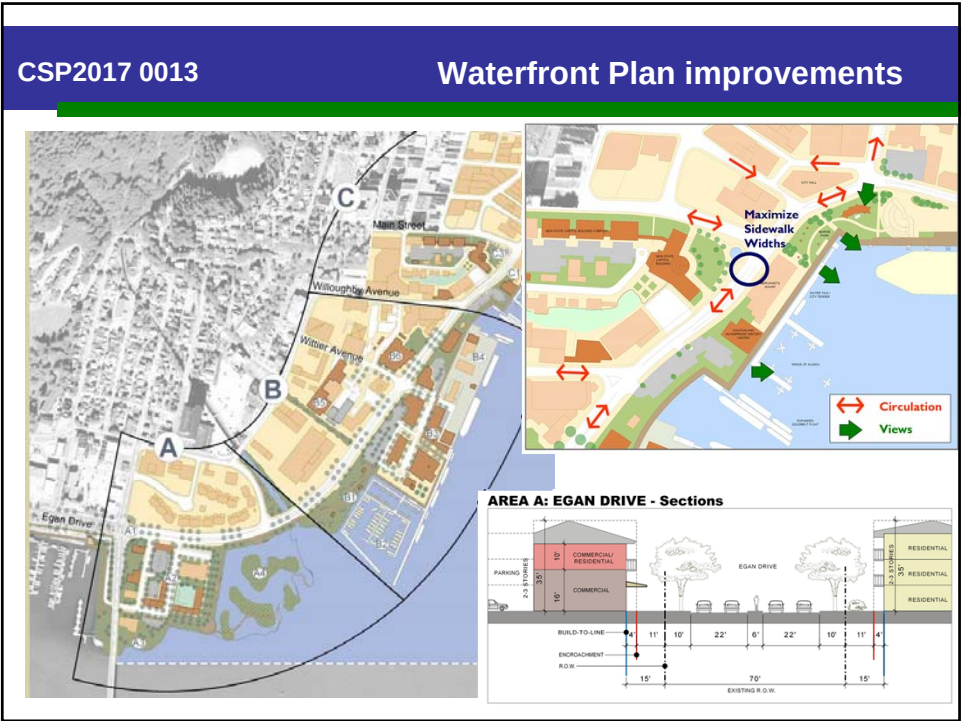
CSP2017 0013

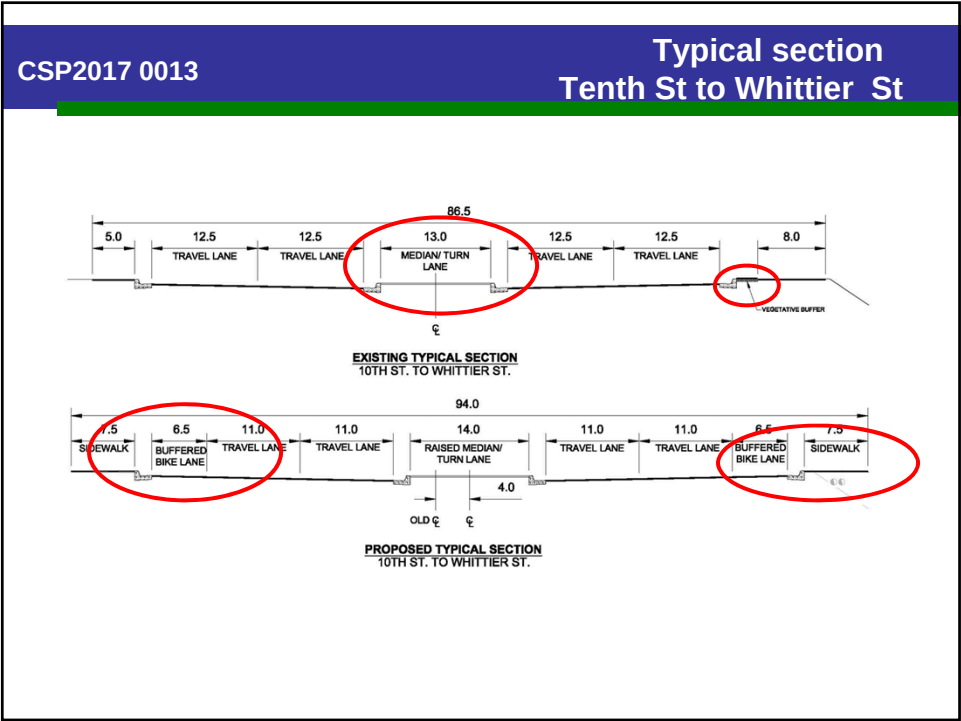
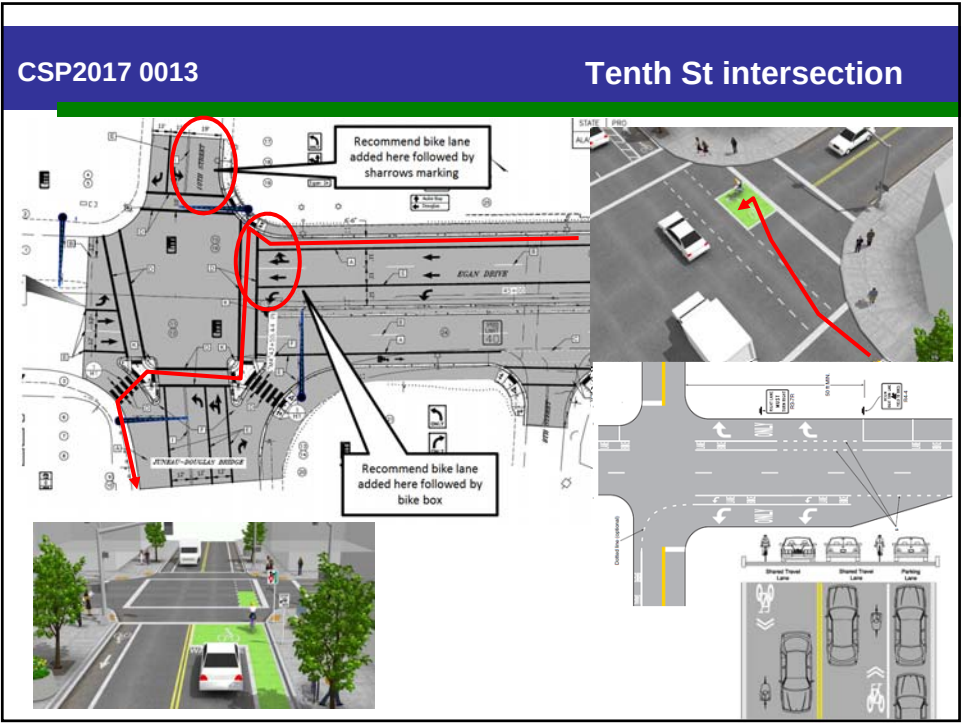
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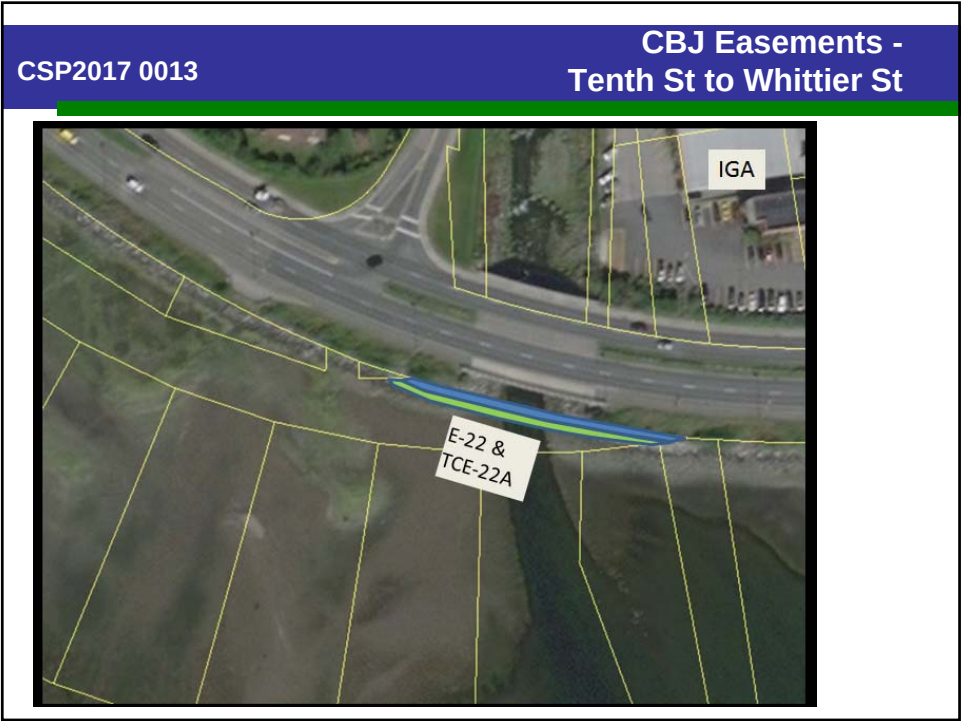
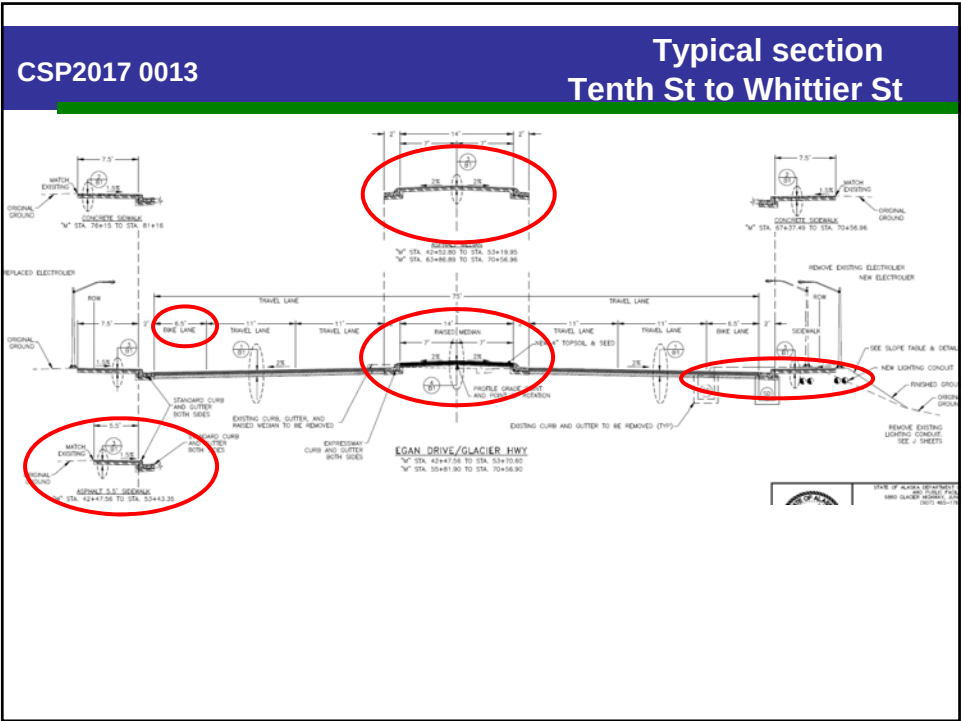
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	Current		Projected		Current		Projected	
	HCM 2000	ICU	HCM 2000	ICU	HCM 2000	ICU	HCM 2000	ICU
10th St.	C	B	C	B	E	C	E	C
Glacier Ave.		A		A		A		A
Whittier St.	A	A	A	A	A	A	B	A
Willoughby St.		A		A		A		B
Main St.	A	A	A	A	A	A	A	A

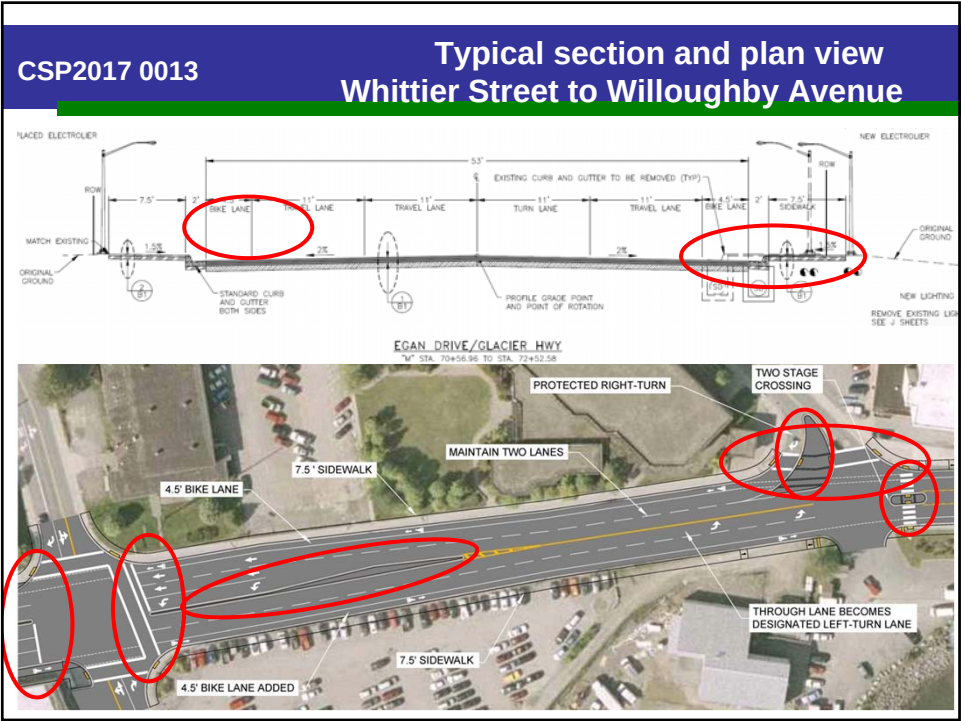
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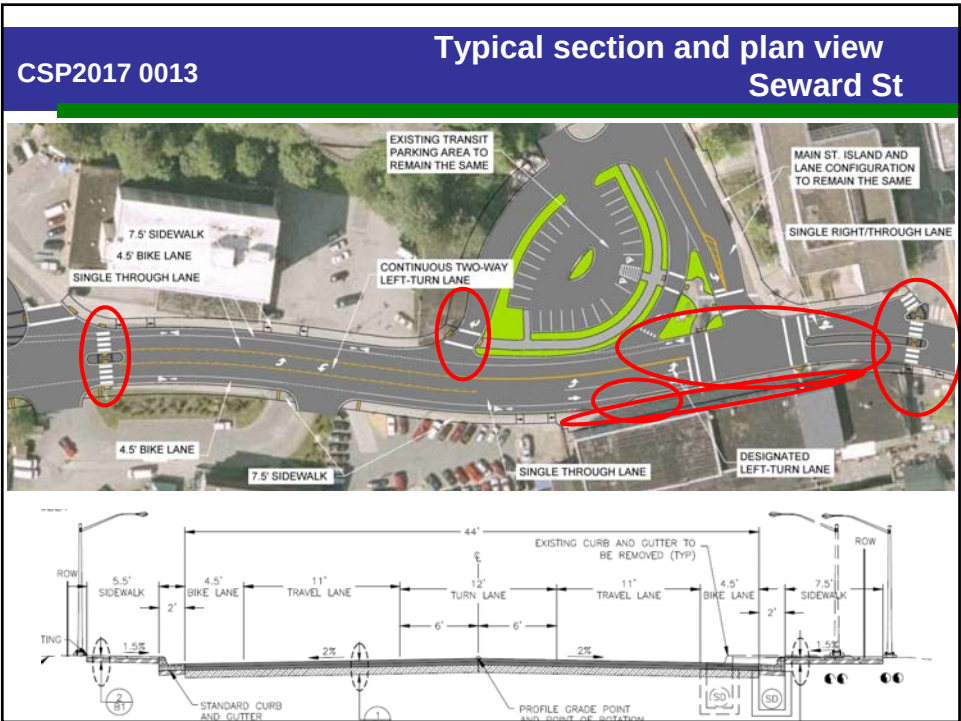


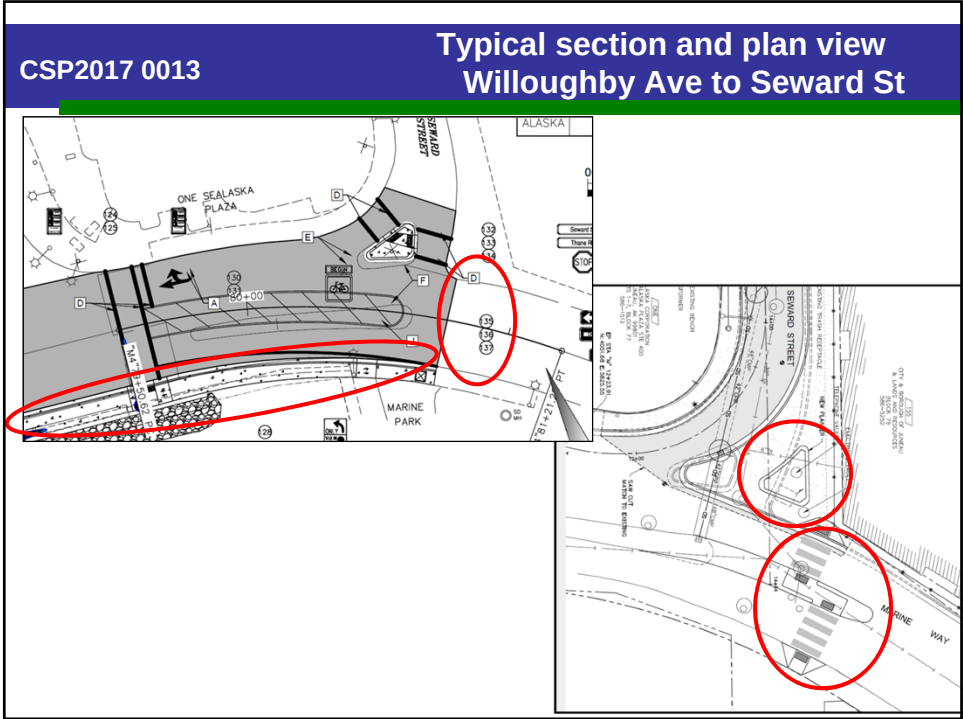














(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

Date: August 7, 2017

To: Planning Commission

From: Tim Felstead, Planner
Community Development Department

A handwritten signature in black ink, appearing to read 'Tim Felstead', is placed over the printed name and title.

Case Number: CSP2017 0013

Subject: **DOT&PF Response to Conditions and Recommendations**

The State Department of Transportation and Public Facilities (DOT&PF) have responded to the recommended CBJ conditions and recommendations regarding the Egan Drive reconstruction project.

In general, they do not foresee any significant issues with meeting the conditions and are willing to continue to work with CBJ Staff to resolve any instances where the exact requirement of the condition is problematic for them or where specific details will still need to be worked through in order for a condition to be met.

Attached is the written response provided by DOT&PF.

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Case No.: CSP2017 0013
August 7, 2017
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FINDINGS

Reconstruction – The proposed project, with recommended conditions substantially conforms with Title 49 (CBJ Land Use Code) and locally-adopted plans.

Easements on, or sale of, CBJ property – The provision of easements or land sales to facilitate the proposed reconstruction project substantially conforms with Title 49 (CBJ Land Use Code) and locally-adopted plans subjected to the recommendations listed below under ‘Recommendation – provision of easement on CBJ property’.

DECISION – RECONSTRUCTION DESIGN (preferred alternative B)

Staff recommends that the Planning Commission adopt the above analysis and findings, and **APPROVE** the reconstruction of Egan Drive between Tenth Street and Seward Street subject to the following conditions:

Bike improvements

1. DOT&PF shall continue to allow the option to cycle on sidewalk on the seaward side of the Egan Drive remain. This is identified as a shared use path in the Juneau Non-motorized Transportation Plan.

DOT does not intend to prohibit use of the path by bicycles but there could be minor conflicts if heavy pedestrian traffic is present.

2. DOT&PF shall stripe non-buffered bike lanes sections with a 6 inch line as per the Juneau Non-motorized Transportation Plan.

Currently called out as 4" wide stripes. Would have to increase to 6" or 8". NACTO is not a required design standard; the MUTCD is. See 3A.06, para. 02A: a Normal Line is 4 to 6 inches wide. 4 inches meets the requirement however, a single 6" white line is now proposed.

3. DOT&PF shall provide a cycle only turn lane for bicyclists turning from Egan Drive onto the bridge be provided in accordance with MUTCD standards if ROW width allows. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan.

DOT will further evaluate intersection striping plans and can discuss further with CBJ. It is currently intended that cyclists will need to use pedestrian crossing points to safely access the bridge crossing.

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4. DOT&PF shall provide a bicycle lane be added on the Casey-Shattuck leg of W. Tenth Street. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan.

DOT can discuss further with CBJ. However, the project is not reconstructing very much of 10th Street. Scope of project does not include reconstruction (or widening) of 10th Street beyond the portion indicated but the section we are reconstructing can be suitably striped and marked to improve bike turning movement connectivity the existing shared shoulder.

5. DOT&PF shall provide dashed bike lane striping with a bicycle symbol across the Willoughby Avenue and Whittier Street intersections in accordance with the NACTO guidance for intersection treatment for bicyclists. Provision of a bike lane running the length of Egan Drive between Tenth Street and Main Street is a requirement of the Juneau Non-motorized Transportation Plan.

No major objections. Will review striping plans and work with CBJ staff to further resolve to mutual satisfaction.

6. DOT&PF shall place appropriate cycle route directional signage in the project area for the Cross-Juneau Bikeway described in the 2009 Juneau Non-motorized Transportation Plan. They should work with CBJ to determine the placement.

We will work with CBJ staff as to appropriate signing. Please forward recommendations to us as to message and location for potential signs for inclusion into plans.

7. DOT&PF shall provide 'sharrows' markings on the seaward traffic lane at the end of the project. Use of sharrows where bikes and motor vehicles share the road is a requirement of the Juneau Non-motorized Transportation Plan.

Existing shoulder width is dramatically reduced south of Main Street. However, DOT will examine and add sharrows as appropriate.

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Pedestrian improvements

8. DOT&PF shall use continental/ladder style striping at all intersections where allowed under current design standards, particularly those crossing side streets. Where current adopted design standards do not allow this, but future standards do, future striping should be changed to meet this recommendation. Continental/ladder style crosswalks was required as part of the Juneau Non-motorized Transportation Plan.

Can be done but suggest not changing. Ladder type striping is normally used at uncontrolled crosswalks. Crosswalks that have signalized crossings are normally not ladder type. Ladder type can be used, but increases future maintenance striping costs.

9. DOT&PF shall provide crosswalk markings using continental/ladder style striping across Willoughby Avenue. Crosswalk markings at this intersection are listed as priorities in the Juneau Non-motorized Transportation Plan.

Will review and fix as needed.

10. DOT&PF shall retain the existing crosswalk at Seward Street. This would meet the Waterfront Masterplan recommendation that pedestrian pathways to downtown be provided.

DOT is planning to accommodate additional work at the Seward Street intersection. DOT has reviewed CBJ's proposed improvements per DOWL drawing. Exact scope of reconstruction (how far up Seward Street) and any buried utilities needs to be discussed and resolved to mutual satisfaction.

11. DOT&PF shall add conduit for an additional pedestrian crossing on the Bridge side of Egan Drive at Whittier Street. This crossing is identified in the Willoughby Plan and will provide for increased pedestrian use of this intersection as the subport area is sold and developed.

We can confer further, but at this juncture we don't think this intersection warrants another crossing of Egan on the south side. Do not recommend adding conduit for future crossing.

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August 7, 2017
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Vegetative treatment of median

12. DOT&PF shall provide a vegetated median that is planted and maintained with grass. All areas currently covered with grass shall be replaced including either side of Gold Creek bridge. DOT&PF shall work with CBJ to provide a suitable planting environment if it is determined the trees can survive in this location. This will provide vegetation in the median as shown in both the Willoughby District Plan and the Waterfront Master Plan.

We will meet with CBJ Parks and Rec to resolve to mutual satisfaction.

13. DOT&PF shall provide alternative pavement colors and/or textures other than traditional asphalt or concrete where the central median cannot be vegetated. This treatment is recommended in the Waterfront Plan.

DOT will meet with CBJ and go over each median location and how to treat.

14. It is recommended as a condition of approval that DOT&PF work with CBJ to develop and implement a plan for more attractive treatment of the raised median islands at the Willoughby intersection including at the new crossing.

We will work with CBJ to resolve to mutual satisfaction. Will need input from CBJ as to what they are looking for. These islands are proposed to be concrete and look too small to do much of anything else, i.e. landscaping.

Right-of-Way acquisition plats

15. DOT&PF submit the necessary ROW acquisition plat following conclusion of negotiations regarding all easements and land sales along the project length.

DOT will comply with this requirement.

Recommendations for consideration by DOT&PF

While not explicitly supported by any of the adopted plans reviewed, the following recommendations have been made for DOT&PF to consider incorporating into their proposal.

Lighting

1. It is recommended the DOT&PF lighting plan prevents light trespass and follow lighting recommendation of the AMA.

DOT will direct our electrical engineering consultant (Stantec) to evaluate further. Don't expect issues or problems. Most lighting is essentially replace in kind and

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should not change from current conditions. We are unaware of existing light issues but let us know if there are current trouble areas we should review.

2. It is recommended the DOT&PF lighting plan provide lighting should be immediately adjacent to all pedestrian crossings.

Current plans should address this but DOT will review and insure adequate lighting at all intersections.

Operation of buses at the Downtown Transportation Center

1. It is recommended that DOT&PF continue to observe the operation of the DTC exit and develop an appropriate plan to ensure that exiting buses are not adversely delayed by the reconfigured Right of Way. If the changes negatively impact bus service some form of Transit priority should be explored.

Will review but project should not affect existing transit operations or turning movements. A special review with CBJ transit can be done to insure any CBJ transit issues are mitigated.

Bike improvements

2. It is recommended that DOT&PF stripe the buffered bike lane according to the standards of the NACTO Urban Bikeway Design Guide.

This will not be a buffered bike lane but a conventional bike lane with a single 6" white line. A single 6" white line is allowed by MUTCD and is now proposed. We can confer further but we don't think the double line buffer but we do not think a double white line is warranted as the additional striping will occupy part of the bike lane width.

3. It is recommended that DOT&PF implement bike boxes at all signalized intersections as part of their striping plan to better facilitate left turns by cyclists and to reduce the chance of right turn collisions.

We don't think that bike boxes are appropriate for this corridor based on volume of bike traffic and lack of real estate to accommodate such areas. We do not propose to provide bike boxes but open to further discourse if CBJ does not concur.

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4. It is recommended that DOT&PF provide ramped access onto the outbound cycle lane from shared use path connecting to Egan Drive adjacent to the Prospector Hotel.

Will examine, fix, and resolve to CBJ satisfaction. Our current plan set does not reflect the location of this connecting pathway. Future plan set will correct.

Pedestrian improvements

5. It is recommended that a new pedestrian crossing should be added by DOT&PF when the next phase of the Seawalk is completed (anticipated after 2020) where the shared use path connects to Egan Drive between The Prospector Hotel and Foodland. DOT&PF may wish to plan for any necessary conduit under the ROW at this location for the future pedestrian crosswalk.

Location of this path is not shown on our plans. Will review and rectify. However, we don't think a controlled access crosswalk will ever be provided at this location. Will need to confer further with CBJ and resolve to mutual satisfaction.

6. It is recommended that DOT&PF post a 30 mph speed limit prior to the Glacier Avenue intersection for inbound traffic.

This project will change the existing speed limits to a 2-speed zone corridor from a 3-speed zone corridor. The posted speed is proposed to be 20 mph from Main Street to Whittier and 35 mph from Whittier to 10th.

7. It is recommended that DOT&PF should retain the raised medians as shown in the plans at Glacier Avenue and Willoughby intersections. Striped refuges should not be used.

Raised medians will be provided.

8. It is recommended that DOT&PF work with CBJ to construct the CBJ preferred design of the Seward Street intersection. To understand the impacts on the Main Street intersection immediate traffic/pedestrian counts should occur at the intersection for use in modelling peak season traffic, and a temporary closure the left turn could be considered.

DOT should be able to take care of the Seward Street intersection. We have reviewed your DOWL drawing and will accommodate to extent needed. DOT will further verify that Main Street intersection functions adequately with new Seward Street changes (preventing left turns).

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9. It is recommended that the pedestrian crossing at Whittier be a 2 stage crossing with a pedestrian refuge median.

This is a signalized intersection with adequate time for pedestrians to cross while traffic is stopped. There is also insufficient ROW to widen the median and provide a refuge island at this location. DOT does not recommend adding this proposed feature.

Traffic control during construction

10. It is recommended that DOT&PF should provide the Juneau School District an opportunity to review and comment on temporary traffic controls proposed to mitigate the increased traffic volume during construction within the school zones. DOT&PF should formally provide notice to the impacted neighborhoods of the increased traffic volumes during the construction project.

Agree that this needs consideration and will look into this further. We are aware of the school district and other neighborhood impacts and will attempt to minimize such detours. We will provide proper and timely notices, etc. and endeavor to communicate with CBJ School District prior to finalizing the bid documents, advertising the project and during construction.

11. It is recommended that DOT&PF and their contractor should work with CBJ Capital Transit to ensure bus operations are not adversely impacted during the reconstruction.

Agree. DOT will meet with CBJ and resolve if needed.

RECOMMENDATION – PROVISION OF EASEMENT ON CBJ PROPERTY

Staff recommends that the Planning Commission forward the proposed easements and/or land purchase to the Assembly with a **recommendation of approval** with the following recommended conditions applied:

1. DOT&PF shall work with CBJ on the design of any reconstruction of this in the area of the JACC and Centennial Hall and coordinate the timing of work in this area with planned events at both venues including temporary access arrangements if needed.

Agree. DOT will set up meeting with CBJ Parks & Rec to further resolve. Will also provide suitable notices to contractor insure Centennial Hall activity schedules are understood to be accommodated by contractor. Assume they have a copy of our review plans now? As noted above, JACC and Centennial Hall has alternative access via Whittier Street.

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2. It is recommended that the easement or sale of the CBJ parcel across Egan Drive from Centennial Hall to DOT&PF allows for its use to provide a CBJ parking information sign.

What location does this question refer to and what sort of parking sign is contemplated. Please furnish appropriate information and we will endeavor to accommodate.



Community Development

(907) 586-0715

PC_Comments@juneau.org

www.juneau.org/plancomm

155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION NOTICE OF RECOMMENDATION

Date: August 8, 2016

File No.: CSP2017 0013

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 consistency review for State reconstruction of Egan Drive between Tenth St and Main St including provision of CBJ easements

Legal description: TIDELANDS ADDITION BL 74 LT 1; TIDELANDS ADDITION BL 67 LT 1, LTS 4 to 12, ATS 3

Hearing Date: August 8, 2017

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandums dated July 31, 2017, and August 7, 2017, and recommend Assembly approval to allow for easements on, or sale of, lots associated with the State reconstruction of Egan Drive between Tenth St and Main St [Seward St] including provision of CBJ easements, more particularly identified in Attachment E of the July 31, 2007 memorandum, with the following recommended conditions:

1. DOT&PF shall work with CBJ on the design of any reconstruction of this in the area of the Juneau Arts and Culture Center (JACC) and Centennial Hall and coordinate the timing of work in this area with planned events at both venues including temporary access arrangements if needed.
2. It is recommended that easements or sale of the portion of TIDELANDS ADDITION BL 74 LT 1 across Egan Drive from Centennial Hall to DOT&PF allows for its use to provide a CBJ parking information sign in the future.

Attachments: July 31, 2017 and August 7, 2017 memorandums from Tim Felstead, Community Development, to the CBJ Planning Commission regarding CSP2017 0013.

This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the

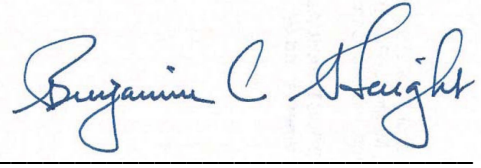
CBJ Assembly
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recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020(b).

Project Planner:



Tim Felstead, Planner
Community Development Department



Benjamin Haight, Chair
Planning Commission



Filed With City Clerk

August 21, 2017

Date

cc: Plan Review

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



Community Development

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www.juneau.org/plancomm

155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION

NOTICE OF DECISION

Date: August 8, 2016

File No.: CSP2017 0013

Alaska Department of Transportation and Public Facilities
6860 Glacier Highway
PO Box 112506
Juneau, AK 99811-2506

Proposal: Consistency Review for State reconstruction of Egan Drive between Tenth Street and Main Street

ROW name: Egan Drive (Tenth Street to Seward Street)

Hearing Date: August 8, 2017

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandums dated July 31, 2017, and August 7, 2017, and approved the State reconstruction of Egan Drive between Tenth St and Main St [Seward St] including provision of CBJ easements to be conducted as described in the project description and drawings submitted with the application and, in order for local concurrence to be met, in accordance with the following conditions:

Bike improvements

1. DOT&PF shall continue to allow the option to cycle on the sidewalk on the seaward side of the Egan Drive to remain. This is identified as a shared use path in the Juneau Non-motorized Transportation Plan.
2. DOT&PF shall stripe non-buffered bike lane sections with a 6 inch line as per the Juneau Non-motorized Transportation Plan.
3. DOT&PF shall provide a cycle-only turn lane for bicyclists turning from Egan Drive onto the bridge in accordance with MUTCD standards if ROW width allows or appropriate striping and/or signage to direct cyclists. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan and the signage and pavement markings as required in the Juneau Non-motorized Transportation Plan.
4. DOT&PF shall provide that a bicycle lane be added on the Casey-Shattuck leg of W. Tenth Street. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan and the signage and pavement markings required in the Juneau Non-motorized Transportation Plan.

Alaska Department of Transportation and Public Facilities

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5. DOT&PF shall provide dashed bike lane striping with a bicycle symbol across the Willoughby Avenue and Whittier Street intersections in accordance with the NACTO guidance for intersection treatment for bicyclists. Provision of a bike lane running the length of Egan Drive between Tenth Street and Main Street is a requirement of the Juneau Non-motorized Transportation Plan.
6. DOT&PF shall place appropriate cycle route directional signage in the project area for the Cross-Juneau Bikeway described in the 2009 Juneau Non-motorized Transportation Plan. They should work with CBJ to determine the placement.
7. DOT&PF shall provide 'sharrows' markings or other appropriate signage on the seaward traffic lane at the Seward Street end of the project. Use of sharrows where bikes and motor vehicles share the road is a requirement of the Juneau Non-motorized Transportation Plan

Pedestrian improvements

8. DOT&PF shall use continental/ladder style striping at all intersections where allowed under current design standards, particularly those crossing side streets. Where current adopted design standards do not allow this but future standards do, striping in the future should be changed to meet this recommendation. Continental/ladder style crosswalks are required as part of the Juneau Non-motorized Transportation Plan.
9. DOT&PF shall provide crosswalk markings using continental/ladder style striping across Willoughby Avenue. Crosswalk markings at this intersection are listed as priorities in the Juneau Non-motorized Transportation Plan.
10. DOT&PF shall retain the existing crosswalk at Seward Street. This would meet the Waterfront Masterplan recommendation that pedestrian pathways to downtown be provided.
11. DOT&PF shall add conduit for an additional pedestrian crossing on the Bridge side of Egan Drive at Whittier Street. This crossing is identified in the Willoughby Plan and will provide for increased pedestrian use of this intersection as the Subport area is sold and developed.

Vegetative treatment of median

12. DOT&PF shall provide a vegetated median that is planted and maintained with grass. This includes all areas currently covered with grass including either side of Gold Creek Bridge. DOT&PF shall work with CBJ to provide a suitable planting environment if it is determined that trees can survive in this location. This will provide vegetation in the median as shown in both the Willoughby District Plan and the Waterfront Master Plan.
13. DOT&PF shall provide alternative pavement colors and/or textures other than traditional asphalt or concrete where the central median cannot be vegetated. This treatment is recommended in the Waterfront Plan.
14. It is recommended as a condition of approval that DOT&PF work with CBJ to develop and implement a plan for more attractive treatment of the raised median islands at the Willoughby

Alaska Department of Transportation and Public Facilities
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intersection including at the new crossing.

Right-of-Way acquisition plats

15. DOT&PF shall submit the necessary ROW acquisition plat following conclusion of negotiations regarding all easements and land sales along the project length.

Additional recommendations for consideration by DOT&PF

While not explicitly supported by any of the adopted plans reviewed, the following recommendations have been made for DOT&PF to consider incorporating into their proposal.

Lighting

1. It is recommended that the DOT&PF lighting plan prevents light trespass and follows the lighting recommendation of the American Medical Association.
2. It is recommended that the DOT&PF lighting plan provide lighting immediately adjacent to all pedestrian crossings.

Operation of buses at the Downtown Transportation Center

3. It is recommended that DOT&PF continue to observe the operation of the Downtown Transit Center exit and develop an appropriate plan to ensure that exiting buses are not adversely delayed by the reconfigured Right of Way. If the changes negatively impacts bus service, some form of transit priority should be explored.

Bike improvements

4. It is recommended that DOT&PF stripe any buffered bike lane according to the standards of the NACTO Urban Bikeway Design Guide.
5. It is recommended that DOT&PF implement bike boxes at all signalized intersections as part of their striping plan to better facilitate left turns by cyclists and to reduce the chance of right turn collisions.
6. It is recommended that DOT&PF provide ramped access onto the outbound cycle lane from shared use path connecting to Egan Drive adjacent to the Prospector Hotel.

Pedestrian improvements

7. It is recommended that a new pedestrian crossing should be added by DOT&PF when the next phase of the Seawalk is completed (anticipated after 2020) where the shared use path connects to Egan Drive between The Prospector Hotel and Foodland. DOT&PF may wish to plan for any necessary conduit under the ROW at this location for the future pedestrian crosswalk.

Alaska Department of Transportation and Public Facilities

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8. It is recommended that DOT&PF post a 30 mph speed limit prior to the Glacier Avenue intersection for inbound traffic.
9. It is recommended that DOT&PF retain the raised medians as shown in the plans at Glacier Avenue and Willoughby intersections. Striped refuges should not be used.
10. It is recommended that DOT&PF work with CBJ to construct the CBJ preferred design of the Seward Street intersection. To understand the impacts on the Main Street intersection, immediate traffic/pedestrian counts should occur at the intersection for use in modelling peak season traffic, and a temporary closure of the left turn could be considered.
11. It is recommended that the pedestrian crossing at Whittier Street be a 2-stage crossing with a pedestrian refuge median.

Traffic control during construction

12. It is recommended that DOT&PF provide the Juneau School District an opportunity to review and comment on temporary traffic controls proposed to mitigate the increased traffic volume within the school zones during construction. DOT&PF should formally provide notice to the impacted neighborhoods of the increased traffic volumes during the construction project.
13. It is recommended that DOT&PF and their contractor should work with CBJ Capital Transit to ensure bus operations are not adversely impacted during the reconstruction.
14. It is recommended that DOT&PF work with CBJ to implement a Park and Ride service during construction to reduce the number of vehicles entering the reconstruction area.

Attachments: July 31, 2017 and August 7, 2017 memorandums from Tim Felstead, Community Development, to the CBJ Planning Commission regarding CSP2017 0013.

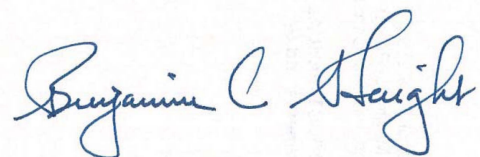
Effective Date: This decision is effective upon approval by the Commission, August 8, 2017.

This Notice of Decision does not authorize construction. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits. This Notice of Decision becomes final 90 days from the date the project was submitted, or August 30, 2017, unless modified or disapproved by the Assembly.

Project Planner:



Tim Felstead, Planner
Community Development Department



Benjamin Haight, Chair
Planning Commission

Alaska Department of Transportation and Public Facilities

File No.: CSP2017 0013

August 17, 2017

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August 21, 2017

Filed With City Clerk

Date

cc: Plan Review

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