

Agenda

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

February 28, 2017
Assembly Chambers
7:00 PM

I. ROLL CALL

II. APPROVAL OF MINUTES

- A. January 10, 2017 Draft Minutes - Regular Planning Commission Meeting
- B. January 24, 2017 Draft Minutes - Regular Planning Commission Meeting

III. WRITTEN AGENCY AND PUBLIC COMMENTS POST DEADLINE

- A. Additional Materials for 2/28/17 Planning Commission Meeting

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

V. PLANNING COMMISSION LIAISON REPORT

VI. RECONSIDERATION OF THE FOLLOWING ITEMS

VII. CONSENT AGENDA

VIII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS

IX. UNFINISHED BUSINESS

X. REGULAR AGENDA

- A. SMP2016 0002/CSP2016 0006 A Preliminary Plat for Phase 1 Pederson Hill Subdivision resulting in 86 Residential lots and 5 lots for preservation/park purposes
- B. **MERGED WITH SMP2016 0002** CSP2016 0006 A city consistency review of Preliminary Plat of Phase 1 Pederson Hill Subdivision resulting in 86 residential lots and 5 lots for preservation/park purposes

XI. BOARD OF ADJUSTMENT

XII. OTHER BUSINESS

- A. Recycle Works Presentation

XIII. DIRECTOR'S REPORT

XIV. REPORT OF REGULAR AND SPECIAL COMMITTEES

XV. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVI. ADJOURNMENT

Agenda
PLANNING COMMISSION
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
January 10, 2017

I. ROLL CALL

Ben Haight, Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:02 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Vice Chairman; Michael LeVine, Dan Miller, Percy Frisby, Dan Hickok, Kirsten Shelton-Walker, Carl Greene

Commissioners absent: Nathaniel Dye

Staff present: Rob Steedle, CDD Director; Beth McKibben, Planning Manager; Brenwynne Grigg, Administrative Officer; Jill Maclean, Senior Planner, Eric Feldt, Planner II; Robert Palmer, Assistant Attorney II

Assembly members: Debbie White, Jerry Nankervis

Swearing in of New Planning Commission Members:

Returning Commission member Dan Miller and new Commission member Dan Hickok were sworn into office by Robert Palmer.

II. APPROVAL OF MINUTES

a. December 13, 2016, Draft Minutes – Regular Planning Commission Meeting

MOTION: *by Mr. LeVine, to approve the Regular Planning Commission meeting minutes of December 13, 2016, with any minor corrections by staff or Commission members.*

The motion passed with no objection.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None

IV. PLANNING COMMISSION LIASON REPORT

Nestler Appeal Withdrawn

Assembly Liaison to the Planning Commission Ms. White reported that the Nestlers who had appealed the decision by the Planning Commission to the Assembly have withdrawn their appeal.

Homeless Population

There has been an alternate piece of land identified as a possible site for housing those within the homeless population and the Department of Law is working on that. The Assembly is in support of providing lodging for the homeless population of Juneau, noted Ms. White. The Assembly also has to protect the rights of the home owners and taxpayers within the Borough who shop within the downtown area, she noted.

Commission Comments and Questions

Mr. Voelckers asked if there were any new developments with the Olmo appeal.

The Assembly has conducted its hearing and made its decision, said Ms. White, but they are awaiting the publishing of that decision from the Department of Law.

V. RECONSIDERATION OF THE FOLLOWING ITEMS - None

VI. CONSENT AGENDA - None

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA - None

X. BOARD OF ADJUSTMENT - None

XI. OTHER BUSINESS

a. Election of Officers and Planning Commission Committee Assignments

The Commission office positions of Chair, Vice Chair, Clerk and Vice Clerk were up for nomination, noted Chairman Haight.

MOTION: by Mr. LeVine, for Chairman Haight to remain as Chair of the Planning Commission.

The motion passed with no objection.

MOTION: *by Mr. LeVine, to nominate Mr. Voelckers to remain in his seat as Vice Chair of the Planning Commission.*

The motion passed with no objection.

MOTION: *by Mr. Voelckers, to nominate Mr. LeVine as Clerk of the Planning Commission.*

The motion passed with no objection.

MOTION: *by Mr. LeVine, to nominate Nathaniel Dye as Vice Clerk of the Planning Commission.*

The motion passed with no objection.

Juneau Commission on Sustainability

Meets on second and fourth Wednesdays at 5:30 in the downtown library.

Lands Committee

Meets in the Chambers on Monday nights prior to Assembly Committee of the Whole meetings at 5:00.

Public Works Committee

Meets at noon in the Assembly Chambers on the same days as regular Assembly meetings are scheduled.

Rules Committee

To be scheduled.

Wetlands Review Board

Scheduled for one meeting around the middle of each month.

Subdivision Review Committee

Scheduled as needed.

Title 49 Committee

Currently scheduled for the third Wednesday at 3:00 p.m. once a month.

Mr. LeVine said perhaps there is enough work on the Title 49 Committee to split into two committees.

Chairman Haight said there has been some discussion with the CDD Director that some work on the Title 49 Committee be directed to the Planning Commission Committee of the Whole involving the entire Commission on some of those items.

Mr. LeVine said he felt that was a good idea.

TENTATIVE COMMITTEE ASSIGNMENTS	
COMMITTEE	Commission Member(s)
Juneau Commission on Sustainability	Mr. LeVine
Lands Committee	Mr. Voelckers
Public Works Committee	Mr. Greene
Rules Committee	Mr. Greene Mr. Voelckers Mr. Dye
Wetlands Review Board	Mr. Miller Mr. Frisby
Subdivision Review Committee	Mr. LeVine Mr. Frisby Mr. Dye Mr. Hickok Mr. Miller (alternate)
Title 49 Committee	Mr. Miller Ms. Shelton-Walker Mr. Greene Mr. Voelckers Mr. Hickok (alternate)

Adoption of 2017 Planning Commission Calendar

Ms. McKibben suggested there may be certain weeks or time periods when it may be difficult to get a quorum due to travel of Commission members. She asked the Commission if it really wanted to schedule a meeting for December 26, as it is slated on the 2017 calendar. If the Commission decided this was not a date they really needed to conduct a meeting, they could schedule another meeting in the month if it was needed, she said. She said she has also served commissions which scheduled a week off during the summer so Commission members could schedule their vacations around that time period. She said sometimes it was difficult to obtain a quorum during the week of Thanksgiving or the week of spring break, for example.

Commission Comments and Questions

Mr. Voelckers concurred that December 26, (2017) was not an optimal day to schedule a meeting of the Planning Commission.

Mr. LeVine said he liked the suggestion offered by Ms. McKibben to eliminate one or two meetings in the summer if it could be optimally planned ahead of time.

Mr. Steedle said a time in the summer for Commission members to be free of meetings could be scheduled but did not need to be decided this evening.

Mr. Miller said he had a different perspective on dropping meetings for the Commission. He said if he was in applicant and was attempting to move his project forward that he would not be in favor of action on his project being postponed due to a week taken off by the Commission. He said the Commission has two meetings scheduled every month and that he felt they should be held to those meetings if possible.

Mr. Frisby concurred with Mr. Miller. He added that they should not simply drop the December 26, (2017) meeting without adding a floating date in December to make up for the missed December 26, (2017) meeting, so if necessary they could conduct a second meeting in December.

Due to the school holidays, Mr. Greene commented that scheduling a meeting any time during the Christmas holidays may present a problem for obtaining a quorum.

Mr. Steedle suggested that the Commission adopt the calendar as it currently exists and make adjustments to the calendar as needed in the future. He added that he appreciated Mr. Miller's point that applicants should be able to expect that the Commission deal with their issues in a timely manner.

The Commission approved the calendar for 2017 as it is written.

c. Title 49 Update Priorities

Mr. Steedle presented the Commission with a list of pending Title 49 amendments to be dealt with in the forthcoming year:

- | | |
|-----------------------------|----------------------------------|
| ✓ Variances | ✓ Urban Agriculture |
| ✓ Eagles | ✓ Auke Bay zoning |
| ✓ Stream side setbacks | ✓ Junk, salvage yards, recycling |
| ✓ Parking waivers | ✓ Bonus provisions |
| ✓ Panhandle lots | ✓ Street reconstruction |
| ✓ Planned unit developments | ✓ Street standards |
| ✓ Cottage housing | ✓ Signs |

The above list consists of areas of the code that are either currently being addressed by staff and the Title 49 Committee, or items that they intend to address in the forthcoming year, said Mr. Steedle. Variances, eagles, stream side setbacks and parking waivers have all been to the Title 49 Committee, noted Mr. Steedle, and are in various stages of development.

Ms. McKibben is anxious to tackle Panhandle lots, which Mr. Voelckers is interested in, said Mr. Steedle, and Ms. Boyce is ready to address Planned Unit Developments. The staff believes that Cottage Housing would also fit under the umbrella of Planned Unit Developments, said Mr. Steedle. The Commission on Sustainability has spent some time working on the issue of chickens and roosters within the community, said Mr. Steedle, and that will be coming before the Commission, he noted.

Auke Bay zoning represents the implementation of the Auke Bay Area Plan, said Mr. Steedle. Junk, salvage yards, and recycling the staff had initially felt just needed some cleaning up, but the staff now thinks this is an issue which could take off in other directions, noted Mr. Steedle.

Having bonus incentives to spur the vision and subsequent development of Auke Bay could prove to be very helpful, said Mr. Steedle. The staff currently has nothing to bring before the Commission on Street reconstruction and they hope to have this ready in the future, said Mr. Steedle. Two years ago there was a Supreme Court decision called the Gilbert Decision that had a strong effect on what a municipality can do to limit signs, said Mr. Steedle. Independent of the constitutionality of the CBJ sign code, it could use some improvement, he said.

These items will be addressed with the Borough Assembly at the joint meeting between the Assembly and the Planning Commission later this month, said Mr. Steedle.

Mr. Voelckers said he was excited to see bonus provisions on the list and that he agreed with Mr. Steedle's reference to bonus provisions and Auke Bay development. He said bonus provisions may have even greater implications for the downtown area. This could be a tool the City could use to get behind some of the active recommendations as presented by the McDowell Group or in the Housing Action Plan, for example, he said.

Mr. Miller said he was pleased to see Planned Unit Developments on the list, and that he was looking forward to join the Title 49 committee to help that along. He said he was only aware of

three Planned Unit Developments in the community, and that included one which he believed was planned for Douglas. A cottage housing development has not yet successfully been executed in the community, said Mr. Miller.

Mr. Miller said he would also like to see accessory apartments in duplexes added to the list. He said he felt this was low hanging fruit for affordable housing in Juneau.

Chairman Haight asked if the items had been assigned an order in terms of implementation.

Mr. Steedle said he would like to see the number of variances reduced which come before the Commission, but as the Title 49 committee has stated, they need to be able to provide some flexibility with stream-side setbacks, with eagles, and perhaps some other areas as well.

Mr. Voelckers said he felt that eagles and stream-side setbacks were well underway in their development. He asked the staff if they could elaborate on any areas in which the Law Department had expressed an interest.

Ms. McKibben said there is some work to do by the Law Department on the eagle ordinance, and after that was accomplished they may either bring it back to the Title 49 committee or directly to the Commission.

The Title 49 committee has vetted the concept of stream-side setbacks, said Ms. McKibben, but the staff has not yet crafted the language to present to the Title 49 committee for review.

Mr. Frisby asked if the pending Title 49 amendments were prioritized.

Mr. Steedle responded that the items are not prioritized.

XII. DIRECTOR'S REPORT

Mr. Steedle told the Commission he wanted to clarify that it was his error that the wrong packet was sent out to the Commission last week and that it was not a staff error. He apologized for any confusion this may have caused.

Joint Meeting with Assembly

The Commission will participate in a joint meeting with the Borough Assembly on January 30, (2017) said Mr. Steedle. There was one other item on the agenda for that meeting which is time critical, said Mr. Steedle, which is the acquisition of property at Auke Bay. The federal government is surplussing the property it owns in Auke Bay, said Mr. Steedle. Both the university and the CBJ are interested in acquiring the property, he said. The building is located on over four waterfront acres, he noted. They will be discussing how to move ahead with that acquisition and how to partner with the University, said Mr. Steedle.

Lemon Creek Plan

The Lemon Creek plan is underway, with Mr. Voelckers as the Commission liaison for that group, noted Mr. Steedle. They are making good progress with the Lemon Creek plan, he said. The staff is now beginning to focus on the downtown plan, said Mr. Steedle.

Ms. McKibben said the staff has begun its work on the downtown plan with a discussion on what the downtown plan might look like and what the staff needs to do to develop that plan. She said the very first step would be to define the boundaries of the downtown area. There are many steps which need to be implemented including the Docks and Harbors management plans in the downtown area which they are working on. They plan on using the same chapters that are in the Lemon Creek plan for consistency, said Ms. McKibben. They may add an additional chapter specific to the public realm such as street furniture and plazas and other public spaces that may be implemented, she noted.

The staff has also considered utilizing the American Planning Association Community Assistance Planning Team or the American Institute of Architects Regional Urban Design Assistance Program, said Ms. McKibben, for part of the planning process. These programs are not free, she noted, but it would provide a fresh perspective for the project, she said.

It may also be possible to coordinate with a university program to assist with some of the initial planning process, said Ms. McKibben. It could provide a low-cost alternative for obtaining fresh perspective, she said. She said there is the possibility that they may request funds through the budget process for part of the downtown plan, said Ms. McKibben. They could not afford to contract out for the entire planning process, she added.

Commission Comments and Questions

Mr. Voelckers asked if a general timeline has yet been developed or if it would be put in abeyance until the Lemon Creek planning project was completed.

Ms. McKibben said they have had some discussion about the downtown plan but they have not made any decisions as of yet. Lemon Creek would at least need to be in the public review process and close to coming before the Planning Commission before the staff could take on the downtown planning project. The downtown plan will be challenging in many ways, said Ms. McKibben. There are a lot of competing interests at stake which will need to come together to create a unified vision, she added. It could be as early as the fall of 2017, she said.

Mr. Frisby asked how much of the downtown plan will overlap with the phase II road upgrade.

Ms. McKibben said it would probably depend upon the boundaries drawn for the downtown planning area. They have been working with the Department of Transportation while formulating the Lemon Creek plan, said Ms. McKibben.

a. PRESENTATION ITEM – AME2016 0013: Text amendment to Title 49 to provide for reductions in parking requirements borough-wide via waiver(s).

This item was initiated last summer when a convenience store in downtown Douglas tried to open for business and was prevented from doing so because it could not meet the parking requirement, said Ms. Maclean. The convenience store was required to have three parking spaces for the store and two parking spaces for the apartments above, said Ms. Maclean. They could not meet this requirement, she said. The staff looked at the parking area and compared it to similar areas in downtown Juneau and presented this information at a public meeting in the downtown Douglas area, she said. The public came out resoundingly against a parking district. The staff proposed a 50% reduction in the parking requirements for the area, she said. The public felt in some instances this would still be too onerous of a burden to place upon business owners, she said, and public commenters' also said the plan did not provide enough flexibility, said Ms. Maclean.

The staff was asked at the meeting to look at waivers or to figure out a way where this could be evaluated on a case-by-case basis, said Ms. Maclean. The staff met with the Title 49 committee which also agreed that it did not make sense to impose regulations just in downtown Douglas. They felt this is something that should be opened up for further discussion, said Ms. Maclean.

The staff also had a meeting with the Lemon Creek Steering committee which also came out in favor of the waivers, said Ms. Maclean. The downtown committee came out in favor of the waivers, said Ms. Maclean. No one attended the meeting in the Valley, she said. A variance is for parties seeking relief from an existing zoning ordinance, said Ms. Maclean. A variance runs with the structure, the use or the lot, she said. That is transferable from owner to owner, she added.

In this instance the waiver or the exception would run with the use and the location, she said. A different location would require another waiver, she said. They are not recommending that the parking district be considered at this point, she said. The next decisions would be whether these exceptions would be made solely by the CDD Director, or by the Planning Commission or by some combination of the two, said Ms. Maclean.

If the decision was made by the Planning Commission it would be appealable to the Assembly, or if the decision was made by the CDD Director, it would be appealable to the Planning Commission, she said. If it went before the Planning Commission it would require the full public hearing process, she noted. Certain criteria would have to be met in order for the waiver to be granted, said Ms. Maclean. If it was up to the Director then there would be no public hearing process, she said.

The intent to exclude the downtown and the fee in lieu parking districts from the waiver is because these districts have already been studied and they already receive an automatic reduction in their parking as it stands, said Ms. Maclean.

A waiver would be granted if a need could be demonstrated and if the impacts to the surrounding areas would be acceptable, she said. Both the staff and the Title 49 committee are in agreement on these points, said Ms. Maclean. The waivers would be appealable, and they may be permitted borough-wide excluding Parking Districts One and Two and the fee in lieu district, she said. The Title 49 committee had also asked staff to review the transit systems in the area that it serves and perhaps somehow tie the parking waiver process to the transit system. For example, perhaps application would only be accepted if it was within a certain radius of the transit system, said Ms. Maclean. However the staff found that would only extend to the urban service area primarily and would therefore leave out areas such as Thane road, North Douglas and Auke Bay, she said.

The staff and Title 49 committee felt they have seen quite a few instances where topography may prevent the provision of parking areas. The staff felt it best to leave the waivers on a case-by-case basis, she said, and not leave it just to areas within the transit system. The waiver may be permitted within any zoning district, and for any use providing that it is found that the impacts do not create an undue burden on the surrounding properties. For uses: Multi-Family, Commercial, Retail or Industrial, the staff and Title 49 Committee recommend that if the number of parking spaces can meet the number of spaces listed in the code, the applicant may ask for a waiver if the applicant can reasonably demonstrate that the proposed use does not require the minimum parking. The applicant would also need to provide reasonable public amenities such as bike or pedestrian improvements, a bus shelter, etc., said Ms. Maclean.

The parking standards for Juneau are similar to the national parking standards across the country, said Ms. Maclean. Therefore they are not custom-made for this community and therefore do not fit any area well, she said. For example a retail business which carries with it the requirement of 40 parking spaces could show that it really only needed 25 parking spaces even though it had enough land for 40 parking spaces. It could feasibly instead construct only 25 parking spaces and in addition install a public improvement such as a bus shelter, said Ms. Maclean. Ms. Maclean said she was not sure if the Title 49 committee was behind that recommendation or not.

Following the last Title 49 committee meeting the staff diverged in some of its recommendations, said Ms. Maclean. At that last meeting the CDD Director was to approve all waivers, said Ms. McLean. Upon further review and in its work with the Law Department the staff felt if the applicant was coming before the Commission any way for a Conditional Use Permit, for example, it did not make sense for the Director in a separate action to approve a waiver for the same use, she said. Therefore the staff suggests that the Director approve all

applications for a minor development, and that the Planning Commission would be responsible for providing a waiver for all major development, said Ms. Maclean.

The staff felt that notification used in the minor subdivision developments be used which is that the department shall mail written notice of the application to the owners of property within a 250 foot radius, said Ms. Maclean, following the Director's determination that the application is complete, she said. To grant the waiver the CDD Director would need to ascertain that the reduction is consistent with public health, safety, and that the reduction promotes a public benefit, said Ms. Maclean.

The parking exception would run with the use and with the location, and could not be transferred to another location or applied to another use at the same location, said Ms. Maclean. That was recommended both by the staff and the Title 49 committee, she said. A request for the waiver would cost \$400 and if it is filed in conjunction with a major subdivision permit separate public notice would not be required and the exception fee would be reduced by 20 percent, she said. This is the same fee as a variance and the staff felt it would require about the same amount of review of the surrounding neighborhood, and its impacts on the abutting properties, said Ms. Maclean. They felt if it was requested in conjunction with another permit it could be reduced by 20 percent, she explained.

It is recommended that the proposed ordinance include the following sections:

-  Childcare homes and centers
-  Nonconforming developments
-  Mobile Home and recreational vehicle parks
-  Single-Family Homes

The staff does recommend that cottage housing and Planned Unit Developments be excluded since they already have separate parking standards in place, said Ms. Maclean.

Commission Comments and Questions

Mr. Frisby asked for the difference between minor and major subdivisions.

Ms. McKibben explained that those differences are outlined in the Table of Permissible Uses and distinguished by a number one or number three. A "one" is a minor development and can be approved administratively, and a number "three" is a major development and requires Planning Commission approval through a Conditional Use Permit, she said. It is based upon the square footage of the building or the area of the lot, she said. For multi-family development more than 12 units would require a Conditional Use Permit, she said. There are a few zoning districts where the threshold is eight units, she added.

Mr. LeVine said the Title 49 committee had talked about smaller developments where bus shelters or bike racks would not be appropriate. The Title 49 committee was fine with this as long as the word “reasonable” or “appropriate public amenities” was in the language. There was some discretion for the Director to waive the amenities requirement, he said.

Mr. Voelckers said that he concurred with Mr. LeVine but that he was always a little uncomfortable when it was completely open-ended about what an applicant should or should not do. He said he agreed with Mr. LeVine that there should be significant Director discretion which should not be punitive or arbitrary.

Ms. Shelton-Walker said this addressed her concerns. Otherwise requirements could become unduly burdensome to the developer, she said. There should be some parameters regarding Director discretion, she said.

The next step would involve the drafting of an ordinance by the staff for the next meeting, said Ms. Maclean.

Mr. Voelckers asked for another recap of the items which had not been decided at the Title 49 committee level.

There was the distinction between major and minor subdivisions, and the addition of the mobile home parks and the RV parks, and also the notification requirement. The Title 49 committee had discussed requiring the applicant to obtain support from the abutting properties, said Ms. Maclean. The staff has been advised by the Law Department that they cannot base a land-use decision on public opinion, she said. This takes care of notifying the public, putting the onus on the CDD department and not the applicant, she explained.

Mr. Voelckers said that this makes sense.

Mr. LeVine commented that this was a good solution.

b. PRESENTATION ITEM – AME2015 0010: Auke Bay Area Plan Implementation Update

Ms. Grigg told the Commission that she has worked with Eric Feldt, the Project Manager for the Auke Bay Plan, behind the scenes, and that she directed the video on Auke Bay which would be shown to the Commission this evening. The Auke Bay Area Plan has been adopted, said Ms. Grigg. The next step is implementation of that plan, she said. The development of design guidelines is part of that implementation process, said Ms. Grigg. The community was in support of design guidelines, she said. They wanted some firm guidelines that were written in code and were not negotiable, but they also wanted guidelines that were more visionary and more suggestive in nature, she said. They did not want design guidelines that would hinder development or create a financial burden on the applicants, she said.

Some property owners in the area offered funds to help make the video feasible, said Ms. Grigg. They made the video to provide a visual and auditory representation of what development in the Auke Bay Town Center area could look like, said Ms. Grigg. They wanted to represent a visual representation of the code guidelines, she said.

The video represents the vision for the Auke Bay area balanced by the reality of the area and the landscape, she said. Therefore it contains a lot of conceptual images, explained Ms. Grigg. The video displays existing businesses with businesses which may exist in the area in the future and existing roads along with roads which may be constructed in the future, she explained. The existing property owners of aAny of the ~~existing~~ businesses portrayed in the video have been involved in the planning discussions and the vision for the area, the concurrence of the existing property owners, she said.

They will be showing this video to various groups within the community such as the Chamber of Commerce, the Juneau Economic Development Council, the Juneau Convention and Visitors Bureau, the real estate groups, Southeast Alaska Living magazine, and the University of Alaska Southeast to name a few, she said. They will also develop a presentation package to distribute to local and outside investors, said Ms. Grigg.

As they view this video, Ms. Grigg told the Commission to imagine that they are a developer looking for a lucrative investment. Or that they are moving to Juneau, and are trying to figure out what area of town they would like to reside in, or that they are a visitor exploring a vacation location within the community. The video will serve many varied needs, said Ms. Grigg.

Their goal for the Auke Bay community is for residents to spend an entire day within the Auke Bay town center area and have all of their needs met, said Ms. Grigg. She ran the Commission through what could be a typical day in the community for a family, beginning with a morning cup of coffee at the local coffee shop, a walk to work followed by lunch at a local café, and after work relaxing through a yoga class at the local gym. The children would then be picked up at the area day care followed by shopping at the neighborhood store with an ice cream cone obtained at the local ice cream shop after dinner, she said. This is the vision for the Auke Bay town center, said Ms. Grigg.

The video portrays a flourishing and unique town center, said Ms. Grigg.

Following the video, Mr. Feldt told the Commission that while the tourist industry in Juneau portrays beautiful scenery and wildlife in Juneau that this is the first video of its kind which shows a vision of a neighborhood. This is a vision of planned growth and cohesive development for a new small town center, said Mr. Feldt. The video takes the neighborhood supported plans ~~and~~ policies for the area and displays them in a cohesive and organized environment, he said. While conceptual in nature, the video helps people experience the small town center vision by

moving through new streets, along new businesses, and buildings while, also recognizing the familiar landmarks in Auke Bay.

The town center will be financially supported by investment from local residents, businesses, nonprofit and government agencies, said Mr. Feldt. The video has been made possible by Northwind Architects, Alaska Robotics and Kit Burroughs.

The activities outlined by Ms. Grigg are supported by the Auke Bay Area Plan and from numerous individuals who attended the Auke Bay meetings, said Mr. Feldt. The Auke Bay area plan implementation starts with a vision for the community, substantiated by construction of a framework for the area, and an ordinance with design standards in place that are agreeable and not a barrier to development, he said. They need the bones in place to guide the development of the small town center, said Mr. Feldt.

Based upon the recommendations of the Auke Bay Steering Committee, the Planning Department staff has drafted two new zoning districts for the core of Auke Bay, said Mr. Feldt. The Planning Commission can expect this draft in the upcoming months, said Mr. Feldt. Mr. Feldt said he believes it is truly the excitement of the Auke Bay neighborhood which will carry this vision forward into implementation.

Commission Comments and Questions

Mr. Frisby said he felt they did an excellent job on the video.

Mr. Greene asked how well the actual footprint in Auke Bay fits the vision portrayed in the video.

The projects displayed in the video closely match the topography in the area, said Mr. Feldt. They used LIDAR components to form the contour data upon which Northwind Architects based their model portrayed in the video, he said.

Mr. Hickok asked if there was still a plan by the Department of Transportation (DOT) to bypass the core Auke Bay area with a new road.

That road is still in the DOT adopted plan, said Mr. Feldt. That is still probably 30 years into the future, he said.

Mr. Hickok asked if neighborhood land owners are on board with the proposed development plans.

One of the future roads runs along the RV site and CBJ Fire Station. Both land owners are on board with this future road. There is a large tract of land behind the RV site which is CBJ owned by the City, so the City will be a player in the development process as well, said Mr. Feldt.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

Lemon Creek Steering Committee

Mr. Voelckers reported that the Lemon Creek planning is going well and that the group is working through chapters on schedule and that there has been good dialogue on the landfill area.

Lands Committee

The Lands Committee will meet next week, said Mr. Frisby.

Public Works Committee

Chairman Haight reported that he attended the Public Works committee meeting as an observer and that there were presentations about a memorial establishment and that DOT made a presentation about the speed limit in the Auke Bay area which primarily entailed the crossing from the University to the University recreational facility. He said that Michelle Elfers gave a presentation on the recycle works project, and that City staff talked about the process involved to stabilize the Mendenhall River. Ms. Elfers also gave a presentation on the downtown street improvements project, said Chairman Haight. In addition, Mr. Healy, of Public Works, gave an overview of projects currently under review and up for bid and design.

Commission Comments and Questions

Mr. Hickok asked what the role was of an alternate on a committee.

Chairman Haight said in the past alternates have participated in committee meetings to some extent, and that when the full body of the committee is present then the alternate is in an observational role. When the regular committee body lacks a quorum then the alternate steps in as a voting member.

Mr. Miller added that the alternate is expected to attend all meetings and the presence of an alternate gives a better guarantee that a quorum will be obtained, he said.

Mr. LeVine added that the meetings are relatively informal and that from his observation alternates are welcome to participate in the dialogue.

Mr. Greene asked if a Title 49 meeting is scheduled.

He was informed by staff that there is a meeting scheduled for January 18, (2017) in the Community Development Department at 3:00 p.m. Ms. McKibben announced that the Juneau Commission on Sustainability meets January 11, and that it has its annual retreat on Saturday, January 28, (2017). The committee members said the existing 3:00 p.m. time would work for them as well.

Committee members are reminded by email of the forthcoming meeting dates and times, said Chairman Haight.

Ms. McKibben reported that January 11, (2017) is the next Lemon Creek Steering Committee meeting will be held at 6:00 p.m. at Gruening Park and that the housing chapter will be up for discussion.

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS - None

XV. ADJOURNMENT

The meeting was adjourned at 8:42 p.m.

MINUTES
Planning Commission
Regular Meeting
 CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
 January 24, 2017

I. ROLL CALL

Ben Haight, Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:06 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Vice Chairman; Percy Frisby, Nathaniel Dye, Dan Hickok, Kirsten Shelton-Walker, Carl Greene

Commissioners absent: Mr. Miller, Mr. LeVine

Staff present: Beth McKibben, Planning Manager; Teri Camery, Senior Planner; Jill Maclean, Senior Planner; Robert Palmer, Assistant Attorney II

Assembly members: Debbie White, Loren Jones

II. APPROVAL OF MINUTES

December 27, 2016, Draft Minutes – Regular Planning Commission Meeting

MOTION: *by Mr. Dye, to approve the minutes from the December 27, 2016 Planning Commission regular meeting with any minor corrections by staff or Commission member.*

The motion passed with no objection.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

IV. PLANNING COMMISSION LIASON REPORT

Assembly liaison to the Planning Commission Debbie White reported that next Monday, January 30, (2017) at 6:30 p.m. there will be a joint meeting between the Assembly and the

Planning Commission. Next Wednesday, February 1, the Assembly will hear the SEAL trust (Southeast Alaska Land trust) appeal. Last night was a long meeting for the Assembly with two items on the agenda: an ordinance banning camping in downtown Juneau and the reaffirmation by the Assembly of a Juneau access road and the protection of state funds allotted for that project. The resolution for the access road past six to three, said Ms. White.

Commission Comments and Questions

Mr. Voelckers asked if the Assembly has discussed any items that will be addressed at the joint meeting of the Planning Commission and the Assembly and if there were any topics which Commission members should be exploring for that meeting.

Ms. White replied that she has not seen an agenda posted yet.

Ms. McKibben said she believed the CDD (Community Development Department) Director was hoping there would be time during the mutual meeting to discuss the access and frontage ordinance as well as legislative priorities. There are items within Title 49 which would be ripe for discussion between the two bodies which could be prioritized at that meeting, said Ms. McKibben.

V. **RECONSIDERATION OF THE FOLLOWING ITEMS** - None

VI. **CONSENT AGENDA** - None

VII. **CONSIDERATION OF ORDINANCES AND RESOLUTIONS** - None

VIII. **UNFINISHED BUSINESS** - None

IX. **REGULAR AGENDA**

AME2016 0007: A request to rezone 23 acres of an 83 acre parcel from Rural Reserve to Industrial zoning.

Applicant: Bicknell Inc.

Location: Honsinger Pond Area

Staff Recommendation

Staff recommends that the Planning Commission adopt the Director's analysis and findings and recommends that the rezone request to change 23 acres to Industrial be approved with the following condition:

1. Prior to a zone change from Rural Reserve to Industrial, the property owner shall obtain and develop legal access to the subject parcel from Maplesden Way or an alternate access approved by the CBJ Community Development Department Director, in conformance with CBJ

Code 49.15.424.

Mr. Hickok said he is personal friend of Mr. Bicknell and that Mr. Bicknell has a fuel account at his business.

Mr. Greene said he has a personal relationship with the individual presenting the item before the Commission.

The Commission members voiced their opinion that there was no conflict perceived with either Commission member remaining on the Commission for this item.

Ms. Camery told the Commission the staff review of rezones is strictly focused on code requirements. She said while the staff recognizes that there may be broader issues with this property held by some members of the public, that the staff focuses only on the relevant code requirements.

The property is located across Egan Drive from Fred Meyers and access is gained from a driveway located on Yandukin Way that is on the Egan onramp, said Ms. Camery. The total property is almost 83 acres and it is currently zoned as Rural Reserve (RR). The Comprehensive Plan land use designation is for resource development, said Ms. Camery. The property has city water and sewer, she said. The existing use is an old dredge pond, and is now essentially vacant property, she said.

The staff has reviewed Title 49 and the portion addressing restrictions on rezoning. Rezoning must be for a property over two acres or an expansion of an existing zone, explained Ms. Camery. The 23 acre parcel up for rezone is obviously more than two acres, and it is also adjacent to an Industrial zone, she noted. A rezone request cannot have been considered 12 months previous to the current request, and this rezone request has not been made within 12 months, noted Ms. Camery.

A rezone can only be approved based upon a finding that the proposed zoning district and the uses allowed are in substantial conformance with the Land Use Maps of the Comprehensive Plan, said Ms. Camery. This land was initially used in the 1960's as a gravel pit to support construction of Egan Drive, said Ms. Camery. There was a previous rezone request for this land to be rezoned to a mix of Industrial, Light Commercial and Rural Reserve in 2013, she noted. The Planning Commission denied that request and that ruling was subsequently upheld by the Assembly, she said. The previous proposal called for 26 acres of General Commercial, 20 acres zoned Industrial, with the remaining acreage remaining as Rural Reserve, she said.

The motocross park has nothing to do with this rezone request and will be addressed as its own issue at another time, said Ms. Camery. The primary focus of the code requirements is a

conformance with the Comprehensive Plan Land Use maps, said Ms. Camery. The Comprehensive Plan land use map designation is resource development, defined as:

Resource development is described as land to be managed primarily to identify and conserve natural resources until specific land uses are identified and developed. Such specific uses may include, where appropriate, resource extraction and development, recreational and visitor oriented facilities and residential uses.

The Comprehensive Plan Resource Development designation indicates that “as resources are identified or extracted from these lands, they should be redesignated and re-zoned appropriately”, said Ms. Camery. Gravel extraction has been completed on this site, she noted. Therefore, a rezone from Rural Reserve to Industrial is appropriate and is in substantial conformance with the Comprehensive Plan, said Ms. Camery. Chapter 11 of the Comprehensive Plan Land Use Map states that in considering a rezone request they should aim to promote the highest and best use of the land, said Ms. Camery.

The requested rezone to Industrial would allow for the increased use of the property which is a centrally located area adjacent to Egan Drive and the Airport, said Ms. Camery. The staff concludes that the rezone of this land to Industrial is in compliance with the Comprehensive Land Use Maps, she noted.

This property does have a high scenic value to the residents, noted Ms. Camery. Staff did also study the Comprehensive Plan Scenic View Shed Corridor maps, she noted. This property is adjacent to a scenic view shed corridor, she said, but it is not within such a corridor. The definition for a scenic view shed corridor indicates that it is a designation for public land, not private land, said Ms. Camery. Therefore the scenic corridor designation does not apply to the property in question, she noted.

There are many Comprehensive Plan policies which apply to this property, said Ms. Camery. Several chapters address the need for additional Industrial zoned land, she said. Old gravel sites are specifically named as areas for future development, said Ms. Camery. Chapter 5 on area development stipulates that areas around gravel extraction sites can convert to Industrial districts once the land is leveled and gravel extraction is complete, she said. Ms. Camery read a portion of the Comprehensive Plan which states that other land that had previously been designated for future park use near the airport and for resource development is expected to be available for development in the long term.

Ms. Camery noted that Chapter 8 in the Transportation section in the Comprehensive Land Use Plan contains an extensive section on the Juneau International Airport:

Typically, land surrounding an airport is placed in an industrial use designation, which is more compatible with the impacts of aircraft and the shipping functions of the airport: industrial

tenants are more tolerant of noise, dust, fumes, and traffic associated with airports than are residential neighbors. With a very limited number of buildable sites for residential and commercial uses in the borough, those uses have encroached into industrial buffers surrounding the airport, making vacant land for aviation related businesses more expensive and hard to find.

The 2015 Juneau Economic Development Plan is incorporated into the Comprehensive Plan within Title 49, noted Ms. Camery. It states that there should be an adequate supply of appropriately zoned land available for commerce and industry. This includes access to the land needed to support commercial, industrial, and other development, noted Ms. Camery. An appendix to this document also refers to the need for more industrial property, she added.

Staff also addressed compliance within the Title 49 Land Use Code, said Ms. Camery. The Rural Reserve zoning district is intended for land primarily in public ownership managed for the conservation and development of natural resources and for future community growth, said Ms. Camery.

The CBJ Land Use Code describes the Industrial zone in part as: the industrial district is intended to accommodate industrial activity which includes manufacturing, processing, repairing and assembly of goods. The rezone request does substantially comply with the Comprehensive Plan land use designation, noted Ms. Camery. Land zoned Rural Reserve (RR) is intended for large, public, vacant tracts of land outside the urban service area, she distinguished. The subject property is privately owned, not public, said Ms. Camery, and is within the urban service area boundary.

Ms. Camery showed the Commission a chart with a sample of uses from the Table of Permissible Uses (TPU) in the Land Use Code which shows in part what services may be included in the Rural Reserve zoned land and in Industrial zoned land. A number one on the chart indicates that a use may be allowed with a building permit and a three indicates that the use requires a Conditional Use Permit, she explained. A blank space indicates that a use is not allowed.

There are a number of significant uses such as manufacturing that have an additional requirement in Rural Reserve, said Ms. Camery. Footnote "T" in the Table of Permissible Uses requires association with a unique site-specific feature, she explained. In general, Industrial zoned properties provide more development opportunities than properties zoned rural reserve, she added. There is a 45 foot height limitation in land zoned Rural Reserve and no height limitation in land zoned Industrial, said Ms. Camery.

The staff has received one public comment against the proposed rezone, noted Ms. Camery. The project has received positive reviews from the CBJ Engineering Department, and the Wetlands Review Board stated it will comment when a specific project comes up on this land in the future. The property owner does have an Army Corps of Engineers permit to fill the

extraction pond, said Ms. Camery. They did receive extensive comments from both the Alaska Department of Transportation and Public Facilities and from representatives from the Juneau International Airport, said Ms. Camery.

The Juneau International Airport has concluded that the rezone is premature because some forms of development may interfere with aircraft safety. Ms. Camery noted that the staff observes that this is not relevant to the rezone itself and instead has to do with potential future development. The Community Development Department (CDD) already has a protocol in place to inform the Juneau International Airport of the development plans so that they may work with the applicant and the Federal Aviation Administration (FAA) as needed, she said.

The airport has noted that granting access to Maplesden Way may require reimbursement to the Federal Aviation Agency, said Ms. Camery, since the road section granted to the property owner would not be used exclusively for aviation. The road was initially built to access Temsco helicopters and it was later realigned with FAA funds, explained Ms. Camery.

The DOT (Department of Transportation and Public Facilities) has explained that any change or use or expanded use of the property will require an alternate access point because the Yandukin driveway access is not safe, said Ms. Camery. DOT considers the small point of access to the property that currently exists as part of the on ramp to Egan Drive, said Ms. Camery. DOT has stated that if the land use changes or the driveway is modified, that the property owner would be required to obtain a new driveway permit, said Ms. Camery. The on-ramp is controlled access and private drives are not allowed according to DOT, said Ms. Camery. DOT has noted that there is alternate access to the property via Maplesden, said Ms. Camery. DOT provided a list of safety issues which Ms. Camery read to the Commission:

- Left-hand turning vehicles from Egan northbound into the property could be stopped by southbound Yandukin traffic which may result in vehicles backing up across Egan
- Left-hand turning vehicles from the property onto Yandukin would have to watch northbound Egan traffic (those turning left to Yandukin) as well as southbound Yandukin traffic
- Right hand turning vehicles on to the Yandukin on-ramp would have to speed up to Egan speed
- Right hand turning vehicles from Yandukin into the property would stop those trying to gain speed to Egan

Without some form of alternative access the property owner would most likely be denied development on the property regardless of the zoning district, said Ms. Camery. Ms. Camery

explained that the staff recommends that Maplesden Way serve as the dedicated access to the parcel and recommends that the rezone be approved with the following condition:

- 1) Prior to the zone change from Rural Reserve to Industrial, the property owner shall obtain and develop legal access to the subject parcel from Maplesden Way or alternate access approved by the CBJ Community Development Department Director, in conformance with CBJ Code 49.15.424

The condition refers to the above portion of the code because that section of the code sets the standards for designating a public right-of-way to a subdivision, explained Ms. Camery.

The Planning Commission options are to approve the request as submitted, deny the request as submitted, or recommend an alternative to the Assembly, explained Ms. Camery. She read through the three required staff findings, as follows:

1. The proposal meets the submittal requirements and the rezoning initiation, zone change restrictions, and procedural requirements of the CBJ Land Use Code.
2. Rezoning approximately 23 acres to the Industrial zoning district is in substantial conformance with the Land Use maps of the Comprehensive Plan, specifically Map G.
3. The proposed condition to require access from Maplesden Way or an alternative access approved by the CDD Director ensures that the rezone will protect public health, safety, and welfare.

Ms. Camery read staff's recommendation:

Staff recommends that the Planning Commission adopt the Director's analysis and findings and recommends that the rezone request to change 23 acres to Industrial be approved with the following condition:

1. Prior to a zone change from Rural Reserve to Industrial, the property owner shall obtain and develop legal access to the subject parcel from Maplesden Way or an alternate access approved by the CBJ Community Development Department Director, in conformance with CBJ Code 49.15.424.

Commission Comments and Questions

Mr. Frisby asked what the significance was on the Permissible Use Table of a “3” as opposed to a “3T” designation.

The “3” indicates that a Conditional Use Permit is required, said Ms. Camery. The “T” indicates a special association with a specific feature, she explained. The “T” applies only to the Rural Reserve zone, she explained.

Mr. Voelckers asked for the distinction of an RD designation (Resource Development) and its relevance for both an RR and an Industrial zone.

Ms. Camery read that Resource Development land is managed primarily to identify and conserve natural resources until specific land uses are identified and developed. The other key element in the definition is that as resources are identified or extracted from these lands they should be redesignated and rezoned appropriately. She said it is unusual to have Resource Development property and Rural Reserve property centrally located.

Mr. Voelckers asked what the underlying zoning was for the land in Lemon Creek.

Looking at the maps, Ms. Camery said it appears that upper Lemon Creek and some land along Egan still retains an RD designation.

Mr. Voelckers said he wanted to make sure they did not create a situation where they approved a rezone and then the Comprehensive Plan had to be updated to comply with the rezone.

Mr. Hickok asked if even though there is not a development proposal and they do not know what the land will be used for that they were supposed to decide whether the land be rezoned or not. He asked why this was to happen before the access component.

Ms. Camery explained that the rezone was setting the stage for a substantial amount of expanded development. The access presents a significant public safety concern, she added. DOT has determined that the current driveway access is not safe, said Ms. Camery. Without alternative access the applicant is essentially deprived of the use of his property, she said.

Mr. Hickok asked if the rezone could be approved without the access condition.

Ms. Camery replied that the Planning Commission certainly had the option to recommend against the proposed condition by the staff.

Ms. McKibben said if the comments from DOT are read it is clear that any other activities than what is currently occurring on the parcel will not receive a new driveway permit from DOT under the existing conditions, even if the current RR zoning remained in place.

Mr. Frisby asked if FAA would be willing to sell back the access road which is currently in place.

Ms. Camery said that the entire length of Maplesden Way is not needed for access to the property, only a portion of it. She said presumably the access would be established at a mutually agreed-upon location, with as little impact on the area as possible. There is a federal process to follow, she said.

Mr. Frisby he said he felt that theoretically access was already available for the property.

The applicant only has access to the property if there is no change of use, said Ms. Camery. If the applicant wants to modify his property at all either under RR or Industrial zoning then continued use of the driveway access would not be allowed, she said

Applicant

Attorney Dan Bruce spoke on behalf of the applicant. Mr. Bruce said the one item they did disagree with in the staff report is conditioning the rezone upon obtaining the alternative access. He said he felt that condition was premature as well as the concerns outlined by airport representatives. Any development that occurs after it is rezoned will have to have an approved access at that point. He said he would like to see the Commission adopt additional findings which are:

- The rezone is in substantial compliance with the Comprehensive Plan Land Use map designations
- That RD is an inappropriate land use designation for this property because it exists within the urban service area boundary
- The surrounding uses are consistent with an industrial zone designation
- The property is not within the scenic view shed
- The land not rezoned on this parcel acts as a buffer between the public and any development that may take place on the land zoned Industrial
- The property is ideally located for industrial development since it is within the urban service area boundary with utilities and a transportation infrastructure already in place
- There is a scarcity of Industrial zoned property within the urban service area

Mr. Bruce said that filling in the Honsinger pond is actually a benefit to the public and will act as a detriment to attracting wildlife to the area. The pond has no habitat value, said Mr. Bruce. He said that his client understands that any use of the property has to be compatible with the airport. The property lies outside of the current runway protection zone, said Mr. Bruce.

Commission Comments and Questions

Mr. Voelckers said it was his understanding from reading the applicant letter that only the 23 acres would need to be rezoned now and in the future. He said it appeared to him from the testimony of Mr. Bruce that there may be additional rezone requests in the future for more of the land parcel.

Mr. Bruce said they do not know at this time if additional land would be up for rezoning to Industrial. There are currently negotiations underway for a portion of the property to be sold to the SEAL (Southeast Alaska Land) Trust, he said. If there were to be additional rezone requests for a portion of the parcel they would be years down the road if at all, said Mr. Bruce.

Public Comment

Juneau resident Amy Paige said she had testified at the previous round of public hearings regarding this property rezone and said she was disappointed that all of the comments on that rezone request were not made available for this rezone request. Ms. Paige said she is opposed to the rezone request. She said she felt that industrial development in that area would seriously impact the appeal of the community for visitors arriving from the airport and would negatively impact the daily experience of Juneau residents who traveled by the property to town every day. She said she felt the rezone of this property would result in a significant rise in property value for the land owner. The applicant purchased the property knowing what the zoning was, said Ms. Paige.

Juneau resident Susan Erben said she is on the steering committee for the Lemon Creek Area Plan. She said she is learning a lot through this process. She told the Commission she felt that it was extremely important that the benefits of the land in its current state be judged by the positive visceral effect that its beauty has on Juneau residents and visitors. It is an uplifting experience for all residents to drive by that expanse of land every day and be touched by its beauty, she said. It is Juneau's natural beauty which appeals to tourists, said Ms. Erben. She said if Juneau eliminates its natural appeal it will lose its tourists.

Juneau resident Ken Nichols said he is an aviation airport consultant and has a contract with the Juneau International Airport for consultation. He said one very important point is that the Juneau International Airport is part of the City and Borough of Juneau. He said the airport provides a huge service for the community and has a great impact on the community. When the airport receives federal aid for its capital projects, the CBJ signs off on those grant assurances, said Mr. Nichols. There are a lot of different aspects involved in compatible land use around the airport such as wildlife, airspace and noise, he said.

Maplesden is not a right-of-way or a public road, said Mr. Nichols. In order to go through the process of disposing land there is a detailed process which includes federal registry notice from the headquarters Department with FAA, said Mr. Nichols. It can be and probably is a very

lengthy process, he said, to release a portion of Maplesden way for public access or for private access to an individual land owner. The staff recommendation to have access to the property via Maplesden may be misleading to the public and the applicant because the City does not have the final decision on release of any of that property, he said. That decision is up to the FAA, he said.

Commission Comments and Questions

Ms. Shelton-Walker said as she read a letter on this issue submitted by the Airport that there is a list of access choices to the property listed by the airport. One of those items is an updated appraisal on the property. She asked if Mr. Nichols could explain in more depth what this was and what it would accomplish.

Part of the process the FAA undergoes for the acquisition or disposal of property involves an appraisal of the property question, explained Mr. Nichols. The appraisal would allow a fair market value assessment of the property, he said.

Ms. Shelton Walker asked for elaboration on other points raised in the letter regarding necessary studies. The suggested study would provide an outline in addition to the comments that are provided to compile a list of requirements for proposed uses on the property and how they might be compatible, said Mr. Nichols. For example there are some items on the Table of Permissible Uses which are simply not compatible with an airport, said Mr. Nichols.

Ms. Shelton-Walker asked at what point in the process these requirements should be identified.

Mr. Nichols said from his point of view it would be valuable to have the compatible use study completed and in conjunction with whenever the proposed development came along.

Mr. Hickok asked if the FAA has to approve all of the buses which visit the Temsco helicopter site during the tourist season.

"Absolutely", responded Mr. Nichols. The buses that go to Temsco are serving an aviation use. The road was actually constructed to accommodate bus parking along one side, he said.

Mr. Hickok asked if Mr. Nichols felt the FAA would make any alterations to the road such as widening the road or creating an access.

They have not had those discussions with FAA, said Mr. Nichols.

Mr. Voelckers said looking at the road in question it is hard to imagine that its drivability and safety would be affected by other adjoining uses.

Chairman Haight asked if going through the compatible land use analysis would also be required were the land to be maintained in its current zoning of Rural Reserve.

The recommendation to do a compatible land use analysis would help to define what could be done in the Rural Reserve, said Mr. Nichols.

Chairman Haight concluded the recommendation would be required whether the land remained zoned Rural Reserve or whether it was rezoned to Industrial.

Applicant

Mr. Bruce said the application for a rezone is an effort to raise this property to its highest and best use. That flows clearly out of the staff's analysis, he said. Industrial zoning is one of the most compatible uses for the area, he said. The applicant would welcome the opportunity to meet with representatives from the FAA or the airport to help guide them on incompatible uses for the land, said Mr. Bruce. Mr. Bruce said he did not see obtaining approval for the use or access of Maplesden Way as insurmountable.

Mr. Voelckers asked if Mr. Bruce could recap the options the City had explored for exchanging properties.

Mr. Bruce said there were settlement discussions between the applicant and the City during the prior proceedings. They were unable to come to an agreement as to the value of the property, he said. The idea of a land trade was eliminated very early in that process due to the City's position, said Mr. Bruce.

Mr. Bruce was asked if they had an access plan.

The only practical option is the negotiation of an agreement with the FAA to use Maplesden, he said.

Mr. Hickok asked if access had been addressed in the previous rezone application or if this was a new element with this rezone application.

Mr. Bruce said he did not think it was that big of an issue in the prior rezone process. The thrust of the public opposition in the previous rezone application had to do with preservation of a view shed, he said.

Ms. McKibben said they did not receive comments from DOT that were substantial during the previous rezone application process. They were not aware of the access issues at that time, she said.

Mr. Dye said after reading the material he was not clear why access was required for the rezone. The point from the airport was that future development was not part of the rezone, he said.

That was a key point, said Ms. Camery. Staff's position is that the proposed rezone is consistent with the requested condition. The condition is necessary because without that there is not adequate infrastructure in place to support increased development, she added.

Any development would trigger the need for access, said Mr. Dye, whether that development would be proposed for the land zoned Rural Reserve or for the land would it be zoned Industrial.

Access to the property through Maplesden Way is an option, said Ms. Camery, but there may be other options open to the applicant, she said. She said that the staff report notes the option of a road through the Mendenhall Wetlands, though that access may not be practicable. She noted that the condition states "Maplesden Way or an alternate access approved by the Community Development Department Director."

Outside of the rezone request, said Mr. Dye, access to the property would need to be provided via a building permit. He asked if this was a correct supposition. He said that access would need to be provided through the building permit process whether it was a condition for the rezone or not.

The Community Development Department has a very specific responsibility for public safety reasons to ensure an alternate access when they know the rezone is for increased development, said Ms. Camery.

Part of their analysis of the rezone request is to ensure that there is adequate infrastructure to serve the future uses of the rezone, said Ms. McKibben.

Mr. Dye asked if it is common to see this kind of condition placed on a zone change. He said he did not recall seeing similar conditions in past rezone requests.

Ms. McKibben said they did one off of Sherwood Lane just a few months ago which was a condition to transition once the access was addressed. There was also a rezone request on Lee Street about seven years ago which predicated a rezone upon access, said Ms. McKibben.

Mr. Frisby asked why this rezone is before the Commission now when it may have been better to deal with the access issue prior to the rezone request.

Ms. Camery said they have been working on the access issue for many months. CDD has made every effort to get an access location established before bringing this rezone before the Planning Commission, she said. CDD was not able to finalize an access location and did not feel

that it was appropriate to keep the rezone on hold until that access location could be confirmed, she said. The rezone complies with the Comprehensive Plan in every other aspect and CDD felt with access named as a condition that they could proceed with the rezone request. If CDD had waited until access had been determined, staff did not feel that would be fair to the applicant, she said.

Mr. Frisby repeated his question again. He asked why they would proceed with the rezone request when access had not been determined. He said to him it felt like they were putting the cart before the horse.

Ms. Camery said the legal guidance that CDD staff has received is that this is an option and it is a process. FAA has not been contacted at this point, she said.

Mr. Frisby asked if the staff recommendations were approved by the Commission what the result would be in terms of property values.

This is a question for the City Assessor's office, noted Ms. McKibben. She said in the past on other rezones the City Assessor has indicated that generally the zoning is not what affects the value of the property. It is the use that occurs on the property, she added.

MOTION: *by Mr. Voelckers, to approve AME2016 0007 and adopt staff's findings, analysis and recommendations.*

Speaking in favor of this motion, Mr. Voelckers said this was not an easy decision to make. However, he said he felt the staff has done a good job of illustrating that there is a very specific intent language particularly in areas of resource extraction with the intent that land be returned to an industrial zone. He added he felt it was an appropriate use surrounding the airport. He said this is a beautiful land parcel that has touched the community's heart for years and that there had been hope that a compromise could be worked out between the City and the applicant. That compromise could not be reached and they now have an applicant who states that they owned the land and that it is in line with the Comprehensive Plan. Mr. Voelckers said this rezone seems appropriate. The applicant understands that access to the site has to be provided before it can be developed, said Mr. Voelckers.

Mr. Dye asked to make a friendly amendment that the condition be removed since it has to be addressed regardless before the property is developed. He said that condition seemed redundant.

Mr. Voelckers said he would not accept the friendly amendment of Mr. Dye. He said he felt the staff has made a good case that this is necessary for any kind of safe utilization of the property given DOT's firm denial of the use of any other driveway.

Mr. Dye said he felt it was redundant and that he had nothing else to add other than what has already been said on this topic.

Roll Call Vote: *(on Mr. Dye's proposed amendment to the main motion to remove the condition that access to the property be obtained as a condition of the rezone)*

Yeas: Shelton-Walker, Greene, Dye, Hickok

Nays: Frisby, Voelckers, Haight

The amendment failed.

Ms. Shelton-Walker asked if this property was approved for industrial zoning that there may not be a public process for the actual development and that it could go straight to the CDD Director for a decision.

Ms. Camery stated that building permits do not go out for public review but there would still be a public safety review and it would go before the airport as an interested party. The public is not notified about building permits, only Conditional Use Permits, and other requests that go to the Planning Commission such as variances, she said.

Chairman Haight reminded the Commission that Mr. Bruce had raised a number of additional findings to be placed in the rezone.

Mr. Voelckers said those were all good points and that he did not recommend them to be included in his motion as findings because they are already strongly enumerated in the staff report.

Roll Call Vote On the Main Motion:

Yeas: Greene, Shelton-Walker, Dye, Voelckers, Hickok, Haight

Nays: Frisby

The motion passed.

B. AME2016 0013: Text amendment to Title 49 to provide for reductions in parking requirements borough-wide via waiver(s).

Applicant: City & Borough of Juneau

Location: Borough Wide

Ms. Maclean said in answer to a question posed by Mr. Dye earlier in the day that most of the parking such as for single-family homes, or the mobile parks and the Planned Unit Developments are directly addressed in Title 49. Those types of developments are not specified in the current proposed ordinance because they are not being changed, she said.

Parking districts one and two (PD-1 and PD-2) in the downtown area and the fee in lieu parking area are also not part of this ordinance, she said, because they already have parking requirements stipulated.

The required number of non-accessible parking spaces required by this section may be reduced if the requirements of this subsection (6) are met. The determination of whether these requirements are met, with or without conditions, deemed necessary for consistency with this title, shall be made by the Director in the case of a minor development, the Commission in the case of major development, and the Commission if the application relates to a series of applications for minor developments that, taken together, constitute major development as determined by the Director, read Ms. Maclean.

Any waiver granted should be in writing and should include any findings and conditions such as public amenities, imposed by the Director or the Commission that are consistent with the purpose of this title, she read.

The last time this ordinance was discussed they had discussed that the applicant reasonably demonstrate that these findings were met, said Ms. Maclean. After consultation with the Law Department it was determined that as long as the applicant meets the four standards outlined in the ordinance that those standards would be met, said Ms. Maclean. The Planning Commission or the Director can also add public amenities as a requirement if they feel that this is necessary for the public health, safety and welfare, or economic development, said Ms. Maclean.

For granting of the waiver the applicant would need to prove the following four items:

- 1) The granting of the waiver would result in more benefits than detriments to the community as a whole as identified by the Comprehensive Plan
- 2) The development is located outside of the PD-1 parking district, PD-2 parking district, and downtown fee in lieu of parking district map areas
- 3) Granting the waiver shall not result in adverse impacts to property in the neighborhood area
- 4) The waiver will not materially endanger public health and safety or welfare

The fee remains at \$400 and if it is in conjunction with a major development permit it is reduced by twenty percent, said Ms. Maclean. All property within a 250 foot radius of the parking area would be notified, said Ms. Maclean. Approved parking waivers would expire upon a change in use, she said. The waivers would also be applied to nonconforming situations such as properties on Star Hill or in the flats where they are already nonconforming. They also felt that recreational vehicle parks should be able to apply for the waiver, said Ms. Maclean. They also recommended childcare homes and childcare centers be able to apply for waivers, said Ms. Maclean.

Commission Comments and Questions

Mr. Voelckers summarized that the purpose of this ordinance is to reduce parking in areas where it would otherwise be required, if the applicant could demonstrate the full number of spaces were not needed. He asked if the purpose of this ordinance was stated anywhere in the ordinance. He said he did not see language indicating that an applicant has to show a certain proposed use won't generate the required amount of parking.

Ms. Maclean stated if an applicant proves that they meet items one through four then they do not need the full parking.

Mr. Palmer said he believed that Mr. Voelckers has hit upon one of the critical issues with this project. It is a tricky issue to mandate that the applicant show that they did not need to meet the required parking specifications, said Mr. Palmer. It puts a significant burden on the applicant to prove that they do not need the required parking, said Mr. Palmer. It starts to look very similar to a variance or it starts to look like they may need to hire a traffic engineer to dictate use and to figure out if the specific use follows the parking standards or deviates above or below those standards, he said.

A good example is the Housing First project which due to its use does not need 78 parking spaces, said Mr. Voelckers; it needs six spaces.

Mr. Palmer said the ordinance with the four criteria was drafted to give a fair amount of discretion to the Director or the Planning Commission in order to make parking waivers easier to obtain than is currently available. If the Commission thinks the criteria are too loose then maybe they need to tighten them up, said Mr. Palmer, or conversely, if they think one of the criteria is excessive they can adjust accordingly, he said.

Mr. Voelckers said nowhere is it stipulated in the waiver that the use does not need the full parking requirement.

For background Ms. Maclean said there is a convenience store in Douglas which required three parking spaces on site. They had two apartments above the store which each required one

parking space, she said. That store would have met the criteria outlined in this ordinance, said Ms. Maclean.

Any realistic community models that they held up against this criteria fit well, said Ms. Maclean.

Mr. Greene asked about residences in the downtown area which had no parking at all.

This ordinance would apply to some areas within town but that it would not apply to those homes within the PD-1 and PD-2 or fee in lieu districts, because in effect they already had reduced parking requirements, explained Ms. Maclean.

Mr. Voelckers asked Mr. Palmer if he saw any danger in establishing a precedent with open ended criteria. He asked if there could be a potential problem with the City with an inconsistent application of justice.

Mr. Palmer said this is a very interesting point and that basically time would tell. This ordinance was drafted to give as much discretion as possible within limits, said Mr. Palmer. He said as this waiver process gets used there will be a digest of “case law” that will assist CDD in developing a thorough backlog of information. If this ordinance is perceived later to be too liberal, it can always be tightened up in the future, said Mr. Palmer.

MOTION: *by Mr. Voelckers, that they approve AME2016 0013 and adopt staff’s findings, analysis and recommendations and forward it to the Assembly.*

The motion passed with no objection.

X. **BOARD OF ADJUSTMENT** - None

XI. **OTHER BUSINESS** - None

XII. **DIRECTOR’S REPORT** – None

Ms. McKibben reported there are no items on the agenda for the February 14, (2017) regular Planning Commission meeting. She asked the Commission if they should remove this meeting from their calendar.

The Commission approved the dismissal of the February 14, meeting.

Ms. McKibben reminded the Commission that the Title 49 committee meets February 1, (2017) at 3:00 p.m.

Mr. Frisby asked for a review of the new committee assignments, which was provided by Mr. Dye.

Chairman Haight said the committee assignments are final.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES - None

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS - None

XV. ADJOURNMENT

Adjourned at 9:45 p.m.

DRAFT

Additional Materials

Regular Planning Commission Meeting

Assembly Chambers

7:00pm

Meeting Date: February 28, 2017

1. SMP2016 0002:

- a. Public Comment from Ester Epperly, received February 23, 2017
- b. Public Comment from Carlton Smith, received February 27, 2017
- c. Public Comment from Kathy Hamblett, received February 27, 2017
- d. Public Comment from Richard Harris, received February 28, 2017
- e. Public Comment from Alan Wilson, received February 28, 2017
- f. Public Comment from Dave Hanna, received February 28, 2017
- g. Updated Lot Closure Report

2/22/17

C/B Juneau Planning Commission
155 South Seward St.
Juneau, Ak. 99801



Attn: Beth McKibben

RE: Pederson Hill Subdivision Phase I

Dear Ms. McKibben,

How far along Pederson Hill will this Subdivision go? Has anyone considered the view from Brotherhood Park tourist bus turn out.

This iconic and important view of the Mendenhall Glacier is used for advertising in the tourist industry and is a big selling point.

As you know tourism is one of Juneau's biggest industries and the influx of dollars between May and September is important to all of Juneau's businesses. Will the Pederson Hill Subdivision be an eye sore on this magnificent view of the Mendenhall Glacier?

Please do not let land development cloud your vision. At this time we do not need any more houses on the market devaluing already developed land. Please rethink this Subdivision or post-pone it until we actually need it. I want to go on record as a property owner to defund this project before its too late.

Sincerely,

Esther K. Epperly
Box 34358
Juneau, Ak. 99803

located at 10440 Glacier Hwy
Juneau, AK

CC: Greg Chaney
C/B/J Lands & Resource Mgr.

CC: Eric Feldt
C/B/J Community Development

From: Carlton Smith [<mailto:carltonsmith@gci.net>]
Sent: Monday, February 27, 2017 1:49 PM
To: Greg Chaney
Subject: Feb 28 Testimony on Peterson Hill Subdivision

Please enter my comments as follows in favor of the Peterson Hill Subdivision for the Feb 28 Planning Commission meeting:

Along with many others who served on the lands committee and the Assembly in 2014, we saw the promotion of the Peterson Hill subdivision simply as a way forward—one way to free up new single family lots so that once again more single family homes can be built while interest rates are still low and current demand justifies individuals and families to invest.

In addition, the subdivision allows the CBJ the chance to partner with entities like the Tlingit Haida Regional Housing Authority to bring even more financial resources to the table so that more housing stock can be built here in Juneau. But of course, the subdivision is not without its detractors too. It is certainly not perfect. But I urge the Planning Commission to turn this toehold in the housing crisis toward making more homes a reality now. It is not the

end-all. But waiting further on future developments will simply make our housing situation worse. I urge your approval of this project.

Carlton Smith, Juneau Assembly 2011-2014

The Carlton Smith Company
110 Seward St. Suite One
Juneau, Alaska 99801
Office: 907 463 4800 Cell: 907 723 3866
www.thecarltonsmithcompany.com

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From: K [<mailto:khamblett@hotmail.com>]
Sent: Monday, February 27, 2017 7:12 PM
To: Beth McKibben
Cc: Eric Feldt
Subject: Fw: Pederson Hill Subdivision Phase 1 staff report

Hello, I attended the meeting at the Mendenhall Library and want to express my general support for the project. I applaud the City's intention to create a walk-able neighborhood of modest homes as many of the Juneau developers prefer to build larger homes because the profit is larger. I understand the argument about free markets and such, and that's great when it works. The scarcity of modest homes in Juneau speaks to the fact that the free market is not filling this need. I do have concerns about neighborhood covenants or lack thereof. My friend, who attended with me, expressed a concern that 'they're building a slum' when we discussed the street parking issue and lack of space for garages or boat parking or crab pots, etc. that you can find in any yard or neighborhood in Juneau. I would hope there would be some discussion about how to bring about the neighborhood the City envisions while avoiding the pitfalls identified by my friend. I would also hope that lots would be available for individuals to purchase independently of buying through a developer. Thank you for your consideration,
Best Regards,

Kathy Hamblett

RH Development LLC

PO Box 32403
Juneau, AK 99803
Phone 907-790-4146
Fax 907-790-4147

CBJ Planning Commission,

155 South Seward Street

Juneau, Alaska 99801

Dear Members of the CBJ Planning Commission:

Re: The Proposed Peterson Hill Subdivision.

As I read through the CBJ Staff report for the Peterson Hill subdivision, I can't help but be frustrated by how the city staff is excluding itself from their own scrutinizing regulations. Has the City's Regulatory Engineer (Ron King) looked at this project? This would never meet the subdivision requirements that he and staff have placed on private sector development.

A most recent subdivision application was required to have all **closure reports**; corrected and complete before the preliminary plat could be scheduled to go before the Planning Commission, Peterson Hill Closure reports are incomplete. See Pg 9 of the Peterson hill staff report 49.15.411(h) Packet Pg. 45 of 203

The other recent private sector subdivision is far simpler and less than a 1/6th the size of Peterson Hill subdivision. The subdivision was required to go before the **Subdivision Review Committee** before it could be scheduled for the Planning commission. Peterson Hill was not required. See pg.12 of Peterson hill Staff report 49.15.402 (c) (3) Packet Pg. 48 of 203

Clearing limits are not shown on Peterson Hill preliminary plats; this was a requirement by CBJ Staff and the regulating engineer prior to the recent Ridgeview Subdivision being scheduled before the Planning commission for preliminary plat. The private sector Subdivision was also required to have an **erosion control plan** complete before a Planning commission hearing. Peterson Hill is not required See Pg.10 *PETERSON HILL staff report* Subsection 49.15.411(i)(6) *Erosion Control Plan*.

Comments copied from memo- to Ridgeview Subd.:

*The STORMWATER MANAGEMENT PLAN does not include all the area proposed by the applicant for clearing. To review the plan it must include all areas that will be cleared. The clearing limits must be shown on the **preliminary plat** to allow review to move forward.*

Where is the Peterson hill Storm water management plan? Or the erosion control plan? The staff report says not required at this time. Erosion control, and storm water management plans are different from a “drainage plan”.

Staff has said all of the above items are part of the new Title 49 changes and that they are required in order for preliminary plats to move forward and be properly reviewed.

Reading further to pg.5 of Attachment-E (Neighbor Hood Meeting) Packet Pg.83 of 205

Step 2B) Construct new improvements per the Construction Plans

• • **CBJ Engineering staff will provide inspections to ensure all improvement are built according to the Construction Plans.**

This is very concerning to local real-estate professionals, developers, builders, and the public.

The CBJ submitted its own subdivision application, then reviews its own application, then approves their own application. They will then approve their own construction plans, after that the CBJ will inspect and approve their own work.

Note: The private sector is required to hire 3rd party engineers to test and inspect all construction work, Peterson Hill – CBJ staff will inspect their own.

It is impossible for any business to compete against the government that regulates them.

Peterson Hill Packet pg. 81 of 203 Attachement-E (Neighbor Hood Meeting)

Staff report question - Do we need more housing when there are many homes and rental units available?

Staff comments:

Economic Growth: The Juneau Economic Development Plan notes that Juneau's housing supply does not meet demand in terms of housing type, size, price, or location. Juneau households and businesses have indicated that the lack of housing and lack of affordable housing for employees was a critical barrier to economic development.

Comment: Though some of this may be true, no one who answered the questions asked by the Juneau Economic Development Plan imagined the CBJ would go into the housing development business. This is a complete disregard for the local real estate values, real estate professionals, and their businesses; selling lots at half appraised value, dictating which Developers or real estate companies get the lots and which do not. I assure you this type of disposal is not how it was imagined several years ago when the comments were made to the assembly regarding land disposal.

Staff report question: See Peterson Hill Packet pg. 81 of 203 Attachement-E

Would the Pederson Hill Subdivision compete with the private sector?

There has been some concern that the Pederson Hill Subdivision would flood the market or adversely impact the private sector.

· · The Pederson Hill Subdivision consists of 86 lots that would greatly assist in making up the Single Family Home gap in the 2012 Juneau Housing Needs Assessment;

Comment: There are several other single family developments happening in Juneau currently, and more planned.

· · The earliest that this subdivision would come on-line would be in 2018 and the CBJ Assembly would control the rate and manner of land disposal;

Comment: Recently the CBJ's Jackie St. Renninger Subdivision, lots were sold at substantially less than appraised value or market rates?

· · Through CBJ investment and public-private partnership with Tlingit-Haida Regional Housing Authority, the opportunity to provide future homeownership opportunities to residents is important;

Comment: Peterson hill subdivision is being presented as both open to the public and private developers. As well as a partnership with Tlingit-Haida Regional Housing. This seems very deceiving,

· · A goal of the Pederson Hill Subdivision is plat small lots for small homes which the existing private industry has not been developing;

Comment: This is due to a lack of proper zoning, not private industry.

· · Another goal is to let private developers acquire less expensive lots to build homes that are less expensive for first-time homebuyers and those looking to downsize.

Comment: Staff report indicates these lots will be sold at market rate, why are these less expensive?

· · Home-building is great for the local economy and local contractors looking to line up work in the coming years.

Comment: This is true, and I believe it should be left up to the local Real Estate professionals, Developers, Builders, and Contractors, to be allowed a healthy, open, free trade market, not terrorized and manipulated by the local government.

The above comments staff has made after their questions, do not answer their own questions. Would the Pederson Hill Subdivision compete with the private sector?

The answer is YES it will. The Peterson hill subdivision as proposed and designed will directly compete with other subdivisions and housing projects in Juneau.

A better question that answers the above is: **Would the buyers or renters of the Peterson hill Subdivision buy or rent land and homes from local contractors, builders, real estate professionals, and developers if the Peterson Hill Subdivision was not built by the CBJ?** The answer is Yes.

This clearly indicates that the CBJ is attempting to capture some part of the local real estate market, which puts them in direct competition with the local private sector listed above.

Lastly, Staff has said it will be spending approximately \$8,000,000.00 or more to develop 86 lots that staff has said they will be selling for approximately \$6,500,000.00. A loss of approximately \$1, 500,000.00. During these financially troubling times, this does not sound like a wise use of city dollars. These simple numbers don't take into consideration the current value of the Peterson Hill land as it exists, which would also be lost in this proposed development plan, 120 acres of D-10 SF could be a substantial amount of money.

It would be more of a community wide benefit to sell the land to the highest bidder and let the buyers develop it.

I hope that you will consider all of the facts above and I ask that you please reject the Peterson Hill application as it is incomplete. I hope this commission would require the applicant to follow the same procedures and provide the same plans, and documents that the applicant requires of the private sector.

If the Peterson Hill application is accepted and moved forward, I would ask the commission recommend to the assembly that the project not be funded on the grounds it directly competes with the private sector of Juneau.

Thank you for your time and consideration,

Richard Harris

C.C. Mayor Ken Keolsch and Juneau Assembly Members

From: Alan Wilson
To: [PC_Comments](#)
Subject: Pederson Hill Subdivision
Date: Tuesday, February 28, 2017 2:54:15 PM

Dear Planning Commission Members-

I am writing this afternoon regarding the Pederson Hill subdivision. While the efforts is well meaning the whole project is fought with issues.

Here are my concerns and insights:

The process itself has demonstrated that the CBJ treats it's projects differently then those proposed by the private sector. (I have a lot split in the process that has been dragging along in excess of 6 months)

There are no guarantees that the proposed development will achieve the housing cost as reported in the staff reports. ie: under \$300,000.00

Lot cost estimated to be \$80,000.00 (assumes a lot ready for construction) + home cost of \$200.00 per Square foot x 1000 square foot home = \$280,000.00 sales price. This home will be a very basic home, no garage, etc. Many builders tell be my cost of \$200 per foot is too low, Realtors tell me they could not sell 20 homes of this type let alone the number proposed. Given the nature of land development the lot cost will increase, construction cost will increase, Juneau's housing demand will (is) shrink and there finished homes, if built, will exceed \$300,000.00

I strongly request that the planning commission table this proposal until such time as staff can clear every proposed private development lot split and subdivision before them now. If the pending subdivision and lot splits were approved timely I do not think we would be having this discussion.

I support CBJ land disposal and feel it is in our best interest to get land in the hands of the private sector but the proposed development plan, as presented, is not fair to the private sector and may end up costing Juneau property tax payers.

Alan Wilson, President
Alaska Renovators, Inc.

From: Dave Hanna [<mailto:alaskaconcretecasting@gci.net>]
Sent: Tuesday, February 28, 2017 3:52 PM
To: Eric Feldt; Rob Steedle
Subject: Pedersen Hill

Eric,

Please submit this letter as testimony to the Planning Commission tonight regarding the Pedersen Hill Subdivision. While I am philosophically opposed to the City being in the development business I believe that is a matter for the assembly to consider. At this point we are looking at the actual plan for the subdivision and I believe that it has several serious flaws the most important of which is the width of the streets and the lack of snow storage. The proponents of this subdivision use the downtown flats as an example of how it would look. Any of us who ever frequent that neighborhood realize that it does not function well in the summer let alone in the winter when it becomes a snow removal nightmare for the street department. The proponents also point to Chelsea Court in the Valley as a successful example. Chelsea Court has no sidewalks and off street parking and the crews can simply push the snow off to one side. If this subdivision is to be built I would ask that it have wide streets with parking on one side at least and delete the side walk on that side and have a grassy swale area that can be used to push the snow into. If this is not done we will be paying literally thousands of dollars per hour for the street crews to scoop up and haul away and stockpile the snow somewhere else. This is not only exorbitantly expensive, it concentrates all the pollutants in one area instead of diffusing them into a grassy area where they are naturally remediated. Lack of a second entrance and a commitment of cooperation from the adjacent land owners are also areas of grave concern. Please ask for further review on and consideration of these concerns before approving the current proposal.

Thank you,

Dave Hanna

Lot Report

Wed Feb 15 14:03:56 2017

Lot File: Q:\22\70687-01\65CAD\SURVEY\CARLSON LOTS\J70687 SUB-sp.lot
CRD File: Q:\22\70687-01\65CAD\SURVEY\CARLSON LOTS\DATA\J70687 SUB-sp.crd

Lot: 1 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10000			50883.76	51187.78
	S 00°08'19" W	129.78		
10001			50753.98	51187.47
	S 69°04'59" W	120.53		
10002			50710.95	51074.88
	N 06°21'47" W	159.23		
10003			50869.20	51057.24
	N 83°38'13" E	131.35		
10000			50883.76	51187.78

Closure Error Distance> 0.0084 Error Bearing> N 59°54'27" E
Closure Precision> 1 in 64611.3 Total Distance> 540.88
Area: 17756.03, 0.41

Lot: 2 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10003			50869.20	51057.24
	S 06°21'47" E	159.23		
10002			50710.95	51074.88
	S 69°04'59" W	41.33		
10004			50696.20	51036.28
	N 06°21'47" W	169.61		
10005			50864.77	51017.48
	N 83°38'13" E	40.00		
10003			50869.20	51057.24

Closure Error Distance> 0.0070 Error Bearing> N 26°39'01" E
Closure Precision> 1 in 58942.1 Total Distance> 410.17
Area: 6576.81, 0.15

Lot: 3 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10005			50864.77	51017.48
	S 06°21'47" E	169.61		
10004			50696.20	51036.28
	S 69°04'59" W	41.33		
10006			50681.45	50997.68
	N 06°21'47" W	180.00		
10007			50860.33	50977.73
	N 83°38'13" E	40.00		
10005			50864.77	51017.48

Closure Error Distance> 0.0056 Error Bearing> S 48°40'35" E
Closure Precision> 1 in 76515.3 Total Distance> 430.94
Area: 6992.20, 0.16

Lot: 4 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10008			50855.90	50937.98
	N 83°38'13" E	40.00		
10007			50860.33	50977.73
	S 06°21'47" E	180.00		
10006			50681.45	50997.68
	S 69°04'59" W	41.33		
10009			50666.69	50959.08
	N 06°21'47" W	190.38		
10008			50855.90	50937.98

Closure Error Distance> 0.0070 Error Bearing> N 26°39'01" E

Closure Precision> 1 in 64911.4 Total Distance> 451.71
Area: 7407.60, 0.17

Lot: 5 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10009			50666.69	50959.08
	S 69°04'59" W	42.88		
10010			50651.38	50919.02
	N 66°55'37" W	38.24		
10011			50666.37	50883.84
	N 13°18'43" E	103.40		
10012			50766.99	50907.64
	N 06°21'47" W	85.00		
10013			50851.47	50898.22
	N 83°38'13" E	40.00		
10008			50855.90	50937.98
	S 06°21'47" E	190.38		
10009			50666.69	50959.08

Closure Error Distance> 0.0058 Error Bearing> S 73°03'42" W
Closure Precision> 1 in 85650.0 Total Distance> 499.91
Area: 9858.82, 0.23

Lot: 6 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10014			50762.00	50862.92
	N 05°56'01" W	85.00		
10015			50846.55	50854.13
	N 83°38'13" E	44.36		
10013			50851.47	50898.22
	S 06°21'47" E	85.00		
10012			50766.99	50907.64
	S 83°38'13" W	45.00		
10014			50762.00	50862.92

Closure Error Distance> 0.0038 Error Bearing> N 44°17'29" E
Closure Precision> 1 in 68872.1 Total Distance> 259.37
Area: 3797.93, 0.09

Lot: 7 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10016			50753.31	50784.99
	N 02°36'19" E	60.42		
10017			50813.67	50787.74
	Radius: 30.00 Length: 42.43 Chord: 38.98 Delta: 81°01'55"			
	Chord BRG: N 43°07'16" E Rad-In: S 87°23'41" E Rad-Out: S 06°21'47" E			
	Radius Pt: 10018 50812.30, 50817.70 Tangent: 25.64 Dir: Right			
	Tangent-In: N 02°36'19" E Tangent-Out: N 83°38'13" E Tangential-In Tangential-Out			
10019			50842.12	50814.38
	N 83°38'13" E	40.00		
10015			50846.55	50854.13
	S 05°56'01" E	85.00		
10014			50762.00	50862.92
	S 83°38'13" W	78.41		
10016			50753.31	50784.99

Closure Error Distance> 0.0091 Error Bearing> S 29°21'31" W
Closure Precision> 1 in 33569.1 Total Distance> 306.26
Area: 5989.49, 0.14

Lot: 8 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10016			50753.31	50784.99
	N 83°38'13" E	123.41		
10012			50766.99	50907.64

S 13°18'43" W 103.40
 10011 50666.37 50883.84
 N 66°55'37" W 113.80
 10020 50710.97 50779.14
 Radius: 150.00 Length: 34.38 Chord: 34.31 Delta: 13°07'58"
 Chord BRG: N 09°10'18" E Rad-In: N 74°15'43" W Rad-Out: N 87°23'41" W
 Radius Pt: 10021 50751.65, 50634.76 Tangent: 17.27 Dir: Left
 Tangent-In: N 15°44'17" E Tangent-Out: N 02°36'19" E Non Tangential-In Tangential-Out
 10022 50744.84 50784.60
 N 02°36'19" E 8.49
 10016 50753.31 50784.99
 Closure Error Distance> 0.0069 Error Bearing> S 02°59'57" E
 Closure Precision> 1 in 55694.1 Total Distance> 383.49
 Area: 8316.21, 0.19

Lot: 9 , Block: A, Type: LOT
 PNT# Bearing Distance Northing Easting
 10020 S 66°55'37" E 152.05 50710.97 50779.14
 10010 S 69°04'59" W 109.34 50651.38 50919.02
 10023 N 43°02'29" W 81.02 50612.34 50816.88
 10024 50671.56 50761.58
 Radius: 150.00 Length: 43.29 Chord: 43.14 Delta: 16°32'11"
 Chord BRG: N 24°00'22" E Rad-In: N 57°43'32" W Rad-Out: N 74°15'43" W
 Radius Pt: 10021 50751.65, 50634.76 Tangent: 21.80 Dir: Left
 Tangent-In: N 32°16'28" E Tangent-Out: N 15°44'17" E Non Tangential-In
 10020 50710.97 50779.14
 Closure Error Distance> 0.0055 Error Bearing> N 66°29'42" W
 Closure Precision> 1 in 70101.5 Total Distance> 385.70
 Area: 7337.74, 0.17

Lot: 10 , Block: A, Type: LOT
 PNT# Bearing Distance Northing Easting
 10024 S 43°02'29" E 81.02 50671.56 50761.58
 10023 S 69°04'59" W 207.82 50612.34 50816.88
 10025 N 06°21'47" W 60.86 50538.15 50622.76
 10026 N 83°38'13" E 35.59 50598.63 50616.01
 10027 50602.58 50651.38
 Radius: 150.00 Length: 134.47 Chord: 130.01 Delta: 51°21'45"
 Chord BRG: N 57°57'21" E Rad-In: N 06°21'47" W Rad-Out: N 57°43'32" W
 Radius Pt: 10021 50751.65, 50634.76 Tangent: 72.13 Dir: Left
 Tangent-In: N 83°38'13" E Tangent-Out: N 32°16'28" E Tangential-In
 10024 50671.56 50761.58
 Closure Error Distance> 0.0012 Error Bearing> S 81°46'44" W
 Closure Precision> 1 in 428769.7 Total Distance> 519.75
 Area: 10146.87, 0.23

Lot: 11 , Block: A, Type: LOT
 PNT# Bearing Distance Northing Easting
 10026 S 06°21'47" E 60.86 50598.63 50616.01
 10025 S 69°04'59" W 77.49 50538.15 50622.76
 10028 N 06°21'47" W 80.33 50510.49 50550.38
 10029 50590.32 50541.48

N 83°38'13" E 75.00
 10026 50598.63 50616.01
 Closure Error Distance> 0.0043 Error Bearing> N 47°57'03" E
 Closure Precision> 1 in 68559.0 Total Distance> 293.67
 Area: 5294.57, 0.12

Lot: 12 , Block: A, Type: LOT
 PNT# Bearing Distance Northing Easting
 10029 S 06°21'47" E 80.33 50590.32 50541.48
 10028 S 69°04'59" W 82.65 50510.49 50550.38
 10030 N 06°21'47" W 101.10 50480.98 50473.17
 10031 N 83°38'13" E 80.00 50581.46 50461.97
 10029 50590.32 50541.48
 Closure Error Distance> 0.0023 Error Bearing> S 61°44'42" W
 Closure Precision> 1 in 152299.4 Total Distance> 344.08
 Area: 7257.19, 0.17

Lot: 13 , Block: A, Type: LOT
 PNT# Bearing Distance Northing Easting
 10031 S 06°21'47" E 101.10 50581.46 50461.97
 10030 S 69°04'59" W 50.32 50480.98 50473.17
 10032 N 21°44'51" W 117.97 50463.01 50426.17
 10033 N 83°38'13" E 80.00 50572.59 50382.46
 10031 50581.46 50461.97
 Closure Error Distance> 0.0030 Error Bearing> N 38°32'17" E
 Closure Precision> 1 in 117811.7 Total Distance> 349.39
 Area: 7011.67, 0.16

Lot: 14 , Block: A, Type: LOT
 PNT# Bearing Distance Northing Easting
 10033 S 21°44'51" E 117.97 50572.59 50382.46
 10032 S 69°04'59" W 55.00 50463.01 50426.17
 10034 50443.38 50374.80
 Radius: 180.00 Length: 49.13 Chord: 48.98 Delta: 15°38'23"
 Chord BRG: N 25°04'07" W Rad-In: S 72°45'05" W Rad-Out: S 57°06'42" W
 Radius Pt: 10035 50390.01, 50202.89 Tangent: 24.72 Dir: Left
 Tangent-In: N 17°14'55" W Tangent-Out: N 32°53'18" W Non Tangential-In Tangential-Out
 10036 50487.75 50354.04
 N 32°53'18" W 38.10
 10037 50519.74 50333.35
 Radius: 445.00 Length: 46.38 Chord: 46.36 Delta: 5°58'19"
 Chord BRG: N 29°54'08" W Rad-In: N 57°06'42" E Rad-Out: N 63°05'01" E
 Radius Pt: 10038 50761.38, 50707.03 Tangent: 23.21 Dir: Right
 Tangent-In: N 32°53'18" W Tangent-Out: N 26°54'59" W Tangential-In Non Tangential-Out
 10039 50559.93 50310.24
 Radius: 30.00 Length: 16.79 Chord: 16.57 Delta: 32°03'27"
 Chord BRG: N 67°36'30" E Rad-In: S 38°25'13" E Rad-Out: S 06°21'47" E
 Radius Pt: 10040 50536.43, 50328.88 Tangent: 8.62 Dir: Right
 Tangent-In: N 51°34'47" E Tangent-Out: N 83°38'13" E Non Tangential-In Tangential-Out
 10041 50566.24 50325.56
 N 83°38'13" E 57.26
 10033 50572.59 50382.46

Closure Error Distance> 0.0099 Error Bearing> N 72°50'06" W
 Closure Precision> 1 in 38397.7 Total Distance> 380.63
 Area: 7792.45, 0.18

Lot: 15 , Block: A, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10243			50284.74	50342.70
Radius: 175.00 Length: 134.91 Chord: 131.59 Delta: 44°10'12"				
Chord BRG: N 14°53'30" E Rad-In: N 53°01'24" W Rad-Out: S 82°48'24" W				
Radius Pt: 10035 50390.01, 50202.89 Tangent: 71.01 Dir: Left				
Tangent-In: N 36°58'36" E Tangent-Out: N 07°11'36" W Non Tangential-In Non Tangential-Out				
10244			50411.92	50376.52
10045	N 69°04'59" E	868.08		
			50721.84	51187.39
10046	S 00°08'19" W	15.35		
			50706.49	51187.35
10243			50284.74	50342.70

Closure Error Distance> 0.0050 Error Bearing> N 03°17'32" E
 Closure Precision> 1 in 389461.6 Total Distance> 1962.43
 Area: 51659.58, 1.19

Lot: 1 , Block: B, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10245			50747.70	50734.37
10246	S 83°38'13" W	41.58		
			50743.10	50693.05
10247	N 06°21'47" W	85.00		
			50827.57	50683.63
10248	N 83°38'13" E	19.89		
			50829.78	50703.39
Radius: 30.00 Length: 51.82 Chord: 45.61 Delta: 98°58'05"				
Chord BRG: S 46°52'44" E Rad-In: S 06°21'47" E Rad-Out: N 87°23'41" W				
Radius Pt: 10249 50799.96, 50706.72 Tangent: 35.11 Dir: Right				
Tangent-In: N 83°38'13" E Tangent-Out: S 02°36'19" W Tangential-In Tangential-Out				
10250			50798.60	50736.69
	S 02°36'19" W	50.95		
10245			50747.70	50734.37

Closure Error Distance> 0.0019 Error Bearing> N 50°38'44" E
 Closure Precision> 1 in 129562.5 Total Distance> 249.24
 Area: 3828.65, 0.09

Lot: 2 , Block: B, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10246			50743.10	50693.05
10251	S 83°38'13" W	50.00		
			50737.55	50643.35
10252	N 06°21'47" W	85.00		
			50822.03	50633.93
10247	N 83°38'13" E	50.00		
			50827.57	50683.63
10246	S 06°21'47" E	85.00		
			50743.10	50693.05

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 3 , Block: B, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10251			50737.55	50643.35
	S 83°38'13" W	55.00		
10253			50731.46	50588.69

PNT#	Bearing	Distance	Northing	Easting
10254	N 06°21'47" W	85.00	50815.94	50579.27
10252	N 83°38'13" E	55.00	50822.03	50633.93
10251	S 06°21'47" E	85.00	50737.55	50643.35

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 4 , Block: B, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10253			50731.46	50588.69
10255	S 83°38'13" W	55.00	50725.36	50534.03
10256	N 06°21'47" W	85.00	50809.84	50524.61
10254	N 83°38'13" E	55.00	50815.94	50579.27
10253	S 06°21'47" E	85.00	50731.46	50588.69

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 5 , Block: B, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10255			50725.36	50534.03
10257	S 83°38'13" W	55.00	50719.27	50479.37
10258	N 06°21'47" W	85.00	50803.74	50469.95
10256	N 83°38'13" E	55.00	50809.84	50524.61
10255	S 06°21'47" E	85.00	50725.36	50534.03

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 6 , Block: B, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10257			50719.27	50479.37
10259	S 83°38'13" W	55.00	50713.17	50424.71
10260	N 06°21'47" W	85.00	50797.65	50415.29
10258	N 83°38'13" E	55.00	50803.74	50469.95
10257	S 06°21'47" E	85.00	50719.27	50479.37

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 7 , Block: B, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10259			50713.17	50424.71
10261	S 83°38'13" W	55.00	50707.08	50370.05
10262	N 06°21'47" W	85.00	50791.55	50360.63

N 83°38'13" E 55.00
 10260 50797.65 50415.29
 S 06°21'47" E 85.00
 10259 50713.17 50424.71
 Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 8 , Block: B, Type: LOT
 PNT# Bearing Distance Northing Easting
 10261 S 83°38'13" W 55.00 50707.08 50370.05
 10263 N 06°21'47" W 85.00 50700.98 50315.39
 10264 N 83°38'13" E 55.00 50785.46 50305.97
 10262 S 06°21'47" E 85.00 50791.55 50360.63
 10261 50707.08 50370.05
 Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 9 , Block: B, Type: LOT
 PNT# Bearing Distance Northing Easting
 10263 S 83°38'13" W 74.09 50700.98 50315.39
 10265 50692.77 50241.76
 Radius: 470.00 Length: 57.67 Chord: 57.63 Delta: 7°01'49"
 Chord BRG: N 04°52'43" W Rad-In: N 81°36'22" E Rad-Out: N 88°38'11" E
 Radius Pt: 10266 50761.38,50706.72 Tangent: 28.87 Dir: Right
 Tangent-In: N 08°23'38" W Tangent-Out: N 01°21'49" W Non Tangential-In Tangential-Out
 10267 50750.20 50236.86
 Radius: 30.00 Length: 44.51 Chord: 40.54 Delta: 85°00'02"
 Chord BRG: N 41°08'12" E Rad-In: N 88°38'11" E Rad-Out: S 06°21'47" E
 Radius Pt: 10268 50750.91,50266.85 Tangent: 27.49 Dir: Right
 Tangent-In: N 01°21'49" W Tangent-Out: N 83°38'13" E Tangential-In Tangential-Out
 10269 50780.72 50263.52
 N 83°38'13" E 42.71
 10264 50785.46 50305.97
 S 06°21'47" E 85.00
 10263 50700.98 50315.39
 Closure Error Distance> 0.0022 Error Bearing> N 75°35'15" W
 Closure Precision> 1 in 140210.4 Total Distance> 303.97
 Area: 6057.53, 0.14

Lot: 10 , Block: B, Type: LOT
 PNT# Bearing Distance Northing Easting
 10270 S 83°38'13" W 38.51 50616.50 50324.81
 10271 50612.24 50286.54
 Radius: 30.00 Length: 42.22 Chord: 38.82 Delta: 80°37'39"
 Chord BRG: N 56°02'57" W Rad-In: N 06°21'47" W Rad-Out: N 74°15'52" E
 Radius Pt: 10272 50642.05,50283.21 Tangent: 25.45 Dir: Right
 Tangent-In: S 83°38'13" W Tangent-Out: N 15°44'08" W Tangential-In Tangential-Out
 10273 50633.92 50254.34
 Radius: 470.00 Length: 60.22 Chord: 60.18 Delta: 7°20'30"
 Chord BRG: N 12°03'53" W Rad-In: N 74°15'52" E Rad-Out: N 81°36'22" E
 Radius Pt: 10266 50761.38,50706.72 Tangent: 30.15 Dir: Right
 Tangent-In: N 15°44'08" W Tangent-Out: N 08°23'38" W Tangential-In Non Tangential-Out
 10265 50692.77 50241.76
 N 83°38'13" E 74.09

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10263          50700.98      50315.39
      S 06°21'47" E      85.00
10270          50616.50      50324.81
Closure Error Distance> 0.0022 Error Bearing> N 19°16'16" W
Closure Precision> 1 in 134504.5 Total Distance> 300.04
Area: 5824.42, 0.13

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Lot: 11	, Block: B, Type: LOT			
PNT#	Bearing	Distance	Northing	Easting
10274			50622.60	50379.47
	S 83°38'13" W	55.00		
10270			50616.50	50324.81
	N 06°21'47" W	85.00		
10263			50700.98	50315.39
	N 83°38'13" E	55.00		
10261			50707.08	50370.05
	S 06°21'47" E	85.00		
10274			50622.60	50379.47
Closure Error Distance> 0.0000				
Total Distance> 280.00				
Area: 4675.00, 0.11				

Lot: 12	, Block: B, Type: LOT			
PNT#	Bearing	Distance	Northing	Easting
10275			50628.70	50434.13
	S 83°38'13" W	55.00		
10274			50622.60	50379.47
	N 06°21'47" W	85.00		
10261			50707.08	50370.05
	N 83°38'13" E	55.00		
10259			50713.17	50424.71
	S 06°21'47" E	85.00		
10275			50628.70	50434.13
Closure Error Distance> 0.0000				
Total Distance> 280.00				
Area: 4675.00, 0.11				

PNT#	Bearing	Distance	Northing	Easting
10276	S 83°38'13" W	55.00	50634.79	50488.79
10275	N 06°21'47" W	85.00	50628.70	50434.13
10259	N 83°38'13" E	55.00	50713.17	50424.71
10257	S 06°21'47" E	85.00	50719.27	50479.37
10276			50634.79	50488.79

Closure Error Distance> 0.0000
Total Distance> 280.00
Area: 4675.00, 0.11

Lot: 14 , Block: B, Type: LOT				
PNT#	Bearing	Distance	Northing	Easting
10277			50640.89	50543.45
	S 83°38'13" W	55.00		
10276			50634.79	50488.79
	N 06°21'47" W	85.00		
10257			50719.27	50479.37
	N 83°38'13" E	55.00		
10255			50725.36	50534.03
	S 06°21'47" E	85.00		

10277 50640.89 50543.45
 Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 15 , Block: B, Type: LOT
 PNT# Bearing Distance Northing Easting
 10278 S 83°38'13" W 55.00 50646.98 50598.11
 10277 N 06°21'47" W 85.00 50640.89 50543.45
 10255 N 83°38'13" E 55.00 50725.36 50534.03
 10253 S 06°21'47" E 85.00 50731.46 50588.69
 10278 50646.98 50598.11
 Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 16 , Block: B, Type: LOT
 PNT# Bearing Distance Northing Easting
 10279 50653.34 50652.74
 Radius: 100.00 Length: 7.30 Chord: 7.29 Delta: 4°10'48"
 Chord BRG: S 81°32'49" W Rad-In: N 10°32'35" W Rad-Out: N 06°21'47" W
 Radius Pt: 10280 50751.65, 50634.45 Tangent: 3.65 Dir: Right
 Tangent-In: S 79°27'25" W Tangent-Out: S 83°38'13" W Non Tangential-In Tangential-Out
 10281 50652.27 50645.53
 S 83°38'13" W 47.71
 10278 50646.98 50598.11
 N 06°21'47" W 85.00
 10253 50731.46 50588.69
 N 83°38'13" E 55.00
 10251 50737.55 50643.35
 S 06°21'47" E 84.73
 10279 50653.34 50652.74
 Closure Error Distance> 0.0064 Error Bearing> S 43°09'27" W
 Closure Precision> 1 in 43877.0 Total Distance> 279.74
 Area: 4674.35, 0.11

Lot: 17 , Block: B, Type: LOT
 PNT# Bearing Distance Northing Easting
 10279 50653.34 50652.74
 N 06°21'47" W 84.73
 10251 50737.55 50643.35
 N 83°38'13" E 91.58
 10245 50747.70 50734.37
 S 02°36'19" W 0.60
 10282 50747.11 50734.34
 Radius: 100.00 Length: 134.13 Chord: 124.30 Delta: 76°51'07"
 Chord BRG: S 41°01'52" W Rad-In: N 87°23'41" W Rad-Out: N 10°32'35" W
 Radius Pt: 10280 50751.65, 50634.45 Tangent: 79.33 Dir: Right
 Tangent-In: S 02°36'19" W Tangent-Out: S 79°27'25" W Tangential-In
 10279 50653.34 50652.74
 Closure Error Distance> 0.0079 Error Bearing> N 07°06'06" E
 Closure Precision> 1 in 39475.8 Total Distance> 311.04
 Area: 5740.71, 0.13

Lot: 1 , Block: C, Type: LOT
 PNT# Bearing Distance Northing Easting
 10083 N 50°45'25" W 104.10 50544.50 50179.05

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10084      N 81°21'15" E      97.56      50610.36      50098.43
10085      50625.02      50194.87
  Radius: 530.00      Length: 82.62      Chord: 82.54      Delta: 8°55'56"
  Chord BRG: S 19°22'28" E      Rad-In: N 75°05'30" E      Rad-Out: N 66°09'34" E
  Radius Pt: 10038 50761.38,50707.03      Tangent: 41.40 Dir: Left
  Tangent-In: S 14°54'30" E      Tangent-Out: S 23°50'26" E      Non Tangential-In      Non Tangential-Out
10086      50547.16      50222.26
      S 79°25'26" W      31.50
10087      50541.38      50191.29
  Radius: 15.00      Length: 13.04      Chord: 12.64      Delta: 49°49'09"
  Chord BRG: N 75°40'00" W      Rad-In: N 10°34'34" W      Rad-Out: N 39°14'35" E
  Radius Pt: 10088 50556.12,50188.54      Tangent: 6.97 Dir: Right
  Tangent-In: S 79°25'26" W      Tangent-Out: N 50°45'25" W      Tangential-In
10083      50544.50      50179.05
Closure Error Distance> 0.0025 Error Bearing> S 10°12'51" E
Closure Precision> 1 in 129545.9 Total Distance> 328.82
Area: 5492.63, 0.13

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Lot: 2 , Block: C, Type: LOT
PNT# Bearing Distance Northing Easting
10084 N 50°45'25" W 53.92 50610.36 50098.43
10089 N 81°21'15" E 130.85 50644.47 50056.67
10090 50664.14 50186.03
Radius: 530.00 Length: 40.11 Chord: 40.10 Delta: 4°20'11"
Chord BRG: S 12°44'25" E Rad-In: N 79°25'40" E Rad-Out: N 75°05'30" E
Radius Pt: 10038 50761.38, 50707.03 Tangent: 20.07 Dir: Left
Tangent-In: S 10°34'20" E Tangent-Out: S 14°54'30" E Non Tangential-In Non Tangential-Out
10085 50625.02 50194.87
S 81°21'15" W 97.56
10084 50610.36 50098.43
Closure Error Distance> 0.0048 Error Bearing> S 64°50'16" E
Closure Precision> 1 in 67116.6 Total Distance> 322.44
Area: 4558.00, 0.10

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Lot: 3          , Block: C, Type: LOT
PNT#    Bearing      Distance  Northing      Easting
10090    S 81°21'15" W    130.85      50664.14      50186.03
10089    N 50°45'25" W    53.92      50644.47      50056.67
10091    N 81°21'15" E    167.17      50678.58      50014.91
10092    Radius: 530.00    Length: 40.01    Chord: 40.00    Delta: 4°19'31"
          Chord BRG: S 08°24'34" E    Rad-In: N 83°45'11" E    Rad-Out: N 79°25'40" E
          Radius Pt: 10038 50761.38,50707.03    Tangent: 20.01 Dir: Left
          Tangent-In: S 06°14'49" E    Tangent-Out: S 10°34'20" E    Non Tangential-In
10090    50664.14      50186.03
Closure Error Distance> 0.0023 Error Bearing> S 81°43'18" E
Closure Precision> 1 in 171131.4 Total Distance> 391.95
Area: 5950.39, 0.14

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Lot: 4          , Block: C, Type: LOT
PNT#   Bearing          Distance  Northing      Easting
10093   N 81°21'15" E    206.53    50712.69      49973.15
10094   Radius: 530.00   Length: 40.14   Chord: 40.13   Delta: 4°20'21"
        Chord BRG: S 04°04'38" E  Rad-In: N 88°05'32" E  Rad-Out: N 83°45'11" E

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Radius Pt: 10038 50761.38,50707.03 Tangent: 20.08 Dir: Left
Tangent-In: S 01°54'28" E Tangent-Out: S 06°14'49" E Non Tangential-In Non Tangential-Out
10092 50703.71 50180.18
S 81°21'15" W 167.17
10091 50678.58 50014.91
N 50°45'25" W 53.92
10093 50712.69 49973.15
Closure Error Distance> 0.0067 Error Bearing> N 79°51'28" W
Closure Precision> 1 in 69512.0 Total Distance> 467.75
Area: 7463.80, 0.17

Lot: 5 , Block: C, Type: LOT
PNT# Bearing Distance Northing Easting
10093 50712.69 49973.15
N 50°45'25" W 22.81
10095 50727.12 49955.48
N 57°26'52" E 56.95
10096 50757.76 50003.48
N 81°21'15" E 176.04
10097 50784.23 50177.53
Radius: 530.00 Length: 40.50 Chord: 40.49 Delta: 4°22'42"
Chord BRG: S 00°16'53" W Rad-In: S 87°31'46" E Rad-Out: N 88°05'32" E
Radius Pt: 10038 50761.38,50707.03 Tangent: 20.26 Dir: Left
Tangent-In: S 02°28'14" W Tangent-Out: S 01°54'28" E Non Tangential-In Non Tangential-Out
10094 50743.74 50177.33
S 81°21'15" W 206.53
10093 50712.69 49973.15
Closure Error Distance> 0.0048 Error Bearing> N 88°38'37" E
Closure Precision> 1 in 104957.6 Total Distance> 502.83
Area: 8257.93, 0.19

Lot: 6 , Block: C, Type: LOT
PNT# Bearing Distance Northing Easting
10098 50826.50 50181.05
Radius: 530.00 Length: 42.43 Chord: 42.42 Delta: 4°35'14"
Chord BRG: S 04°45'51" W Rad-In: S 82°56'33" E Rad-Out: S 87°31'46" E
Radius Pt: 10038 50761.38,50707.03 Tangent: 21.23 Dir: Left
Tangent-In: S 07°03'27" W Tangent-Out: S 02°28'14" W Non Tangential-In Non Tangential-Out
10097 50784.23 50177.53
S 81°21'15" W 176.04
10096 50757.76 50003.48
N 57°26'52" E 74.34
10099 50797.76 50066.15
N 09°24'45" W 9.87
10100 50807.50 50064.53
N 80°44'26" E 118.05
10098 50826.50 50181.05
Closure Error Distance> 0.0062 Error Bearing> N 37°48'35" E
Closure Precision> 1 in 67731.0 Total Distance> 420.75
Area: 5600.68, 0.13

Lot: 7 , Block: C, Type: LOT
PNT# Bearing Distance Northing Easting
10098 50826.50 50181.05
S 80°44'26" W 118.05
10100 50807.50 50064.53
N 09°24'45" W 61.33
10101 50868.01 50054.50
N 87°03'35" E 132.70
10102 50874.82 50187.03
S 07°03'27" W 48.69
10098 50826.50 50181.05

Closure Error Distance> 0.0050 Error Bearing> N 14°10'07" W
 Closure Precision> 1 in 72466.9 Total Distance> 360.77
 Area: 6801.55, 0.16

Lot: 8 , Block: C, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10103			50963.57	50158.38
Radius: 30.00 Length: 56.62 Chord: 48.58 Delta: 108°07'52"				
Chord BRG: S 47°00'29" E Rad-In: S 11°04'25" E Rad-Out: N 82°56'33" W				
Radius Pt: 10104 50934.13,50164.15 Tangent: 41.39 Dir: Right				
Tangent-In: N 78°55'35" E Tangent-Out: S 07°03'27" W Non Tangential-In Tangential-Out				
10105			50930.44	50193.92
	S 07°03'27" W	56.05		
10102			50874.82	50187.03
	S 87°03'35" W	132.70		
10101			50868.01	50054.50
	N 09°24'45" W	93.39		
10106			50960.14	50039.23
	S 81°15'19" E	17.41		
10107			50957.50	50056.44
Radius: 230.00 Length: 79.56 Chord: 79.16 Delta: 19°49'06"				
Chord BRG: N 88°50'08" E Rad-In: N 08°44'41" E Rad-Out: N 11°04'25" W				
Radius Pt: 10108 51184.82,50091.41 Tangent: 40.18 Dir: Left				
Tangent-In: S 81°15'19" E Tangent-Out: N 78°55'35" E Tangential-In Tangential-Out				
10109			50959.10	50135.58
	N 78°55'35" E	23.23		
10103			50963.57	50158.38

Closure Error Distance> 0.0034 Error Bearing> N 45°14'26" E
 Closure Precision> 1 in 133261.7 Total Distance> 458.96
 Area: 12490.61, 0.29

Lot: 9 , Block: C, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10101			50868.01	50054.50
	S 09°24'45" E	71.20		
10099			50797.76	50066.15
	S 57°26'52" W	167.08		
10110			50707.86	49925.31
	S 39°14'35" W	80.05		
10111			50645.86	49874.67
	N 50°45'25" W	316.64		
10112			50846.18	49629.44
	N 87°03'35" E	425.62		
10101			50868.01	50054.50

Closure Error Distance> 0.0054 Error Bearing> S 38°37'24" W
 Closure Precision> 1 in 197790.5 Total Distance> 1060.61
 Area: 50770.21, 1.17

Lot: 1 , Block: D, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10113			51036.64	51188.15
	S 83°38'13" W	89.69		
10114			51026.70	51099.01
Radius: 125.00 Length: 47.32 Chord: 47.04 Delta: 21°41'31"				
Chord BRG: N 15°17'11" E Rad-In: N 63°52'04" W Rad-Out: N 85°33'35" W				
Radius Pt: 10115 51081.75,50986.79 Tangent: 23.95 Dir: Left				
Tangent-In: N 26°07'56" E Tangent-Out: N 04°26'25" E Non Tangential-In Tangential-Out				
10116			51072.08	51111.41
Radius: 30.00 Length: 41.47 Chord: 38.24 Delta: 79°11'48"				
Chord BRG: N 44°02'19" E Rad-In: S 85°33'35" E Rad-Out: S 06°21'47" E				
Radius Pt: 10117 51069.75,51141.32 Tangent: 24.82 Dir: Right				
Tangent-In: N 04°26'25" E Tangent-Out: N 83°38'13" E Tangential-In Tangential-Out				

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10118          N 83°38'13" E      50.63          51099.57      51138.00
10119          S 00°08'19" W      68.54          51105.18      51188.32
10113          51036.64          51188.15
Closure Error Distance> 0.0035 Error Bearing> N 18°14'36" E
Closure Precision> 1 in 83862.9 Total Distance> 297.66
Area: 5320.68, 0.12

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Lot: 2          , Block: D, Type: LOT
PNT#    Bearing          Distance    Northing      Easting
10120    N 26°07'56" E    56.02          50976.40      51074.34
10114    N 83°38'13" E    89.69          51026.70      51099.01
10113    S 00°08'19" W    47.56          51036.64      51188.15
10121    S 83°38'13" W    114.41         50989.08      51188.04
10120          50976.40      51074.34
Closure Error Distance> 0.0108 Error Bearing> N 57°02'25" E
Closure Precision> 1 in 28394.2 Total Distance> 307.68
Area: 4822.15, 0.11

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Lot: 3          , Block: D, Type: LOT
PNT#    Bearing      Distance  Northing      Easting
10122                                50924.29      51100.14
    Radius: 30.00      Length: 64.14      Chord: 52.60      Delta: 122°29'43"
    Chord BRG: N 35°06'55" W  Rad-In: N 06°21'47" W  Rad-Out: S 63°52'04" E
    Radius Pt: 10123 50954.11, 51096.81  Tangent: 54.68 Dir: Right
    Tangent-In: S 83°38'13" W  Tangent-Out: N 26°07'56" E  Tangential-In  Tangential-Out
10124                                50967.32      51069.88
    N 26°07'56" E      10.11
10120                                50976.40      51074.34
    N 83°38'13" E      114.41
10121                                50989.08      51188.04
    S 00°08'19" W      55.00
10125                                50934.08      51187.90
    S 83°38'13" W      88.31
10122                                50924.29      51100.14
Closure Error Distance> 0.0047 Error Bearing> N 29°29'24" W
Closure Precision> 1 in 71168.1 Total Distance> 331.97
Area: 6354.53, 0.15

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Lot: 1          , Block: E, Type: LOT
PNT#   Bearing      Distance  Northing      Easting
10126   S 26°07'56" W    46.10      51043.53      51051.57
10127   S 83°38'13" W    34.73      51002.14      51031.27
10128   N 06°21'47" W    85.00      50998.29      50996.76
10129   N 83°38'13" E    34.19      51082.77      50987.34
10130                                     51086.56      51021.32
  Radius: 30.00      Length: 64.14      Chord: 52.60      Delta: 122°29'45"
  Chord BRG: S 35°06'56" E  Rad-In: S 06°21'49" E  Rad-Out: N 63°52'04" W
  Radius Pt: 10131 51056.74,51024.64  Tangent: 54.68 Dir: Right
  Tangent-In: N 83°38'11" E  Tangent-Out: S 26°07'56" W  Non Tangential-In
10126                                     51043.53      51051.57
  Closure Error Distance> 0.0052 Error Bearing> S 62°22'30" E
  Closure Precision> 1 in 51102.3 Total Distance> 264.15

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Area: 4574.41, 0.11

Lot: 2 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10129			51082.77	50987.34
	S 06°21'47" E	85.00		
10128			50998.29	50996.76
	S 83°38'13" W	45.00		
10132			50993.31	50952.04
	N 06°21'47" W	85.00		
10133			51077.78	50942.62
	N 83°38'13" E	45.00		
10129			51082.77	50987.34

Closure Error Distance> 0.0000
 Total Distance> 260.00
 Area: 3825.00, 0.09

Lot: 3 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10132			50993.31	50952.04
	S 83°38'13" W	45.00		
10134			50988.32	50907.31
	N 06°21'47" W	85.00		
10135			51072.79	50897.89
	N 83°38'13" E	45.00		
10133			51077.78	50942.62
	S 06°21'47" E	85.00		
10132			50993.31	50952.04

Closure Error Distance> 0.0000
 Total Distance> 260.00
 Area: 3825.00, 0.09

Lot: 4 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10135			51072.79	50897.89
	S 06°21'47" E	85.00		
10134			50988.32	50907.31
	S 83°38'13" W	50.00		
10136			50982.78	50857.62
	N 06°21'47" W	85.00		
10137			51067.25	50848.20
	N 83°38'13" E	50.00		
10135			51072.79	50897.89

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 5 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10138			51061.71	50798.51
	N 83°38'13" E	50.00		
10137			51067.25	50848.20
	S 06°21'47" E	85.00		
10136			50982.78	50857.62
	S 83°38'13" W	50.00		
10139			50977.24	50807.93
	N 06°21'47" W	85.00		
10138			51061.71	50798.51

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 6 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10138			51061.71	50798.51
	S 06°21'47" E	85.00		
10139			50977.24	50807.93
	S 83°38'13" W	50.00		
10140			50971.69	50758.24
	N 06°21'47" W	85.00		
10141			51056.17	50748.82
	N 83°38'13" E	50.00		
10138			51061.71	50798.51

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 7 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10142			51053.95	50728.94
	S 06°21'47" E	85.00		
10143			50969.48	50738.36
	S 83°38'13" W	50.00		
10144			50963.94	50688.67
	N 06°21'47" W	85.00		
10145			51048.41	50679.25
	N 83°38'13" E	50.00		
10142			51053.95	50728.94

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 8 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10146			51042.87	50629.56
	N 83°38'13" E	50.00		
10145			51048.41	50679.25
	S 06°21'47" E	85.00		
10144			50963.94	50688.67
	S 83°38'13" W	50.00		
10147			50958.39	50638.98
	N 06°21'47" W	85.00		
10146			51042.87	50629.56

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 9 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10146			51042.87	50629.56
	S 06°21'47" E	85.00		
10147			50958.39	50638.98
	S 83°38'13" W	55.00		
10148			50952.30	50584.31
	N 06°21'47" W	85.00		
10149			51036.78	50574.89
	N 83°38'13" E	55.00		
10146			51042.87	50629.56

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 10 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
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10149			51036.78	50574.89
	S 06°21'47" E	85.00		
10148			50952.30	50584.31
	S 83°38'13" W	55.00		
10150			50946.20	50529.65
	N 06°21'47" W	85.00		
10151			51030.68	50520.23
	N 83°38'13" E	55.00		
10149			51036.78	50574.89
Closure Error Distance> 0.0000				
Total Distance> 280.00				
Area: 4675.00, 0.11				

Lot: 11 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10151			51030.68	50520.23
	S 06°21'47" E	85.00		
10150			50946.20	50529.65
	S 83°38'13" W	55.00		
10152			50940.11	50474.99
	N 06°21'47" W	85.00		
10153			51024.58	50465.57
	N 83°38'13" E	55.00		
10151			51030.68	50520.23
Closure Error Distance> 0.0000				
Total Distance> 280.00				
Area: 4675.00, 0.11				

Lot: 12 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10153			51024.58	50465.57
	S 06°21'47" E	85.00		
10152			50940.11	50474.99
	S 83°38'13" W	55.00		
10154			50934.01	50420.33
	N 06°21'47" W	85.00		
10155			51018.49	50410.91
	N 83°38'13" E	55.00		
10153			51024.58	50465.57
Closure Error Distance> 0.0000				
Total Distance> 280.00				
Area: 4675.00, 0.11				

Lot: 13 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10155			51018.49	50410.91
	S 06°21'47" E	85.00		
10154			50934.01	50420.33
	S 83°38'13" W	55.00		
10156			50927.92	50365.67
	N 06°21'47" W	83.52		
10157			51010.92	50356.41
Radius: 975.00 Length: 53.78 Chord: 53.77 Delta: 3°09'37"				
Chord BRG: N 82°03'25" E Rad-In: S 09°31'23" E Rad-Out: S 06°21'47" E				
Radius Pt: 10158 50049.36, 50517.72 Tangent: 26.90 Dir: Right				
Tangent-In: N 80°28'37" E Tangent-Out: N 83°38'13" E Non Tangential-In Tangential-Out				
10159			51018.35	50409.67
	N 83°38'13" E	1.25		
10155			51018.49	50410.91
Closure Error Distance> 0.0026 Error Bearing> S 16°05'47" E				
Closure Precision> 1 in 106224.9 Total Distance> 278.54				
Area: 4648.44, 0.11				

Lot: 14 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10160			50995.27	50281.34
Radius: 975.00 Length: 76.71 Chord: 76.69 Delta: 4°30'28"				
Chord BRG: N 78°13'23" E Rad-In: S 14°01'51" E Rad-Out: S 09°31'23" E				
Radius Pt: 10158 50049.36, 50517.72 Tangent: 38.37 Dir: Right				
Tangent-In: N 75°58'09" E Tangent-Out: N 80°28'37" E Non Tangential-In Non Tangential-Out				
10157			51010.92	50356.41
	S 06°21'47" E	83.52		
10156			50927.92	50365.67
	S 83°38'13" W	113.87		
10161			50915.30	50252.50
	N 07°03'27" E	41.80		
10162			50956.78	50257.64
Radius: 180.00 Length: 11.25 Chord: 11.25 Delta: 3°34'56"				
Chord BRG: N 05°16'00" E Rad-In: N 82°56'33" W Rad-Out: N 86°31'28" W				
Radius Pt: 10163 50978.89, 50079.00 Tangent: 5.63 Dir: Left				
Tangent-In: N 07°03'27" E Tangent-Out: N 03°28'32" E Tangential-In Tangential-Out				
10164			50967.98	50258.67
Radius: 30.00 Length: 37.96 Chord: 35.48 Delta: 72°29'37"				
Chord BRG: N 39°43'20" E Rad-In: S 86°31'28" E Rad-Out: S 14°01'51" E				
Radius Pt: 10165 50966.16, 50288.61 Tangent: 21.99 Dir: Right				
Tangent-In: N 03°28'32" E Tangent-Out: N 75°58'09" E Tangential-In				
10160			50995.27	50281.34
Closure Error Distance> 0.0065 Error Bearing> S 68°00'42" W				
Closure Precision> 1 in 56535.8 Total Distance> 365.10				
Area: 8215.00, 0.19				

Lot: 15 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10166			50921.82	50311.01
	S 06°21'47" E	85.00		
10167			50837.35	50320.43
	S 83°38'13" W	41.15		
10168			50832.78	50279.53
Radius: 30.00 Length: 54.15 Chord: 47.09 Delta: 103°25'14"				
Chord BRG: N 44°39'10" W Rad-In: N 06°21'47" W Rad-Out: S 82°56'33" E				
Radius Pt: 10169 50862.60, 50276.21 Tangent: 38.00 Dir: Right				
Tangent-In: S 83°38'13" W Tangent-Out: N 07°03'27" E Tangential-In Tangential-Out				
10170			50866.29	50246.43
	N 07°03'27" E	49.39		
10161			50915.30	50252.50
	N 83°38'13" E	58.87		
10166			50921.82	50311.01
Closure Error Distance> 0.0048 Error Bearing> S 63°33'19" W				
Closure Precision> 1 in 60225.6 Total Distance> 288.56				
Area: 5538.20, 0.13				

Lot: 16 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10166			50921.82	50311.01
	N 83°38'13" E	55.00		
10156			50927.92	50365.67
	S 06°21'47" E	85.00		
10171			50843.44	50375.09
	S 83°38'13" W	55.00		
10167			50837.35	50320.43
	N 06°21'47" W	85.00		
10166			50921.82	50311.01
Closure Error Distance> 0.0000				
Total Distance> 280.00				

Area: 4675.00, 0.11

Lot: 17 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10154			50934.01	50420.33
	S 06°21'47" E	85.00		
10172			50849.54	50429.75
	S 83°38'13" W	55.00		
10171			50843.44	50375.09
	N 06°21'47" W	85.00		
10156			50927.92	50365.67
	N 83°38'13" E	55.00		
10154			50934.01	50420.33

Closure Error Distance> 0.0000
Total Distance> 280.00
Area: 4675.00, 0.11

Lot: 18 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10152			50940.11	50474.99
	S 06°21'47" E	85.00		
10173			50855.63	50484.41
	S 83°38'13" W	55.00		
10172			50849.54	50429.75
	N 06°21'47" W	85.00		
10154			50934.01	50420.33
	N 83°38'13" E	55.00		
10152			50940.11	50474.99

Closure Error Distance> 0.0000
Total Distance> 280.00
Area: 4675.00, 0.11

Lot: 19 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10150			50946.20	50529.65
	S 06°21'47" E	85.00		
10174			50861.73	50539.07
	S 83°38'13" W	55.00		
10173			50855.63	50484.41
	N 06°21'47" W	85.00		
10152			50940.11	50474.99
	N 83°38'13" E	55.00		
10150			50946.20	50529.65

Closure Error Distance> 0.0000
Total Distance> 280.00
Area: 4675.00, 0.11

Lot: 20 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10148			50952.30	50584.31
	S 06°21'47" E	85.00		
10175			50867.82	50593.74
	S 83°38'13" W	55.00		
10174			50861.73	50539.07
	N 06°21'47" W	85.00		
10150			50946.20	50529.65
	N 83°38'13" E	55.00		
10148			50952.30	50584.31

Closure Error Distance> 0.0000
Total Distance> 280.00
Area: 4675.00, 0.11

Lot: 21 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10147			50958.39	50638.98
	S 06°21'47" E	85.00		
10176			50873.92	50648.40
	S 83°38'13" W	55.00		
10175			50867.82	50593.74
	N 06°21'47" W	85.00		
10148			50952.30	50584.31
	N 83°38'13" E	55.00		
10147			50958.39	50638.98

Closure Error Distance> 0.0000
Total Distance> 280.00
Area: 4675.00, 0.11

Lot: 22 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10177			50879.46	50698.09
	S 83°38'13" W	50.00		
10176			50873.92	50648.40
	N 06°21'47" W	85.00		
10147			50958.39	50638.98
	N 83°38'13" E	50.00		
10144			50963.94	50688.67
	S 06°21'47" E	85.00		
10177			50879.46	50698.09

Closure Error Distance> 0.0000
Total Distance> 270.00
Area: 4250.00, 0.10

Lot: 23 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10144			50963.94	50688.67
	N 83°38'13" E	50.00		
10143			50969.48	50738.36
	S 06°21'47" E	85.00		
10178			50885.00	50747.78
	S 83°38'13" W	50.00		
10177			50879.46	50698.09
	N 06°21'47" W	85.00		
10144			50963.94	50688.67

Closure Error Distance> 0.0000
Total Distance> 270.00
Area: 4250.00, 0.10

Lot: 24 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10179			50887.22	50767.66
	N 06°21'47" W	85.00		
10140			50971.69	50758.24
	N 83°38'13" E	50.00		
10139			50977.24	50807.93
	S 06°21'47" E	85.00		
10180			50892.76	50817.35
	S 83°38'13" W	50.00		
10179			50887.22	50767.66

Closure Error Distance> 0.0000
Total Distance> 270.00
Area: 4250.00, 0.10

Lot: 25 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
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10181			50898.30	50867.04
10180	S 83°38'13" W	50.00	50892.76	50817.35
10139	N 06°21'47" W	85.00	50977.24	50807.93
10136	N 83°38'13" E	50.00	50982.78	50857.62
10181	S 06°21'47" E	85.00	50898.30	50867.04

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 26 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10134			50988.32	50907.31
10182	S 06°21'47" E	85.00	50903.84	50916.73
10181	S 83°38'13" W	50.00	50898.30	50867.04
10136	N 06°21'47" W	85.00	50982.78	50857.62
10134	N 83°38'13" E	50.00	50988.32	50907.31

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 27 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10134			50988.32	50907.31
10132	N 83°38'13" E	45.00	50993.31	50952.04
10183	S 06°21'47" E	85.00	50908.83	50961.46
10182	S 83°38'13" W	45.00	50903.84	50916.73
10134	N 06°21'47" W	85.00	50988.32	50907.31

Closure Error Distance> 0.0000
 Total Distance> 260.00
 Area: 3825.00, 0.09

Lot: 28 , Block: E, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10184			50975.10	51018.00
10186			50936.71	51006.34
10188			50910.89	50979.93
10183			50908.83	50961.46
10132			50993.31	50952.04
10127			51002.14	51031.27

Radius: 125.00 Length: 40.30 Chord: 40.13 Delta: 18°28'21"
 Chord BRG: S 16°53'46" W Rad-In: S 63°52'04" E Rad-Out: S 82°20'25" E
 Radius Pt: 10185 50920.04, 51130.23 Tangent: 20.33 Dir: Left
 Tangent-In: S 26°07'56" W Tangent-Out: S 07°39'35" W Non Tangential-In Tangential-Out

Radius: 30.00 Length: 39.78 Chord: 36.93 Delta: 75°58'38"
 Chord BRG: S 45°38'54" W Rad-In: N 82°20'25" W Rad-Out: N 06°21'47" W
 Radius Pt: 10187 50940.70, 50976.61 Tangent: 23.43 Dir: Right
 Tangent-In: S 07°39'35" W Tangent-Out: S 83°38'13" W Tangential-In Tangential-Out

S 26°07'56" W 30.12
 10184 50975.10 51018.00
 Closure Error Distance> 0.0068 Error Bearing> N 66°10'49" W
 Closure Precision> 1 in 42976.3 Total Distance> 293.52
 Area: 4740.47, 0.11

Lot: 1 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10189			51155.50	51188.44
	S 83°38'13" W	70.97		
10190			51147.64	51117.90
	N 00°20'49" E	85.59		
10191			51233.22	51118.42
	N 83°38'13" E	70.66		
10192			51241.05	51188.65
	S 00°08'19" W	85.55		
10189			51155.50	51188.44

 Closure Error Distance> 0.0054 Error Bearing> S 36°39'02" W
 Closure Precision> 1 in 58026.8 Total Distance> 312.77
 Area: 6019.56, 0.14

Lot: 2 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10191			51233.22	51118.42
	S 00°20'49" W	85.59		
10190			51147.64	51117.90
	S 83°38'13" W	50.00		
10193			51142.10	51068.21
	N 06°21'47" W	85.00		
10194			51226.57	51058.79
	N 83°38'13" E	60.00		
10191			51233.22	51118.42

 Closure Error Distance> 0.0038 Error Bearing> N 04°01'51" E
 Closure Precision> 1 in 73955.3 Total Distance> 280.59
 Area: 4675.00, 0.11

Lot: 3 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10194			51226.57	51058.79
	S 06°21'47" E	85.00		
10193			51142.10	51068.21
	S 83°38'13" W	55.00		
10195			51136.00	51013.55
	N 06°21'47" W	85.00		
10196			51220.48	51004.13
	N 83°38'13" E	55.00		
10194			51226.57	51058.79

 Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 4 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10196			51220.48	51004.13
	S 06°21'47" E	85.00		
10195			51136.00	51013.55
	S 83°38'13" W	55.00		
10197			51129.91	50958.89
	N 06°21'47" W	85.00		
10198			51214.38	50949.47
	N 83°38'13" E	55.00		
10196			51220.48	51004.13

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 5 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10198			51214.38	50949.47
	S 06°21'47" E	85.00		
10197			51129.91	50958.89
	S 83°38'13" W	55.00		
10199			51123.81	50904.23
	N 06°21'47" W	85.00		
10200			51208.29	50894.81
	N 83°38'13" E	55.00		
10198			51214.38	50949.47

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 6 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10200			51208.29	50894.81
	S 06°21'47" E	85.00		
10199			51123.81	50904.23
	S 83°38'13" W	55.00		
10201			51117.72	50849.57
	N 06°21'47" W	85.00		
10202			51202.19	50840.14
	N 83°38'13" E	55.00		
10200			51208.29	50894.81

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 7 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10202			51202.19	50840.14
	S 06°21'47" E	85.00		
10201			51117.72	50849.57
	S 83°38'13" W	55.00		
10203			51111.62	50794.90
	N 06°21'47" W	85.00		
10204			51196.10	50785.48
	N 83°38'13" E	55.00		
10202			51202.19	50840.14

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 8 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10204			51196.10	50785.48
	S 06°21'47" E	85.00		
10203			51111.62	50794.90
	S 83°38'13" W	50.00		
10205			51106.08	50745.21
	N 06°21'47" W	85.00		
10206			51190.55	50735.79
	N 83°38'13" E	50.00		
10204			51196.10	50785.48

Closure Error Distance> 0.0000
 Total Distance> 270.00

Area: 4250.00, 0.10

Lot: 9 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10207			51098.32	50675.64
	N 06°21'47" W	85.00		
10208			51182.80	50666.22
	N 83°38'13" E	50.00		
10209			51188.34	50715.92
	S 06°21'47" E	85.00		
10210			51103.86	50725.34
	S 83°38'13" W	50.00		
10207			51098.32	50675.64

Closure Error Distance> 0.0000
 Total Distance> 270.00
 Area: 4250.00, 0.10

Lot: 10 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10211			51176.70	50611.56
	N 83°38'13" E	55.00		
10208			51182.80	50666.22
	S 06°21'47" E	85.00		
10207			51098.32	50675.64
	S 83°38'13" W	55.00		
10212			51092.23	50620.98
	N 06°21'47" W	85.00		
10211			51176.70	50611.56

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 11 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10211			51176.70	50611.56
	S 06°21'47" E	85.00		
10212			51092.23	50620.98
	S 83°38'13" W	55.00		
10213			51086.13	50566.32
	N 06°21'47" W	85.00		
10214			51170.61	50556.90
	N 83°38'13" E	55.00		
10211			51176.70	50611.56

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 12 , Block: F, Type: LOT

PNT#	Bearing	Distance	Northing	Easting
10214			51170.61	50556.90
	S 06°21'47" E	85.00		
10213			51086.13	50566.32
	S 83°38'13" W	55.00		
10215			51080.03	50511.66
	N 06°21'47" W	85.00		
10216			51164.51	50502.24
	N 83°38'13" E	55.00		
10214			51170.61	50556.90

Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 13 , Block: F, Type: LOT
 PNT# Bearing Distance Northing Easting
 10217 N 06°21'47" W 85.00 51073.94 50457.00
 10218 N 83°38'13" E 55.00 51158.41 50447.58
 10216 S 06°21'47" E 85.00 51164.51 50502.24
 10215 S 83°38'13" W 55.00 51080.03 50511.66
 10217 51073.94 50457.00
 Closure Error Distance> 0.0000
 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 14 , Block: F, Type: LOT
 PNT# Bearing Distance Northing Easting
 10218 S 06°21'47" E 85.00 51158.41 50447.58
 10217 S 83°38'13" W 53.20 51073.94 50457.00
 10219 51068.04 50404.13
 Radius: 1025.00 Length: 1.80 Chord: 1.80 Delta: 0°06'02"
 Chord BRG: S 83°35'12" W Rad-In: S 06°21'47" E Rad-Out: S 06°27'49" E
 Radius Pt: 10158 50049.36,50517.72 Tangent: 0.90 Dir: Left
 Tangent-In: S 83°38'13" W Tangent-Out: S 83°32'11" W Tangential-In Non Tangential-Out
 10220 51067.84 50402.34
 10221 N 06°21'47" W 85.00 51152.32 50392.92
 10218 N 83°38'13" E 55.00 51158.41 50447.58
 Closure Error Distance> 0.0016 Error Bearing> N 06°23'17" W
 Closure Precision> 1 in 177269.7 Total Distance> 280.00
 Area: 4675.00, 0.11

Lot: 15 , Block: F, Type: LOT
 PNT# Bearing Distance Northing Easting
 10221 S 06°21'47" E 85.00 51152.32 50392.92
 10220 51067.84 50402.34
 Radius: 1025.00 Length: 56.98 Chord: 56.97 Delta: 3°11'07"
 Chord BRG: S 81°56'38" W Rad-In: S 06°27'49" E Rad-Out: S 09°38'56" E
 Radius Pt: 10158 50049.36,50517.72 Tangent: 28.50 Dir: Left
 Tangent-In: S 83°32'11" W Tangent-Out: S 80°21'04" W Non Tangential-In Non Tangential-Out
 10222 51059.86 50345.93
 10223 N 06°21'47" W 86.69 51146.01 50336.32
 10221 N 83°38'13" E 56.95 51152.32 50392.92
 Closure Error Distance> 0.0084 Error Bearing> S 29°11'04" W
 Closure Precision> 1 in 34094.4 Total Distance> 285.62
 Area: 4873.64, 0.11

Lot: 16 , Block: F, Type: LOT
 PNT# Bearing Distance Northing Easting
 10224 N 83°38'13" E 52.90 51140.15 50283.74
 10223 S 06°21'47" E 86.69 51146.01 50336.32
 10222 51059.86 50345.93
 Radius: 1025.00 Length: 53.09 Chord: 53.08 Delta: 2°58'04"
 Chord BRG: S 78°52'03" W Rad-In: S 09°38'56" E Rad-Out: S 12°36'59" E

Radius Pt: 10158 50049.36,50517.72 Tangent: 26.55 Dir: Left
 Tangent-In: S 80°21'04" W Tangent-Out: S 77°23'01" W Non Tangential-In Non Tangential-Out
 10225 51049.61 50293.84
 N 06°21'47" W 91.10
 10224 51140.15 50283.74
 Closure Error Distance> 0.0051 Error Bearing> N 54°25'57" W
 Closure Precision> 1 in 55588.3 Total Distance> 283.78
 Area: 4690.29, 0.11

Lot: 17 , Block: F, Type: LOT
 PNT# Bearing Distance Northing Easting
 10224 S 06°21'47" E 91.10 51140.15 50283.74
 10225 51049.61 50293.84
 Radius: 1025.00 Length: 17.48 Chord: 17.48 Delta: 0°58'38"
 Chord BRG: S 76°53'42" W Rad-In: S 12°36'59" E Rad-Out: S 13°35'38" E
 Radius Pt: 10158 50049.36,50517.72 Tangent: 8.74 Dir: Left
 Tangent-In: S 77°23'01" W Tangent-Out: S 76°24'22" W Non Tangential-In Tangential-Out
 10226 51045.64 50276.81
 Radius: 30.00 Length: 34.82 Chord: 32.89 Delta: 66°29'31"
 Chord BRG: N 70°20'52" W Rad-In: N 13°35'38" W Rad-Out: N 52°53'53" E
 Radius Pt: 10227 51074.80,50269.76 Tangent: 19.67 Dir: Right
 Tangent-In: S 76°24'22" W Tangent-Out: N 37°06'07" W Tangential-In Tangential-Out
 10228 51056.71 50245.83
 N 37°06'07" W 91.59
 10229 51129.76 50190.58
 N 83°38'13" E 93.74
 10224 51140.15 50283.74
 Closure Error Distance> 0.0102 Error Bearing> N 72°39'15" W
 Closure Precision> 1 in 32309.4 Total Distance> 328.73
 Area: 6091.78, 0.14

Lot: 1 , Block: G, Type: LOT
 PNT# Bearing Distance Northing Easting
 10230 S 37°06'07" E 66.19 51122.02 50121.21
 10231 51069.23 50161.14
 Radius: 30.00 Length: 60.75 Chord: 50.89 Delta: 116°01'42"
 Chord BRG: S 20°54'44" W Rad-In: S 52°53'53" W Rad-Out: N 11°04'25" W
 Radius Pt: 10232 51051.13,50137.21 Tangent: 48.04 Dir: Right
 Tangent-In: S 37°06'07" E Tangent-Out: S 78°55'35" W Tangential-In Tangential-Out
 10233 51021.69 50142.97
 S 78°55'35" W 19.27
 10234 51017.99 50124.06
 Radius: 170.00 Length: 58.80 Chord: 58.51 Delta: 19°49'06"
 Chord BRG: S 88°50'08" W Rad-In: N 11°04'25" W Rad-Out: N 08°44'41" E
 Radius Pt: 10108 51184.82,50091.41 Tangent: 29.70 Dir: Right
 Tangent-In: S 78°55'35" W Tangent-Out: N 81°15'19" W Tangential-In Tangential-Out
 10235 51016.80 50065.56
 N 81°15'19" W 37.09
 10236 51022.44 50028.90
 N 09°24'45" W 88.87
 10237 51110.11 50014.37
 N 83°38'13" E 107.50
 10230 51122.02 50121.21
 Closure Error Distance> 0.0077 Error Bearing> S 04°02'33" E
 Closure Precision> 1 in 57122.8 Total Distance> 438.47
 Area: 12923.18, 0.30

Lot: 2A , Block: USS 3873, Type: LOT
 PNT# Bearing Distance Northing Easting
 10238 53249.55 51193.21

10239	S 00°06'07" W	461.58	52787.97	51192.39
10192	S 00°08'19" W	1546.92	51241.05	51188.65
10229	S 83°38'13" W	1004.25	51129.76	50190.58
10240	S 37°06'07" E	30.51	51105.42	50208.99
10231	S 52°53'53" W	60.00	51069.23	50161.14
10230	N 37°06'07" W	66.19	51122.02	50121.21
10237	S 83°38'13" W	107.50	51110.11	50014.37
10236	S 09°24'45" E	88.87	51022.44	50028.90
10235	S 81°15'19" E	37.09	51016.80	50065.56
Radius: 170.00 Length: 58.80 Chord: 58.51 Delta: 19°49'06" Chord BRG: N 88°50'08" E Rad-In: N 08°44'41" E Rad-Out: N 11°04'25" W Radius Pt: 10108 51184.82,50091.41 Tangent: 29.70 Dir: Left Tangent-In: S 81°15'19" E Tangent-Out: N 78°55'35" E Tangential-In Tangential-Out				
10234			51017.99	50124.06
10233	N 78°55'35" E	19.27	51021.69	50142.97
10103	S 14°51'07" E	60.13	50963.57	50158.38
10109	S 78°55'35" W	23.23	50959.10	50135.58
Radius: 230.00 Length: 79.56 Chord: 79.16 Delta: 19°49'06" Chord BRG: S 88°50'08" W Rad-In: N 11°04'25" W Rad-Out: N 08°44'41" E Radius Pt: 10108 51184.82,50091.41 Tangent: 40.18 Dir: Right Tangent-In: S 78°55'35" W Tangent-Out: N 81°15'19" W Tangential-In Tangential-Out				
10107			50957.50	50056.44
10106	N 81°15'19" W	17.41	50960.14	50039.23
10101	S 09°24'45" E	93.39	50868.01	50054.50
10112	S 87°03'35" W	425.62	50846.18	49629.44
10241	N 50°45'25" W	872.94	51398.40	48953.38
10242	N 13°01'40" E	1900.56	53250.05	49381.81
10238	S 89°59'03" E	1811.40	53249.55	51193.21
Closure Error Distance> 0.0049 Error Bearing> N 32°27'23" W Closure Precision> 1 in 1805429.3 Total Distance> 8765.22 Area: 4418585.42, 101.44				

Block USS 3873 Total Area: 4418585.42, 101.44

Block G Total Area: 12923.18, 0.30

Block F Total Area: 81600.28, 1.87

Block E Total Area: 128441.52, 2.95

Block D Total Area: 16497.36, 0.38

Block C Total Area: 107385.80, 2.47

Block B Total Area: 81800.66, 1.88

Block A Total Area: 163195.15, 3.75

Totals: Area: 5010429.35, 115.02



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155 S. Seward Street • Juneau, Alaska 99801

DATE: February 21, 2017
TO: Planning Commission
FROM: Eric Feldt, Planner II, AICP, CFM
Community Development Department

FILE NO's: SMP2016 0002 and CSP2016 0006

PROPOSAL: A Preliminary Plat for Phase 1 Pederson Hill Subdivision resulting in 86 Residential lots and 5 lots for preservation/park purposes.

GENERAL INFORMATION

Applicant: Lands & Resources Division of the City and Borough of Juneau
Property Owner: City and Borough of Juneau (CBJ)
Legal Description: Pederson Hill Lot 2
Parcel Code No.: 4-B22-0-101-010-1
Site Size: Approx. 120 acres
Project Size: Approx. 20 acres
Comprehensive Plan Future Land Use Designation: Medium Density Residential (MDR)
Zoning: D-10SF (Single-Family) and D-10
Utilities: CBJ Water & Sewer
Access: Glacier Highway
Existing Land Use: Vacant

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Surrounding Land Use: North – Vacant; University of Alaska; D-1(T) D-5
 South – Vacant; Sherwood Ln; Industrial (I)
 East - Vacant; University of Alaska; D-1(T) D-5
 West – Church; Glacier Hwy; D-10

Vicinity Map



ATTACHMENTS

ATTACHMENT	A	Subdivision Application
ATTACHMENT	B	Project Narrative
ATTACHMENT	C	Draft Preliminary Plat
ATTACHMENT	D	Pederson Hill Phases 1-3 Layout
ATTACHMENT	E	2/2/17 Neighborhood Meeting Document
ATTACHMENT	F	Public Comments
ATTACHMENT	G	Street Design Profiles
ATTACHMENT	H	Pedestrian Route Design Profiles
ATTACHMENT	I	Contour Plan

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ATTACHMENT	J	Drainage Plan and Report
ATTACHMENT	K	DOT/ PF Letter
ATTACHMENT	L	Traffic Study
ATTACHMENT	M	Wetland Boundary Map
ATTACHMENT	N	Wetland Fill Permit
ATTACHMENT	O	ADF&G Letter
ATTACHMENT	P	DEC Letter
ATTACHMENT	Q	Secondary Emergency Access Route
ATTACHMENT	R	Comprehensive Plan Map
ATTACHMENT	S	Housing Action Plan
ATTACHMENT	T	CBJ Lands Management Plan
ATTACHMENT	U	Non-Motorized Transportation Plan

PROPOSAL

The City & Borough of Juneau Lands and Resources Division is seeking Preliminary Plat approval for Phase 1 of the Pederson Hill Subdivision. This phase (herein referred to as the 'Project') is located next to the Christ Evangelical Lutheran Church accessed by Glacier Highway in the Mendenhall Valley area. The project consists of 86 residential lots; five lots for preservation and park purposes; new streets; and pedestrian routes. Future phases of the Pederson Hill Subdivision are conceptually shown at this time for contextual purposes.

The applicant has submitted a subdivision application (Attachment A), project narrative (Attachment B), and Preliminary Plat (Attachment C). Associated documents required to complete the Preliminary Plat application are also provided as attachments.

Concurrent with SMP2016-0006 (subject subdivision review), CSP2016 0006 has been filed to ensure the Planning Commission reviews all proposed capital improvement projects for consistency with adopted CBJ plans, per CBJ 49.15.580(a). Detailed analyses of CBJ plans are provided under 'Adopted Plans' later in this report.

BACKGROUND

The Pederson Hill area has long been identified for future housing. The 1999 CBJ Land Management Plan designated the CBJ land on Pederson Hill be considered for disposal for development once sewer is provided and a subdivision feasibility study is completed. Sewer is now available at the subject site. Through later studies and analyses, the CBJ determined that a subdivision in the area of the subject site is feasible. The 2006 Buildable Lands Study determined that this part of Pederson Hill is appropriate for development. The 2008 Comprehensive Plan

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designated this area for future housing up to 20 units per acre. In 2010, the Conceptual Master Plan Study for Pederson Hill identified the area of Phases 1-3 for future housing.

In 2014, the Assembly rezoned the property from D-1(T) D-5 to a mix of D-10 and D-10SF. D10 zoning is intended to primarily accommodate multifamily development at 10 units per acre. D10SF is intended to primarily accommodate single family residential development, also at a density of 10 units per acre. The smaller lot sizes resulting from the rezone make it possible to achieve lower housing costs.

Formerly the site did not have access to a public right-of-way. Space for a new access right-of-way (ROW) was established through a land swap and lot line adjustment with the adjacent Christ Lutheran Church in 2015 (Plat #2015-40; Subdivision Case #SMN2015-004; City Consistency Review #CSP2015-0004). This provided the needed access to Glacier Highway. Since 2015, the CBJ Lands and Resources Division and DOWL's Juneau office (an engineering firm) have been designing various subdivision layouts and have finalized their efforts with the subject proposal for Phase 1 (Attachment C). Phases 2 and 3 are shown in Attachment D as future concepts and are not part of this subject proposal.

AGENCY REVIEW

CBJ Engineering

Phase 1 consists of five new streets with sidewalks and curb and gutter drainage. The CBJ Engineering Department has reviewed these public improvements and found that the project complies with CBJ 49.35.240 *Table of roadway construction standards*. Detailed discussion of the proposed roads and drainage plan are provided later in this report.

Wetland Review Board (WRB)

Approximately nine acres of wetlands will be filled for Phase 1. In June of 2016, the WRB reviewed the project's impact to the wetlands and concluded that the Board did not have specific concerns at this time. However, they did provide the following statement:

June 16, 2016 WRB meeting recommendation

"While we feel it is unfortunate that this project requires the fill of wetlands, the Wetland Review Board notes that this project reduces wetland effects by (1) proposing high-density construction, which minimizes the total acreage affected, and (2) proposing the nearby conservation of high-value wetlands. We ask that as more details are developed that CBJ planners take steps to preserve the quality of stream flow through the development. Specifically, we support the preservation of open-channel stream water flow. The CBJ Wetland Review Board has no specific concerns at this time."

U.S. Army Corps of Engineers (COE)

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The applicant has received an approved permit from the COE to fill the wetlands to allow the construction of the public improvements. Some lots will be preserved as mitigation. This is discussed in detailed later in this report.

Alaska Department of Environment Conservation (DEC)

DEC commented on the project because of the proposed wetland fill and possible impacts to Pederson Hill Creek (also known as Casa del Sol Creek). DEC submitted a Certificate of Reasonable Assurance, also known as a state issued water quality certificate, with conditions requiring the use of Best Management Practices to ensure water flow, quality, and preserved habitat.

Alaska Department of Fish and Game (ADF&G)

ADF&G conducted a site visit of the Phase 1 area to record any observed fish in Pederson Hill Creek (Casa del Sol Creek). Several salmon were observed. ADF&G continues to classify Pederson Hill Creek as anadromous (fish spawning). Development restrictions apply near this creek, as discussed later in this report under Habitat.

Affordable Housing Commission

On February 7, 2017 the CBJ Affordable Housing Commission provided a motion supporting the Pederson Hill Subdivision.

Motion by Kathleen Strasbaugh, support for the Pederson Hill Subdivision plat as an opportunity to provide affordable lots to the community. Tamara Rowcroft, second. Vote: 5-2, in favor.

CBJ Capital City Fire and Rescue (CCF/R)

All proposed streets meet CBJ 49.35.240 construction standards (see detailed discussion later in this report) and, therefore, provide emergency vehicle accommodations for CCF/R. Also, the streets that dead-end (east side of subdivision) are near intersections providing adequate turning accommodations for fire apparatuses. Per D107.1.1 of the International Fire Code (IFC), two emergency routes for CCF/R vehicles are provided: 1) Karl Reishus Boulevard and 2) a new emergency vehicle-only driveway to Wildmeadow Lane. The second route is created by extending the eastern portion of Cheex Equestrian Trail eastward through the adjacent University of Alaska (UA) property and CBJ property to connect to the dead-end of Wildmeadow Lane. The CBJ has filed for an easement to use UA property for access. The trail would have a minimum 20-foot wide driving surface to accommodate CCF/R vehicles. Both emergency access routes would meet D107.1.1 of the IFC. If the applicant seeks an alternative emergency access route, it shall meet D107.1.1 of the IFC and be approved by the Community Development Department. Staff recommends as a condition of approval requiring the applicant to submit construction drawings that meet D107.1.1 of the International Fire Code prior to Construction Plan approval.

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Lastly, CCF/R is aware that detailed plans of utilities, including fire hydrants, will be submitted during the Construction Plan to ensure adequate access to necessary utilities during times of emergencies.

PUBLIC COMMENTS

Neighborhood Meeting

A neighborhood meeting was held by CBJ staff to discuss the project with the general public on February 2, 2017. Approximately 30 people attended the meeting. CBJ staff provided a handout (Attachment E) explaining the purpose of the subdivision, permitting process, design, and layout of the project.

Public Comment

Staff has received comments from the general public about this project. These comments can be read in Attachment F. One commenter opposes the project because of the belief that the homes that will be built on Pederson Hill will not be affordable, and multifamily units should be built instead to achieve the goal of an affordable rate. The second submitted public comment expressed the belief that the CBJ may not have full title or otherwise authority to development the CBJ-owned site.

ANALYSIS

Subdivision proposals are processed pursuant to CBJ 49.15.400. This subdivision results in 14 or more lots and is considered a Major Subdivision pursuant to 49.15.402. Major Subdivisions require three main approval steps: 1) Planning Commission approval of a Preliminary Plat; 2) CBJ Engineering and Community Development Department approval of a Construction Plan, followed by construction or bonding of public improvements; and 3) Planning Commission of a Final Plat. Phase 1 of Pederson Hill Subdivision is currently at the Preliminary Plat step, which is the subject of this report.

Zoning

The project area is zoned D-10SF, permitting 10 Single Family (SF) units per acre. This Preliminary Plat does not propose housing, only subdividing the property and providing new public improvements (streets, sidewalks, utilities, etc.). However, the project will provide 86 lots for future homes to be built.

Per CBJ 49.25.400 *Table of Dimensional Standards*, the D-10SF minimum lot size is 3,600 square feet with a minimum lot dimension of 40 feet (wide) by 85 feet (deep). The proposed lots have an overall average size of 5,000 square feet. All lots meet or exceed the minimum lot dimensions

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(Attachment C).

All zoning districts require yard setbacks wherein buildings must be set back a minimum distance from property lines, including right-of-ways. Buildings are not allowed to be built within yard setbacks. The submitted plat shows those yard setbacks on every lot (Attachment C). Detailed discussion of the setbacks is provided later in this report.

Access

The proposal consists of five new streets and two pedestrian routes, as shown on the Preliminary Plat. In summary, the proposed street designs meet CBJ 49.35.240 *Table of roadway construction standards*. An illustration of the streets is provided in Attachment G. Karl Reishus Boulevard will provide access to the subdivision from Glacier Highway, across from Sherwood Lane. All other new streets will provide internal circulation and will connect to adjacent properties. Some of these streets will provide access to future Phases 2 and 3 of the Pederson Hill development. These phases are not planned at this time. Further discussion of the new streets is provided later in the report.

The proposed pedestrian routes are designed to meet CBJ 49.35.610. An illustration of these routes is provided in Attachment H. The routes will provide internal circulation, such as to the new park (Lot 10 BL A), and external to the Kaxdigoowu Heen Dei (Mendenhall River Trail) to the east. Further discussion of those routes is provided later in this report.

Drainage

The project area is located on a downhill sloping hillside (see contour map in Attachment I). Existing drainage flows towards Glacier Highway. In summary, the proposal is to re-direct most drainage away from the highway and towards a vacant CBJ parcel to the east, near the Mendenhall River. Future drainage from each new lot is expected to be directed toward its adjacent street. The drainage plan and map are provided in Attachment J. With recommended conditions discussed later in this report, the drainage plan will meet CBJ 49.15.411(i)(4). The DOT/PF has reviewed and accepted the drainage plan (Attachment K).

Traffic Analysis

In summary, the resulting traffic volume and number of vehicle trips from the proposed 86 residential lots requires the submittal of a Transportation Impact Analysis (TIA) per CBJ 49.40.300. See the *Traffic Study* in Attachment L. The submittal TIA concludes no negative impact on existing streets. The TIA is discussed in detail later in this report. The DOT/PF has reviewed and accepted the TIA (Attachment K).

Habitat

Mapped wetlands exist throughout the subdivision. See the wetland map in Attachment M. The applicant has received approval from the COE to fill wetlands in areas of proposed ROWs and

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residential lots. See Attachment N for the COE approval document. Further discussion of wetlands is provided later in this report.

Pederson Creek is located within a small section of Block A and is classified as an anadromous stream (fish spawning). The attached letter from ADF&G indicates this designation and provides a map of the creek (Attachment O). The proposed lots in the location of this creek are to be preserved or have limited development potential. Development on those lots shall meet the 50-foot streamside yard setback from the creek per CBJ 49.70.310. Further discussion about this creek is provided later in this report.

According to staff's records, no other mapped habitat regulated by Title 49 exists within the scope of Phase 1.

Preliminary Plat Review

A complete Preliminary Plat application is established when the applicant submits required documentation pursuant to CBJ 49.15.402(c)(1-5).

CBJ 49.15.402(c) Preliminary Plat. The commission shall be responsible for approval of the preliminary plat. The subdivision proposal has been reviewed to ensure it meets the following:

49.15.402(c)(1) Application for a preliminary plat shall be on a form provided by the department, accompanied by a draft preliminary plat and the appropriate fee. The draft plat shall meet the standards set forth in CBJ 49.15.411.

The applicant submitted the CBJ Subdivision Application and associated Development Permit Application (Attachment A) and a draft preliminary plat (Attachment C). The applicant paid a Preliminary Plat fee of \$10,160.

Standards set forth in CBJ 49.15.411. The standards of CBJ 49.15.411 are expanded below for detailed explanation.

Subsections CBJ 49.15.411(a) - (e) and (f)(1-5) In summary, this section of code requires the submission of a preliminary plat showing the location and dimensions of all ROWs and properties, land ownership, easements and restrictions, and technical platting information. The plat and survey must be completed by an Alaskan licensed surveyor.

With staff's recommended modifications to the submitted plat, standards of this subsection are met:

Recommended Conditions to the Draft Plat:

- Ensure consistency with labels and naming throughout the Preliminary Plat pages.
- Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as

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shown below.

- Add the following Plat notes:
 - Plat Note: “Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot.”
 - Plat Note: “Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard.”
 - Plat Note: “Wetlands exist throughout this subdivision. Development restrictions may apply. Permits/approvals shall be obtained prior to impacting wetlands.”
 - Plat Note: “Lot 10 and 12 Block A and Lot 9 Block C shall be considered Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply.”

Subsection CBJ 49.15.411(f)(6) Requires showing topographical conditions of the area to be subdivided. This is provided in Attachment I.

Subsection CBJ 49.15.411(f)(7) Requires the applicant to indicate how new or changes to existing sewer and water utilities will be established. The applicant would extend the adjacent water and sewer lines along Glacier Highway throughout the subdivision to each new lot. A preliminary illustration of intended water and sewers lines can be seen in Attachment G.

This subsection also requires documentation of specific sizing, slope angle, and elevations of the intended water and sewer utilities. The applicant has not provided this detailed data at this time. Therefore, staff recommends as a condition of Preliminary Plat approval that the applicant submit this data as part of the construction plan phase of the overall subdivision development process. This will ensure appropriate sizing and design of water and sewer utilities for the subdivision.

Subsection 49.15.411(g) Requires an index sheet to be provided when multiple plat sheets are needed. This is provided as the cover sheet of the Preliminary Plat. See Attachment C.

Subsection 49.15.411(h) Requires the submission of a lot closure report. The applicant’s submitted lot closure report has become outdated after several edits were made to a previous draft of the preliminary plat. For this reason, the outdated submitted lot closure report is not attached. Staff recommends as a condition of approval that the applicant

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submit a new lot closure report that accurately reflects the approved preliminary plat prior to Construction Plan approval.

This subsection also requires the disclosure of all known environmental hazards and proposed mitigation. According to staff's records, no environmental hazards have been identified in the project area at this time. If during construction or further site analyses environmental hazards are found, further assessment and permitting, if necessary, will be undertaken.

Subsection 49.15.411(i) Where applicable, this subsection requires eight elements to be addressed. Those that are relevant to the proposal are addressed below.

Subsection 49.15.411(i)(2) *Wetlands*. Requires a qualified person to delineate wetlands and map them on the subdivision plan.

Approximately nine acres of wetlands are mapped. A wetland boundary map is provided in Attachment M. The applicant has received approval by the US Army Corps of Engineers (COE) (approval letter provided in Attachment N) to fill wetlands in areas of future streets, drainages, and buildable lots. Lots 12 Block A and Lot 9 Block C will be preserved as wetland mitigation.

Subsection 49.15.411(i)(4) *Drainage Report*. This subsection requires the submission of a preliminary drainage report showing existing and proposed drainage conditions, preliminary drainage conveyances, and capacities. The drainage report, completed by DOWL Engineering, is provided in Attachment J.

Future drainage paths will be directed eastward along the new equestrian trail toward a vacant CBJ site near the Mendenhall River. CBJ Engineering has reviewed and accepted the drainage report. The Alaska Department of Transportation/Public Facilities has also reviewed and accepted the drainage report (Attachment K).

Subsection 49.15.411(i)(6) *Erosion Control Plan*. This subsection requires the submission of an erosion control plan indicating the management of slopes within the subdivision and for adjacent properties. This data has not been submitted at this time. Staff recommends as a condition approval that the applicant submit this data as part of the Construction Plan phase following Preliminary Plat approval. This condition will ensure that erosion issues are minimized throughout the development of the subdivision.

Subsection 49.15.411(i)(7) *Traffic Study*. This subsection requires the submission of a traffic study if forecasted average daily vehicle trips from the development are expected to exceed 500 daily trips. A Transportation Impact Analysis (TIA) addresses three primary issues: 1) future traffic impact to existing streets; 2) the

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Level of Service ('A' = Best, 'E' = Worst) on existing and proposed streets; and 3) recommended traffic mitigation measures, if needed.

A traffic study is required for the project because more than 800 daily trips are forecasted for the 86 residential lots. The required TIA is found in Attachment L. The TIA concludes that the existing streets can accommodate future traffic levels. Phase 1 build out of 86 homes is expected to have an acceptable Level of Service rating 'C'. The TIA does not recommend any mitigating measures. Although mitigating measures are not required, the TIA notes four items to consider for the subdivision:

1) Preliminary estimates suggest adequate sight distance can be provided at the proposed access driveway with Glacier Highway; however, more precise measurements should be performed as part of the roadway design.

Staff notes that this will be addressed when necessary permits are filed by CBJ with DOT/PF for constructing Karl Reishus Boulevard.

2) The proposed subdivision can serve pedestrian and bicycle needs by providing wide shoulders and/or sidewalks along the access road connecting to Glacier Highway.

Staff notes that sidewalks will be provided on both sides of the access road (Karl Reishus Boulevard).

3) Additional turn lanes on Glacier Highway are not required but may be beneficial due to their safety benefits and the potential future need if more development occurs and increases traffic volumes at the project access. Thresholds are met for adding a left-turn lane for westbound Glacier Highway (which could be an extension of the [Two-Way Left-Hand Turn Lane] (TWLTL) and a right-turn lane for eastbound Glacier Highway.

Staff notes that DOT/PF will address turn lanes in the future, if necessary, since they maintain Glacier Highway.

4) The relocated church driveway onto the new access road should have 80 feet of corner clearance, as measured from the nearest edge of the driveway to the Glacier Highway's nearest edge of traveled way

Staff notes that this will be addressed during the Construction Plan phase of this project.

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The TIA has been reviewed and accepted by the CBJ and Alaska Department of Transportation/Public Facilities (Attachment K).

49.15.402(c)(2) Public notice of the application shall be provided pursuant to CBJ 49.15.230.

The applicant will post a public notice sign in front of the site at least two weeks before the date of the Planning Commission hearing (by Tuesday, February 14, 2017). As of the date of this report, the public notice sign was installed along Glacier Highway near the entrance of the subdivision.

Public notice in the local newspaper (Juneau Empire) will be provided on February 17 and 27 of 2017.

As of the date of this report, a public mailing has been sent to all property owners within 500 feet of the boundary of the project and to all neighborhood associations recognized by the CBJ Clerk's Office.

49.15.402(c)(3) The director or applicant may request review by the Subdivision Review Committee.

The CBJ director finds that as the proposal consists of a typical subdivision layout and design, additional review by the Subdivision Review Committee was not needed. The applicant did not request review by the Subdivision Review Committee.

49.15.402(c)(4). The director shall prepare and submit a report to the commission noting any conditions of approval or plat notes recommended and addressing the following criteria:

(A) Whether the preliminary plat complies with CBJ 49.15.411;

The applicant's submitted preliminary plat complies with 49.15.411 with staff's recommended conditions, as shown in item (B) below.

(B) Whether the applicable subdivision development standards of this title are met, or can reasonably be met with conditions;

With staff's recommended conditions, the subdivision meets the applicable development standards pursuant to 49.15.402(c). The conditions are listed below.

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control*.

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3. Prior to Construction Plan approval, the applicant shall submit an updated lot closure report.
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets.
5. Add the following Plat notes:
 - Plat Note: "Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot."
 - Plat Note: "All corner lots abutting Karl Reishus Boulevard ROW shall only have driveways that access streets other than Karl Reishus Boulevard"
 - Plat Note: "Wetlands exist throughout this subdivision. Development restrictions may apply. Necessary permits/approvals shall be obtained prior to impacting wetlands."
 - Plat Note: "Lots 10 & 12 Block A, and Lot 9 Block C shall be considered Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply,"

(C) Whether the proposed subdivision will provide building sites suitable for the zoning district;

As explained below, the proposed subdivision will provide building sites suitable for the D-10SF district.

The proposal results in 86 residential lots and five sites for future development, preservation or park purposes. Within the 86 residential lots, the building sites are those areas located outside of yard setbacks. The Preliminary Plat shows the yard setbacks of the underlying D-10SF district (Attachment C). The yard setbacks of the D-10SF district are provided below.

D-10SF Yard Setbacks

- Front: 20 feet (Measured from ROW line)
- Rear: 10 feet
- Side: 3 feet, or 15 feet for those abutting the D-1 district to the east per 49.25.400, Table Note 3
- Street Side: 10 feet (Measured from second abutting ROW)

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Other factors limiting the building sites are steep hillsides, wetlands, environmental hazards, and unsuitable soils. Although nearly all lots in the Pederson Hill Subdivision are on a hillside, the slope angle is not severe enough to render the lots undevelopable or extraordinarily challenging to build upon. Secondly, the wetlands that affect a large number of lots will be filled to support future development, as allowed with the approved US Army Corps of Engineer permit (COE). See Attachment G for COE approval. No environmental hazards or unsuitable soils have been documented in the area of the subdivision. Further site analysis of soils will be completed upon the construction design phase of the project.

All lots indicated as for development provide building sites suitable for the D10SF zoning district as shown on Attachment C.

As stated earlier, five lots will not be developed for housing and, instead, will be used for future development, habitat, park space, wetland, or buffering purposes.

1. Lot 10 Block 'A' will be used as a small neighborhood park and may have children's playground equipment and a shelter. The park will also provide a direct pedestrian connection to the Cheex Equestrian Trail.
2. Lot 12 Block 'A' has the terminus of a Pederson Hill Creek (mapped anadromous), thus having sensitive habitat purposes. Therefore, this lot will be preserved in its existing natural state.
3. Lot 15 Block 'A' will be preserved in its existing natural state for the foreseeable future as a buffer to the private property to the south. Limited development may occur in the future.
4. Lot 9 Block C will be preserved in its natural state for wetland mitigation. Since this lot backs up to several homes and the Cheex Equestrian Trail, a foot path may be constructed on the lot to minimize pedestrian impact to sensitive wetlands while providing pedestrian connection throughout the area.
5. Lot 2A is part of the remainder of the large lot and will be used for future development and will have some preservation purposes.

Since CBJ water and sewer services will not be provided to Lots 10 and 12 Block A and Lot 9 Block C, they must be considered Public Use Lots and meet criteria under CBJ 49.15.422. The criteria are discussed below.

49.15.422 - Public use lots.

The director for minor subdivisions, or the commission for major subdivisions, may waive the dimensional standards of the public use lot for minimum lot size, lot width, and lot depth as set forth in CBJ 49.25.400, for lot frontage and access

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requirements as set forth in CBJ 49.15.420, and the provision of public improvements as set forth in CBJ 49.35, if the proposed use of the lot is for open space, natural area park, public or private utilities, conservation lot, or similar use, and if the following requirements are met: (emphasis added)

(1) The director or the commission finds that there is no public purpose or need that would be served by requiring the parcel to meet these code provisions and that the provisions are not applicable for the proposed public or quasi-public use of the lot;

Lots 10 and 12 Block A and Lot 9 Block C do meet the codes provisions of 49.25.400 and 49.15.420. However, those lots will not meet 49.35 because public utilities (water and sewer) are not applicable for the use of lots held for habitat and wetland preservation purposes.

(2) Restriction of building development, further subdivision, and other limitations or restrictions shall be noted on the plat in accordance with CBJ 49.15.412;

Staff recommends as a condition of approval, that the applicant add a plat note on the subdivision plat indicating the restriction of development in accordance with 49.15.412.

(3) For uses restricted from any building development, the land must be put into some form of permanent protected status through the use of conservation easements, deed restriction, or other instruments to assure building development will not occur where prohibited; and

Staff recommends as a condition of approval that the applicant submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C.

(4) Unless otherwise provided, the minimum yard setback requirements may not be waived with respect to lots abutting the public use lot.

The underlying D-10SF districts have been noted on the attached subdivision plan.

(D) Whether the proposed street names are unique in the City and Borough or are continuations of existing streets and are otherwise acceptable;

All proposed street names are unique in the City and Borough of Juneau. The names are listed below and can be seen in Attachment C. Karl Reishus Boulevard is named after a CBJ police officer who passed away while serving on the force. The other street names are derived from Tlingit words for common features in the Pederson Hill area.

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New street names

1. Karl Reishus Boulevard
2. Yan Street = Hemlock trees
3. Guwakaan Street = Blacktail Deer
4. Kwalx Street = Fiddlehead Ferns
5. Keishish Lane = Alders

(E) Whether the director of engineering and public works has reviewed the application and determined that:

(i) The subdivision can be constructed to conform to applicable drainage and water quality requirements;

As discussed earlier, the submitted preliminary drainage plan has been reviewed and approved by CBJ Engineering and DOT/PF.

The subdivision will preserve water quality by utilizing multiple measures. The CBJ Engineering Department will ensure that new drainage and infrastructure utilize Best Management Practices (BMP). Secondly, the physical location of property lines will run along natural drainages whereas the corresponding yard setbacks measured from those property lines will ensure development avoids the drainage ditches. Thirdly, the terminus of Pederson Hill Creek ("Casa del Sol") (mapped anadromous stream) is located on Lot 12 Block A. As stated earlier, this lot will be preserved to minimize development impacts to the stream. Where the new equestrian trail crosses Pederson Hill Creek (south of Lot 12), a culvert, pedestrian bridge, or similar infrastructure will be provided to ensure proper water flow and fish transport. Staff recommends as a condition of approval the installation of a fish-passage infrastructure.

(ii) The streets, pioneer paths, and pedestrian ways as proposed accommodate anticipated traffic, align, and, where appropriate, connect with streets and pedestrian ways serving adjacent properties;

The proposed streets, paths, and pedestrian ways will accommodate anticipated traffic of the 86 residential lots and connect to adjacent properties. As described below, the new ROWs and improvements are designed in conformance with 49.35 Articles II and VI.

NEW STREETS

All proposed streets are designed to meet 49.35.240 *Table of roadway construction standards*. This table establishes minimum street standards based on anticipated Average Daily Trips (ADT). The higher the ADT, the

greater standards apply. The applicable standards are discussed below.

Karl Reishus Boulevard is projected to have over 500 ADT because it is the only street connecting to Glacier Highway for all 86 residential lots. The Boulevard will also receive additional traffic from future subdivision phases. Per 49.35.240, Karl Reishus Boulevard must have a designed travel way width of at least 26 feet, 5-foot wide sidewalks on both sides of street, and a paved street surface. The applicant's submitted street profile (Attachment G) meets these standards.

All proposed interior streets are expected to have an ADT between 212 and 499. Per 49.35.240, those streets must have a minimum 24-foot wide travel way width, 5-foot sidewalks on at least one side of street, and a paved street surface. The applicant's submitted street profile (Attachment G) meets these standards.

All proposed streets will have a driving surface slope of 8% or less. This is below the maximum allowed slope per 49.35.240(d) *Street Grades*. The applicant indicates that the street slope allows school buses to access the subdivision.

Per 49.35.240 *Table of roadway construction standards* street lighting will also be provided at street intersections to illuminate the roadway areas. The applicant has not provided a lighting plan at this time. Therefore, staff recommends as a condition of approval that the applicant provide this data for the Construction Plan step.

Detailed drawings of the street material, grade, lighting, etc. will be provided at the Construction Plan step of the Major Subdivision process.

Right-Of-Way (ROW) Dimensions

CBJ 49.35.240 *Table of roadway construction standards* also establishes a uniform 60-foot wide right-of-way (ROW) for new public ROWs. Karl Reishus Boulevard ROW is designed at 60 feet wide, while the other ROWs are only 50 feet wide. The Land Use Code allows ROWs to be less than the standard 60-foot width pursuant to 49.35.240(b)(5).

CBJ 49.35.240 (b)(5) The director shall make written findings supporting right-of-way minimum width reductions granted under this section. The director's findings shall state that:

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(A) The applicant has provided room for electric utility features and demonstrates that if the road is upgraded in the future to include additional sidewalks that there is sufficient right-of-way for construction of the sidewalks without need for retaining walls over two feet in height.

Director's findings: Sidewalks will be included with the initial design and will be constructed when the property is developed therefore no additional property will be needed.

(B) There is sufficient right-of-way or easements to allow for drainage improvements required by construction of the sidewalks.

Director's findings: Since sidewalks will be constructed when the development is completed, the drainage design will be integrated with sidewalks.

(C) That any driveways shall be constructed to accommodate the elevations of future sidewalks.

Director's findings: All streets will be constructed with sidewalks. Driveway curb cuts will be installed when sidewalks are constructed.

(D) No additional right-of-way width will be required in order to provide for sufficient access to abutting lands.

Director's findings: Several rights-of-way have been extended to adjacent properties to accommodate future adjacent developments.

(E) There is sufficient room for snow storage.

Director's findings: The end of streets that are stubbed to adjacent properties will be available for snow storage until the streets are extended. When street extensions are proposed, new snow storage sites will be proposed.

NEW NON-VEHICULAR PATHS

Sidewalks will be provided along both sides of all proposed streets at widths of five and six feet (Attachment G) and will meet minimum width per 49.35.610(b). As stated earlier, only one sidewalk is required along the interior streets. The "extra" sidewalk will accommodate the higher pedestrian demand expected to access the park and trail system.

The Cheex Equestrian Trail ROW (accommodating horse riders, pedestrians, and bicyclists) is 30 feet wide and will have a 10-foot wide trail surface for

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pedestrians and a 20-foot wide surface where needed to accommodate emergency vehicles, as discussed earlier. A profile drawing of this trail is provided in Attachment H. This trail will provide a connection between the existing Mendenhall River Trail to the east and the Swampy Acres equestrian facility to the west. Horseback riders from Swampy Acres currently use a narrow path to connect to the Kaxdigoowu Heen Dei (Mendenhall River Trail). The Cheex Equestrian Trail will better, and more comfortably, accommodate equestrians and pedestrians/bicyclists. This trail will not be paved. As stated earlier, the western portion of the equestrian trail would be removed if the second emergency access is provided along the eastern portion of the equestrian trail.

The Wild Rose Walk ROW (pedestrian route) will provide a short and direct walking route between Yan Street and the proposed park (Lot 10 BL A), Cheex Equestrian Trail, and the existing non-motorized path along Glacier Highway. A profile view of this ROW is provided in Attachment H and is labeled on the Preliminary Plat. This ROW is designed at 20 feet wide with a five-foot wide walking surface. CBJ 49.35.610(a) requires a minimum 10-foot wide walking surface. Staff recommends as a condition of approval that the walking surface within the Wild Rose Walk ROW be at least 10 feet wide per 49.35.610(a).

Continuation of 49.15.402(c)(4) (E)

(iii) Any proposed improvements conform to the requirements of this title and can feasibly be constructed in accordance with this title; and

With the recommended conditions, the proposed improvements conform to 49.35 Articles II and VI, and can feasibly be constructed in accordance with Title 49.

(iv) Where public sewer is not required, the applicant has shown that soils are suitable for individual on-lot wastewater treatment and disposal or has shown the feasibility of alternative methods for wastewater treatment and disposal.

N/A. Public sewer exists along Glacier Highway and will be extended throughout all phases of the Pederson Hill subdivision.

If Preliminary Plat approval is given, the applicant will submit detailed plans of all public improvements (streets, sidewalk, utilities, etc.) for the Construction Plan step. After Construction Plan approval is gained and installation of improvements is completed and approved, the applicant will file the Final Plat for Planning Commission approval. After approval is received, the subdivision plat will be recorded with the State Recorder's Office.

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FINDINGS

CBJ 49.15.402(C)(4) Major Subdivisions. The Director shall prepare and submit a report to the Planning Commission noting any conditions of approval or plat notes recommended and addressing the following criteria:

- (A) **Whether the preliminary plat complies with CBJ 49.15.411.**
 Yes. With the recommended conditions, the Preliminary Plat complies with CBJ 49.15.411.
- (B) **Whether the applicable subdivision development standards of this title are met, or can reasonably be met with conditions.**
 Yes. With the recommended conditions, the subdivision meets the standards of Title 49.
- (C) **Whether the proposed subdivision will provide building sites suitable for the zoning district.**
 Yes. All lots will have building sites suitable for the D10SF zoning district.
- (D) **Whether the proposed street names are unique in the City and Borough or are continuations of existing streets and are otherwise acceptable.**
 Yes. All proposed street names are unique in the City and Borough of Juneau.
- (E) **Whether the director of engineering and public works has reviewed the application and determined that:**
 - (i) **The subdivision can be constructed to conform to applicable drainage and water quality requirements;**
 Yes. As described above, the applicant's drainage report is acceptable by CBJ and DOT/PF agencies. Also, several lots will be preserved as wetland mitigation and anadromous stream protection. DEC's recommendation of utilizing Best Management Practices will ensure water flow and quality.
 - (ii) **The streets, pioneer paths, and pedestrian ways as proposed accommodate anticipated traffic, align, and, where appropriate, connect with streets and pedestrian ways serving adjacent properties;**
 Yes. As described above, the proposed streets and pedestrian ways will accommodate anticipated traffic and connect to adjacent properties. Further, the submitted Traffic Study indicates an acceptable level of service and does not required mitigating measures. CBJ and DOT/PF have both found the Traffic Study acceptable.
 - (iii) **Any proposed improvements conform to the requirements of this title and can feasibly be constructed in accordance with this title; and,**

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Yes. With staff's recommended conditions, all proposed improvements (proposed streets, sidewalks, pathways, and utilities, etc.), will conform to the requirements of Title 49.

- (iv) **Where public sewer is not required, the applicant has shown that soils are suitable for individual on-lot wastewater treatment and disposal or has shown the feasibility of alternative methods for wastewater treatment and disposal.**

Not Applicable. Public sewer is available for the project.

CBJ 49.15.402(C)(5) Major Subdivisions. In issuing its notice of decision on a preliminary plat, the Commission may accept, amend, or reject the director's proposed recommendations. The decision of the commission approving or denying a preliminary plat application will be set forth in a notice of decision, and will specify any conditions or plat notes required for final plat approval. If the preliminary plat is denied, the applicant may submit a revised plat application, without paying additional application fees, within 180 days from the date of the notice of decision.

CONFORMITY WITH ADOPTED PLANS

As indicated earlier in this report, local consistency of adopted CBJ plans is required for city projects pursuant to CBJ 49.15.580. A list of the relevant CBJ plans reviewed in this report is provided below. A full analysis of each plan follows.

- 2013 Comprehensive Plan
- 2016 Housing Action Plan
- 2016 CBJ Land Management Plan
- 2015 Juneau Economic Development Plan
- 2009 Juneau Non-Motorized Transportation Plan
- 2001 Area Wide Transportation Plan

2013 Comprehensive Plan

The Comprehensive Plan provides a long-range blueprint designed to guide growth, development, and conservation of valued resources within the community over the next 20 years. This plan identifies Juneau's long history of housing shortage and lack of affordability. As of the date of this report, the housing shortage remains a high community concern. The following excerpts from the Housing Element Chapter touch on this issue

Introduction

Like many communities across the country, Juneau residents are suffering from a housing crisis: There is an inadequate supply of housing to provide residents adequate choice in

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housing size, location and price, resulting in residents paying more than 30% of their income on housing. (Page 25)

Housing Need

Juneau households live in single-family detached and attached homes, accessory apartments, condominium units, two- to four-plex structures, apartments, mobile homes on lots or in parks, group homes or congregate housing units with support services, extended stay hotels and motels, RV parks, float homes and boats, and campgrounds. A variety of dwelling unit types and sizes need to be provided throughout the borough, but particularly within the roaded area. Due to the cost of land and construction, small unit sizes and high density developments located within the area served by sewers are needed in order to achieve affordability. (Page 25)

Juneau has several distinctive housing needs that many other communities do not have. These are Legislative Session workers, Tourism/Fishing Season workers as well as members of the Coast Guard and their families. (Page 26)

Housing Policies

The purpose of this section is to recommend policies that encourage adequate housing for all Juneau residents and to protect the character and livability of its neighborhoods. As housing choice is influenced both by lifestyle and income, the CBJ government should encourage and facilitate the provision of a variety of affordable housing opportunities to its residents including: Single family detached and attached housing, condominiums, apartments, efficiency units or Single Room Occupancy (SRO) units, modular homes and manufactured homes, and float homes. Ensuring an adequate supply of rental housing, particularly for low-income residents, is also an important priority. (Page 36)

POLICY 4.1. TO FACILITATE THE PROVISION AND MAINTENANCE OF SAFE, SANITARY AND AFFORDABLE HOUSING FOR CBJ RESIDENTS. (Page 36)

POLICY 4.2. TO FACILITATE THE PROVISION OF AN ADEQUATE SUPPLY OF VARIOUS HOUSING TYPES AND SIZES TO ACCOMMODATE PRESENT AND FUTURE HOUSING NEEDS FOR ALL ECONOMIC GROUPS. (Page 37)

4.2 - SOP3 The CBJ government should seek and facilitate new housing production, for all types, at an annual rate that mimics the growth rate of new households in Juneau, in order to maintain adequate choice of residence type, location, and cost. (Page 36)

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The following policy of the 2013 Comprehensive Plan recommends providing various transportation choices for the community and ensuring non-motorized routes are incorporated into future development.

POLICY 8.5 IT IS THE POLICY OF THE CBJ TO PROMOTE A BALANCED, WELL INTEGRATED LOCAL MULTI-MODAL SURFACE TRANSPORTATION SYSTEM THAT PROVIDES SAFE, CONVENIENT AND ENERGY-EFFICIENT ACCESS AND TRANSPORT FOR PEOPLE AND COMMODITIES. (Page 109)

8.5 - DG1 Require dedication of all rights-of-way and easements, including those for trails, roads and transit corridors and facilities on subdivision plats and development plans as determined to be appropriate by the Planning Commission for that development. Obtain commitments to construct trails and local and collector roadway improvements from private developers when projects are approved, and ensure that those improvements are complete prior to issuing building permits on adjacent properties within that development. (Page 109)

Chapter 9 of the Comprehensive Plan addresses parks, recreation trails and natural resources. The following policy recommends incorporating parks, open space, and recreational facilities in future development for the community.

POLICY 9.1. IT IS THE POLICY OF THE CBJ TO PROVIDE QUALITY DISPERSED OUTDOOR RECREATIONAL OPPORTUNITIES AND TO ACQUIRE AND DEVELOP SUFFICIENT LOCAL PARKS AND RECREATIONAL FACILITIES IN LOCATIONS CONVENIENT TO ALL AREAS OF THE CBJ. PLACES GIVEN PRIORITY FOR NEW FACILITIES INCLUDE RAPIDLY DEVELOPING AREAS AND CURRENTLY DEVELOPED AREAS THAT LACK ADEQUATE PARKS AND RECREATION FACILITIES. (Page 124)

9.1 - IA23 Develop parks and recreation facilities, for both urban level and dispersed recreation, based on the CBJ's unique characteristics, needs, and traditions. In developing dispersed recreation opportunities such as fish and wildlife viewing areas and increased sport fishing opportunities, recognize the importance of habitat and sensitive area protection. (Page 126)

9.1 - IA21 Incorporate park lands in developing areas through designation of publicly owned lands, acquisition of private lands, or dedication of lands during the subdivision process. (Page 126)

The following policies recommend the preservation of wildlife and stream corridor systems when creating natural trail systems or other outdoor recreational provisions within a development.

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POLICY 9.2. IT IS THE POLICY OF THE CBJ TO DEVELOP AND MAINTAIN AN INTERCONNECTED NON-MOTORIZED TRAIL SYSTEM THAT IS COMPLEMENTARY WITH, AND MAY BE CONTIGUOUS WITH, UN-FRAGMENTED FISH AND WILDLIFE CORRIDORS ALONG ANADROMOUS STREAMS WITHIN THE ROADED AREA THAT PROVIDES FISH AND WILDLIFE AND HUMAN ACCESS TO THE SEA FROM THE UPLANDS. (Page 127)

9.2 - IA2 When reviewing capital improvement plans and building or use permit applications, seek to protect lands necessary to establish and/or maintain the un-fragmented fish and wildlife corridors and trail network. This may include the dedication of conservation easements or “no build” zones within a development as well as dedication provision of public access through the trail easements. (Page 127)

9.2 - IA3 Improve and expand the CBJ trail system to provide an un-fragmented trail system that offers opportunities for a wide range of experiences, safety of the users, and protection of fish and wildlife habitat. (Page 127)

POLICY 9.3. IT IS THE POLICY OF THE CBJ TO PRESERVE AS PUBLIC NATURAL AREAS THOSE PUBLICLY-OWNED LANDS AND SHORELINE AREAS THAT POSSESS IMPORTANT RECREATIONAL, SCENIC, FISH AND WILDLIFE, AND OTHER ENVIRONMENTAL QUALITIES OR ARE SUBJECT TO NATURAL HAZARDS. (Page 128)

9.3 - SOP2 Acquire land or regulate its use as necessary to protect the public from natural hazards and to preserve sensitive natural resources. (Page 128)

Chapter 17, Community Development, speaks to the development of public facilities and land. The following policy recommends public and private sector coordination or partnership when carrying out projects that serve public needs.

POLICY 17.1 IT IS THE POLICY OF THE CBJ TO COORDINATE DEVELOPMENT ACTIVITIES OF THE PRIVATE AND PUBLIC SECTORS FOR PROJECTS THAT ARE CONSISTENT WITH THE COMPREHENSIVE PLAN AND MEET IMPORTANT PUBLIC NEEDS. (Page 226)

The following policy recommends that the CBJ provide lands for future development that serve a public interest.

POLICY 17.2 IT IS THE POLICY OF THE CBJ TO HOLD CERTAIN LANDS IN THE PUBLIC TRUST, AND TO DISPOSE OF CERTAIN LANDS FOR PRIVATE USE WHEN DISPOSAL SERVES THE PUBLIC INTEREST. (Page 227)

Phase 1 of the Pederson Hill subdivision is consistent with the policies identified above because it increases housing options for the community, provides multi-modal transportation routes,

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preserves natural wetlands and habitat areas, and provides a neighborhood-scale park for future residents.

In addition to those policies, the Comprehensive Plan categorizes various areas of the community into land use designations which provide policy direction for future zoning. Phase 1 of the Pederson Hill Subdivision is identified as Medium Density Residential (MDR) (Attachment R) which is defined as *"...lands are characterized by urban residential lands for multifamily dwelling units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300)."* Phase 1 is zoned D-10SF, 10 units per acre. The proposal complies with the D-10SF and is consistent with the MDR density.

Staff finds the project consistent with the policies and land use designation of the Comprehensive Plan.

2016 Housing Action Plan

The Assembly adopted the 2016 Housing Action Plan by resolution on December 19, 2016. This plan builds upon past housing assessments, analyses, and reports and recommends specific action items to increase housing affordability and diversity in housing types. Attachment S provides a short narrative describing some of the challenges confronted when providing lower-cost housing development in Juneau.

The following excerpts in the plan provide some history of Juneau's housing problem.

Juneau's housing challenges are significant and long-standing. Completed in 2010 and 2012 by the Juneau Economic Development Council, the Housing Needs Assessments found vacancy rates that indicated a critical shortage in housing. Based upon these concerning findings, the 2013 Comprehensive Plan recommended undertaking a housing plan that strategizes methods to successfully create and sustain quality neighborhoods by developing affordable housing through a diversity of housing types and densities. [Page 7]

In 2014, the adopted Juneau Economic Development Plan further found that Juneau's housing supply does not meet demand in terms of housing type, size, price, or location. Its top ten initiatives included the development of a housing action plan. Supporting the findings from the previous studies of 2010 and 2012, the Economic Development Plan further strengthened the case for the critical need of housing for all ages and income groups to gain and maintain a strong, stable economy. [Page 7]

Part 1: Housing Market Challenges & Problems of this Plan have been attached as additional information to help explain the many reasons that have kept Juneau's housing 'stuck' in a limited market. (Attachment S)

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On pages 12-17, the plan states that housing data from all tiers of government (federal, state, and local) indicate that Juneau's housing challenges are real and that 'business-as-usual' housing development will only worsen this challenge into the future. The following relevant changes recommended in the plan to increase housing choice and affordability are: use CBJ land, create partnerships with non- and for-profit developers, use CBJ resources, and create more housing for young families and seniors.

The project is consistent with the Housing Action Plan because it will result in additional housing development. By platting small lots and subsequently facilitating the construction of small homes, the project will provide housing options for people interested in starter homes and downsizing. It is expected that because of the smaller lots the development costs will be reduced, resulting in opportunities for lower cost homes. Lastly, the CBJ will look toward forming partnerships with housing developers and builders for this project.

2016 CBJ Land Management Plan

One of the main purposes of the CBJ Land Management Plan is to recommend which CBJ parcels should be disposed to the general market for future development opportunities. The property in question is listed in the Land Management Plan for disposal (Item 0420; page 25). See Attachment T for the mapped parcel. The proposal of subdividing Phase 1 and later phases of Pederson Hill for future private and public development is consistent with the 2016 CBJ Land Management Plan.

2015 Juneau Economic Development Plan

The purpose of the Economic Development Plan is to advance Juneau's position on a path of economic resilience and prosperity by promoting economic industries, including more diverse housing options. This plan was adopted as an element of the Comprehensive Plan. The following excerpts from the plan further emphasize the need for more housing and identify that the lack of housing options has a direct negative impact on Juneau's economic prosperity.

Initiative: Promote Housing Affordability and Availability

Introduction

Juneau's housing supply does not meet demand in terms of housing type, size, price, or location. In particular, there is a shortage of affordable housing in Juneau (not to be confused with "low-income" housing). [Page 94]

Juneau households and businesses agree that the lack of housing and lack of affordable housing in Juneau has become a critical barrier to economic opportunity (2014, JEP Household and Business Surveys). Nearly three-quarters (72 percent) of Juneau's households find availability of affordable housing as a significant barrier to Juneau's economic development. When asked to identify the extent to which various factors were barriers to their own business or organization's growth, business owners and employers

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completing the JEP Business Survey rated the cost of living as #1 barrier (44 percent) and the lack of available housing for employees as the #2 barrier (39 percent). [Page 94]

Potential Threats/Opportunities

Critical Gaps

Resident and business concerns are verified by academic studies that show a relationship between unaffordable housing and slower local employment growth, and, between high housing costs and out-migration and job loss. For cities, being family-friendly is becoming increasingly important as the large millennial generation enters their 30s, the primary years for raising children and seeking more stable housing. Recent analyses have suggested that, "All else being equal, high housing prices, particularly for single-family homes, drive people with young children away." [Page 94]

Having an adequate supply of affordable housing has become an important economic development consideration, as well as a route to social inclusion. [Page 94]

Juneau's Current Housing Stock and Possible Future Development

There are currently 13,387 Dwelling Units (DU) in Juneau. Looking five years out, future housing development may be affected by several factors, including:

2. The CBJ is proceeding to develop access roads, install utilities, and plat a subdivision in phases for about 200 lots on CBJ land at Pedersen Hill. New Single-Family D-10 zoning there will encourage small-lot (5000 sf) residential development similar to the federal "flats" area neighborhood. Yet to be determined is where any financing rules or other incentives should be put into place to help ensure the affordability or prevent speculative land acquisition of these homesites. Initial phases of lots could be ready within five years. (*Emphasis Added*) [Page 95]

The Economic Development Plan includes the following action item for increasing housing development.

Action 1-A Establish goals and specific targets for types of housing and in specific locations. [Page 103]

The subject project will result in 86 residential lots. This will help alleviate some of the housing shortage for the community and, therefore, is consistent with the 2015 Juneau Economic Development Plan.

2009 Juneau Non-Motorized Transportation Plan

The purpose of the Non-Motorized Transportation Plan is to promote active transportation by

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establishing an integrated, community-wide bicycle and walking network that can be used by all Juneau residents for all types of trips. This plan was adopted as an element of the Comprehensive Plan.

The Non-Motorized Transportation Plan recommends new infrastructure (i.e. sidewalks, pathways) throughout various neighborhoods of the community. Page 62 recommends a 10-foot wide, separated path across Pederson Hill that connects Auke Lake to the pedestrian bridge at Dimond Park (over 1 mile in length). This path is shown in Attachment U and is mapped near the subject subdivision. The subdivision's planned equestrian trail could eventually facilitate this separated path as future phases of the Pederson Hill subdivision are completed. Also, future Phases 2 and 3 will facilitate non-motorized pedestrian connection to Auke Lake.

Another separated path recommended in the plan is also located near the proposed subdivision along Glacier Highway. This path was built in 2015 with a 10-foot wide paved surface and connects the UAS campus to Riverside Drive via Glacier Highway. The proposed subdivision's sidewalks will connect to Glacier Highway and the separated pathway. Future residents of the Phase 1 subdivision would easily be able to reach other parts of the community via non-motorized transportation.

The Non-Motorized Transportation Plan also recommends that sidewalks be provided throughout a development at a minimum width of five feet. The proposed subdivision includes sidewalks on both sides of all streets with a minimum width of 5 feet. Appropriate intersection crossings/markers and accessible ramp design features will be incorporated in the project. Therefore, easy and safe access within the subdivision and to adjacent areas will be provided.

The project's non-motorized transportation infrastructure is consistent with the Non-Motorized Transportation Plan.

2001 Area Wide Transportation Plan

The Area Wide Transportation Plan provides a 20-year direction on long-term transportation needs for motorized and non-motorized users. Some of the main goals include: measures that enhance safety for all user groups, improvements to existing facilities, and increasing transit operations and route efficiencies. This plan was adopted as an element of the Comprehensive Plan

As a general recommendation listed on page 37, this plan supports the development of off-street pedestrian/bicycle pathways in the Mendenhall Valley area that connect to existing main pathway systems, such as the Mendenhall River pathway, nearby schools, and shopping areas. Also, the plan recommends that sidewalks be installed in new residential developments. Based on pedestrian needs, one or two sidewalks should be provided.

The proposal is consistent with the recommendations of the Area Wide Transportation Plan.

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Sidewalks will be provided on both sides of the streets throughout the subdivision, as well as be provided connecting to the pathway along Glacier Highway. The proposed equestrian trail will eventually connect to the paved pathway along Kaxdigoowu Heen Dei (Mendenhall River trail) and Dimond Park; and, future Phases will also connect to Auke Lake and UAS.

Based on the analysis above, staff concludes that the project is consistent with the relevant CBJ plans.

RECOMMENDATION

Staff recommends that the Planning Commission accepts the Director's analysis and findings and approve the Preliminary Plat for Phase 1 of Pederson Hill subdivision, resulting in 86 Residential lots and 5 lots for future development, preservation, or park purposes. This approval would allow the applicant to submit for the Final Plat Application. We further recommend that the approval be subject to the following conditions:

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control*.
3. Prior to Construction Plan, the applicant shall submit an updated lot closure report.
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets.
5. Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as shown below.
6. Prior to Final Plat approval, the applicant shall submit another draft plat with the following plat notes on the subdivision plat:
 - Plat Note: "Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot."
 - Plat Note: "Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard."

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- Plat Note: "Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the US Army Corps of Engineers (COE). Consult COE for more information."
- Plat Note: "Lots 10 & 12 Block A and Lot 9 Block C shall be Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply."

7. Prior to Plat recording, the applicant submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C in accordance with 49.15.422.

8. Prior to Construction Plan approval, the applicant shall submit a design showing a drainage infrastructure that would allow fish passage through the equestrian trail east of Karl Reishus Boulevard.

9. Prior to Construction Plan approval, the applicant shall submit a design showing a minimum 10-foot wide walking surface within the Wild Rose Walk ROW per 49.35.610(a).

10. Prior to Construction Plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards.

11. Prior to Construction Plan approval, the applicant shall submit documentation ensuring compliance with section D107.1.1 of the International Fire Code.

DEVELOPMENT PERMIT APPLICATION

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Project Number	CITY and BOROUGH of JUNEAU	Date Received: <u>4/25/16</u>
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION	Project Description Preliminary plat for residential subdivision for 86 single family lots as shown on the attached draft plat.		
	PROPERTY LOCATION		
	Street Address 10300 Glacier Highway	City/Zip 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) USS 5504, Pederson Hill Lot 2		
	Assessor's Parcel Number(s) 4B2201010101		
	LANDOWNER/ LESSEE		
	Property Owner's Name City and Borough of Juneau	Contact Person: Greg Chaney	Work Phone: 586-0205
	Mailing Address 155 South Seward Street, Juneau, Alaska 99801	Home Phone: 586-2594	Fax Number: 465-2465
	E-mail Address greg.chaney@juneau.org	Other Contact Phone Number(s):	
	LANDOWNER/ LESSEE CONSENT *****Required for Planning Permits, not needed on Building/ Engineering Permits*****		
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application. X <u>Greg Chaney</u> _____ Date <u>April 22 2016</u> Landowner/Lessee Signature X _____ Date _____ Landowner/Lessee Signature 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 Greg Chaney Mailing Address 155 South Seward Street, Juneau, Alaska 99801 E-mail Address greg.chaney@juneau.org X <u>Greg Chaney</u> _____ Date of Application _____ Applicant's Signature			

STAFF APPROVALS	OFFICE USE ONLY BELOW THIS LINE				
	Y	Permit Type	***SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
	X	City/State Project Review and City Land Action		<u>4/25/16</u>	<u>CSP 2016 0006</u>
		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)			
	X	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)		<u>4/25/16</u>	<u>SMP 2016 0002</u>
		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 <u>ANE</u>
Attachment A: Application					

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

SUBDIVISION OR PLATTING APPLICATION

Project Number	Project Name (15 characters)	Case Number <u>5MP20160002</u>	Date Received <u>4/25/16</u>
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TYPE OF SUBDIVISION OR PLATTING APPROVAL REQUESTED

(see submittal requirements on reverse)

MINOR SUBDIVISION

(changing or creating 13 or fewer lots)

- ☐ Preliminary Plat (MIP)
- ☐ Final Plat (MIF)
- ☐ Panhandle Subdivision
- ☐ Accretion Survey
- ☐ Boundary Adjustment
- ☐ Lot Consolidation (SLC)
- ☐ Bungalow Lot Subdivision
- ☐ Common Wall/Zero Lot Subdivision
- ☐ Other _____

MAJOR SUBDIVISION

(changing or creating 14 or more lots)

- ☒ Preliminary Plat (SMP)
- ☐ Final Plat (SMF)
- ☐ Preliminary Development Plan - PUD (PDP)
- ☐ Final Development Plan - PUD (PDF)
- ☐ Bungalow Lot Subdivision
- ☐ Common Wall/Zero Lot Subdivision
- ☐ Other _____

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

LEGAL DESCRIPTION(S) OF PROPERTY TO BE SUBDIVIDED OR PLATTED:

Lot 2 Pederson Hill Subdivision

Number of Existing Parcels 1 Total Land Area 121.4 acres Number of Resulting Lots or Parcels 91

HAS THE PARCEL BEEN CREATED BY A MINOR SUBDIVISION IN THE PRECEDING 24 MONTHS: ☐ NO ☒ YES If Yes, provide the Case Number AME 2014 0003

EXISTING BUILDING(S) OR STRUCTURES ON THE LAND: ☐ YES ☒ NO

CURRENT USE OF LAND OR BUILDING(S): Vacant

PROPOSED USE OF LAND OR BUILDING(S): D10 SF Single Family Residential Subdivision

UTILITIES AVAILABLE: WATER: ☒ Public ☐ On Site SEWER: ☒ Public ☐ On Site

UNIQUE CHARACTERISTICS OF LAND OR BUILDING(S): _____

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.

SUBDIVISION/PLATTING FEES

	Fees	Check No.	Receipt	Date
Application Fees	\$ <u>10,160</u>	<u>PAC (see attached)</u>	<u>4/25/16</u>	
Admin. of Guarantee	\$ _____			
Adjustment	\$ _____			
Total Fee	\$ <u>10,160</u>			<u>4/25/16</u>

Attachment A: Application

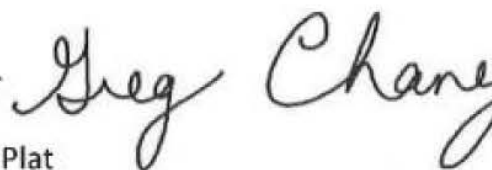
NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

MEMORANDUM

CITY/BOROUGH OF JUNEAU
Lands and Resources Office
155 S. Seward St., Juneau, Alaska 99801
greg.chaney@juneau.org

Voice (907) 586-0205
Fax (907) 586-5385

TO: The Planning Commission
FROM: Greg Chaney, Lands and Resources Manager
SUBJECT: Pederson Hill Major Subdivision Preliminary Plat
DATE: April 22, 2016



Design Notes Pederson Hill Subdivision Phase I

Developing a residential subdivision on CBJ property at the base of Pederson Hill area has a long history. This location was identified as Development Area 3 in the July 2010 Conceptual Master Plan Study for Pederson Hill.

On March 25, 2014 the Planning Commission considered AME2014 0003, a rezone request submitted by the Lands and Resources Division to rezone CBJ parcels on Pederson Hill from D1(t)D5 to a combination of D10 Multi-Family and D10SF (single-family). The Planning Commission recommended expanding the area designated as D10SF and unanimously adopted a motion of support for the concept. The Assembly approved the rezone on June 9 2014.

In order to develop this property, the CBJ needed an access route to the site. A land trade was arranged with neighboring Christ Lutheran Church and the plat finalizing the land trade was recorded in October 2015. Since that time the CBJ Lands Division and Engineering Department have been working with DOWL to develop a Phase I preliminary plat for a D10SF residential subdivision.

D10SF Design Standards

Minimum Lot Size 3,600 square feet
Minimum Lot Width 40'
Minimum Lot Depth 85'

Typical Lot Depicted: 4,500 square feet
Average Lot Width 50'
Average Lot Depth 85'
Main Access Right-Of-Way 60' wide
Other Rights-of-Way 50' wide
Pedestrian stairway width 20' wide

RECEIVED

APR 26 2016

PERMIT CENTER/CDD

Specific Design Features (see attached subdivision plat)

- A. Karl Reishus Boulevard is the primary access road for Subdivision. A significant design feature is that it is directly across Glacier Highway from Sherwood Lane. This property was obtained via a land trade with the adjacent Lutheran Church.
- B. The access driveway to the church parking lot from Glacier Highway will have to be moved and combined with Karl Reishus Boulevard so that there will only be one access to Glacier Highway at this location.
- C. Lot 15 Block A is along the edge of a meadow and has habitat value. This long narrow strip of property is not currently defined for any specific use but it is anticipated that it will be retained in a natural state for a buffer and habitat purposes. It is possible that in the future this property might be utilized for snow storage, developed park or further subdivided and disposed of for private use.
- D. Lot 9 Block C has been set aside as a Conservation Lot. This park is intended to be left in its natural state as partial mitigation for wetland impacts. A few foot paths may be constructed to protect the wetlands from being trampled.
- E. The Cheex Equestrian Trail will border the lower portion of the subdivision. The equestrian trail will begin at the edge of "Swampy Acres" and for now will terminate at the eastern border of the subdivision. Alignment of the trail from this point to the trail network along the Mendenhall River will be finalized if the preliminary plat is approved.
- F. Some small streams thread their way through the property. Lot 12 Block A contains the terminus of an anadromous stream. Therefore this lot has been set aside as a Conservation Lot for habitat purposes. For the streams that are not anadromous, lot lines were laid out to follow these streams. This provides for a water amenity to be located on the edges of lots and provides for buildable sites on these lots.
- G. Oversized lots for this subdivision border Karl Reishus Boulevard. These lots are some of the largest private lots in the subdivision. They were designed to be larger than normal in order to provide buildable sites set back from the busy traffic that is expected to utilize Karl Reishus Boulevard.
- H. Due to the grade of the property, a pedestrian stairway/path "Wild Rose Walk" has been established to reduce block size. Earlier subdivision designs had shown more connecting streets but in order to handle the steep grade, these roads had to be aligned at a 45 degree angle to the main streets. This resulted in a significant amount of the area being set aside for right-of-way. As shown, there are still appropriate road connections between the tiers of lots in the subdivision. Wild Rose Walk augments pedestrian connections.
- I. Lot 10 Block A is a wide lot set aside near the lower middle of the subdivision for a community park. This park is intended to be an improved park with playground equipment and possibly a community shelter. The site also allows for a pedestrian connection to the Cheex Equestrian Trail.
- J. At intersections, lots are larger than average in order to provide an opportunity for residents to build back from the right-of-way. In addition, these larger lots might be utilized for small shops, another community park or neighborhood restaurants.

- K. Several roads dead end at the outer edges of the proposed subdivision. This will allow for future connections to provide for development options on adjacent property.
- L. Connections with adjacent lots have been set aside along the eastern border shown but temporary cul-de-sacs are not required because Keishish Lane provides a connecting loop for circulation.
- M. Maximum grade for any street within the subdivision will be 8%. At this grade, all streets will be accessible for school busses.
- N. Notes on proposed street names:

All streets have unique names that have been determined to be appropriate for 911 responders by the City Cartographer.

- Karl Reishus Boulevard is named after Karl Reishus who was killed in an accident at the Hagavig Fire Training Center. Mr. Reishus was killed as a result of taking swift action to save the lives of two other participants in the training exercise.
- Wild Rose Walk is named after roses that grow wild in the area.
- The following street names are derived from Tlingit words for common sights in the area:
 - Yan Street = Helmock Street
 - Guwakaan Street = Blacktail Deer Street
 - Kwalx Street = Fiddlehead Fern Street
 - Keishish Lane = Alder Lane
 - Cheex Equestrian Trail = Thimbleberry Equestrian Trail

Future Design

The proposed preliminary plat is an initial phase of what could be a larger development in the Pederson Hill region. The development would allow for future single family residential housing in the vicinity. In addition, multifamily housing would be possible at the northwest edge of the neighborhood. Streets are stubbed to the adjacent property to the east which is currently owned by the University of Alaska. CBJ Lands staff has reached out to the University Lands Office and is engaged in discussions about collaborative development opportunities on University property. A second access from Glacier Highway is needed for developments of over 100 units. The preliminary plat proposes approximately 86 single family lots. If another phase of a similar magnitude were to be considered, developing the unnamed ROW opposite Engineer's Cutoff would be the next logical step. Once sufficient water pressure is supplied to the area, another tier of lots above the Phase I could be developed.

Wetland Considerations

The majority of mapped wetlands on the site are relatively common, lower value forested wetlands. Given the nature of this development, disturbance of these wetlands is unavoidable. Wetland impacts are anticipated to be approximately 9.5 acres. The CBJ is investigating paying a Fee In

Lieu of Mitigation to the Southeast Alaska Land Trust if this preliminary plat is approved and applying to the Army Corps of Engineers for a wetland permit.

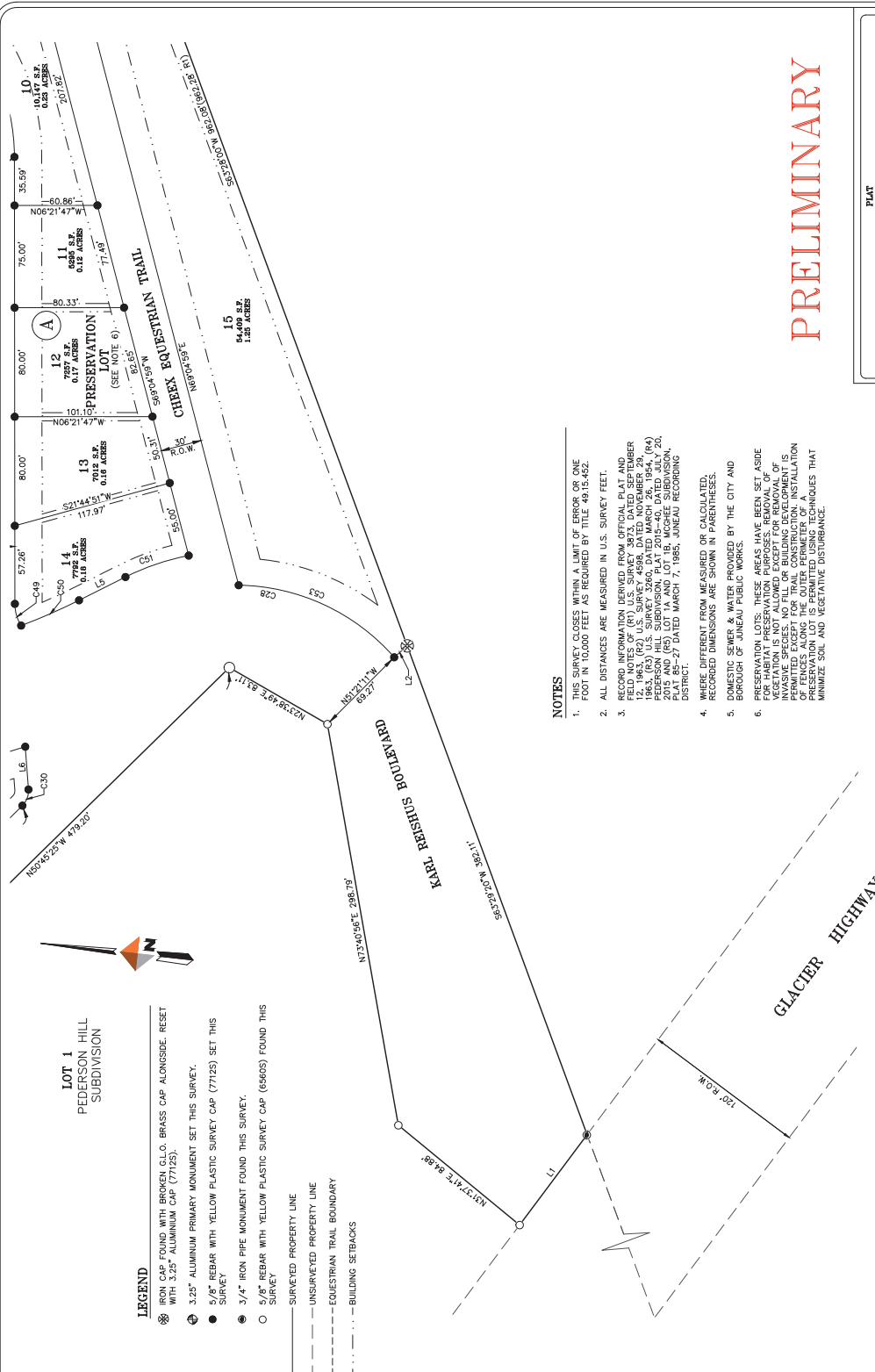
The development has been laid out in a manner to reduce wetland impacts to the greatest extent possible while still allowing for single family development. For example, while the ROW set aside for Karl Reishus Boulevard encompasses wetlands, the actual road footprint will be less than the full ROW width. Outside of the Karl Reishus Boulevard development footprint, wetlands will be left in their natural state to the greatest degree practical.

The proposed subdivision has set aside Lot 9 Block C which is an area of open muskeg wetlands near Swampy Acres as a Conservation Lot. Lot 12 Block A has also been set aside as another Conservation Lot since it contains the terminus of an anadromous stream. Lot 15 Block A is along the edge of the meadow and has habitat value. During construction, this 1.25 acres strip of property will be retained in a natural state for a sedimentation buffer and for habitat purposes. It is possible that in the future this property might be utilized for other purposes but since sediment runoff during construction creates the most significant impacts to wetlands, it will remain undisturbed to the maximum extent possible while the subdivision is being developed.

Traffic Impact Analysis

Attached is a traffic impact analysis completed in April 2016 for the new intersection that will be created where Karl Reishus Boulevard enters Glacier Highway. The new intersection will form a four way intersection with Sherwood Lane. As explained in the report, the proposed intersection will function at a level "C" or better.

In the future, if additional units are added that utilize this intersection as their primary access to the subdivision, it may be beneficial to add an additional turn lane.



CURVE TABLE			
CURVE No.	RADIUS	DELTA	CHORD BEARING & DISTANCE
C1	—	—	—
C2	530.00	39°56'45"	N12°54'55"W 362.07
C3	30.00	108°07'52"	N74°00'39"W 46.58
C4	230.00	19°49'06"	S88°50'08"E 79.16
C5	170.00	19°49'06"	S88°50'08"E 58.51
C6	30.00	116°01'42"	N20°54'44"E 50.89
C7	30.00	66°29'31"	N70°20'52"W 32.69
C8	1025.00	07°13'51"	S80°01'16"W 129.27
C9	30.00	79°14'48"	S44°02'19"W 38.24
C10	30.00	122°29'45"	N35°06'56"W 52.60
C11	975.00	07°40'04"	N79°48'11"E 130.39
C12	30.00	72°29'37"	N39°43'20"E 35.48
C13	180.00	03°34'56"	N05°16'00"E 11.25
C14	30.00	103°25'14"	N44°39'10"W 47.09
C15	30.00	79°58'38"	N45°38'54"E 36.93
C16	125.00	18°28'21"	N16°53'46"E 40.13
C17	125.00	21°41'31"	S15°17'11"W 47.04
C18	30.00	122°29'45"	S35°06'56"E 52.60
C19	30.00	81°01'54"	S43°07'16"W 36.98
C20	30.00	98°58'05"	S46°52'44"E 45.61
C21	30.00	85°00'02"	N41°08'12"E 40.54
C22	470.00	142°21'19"	N08°52'56"W 117.89
C23	30.00	80°37'39"	N65°02'57"W 38.82
C24	100.00	81°01'54"	S43°07'16"W 194.93
C25	150.00	81°01'55"	212.14
C26	—	—	—
C27	—	—	—
C28	155.00	75°22'15"	S04°47'49"W 189.51
C29	—	—	—
C30	15.00	49°48'09"	S75°39'59"E 12.64
C31	530.00	08°55'56"	N19°22'28"W 82.54
C32	530.00	04°20'11"	S12°44'25"E 40.10
C33	530.00	04°19'31"	N08°24'34"W 40.00
C34	530.00	04°20'21"	S04°04'38"E 40.13
C35	530.00	04°22'42"	N08°16'53"W 40.49
C36	530.00	04°35'14"	S04°45'31"W 42.42
C37	1025.00	07°58'38"	N78°53'42"E 117.46
C38	1025.00	08°26'04"	S75°32'05"W 55.05
C39	1025.00	03°11'07"	S81°39'37"W 26.87
C40	1025.00	03°05'27"	S83°30'35"E 43.89
C41	975.00	03°05'27"	53.77
C42	975.00	04°30'28"	76.71
C43	470.00	07°01'46"	S76°13'37"E 76.69
C44	470.00	07°02'50"	S12°03'53"E 60.18
C45	100.00	04°00'07"	6.98
C46	150.00	13°07'58"	N61°58'10"E 6.98
C47	150.00	16°32'11"	N24°30'22"E 54.31
C48	150.00	51°21'45"	134.47
C49	30.00	37°03'27"	N67°56'30"E 16.57
C50	445.00	09°58'19"	N29°54'08"W 46.36
C51	180.00	15°58'23"	N25°04'07"W 49.98
C52	—	—	—
C53	155.00	47°51'47"	S18°33'03"W 125.75

LINE TABLE		
LINE No.	BEARING & DISTANCE	
L1	S59°31'07"E 82.74	
L2	N47°31'03"W 12.75	
L3	—	
L4	—	
L5	S32°53'18"E 38.10	
L6	N79°25'26"E 31.50	
L7	N78°55'35"E 23.23	
L8	S81°15'19"E 17.41	
L9	S81°15'19"E 37.09	
L10	N78°55'35"E 19.27	
L11	N43°51'07"W 60.13	
L12	S52°53'53"E 60.00	



- NOTES**
- THIS SURVEY CLOSER WITHIN A LIMIT OF ERROR OF ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 48.15.422.
 - ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
 - RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND RECORD INFORMATION DERIVED FROM U.S. SURVEY 4984, DATED NOVEMBER 28, 1983, (R3) U.S. SURVEY 3860, DATED MARCH 26, 1994, (R4) U.S. SURVEY 4984, DATED NOVEMBER 28, 1983, (R2) U.S. SURVEY 4984, DATED NOVEMBER 28, 2015 AND (R5) LOT 1A AND LOT 1B, MCGHEE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1985, JUNEAU RECORDING DISTRICT.
 - WHERE PROPERTY FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
 - CONTRACTS, SEWERS & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.
 - PRESERVATION LOTS, THESE AREAS HAVE BEEN SET ASIDE FOR HABITAT PRESERVATION PURPOSES. REMOVAL OF VEGETATION IS NOT ALLOWED EXCEPT FOR REMOVAL OF WEEDS AND INVASIVE SPECIES. ANY REMOVAL OF VEGETATION PERMITTED EXCEPT FOR TRAIL CONSTRUCTION, INSTALLATION OF FENCES ALONG THE OUTER PERIMETER OF A PRESERVATION LOT, SHALL BE DONE IN A MANNER THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.

PRELIMINARY

PLAT

PEDERSON HILL SUBDIVISION II

A SUBDIVISION OF

LOT 2, PEDERSON HILL SUBDIVISION

U.S. SURVEY No. 3873

CITY & BOROUGH OF JUNEAU

STATE RECORDERS OFFICE AT JUNEAU

DOWL

ACLR48

CIVIL ENGINEERING-LAND SURVEYING-CONSTRUCTION MANAGEMENT

5888 COMMERCIAL BOULEVARD

JUNEAU ALASKA 99801

907-760-3533

OWNER

CITY AND BOROUGH OF JUNEAU

155 WEST STREET

JUNEAU, ALASKA 99801

SCALE: 1"= 40'

DATE: FEB. 2017

PROJECT NO: J70687

SHEET NO: 2 OF 4



SURVEYOR'S CERTIFICATE

I, THE UNDERSIGNED, A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, HAVE BEEN DULY AND SOLEMNLY SWORN AND MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THIS SURVEY HAS BEEN GUARANTEED BY ME AND THE MEASUREMENTS OF THE CITY AND BOROUGH OF JUNEAU HAVE BEEN RECORDED ALL DIMENSIONAL AND RELATIVE BEARINGS ARE CORRECT AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: FEBRUARY 2017

LEGEND

- ☒ 3.25" ALUMINUM PRIMARY MONUMENT SET THIS SURVEY.
☒ 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (7712S) SET THIS SURVEY
☐ 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (6560S) FOUND THIS SURVEY

— SURVEYED PROPERTY LINE
 — — — — — UNSURVEYED PROPERTY LINE
 - - - - - EQUESTRIAN TRAIL BOUNDARY
 BUILDING SETBACKS

NOTES

1. THIS SURVEY CLOSURES WITHIN A LIMIT OF ERROR OR ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 48-15-452.
2. ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
3. RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND RECORDED INSTRUMENTS IS SHOWN IN PARENTHESES.
12, 1963, (P2) U.S. SURVEY 4298, DATED NOVEMBER 28, 1963, (P2) U.S. SURVEY 3260, DATED MARCH 26, 1964, (R1), (P1) LOT 1A AND LOT 1B, MORCHE SUBDIVISION, PLAT 85-27 DATED MARCH 7, 1965, JUNEBO RECORDING DISTRICT.
4. WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
5. DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEBO PUBLIC WORKS.
6. PRESERVATION NOTES: THESE AREAS HAVE BEEN SET ASIDE FOR HABITAT PRESERVATION PURPOSES. REMOVAL OF INVASIVE SPECIES, NO FILL OR BUILDING DEVELOPMENT IS PERMITTED EXCEPT FOR TRAIL CONSTRUCTION. INSTALLATION OF EROSION CONTROL MEASURES TO PREVENT SOIL LOSS. PRESERVATION LOT IS FORMATTED USING TECHNIQUES THAT MINIMIZE SOIL AND VEGETATIVE DISTURBANCE.

PRELIMINARY

PLAT
PEDERSON HILL SUBDIVISION II
A SUBDIVISION OF
LOT 2, PEDERSON HILL SUBDIVISION
US SURVEY No. 3873
CITY & BOROUGH OF JUNEAU, ALASKA
STATE RECORDER'S OFFICE AT JUNEAU

DOWL
AEC1848
CIVIL ENGINEERING-LAND SURVEYING-C
5368 COMMERCIAL B
JUNEAU ALASKA 99801

OWNER
CITY AND BOROUGH OF
155 SOUTH SEWARD
JUNEAU, ALASKA 99801

DATE: FEB. 2017	PROJECT NO: J70687	FILE NO:	SHEET NO: 3 OF 4
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LINE TABLE	
LINE	BEARING & DISTANCE
L1	S59°31'07" E 82.74
L2	N47°13'03" W 12.75
L3	—
L4	—
L5	S32°31'18" E 38.10
L6	N72°25'28" E 31.50
L7	N78°55'35" E 23.23
L8	S81°15'19" E 17.41
L9	S81°15'19" E 37.09
L10	N78°55'35" E 19.27
L11	N45°10'7" W 60.13
L12	N52°35'53" E 60.00

CURVE TABLE				CHORD BEARING & DISTANCE	
CURVE No.	RADIUS	BETA	LENGTH	CHORD BEARING	DISTANCE
C1	500	395°46'	369.51	—	—
C2	530	108°57'52"	389.52	N75°41'55" W	362.07
C3	300	108°57'52"	48.58	N47°02'29" W	48.58
C4	230	194°06'	79.56	S85°30'08" E	79.56
C5	430	173°00'	58.80	S88°50'08" E	58.80
C6	300	16°01'42"	60.75	N20°34'44" E	50.89
C7	300	66°29'31"	34.62	N70°25'35" E	32.88
C8	1025.60	97°15'31"	126.36	S68°01'16" W	128.27
C9	1025.60	97°15'31"	126.36	S68°01'16" W	128.27
C10	300	179°49'48"	64.14	N39°46'15" E	53.60
C11	975.00	47°00'42"	139.48	N39°46'15" E	135.48
C12	300	72°29'37"	37.86	N39°46'15" E	35.38
C13	180.00	103°54'46"	11.25	N05°16'02" E	11.25
C14	300	103°54'46"	54.15	N44°39'10" W	47.49
C15	120.00	75°58'38"	39.78	N44°39'10" W	37.93
C16	120.00	192°29'1"	40.30	N44°39'10" W	37.93
C17	125.00	121°29'43"	47.32	N44°39'10" W	40.30
C18	300	22°59'43"	64.14	S35°06'59" E	52.60
C19	300	81°01'54"	42.43	S35°06'59" E	40.30
C20	300	98°50'45"	51.82	S46°32'51" E	43.61
C21	300	85°03'02"	44.51	N41°08'12" E	40.54
C22	470.00	142°21'31"	117.89	N38°52'58" W	117.59
C23	300	80°07'39"	42.22	S46°52'57" W	38.82
C24	100.00	81°01'54"	14.43	S43°07'16" E	12.93
C25	150.00	81°01'55"	212.14	S43°07'16" E	184.90
C26	—	—	—	—	—
C27	—	—	—	—	—
C28	155.00	75°22'15"	203.90	S04°47'48" W	189.51
C29	—	—	—	—	—
C30	15.00	49°49'09"	13.04	S75°39'59" E	12.64
C31	530	08°59'56"	82.62	N19°22'58" W	82.54
C32	530	04°20'11"	40.11	S12°44'29" E	40.10
C33	530	04°19'31"	40.11	N08°34'38" E	40.04
C34	530	04°20'21"	40.14	S04°14'36" E	40.13
C35	530	04°22'42"	40.40	S00°55'55" E	40.49
C36	530	04°35'14"	42.43	S04°49'51" W	42.42
C37	1025.60	05°09'38"	17.48	N76°53'22" E	17.48
C38	1025.60	05°09'38"	17.48	N76°53'22" E	17.48
C39	1025.60	03°10'17"	53.09	S18°35'38" W	56.93
C40	1025.60	03°06'52"	1.86	S43°35'12" W	1.86
C41	935.00	03°09'37"	76.71	S62°03'25" W	53.77
C42	935.00	04°30'28"	60.75	N18°33'25" E	76.69
C43	100.00	07°01'44"	10.22	N45°42'43" W	9.82
C44	100.00	07°01'44"	10.22	S12°44'29" E	6.018
C45	103.00	04°20'27"	6.98	S12°44'29" E	6.98
C46	150.00	130°59'48"	34.39	N09°01'01" E	34.34
C47	150.00	130°59'48"	34.39	N04°00'22" E	34.34
C48	150.00	91°21'45"	134.47	S75°29'22" E	134.47
C49	300	30°32'27"	16.79	N67°36'10" E	16.57
C50	445.00	05°58'19"	46.38	N29°41'05" W	46.36
C51	550.00	15°29'23"	49.13	N29°41'05" W	49.08
C52	—	—	—	—	—
C53	155.00	47°51'47"	128.48	S16°33'03" W	125.75

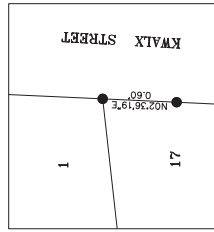
CURVE NO.	RADIUS	DELTA	LENGTH	CHORD BEARING & DISTANCE
C1	530.00	39°56'45"	369.51	N12°54'55"W 362.07
C2	530.00	108°07'52"	56.62	N47°00'29"W 48.58
C3	30.00	19°49'06"	79.56	S89°50'08"W 79.16
C4	230.00	19°49'06"	58.80	N89°50'08"E 58.51
C5	170.00	116°01'42"	60.75	N20°54'44"E 50.89
C6	30.00	67°29'31"	34.82	N70°20'52"W 32.89
C7	30.00	67°29'31"	34.82	S80°01'18"W 32.89
C8	1025.00	129.36	129.36	S44°02'19"W 38.24
C9	30.00	79°11'48"	41.47	N35°06'56"W 52.60
C10	30.00	122°29'45"	64.14	N79°48'11"E 130.39
C11	975.00	47°04'04"	37.96	N39°43'20"E 35.48
C12	30.00	72°29'37"	37.96	N05°16'00"E 11.25
C13	180.00	103°54'56"	54.15	N44°39'10"W 47.09
C14	30.00	103°54'56"	54.15	N45°38'54"E 36.93
C15	30.00	75°58'38"	39.78	N6°53'46"E 40.13
C16	125.00	18°28'21"	40.30	S15°17'11"W 47.04
C17	125.00	21°41'31"	47.32	S32°06'55"E 52.60
C18	30.00	122°29'45"	64.14	S43°07'16"W 38.98
C19	30.00	81°01'54"	42.43	S45°52'44"E 45.61
C20	30.00	98°58'05"	51.82	N41°08'12"E 40.54
C21	30.00	85°00'02"	44.51	N41°08'12"E 40.54
C22	470.00	142°21'9"	117.89	N08°32'58"W 117.59
C23	30.00	80°37'39"	42.22	N56°02'57"W 38.82
C24	100.00	81°01'54"	14.43	S43°07'16"W 129.83
C25	150.00	81°01'55"	212.14	S43°07'16"W 194.90
C26	—	—	—	—
C27	—	—	—	—
C28	155.00	75°27'15"	203.90	S04°47'49"W 189.51
C29	—	—	—	—
C30	15.00	49°49'09"	13.04	S75°39'39"E 12.64
C31	530.00	08°55'56"	82.62	N19°22'28"W 82.54
C32	530.00	04°20'11"	40.11	S12°44'25"E 40.10
C33	530.00	04°20'11"	40.01	N02°41'34"W 40.03
C34	530.00	04°20'21"	40.14	S04°04'38"E 40.13
C35	530.00	04°22'42"	40.50	S06°16'53"W 40.49
C36	530.00	04°35'14"	42.43	S04°45'51"W 42.42
C37	1025.00	02°58'38"	17.46	N19°33'42"E 17.48
C38	1025.00	02°58'04"	53.09	S76°22'53"W 53.08
C39	1025.00	03°10'17"	18.86	S81°36'35"W 18.97
C40	1025.00	03°08'02"	53.77	S85°39'25"E 53.76
C41	975.00	03°08'02"	78.71	N79°13'33"E 78.69
C42	470.00	07°01'48"	60.22	N04°52'53"E 60.18
C43	470.00	07°01'48"	60.22	S17°03'53"E 60.18
C44	470.00	07°01'48"	60.22	N19°10'18"E 60.18
C45	100.00	04°20'07"	6.98	N19°10'18"E 60.18
C46	150.00	13°07'48"	34.38	N24°02'22"E 43.19
C47	150.00	16°32'11"	43.29	N24°02'22"E 43.19
C48	150.00	51°21'45"	134.47	N57°57'21"E 130.01
C49	30.00	32°03'27"	16.79	N67°56'30"E 16.57
C50	445.00	05°58'19"	46.38	N29°54'08"W 46.36
C51	180.00	15°58'23"	49.13	N23°04'07"W 49.08
C52	—	—	—	—
C53	155.00	47°51'47"	129.48	S18°33'03"W 125.75

LEGEND

- BLM MONUMENT FOUND THIS SURVEY.
- 3.25" ALUMINUM PRIMARY MONUMENT SET THIS SURVEY.
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP
- 5/8" REBAR WITH YELLOW PLASTIC SURVEY CAP (77155) SET THIS SURVEY
- SURVEYED PROPERTY LINE
- UNSURVEYED PROPERTY LINE
- BUILDING SETBACKS

U.S.S. 4598
LOT 9

PRELIMINARY



DETAIL A

NOTES

- THIS SURVEY CLOSES WITHIN A LIMIT OF ERROR OR ONE FOOT IN 10,000 FEET AS REQUIRED BY TITLE 49.15.452.
- ALL DISTANCES ARE MEASURED IN U.S. SURVEY FEET.
- RECORD INFORMATION DERIVED FROM OFFICIAL PLAT AND FIELD NOTES OF (R1) U.S. SURVEY 3673, DATED SEPTEMBER 1983, (R2) U.S. SURVEY 3260, DATED MARCH 26, 1954, (R3) PEDERSON HILL SUBDIVISION, LOT 2, DATED MARCH 20, 1983, (R4) PEDERSON HILL SUBDIVISION, LOT 2, DATED MARCH 20, 1983, (R5) LOT 9, DATED MARCH 20, 1983, DISTRICT.
- WHERE DIFFERENT FROM MEASURED OR CALCULATED, RECORDED DIMENSIONS ARE SHOWN IN PARENTHESES.
- DOMESTIC SEWER & WATER PROVIDED BY THE CITY AND BOROUGH OF JUNEAU PUBLIC WORKS.



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, AT THE REQUEST OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONAL AND RELATIVE MONUMENTS AND PLAT DIMENSIONS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATED: FEBRUARY 2017

LINE NO.	BEARING & DISTANCE
L1	S59°31'07"E 82.74
L2	N47°31'03"W 12.75
L3	—
L4	—
L5	S32°31'17"E 38.10
L6	N79°20'21"E 38.10
L7	N79°53'42"E 31.33
L8	S81°15'07"E 17.41
L9	S81°15'07"E 37.09
L10	N79°53'42"E 19.27
L11	N45°10'07"W 60.13
L12	N52°53'55"E 60.00

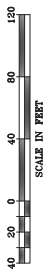
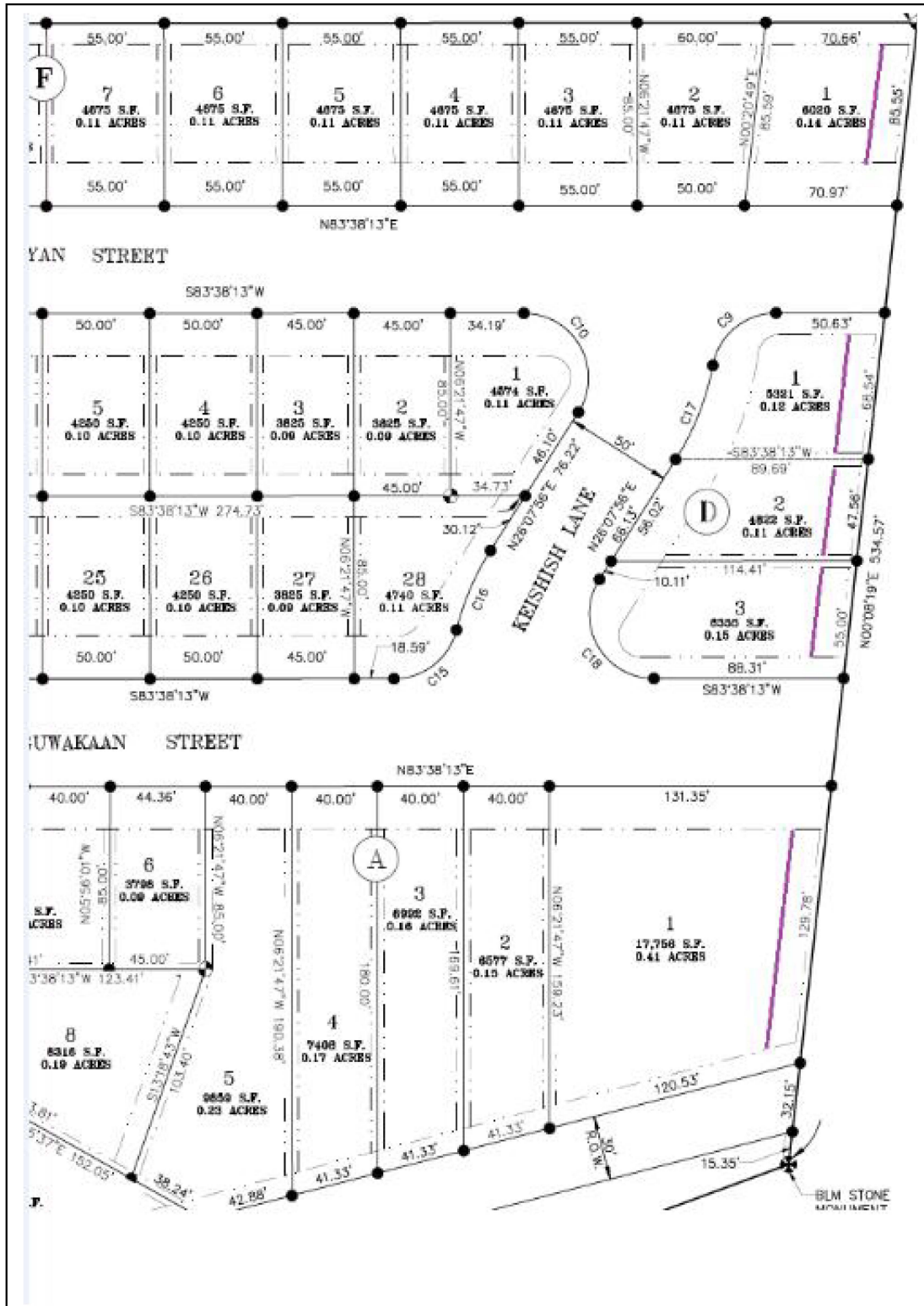


Illustration depicting a 15-foot side yard setback along the eastern subdivision boundary where abutting a D-1 district per 49.25.400 Foot Note 3.



Attachment C: Draft Preliminary Plat

RECEIVED

APR 26 2016

PERMIT CENTER/CDD

Pederson Hill Subdivision
Potential Development Phases

Multifamily

Phase 3
Enhance Water Pressure

Phase 2
Second Access

Phase 1
Primary Access

Attachment D: Phases 1-3 Layout

Proposed Pederson Hill Subdivision

This neighborhood would be located at the base of a hill between Auke Lake and the Mendenhall River

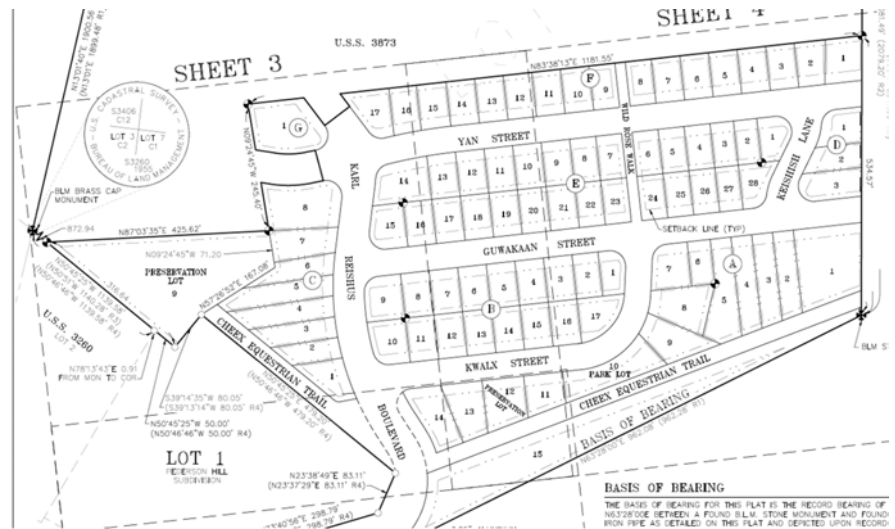


Street-view of the future entrance to Pederson Hill. Photo: Google Maps

Pederson Hill Subdivision History

- 2006: Buildable Lands Study
- 2010: Pederson Hill Access Study
- 2010/2011: Sewer lines were extended
- 2014: Ordinance passed to rezone Pederson Hill to mix of D-10 and D-10SF
- 2015: Ordinance passed to conduct a land trade with Christ Evangelical Lutheran Church
- 2016: Land Management Plan adopted

CBJ is evaluating this subdivision in an effort to create opportunities for private sector housing



Goal: Create Small Lots for Entry-Level, Single Family Homes

***NEXT STEP - Planning Commission hearing February 28, 2017, 7pm Assembly Chambers**

Note: The CBJ Assembly will have full discretion to determine when lots are put on the market and how many will be sold at a time.

The Juneau Housing Market lacks entry-level, single family homes and the economy cannot grow if people do not have a place to live. The proposed Pederson Hill subdivision will bring

lots to the market. This project will allow retirees to down-size; young families and professionals to own and build equity; miners to live in town; professors to own close to the University—all

adding mobility to Juneau's housing sector. The project will also provide economic opportunity for contractors and builders during a time when work is needed.

Frequently Asked Questions

Does Juneau need more housing?

While there has been steady housing production in the community the last few years, certain housing types did not meet the development targets listed in the 2012 Juneau Housing Needs Assessment. Single Family Homes and Low-Income Affordable Housing categories are still areas in need of more development despite recent economic concerns, job losses, and some out-migration.

- Please note, even with the recent population decline, Juneau's population is at 2012 levels. (2012: 32,817 people; 2016: 32,739 people)

Housing Type	Housing Need: 2012 Juneau Housing Needs Assessment	2012 Housing Production Targets	Performance: Units Permitted 2012- 2016
Single Family Homes* (SFH)	New Single Family Homes in the \$251,000 - \$377,00 Price Range	513-517 Single-Family Homes	228 Single-Family Homes
Accessory Apartments		* No production targets noted in 2012 Housing Needs Assessment	98 units
Fair Market Multi- Family Rental Units**	Achieve 5% vacancy rate	170-230 Fair Market Multi-Family Rentals	324 units
Low-Income Affordable Housing	Fill the gap between what is available for Juneau's public housing, low-income and housing for the homeless.	441 new units or housing vouchers	154 units *** Vouchers: Updated information available shortly

(Data Sources: JEDC 2012 Juneau Housing Needs Assessment, CDD Permitting Data)

* Single Family Homes includes attached homes (townhomes). These 324 units are all SFH's permitted, not just those in the 2012 targeted price range.

** Multi-Family includes duplex, tri-plex, four-plex, condo, and apartment dwellings.

 Volunteers of America Phase I (26 units)
 Volunteers of America Phase II (35 units)
 AWARE, Inc. (12 Units)
 Trillium Landing Senior Housing (49 Units)
 Juneau Housing First Coalition (32 units)

Do we need more housing when there are many homes and rental units available?

Economic Growth: The Juneau Economic Development Plan notes that Juneau's housing supply does not meet demand in terms of housing type, size, price, or location. Juneau households and businesses have indicated that the lack of housing and lack of affordable housing for employees was a critical barrier to economic development.

Long-Term Goals and Future Housing Targets: The recently adopted Housing Action Plan (November 2016) set conservative targets of developing 66 units per year over the next 30 years to address future housing need and facilitate economic growth in the community.

Provide Choice for Residents: In the rental market, even with the addition of many multi-family units and slightly higher vacancy rates, affordability, choice, and quality of rental units is still a concern for many residents – many whom are cost-burdened. Single-Family Home listings continue to be in the double digits for all price ranges and days on the market are in line with recent years.

Even in 2016, A Seller's Market: JEDC reports that Juneau continued to have a strong "seller's" market for homes in 2016, where demand is larger than the supply. Continuing to pursue additional Single-Family Home opportunities for future residents or renters is important for economic growth.

Would the Pederson Hill Subdivision compete with the private sector?

There has been some concern that the Pederson Hill Subdivision would flood the market or adversely impact the private sector.

- The Pederson Hill Subdivision consists of 86 lots that would greatly assist in making up the Single Family Home gap in the 2012 Juneau Housing Needs Assessment;
- The earliest that this subdivision would come on-line would be in 2018 and the CBJ Assembly would control the rate and manner of land disposal;
- Through CBJ investment and public-private partnership with Tlingit-Haida Regional Housing Authority, the opportunity to provide future homeownership opportunities to residents is important;
- A goal of the Pederson Hill Subdivision is plat small lots for small homes which the existing private industry has not been developing; and
- Another goal is to let private developers acquire less expensive lots to build homes that are less expensive for first-time homebuyers and those looking to downsize.
- Home-building is great for the local economy and local contractors looking to line up work in the coming years.

Proposal: Pederson Hill Subdivision

Full build-out over 3 phases: +200 new single family homes & multifamily units

Phase 1 (Current Project)

86 Residential lots (Single Family Dwelling units)

5 New CBJ streets with sidewalks, streetlights

5 Lots preserved for Habitat/ Wetlands/ future Park (playground)

New CBJ Park

New Equestrian Trail

New Pedestrian Pathways

Phases 2 & 3 (Not proposed at this time – future phases)

Mix of Single family homes and multifamily (Apt/ Condos)

New CBJ Streets

New Pedestrian connections

What is the permitting process for Phase 1 of Pederson Hill Subdivision?

Major Subdivision permitting process (49.15.402). Phase 1 will be processed as a Major Subdivision and will go through **3 major steps**

Step 1) Preliminary Plat (49.15.402(c) **[WE ARE AT THIS STEP]**)

- This step requires review and approval by Planning Commission.
 - **Commission meeting has been scheduled for Tuesday, February 28 at 7pm, Assembly Chambers.**
- Purpose of this step: Ensures the Preliminary Subdivision Plat layout meets/ addresses applicable CBJ codes.
 - Preliminary Subdivision Plat: Meets specific CBJ design and layout standards; shows yard setbacks; dimensional requirements; etc.
 - Supplemental Documents:
 - Street Profile: Shows specific CBJ Street standards and dimensions;
 - Utility Plan: Shows water, sewer, and storm sewer location and design
 - Drainage Plan: Show future drainage routes, etc.
 - Traffic Plan: Analysis of future traffic levels and impacts to existing traffic in the area;
 - Environmental: Impacts to wetlands, floodprone areas, etc.

Step 2A) Construction Plans (49.15.402(d)) (Assuming Commission approves Preliminary Plat step)

- Purpose of this step: Design all improvements (new street, utilities, etc.) per CBJ standards.
- A private company will prepare and submit the Construction Plans showing the new subdivision improvements:
 - Utilities: Water, sewer, power, TV, cable, etc.
 - Streets: Pavement, curb, sidewalks, street lights, etc.
 - Drainage: Slopes, retaining walls, drainage capacity, routes, etc.
 - Pedestrian Routes: dimensions, material, etc.
- The Construction Plans are only reviewed by CBJ staff, no Planning Commission meeting for this step.

Step 2B) Construct new improvements per the Construction Plans

- The purpose of this step: Create the physical layout of the subdivision and build to CBJ standards.
- This will also be accomplished by a private company, awarded through the CBJ bid process.
- CBJ Engineering staff will provide inspections to ensure all improvement are built according to the Construction Plans.

Step 3) Final Plat (49.15.402(f)) [LAST STEP OF THE MAJOR SUBDIVISION PROCESS]

- This step (final step) requires Planning Commission review and approval in order to allow the Draft Subdivision Plat to be finalized and recorded by the State.
- The purpose of this step: Inform the Commission that all required subdivision improvements have been constructed according to the approved Construction Plans.
- The Commission will review, and approve the Subdivision Plat if:
 - All subdivision improvements have been correctly installed and inspected; and
 - Subdivision Plat meets all CBJ and State surveying standards, design layout and dimensional standards.
- After Commission approval, the Subdivision plat is recorded with the State recorder's office.

How can I follow Phase 1 of Pederson Hill Subdivision?

For general project process and stages of development contact:

CBJ Lands & Resources Division Manager,
Greg Chaney

Ph: 907-586-0205

Email: Greg.Chaney@juneau.org

For the permitting process of the subdivision, contact:

CBJ Planner Eric Feldt

Phone: 907-586-0764

Email at Eric.Feldt@juneau.org

Where can I learn more about Juneau's housing data, plans, research?

Through multiple resources:

- For Market data, homes/ lots for sale, available rentals:
 - Contact local realtors and property managers. Check the YellowPages, Internet, local newspapers and magazines, etc.
- For CBJ Plans, Assessments, Data, etc.:
 - Contact Scott Ciambor, CBJ Chief Housing Officer (907-586-0220)
- For Housing construction costs, etc.:
 - Contact local developers/ home builders, Check the YellowPages, Internet, local newspapers and magazines, etc.
- For Permitting process of housing:
 - Contact CBJ Permit Center (907-586-0770)

Key Project Contacts: Pederson Hill Subdivision

Overall Project Manager

Facilitates project through all steps of process

CBJ Lands & Resources Division

Manager: Greg Chaney

Ph: 907-586-0205

Email: Greg.Chaney@juneau.org

Major Subdivision Permitting Process

CBJ staff reviews subdivision to ensure consistency with applicable CBJ codes

CBJ Community Development Department

Assigned CBJ Planner for Project: Eric Feldt, CBJ Planner

Ph: 907-586-0764

Email: Eric.Feldt@juneau.org

CBJ Planning Commission

Reviews and Votes on Major Subdivision steps

Contact: PC_Comments@juneau.org

CBJ Lands Division

Provides comments and recommendation to the Planning Commission and Assembly about development on or affecting CBJ land.

Contact: Greg.Chaney@juneau.org

CBJ Assembly

Approves public funding for project

Approves which and when properties of the Pederson Hill subdivision are released to the market for development

Contact: BoroughAssembly@juneau.org

General Housing Issues

For resources on local housing data, plans, analyses, etc.

Contact: Scott Ciambor, CBJ Chief Housing Officer

Ph: 907-586-0220

Email: Scott.Ciambor@juneau.org

5/27/16

City & Borough of Juneau
Community Development Dept.
155 South Seward Street
Juneau, Alaska 99801

Attn: Laura Boyce,

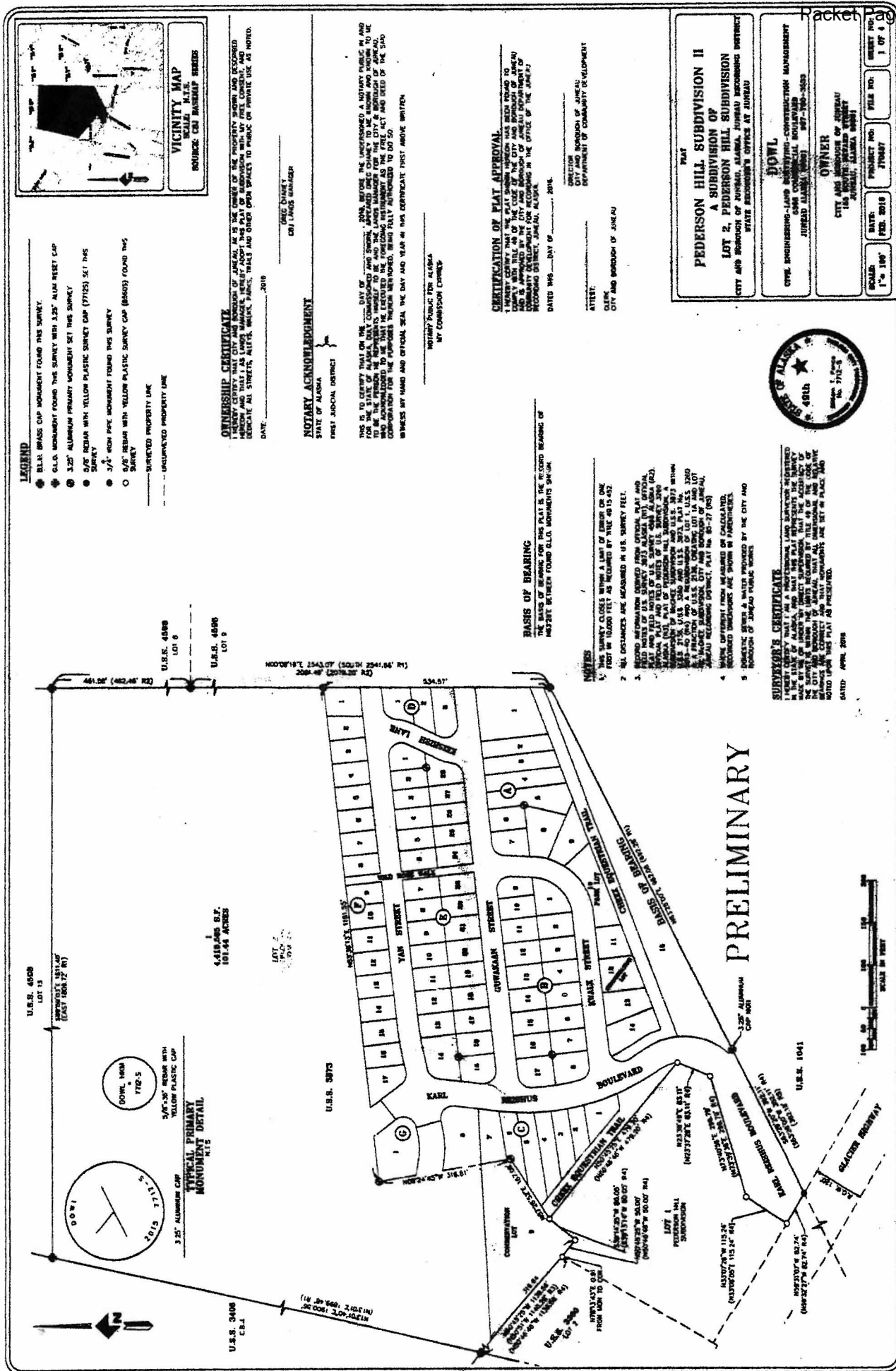
RE: Pederson Hill Subdivision

I have to agree with the Juneau area contractors; the C/B Juneau should not be in competition nor should they be dictating prices. As we all know, you cannot pay \$80,000 for an under 5,000 sq.ft size lot, fill it, put in the foundation, run the utilities from the C/B/J stub in & build this house for \$300,000. This is unrealistic and poor planning on the C/B/J's part. Affordable housing would be more along the lines of modular housing like Eagles Edge over on Gull Way in Lemon Creek. The people needing affordable housing are not going to be able to qualify for a bank loan and if they have lower paying jobs will be unable to make the payments. What is the C/B/J thinking? I agree we do need affordable housing but not this way. Pederson Hill as a subdivision made up of tiny unaffordable houses on tiny unsellable lots is not the way to go. Why not address our need for Senior housing and low income housing with larger multi-family buildings, with playgrounds, green belts, & walking paths. Most of these people do not have cars and there is no grocery stores on the Pederson Hill side of the river. Is the C/B/J going to provide bus service? Making a subdivision look like it stepped out of a California hill side full of ticky, tacky little boxes is not in keeping with the neighborhood or general area of Pederson Hill. Multihousing units sold as Condos, 4 plexes, 8 plexes all on large lots would be a far better idea. Please rethink and redo your ugly preliminary Pederson Hill Subdivision. The other alternative is to leave Pederson Hill alone and make it a game preserve. Many deer, bears, fish, birds & other wildlife call this hillhome. Where are you getting the 8 Million dollars to put in this subdivision.....I object to having my TAX dollars used on such a poorly planned project.

Thank you for listening.

Phone#789-5659

Sincerely, 
Esther K. Epperly, property owner on Pederson Hill
Box 34358
Juneau, Alaska 99803



January 30, 2017

RE: Pedersen Hill Development



Dear CBJ Land Management, CBJ Planning Commission, CBJ Assembly and Mayor Ken Koelsch,

After conducting some research of my own, regarding the Pedersen Hill Housing Project, I have thoughts and concerns that I hope you will take into consideration before approving and/or proceeding with this housing development.

As of 1/30/17 there are **117 homes for sale** posted on Trulia.com alone. I'm suspecting that not ALL the houses for sale in Juneau are posted on this site, so the number is probably higher. Yes, I filtered out the land and apartments when searching for homes available on this website. Out of these 117 houses **41 of them are listed for \$300,000 or less**. I feel this important to point out, since the projected "affordable" cost of a house in this new development will be near or above \$350,000 price tag.

As of 1/30/17 there have been **165 rentals advertised on Craigslist in January 2017** alone. Being that not everyone advertises on Craigslist I'm certain this number is higher as well. In January 2014 KTOO wrote that 87 new apartments were nearly completed and ready to rent. KTOO also reported on July 26th, 2016 that the new Jackie Renninger Subdivision will provide up to 189 new units mixed with apartments, condos and single family homes. Today the rental market has become soft. Landlords are reporting vacancies throughout Juneau, and with over 165 rentals currently on the market one should ask if the market has become saturated.

CBJ is basing this project on a housing demand or shortage that was prevalent over 10 years ago, but as the Juneau Empire reported on January 13, 2017, Juneau's **population has dropped to levels seen in 2012**. In 2016 Juneau saw a **deficit of nearly 600 people**. As demographer Eddie Hunsinger stated, "It's the fourth year in a row of a pretty big net migration loss. It is another year of net migration losses for the state and for Juneau." The Juneau Empire also reports in this article that, "employment figures show Juneau's economy shedding jobs, and the unemployment rate has been rising slowly over the past year and a half." "It's not just losing the state jobs," said Meilani Schijvens of Rain Coast Data, a private firm, "but also the trickle-down effect of those positions." Juneau Empire also reported that the Department of Labor predicted that **Southeast Alaska will lose 600 jobs in the coming year and most will come from Juneau**.

The Alaska Economic Trends January 2017 article reported that as the baby boomers reach retirement age, many of their government held positions will be eliminated or left unfilled. They stated that between 2014 and 2015 Southeast Alaska lost 500 state jobs, and the state government is expected to remain the fastest-losing industry this year. They also reported that the Federal job openings have been flat and declining for the past decade and are expected to decline even more in 2017.

With the decline of professional job opportunities and people moving out of Juneau, I'd like to know the following:

- Where are people going to work, that pays a high enough salary, to afford a mortgage?
- With no mid to higher ranged paying jobs available how are you going to keep people from moving out of Juneau and get new families to move in?

- With over 100 homes on the market today, how can you warrant building a new subdivision? You will be flooding the market with new homes, and those trying to sell their older homes are stuck holding the debt difference that has been caused by years of CBJ property tax inflation on older homes.
- Where is the 1.5 million dollars slated this year coming from, along with the additional 4 million in the coming years? I suspect our tax dollars, and if this is the case, as a lifelong resident of Juneau, I'd hate to see my tax dollars being spent on such a project.
- How can you claim that these homes will be "affordable," when it is estimated that these homes will be sold in the \$300-\$350 thousand dollar range? This project has been "sold" to the Juneau public as an "affordable" housing subdivision.

I just finished building a 400 sq. ft. log cabin efficiency rental unit next to my home, and it cost me \$126,000. This log building has no bedrooms, a very small kitchen and bathroom. Also, I already owned the land. I will be honest, I was shocked at the inflated labor and material prices. We built most of this log cabin ourselves, but needed to hire out professionals for the ground work, foundation, roof, electrical and plumbing. How can you claim that this subdivision will offer "affordable" housing when you plan to sell the lots for \$75,000 to \$90,000, and the lots will not be cleared, cored and filled? I spent \$25,000 alone on just dirt work and my lot was already cleared and partially filled!

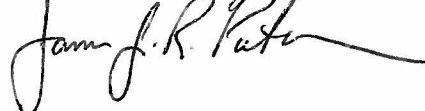
If CBJ feels the need to develop affordable housing then why are they not building multi-family housing units? It would cost less to develop a smaller tract of land to build a few multi-family housing units that could be sold in the \$100,000 to \$150,000 range. This would provide opportunities for the low income family to own a home.

With the decline in population and the decline of good paying jobs in Juneau one has to admit we are in a recession. I'd hope CBJ can recognize these issues, and will put the Pedersen Hill Housing Project on the back burner until the economy warrants such a development. Juneau needs another driving industry to keep people here and to bring new people in, but at this time it is on the decline. The 5 million dollars CBJ wants to pump into this project, over the next 4 years, could be spent more efficiently on multi-unit housing projects that offer a truly affordable opportunity for low income families to own a home.

CBJ is going to be facing more budget cuts down the line as the State of Alaska cannot provide the accustomed funds in the future. The 5 million dollars for this project could be spent more wisely by maintaining the infrastructure that Juneau already possess. The Pedersen Hill Subdivision Project is a project for the distant future, after the State of Alaska has financially recuperated, and/or Juneau has found a new driving industry that can bring in new families and pay a decent wage.

Please reconsider this project and spend our tax dollars wisely.

Sincerely,

 ,Bobbi Epperly-Pietan
 ,James Pietan

Certified Mail No. 7007 0710 0003 2950 6278

Certified Mail No. 7007 0710 0003 2950 6247

Gordon Warren Epperly
P.O. Box 34358
Juneau, Alaska 99803

Tel: (907) 789-5659

February 01, 2017

City and Borough of Juneau
Community Development Department
155 South Seward Street
Juneau, Alaska 99801

Commissioner Andrew T. Mack
Department of Natural Resources
State of Alaska
550 W. 7th. Avenue, Ste 1400
Anchorage, AK 99501

In Reg: A preliminary Plat (SMP2016 0002) and a City Consistency Review (CSP2016 0006) for Phase 1 Pederson Hill Subdivision resulting in 86 Residential lots and 5 lots for preservation / park purposes.

To whom it may concern

The following written "Testimony" of Gordon Warren Epperly is to be submitted into the record of the "Assembly" / "Planning Commission" for the City and Borough of Juneau and into the record of the "Office of the Commissioner" for the State of Alaska, Department of Natural Resources.

Introduction

On January 3rd, 1959, the Territory of Alaska was brought into the Union as the Forty-Ninth State of the United States of America. Under the Statehood Act of July 7th, 1958 [Pub.L. 85-508, 72 Stat. 339], the State of Alaska was to select its lands that were to be secured with "Federal Land Patents" [see Section 6 of the Statehood Act]. Among those lands selected was an area known as "Pederson Hill" of Juneau, Alaska (*Land embraced in U.S. Survey 3873, situated about 12 miles northwesterly from Juneau, Alaska, containing 121.56 acres.*)^{1/} and was purportedly sold and secured by a "Land Patent"^{2/} of the State of Alaska to the City and Borough of Juneau on March 26th, 1982. This State of Alaska Land Patent No. 6159 is defective on its face and is void as follows:

State of Alaska Restrictions and Reservations of Land Patent No. 6159

The words of "Restrictions" and "Reservations" of the State of Alaska Land Patent No. 6159 reads as follows:

"~~Save And Except~~ those restrictions appearing in the Federal Patent or other conveyance by which the Grantor acquired title;

"~~And Further~~, Alaska, as Grantor, hereby expressly saves, excepts and reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, all oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils of every name, kind or

^{1/} Attached as " Exhibit 'A' "

^{2/} Excerpt of Land Patent is attached as " Exhibit 'B' "

description, and which may be in or upon said lands above described, or any part thereof, and the right to explore the same for such oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils, and it also hereby expressly saves and reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right to enter by itself, its or their agents, attorneys, and servants upon said lands, or any parts or parts thereof, at any and all times for the purpose of opening, developing, drilling, and working mines or wells on these or other lands and taking out and removing therefrom all such oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils, and to that end it further expressly reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right by its or their agents, servants and attorneys at any and all times to erect, construct, maintain, and use all such buildings, machinery, roads, pipelines, powerlines, and railroads, sink such shafts, drill such wells, remove such soil, and to remain on said lands or any part thereof for the foregoing purposes and to occupy as much of said lands as may be necessary or convenient for such purposes hereby expressly reserving to itself, its lessees, successors, and assigns, as aforesaid, generally all rights and power in, to, and over said land, whether herein expressed or not, reasonably necessary or convenient to render beneficial and efficient the complete enjoyment of the property and rights hereby expressly reserved.

~~To Have And To Hold~~ the said land, together with the tenements, hereditaments, and appurtenances thereunto appertaining, unto the said Grantee and its successors and assigns forever."

which many of the "*Restrictions*" and "*Reservations*" are in conflict with several provisions of the Constitution for the State of Alaska.

Giving the benefit of the doubt, we may presume that the authority for the issuance of Alaska Land Patent No. 6159 is founded upon Article VIII, Section 9 (*Sales and Grants*) of the Constitution for the State of Alaska which states:

"Subject to the provisions of this section, the legislature may provide for the sale or grant of state lands, or interest therein, and establish sales procedures. All sales or grants shall contain such reservations to the State of all resources as may be required by Congress or the State and shall provide for access to those resources. Reservations of access shall not unnecessarily impair the owner's use, prevent the control of trespass, or preclude compensation for damages." [*Emphasis added*]

With the restrictive and reserved provisions of the Alaska Land Patent No. 6159 which states in part:

"... and it also hereby expressly saves and reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right to enter by itself, its or their agents, attorneys, and servants upon said lands, or any parts or parts thereof, at any and all times ..."

and the wording of:

"... and to that end it further expressly reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right by its or their agents, servants and attorneys at any and all times to erect, construct, maintain, and use all such buildings, machinery, roads, pipelines, powerlines, and railroads, sink such shafts, drill such wells, remove such soil, and to remain on said lands or any part thereof for the foregoing purposes and to occupy as much of said lands as may be necessary or convenient for such purposes ..."

and the wording of:

"... hereby expressly reserving to itself, its lessees, successors, and assigns, as aforesaid, generally all rights and power in, to, and over said land, whether herein expressed or not, reasonably necessary or convenient to render beneficial and efficient the complete enjoyment of the property and rights hereby expressly reserved."

said provisions do indeed impair the owner's use, prevents the control of trespass, and precludes compensation for damages.

The people declared within their State Constitution at Article I, Section 1 (*Inherent Rights*) that:

"This Constitution is dedicated to the principles that all persons have a natural right to life, liberty, the pursuit of happiness, and the enjoyment of the rewards of their own industry; ..."

With the stated "*restrictions*" and "*reservations*" of Alaska Land Patent No. 6159, does anyone in their right mind really believe that the property owners of the "*Lots*" that are divided up out of the lands of "*Pederson Hill*" will have access to their "*inherent rights*" to pursue happiness and enjoy of their rewards of ownership of owning a Dwelling or other Real Estate? I think not! No such rights exist when the "*reservations*" and "*restrictions*" of the "*Land Patent*" grants government employees, government agents, or attorneys authority to have free reign to enter into and upon the lands of the property owner without announcement any time of the day or night seven days a week for the purpose of taking possession of any and all Dwellings that are on the property or damaging the land in the name of "*mining*" without compensation or consent of the owner.

What about Article I, Section 14 (*Searches and Seizures*) of the Constitution for the State of Alaska which states:

"The right of the people to be secure in their persons, houses, and other property, papers and effects shall not be violated ..."

It is common knowledge in law that upon the grant of entry onto private property by a government employee, the property owner surrenders all rights to be secure in their persons, houses, and other property, papers, and effects. (e.g. <http://tinyurl.com/zgtl6k9>).

How about Article I, Section 18 (*Eminent Domain*) of the Constitution for the State of Alaska which states:

"Private property shall not be taken or damaged for public use without just compensation"

There are no provisions in the "*reservation*" and "*restriction*" clauses of Land Patent No. 6159 that provides "*Compensation*" to the property owner for the taking or damaging of land and real estate for mining purposes.

What about Article I, Section 22 (*Right of Privacy*) of the Constitution for the State of Alaska which states:

"The right of the people to privacy is recognized shall not be infringed. ..."

When the "*reservation*" and "*restriction*" clauses of Land Patent No. 6159 declares that government employees, government agents, and attorneys may enter upon the land of a property owner without notice twenty-four (24) hours a day, seven days a week is a statement that the property owner has no rights to "*privacy*."

Then we get to Article VIII, Section 1 (*Statement of Policy*) of the Constitution for the State of Alaska which states:

"It is policy of the state to encourage the settlement of its land and the development of its resources by making them available for maximum use consistent with public interest"

This is statement that there must be a balance for homesteading and mining. The "*reservation*" and "*restriction*" clauses of Land Patent No. 6159 are "*lopsided*" for they don't provide any rights or protections for the homesteader. The author, *Warner T. May*, and others who drafted the "*reservation*" and "*restriction*" clauses designed Land Patent No. 6159 for the purpose of discouraging private ownership of the lands of the State.

Looking at Article VIII, Section 16 (*Protections of Rights*) of the Constitution for the State of Alaska which states:

"No person shall be involuntarily divested of his right to the use of waters, his interest in lands, or improvements affecting either, except for a superior beneficial use or public purpose and then only with just compensation and operation of law." [*Emphasis added*]

The "*reservation*" and "*restrictive*" clause of Land Patent No. 6159 divest a homesteader of all rights and interest in the land or improvements which the homesteader may make thereon. The Land Patent No. 6159 proclaims that employees and agents of the State (*as well as attorneys*) have unlimited access to the land and the Real Estate of

the property owner for use of the State to explore and develop the mineral resources that may be found upon or under the land. There are no rights to be found when employees of the State of Alaska have laid claim of authority to destroy the land and take the "*Real Estate*" of the property owner without owner consent or compensation in the name of "*mining exploratory*" and the development of mines.

More problems are found in Article VIII, Section 18 (*Private Ways of Necessity*) of the Constitution for the State of Alaska which states:

"Proceeding in eminent domain may be undertaken for private ways of necessity to permit essential access for extraction or utilization of resources. Just compensation shall be made for property taken or for resultant damages to other property rights."

The "*reservation*" and "*restrictive*" clauses of Land Patent No. 6159 circumvents the Constitution for the State of Alaska by "*compelling*" a perspective homesteader to surrender constitutional protected rights for the right of ownership to lands of the State. The "*reservation*" and "*restrictive*" clauses of Land Patent No. 6159 are designed to circumvent the Constitution for the State of Alaska for they declare that the State is not required to use its "*eminent domain*" powers to access and use the lands and Real Estate of the property owner for private ways of necessity of extraction or utilization of resources of the State, nor pay compensation for property taken or for resultant damages to other property rights of the property owner. "***Where rights secured by the Constitution are involved, there can be no rule making or legislation which would abrogate them.***" (*Miranda v. Arizona*, 384 U.S. 436, 491).

Lawful Money Defined

The State of Alaska Land Patent No. 6159 of March 26th, 1982 declares that the City and Borough of Juneau paid "*Ten Dollars*" in "*Lawful Money*" of the United States to the State of Alaska as payment for the land of U.S. Survey 3873 ("*Pederson Hill*") is

statement that is not true. There has been no payments made to the State of Alaska for the transfer of "Title" of "Lands" of the State to the City and Borough of Juneau. There were no "Dollars" in "Lawful Money" of the United States in circulation during the year of 1982 and as there were no provisions in Federal Law that provides the City and Borough of Juneau (as a "Municipal Corporation" of a State) with a medium of exchange that "Pays" the "Debts" due to the State, there is no lawful transfer of "Title" of lands of the State of Alaska to the City and Borough of Juneau.

Notwithstanding the U.S. Court of Appeals, Ninth Circuit court ruling of Mobley M. Milam, Appellant, v. United States of America et al., Appellees, 524 F.2d 629 (1974),^{3/} it is not the place of a Federal Judge to define what constitutes "Lawful Money" for that authority is with the U.S. Congress. The U.S. Congress has defined "Lawful Money" to be "Coin Dollars" or "Currency Dollars" (e.g. "United States Notes") of the government of The United States of America as declared within several "Coinage Acts" over the past two hundred (200) years of our Nation. The last "Coin Dollar" to be issued was the "Susan B. Anthony Coin Dollar" that was minted from 1979 to 1981 and was pulled from circulation for being unpopular with the public. Congress tried again in the year of 1999 to mint the "Susan B. Anthony Coin Dollar" without much success.^{4/} The last "Currency Dollar" to be printed and circulate as "Lawful Money Dollars" of The United States of America was the "Series 1963 United States Note." This "Note" of the United States was identified with the words: "**UNITED STATES NOTE**" and "**THE UNITED STATES OF AMERICA {denomination value} DOLLARS**" with a "Red Seal" of the U.S. Treasury being displayed on its face.

^{3/} The Court cites the U.S. Supreme Court case of Juilliard v. Greenman, 110 U.S. 421, 448, 4 S. Ct. 122, 130, 28 L. Ed. 204 (1884) in support of its ruling. The Court erred in declaring that the lawful money authority of Juilliard v. Greenman was delegated to the Federal Reserve Bank under 31 USC 411. To the contrary; 31 USC 411 explicitly states that Federal Reserve Bank Notes are not "lawful money" of the government of The United States of America. (see infra.). The Court also cites 31 USC 392 (now codified as 31 USC 5103) which only declares that the "Notes" of the Federal Reserve Bank shall be "Legal Tender" for debts public and private, not "Lawful Money" of The United States of America.

^{4/} see Internet Hyperlink <http://tinyurl.com/zdvxc76>



This "Note" of the United States was issued by "Executive Order" of President John F. Kennedy. Upon Lyndon B. Johnson taking his "Oath of Office" on November 22, 1963 as President of the United States, President Johnson issued forth a "Presidential Executive Order" mandating the pulling of the "1963 Series United States Notes" from circulation. Please take notice that "Lawful Money" of the United States of America is "Legal Tender," but not all "Legal Tender" is "Lawful Money." From hard knocks of lawsuits, the "Banks" of our Nation no longer use the term "Lawful Money" within their Bank issued "Mortgages."

Under the "CLEARFIELD DOCTRINE" of Clearfield Trust Co. v. United States, 318 U.S. 363-371 (1942), the U.S. Supreme Court has declared that when governments operate under securities / federal reserve notes (USA) they devolve to corporate status operating under corporate policies. There is **NO IMMUNITY** for any individual or person who does business in commercial paper under the Erie and Clearfield Doctrine. [see F.R.C.P. Evidence 902 para. 9, but not limited to these laws]. The "Notes" of the Federal Reserve Bank are not "Lawful Money" of the United States:

12 U.S. Code § 411 - Issuance to reserve banks; nature of obligation; redemption

"Federal reserve notes, to be issued at the discretion of the Board of Governors of the Federal Reserve System for the purpose of making advances to Federal reserve banks through the Federal reserve agents as hereinafter set forth and for no other purpose, are authorized. The said notes shall be obligations of the United States and shall be receivable by all national and member banks and Federal reserve banks and for all taxes, customs, and other public dues. **They shall be redeemed in lawful money on demand** at the Treasury Department of the United States, in the city of Washington, District of Columbia, or at any Federal Reserve bank." [*Emphasis added*]

(Dec. 23, 1913, ch. 6, § 16 (par.), 38 Stat. 265; Jan. 30, 1934, ch. 6, § 2(b)(1), 48 Stat. 337; Aug. 23, 1935, ch. 614, title II, § 203(a), 49 Stat. 704.)

31 U.S. Code § 5103 - Legal Tender

"United States coins and currency (including Federal reserve notes and circulating notes of Federal reserve banks and national banks) are legal tender for all debts, ^{5/} public charges, taxes, and dues. Foreign gold or silver coins are not legal tender for debts." [*Emphasis added*]

(Pub. L. 97-258, Sept. 13, 1982, 96 Stat. 980; Pub. L. 97-452, § 1(19), Jan. 12, 1983, 96 Stat. 2477.)

^{5/} Please take notice that the U.S. Congress did not declare that "*Federal Reserve Notes*" and the Coins and Currency of the United States is a "*Legal Tender*" for "*payment*" of debts.

31 U.S.C.A. § 463; [HJR 192 of June 5, 1933; 73d Congress. Sess I. Ch. 48], states in part

"Every provision contained in or made with respect to any obligation which purports to give the obligee a right to require payment in gold or a particular kind of coin or currency, or in an amount in money of the United States measured thereby, is declared to be against **public policy**; and no such provision shall be contained in or made with respect to any obligation hereafter incurred. Every obligation, heretofore or hereafter incurred, whether or not any such provision is contained therein or made with respect thereto, shall be **discharged** upon payment, dollar for dollar, in any coin or currency which at the time of payment is legal tender for public and private debts." ^{6/} [Emphasis added]

Notwithstanding the Court Cases of Chermack v. Bjornson, 302 Minn. 213, 223 N.W.2d 659, 660-61 (1974), cert. denied, 421 U.S. 915, 95 S.Ct. 1573, 43 L.Ed.2d 780 (1975); Accord Rush v. Casco Bank and Trust Co., 348 A.2d 237 (Me. 1975); Leitch v. State, Department of Revenue, 519 P.2d 1045 (Or. App. 1974); and Gordon W. Epperly, Appellant, v. State of Alaska, Appellee., 648 P.2d 609 (Ak. 1982) in which the Courts were not asked the proper question: "**By what authority does the U.S. Congress rely upon to grant the States of the Union authority to 'Discharge' their Debts in Bankruptcy?**" no State has made a payment on their "Debts" since the year of 1933.

One should take "Judicial Notice" that the governments of the States are governed by "Constitutions," not by "Public Policies" of the U.S. Congress. The "Public Policies" of the U.S. Congress are not "Public Laws" of our Nation and they apply only to "Agencies" and "Departments" of the government of the United States and those "citizens" which the U.S. Congress has jurisdiction over under the [purported] Fourteenth Amendment to the U.S. Constitution. As no State of the Union are "citizens" of the United States and as no authority may be found within any Federal or State Constitution that allows a State or its "Political Subdivisions" to "Discharge" their "Debts" in Bankruptcy, those "Debts" are

^{6/} For full text of HJR 192, see Internet Hyperlink: <http://tinyurl.com/jq5w5t3>

required to "*Paid*" and the only medium of exchange that may pay the "*Debts*" of a State is a "*Coin*" of Gold or Silver (U.S. Const., Art. I, Sec. 10, Cl. 1). The "*Notes*" of the Federal Reserve Banks (*Commercial Paper*) only "*Discharge Debts*" to some period of time in the future for payment when those "*Notes*" are presented for and are redeemed in "*Lawful Money*" of the United States. (see HJR 192 of June 5, 1933 [73d Congress, Sess. I, Ch. 48]). **FEDERAL RESERVE "NOTES" ARE NOT "DOLLARS" NOR ARE THEY "UNITED STATES NOTES" OF THE U.S. DEPARTMENT OF TREASURY.**

Please take notice that the Federal Reserve Bank is a private bank ^{7/} in which its "*Notes*" are regulated by private law of the "Uniform Commercial Code [UCC]." ^{8/} The wording "***Pay to the Bearer on Demand***" the declared value of the "*Note*" which appears on the face of older "Federal Reserve Notes" may be found on the Internet at: <http://tinyurl.com/zdy3o6m>. Since the year of 1963, the Federal Reserve Bank no longer honors the '*Pay to the Bearer on Demand*' "***Dollars***" for its "*Notes*" but instead, the "Board of Governors" of the Federal Reserve Bank have taken upon themselves (without authority of law) to declare that their "Federal Reserve Notes" are now "*Dollars*." {which usurpation of power and authority does not seem to bother the "Legislatures" of the States nor the "U.S. Congress"}.

PLEASE TAKE NOTICE OF THE FOLLOWING:

1. That, Legal tender under the Uniform Commercial Code (U.C.C.), Section 1-201 (24) ^{9/} (Official Comment); "The referenced Official Comment notes that the definition of *money* is not limited to *legal tender* under the U.C.C. The test adopted is that of sanction of government, whether by authorization before issue

^{7/} see U.S. Court of Appeals case of "Lewis v. United States, 680 F.2d 1239 (1982)." In truth, "*Agents*" of a foreign Country known as "Vatican City State" holds the seats of the "Board of Governors" of the Federal Reserve Bank and as such, the "Papacy" of the Roman Catholic Church controls the economy of The United States of America and of the World.

^{8/} Did you know that the Uniform Commercial Code [UCC] is "*private law*" that was "*patented*" in the year of 1952? With permission of the "Patent Holders," the States of the Union have adopted the "UCC" as a law of their States. (See Internet Hyperlink: <http://tinyurl.com/hawzadj>).

^{9/} see Internet Hyperlink: <http://tinyurl.com/zmzqcup>

or adoption afterward, which recognizes the circulating medium is a part of the official currency of that government. The narrow view that money is limited to legal tender is rejected."

2. That, the Federal Reserve Bank in its booklet; MODERN MONEY MECHANICS /¹⁰ page 3, states; "In the United States neither paper currency nor deposits have as commodities, Intrinsically, a dollar bill is just a piece of paper, deposits merely book entries."
3. That the "giving a (federal reserve) note does not constitute payment." See Echart v. Commissioners C.C.A., 42 Fd2d 158.
4. That the use of a (federal reserve) 'Note' is only a promise to pay. See Fidelity Savings v. Grimes, 131 P2d 894.
5. That Legal Tender (federal reserve) Notes are not good and lawful money of the United States. See Rains v. State, 226 S.W. 189.
6. That (federal reserve) 'Notes do not operate as payment in the absence of an agreement that they shall constitute payment.' See Blackshear Mfg. Co. v. Harrell, 2 S.E.2d 766.
7. Also, Federal Reserve Notes are valueless. (See IRS Code Section 1.1001-1 (4657) C.C.H. /¹¹).
8. In light of the holding of Fidelity Bank Guarantee vs. Henwood, 307 U.S. 847 (1939), /¹² take notice of ... "As of October 27, 1977, legal tender for discharge of debt is no longer required. That is because legal tender is not in circulation at par with promises to pay credit. There can be no requirement of repayment in legal tender was not loaned [nor in circulation] and repayment [or payment] need only be made in equivalent kind; A negotiable instrument."
9. **UCC 3-603**; /¹³ "If tender of payment of an obligation to pay an instrument is made to a person entitled to enforce the instrument and the tender is refused, there is discharge, to the extent of the amount of the tender ..." and:

^{10/} A PDF copy of booklet "MODERN MONEY MECHANICS" may be downloaded from the Internet at: <http://tinyurl.com/25pekI>

^{11/} see PDF Document of IRS Code Section 1.1001-1 at: <http://tinyurl.com/h5scm8r>

^{12/} see Internet Hyperlink: <http://tinyurl.com/zz3t8et>

^{13/} see Internet Hyperlink: <http://tinyurl.com/jbtkrnm>

10. **ORS 81.010**; ¹⁴ "Effect of unaccepted offer in writing to pay or deliver. An offer in writing to pay a particular sum of money or to deliver a written instrument or specific personal property is, if not accepted, equivalent to the actual production and tender of the money, instrument or property." (The latter here operates via the rule of Para Materia in all other States.)

I realize that most of you that read this written "*Testimony*" will be saying to yourselves that "*Payment vs. Discharge*" and "*Legal Tender vs. Lawful Money*" are frivolous arguments that may be swept under the rug. Don't fool yourselves. The monetary laws of our Nation are not frivolous.

The State of Alaska Land Patent No. 6159 is a defective document conferring no rights of "*Title*" to any lands described therein. The City and Borough of Juneau (CBJ) has no lawful "*Title*" of ownership to land described as USS Survey 3873 (Pederson Hill).

Nexus

The nexus that exist between Gordon Warren Epperly and the "*State of Alaska Land Patent No. 6159*" is his wife's ownership of "*land*" and "*Real Estate*" that borders the land of U.S. Survey 3873. This land of the Epperly's is "*Federal Patented*" land that is described as follows:

"Lot 6 of the Mendenhall Peninsula Small Tract unit No. 2 of the land embraced in U.S. Survey 3260, situated about 11 miles northwest of Juneau, Alaska."

The issuance of "*Title*" to this land is founded upon Federal Land Patent No. 1185194 as issued to "*Elizabeth Kristina Warwick*" on July 31st, 1958 in the District of Columbia in the year of Independence of the United States the One Hundred and Eighty-Third. The Patent claimant, "*Elizabeth Kristina Warwick*" is the grandmother of my wife whose

^{14/} see Internet Hyperlink: <http://tinyurl.com/hbbsgag>

maiden name is "Esther Katherine Madsen." My wife, "Esther Katherine Epperly" (Madsen) is the heir and assignee of "Federal Land Patent No. 1185194" and is the holder of the "Title" to the above described land.

Notwithstanding that the City and Borough of Juneau has, and is, obstructing the granting of "Rights" of the above described "Federal Land Patent," the provisions of the Alaska Statehood Act, and the Constitution for the State of Alaska in preventing the Epperly's to the "full use and enjoyment of the land" by regulating the land with "Zoning Ordinances" and assessment of "ad valorem taxes" upon the land. The Epperly's are not "Tenants" on the land to which "ad valorem taxes" may lawfully be assessed, for they are "owners" Federal Patented land that has immunity from such taxes. /¹⁵

Nevertheless, the Epperly's have paid "ad valorem taxes" over the years in support of services which the City and Borough Juneau has provided to their land and Real Estate. As an unspecified amount of "ad valorem taxes" of the Epperly's are being used to finance the development of U.S. Survey 3873 (Pederson Hill) property, said expenditure of "ad valorem tax" revenue of the City and Borough of Juneau upon land which it does not own is "Nexus" for the Epperly's to file this "Objection" with the State of Alaska and with the City and Borough of Juneau.

The fact that the State of Alaska has made it clear within its Land Patent No. 6159 that it is the desire of the State to develop the land for mining use, an activity which may be detrimental to the Federal Patented land of the Epperly's and the fact that the City and Borough of Juneau is using "monies" of "ad valorem taxes" as assessed upon the land of the Epperly's to fund a development of lands to which it does not own for want of having a lawful "Title" to the land in its possession is the "Nexus" that authorizes

^{15/} This immunity comes from the fact that a taxpayer failure to pay an "ad valorem tax" results in the taking of his land by the government. This taking of land for such taxes is a deprivation of the "full use and enjoyment of the land" that is guaranteed to the holder of a "Federal Land Patent" in the State of Alaska as it violates the "full use and enjoyment of the land" guarantee clause of Section 6(a) & 6(b) of the Alaska Statehood Act [Pub. L. 85-508, 72 Stat. 339] and which in turn violates the "consent" clause of Article XII, Section 13 (Consent to Act of Admission) to the Constitution for the State of Alaska.

the Epperly's to make "*Objections*" to any sale of land of U.S. Survey 3873 or any further expenditure of moneys on what is identified as the development of a Twenty (20) Acre Subdivision of "Pederson Hill."

Conclusion

The "Director" for the Division of Technical Services of the Department of Natural Resources for the State of Alaska did issue forth a "Land Patent" in the name of the State of Alaska to a "Municipal Corporation" known as the City and Borough of Juneau. This "Land Patent" describes several parcels of lands of the State of Alaska that was "sold" under the mandate of Article VIII, Section 9 (Sales and Grants) of the Constitution for the State of Alaska:

"Subject to the provisions of this section, the legislature may provide for the sale or grant of state lands, or interest therein, and establish sales procedures. All sales or grants shall contain such reservations to the State of all resources as may be required by Congress or the State and shall provide for access to these resources. Reservations of access shall not impair the owners' use, prevent the control of trespass, or preclude compensation for damages."

The "*restrictions*" and "*reservations*" that were drafted for the State of Alaska "Land Patent No. 6159" appears to have been written without the "*Staff*" of the Division of Technical Services of the Department of Natural Resources for the State of Alaska conferring to the "*limitations of power*" clauses of the "Constitution" for the State of Alaska. The "*restrictions*" and "*reservations*" are written overly broadly and they do impair the "Rights" of a Property Owner to the use of the land and prevents the Property Owner from establishing controls of trespass. The "*restrictions*" and "*reservations*" clauses as written makes it clear that the "Rights" of the Property Owner as found within many provisions of the Alaska State Constitution have been "*circumvented*" including the "Right" to be compensated for any damages that the State or its "*Agents*" and "*Employees*" may do to the land and Real Estate of the Property Owner or the "Rights" of the Property Owner to be secured in his "*Dwelling*"

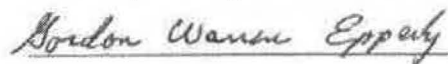
or his "Rights of Privacy." As Land Patent No. 6159 does not conform to many "Sections" of the Alaska State Constitution, the "Land Patent" is a "*defective instrument*" that is without authority to transfer any "Title" of lands of the State of Alaska into the hands of any "Grantee."

In regard to Article VIII, Section 9 of the Constitution for the State of Alaska the following request is made of the "Commissioner" for the State of Alaska, Department of Natural Resources:

1. Please provide a true and correct copy of the "*Directive*" / "*Law*" of the Alaska State Legislature that authorizes the sale and the procedure of the sale of lands that are described within Alaska Land Patent No. 6159.
2. Please provide the legal description of the "*right-of-ways*" that are to be used to access resources of the State on the lands as described within Alaska Land Patent No. 6159.
3. Correct the identified "*defects*" of Alaska Land Patent No. 6159 so that the Land Patent will be in conformity with all provisions of the Alaska State Constitution.
4. Provide the people of the City and Borough of Juneau with lawful "Titles" to lands sold under "State Land Patents" showing that all perspective property owners have "*natural rights*" to the land as identified within the Alaska State Constitution.

A demand is place upon the "Staff" of the City and Borough of Juneau to cease and desist in expending funds of the City and Borough of Juneau (CBJ) for the development of U.S. Survey 3873 (Pederson Hill) until such time the "Commissioner" of the State of Alaska, Department of Natural Resources provides the CBJ with a lawful "Title" and "Land Patent" for said described lands.

Respectfully Submitted



Gordon Warren Epperly

Exhibit "A"

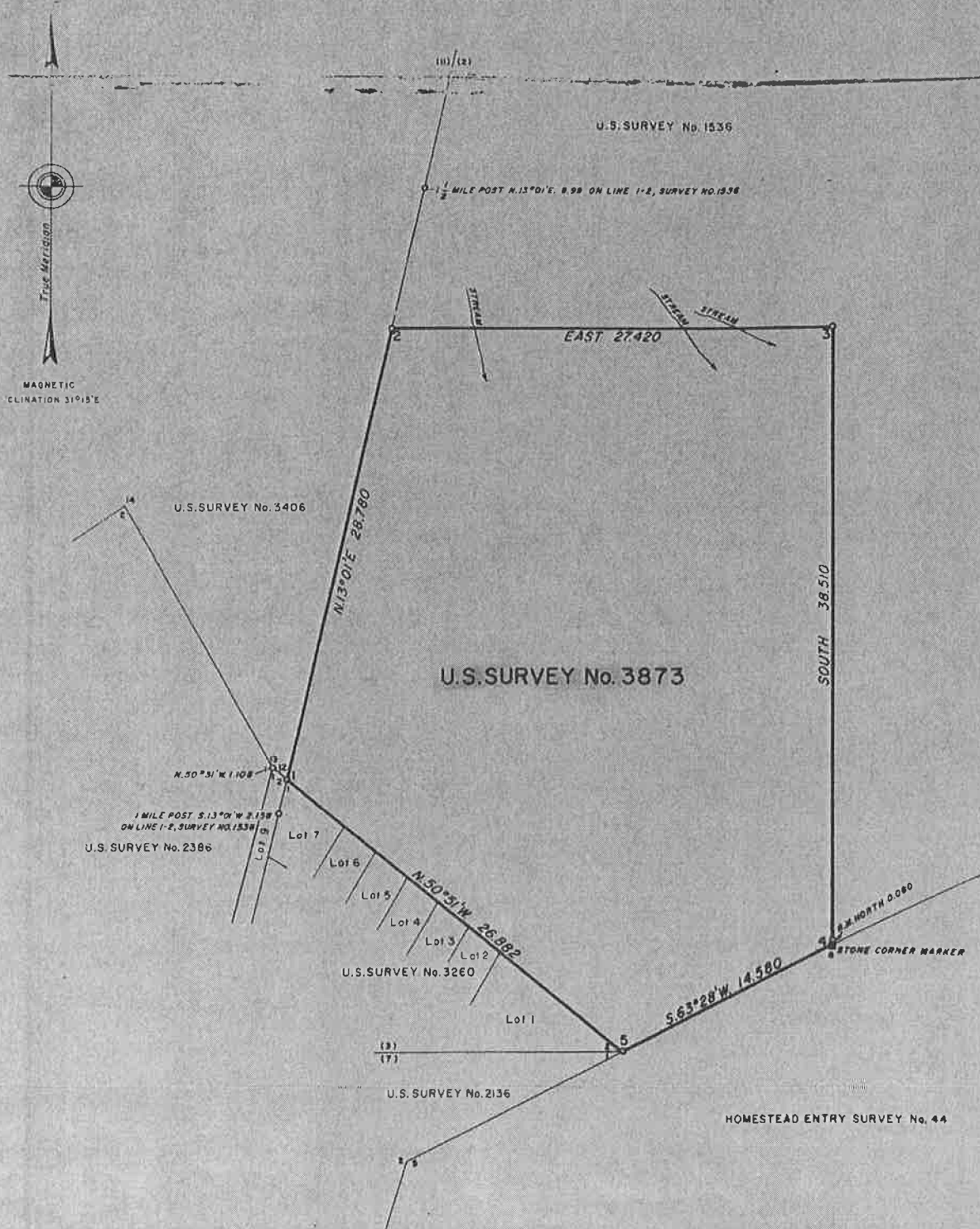


Exhibit "B"

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Juneau Recording District

State of Alaska



Patent

No. 6159

Know All Men By These Presents that the State of Alaska, in consideration of the sum of TEN AND NO/100----- DOLLARS lawful money of the United States, and other good and valuable considerations, now paid, the receipt whereof is hereby acknowledged, does hereby grant to _____ CITY AND BOROUGH OF JUNEAU _____ 155 South Seward Street, Juneau, Alaska 99801 and to its successors and assigns, all that real property situated in the ~~Borough of~~ City and Borough of Juneau, State of Alaska, and described as follows:

U.S. SURVEY NO. 3266, ALASKA

LOT 29, containing 3.20 acres. Excluding the Glacier Highway Right-of-Way (Airport Road to Tee Harbor) Alaska Project No. F-095-4. Subject to Right-of-Way ACS Cable Pole and Land Lease ADL 39218.

LOT 28, containing 3.82 acres. Subject to Right-of-Way ACS Cable Pole and Land Lease ADL 39218.

ACCORDING TO U.S. SURVEY NO. 3266, ALASKA, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON JUNE 22, 1954.

U.S. SURVEY NO. 2389, ALASKA

LOT A-1, containing 2.41 acres. Excluding the Glacier Highway Right-of-Way (Airport Road to Tee Harbor) Alaska Project No. F-095-4.

ACCORDING TO THE SUPPLEMENTAL PLAT OF U.S. SURVEY NO. 2389, ALASKA, SHOWING LOT A-1, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON MARCH 15, 1961.

U.S. SURVEY NO. 3274, ALASKA

LOT 54, containing 0.70 acres. Excluding the Glacier Highway Right-of-Way (Airport Road to Tee Harbor) Alaska Project No. F-095-4.

ACCORDING TO U.S. SURVEY NO. 3274, ALASKA AND DEPENDENT RESURVEYS OF LINE 6-7, U.S. SURVEY NO. 2386 AND LINE 1-2, U.S. SURVEY NO. 2741, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON MAY 4, 1954.

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U.S. SURVEY NO. 3261, ALASKA

LOT 66, containing 0.48 acres. Excluding the Fritz Cove Road Right-of-Way (Alaska Project No. S-0970(2), Parcel No. 19, Right-of-Way Permit ADL 21897).

Subject to a maximum 50 foot wide easement pursuant to A.S. 38.05.127(a)(2) for access from the Fritz Cove Road Right-of-Way to the line of mean high water of Auke Bay.

LOT 45, containing 0.67 acres.
 Subject to Right-of-Way Permit BLM Serial No. A-021881-A (J-010086).
 Subject to Right-of-Way Permit ADL 25335.

ACCORDING TO U.S. SURVEY NO. 3261, ALASKA, AND DEPENDENT RESURVEYS OF PORTIONS OF ADJOINING U.S. SURVEYS NOS. 2112, 2281 AND 2546 ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON APRIL 21, 1954.

U.S. SURVEY NO. 2390

RIGHT-OF-WAY LOT, containing 0.79 acres. Excluding the Fritz Cove Road Right-of-Way Alaska Project No. S-0970(2).

ACCORDING TO THE PLAT OF U.S. SURVEY NO. 2390 OF THE FRITZ COVE GROUP OF HOMESITES, TRACTS A AND B, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE IN WASHINGTON, D.C., ON MARCH 4, 1940.

U.S. SURVEY NO. 3814, ALASKA

LOT 1, containing 1.15 acres. Excluding the Mendenhall Peninsula Road.

Subject to a maximum 50 foot wide easement pursuant to A.S. 38.05.127(a)(2) for access from the Mendenhall Peninsula Road Right-of-Way to the Mendenhall Wetlands State Game Refuge Boundary Line.

Subject to a reservation for the Mendenhall Wetlands State Game Refuge pursuant to A.S. 16.20.034.

The reservation for access along public and navigable waters is waived along Gastineau Channel.

ACCORDING TO U.S. SURVEY NO. 3814, ALASKA, EMBRACING LOTS 1 AND 2, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON FEBRUARY 23, 1961.

U.S. SURVEY NO. 3873, ALASKA

Containing 121.56 acres.
 Subject to Water Right Permit Nos. ADL 43542, ADL 79918 and ADL 79284.
 Subject to ADL 79285, ADL 79962 and ADL 101705.

ACCORDING TO U.S. SURVEY NO. 3873, ALASKA, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON SEPTEMBER 12, 1963.

U.S. SURVEY NO. 3054, ALASKA

LOT 18A, containing 0.73 acres.
 Subject to Right-of-Way ACS Cable Pole.

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Subject to a maximum 50 foot wide easement pursuant to A.S. 38.05.127(a)(2) for access from the Point Lena Loop Road Right-of-Way to the line of mean high water of Auke Bay.

LOT 25A, containing 0.32 acres.

Subject to a maximum 50 foot wide easement pursuant to A.S. 38.05.127(a)(2) for access from the Glacier Highway Right-of-Way to the line of mean high water of Auke Bay.

ACCORDING TO U.S. SURVEY NO. 3054, ALASKA, LENA POINT NO. 2, SMALL TRACT GROUP EMBRACING LOTS 16 TO 34 INCLUSIVE, AND LOTS 18A AND 25A, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON NOVEMBER 6, 1951.

U.S. SURVEY NO. 2392, ALASKA

LOT DD OF TRACT A, containing 4.97 acres.

ACCORDING TO U.S. SURVEY NO. 2392, ALASKA, AUKE LAKE GROUP OF HOMESITES, TRACT A, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, GENERAL LAND OFFICE IN WASHINGTON, D.C., ON MARCH 20, 1940.

U.S. SURVEY NO. 3055, ALASKA

LOT 3A, containing 0.14 acres.

ACCORDING TO U.S. SURVEY NO. 3055, ALASKA, LENA COVE NO. 1, SMALL TRACT GROUP EMBRACING LOTS 1 TO 22 INCLUSIVE, AND LOTS 3A, 10A, 16A, AND 21A, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON AUGUST 8, 1952.

Subject to a maximum 50 foot wide easement pursuant to A.S. 38.05.127(a)(2) for access from the Point Lena Loop Road Right-of-Way to the line of mean high water of Lena Cove.

U.S. SURVEY NO. 3051, ALASKA

LOT 10A, containing 0.15 acres.

ACCORDING TO U.S. SURVEY NO. 3051, ALASKA, POINT LOUISA SMALL TRACT GROUP EMBRACING LOTS 1 TO 10 INCLUSIVE, AND LOTS 10A, 10B AND 10C, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON NOVEMBER 6, 1951.

U.S. SURVEY NO. 3260, ALASKA

LOT 9, containing 0.91 acres.

LOT 11, containing 0.95 acres.

ACCORDING TO U.S. SURVEY NO. 3260, ALASKA, MENDENHALL PENINSULA SMALL TRACT UNIT NO. 2, LOTS 1 TO 39 INCLUSIVE, ACCEPTED BY THE UNITED STATES DEPARTMENT OF THE INTERIOR, BUREAU OF LAND MANAGEMENT IN WASHINGTON, D.C., ON MARCH 26, 1954.

CONTAINING AN AGGREGATE OF 142.95 ACRES, MORE OR LESS.

Subject to valid existing trails, roads and easements.

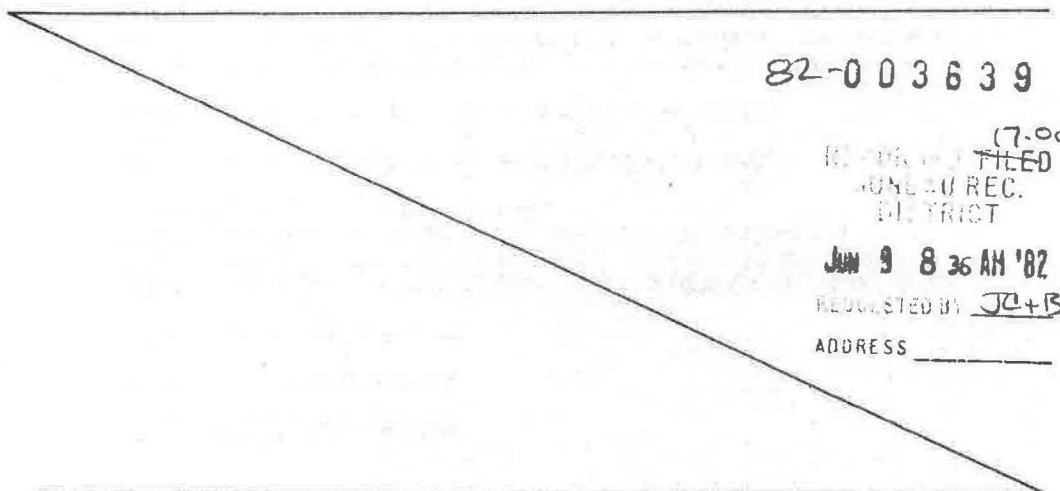
The Grantee may manage all easements pursuant to A.S. 38.05.127(a)(2) stated above, including but not limited to authorizing the placement of improvements within the easements, the expansion, relocation or reduction of the easement widths stated above to not less than 10

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feet, or other modification of the easements as long as the purpose of the easements is not substantially impaired and the need of the public for the easements is met.

Net chargeable acreage under A.S. 29.18.201 is 142.00 acres.



82-003639

FILED
 JUNEAU REC.
 DISTRICT
 JUN 9 8 36 AM '82
 REQUESTED BY JC+B
 ADDRESS _____

Township 40 SOUTH, Range 65 EAST, COPPER RIVER Meridian.

Alaska, according to the official survey thereof numbered USS 2392, USS 3055, USS 3051, USS 3260, USS 3054, USS 3266, USS 2389, USS 3274, [USS 3873] USS 3261, USS 2390, USS 3814
 Save And Except those restrictions appearing in the Federal Patent or other conveyance by which the Grantor acquired title;

And Further, Alaska, as Grantor, hereby expressly saves, excepts and reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, all oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils of every name, kind or description, and which may be in or upon said lands above described; or any part thereof; and the right to explore the same for such oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils, and it also hereby expressly saves and reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right to enter by itself, its or their agents, attorneys, and servants upon said lands, or any part or parts thereof, at any and all times for the purpose of opening, developing, drilling, and working mines or wells on these or other lands and taking out and removing therefrom all such oils, gases, coal, ores, minerals, fissionable materials, geothermal resources, and fossils, and to that end it further expressly reserves out of the grant hereby made, unto itself, its lessees, successors, and assigns forever, the right by its or their agents, servants and attorneys at any and all times to erect, construct, maintain, and use all such buildings, machinery, roads, pipelines, powerlines, and railroads, sink such shafts, drill such wells, remove such soil, and to remain on said lands or any part thereof for the foregoing purposes and to occupy as much of said lands as may be necessary or convenient for such purposes hereby expressly reserving to itself, its lessees, successors, and assigns, as aforesaid, generally all rights and power in, to, and over said land, whether herein expressed or not, reasonably necessary or convenient to render beneficial and efficient the complete enjoyment of the property and rights hereby expressly reserved.

To Have And To Hold the said land, together with the tenements, hereditaments, and appurtenances thereunto appertaining, unto the said Grantee and its successors and assigns forever.

In Testimony Whereof the State of Alaska has caused these presents to be executed by the Director of the Division of Technical Services, Department of Natural Resources, State of Alaska, pursuant to delegated authority, this 26th day of March, A.D., 19 82.

Warner T. May
 For Director, Division of Technical Services

State of Alaska)
) ss.
THIRD Judicial District)

This Is To Certify that on the 26th day of March, 19 82, appeared before me
Warner T. May

who is known to me to be the Director of the Division of Technical Services, Department of Natural Resources, State of Alaska, or the person who has been lawfully delegated the authority of said Director to execute the foregoing document; that he executed said document under such legal authority and with knowledge of its contents; and that such act was performed freely and voluntarily upon the premises and for the purposes stated therein.



Notary Public in and for Alaska
 My Commission expires July 29, 1984
 State Record of Patents
 Vol. LXII
 Page 59
 ADL No. 101081, 100878
 Patent No. 6159



2/11/17

City & Borough of Juneau
Community Development Dept.
155 S. Seward St.
Juneau, AK. 99801

Attn: Eric Feldt,et.all

RE: Phase 1, 2 & 3 Pederson Hill Sub.

Gentlemen,

I wish to go on record as objecting to this proposed subdivision on Pederson Hill. See following reasons listed below.

1. By flooding the market you will make it difficult for property owners who wish to sell. As you know Juneau's property have been inflated for years & with cheaper land & homes available no one will be able to recoup the difference between what they paid & what they can sell their house&lot for.
2. You appear to be compeating with private land developers. The C/B/J should not be involved in land development. Sell the land to the private sector as undeveloped.
2. Has anyone made a study on the amount of water & run off Pederson Hill soaks up with its natural ground cover & trees? I think you would be surprised by the answer.
3. Have you considered that Pederson Hill is a major wildlife corridor & habitat. The number of deer, bear, porcupines, mink, weasels, fox, cyotes, wolves, & birds that live on Pederson Hill is amazing. Where are they going to go?
3. The tiny lots do not appear to big enough for a house & parking for 2 cars. Most families have 2 cars & a child or children. You said at the meeting at the Library that there would be no"on"street parking. This is a problem.
5. The entry and exit to the Pederson Hill Subdivision will be hazardous. Having any where from 86 to 150 plus cars coming & going with out a proper Glacier Highway/Subdivision intersection with a stop light(ON A HILL)is dangerous. RETHINK THIS!
6. I appreciate the horse trail but strongly object to it being obviously attached to Swampy Acres. We do not need people using our land for public use. As you are aware the families in the subdivision will be using the horse trail for bikés, hiking & walking their many dogs. We do not need them using our property for a short cut. PLEASE REROUTE THE HORSE TRAIL TO ALONG SIDE THE ROAD WHICH ENTERS FROM GLACIER HWY.(see photo)

Please consider my observations. I have lived in Juneau all my life & was born here. I do not think you are doing anyone any favors wasting money on this Pederson Hill Project.

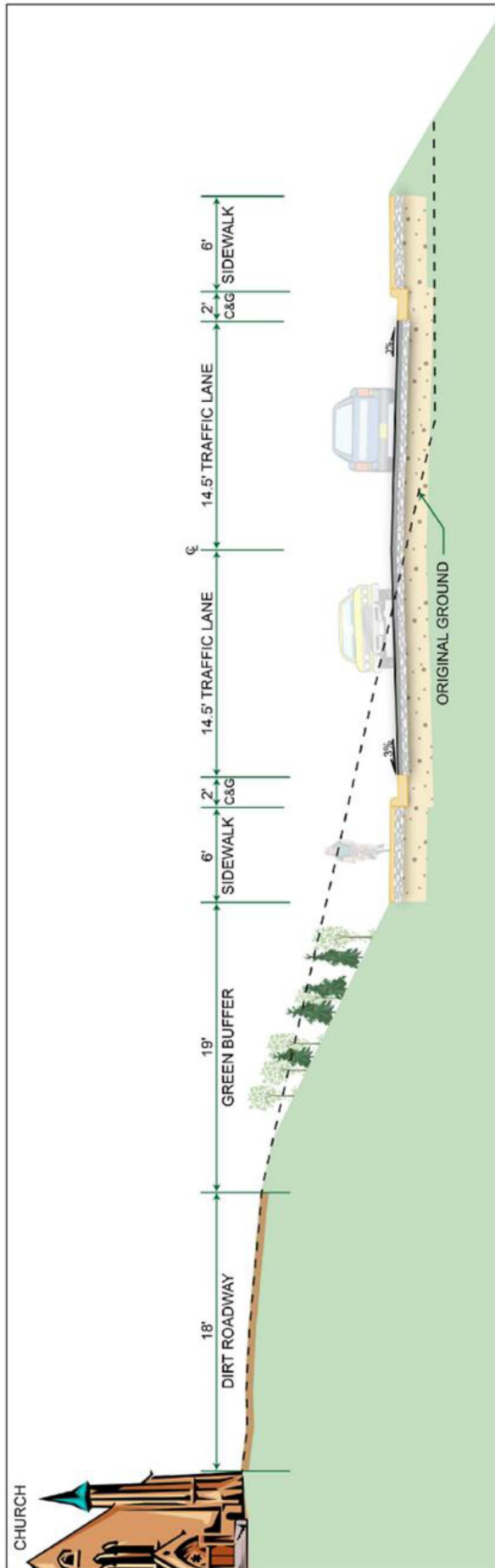
Sincerely, *Esther K. Epperly*
Esther K. Epperly, Box 34358, Juneau, AK. 99803
10440 Glacier Highway/Swampy Acres

Ph#789-5659

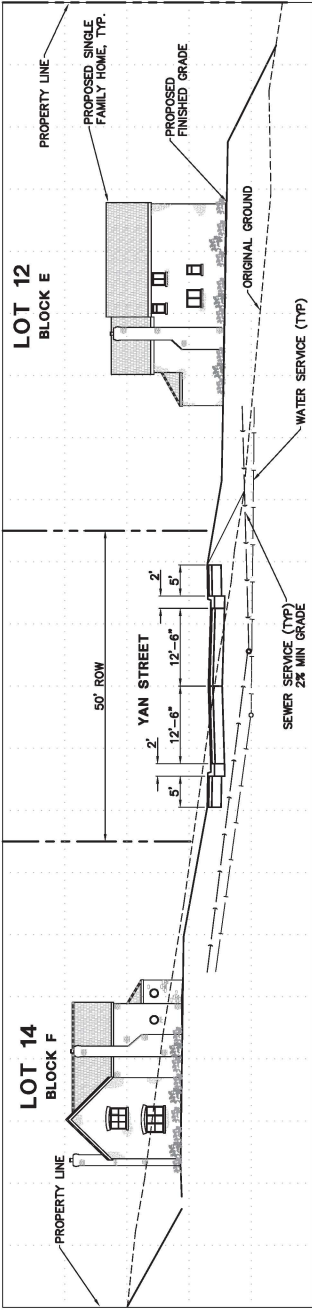
2/2/17 Moon Belt 100 foot wide roadbed along existing lots 155 3260



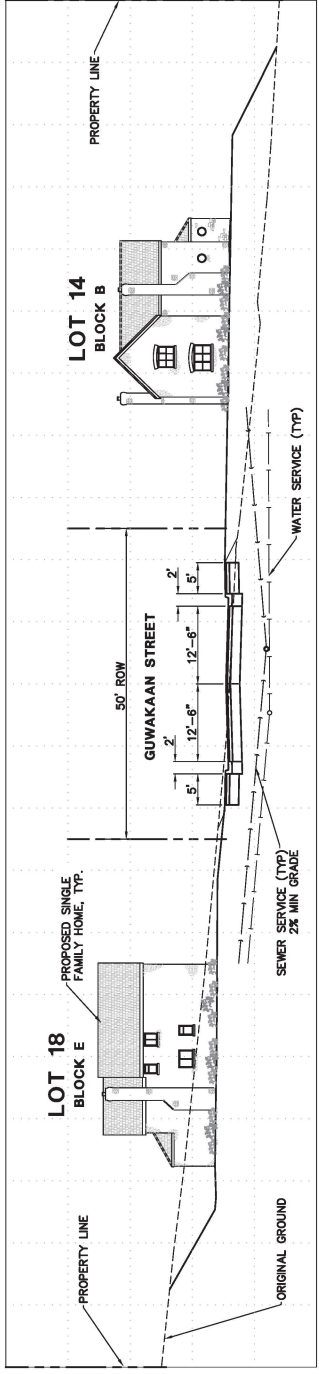
Conceptual Profile Karl Reishus Boulevard



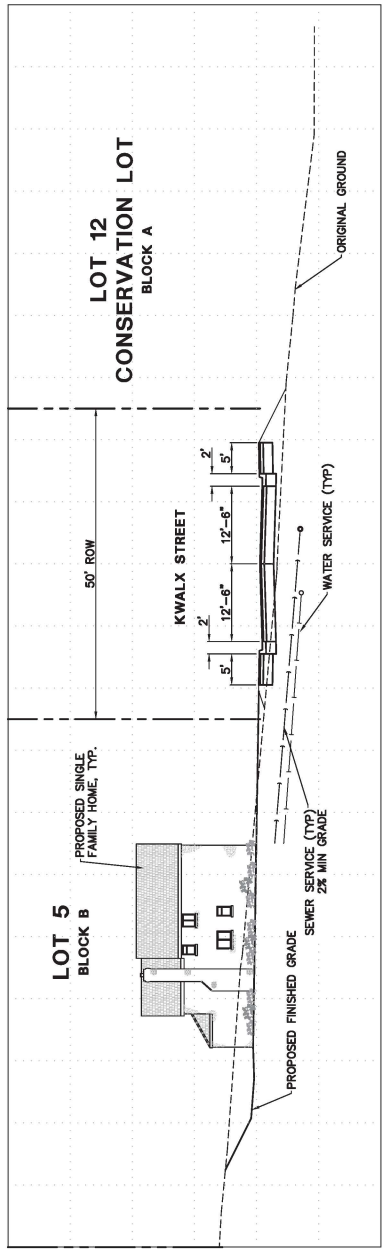
SECTION A - ROAD BELOW CHURCH



D CROSS SECTION
1" = 10'



D CROSS SECTION - CONTINUED
1" = 10'

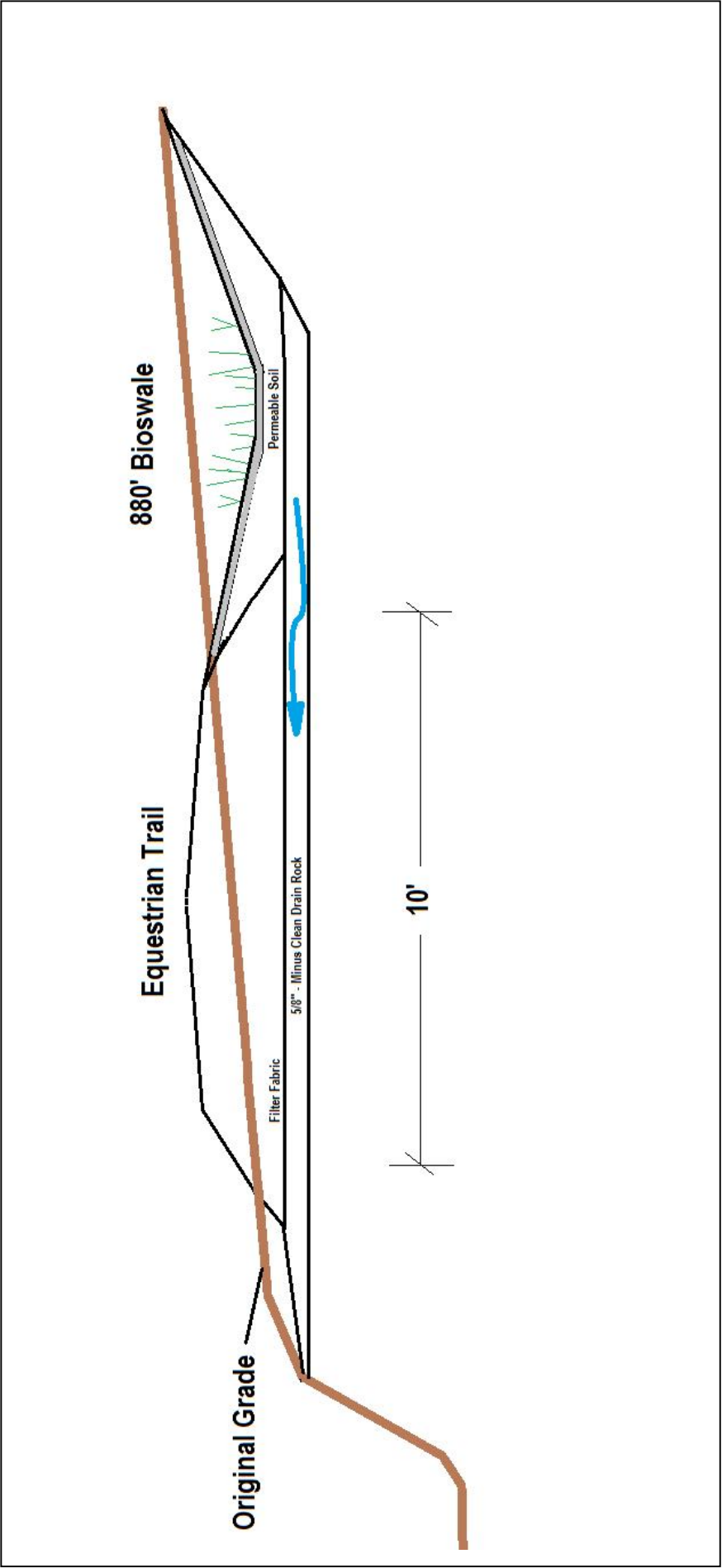


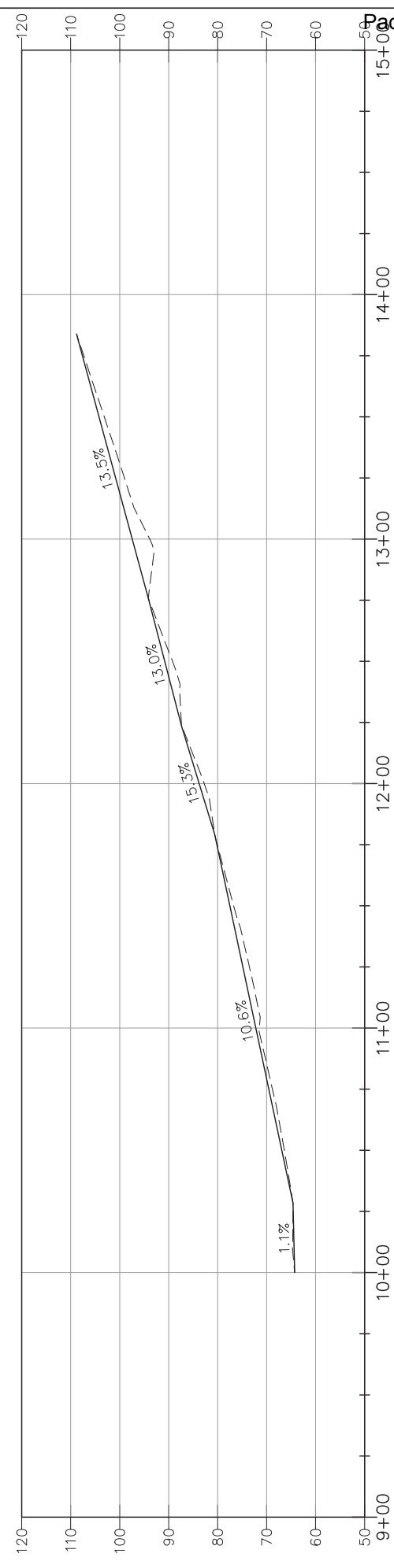
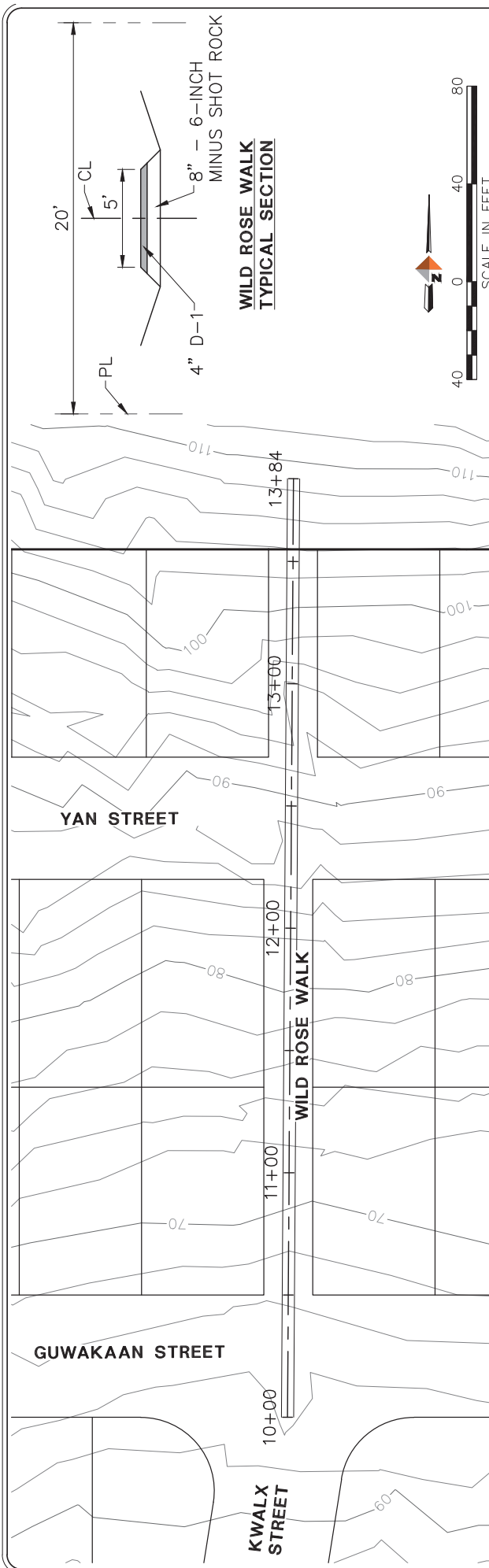
D CROSS SECTION - CONTINUED
1" = 10'



 DOWL Consulting Engineers • Land Surveyors • Construction Administration JOB No. J70887 DRAWN BY: STAFF DESIGNED BY: N. KOBBS CHECKED BY: STAFF DATE: JAN. 2018	 CITY/BOROUGH OF JUNEAU ALASKA'S CAPITAL CITY DEPARTMENT OF ENGINEERING	PEDERSON HILL	PEDERSON HILL CROSS SECTION	SHEET NO. 2 of 2
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**Profile View of Equestrian Trail (Preliminary)
Provided by Applicant**





 CITY OF ANCHORAGE ALASKA'S CAPITAL CITY DEPARTMENT OF ENGINEERING	 DOWL Consulting Engineers • Land Surveyors • Construction Administration 5368 Commercial Blvd. Juneau, Alaska 99801 (907) 780-3533 Office (907) 780-3535 Fax	SHEET NO. 1 of 1	PEDERSON HILL SUBDIVISION WILD ROSE WALK

Attachment H: Pedestrian Route Design Profiles





November 21, 2016
W.O. #70687.01

Mr. Nathan Coffee
Project Manager
City & Borough of Juneau
155 South Seward Street
Juneau, AK 99801

Subject: Pederson Hill Subdivision – Drainage Plan Memo

Dear Mr. Coffee:

The intent of this memorandum is to present the findings of the pre- and post-development drainage conditions for the Pederson Hill Subdivision draft drainage plan. The following assumptions were made for evaluation of the drainage plan:

- All existing drainage north of the development area will be captured and conveyed through the development area via culverts to private wetlands, maintaining existing drainage patterns; off-site drainage is thereby not accounted for in drainage calculations for development area.
- All drainage from the development area will drain to a proposed bioswale adjacent to the equestrian trail and discharge to City and Borough of Juneau (CBJ)-owned lands; drainage from the development area will not contribute to stormwater discharged to private wetlands.

Condition 1: Drainage to Glacier Highway

In pre-development conditions, the drainage basin flowing to the Glacier Highway cross culvert, southeast of Sherwood Lane, is approximately 32 acres in size and encompasses a densely forested area. In post-development conditions, the drainage basin is reduced to approximately 12 acres and only includes the drainage area south of the development, including the paved access road to the development. Runoff from the pre-development basin north of the development will be collected uphill of the development and conveyed via culverts through the development to the private wetlands. Runoff from the pre-development basin within the development area will be captured through the proposed storm drain system and directed to the bioswale along the equestrian trail. Since the contributing drainage area to the Glacier Highway cross culvert is reduced, the post-development peak flows will decrease; the existing drainage infrastructure downstream of the development is not expected to be detrimentally affected.

Recurrence Interval	Pre-Development Runoff (cfs)	Post-Development Runoff (cfs)
2-Year	1.40	0.64
5-Year	2.83	1.37
10-Year	4.20	2.04
25-Year	6.40	3.10
50-Year	8.30	4.02
100-Year	10.40	5.04

Condition 2: Drainage to Private Wetlands

The pre-development drainage basin delineated for the private wetlands is approximately 107 acres of densely forested area. Runoff from the pre-development basin north of the development access road will be collected uphill of

Mr. Nathan Coffee
 CBJ
 Nov. 2016
 Page 2

the development and conveyed via culverts through the development to the private wetlands. Since the runoff from the development will be collected through the storm drain system and directed to the proposed bioswale, only the runoff from the existing forested area north of the development is assumed to drain to the private wetlands. Therefore, the post-development drainage basin is reduced to approximately 74 acres in size, and peak flows discharging to the private wetlands decrease accordingly.

Recurrence Interval	Pre-Development Runoff (cfs)	Post-Development Runoff (cfs)
2-Year	3.96	2.67
5-Year	8.05	5.61
10-Year	12.17	8.75
25-Year	18.89	13.90
50-Year	24.75	18.45
100-Year	31.31	23.51

Condition 3: Drainage to Bioswale

Development runoff will be collected in the proposed storm drain system and directed to the bioswale parallel to the equestrian trail. The bioswale will discharge to CBJ-owned wetlands. The bioswale will be designed to accommodate the 2-year, 6-hour design storm for water quality and the 25-year peak flow for conveyance. Flow reduction features will be incorporated into the final storm drainage design to mitigate the potential for erosion of the bioswale at outfalls from the subsurface drainage system.

Recurrence Interval	Pre-Development Runoff (cfs)	Post-Development Runoff (cfs)
2-Year, 6-Hour	0	2.72
2-Year	0	10.86
5-Year	0	14.27
10-Year	0	17.03
25-Year	0	20.94
50-Year	0	24.00
100-Year	0	27.25

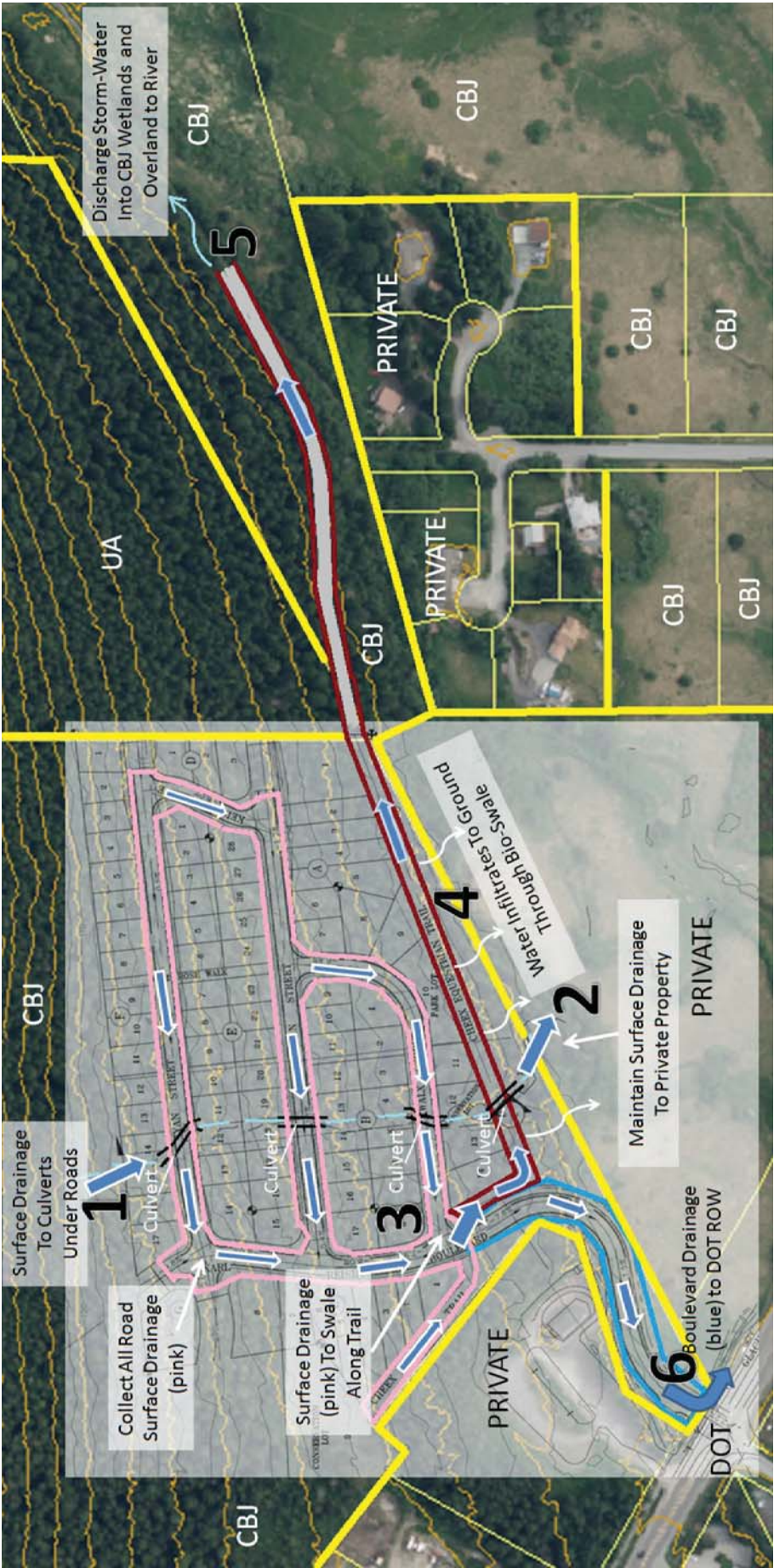
Sincerely,
 DOWL



Naomi Hobbs, P.E.
 Transportation Engineering Manager

Drainage Plan Memo.docx

PEDERSON HILL SUBDIVISION STORM DRAINAGE PLAN



1. Major natural drainage from uphill will be collected and directed to a culvert under roads. The drainage will flow along lot lines, on the surface between roads.
2. The surface drainage will continue until this surface water reaches the private wetlands below the subdivision.

PEDERSON HILL SUBDIVISION STORM DRAINAGE PLAN

- . Runoff from paved streets, driveways and roofs will be collected in a storm drainage system (pink watershed). Runoff from this drainage system will be directed to the bio-swale alongside the equestrian trail. A cross-section of the equestrian trail is shown below the draft drainage plan.
- . A portion of the water in the bio-swale will infiltrate into the groundwater and slowly flow to the wetlands downhill.
- . The bio-swale will run parallel along the uphill side of the equestrian trail. During significant storm events, water will fill the bio-swale and storm drainage will be directed to CBI owned wetlands.
- . The area along the lower portion of Karl Re shus Boulevard (watershed outlined in blue) will drain to the DOT right-of-way.



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Transportation and Public Facilities

SOUTHCOST REGION

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99801-2506
Main: (907) 465-4444
Toll free: (800) 575-4540
Fax: (907) 465-2030
TTY-TDD: (800) 770-8973
dot.state.ak.us

January 17, 2017

CBJ Planning Commission

Re: Pederson Hill Subdivision Proposed Development
Preliminary Plat Review

To Whom It May Concern,

The Alaska Department of Transportation and Public Facilities (DOT&PF), Southcoast Region has reviewed the Traffic Impact Analysis and preliminary Drainage Plan concerning the proposed City and Borough of Juneau's (CBJ) Pederson Hill Subdivision.

DOT&PF has no objection to the proposed development and new intersection at Karl Reishus Boulevard and Glacier Highway, as it pertains to DOT&PF interests. We will continue to coordinate with CBJ during design to ensure the intersection and development will be designed to DOT&PF standards and will not compromise safety of our highway. We understand that as this subdivision proceeds through the CBJ Major Subdivision process, a detailed drainage plan and approach road design meeting our specifications will be provided. With that said, we accept the current documents for the Preliminary Plat step of the Pederson hill Subdivision.

If you have any questions regarding DOT&PF's review, please feel free to contact DOT&PF's review coordinator, Emily Haynes, at (907) 465-2838 or emily.haynes@alaska.gov.

Regards,

A handwritten signature in cursive script, appearing to read "Mike Coffey".

Michael J. Coffey, Director
Southcoast Region
Department of Transportation & Public Facilities

"Keep Alaska Moving through service and infrastructure."

Attachment K: DOT/PF Letter

FINAL
PEDERSON HILL SUBDIVISION
TRAFFIC IMPACT ANALYSIS
ANCHORAGE, ALASKA

Prepared for:

Skye Stekoll, City & Borough of Juneau
Juneau, Alaska

Prepared by:

DOWL
4041 B Street
Anchorage, Alaska 99503
(907) 562-2000



W.O. 70687
December 2016

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1.0 INTRODUCTION AND SUMMARY

This study evaluates the transportation impacts for the proposed Pederson Hill Subdivision (with 86 single-family homes) located north of the Glacier Highway intersection with Sherwood Lane in Juneau, Alaska (see Figure 1).

The purpose of this transportation impact analysis (TIA) is to identify whether the proposed residential development would result in transportation impacts on the nearby transportation network and require mitigation measures to offset the impacts. The focus of the TIA is on the study intersection shown in Figure 1. Typically, Glacier Highway is locally referred to as travelling northbound and southbound, but at this location and for the purpose of this report, Glacier Highway will be described as westbound and eastbound travel.

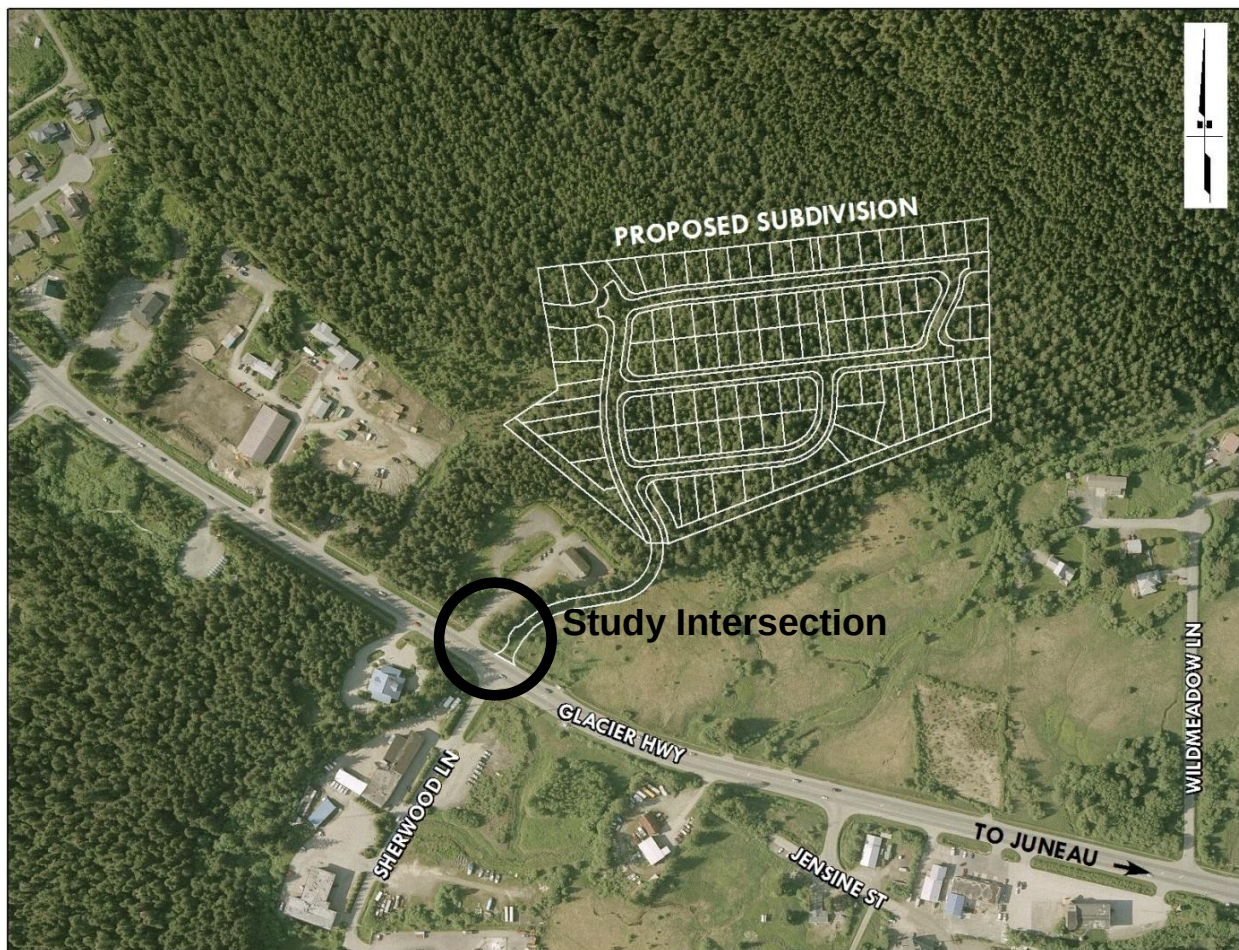


Figure 1: Study Area

Table 1 lists important characteristics of the study area and proposed project. The remaining sections of this report document existing conditions, background conditions, project traffic impacts, and any recommended mitigations.

Table 1: Key Study Area and Proposed Development Characteristics

Characteristics	Information
Study Area	
Number of Study Intersections	One
Analysis Period	Weekday AM and PM Peak Hours
Analysis Scenarios	Existing (2016) Future (2019) Background Future (2019) with Project
Project Site	
Existing Land Use	Vacant
Proposed Development	86 Single Family Homes to be completed in 2019.
Project Trip Generation ^a	65 (16 in, 49 out) a.m. peak hour trips 86 (54 in, 32 out) p.m. peak hour trips
Project Access	The project would create a 4-legged intersection with Glacier Highway and Sherwood Lane.

^a Trip generation based on the Institute of Transportation Engineers, *Trip Generation Manual*, 9th Edition, Land Use Code 210, Single-Family Detached Housing.

2.0 EXISTING CONDITIONS

Located two miles northwest of the Juneau International Airport in Juneau, Alaska, the project site is approximately 12.3 acres in size and currently undeveloped. The project sponsor has proposed to construct 86 single-family homes with a new roadway connection to Glacier Highway. The new access road would connect the proposed Pederson Hill Subdivision into the intersection of Glacier Highway and Sherwood lane, resulting in a 4-legged intersection. The intersection would be 75 feet east of the driveway on the north side of the Glacier Highway that provides access to Christ Evangelical Lutheran Church.

While the new road will be the only access to the proposed subdivision at this time, there will be roadway stubs constructed in the subdivision to allow future connection with adjacent parcels. As these adjacent parcels develop, additional connections to Glacier Highway are expected. However, the extent of future development is unknown and cannot be estimated at this time. Accordingly, the focus of this analysis is only on the 86 unit subdivision and the proposed access road and its intersection with Glacier Highway. A future traffic impact analysis will be needed to assess expansion of the subdivision and additional connections to Glacier Highway.

2.1 Study Area Roadway Network

The key roadways in the study area are listed in Table 2 along with their existing roadway characteristics.

Table 2: Study Area Roadway Characteristics

Roadway	Jurisdiction	Classification	Number of Lanes ^a	Posted Speed	Shoulder	Street Parking
Glacier Highway	AK DOT&PF	Principle Arterial	2 west of Sherwood Ln 3 east of Sherwood Ln	50 mph	10'	No
Sherwood Lane	City & Borough of Juneau	Local Road	2	Not Posted	Unpaved	No

^a Number of lanes includes both directions and the center turn lane (e.g., 3 lanes means 1 lane in each direction plus a center turn lane)

2.2 Pedestrian and Bicycle Facilities

The State of Alaska Department of Transportation and Public Facilities (DOT&PF) is currently installing a 10-foot multiuse pathway on the north side of Glacier Highway that will provide improved pedestrian and bicycle connectivity to the area.

2.3 Traffic Counts

Traffic counts were conducted along Glacier Highway using a Jamar traffic counting radar system. The radar was installed on a light pole on the northeast side of Glacier Highway between the Lutheran Church entrance and the bus stop. The radar recorded traffic from Tuesday, February 23, 2016, 12:00 PM to Thursday, February 25, 2016, 12:00 PM. The Average Daily Traffic (ADT) count from the data collected was 12,675 vehicles per day (vpd). The traffic counts also confirmed the AM and PM peak hour periods occur between 7:30 AM and 8:30 AM, and 4:30 PM and 5:30 PM, respectively. The radar counts also measured travel speeds, and the 85th percentile speed ¹ was 52 miles per hour (mph).

AM and PM peak hour turning movement counts were collected at the Glacier Highway/Sherwood Lane intersection on Wednesday, February 24, 2016. The AM peak hour traffic count was conducted between 7:00 AM and 9:00 AM, with the peak hour determined to be between 7:30 – 8:30 AM. The PM peak hour traffic count was performed between 4:00 PM to 6:00 PM, with the peak hour determined to be between 4:30 – 5:30 PM. Figure 2 shows the existing 2016 AM and PM peak hour traffic volumes, and the detailed traffic count data is provided in Appendix A. The turning movements at the Lutheran Church entrance were also counted to understand the interaction between these two intersections, but no traffic accessed the church during the peak hours.

¹ The 85th percentile speed is the speed at or below which 85 percent of vehicles are observed to travel under free flowing conditions.

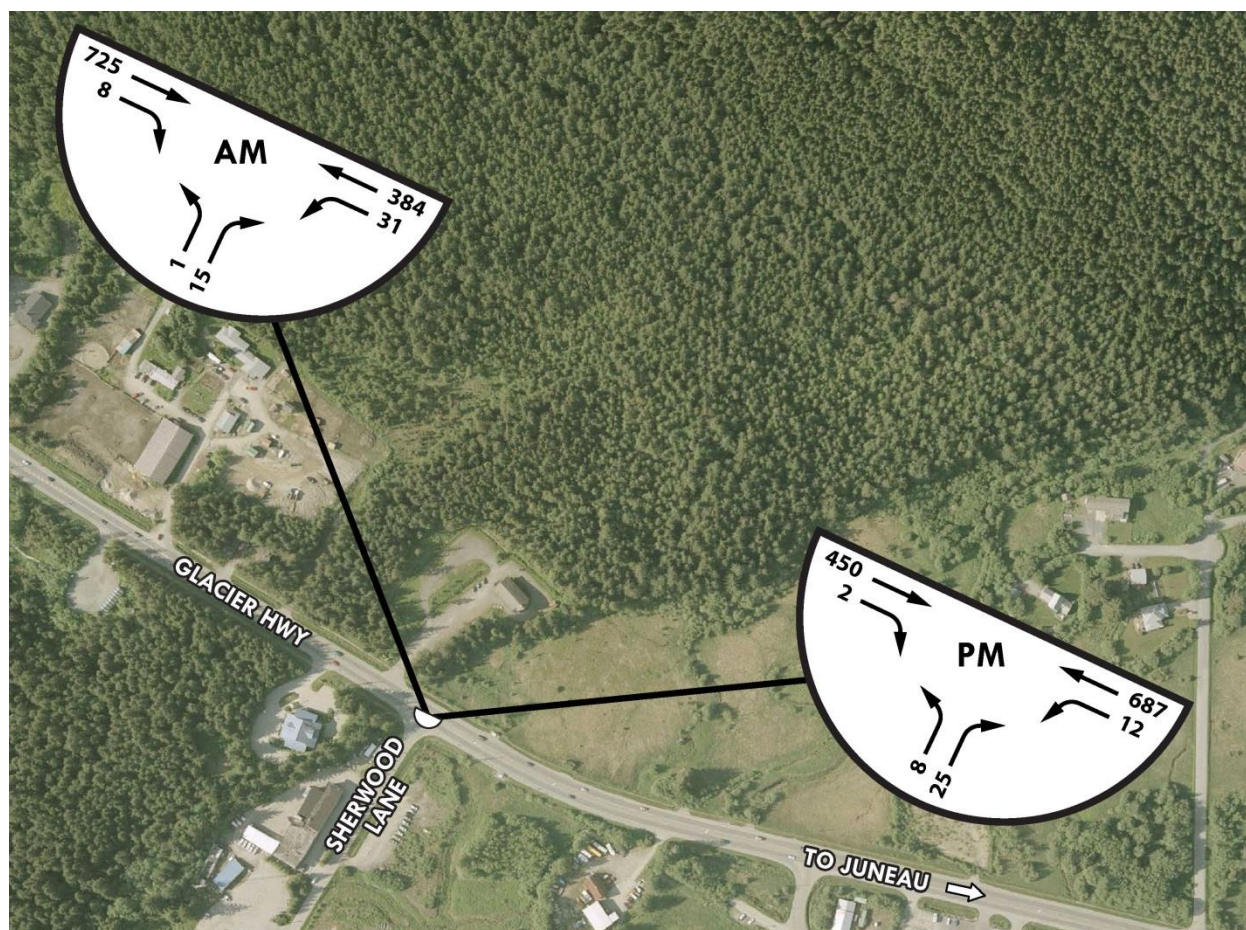


Figure 2: Existing 2016 Traffic Volumes

2.4 Traffic Operations

The purpose of intersection analysis is to ensure that the transportation network remains within desired performance levels as required by the City and Borough of Juneau (CBJ). Intersections are the focus of the analysis because they are the controlling bottlenecks of traffic flow and the ability of a roadway system to carry traffic efficiently is nearly always diminished in their vicinity. Before the analysis results of the study are presented, discussion is provided for two important analysis issues: intersection performance measures (definitions of typical measures) and required operating standards (as specified by the agency with roadway jurisdiction).

2.4.1 Intersection Performance Measures

Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide a good picture of intersection operations. In addition, they are often incorporated into agency mobility standards.

- **Level of service (LOS):** A “report card” rating (A through F) based on the average delay experienced by vehicles at the intersection.² LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive and demand has exceeded capacity. This condition is typically evident by the presence of long queues and delays.
- **Volume-to-capacity (v/c) ratio:** A decimal representation (typically between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. It is determined by dividing the peak hour traffic volume by the hourly capacity of a given intersection or movement. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

2.4.2 Required Operating Standards

DOT&PF has jurisdiction over Glacier Highway. Therefore, their *Driveway Design Standards and Regulations* (17 AAC 10.070) establishes a minimum acceptable LOS for intersections along the highway with relation to impacts associated with the development’s construction and design years. These standards state that the minimum acceptable LOS at the time of the driveway permit application in both the construction and design years is:

- LOS C, if the LOS on the date of the application is LOS C or better or
- LOS D, if the LOS on the date of the application is LOS D or poorer; however, if the LOS is poorer than LOS D, a lower minimum LOS is acceptable if the operation of the

² A description of Level of Service (LOS) is provided in the appendix and includes a list of the delay values (in seconds) that correspond to each LOS designation.

highway does not deteriorate more than ten percent (10%) in terms of delay time or any other appropriate measure of effectiveness from the LOS before the development's opening date.

Based on the DOT&PF's regulations, if a highway or intersection has an acceptable LOS without traffic generated by the development and an unacceptable LOS with traffic generated by the development, the driveway permit applicant is required to evaluate mitigation options, consult with DOT&PF, and construct improvements to the highway or intersection as required by DOT&PF to maintain an acceptable LOS.

2.4.3 Existing Intersection Operations

Currently Glacier Highway is striped for a center two-way left-turn lane (TWLTL) at the Glacier Highway/Sherwood Lane intersection and to the east of the intersection. West of the intersection, the road does not have a TWLTL but narrows down to a two-lane roadway. Sherwood Lane is currently two lanes, unstriped and controlled by stop sign. Table 3 shows the existing LOS and v/c ratios for the current 3-legged intersection at Glacier Highway and Sherwood Lane during both the AM and PM peak hours.

Table 3: 2016 Existing Traffic Operations (AM and PM Peak Hours)

Intersection	Jurisdiction	Operating Standard	AM Peak			PM Peak		
			LOS	Delay	V/C	LOS	Delay	V/C
Glacier Highway/ Sherwood Lane	AK DOT&PF	LOS C*	B/C	16.8	0.06	A/C	15.0	0.09

*Note: In some situations LOS D may be considered the appropriate standard (see discussion in Section 2.4.2).

LOS = Level of Service (Major/Minor Approaches)

Delay = Average Control Delay (Worst Movement)

V/C = Volume-to-Capacity Ratio (Worst Movement)

2.4.4 Observations

The Glacier Highway and Sherwood Lane intersection was observed during both AM and PM peak conditions to better understand intersection movements and verify operations are consistent with model outputs. During the traffic counts, little traffic was observed turning into or leaving Sherwood Lane. At the end of Sherwood Lane, a heavy equipment yard and construction company headquarters had minimal activity during the observance times. During other times of

the year, Sherwood lane potentially might have heavier traffic entering and exiting from Glacier Highway, but it is expected to have minimal effect on the intersection's level of service during the AM and PM peak hours.

2.5 Collision History

Five years of collision records (2008-2012) for the study area were obtained from DOT&PF. The data identified four total collisions at the intersection of Glacier Highway/Sherwood Lane. Table 4 shows a breakdown of the collision severity at the intersection, as well as the collision rate of 0.19 vehicles per million entering vehicles.³

Table 4: Study Area Collision Analysis

Intersection	Collisions (by Severity)				Collision Rate ^b
	<i>Fatal</i>	<i>Injury</i>	<i>PDO^a</i>	<i>Total</i>	
Glacier Highway/Sherwood Lane	0	0	4	4	0.19

^a PDO = Property damage only.

^b Collision rate for intersections= average annual collisions per million entering vehicles (MEV); MEV estimates based on daily traffic count and applicable factors.

2.6 Transit Operations

Capital Transit operates bus routes along Glacier Highway. Two bus stops with shelters are located approximately 200 feet east of Sherwood Lane (one on each side of the highway). From Monday to Saturday a bus frequents each stop every hour, 13 times daily. On Sunday there are less trips in the early and late hours of the day with only 10 trips in each direction.

³ The collision rate was calculated by dividing the total number of collisions by the study years' average ADT. The average ADT from 2008-2012 (data missing for 2011) is 11,754 vpd. The historical ADTs were obtained from Alaska DOT&PF's "Southeast Region Traffic and Safety Reports, Lower Mendenhall Valley Traffic Map" (2007-2010, 2012).

3.0 BACKGROUND CONDITIONS

Currently the Glacier Highway/Sherwood Lane intersection is a 3-legged intersection with Sherwood Lane stop sign controlled. It is expected that the proposed Pederson Hill subdivision will be completed in 2019. To account for background growth and future developments, a 1.2% yearly compounding growth rate was used to forecast AM and PM peak period for consecutive purposes. The 1.2% growth was estimated by comparing historical ADTs with the new traffic counts collected in March 2016. The yearly growth rate and resulting traffic forecasts were reviewed and approved by the City and Borough of Juneau.⁴

3.1 Traffic Volumes

Figure 3 shows the projected future 2019 background traffic volumes for the AM and PM peak hours based on the 1.2% yearly compounding growth rate.

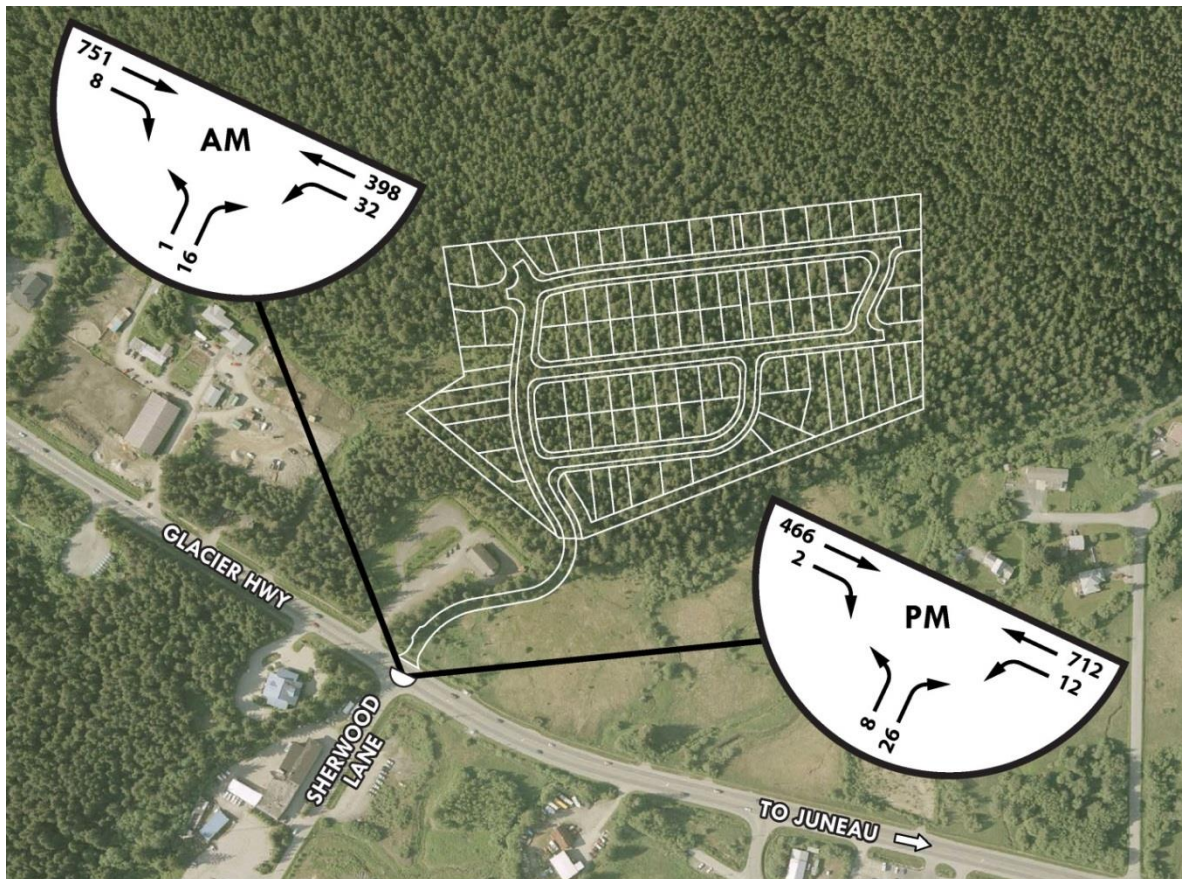


Figure 3: Future 2019 Background Traffic Volumes

⁴ Email from Skye Stekoll, City and Borough of Juneau, March 10, 2016.

3.2 Traffic Operations

Table 5 shows the future background traffic operations for 2019. Both AM and PM peak hours are shown. This data represents the operations without the traffic from the proposed subdivision or the associated fourth leg that would be added to the intersection. As shown, under background conditions the intersection is expected to operate at LOS C, which is similar to existing conditions.

Table 5: 2019 Background Traffic Operations (AM and PM Peak Hours)

Intersection	Jurisdiction	Operating Standard	AM Peak			PM Peak		
			LOS	Delay	V/C	LOS	Delay	V/C
Glacier Highway/ Sherwood Lane	AK DOT&PF	LOS C*	B/C	17.4	0.06	A/C	15.4	0.09

*Note: In some situations LOS D may be considered the appropriate standard (see discussion in Section 2.4.2).

LOS = Level of Service (Major/Minor Approaches)

Delay = Average Control Delay (Worst Movement)

V/C = Volume-to-Capacity Ratio (Worst Movement)

4.0 PROJECT TRAFFIC IMPACTS

4.1 Proposed Project

The proposed Pederson Hill Subdivision includes 86 single family homes with the only access point being the proposed fourth leg at the intersection of Glacier Highway and Sherwood Lane. The surrounding areas to the west, north and east all are currently undeveloped, and the subdivision site plan will be constructed with roadway stub-outs that will enable future connections to these areas. As adjacent areas develop, it is expected that additional accesses to Glacier Highway will be added at that time and can serve as secondary access to the Pederson Hill Subdivision.

4.2 Trip Generation

Traffic generated by the proposed subdivision for AM and PM peak hours was calculated using trip generation rates for ITE Land Use Code 210, Single-Family Detached Housing. The rates are based on the number of dwelling units. Table 6 shows the trip generation calculations. An 86 unit single-family detached housing subdivision is expected to generate 65 total trips in the AM and 86 total trips in the PM.

Table 6: Residential Trip Generation (Weekday AM and PM Peak Hours)

ITE Land Use (ITE Code)	Size	Peak Hour	Trip Rate	Total	Entering	Existing
Single Family Detached Housing (210)	86 Dwelling Units	AM	0.75	65	16	49
		PM	1.00	86	54	32

4.3 Trip Distribution

Trip distribution for the subdivision was based on existing traffic patterns in the area. Based on the existing turning volumes at Sherwood Lane shown previously in Figure 2, approximately 80% of vehicles are traveling to/from the east on Glacier Highway (i.e., northbound right and westbound left turns) with 20% of vehicles traveling to/from the west (i.e., northbound left and eastbound right turns). The proposed subdivision access road is assumed to have a similar trip distribution, and the resulting AM and PM peak hour trips are shown in Figure 4.

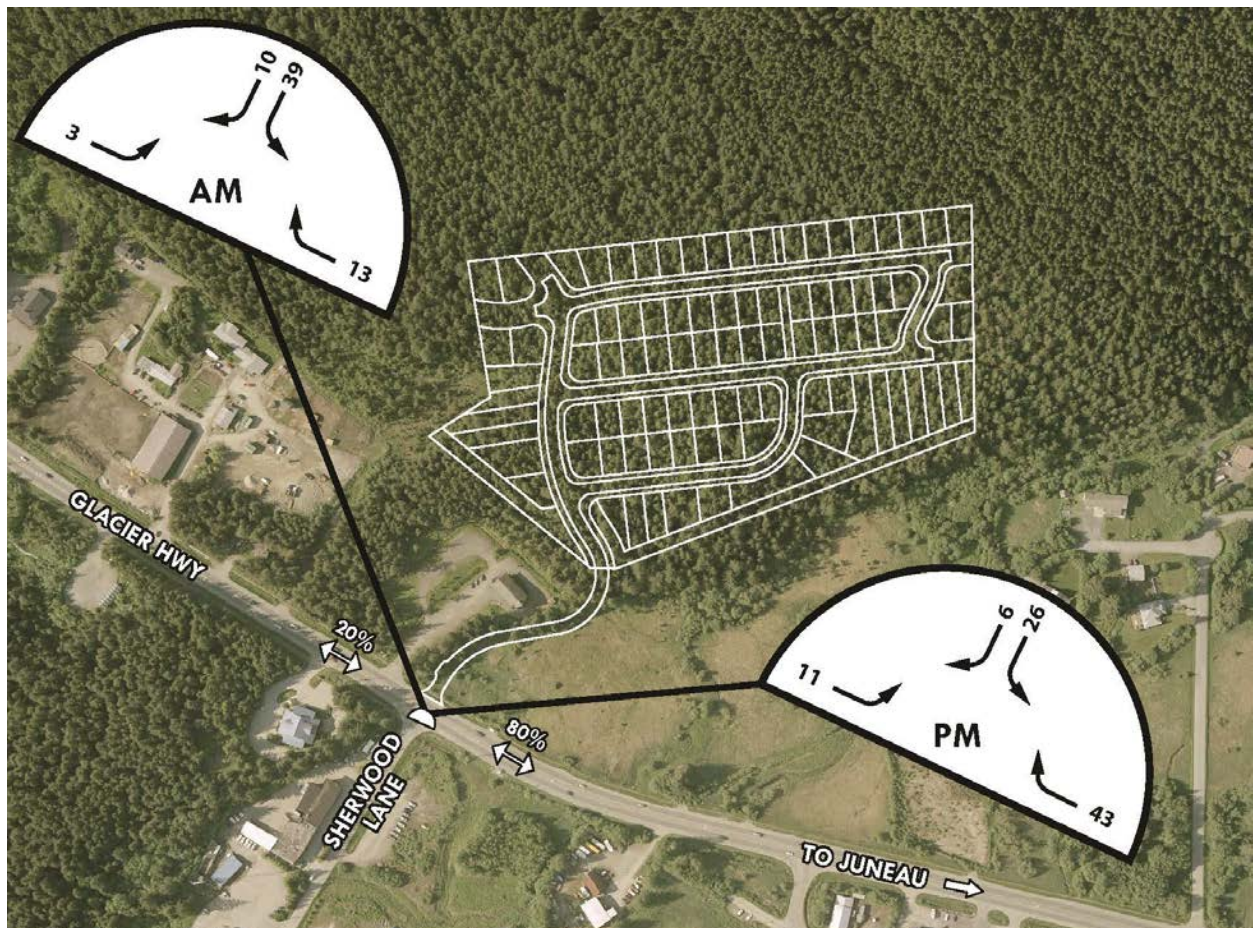


Figure 4: AM and PM Peak Hour Trip Distribution

4.4 Future Volumes

Combining the site generated traffic volume of the proposed subdivision with the future background traffic volume gives perspective to the future traffic volumes expected at the study intersection. Figure 5 combines the project-generated traffic with the future background traffic volumes for the 2019 future build year.

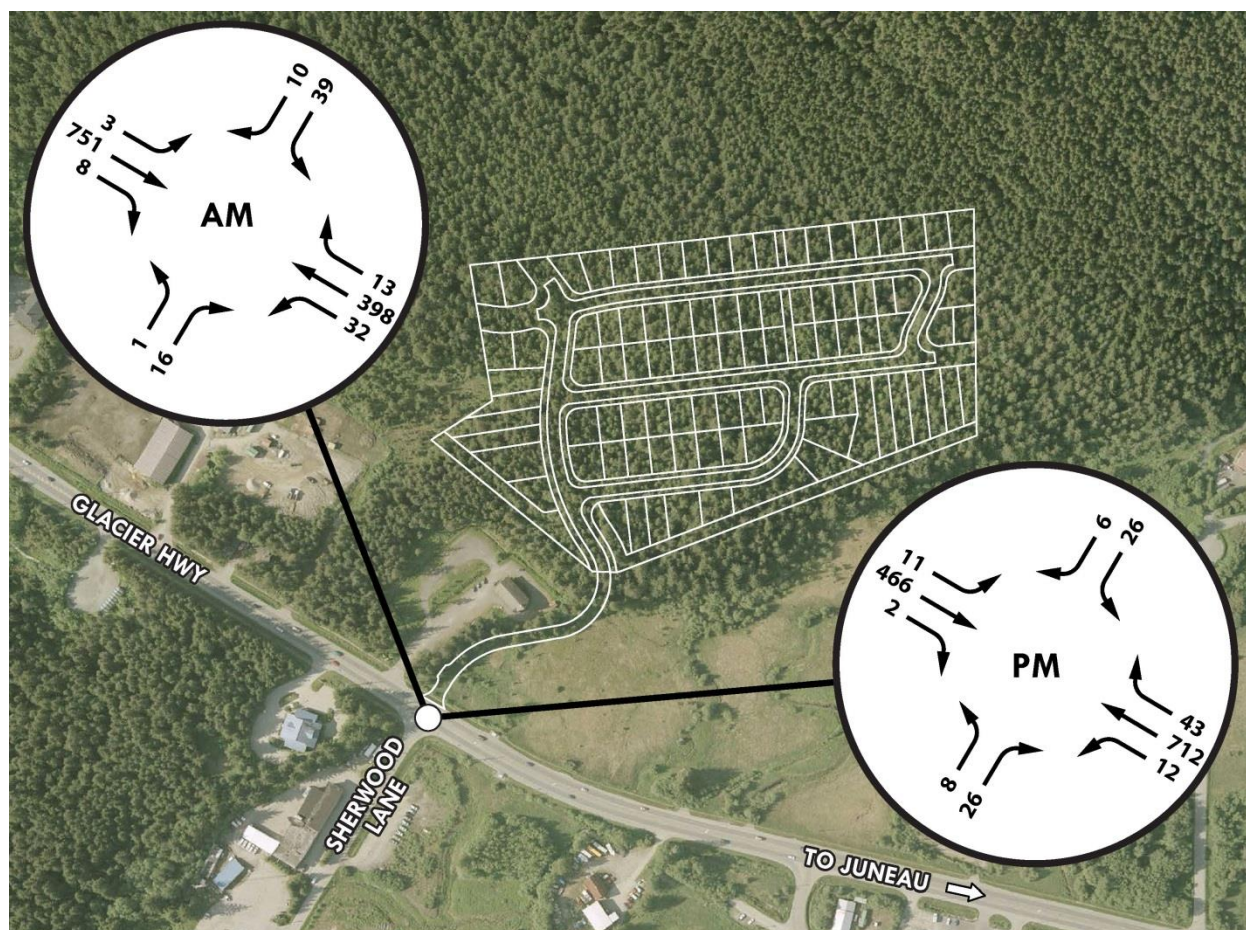


Figure 5: Future 2019 Total Traffic Volumes

4.5 Traffic Operations

Intersection operations analysis was performed for the intersection of Sherwood Lane and Glacier Highway for the 2019 build year with the addition of the Pederson Hill Subdivision project traffic. The analysis utilized Highway Capacity Manual 2010 (HCM 2010) methodology for unsignalized intersections and accounts for the existing TWLTL on the east leg of Glacier Highway.

Table 7 shows the resulting 2019 level of service (LOS) and volume-to-capacity (V/C) ratio for the study intersection. As shown, the intersection is expected to operate at LOS C for both the AM and PM peak hours. This meets the City and Borough of Juneau's applicable operating standard.

Table 7: 2019 Total Traffic Operations with Project (AM and PM Peak Hours)

Intersection	Jurisdiction	Operating Standard	AM Peak			PM Peak		
			LOS	Delay	V/C	LOS	Delay	V/C
Glacier Highway/ Sherwood Lane	AK DOT&PF	LOS C*	B/C**	24.8	0.24	A/C**	20.0	0.12

*In some situations LOS D may be considered the appropriate standard (see discussion in Section 2.4.2).

**Accounts for some traffic using TWLTL for two-stage gap acceptance.

LOS = Level of Service (Major/Minor Approaches)

Delay = Average Control Delay (Worst Movement)

V/C = Volume-to-Capacity Ratio (Worst Movement)

4.6 Turn Lane Warrants

In the Alaska Highway Preconstruction Manual (HPCM), speed-change lanes are discussed in *Chapter 1190: Driveway Standards*. It states that “on high-speed (50 miles per hour [mph] or over) or high-volume arterial roadways, speed change lanes may be required for the acceleration or deceleration of vehicles entering or leaving the public roadway from or to a higher-volume traffic generation (greater than or equal to 100 vehicles per hour) or attracting development.” The Pederson Hill Subdivision is expected to generate 86 PM peak hour trips at most; therefore, it does not meet the criterion and turn lanes are not required.

While not yet required, turn lanes may be beneficial to consider due to their safety benefits and the potential future need if more development occurs and increases traffic volumes at the project access. By separating the slower-moving vehicles from the higher speed through traffic, the turn lanes can reduce collision frequency and severity.

Using the Engineering Study Guide for Evaluating Intersection Report 457 (NCHRP Report 457), left and right lane turn warrant analysis was conducted to understand which lanes might be beneficial to consider. Based on the AM and PM peak hour traffic volumes with the inclusion of project traffic, the corresponding thresholds are met for adding a left-turn lane for westbound Glacier Highway (which could be an extension of the TWLTL) and a right-turn lane for eastbound Glacier Highway. In conjunction with other factors (e.g., right-of-way, cost, etc.) the design of the proposed access to Glacier Highway should consider whether to accommodate the potential future addition of these turn lanes.

4.7 Church Driveway Relocation Considerations

The Lutheran Church driveway is planned for relocation to the new access road in order to close its existing driveway along Glacier Highway due to the close proximity to the intersection. Two considerations associated with the church driveway relocation include the following:

- The church's peak hour occurs on a Sunday and is not accounted for in the AM or PM peak hour analysis.
- Driveway corner clearance is a key design criterion affecting the placement of the relocated church driveway onto the new access road.

4.7.1 Sunday Peak Hour Traffic

As indicated previously in this report, the turning movements at the Lutheran Church entrance were observed as part of the weekday peak hour counts for this study but no traffic accessed the church during the peak hours. Because Sunday is expected to be a higher use day for the church, additional traffic analysis was performed to estimate how Sunday peak hour operations compare with the AM and PM operations.

Table 8 provides trip generation estimates for the church, which is 3,000 square feet. The estimates were calculated using ITE Land Use Code 560, Church. During the Sunday peak hour of generator, the church is expected to generate 35 total trips. Sunday peak hour trip generation estimates were also performed for the 86 residential units to account for the combined traffic from the residential development. While it is not certain that the peak hours from the two uses will coincide, this assumption allows for a conservative analysis.

Table 8: Church and Residential Trip Generation (Sunday Peak Hour)

ITE Land Use (ITE Code)	Size	Sunday Peak Hour of Generator			
		Trip Rate	Total	Entering	Existing
Church (560)	3,000 square feet	11.76	35	17	18
Single Family Detached Housing (210)	86 Dwelling Units	0.86	74	39	35
Total			109	56	53

Because Glacier Highway traffic is also expected to differ on Sunday compared to a regular weekday, the analysis requires adjustments to the highway volumes. Permanent traffic recorders

(PTR) provide continuous counts throughout the year and allow for comparisons to be made. The Southeast Region 2010 Traffic and Safety Report⁵ provides the most recent PTR data in the Juneau area. Because there are no PTRs on this segment of Glacier Highway, three nearby PTRs (Riverside Drive Mile Point 1.47, Glacier Highway Mile Point 14.07, and Douglas Highway Mile Point 1.058) were used as the basis for the comparison between weekday and Sunday traffic volumes. These PTRs experienced an average of 13 percent less traffic on Sunday than on a weekday; therefore, the through traffic on Glacier Highway was factored down by 13 percent compared to the weekday PM peak hour volumes for the purpose of this analysis.

Table 9 shows the estimated level of service (LOS) and volume-to-capacity (V/C) ratio for the study intersection during the Sunday peak hour. As shown, the intersection is expected to operate at LOS C and continue to meet the City and Borough of Juneau's applicable operating standard.

Table 9: 2019 Total Traffic Operations with Project and Relocated Church Driveway (Sunday Peak Hour)

Intersection	Jurisdiction	Operating Standard	PM Peak		
			LOS	Delay	V/C
Glacier Highway/ Sherwood Lane	AK DOT&PF	LOS C*	A/C**	21.4	0.22

*In some situations LOS D may be considered the appropriate standard (see discussion in Section 2.4.2).

**Accounts for some traffic using TWLTL for two-stage gap acceptance.

LOS = Level of Service (Major/Minor Approaches)

Delay = Average Control Delay (Worst Movement)

V/C = Volume-to-Capacity Ratio (Worst Movement)

4.7.2 Driveway Corner Clearance

The Alaska Highway Preconstruction Manual specifies that driveways are to have sufficient corner clearance, which is the distance measured from the nearest edge of the driveway to the nearest face of curb (or nearest edge of traveled way for uncurbed roadways) of an intersecting public roadway. Corner clearance standards are based on the size of the traffic generator and the speed or functional classification of the roadway. Because the church is estimated to generate 35 trips during its Sunday peak hour and the new access road is planned for a speeds less than or equal to 30 mph, the church driveway should have 80 feet of corner clearance.⁶

⁵ Southeast Region 2010 Traffic and Safety Report, Alaska DOT&PF, Prepared April 2013.

⁶ Alaska Highway Preconstruction Manual, Alaska DOT&PF, 1190. Driveway Standards, Table 1190-4 (Corner Clearance), Effective January 1, 2005.

4.8 Site Access and Circulation

Factors affecting the site access and circulation for the Pederson Hill Subdivision were considered and include sight distance at the new highway access point, internal roadway circulation, and pedestrian and bicycle facilities.

4.8.1 Sight Distance at Highway Access

The new access to Glacier Highway will need to meet American Association of State Highway and Transportation Officials (AASHTO) sight distance requirements.⁷ Adequate intersection sight distance is required for drivers to see oncoming traffic from a stop controlled minor road to allow the driver to safely turn and accelerate into the traffic stream.

The required intersection sight distance is based on the speed of the uncontrolled (major) roadway. As discussed previously in this report, Glacier Highway's 85th percentile speed was measured at 52 mph. Based on this speed, AASHTO standards specify the required intersection sight distance to be 575 feet. Preliminary intersection sight distance estimates were performed during a field visit on February 23, 2016, and the findings are summarized in Table 10. As shown, preliminary estimates suggest adequate sight distance can be provided at the proposed access driveway; however, more precise measurements should be performed as part of the roadway design.

Table 10: Intersection Sight Distance

Direction	Intersection Control	Operating Speed	Intersection Sight Distance		
			AASHTO Required	Preliminary Measurement	Adequate?
Proposed Access to Glacier Highway					
Looking East	Two-Way Stop	52 mph	575 ft	> 575 ft	Yes
Looking West			575 ft	> 700 ft	Yes

4.8.2 Internal Roadway Circulation

The proposed subdivision site plan includes two small loops that connect to one another and to the road providing access to Glacier Highway. In addition, the site plan shows four road stub-

⁷ *Geometric Design of Highways and Streets*, AASHTO, 2011; Case B1, p. 9-38. Calculated based on interpolation.

outs (two on the east and two on the west) that would accommodate possible future development in the surrounding areas. As these areas develop, additional access is envisioned between the Pederson Hill Subdivision and Glacier Highway.

4.8.3 Pedestrian and Bicycle Facilities

The proposed subdivision can serve pedestrian and bicycle needs by providing wide shoulders and/or sidewalks along the access road connecting to Glacier Highway. It appears from the site plan that a strategic easement is planned between properties near where the southern loop intersects the northern loop. This could allow a pathway to be constructed and facilitate shorter travel distances for pedestrians and bicycles.

5.0 RECOMMENDED MITIGATIONS

Based on this traffic study, no mitigation measures are required for the Pederson Hill Subdivision. However, the following items should be taken into consideration for the project:

- Preliminary estimates suggest adequate sight distance can be provided at the proposed access driveway with Glacier Highway; however, more precise measurements should be performed as part of the roadway design.
- The proposed subdivision can serve pedestrian and bicycle needs by providing wide shoulders and/or sidewalks along the access road connecting to Glacier Highway.
- Additional turn lanes on Glacier Highway are not required but may be beneficial due to their safety benefits and the potential future need if more development occurs and increases traffic volumes at the project access. Thresholds are met for adding a left-turn lane for westbound Glacier Highway (which could be an extension of the TWLTL) and a right-turn lane for eastbound Glacier Highway.
- The relocated church driveway onto the new access road should have 80 feet of corner clearance, as measured from the nearest edge of the driveway to the Glacier Highway's nearest edge of traveled way.⁸

⁸ *Alaska Highway Preconstruction Manual*, Alaska DOT&PF, 1190. Driveway Standards, Table 1190-4 (Corner Clearance), Effective January 1, 2005.

APPENDIX A

Traffic Count Data

Start Date: 2/24/2016
Start Time: 6:45:00 AM

Start Time	Southbound			WB Glacier Hwy			From Sherwood Lane			EB Glacier Hwy		
	Right	Thru	Left - EB Glacier	Right - Church	Thru	Left - Sherwood	Right - EB Glacier	Thru	Left - WB Glacier	Right - Sherwood	Thru	Left - Church
06:45 AM	0	0	0	0	31	4	1	0	0	2	101	0
07:00 AM	0	0	0	0	39	3	0	0	0	0	117	0
07:15 AM	0	0	0	0	42	1	1	0	0	0	143	0
07:30 AM	0	0	0	0	86	9	2	0	0	2	202	0
07:45 AM	0	0	0	0	117	9	2	0	1	2	208	0
08:00 AM	0	0	0	0	88	8	6	0	0	3	186	0
08:15 AM	0	0	0	0	93	5	5	0	0	1	129	0
08:30 AM	0	0	0	0	66	3	1	0	2	3	112	0
08:45 AM	0	0	0	0	87	6	2	0	1	0	108	0
09:00 AM	0	0	0	0	102	3	6	0	0	1	91	0

total	0	0	0	0	384	31	15	0	1	8	725	0
												PHF
												0.86

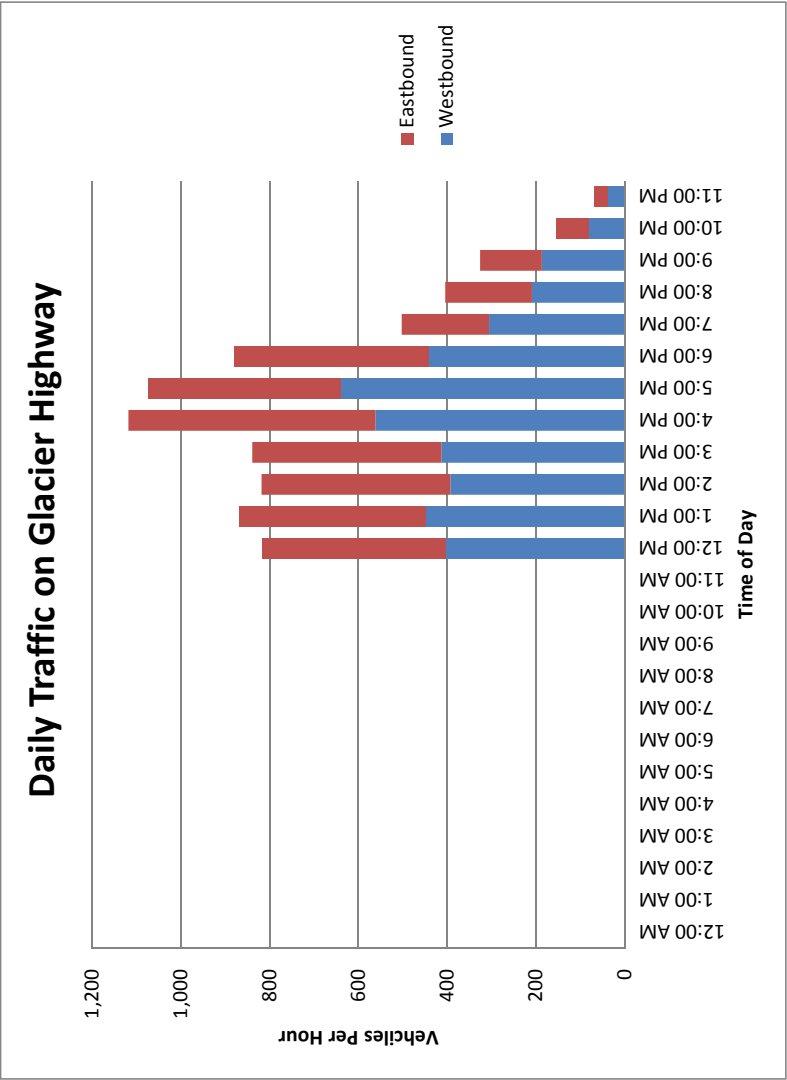
Start Date: 2/24/2016
Start Time: 3:45:00 PM

Start Time	Southbound			WB Glacier Hwy			From Sherwood Lane			EB Glacier Hwy		
	Right	Thru	Left - EB Glacier	Right - Church	Thru	Left - Sherwood	Right - EB Glacier	Thru	Left - WB Glacier	Right - Sherwood	Thru	Left - Church
03:45 PM	0	0	0	0	130	4	9	0	0	0	78	0
04:00 PM	0	0	1	1	123	4	9	0	0	2	97	0
04:15 PM	0	0	0	0	142	4	7	0	0	0	106	0
04:30 PM	0	0	0	0	156	4	8	0	0	0	138	0
04:45 PM	0	0	0	0	159	6	10	0	0	2	100	0
05:00 PM	0	0	0	0	171	1	4	0	0	5	123	0
05:15 PM	0	0	0	0	201	1	3	0	0	1	89	0
05:30 PM	0	0	0	2	127	6	3	0	0	2	84	0
05:45 PM	0	0	1	0	158	6	2	0	0	0	64	0
total	0	0	0	0	687	12	25	0	0	8	450	0
												PHF
												0.97

Hourly Traffic Volumes on Glacier Highway East of Sherwood Lane

Tuesday, February 23, 2016

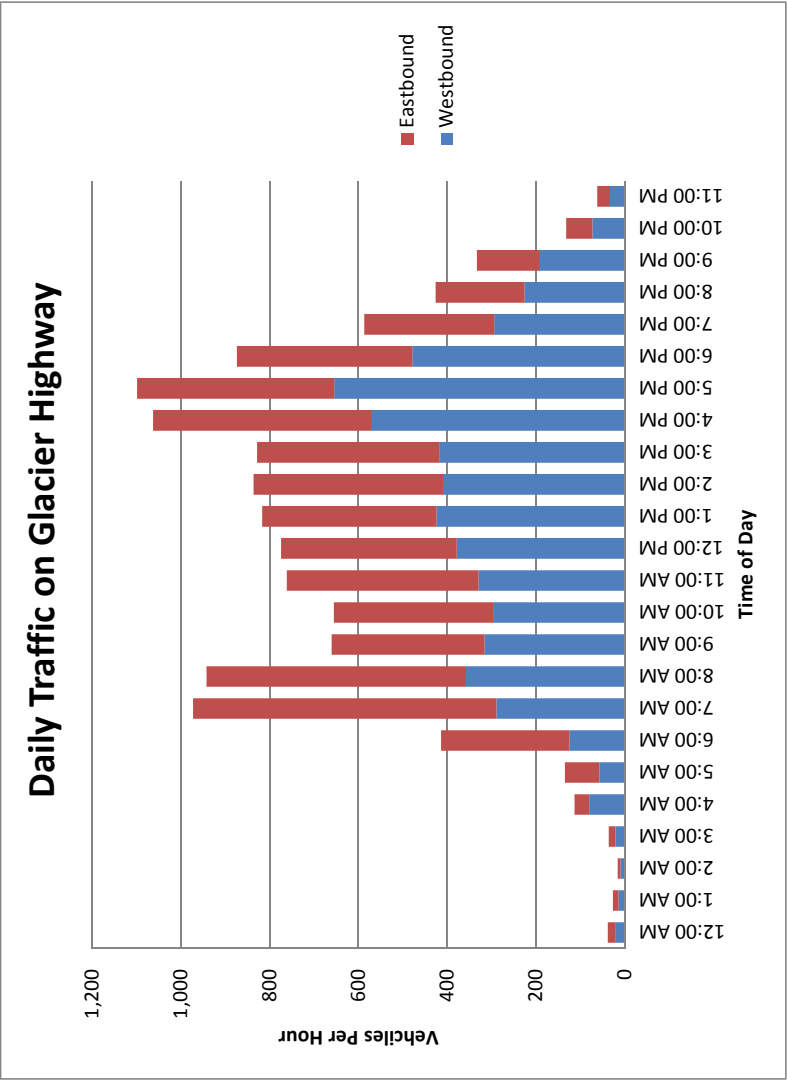
Hour of Day	Westbound	Eastbound	Total
12:00 AM			
1:00 AM			
2:00 AM			
3:00 AM			
4:00 AM			
5:00 AM			
6:00 AM			
7:00 AM			
8:00 AM			
9:00 AM			
10:00 AM			
11:00 AM			
12:00 PM	404	415	819
1:00 PM	449	421	870
2:00 PM	393	426	819
3:00 PM	413	427	840
4:00 PM	562	557	1119
5:00 PM	641	434	1075
6:00 PM	441	438	879
7:00 PM	306	197	503
8:00 PM	209	196	405
9:00 PM	187	139	326
10:00 PM	81	73	154
11:00 PM	39	30	69
Total	4125	3753	7878



Hourly Traffic Volumes on Glacier Highway East of Sherwood Lane

Wednesday, February 24, 2016

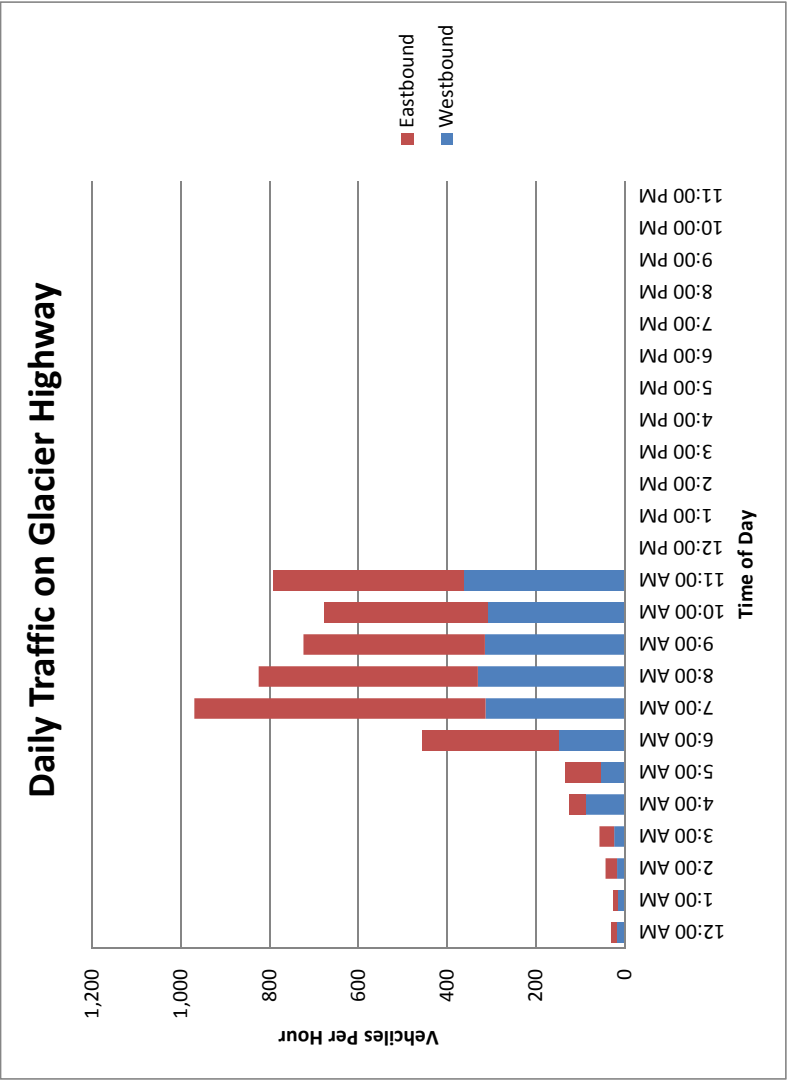
Hour of Day	Westbound	Eastbound	Total
12:00 AM	20	18	38
1:00 AM	14	13	27
2:00 AM	9	7	16
3:00 AM	21	15	36
4:00 AM	80	33	113
5:00 AM	57	78	135
6:00 AM	125	289	414
7:00 AM	289	684	973
8:00 AM	358	585	943
9:00 AM	316	345	661
10:00 AM	295	361	656
11:00 AM	330	432	762
12:00 PM	379	396	775
1:00 PM	424	393	817
2:00 PM	410	427	837
3:00 PM	417	412	829
4:00 PM	570	493	1063
5:00 PM	655	444	1099
6:00 PM	479	395	874
7:00 PM	294	293	587
8:00 PM	226	200	426
9:00 PM	191	142	333
10:00 PM	73	59	132
11:00 PM	33	29	62
Total	6065	6543	12608



Hourly Traffic Volumes on Glacier Highway East of Sherwood Lane

Thursday, February 25, 2016

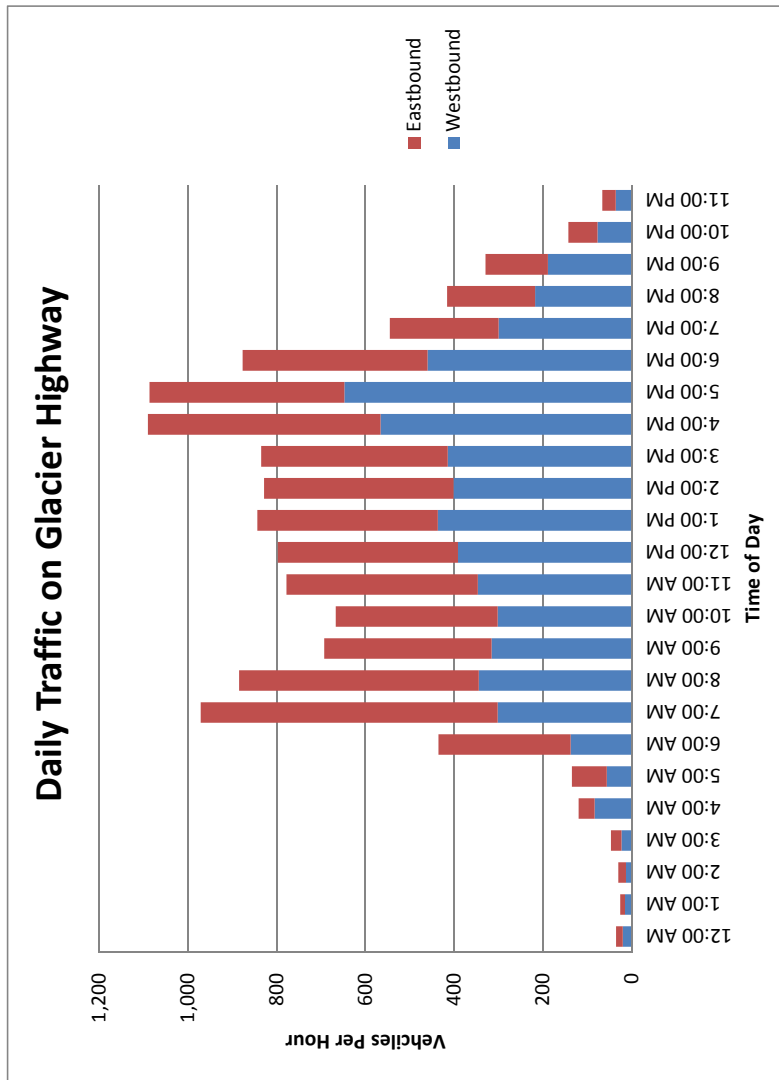
Hour of Day	Westbound	Eastbound	Total
12:00 AM	19	12	31
1:00 AM	16	9	25
2:00 AM	17	26	43
3:00 AM	24	33	57
4:00 AM	88	38	126
5:00 AM	55	80	135
6:00 AM	150	307	457
7:00 AM	314	656	970
8:00 AM	331	494	825
9:00 AM	315	409	724
10:00 AM	309	369	678
11:00 AM	364	429	793
12:00 PM			
1:00 PM			
2:00 PM			
3:00 PM			
4:00 PM			
5:00 PM			
6:00 PM			
7:00 PM			
8:00 PM			
9:00 PM			
10:00 PM			
11:00 PM			
Total	2002	2862	4864



Average Hourly Traffic Volumes on Glacier Highway East of Sherwood Lane

12 pm on Tuesday, February 23, 2016 to 12 pm on Thursday, February 25, 2016

Hour of Day	Westbound	Eastbound	Total
12:00 AM	20	15	35
1:00 AM	15	11	26
2:00 AM	13	17	30
3:00 AM	23	24	47
4:00 AM	84	36	120
5:00 AM	56	79	135
6:00 AM	138	298	436
7:00 AM	302	670	972
8:00 AM	345	540	885
9:00 AM	316	377	693
10:00 AM	302	365	667
11:00 AM	347	431	778
12:00 PM	392	406	798
1:00 PM	437	407	844
2:00 PM	402	427	829
3:00 PM	415	420	835
4:00 PM	566	525	1091
5:00 PM	648	439	1087
6:00 PM	460	417	877
7:00 PM	300	245	545
8:00 PM	218	198	416
9:00 PM	189	141	330
10:00 PM	77	66	143
11:00 PM	36	30	66
Total	6101	6584	12685



B. Permanent Traffic Recorder Data

Permanent Traffic Recorders (PTRs) consist of electronic counting devices connected to inductive loops buried in the roadway. As vehicles pass over the loops, a cumulative total is compiled for selected periods of time and reported to a mainframe database for analysis. PTRs are installed to collect the number of vehicles that travel over a particular road classification. PTRs are located on select roadways that are representative for a community. There are sixteen PTRs in the region, and the oldest one has been in operation since 1959. The sixteen PTRs and their locations are as follows:

1. Ketchikan – North Tongass Highway (CDS Mile Pt 1.33)
2. Ketchikan – South Tongass Highway (CDS Mile Pt. 3.07)*
3. Ketchikan – 3rd Avenue (CDS Mile Pt. 0.508)
4. Sitka – Sawmill Creek Road (CDS Mile Pt. 0.73)
5. Sitka – Halibut Point Road (CDS Mile Pt. 0.53)
6. Sitka – Airport Road (CDS Mile Pt. 0.573)
7. Prince of Wales – Craig / Klawock / Hollis Highway (CDS Mile Pt. 6.71)*
8. Wrangell – Zimovia Highway (CDS Mile Pt. 0.71)
9. Petersburg – Mitkof Highway (CDS Mile Pt. 2.55)
10. Juneau – Egan Drive (CDS Mile Pt. 2.58)*
11. Juneau – Egan Drive (CDS Mile Pt. 6.311)*
12. Juneau – Riverside Drive (CDS Mile Pt. 1.47)
13. Juneau – Glacier Highway (CDS Mile Pt. 14.07)
14. Juneau – Douglas Highway (CDS Mile Pt. 1.058)
15. Haines – Haines Highway (CDS Mile Pt. 1.29)
16. Skagway – Klondike Highway (CDS Mile Pt. 2.55)

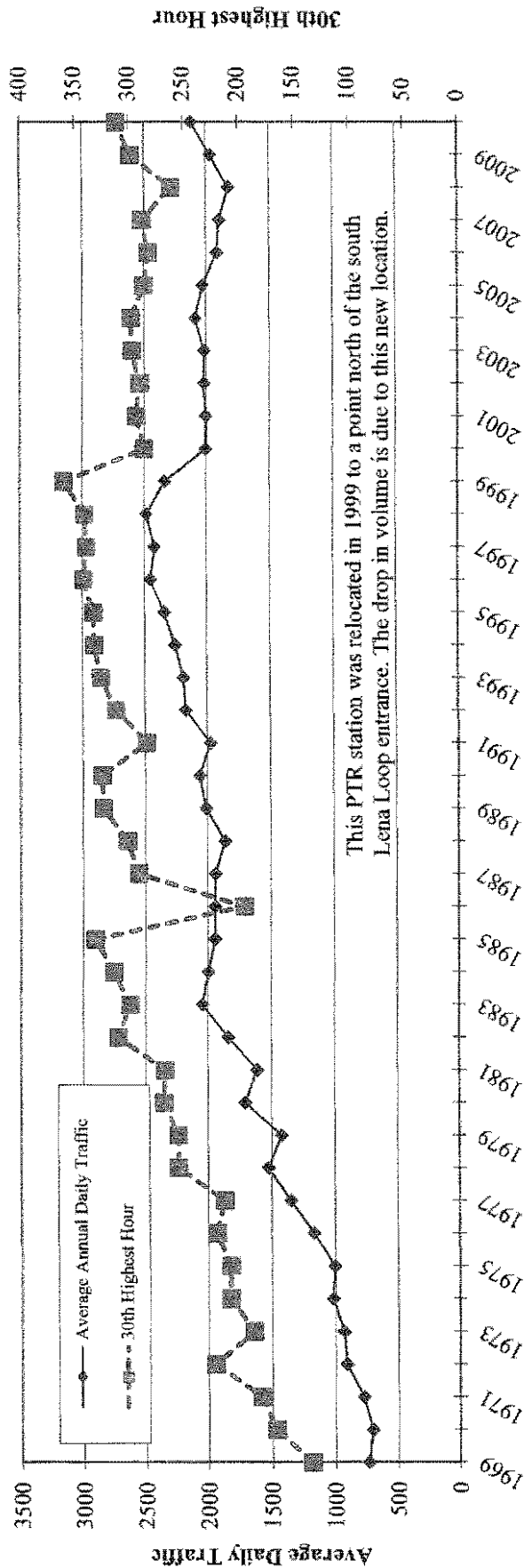
* Represents incomplete or missing data for 2010. Because of this no detail data is available for the year.

PTR data is presented in several different ways. The graphs depict annual average daily traffic (AADT) and 30th highest hour volumes for each year the PTRs have been in operation as well as AADT for each day of the week, and the annual average hourly traffic for weekdays (weekends and holidays excluded) for 2006. The numerical matrices provide the most detailed and comprehensive data.

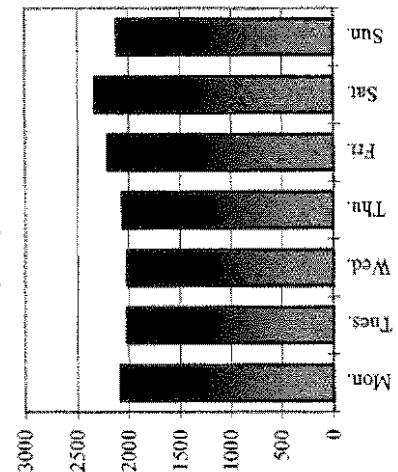
The 30th highest hour volumes, also called the Design Hourly Volume (DHV), are shown because highway projects are usually designed to accommodate this volume in the design year.

PTR data is very important to traffic engineers because they record hourly traffic volumes in both directions 24 hours per day, 365 days per year. Unlike rubber road tube counts, the PTRs collect traffic volumes year round and show seasonally adjusted traffic volumes. These seasonal factors can then be used to adjust other traffic volume counts taken by road tubes.

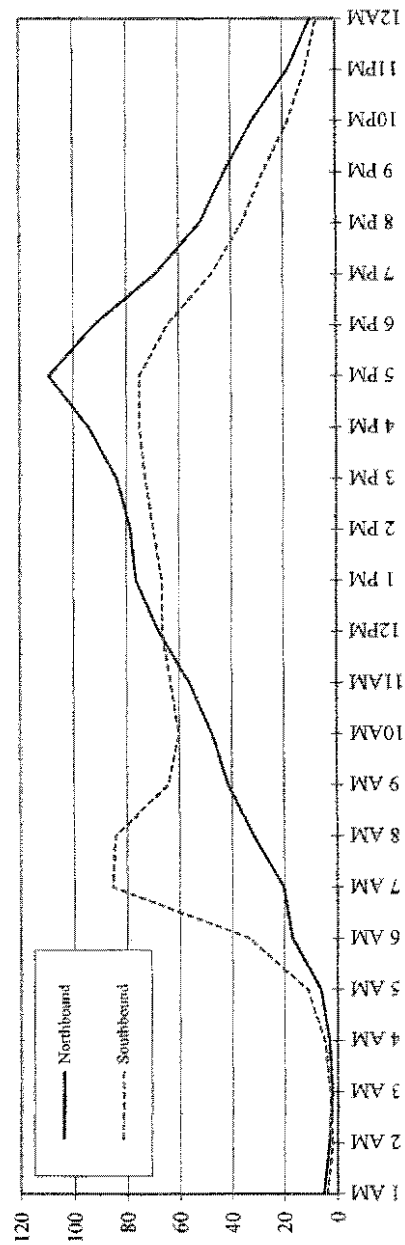
Permanent Traffic Recorder At 16 Mile Glacier Hwy. (CDS MP 14.07)



2010 Annual Average Daily Traffic by Day of Week



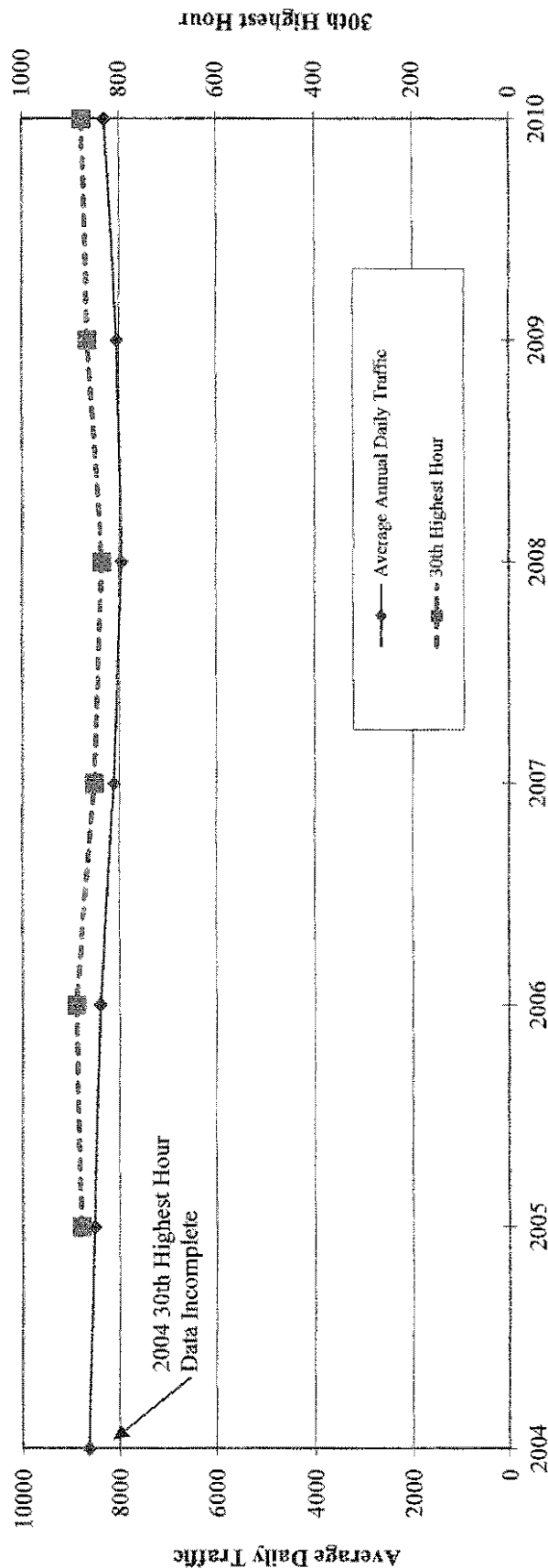
2010 Annual Average Weekday Traffic by Hour of Day



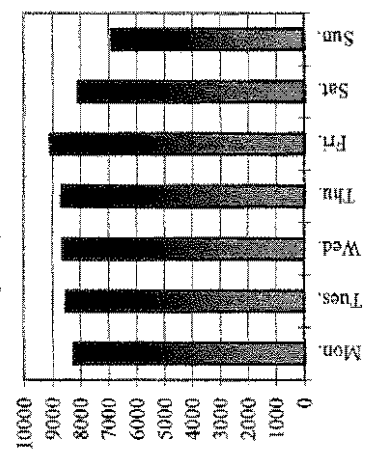
ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
TRAFFIC STUDIES FOR ROUTES IN SOUTHEAST REGION
FIXED RECORDER SUMMARY: 2010

RECORDER NUMBER 60311000 9														AT MILEPOINT		15.758		HISTORICAL DATA			
ON 296000																					
GLACIER HWY BTW N LENA LOOP & AUKE REC ROAD	JUNEAU	WED	THU	FRI	WKDY	SAT	SUN														
MONTH MADT % 6-10 10-6 MON TUE WED THU FRI WKDY SAT SUN																					
JAN 1557 73.5 93.4 6.6 98.8 99.1 97.9 100.7 107.1 100.7 107.5 89.0																					
FEB 1815 85.7 94.3 5.7 96.0 92.4 93.3 97.6 111.5 98.2 113.9 95.2																					
MAR 1943 91.7 93.8 6.2 101.5 96.4 98.1 105.2 100.1 100.3 105.0 93.6																					
APR 2259 106.7 93.0 7.0 88.4 90.4 88.0 96.4 110.7 94.8 125.3 100.9																					
MAY 2789 131.7 92.9 7.1 96.4 86.7 86.9 91.1 103.6 92.9 120.8 114.4																					
JUN 2522 119.1 92.1 7.9 98.9 91.7 93.0 93.3 98.3 95.0 106.9 117.7																					
JUL 2565 121.1 92.5 7.5 101.1 95.6 96.3 96.1 105.1 98.8 107.4 98.3																					
AUG 2636 124.5 93.2 6.8 91.0 93.3 93.9 97.7 100.4 95.3 117.8 105.9																					
SEP 2320 109.5 93.3 6.7 102.0 96.8 92.1 90.2 102.1 96.6 113.5 103.1																					
OCT 1868 88.2 93.4 6.6 98.2 96.7 100.7 102.2 107.0 101.0 102.2 92.9																					
NOV 1627 76.8 94.1 5.9 105.4 100.1 101.1 93.3 101.3 100.2 104.6 94.0																					
DEC 1513 71.4 93.1 6.9 101.1 102.8 100.0 103.4 104.7 102.4 93.4 94.2																					
ANN 2118 93.3 6.7 98.2 95.2 95.1 97.3 104.3 98.0 109.9 99.9																					
HIGHEST DAYS														AVG							
1ST 2ND 3RD 4TH 5TH 6TH 7TH 8TH 9TH 10TH											3776										
4401 4330 4006 3932 3663 3654 3583 3458 3435 3300																					
05/29 08/14 05/30 08/15 05/28 04/24 05/22 05/08 06/06 06/20																					
207.8 204.4 189.1 185.6 172.9 172.5 169.2 163.3 162.2 155.8											178.3										
HIGHEST HOURS																					
1ST 2ND 3RD 4TH 5TH 6TH 7TH 8TH 9TH 10TH											30TH		40TH		50TH		AVG				
389 380 369 365 363 355 351 347 346 344											311		301		293		361				
14 16 15 12 16 13 16 16 18 14											16		16		15						
08/15 08/14 08/15 05/29 05/30 05/29 05/29 06/06 08/14 05/29											08/15		04/24		06/06						
18.4 17.9 17.4 17.2 17.1 16.8 16.6 16.4 16.3 16.2											14.7		14.2		13.8		17.0				
PERCENT BY HOUR														PM							
1 2 3 4 5 6 7 8 9 10 11 12 1																					
0.4 0.3 0.3 0.4 0.9 2.4 5.0 5.5 5.0 5.1 5.6 6.4 6.8 7.0 7.4 8.0 8.7 7.4 5.5 4.2 3.3 2.4 1.4 0.8														5.5		4.2		3.3		2.4 1.4 0.8	

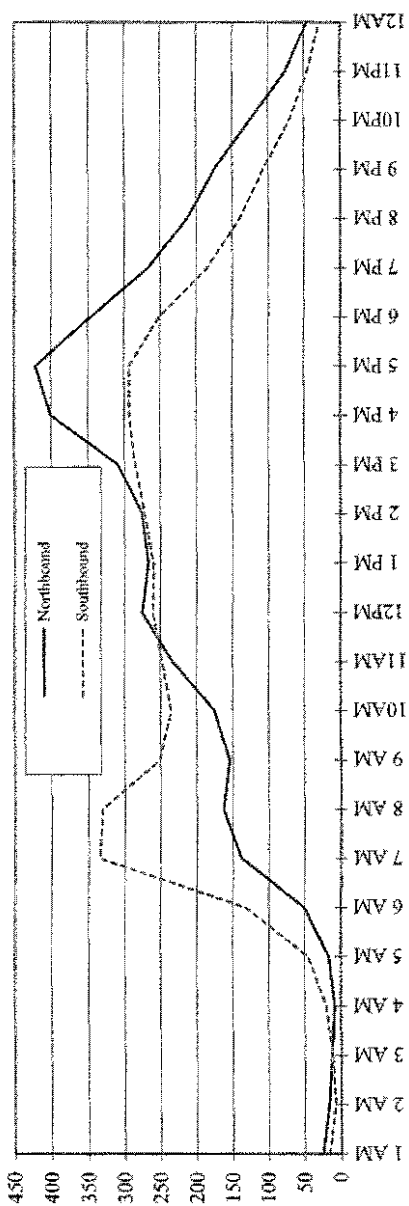
Permanent Traffic Recorder At Douglas Hwy (CDS Mi 1.04)



2010 Annual Average Daily Traffic by Day of Week



2010 Annual Average Weekday Traffic by Hour of Day



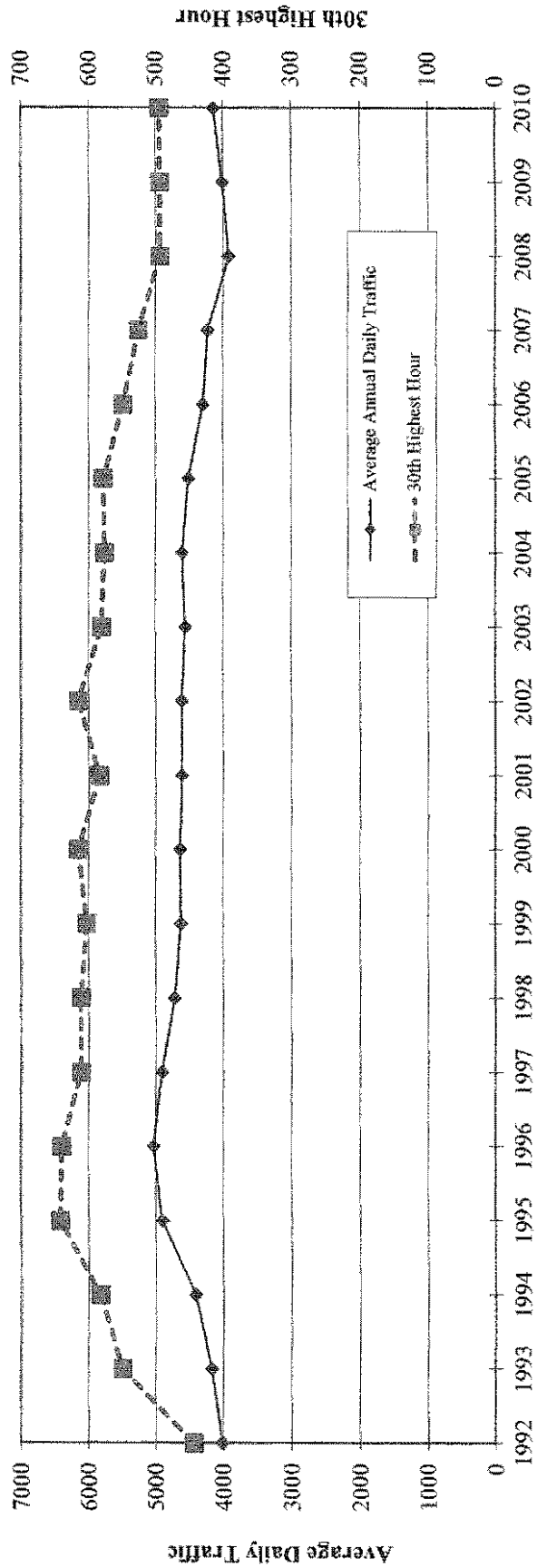
ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
TRAFFIC STUDIES FOR ROUTES IN SOUTHEAST REGION
FIXED RECORDER SUMMARY: 2010

DOUGLAS HIGHWAY AT JOHN STREET **PTR**TOTAL***												RECORDER NUMBER 60348000 9	AT MILEPOINT	1.058	HISTORICAL DATA			
MONTH	MADT	%	6-10	10-6	MON	TUE	WED	THU	FRI	WKDY	SAT	SUN			2010	8307	2009	8044
JAN	7509	90.4	93.0	7.0	97.9	103.6	102.7	107.7	107.1	103.8	99.6	81.3			2008	7948	2007	8146
FEB	7960	95.8	93.4	6.6	97.3	102.3	103.9	104.6	112.9	104.2	98.0	81.0			2006	8399	2005	8528
MAR	7996	96.3	93.2	6.8	100.2	103.7	103.7	107.7	105.0	104.1	98.0	81.7			2004	8638		
APR	8697	104.7	93.2	6.8	99.9	99.3	101.7	103.7	113.4	103.6	99.9	82.2						
MAY	9091	109.4	93.0	7.0	99.2	100.2	103.2	105.3	111.3	103.8	97.4	83.4						
JUN	9113	109.7	92.6	7.4	98.1	101.1	101.5	105.3	104.8	102.2	99.9	89.3						
JUL	8660	104.2	92.3	7.7	96.4	102.1	103.0	104.8	109.6	103.2	94.3	89.8						
AUG	8735	105.2	92.9	7.1	100.9	102.2	103.7	105.1	107.9	104.0	96.6	83.6						
SEP	8642	104.0	93.3	6.7	97.7	104.7	104.4	104.4	109.6	104.2	98.8	80.4						
OCT	8222	99.0	92.9	7.1	97.5	103.6	104.4	106.4	112.1	104.8	97.1	78.8						
NOV	7689	92.6	93.3	6.7	105.1	104.5	108.3	92.4	110.1	104.1	99.3	80.3						
DEC	7374	88.8	93.2	6.8	102.1	105.6	106.0	107.2	108.5	105.9	89.2	81.3						
ANN	8307		93.0	7.0	99.4	102.7	103.9	104.6	109.4	104.0	97.3	82.8						

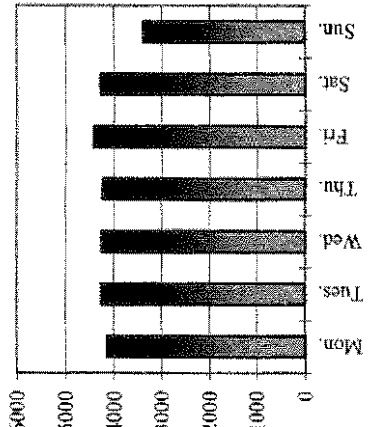
HIGHEST DAYS												HIGHEST HOURS				PERCENT BY HOUR			
1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH	20TH	30TH	40TH	50TH	AVG		1	2	3	4
10958	10912	10757	10411	10342	10295	10292	10281	10138	10017	900	878	871	864	984		1	2	3	4
07/04	06/26	05/28	06/04	06/03	04/23	07/02	05/27	06/01	05/21	16	16	16	16	16		5	6	7	8
131.9	131.4	129.5	125.3	124.5	123.9	123.9	123.8	122.0	120.6	09/16	09/22	08/12	08/16	11.8		9	10	11	12
										10.8	10.6	10.5	10.4			1.6	1.6	1.6	1.6

HIGHEST HOURS												PERCENT BY HOUR				AM			
1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH	20TH	30TH	40TH	50TH	AVG		1	2	3	4
1133	1037	994	987	971	971	946	943	933	929	900	878	871	864	984		1	2	3	4
17	16	14	13	16	16	14	13	13	16	16	7	16	16	16		5	6	7	8
06/24	06/24	06/26	06/26	09/23	07/04	07/04	06/27	07/04	05/17	09/16	09/22	08/12	08/16	11.8		9	10	11	12
13.6	12.5	12.0	11.9	11.7	11.7	11.4	11.4	11.2	11.2	10.8	10.6	10.5	10.4			1.6	1.6	1.6	1.6

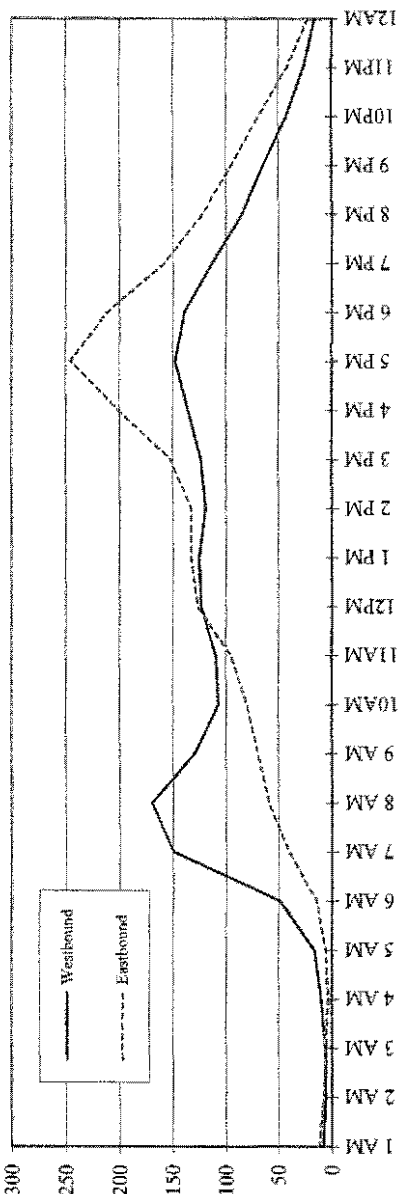
Permanent Traffic Recorder At Riverside Dr. (CDS Mi 1.47)



2010 Annual Average Daily Traffic by Day of Week



2010 Annual Average Weekday Traffic by Hour of Day



ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES
TRAFFIC STUDIES FOR ROUTES IN SOUTHEAST REGION
FIXED RECORDER SUMMARY; 2010

RIVERSIDE PTR CEMETARY ACCESS TO DIVISION JUNEAU ON 296500										AT MILEPOINT	1.471	HISTORICAL DATA
MONTH	MAINT	%	6-10	10-6	MON	TUE	WED	THU	FRI	WKDY	SAT	SUN
JAN	3770	91.0	93.0	7.0	99.8	106.3	104.4	106.5	103.8	104.2	99.4	79.8
FEB	3899	94.1	93.7	6.3	98.1	102.4	101.6	104.0	110.2	103.3	102.7	81.1
MAR	3897	94.1	93.9	6.1	101.3	101.7	103.6	103.7	106.3	103.3	102.5	80.8
APR	4260	102.8	94.1	5.9	98.0	98.7	99.8	101.7	109.9	101.6	111.5	80.4
MAY	4690	113.2	94.5	5.5	98.1	99.5	99.6	100.9	107.0	101.0	109.9	84.9
JUN	4450	107.4	93.4	6.6	99.3	101.3	100.2	101.9	104.3	101.4	107.7	85.3
JUL	4403	106.3	93.2	6.8	100.1	111.1	103.3	102.2	106.0	104.5	99.4	78.0
AUG	4384	105.8	93.9	6.1	102.4	101.2	102.6	103.8	105.2	103.0	104.4	80.5
SEP	4202	101.4	94.4	5.6	97.0	103.8	102.2	103.2	107.8	102.8	104.3	81.7
OCT	4014	96.9	94.2	5.8	99.2	99.1	103.7	102.0	107.8	102.4	103.9	84.2
NOV	3791	91.5	93.9	6.1	104.7	104.4	106.1	91.7	105.4	102.5	104.7	83.0
DEC	3949	95.3	93.3	6.7	103.6	105.2	106.1	105.9	108.3	105.8	89.0	81.9
ANN	4142	93.8	93.8	6.2	100.1	102.9	102.8	102.3	106.8	103.0	103.3	81.8

HIGHEST DAYS

1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH	AVG
5966	5893	5436	5220	5197	5156	5153	5138	5086	5041	5329
07/27	05/01	05/22	05/28	05/08	04/30	04/24	05/21	06/01	07/20	
144.0	142.3	131.2	126.0	125.5	124.5	124.4	124.0	122.8	121.7	128.7

HIGHEST HOURS

1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	10TH	20TH	30TH	40TH	50TH	AVG
587	544	539	538	530	527	521	520	519	519	505	495	488	484	534
17	17	17	17	16	17	17	17	17	17	17	17	17	17	
07/27	08/31	05/25	05/24	07/27	08/03	08/19	07/07	09/16	05/04	08/17	08/11	08/20	09/13	
14.2	13.1	13.0	13.0	12.8	12.7	12.6	12.6	12.5	12.5	12.2	12.0	11.8	11.7	12.9

AM

PERCENT BY HOUR	PM
1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11 12	0.5 0.3 0.3 0.3 0.5 1.5 4.6 5.5 4.9 4.5 5.0 6.1 6.3 6.1 6.7 8.1 9.5 8.5 6.6 5.0 3.9 2.7 1.7 1.0

APPENDIX B

Synchro 9.0 Reports

HCM 2010 TWSC

Juneau Pederson Hill TIA

1: Sherwood Lane & Glacier Highway

2016 Existing AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	725	8	31	384	1	15
Future Vol, veh/h	725	8	31	384	1	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	843	9	36	447	1	17
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	852	0	1367	848
Stage 1	-	-	-	-	848	-
Stage 2	-	-	-	-	519	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	754	-	156	350
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	581	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	754	-	149	350
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	407	-
Stage 2	-	-	-	-	553	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.7		16.8	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	323	-	-	754	-	
HCM Lane V/C Ratio	0.058	-	-	0.048	-	
HCM Control Delay (s)	16.8	-	-	10	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.1	-	

HCM 2010 TWSC

Juneau Pederson Hill TIA

1: Sherwood Lane & Glacier Highway

2016 Existing PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	450	2	12	687	8	25
Future Vol, veh/h	450	2	12	687	8	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	464	2	12	708	8	26
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	466	0	1198	465
Stage 1	-	-	-	-	465	-
Stage 2	-	-	-	-	733	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	1055	-	198	581
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	461	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1055	-	196	581
Mov Cap-2 Maneuver	-	-	-	-	196	-
Stage 1	-	-	-	-	616	-
Stage 2	-	-	-	-	456	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	394	-	-	1055	-	
HCM Lane V/C Ratio	0.086	-	-	0.012	-	
HCM Control Delay (s)	15	-	-	8.5	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 2010 TWSC

Juneau Pederson Hill TIA

1: Sherwood Lane & Glacier Highway

2019 Background AM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	751	8	32	398	1	16
Future Vol, veh/h	751	8	32	398	1	16
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	873	9	37	463	1	19
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	883	0	1415	878
Stage 1	-	-	-	-	878	-
Stage 2	-	-	-	-	537	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	733	-	145	336
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	570	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	733	-	138	336
Mov Cap-2 Maneuver	-	-	-	-	138	-
Stage 1	-	-	-	-	394	-
Stage 2	-	-	-	-	541	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		17.4	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	310	-	-	733	-	
HCM Lane V/C Ratio	0.064	-	-	0.051	-	
HCM Control Delay (s)	17.4	-	-	10.2	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	0.2	-	-	0.2	-	

HCM 2010 TWSC
1: Sherwood Lane & Glacier Highway

Juneau Pederson Hill TIA
2019 Background PM Peak Hour

Intersection						
Int Delay, s/veh	0.5					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	466	2	12	712	8	26
Future Vol, veh/h	466	2	12	712	8	26
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	250	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	10	10	10	10	10	10
Mvmt Flow	480	2	12	734	8	27
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	482	0	1240	481
Stage 1	-	-	-	-	481	-
Stage 2	-	-	-	-	759	-
Critical Hdwy	-	-	4.2	-	6.5	6.3
Critical Hdwy Stg 1	-	-	-	-	5.5	-
Critical Hdwy Stg 2	-	-	-	-	5.5	-
Follow-up Hdwy	-	-	2.29	-	3.59	3.39
Pot Cap-1 Maneuver	-	-	1040	-	186	569
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	448	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1040	-	184	569
Mov Cap-2 Maneuver	-	-	-	-	184	-
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	443	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.1		15.4	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	381	-	-	1040	-	
HCM Lane V/C Ratio	0.092	-	-	0.012	-	
HCM Control Delay (s)	15.4	-	-	8.5	-	
HCM Lane LOS	C	-	-	A	-	
HCM 95th %tile Q(veh)	0.3	-	-	0	-	

HCM 2010 TWSC
1: Sherwood Lane & Glacier Highway

Juneau Pederson Hill TIA
2019 Total AM Peak Hour

Intersection												
Int Delay, s/veh		1.4										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	751	8	32	398	13	1	0	16	39	0	10
Future Vol, veh/h	3	751	8	32	398	13	1	0	16	39	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	10	10	10	10	2	10	2	10	2	2	2
Mvmt Flow	3	873	9	37	463	15	1	0	19	45	0	12
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	478	0	0	883	0	0	1436	1437	878	1439	1435	470
Stage 1	-	-	-	-	-	-	885	885	-	545	545	-
Stage 2	-	-	-	-	-	-	551	552	-	894	890	-
Critical Hdwy	4.12	-	-	4.2	-	-	7.2	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.29	-	-	3.59	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	1084	-	-	733	-	-	107	133	336	111	134	594
Stage 1	-	-	-	-	-	-	329	363	-	523	519	-
Stage 2	-	-	-	-	-	-	505	515	-	336	361	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1084	-	-	733	-	-	100	126	336	100	127	594
Mov Cap-2 Maneuver	-	-	-	-	-	-	219	245	-	206	232	-
Stage 1	-	-	-	-	-	-	327	361	-	520	493	-
Stage 2	-	-	-	-	-	-	470	489	-	316	359	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.7			16.8			24.8		
HCM LOS							C			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	326	1084	-	-	733	-	-	238				
HCM Lane V/C Ratio	0.061	0.003	-	-	0.051	-	-	0.239				
HCM Control Delay (s)	16.8	8.3	0	-	10.2	-	-	24.8				
HCM Lane LOS	C	A	A	-	B	-	-	C				
HCM 95th %tile O(veh)	0.2	0	-	-	0.2	-	-	0.9				

HCM 2010 TWSC
1: Sherwood Lane & Glacier Highway

Juneau Pederson Hill TIA
2019 Total PM Peak Hour

Intersection												
Int Delay, s/veh		1										
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	466	2	12	712	43	8	0	26	26	0	6
Future Vol, veh/h	11	466	2	12	712	43	8	0	26	26	0	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	10	10	10	10	2	10	2	10	2	2	2
Mvmt Flow	11	480	2	12	734	44	8	0	27	27	0	6
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	778	0	0	482	0	0	1288	1307	481	1299	1286	756
Stage 1	-	-	-	-	-	-	504	504	-	781	781	-
Stage 2	-	-	-	-	-	-	784	803	-	518	505	-
Critical Hdwy	4.12	-	-	4.2	-	-	7.2	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.29	-	-	3.59	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	839	-	-	1040	-	-	135	160	569	138	164	408
Stage 1	-	-	-	-	-	-	536	541	-	388	405	-
Stage 2	-	-	-	-	-	-	375	396	-	541	540	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	839	-	-	1040	-	-	130	155	569	129	159	408
Mov Cap-2 Maneuver	-	-	-	-	-	-	249	270	-	254	277	-
Stage 1	-	-	-	-	-	-	526	531	-	381	400	-
Stage 2	-	-	-	-	-	-	365	391	-	506	530	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			14			20		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	437	839	-	-	1040	-	-	273				
HCM Lane V/C Ratio	0.08	0.014	-	-	0.012	-	-	0.121				
HCM Control Delay (s)	14	9.3	0	-	8.5	-	-	20				
HCM Lane LOS	B	A	A	-	A	-	-	C				
HCM 95th %tile O(veh)	0.3	0	-	-	0	-	-	0.4				

HCM 2010 TWSC
1: Sherwood Lane & Glacier Highway

Juneau Pederson Hill TIA
2019 Total Sunday Peak Hour

Intersection												
Int Delay, s/veh	1.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	11	405	2	10	619	45	7	0	23	42	0	11
Future Vol, veh/h	11	405	2	10	619	45	7	0	23	42	0	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	250	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	1	-	-	1	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	86	86	86	86	86	86	86	86	86	86	86	86
Heavy Vehicles, %	2	10	10	10	10	2	10	2	10	2	2	2
Mvmt Flow	13	471	2	12	720	52	8	0	27	49	0	13
Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	772	0	0	473	0	0	1274	1293	472	1280	1268	746
Stage 1	-	-	-	-	-	-	498	498	-	769	769	-
Stage 2	-	-	-	-	-	-	776	795	-	511	499	-
Critical Hdwy	4.12	-	-	4.2	-	-	7.2	6.52	6.3	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.2	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.29	-	-	3.59	4.018	3.39	3.518	4.018	3.318
Pot Cap-1 Maneuver	843	-	-	1048	-	-	139	163	576	143	168	413
Stage 1	-	-	-	-	-	-	540	544	-	394	411	-
Stage 2	-	-	-	-	-	-	378	399	-	545	544	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	843	-	-	1048	-	-	131	158	576	133	163	413
Mov Cap-2 Maneuver	-	-	-	-	-	-	248	272	-	258	281	-
Stage 1	-	-	-	-	-	-	529	533	-	386	406	-
Stage 2	-	-	-	-	-	-	362	394	-	509	533	-
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.2			0.1			13.9			21.4		
HCM LOS							B			C		
Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1				
Capacity (veh/h)	440	843	-	-	1048	-	-	280				
HCM Lane V/C Ratio	0.079	0.015	-	-	0.011	-	-	0.22				
HCM Control Delay (s)	13.9	9.3	0	-	8.5	-	-	21.4				
HCM Lane LOS	B	A	A	-	A	-	-	C				
HCM 95th %tile O(veh)	0.3	0	-	-	0	-	-	0.8				

APPENDIX C

Level of Service Definitions

Level of service (LOS) is a qualitative measure that describes the operating conditions within an intersection or roadway section, and the perception of those conditions by the facility's users. The factors used to measure the LOS provided by any given facility, might include any or all of the following:

- User comfort
- Convenience
- Travel time
- Maneuverability
- Interruptions in traffic
- Speed
- Cost
- Number of stops
- Fuel consumption

Every type of facility (intersections, freeway, segment, arterial, or pedestrian) has different operating parameters that are used to determine its LOS. For intersections, the primary operating parameter is average control delay per vehicle defined in units of seconds per vehicle. There are six LOS defined for each facility type. Each level has a letter identification from A to F with LOS A representing the best operating conditions and LOS F the worst.

SIGNALIZED INTERSECTIONS

The delay experienced by motorists in a signalized intersection is affected by a number of factors related to geometrics, traffic, control, and incidents. The total delay is defined as the difference between the actual travel time and travel time that would result from ideal conditions. An ideal signalized intersection has 12-foot lane widths, level grade, no curb parking, only passenger cars in the traffic stream, no turning movements, green signal available all the time, and is located outside the central business district. For signalized intersections, only the portion of total delay associated with control is measured. This delay is referred to as control delay and includes the following: initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Table 1 summarizes the *2000 Highway Capacity Manual*'s description of the six LOS for a signalized intersection. The range of delays in each LOS is the same for the *2010 Highway Capacity Manual*.

Table 1: Level of Service Criteria for Signalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay, 10 or less seconds per vehicle; progression is very favorable; most vehicles arrive during the green cycle; most vehicles do not stop. Short cycle lengths may also contribute to low delay.
B	Control delay greater than 10 and up to 20 seconds per vehicle; progression is good and/or cycle lengths are short. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle; progression is fair and/or cycle lengths are longer. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle; progression is unfavorable, cycle lengths are long, or has a high flow rate to capacity ratio. Many vehicles stop, and the proportion of vehicles not stopping diminishes. Individual cycle failures are obvious.
E	Control delay greater than 55 and up to 80 seconds per vehicle; progression is poor, cycle lengths are long, and has a high flow rate to capacity ratio. Individual cycle failures are frequent occurrences.
F	Control delay greater than 80 seconds per vehicle; progression is very poor, cycle lengths are long. Many individual cycle failures. Arrival flow rates exceed the capacity of the intersection. This level is considered unacceptable to most drivers.

UNSIGNALIZED INTERSECTIONS

The two types of unsignalized intersections include two-way stop-controlled (TWSC) and all-way stop-controlled (AWSC) intersections. The LOS for a TWSC intersection is defined by control delay for each minor approach and major street left-turn movement rather than the overall intersection. The LOS for an AWSC intersection is defined by control delay for the intersection as a whole. The delay ranges for unsignalized intersections are different from those for signalized intersections primarily due to driver expectation. The expectation is that signalized intersections are designed to carry higher volumes of traffic and therefore higher levels of delay are acceptable. Table 2 summarizes the *2000 Highway Capacity Manual*'s description of the six LOS for an unsignalized intersection. The range of delays in each LOS is the same for the *2010 Highway Capacity Manual*.

Table 2: Level of Service Criteria for Unsignalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay, 10 or less seconds per vehicle. All drivers find freedom of operation. Very rarely more than one vehicle in queue.
B	Control delay greater than 10 and up to 15 seconds per vehicle. Some drivers begin to consider the delay troublesome. Seldom is there more than one vehicle in queue.
C	Control delay greater than 15 and up to 25 seconds per vehicle. Most drivers feel restricted, but tolerable so. Often there is more than one vehicle in queue.
D	Control delay greater than 25 and up to 35 seconds per vehicle. Drivers feel restricted. Most often, there is more than one vehicle in queue.
E	Control delay greater than 35 and up to 50 seconds per vehicle. Drivers find delays approaching intolerable levels. There is frequently more than one vehicle in queue. This level denotes a state in which the demand is close to or equal to the probable maximum number of vehicles that can be accommodated by the movement.
F	Control delay greater than 50 seconds per vehicle. Very constrained flow. Represents an intersection failure situation that is caused by geometry and/or operational constraints external to the intersection.

SUMMARY

The average control delay for signalized and unsignalized intersections is summarized in Table 3.

Table 3: Summary of Average Control Delay per Vehicle (in seconds) for Signalized and Unsignalized Intersections

LOS	Unsignalized Intersections	Signalized Intersections
A	≤ 10	≤ 10
B	> 10 and ≤ 15	> 10 and ≤ 20
C	> 15 and ≤ 25	> 20 and ≤ 35
D	> 25 and ≤ 35	> 35 and ≤ 55
E	> 35 and ≤ 50	> 55 and ≤ 80
F	> 50	> 80



Attachment M: Wetland Boundary Map



DEPARTMENT OF THE ARMY
ALASKA DISTRICT, U.S. ARMY CORPS OF ENGINEERS
REGULATORY DIVISION
P.O. BOX 22270
JUNEAU, AK 99802-2270

SEP 28 2016

Regulatory Division
POA-2016-206

Mr. Daniel Bleidorn
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Dear Mr. Bleidorn:

Enclosed is the signed Department of the Army permit, file POA-2016-206, Casa Del Sol Creek, which authorizes the discharge of fill material into waters of the United States, including wetlands to construct a residential subdivision.

The project site is located within Section 25, T. 40 S., R. 65 E., Copper River Meridian; USGS Quad Map Juneau B-2; Latitude 58.37423° N., Longitude 134.612969° W.; Pederson Hill Lot 2, in Juneau, Alaska. Also enclosed is a Notice of Authorization which should be posted in a prominent location near the authorized work.

If changes to the plans or location of the work are necessary for any reason, plans must be submitted to us immediately. Federal law requires approval of any changes before construction begins.

Nothing in this letter excuses you from compliance with other Federal, State, or local statutes, ordinances, or regulations.

Please contact me via email at Randal.P.Vigil@usace.army.mil, by mail at the address above, or by phone at (907) 790-4491, if you have questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Randal P. Vigil", is written over a large, stylized circular flourish.

Randal P. Vigil
Project Manager

Enclosures

DEPARTMENT OF THE ARMY PERMIT

Permittee: City and Borough of Juneau

Permit No.: POA-2016-206 (Casa Del Sol Creek)

Issuing Office: U.S. Army Engineer District, Alaska

NOTE: The term "you" and its derivatives, as used in this permit, means the permittee or any future transferee. The term "this office" refers to the appropriate district or division office of the Corps of Engineers having jurisdiction over the permitted activity or the appropriate official of that office acting under the authority of the commanding officer.

You are authorized to perform work in accordance with the terms and conditions specified below.

Project Description: Discharge 38,119 cubic yards of shot rock, 4,765 cubic yards of crushed rock and 1,588 cubic yards of sand and gravel fill material into 9.47 acres of waters of the United States consisting of forested wetlands in order to construct a 60 foot wide boulevard, three 50 foot wide streets, and a 50 foot wide lane, 87 residential lots (cleared and prepped for home construction), underground municipal water, sewer, and electrical lines to each lot, a 10 foot wide equestrian trail, and a 15 feet wide pedestrian walk.

All work will be performed in accordance with the attached plan, sheets 1-3, dated May 25, 2016.

Project Location: Section 25, T. 40 S., R. 65 E., Copper River Meridian; USGS Quad Map Juneau B-2; Latitude 58.37423° N., Longitude 134.612969° W.; Pederson Hill Lot 2, in Juneau, Alaska.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on **September 30, 2021**.

If you find that you need more time to complete the authorized activity, submit your request for a time extension to this office for consideration at least one month before the above date is reached.

2. You must maintain the activity authorized by this permit in conformance with the terms and conditions of this permit. You are not relieved of this requirement if you abandon the permitted activity, although you may make a good faith transfer to a third party in compliance with General Condition 4 below. Should you wish to cease to maintain the authorized activity or should you desire to abandon it without a good faith transfer, you must obtain a modification of this permit from this office, which may require restoration of the area.

3. If you discover any previously unknown historic or archeological remains while accomplishing the activity authorized by this permit, you must immediately notify this office of what you have found. We will initiate the Federal and State coordination required to determine if the remains warrant a recovery effort or if the site is eligible for listing in the National Register of Historic Places.

4. If you sell the property associated with this permit, you must obtain the signature of the new owner in the space provided and forward a copy of the permit to this office to validate the transfer of this authorization.

5. If a conditioned water quality certification has been issued for your project, you must comply with the conditions specified in the certification as special conditions to this permit. For your convenience, a copy of the certification is attached if it contains such conditions.

6. You must allow representatives from this office to inspect the authorized activity at any time deemed necessary to ensure that it is being or has been accomplished in accordance with the terms and conditions of your permit.

Special Conditions: N/A

Further Information: N/A

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

() Section 10 of the Rivers and Harbors Act of 1899 (33 U.S.C. 403).

(X) Section 404 of the Clean Water Act (33 U.S.C. 1344).

() Section 103 of the Marine Protection, Research, and Sanctuaries Act of 1972 (33 U.S.C. 1413).

2. Limits of this authorization.

a. This permit does not obviate the need to obtain other Federal, State, or local authorization required by law.

b. This permit does not grant any property rights or exclusive privileges.

c. This permit does not authorize any injury to the property or rights of others.

d. This permit does not authorize interference with any existing or proposed Federal project.

3. Limits of Federal Liability. In issuing this permit, the Federal Government does not assume any liability for the following:

a. Damages to the permitted project or uses thereof as a result of other permitted or unpermitted activities or from natural causes.

b. Damages to the permitted project or uses thereof as a result of current or future activities undertaken by or on behalf of the United States in the public interest.

c. Damages to persons, property, or to other permitted or unpermitted activities or structures caused by the activity authorized by this permit.

d. Design or construction deficiencies associated with the permitted work.

e. Damage claims associated with any future modification, suspension, or revocation of this permit.

4. Reliance on Applicant's Data: The determination of this office that issuance of this permit is not contrary to the public interest was made in reliance on the information you provided.

5. Reevaluation of Permit Decision. This office may reevaluate its decision on this permit at any time the circumstances warrant. Circumstances that could require a reevaluation include, but are not limited to, the following:

a. You fail to comply with the terms and conditions of this permit.

b. The information provided by you in support of your permit application proves to have been false, incomplete, or inaccurate (See 4 above).

c. Significant new information surfaces which this office did not consider in reaching the original public interest decision.

Such a reevaluation may result in a determination that it is appropriate to use the suspension, modification, and revocation procedures contained in 33 CFR 325.7 or enforcement procedures such as those contained in 33 CFR 326.4 and 326.5. The referenced enforcement procedures provide for the issuance of an administrative order requiring you to comply with the terms and conditions of your permit and for the initiation of legal action where appropriate. You will be required to pay for any corrective measures ordered by this office, and if you fail to comply with such directive, this office may in certain situations (such as those specified in 33 CFR 209.170) accomplish the corrective measures by contract or otherwise and bill you for the cost.

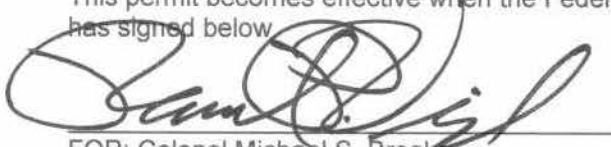
6. Extensions. General Condition 1 establishes a time limit for the completion of the activity authorized by this permit. Unless there are circumstances requiring either a prompt completion of the authorized activity or a reevaluation of the public interest decision, the Corps will normally give favorable consideration to a request for an extension of this time limit.

Your signature below, as permittee, indicates that you accept and agree to comply with the terms and conditions of this permit.


 Daniel Bleidorn
 Deputy Lands Manager
 City and Borough of Juneau

09-26-16
 (DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below


 FOR: Colonel Michael S. Brooks
 Randal P. Vigil
 South Branch, Regulatory Division

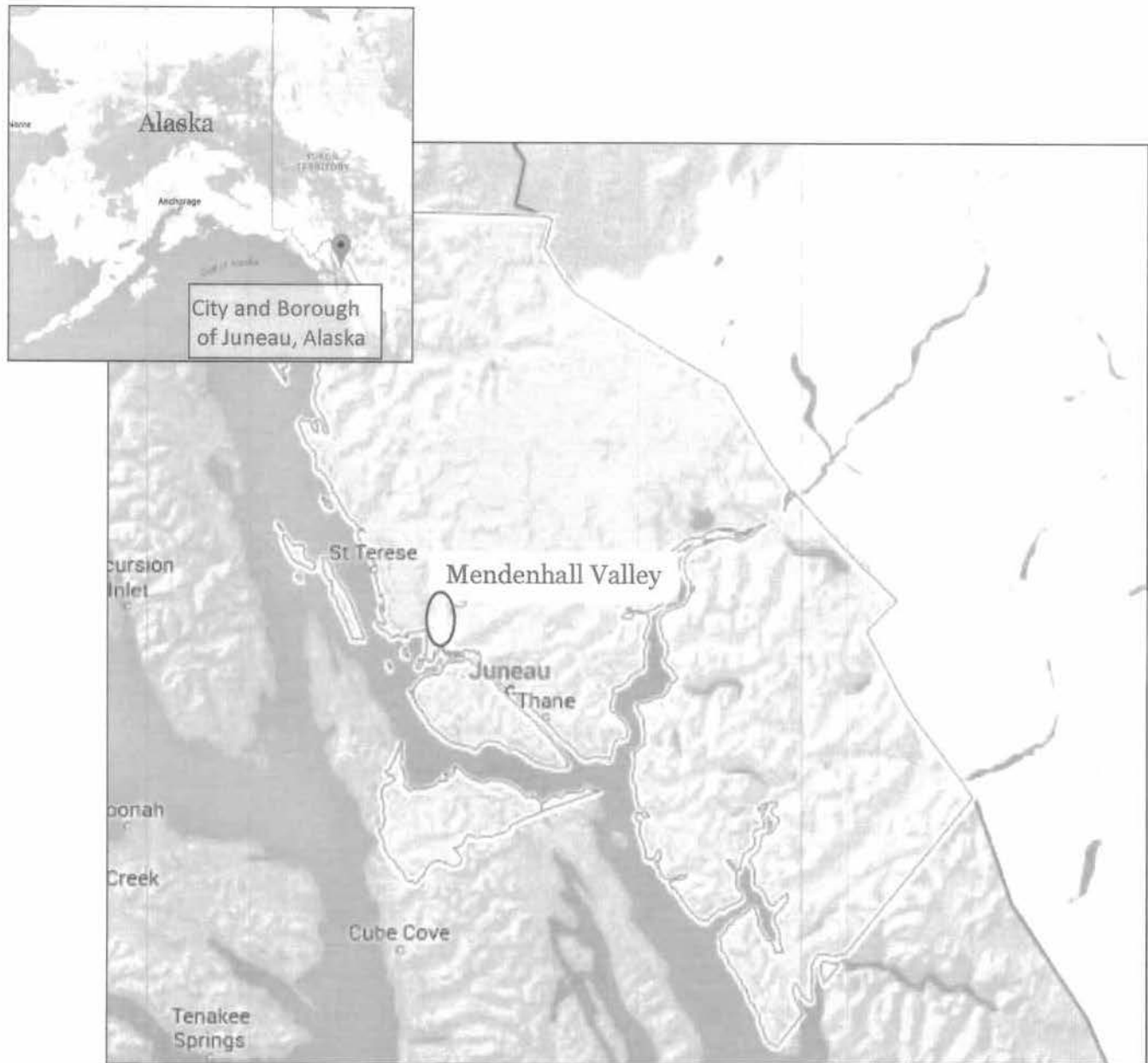
09/28/2016
 (DATE)

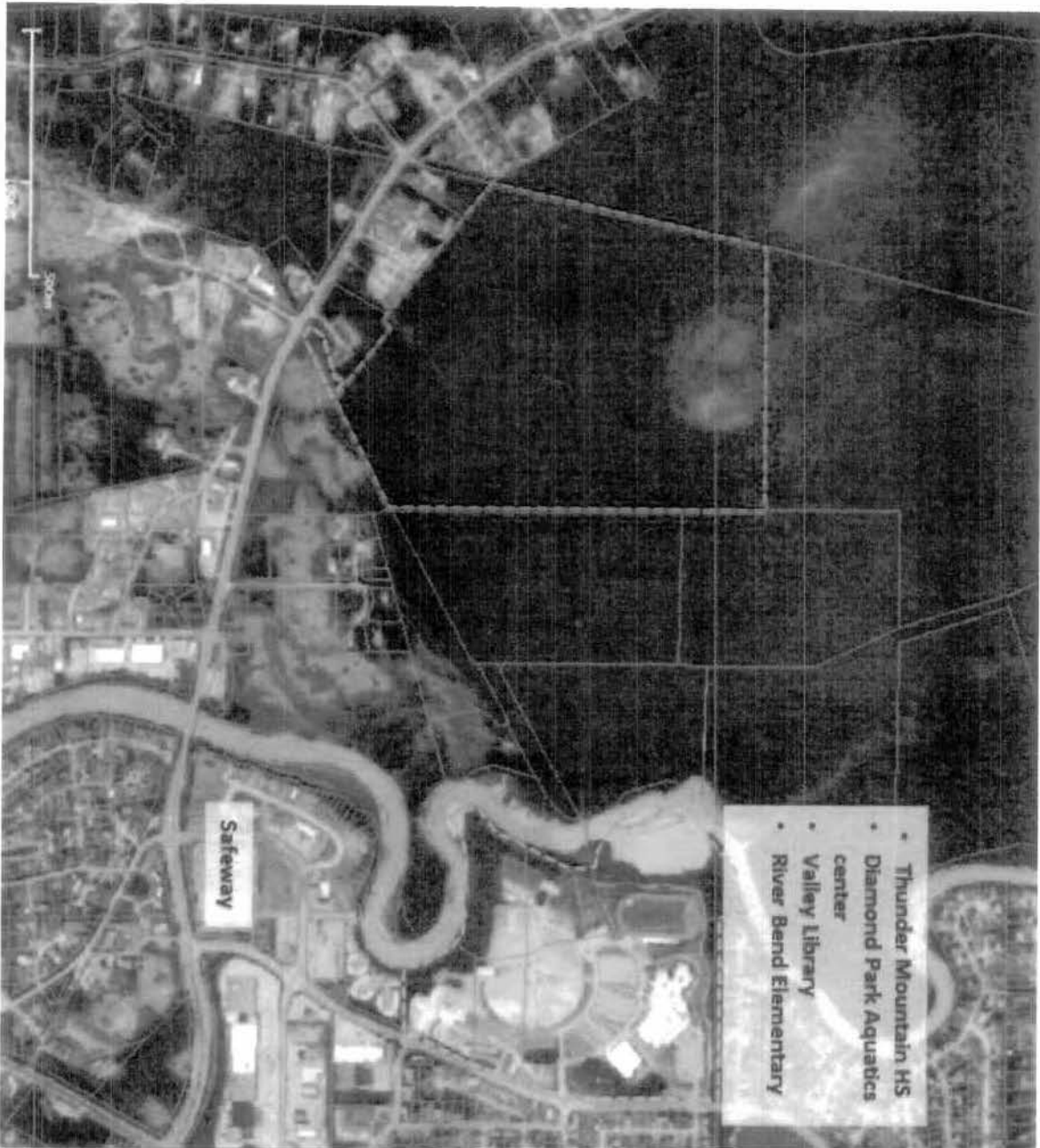
When the structures or work authorized by this permit are still in existence at the time the property is transferred the terms and conditions of this permit will continue to be binding on the new owner(s) of the property. To validate the transfer of this permit and the associated liabilities associated with compliance with its terms and conditions have the transferee sign and date below.

 (TRANSFEE)

 (DATE)

City & Borough of Juneau
Pederson Hill Subdivision
Vicinity Map





A portion of U.S. Survey
No. 3873, According to
Plat No. 2015-40
Containing; 39,254 ft.²
Tax ID: 4B2201010101

U.S. Survey No. 3873,
Alaska Containing
121.56 Acres

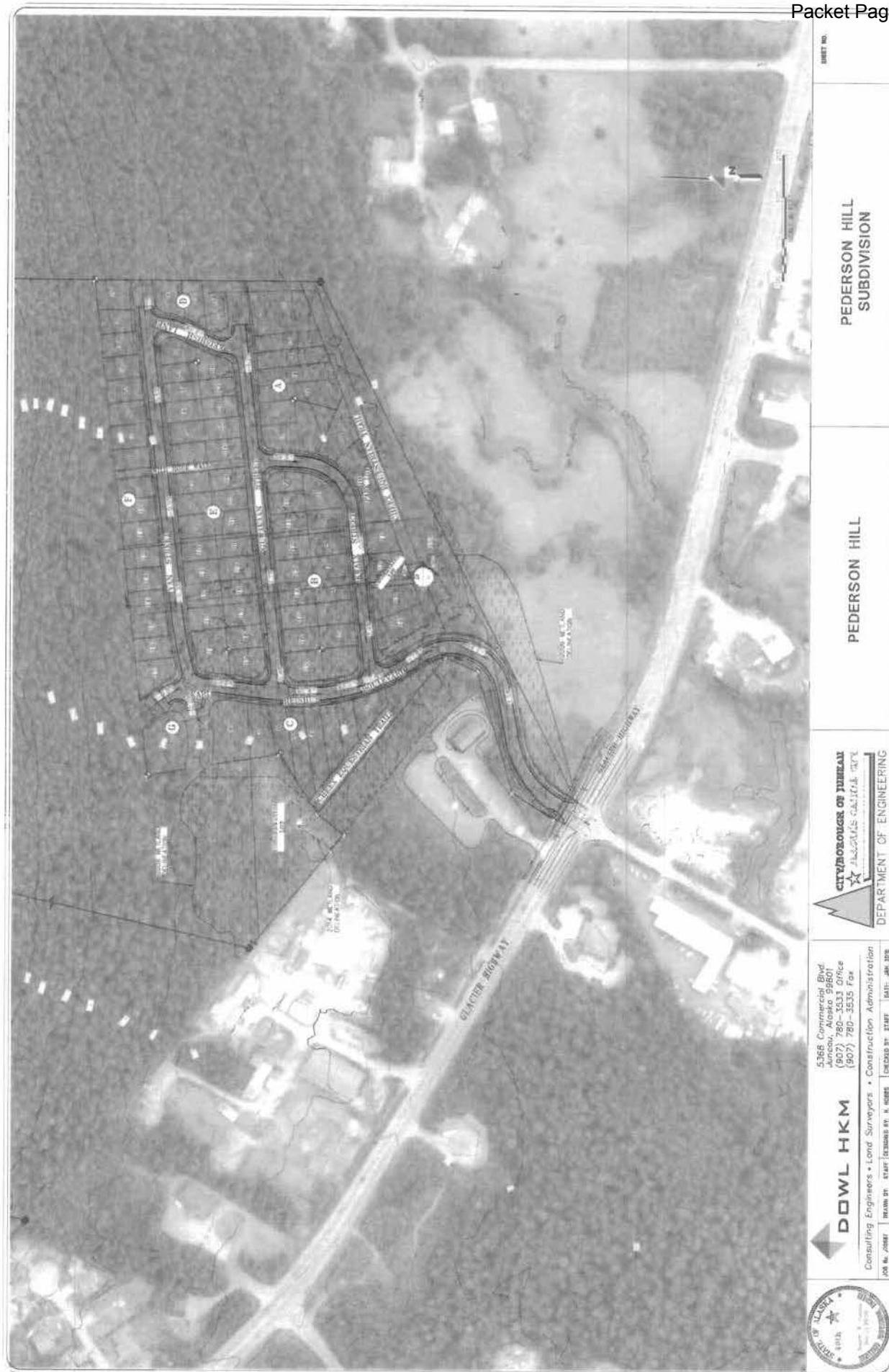
Tax ID:
4B2201010101
Legal Description:
Pederson Hill LT 2
134° 36' 47.917" W
58 22' 25.882" N

Waters of the United States



POA-2016-206, Casa Del Sol Creek
City & Borough of Juneau
Residential
June 6, 2016

Stream
Wetlands



DOWL HKM
Consulting Engineers • Land Surveyors • Construction Administration
5368 Commercial Blvd
Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax
DATE: JAN 2016

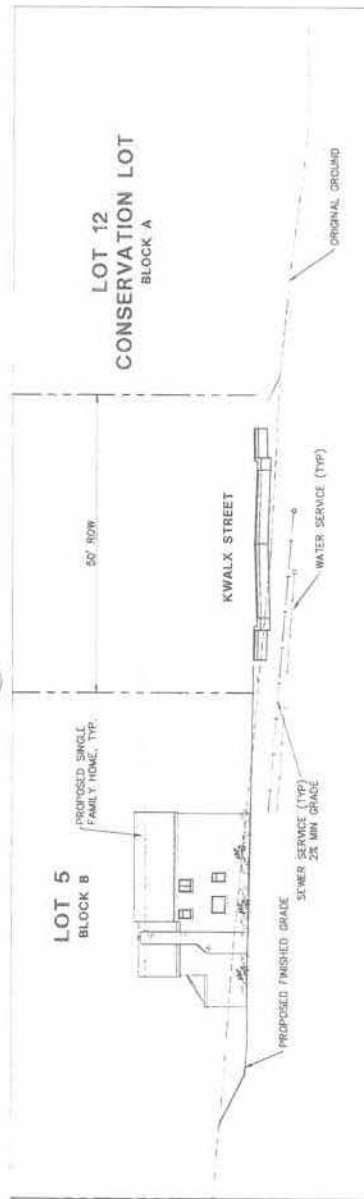
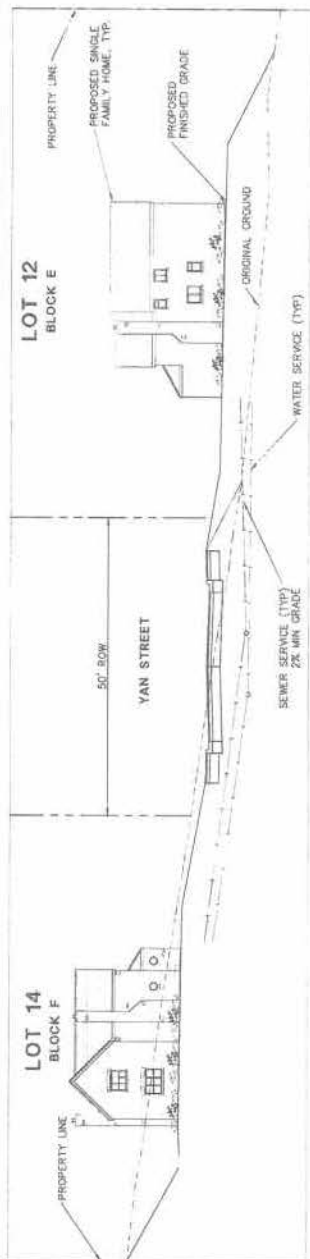


PEDERSON HILL

**PEDERSON HILL
SUBDIVISION**

SHEET NO.

POA-2016-206, Casa Del Sol Creek
City & Borough of Juneau
Residential
Sheet 1 of 3
May 25, 2016



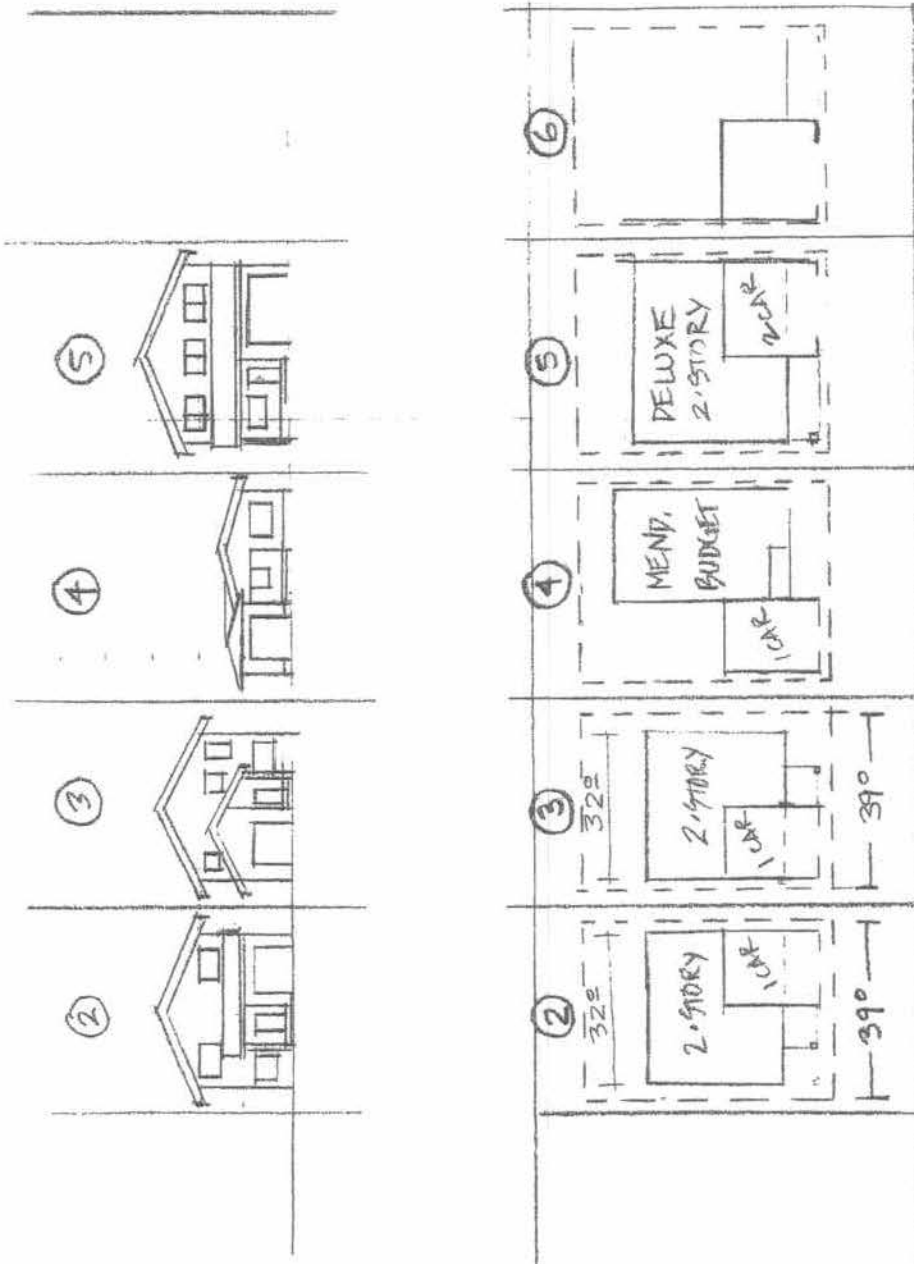
53568 Commercial Blvd.
Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax
Consulting Engineers • Land Surveyors • Construction Administration
JES: Wm. JONES | SEAN: BT | STAFF | DESIGNED BY: M. MOSES | CHECKED BY: STAFF | DATE: JAN. 2016



PEDERSON HILL
CROSS SECTION

POA-2016-206, Casa Del Sol Creek
City & Borough of Juneau
Residential
Sheet 2 of 3
May 25, 2016

PEDERSON HILL
4.27.16 CBT
BLOCK E



POA-2016-206, Casa Del Sol Creek
City & Borough of Juneau
Residential
Sheet 3 of 3
May 25, 2016

YAN STREET



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Environmental
Conservation

DIVISION OF WATER
Wastewater Discharge Authorization Program

555 Cordova Street
Anchorage, Alaska 99501-2617
Main: 907.269.6285
Fax: 907.334.2415
www.dec.alaska.gov/water/wwdp

July 20, 2016

City & Borough of Juneau (CBJ), Division of Lands & Resources
Attention: Dan Bleidorn
155 South Seward Street
Juneau, AK 99801

Re: City & Borough of Juneau (CBJ), Pederson Hill Subdivision
POA-2016-206, Casa Del Sol Creek aka Pederson Hill Creek

Dear Mr. Bleidorn:

In accordance with Section 401 of the Federal Clean Water Act of 1977 and provisions of the Alaska Water Quality Standards, the Department of Environmental Conservation (DEC) is issuing the enclosed Certificate of Reasonable Assurance for placement of dredged and/or fill material in waters of the U.S., including wetlands and streams, associated with the development of a subdivision near Juneau, Alaska.

DEC regulations provide that any person who disagrees with this decision may request an informal review by the Division Director in accordance with 18 AAC 15.185 or an adjudicatory hearing in accordance with 18 AAC 15.195 – 18 AAC 15.340. An informal review request must be delivered to the Director, Division of Water, 555 Cordova Street, Anchorage, AK 99501, within 15 days of the permit decision. Visit <http://dec.alaska.gov/commish/ReviewGuidance.htm> for information on Administrative Appeals of Department decisions.

An adjudicatory hearing request must be delivered to the Commissioner of the Department of Environmental Conservation, 410 Willoughby Avenue, Suite 303, PO Box 111800, Juneau, AK 99811-1800, within 30 days of the permit decision. If a hearing is not requested within 30 days, the right to appeal is waived.

By copy of this letter we are advising the U.S. Army Corps of Engineers of our actions and enclosing a copy of the certification for their use.

Sincerely,

A handwritten signature in cursive script that reads "James Rypkema".

James Rypkema
Program Manager, Storm Water and Wetlands

Enclosure: 401 Certificate of Reasonable Assurance

cc: (with encl.)
Randy Vigil, USACE, Juneau
Jackie Timothy, ADF&G

USFWS Field Office Juneau
Mark Jen, EPA Operations, Anchorage

**STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
CERTIFICATE OF REASONABLE ASSURANCE**

In accordance with Section 401 of the Federal Clean Water Act (CWA) and the Alaska Water Quality Standards (18 AAC 70), a Certificate of Reasonable Assurance, is issued to CBJ, attention: Dan Bleidorn, at 155 South Seward Street, Juneau, Alaska 99801, for placement of dredged and/or fill material in waters of the U.S. including wetlands and streams in association with the development of a subdivision in Juneau, Alaska.

The purpose of the project is to subdivide a large tract of CBJ owned property in order to provide small residential lots to help meet the current demand for affordable housing. CBJ proposes to discharge approximately 38,119 cubic yards of shot rock, 4,765 cubic yards of crushed rock and 1,588 cubic yards of sand and gravel fill material into approximately 9.47 acres of waters of the United States consisting of forested wetlands in order to construct a 60 foot wide boulevard, three 50 foot wide streets, and a 50 foot wide lane, 87 residential lots (cleared and prepped for home construction), underground municipal water, sewer, and electrical lines to each lot, a 10 foot wide equestrian trail, and a 15 foot wide pedestrian walk.

DEC identified Pederson Hill Creek on the 2006 303(d) list as an impaired waterbody due to fecal coliform, with failing septic tanks listed as the expected pollutant source. A total maximum daily load (TMDL) was developed and approved by EPA and is available at [http://dec.alaska.gov/water/tmdl/pdfs/Pederson Hill TMDL final.pdf](http://dec.alaska.gov/water/tmdl/pdfs/Pederson%20Hill%20TMDL%20final.pdf). Among the proposed minimization measures, CBJ has extended the municipal sewer system to include the section of Glacier Highway at the head waters of Pederson Hill Creek so that privately owned septic tanks/systems would be minimized, which will reduce fecal coliform loads to the creek.

A state issued water quality certification is required under Section 401 because the proposed activity will be authorized by a U.S. Army Corps of Engineers permit (POA-2016-206) and a discharge of pollutants to waters of the U.S. located in the State of Alaska may result from the proposed activity. Public notice of the application for this certification was given as required by 18 AAC 15.180 in the Corps Public Notice POA-2016-206 posted from June 9, 2016 to July 11, 2016.

The proposed activity is located within Section 25, T. 40 S., R. 65 E., Copper River Meridian; Latitude 58.37423° N., Longitude -134.612969° W.; in Juneau, Alaska.

The Department of Environmental Conservation (DEC) reviewed the application and certifies that there is reasonable assurance that the proposed activity, as well as any discharge which may result, will comply with applicable provisions of Section 401 of the CWA and the Alaska Water Quality Standards, 18 AAC 70, provided that the following additional measures are adhered to.

1. Reasonable precautions and controls must be used to prevent incidental and accidental discharge of petroleum products or other hazardous substances. Fuel storage and handling activities for equipment must be sited and conducted so there is no petroleum contamination of the ground, subsurface, or surface waterbodies.

2. During construction, spill response equipment and supplies such as sorbent pads shall be available and used immediately to contain and cleanup oil, fuel, hydraulic fluid, antifreeze, or other pollutant spills. Any spill amount must be reported in accordance with Discharge Notification and Reporting Requirements (AS 46.03.755 and 18 AAC 75 Article 3). The applicant must contact by telephone the DEC Area Response Team for Southeast Alaska (907) 465-5340 during work hours or 1-800-478-9300 after hours. Also, the applicant must contact by telephone the National Response Center at 1-800-424-8802.
3. Runoff discharged to surface water (including wetlands) from a construction site disturbing one or more acres must be covered under Alaska's General Permit for Storm Water Discharges from Large and Small Construction Activities in Alaska (AKR100000). This permit requires a Storm Water Pollution Prevention Plan (SWPPP). For projects that disturb more than five acres, this SWPPP must also be submitted to DEC (William Ashton, 907-269-6283) prior to construction.
4. All work areas, material access routes, and surrounding wetlands involved in the construction project shall be clearly delineated and marked in such a way that equipment operators do not operate outside of the marked areas.
5. Natural drainage patterns shall be maintained, to the extent practicable, without introducing ponding or drying.
6. Excavated or fill material, including overburden, shall be placed so that it is stable, meaning after placement the material does not show signs of excessive erosion. Indicators of excess erosion include: gullying, head cutting, caving, block slippage, material sloughing, etc. The material must be contained with siltation best management practices (BMPs) to preclude reentry into any waters of the U.S., which includes wetlands.
7. Include the following BMPs to handle storm water and total storm water volume discharges as they apply to the site:
 - a. Divert storm water from off-site around the site so that it does not flow onto the project site and cause erosion of exposed soils;
 - b. Slow down or contain storm water that may collect and concentrate within a site and cause erosion of exposed soils;
 - c. Place velocity dissipation devices (e.g., check dams, sediment traps, or riprap) along the length of any conveyance channel to provide a non-erosive flow velocity. Also place velocity dissipation devices where discharges from the conveyance channel or structure join a water course to prevent erosion and to protect the channel embankment, outlet, adjacent stream bank slopes, and downstream waters.
8. Fill material must be clean sand, gravel or rock, free from petroleum products and toxic contaminants in toxic amounts.
9. Any disturbed ground and exposed soil not covered with fill must be stabilized and re-vegetated with endemic species, grasses, or other suitable vegetation in an appropriate manner to minimize erosion and sedimentation, so that a durable vegetative cover is established in a timely manner.

This certification expires five (5) years after the date the certification is signed. If your project is not completed by then and work under U.S Army Corps of Engineers Permit will continue, you must submit an application for renewal of this certification no later than 30 days before the expiration date (18 AAC 15.100).

Date: July 20, 2016



 James Rypkema, Program Manager
 Storm Water and Wetlands



This notice of authorization must be
conspicuously displayed at the site of work.

UNITED STATES ARMY CORPS OF ENGINEERS
CASA DEL SOL CREEK

A PERMIT TO: DISCHARGE FILL MATERIAL INTO WATERS OF THE
UNITED STATES, INCLUDING WETLANDS TO CONSTRUCT A
RESIDENTIAL SUBDIVISION

AT: SECTION 25, T. 40 S., R. 65 E., COPPER RIVER MERIDIAN; USGS
QUAD MAP JUNEAU B-2; LATITUDE 58.37423° N., LONGITUDE 134.612969°
W.; PEDERSON HILL LOT 2, IN JUNEAU, AK

HAS BEEN ISSUED TO: THE CITY AND BOROUGH OF JUNEAU
ON: SEPTEMBER 28, 2016, AND EXPIRES ON: SEPTEMBER 30, 2021.

ADDRESS OF PERMITTEE: 155 SOUTH SEWARD STREET, JUNEAU, AK
99801.

PERMIT NUMBER:

POA-2016-206


FOR: DISTRICT COMMANDER
RANDAL P. VIGIL
PROJECT MANAGER
REGULATORY DIVISION

ENG FORM 4336, Jul 81 (33 CFR 320-330) EDITION OF JUL 70 MAY BE USED (Proponent: CECW-O)

MEMORANDUM

State of Alaska

Department of Fish and Game
Division of Habitat

TO: Jackie Timothy
Southeast Regional Supervisor

DATE: September 2, 2015

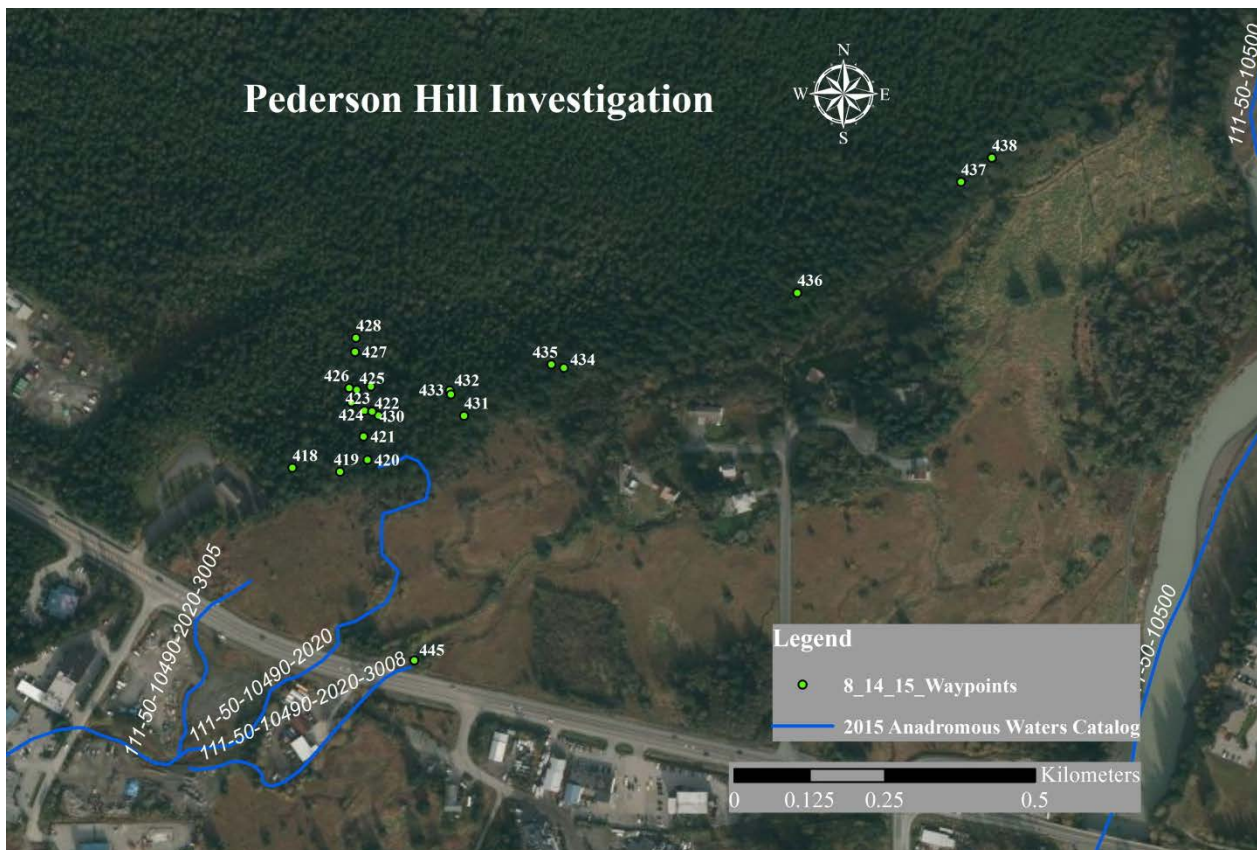
FILE NO: 58.3733, -134.6126

SUBJECT: Pederson Hill Area Land: CBJ
August 14, 2015 Site Visit

FROM: Johnny Zutz *JZ*
Habitat Biologist

PHONE NO: (907) 465-6474

On Friday August 15th, Tess Quinn and I visited the headwaters of Casa Del Sol above Glacier Highway. CBJ is preparing to design a subdivision in the area uphill from Wildmeadow Lane and Christ Lutheran Church. We parked near the church and hiked east, northeast along the ridgeline. We netted one coho and visually identified several others at waypoint 420; just above the cataloged upper extent of Stream No. 111-50-10490-2020 (CO_r, DV_r). We did not observe or capture any other fish during our survey of the area and will not make any changes to the catalog.



Waypoint	Latitude	Longitude	Notes	Sample Effort	Sample Results
418	58.3733	-134.6139	Pedersen Hill fish survey. Start at Christ Lutheran Church (across from Sherwood Lane) and walking along hillside towards Mendenhall River. Proposed corridor, flagging on stake.		
419	58.3733	-134.6131	First stream, also smaller stream or side shannel just east that was not fished.	EF	0
420	58.3734	-134.6127	Second stream. Electrofish heading upstream.	EF	1 CO
421	58.3736	-134.6128		EF	0
422	58.3737	-134.6126	Five foot tall log dam in stream.		
423	58.3738	-134.6128		EF	0
424	58.3738	-134.6130	Stream flows subsurface upstream.	EF	0
425	58.3739	-134.6129		EF	0
426	58.3740	-134.6130		EF	0
427	58.3742	-134.6129		EF	0
428	58.3743	-134.6129	End tracking upstream due to lack of fish.	EF	0
429	58.3740	-134.6127	Tracking stream down, tributary of last stream.		
430	58.3738	-134.6127	Back at dam. Continue east.		
431	58.3737	-134.6113	Third stream. Tracking up.	EF	0
432	58.3739	-134.6115		EF	0
433	58.3739	-134.6115	End tracking, no place to fish.		
434	58.3741	-134.6098	Fourth stream. Metal siding sitting in stream.	EF	0
435	58.3741	-134.6100		EF	0
436	58.3747	-134.6063	Very small stream, upper extent, did not fish.		
437	58.3756	-134.6039	Small steep gully. No photos.		
438	58.3758	-134.6034	Second small gully.		
445	58.3718	-134.6120	Trap set 20' upstream of inlet to dual culverts; Time in 12:00. Pulled at 15:30 Stream No. 111-50-10490-2020-3008	MT	46 CO

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
 Staff, ADF&G Habitat, Juneau
 Dan Teske, ADF&G-SF, Juneau
 Greg Chaney, CBJ, Juneau

Stephanie Sell, ADF&G-WC
 Linda Speerstra, USACE, Sitka
 Cindy Hartmann Moore, NMFS, Juneau
 Steve Brockmann, USFWS, Juneau



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

Department of Environmental
Conservation

DIVISION OF WATER
Wastewater Discharge Authorization Program

555 Cordova Street
Anchorage, Alaska 99501-2617
Main: 907.269.6285
Fax: 907.334.2415
www.dec.alaska.gov/water/vwdp

July 20, 2016

City & Borough of Juneau (CBJ), Division of Lands & Resources
Attention: Dan Bleidorn
155 South Seward Street
Juneau, AK 99801

Re: City & Borough of Juneau (CBJ), Pederson Hill Subdivision
POA-2016-206, Casa Del Sol Creek aka Pederson Hill Creek

Dear Mr. Bleidorn:

In accordance with Section 401 of the Federal Clean Water Act of 1977 and provisions of the Alaska Water Quality Standards, the Department of Environmental Conservation (DEC) is issuing the enclosed Certificate of Reasonable Assurance for placement of dredged and/or fill material in waters of the U.S., including wetlands and streams, associated with the development of a subdivision near Juneau, Alaska.

DEC regulations provide that any person who disagrees with this decision may request an informal review by the Division Director in accordance with 18 AAC 15.185 or an adjudicatory hearing in accordance with 18 AAC 15.195 – 18 AAC 15.340. An informal review request must be delivered to the Director, Division of Water, 555 Cordova Street, Anchorage, AK 99501, within 15 days of the permit decision. Visit <http://dec.alaska.gov/commish/ReviewGuidance.htm> for information on Administrative Appeals of Department decisions.

An adjudicatory hearing request must be delivered to the Commissioner of the Department of Environmental Conservation, 410 Willoughby Avenue, Suite 303, PO Box 111800, Juneau, AK 99811-1800, within 30 days of the permit decision. If a hearing is not requested within 30 days, the right to appeal is waived.

By copy of this letter we are advising the U.S. Army Corps of Engineers of our actions and enclosing a copy of the certification for their use.

Sincerely,

A handwritten signature in cursive script that reads "James Rypkema".

James Rypkema
Program Manager, Storm Water and Wetlands

Enclosure: 401 Certificate of Reasonable Assurance

cc: (with encl.)
Randy Vigil, USACE, Juneau
Jackie Timothy, ADF&G

USFWS Field Office Juneau
Mark Jen, EPA Operations, Anchorage

**STATE OF ALASKA
DEPARTMENT OF ENVIRONMENTAL CONSERVATION
CERTIFICATE OF REASONABLE ASSURANCE**

In accordance with Section 401 of the Federal Clean Water Act (CWA) and the Alaska Water Quality Standards (18 AAC 70), a Certificate of Reasonable Assurance, is issued to CBJ, attention: Dan Bleidorn, at 155 South Seward Street, Juneau, Alaska 99801, for placement of dredged and/or fill material in waters of the U.S. including wetlands and streams in association with the development of a subdivision in Juneau, Alaska.

The purpose of the project is to subdivide a large tract of CBJ owned property in order to provide small residential lots to help meet the current demand for affordable housing. CBJ proposes to discharge approximately 38,119 cubic yards of shot rock, 4,765 cubic yards of crushed rock and 1,588 cubic yards of sand and gravel fill material into approximately 9.47 acres of waters of the United States consisting of forested wetlands in order to construct a 60 foot wide boulevard, three 50 foot wide streets, and a 50 foot wide lane, 87 residential lots (cleared and prepped for home construction), underground municipal water, sewer, and electrical lines to each lot, a 10 foot wide equestrian trail, and a 15 foot wide pedestrian walk.

DEC identified Pederson Hill Creek on the 2006 303(d) list as an impaired waterbody due to fecal coliform, with failing septic tanks listed as the expected pollutant source. A total maximum daily load (TMDL) was developed and approved by EPA and is available at [http://dec.alaska.gov/water/tmdl/pdfs/Pederson Hill TMDL final.pdf](http://dec.alaska.gov/water/tmdl/pdfs/Pederson%20Hill%20TMDL%20final.pdf). Among the proposed minimization measures, CBJ has extended the municipal sewer system to include the section of Glacier Highway at the head waters of Pederson Hill Creek so that privately owned septic tanks/systems would be minimized, which will reduce fecal coliform loads to the creek.

A state issued water quality certification is required under Section 401 because the proposed activity will be authorized by a U.S. Army Corps of Engineers permit (POA-2016-206) and a discharge of pollutants to waters of the U.S. located in the State of Alaska may result from the proposed activity. Public notice of the application for this certification was given as required by 18 AAC 15.180 in the Corps Public Notice POA-2016-206 posted from June 9, 2016 to July 11, 2016.

The proposed activity is located within Section 25, T. 40 S., R. 65 E., Copper River Meridian; Latitude 58.37423° N., Longitude -134.612969° W.; in Juneau, Alaska.

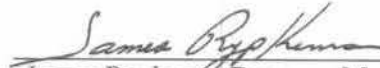
The Department of Environmental Conservation (DEC) reviewed the application and certifies that there is reasonable assurance that the proposed activity, as well as any discharge which may result, will comply with applicable provisions of Section 401 of the CWA and the Alaska Water Quality Standards, 18 AAC 70, provided that the following additional measures are adhered to.

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 - a. Divert storm water from off-site around the site so that it does not flow onto the project site and cause erosion of exposed soils;
 - b. Slow down or contain storm water that may collect and concentrate within a site and cause erosion of exposed soils;
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This certification expires five (5) years after the date the certification is signed. If your project is not completed by then and work under U.S Army Corps of Engineers Permit will continue, you must submit an application for renewal of this certification no later than 30 days before the expiration date (18 AAC 15.100).

Date: July 20, 2016


 James Rypkema, Program Manager
 Storm Water and Wetlands

Profile View of Equestrian Trail (Preliminary)
Provided by Applicant

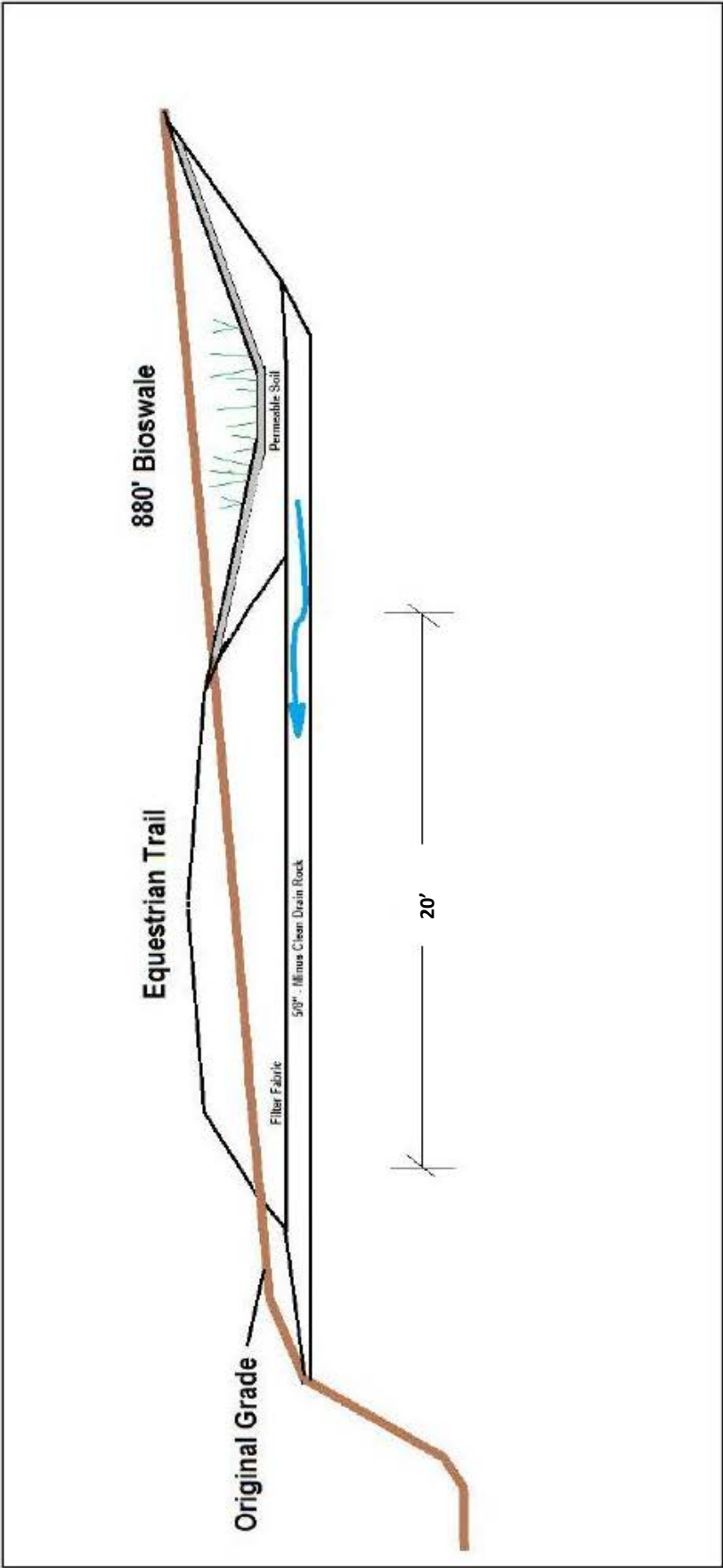
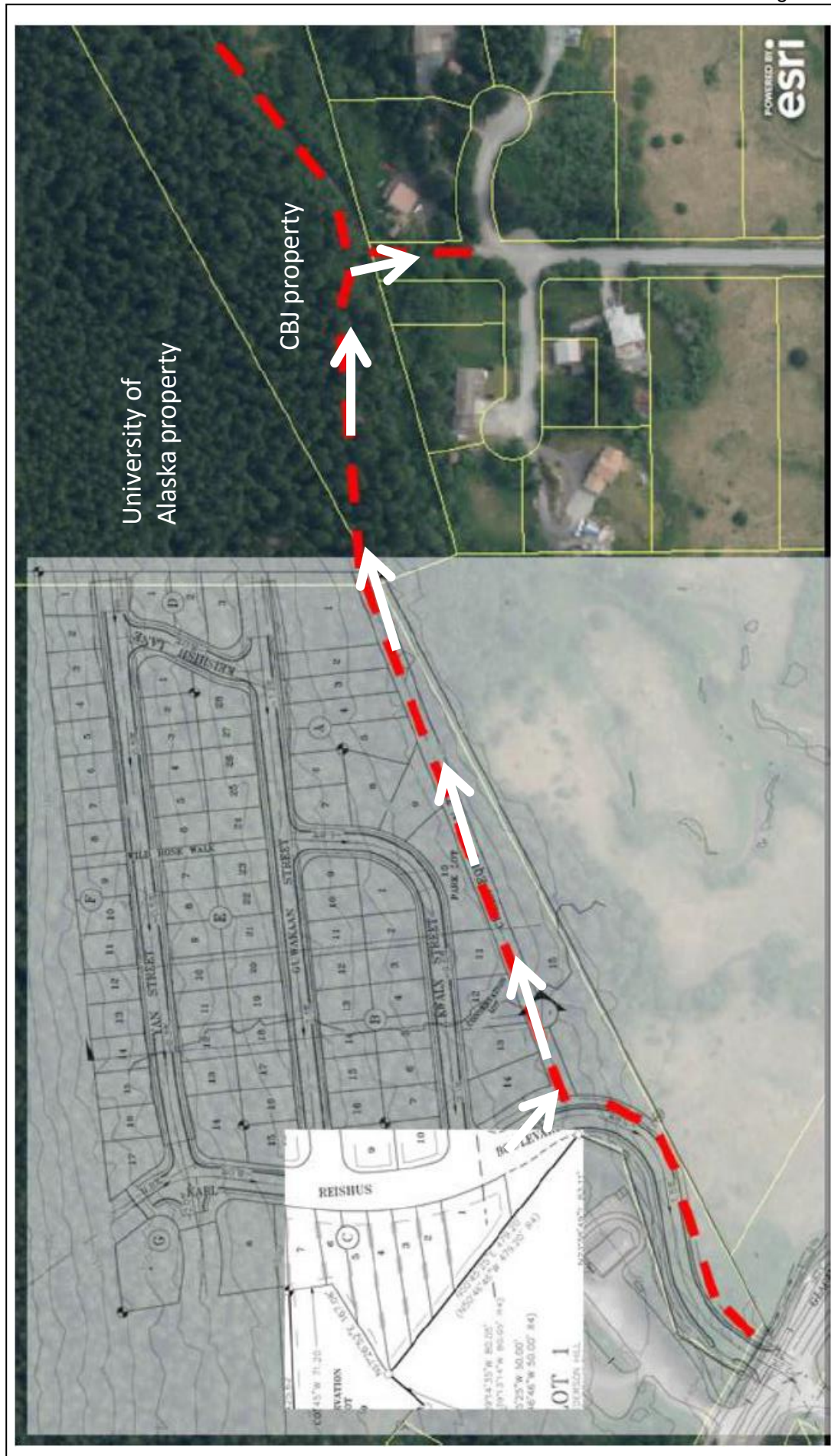
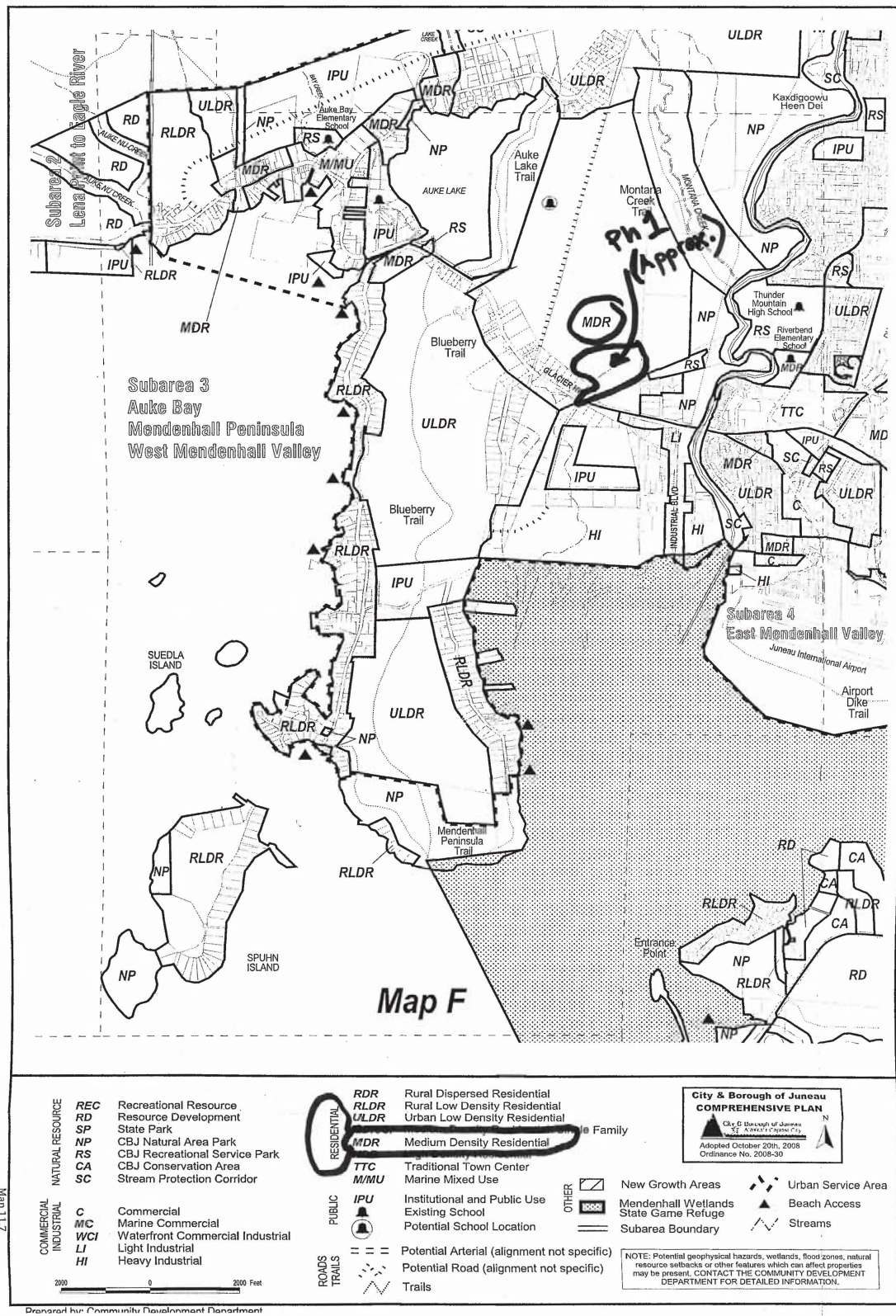


Illustration depicting Second Emergency Access Route



2013 CBJ Comprehensive Plan Update
Chapter 11



Attachment R: Comprehensive Plan Map

This report provides a framework for a new direction for Juneau housing policy. It has been designed to help create fluidity in Juneau's housing market, create an inviting place for workers and new families to call home, and enable seniors to age in the community. The framework contained here requires more direct effort by the public sector than has historically been the case.

Part 1:

Housing Market Challenges & Problems

Challenges and Problems

Juneau's population has been relatively flat for more than a decade. This is projected to remain the case through 2040.¹ Juneau has what may be called a "*what comes first*" problem. If people can't find places to live, new workers and families considering moving to Juneau won't move there. If new families and workers don't move to Juneau, it won't be in a position to grow its economy. State workers currently have challenges finding places to live as do private sector workers. The stuck nature of Juneau's housing market hampers the economic potential of Juneau.

When the value of housing is uncertain, the willingness of the market to take risks declines. In Juneau today, many in the private sector view investment in the housing market as too risky. As a result, new housing products come on line infrequently. This greatly restricts the supply, or availability, of housing, in general and at specific points on the housing ladder. Limited choice in the housing market discourages businesses to invest because their employees have no place to live. It stifles entrepreneurial activities because businesses don't have potential employees living in the community to hire. It discourages people to move to Juneau for vacation housing or retirement.

Just as a consumer wouldn't want to go to a grocery store with only a small shelf of products, consumers don't like to participate in a housing market that does not have enough choices to satisfy their needs. To overcome these risks, those developers who do choose to invest typically do so only at the highest price points. This contributes to the community's housing stocks being less affordable, making it particularly hard for young families and lower wage workers to call Juneau home.

The focus of new housing at the higher price point makes it harder for current residents to move into new homes. Would-be sellers stay put because they are unable to move into new homes due to the lack of options. When these households do not move through the housing ladder – from starter homes up to dream homes – there are two results: 1) developers have even less incentive to provide the array of housing options needed for Juneau's housing market to be healthy; and 2) choices of entry-level homes are further restricted because "starter" homes become "lifelong" homes for residents

¹ Alaska Population Projections 2012-2042; Alaska Department of Labor, April 2014 pp 10-12 and 17-23.

and therefore are only infrequently made available to another young family or working household. Juneau's housing pipes are clogged.

A lack of confidence by developers for a positive return on the basis of real and perceived risks in the local economy, coupled with limited movement through the housing stocks creates a situation that forces many to look elsewhere to live and will ultimately threaten Juneau's ability to maintain its population. This certainly weakens Juneau's chances for population and economic growth. In this way, the development and implementation of a robust and strategic approach to housing in Juneau is the community's most important economic development initiative.

Furthermore, when there is little available housing on the market and little, if any, incentive for the private market to correct for this, most of the housing stock becomes stale. This further clogs the housing pipeline. When local housing markets become truly stuck, as *Juneau's has been for some time*, challenges on the owner side of the market spill onto the rental side. Renters hoping to buy their first home discover they cannot, and like owners, stay put. This lowers rental vacancy rates and puts pressure on rents. The clogged housing pipeline prohibits renters from purchasing their own homes as well as eliminating the opportunity for renters in subsidized housing to move up the housing ladder as well.

This is a problem with important contextual notes.

For starters, Juneau's housing problem is a long-standing one. The Borough's market has been stuck for an extended period of time. While Juneau has made strides to address these housing issues, its housing market is stuck to such a degree that far more effort is needed. As trends in sales and new development make clear, this is not a situation that the "market" is likely to magically "fix."

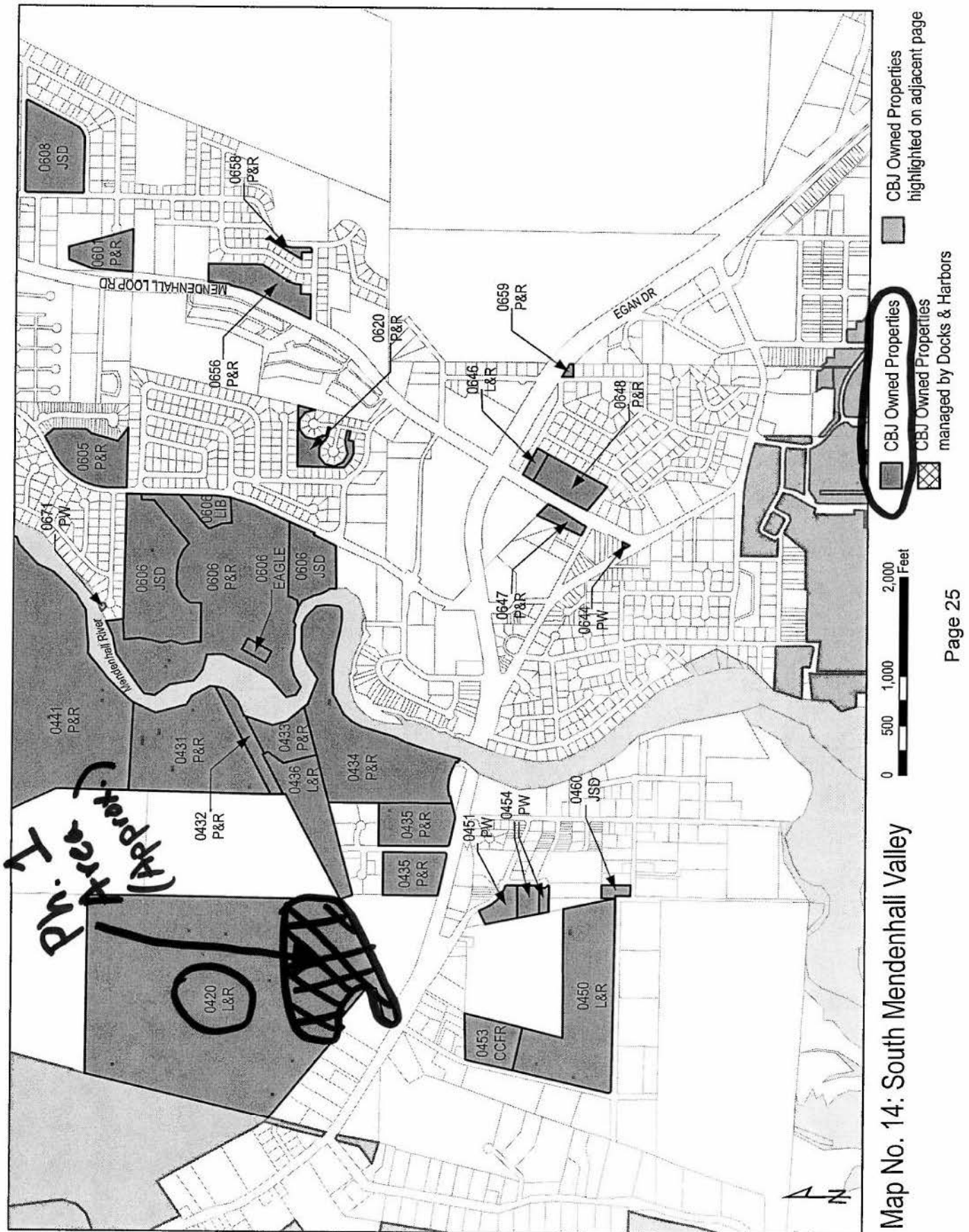
There are too many factors, real and perceived, standing in the way: land scarcity, higher development costs stemming from higher material costs, a difficult financing market as many lenders rely on decision making outside of Juneau, high labor costs, and the highly seasonal and state-dependent nature of the local economy. Taken together, these factors create too many expenses and too much risk for private developers and funders.

Explicit action to address either side of this equation – the expenses or the risks – will be required to better engage the private sector in Juneau's housing market to create more affordability and availability and, ultimately, rewrite currently soft projections for population growth and economic vitality.

Community Awareness

It is clear that the general public is aware of these issues and ready for bold action. The examination of 688 survey responses to the community wide survey highlights a general

General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Montana Creek	LND-0416	4B2901260120	Block C Park, Brigadoon Estates I; Block B Park, Brigadoon Estates II; Block B Park, Brigadoon Estates II; 3 Greenbelt Corridors, Brigadoon Estates I & II	2.13	Brigadoon Estates dedicated open space; three parcels and 20' wide strips either side of Skaters Cabin Road	Parks & Recreation	Retain
	LND-0417	3M000MTACRK3	USMS 939	165.29	Patented claims south of McGinnis Creek; Natural Area Park; remote	Parks & Recreation	Retain
	LND-0418	4B2901410012	Tract B, USS 2337	2.10	Property to be managed for wetland values	Parks & Recreation	Retain
	LND-0420	4B2201010100	USS 3873	121.56	Adjacent to Montana Creek Road to be managed for wetlands	Parks & Recreation	Retain
	LND-0429	4B2201010030 4B2601050020 4B2601020030	Fraction of Lot 1, 2, & 5, USS 4598	135.25	Pederson Hill; future residential subdivision	Lands & Resources	Dispose
West Mendenhall Valley	LND-0431	4B2201010050	Lot 14, USS 4598	27.36	Former Kaiser Property; Mendenhall River frontage and greenbelt; trail	Parks & Recreation	Retain
	LND-0432	4B2201010061	Lot 15, USS 4598	2.67	South of junction of Montana & Mendenhall Rivers; Mendenhall River greenbelt	Parks & Recreation	Retain
	LND-0433	4B2201010072	Tract B, USS 1041	5.11	North of Brotherhood Bridge Park; Mendenhall River greenbelt	Parks & Recreation	Retain
	LND-0434	4B1601000010 4B2101000011 4B1701000010 4B1701000020 4B1701000030 4B1701000070 4B1701000080 4B1701000090 4B1701000100	Tract B, USS 1042 & Fraction USS 1193	24.63	Mendenhall River greenbelt; north of Brotherhood Park	Parks & Recreation	Retain
	LND-0436	4B2201010071	Tract A, USS 1041	10.48	Brotherhood Park (future Raptor Center)	Lands & Resources	Retain
Auke Lake	LND-0440	4B2201010010 4B2201010011	USS 3406	231.00	Auke Lake, entire east side; 400 foot band along shore managed by Parks & Recreation	Parks & Recreation and Lands & Resources	Retain / Dispose
	LND-0441	4B2201010042	Lot 7A, USS 4598	126.33	Montana Creek greenbelt	Parks & Recreation	Retain
West Mendenhall Valley	LND-0442	4B2601040110 4B2601040240	Parcels A & B, Moraine Edge Subdivision	7.12	Playground and open space	Parks & Recreation	Retain
Auke Lake	LND-0449	4B2301030080	Lot 2, USS 3932	1.20	Auke Lake Wayside	Parks & Recreation	Retain
West Mendenhall Valley	LND-0450	4B1701100120	USS 1401	31.97	South and east of Fire Training Center, Pollution Control Project, west Mendenhall valley; Southeast Alaska Food Bank; vacant land along Sherwood Lane & Crazy Horse Drive	Lands & Resources	Retain / Dispose



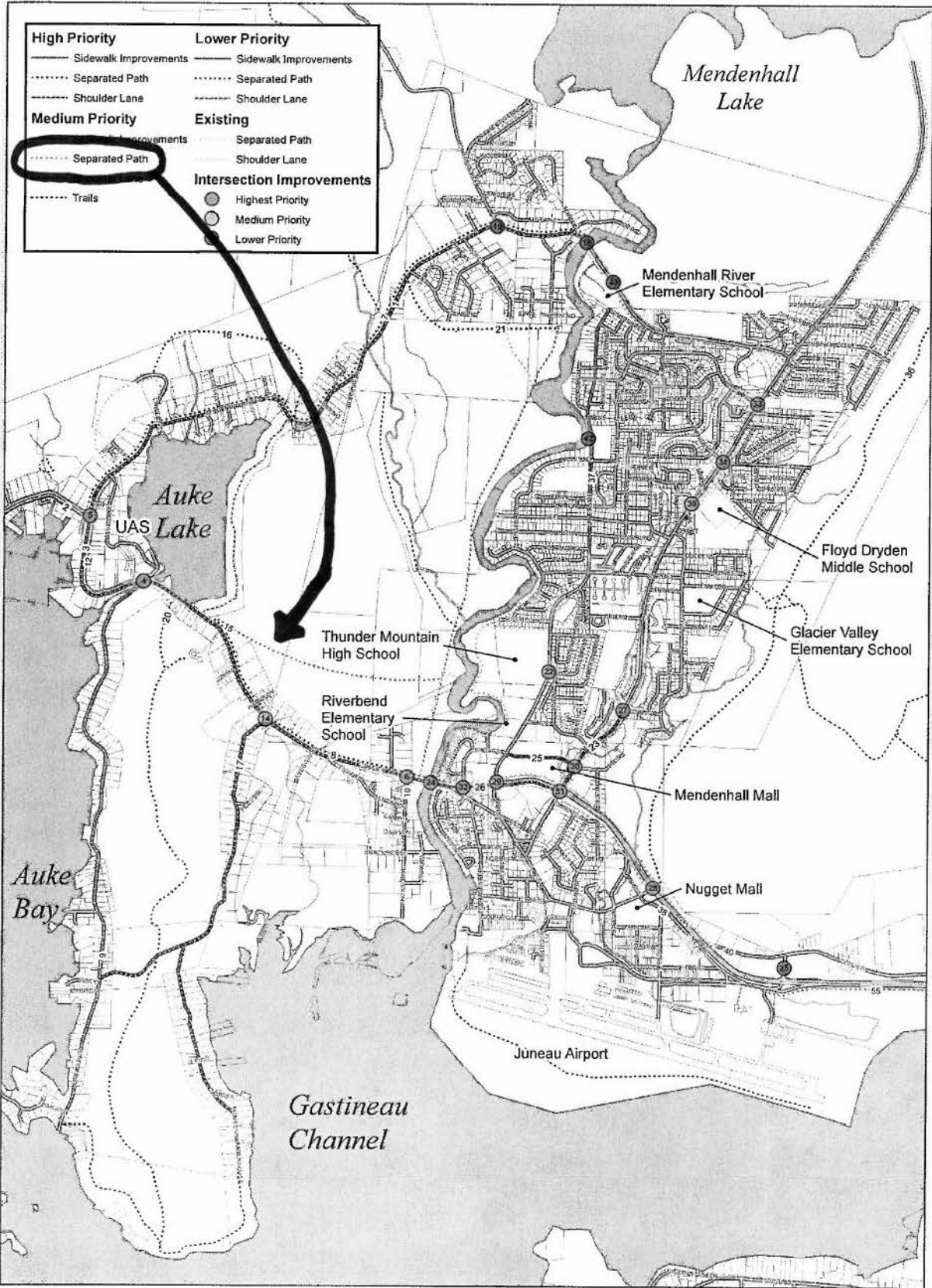
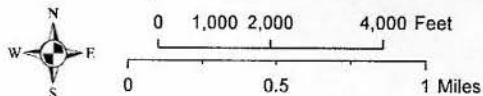


Figure 7: Mendenhall Valley Area - Proposed

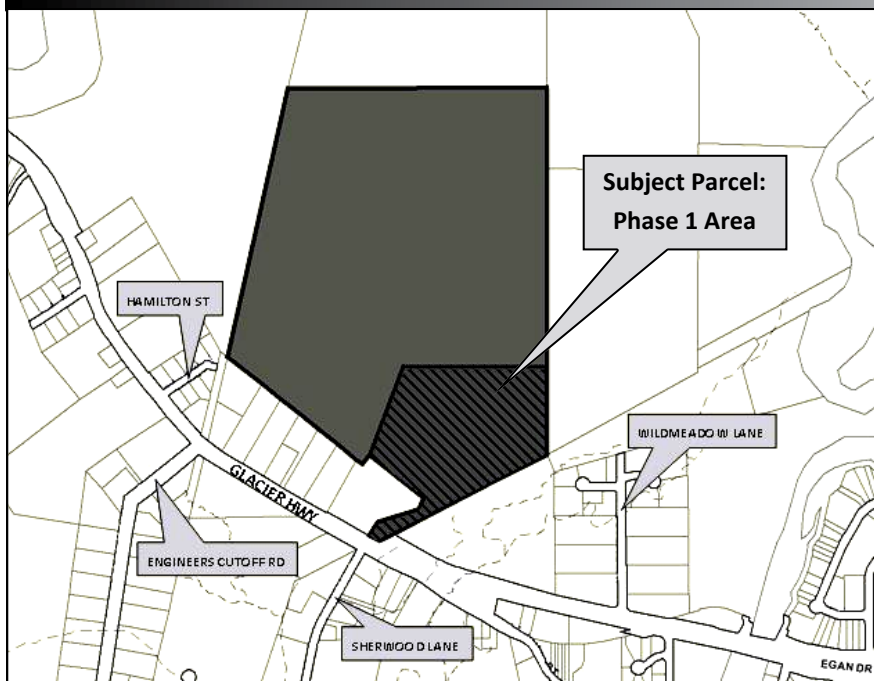
Source data: City and Borough of Juneau GIS
USGS National Elevation Dataset
Date: 11/05/2009
Drawn By: GAG
Datum: Nad 27
Projection: Alaska State Plane Zone 1



Juneau
Non-Motorized
Transportation Plan

Mapmakers sign (B) assumes that the City of Juneau will verify the accuracy of the data used in this project. The City assumes no responsibility for the completeness or accuracy of the data provided herein.

NOTICE OF PUBLIC HEARING



City & Borough of Juneau

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

SHIP TO:

PROPOSAL: A Preliminary Plat (SMP2016 0002) and a City Consistency Review (CSP2016 0006) for Phase 1 Pederson Hill Subdivision resulting in 86 Residential lots and 5 lots for preservation/ park purposes.

File No:	SMP2016 0002 & CSP2016 0006	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Property PCN:	4-B22-0-101-010-1
Hearing Date:	February 28, 2017	Owner:	City & Borough of Juneau
Hearing Time:	7:00 PM	Project Size (Phase 1):	Approx. 20 acres
Place:	Assembly Chambers Municipal Building 155 S. Seward St., Juneau AK 99801	Zoned:	D10SF and D10
		Site Address:	No address, vacant lot
		Accessed Via:	Glacier Highway

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 Eric Feldt at eric.feldt@juneau.org or (907) 586-0764.



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

SMP2016 0002 & CSP2016 0006

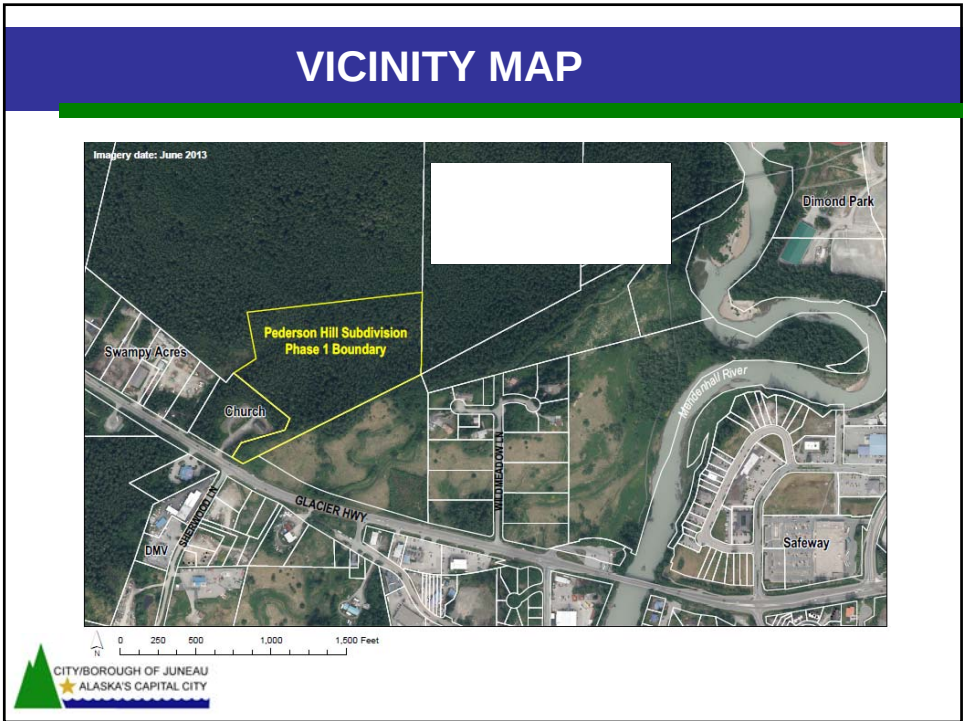
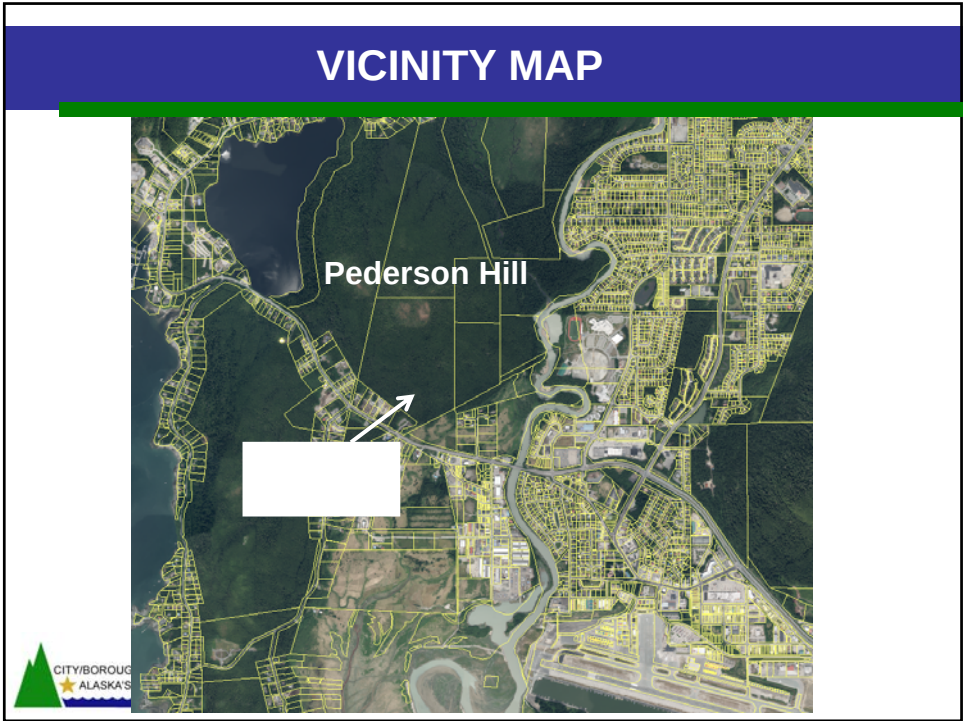
**A Preliminary Plat for Phase 1
Pederson Hill Subdivision resulting in
86 Residential lots and 5 lots for
preservation/ park purposes.**



Presentation

- Site Background
- Subdivision Process
- General Project Details
- Public Comment
- Adopted Plans
- Staff's Recommendation and Conditions



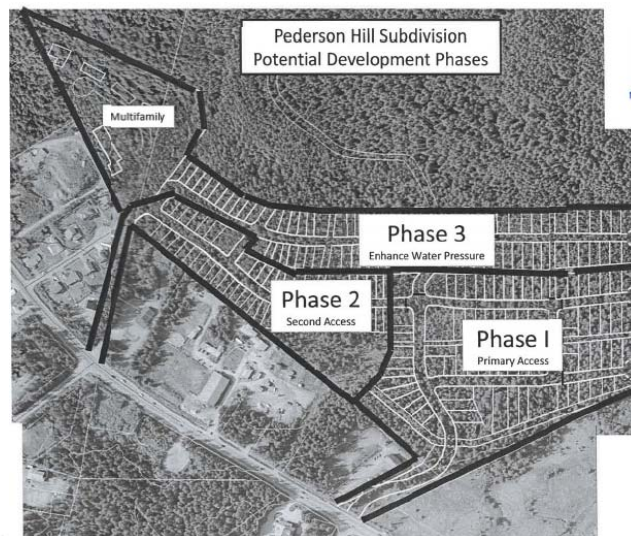


BACKGROUND

- 1999: CBJ Land Management Plan
- 2006: Buildable Lands Study
- 2008: CBJ Comprehensive Plan
- 2010: Conceptual Master Plan for Pederson Hill
- 2014: Rezone from D-1(T) D-5 TO D-10SF
- 2015: Land swap between CBJ & nearby Church



Pederson Hill Phases 1 – 3



Public Comments

- Neighborhood Meeting (2/2/2017)
 - **Attachment E: Meeting Handouts**
- Received Comments for Packet
 - **Attachment F**
- Blue Folder letters



Agency Review

- CBJ Engineering Department
- Capital City Fire & Rescue
- US Army Corps of Engineers
- Alaska Fish & Game
- Alaska Dept. of Environment Conservation
- CBJ Affordable Housing Commission
- CBJ Wetland Review Board



Major Subdivision Process

Steps involved:

- 1) Preliminary Plat **[Current Step]**
 - Requires PC review & approval
- 2) Construction Drawings
- 3) Construct/ Bond for Public Improvements
- 4) Final Plat
 - Requires PC review & approval

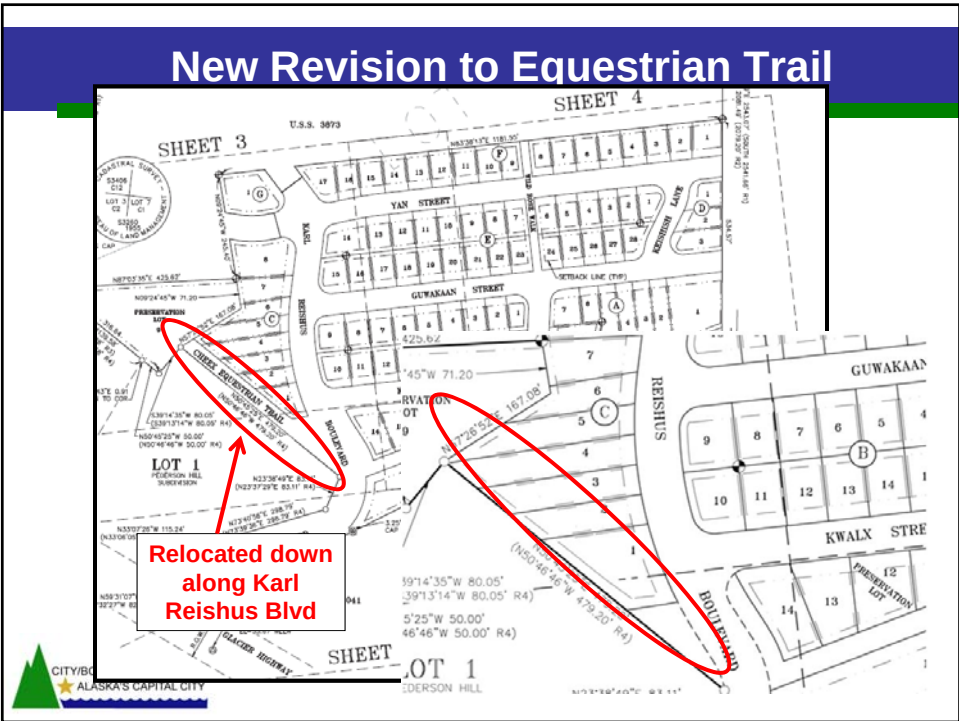
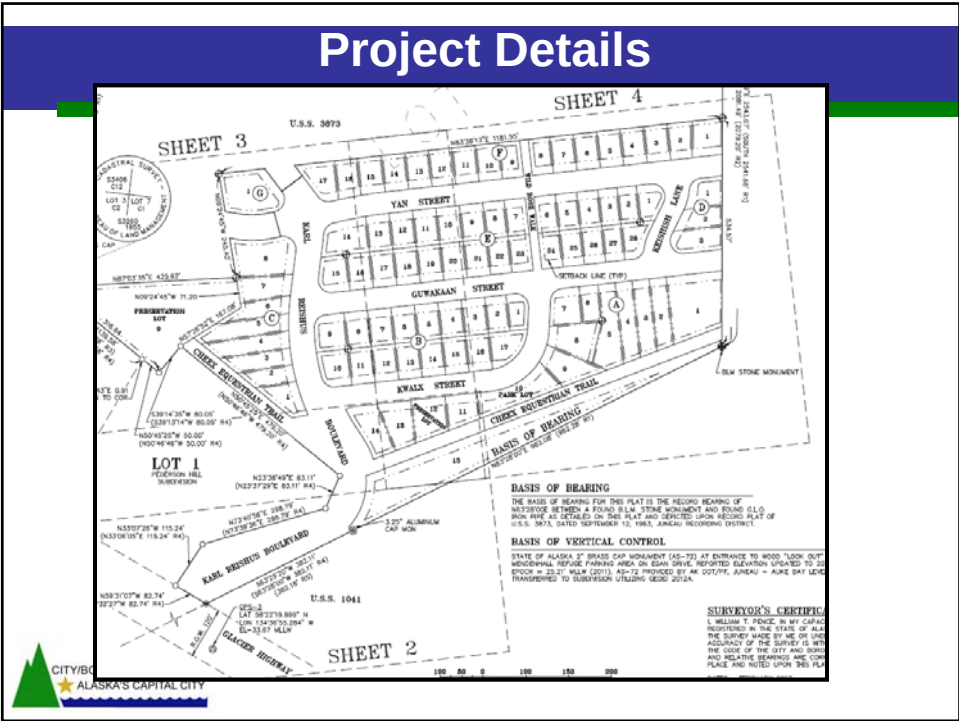


Preliminary Plat Requirements

CBJ 49.15.402(c) Preliminary Plat

- 1) **49.15.402(c)(1) Platting Standards**
 - Draft Plat elements (Lot lines, survey, etc.)
[ATTACHMENT C]
- 2) **49.15.411 Public Improvements**
 - Public Improvements (Roads, Utilities, etc.)
[ATTACHMENTS G, H and Q]
- 3) **49.15.411(i) Additional Reports/ Maps**
 - Drainage Plan, Traffic Study, Flood Map, etc.
[ATTACHMENTS J, L, and M]





Relocated Equestrian Trail



Residential Lots

86 Residential Lots

Zoning: D-10 SF

Average Lot Size: 5,000 square feet

Yard Setbacks:

Front: 20 feet (ROW)

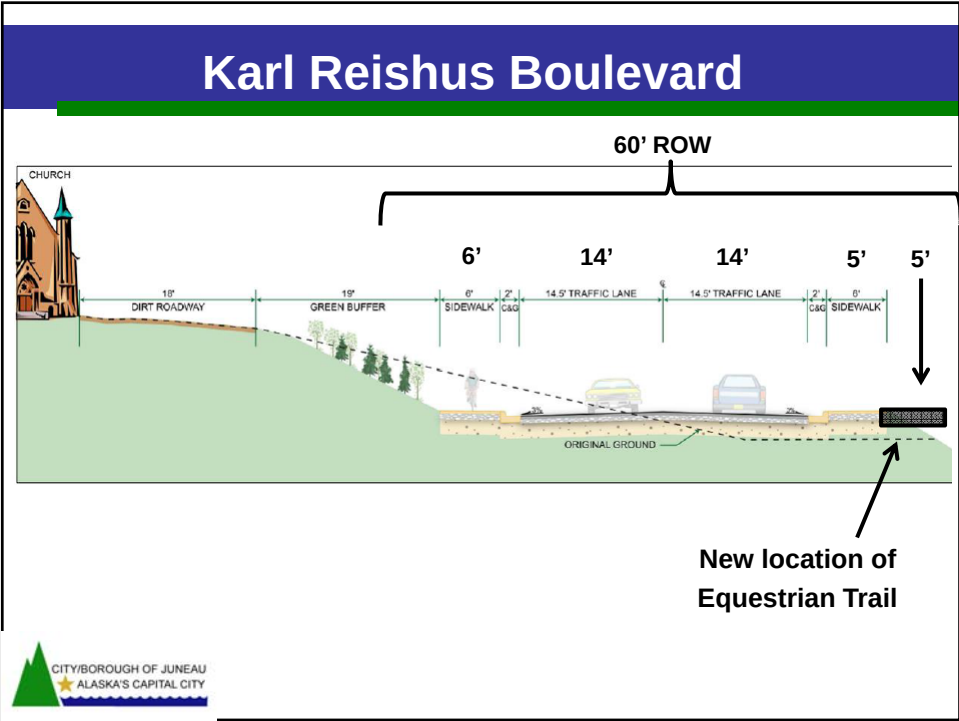
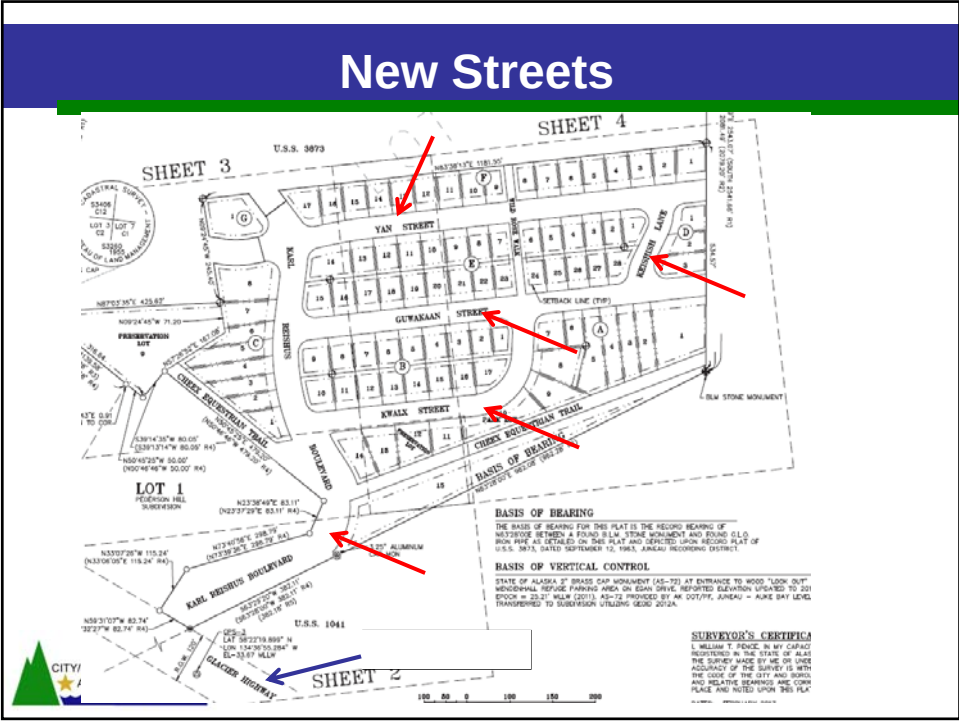
Street Side: 10 feet (2nd ROW)

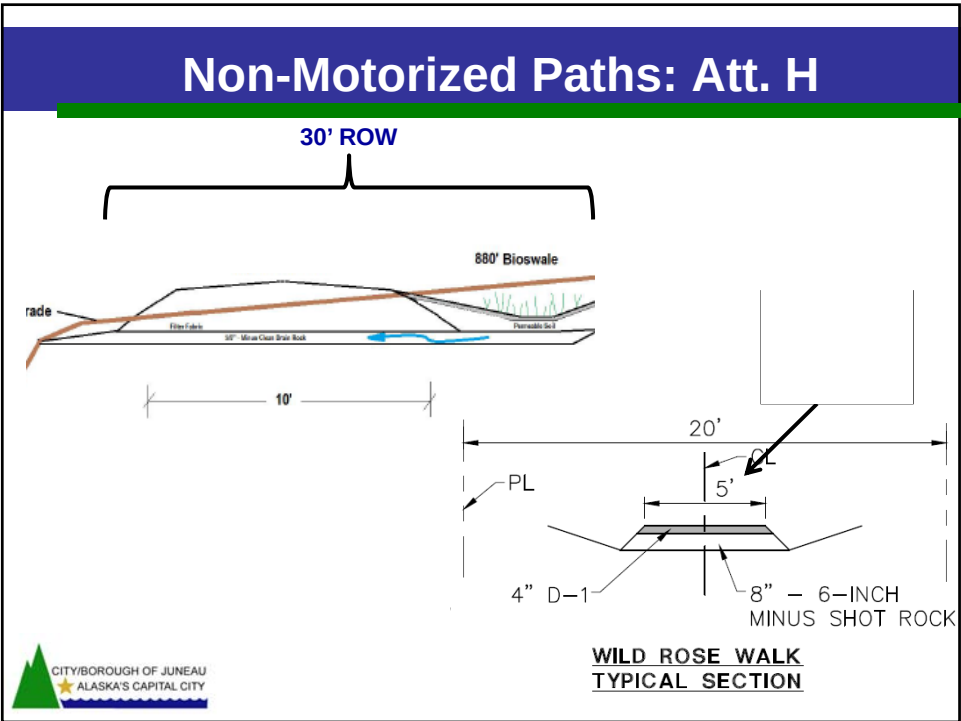
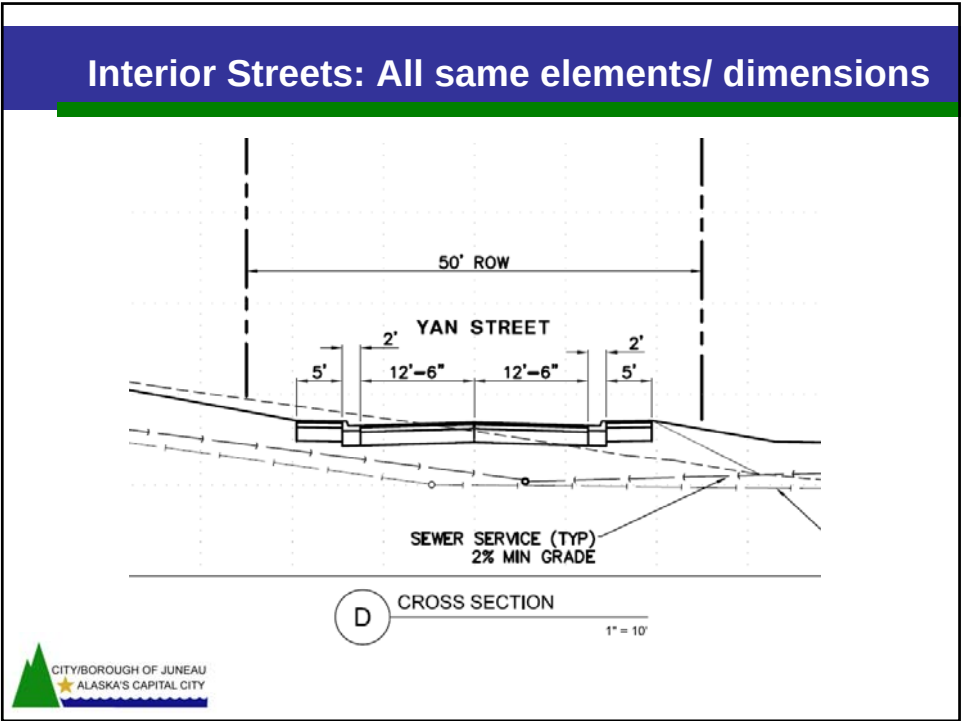
Rear: 10 feet

Sides: 3 feet (15' along East Lot line)

Parking: 2 On-site for future homes







Second Access for CCF/ R



Wetland Map: Delineated 2009 & 2014



Habitat, Wetlands, Streams, and Parks

Public Use Lots

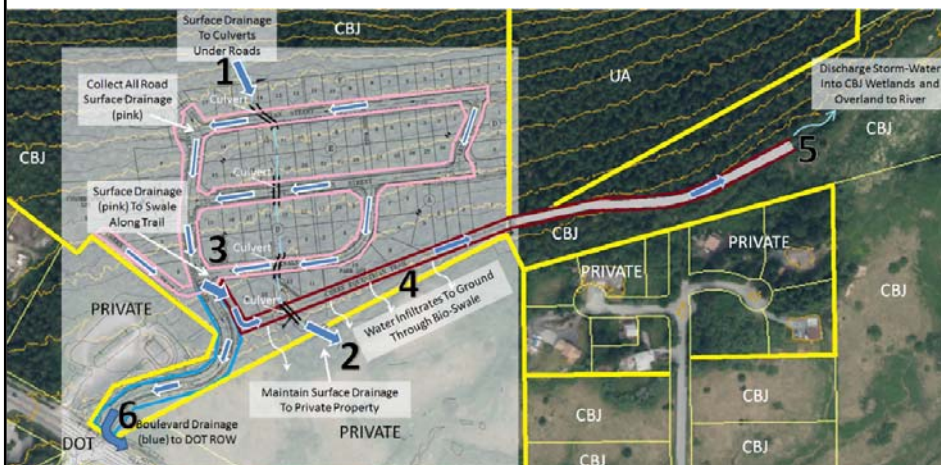
- Lot 10 BL A
(Park)
- Lot 12 BL A
(Wetland Mitigation)
- Lot 9 BL C
(Wetland Mitigation)

Not Public Use Lots

- Lot 15 BL A
(Buffer, Habitat)
- Lot 2A
(Remaining lot)



Drainage Map: Future Conditions



Traffic Study

Submitted Traffic Impact Assessment (TIA)

- Forecasted build-out
- Acceptable 'Level of Service C'
- Acceptable intersection volume
- No concluding evidence of increase traffic risk/ injury

Therefore, no traffic mitigation is recommended for the project.



Adopted CBJ Plans

2013 Comprehensive Plan

POLICY 4.2. TO FACILITATE THE PROVISION OF AN ADEQUATE SUPPLY OF VARIOUS HOUSING TYPES AND SIZES TO ACCOMMODATE PRESENT AND FUTURE HOUSING NEEDS FOR ALL ECONOMIC GROUPS. (Page 37)

POLICY 9.3. IT IS THE POLICY OF THE CBJ TO PRESERVE AS PUBLIC NATURAL AREAS THOSE PUBLICLY-OWNED LANDS AND SHORELINE AREAS THAT POSSESS IMPORTANT RECREATIONAL, SCENIC, FISH AND WILDLIFE, AND OTHER ENVIRONMENTAL QUALITIES OR ARE SUBJECT TO NATURAL HAZARDS. (Page 128)

POLICY 17.2 IT IS THE POLICY OF THE CBJ TO HOLD CERTAIN LANDS IN THE PUBLIC TRUST, AND TO DISPOSE OF CERTAIN LANDS FOR PRIVATE USE WHEN DISPOSAL SERVES THE PUBLIC INTEREST. (Page 227)



Adopted CBJ Plans continued...

2016 Housing Action Plan

The following relevant changes recommended in the plan to increase housing choice and affordability are: use CBJ land, create partnerships with non- and for-profit developers, use CBJ resources, and create more housing for young families and seniors. (Pages 16 & 17)

Attachment S: Introduction to Housing Market Challenges & Problems



Adopted CBJ Plans continued...

2016 Land Management Plan

Recommends which CBJ parcels should be disposed to the general market for future development opportunities.

Property listed for disposal: Item 0420
(Page 25)

Attachment T: Mapped parcel



Adopted CBJ Plans continued...

2015 Juneau Economic Development Plan

Initiative: Promote Housing Affordability and Availability

Action 1-A Establish goals and specific targets for types of housing and in specific locations. [Page 103]

Juneau's Current Housing Stock and Possible Future Development

- The CBJ is proceeding to develop access roads, install utilities, and plat a subdivision in phases for about 200 lots on CBJ land at Pedersen Hill. New Single-Family D-10 zoning there will encourage small-lot (5000 sf) residential development similar to the federal "flats" area neighborhood. Yet to be determined is where any financing rules or other incentives should be put into place to help ensure the affordability or prevent speculative land acquisition of these homesites. Initial phases of lots could be ready within five years. (Emphasis Added) [Page 95]



Adopted CBJ Plans continued...

2009 Juneau Non-Motorized Transportation Plan

Recommends new infrastructure (i.e. sidewalks, pathways) throughout various neighborhoods of the community. Page 62 recommends a 10-foot wide, separated path across Pederson Hill that connects Auke Lake to the pedestrian bridge at Dimond Park (over 1 mile in length). This path is shown in Attachment U and is mapped near the subject subdivision. The subdivision's planned equestrian trail could eventually facilitate this separated path as future phases of the Pederson Hill subdivision are completed. Also, future Phases 2 and 3 will facilitate non-motorized pedestrian connection to Auke Lake.



Adopted CBJ Plans continued...

2001 Area Wide Transportation Plan

As a general recommendation listed on page 37, this plan supports the development of off-street pedestrian/bicycle pathways in the Mendenhall Valley area that connect to existing main pathway systems, such as the Mendenhall River pathway, nearby schools, and shopping areas. Also, the plan recommends that sidewalks be installed in new residential developments. Based on pedestrian needs, one or two sidewalks should be provided.



CSP2016 0006 Findings

Staff finds Phase 1 Pederson Hill Subdivision, with the conditions and recommendation of SMP2016 0002, complies with the provisions of Title 49, the Comprehensive Plan and the CIP as required by 49.10.170(c) City and Borough Land Acquisitions, Disposals and Projects, and 49.15.580 City Project Review.



Preliminary Plat Requirements

CBJ 49.15.402(c) Preliminary Plat

- 1) 49.15.402(c)(1) Platting Standards
 - Draft Plat elements (Lot lines, survey, etc.)
- 2) 49.15.411 Public Improvements
 - Public Improvements (Roads, Utilities, etc.)
- 3) 49.15.411(i) Additional Reports/ Maps
 - Drainage Plan, Traffic Study, Flood Map, etc.



SMP2016 0002 Findings

CBJ 49.15.402(c) Preliminary Plat

- 1) 49.15.402(c)(1) Platting Standards
 - Draft Plat elements (Lot lines, survey, etc.)

Met with Conditions 3, 4, 5, and 6.



SMP2016 0002 Findings

CBJ 49.15.402(c) Preliminary Plat

2) 49.15.411 Public Improvements

- Public Improvements (Roads, Utilities, etc.)**

Met with Conditions 1, 9, 10, and 11.



SMP2016 0002 Findings

CBJ 49.15.402(c) Preliminary Plat

3) 49.15.411(i) Additional Reports/ Maps

- Drainage Plan, Traffic Study, Flood Map, etc.**

Met with Conditions 2 and 8.



Staff's Recommendation: SMP2016 0002

Staff recommends the Planning Commission accept the Director's analysis and findings and approve SMP2016 0002 with the following conditions:

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control*.
3. Prior to Construction Plan, the applicant shall submit an updated lot closure report. **RECENTLY SUBMITTED. CONDITION IS MET. SEE BLUE FOLDER.**
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets.



Staff's Conditions continued...

5. Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as shown below.
6. Prior to Final Plat approval, the applicant shall submit another draft plat with the following plat notes on the subdivision plat:
 - Plat Note: "Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot."
 - Plat Note: "Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard."
 - Plat Note: "Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the US Army Corps of Engineers (COE). Consult COE for more information."



Staff's Conditions continued...

6. Prior to Final Plat approval, the applicant shall submit another draft plat with the following plat notes on the subdivision plat:

- Plat Note: "Lots 10 & 12 Block A and Lot 9 Block C shall be Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply.

7. Prior to Plat recording, the applicant submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C in accordance with 49.15.422.



Staff's Conditions continued...

8. Prior to Construction Plan approval, the applicant shall submit a design showing a drainage infrastructure that would allow fish passage through the equestrian trail east of Karl Reishus Boulevard.

9. Prior to Construction Plan approval, the applicant shall submit a design showing a minimum 10-foot wide walking surface within the Wild Rose Walk ROW per 49.35.610(a).

10. Prior to Construction Plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards.

11. Prior to Construction Plan approval, the applicant shall submit documentation ensuring compliance with section D107.1.1 of the International Fire Code.



Staff's Recommendation: CSP2016 0006

Staff recommends the Planning Commission forward the subject proposal to the Assembly with a **recommendation of approval** with the conditions associated with SMP2016 0002.





Community Development

(907) 586-0715

PC_Comments@juneau.org

www.juneau.org/plancomm

155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION

NOTICE OF DECISION

Date: March 3, 2017

File No.: SMP2016 0002; CSP2016 0006

City & Borough of Juneau
Lands Division
155 South Seward Street
Juneau, AK 99801

Application For: A Preliminary Plat for Phase 1 Pederson Hill Subdivision resulting in 86 Residential lots and 5 lots for preservation/park purposes.

Legal Description: Lot 2 Pederson Hill USS 5504

Property Address: N/A

Parcel Code No.: 4-B22-0-101-010-1

Hearing Date: February 28, 2017

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated February 21, 2017, and approved the preliminary plat to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Prior to Construction Plan approval, the applicant shall submit detailed data for future utilities per 49.15.411(f)(7).
2. Prior to Construction Plan approval, the applicant shall submit required documentation meeting 49.15.411(6) *Erosion Control*.
3. Prior to Construction Plan, the applicant shall submit an updated lot closure report. **(Updated closure report was submitted on 2/28/2017. This condition has been met).**
4. Prior to Construction Plan approval, the applicant shall submit another subdivision plat to ensure labels and naming are consistent throughout the plat sheets.

City & Borough of Juneau
File No.: SMP2016 0002; CSP2016 0006
March 3, 2017
Page 2 of 3

5. Remove labels 'Preservation Lot' and 'Park Lot' and replace with new plat note, as shown below. [Note: this is in reference to Condition 6.]
6. Prior to Final Plat approval, the applicant shall submit another draft plat with the following plat notes on the subdivision plat:
 - o Plat Note: "Right-of-way access for Lots 1-7 Block C shall be restricted to common driveways for each pair of lots. Only one of the seven lots may have its own driveway that is not common to an adjacent lot."
 - o Plat Note: "Corner lots abutting Karl Reishus Boulevard shall have driveways limited to accessing a street other than Karl Reishus Boulevard."
 - o Plat Note: "Wetlands exist throughout this subdivision. Approval to impact these wetlands has been given by the US Army Corps of Engineers (COE). Consult COE for more information."
 - o Plat Note: "Lots 10 & 12 Block A and Lot 9 Block C shall be Public Use Lots. Restriction of building development, further subdivision, and other limitations or restrictions apply."
7. Prior to Plat recording, the applicant [shall] submit documentation that places a permanent protected status on Lots 10 & 12 Block A and Lot 9 Block C in accordance with 49.15.422.
8. Prior to Construction Plan approval, the applicant shall submit a design showing a drainage infrastructure that would allow fish passage through the equestrian trail east of Karl Reishus Boulevard.
9. Prior to Construction Plan approval, the applicant shall submit a design showing a minimum 10-foot wide walking surface within the Wild Rose Walk ROW per 49.35.610(a).
10. Prior to Construction Plan approval, the applicant shall submit a lighting plan meeting applicable CBJ standards.
11. Prior to Construction Plan approval, the applicant shall submit documentation ensuring compliance with section D107.1 of the International Fire Code.

Staff notes that after the publication of staff's memorandum 2/21/2017, the applicant submitted and the Planning Commission approved a design change that relocated the western portion of the proposed Cheex Equestrian Trail from behind Lots 1-5 BL C to along the eastern side of the proposed Karl Reishus Boulevard. This new portion of the trail would be five feet wide. This design change also reduced the width of the planned east side sidewalk along Karl Reishus Boulevard from six feet to five feet. This is the design of the preliminary plat that was approved by the Planning Commission.

City & Borough of Juneau
 File No.: SMP2016 0002; CSP2016 0006
 March 3, 2017
 Page 3 of 3

Attachment: February 21, 2017 memorandum from Eric Feldt, Community Development, to the CBJ Planning Commission regarding SMP2016 0002 and CSP2016 0006.

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

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

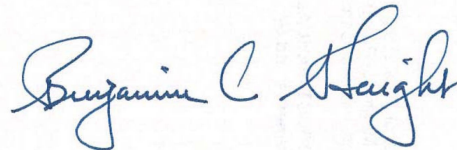
Effective Date: The permit is effective upon approval by the Commission, February 28, 2017.

Expiration Date: The permit will expire 18 months after the effective date, or August 28, 2018, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the subdivision permit was authorized or no final plat has been approved. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:



Eric Feldt, Planner
 Community Development Department



Ben Haight, Chair
 Planning Commission



Filed With City Clerk

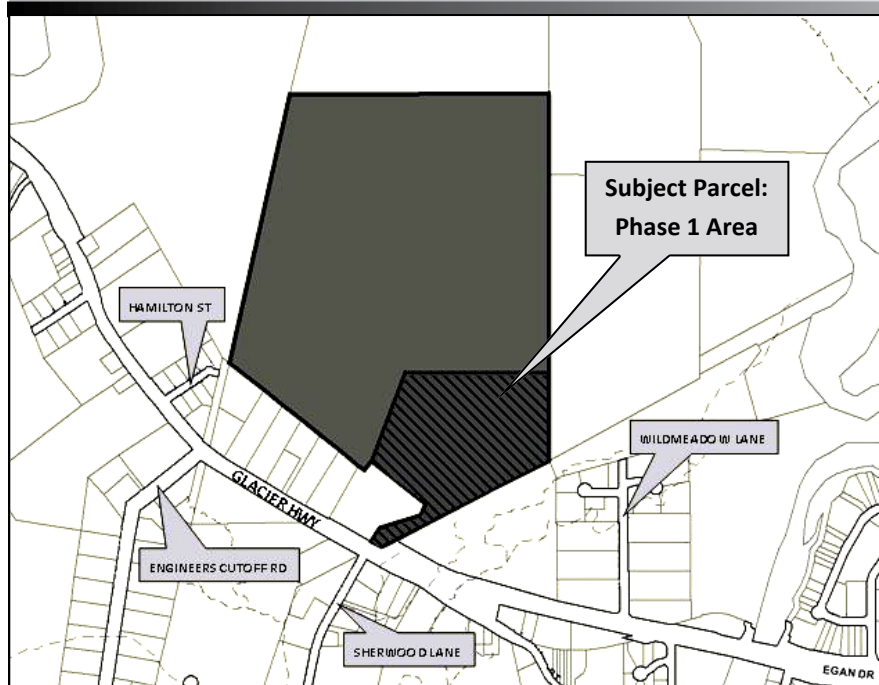
March 3, 2017

Date

cc: Plan Review

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

NOTICE OF PUBLIC HEARING



City & Borough of Juneau

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

SHIP TO:

PROPOSAL: A Preliminary Plat (SMP2016 0002) and a City Consistency Review (CSP2016 0006) for Phase 1 Pederson Hill Subdivision resulting in 86 Residential lots and 5 lots for preservation/ park purposes.

File No:	SMP2016 0002 & CSP2016 0006	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Property PCN:	4-B22-0-101-010-1
Hearing Date:	February 28, 2017	Owner:	City & Borough of Juneau
Hearing Time:	7:00 PM	Project Size (Phase 1):	Approx. 20 acres
Place:	Assembly Chambers	Zoned:	D10SF and D10
	Municipal Building	Site Address:	No address, vacant lot
	155 S. Seward St., Juneau AK 99801	Accessed Via:	Glacier Highway

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 Eric Feldt at eric.feldt@juneau.org or (907) 586-0764.



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