Agenda

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

January 24, 2017
Assembly Chambers
7:00 PM

I. ROLL CALL

II. APPROVAL OF MINUTES

A. December 27, 2016 Draft Minutes - Regular Planning Commission

III. WRITTEN AGENCY AND PUBLIC COMMENTS POST DEADLINE

A. Additional Comments Received After Deadline

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

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

XI. BOARD OF ADJUSTMENT

XII. OTHER BUSINESS

XIII. DIRECTOR'S REPORT

XIV. REPORT OF REGULAR AND SPECIAL COMMITTEES

XV. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVI. ADJOURNMENT

MINUTES
Planning Commission
Regular Meeting
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
December 27, 2016

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 7:07 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Vice Chairman; Michael LeVine, Percy Frisby, Carl Greene,

Commissioners absent: Bill Peters, Matthew Bell, Nathaniel Dye, Kirsten Shelton-Walker

Staff present: Rob Steedle, CDD Director; Beth McKibben, Planning Manager; Chrissy Steadman, Planner II, Allison Eddins, Planner I, Robert Palmer, Assistant Municipal Attorney

Assembly members: Debbie White, Jerry Nankervis

II. APPROVAL OF MINUTES November 30, 2016

MOTION: *by Mr. LeVine, to approve the minutes of the November 30, 2016 Regular Meeting with a correction by Mr. Voelckers that on Page 19 "ten of them are" is replaced with "the general intent is" to more accurately reflect the meaning of the statement.*

The motion passed with no objection.

III. ASSEMBLY LIAISON

Assembly Liaison Debbie White reported that on December 19, (2016) the Assembly adopted by resolution the Housing Action Plan. The Assembly will be focusing on how to implement that plan, she said. The Assembly will also be addressing the homeless situation in downtown Juneau, she said. The Assembly will be hearing several appeals, including the Nestler appeal, to be held on February 27, (2017) she reported.

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IV. CONSENT AGENDA

CSP2016 0012: A city project review for paving and drainage improvements along Aspen Avenue and Pinewood Drive.
Applicant: CBJ Engineering Department
Location: Aspen Avenue (Mendenhall Blvd to Duck Creek crossing) and Pinewood Drive

Staff Recommendation

Staff recommends that the Planning Commission find CSP2016 0012 to be consistent with adopted local plans and polices, as required by CBJ 49.15.580, and **approve** CSP2016 0012 to improve the existing sewer and water service and storm water drainage along Aspen Avenue and Pinewood Drive.

Staff further recommends the following two advisory conditions in order to provide consistency with adopted plans and give all possible notice to the applicant and the project contractor that a construction noise permit will be required for heavy equipment work during night-time hours as provided by CBJ 42.20.095(b) and that notice of any street closure must be provided to both Juneau Police Department and Capital City Fire and Rescue.

Advisory Conditions:

1. *CBJ 42.20.095(b) Construction of buildings and projects.* It is unlawful to operate any pile driver, power shovel, pneumatic hammer, derrick, power hoist, or similar heavy construction equipment before 7:00 a.m. or after 10:00 p.m. Monday through Friday, or before 9:00 a.m. or after 10:00 p.m. Saturday and Sunday, unless a permit shall first be obtained from the City and Borough of Juneau Building Official. Such permit shall be issued by the Building Official only upon a determination that such operation during hours not otherwise permitted under this section is necessary and will not result in unreasonable disturbance to surrounding residents.

2. At least three business days prior to any traffic revision or road closure of any public street or portion thereof, the contractor shall provide written notification of the traffic revision plan to the CBJ Fire Marshal and Chief of Police. Failure to provide such notice may result in suspension of any CBJ-issued permits for such work, and is punishable by a fine as an unlawful street closure under CBJ 72.17.010.

USE2016 0030: A Conditional Use Permit for a Marijuana Cultivation Facility in an Industrial Zone.
Applicant: Farmed Ceuticals
Location: 5165 Glacier Highway

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Staff Recommendation

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use permit. The permit would allow the development of an 8,100 square foot marijuana cultivation facility on an Industrial zoned lot in the Lemon Creek area.

The approval is subject to the following conditions:

1. Prior to approval of a CBJ marijuana license, it shall be demonstrated that surveillance cameras have an unobstructed view of each doorway in the building.

2. Prior to approval of a CBJ marijuana license, it shall be demonstrated that security cameras have an unobstructed view of areas of regular activity without sight blockage from lighting hoods, plants, fixtures, or other equipment in the building.

3. Prior to approval of a building permit for a portion wall to create a room identified as Flowering Room C on the applicant's floor plan, a revised surveillance camera plan be submitted to ensure the room has adequate surveillance coverage.

4. Prior to approval of a CBJ marijuana license, the fire exit from Flowering Room B shall be alarmed.

5. All waste containing marijuana products shall be stored in a locked enclosure until transported to the CBJ landfill.

MOTION: *by Mr. LeVine, to approve items CSP2016 0012 and USE2016 0030 on the Consent Agenda.*

The motion was approved with no objection.

V. REGULAR AGENDA

AME2016 0015: Text amendment to Title 49 to amend the definition of assisted living to include emergency shelters and define sobering centers and related parking requirements.
Applicant: City & Borough of Juneau
Location: Borough Wide

Staff Recommendation

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

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Chrissy Steadman told the Commission that at the previous Planning Commission meeting the original staff recommendation had included four items:

- ✓ That a sobering center would be added as a permissible use to Title 49
- ✓ That a sobering center be defined
- ✓ That a parking requirement be provided for sobering centers
- ✓ That emergency shelters be added to the definition of assisted living

The Commission asked the staff to come back with a recommended definition for emergency shelters, and also for a determination if sobering centers should be permissible in the Industrial zoning district.

The staff finds that a sobering center allowed in the Industrial zone was inconsistent with Title 49, said Ms. Steadman, and not consistent with the goals and policies of the Comprehensive Plan, she said. The use is also not consistent with the definition of Industrial District found in CBJ 49.25.240, she explained.

The three Industrial zones within the CBJ include the Rock Dump, areas in Lemon Creek and adjacent to the airport, said Ms. Steadman. Most of the Industrial zone has a Comprehensive Plan land use designation as "Heavy Industrial", but there is some Light Industrial zoned land with a little bit of institutional and public uses, said Ms. Steadman. Waterfront Commercial Industrial is the land use designation in the area around the Rock Dump, and there is some resource development within the Lemon Creek area, she said.

Each of these designations does not include personal service uses consistent with each of these land use designations, said Ms. Steadman.

The staff found that sobering centers are most consistent with a personal service use, said Ms. Steadman. Neither the Comprehensive Plan or Title 49 define personal service uses, but the *Illustrated Book of Development Definitions* defined personal service uses as, "The establishments primarily engaged in providing services involving the care of a person or his or her personal goods or apparel", said Ms. Steadman.

Chapter 10 of the Comprehensive Plan provides guidance on the use of Industrial land within the CBJ, said Ms. Steadman. Policy 10.7 states that, "To designate on land use and zoning maps, and to provide services to, sufficient vacant land within the urban service area appropriately located to accommodate future commercial and industrial uses," read Ms. Steadman.

Further development guidelines within Chapter 10 state that the, "Distance from sensitive receptors, such as homes, schools and hospitals, to potential off-site impacts generated by industry including noise, dust, fumes, odors, and night time light glare," read Ms. Steadman.

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She said that Chapter 10 further states that, "Residential, retail, office, personal service uses and similar nonindustrial uses should not be permitted within heavy industrial districts although light industry such as building contractors, repair services, storage yards and similar business and household services would be compatible with heavy industrial uses."

Chapter 5 of the Comprehensive Plan emphasizes the importance of preserving Industrial zoned lands for industrial and commercial purposes, said Ms. Steadman. It states that an industrial lands inventory and needs assessment may be required as part of such a rezoning application, she stated. "Lands designated for heavy industrial use on the Comprehensive Plan Land Use Maps should not be converted to uses not allowed in the Heavy Industrial (HI) land use definition of Chapter 11 unless an essential public purpose, as deemed by the Planning Commission and Assembly, warrants such a conversion", said Ms. Steadman.

The Comprehensive Plan does state that areas which have been encroached upon by nonindustrial uses should be rezoned to have an appropriate land use designation, said Ms. Steadman, so that the uses and the zoning districts are consistent.

Ms. Steadman stated that the staff still recommends that sobering centers be allowed in the Mixed Use (MU), Mixed Use 2 (MU2), Light Commercial (LC) and General Commercial (GC) zoning districts. The draft ordinance reads that a, "Sobering Center means a facility that provides temporary shelter for incapacitated and intoxicated persons taken into emergency protective custody pursuant to AS 47.37.170", stated Ms. Steadman.

The parking standard stipulates one space for six beds plus one visitor parking space, said Ms. Steadman. She explained that the amended definition of assisted living, "means a residential facility providing temporary accommodations and minimal supportive services for displaced persons on a short-term basis." This definition was compiled from various definitions researched around the country, said Ms. Steadman.

Ms. Steadman said the staff's recommendation is to:

- ✓ Add a section on sobering centers to the TPU (Table of Permissible Uses)
- ✓ Add a parking requirement for sobering centers of one space per six beds plus one visitor parking space
- ✓ Define sobering centers as previously listed in the report
- ✓ Amend the definition of an assisted living facility to include emergency shelters
- ✓ Define an emergency shelter as previously outlined

Commission Comments and Questions

Mr. Voelckers said he had raised the issue of possibly locating a sobering center within an Industrial zoned district so that areas were not precluded from consideration. He said he appreciated the research the staff had done on this item and that it made a compelling case

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that an Industrial zoned district is not really appropriate for a sobering center. He said he did find it interesting that the Comprehensive Plan does draw a distinction between heavy and light industrial zones, but that the zoning ordinance does not. There are significant areas for instance in Lemon Creek that are Light Industrial and do have a more transitional and mixed zoning aspect to them, he said.

Mr. LeVine said the analysis provided makes good sense to him. He said it did seem a little strange that there is an entire definition for something called a sobering center when it seems more of a subset of something like an emergency shelter. He asked if this was an unusual practice based upon the research the staff has performed. He said he was asking this question because if the practice continued then down the road the CBJ could end up a TPU 700 pages in length.

Ms. Steadman said there are several examples of sobering centers versus emergency shelters. She said that is why they wanted to clarify it within Title 49. Based upon the HUD definition that emergency shelters should really be included in residential zoning districts, and the staff did not feel that a sobering center was an appropriate use for residential districts.

Public Comment
Juneau resident Cynthia Dau told the Commission she feels the community has missed the opportunity over many years to talk about an emergency shelter. There are people on the street who are not eligible to participate in the Glory Hole program, noted Ms. Dau. There are downtown business owners who are fed up with the presence of homeless individuals sleeping in their doorways, she said. Ms. Dau said that she can understand this perspective.

The urine and the feces are not just from those individuals who are not able to participate in the Glory Hole program, she said. In the summer this is from visitors as well, she noted. Bathrooms are very difficult to locate in town, she said. She encouraged the community to do something about this problem.

Chairman Haight commented that these issues are going to be before the Assembly in its forthcoming discussions in 2017 and that the Commission would certainly support the Assembly in this cause.

MOTION: *by Mr. Voelckers, to approve AME2016 0015 and asked for unanimous consent.*

The motion passed by unanimous consent.

VI. DIRECTOR'S REPORT

Mr. Steedle told the Commission that the staff had provided a schedule for the Commission meetings for 2017.

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Mr. LeVine requested that the schedule for the 2017 meetings be discussed once the three new Commission members had joined the Commission in January.

Mr. Steedle said he recommended the Commission not meet on January 10, (2017) since the agenda was exceptionally light. The item on the January 10, 2017 agenda was the text amendment for parking waivers, he said.

Chairman Haight voiced the concern that new members would be joining the Commission, and that he knew Mr. Miller would not be present for the January 24, (2017) meeting.

Mr. Steedle mentioned that Ms. McKibben had rightfully pointed out that the January 24, (2017) meeting may be a long meeting because the Honsinger Pond rezone would be before the Commission again on that date.

Mr. Voelckers raised the point that the January 10, (2017) meeting could be time fruitfully allocated to fill in the new Commission members on items of importance currently addressed by the Commission.

Chairman Haight said that he felt they would need the January 10, (2017) meeting.

VII. OTHER BUSINESS - None

VIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

Title 49 Committee
Mr. LeVine reported that the Title 49 Committee met last week and discussed parking waivers and the Auke Bay plan.

Subdivision Review Committee
Mr. LeVine said the Subdivision Review Committee had a very brief meeting to discuss a potential subdivision in the Twin Lakes area.

Mr. Voelckers added there were several individuals who are interested in the same small subdivision, and they were trying to figure out a way to create more lots within the subdivision without the size of the project requiring the more complex standards.

IX. COMMISSION COMMENTS AND QUESTIONS

Mr. LeVine said he would like to have a conversation in the future about the reason and justification for advisory conditions. He said he did not see the need to simply repeat statutory text as an advisory condition. He said perhaps this could be placed as notes to the applicant. Chairman Haight asked if this could be a topic for the January 10, (2017) meeting.

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Mr. Steedle said this could certainly on the agenda for the January 10, (2017) meeting.

X. ADJOURNMENT

The meeting was adjourned at 7:36 p.m.

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Additional Materials

Regular Planning Commission Meeting

Assembly Chambers
7:00pm
Meeting Date: January 24, 2017

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1. **AME2016 0007:**
    a. Public Comment from Michelle Kazmac, received January 24, 2017

From: Michelle Beach
To: PC_Comments
Subject: Fireweed Field
Date: Tuesday, January 24, 2017 11:26:30 AM

Please do not rezone the Fireweed field near Fred Meyer. This iconic field is one of the reasons why Juneau creates such a warm and welcoming environment when people are driving into town from the airport. It is breathtaking, natural and a huge asset to our community. It would be a terrible shame to allow these fields of Fireweed to be mowed down for activities that could take place in a different area.
Thank you for taking the time to read my email and consider my input. Michelle Kazmac
2300 Old Lawson Creek Rd.
B-3
Douglas, AK 99824

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

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

DATE: January 12, 2017

TO: Planning Commission

FROM: Teri Camery, Senior Planner
Community Development Department

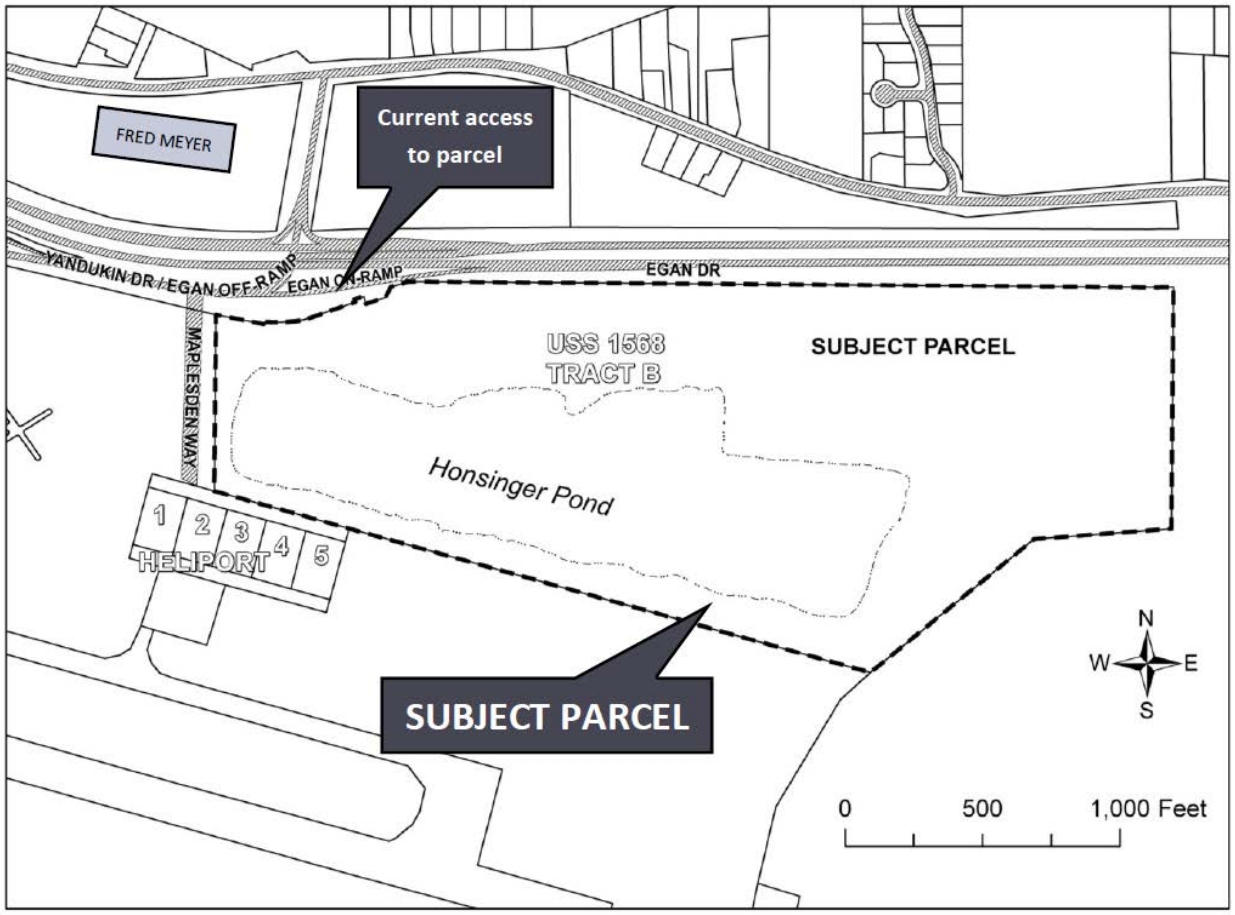
FILE NO.: AME2016 0007

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

Applicant:	Bicknell Inc.
Property Owner:	Bicknell Inc.
Property Address:	Yandukin Drive
Legal Description:	USS 1568 TR B
Parcel Code No.:	5-B14-0-102-007-0
Site Size:	82.66 Acres
Zoning:	RR - Rural Reserve
Comprehensive Plan Future Land Use Designation:	RD - Resource Development
Utilities:	City water and sewer
Access:	Yandukin Way/Egan Drive
Existing Land Use:	vacant/dredge pond
Surrounding Land Use:	North- D-5; Juneau Christian Church Northwest – Light Commercial: Fred Meyer retail

South - Industrial; Juneau International Airport
East - Mendenhall Wetlands State Game Refuge
West - Industrial; Juneau International Airport

Vicinity Map



ATTACHMENTS

Attachment 1	Development Permit Application
Attachment 2	Zone Change Application
Attachment 3	Zone Change Boundary Map
Attachment 4	Project Narrative
Attachment 5	Parcel Map
Attachment 6	Zoning Map
Attachment 7	2013 Juneau Comprehensive Plan Land Use Designation Map
Attachment 8	2013 Juneau Comprehensive Plan Scenic Corridor Viewshed Map

Attachment 9 Juneau Wetlands Management Plan Map
Attachment 10 U.S. Army Corps of Engineers Wetland Fill Permit
Attachment 11 Alaska Department of Transportation and Public Facilities Comments, July 26, 2016
Attachment 12 Juneau International Airport Comments
A. November 18, 2016 comments with Federal Aviation Administration (FAA) references
B. November 23, 2016 summary comments
C. JIA Land Status Map with Chart
D. JIA Layout Plan, pages 1-11
E. May 27, 2014 FAA letter to JIA regarding the airport's as-built layout plan
F. INM Noise Models, Year 2015 and Year 2035
G. Supplemental information
Attachment 13 Draft October 20, 2016 Wetlands Review Board Minutes
Attachment 14 AME 2013 0015 Notice of Decision
Attachment 15 AME2013 0007 Notice of Decision
Attachment 16 CBJ Code 49.25.300 Table of Permissible Uses, with Industrial and Rural Reserve Zoning Districts Highlighted

INTRODUCTION

The City and Borough of Juneau Code states in CBJ 49.10.170(d) that the Commission shall make recommendations to the Assembly on all proposed amendments to this title, zonings and re-zonings, indicating compliance with the provisions of this title and the Comprehensive Plan. CBJ 49.75.130 describes re-zoning procedures.

PROPOSAL

The applicant requests a rezone to change 23 acres of an 83 acre parcel from Rural Reserve to Industrial zoning. The parcel is an old gravel extraction site adjacent to the Juneau International Airport and Mendenhall Wetlands State Game Refuge, developed in the 1970s to support the original construction of Egan Drive. While the site is adjacent to Egan Drive, physical access is a driveway connecting to Yandukin Way. This section of Yandukin Way is located on the on-ramp to Egan Drive. Access issues will be addressed near the end of this staff report.

In the Project Narrative, the applicant states that because gravel resources have been extracted from the property, the Rural Reserve zoning designation is no longer consistent with the surrounding uses and does not support CBJ policies regarding in-fill development. The re-zone application process does not require the applicant to declare specific uses or a development plan for the property. However the applicant states that the existing gravel extraction pond would be filled and a significant area of the filled pond would be utilized for industrial purposes.

The applicant has a U.S. Army Corps of Engineers permit authorizing the wetland fill. (Attachment 10)

The applicant's Project Narrative notes that the proposed re-zone complies with Comprehensive Plan policies 5.9, 5.10, and 10.7 regarding the need for additional Industrial properties. The property is flat and surrounded on three sides by Industrial and General Commercial zoning. The proposed rezone would retain 59.5 acres in the existing Rural Reserve zone. The applicant states that this change would preserve a buffer between the industrial uses and adjacent wetlands, and minimize visual impacts on views down the channel. (Attachment 4)

BACKGROUND

The subject parcel has an extensive history of gravel extraction followed by recent requests to change the zoning and the Comprehensive Plan maps to allow for new uses. Below is a brief history of the parcel obtained from CDD records:

USE-CU66-04. An application for a borrow pit. Approved.

USE-CU85-33. A Conditional Use Permit to allow continued use of an existing borrow pit. Approved.

AME2012 0011. An application to rezone the Honsinger Pond parcel to a combination of Industrial and Light Commercial classifications. This application was withdrawn before the Planning Commission hearing.

AME2013 0007. A request to amend the Comprehensive Plan Map G from Resource Development to a mix of Industrial, General Commercial, and Resource Development in the area of Honsinger Pond. The map amendment failed to win a recommendation for approval after a 3-3 vote of the Commission. This tie resulted in a denial recommendation, and the recommendation was appealed to the Assembly but withdrawn before it was heard.

AME2013 0015. A request to rezone 83 acres of Rural Reserve to a mixture of Industrial, Light Commercial, and Rural Reserve. The Planning Commission denied the request. The Commission's decision was appealed to the Assembly. The Assembly declined to have an ordinance introduced to rezone the property at that time.

BLD2013 0052. A grading permit for 150,000 cubic yards of fill. Approved.

CDD has also received a Conditional Use Permit application for a motocross park at the site. A motocross park may be allowed in either the Rural Reserve or Industrial zone with an approved permit. A date has not yet been set for Commission review of this application.

ZONE CHANGE INITIATION

CBJ 49.75.110. *INITIATION. A rezoning may be initiated by the director, the commission or the assembly at any time during the year. A developer or property owner may initiate a request for rezoning in January or July only. Adequate public notice shall be provided by the director to inform the public that a rezoning has been initiated.*

1. Was the proposed zone change initiated by the property owner during the appropriate time frame OR was the zone change initiated by the commission or director?

Yes. The application for the subject zone change was initiated by the property owner in January 2016.

2. Has the director provided adequate public notice through newspaper advertising, property owner mailings and by requiring a public notice sign to be posted on-site?

Yes. Notice has been provided according to the chart below:

AME16-07 Hearing Scheduled	Abutters Notice sent Out	Juneau Empire 1st Notice	Juneau Empire 2nd Notice
11/8/16	October 4 October 10 (notice sent a second time to provide a better map)	N/A	N/A
11/8/16 POSTPONED	Postponement Notice sent October 17, 2016	N/A	N/A
1/24/17	December 21, 2016	January 13, 2017	January 23, 2017

In addition, a public notice sign was posted on the site on January 10, 2017, visible from the right-of-way, for two weeks prior to the Planning Commission hearing.

RESTRICTIONS AND PROCEDURE

CBJ 49.75.120. *RESTRICTIONS ON REZONINGS. Rezoning requests covering less than two acres shall not be considered unless the rezoning constitutes an expansion of an existing zone. Rezone requests which are substantially the same as a rezoning request rejected within the previous twelve months shall not be considered. A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the comprehensive plan.*

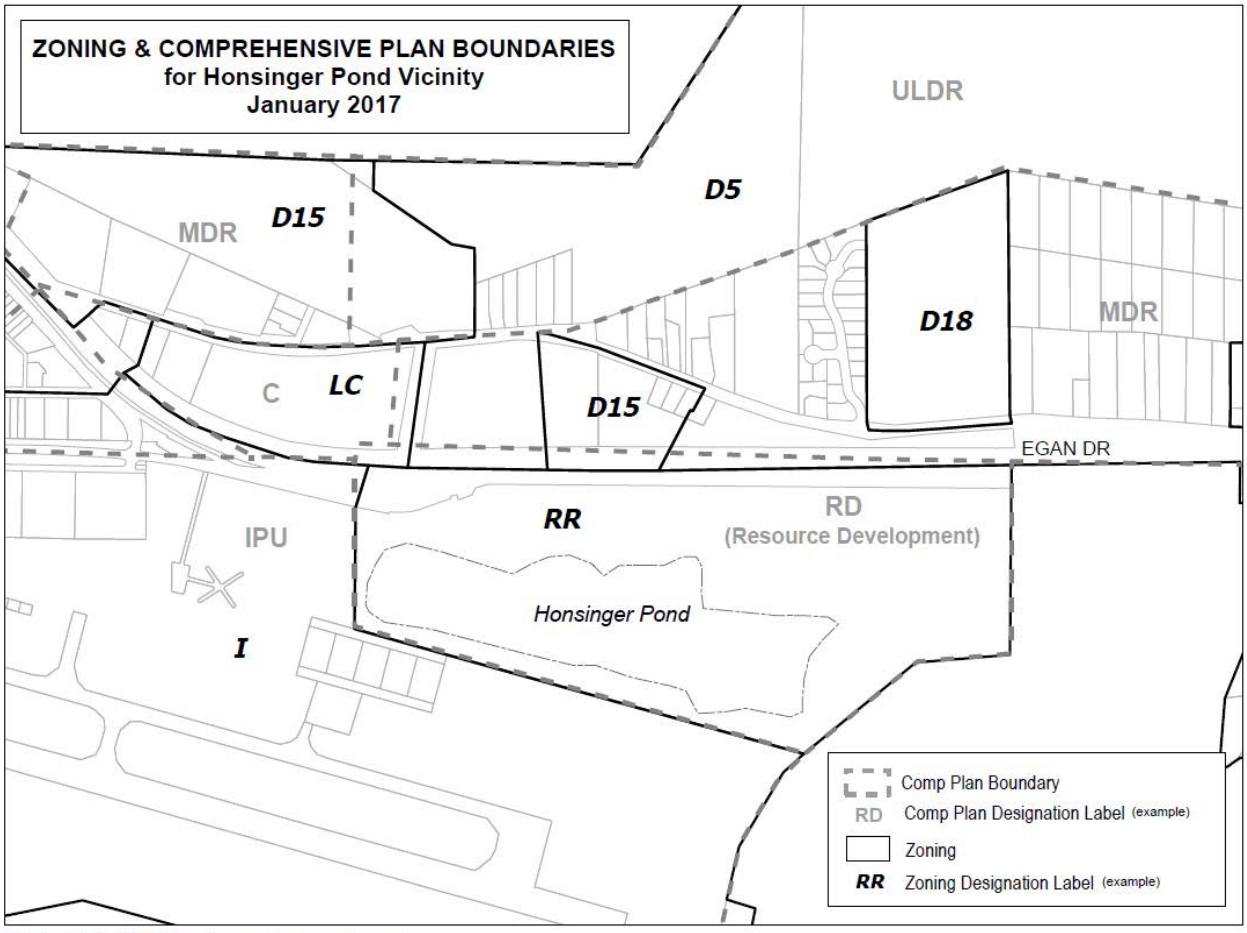
The CBJ Land Use Code provides minimum restrictions for zone change requests. This proposal conforms to these restrictions as follows:

1. The request is for 23 acres, significantly more than 2 acres, and is also an expansion of the Industrial zoning district.

2. No similar request has been made in the past year.

COMPLIANCE WITH THE 2013 JUNEAU COMPREHENSIVE PLAN

Comprehensive Plan designations and zoning districts are shown in drawing below:



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In Chapter 11, Comprehensive Plan Land Use Maps, the following guidance is offered in regard to rezoning:

> *In considering a re-zoning request, the Planning Commission and Assembly should aim to promote the highest and best use of the land under consideration and all new zoning or re-zoning designations are required to be substantially consistent with the Comprehensive Plan and associated land use maps. In some cases, the highest and best use may be increased density or more intensive use of the land; in other cases, the highest and best use may be preservation in an undisturbed state for purposes of habitat preservation, flood control, or providing a buffer between development and areas subject to natural hazards. (p.143)*

When there is a discrepancy between the Comprehensive Plan and the Land Use Code, the Land Use Code prevails. Specifically, CBJ Code 49.05.200(b) states, "....Where there is a conflict between the comprehensive plan and any ordinance adopted under or pursuant to this title, such ordinance shall take precedence over the comprehensive plan."

Chapter 1 of the Comprehensive Plan further supports the flexibility of the plan, but emphasizes that it should be used when considering community growth, along with other current information. Specifically, the Plan states:

> *Discussions related to community growth, redevelopment, capital and social improvements, or budget, must occur in consultation with the Plan. ....[The Plan] should...bring into focus sufficient information and data so that the best possible considered and objective judgments can be made, using the most current data available when the data in the Plan is out of date. [The Plan]....provides a logical, consistent, and purposeful approach to managing community growth and development. (p. 1)*

When considering this request it is important to understand what the Comprehensive Plan intends when describing land use designations. The Plan states that the designations are intended to describe the overall character of development for each land use category. The Plan definitions are not intended to be firm or restrictive definitions. However, in contrast, zoning uses that are allowed outright, or allowed through a Conditional Use Permit, are firm and restrictive. The designations are to be used to guide the formation of zoning regulations. The land use designations and their allowed uses reflect cultural values and economic and societal needs, and over time, the Comprehensive Plan descriptions of land use categories will change to reflect changing values and circumstances. (p. 144) The Comprehensive Plan Map for this area is shown on Attachment 7.

CBJ 49.75.120 partially incorporates those Comprehensive Plan policies and directs that, "A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the Comprehensive Plan." Thus, the issue is whether this rezone request substantially conforms with the land use maps of the Comprehensive Plan.

"Substantial conformance with the land use maps of the Comprehensive Plan" means the proposed zoning district (Industrial) needs to substantially conform with the Comprehensive Plan land use map designation (Resource Development). The term "substantial conformance" means that the proposed zoning district may deviate slightly from the Comprehensive Plan land use map designation but must be materially the same.

The proposed zone change to Industrial substantially conforms with the Resource Development designation, as described in the next section.

Comprehensive Plan Land Use Designations

The site is located in Subarea 4 of the 2013 Comprehensive Plan (map G). The plan shows this lot as RD, or Resource Development. Page 147 of the 2013 Comprehensive Plan describes RD as follows:

> *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 area outside the study area of this Comprehensive Plan is considered to be designated Resource Development. As resources are identified or extracted from these lands, they should be re-designated and re-zoned appropriately.*

Staff notes that the majority of Resource Development lands in the Borough are either publicly owned or located outside of the Urban Service Area. The subject property is a notable exception.

The area immediately adjacent to the subject parcel is identified as Institutional and Public Use (IPU). Page 146 of the 2013 Comprehensive Plan describes IPU as follows:

> *Lands that are in public ownership and dedicated for a variety of public uses, such as the University of Alaska Southeast; local, State and Federal government uses; and for such public facilities as community gardens, schools, libraries, fire stations, treatment plants, and public sanitary landfills. Included are potential sites for future boat harbors, schools, parks, farmers markets, publicly supported arts events, permitted arts or food-service kiosks or sales activities, parking facilities may also be accommodated within Transit Corridors. Transit Corridors can be expected to support Affordable Housing, and Transit Oriented Development overlay districts.*

Although not specifically listed, the airport is a public facility and is an appropriate use in this area. If the airport was a private facility, the area would likely be designated as Industrial on the Comprehensive Plan maps.

The Comprehensive Plan Resource Development designation is broad and somewhat vague. While conservation is noted in the definition, so are resource extraction and development, and visitor facilities. The Industrial zoning district similarly encompasses a broad variety of potential uses including resource extraction, recreational facilities, and restaurants, though it does not allow visitor facilities. The Comprehensive Plan Resource Development designation indicates that "as resources are identified or extracted from these lands, they should be re-designated and re-zoned appropriately." Gravel extraction has been completed on the site; therefore a re-zone from Rural Reserve to Industrial is appropriate and substantially conforms with the vision of the Comprehensive Plan. As noted earlier, Chapter 11, Comprehensive Plan Land Use Maps, states that "In considering a re-zoning request, the Planning Commission and Assembly should aim to promote the highest and best use of the land....In some cases, the highest and best use may be increased density or more intensive use of the land..." The requested industrial zone would allow for increased use of the property, in a central area adjacent to Egan Highway and airport, following this guidance.

Comprehensive Plan Scenic Viewshed Corridor

The Mendenhall Wetlands State Game Refuge immediately adjacent to this parcel is an identified Scenic Viewshed/Corridor (SVC) in the 2013 Comprehensive Plan. The plan states that this designation is suitable for public properties. Page 146 of the 2013 Comprehensive Plan describes SCV areas as follows, with emphasis added:

> *This designation is suitable for CBJ owned and other public lands whose views of, or whose near and/or distant views from the locale, are deemed as spectacular and/or represent a significant and important representation of the visual character of the CBJ. The views of, or from, the designated SCV land area toward public vista points or viewscape: 1) demonstrate a scenic view of great natural beauty, a spectacular landscape, an important historic building, or site; 2) provide views of the aurora borealis, sea, harbors, or of cityscape that is a "signature" viewscape of the CBJ; and 3) is valued by residents and visitors alike and conveys the CBJ as a special place. Lands in the scenic corridor or viewscape should be protected from visual intrusion or obstructions from structures, night light and glare, invasive flora and/or other similar elements that would diminish the visual prominence of the viewscape. Lands within the SCV designations may be zoned for a mix of zoning districts, most particularly the same district as the surrounding lands; however, any new zoning request or rezoning application should identify specific view corridors that would be protected by any new*

> *development therein. Land uses that do not require view-blocking structures should be permitted, such as public vista plazas and seating areas, community gardens, boat launch facilities, fishing areas or utility poles.* (Emphasis added)

The Comprehensive Plan map (Attachment 8) and definition quoted above refer to both Scenic Corridor and Viewshed (SCV), however only the scenic corridor is specifically mapped; the viewshed is not. This Comprehensive Plan designation explicitly refers to public land, not private, and is therefore not applicable to the rezone request.

In the Project Narrative, the applicant has explained that under the proposed rezone 59.5 acres of the parcel would remain in the Rural Reserve zone to preserve a buffer between industrial uses and the adjacent wetlands and to minimize the visual impact on views down the channel. (Attachment 4)

Comprehensive Plan Policies, Guidelines, and Considerations

While CBJ Title 49 specifically requires a proposed rezone to substantially conform with the Comprehensive Plan **maps** (CBJ 49,70.120), a number of policies, guidelines and considerations in the plan also provide some context.

The CBJ Parks and Recreation Comprehensive Plan, Chapter 8, discusses potential public acquisition of a section of the subject property. However this discussion is not relevant to the proposed rezone because this area is outside of the requested rezone boundaries.

On page 181 of the Comprehensive Plan, Subarea 4, Guideline/Consideration 7 addresses industrially zoned land:

> *Seek new industrial zoning districts to compensate for the encroachment of existing industrial districts by retail, office and other non-industrial commercial uses. Designate the industrial districts that have a visual connection from and vehicular access to major thoroughfares and that have already been encroached upon by retail and office uses as heavy commercial/light industrial districts within which industry may remain and non-industrial commercial uses can expand. In other industrial districts, prohibit retail, office, residential and other non-industrial or non-Public uses. (p. 181)*

As discussed above, the site is currently designated as Resource Development in the 2013 Comprehensive Plan. The proposed zone change would leave approximately 59.5 acres of the parcel in Rural Reserve status, including approximately two thirds of the pond (which would be filled in accordance with an approved permit from the U.S. Army Corps of Engineers) and most of the western and southern areas of the lot. The applicant's project narrative states that this

area would preserve scenic views and provide a buffer between Industrial uses and the Mendenhall Wetlands Refuge.

The requested rezone, if approved, would create new industrially-zoned land which would have a visual connection from and vehicular access to major thoroughfares consistent with Guideline 7, above.

The Comprehensive Plan also addresses the Honsinger Pond area in Chapter 11, Comprehensive Plan Land Use Maps:

> *Industrial districts were designated according to the type of industrial use therein or based on the location criteria of industrial businesses. Due to the incremental, yet significant, encroachment of commercial retail, office and service uses into industrially-zoned districts in Lemon Creek and near the airport, these areas were re-designated from industrial use to heavy commercial/light industrial use. Other lands that had previously been designated for future park use near the airport (an abandoned land and gravel pit) and for resource development in Lemon Creek (an active gravel pit) were designated Resource Development; these areas are expected to be available for development in the long-term.* (p. 144) (Emphasis added)

This paragraph explicitly states that the subject property, adjacent to the airport, is intended for expanded development after completion of resource extraction.

Chapter 10, Land Use, discusses commercial and industrial land use as well as the availability of land for these uses. Juneau is far from national markets and serves as a regional hub for goods and services. This section of the plan says that much of Juneau's industrially-zoned land within the urban service area contains wetlands and is largely unsuitable for development. The buildable lands inventory that was done for the 2008 plan found that lands suitable for development in the near future include current and former gravel extraction sites. Policy 10.7 states:

> *To designate on land use and zoning maps, and to provide services to, sufficient vacant land within the Urban Service Area appropriately located to accommodate future commercial and industrial uses.*

With conditions, the proposed rezone would provide safe access to the subject property and allow a broader variety of commercial and industrial uses allowed in the Industrial zoning district.

Chapter 5, Economic Development, also discusses commercial and industrial development. This chapter articulates the need for additional industrially-zoned lands and again suggests that

"areas around gravel extraction activities can convert to industrial districts once the land is leveled and the gravel extraction on those lands is complete." (p. 58) Policy 5.10 states:

> *To designate sufficient and suitable land for anticipated commercial and industrial development as part of its overall economic development program.*

Furthermore, Standard Operating Procedure 5.10 SOP2 states:

> *When additional land is needed for commercial or industrial uses or when there are particular locational requirements for certain activities, initiate appropriate amendments to the Comprehensive Plan and Zoning maps to accommodate this need. These new commercial and industrial zones should be evaluated in relation to all applicable policies of the Comprehensive Plan. (p. 58)*

Chapter 8, Transportation, contains an extensive section on the Juneau International Airport. Page 104 states:

> *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 the very limited number of buildable sites for residential and commercial uses in the borough, those uses have encroached into the industrial buffer zone surrounding the airport, making vacant land for aviation-related businesses more expensive and hard to find.*

This paragraph is perhaps the most direct support for the proposed rezone in the Comprehensive Plan, as it specifically highlights the need for industrial property adjacent to the airport.

Finally, Policy 8.1 expresses the need for the airport to work with the private sector to facilitate commerce:

> *To promote and support aviation safety; to develop and maintain airport facilities meeting the aviation transportation needs for Juneau, its residents, visitors and commerce; and to work with the public and private sectors to facilitate commerce, economic development, and access to Alaska's Capital City.*

In conclusion, the proposed rezone substantially conforms with the 2013 Juneau Comprehensive Plan map designation, Resource Development, because the Resource Development designation states that properties under this designation should be rezoned after resource extraction has been completed. The plan includes many policies that support the

requested rezone from Rural Reserve to Industrial. These policies indicate a need for more industrial property within the borough and again state that the subject property is intended for expanded development after resource extraction has been completed, which it has. The plan also states that industrial zoning is the preferred designation for properties adjacent to the airport.

2015 JUNEAU ECONOMIC DEVELOPMENT PLAN

The 2015 Juneau Economic Development Plan is incorporated into the Comprehensive Plan in CBJ Code 49.05.200(b)(1)(N). The proposed rezone does not specifically address any of the eight economic development initiatives identified in the plan. However the rezone indirectly addresses one of the economic development planning concepts and practices listed in Chapter Two, as follows:

> *Land availability - an adequate supply of appropriately zoned land is available for commerce and industry, as well as residential development. This includes access to the land needed to support commercial, industrial, and other development. This also includes zoning that supports neighborhood- based small business growth that creates jobs and provides services which area residents and the community need. This type of small business development and growth also supports quality of life and walkable mixed-use neighborhoods.*

The proposed zone change from Rural Reserve to Industrial may create more opportunities for commercial and industrial development, as shown in the chart found in the Discussion section later in this report. The Economic Development Plan concept also notes the need for access to commercial and industrial development. Access to the subject property is an important issue which will be addressed later in this report.

Appendix A-7 of the plan also refers to the need for more Industrial property, which would be addressed by the proposed zone change:

> *Juneau does not have a large pool of industrial land available. When asked about over 20 possible barriers to their business or organization's growth during the 2014 JEP Business Survey, "availability of commercial/industrial property in Juneau" is seen as a significant barrier by 21% and somewhat a barrier by 24% of participating businesses.*

Along with policies in the Comprehensive Plan, specifically noted in Chapters 5, 8, and 10, the Juneau Economic Development Plan supports the need for industrial property to promote economic growth.

COMPLIANCE WITH TITLE 49 LAND USE CODE

The following language is provided by the CBJ Land Use Code to describe the current zoning designation, Rural Reserve:

> *The RR, rural reserve zoning district is intended for lands primarily in public ownership managed for the conservation and development of natural resources and for future community growth. In addition, recreation cabins, lodges and small seasonal recreational facilities may be allowed. (49.25.200)*

The applicant has requested that approximately 23 acres of the site be zoned Industrial, with 59.5 acres remaining in Rural Reserve. The CBJ Land Use Code describes the Industrial zone as:

> *The I, industrial district, is intended to accommodate industrial activity which includes manufacturing, processing, repairing and assembling goods. Because of noise, odors, waste and other impacts inherent in industrial activity, performance standards are applied. (49.25.240)*

The Land Use Code states that rezones must substantially comply with the Comprehensive Plan maps, which designate this property as Resource Development. As discussed in the preceding analysis, the Industrial zoning district substantially complies with the Resource Development designation on the Comprehensive Plan maps and meets the intent of many Comprehensive Plan policies which encourage a transition to expanded development options after resource extraction has been completed and industrial uses adjacent to airports. In addition, Rural Reserve is primarily intended for large vacant public tracts of land that do not yet have development plans or for private parcels outside of the Urban Service Boundary. The subject property is in private ownership, centrally located adjacent to Egan Drive and the airport, the community needs more industrial land, this is an appropriate location for industrial land, and resource extraction has been completed. For all of these reasons, the Industrial zoning district is consistent with the Land Use Code.

49.70.900-49.70.1097 Coastal Development, Habitat, and Wetlands

The 2008 Juneau Wetlands Management Plan (based on the original wetland studies conducted in the 1980s) categorizes wetlands into four categories: A, B, C and D; A is the highest value and D the lowest. Class A and B wetlands require a Corps of Engineers Permit before they can be developed. The Wetlands Management Plan identifies a portion of this site as having a wetlands classification of B. The dredge pond portion of the site is identified as EP-Enhancement Potential. The Wetlands Management Plan does not classify intertidal wetlands, which constitute the remainder of this site. The most recent 2016 Juneau Wetlands Management Plan, which is currently in draft form, does not address this parcel. The applicant

has obtained a U.S. Army Corps of Engineers permit to fill the pond. (Attachment 10) CBJ Wetlands Board review is addressed in the following section.

Agency Review

An agency review period was conducted from June 23 through July 11, 2016. (Staff notes that although the application was initiated in January 2016 in accordance with code requirements, the applicant's project narrative was received in June. Therefore the agency review period was delayed.)

CDD did not receive any comments from: the Alaska Department of Environmental Conservation, Alaska Department of Fish and Game, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, CBJ Lands Division, CBJ Streets Division, CBJ Building Division, CBJ Assessor, or Alaska Electric Light and Power Company.

The CBJ Fire Department responded that they had no issues. The CBJ General Engineering Division stated, "GE supports the rezone which allows for additional development that would complement other Airport activities."

The CBJ Wetlands Review Board reviewed the proposal at its October 20, 2016 regular meeting. The Board discussed the habitat values of the site and reviewed the Industrial and Rural Reserve zoning districts with staff. The Board concluded that there was no need to make a motion on the proposal, noting that the Board would review specific developments in the future as needed. Draft board minutes are included in Attachment 13.

CDD received extensive comments from both the Alaska Department of Transportation and Public Facilities (ADOT/PF) and the Juneau International Airport (Attachments 11 and 12). The primary concern raised from the agency review process was vehicular access to the site. These issues will be addressed in the Access section of this report.

DISCUSSION

Uses in the Rural Reserve and Industrial Zones

As discussed in the Background section of this report, this site has historically been used for gravel extraction. This resulted in the borrow pit that is locally known as Honsinger Pond. The site is currently vacant, and the current zoning of Rural Reserve (RR) allows a wide variety of land uses.

There are commercial, church and residential uses across Egan Drive from this site. Zoning in this area is a mix of Light Commercial, and D-5 and D-15 residential uses. At this location Egan

Drive has four travel lanes, two turn lanes, and two acceleration lanes, which creates a significant delineation between other uses and also impedes pedestrian crossing. The adjacent Mendenhall Wetlands State Game Refuge was established in 1976 to protect habitat and game populations and to provide recreation. The airport is the nearest active land use. It is zoned Industrial and is shown as Institutional and Public Use (IPU) on the Comprehensive Plan maps.

The table below illustrates a variety of uses that might be permitted in the current Rural Reserve zoning as well as the proposed Industrial zoning for 23 acres of the site. This table does not include all uses that may be permitted in these zoning districts. The full Table of Permissible Uses, CBJ Code 49.25.300, has been attached for reference with the Industrial and Rural Reserve zoning districts highlighted. (Attachment 16)

A Sample of Permissible Uses in the Rural Reserve and Industrial Zones

	Rural Reserve	Industrial
Duplex	1	
Hotel	1	
Light, medium, and heavy manufacturing	3 T	1, 3
Restaurant/bar	3 T	3
Gas station	3 T	3
Landfill	3	3
Sand and gravel	3	3
Stable	3	3
Day Animal Services	3	1,3
Veterinary clinic	3	1
General retail		3
Marine retail	3 T	3
Motor vehicle sales		1,3
Motor vehicle maintenance		1
Commercial greenhouse	3	1
Health care clinic		
Child care	3	
Outdoor recreation	3	3
Indoor recreation		3

Blank space - Use not allowed
1 – Allowed with a building permit
3 – Allowed with an approved Conditional Use Permit
3 T – Allowed with an approved Conditional Use Permit, and the proposed use must meet the requirement of Footnote T in the Table of Permissible Uses, 49.25.300, which states, “Must be associated with a unique site specific feature in order to function. Example: glacier research station – Juneau Icefield location.”

The table illustrates a key difference in permitting requirements between the Industrial and Rural Reserve zoning districts. While many uses require an approved Conditional Use Permit in both zones, several significant uses—such as manufacturing—have an additional requirement in the Rural Reserve zone for compliance with footnote T, an association with a unique site specific feature. This footnote was added to the Table of Permissible Uses as part of major code changes in 2010. A project addressing this requirement has not yet come before the Planning Commission. This requirement is potentially quite restrictive, therefore the Industrial zoning district may provide significantly more development opportunities than Rural Reserve. Staff notes that the table is intended to provide some examples and is not intended to serve as a substitute for analysis of allowed uses in the Table of Permissible Uses during the actual permitting process for a development.

As another way to evaluate the differences between the current zoning and the requested zoning, it may be useful to review the dimensional standards of the two zoning districts, as follows:

	RR	I
Setbacks		
Front	25’	10’
Rear	25’	10’
Side	15’	None
Street side	17’	10’
Lot coverage		
Permissible uses	10%	None
Conditional uses	20%	None
Building Height	45’	None
Vegetative coverage	None	5%

Additional height limitations may be necessary on the property due to potential restrictions imposed by the Federal Aviation Administration, since the property is immediately adjacent to the Juneau International Airport. These issues are described in the following section.

Juneau International Airport (JIA) Considerations

Staff has worked extensively with the Juneau International Airport (JIA) throughout the review process and has held many meetings to address development questions, potential impacts to the airport, and access concerns. JIA has submitted several documents for the record as follows (Attachments 12A-12G):

A. November 18, 2016 detailed comments that include Federal Aviation Administration (FAA) references

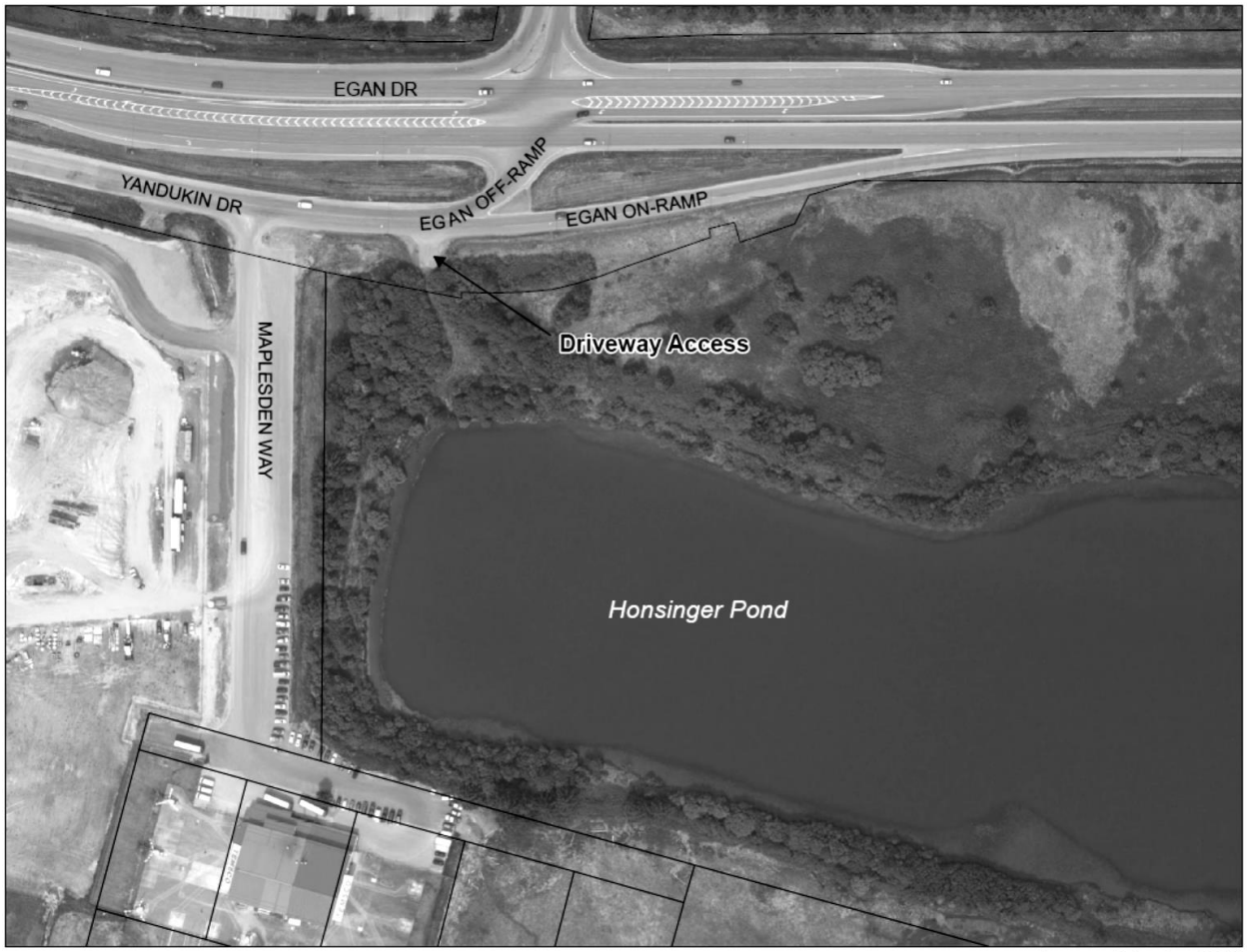
B. November 23, 2016 summary comments
C. JIA Land Status Map with chart
D. JIA Layout Plan, pages 1-11
E. May 27, 2014 FAA letter to JIA regarding the airport's as-built layout plan.
F. INM Draft Noise Models, Year 2015 and Year 2035)
G. Supplemental Information

JIA has concluded that the rezone is "premature" because some forms of development may interfere with aircraft safety. Staff observes that this is not relevant to the rezone itself and instead has to do with potential future development. CDD already has a protocol in place to inform JIA of development plans so that they may work with the applicant and the Federal Aviation Administration (FAA) as needed.

JIA notes that granting access to the applicant from Maplesden Way may require that the FAA be reimbursed for the road section connecting to the subject property, since that road section will not be used for airport-only purposes. This is a JIA monetary issue that is also not relevant to the rezone. The Alaska Department of Transportation has stated that any expanded use of the property, regardless of the zoning district, will require an alternate access point because the current driveway access is not safe. This is addressed in the next section of this report.

ACCESS

Access to the subject property is currently via Yandukin Way, through a driveway permit that was first issued by the Alaska Department of Transportation and Public Facilities (ADOT/PF) in 1972, during the original construction of Egan Drive. This section of Yandukin Way is located on the on-ramp to Egan Drive, as shown in the photo on the next page. The driveway permit for this location has been acknowledged and retained by ADOT/PF in subsequent Egan Drive/Yandukin Way improvements in 1981, 1994, 1999, and 2012, as documented in ADOT/PF surveys.



Imagery Date: June 2013

During CDD's Agency Review Process, CDD staff asked ADOT/PF to comment regarding the safety of the Yandukin Way driveway access and whether the driveway permit would be continued if uses on the property expanded through the re-zone process or other means. In an email message dated 7/26/16, ADOT/PF Right-of-Way Agent Emily Haynes responded with the following statements, reprinted in full (Attachment 11):

> *DOT&PF has included this access point in our projects along Yandukin. Within Alaska Preconstruction Manual (450.12.3), the driveway is considered to be permitted as-is per the as-builts for these projects. However, once the 1) land use of property served is changed; 2) the location of the driveway is changed, or; the driveway is modified in any other way (e.g. width, radii, grade, etc.) the landowner is required to obtain a new permit. Due to the fact that this is going to be rezoned to industrial, it is subject to a new review and permit.*
>
> *Within any subsequent driveway permit review, these are some major concerns that we've identified with allowing the access:*

- *The location is classified as an intersection and we have minimum distance requirements for access points from intersections*
- *Road classification*
    - *The on ramp is classified as a principal arterial and the rest of Yandukin is a major collector*
    - *Arterials are controlled access and private drives are not allowed; major collector allow us to limit accesses*
- *Alternative access to Maplesden present (unless it was restricted in the right of way designation)*
- *Safety Issues*
    - *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*

There may be more issues that come to light during a review and there may be concessions we allow with approved development plans.

DOT&PF would prefer the property owner to use Maplesden Way as the access point as it is already existing and is far safer than allowing industrial facilities and associated traffic to the existing point of access.

The parcel map shown in Attachment 5 shows the Yandukin Way driveway access and also shows Maplesden Way, located on the southwest property line. Maplesden Way was first constructed as an access road to cross Juneau International Airport (JIA) property to what is now the Temsco helicopter pad and office. Maplesden Way was later reconstructed and realigned to its current condition. JIA currently maintains the road, but the road is not a designated public right-of-way.

Based on ADOT/PF's comments, CDD has determined that the Yandukin Way driveway access is a significant public safety concern, particularly if use on the site expands as a result of the re-zone application. JIA has expressed reluctance to allow access from Maplesden Way. However no evidence indicates that Maplesden Way cannot be used to access this property, especially if the applicant and JIA negotiate. Staff notes that there are other roads, like Shell Simmons Drive

and Yandukin Way, that bisect JIA property and provide for non-airport related traffic. Alternatively, the property may be accessible across the Mendenhall Wetlands State Game Refuge. (See Alaska Statute 16.20.034(d) for reference.)

Without some alternative access from Maplesden Way or across the Mendenhall Wetlands State Game Refuge, the property owner would likely be denied any new development of the subject property regardless of the zoning district but especially under the expanded development options of the Industrial zone. Therefore staff recommends that Maplesden Way serve as the dedicated access to the parcel, 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.

CBJ Code 49.15.424 states, in part, "Except as provided below, the department shall designate one right-of-way as principal access to the entire subdivision. Such access, if not already accepted for public maintenance, shall be improved to the applicable standards for public acceptance and maintenance."

A subdivision may not be required for anticipated future development, which would trigger implementation of CBJ Code. 49.15.424. Therefore requiring legal access from Maplesden Way prior to a change to the Industrial zone will ensure that subsequent development will be guaranteed safe access, thereby protecting the public health, safety, and welfare. Promoting public health, safety, and welfare is a key purpose and intent of the CBJ Land Use Code, as noted in 49.05.100(4).

PUBLIC COMMENTS

No public comments have been received at this writing.

RESTRICTIONS AND PROCEDURE

> *CBJ 49.75.120. RESTRICTIONS ON REZONINGS. Rezoning requests covering less than two acres shall not be considered unless the rezoning constitutes an expansion of an existing zone. Requests which are substantially the same as a rezoning request rejected within the previous twelve months shall not be considered. A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the comprehensive plan.*

The intent of the Land Use Code 49.05.100 is shown below.

(1) To achieve the goals and objectives, and implement the policies, of the Juneau comprehensive plan, and coastal management program;
(2) To ensure that future growth and development in the City and Borough is in accord with the values of its residents;
(3) To identify and secure, for present and future residents, the beneficial impacts of growth while minimizing the negative impacts;
(4) To ensure that future growth is of the appropriate type, design and location, and is served by a proper range of public services and facilities such as water, sewage, and electrical distribution systems, transportation, schools, parks and other public requirements, and in general to promote public health, safety and general welfare;
(5) To provide adequate open space for light and air; and
(6) To recognize the economic value of land and encourage its proper and beneficial use.

The request meets the two requirements to be considered for rezoning, in accordance with CBJ 49.75.120, because the parcel is greater than 2 acres and the request is not substantially the same as a rezone request rejected in the past 12 months. Furthermore, the request for Industrial zoning is an expansion of an existing zoning district.

As discussed in other sections, the rezone request meets the intent of the Land Use Code, item 1, because it substantially conforms with the Comprehensive Plan, specifically because it complies with the Resource Development designation on the Comprehensive Plan maps, and meets the intent of many Comprehensive Plan policies. The rezone request meets the intent of the Land Use Code, item 6, by recognizing the economic value of the subject property and allowing potentially expanded development within a zoning district that meets the intentions of Comprehensive Plan maps and policies. The condition to require access from Maplesden Way, or an alternative access, ensures that the development meets the intent of item 4 by providing safe access to promote public health, safety, and welfare.

ZONE CHANGE OPTIONS AND ALTERNATIVES

The applicant has requested to have 23 acres of the 82.66 acre site rezoned to Industrial and the remainder of the parcel, approximately 59.5 acres retained in the Rural Reserve district.

Options are to approve the request as submitted, deny the request as submitted, or recommend an alternative to the Assembly.

FINDINGS

After review of the application materials, the CBJ Land Use Code, and the CBJ 2013 Comprehensive Plan the Director makes the following findings:

1. The proposal meets the submittal requirements and the rezoning initiation, zone change restrictions, and procedural requirements of the CBJ Land Use Code.

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.

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.

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: 1/28/16
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description
Rezone 23 Acres of Rural Reserve to Industrial

PROPERTY LOCATION

Street Address	City/Zip
0 Glacier HWY	Juneau 99801

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)
USS 1568 TR B

Assessor's Parcel Number(s)
5B1401020070

LANDOWNER/ LESSEE

Property Owner's Name	Contact Person:	Work Phone:
Bicknell Inc	David	789-5727
Mailing Address	**Home Phone:**	**Fax Number:**
PO Box 33517 Juneau, AK 99803		789-2644
E-mail Address	**Other Contact Phone Number(s):**	
dblommer@bicknellinc.com		

LANDOWNER/ LESSEE CONSENT

****Required for Planning Permits, not needed on Building/ Engineering Permits****

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

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

X _____ Landowner/Lessee Signature — Date: 1/27/16

X _____ Landowner/Lessee Signature — Date

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

APPLICANT

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

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

X _____ Applicant's Signature — Date of Application: 1/27/16

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

STAFF APPROVALS

✓	Permit Type	***SIGN	Date Received	Application Number(s)
	Building/Grading Permit			
	City/State Project Review and City Land Action			
	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	Sign Approval (If more than one, fill in all applicable permit #'s)			
	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
	Variance Case (De Minimis and all other Variance case types)			
	Wetlands Permits			
✓	Zone Change Application	BMC	1-27-16	AME 16-007
	Other (Describe) _____			

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

Comments:

Permit Intake Initials: BMC

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

ZONE CHANGE APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		AME 16-007	1-27-16

LEGAL DESCRIPTION(S) AND LIMITS OF PROPERTY TO BE REZONED:

IS THIS AN EXPANSION OF AN EXISTING ZONE? ☑ Yes ☐ No

Total Land Area of Proposed Change 23 acres

Comp Plan Designation RD

Current Zone(s) Rural Reserve

Comp Plan Map G

New Zone Requested Industrial

TYPE OF ZONE CHANGE REQUESTED:

☑ Regular ☐ Transition

HAS THIS OR A SIMILAR ZONE CHANGE BEEN REQUESTED IN THE PREVIOUS 12 MONTHS?

☐ Yes ☑ No

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

PURPOSE OF THE REQUESTED ZONE CHANGE:

To create industrial land to meet the demand in Juneau. To use the land at its highest and best use.

IS THERE A PROPOSED USE OF THE LAND? ☑ Yes ☐ No

PROPOSED BUFFERS TO ADJACENT ZONES? ☐ Yes ☑ No

DESCRIBE (INCLUDING TYPE AND DENSITY OF PROPOSED DEVELOPMENT):

Industrial Development similar to the development on Commercial Boulevard

DESCRIBE ANY POTENTIAL IMPACTS TO PUBLIC INFRASTRUCTURE:

STREETS: Streets will be new contruction and accessed off of Yandukin Road

WATER: Water is located at site and will have minimal impact on public infrastructure

SEWER: Sewer is located at site and will have minimal impact on public infrastructure

TO BE COMPLETED BY THE APPLICANT

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.

ZONE CHANGE FEES

	Fees	Check No.	Receipt	Date
Application Fees	$600.00			
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50.00			
Pub. Not. Sign Deposit	$ 100.00			
Total Fee	$ 750.00	0932467	cdd7560	1/25/16

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

Attachment 3

This Rezone request is for the property with the parcel # 5B1401020070. It is located between Fred Meyers and the airport along Glacier Highway. The land is currently zoned Rural Reserve which we are requesting be changed to a mixture of Industrial and Rural Reserve. The change would add approximately 23 acres of Industrial land and be consistent with surrounding uses and the 2013 Comprehensive Plan adopted by Ordinance 2013-26.

The property is currently zoned Rural Reserve which allows a variety of development under the table of permissible uses; however, the intensity of the allowed uses do not represent the highest and best use of the property to the owner or to the community. Under the 2013 Comprehensive Plan the area is shown as Resource Development on the Map G of the land use maps. The Comprehensive Plan defines such zoning as:

> *Land to be managed primarily to identify and conserve natural resources until specific land uses are identified and developed. … As resources are identified or extracted from these lands, they should be re-designated and re-zoned appropriately.*

The gravel resources have been extracted from the property and it should be rezoned as industrial as the Rural Reserve zoning is not consistent with the surrounding uses and CBJ policies of supporting in fill development.

The development plan would include filling in the pond to create a significant part of the area to be rezoned to Industrial. It is well known that there is a shortage of Industrial zoned land available for development. Furthermore, flat land close to essential transportation that could be zoned industrial is even scarcer. The need for this type of land is discussed in the Comprehensive Plan (Policy 5.9):

> *Commercial and industrial activity requires sufficient and suitable land. Careful attention to the spatial requirements and locational considerations of potential uses is necessary to promote and maintain the local economy.*

The Comprehensive Plan also addresses the need to designate sufficient and suitable land for anticipated commercial and industrial development as a part of its overall economic development program. See Policy 5.10. The standard operating procedure under Policy 5.10 is:

> *When additional land is needed for commercial or industrial uses or when there are particular locational requirements for certain activities, initiate appropriate amendments to the Comprehensive Plan and Zoning maps to accommodate this need. These new commercial and industrial zones should be evaluated in relation to all applicable policies of the Comprehensive Plan.* See Policy 5.10 ï SOP2

The Comprehensive Plan Policy also promotes designating lands within the Urban Service Area that are appropriately located to accommodate future commercial and industrial uses. See Policy 10.7. Development Guideline 10.10 ï DG2 states that:

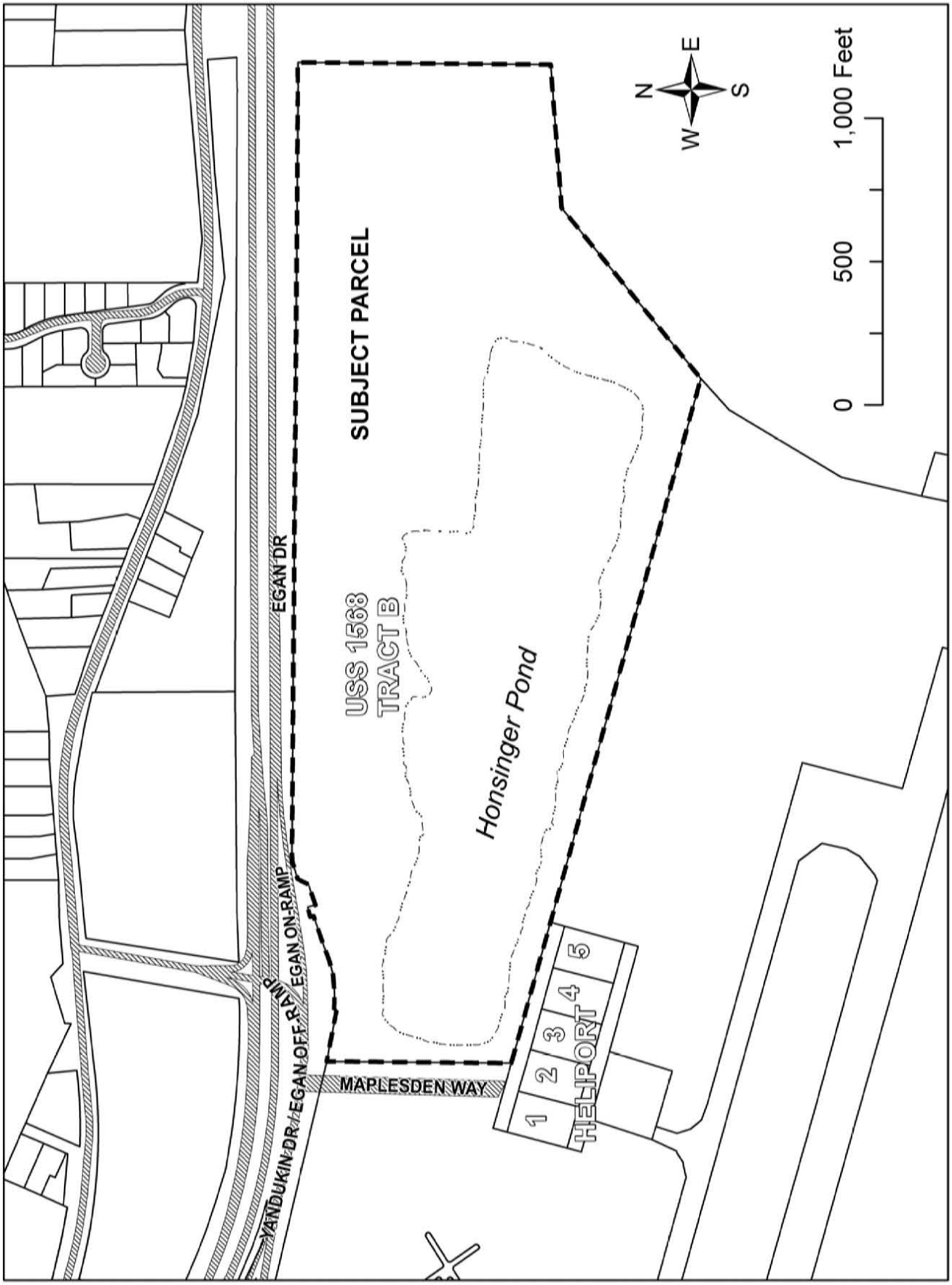
> *When designating land for heavy and light industrial uses on the Comprehensive Plan Land Use Maps and the Land Use Code zoning maps, evaluate the sites based on the following criteria:*
> *A. Physical site conditions: Industry needs flat, dry land with soils that can sustain heavy loads;*
> *B. Access and capacity of adjacent streets with consideration for heavy-load-carrying capacity and wide turning radii to accommodate large truck turning movements;*
> *C. Distance from sensitive receptors, such as homes, schools and hospitals, to potential offsite impacts generated by industry including noise, dust, fumes, odors and nighttime light glare.*

Rezone of the Honsinger pond parcel provides for expansion of Juneauôs Industrial lands on land that is relatively economic to develop given its flat topography and provides an excellent opportunity for in fill development. It lies squarely in the urban service boundary and is surrounded on three sides by uses that are either industrial or general commercial and fronts on Egan Drive, the major arterial between downtown Juneau, the Mendenhall Valley and the Juneau International Airport. The airport has had some concerns about waterfowl from the Honsinger Pond creating a safety issue. By allowing the pond to be filled in, it would alleviate these concerns.

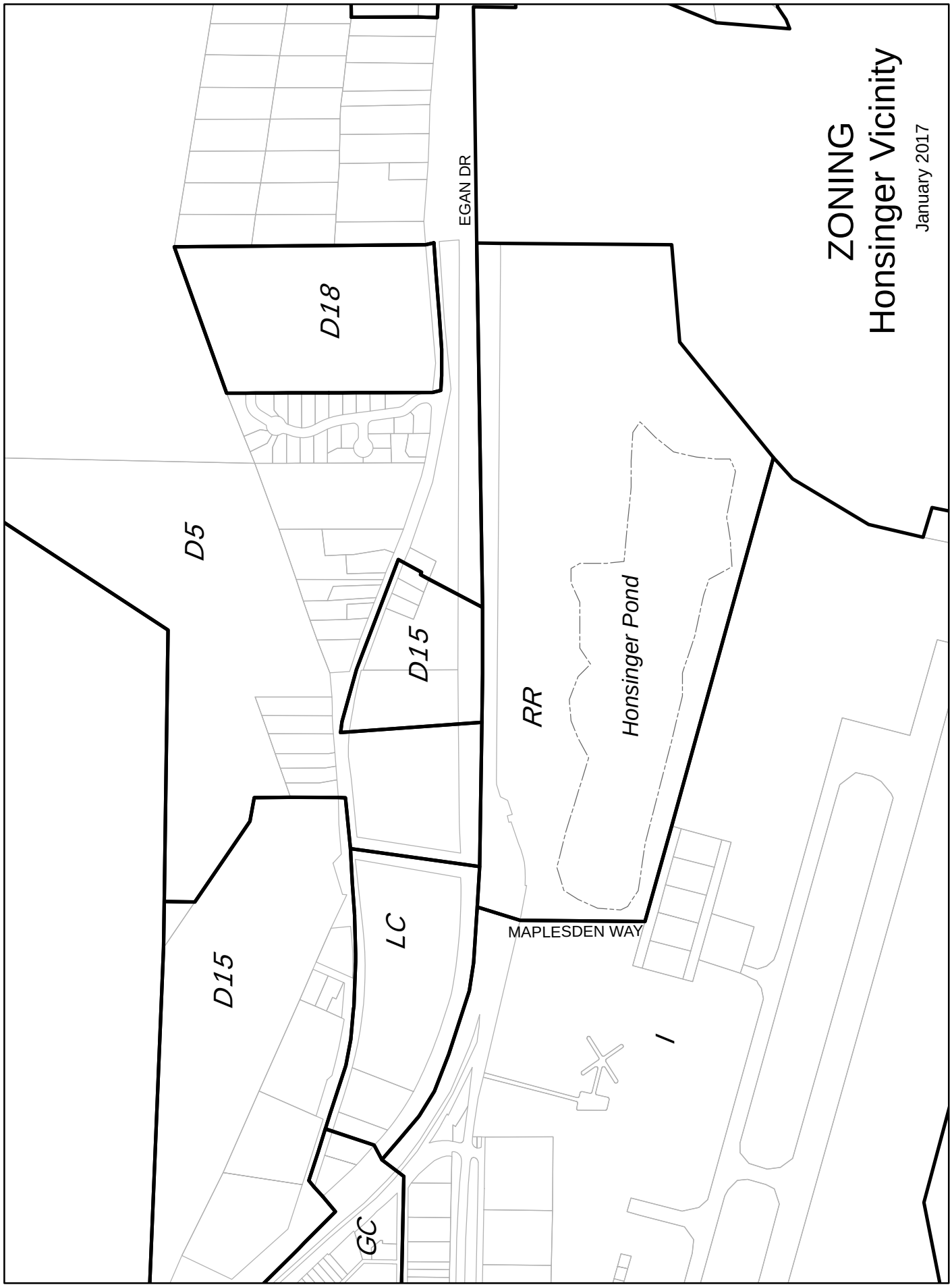
Also it should be noted that the proposed rezone excludes 59.5 acres from the application. This section of land preserves a buffer between the industrial uses and adjacent wetlands and minimizes the visual impact on views down the channel.

The property is located adjacent to the Scenic Viewshed Corridor which is also discussed in the Comprehensive Plan. The land if rezoned Industrial would not have a height limitation; however, being in close proximity to the airport height FAA limitations would be imposed so that impacts on views. If there are still concerns, they could be addressed during the permitting process.

The rezone of this parcel as proposed would add approximately 23 acres of scarce Industrial land for development. This amount of land would meet the current need for this type of land and also meet the need future development. Furthermore, the development of this parcel would meet a number of the policies expressed in the 2013 Comprehensive Plan. Industrial land in this area should provide opportunities for the basic sustainable industries to develop which would strengthen and diversify Juneauôs economy.



Attachment 5



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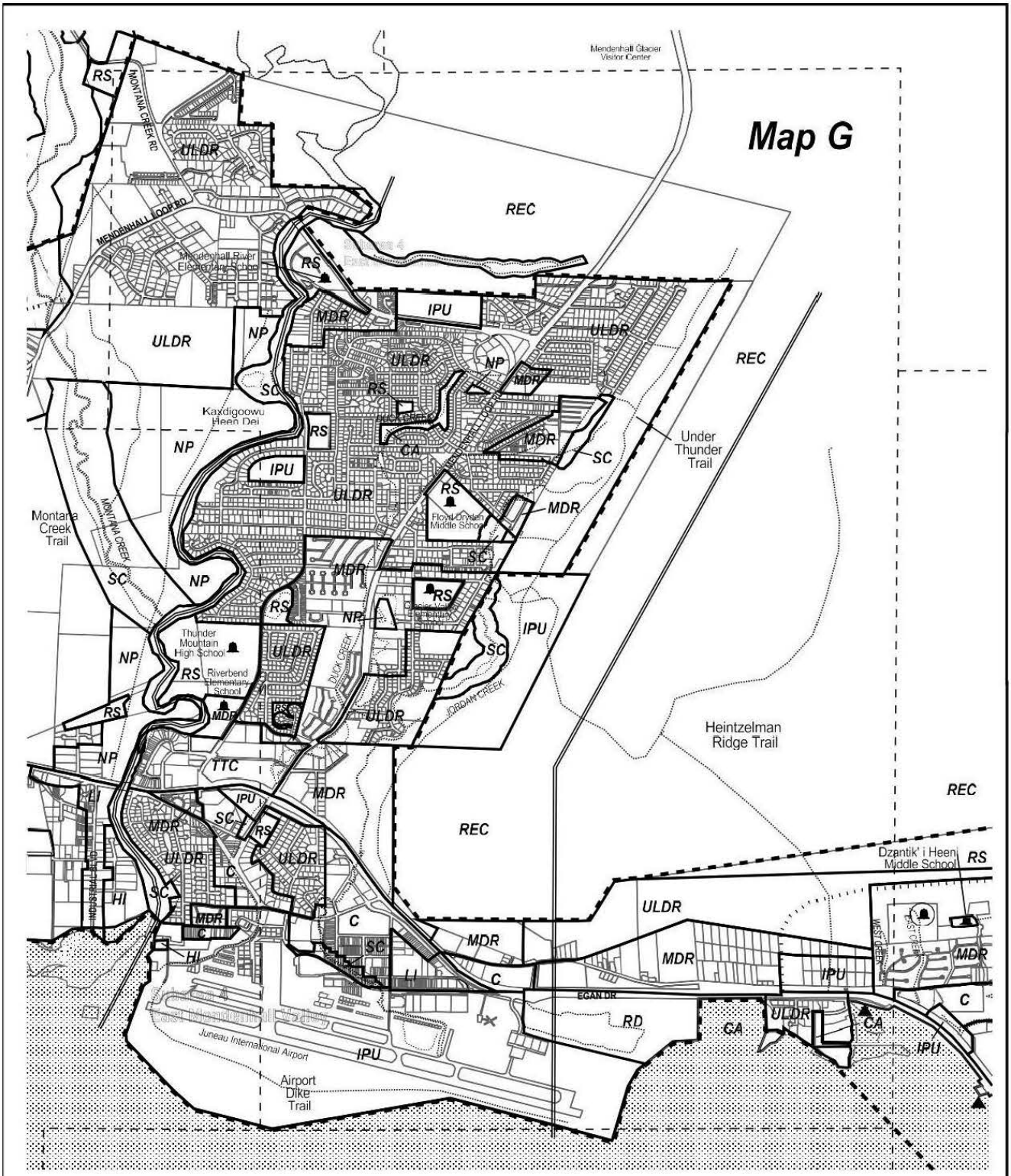


NATURAL RESOURCE	REC	Recreational Resource
	RD	Resource Development
	SP	State Park
	NP	CBJ Natural Area Park
	RS	CBJ Recreational Service Park
	CA	CBJ Conservation Area
	SC	Stream Protection Corridor
COMMERCIAL INDUSTRIAL	C	Commercial
	MC	Marine Commercial
	WCI	Waterfront Commercial Industrial
	LI	Light Industrial
	HI	Heavy Industrial

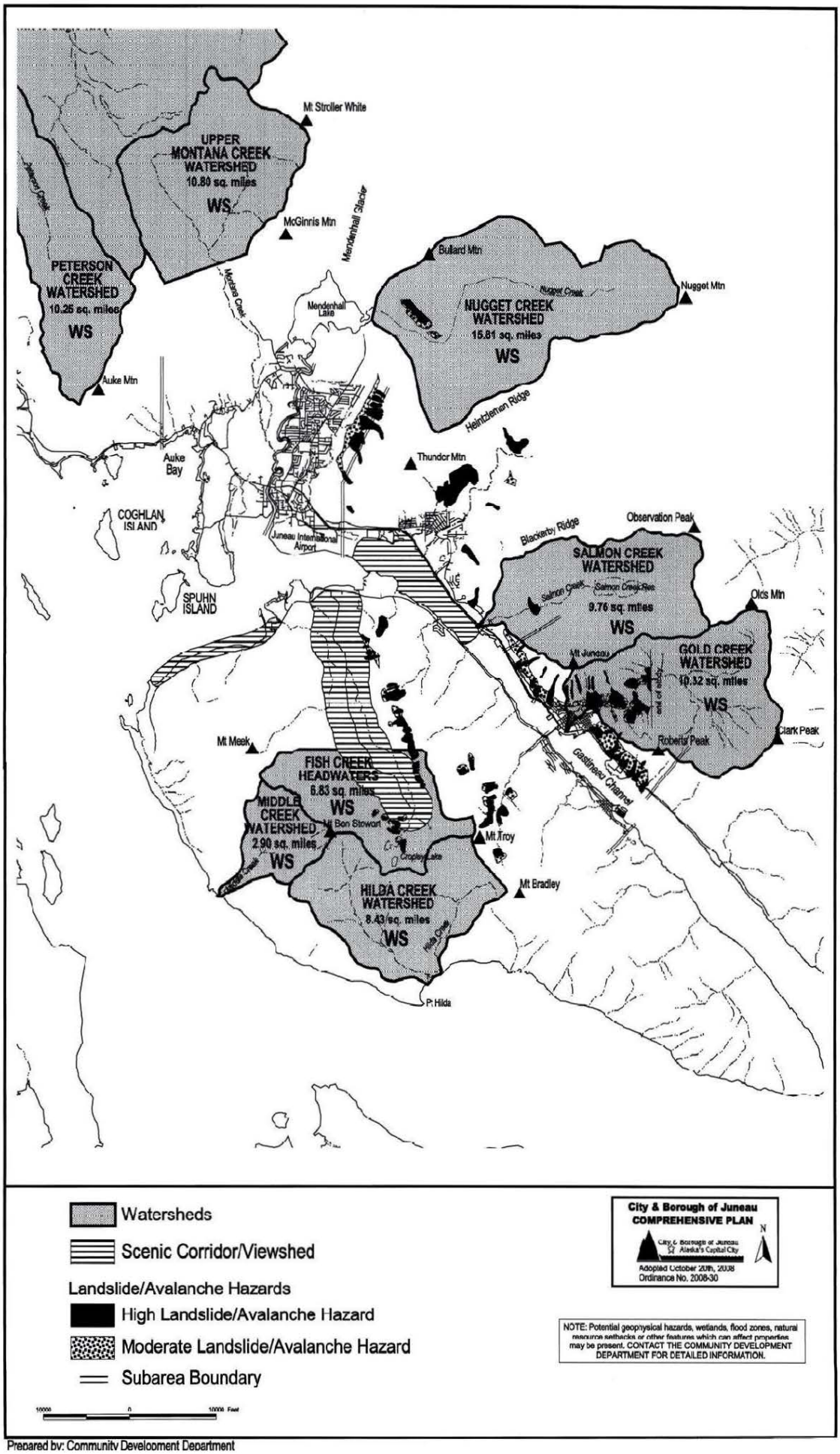
RESIDENTIAL	RDR	Rural Dispersed Residential
	RLDR	Rural Low Density Residential
	ULDR	Urban Low Density Residential
	MDR/SF	Medium Density Residential- Single Family
	MDR	Medium Density Residential
	HDR	High Density Residential
	TTC	Traditional Town Center
	M/MU	Marine Mixed Use
PUBLIC	IPU	Institutional and Public Use
		Existing School
		Potential School Location
ROADS TRAILS		Potential Arterial (alignment not specific)
		Potential Road (alignment not specific)
		Trails
OTHER		New Growth Areas
		Mendenhall Wetlands State Game Refuge
		Subarea Boundary
		Urban Service Area
		Beach Access
		Streams

2000 0 2000 Feet

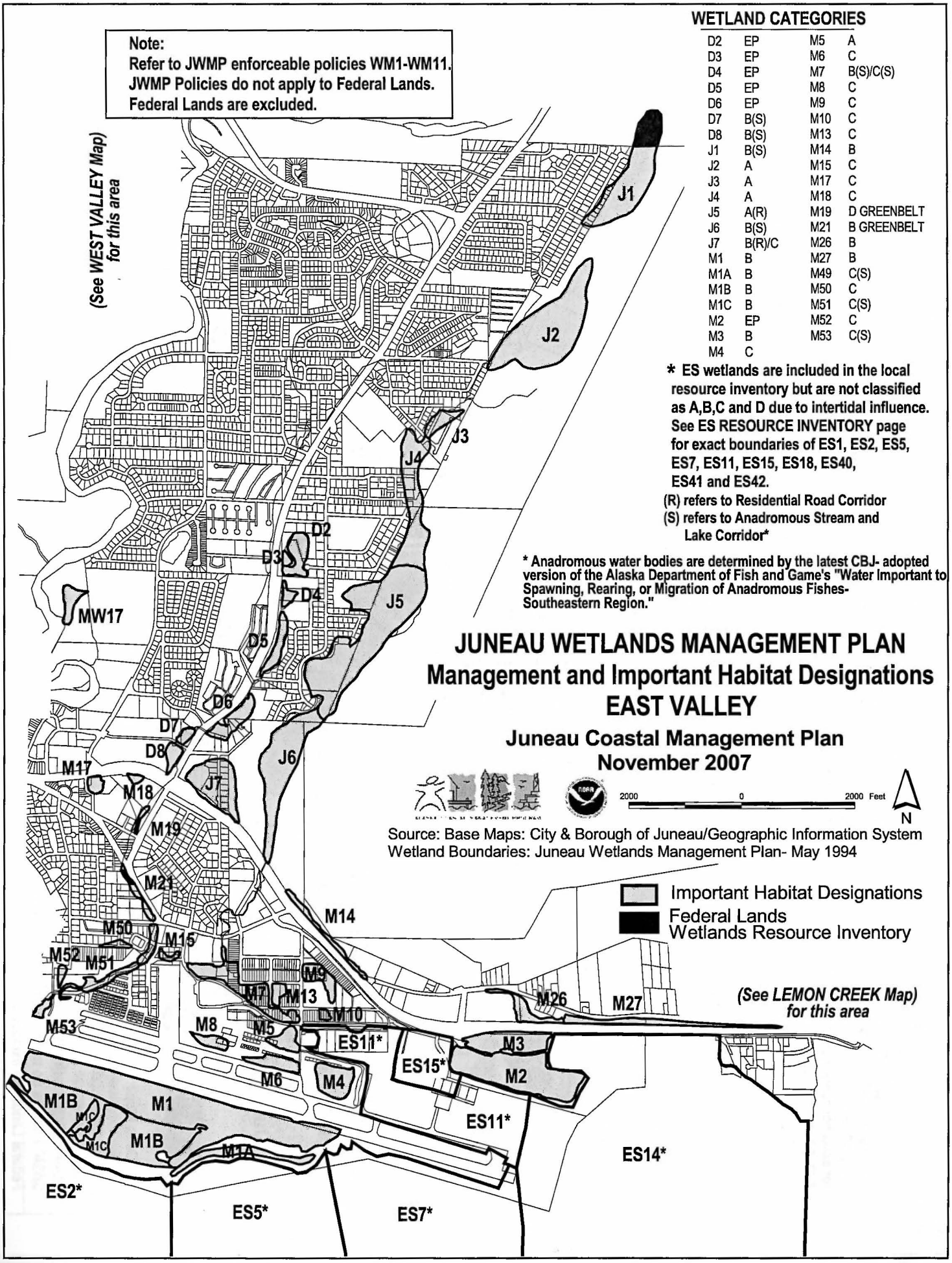
City & Borough of Juneau
COMPREHENSIVE PLAN
City & Borough of Juneau
Alaska's Capital City
Adopted October 20th, 2008
Ordinance No. 2008-30

NOTE: Potential geophysical hazards, wetlands, flood zones, natural resource setbacks or other features which can affect properties may be present. CONTACT THE COMMUNITY DEVELOPMENT DEPARTMENT FOR DETAILED INFORMATION.

Preparec by: Community Development Department



Attachment 8


Note:
Refer to JWMP enforceable policies WM1-WM11.
JWMP Policies do not apply to Federal Lands.
Federal Lands are excluded.
WETLAND CATEGORIES
D2 EP
D3 EP
D4 EP
D5 EP
D6 EP
D7 B(S)
D8 B(S)
J1 B(S)
J2 A
J3 A
J4 A
J5 A(R)
J6 B(S)
J7 B(R)/C
M1 B
M1A B
M1B B
M1C B
M2 EP
M3 B
M4 C
M5 A
M6 C
M7 B(S)/C(S)
M8 C
M9 C
M10 C
M13 C
M14 B
M15 C
M17 C
M18 C
M19 D GREENBELT
M21 B GREENBELT
M26 B
M27 B
M49 C(S)
M50 C
M51 C(S)
M52 C
M53 C(S)
* ES wetlands are included in the local resource inventory but are not classified as A,B,C and D due to intertidal influence. See ES RESOURCE INVENTORY page for exact boundaries of ES1, ES2, ES5, ES7, ES11, ES15, ES18, ES40, ES41 and ES42.
(R) refers to Residential Road Corridor
(S) refers to Anadromous Stream and Lake Corridor*
* Anadromous water bodies are determined by the latest CBJ- adopted version of the Alaska Department of Fish and Game's "Water Important to Spawning, Rearing, or Migration of Anadromous Fishes- Southeastern Region."
(See WEST VALLEY Map) for this area
JUNEAU WETLANDS MANAGEMENT PLAN
Management and Important Habitat Designations
EAST VALLEY
Juneau Coastal Management Plan
November 2007
2000 0 2000 Feet
N
Source: Base Maps: City & Borough of Juneau/Geographic Information System
Wetland Boundaries: Juneau Wetlands Management Plan- May 1994
Important Habitat Designations
Federal Lands
Wetlands Resource Inventory
(See LEMON CREEK Map) for this area
J1
J2
J3
J4
J5
J6
J7
D2
D3
D4
D5
D6
D7
D8
MW17
M17
M18
M19
M21
M14
M50
M15
M52
M51
M9
M7
M13
M10
M26
M27
M53
M8
M5
ES11*
ES15*
M3
M2
M6
M4
M1B
M1
M1C
M1C
M1B
M1A
ES11*
ES14*
ES2*
ES5*
ES7*

DEPARTMENT OF THE ARMY PERMIT

Permittee: Mr. Roscoe Bicknell IV, Bicknell, Inc.

Permit No.: POA-2012-750

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: Utilize an existing pond, commonly referred to as "Honsinger Pond", as a disposal site for unclassified fill material. This work includes the placement of 953,000 cubic yards of fill material into 27 acres of lacustrine waters of the United States for disposal purposes.

All work will be performed in accordance with the attached plan, sheets **1-6**, dated April 27, 2015.

Project Location: The project site is located within Section 32, T. 40 S., R. 66 E., Copper River Meridian; USGS Quad Map Juneau B-2; located at the Honsinger Pond along Glacier Highway, in Juneau, Alaska.

Permit Conditions:

General Conditions:

1. The time limit for completing the work authorized ends on December 31, 2030.
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:

1. The permittee understands and agrees that, if future operations by the United States require the removal, relocation, or other alteration, of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army or his authorized representative, said structure or work shall cause unreasonable obstruction to the free navigation of the navigable waters, the permittee will be required, upon due notice from the Corps of Engineers, to remove, relocate, or alter the structural work or obstructions caused thereby, without expense to the United States. No claim shall be made against the United States on account of any such removal or alteration.

2. Self-Certification: Within 60 days of completion of the work authorized by this permit, the Permittee shall complete the attached "Self-Certification Statement of Compliance" form and submit it to the Corps. In the event that the completed work deviates in any manner from the authorized work, the Permittee shall describe the deviations between the work authorized by this permit and the work as constructed on the "Self-Certification Statement of Compliance" form. The description of any deviations on the "Self-Certification Statement of Compliance" form does not constitute approval of any deviations by the Corps.

Further Information:

1. Congressional Authorities: You have been authorized to undertake the activity described above pursuant to:

(X) 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 revaluation 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.

Robert G Bicknell IV President Bicknell inc — Dec 23 2015

(PERMITTEE) AND TITLE — (DATE)

This permit becomes effective when the Federal official, designated to act for the Secretary of the Army, has signed below.

Jan 29, 2016

FOR (DISTRICT COMMANDER) — (DATE)
Colonel Michael S. Brooks
Jamie Hyslop, Project Manager
Southeast Branch, Regulatory Division

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.

(TRANSFEREE) — (DATE)

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

October 30, 2015

Roscoe Bicknell IV
Bicknell Inc.
P.O. 33517
Juneau, AK 99803

Re: Gastineau Channel
Reference No. POA–2012-750

Dear Mr. Bicknell:

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 landfill for unclassified waste material.

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://www.dec.state.ak.us/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,

James Rypkema
Program Manager, Storm Water and Wetlands

Enclosure: 401 Certificate of Reasonable Assurance

cc: (with encl.)
Matthew Brody, USACE, Juneau
Sigrid Dahlberg, Carson Dorn, Inc.
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 Bicknell Inc., attention Roscoe Bicknell IV, at P.O. Box 33517, Juneau, AK 99803, 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 landfill for unclassified waste in Juneau, Alaska.

The project includes using and existing pond (Honsinger Pond) as a disposal site for unclassified fill material. The work would include the placement of 953,000 cubic yards of fill material into 27 acres of lacustrine Waters of the U.S. for disposal purposes. The material would consist of unclassified land clearing waste such as stumps, organic overburden, and frost-susceptible soils.

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-2012-750) 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-2012-750 posted from September 29, 2015 to October 28, 2015.

The proposed activity is located within Section 32, T. 40 S., R. 66 E., Copper River Meridian; Latitude 58.35516° N., Longitude -134.55418° 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.

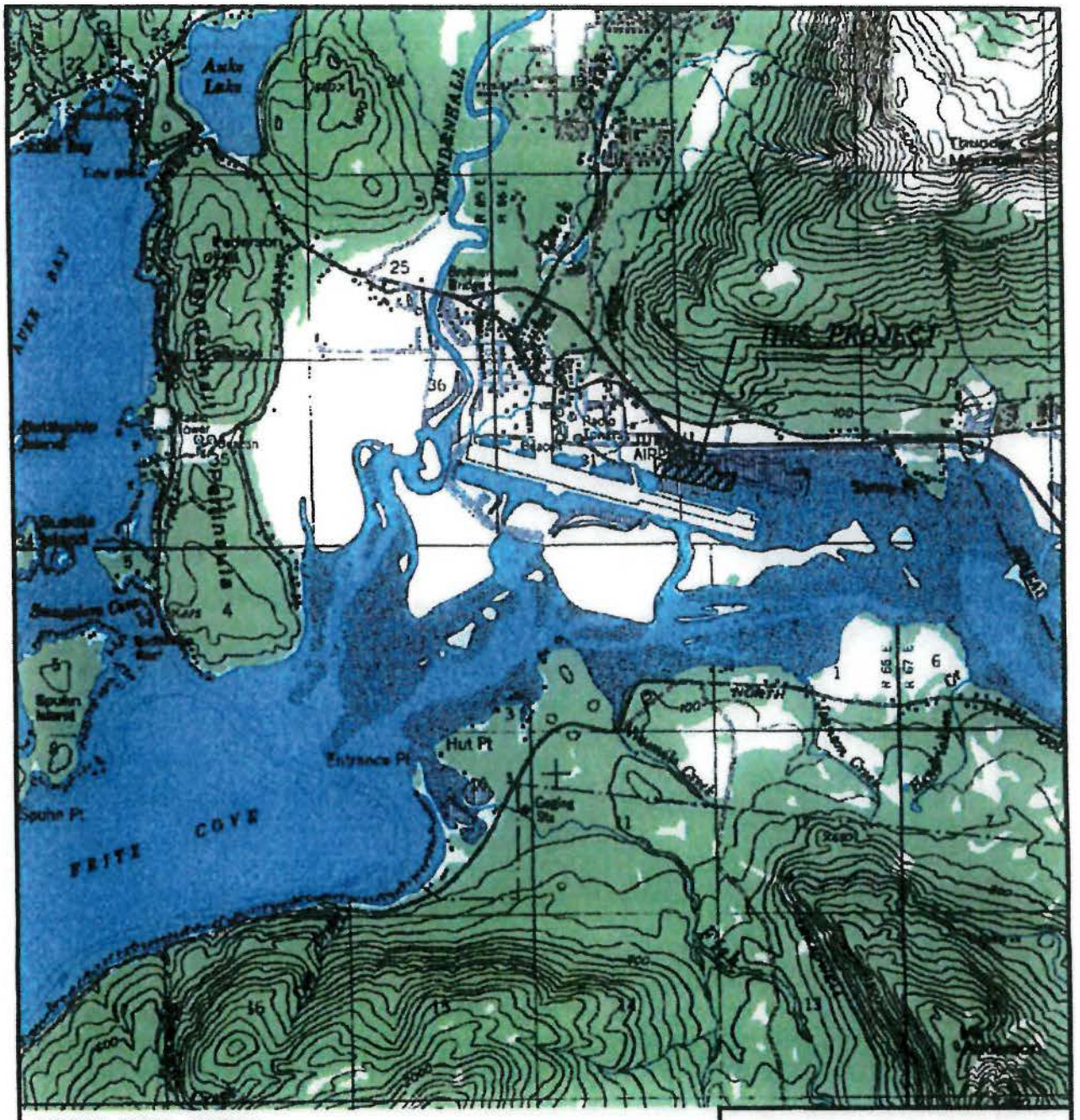
1. Reasonable precautions and controls must be used to prevent incidental and accidental discharge of petroleum products or other hazardous substances. Fuel storage and handling activities for equipment must be sited and conducted so there is no petroleum contamination of the ground, subsurface, or surface 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. During the work construction equipment shall not be operated below the ordinary high water mark if equipment is leaking fuel, oil, hydraulic fluid, or any other hazardous material. Equipment shall be inspected and recorded in a log on a daily basis for leaks. If leaks are found, the equipment shall not be used and pulled from service until the leak is repaired.
5. 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.
6. Natural drainage patterns shall be maintained, to the extent practicable, without introducing ponding or drying.
7. 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.
8. Include the following BMPs to handle stormwater and total stormwater volume discharges as they apply to the site:
   a. Divert stormwater 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 stormwater 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.
9. Fill material must be clean sand, gravel or rock, free from petroleum products and toxic contaminants in toxic amounts. If sheen appears during construction please contact DEC's Area Response Team for Southeast Alaska (907) 465-5340 and the contaminated sites program located in Juneau, Alaska at (907) 465-5390.
10. 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: October 30, 2015

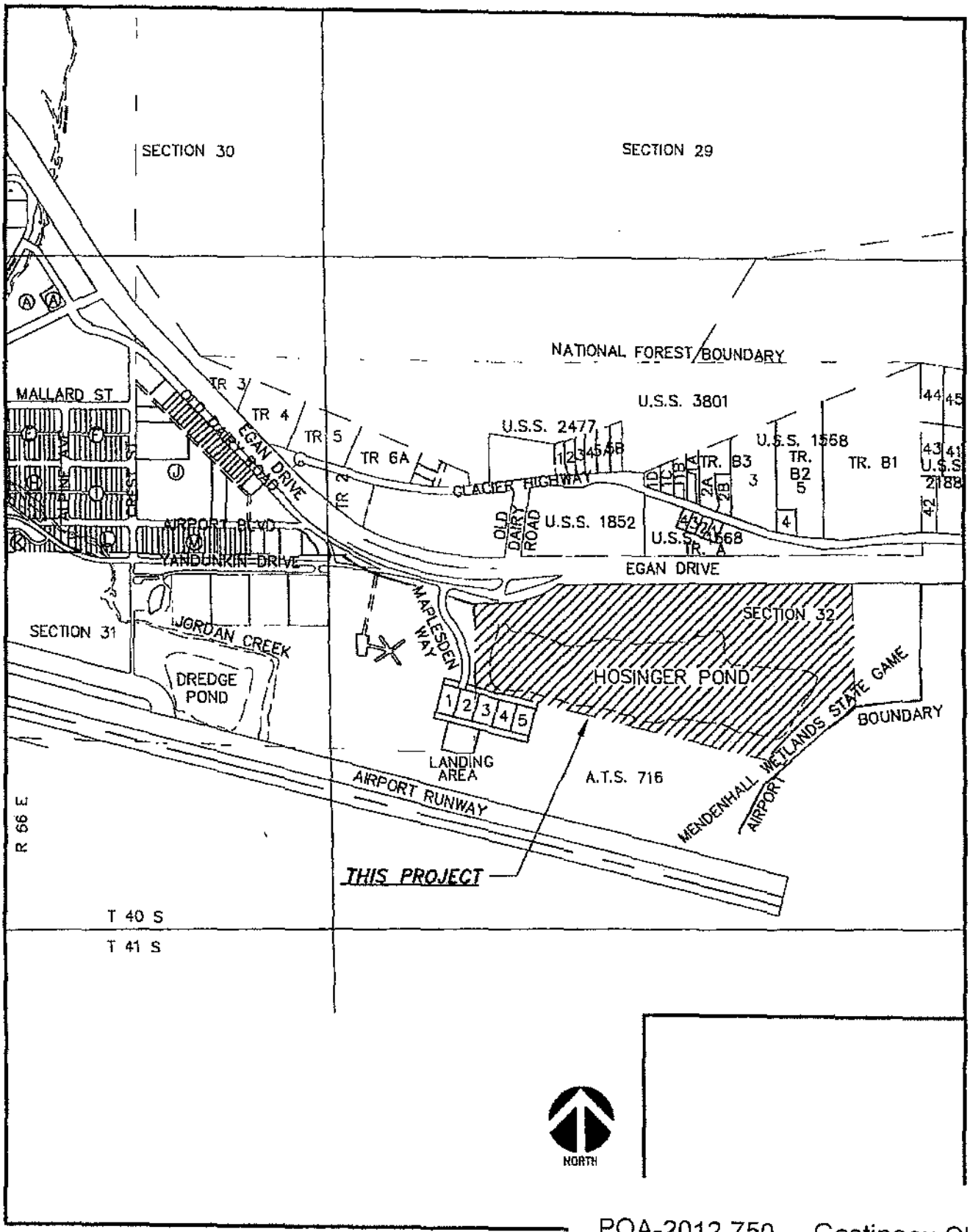
James Rypkema, Program Manager
Storm Water and Wetlands



POA-2012-750
April 27, 2015

Gastineau Channel
Sheet 1 of 6

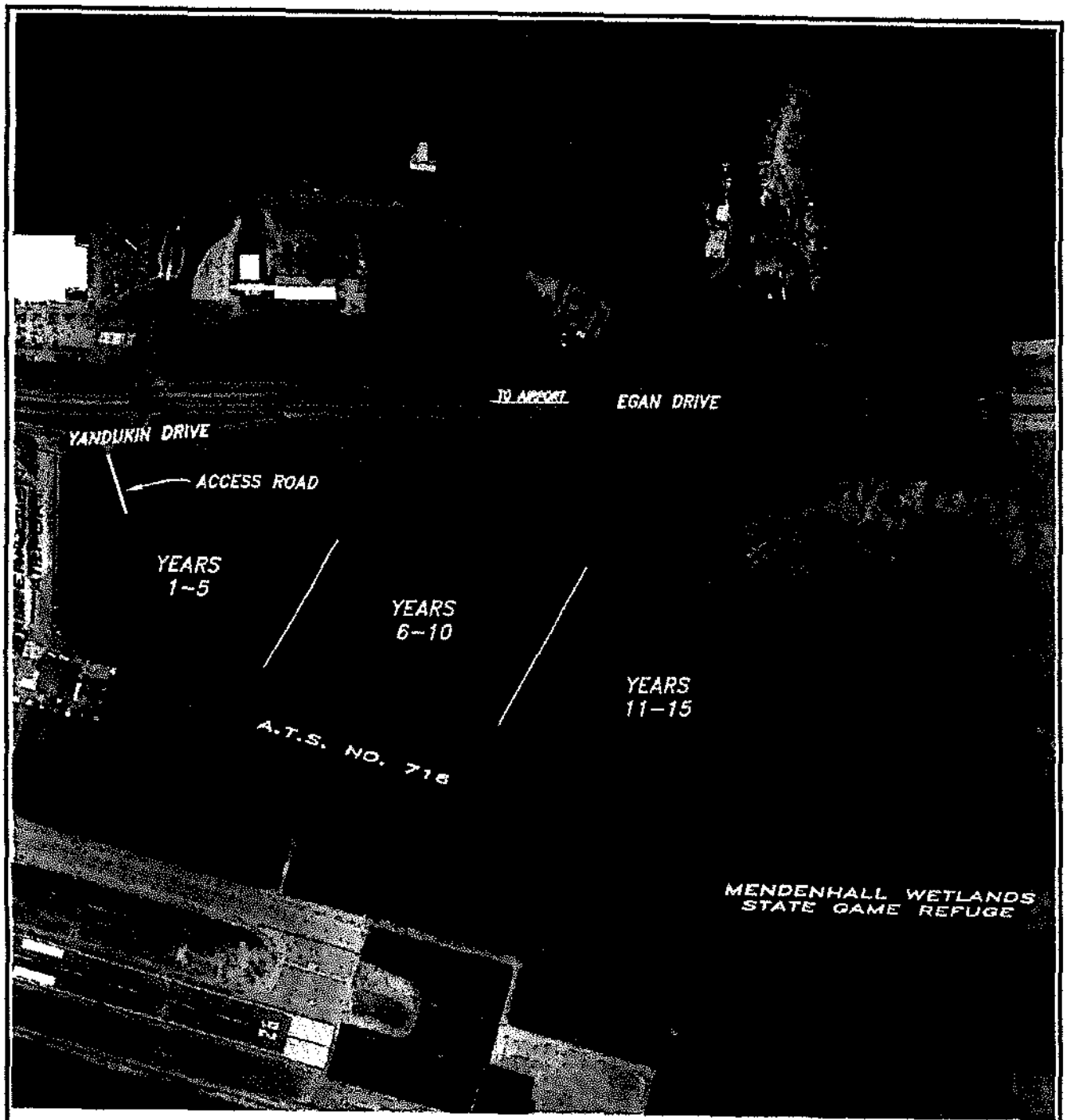
Attachment 10



POA-2012-750
April 27, 2015

Gastineau Channel
Sheet 2 of 6

Attachment 10



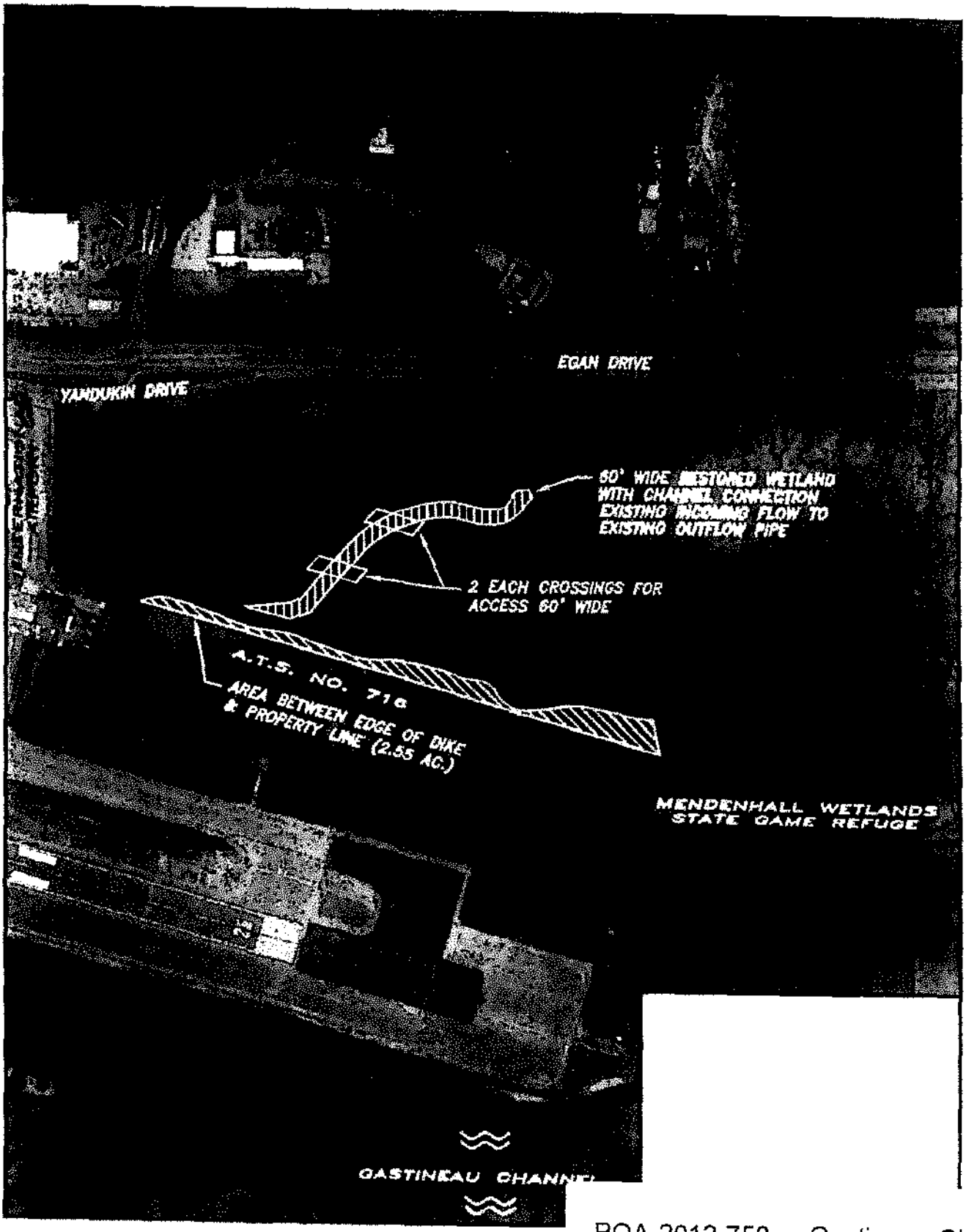
YEARS 1-5
DREDGE POND FILL AREA = 6.8 AC.
DREDGE POND FILL VOLUME = 240,000 C.Y.

YEARS 6-10
DREDGE POND FILL AREA = 11.1 AC.
DREDGE POND FILL VOLUME = 391,800 C.Y.

YEARS 11-15
DREDGE POND FILL AREA = 9.1 AC.
DREDGE POND FILL VOLUME = 321,200 C.Y.

ENTIRE POND
DREDGE POND FILL AREA = 27.0 AC.
DREDGE POND FILL VOLUME = 953,000 C.Y.

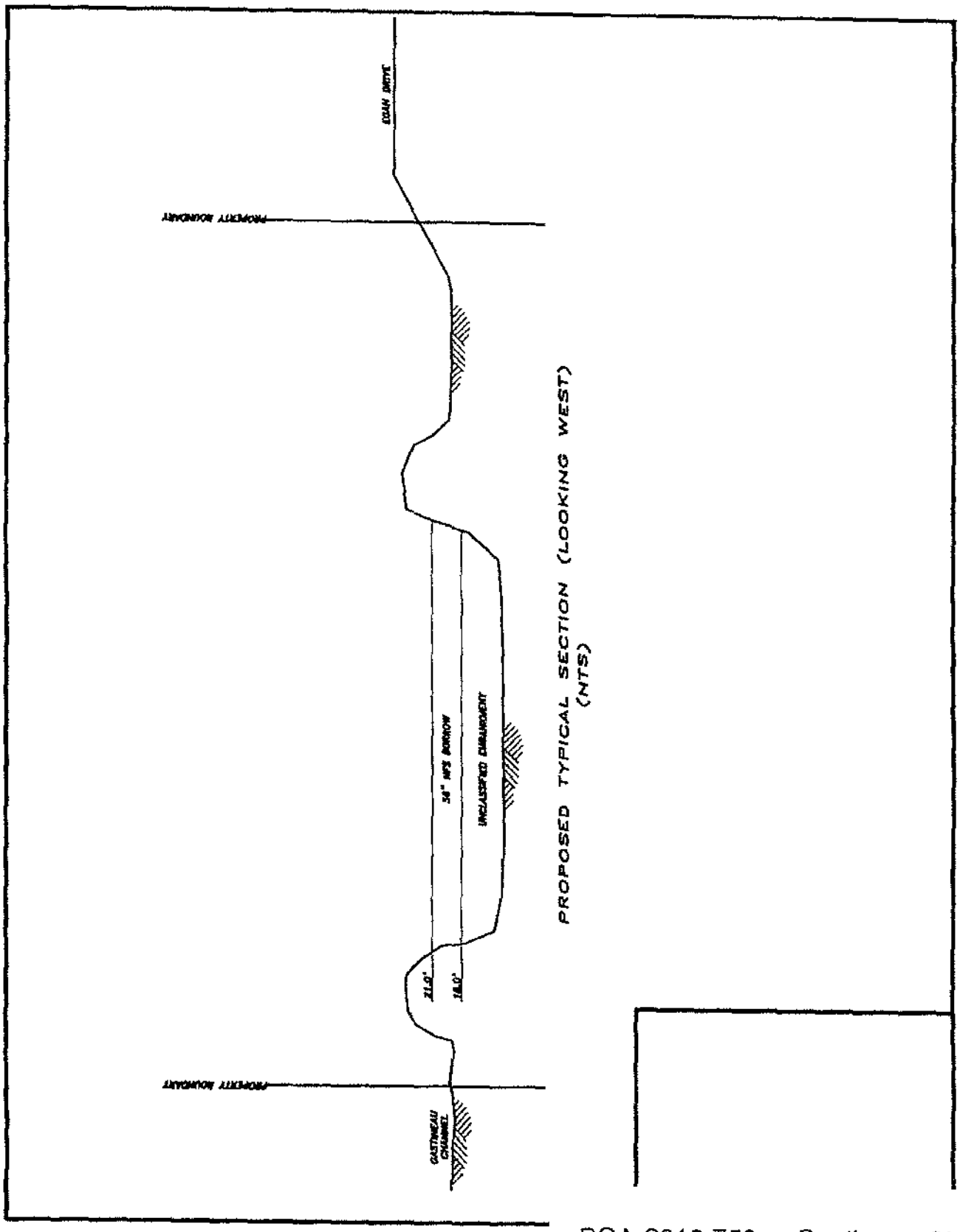
POA-2012-750 Gastineau Channel
April 27, 2015 Sheet 3 of 6



POA-2012-750
April 27, 2015

Gastineau Channel
Sheet 4 of 6

Attachment 10

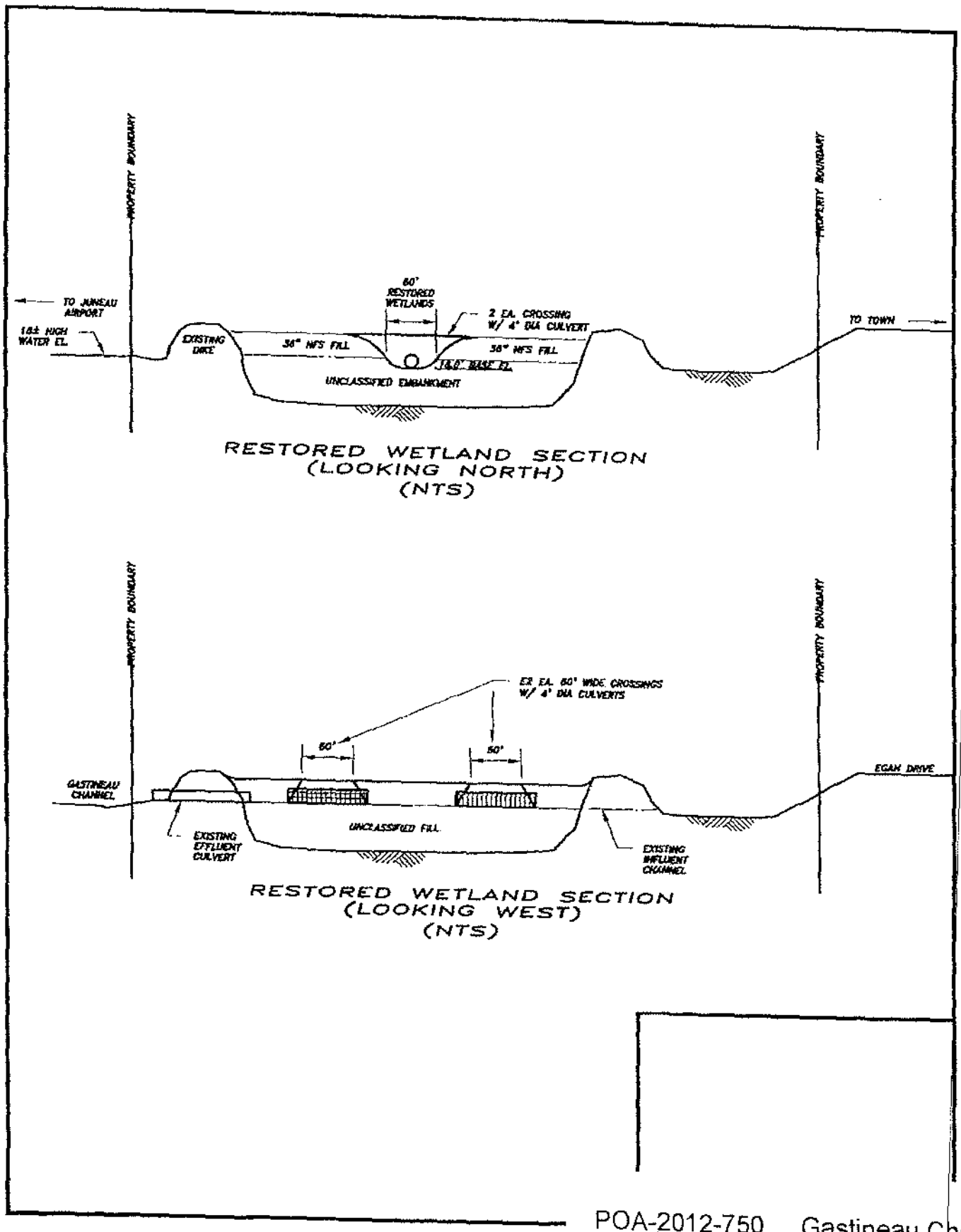


PROPOSED TYPICAL SECTION (LOOKING WEST)
(NTS)

POA-2012-750
April 27, 2015

Gastineau Channel
Sheet 5 of 6

Attachment 10



POA-2012-750
April 27, 2015

Gastineau Channe
Sheet 6 of

Attachment 10

From: Haynes, Emily R (DOT)
To: Teri Camery
Cc: Patty Wahto (deLaBruere); Ken Nichols; Buck, Joseph T (DOT); Epstein, David B (DOT); Heidemann, Marie E (DOT)
Subject: RE: Agency comments requested for re-zone application
Date: Tuesday, July 26, 2016 1:47:38 PM

Teri,

DOT&PF has included this access point in our projects along Yandukin. Within Alaska Preconstruction Manual (450.12.3), the driveway is considered to be permitted as-is per the as-builts for these projects. However, once the 1) land use of property served is changed; 2) the location of the driveway is changed, or; the driveway is modified in any other way (e.g. width, radii, grade, etc.) the landowner is required to obtain a new permit. Due to the fact that this is going to be rezoned to industrial, it is subject to a new review and permit.

Within any subsequent driveway permit review, these are some major concerns that we've identified with allowing the access:

- The location is classified as an intersection and we have minimum distance requirements for access points from intersections
- Road classification
  - The on ramp is classified as a principal arterial and the rest of Yandukin is a major collector
  - Arterials are controlled access and private drives are not allowed; major collector allow us to limit accesses
- Alternative access to Maplesden present (unless it was restricted in the right of way designation)
- Safety Issues
  - 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

There may be more issues that come to light during a review and there may be concessions we allow with approved development plans.

DOT&PF would prefer the property owner to use Maplesden Way as the access point as it is already existing and is far safer than allowing industrial facilities and associated traffic to the existing point of access.

Thank you,

Emily Haynes

Right of Way Agent ¦ Permitting
Department of Transportation & Public Facilities
907.465.2838 ¦ fax: 907.465.8485

From: Teri Camery [mailto:Teri.Camery@juneau.org]
Sent: Monday, July 18, 2016 3:22 PM
To: Haynes, Emily R (DOT)
Cc: Patty Wahto (deLaBruere); Ken Nichols
Subject: RE: Agency comments requested for re-zone application

Hi Emily,

I have several questions for you and DOT.

Mark Pusich at R&M provided that series of drawings showing that DOT has accepted the driveway within the right-of-way at this location since 1981, continuing through successive improvements to Egan Drive and Yandukin several times through 2012. My question for you is, do you have anything in DOT's records that would indicate that the acceptance of the driveway is/was tied to any specific uses of that property? In other words, if the use of that property significantly changed with authorization of the re-zone or through some other method, would/could DOT re-evaluate the legal rights to access along the right-of-way? Or would that be upheld regardless of the use, as a pre-existing right?

There are several questions within questions here. The proposed change from Rural Reserve to Industrial could lead to (but does not definitely lead to) more commercial use. And I wonder if there is a threshold of commercial use where DOT would not accept the driveway in the right-of-way at the on-ramp there. It may be that that scenario would be evaluated with a specific development proposal instead of the re-zone. But some commercial developments in Industrial would require a building permit only, not Planning Commission review with a public safety review.

It has been suggested to me that after we receive the information we're waiting for from the Juneau International Airport regarding the designation of Maplesden Way--and the formal prohibition on anything except aviation use for that road--that CDD and DOT should work together to determine a new access point, through CDD's assessment of health, safety and welfare in the re-zone review. That's a log sentence, forgive me!

Thanks very much for your help.

Teri

Teri Camery, Senior Planner

City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755

Please consider the environment before printing this email.

From: Haynes, Emily R (DOT) [mailto:emily.haynes@alaska.gov]
Sent: Thursday, June 30, 2016 2:00 PM
To: Teri Camery
Cc: Heidemann, Marie E (DOT)
Subject: RE: Agency comments requested for re-zone application

Teri,

The CBJ Atlas and GIS site show different property lines than what DOT&PF and the applicant have.

- The applicant shows the western property line as bordering the Maplesden Way ROW – is this accurate?
- Could you please clarify where the landowner intends to provide access to this industrial lot?
- Is there any reason CBJ would not support access from the industrial facilities to Maplesden Way?

Thank you,

Emily Haynes

Right of Way Agent ¦ Permitting
Department of Transportation & Public Facilities
907.465.2838 ¦ fax: 907.465.8485

From: Heidemann, Marie E (DOT)
Sent: Friday, June 24, 2016 8:11 AM
To: Haynes, Emily R (DOT); Trousil, Robert E (DOT); Carroll, Lawrence P (DOT); Epstein, David B (DOT); Schmidt, Joanne M (DOT); Buck, Joseph T (DOT); Hughes, Andrew N (DOT); Gray, Scott J (DOT); Stevens, Mike A (DOT)
Subject: FW: Agency comments requested for re-zone application

Comments to me please.

From: Teri Camery [mailto:Teri.Camery@juneau.org]
Sent: Thursday, June 23, 2016 4:39 PM
To: Charlie Ford; Ron King; Greg Chaney; Ed Foster; Dan Jager; darrell.wetherall@aelp.com; Heidemann, Marie E (DOT); Pikul, Gretchen M (DEC); Timothy, Jackie L (DFG); 'Randy Vigil'; Robin Potter; 'John_Hudson@fws.gov'
Subject: Agency comments requested for re-zone application

Hello everyone,

We have received a re-zone application to change 23 acres from Rural Reserve to Industrial in property along Egan Drive between Fred Meyer and the airport, formerly known as the Honsinger Pond or Field of Fireweed area. This is a modification of a previous re-zone request.

Please review the attached application materials and provide comments no later than 4:30 pm on Monday July 11. Please let me know if you have questions or need additional information.

Thanks very much for your time.

Teri Camery

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755

Please consider the environment before printing this email.

This list of federal requirements/regulation should accompany the Airport Comments dated November 18, 2016.

FAA Airport Compliance Manual Order 5190.6B, page 20-1, 2009.

Definition of Compatible Land Use

Compatibility of land use is attained when the use of adjacent property neither adversely affects flight operations from the airport nor is itself adversely affected by such flight operations. In most cases, the adverse effect of flight operations on adjacent land results from exposure of noise sensitive development, such as residential areas, to aircraft noise and vibration.

Land use that adversely affects flight operations is that which creates or contributes to a flight hazard. For example, any land use that might allow tall structures, block the line of sight from the control tower to all parts of the airfield, inhibit pilot visibility (such as glaring lights, smoke, etc.), produce electronic aberrations in navigational guidance systems, or that would tend to attract birds would be considered an incompatible land use. For instance, under certain circumstances, an exposed landfill may attract birds. If open incineration is regularly permitted, it can also create a smoke hazard.

FAA Land Use Compatibility and Airports, page III-14, 1998.

FAR Part 77, in effect identifies the maximum height at which a structure would be considered an obstacle at any given point around an airport. The extent of the off-airport coverage needing to be evaluated for tall structures impacts can extend miles from an airport facility.

Airport Sponsor Assurances, page 1, 2014.

A. General

1. These assurances shall be complied with in the performance of grant agreements for airport development, airport planning, and noise compatibility program grants for airport sponsors.

2. These assurances are required to be submitted as part of the project application by sponsors requesting funds under provisions of Title 49, U.S.C., subtitle VII, as amended. As used herein, the term ‘public agency sponsor’ means a public agency with control of a public-use airport; the term “private sponsor” means a private owner of a public-use airport; and the term ‘sponsor’ includes both public agency sponsors and private sponsors.

3. Upon acceptance of [a] grant offer by the sponsor, these assurances are incorporated in and become part of [a] grant agreement.

B. Duration and Applicability

1. Airport development or Noise Compatibility Program Projects Undertaken by a Public Agency Sponsor.

The terms, conditions and assurances of [a] grant agreement shall remain in full force and effect an airport development or noise compatibility program project, or acquired for an airport development or noise compatibility program project, or throughout the useful life of the project items installed within a facility under a noise compatibility program project, but in any event not to exceed twenty (20) years from the date of acceptance of a grant offer of Federal funds for the project

Airport Sponsor Assurances, page 5, 2014.

Grant Assurance 5. Preserving Rights and Powers.

a. [The Airport] will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in this grant agreement without the written approval of the Secretary, and will act promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the sponsor. This shall be done in a manner acceptable to the Secretary.

b. [The Airport] will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in the property shown on Exhibit A to this application or, for a noise compatibility program project, that portion of the property upon which Federal funds have been expended, for the duration of the terms, conditions, and assurances in this grant agreement without approval by the Secretary. If the transferee is found by the Secretary to be eligible under Title 49, United States Code, to assume the obligations of this grant agreement and to have the power, authority, and financial resources to carry out all such obligations, the sponsor shall insert in the contract or document transferring or disposing of the sponsor's interest, and make binding upon the transferee all of the terms, conditions, and assurances contained in this grant agreement.

c. For all noise compatibility program projects which are to be carried out by another unit of local government or are on property owned by a unit of local government other than the sponsor, it will enter into an agreement with that government. Except as otherwise specified by the Secretary, that agreement shall obligate that government to the same terms, conditions, and assurances that would be applicable to it if it applied directly to the FAA for a grant to undertake the noise compatibility program project. That agreement and changes thereto must be satisfactory to the Secretary. It will take steps to enforce this agreement against the local government if there is substantial non-compliance with the terms of the agreement.

d. For noise compatibility program projects to be carried out on privately owned property, it will enter into an agreement with the owner of that property which includes provisions specified by the Secretary. It will take steps to enforce this agreement against the property owner whenever there is substantial non-compliance with the terms of the agreement.

e. If the sponsor is a private sponsor, it will take steps satisfactory to the Secretary to ensure that the airport will continue to function as a public-use airport in accordance with these assurances for the duration of these assurances.

f. If an arrangement is made for management and operation of the airport by any agency or person other than the sponsor or an employee of the sponsor, the sponsor will reserve sufficient rights and authority to insure that the airport will be operated and maintained in accordance Title 49, United States Code, the regulations and the terms, conditions and assurances in this grant agreement and shall insure that such arrangement also requires compliance therewith.

g. Sponsors of commercial service airports will not permit or enter into any arrangement that results in permission for the owner or tenant of a property used as a residence, or zoned for residential use, to taxi an aircraft between that property and any location on airport. Sponsors of general aviation airports entering into any arrangement that results in permission for the owner of residential real property adjacent to or near the airport must comply with the requirements of Sec. 136 of Public Law 112-95 and the sponsor assurances.

Grant Assurance 21. Compatible Land Use – [The Airport] will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

Airport Sponsor Assurances, page 17, 2014.

Grant Assurance 31. Disposal of Land

a. For land purchased under a grant for airport noise compatibility purposes, including land serving as a noise buffer, it will dispose of the land, when the land is no longer needed for such purposes, at fair market value, at the earliest practicable time. That portion of the proceeds of such disposition which is proportionate to the United States' share of acquisition of such land will be, at the discretion of the Secretary, (1) reinvested in another project at the airport, or (2) transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order, (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary

for deposit in the Airport and Airway Trust Fund. If land acquired under a grant for noise compatibility purposes is leased at fair market value and consistent with noise buffering purposes, the lease will not be considered a disposal of the land. Revenues derived from such a lease may be used for an approved airport development project that would otherwise be eligible for grant funding or any permitted use of airport revenue.

b. For land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the Secretary an amount equal to the United States' proportionate share of the fair market value of the land. That portion of the proceeds of such disposition which is proportionate to the United States' share of the cost of acquisition of such land will, (1) upon application to the Secretary, be reinvested or transferred to another eligible airport as prescribed by the Secretary. The Secretary shall give preference to the following, in descending order: (1) reinvestment in an approved noise compatibility project, (2) reinvestment in an approved project that is eligible for grant funding under Section 47117(e) of title 49 United States Code, (3) reinvestment in an approved airport development project that is eligible for grant funding under Sections 47114, 47115, or 47117 of title 49 United States Code, (4) transferred to an eligible sponsor of another public airport to be reinvested in an approved noise compatibility project at that airport, and (5) paid to the Secretary for deposit in the Airport and Airway Trust Fund.

c. Land shall be considered to be needed for airport purposes under this assurance if (1) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (2) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport. Further, land purchased with a grant received by an airport operator or owner before December 31, 1987, will be considered to be needed for airport purposes if the Secretary or Federal agency making such grant before December 31, 1987, was notified by the operator or owner of the uses of such land, did not object to such use, and the land continues to be used for that purpose, such use having commenced no later than December 15, 1989.

d. Disposition of such land under (a) (b) or (c) will be subject to the retention or reservation of any interest or right therein necessary to ensure that such land will only be used for purposes which are compatible with noise levels associated with operation of the airport.

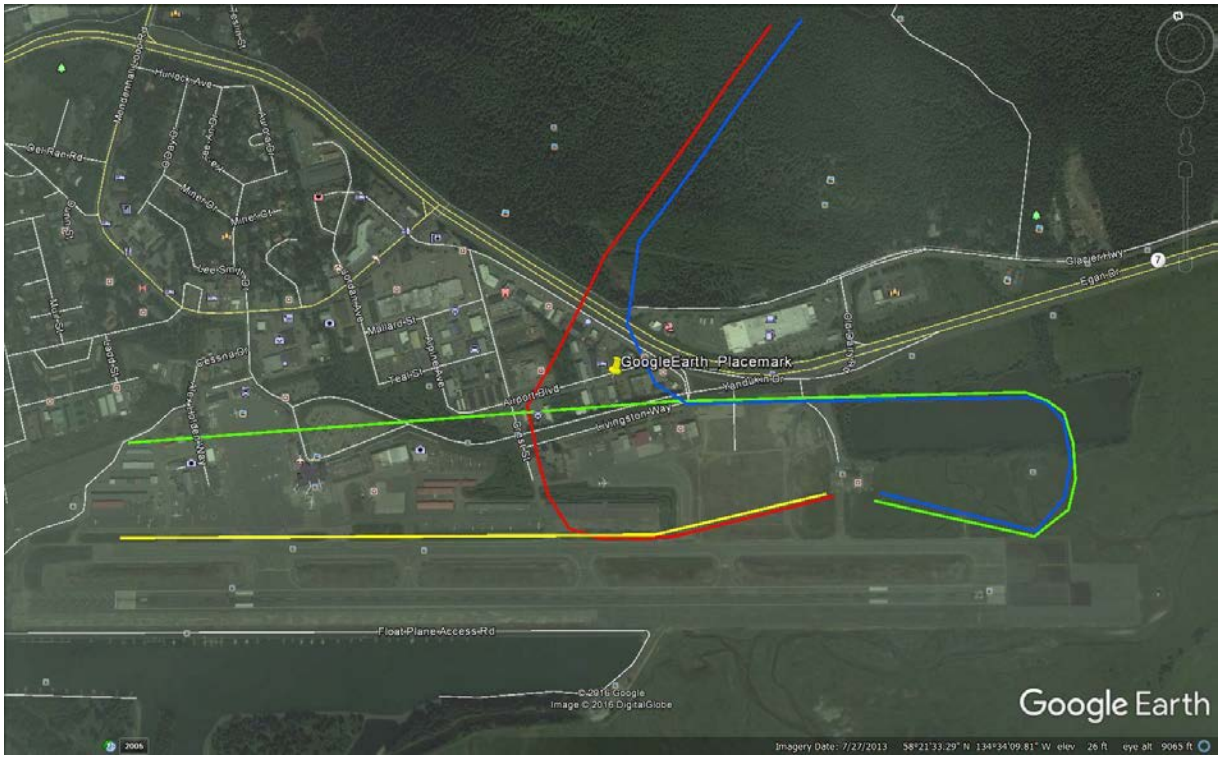
Juneau International Airport
November 18, 2016:

Comments on Bicknell Property, aka Honsinger Pond, A Fraction of Tract B, USS 1568 & USS 1852, Adjacent to NE Quadrant of Juneau International Airport.

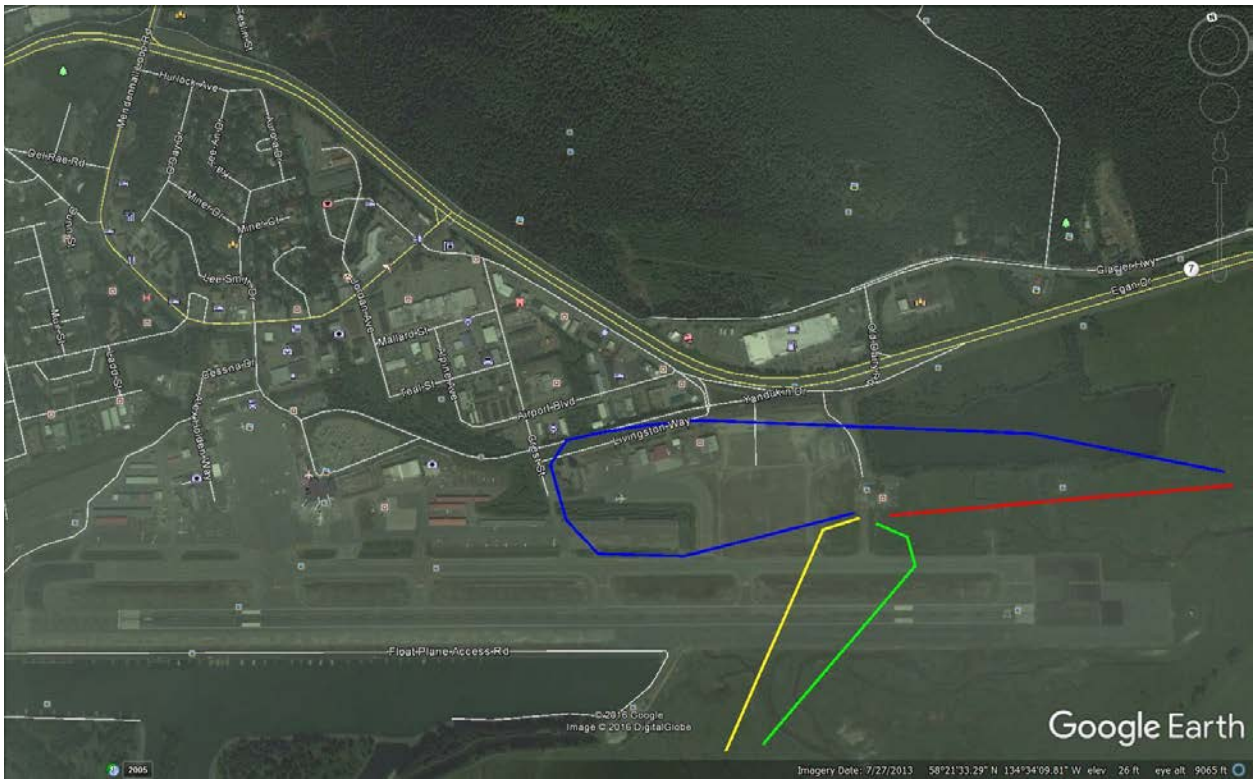
The Airport's comments on the above property are two-fold: Bicknell's request to Rezone and Access to the property (if rezoned). It is the Airport's understanding that the property owner is in the process of requesting a condition use permit and rezone from Rural Reserve to Industrial.

The Airport contends there are potential restrictions to this parcel due to its location adjacent to the Airport. Granting a conditional use and/or rezone is premature. The City and the property owner should be put on notice about the restrictions to established flight paths and use that is compatible with airport and safe flight operations.

Conditional Use/Rezone:
Any steps to rezone this property must take into consideration future use in proximity to the Airport per FAA Land Compatibility Use . The property is situated in an established flight corridor for the adjacent heliport. TEMSCO has been operating from the heliport since 1983. Flight patterns require helicopters to stay north of the runway and typically fly over the 'Pond' area. This flight pattern keeps helicopters away from the runway corridor, and out of the '*missed*' approach path for Instrument (IFR) traffic from either direction on the runway (Runway 8 or 26). Airport grant assurances require airports to maintain these flight corridors/airspace (not allow building into established flight paths). Obstructions to airspace and/or navigation are prohibited. See attached TEMSCO Flight Paths.



TEMSCO Route 1: The Routes 1 depicts arrival and departure routes for steep creek in red and blue. The green and yellow would be Auke bay and Mendenhall departures and arrivals. Routes would be revered for wind direction i.e. East/West flow.



TEMSCO Route 2: The Routes 2 depicts departures to the downtown Egan area or lemon creek/Blackerby in red and blue. Departures south of the runway are depicted in green and yellow.
Routes would be revered for wind direction i.e. East/West flow.

As such, Federal Aviation Administration (FAA) requires protection of airspace around airports under 14 CFR Part 77—SAFE EFFICIENT USE, AND PRESERVATION OF THE NAVIGABLE AIRSPACE. Proposed development (now or future) requires assessment. Any conditional use or rezone should stipulate established and future aeronautical need to preserve airspace and instrument approaches. This includes the Airport's future goal of extending the east Runway 26 Airport approach lighting system for the Medium Intensity Approach Lighting System with Runway Alignment Indicator (MALSR).

FAA strongly recommends that any development near aircraft approach and departure paths be for low level concentration of people. The FAA does not recommend developing churches, schools, sporting event areas (football, baseball, racetracks, etc.), parks, etc. Accident data shows that majority of crashes tend to occur near runway ends (fixed wing aircraft), as well as below and adjacent to approach and departure flight paths (helicopter, fixed wing) therefore discourage development in those areas.

The Airport currently has an abbreviated Medium Intensity Approach Lighting System (MALS). While the installation of the equipment itself does not impact the Bicknell property, the property is within the aircraft instrument containment area. The Required Navigation Procedures (RNP) developed by both Alaska Airlines and Delta Air Lines for landing with reduced minimums (ceilings and visibility) specifies a containment area that extends north of the runway and penetrates the eastern portion of the pond and property. Development in this area must be assessed for the impact to the containment area for this approach. When the approach lighting system expands to a full MALSR, the air carrier minimums are reduced further; and the containment area for the RNP increases, and would further impact the

pond/property for development. It does not mean that the property cannot be 'developed' due to RNP, but it would need further assessment by FAA and air carriers and may have limitations.

Certain types of new development adjacent to airports are prohibited by the FAA. Development near an airport/approach corridors prohibit development or activity which would attract wildlife (AC 150/5200-33B) and become a hazard to aircraft operations. Again, a stipulation on a conditional use or rezone should require full disclosure on exact development or use so that the Airport and FAA may assess hazardous or wildlife attractant conditions.

For example: The Airport understands that there is a proposed motocross for the property. Dust associated with this type of activity is considered hazardous for large air carrier operations, helicopters in this area. When airports are under construction, the airport or contractors are tasked with applying dust palliative to prevent ingestion to aircraft and wing flaps. A dust palliative should be required to keep dust from drifting to the airport/aircraft; as well as keep a 'dust haze' abated (Soldotna Airport). The Airport experienced dust issues during the Runway Safety Area project and dust control measures were required for safety. While the dust may also impact Egan, the consideration is beyond the discussion for the Airport, but should be considered overall. Dust is a concern for motocross activities nationwide, but especially at airports.

Additionally, the Airport is finalizing the updated 20-year Sustainability Master Plan (Spring 2017). As a part of that plan, the Airport must update their Noise Contour mapping. The baseline of 65dB and higher (70 and 75 dB) is detailed on the 2015 Draft Noise Contour Model; and for future planning, the 2035 Draft Noise Contour Model. Development in the area will need to consider the Noise Contour mapping for noise sensitive improvements (hotels, etc). Also refer to 14 CFR Part 150.

Use and/or rezone should require the owner to complete an aviation compatibility use study. This 'step' is required for anything related to the airport especially because of its location. The property lies within noise sensitive areas, RNP containment for instrument approaches, flight paths for helicopters and height restrictions on improvements. Consideration of wildlife attractants, dust control measures and non-compatible use in the vicinity of an airport need to be assessed. Additionally, any development on the adjacent parcel would require the appropriate airspace determinations and consideration of wildlife hazards/height/obstructions on any planned development.

Access:

Bicknell's property (Honsinger Pond) currently has driveway access along the on-ramp to Egan. If the owner proposes different use/rezone, the State of Alaska will not allow a public entry at the driveway location due to traffic. (Note that the entrance to Maplesden off Yandukin is as close to the on-ramp of Egan as the State/Alaska will allow.) There is a request to use Maplesden Road for access to the Bicknell property. Maplesden Road is Airport property; not a public right-of-way. The property tract containing Maplesden is subject to FAA rules for land use (refer to FAA Order 5190.6B FAA Airport Compliance Manual for Federally Obligated airports). Masplesden Road was built by TEMSCO Helicopter in 1983 in exchange for rent credit. In 2009-2011, Maplesden Road was relocated (and straightened) with FAA Airport Improvement Program (AIP) funding. The purpose of AIP funding is to support aviation

development and Maplesden provides access to existing aviation users as well as to areas intended for future aviation growth and build up the Northeast quadrant of the airport. This is an aviation-use road maintained by the Airport and Airport funds.

The FAA would consider access from Maplesden to an off-airport, non-aeronautical user without reimbursement, to be a violation of the Airport's grant assurances. Non-aeronautical lease and rates could apply for a portion of the area (to allow access), so long as it is under lease with the Airport and the Airport could terminate at any time. The Airport is obligated to protect its assets as well as airspace.

- Maplesden Road was reconstructed with AIP funds as an airport road. Refer to **Table P-3 of the AIP handbook (Order 5100.38D)** which stipulates eligibility criteria for access roads. If the Airport allows the proposed access without benefit back to the Airport , FAA may consider a portion of Maplesden Road to be ineligible and require reimbursement of the AIP funds. Benefits may include a limited non-aeronautical lease/rate, a land trade for the access area, or sale of land (requires federal process and costs).

- As outlined in FAA Order 5190.6B, Maplesden Road is part of Tract 14 (conveyed via Quit Claim Deed in 1975) of the Juneau International Airport Exhibit 'A' Land Map (FAA legal land ownership document) and part of the Airport Layout Plan (ALP), which designates ownership of the Tracts/how obtained, etc. This is an official FAA –Airport signed document. With each federal grant, the Airport and CBJ Attorney sign acknowledging that they abide by the FAA AIP Grant Assurances. This includes the preservation of airport land for aviation purposes, air space etc. See airport-sponsor-assurances attachments section 5, 21, 31. All Airport land is subject to Federal land use, obligations and grant assurances regardless of how it was originally acquired. Please refer to Exhibit A/Airport Layout Plan.

The Airport has outlined the following 'choices' on Honsigner Pond access:

1) Do nothing; no rezone. Property used as-is.
2) *Allow Public Access through property transfer/disposal of property. This is a federal process that takes time through Federal Register and assess value of property loss (as well as reimbursement of AIP funds to the FAA).
3) *Land Swap. Public Access in exchange for other adjacent property for airport use.
4) *Airport would purchase Honsinger Pond land outright (need a financial plan)
5) *Combination: Airport purchase Honsinger Pond through partial cash + Bicknell use of land for dumping (stumps and unsuitable material) for a period of time or to make up difference in total cost $.
6) Aviation Compatibility Use Study (regardless, all the * items 2-5 would require this process), another updated appraisal on the property is required since the current one is too old for FAA, and separate from the Use Study.
    a. Identify Aviation current/future use & impact
    b. FAA rules for adjacent to airport
    c. FAA funding rules/operations in area (NOTE: new noise compatibility contours in draft; extends noise area further out)
    d. Liabilities/opportunities for the Airport.

It is in the best interest of the Airport to protect its land assets and a requirement to protect airspace and navigation.

Some Additional References:

Order 5190.6B
AIP Handbook (Order 5100.38D)
The below are the main resources used for justification:

1. FAA Order 5190.6B Airport Compliance Manual (Ch. 20, Compatible Land Use and Airspace Protection
2. ACRP Report 27. Enhanced Airport Land Use Compatibility, Volume 1: Land Use Fundamentals and Implementation Resources.

b. Guidance. There are a number of sources that can assist an airport sponsor in dealing with noise, obstructions, and other incompatible land uses. Some of these are:

(1). *A Model Zoning Ordinance to Limit Height of Objects Around Airports*, Advisory Circular (AC) 150/5190-4A.

(2). *Citizen Participation in Airport Planning,* AC 150/5050-4.

(3). *Guidelines for Considering Noise in Land Use Planning and Control,* Federal Interagency Committee on Urban Noise, June 1980.

(4). *Hazardous Wildlife Attractants on or Near Airports*, AC 150/5200-33B, August 28, 2007.

(5). *Noise Control Planning,* FAA Order 1050.11A, January 13, 1986.

(6). *Noise Control and Compatibility Planning for Airports*, AC 150/5020-1.

(7). *Federal and State Coordination of Environmental Reviews for Airport Improvement Projects*. (RTF format) – Joint Review by Federal Aviation Administration and National Association of State Aviation Officials (NASAO), issued March 2002.

(8). *Land Use Compatibility and Airports, a Guide for Effective Land Use Planning* (PDF format), issued by the FAA Office of Environment and Energy.

(9). *Compatible Land Use Planning Initiative* (PDF format), 63 Fed. Reg. 27876, May 21, 1998.

(10). *Draft Aviation Noise Abatement Policy 2000* (PDF format) 65 Fed. Reg. 43802, July 14, 2000.

(11). *Airport Noise Compatibility Planning Toolkit – FAA's Initiative for Airport Noise and Compatibility Planning*, issued by the FAA Office of Environment and Energy.

From: Patty Wahto (deLaBruere)
To: Trinidad Contreras; Rob Steedle
Cc: Patty Wahto (deLaBruere); Amy Mead
Subject: Development of Adjacent Property Commonly Referred to as Honsinger Pond
Date: Wednesday, November 23, 2016 11:17:12 AM
Importance: High

Good Morning.

This message provides some resources for compatible land use in general and specifically related to the property northeast of the airport, east of Maplesden, and north of TEMSCO helicopters commonly referred to as Honsinger Pond currently owned by Bicknell, Inc.

FAA and several states have extensive guidance on compatible land use. Below are some links to relevant guidance documents.

FAA: http://www.faa.gov/about/office_org/headquarters_offices/apl/noise_emissions/planning_toolkit/media/III.B.pdf
Washington: http://www.wsdot.wa.gov/aviation/Planning/ACLUguide.htm
Oregon: http://www.oregon.gov/aviation/pages/landuseguidebook.aspx

In particular the Bicknell property adjacent to the airport is affected by or will have an impact on many things because of its proximity to the airport. Most of the items below are described within or referenced by the airport design guide AC 150/5300-13A, but there are more than 100 guidance documents that include relevant topics.

- Imaginary surfaces related to the airspace of the airport described in Federal Aviation Regulation (FAR) Part 77.
- TERPS (Terminal Instrument Procedures) related to instrument arrivals and departures at the airport.
- Safety Containment Areas that are a part of the Required Navigation Performance (RNP) special procedures developed by both Alaska Airlines and Delta Air Lines.
- Visual flight paths of aircraft in the vicinity and over the property governed by the Juneau Commercial Operators Letter of Agreement. https://sites.google.com/site/juneauloa/
- Visual flights paths of helicopters, TEMSCO in particular.
- Noise impacts from helicopters as shown in the Draft Noise Impact contours developed in the Airport Master Plan. These maps show impact to a large portion of the property at a "significant" level. Residential use of any kind would be incompatible in the greater than 65 DNL impact area.
- Clear zones around the Airport Surface Observation System (ASOS).
- Wildlife hazards. In order to minimize attraction to wildlife certain uses should be prohibited. FAA provides guidance for landfills in AC 150/5200-34A.

Any development of the property must be carefully coordinated with the airport as the airport is required to take action to protect the operations of the airport through grant assurances and operating certificate requirements. Development of the Bicknell property poses particular concern because access to the property is being considered through the airport property. FAA has layer upon layer of requirements for use of airport property by an outside user. In addition, FAA has strict requirements for "release" of property that is encumbered by grant assurances restrictions. Below are links to a few of the documents:

AIP Handbook: http://www.faa.gov/airports/aip/aip_handbook/
14 CFR Part 139: http://www.ecfr.gov/cgi-bin/text-idx?c=ecfr&SID=8313bccee050ec81d7e8fb3377331177&rgn=div5&view=text&node=14:3.0.1.1.14&idno=14
Grant Assurances: http://www.faa.gov/airports/aip/grant_assurances/ These vary over time so the appropriate assurances must be consulted.
Airport Compliance Handbook: http://www.faa.gov/airports/resources/publications/orders/compliance_5190_6/

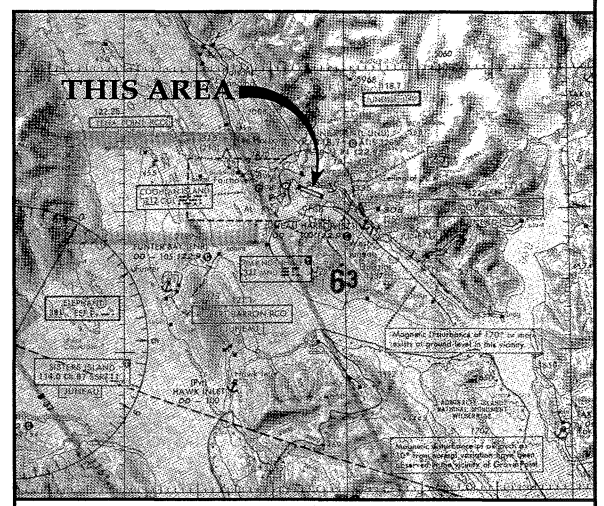
In my opinion, development of the property without due consideration of impacts to the airport could have an adverse affect on the operations of the airport. Everyone should be aware that FAA does not typically enforce against the property owner or developer in cases of penetrations to airspace or new obstructions erected in approach and departure surfaces. Enforcement falls on the local jurisdiction. If action is not taken by the local jurisdiction, then FAA will take action to restrict aircraft operations to maintain safety, which could result in an adverse affect on the operations of the airport.

Patty Wahto
Airport Manager
Juneau International Airport
(907) 789-7821

NOTE NEW EMAIL: Patty.Wahto@jnuairport.com

Attachment 12C

R & M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS



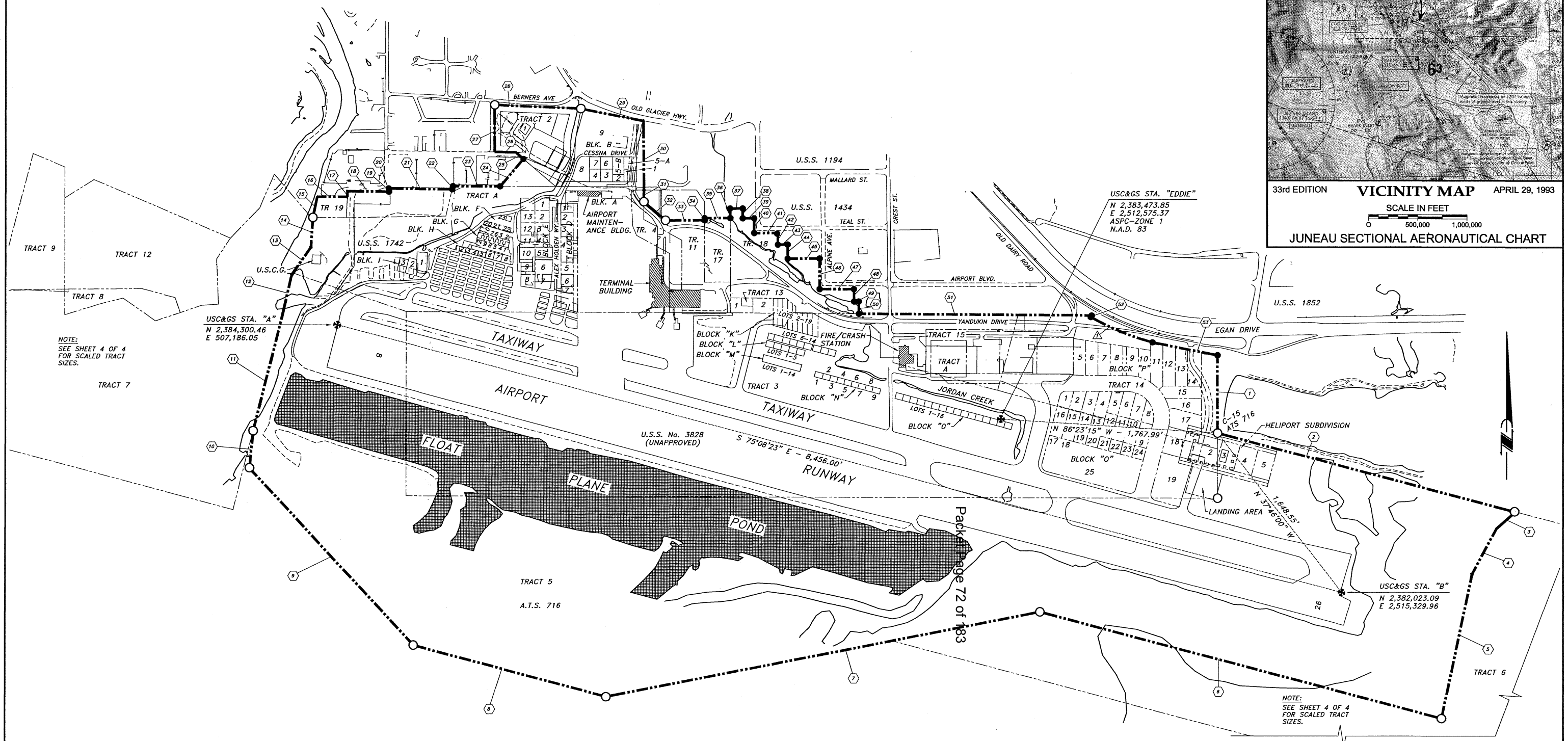
33rd EDITION

VICINITY MAP

APRIL 29, 1993

SCALE IN FEET
0 500,000 1,000,000

JUNEAU SECTIONAL AERONAUTICAL CHART



LEGEND

- JUNEAU INTERNATIONAL AIRPORT BOUNDARY LINE
- BOUNDARY / PROPERTY LINE
- PRIMARY SURVEY MONUMENT
- SECONDARY SURVEY MONUMENT
- BUILDING
- EDGE OF RIVER, CREEK, POND, ETC.
- GRAVEL ROAD
- EDGE OF PAVEMENT

JUNEAU INTERNATIONAL AIRPORT
LAND STATUS MAP WITH BOUNDARY DIMENSIONS

GRAPHIC SCALE IN FEET
0 400 800 1200 1600 2000 2400 2800 3200

JUNEAU INTERNATIONAL AIRPORT
EXHIBIT "A"
LAND STATUS MAP

CLIENT:
C.B.J. AIRPORT DEPARTMENT
1873 SHELL SIMMONS DRIVE
JUNEAU, ALASKA 99801

SURVEYOR:
R&M ENGINEERING, INC.
P.O. BOX 34278
JUNEAU, ALASKA 99803

SHEET 1 OF 4

R&M PROJECT No. 011797

AUGUST 30, 2001

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I:\2001PROJ\011797\SHEET-1.dwg 1:1 PLOT: 8-30-01 at 9:00 AM by SAM
FILE: 1-872

SUMMARY OF SURVEY COURSES (PROPERTY DIMENSIONS)

FLAG	RECORD	SURVEYED
⟨1⟩	(SOUTH - 636.75')	SOUTH - 636.75'
⟨2⟩	(S 75°08'00" E - 2,507.00')	S 75°08'00" E - 2, 507.00'
⟨3⟩	(S 48°10'45" W - 205.66')	S 48°10'45" W - 205.66'
⟨4⟩	(S 27°51'30" W - 421.00')	S 27°51'30" W - 421.00'
⟨5⟩	(S 11°52'00" W - 1,207.00')	S 11°52'00" W - 1,207.00'
6	(N 75°08'00" W - 3,385.00')	N 75°08'00" W - 3,385.00'
7	(S 78°41'30" W - 3,600.00')	S 78°41'30" W - 3,600.00'
8	(N 75°08'00" W - 1,623.50')	N 75°08'00" W - 1,623.50'
9	(N 42°35'00" W - 1,960.00')	N 42°35'00" W - 1,960.00'
10	(N 5°20'00" E - 308.68')	N 5°20'00" E - 308.65'
11	(N 13°48'45" E - 996.87')	N 13°48'45" E - 996.77'
12	(N12°59'00" E - 319.22')	N12°59'00" E - 319.19'
13	(N 35°00'45" E - 271.81')	N 35°00'45" E - 271.77'
14	(N 3°46'00" E - 242.92')	N 3°46'00" E - 242.90'
15	(N 11°08' E - 173.17')	N 11°52'15" E - 173.17'
16	(N 89°56'15" E - 239.19')	N 89°56'15" E - 242.48'
17	(N 1°03'00" E - 45.55')	N 1°03'00" E - 45.52'
18	(S 89°19'00" E - 331.76')	S 89°34'00" E - 331.78'
19	(N 0°41'00" E - 25.00')	N 0°41'00" E - 25.00'
20	(N 0°41'00" E - 25.00')	N 0°41'00" E - 25.00'
21	(S 89°19'00" E - 524.38')	S 89°13400" E - 520.00'
22	(N 13°22'00" E - 25.62')	N 13°07'30" E - 25.62'
23	(S 89°44'00" E - 380.69')	S 89°57'45" E - 381.05'
24	(N 40°50'00" E - 295.71')	N 40°35'30" E - 295.56'
25	(N 49°14'30" E - 83.26')	N 49°14'30" E - 83.26'
26	(N 89°30'30" W - 173.25")	N 89°30'30" W - 173.25"
27	(NORTH - 383.04')	N 0°01'30" W - 383.04'
28	(N 89°44'OO" E - 697.31')	N 87°41'45" E - 703.04')
29	(S 79°00'00" E - 520.00')	S 79°00'00" E - 520.00'
30	(SOUTH - 567.67')	S 0°22'15" E - 562.18'
31	(S 0°05'15" W - 95.00')	S 0°05'15" W - 95.00'
32	(S 49°29'30" E - 232.61')	S 49°29'30" E - 232.61'
33	(N 89°37'15" E - 320.00')	N 89°37'15" E - 320.00'
34	(N 0°28'00" E - 17.99')	N 0°09'30" E - 17.99'
35	(N 89°37'15" E - 207.46')	N 89°37'15" E - 207.46'
36	(N 0°21'00" W - 78.00')	N 1°17'30" W - 77.74'
37	(N 89°39'00" E - 101.26')	N 89°44'00" E - 101.17'
38	(S 0°21'00" E - 80.00')	S 0°18'45" E - 80.03'
39	(N 89°39'00" E - 91.27')	N 89°37'00" E - 91.70'
40	(S 0°21'00" E - 120.00')	S 0°10'30" E - 120.06'
41	(N 89°39'00" E - 197.00')	N 89°39'45" E - 196.79'
42	(S 0°21'00" E - 95.00')	S 0°17'30" E - 95.02'
43	(N 89°39'00" E - 80.00')	N 89°39'00" E - 79.99'
44	(S 0°21'00" E - 115.00')	S 0°22'15" E - 115.00'
45	(N 89°39'00" E - 257.00')	N 89°39'00" E - 257.09'
46	(S 0°21'00" E - 250.00')	S 0°18'00" E - 249.89'
47	(N 89°39'00" E - 277.00')	N 89°41'30" E - 276.79'
48	(S 0°21'00" E - 100.54')	S 0°24'45" E - 100.72'
49	(N 89°39'00" E - 40.00')	N 89°33'45" E - 39.99'
50	(S 0°21'00" E - 100.54')	S 0°19'45" E - 100.39'
51	(S 89°45'45" E - 1,899.18')	S 89°42'45" E - 1,896.20'
52	(S 29°46'15" W - 15.00')	S 29°46'15" W - 15.00'
53	(S 78°24'45" E - 538.21')	S 78°45'30" E - 536.64'

CURVE DATA

FLAG	RECORD	SURVEYED
⚠1	Δ = 15°13'00" R = 2,064.86' T = 548.33' L = 275.79' CH = S 67&&D50'15" E 545.62'	Δ = 15°13'00" R = 2,064.86' T = 548.33' L = 275.79' CH = S 67°50'15" E 545.62'

REAL & LEASE PROPERTY STATUS

TRACT 1	QUITCLAIM DEED FROM CIVIL AERONAUTICS ADMINISTRATION, OCTOBER 28, 1953.
TRACT 2	QUITCLAIM DEED FROM CIVIL AERONAUTICS ADMINISTRATION, OCTOBER 28, 1953.
TRACT 3	QUITCLAIM DEED FROM CIVIL AERONAUTICS ADMINISTRATION, OCTOBER 28, 1953; AS INTERPRETED BY ACTION No. 73-206 IN THE SUPERIOR COURT IN THE FIRST JUDICIAL DISTRICT, JUNEAU, ALASKA.
TRACT 4	QUITCLAIM DEED FROM FEDERAL AVIATION ADMINISTRATION, APRIL 26, 1967.
TRACT 5	PATENT FROM STATE OF ALASKA, NOVEMBER 30, 1972 (ALASKA TIDELAND SURVEY No. 716.)
TRACT 6	AVIGATION EASEMENT FROM STATE OF ALASKA, DIVISION OF LANDS, ADL 34756, 31, 1972.
TRACT 7	AVIGATION EASEMENT FROM STATE OF ALASKA, DIVISION OF LANDS, ADL 34756, 31, 1972.
TRACT 8	WARRANTY DEED FROM WILDE, GIBSON AND MAIER, MAY 30, 1967
TRACT 9	AVIGATION EASEMENT FROM FILE AND AASA, FEBRUARY 5, 1965.
TRACT 10	DEED FROM GLACIER INVESTMENT COMPANY, SEPTEMBER 12, 1961
TRACT 11	DEEDED TO C.B.J. AS OF 7-29-1997
TRACT 12	AVIGATION EASEMENT FROM JOE AND BETTY SMITH, MAY 1, 1973
TRACT 13	E.S.S.A. INSTRUMENT SPACE AGREEMENT PERMIT FROM C.B.J. TO UNITED STATES WEATHER BUREAU THROUGH DECEMBER 2005.
TRACT 14	QUITCLAIM DEED FROM FRED S. HONSINGER, E. LENORE HONSINGER, THEODORE J. SMITH AND SARA J. SMITH, DECEMBER 24, 1975.
TRACT 15	QUITCLAIM DEED FROM FRED S. HONSINGER, E. LENORE HONSINGER, THEODORE J. SMITH, AND SARA J. SMITH MAY 29, 1976.
TRACT 16	WARRANTY DEED FROM GLACIER INVESTMENT COMPANY JULY 30, 1976.
TRACT 17	STATUTORY WARRANT DEED FROM VIVIAN ERWIN, LINDA M. BURLING, AND MARSHA BENNET, SEPTEMBER 12, 1979.
TRACT 18	CONDEMNATION FROM FRANCIS A., JOSEPH M., SIDNEY J., THOEDORE J., AND BETTY SMITH, MAY 28, 1980.
LOT 1 TRACT 18	STATUTORY WARRANTY DEED FROM DAVID & JEANIE ALLISON TO C.B.J., DATED AUGUST 22, 1985.
LOT 2 TRACT 18	STATUTORY WARRANTY DEED FROM ALASKA AIRLINES, INC. TO CHANNEL FLYING, INC. DATED JULY 28, 1978
TRACT 19	WARRANTY DEED FROM ROSEMARY GUTE AND CLARK GREUNING, JULY 2001

AIRPORT LAND AREA'S

DESCRIPTION	AREA IN ACRES	AREA IN SQUARE FEET
ALL AIRPORT PATENTED LANDS	661.76	28,826,279
TRACT 1	64.80'	2,822,740
TRACT 2	7.28	317,396
TRACT 3	182.90	7,967,102
TRACT 4	2.61	113,678
TRACT 5	338.73	14,755,079
TRACT 6 *	22.15	9,589,734
TRACT 7 *	91.88	4,002,203
TRACT 8 *	2.94	128,180
TRACT 9 *	10.07	438,640
TRACT 10	1.17	50,869
TRACT 11	5.70	248,164
TRACT 12 *	22.01	958,929
TRACT 13 * *	0.15	655
TRACT 14	29.13	1,268,903
TRACT 15	11.08	482,836
TRACT 16	3.28	83,359
TRACT 17	2.51	109,145
TRACT 18	11.56	503,636
TRACT 19	1.01	43,838

* AVIGATION EASEMENT ONLY AND AREA NOT INCLUDED IN AIRPORT PATENTED LAND AREAS.
* * LEASE AREA ONLY AND NOT INCLUDED IN AIRPORT PATENTED LAND AREAS.

LAND SURVEY NOTES

1. THE BASIS OF BEARING AND UNIFIED SURVEY COURSES WAS THE LINE-OF-SIGHT BETWEEN CORNER 4, U.S. SURVEY NO. 3828, COMMON TO CORNER 1, MEANDER CORNER, U.S. SURVEY NO. 1195, AND MEANDER CORNER 5, U.S. SURVEY NO. 3828/CORNER 1, ALASKA TIDELAND SURVEY NO. 716. THE BEARING OF RECORD FOR THIS MONUMENTED LINE-OF-SIGHT IS NORTH. U.S. SURVEY NO. 3828 IS AN UNIMPROVED B.L.M. SURVEY.
2. A CONTINUOUS TRAVERSE SURVEY WAS CONDUCTED IN 1978 AND EXPANDED IN 1982 AND 1987 FROM THE BASIS-OF-BEARING PREVIOUSLY MENTIONED CIRCUMVENTING THE ENTIRE AIRPORT LANDS AND LOCATING MONUMENTATION WITHIN THE U.S. SURVEY NO'S. 1195, 1434 (VALLEY CENTRE SUB-DIVISION), 381 (CONSISTING OF SUBDIVISIONS OF GLACIER MALL SUBDIVISION, COMMERCIAL FOX SUBDIVISION, TOTEM PARK SUBDIVISION, RIVERSIDE PARK SUBDIVISION, AND MEADOW GROVE SUB-DIVISION), 1193, 1919, 1042, 2136, AS WELL AS ALASKA TIDELAND SURVEY NO. 716.
3. BEARINGS OF THE ABOVE REFERENCED U.S. AND ALASKA TIDELAND SURVEYS AND THEIR SUBDIVISIONS WERE ROTATED TO AGREE WITH THE BASIS OF PROJECT BEARING FOR THIS SURVEY. WHERE BEARINGS AND/OR DISTANCES (SURVEY COURSES) DIFFER FROM RECORD BEARINGS AND/OR DISTANCES, THE RECORD BEARING AND DISTANCE IS FOUND IN THE APPROPRIATE TABLE OUTLINED BY PARENTHESIS, FOLLOWED BY THE MEASURED AND/OR COMPUTED COURSE BY THIS SURVEY. WHERE SURVEY COURSES DIFFER FROM RECORD SURVEY COURSES, THEY ARE SHOWN THUSLY; (N 89°44'00"W-2,640.00') N 89°42'45"W-2,639.58'.
4. ADJUSTMENTS OF U.S. SURVEY BOUNDARIES AND/OR SUBDIVISION LOTS, TRACTS, AND BLOCK LINES, WERE MADE BY THE PROPORTIONAL METHOD OF ADJUSTMENT WHERE MONUMENTS WERE RECOVERED OR BY THE COMPASS METHOD OF ADJUSTMENT WHERE A SERIES OF SURVEY COURSES EXIST BETWEEN RECOVERED AND RECORDED MONUMENTATION.
5. ALL BEARINGS ON THIS SURVEY PLAT WERE ROUNDED TO THE NEAREST 0°00'15" OF ARC. ALL HORIZONTAL DIMENSIONS ARE SHOWN IN U.S. SURVEY FEET.
6. ADDITIONAL MONUMENTS EXIST ON THE BOUNDARY OF THE AIRPORT AS PLACED BY THE "MENDENHALL WETLANDS STATE GAME REFUGE" SURVEY. REFERENCED TO THE LATER PLAT OF SURVEY FOR CLARIFICATION.

JUNEAU INTERNATIONAL AIRPORT
EXHIBIT "A"
LAND STATUS MAP

CLIENT:
C.B.J. AIRPORT DEPARTMENT
1873 SHELL SIMMONS DRIVE
JUNEAU, ALASKA 99801

SURVEYOR:
R&M ENGINEERING, INC.
P.O. BOX 34278
JUNEAU, ALASKA 99803

SHEET 2 OF 4

R&M PROJECT No. 011797

AUGUST 30, 2001

Attachment 12C
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I:\2001PROJ\011797\SHEET-2.dwg 1:1 PLOT: 8-30-01 at 10:00 AM by SAM
FILE: 1-872

AIRPORT LEASED PROPERTY SUMMARY

LEGAL DESCRIPTION		AREA	LAND OWNER	LESSEE
BLOCK / TRACT	LOT			
HELIPORT SUBD.	LOTS 1, 2, 3	99,000	C.B.J.	TEMSCO HELICOPTERS
HELIPORT SUBD.	LOT 4	33,000	C.B.J.	TEMSCO HELICOPTERS FIRST RIGHT OF REFUSAL
HELIPORT SUBD.	LOT 5	33,000	C.B.J.	
BLOCK A	LOT 2	14,000	C.B.J.	R & L LEASING, INC. (SUBLESSEE: FEDERAL EXPRESS)
BLOCK B	LOT 2	5,400	C.B.J.	DELTA WESTERN (WESTERN PIONEER)
BLOCK B	LOT 5B	13,420	C.B.J.	AVIS RENTAL CAR
BLOCK B	LOT 6		C.B.J.	HERTZ RENTAL CAR
BLOCK B	LOT 7	9,000	C.B.J.	ACS TELEPHONE
BLOCK B	LOT 8A		C.B.J.	GROUND EQUIPMENT SERVICE
LORAN MON SITE		23,800	C.B.J.	U.S. COAST GUARD
BLOCK D	LOT 1 & 2	17,103	C.B.J.	L.A.B. FLYING
BLOCK D	LOT 3	10,000	C.B.J.	HEIMBIGNER (SUBLEASE: JUNEAU FLIGHT SCHOOL)
BLOCK D	LOT 4	20,700	C.B.J.	ALASKA AIRLINES
BLOCK D	LOTS 5, 6, 7	24,953.5	C.B.J.	ALASKA AIRLINES
BLOCK E	LOT 1	11,500	C.B.J.	
BLOCK E	LOTS 2, 3, 4A, 4B, 11A, 11B	46,070.4	C.B.J. (RESTRICTION TO DEED)	U.S. FISH & WILDLIFE SERVICE
BLOCK E	LOT 5	12,000	C.B.J.	R & L LEASING, INC.
BLOCK E	LOTS 6A, 7A, 8A, 9A & 9B	74,820	C.B.J.	AERO SERVICES
BLOCK E	LOTS 9BB & 10A	15,037.5	C.B.J.	DUANE PACKER
BLOCK E	LOT 12	11,500	C.B.J.	WAYNE D. PUTNAM, AL CLOUGH
BLOCK E	LOT 13	11,500	C.B.J.	JOE JOHNSON
BLOCK F	LOTS 20, 21, 22	8,280	C.B.J.	JOSEPH S. JOHNSON
BLOCK F	LOT 34	3,736	C.B.J.	JOSEPH S. JOHNSON
BLOCK G	LOT 1	1,418	C.B.J.	R&M ENGINEERING
BLOCK G	LOT 2	1,607	C.B.J.	ROBERT REID
BLOCK G	LOT 3	1,213	C.B.J.	KEN KAREEN
BLOCK G	LOT 4	1,213	C.B.J.	SHARP / BIGGE
BLOCK G	LOT 5	1,607	C.B.J.	KEN MONTOUR
BLOCK G	LOT 6	1,213	C.B.J.	DAVE AND SUSAN FREDERICK
BLOCK G	LOT 7	1,213	C.B.J.	LOREN STEPHENS
BLOCK G	LOT 8	1,213	C.B.J.	DONALD L. GOOD
BLOCK G	LOT 9	1,213	C.B.J.	KEN MONTOUR
BLOCK G	LOT 10	1,213	C.B.J.	DENNIS BEDFORD
BLOCK G	LOT 11	1,213	C.B.J.	LAUGHLIN
BLOCK G	LOT 12	1,418	C.B.J.	JOHNSON
BLOCK H	LOT 1	2,000	C.B.J.	LARRY GREGG
BLOCK H	LOT 2	2,000	C.B.J.	DAVID CAVE
BLOCK H	LOT 3	2,000	C.B.J.	CAVE / DILLY
BLOCK H	LOT 4	2,000	C.B.J.	ROUNTREE / JEWELL
BLOCK H	LOT 5	3,959	C.B.J.	SAMALON
BLOCK H	LOT 6	3,957.9	C.B.J.	BERGDALL / KEMP
BLOCK H	LOT 7	4,738	C.B.J.	BRISKE / PHILLIPS
BLOCK I	LOTS 1, 2 & 3	16,322	C.B.J.	CIVIL AIR PATROL
BLOCK J	LOT 1	18,335	C.B.J.	
BLOCK J	LOT 7	15,000	C.B.J.	A.E.L.&P.
BLOCK J	LOT 8A	10,982	C.B.J.	AERO SERVICES
BLOCK J	LOT 8B	10,579	C.B.J.	DELTA WESTERN (WESTERN PIONEER)
BLOCK K	LOTS 2, 3 & 4	22,734	C.B.J.	RED LEASING (WARD AIR)
BLOCK K	LOTS 11, 12, 13, 14	19,680.4	C.B.J.	RED LEASING (WARD AIR)
BLOCK K	LOT 15		C.B.J.	
BLOCK K	LOT 16		C.B.J.	
BLOCK K	LOT 17		C.B.J.	
BLOCK K	LOT 18		C.B.J.	
BLOCK K	LOT 19		C.B.J.	
BLOCK L	LOT 1	3,250	C.B.J.	COOK
BLOCK L	LOT 2	3,000	C.B.J.	GERBI / MIDDLETON

AIRPORT LEASED PROPERTY SUMMARY (CONT'D.)

LEGAL DESCRIPTION		AREA	LAND OWNER	LESSEE
BLOCK / TRACT	LOT			
BLOCK L	LOT 3	3,000	C.B.J.	ROHWEDER
BLOCK L	LOT 4	3,000	C.B.J.	BROOKS
BLOCK L	LOT 5	3,250	C.B.J.	WILLARD
BLOCK L	LOT 6	3,500	C.B.J.	
BLOCK L	LOT 7	3,750	C.B.J.	ROUNTREE
BLOCK L	LOT 8	3,000	C.B.J.	ROUNTREE
BLOCK L	LOT 9	3,000	C.B.J.	WARD / LAUGHLIN
BLOCK L	LOT 10	3,000	C.B.J.	GROGAN
BLOCK L	LOT 11	3,250	C.B.J.	FREER
BLOCK L	LOT 12	3,250	C.B.J.	KIBBY
BLOCK L	LOT 13	3,000	C.B.J.	SMITH
BLOCK L	LOT 14	3,000	C.B.J.	
BLOCK L WEST	LOT 1	12,000	C.B.J.	COASTAL FUEL, INC.
BLOCK L WEST	LOT 2	46770.9	C.B.J.	COASTAL HELICOPTERS, INC.
BLOCK M	LOT 1	1,547.04	C.B.J.	MORRIS ENGINEERING
BLOCK M	LOT 2	1,722.7	C.B.J.	BELFLOWER
BLOCK M	LOT 3	1,179.33	C.B.J.	DEPUTE
BLOCK M	LOT 4	1,179.33	C.B.J.	PALMER
BLOCK M	LOT 5	1,179.33	C.B.J.	BLAIR
BLOCK M	LOT 6	1,179.33	C.B.J.	STALEY
BLOCK M	LOT 7	1,179.33	C.B.J.	(TAL AIR) JACQUES NORVELL
BLOCK M	LOT 8	1,179.33	C.B.J.	STALEY
BLOCK M	LOT 9	1,179.33	C.B.J.	CLOUGH / YOUNG
BLOCK M	LOT 10	1,179.33	C.B.J.	SWANSON
BLOCK M	LOT 11	1,179.33	C.B.J.	PIERCE
BLOCK M	LOT 12	1,179.33	C.B.J.	QUINN
BLOCK M	LOT 13	1,722.7	C.B.J.	SOUTHWICK TRUST
BLOCK M	LOT 14	1,547	C.B.J.	JUNKER
BLOCK N	LOT 1	2,925	C.B.J.	RUSSELL
BLOCK N	LOT 2	2,700	C.B.J.	MONTOURE
BLOCK N	LOT 3	2,700	C.B.J.	BELFLOWER
BLOCK N	LOT 4	2,700	C.B.J.	COFFEE / MORSE
BLOCK N	LOT 5	2,700	C.B.J.	GERBI
BLOCK N	LOT 6	2,700	C.B.J.	SPENCER
BLOCK N	LOT 7	2,700	C.B.J.	SWANSON
BLOCK N	LOT 8	2,700	C.B.J.	WILLIAMS
BLOCK N	LOT 9	2,925	C.B.J.	WILLIAMS, TOM
BLOCK O	LOT 1	2,925	C.B.J.	KINNEY
BLOCK O	LOT 2	2,700	C.B.J.	FIEHLER
BLOCK O	LOT 3	2,700	C.B.J.	CARLSON
BLOCK O	LOT 4	2,700	C.B.J.	CUMMINS
BLOCK O	LOT 5		C.B.J.	CLOUGH
BLOCK O	LOT 6		C.B.J.	SESSIONS
BLOCK O	LOT 7		C.B.J.	TURNER
BLOCK O	LOT 8		C.B.J.	BLAIR
BLOCK P	LOT 1	90,000	C.B.J.	PAN ARCTIC CONTRACTORS
BLOCK P	LOT 2	90,000	C.B.J.	SILVERBAY LOGGING
BLOCK P	LOT 3	90,000	C.B.J.	ALASKA NATIONAL GUARD
BLOCK P	LOT 4	90,000	C.B.J.	WINGS OF ALASKA
BLOCK P	LOT 5		C.B.J.	
BLOCK P	LOT 6		C.B.J.	
BLOCK P	LOT 7		C.B.J.	
BLOCK P	LOT 8		C.B.J.	
BLOCK P	LOT 9		C.B.J.	
BLOCK P	LOT 10		C.B.J.	
BLOCK P	LOT 11		C.B.J.	
BLOCK P	LOT 12		C.B.J.	
BLOCK P	LOT 13		C.B.J.	
BLOCK P	LOT 14		C.B.J.	
BLOCK P	LOT 15		C.B.J.	
BLOCK P	LOT 16		C.B.J.	
BLOCK P	LOT 17 & 18		C.B.J.	TEMSCO HELICOPTERS
BLOCK P	LOT 19		C.B.J.	
BLOCK Q			C.B.J.	

JUNEAU INTERNATIONAL AIRPORT
EXHIBIT "A"
LAND STATUS MAP

CLIENT:
C.B.J. AIRPORT DEPARTMENT
1873 SHELL SIMMONS DRIVE
JUNEAU, ALASKA 99801

SURVEYOR:
R&M ENGINEERING, INC.
P.O. BOX 34278
JUNEAU, ALASKA 99803

SHEET 3 OF 4

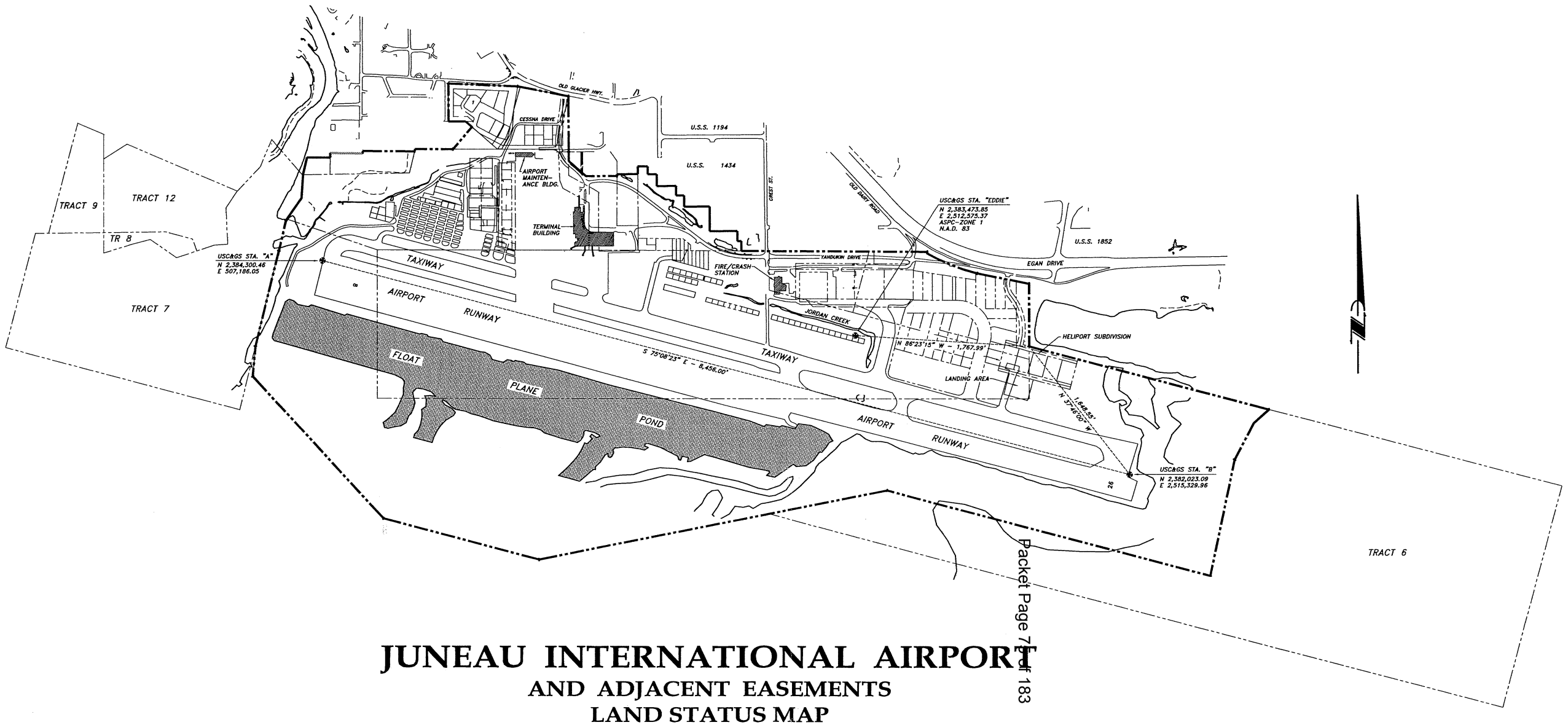
R&M PROJECT No. 011797

AUGUST 30, 2001

Attachment 12C

I:\2001PRO\011797\SHEET-3.dwg 1:1 PLOT: 8-30-01 at 9:00 AM by SAM

R & M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS



JUNEAU INTERNATIONAL AIRPORT
AND ADJACENT EASEMENTS
LAND STATUS MAP

GRAPHIC SCALE IN FEET

0 600 1200 1800 2400 3000 3600 4200 4800

JUNEAU INTERNATIONAL AIRPORT
EXHIBIT "A"
LAND STATUS MAP

CLIENT:
C.B.J. AIRPORT DEPARTMENT
1873 SHELL SIMMONS DRIVE
JUNEAU, ALASKA 99801

SURVEYOR:
R&M ENGINEERING, INC.
P.O. BOX 34278
JUNEAU, ALASKA 99803

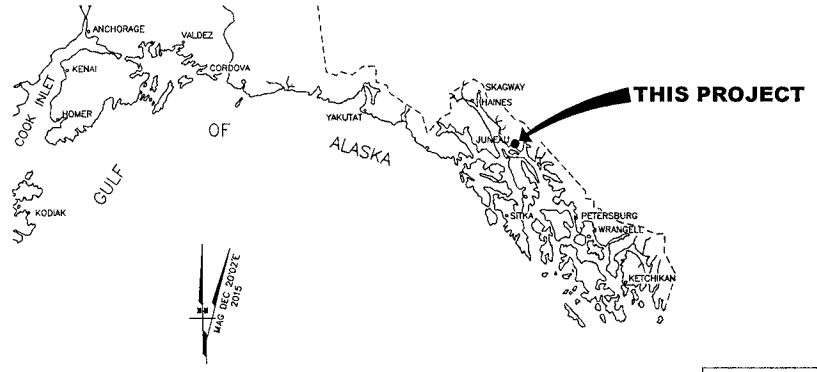
SHEET 4 OF 4

R&M PROJECT No. 011797

AUGUST 30, 2001

A:\2001PROJ\011797\SHEET-4.dwg 1:1 PLOT: 8-30-01 at 9:00 AM by SAM

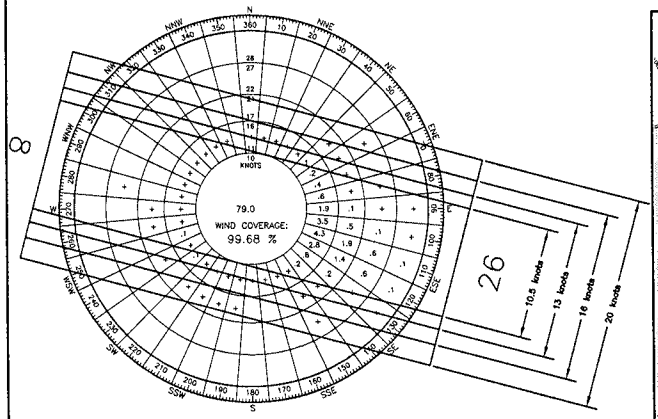
Attachment 12D

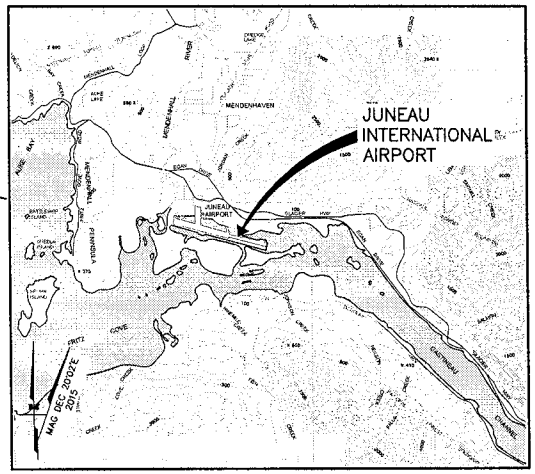


LOCATION MAP

LEGEND		
ITEM	EXISTING	ULTIMATE
AIRPORT REFERENCE POINT (A.R.P.)		
ANTENNA		
BLUFF		
BUILDINGS		
BUILDING RESTRICTION LINE		
FENCE		
PAPI		
PROPERTY LINE		
REIL		
ROADWAYS		
ROTATING BEACON		
SHORELINE		
SURVEY MONUMENT		
THRESHOLD MARKERS/LIGHTS		
TOPOGRAPHIC CONTOURS		
TREE (LARGE SINGLE)		
TREELINE		
VASI		
WIND CONE		
WIND CONE AND SEGMENTED CIRCLE		

GEOGRAPHIC COORDINATES TABLE				
ITEM	EXISTING LATITUDE	EXISTING LONGITUDE	ULTIMATE LATITUDE	ULTIMATE LONGITUDE
ARP	58°21'16.97"N	134°34'42.88"W	58°21'16.97"N	134°34'42.88"W
THRESHOLD RW 8	58°21'28.25"N	134°35'49.09"W	58°21'28.25"N	134°35'49.09"W
THRESHOLD RW 26	58°21'05.88"N	134°33'08.63"W	58°21'05.88"N	134°33'08.63"W
THRESHOLD RW 8W	58°21'22.82"N	134°35'52.23"W	58°21'22.82"N	134°35'52.23"W
THRESHOLD RW 26W	58°21'10.71"N	134°34'25.26"W	58°21'10.71"N	134°34'25.26"W





VICINITY MAP

SEC. 34, 35, 36, T 40 S, R 66 E,
COPPER RIVER MERIDIAN
U.S.G.S. JUNEAU (B-2), ALASKA

SCALE IN STATUTE MILES
1 SM .5 SM 0 1 SM 2 SM

WIND DATA TABLE				
RUNWAY	10.5 kt	13 kt	16 kt	20 kt
8/26	96.88	99.92	99.99	100.00

SOURCE: NATIONAL CLIMATIC DATE CENTER, ASHVILLE, NC
STATION: JNU, 70381
PERIOD: 1998-2008, 82558 OBSERVATIONS

NON STANDARD CONDITIONS			
DESCRIPTION	STANDARD	EXISTING	ULTIMATE
RUNWAY OBJECT FREE AREA WIDTH	800'	730'	730'
RUNWAY 8 SAFETY AREA LENGTH BEYOND RW END	1000'	600'	*1000'
RUNWAY 26 SAFETY AREA LENGTH BEYOND RW END	1000'	600'	*1000'

*600' BEYOND RUNWAY END, 1000' BEYOND ASDA

AIRPORT DATA TABLE		
ITEM	EXISTING	ULTIMATE
ICAO IDENTIFIER	PAJN	PAJN
NATIONAL AIRPORT IDENTIFIER	JNU	JNU
FAA SITE NUMBER	50385.*A	50385.*A
AIRPORT ELEVATION NAVD88	25.3'	25.3'
AIRPORT REFERENCE CODE	C-III	C-III
MEAN MAX. TEMPERATURE, HOTTEST MONTH	65°F, JULY	65°F, JULY
AIRPORT AND TERMINAL NAVIGATION AIDS	BEACON, NDB, LDA, LDIN, RVR	BEACON, NDB, LDA, LDIN, RVR, ADS-B
TAXIWAY LIGHTING/MARKING	MITL	MITL
OBSTRUCTION SURVEY SOURCE & TYPE	NONE	NONE
MAGNETIC DECLINATION, YEAR, RATE OF CHANGE	20°02'E / 2015	-0°19'(W) / YEAR

RUNWAY 8/26 DATA TABLE			
ITEM	EXISTING	NEAR TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY	OTHER THAN UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	NPI	NPI	NPI
APPROACH SURFACES	34:1/50:1	34:1/50:1	34:1/50:1
VISIBILITY MINIMUM	≥1 SM	≥1 SM	≥1 SM
RUNWAY SURFACE	ASPHALT	ASPHALT	ASPHALT
PAVEMENT STRENGTH S,2S,D,2D,2D/2D2 x1000lbs	75, 175, 200, 340, 500	75, 175, 200, 340, 500	75, 175, 200, 340, 500
AIRCRAFT APPROACH CATEGORY	C	C	C
AIRPLANE DESIGN GROUP	III	III	III
TRUE BEARING	N75°8'44.50"W	N75°8'44.50"W	N75°8'44.50"W
EFFECTIVE GRADE	0.02%	0.02%	0.02%
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	25.0' / 23.4'	25.0' / 23.4'	25.0' / 23.4'
RUNWAY DIMENSIONS	8857' x 150'	8857' x 150'	8857' x 150'
RUNWAY SAFETY AREA (RSA) DIMENSIONS	10057' x 500'	10057' x 500'	10057' x 500'
LENGTH BEYOND R/W END	600' / 600'	600' / 600'	600' / 600'
RUNWAY PROTECTION ZONE (RPZ) DIM. - RW 8	1700' x 500' x 1010'	1700' x 500' x 1010'	1700' x 500' x 1010'
RUNWAY PROTECTION ZONE (RPZ) DIM. - RW 26	1700' x 500' x 1010'	1700' x 500' x 1010'	1700' x 500' x 1010'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	10057 x 730'	10057 x 730'	10057 x 730'
LENGTH BEYOND R/W END OR STOPWAY	600' / 600'	600' / 600'	600' / 600'
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	9257' x 400'	9257' x 400'	9257' x 400'
RUNWAY LIGHTING	HIRL	HIRL	HIRL
RUNWAY MARKING TYPE	NONPRECISION	NONPRECISION	NONPRECISION
RUNWAY VISUAL APPROACH AIDS - RW 8	MALSF, LDN, VASI, REILS	MALSF, LDN, VASI, REILS	MALSF, LDN, VASI, REILS
RUNWAY VISUAL APPROACH AIDS - RW 26	MALS, PAPI, REILS	MALS, PAPI, REILS	MALS, PAPI, REILS

RUNWAY 8W/26W DATA TABLE			
ITEM	EXISTING	NEAR TERM	ULTIMATE
RUNWAY TYPE UTILITY OR OTHER THAN UTILITY	UTILITY	UTILITY	UTILITY
FAR PART 77 APPROACH CATEGORY (V, NPI, P)	V	V	V
APPROACH SURFACES	20:1	20:1	20:1
VISIBILITY MINIMUM	≥1 SM	≥1 SM	≥1 SM
RUNWAY SURFACE	WATER	WATER	WATER
PAVEMENT STRENGTH S,2S,D,2D,2D/2D2 x1000lbs	N/A	N/A	N/A
AIRCRAFT APPROACH CATEGORY	A	A	A
AIRPLANE DESIGN GROUP	II	II	II
TRUE BEARING	N75°8'44.50"W	N75°8'44.50"W	N75°8'44.50"W
EFFECTIVE GRADE	0%	0%	0%
TOUCHDOWN ELEVATION NAVD88 (ESTIMATED)	12'	12'	12'
RUNWAY DIMENSIONS	4800' x 400'	4800' x 400'	4800' x 400'
RUNWAY SAFETY AREA (RSA) DIMENSIONS	N/A	N/A	N/A
LENGTH BEYOND R/W END	N/A	N/A	N/A
RUNWAY PROTECTION ZONE (RPZ) DIMENSIONS	1000' x 250' x 450'	1000' x 250' x 450'	1000' x 250' x 450'
RUNWAY OBJECT FREE AREA (ROFA) DIMENSIONS	5200' x 400'	5200' x 400'	5200' x 400'
LENGTH BEYOND R/W END OR STOPWAY	N/A	N/A	N/A
RUNWAY OBSTACLE FREE ZONE (ROFZ) DIMENSIONS	5200' x 400'	5200' x 400'	5200' x 400'
RUNWAY LIGHTING	N/A	N/A	N/A
RUNWAY MARKING TYPE	N/A	N/A	N/A
RUNWAY VISUAL APPROACH AIDS	NONE	NONE	NONE

NOTES

1. THE HORIZONTAL DATUM IS NAD83(CORS96) (EPOCH:2010.00)
2. THE VERTICAL DATUM IS NAVD 88 ORTHOMETRIC HEIGHTS. THE BASIS OF ELEVATIONS IS THE NATIONAL GEODETIC SURVEY (NGS) PRIMARY AIRPORT CONTROL STATION (PACS) "JNU C", PID AI4906, HAVING A NAVD 88 ORTHOMETRIC HEIGHT OF 21.526 FEET. THE NAVD 88 ORTHOMETRIC HEIGHT FOR THIS POINT WAS DETERMINED BY UTILIZING THE NGS PUBLISHED ELLIPSOID HEIGHT AND A HIGH-RESOLUTION GEOID MODEL (GEOID-09).
3. RW 8W-26W DESIGN STANDARDS ARE FOR SMALL AIRCRAFT ONLY.

DRAWING INDEX	
SHT #	TITLE
1	AIRPORT DATA SHEET
2	EXISTING AIRPORT LAYOUT PLAN
3	ULTIMATE AIRPORT LAYOUT PLAN
4	DECLARED DISTANCES
5	INNER PORTION OF THE APPROACH SURFACE - RW 8-26
6	INNER PORTION OF THE APPROACH SURFACE-RW 8W-26W
7	AIRPORT AIRSPACE, 14 CFR, PART 77
8	AIRPORT AIRSPACE, 14 CFR, PART 77
9	TERMINAL AREA PLAN
10	AIRPORT LAND USE
11	PROPERTY MAP

BY	DATE	REVISION
DOWL	2/20/14	ASBUILT UPDATE

APPROVED: _____ DATE: _____

PATRICIA deLABRUERE AIRPORT MANAGER

AIRPORT LAYOUT PLAN CONDITIONAL APPROVAL SUBJECT TO
ALP APPROVAL LETTER DATED ___/___/___
FAA AIRSPACE REVIEW NUMBER:_____

DATE: _____
FAA, AIRPORTS DIVISION ALASKAN REGION, AAL: _____

CITY AND BOROUGH OF JUNEAU
JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA

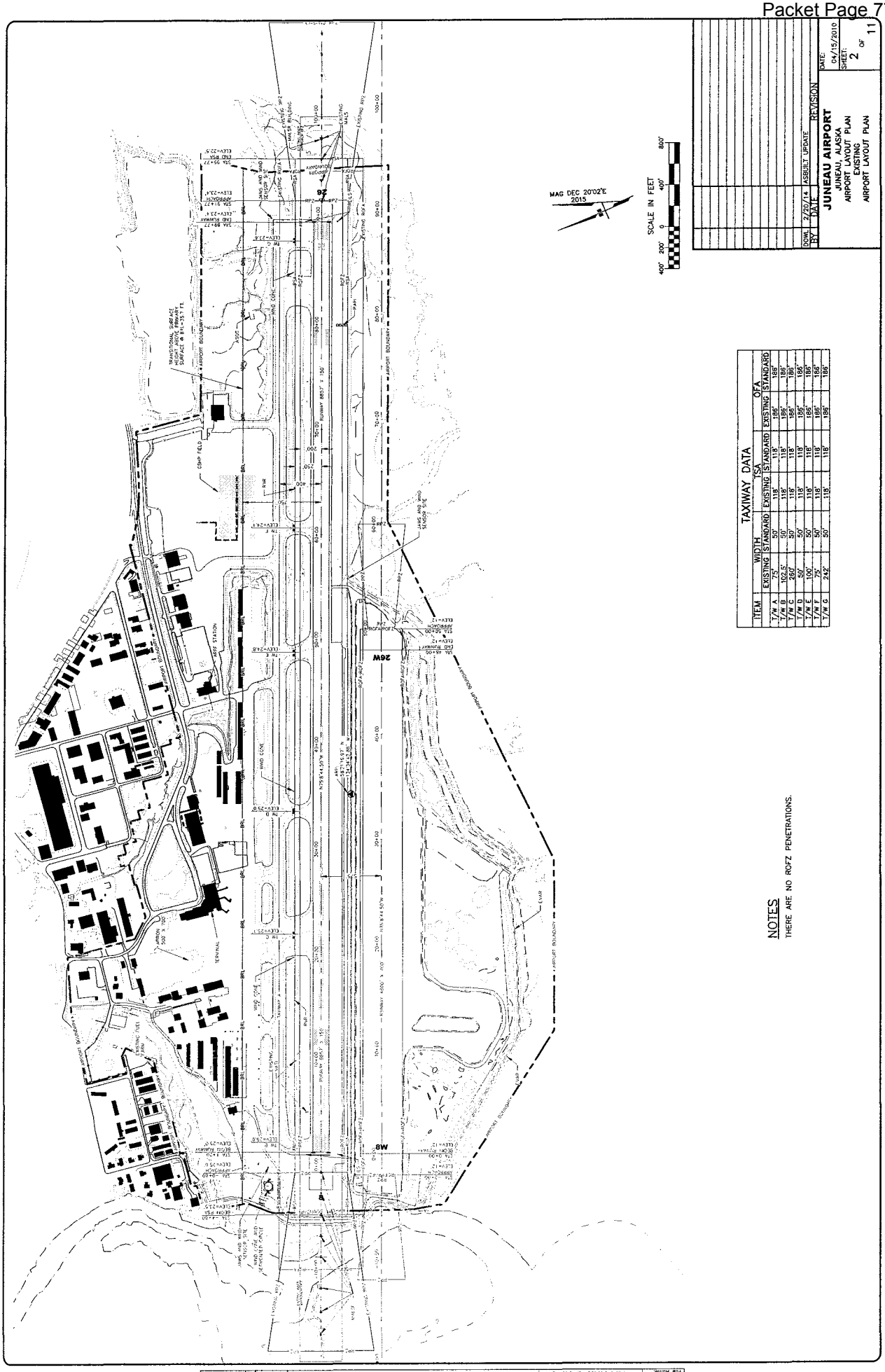
AIRPORT LAYOUT PLAN
AIRPORT DATA SHEET

DATE: 04/15/2010
SHEET: 1 OF 11

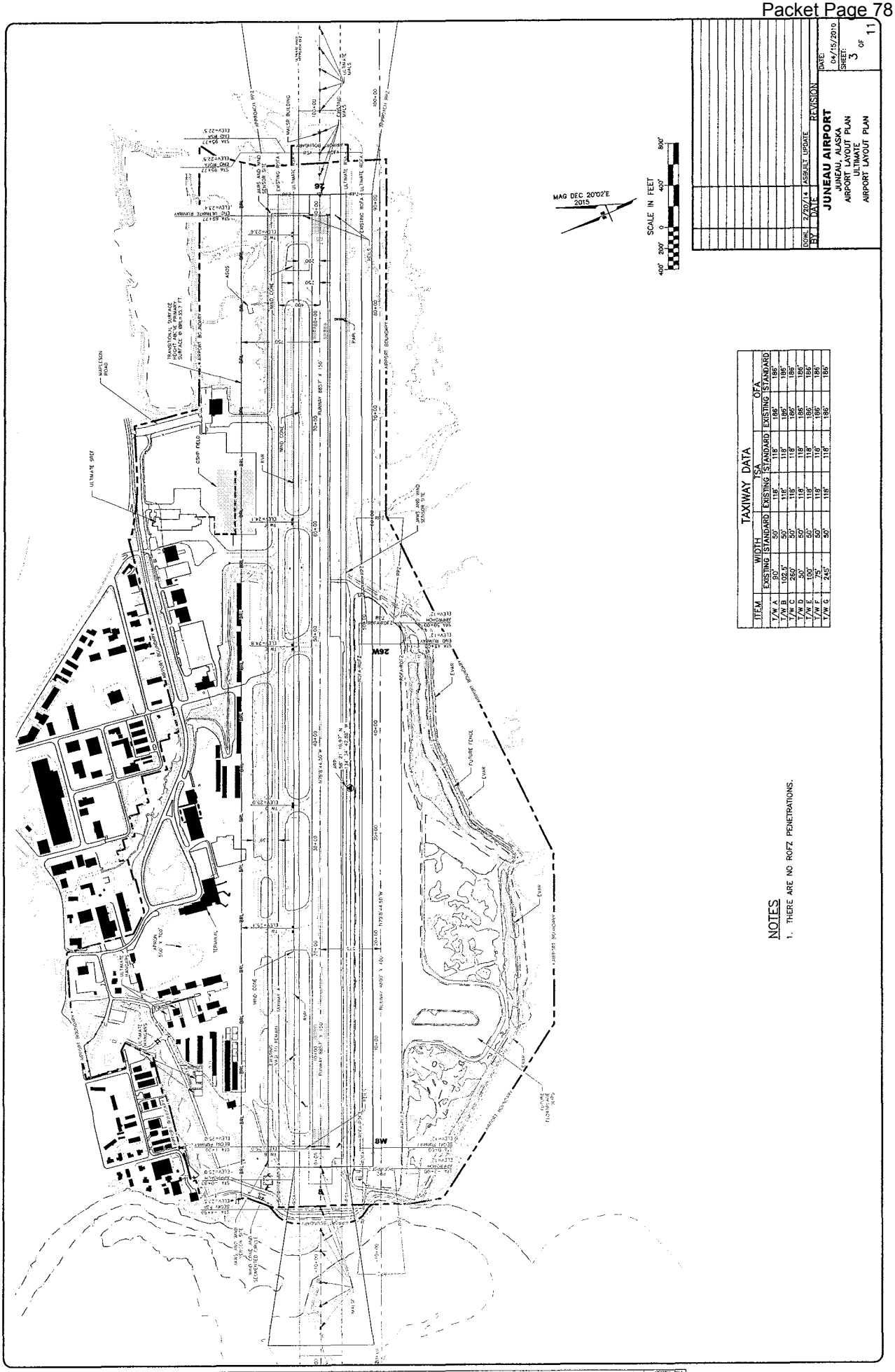
Done Plotted: 2/20/2014, 11:19 AM
Layout Name: 8x11
File Name: P:\Projects\2566\03\ALP\JNU-ALP.dwg

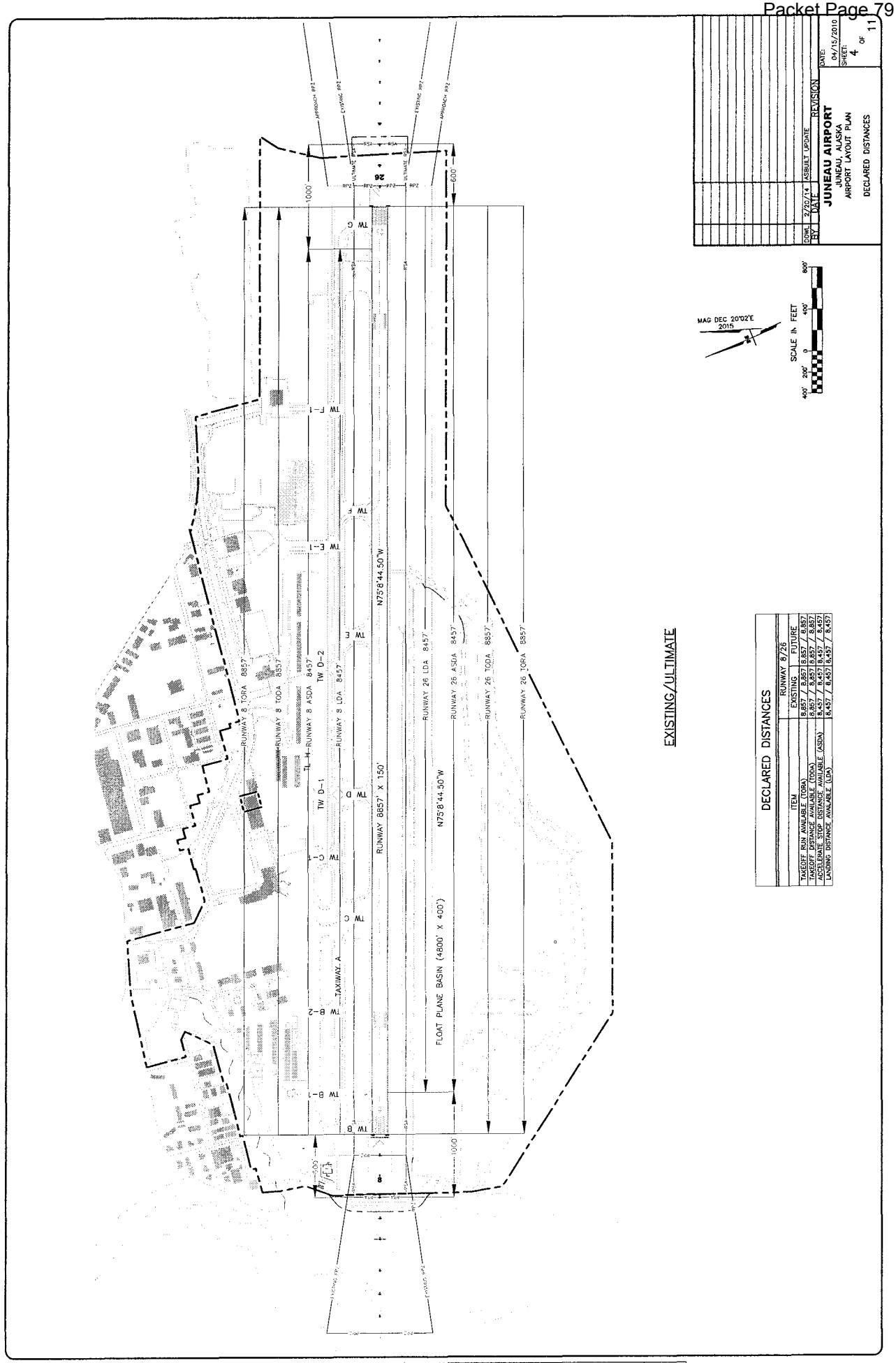
Designed By: mbaughn
Drawn By: tmaybin
Checked By: bhanson

FILE No.: 232-68



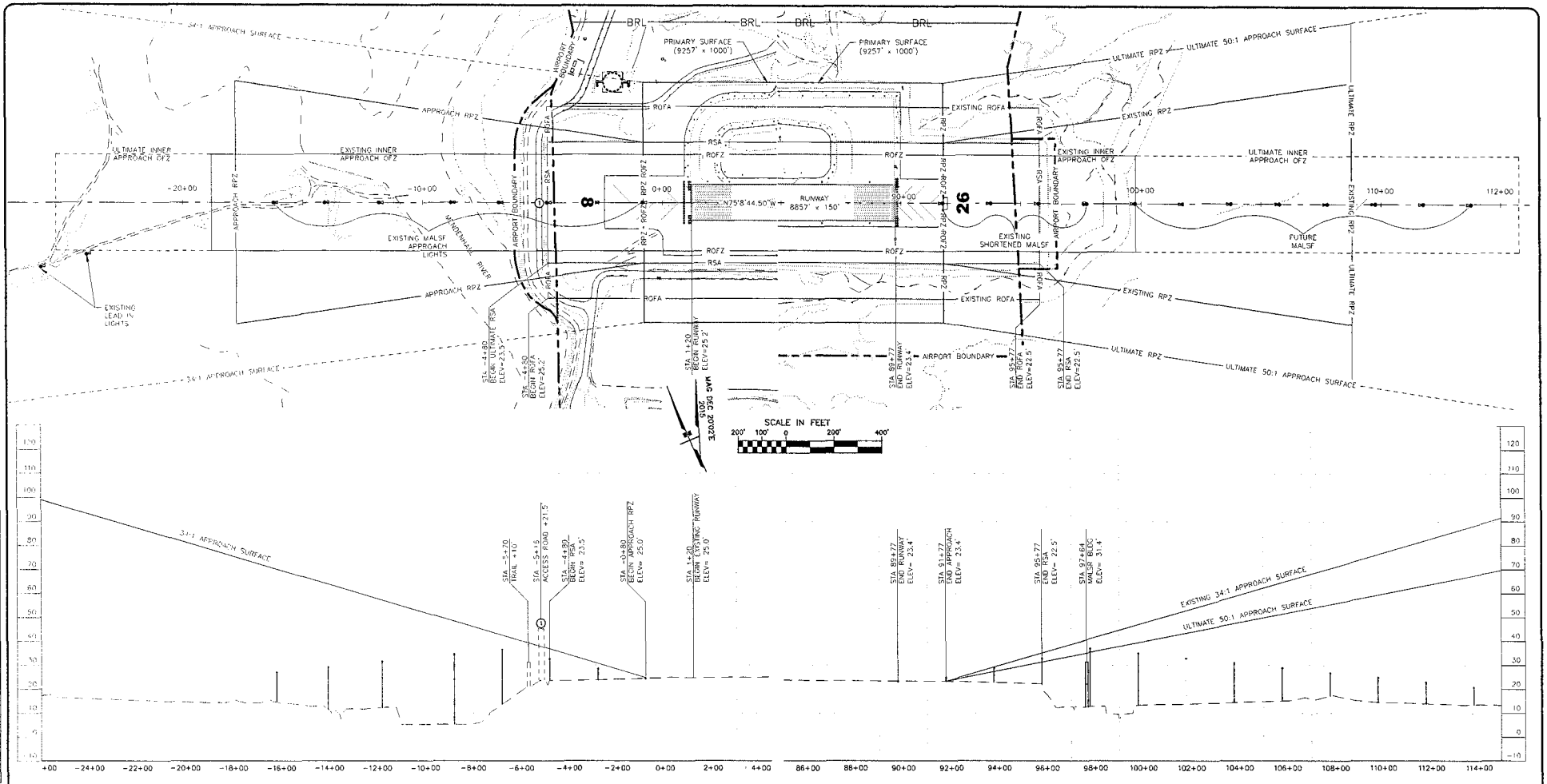
Attachment 12D


MAG DEC 20°02'E
2015
SCALE IN FEET
400' 200' 0 400' 800'
TAXIWAY DATA
ITEM
WIDTH
EXISTING
STANDARD
TSA
EXISTING
STANDARD
OFA
EXISTING
STANDARD
T/W A 90' 50' 118' 118' 186' 186'
T/W B 102.5' 50' 118' 118' 195' 186'
T/W C 260' 50' 118' 118' 195' 186'
T/W D 50' 50' 118' 118' 186' 186'
T/W E 100' 50' 118' 118' 186' 186'
T/W F 75' 50' 118' 118' 186' 186'
T/W G 245' 50' 118' 118' 186' 186'
NOTES
1. THERE ARE NO ROFZ PENETRATIONS.
JUNEAU AIRPORT
JUNEAU, ALASKA
AIRPORT LAYOUT PLAN
ULTIMATE
AIRPORT LAYOUT PLAN
DWN BY
DATE
REVISION
DATE:
04/15/2010
SHEET:
3 OF 11
FILE No.: 232-69



Attachment 12D

Attachment 12D



RUNWAY 8

34:1 APPROACH SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 8)

ID #	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
①	ACCESS ROAD	-5+16/0	45.5' *	APPROACH	38'	7.5'	REMAIN	-

REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

* TOTAL CLEARANCE HEIGHT IS BASED ON THE HEIGHT OF A TOWING TRAILER (2') AND THE TAIL HEIGHT OF A TWIN OTTER (19.5') (21.5' TOTAL).

NOTES

1. THE EXISTING OBSTRUCTION CLEARANCE SLOPE FOR RW 8 IS ESTABLISHED AS 8:1 PER FAA AC 150/5200-35, CHAP 4. THE ULTIMATE OBSTRUCTION CLEARANCE SLOPE FOR RW 8 IS ESTABLISHED AS 15:1 PER FAA AC 150/5200-35, CHAP 4.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 8, AS DEFINED IN FAA AC 150/5300-13, TABLE A-2, ROWS 1 THRU 2.

SCALE IN FEET 200' 100' 0 200' 400'

HORIZONTAL TO VERTICAL RATIO 1:10

RUNWAY 26

50:1 APPROACH SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 26)

ID #	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
	NONE							

REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

NOTES

1. THE EXISTING AND ULTIMATE OBSTRUCTION CLEARANCE SLOPE FOR RW 26 IS ESTABLISHED AS 7:1 PER FAA AC 150/5200-35, CHAP 4.
2. THERE ARE NO OBJECT PENETRATIONS IN THE RUNWAY APPROACH END SITING SURFACE OF RUNWAY 26, AS DEFINED IN FAA AC 150/5300-13, TABLE A-2, ROWS 1 THRU 10.

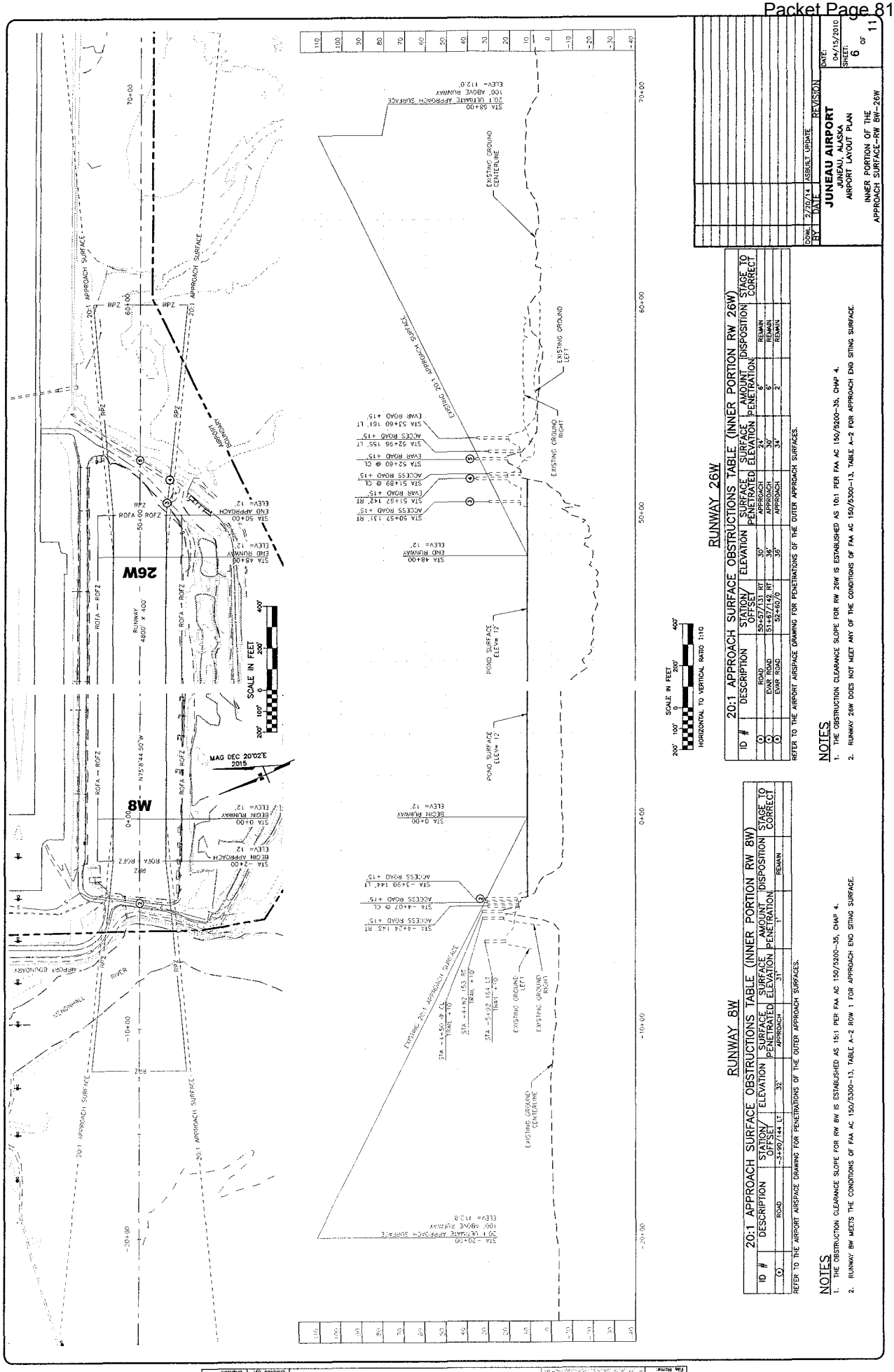
DWN.	DATE	REVISION
BY	2/20/14	ASBUILT UPDATE

JUNEAU AIRPORT
JUNEAU, ALASKA
AIRPORT LAYOUT PLAN

INNER PORTION OF THE APPROACH SURFACE-RW 8-26

DATE: 04/15/2010
SHEET: 5 OF 11

Packet Page 80 of 183



20:1 APPROACH SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 26W)

ID #	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
①	ROAD	50+57/131' RT	36'	APPROACH	6'	REMAIN	
②	EVAR ROAD	51+67/142' RT	36'	APPROACH	6'	REMAIN	
③	EVAR ROAD	52+60/0	36'	APPROACH	2'	REMAIN	

REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

NOTES
1. THE OBSTRUCTION CLEARANCE SLOPE FOR RW 26W IS ESTABLISHED AS 10:1 PER FAA AC 150/5200-35, CHAP 4.
2. RUNWAY 26W DOES NOT MEET ANY OF THE CONDITIONS OF FAA AC 150/5300-13, TABLE A-2 FOR APPROACH END SITING SURFACE.

20:1 APPROACH SURFACE OBSTRUCTIONS TABLE (INNER PORTION RW 8W)

ID #	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	AMOUNT PENETRATION	DISPOSITION	STAGE TO CORRECT
①	ROAD	-34+90/144' LT	32'	APPROACH	31'	REMAIN	

REFER TO THE AIRPORT AIRSPACE DRAWING FOR PENETRATIONS OF THE OUTER APPROACH SURFACES.

NOTES
1. THE OBSTRUCTION CLEARANCE SLOPE FOR RW 8W IS ESTABLISHED AS 15:1 PER FAA AC 150/5200-35, CHAP 4.
2. RUNWAY 8W MEETS THE CONDITIONS OF FAA AC 150/5300-13, TABLE A-2 ROW 1 FOR APPROACH END SITING SURFACE.

DOWN BY	DATE	REVISION
	2/20/14	ASBUILT UPDATE

JUNEAU AIRPORT
JUNEAU, ALASKA
AIRPORT LAYOUT PLAN

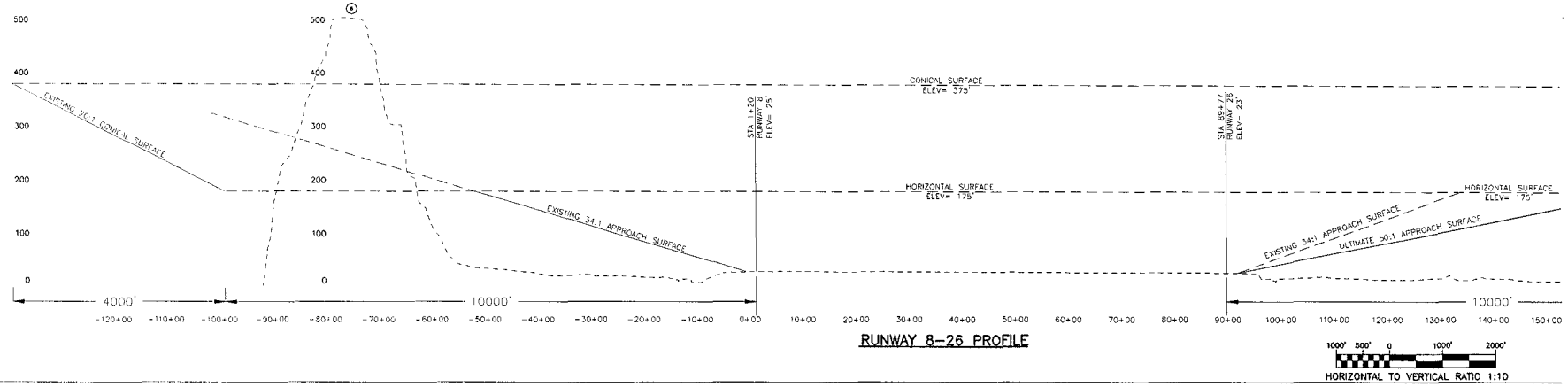
INNER PORTION OF THE APPROACH SURFACE-RW 8W-26W

DATE: 04/15/2010
SHEET: 6 OF 11

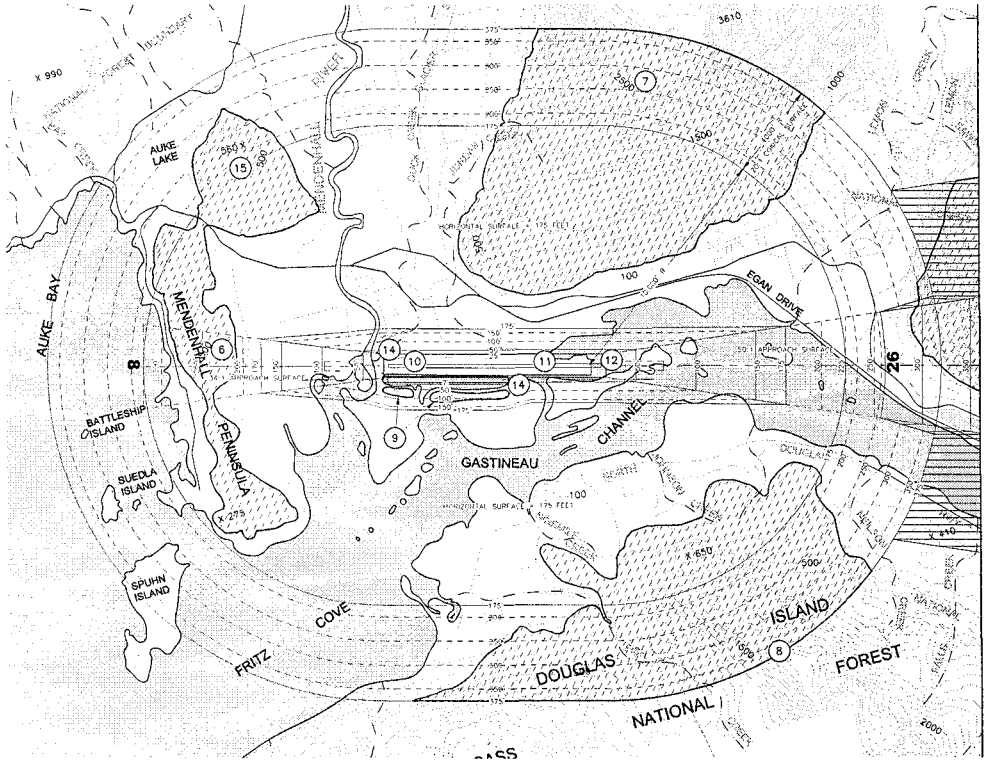
Date Plotted	Designed By	Drawn By	Checked By
Layout Name			
File Name			

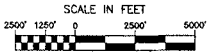
PLE No.: 232-09

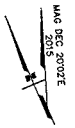
Attachment 12D



RUNWAY 8-26 PROFILE







PART 77 SURFACE OBSTRUCTIONS TABLE (OUTER PORTION RW 8/26)

ID #	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSTION	STAGE TO CORRECT
(6)*	TERRAIN	-77+74/448' LT	500'	APPROACH	255'	245'	WILL REMAIN	
(7)*	TERRAIN	109+14/11830' LT	2900'	CONICAL	280'	2620'	WILL REMAIN	
(8)*	TERRAIN	163+18/11928' RT	2100'	CONICAL	383'	1717'	WILL REMAIN	
(9)	TREES	0+00-50+00/865' RT	70'	TRANSITIONAL	55'	15'	WILL REMAIN	
(10)	RVR	15+67/252' LT	37'	PRIMARY	29'	8'	WILL REMAIN	
(11)	RVR	64+61/254' LT	28'	PRIMARY	23'	5'	WILL REMAIN	
(12)	JAWS	90+10/474' LT	48'	PRIMARY	23'	25'	WILL REMAIN	
(13)	JAWS	55+80/259' RT	50'	PRIMARY	24'	26'	WILL REMAIN	
(14)	JAWS	-0+22/499' LT	51'	PRIMARY	25'	26'	WILL REMAIN	
(15)*	TERRAIN	-58+62/9180' LT	560'	CONICAL	212'	348'	WILL REMAIN	

* HIGHEST FEATURE IN A LARGE AREA OF TERRAIN PENETRATION. REFER TO HATCHED AREAS ON MAP.

NOTES

1. AIRPORT ELEVATION IS 25'.
2. ALL CONTOURS ARE IN FEET. BASEMAP DATA IS FROM USGS QUAD.
3. PRIMARY SURFACE WIDTH IS 1000'.
4. PART 77 SURFACES BASED ON ULTIMATE AIRPORT LAYOUT.
5. REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBSTRUCTIONS.
6. APPROACH SURFACE FOR RW 8 IS 34:1 BEGINNING AT 200 FEET BEYOND THE RUNWAY END.
7. APPROACH SURFACE FOR RW 26 IS 50:1 BEGINNING AT 200 FEET BEYOND THE RUNWAY END.

BY	DATE	REVISION
DOWL	2/20/14	ASBUILT UPDATE

JUNEAU AIRPORT
JUNEAU, ALASKA
AIRPORT LAYOUT PLAN

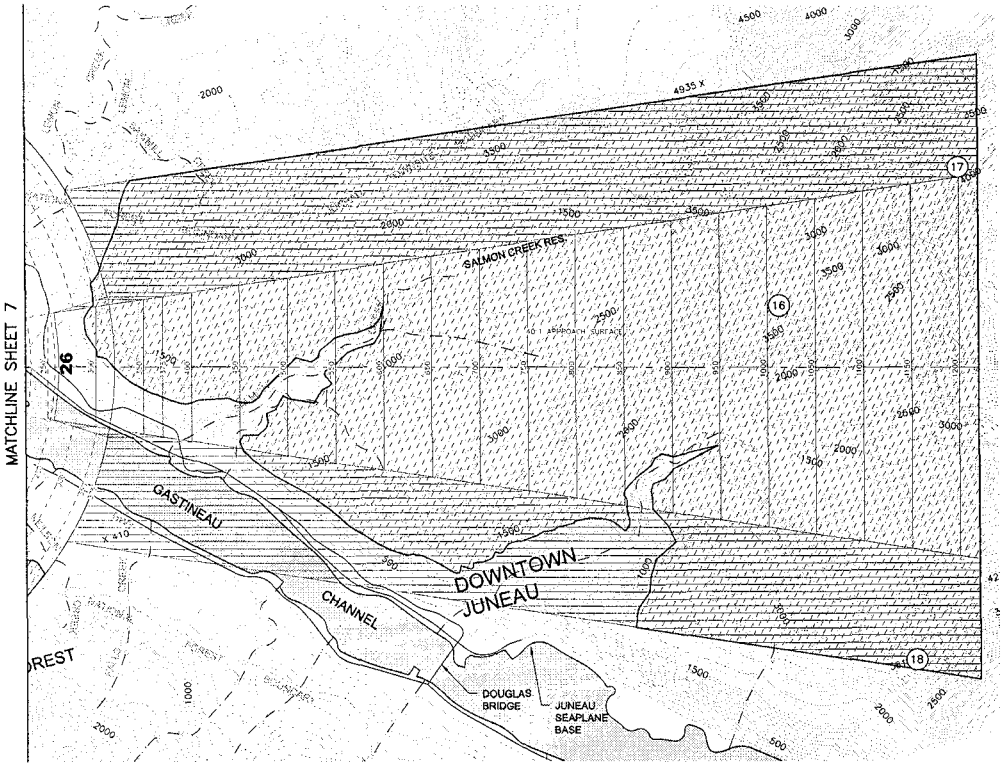
AIRPORT AIRSPACE
14 CFR, PART 77

DATE: 04/15/2010
SHEET: 7 OF 11

Designed By: mlevelin
Drawn By: pwill
Checked By: bmason
FILE No.: 232-89

Date Plotted:
Last Plotted:
File Name:

Attachment 12D



PART 77 SURFACE OBSTRUCTIONS TABLE (OUTER PORTION RW 8/26)								
ID #	DESCRIPTION	STATION/ OFFSET	ELEVATION	SURFACE PENETRATED	SURFACE ELEVATION	AMOUNT PENETRATION	DISPOSTION	STAGE TO CORRECT
(16)*	TERRAIN	508+53/2545' LT	4000'	APPROACH	1015'	2895'	WILL REMAIN	
(17)*	TERRAIN	583+43/8302' LT	3800'	TRANSITIONAL	1955'	1845'	WILL REMAIN	
(18)*	TERRAIN	565+27/12202' RT	4400'	TRANSITIONAL	1255'	3145'	WILL REMAIN	

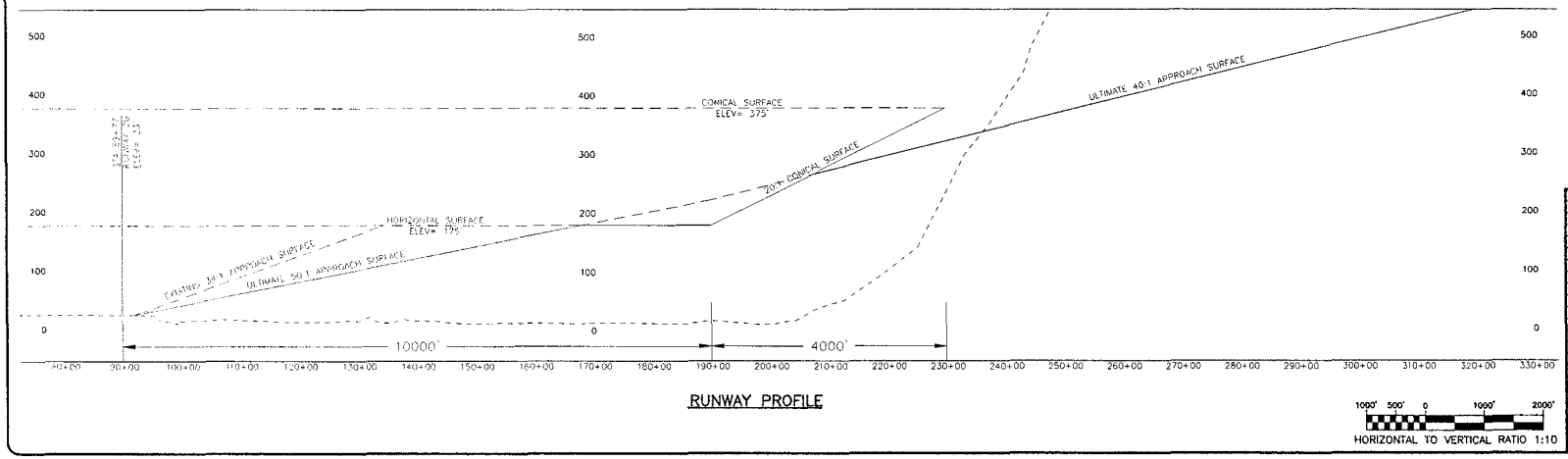
* HIGHEST FEATURE IN A LARGE AREA OF TERRAIN PENETRATION. REFER TO HATCHED AREAS ON MAP.

SCALE IN FEET
2500' 1250' 0 2500' 5000'

MAG DEC 20?2E 2015

NOTES

1. AIRPORT ELEVATION IS 25'.
2. ALL CONTOURS ARE IN FEET. BASEMAP DATA IS FROM USGS QUAD.
3. PRIMARY SURFACE WIDTH IS 1000'.
4. PART 77 SURFACES BASED ON ULTIMATE AIRPORT LAYOUT.
5. REFER TO INNER PORTION OF THE APPROACH SURFACE DRAWING FOR CLOSE-IN OBSTRUCTIONS.
6. APPROACH SURFACE FOR RW 8 IS 34:1 BEGINNING AT 200 FEET BEYOND THE RUNWAY END.
7. APPROACH SURFACE FOR RW 26 IS 50:1 BEGINNING AT 200 FEET BEYOND THE RUNWAY END.



RUNWAY PROFILE

1000' 500' 0 1000' 2000'
HORIZONTAL TO VERTICAL RATIO 1:10

BY	DATE	REVISION
DOWL	2/20/14	ASBUILT UPDATE

JUNEAU AIRPORT
JUNEAU, ALASKA
AIRPORT LAYOUT PLAN

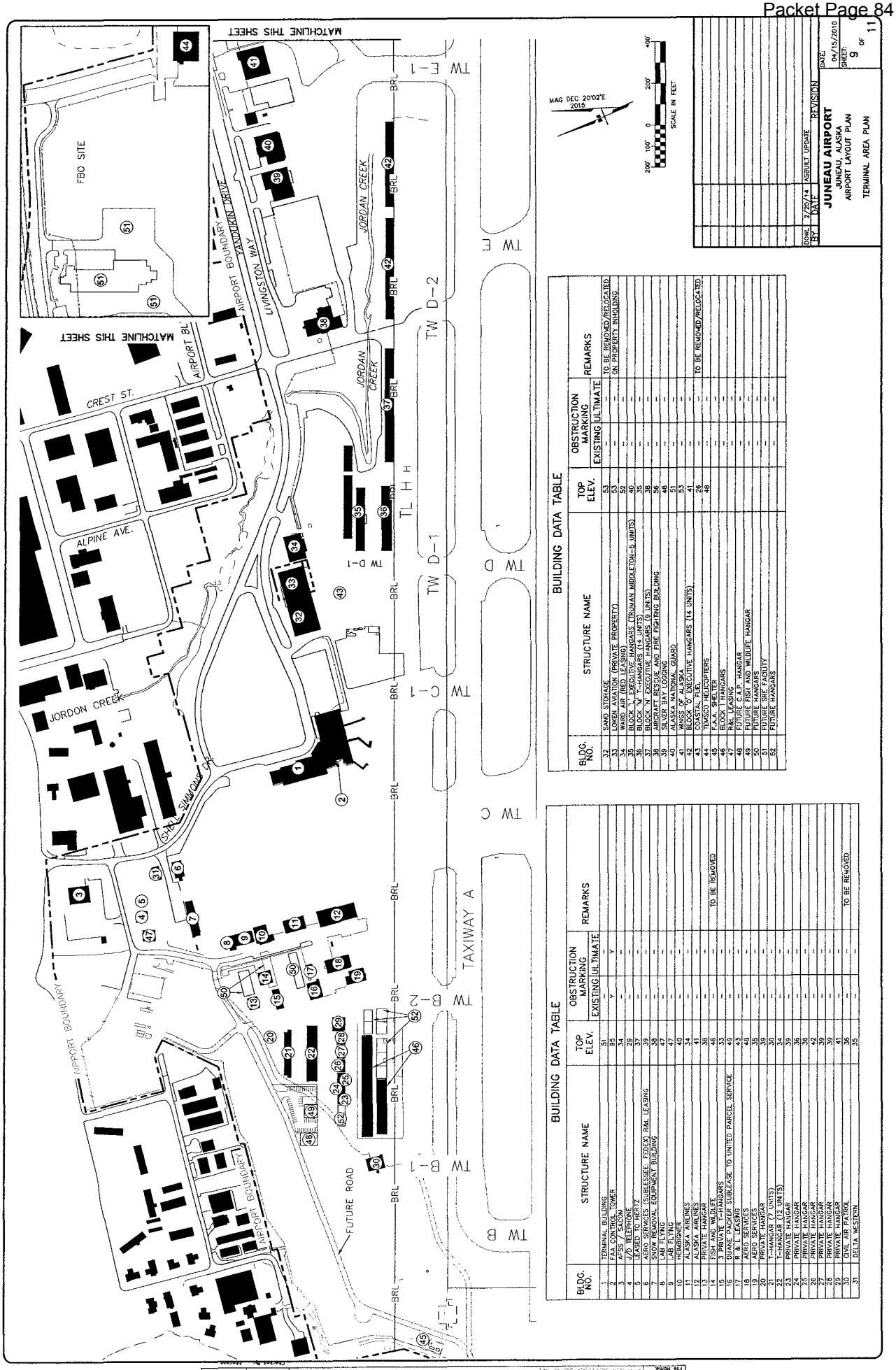
AIRPORT AIRSPACE
14 CFR, PART 77

DATE: 04/15/2010
SHEET: 8 OF 11

Date Plotted:
Last Modified:
File Name:

Designed By: dlewallyn
Drawn By: CMH
Checked By: bhannon

FILE No.: 232-89



BUILDING DATA TABLE

BLDG. NO.	STRUCTURE NAME	TOP ELEV.	OBSTRUCTION MARKING EXISTING	OBSTRUCTION MARKING ULTIMATE	REMARKS
1	TERMINAL BUILDING	51	–	–	
2	FAA CONTROL TOWER	95	Y	Y	
3	ASA / FLIGHTSERVICE	34	–	–	
4	J/D TELEPHONE	29	–	–	
5	LEASED TO HERTZ	37	–	–	
6	AERO SERVICES (SUBLESSEE: FEDEX) R&L LEASING	39	–	–	
7	SNOW REMOVAL EQUIPMENT BUILDING	38	–	–	
8	CAB FLYING	47	–	–	
9	CAB FLYING	47	–	–	
10	HELIBORNE	40	–	–	
11	ALASKA AIRLINES	34	–	–	
12	ALASKA AIRLINES	41	–	–	
13	PRIVATE HANGAR	38	–	–	
14	FISH AND WILDLIFE	46	–	–	TO BE REMOVED
15	3 PRIVATE T-HANGARS	33	–	–	
16	R & L LEASING SUBLEASE TO UNITED PARCEL SERVICE	49	–	–	
17	R & L LEASING	48	–	–	
18	AERO SERVICES	43	–	–	
19	AERO SERVICES	35	–	–	
20	PRIVATE HANGAR	39	–	–	
21	T-HANGAR (7 UNITS)	30	–	–	
22	T-HANGAR (12 UNITS)	34	–	–	
23	PRIVATE HANGAR	39	–	–	
24	PRIVATE HANGAR	36	–	–	
25	PRIVATE HANGAR	36	–	–	
26	PRIVATE HANGAR	42	–	–	
27	PRIVATE HANGAR	39	–	–	
28	PRIVATE HANGAR	39	–	–	
29	FLIGHT SERVICE	41	–	–	
30	DELTA WESTERN	36	–	–	TO BE REMOVED
31		35	–	–	

BUILDING DATA TABLE

BLDG. NO.	STRUCTURE NAME	TOP ELEV.	OBSTRUCTION MARKING EXISTING	OBSTRUCTION MARKING ULTIMATE	REMARKS
32	SAND STORAGE	53	–	–	TO BE REMOVED /RELOCATED
33	LOREN AVIATION (PRIVATE PROPERTY)	53	–	–	ON PROPERTY INHOLDING
34	WARD AIR (RED LEASING)	52	–	–	
35	BLOCK 'M' T-HANGARS (TRUMAN MIDDLETON) 5 UNITS	40	–	–	
36	BLOCK 'N' T-HANGARS (7 UNITS)	35	–	–	
37	BLOCK 'N' EXECUTIVE HANGARS (6 UNITS)	38	–	–	
38	AIRCRAFT RESCUE AND FIRE FIGHTING BUILDING	56	–	–	
39	SILVER BAY LOGGING	46	–	–	
40	ALASKA NATIONAL GUARD	51	–	–	
41	MINOR OF ALASKA	53	–	–	
42	BLOCK 'O' EXECUTIVE HANGARS (14 UNITS)	44	–	–	
43	COASTAL FUEL FACILITY	26	–	–	TO BE REMOVED /RELOCATED
44	TEMSCO HELICOPTERS	46	–	–	
45	F.A.A. SHELTER		–	–	
46	BLOCK T HANGARS		–	–	
47	R&L LEASING		–	–	
48	FUTURE FISH HANGAR		–	–	
49	FUTURE FISH AND WILDLIFE HANGAR		–	–	
50	FUTURE HANGARS		–	–	
51	FUTURE SRE FACILITY		–	–	
52	FUTURE HANGARS		–	–	

DOWL BY	DATE	REVISION
	7/20/11	ASBUILT UPDATE

JUNEAU AIRPORT
JUNEAU, ALASKA
AIRPORT LAYOUT PLAN
TERMINAL AREA PLAN

DATE: 04/15/2010
SHEET: 9 OF 11

Date Printed:	
Layout Name:	
File Name:	
Designed By:	BBH
Drawn By:	
Check'ed By:	

DOWL FILE No.: 242-89

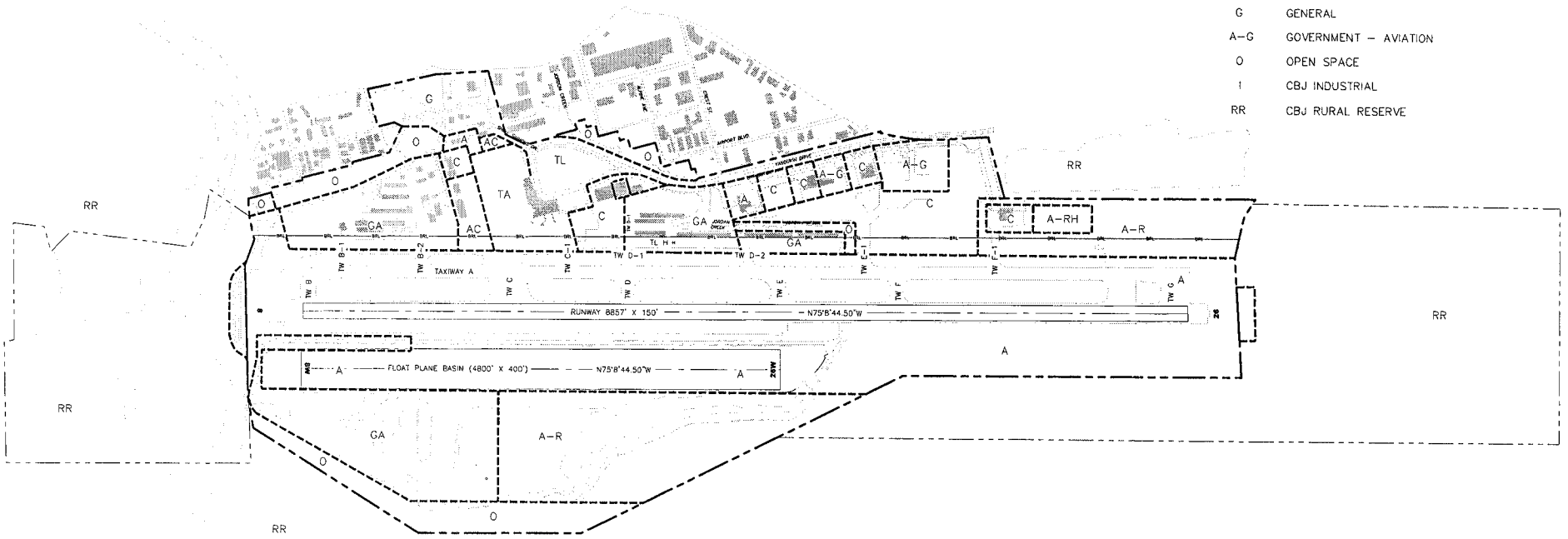
Attachment 12D

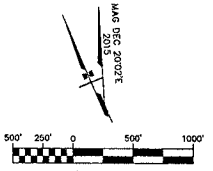
LEGEND

- EXISTING PAVEMENT
- EXISTING PROPERTY LINE
- EXISTING TRACT LINE
- LAND USE BOUNDARY
- BRL — BUILDING RESTRICTION LINE

ON-AIRPORT LAND USE

A	AVIATION
TA	TERMINAL AREA (AIRSIDE)
TL	TERMINAL AREA (LANDSIDE)
C	COMMERCIAL (AVIATION)
GA	GENERAL AVIATION
AC	AIR CARGO
A-R	AIRPORT RESERVE
A-RH	AIRPORT RESERVE - HELICOPTER
G	GENERAL
A-G	GOVERNMENT - AVIATION
O	OPEN SPACE
I	CBJ INDUSTRIAL
RR	CBJ RURAL RESERVE





BY	DATE	REVISION
DOWL	2/20/14	ASBUILT UPDATE

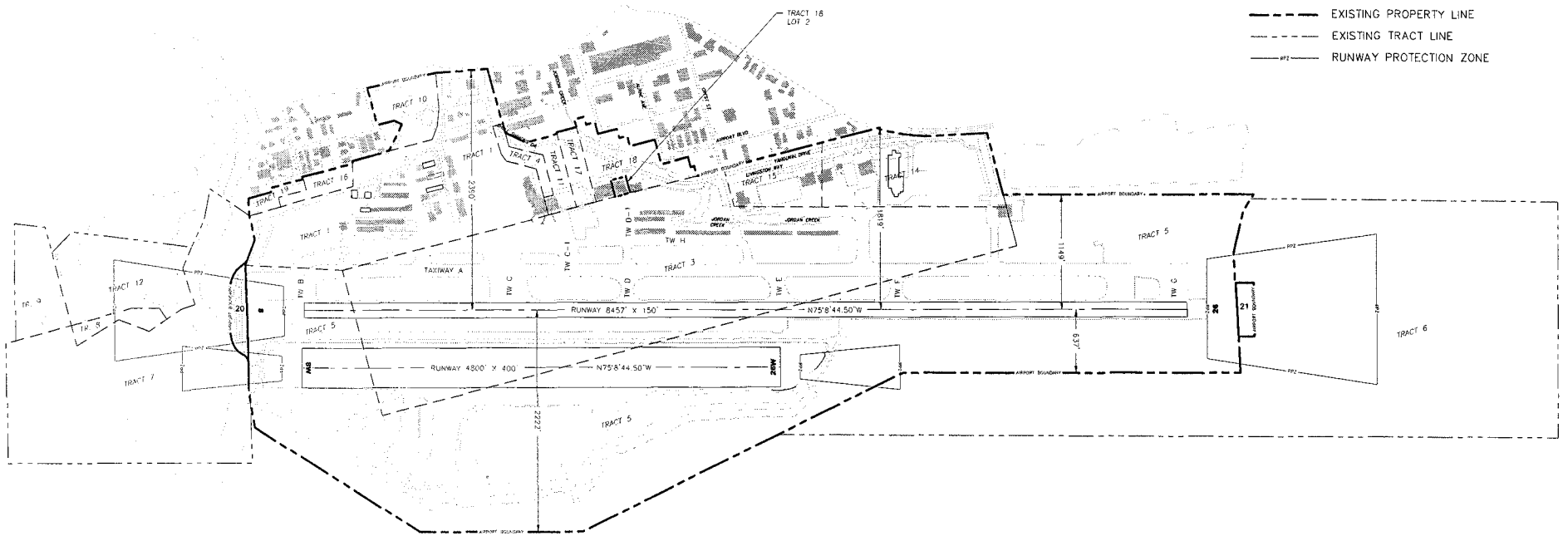
JUNEAU AIRPORT
JUNEAU, ALASKA
AIRPORT LAYOUT PLAN

AIRPORT LAND USE

DATE: 04/15/2010
SHEET: 10 OF 11

Designed By: Juneau
Drawn By: Anderson
Checked By: Dickinson
DOWL FILE No.: 232-89

Date Plotted:
Layout Name:
File Name:

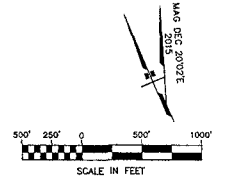


NOTES:

1. THE BOUNDARY DATA SHOWN ON THIS MAP WAS COMPILED FROM RECORD DATA. NO BOUNDARY SURVEY WAS PERFORMED IN THE FIELD. THIS MAP DOES NOT CONSTITUTE A BOUNDARY SURVEY. ALL ACREAGES SHOWN ARE COMPUTED, AND ARE APPROXIMATE BASED ON THE RECORD DATA.

PROPERTY STATUS

TRACT#	INTEREST	GRANTOR	GRANTEE	PARCEL SIZE	DATE ACQUIRED	RECORDED DOC NO.	ACQUIRED AIP NO.
1	QUIT CLAIM DEED	CIVIL AERONAUTICS ADMINISTRATION	CITY & BOROUGH OF JUNEAU	64.80 AC.±	10-28-1953		
2	QUIT CLAIM DEED	CIVIL AERONAUTICS ADMINISTRATION	CITY & BOROUGH OF JUNEAU	7.28 AC.±	10-28-1953		
3	QUIT CLAIM DEED	CIVIL AERONAUTICS ADMINISTRATION	CITY & BOROUGH OF JUNEAU	182.90 AC.±	10-28-1953		
4	QUIT CLAIM DEED	FEDERAL AVIATION ADMINISTRATION	CITY & BOROUGH OF JUNEAU	2.61 AC.±	04-26-1967		
5	PATENT	STATE OF ALASKA	CITY & BOROUGH OF JUNEAU	338.73 AC.±	11-30-1972		
6	AVIGATION EASEMENT	STATE OF ALASKA, DOL	CITY & BOROUGH OF JUNEAU	22.15 AC.±	11-31-1972		
7	AVIGATION EASEMENT	STATE OF ALASKA, DOL	CITY & BOROUGH OF JUNEAU	91.88 AC.±	11-31-1972		
8	WARRANTY DEED	WILDE, GIBSON AND MAIER	CITY & BOROUGH OF JUNEAU	2.94 AC.±	05-30-1967		
9	AVIGATION EASEMENT	FILE AND AASA	CITY & BOROUGH OF JUNEAU	10.07 AC.±	02-05-1965		
10	DEED	GLACIER INVESTMENT COMPANY	CITY & BOROUGH OF JUNEAU	1.17 AC.±	09-12-1961		
11	F.A.A. LEASE, TERMINATES 11-30-2014	FEDERAL AVIATION ADMINISTRATION	CITY & BOROUGH OF JUNEAU	5.70 AC.±			
12	AVIGATION EASEMENT	JOE AND BETTY SMITH	CITY & BOROUGH OF JUNEAU	22.01 AC.±	05-01-1973		
13	E.S.S.A. INSTRUMENT SPACE AGREEMENT PERMIT	U.S. WEATHER BUREAU	CITY & BOROUGH OF JUNEAU	0.15 ±			
14	QUITCLAIM DEED	FRED S. AND E. LENORE HONSINGER, THEODORE J. AND SARA J. SMITH	CITY & BOROUGH OF JUNEAU	29.13 AC.±	12-24-1975		
15	QUITCLAIM DEED	FRED S. AND E. LENORE HONSINGER, THEODORE J. AND SARA J. SMITH	CITY & BOROUGH OF JUNEAU	11.08 AC.±	05-29-1976		
16	WARRANTY DEED	GLACIER INVESTMENT COMPANY	CITY & BOROUGH OF JUNEAU	3.28 AC.±	07-30-1976		
17	STATUTORY WARRANT DEED	VIVIAN ERWIN, LINDA M. BURLING, AND MARSHA BENNET	CITY & BOROUGH OF JUNEAU	2.51 AC.±	09-12-1979		
18	CONDEMNATION	FRANCIS A., JOSEPH M., SIDNEY J., THEORORE J., AND BETTY SMITH	CITY & BOROUGH OF JUNEAU	11.56 AC.±	05-28-1980		
18 LOT 1	DEED OF TRUST TO JAMES A. AND MARGARET H. MCCONAGHY	ALASKA N.W. PROPERTIES	CITY & BOROUGH OF JUNEAU	0.8 AC.±	02-01-1980		
18 LOT 2	NONE (INHOLDING) TO BE ACQUIRED	ALASKA AIRLINES	KENNETH H. LOKEN CHANNEL FLYING	0.6 AC.±	AUGUST 1978		
19	DEED	CLARK S. GROENING AND ROSEMARY GUTE	CITY & BOROUGH OF JUNEAU	2.0 AC.±	01-29-2001		
20	TO BE ACQUIRED	STATE OF ALASKA	CITY & BOROUGH OF JUNEAU	2.7 AC.±			
21	TO BE ACQUIRED	STATE OF ALASKA	CITY & BOROUGH OF JUNEAU	2.06 AC.±			



BY	DATE	REVISION
DOWL	2/20/14	ASBUILT UPDATE

JUNEAU AIRPORT
JUNEAU, ALASKA
AIRPORT LAYOUT PLAN

PROPERTY MAP

DATE: 04/15/2010
SHEET: 11 OF 11

Designed By: Jones
Drawn By: pdt
Checked By: Bronson
DOWL FILE No.: 232-89
Date Plotted:
Last Modified:
File Name:

U.S. Department
of Transportation

**Federal Aviation
Administration**

Alaskan Region

222 W. 7th Avenue #14
Anchorage, Alaska
99513-7587

May 27, 2014

RECEIVED
JUN - 4 2014
Juneau International
Airport

Patricia deLaBruere
Airport Manager
Juneau International Airport
1873 Shell Simmons Drive, Suite 200
Juneau, AK 99801

Dear Ms. deLaBruere:

Juneau International Airport
Juneau, Alaska
As-Built Airport Layout Plan
2009-AAL-64-NRA

We have completed our review of the Juneau International Airport As-Built Airport Layout Plan (ALP), and find it acceptable for documenting the existing conditions of the airport.

The FAA has only limited means to prevent the construction of structures near an airport. The airport sponsor has the primary responsibility to protect the airport environs through such means as local zoning ordinances, property acquisition, avigation easements, letters of agreement or other means.

This ALP approval is conditioned on acknowledgement that any development on airport property requiring Federal environmental approval must receive such written approval from FAA prior to commencement of the subject development. This ALP approval is also conditioned on acceptance of the plan under local land use laws. We encourage appropriate agencies to adopt land use and height restrictive zoning based on the plan.

Approval of the plan does not indicate that the United States will participate in the cost of any development proposed. AIP funding requires evidence of eligibility and justification at the time a funding request is ripe for consideration. When construction of any proposed structure or development indicated on the plan is undertaken, such construction requires normal 45-day advance notification to FAA for review in accordance with applicable Federal Aviation Regulations (i.e., Parts 77, 157, 152, etc.). More notice is generally beneficial to ensure that all statutory, regulatory, technical and operational issues can be addressed in a timely manner.

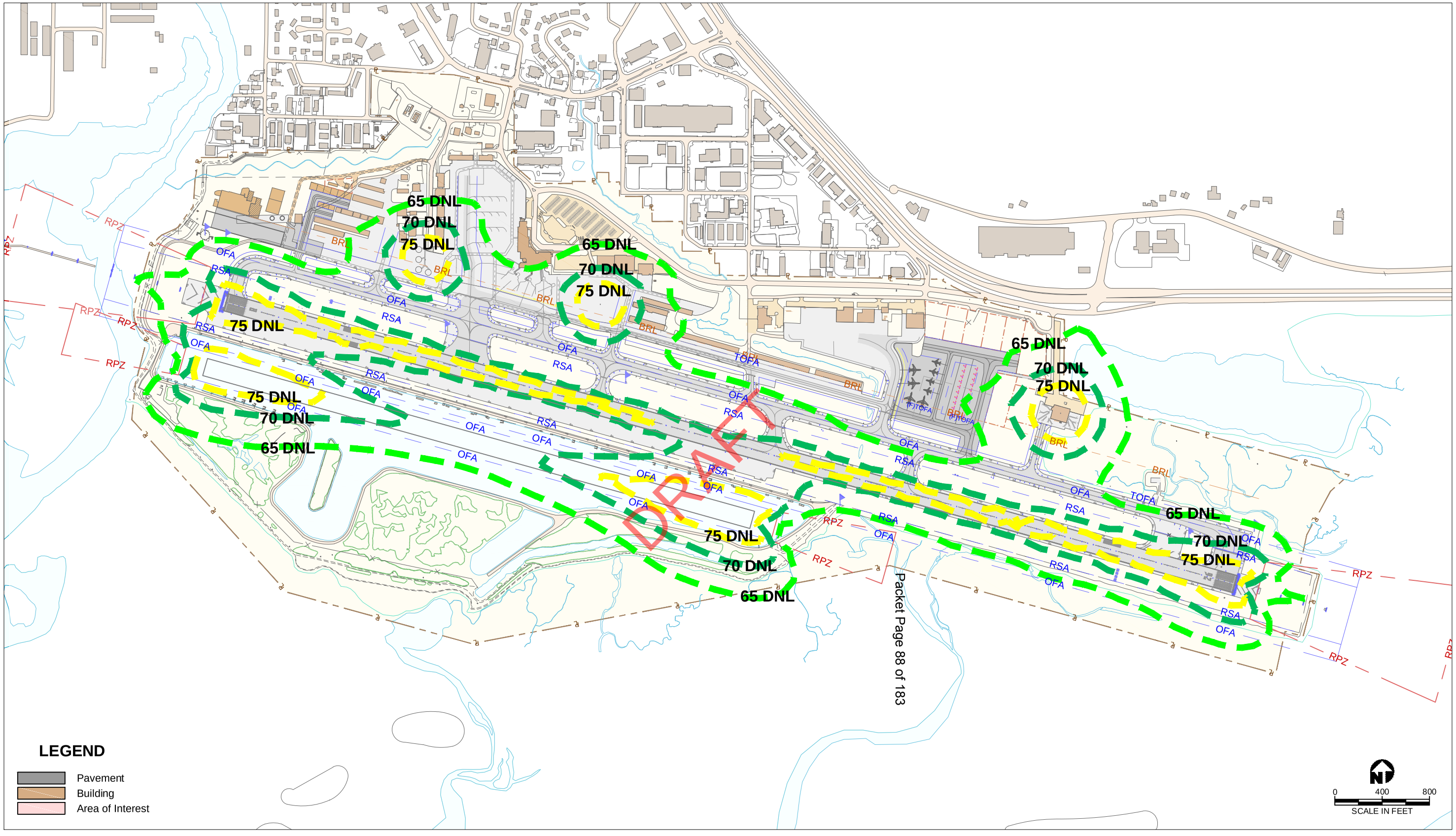
Please attach this letter to the enclosed ALP and retain it in your files for future use.

Sincerely,

G. Eric Helms, Lead Engineer
Airports Division

Enclosure: Juneau International Airport ALP

Attachment 12F



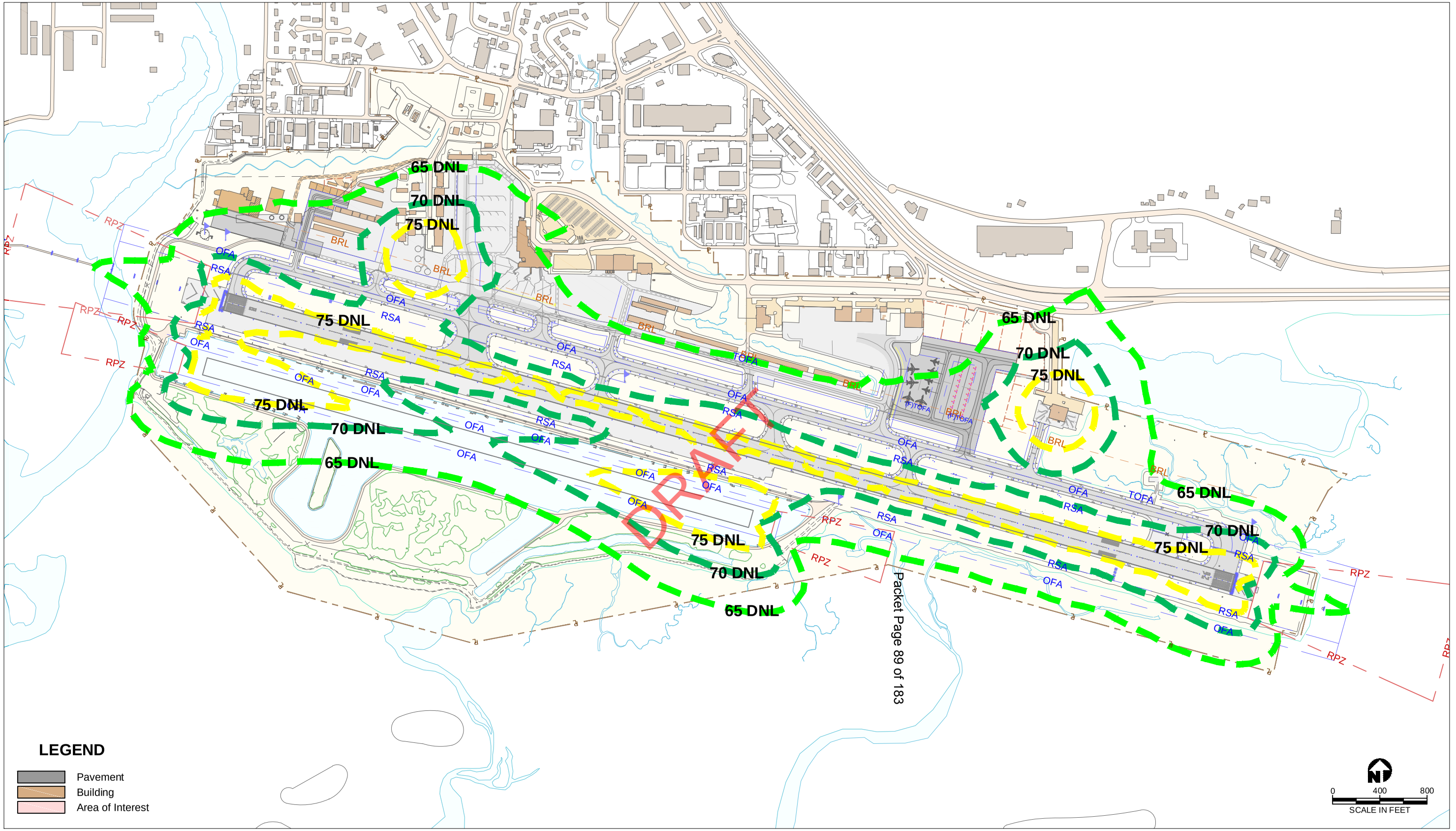
AECOM
1501 4TH AVENUE, SUITE 1400
SEATTLE, WA 98101
PHONE: (206) 438-2700

JUNEAU INTERNATIONAL AIRPORT
ALASKA'S CAPITAL CITY

JUNEAU INTERNATIONAL AIRPORT
AIRPORT SUSTAINABILITY MASTER PLAN

INM Noise Model - Year 2015

SCALE:



AECOM
1501 4TH AVENUE, SUITE 1400
SEATTLE, WA 98101
PHONE: (206) 438-2700

JUNEAU INTERNATIONAL AIRPORT
AIRPORT SUSTAINABILITY MASTER PLAN

INM Noise Model - Year 2035

SCALE:

Attachment 12G

DRAFT MINUTES
WETLANDS REVIEW BOARD
October 20, 2016, 5:15 p.m. City Hall Room 224

Meeting Summary

Roll Call

Board Members Present: Brenda Wright, Lisa Hoferkamp, Irene Gallion, Hal Geiger, Nina Horne

Board Members Absent: Kirsten Shelton-Walker, Percy Frisby, Andrew Campbell, Amy Sumner

A quorum was present.

Staff Members Present: Teri Camery, Senior Planner; Eric Feldt, Planner II

Public Present: Spike Bicknell, Bicknell Inc.; David Blommer, Bicknell Inc.

Meeting called to order at 5:20 p.m.

II. Minutes approved as written for June 16, 2016 Regular Meeting

III. Agenda approved

IV. Public Participation on Non-Agenda Items**.**
None.

V. Board Comments.

None.

VI. Agenda Items

1) AME2016 0007 Request to change 23 acres of the 83 acre Honsinger Pond parcel from Rural Reserve to Industrial zoning

Dr. Geiger explained his wife's professional work with the applicant. He said that he had not discussed the development with her and felt he could review the application objectively. Ms. Wright, Board Chair, approved Dr. Geiger's participation in the review after confirming that board members and the applicants did not have any objection.

Staff presentation

Ms. Camery explained that the Board was reviewing this project in its advisory role, and that board comments would be included in agency review section of the staff report to the Planning Commission. She said that the Community Development Department's review of re-zone applications does not include review of habitat impacts, since there is no specific project proposed. She said that the review is based on conformance with the 2013 Juneau Comprehensive Plan. She provided an overview of the proposal, and explained the differences between the Rural Reserve and Industrial zoning districts. She particularly noted that Rural Reserve does not mean "reserved" in terms of preservation, and that this zoning district is almost exclusively used for outlying areas as a default zoning district until more specific uses may be identified. She said that the subject parcel was a rare remnant within an urban area. She said that specific project developments on the site would go back to the Board in the future if those developments impacted wetlands. She explained the Juneau Wetlands Management Plan wetland categories on the parcel, and said that the applicant has a U.S. Army Corps of Engineers Permit to fill the pond.

Applicant Presentation
Mr. Bicknell explained his reasons for the requested re-zone and the need for more industrial property within the Borough. He said that the re-zone is a starting point for future development, and that he does not have any specific uses planned at this time. He noted that the motocross application, also proposed for the site, would be a temporary use for approximately three years until the property is developed for other purposes.

Ms. Horne noted a stream that goes through the parcel and said that she would research the issue to determine if the stream reached the pond.

Ms. Wright asked about the depth of the pond and whether saltwater reached the pond. Mr. Bicknell said the pond depth was 28 feet, and the Alaska Department of Fish and Game (ADFG) had concluded that that the water was brackish. Ms. Wright asked about ADFG studies regarding the pond. Ms. Camery said that there were many studies on the pond and the adjacent wetlands, however she did not include this information in the board packet because Mr. Bicknell already has the permit to fill the pond, and because the board is not evaluating wetland fill footprints at this time.

Mr. Bicknell noted that he was in negotiations with the Southeast Alaska Land Trust to purchase the intertidal wetlands on the property. Board members reviewed the maps with Mr. Bicknell to review those boundaries.

Board Discussion and Motion

Ms. Gallion asked about comments from DOT, potential expansion of Yandukin Drive, and the Juneau International Airport. Ms. Camery said that CDD had received extensive comments from both agencies, and that access to the site was a primary concern. She said she was not aware of any potential road expansions into the wetland area.

The Board concluded that there was no need to make a motion on the proposal, noting that the Board would review specific developments in the future as needed.

VII. Pending Permits and Updates

Wetlands Management Plan Update and Streamside Setback Update

Ms. Camery said that work on the draft Juneau Wetlands Management Plan was still on hold due to other priorities. She said that she was working on the update to the streamside setback ordinance. She said that the general intention of the revision is to allow benign uses within the setback outright, provided that certain standards have been met. She said she would bring the revision to the board for their advisory review as soon as she has a solid draft.

VIII. Planning Commission Liaison Update.

No Planning Commissioners were in attendance.

IX. Next meeting:

Regular Meeting. Thursday November 17, 5:15 pm, City Hall room 224, tentative.

The meeting was adjourned at approximately 6:20 p.m.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

PLANNING COMMISSION
NOTICE OF DECISION
Date: January 15, 2014
File No.: AME2013 0015

Bicknell, Inc.
P.O. Box 33517
Juneau, AK 99803

Application For:	A request to rezone 82 acres of Rural Reserve to a mixture of Industrial, Light Commercial and Rural Reserve.
Legal Description:	USS 1568 TR B
Property Address:	Glacier Highway
Hearing Date:	November 26, 2013

The Planning Commission, at its regular public meeting on December 10, 2013, did not adopt the analysis and findings listed in the attached memorandum dated November 21, 2013, and with five no votes and two yes votes, denied the request to rezone 82 acres of Rural Reserve (RR) to a mixture of Industrial, Light Commercial and Rural Reserve. The Commission adopted the findings below to support their decision:

1. The parcel, as it is zoned today, has development opportunities. The current zoning does not prohibit it from being used or developed. Current uses can include resource extraction, recreation, visitor-oriented, and residential uses.

2. The City has missed an opportunity by not purchasing the property to maintain the scenic and habitat values.

3. Industrial uses so close to a sensitive habitat area is a concern.

4. Light commercial is not appropriate for the area.

5. Working with the situation we can maintain the view shed.

6. The Comprehensive Plan shows the need for industrial land and also shows intent to acquire the land for public purposes, for a park and viewshed protection.

7. This parcel of land is an important scenic corridor and iconic viewshed that defines the community.

8. The wetlands and the parcel have value to the community of Juneau. We can't allow further degradation of the wetlands. The loss of 39 percent of the wetlands over time, per public comment, is credible and concerning.

9. This parcel of land, as it is currently zoned has social, environmental, and financial value to future generations.

10. There has been a significant amount of public comment in opposition to this rezoning proposal. There hasn't been any public support shown for this development concept.

11. Large water fowl create safety concerns for the airport, but there is a float plane pond adjacent to the airport. And, there is a water canal system that has been developed between the airport and the airport dike trail. These water systems also attract birds and are very close to the airport.

12. The Wetlands Review Board recommended the best use of this parcel would be to restore the developed portions to their natural state and to not disturb the undeveloped area. The benefits of this approach would be to increase the safety of the airport by removing the pond that attracts large birds and also to provide additional buffer for the Mendenhall State Game Refuge.

At the regular Planning Commission meeting on January 14, 2014 the Commission considered a motion to reconsider the December 10 2013 vote on this rezone request. With a vote of two yes votes and three no votes the motion to reconsider failed.

Attachments: November 21, 2013 memorandum from Beth McKibben, Community Development, to the CBJ Planning Commission regarding AME2013 0015.

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

Project Planner: _____
Beth McKibben, Planner
Community Development Department

_____
Michael Satre, Chair
Planning Commission

_____ 1/17/2014
Filed With City Clerk Date

cc: Plan Review

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

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

PLANNING COMMISSION
NOTICE OF DECISION
Date: May 17, 2013
File No.: AME2013 0007

City and Borough of Juneau
City and Borough Assembly
155 South Seward Street
Juneau, AK 99801

Application For:	Planning Commission Recommendation to the City and Borough Assembly to amend the Comprehensive Plan Map G from *Resource Development* to mix of *Industrial, General Commercial,* and *Resource Development* in the area of Honsinger Pond.
Legal Description:	USS 1568 TR B
Property Address:	Glacier Hwy
Parcel Code No.:	5-B14-0-102-007-0
Hearing Date:	April 9, 2013

The Planning Commission, at its regular public meeting, did not adopt the analysis and findings listed in the attached memorandum dated April 4, 2013 by a vote of three yes and three no votes. No other motions or motions to reconsider were made, no further action was taken on AME2013 0007, and consequently the request for the map amendment has been denied. At the regular meeting on May 14, 2013 the Planning Commission adopted the findings below to support the action. The findings are:

1. The parcel, as it is zoned today, has development opportunities. The current zoning does not prohibit it from being used or developed. Current uses can include resource extraction, recreation, visitor-oriented, and residential uses.

2. The City has missed an opportunity by not purchasing the property to maintain the scenic and habitat values.

3. Industrial uses so close to a sensitive habitat area is a concern.

4. General commercial is not appropriate for the area.

5. Working with the situation we can maintain the view shed.

6. The Comprehensive Plan shows the need for industrial land and also shows intent to acquire the land for public purposes, for a park and viewshed protection.

7. This parcel of land is an important scenic corridor and iconic viewshed that defines the community.

8. The wetlands and the parcel have value to the community of Juneau. We can't allow further degradation of the wetlands. The loss of 39 percent of the wetlands over time, per public comment, is credible and concerning.

9. This parcel of land, as it is currently zoned has social, environmental, and financial value to future generations.

10. There has been a significant amount of public comment in opposition to both this map amendment and the prior withdrawn rezoning proposal. There hasn't been any public support shown for this development concept.

11. Large water fowl create safety concerns for the airport, but there is a float plane pond adjacent to the airport. And, there is a water canal system that has been developed between the airport and the airport dike trail. These water systems also attract birds and are very close to the airport.

12. The Wetlands Review Board recommended the best use of this parcel would be to restore the developed portions to their natural state and to not disturb the undeveloped area. The benefits of this approach would be to increase the safety of the airport by removing the pond that attracts large birds and also to provide additional buffer for the Mendenhall State Game Refuge.

Attachments: April 4, 2013 memorandum from Beth McKibben, Community Development, to the CBJ Planning Commission regarding AME2013 0007.

May 10, 2013 memorandum from Beth McKibben, Community Development to the CBJ Planning Commission regarding AME2013 007.

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

Project Planner:

Beth McKibben, Planner
Community Development Department

Michael Satre, Chair
Planning Commission

Filed With City Clerk — Deputy

5/21/13
Date

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

TABLE OF PERMISSIBLE USES - CBJ 49.25.300

			Zones														
	Use Description		RR	D-1	D-3	D-5	D-10 SF	D-10	D-15	D-18	LC	GC	MU	MU2	WC	WI	I
1.000	**RESIDENTIAL**																
1.100	Single-family dwellings:																
	1.110	Single-family detached, one dwelling per lot	1	1	1	1	1	1	1	1	1	1	1	1	1	1 A	1 A
	1.120	Single-family detached, two dwellings per lot	1	1	1												
	1.130	Single-family detached, accessory apartments X	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3		
	1.140	Single-family detached, two dwelling per lot, accessory apartment X	1, 3	1, 3	1, 3												
1.200	Duplex		1	1	1	1		1	1	1	1	1	1	1	1		
1.300	Multifamily dwellings							1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	3		
1.500	Child and Day care homes:																
	1.510	Child; 12 or fewer children under the age of 12	1	1	1	1	1	1	1	1	1	1	1	1			
	1.520	Reserved															
	1.530	Adult; 12 or fewer people, 12 years and older	1	1	1	1	1	1	1	1	1	1	1	1			
	1.540	Reserved															
1.550	Child care residence, 6 to 9 children under 18 years of age			3	3	3	3	3	3	3	3	3	3	3			

1.600	Miscellaneous, rooms for rent situations:																	
	1.610	Rooming, boarding houses, bed and breakfasts, single room occupancies with shared facilities, transitional housing, and temporary residences. Owner or manager must live on site.	3	3	3	3	3	1, 3	1, 3	1, 3	1, 3	1, 3	1	1	3 N		
	1.620	Hotels, motels	3								1, 3	1, 3	1, 3	1, 3	3 N	3 N	
	1.630	Single room occupancies with private facilities						1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3		
1.700	Home occupations		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
1.800	Mobile homes:																
	1.810	Residential mobile homes on individual lots E	3	3	3												
	1.815	Caretakers mobile homes on individual lots E	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
	1.820	Mobile home parks E					3	3	3	3	3	3					
	1.830	Mobile home subdivision E				3	3	3	3	3	3	3					
	1.840	Recreational vehicle parks F	3 F	3 F	3 F												
1.900	Common wall development:																
	1.910	Two dwelling units				1	1	1	1	1							
	1.911	Accessory apartments X	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3		
	1.920	Three or more dwelling units					1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3			
	1.930	Two dwelling unit structures allowed under special density considerations, subsections 49.25.510(h)			3	3	3	3	3	3	3			3			
2.000	**SALES AND RENTAL GOODS, MERCHANDISE OR EQUIPMENT G**																

2.100	With less than 5,000 square feet and less than 20 percent of the gross floor area of outside merchandising of goods:																	
	2.110	Reserved																
	2.120	Miscellaneous									1	1	1	1	3 N	3 N	3	
	2.130	Marine merchandise and equipment	3 T								1, 3	1, 3	1, 3	1, 3	1, 3	3 N	3	
2.200	Storage and display of goods with greater or equal to 5,000 square feet and/or 20 percent of the gross floor area of outside merchandising of goods										1, 3	1, 3	1, 3	1, 3	3 N	3 N	3	
2.300	Marijuana retail store		3								3	3	3	3	3	3	3	
3.000	**PROFESSIONAL OFFICE, CLERICAL, RESEARCH, REAL ESTATE, OTHER OFFICE SERVICES G**																	
3.050	Offices of not more than 1,000 square feet			3	3	3	3	3	3	3	1	1	1	1	1 N			
3.100	Offices greater than 1,000 but not more than 2,500 square feet							3	3	3	1	1	1	1	3 N			
3.200	Reserved																	
3.300	Research, laboratory uses		3 T								1, 3	1, 3	1, 3	1, 3	1 N , 3 N	1 N , 3 N	1, 3	
3.400	Offices greater than 2,500 square feet										1, 3	1, 3	1, 3	1, 3	1 N , 3 N		3 S	
3.500	Marijuan testing facility		3								3	3	3	3			3	
4.000	**MANUFACTURING, PROCESSING, CREATING, REPAIRING, RENOVATING, PAINTING, CLEANING, ASSEMBLING OF GOODS G**																	
4.050	Light manufacturing		3 T						3	3	1, 3	1, 3	1, 3	1, 3	1 N , 3 N	1 N , 3 N	1, 3	
4.070	Medium manufacturing		3 T									3	3	3	3 N	1 N , 3 N	1, 3	

4.100	Heavy manufacturing		3 T	3 Q												3 N	3
4.150	Rock crusher		3 T	1 Q	1 Q											3 N	3
4.200	Storage of explosives and ammunition		3													3 N	3
4.210	Seafood processing		3 T												3	1, 3	1, 3
4.220	Marijuana product manufacturing facility		3 AC									3	3				3
5.000	**EDUCATIONAL, CULTURAL, RELIGIOUS, PHILANTHROPIC, SOCIAL, FRATERNAL USES**																
5.100	Schools:																
	5.110	Elementary and secondary schools including associated grounds and other facilities		3	3	3	3	3	3	3	3	3	3	3			
	5.120	Trade, vocational schools, commercial schools	3 T								3	3	3	3	3 N	3 N	3
	5.130	Colleges, universities	3 T	3	3	3	3	3	3	3	3	3	3	3	3 N	3 N	3
5.200	Churches, synagogues, temples		3 T	3	3	3	3	3	3	3	1, 3	1, 3	1, 3	1, 3	1 N , 3 N	3 N	1, 3
5.300	Libraries, museums, art galleries		3 T	3	3	3	3	3	3	3	1, 3	1, 3	1, 3	1, 3	3 N		
5.400	Social, fraternal clubs, lodges, union halls, yacht clubs		3 T								1, 3	1, 3	1, 3	1, 3	1 N , 3 N	3 N	1, 3
6.000	**RECREATION, AMUSEMENT, ENTERTAINMENT**																
6.100	Indoor activity conducted entirely within building or substantial structure:																
	6.110	Bowling alleys, billiard, pool halls									1, 3	1, 3	1, 3	1, 3			3
	6.120	Tennis, racquetball, squash courts, skating rinks, exercise facilities, swimming pools, archery ranges				3	3	3	3	3	1, 3	1, 3	1, 3	1, 3			3

	6.130	Theaters seating for 200 or fewer	3 T						3	3	1	1	1	1	3 N		3
	6.135	Theaters seating from 201 to 1,000									3	1	1	1	3 N		3
	6.140	Coliseums, stadiums, and other facilities in the 6.100 classification seating more than 1,000 people										3	3	3	3 N		
	6.150	Indoor shooting range	1, 3									3					3
6.200	Outdoor activity conducted outside enclosed buildings or structures:																	
	6.210	Recreational facilities such as golf, country clubs, swimming, tennis courts not constructed pursuant to a permit authorizing the construction of a school	3	3	3	3	3	3	3	3	3	1, 3			3 N		3
	6.220	Miniature golf courses, skateboard parks, water slides, batting cages	3	3	3	3	3	3	3	3	3	1, 3	3	3	3 N		3
	6.240	Automobile, motorcycle racing tracks; off-highway vehicle parks	3									3					3
	6.250	Reserved															
	6.260	Open space	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
	6.262	Parks with improved facilities, not approved in conjunction with a major subdivision															
	6.264	Capacity for up to 20 people W	1 T	1	1	1	1	1	1	1	1	1	1	1	1	3 N	
	6.266	Capacity for more than 20 people W	3 T	3	3	3	3	3	3	3	3	3	3	3	3 N	3 N	
	6.270	Aerial conveyances and appurtenant facilities	3	3	3	3	3	3	3	3	3	3	3	3	3 N	3 N	3
	6.280	Shooting ranges	3														3
7.000	**INSTITUTIONAL DAY OR RESIDENTIAL CARE, HEALTH CARE FACILITIES, CORRECTIONAL FACILITIES**																	
7.100	Hospital										3	3	3	3				

7.150	Health care clinics, other medical treatment facilities providing out-patient care							3	3	1, 3	1, 3	1, 3	1, 3			
7.200	Assisted living		3	3	3	3	3	3	3	3	1, 3	1, 3	1, 3			
7.300	Day care centers						3	3	3	1, 3	1, 3	1, 3	1, 3			
7.310	Child care centers	3	3	3	3	3	3	3	3	1, 3	1, 3	1, 3	1, 3			
7.500	Correctional facilities	3	3	3	3	3	3	3	3	3	3	3	3			
8.000	**RESTAURANTS, BARS, NIGHTCLUBS**															
8.050	Small restaurants, less than 1,000 ft 2 without drive through service	3 T					3	3	3	1	1	1	1	1 N		3
8.100	Restaurants, bars without drive through service	3 T								1, 3	1	1, 3	1, 3	1 N , 3 N	3 N	3
8.200	Restaurants, coffee stands with drive through service									1, 3	1		3	1 N , 3 N	3 N	3
8.300	Seasonal open air food service without drive through	3								1, 3	1	1, 3	1, 3	1 N , 3 N	3 N	
9.000	**BOAT OR MOTOR VEHICLE, SALES AND SERVICE OPERATIONS**															
9.050	Motor vehicle, mobile home sale or rental									1, 3	1, 3	3	3			1, 3
9.100	Motor vehicle repair and maintenance, including body work										3					1
9.200	Automotive fuel station	3 T								3	1					1
9.300	Car wash									3	1					1
9.400	Boat sales or rental	3 T								3	1			1	1	1
9.450	Boat repairs and maintenance	3 T									3			1	1	1

9.500	Marine fuel, water sanitation		3 T													1, 3	1, 3	1, 3
9.600	Marine commercial facilities including fisheries support, commercial freight, passenger traffic		3													3	3	
10.000	**STORAGE, PARKING, MOORAGE**																	
10.100	Automobile parking garages or parking lots not related to a principal use on the lot											3	1	1, 3	1, 3			1
10.200	Storage and handling of goods not related to sale or use of those goods on the same lot on which they are stored:																	
	10.210	All storage within completely enclosed structures	1, 3	3								3	1	1 U , 3 U	1 U , 3 U	1 N , 3 N	1 N	1
	10.220	General storage inside or outside enclosed structures	1, 3	3									1, 3			1 N , 3 N	1 N	1
	10.230	Snow storage basin																
	10.232	Neighborhood, less than ½ acre	3	3	3 Z	3 Z	3 Z	3 Z	3 Z	3 Z	3 Z	1				3 Z	1	1
	10.235	Regional, ½ to 1 acre	3	3	3 Z						3 Z	3				3 Z	1	1
	10.237	Area wide, over 1 acre	3	3 Z	3 Z							3 Z					3	3
10.300	Parking of vehicles or storage of equipment outside enclosed structures where they are owned and used by the user of the lot and parking and storage is more than a minor and incidental use of the lot		1, 3	3									1, 3			1 N , 3 N	1 N , 3 N	1
10.400	Temporary contractor's storage connected with construction project off-site for a specified period of time		1, 3	3	3	3	3	3	3	3	3	3	1, 3	3	3	3	1 N	1
10.500	Moorage:																	
	10.510	Public, commercial	3	3	3							3	3	3	3	1, 3	1, 3	1, 3

	10.520	Private	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3
10.600	Floating structures supporting seasonal, commercial recreation		3	3	3										3	3		
11.000	**MATERIALS SALVAGE YARDS, WASTE MANAGEMENT**																	
11.100	Recycling operations:																	
	11.110	Enclosed collection structures 0 of less than 80 square feet total and less than six feet in height	1 P	1 P	1 P	1 P	1 P	1 P	1 P	1 P	1	1	1 P	1 P	1	1	1	
	11.120	Enclosed structures for recyclable materials collection	1 P, 3	1 P, 3	1 P, 3	1 P, 3	1 P, 3	1 P, 3	1 P, 3	1 P, 3	1 P, 3 P	1 P, 3 P	3	3	1	1	1 P	
	11.130	Sorting, storage, preparation for shipment occurring outside an enclosed structure														1 N	1	
11.200	Reclamation landfill not associated with a specific use		1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	3 N	3 N	1, 3	
11.300	Sanitary landfill		3														3	
12.000	**SERVICES AND ENTERPRISES RELATED TO ANIMALS**																	
12.100	Veterinary clinic		3	3	3						3	1, 3	3	3	1 N, 3 N	1 N, 3 N	1	
12.200	Kennel		3	3							3	3					1, 3	
12.250	Day animal services, grooming, walking, day care		3	3	3	3	3				3	3	3	3			1, 3	
12.300	Zoos, aquaria, or wild animal rehabilitation facilities with a visitor component		3	3							3	3		3	3 N		3	

12.310	Wild animal rehabilitation facilities without a visitor component	3	3	3	3					3	3			3 N		3
12.400	Horseback riding stables, dog team yards	3	3							3	3					3
13.000	**EMERGENCY SERVICES**															
13.100	Fire, police, ambulance	3	3	3	3	3	3	3	3	3	3	3	3	3 N	3 N	1, 3
14.000	**AQUACULTURE, AGRICULTURE, SILVICULTURE, MINING, QUARRYING OPERATIONS, SPRING WATER BOTTLING**															
14.100	Aquaculture	3	3	3						3	3	3	3	1	1	3
14.150	Weirs, channels, and other fisheries enhancement	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1	1	1
14.200	Commercial agricultural operations:															
	14.210	Excluding farm animals	1, 3	1, 3	3	3	3	3	3	3	3	3					1, 3
	14.220	Including farm animals M	1, 3	3													1, 3
	14.230	Stabling of farm animals M	3	3	3	3					3	3					1, 3
	14.240	Marijuana cultivation (500 square feet or more under cultivation)	3								3	3					3
	14.245	Marijuana cultivation (fewer than 500 square feet under cultivation)	3	3 AB							3	3					3
14.250	Personal use agriculture:															
	14.253	Hens, 6 maximum	1	1	1	1	1	1	3	3	1	1	3	3	1	1	1
14.300	Silviculture and timber harvesting J	3	3													3

14.400	Mining operations		2, 3 K	3	3											3 N	3 N	2
14.500	Sand and gravel operations l		3	3	3						3	3				3 N	3 N	3
14.800	Spring water bottling		3	3			3	3	3	3	3	3						1, 3
15.000	**MISCELLANEOUS PUBLIC AND SEMIPUBLIC FACILITIES**																	
15.100	Post office		3	3	3	3	3	3	3	1, 3	1, 3	1, 3	1, 3	1, 3		3 N	3 N	1, 3
15.200	Airport		3															1, 3
15.400	Military reserve, National Guard centers		3	3	3						3	3				3 N	3 N	3
15.500	Heliports, helipads		3									3				3 N	3 N	3
15.600	Transit facilities:																	
	15.610	Transit center			3	3	3	3	3	3	1, 3	1, 3	1, 3	1, 3		3		1, 3
	15.620	Transit station		1	1	1	1	1	1	1	1	1	1	1		1	1	1
	15.630	Park and ride not associated with transit station	3	3	3	3	3	3	3	3	1	1	3	3				1
15.700	Public works facility		3	3	3	3					3	3						1, 3
16.000	**DRY CLEANER, LAUNDROMAT**																	
16.100	Drop off and pickup only, no onsite laundry or dry cleaning process									1, 3	1, 3	1, 3	1, 3	1, 3		1 N , 3 N	1 N , 3 N	1, 3

16.200	Full service onsite laundry and/or dry cleaning									3	1, 3	3	3	3 N	1 N , 3 N	1, 3
17.000	**UTILITY FACILITIES**															
17.100	Minor	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
17.150	Intermediate	3	3	3	3	3	3	3	3	3	1, 3	3	3	1, 3	1	1
17.200	Major	3	3	3	3	3	3	3	3	3	3			3	3	3
17.300	Driveways and private roads															
18.000	**TOWERS AND RELATED STRUCTURES**															
18.100 AA	Towers and antennas 35 feet or less	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18.200 AA	Towers and antennas 35 to 50 feet	1	3	3	3	3	3	3	3	1	1	1	1	1	1	1
18.300 AA	Towers and antennas more than 50 feet in height	3	3	3	3	3	3	3	3	3	3	3	3	3	3	1
18.400	Amateur (ham) radio towers and antennas more than 35 feet in height R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
18.500	Wireless Communication Facilities	See CBJ 49.65, Wireless Communication Facilities														
19.000	**OPEN AIR MARKETS, NURSERIES, GREENHOUSES**															
19.100	Open air markets (farm, craft, flea, and produce)	1, 3	1, 3							1, 3	1	1, 3	1, 3	1 N , 3 N	1 N , 3 N	1, 3
19.200	Nurseries, commercial greenhouses:															
	19.210 Retail sales	3	3	3	3	3	3	3	3	1, 3	1	1 V	1 V			1

	19.220	Nonretail sales	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1, 3	1	1 V	1 V			1
	19.230	Marijuana cultivation (500 square feet or more under cultivation)	3								3	3					3
	19.240	Marijuana cultivation (fewer than 500 square feet under cultivation)	3	3 AB							3	3					3
20.000	**CEMETERY, CREMATORIUM, MORTUARY**																	
20.100	Cemetery		1, 3	3	3	3	3	3	3	3	3	3					
20.200	Crematorium		3														1, 3
20.300	Funeral home		3	3	3	3	3	3			1, 3	1	3	3			
21.000	**VISITOR-ORIENTED, RECREATIONAL FACILITIES**																	
21.100	Resort, lodge		3	3													
21.200	Campgrounds		1, 3	3													
21.300	Visitor, cultural facilities related to features of the site		3	3							3	3	3	3	3 N		
22.000	**TEMPORARY STRUCTURES ASSOCIATED WITH ONSITE CONSTRUCTION**																	
22.100	Temporary structures used in connection with construction		1	1	1	1	1	1	1	1	1	1	1	1	1	1	1

KEY:

1	Department approval requires the department of community development approval only
1, 3	Department approval required if minor development, conditional use permit required if major development
2	Allowable use permit requires planning commission approval
3	Conditional use permit requires planning commission approval
2, 3	Allowable use permit required if minor development, conditional use permit required if major development

NOTES:

A. A single-family residence is allowed as an owner or caretaker residence that is accessory to an existing permitted use in the industrial zone.

B. Reserved.

C. Reserved.

D. Reserved.

E. See special use regulations for mobile homes, chapter 49.65, article III.

F. See special use regulations for recreational vehicles, chapter 49.65, article IV. This use allowed by service area designation not zoning district.

G. All uses subject to additional performance standards, chapter 49.65, article VIII.

H. Reserved.

I. Reserved.

J. Applies to over 2 acres of harvest area.

K. See special use regulations, chapter 49.65, article I. Mining operations are a conditional use in the urban mining district and an allowable use in the rural mining district.

L. See special use regulations, chapter 49.65.200, article II.

M. Only applicable to the commercial or private stabling of more than three farm animals, or where the running or stabling area is closer than 100 feet to the nearest residence other than the owner for any number of farm animals.

N. Use must be water-dependent, water-related, or water-oriented.

O. Standards for collection structures: containers must be well maintained and allow no spillage of contents; a specific person or group must be responsible for maintenance of the structure and that person or group shall have a contact telephone number posted on the collection structure; collection structure must be situated so as to not affect traffic or parking; directional signs shall be limited to six square feet and identification signs shall be limited to 24 square feet; such signs will not be included in total sign area allowed for a complex; and the structure shall not exceed a height of six feet. Identification is to be in the following format: greater prominence, the City and Borough recycling logo and the recyclable material identification; lesser prominence, the sponsor name and the contact phone number.

P. Preexisting allowable or conditional use permit: If recycling activity is determined by the director to be an accessory use to a use previously permitted under either an allowable or a conditional use permit, the activity may be approved by the department. Other conditions may be required before recycling activity is permitted.

Q. Must be in conjunction with an approved state or municipal public road construction project, and must be discontinued at the completion of the project. Road construction by private parties for subdivision development is excluded except as provided in this title. Rock crushed on-site must be used on-site. Crushing shall be limited to 8:00 a.m.—5:00 p.m. unless the director authorizes otherwise.

R. Towers shall: be for amateur use only; meet the setback requirements of the zoning district; be unlit except as required by the Federal Aviation Administration. Towers shall be installed in conformance with a valid building permit, application for which shall include a copy of the applicant's amateur station license.

S. Limited to lots directly fronting on Glacier Highway West of Industrial Boulevard.

T. Must be associated with a unique site specific feature in order to function. Example: Glacier research station - Juneau Icefield location.

U. No storage permitted on the first floor of a building.

V. Primarily intended for rooftop locations in urban areas.

W. The capacity of a park shall be determined by the Director of the Community Development Department or designee in consultation with the Director of the Parks and Recreation Department.

X. Special requirements apply to accessory apartment applications. See CBJ § 49.25.510(k).

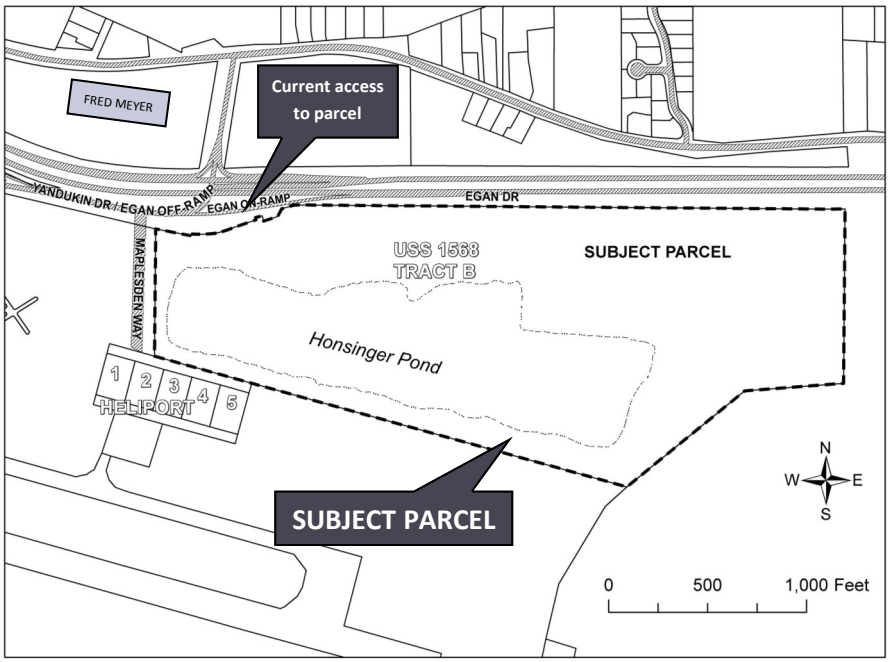
Z. Snow storage may be permitted for a maximum of five years. After five years a new application must be filed.

AA. Does not apply to wireless communication facilities.

AB. Use is prohibited in the urban service area but allowed outside the urban service area. An owner or manager must live on site.

AC. Use is prohibited within 1,000 feet of recognized neighborhood association established in accordance with CBJ chapter 11.35.

NOTICE OF PUBLIC HEARING



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

SHIP TO:

CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

PROPOSAL: A Request to change 23 acres of an 83 acre parcel from Rural Reserve to Industrial zoning.

Note: The Planning Commission has the discretion to consider and recommend alternative rezoning designations other than that being proposed by the applicant or recommended by staff.

File No:	AME2016 0007	Applicant:	Bicknell Inc.
To:	Adjacent Property Owners	Property PCN:	5-B14-0-102-007-0
Hearing Date:	January 24, 2017	Owner:	Bicknell Inc.
Hearing Time:	7:00 PM	Parcel Size:	3,600,670 sq. ft. (82.66 acres)
Place:	Assembly Chambers	Zoned:	Rural Reserve
	Municipal Building	Site Address:	Honsinger Pond Area
	155 South Seward Street	Accessed Via:	Yandukin Drive / Egan Drive on-ramp
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

CITY AND BOROUGH OF JUNEAU

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

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

Date notice was printed: December 21, 2016

AME2016 0007

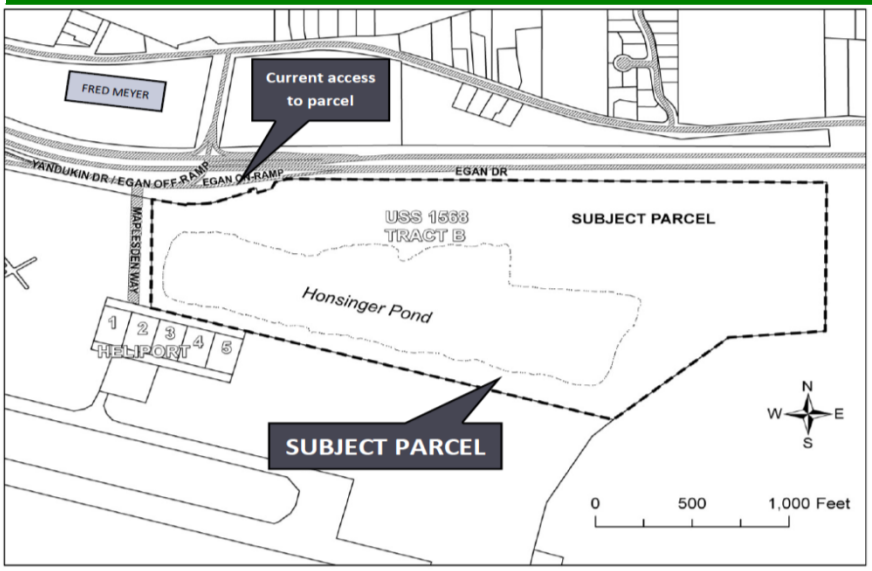
A request to rezone 23 acres of an 83 acre parcel from Rural Reserve to Industrial Zoning

Planning Commission Meeting

January 24, 2017

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

AME2016 0007 Vicinity Map



AME2016 0007 Aerial Photo

AME2016 0007 Proposed Rezone Boundary

AME2016 0007 Overview

Site Size:	82.66 Acres
Zoning:	RR - Rural Reserve
Comprehensive Plan Future Land Use Designation:	RD - Resource Development
Utilities:	City water and sewer
Access:	Yandukin Way/Egan Drive
Existing Land Use:	vacant/dredge pond

AME2016 0007 Rezone Requirements

CBJ 49.75.120. RESTRICTIONS ON REZONINGS

- *Rezoning must be more than two acres OR an expansion of an existing zone.*
  - *Rezone request is for 23 acres and it is an expansion of the adjacent industrial zone*
- *Requests which are substantially the same as a rezoning request rejected within the previous twelve months shall not be considered.*
  - *A similar request has not been made within the previous twelve months*

AME2016 0007 Rezone Requirements

49.75.120 Restrictions on Rezonings, Continued.

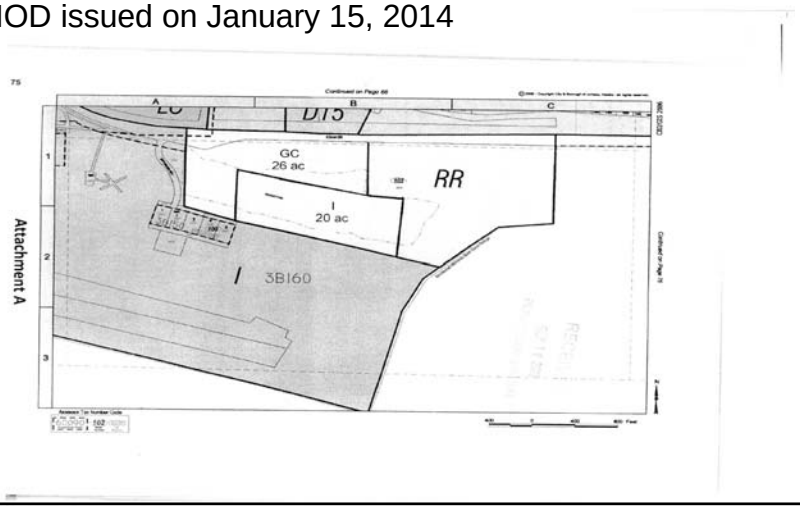
A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the comprehensive plan.

AME2016 0007 Background, Staff Report p. 4-5

- Site first developed in the 60s as a borrow pit to support construction of Egan Drive.
- Previous rezone request was in 2013 (AME2013-0015) for a mix of Industrial, Light Commercial, and Rural Reserve. Planning Commission denied the request; decision appealed; CBJ Assembly upheld the Planning Commission's decision.

AME2016 0007 Background

AME20130015 Proposal,
NOD issued on January 15, 2014



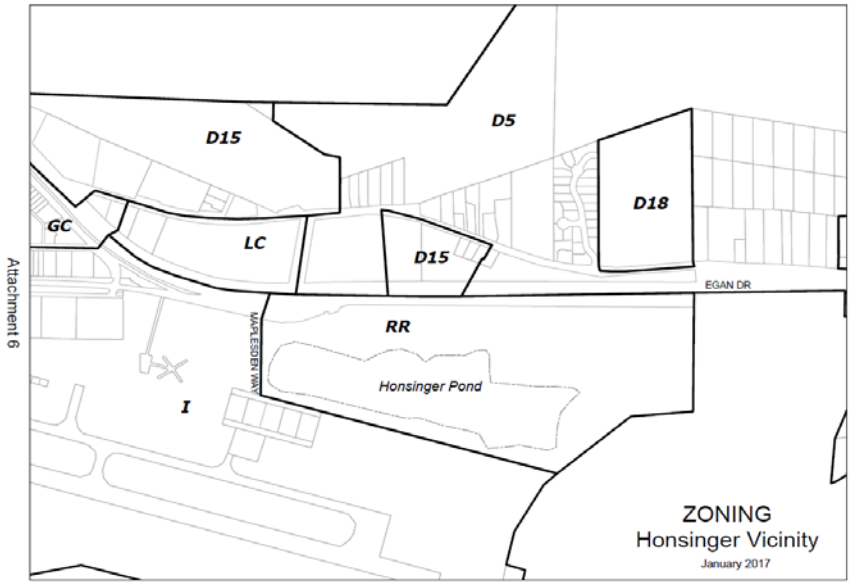
AME2016 0007 Background

- AME2013 0015 is not similar to the current request, and it has been over a year since the last request. Therefore the rezone requirements of 49.75.120 have been met.

AME2016 0007 Background, Staff Report p. 4-5

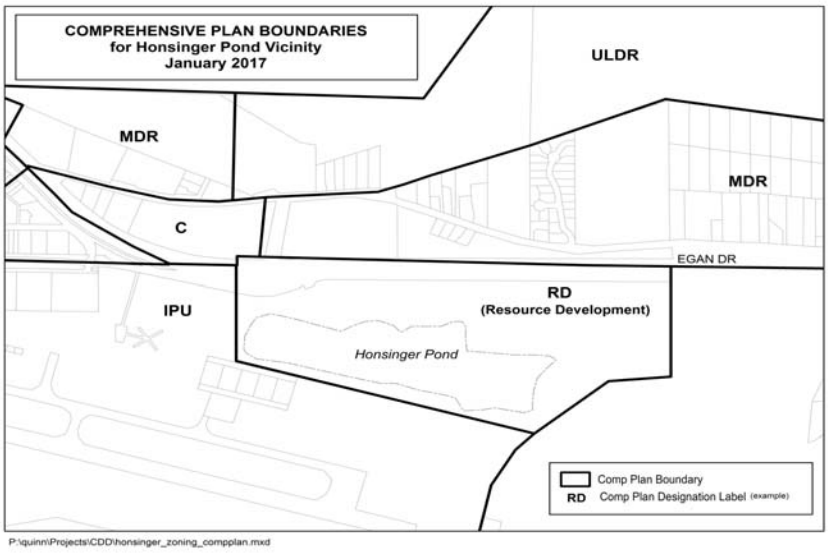
- Grading permit issued in 2013.
- A Conditional Permit for a motocross park has been received but a Planning Commission date for review has not been established.

AME2016 0007 Zoning Map

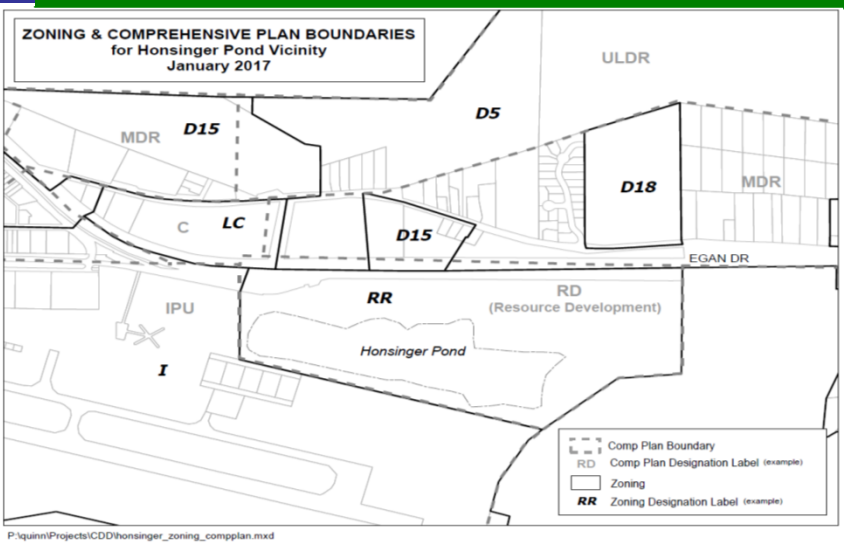


Attachment 6

AME2016 0007 Comprehensive Plan Map



AME2016 0007 Zoning and Comprehensive Plan Maps



AME2016 0007 Comprehensive Plan Land Use Designation Definition, Staff Report p. 8

The 2013 Comprehensive Plan designates the area as RD, Resource Development, 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 area outside the study area of this Comprehensive Plan is considered to be designated Resource Development. As resources are identified or extracted from these lands, they should be re-designated and re-zoned appropriately.*

AME2016 0007 Comprehensive Plan Map Designation Analysis Staff Report p. 9

- RD definition says that "as resources are...extracted from these lands they should be re-designated and re-zoned appropriately."
- Gravel extraction has been completed on the site, therefore a rezone from RR to Industrial is appropriate and substantially conforms with the Comprehensive Plan.
- Chapter 11, Comprehensive Plan Land Use Code Maps, states that "in considering a re-zone request, the PC and Assembly should aim to promote the highest and best use of the land...."

AME2016 0007 Comprehensive Plan Map Designation Analysis Staff Report p. 9

- The requested rezone to Industrial would allow for increased use of the property, in a centrally located area adjacent to Egan Highway and the airport, following this guidance.
- Staff concludes that the proposed rezone substantially complies with the Comprehensive Plan maps.

AME2016 0007 Comprehensive Plan Scenic Corridor Map, Staff Report pp. 9-10

- Property has high scenic value to the community based on past reviews
- Property is adjacent to a Comprehensive Plan Scenic View Corridor; however it is not within one. (Attachment 8)
- The scenic corridor is mapped; the viewshed is not.
- SCV designation applies to public land, not private.
- Therefore, the Scenic Corridor Designation does not apply to the proposed development.

AME2016 0007 — Comprehensive Plan Policies
Staff Report pp. 10-14

Many Comprehensive Plan policies apply:

- Subarea 4, Guideline 7 speaks to the need for more industrial land
- Chapter 10, Land Use, talks about the need for more commercial and industrial property within the urban service area, specifically refers to old gravel extraction sites as areas for future development
- Chapter 5, Economic Development, specifically says that "areas around gravel extraction activities can convert to industrial districts once the land is leveled and gravel extraction is complete."
- Followed by Policy 5.10 regarding designation of suitable commercial and industrial land.

AME2016 0007 — Comprehensive Plan Policies
Staff Report pp. 10-14

- Chapter 11, Comprehensive Plan Maps, specifically refers to the subject property:

> *Industrial districts were designated according to the type of industrial use therein or based on the location criteria of industrial businesses. Due to the incremental, yet significant, encroachment of commercial retail, office and service uses into industrially-zoned districts in Lemon Creek and near the airport, these areas were re-designated from industrial use to heavy commercial/light industrial use. Other lands that had previously been designated for future park use near the airport (an abandoned land and gravel pit) and for resource development in Lemon Creek (an active gravel pit) were designated Resource Development; these areas are expected to be available for development in the long-term.* (p. 144) (Emphasis added)

Explicitly states that the subject property is intended for expanded development after gravel extraction is complete.

AME2016 0007 — Comprehensive Plan Policies
Staff Report pp. 10-14

Chapter 8, Transportation, addresses 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 the very limited number of buildable sites for residential and commercial uses within the borough, those uses have encroached into the industrial buffer zone surrounding the airport, making vacant land for aviation-related businesses more expensive and hard to find. (p. 104)*

Chapter 8, Policy 8.1 expresses the need for the airport to work with the private sector to facilitate commerce.

AME2016 0007 — Juneau Economic Development Plan
Staff Report p. 13

- The 2015 Juneau Economic Development Plan is incorporated into the Comprehensive Plan.
- The Economic Development Plan states that CBJ should ensure an adequate supply of appropriately zoned land “to support commercial, industrial, and other development.”
- Appendix A-7 notes the limited supply of industrial land.

AME2016 0007 Comprehensive Plan Map and Policies Conclusion, Report p. 12-13

- Proposed rezone complies with the Comp Plan Resource Development Designation because the RD designation says that properties under this designation should be rezoned after resource extraction has been completed, which it has.
- Many Comp Plan and Economic Development Plan policies support the proposed rezone by noting the need for industrial land, and again state that the subject property is intended for expanded development after resource extraction has been completed.
- Industrial zoning is the preferred zoning district for properties adjacent to the airport.

AME2016 0007 Land Use Code Conformance Staff Report p. 14

The Land Use Code describes the Rural Reserve zoning district as:

> *The RR, rural reserve zoning district is intended for lands primarily in public ownership managed for the conservation and development of natural resources and for future community growth. In addition, recreation cabins, lodges and small seasonal recreational facilities may be allowed. (49.25.200)*

AME2016 0007 — Land Use Code Conformance Staff Report p. 14

The applicant has requested that approximately 23 acres of the site be zoned Industrial, with 59.5 acres remaining in Rural Reserve. The Land Use Code describes the Industrial zone as:

> *The I, industrial district, is intended to accommodate industrial activity which includes manufacturing, processing, repairing and assembling goods. Because of noise, odors, waste and other impacts inherent in industrial activity, performance standards are applied. (49.25.240)*

AME2016 0007 — Land Use Code Conformance Conclusion, Staff Report p. 14

Land Use Code requires rezones to substantially comply with the Comprehensive Plan Maps (*49.75.120 Restrictions on Rezonings).*

- The rezone substantially complies with the Comp Plan RD designation and policies.
- Rural Reserve zoning district definition explains that RR is intended for large vacant public tracts of land outside the Urban Service Boundary.

AME2016 0007 Land Use Code Conformance Conclusion, Staff Report p. 14

- The subject property is privately owned, within the Urban Service Boundary, and resource extraction has been completed. The property is centrally located next to Egan Drive and the airport.
- Staff concludes that the proposed rezone to Industrial is consistent with the Land Use Code.

AME2016 0007 Uses in the RR and Industrial Zones, Staff Report pp. 15-17

	Rural Reserve	Industrial
Duplex	1	
Hotel	1	
Light, medium, and heavy manufacturing	3 T	1, 3
Restaurant/bar	3 T	3
Gas station	3 T	3
Landfill	3	3
Sand and gravel	3	3
Stable	3	3
Day Animal Services	3	1,3
Veterinary clinic	3	1
General retail		3
Marine retail	3 T	3
Motor vehicle sales		1,3
Motor vehicle maintenance		1
Commercial greenhouse	3	1
Health care clinic		
Child care	3	
Outdoor recreation	3	3
Indoor recreation		3

AME2016 0007 Uses in the RR and Industrial Zones, Staff Report pp. 15-17

	RR	I
Setbacks		
Front	25’	10’
Rear	25’	10’
Side	15’	None
Street side	17’	10’
Lot coverage		
Permissible uses	10%	None
Conditional uses	20%	None
Building Height	45’	None
Vegetative coverage	None	5%

AME2016 0007 Uses in the RR and Industrial Zones, Staff Report pp. 15-17

- Many uses require an approved Conditional Use Permit in both zones.
- Several significant uses—such as manufacturing—have an additional requirement in the Rural Reserve zone for compliance with footnote T, an association with a unique site specific feature. This requirement may be quite restrictive.
- Therefore the Industrial zoning district may provide significantly more development opportunities than Rural Reserve.

AME2016 0007 Uses in the RR and Industrial Zones, Staff Report pp. 15-17

- Primary difference between RR and I is height: 45 feet in RR, no limit in I.
- Additional height limitations may be necessary since the property is adjacent to the Juneau International Airport.

AME2016 0007 Public Comments

- One comment received today from a resident who opposes the rezone because of the need to preserve the view. This comment letter is in the Additional Comments folder.

AME2016 0007 Agency Review; Staff Report p. 15

- The CBJ General Engineering Division commented in support of the project.
- The Wetlands Review Board reviewed the project at the October 2016 meeting. The Board concluded that a motion was not needed, because the Board would review specific developments on the property in the future.
- The property owner has an approved Corps of Engineers permit to fill the extraction pond.
- Comments have been received from the Alaska Department of Transportation and Public Facilities and the Juneau International Airport.

AME2016 0007 Juneau International Airport Comments; Staff Report pp. 17-18

- CDD has worked with JIA throughout the review process to address development questions and concerns.
- JIA has submitted several documents in Attachments 12A-12G, which include general comments on the rezone, Federal Aviation Administration references, and airport maps.
- JIA states that the rezone is “premature” because some forms of development may interfere with aircraft safety. This is not relevant to the rezone because it concerns future development. CDD has a protocol in place to inform JIA of development on the property; flight safety will be addressed through that process as needed.

AME2016 0007 Juneau International Airport Comments; Staff Report pp. 17-18

- Granting access to the applicant from Maplesden Way may require reimbursement from the Federal Aviation Administration, since the road section granted to the property owner will not be used strictly for aviation.

- DOT has stated that any change of use or expanded use of the property will require an alternate access point because the Yandukin driveway access is not safe.

AME2016 0007 Juneau International Airport Comments; Staff Report pp. 17-18

AME2016 0007 — Access and Public Safety Staff Report pp. 18-21

DOT/PF has stated that if the land use changes or the driveway is modified, the property owner is required to obtain a new permit. DOT/PF wrote that:

- *The location is classified as an intersection and we have minimum distance requirements for access points from intersections*
- *Road classification*
  - *The on-ramp is classified as a principal arterial and the rest of Yandukin is a major collector*
  - *Arterials are controlled access and private drives are not allowed; major collector allow us to limit accesses*

AME2016 0007 — Access and Public Safety Staff Report pp. 18-21

DOT/PF Concerns, Continued

- *Alternative access to Maplesden present (unless it was restricted in the right of way designation)*
- *Safety Issues*
  - *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*

AME2016 0007 — Access and Public Safety Staff Report pp. 18-21

DOT/PF Safety Concerns, Continued

- *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*

AME2016 0007 — Access and Public Safety Staff Report pp. 18-21

- *DOT/PF would prefer the property owner to use Maplesden Way as the access point as it is already existing and is far safer than allowing industrial facilities and associated traffic to the existing point of access. (Attachment 11)*

AME2016 0007 — Access and Public Safety
Staff Report pp. 18-21

- Maplesden Way was first constructed as an access road to cross JIA property to what is now the Temsco helicopter site. The road was later reconstructed and realigned using FAA funds.
- JIA maintains Maplesden Way, and the road is not a designated public right-of-way.
- No evidence indicates that Maplesden Way cannot be used to access the property. Other public roads, including Yandukin Drive and Shell Simmons Drive, bisect JIA property and provide for non-airport related traffic.

AME2016 0007 — Access and Public Safety
Staff Report pp. 18-21

- DOT has indicated that the driveway access is a significant public safety concern, particularly if use expands, either as a result of the re-zone application or under the current Rural Reserve zoning district.
- Promoting public health, safety, and welfare is a key purpose and intent of the CBJ Land Use Code (49.05.100(4)).

AME2016 0007 Recommended Condition on Access Staff Report p. 21

Without some alternative access, the property owner would likely be denied any new development regardless of the zoning district but especially with expanded development in the Industrial zone.

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

> 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.

AME2016 0007 Recommended Condition on Access Staff Report p. 21

- CBJ Code 49.15.424 is noted in the condition because this section sets standards for designating one public right-of-way to a subdivision.
- We don't know if the property owner's development plans under the Industrial zoning district would require a subdivision.
- Citing this code section in the recommended condition ensures that the new access will conform with these standards whether the property owner subdivides the property or not.

AME2016 0007 — Zone Change Options and Alternatives; Staff Report p. 22

ZONE CHANGE OPTIONS AND ALTERNATIVES

The applicant has requested to have 23 acres of the 82.66 acre site rezoned to Industrial and the remainder of the parcel, approximately 59.5 acres retained in the Rural Reserve district.

Options are to approve the request as submitted, deny the request as submitted, or recommend an alternative to the Assembly.

AME2016 0007 — Findings Staff Report pp. 22-23

CBJ 49.75.120. *RESTRICTIONS ON REZONINGS.*

Rezoning requests covering less than two acres shall not be considered unless the rezoning constitutes an expansion of an existing zone. Rezone requests which are substantially the same as a rezoning request rejected within the previous twelve months shall not be considered. A rezoning shall only be approved upon a finding that the proposed zoning district and the uses allowed therein are in substantial conformance with the land use maps of the comprehensive plan.

AME2016 0007 — Findings
Staff Report pp. 22-23

RESTRICTIONS ON REZONINGS, Continued.

This proposal conforms to these restrictions as follows:

1. The request is for 23 acres, significantly more than 2 acres, and is also an expansion of the Industrial zoning district.

2. No similar request has been made in the past year.

3. The proposed rezone substantially complies with the Comprehensive Plan maps.

AME2016 0007 — Staff Recommendation
Staff Report p. 23

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:

> 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.

AME2016 0007 Rezone Requirements

CBJ 49.75.130 – PROCEDURE. A rezoning shall follow the procedure for a major development permit except for the following:

(1) The commission decision for approval shall constitute only a recommendation to the assembly.

(2) As soon as possible after the commission's recommendation, the assembly shall provide public notice and hold a public hearing on the proposed rezoning. A rezoning shall be adopted by ordinance, and any conditions thereon shall be contained in the ordinance. Upon adoption of any such ordinance, the director shall cause the official zoning map to be changed in accordance therewith.

(3) The commission decision for denial shall constitute a final agency decision on the matter which will not be presented to the assembly unless it is appealed to the assembly in accordance with CBJ 49.20.120.

Community Development

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

PLANNING COMMISSION

NOTICE OF RECOMMENDATION ****REVISED****

Date: March 6, 2017
File No.: AME2016 0007

City and Borough Assembly
155 South Seward Street
Juneau, AK 99801

Application For:	A request to rezone 23 acres of an 83 acre parcel from Rural Reserve to Industrial zoning.
Legal Description:	USS 1568 Tract B
Parcel Number:	5-B14-0-102-007-0
Property Address:	Yandukin Drive
Hearing Date:	January 24, 2017

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 12, 2017 and recommended that the City and Borough Assembly adopt staff's recommendation to rezone 23 acres of an 83 acre parcel from Rural Reserve to Industrial Zoning, 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.

Attachments: January 12, 2017 memorandum from Teri Camery, Community Development, to the CBJ Planning Commission regarding AME2016 0007.

This Notice of Recommendation constitutes a recommendation of the City & Borough of Juneau Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020 (b).

Project Planner: _____

Teri Camery, Senior Planner
Community Development Department

_____

Benjamin Haight, Chair
Planning Commission

_____

Filed With City Clerk

3/6/2017

Date

cc: Plan Review

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

CITY AND BOROUGH OF JUNEAU
COMMUNITY DEVELOPMENT

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

DATE: January 20, 2017

TO: Planning Commission

FROM: Jill Maclean, AICP, Senior Planner
Community Development Department

FILE NO.: AME2016 0013

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

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

APPLICANT: City and Borough of Juneau

LEGAL DESCRIPTION: Borough-wide

ATTACHMENTS

Attachment A: Neighborhood Meeting Sign-In Sheet September 6, 2016
Attachment B: Douglas Parking Public Meeting Notes
Attachment C: Douglas Parking Public Meeting Presentation
Attachment D: Title 49 Committee Memo September 16, 2016
Attachment E: Title 49 Committee Memo December 8, 2016
Attachment F: Planning Commission Draft Minutes Excerpt January 10, 2017
Attachment G: Draft Ordinance
Attachment H: Public Notice

BACKGROUND

In August 2016, staff was directed by the Assembly to review parking requirements in downtown Douglas and consider the possibility of creating a parking overlay district similar to the Parking District 1 (PD1) and Parking District 2 (PD2) in downtown Juneau. This action was spurred by the desire of a Douglas property owner to lease and operate a convenience store.

Under the current code the property in question is required to have five off-street parking spaces—three for the convenience store and one for each of the two apartments located in the same building. The property is unable to provide more than three spaces on site, and the convenience store applicant had difficulty locating parking spaces to lease within the required 500-foot radius.

In an effort to update Title 49 specifically for parking requirements in the downtown Douglas area, staff reviewed the Comprehensive Plan, zoning in the area, the Table of Minimum Parking Standards (TMP), and the Table of Permissible Uses (TPU), identifying areas in need of updating due to lack of off-street parking availability in the neighborhood.

A neighborhood meeting was held on September 6, 2016 in the Douglas Public Library. Approximately 25 residents/property owners attended, not including representatives from the Community Development Department and Alaska Department of Transportation and Public Facilities (Attachment A). Attached are the notes and PowerPoint presentation from that meeting (Attachments B and C).

Staff presented the proposal of a parking district similar to those located in downtown Juneau (Attachment C), with a 50% reduction in parking requirements within that district. After discussion and questions, a member of the public suggested approving reductions on a case-by-case basis rather than the creation of a district. The attendees supported this proposal with no objections voiced. Another suggestion from the public, which was supported by most, was that single-family dwellings should be excluded from the reduction.

Staff presented the findings of the Douglas public meeting to the Title 49 Committee on September 21 and December 8, 2016. Included in the memos to the Title 49 Committee were three proposals to address the parking situation in downtown Douglas: a parking district, parking waivers via the Planning Commission, and parking waivers via the Director of Community Development (Attachments D and E—chart is the same both memos).

Staff outlined the options (Attachments D and E) and the potential effects of reducing parking standards. Items to be considered include:

1. Parking districts are not appealable—they are a blanket reduction of the standard parking requirements without regard to unique aspects of use or location.
2. Waivers run with the use AND the property, creating greater flexibility, responsiveness to need, and are issued if the impacts to the surrounding area are acceptable.

3. In developing a waiver mechanism, the ordinance may state that certain conditions must be met. For example, if the property has the ability to provide parking, then parking should be provided; if the reduction of parking serves a public benefit such as economic development; or if the inability to provide parking is hindering redevelopment.
4. Waivers are appealable.

After discussion, the Title 49 Committee directed staff to look at implementing parking waivers borough-wide, rather than singling out one neighborhood. They also suggested tying parking reductions to the transit system, a service within the Urban Service Boundary (USB), which may support transit oriented development policies. Upon further evaluation, staff found that the public transit system is extensive and that most areas within the USB are within walking distance of a bus stop. For those properties located outside the USB, a parking reduction may still be necessary or warranted to undertake development due to extenuating circumstances, such as the topography. Given these assessments, staff proceeded to investigate the idea of parking waivers borough-wide.

In order to address the possibility of a borough-wide parking waiver process, staff undertook several public meetings to gather public input. These meetings included a presentation to the Lemon Creek Area Plan Steering Committee at their public meeting held on October 13, 2016 and two public meetings, one on November 2, 2016 in the downtown Assembly Chambers and the second on November 3, 2016 at the Mendenhall Public Library. These were in addition to the meeting previously held in downtown Douglas.

As stated above, staff presented the idea of parking waivers at a Lemon Creek Area Plan Steering Committee public meeting. The committee members and the public in attendance were presented with similar information shared at the meeting in Douglas, with the addition of the Title 49 Committee's direction to expand the boundaries. Again, those present unanimously supported the idea of parking waivers. Specifically, they were in favor of waivers to be approved by the Director of Community Development with the ability to appeal decisions to the Planning Commission. The downtown Juneau meeting had two people in attendance (business owners), both of whom were supportive of borough-wide parking waivers approved by the Director. No one attended the meeting at the Mendenhall Public Library.

On January 10, 2016, staff presented the Planning Commission with an overview of the ordinance and requested comments and input on the proposed ordinance language. The Planning Commission supported the recommendations made by Title 49 Committee and/or staff (see Attachment F).

In order for a parking waiver to be granted the following may apply:

1. Waivers would run with the use AND the property, creating greater flexibility, responsiveness to need, and are issued if the impacts to the surrounding area are acceptable.
2. Waivers are appealable.
3. Waivers may be permitted borough-wide, excluding the Parking District 1, Parking District 2, and the Fee In-Lieu District.
4. Waivers may be permitted in any zoning district.
5. Waivers may be permitted for any use, provided it is found that impacts do not create undue burden on surrounding properties.
6. Waivers may be permitted for any use, provided the applicant reasonably demonstrates that the reduction in spaces provides adequate parking for the use.
7. Waivers may be permitted, for both minor and major development, provided the applicant reasonably demonstrates that they cannot meet the required minimum parking standards.
8. Waivers may be permitted for major development, where an applicant can provide the number of spaces as required by code, the applicant may provide reasonable public amenities, such as bike/pedestrian improvements, bus shelters, street trees, in lieu of the demonstrated amount of surplus parking.

Proposed Parking Waiver Process

The proposed ordinance would allow the Director of Community Development to approve waivers for the reduction of parking requirements throughout the borough for minor developments and the Planning Commission for major developments.

Minor Development v. Major Development (CBJ 49.25.300):

> **Minor Development** (CBJ 49.15.220) requires department approval, unless the Director determines that a series of applications for minor developments taken together, constitute a major development, the applications shall be subject to the appropriate major development permit procedures and standards.
>
> Minor Development which is classified by zoning district as follows:
>
> - *Rural reserve district:* A residential development containing two or fewer dwelling units, two or fewer bedrooms leased on a daily or weekly basis, or a nonresidential building totaling less than 10,000 square feet or using less than one acre of land in total.
>
> - *Single-family residential districts:* A residential development containing two or fewer dwelling units, two or fewer bedrooms

leased on a daily or weekly basis, or a nonresidential building totaling less than 5,000 square feet or using less than 10,000 square feet of land in total.

- *Multifamily residential districts:* A residential development containing eight or fewer dwelling units, eight or fewer bedrooms leased on a daily or weekly basis, or a nonresidential building totaling less than 5,000 square feet or using less than 10,000 square feet of land in total.

- *Commercial and mixed use districts:* A residential development containing 12 or fewer dwelling units, 12 or fewer bedrooms leased on a daily or weekly basis, or a nonresidential building totaling less than 10,000 square feet or using less than one-half acre of land in total.

- *Industrial districts:* Non-residential buildings totaling 15,000 square feet or using less than on acre of land in total.

Major Development (CBJ 49.15.220), except otherwise specified in this title, shall require one or more of the following approvals or permits—allowable use permit, conditional use permit, preliminary plat approval, or final plat approval. Major Development means all development activity that is not a minor development.

- Waivers may be approved by the Director for minor developments and appealed to the Planning Commission; major developments may be approved by the Planning Commission and appealed to the Assembly.

- In order to submit an application:
  - The department shall mail written notice of the application to the owners of properties within a 250-foot radius following the Director's determination that the application is complete.

- In granting the waiver, the Director or the Planning Commission shall find that the reduction is consistent with public health and safety, and that the reduction promotes a public benefit.

- Parking waivers shall run with the <u>use AND location</u> applied for and shall not be transferred to another location or applied to another use at the same location.

- A request for a parking waiver will have a fee of $400. If the application is filed in conjunction with a major development permit, a separate public notice shall not be required and the waiver fee shall be reduced by 20 percent. The proposed fee is the same fee as required for a variance application.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The proposed parking waivers as discussed in this report and attached documents comply with the Comprehensive Plan:

Chapter 3 – Community Form, Policy 3.2

TO PROMOTE COMPACT URBAN DEVELOPMENT WITHIN THE DESIGNATED URBAN SERVICE BOUNDARY AREA TO ENSURE EFFICIENT UTILIZATION OF LAND RESOURCES AND TO FACILITATE COST EFFECTIVE PROVISTION OF COMMUNITY SERVICES AND FACILITIES WHILE BALANCING PROTECTION OF NATURAL RESOURCES, FISH AND WILDLIFE HABITAT AND SCENIC CORRIDORS.

Principles for Creating Livable Mixed Use Communities

Provide Transportation Options

Design safe, well-lit and convenient all-weather pedestrian pathways, separated bicycle lanes, sheltered bus stops; give preferential parking to carpool vehicles and car-sharing vehicles and provide preferential and metered electric energy stations for electric vehicles. ***Parking should satisfy the customer/patron needs of the non-residential space with minimal parking provided for residents and workers who are encouraged to take transit*** (emphasis added). Parking for businesses should be designed as parallel or angled parking along the storefronts rather than a sea of surface parking facing the roadway. Internal vehicle roadways should be designed for slow speeds to minimize hazards to pedestrians and cyclists. Pull-off lanes for transit, taxi cabs and school buses should be provided at convenient locations.

Chapter 4 - Housing Element, Policy 4.5

TO MAINTAIN THE LONG-TERM AFFORDABILITY OF DWELLING UNITS DESIGNATED AFFORDABLE AS A CONDITION OF APPROVAL FOR THE GRANTING OF REZONING, INCREASED BUILDING HEIGHT, REDUCED PARKING, OR OTHER ECONOMIC BENEFIT TO THE DEVELOPMENT PROJECT.

Chapter 5 - Economic Development, Policy 5.11

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

Standard Operating Procedure 5.11 SOP1: Work with local businesses to develop parking, transportation, and land use policies that encourage and support local businesses.

Chapter 8 – Transportation, Policy 8.6

TO PROMOTE AND FACILITATE TRANSPORTATION ALTERNATIVES TO PRIVATE VEHICLES AS A MEANS OF REDUCING TRAFFIC CONGESTION, AIR POLLUTION AND THE CONSUMPTION OF FOSSIL FUELS, AND TO PROVIDE SAFE AND HEALTHY MEANS OF TRANSPORTATION TO ALL PEOPLE.

8.6 - DG3 (Design Guideline): Require sidewalks and bicycle paths along roadways where higher-density housing is to be provided as a condition of a rezoning application for higher densities.

8.6 - DG4 (Design Guideline): Provide secure, weatherproof bike parking and storage facilities at public buildings and in private developments, particularly developments located along transit corridors.

Chapter 10 – Land Use

Policy 10.2: *TO ALLOW FLEXIBILITY AND A WIDE RANGE OF CREATIVE SOLUTIONS IN RESIDENTIAL AND MIXED USE LAND DEVELOPMENT WITHIN THE URBAN SERVICE AREA.*

10.2 - IA2 (Implementing Action) Review the existing multifamily zoning districts along transit corridors to increase density limits, reduce parking requirements for residential units, decrease lot sizes, and to allow a wider range of housing types including modular or manufactured homes, accessory apartments, live/work units, loft-style dwellings, and co-housing types.

POLICY 10.3: *TO FACILITATE RESIDENTIAL DEVELOPMENTS OF VARIOUS TYPES AND DENSITIES THAT ARE APPROPRIATELY LOCATED IN RELATION TO SITE CONDITIONS, SURROUNDING LAND USES, AND CAPACITY OF PUBLIC FACILITIES AND TRANSPORTATION SYSTEMS.*

POLICY 10.6: *TO REQUIRE NEW RESIDENTIAL DEVELOPMENTS TO MEET MINIMUM CRITERIA FOR OVERALL SITE DESIGN INCLUDING PROVISION OF LIGHT, AIR AND PRIVACY.*

10.6 - IA1 (Implementing Action) Continue existing incentives and develop additional incentives to encourage and reward excellence in site design and provision of amenities or facilities, particularly those related to preservation of natural terrain and vegetation, building orientation to maximize energy efficiency and privacy, and screening the parking in medium-to-high density developments. These incentives may include lower permit fees and/or permit expediting services.

POLICY 10.10: *TO ENCOURAGE SMALL-SCALE NEIGHBORHOOD CONVENIENCE COMMERCIAL USES IN APPROPRIATE AREAS IN NEW NEIGHBORHOODS AND WITH APPROPRIATE OPERATING MEASURES WITHIN EXISTING NEIGHBORHOODS.*

10.10 – DG2 (Design Guideline): Maintain and improve design review procedures to assure that proposals for neighborhood commercial development are evaluated with regard to site design, building placement, parking, landscaping, exterior lighting, and other factors related to surrounding properties, land uses and public facilities. Secure, dry bicycle racks or storage facilities should be provided at these sites.

Chapter 12 - PUBLIC AND PRIVATE UTILITIES AND FACILITIES

POLICY 12.10: *TO MANAGE ON-STREET PARKING RESOURCES AS AN INTEGRAL PART OF THE ROADWAY SYSTEM THAT MUST BE CONSIDERED IN THE CONTEXT OF TRANSPORTATION, ACCESS, SAFETY, AND THE MAXIMUM BENEFIT TO THE COMMUNITY.*

12.10 - SOP1 (Standard Operating Procedure): Consider any requests to change restrictions or management of on-street parking spaces in light of parking demand in the area, existing and proposed land uses in the area, the physical restrictions of the location, and adopted parking management policies.

COMPLIANCE WITH CBJ LAND USE CODE

Title 49 has been examined and it is determined that the proposed ordinance amends the following Code sections:

The proposed ordinance includes the following sections and allows waivers to be applied for:

- Child Care Homes and Centers Section 49.65.1110 Child care home standards and 1120 Child care center standards
- Nonconforming Development Section 49.30.400 Aggravation of nonconforming situations - waivers may be applied for in the event of an expansion or reconstruction.
- Mobile Home Park 49.65.310

Upon further review and discussion, staff recommends that the ordinance include the following sections and allows waivers to be applied for:

- Recreational Vehicle Park 49.65.400
- Cottage Housing Developments Section 49.15.780
- Planned Unit Developments Section 49.15.600

HABITAT

N/A

FINDINGS

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

STAFF RECOMMENDATION

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

NEIGHBORHOOD MEETING - DOUGLAS PARKING - SEPTEMBER 6, 2016		
NAME (PLEASE PRINT)	**PHONE #**	**EMAIL**
Heidi Olson	523-8425	ho.olson@GMAIL.COM
KRISTIN CADIGAN MCADOO	209-8059	kcadigan@gmail.com
Joyce Vick	321·3820	joycevick@yahoo.com
Mark Dundore	~~749-8765~~	markdundore@hotmail.com
Michele Cole	364-2781	mikipcole@YAHOO.COM
Ellen Dois	364 2781	n/a ↑
John Delgado	364 3626	urbaneskimo@hotmail.com
BRAD CURE / Rob Steedle	586-4200	PRODCRAFTSMAN@GMAIL
Arnold Liebelt	321-3505	asliebelt@me.com
Molly McCormick		
Richard Bostic	364 2105	dickandbarb1@yahoo.com
Maraiya Gentili	364-2205	ML2GENTILI@gmail.com
Robert Gentili	"	
Kirk Smith	523-4909	kgsmith4@yahoo.com
Thomas Tilson	206-817-1085	thomastilson@outlook.com
William Jones	321-0203	anniebilljones@gmail.com
Carole Bookless	500-9900	sealettuce-1@yahoo.com
ANNA Mary Rear		amrear@yahoo.com
Jerri Rae	364-2117	dhenkins@gmail.net
Marie Heidemann, DOT		marie.heidemann@alaska.gov

Douglas Parking Public Meeting – 9/6/2016
6pm Douglas Library

CDD Staff proposed a 50% parking requirement reduction in a Douglas parking overlay district.

AKDOT staff mentioned that if a parking district overlay were implemented they may consider restricting on street parking to one side of Third Street every other day for snow removal in the winter months.

The public asked where people would park their cars if parking on Third were reduced in half in the winter. They commented that people park there because they have nowhere else to park.

Joyce (last name?) 1214 1st Street – asked how the Douglas parking became a big issue. Kristin Cadagan replied that it became an issue when she tried to open a convenience store and the store couldn't operate because it couldn't meet the parking requirement. She looked for auxiliary parking, but there was none available. She stated that Douglas can't develop since most sites cannot meet their parking requirement.

Tom Gilson 314 C Street – Before Douglas was part of the Borough there were no parking requirements. There are now a lot of nonconforming houses that do not provide off street parking.

Bill Janes commented that people do not pay attention to parking restrictions and the CBJ should turn the other way so the convenience store can operate. The regulations should be bent to what works for Douglas.

Robert Gintilly asked that whatever is adopted, he would like the Waterfront Industrial land to be included.

Brad Curee owner of Treadwell Place (4-plex) supports anything that can help businesses open in Douglas. Does not support winter parking restrictions. Does not want to see regulations that solve one problem and cause others. He also inquired whether the City had looked for land to lease out for parking

Arnold Liebelt supports reductions that foster businesses but is cautious about reductions for D-18 or residential dwellings in general. He suggested a parking waiver that relies on public comment on a case by case basis. 4 yays were heard in the crowd.

One member of the public wanted to see the reduction expanded to 80%

Several members stated they didn't think the proposed overlay was solving the problem and felt the waiver fit the community best.

Heidi Olson supports waiver for commercial but not residential

Laura Boyce explained to the crowd that if a waiver was adopted it would be approved by the Board of Adjustment.

One member asked how often the parking lot behind the library is full and if an agreement could be made.

Richard Bolon asked how many people present parked on the street. Approximately half the crowd raised their hand.

Overall group was frustrated there was a faster solution for the convenience store operators.

AME2016-0013
Proposed Douglas Parking District

Attachment C

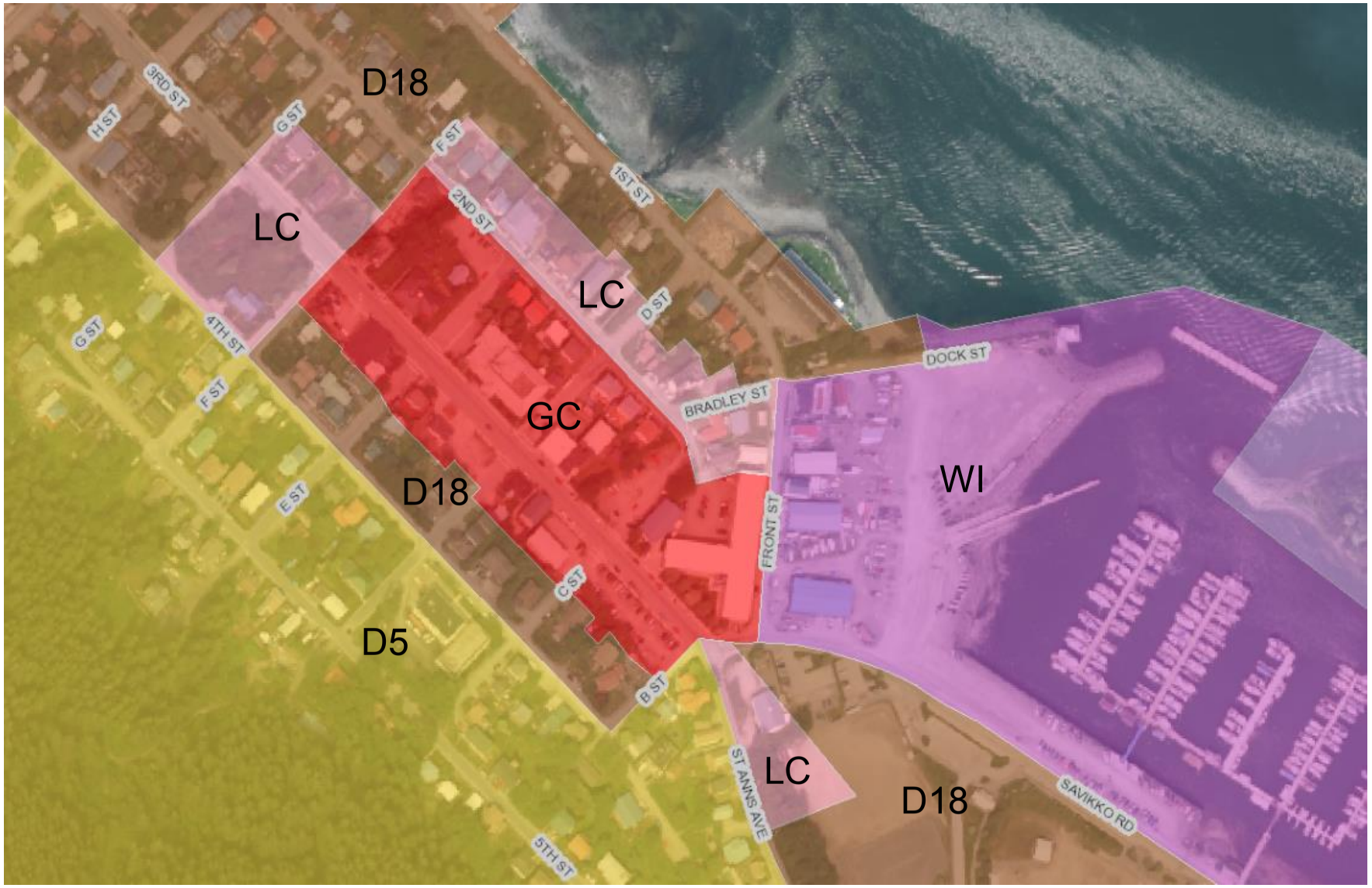
Neighborhood Meeting

September 6, 2016

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Area Zoning

Attachment C



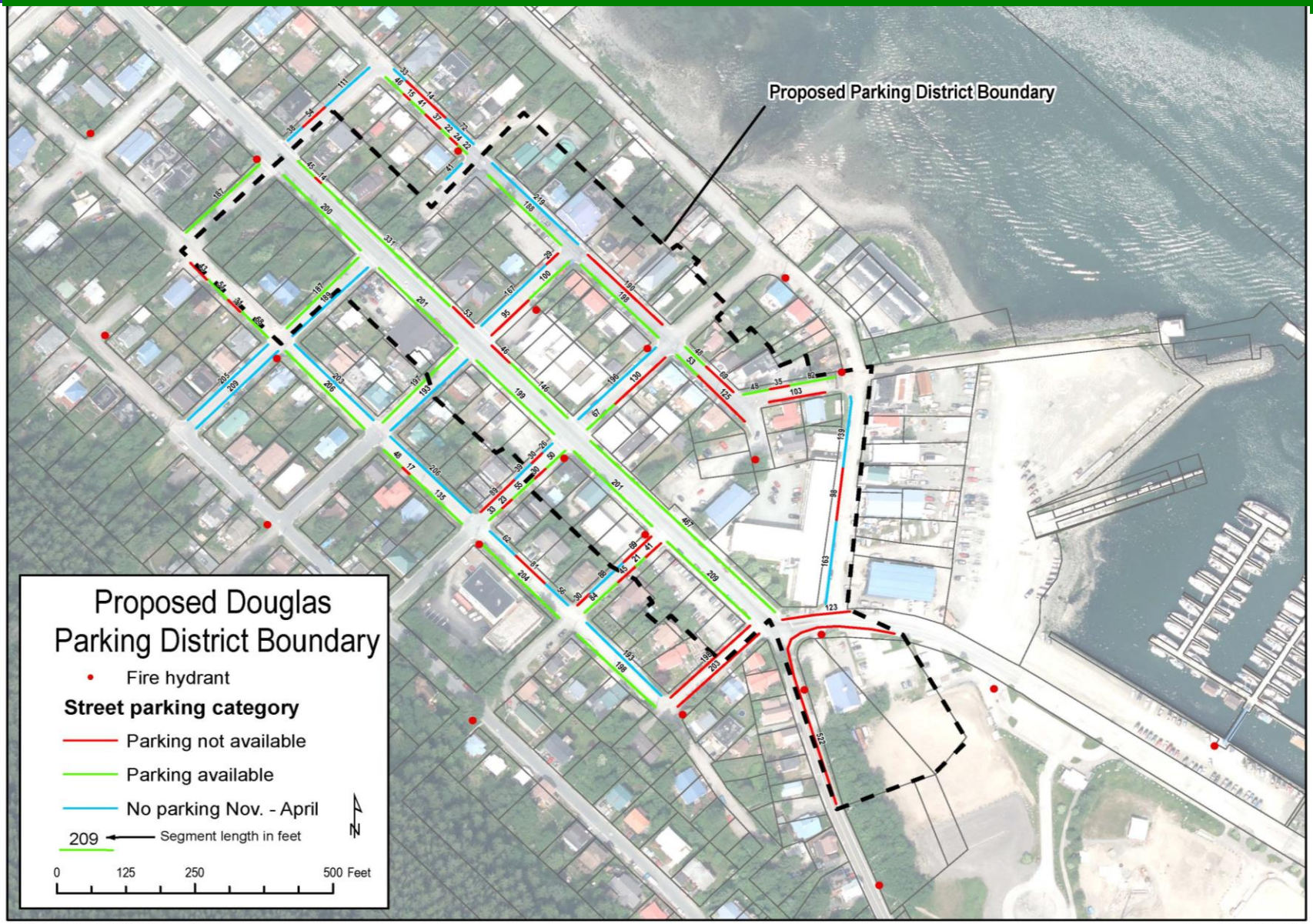
Uses & Current Parking Requirements

Attachment C

ZONING	ZONING DISTRICT DESCRIPTION	LAND USE EXAMPLES	CURRENT PARKING REQUIREMENTS
D18	Mid-rise type residential; intended to accommodate multi-family development of 18 dwelling units per acre	Single-family, Multi-family dwellings; Child-care; Home occupations; Light manufacturing	Single-family/duplex – 2 per dwelling; Multi-family – 1 per 1 bedroom; 1.5/2 bedroom; 2 per 3 or 4 bedroom
Light Commercial (LC)	Intended to accommodate commercial development that is less intensive than general commercial; most use are allowed in GC, but in LC require a Conditional Use Permit; residential use is allowed	Single-family, Multi-family dwellings; Child-care; Sales & rental goods; Professional offices; Light manufacturing; Health care clinics; Dry cleaners	Child-care – 1per employee plus 1 per every 10 children; Bank/offices – 1 per 300 sq. ft. of gross floor area; Brewery – 1 per 200 sq. ft. of gross floor area
General Commercial (GC)	Intended to accommodate most commercial uses; residential use is allowed	Single-family, Multi-family dwellings; Sales & rental goods, merchandise, equipment; Laboratory, research uses; Restaurants	Convenience store – 1 per 250 sq. ft. of gross floor area; Repair/service station – 5 spaces per bay; Restaurant – 1 per 200 sq. ft. of gross floor area

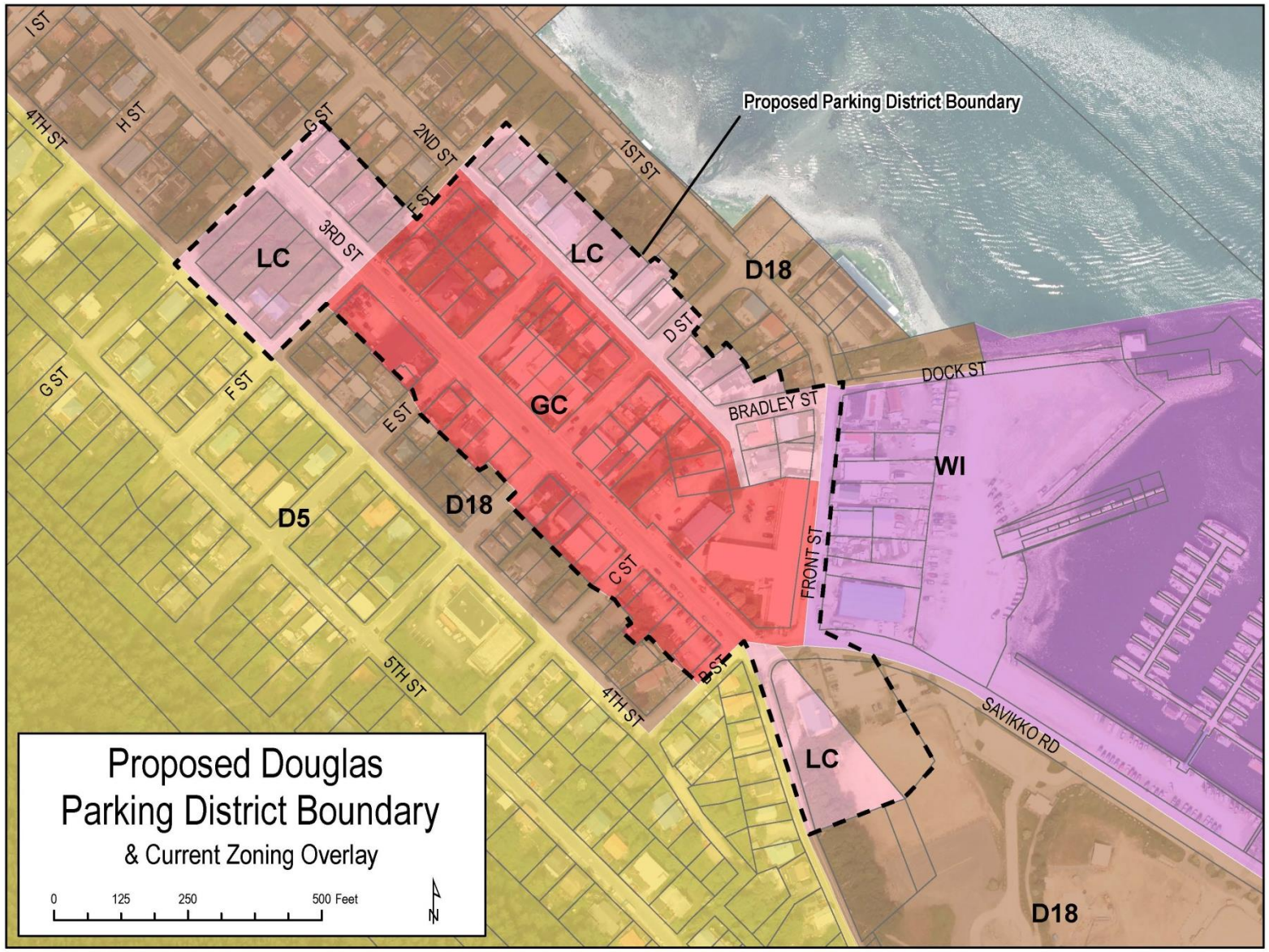
Current Available On-Street Parking

Attachment C



Proposed District

Attachment C



Uses & Current Parking Requirements

Attachment C

ZONING	ZONING DISTRICT DESCRIPTION	LAND USE EXAMPLES	CURRENT PARKING REQUIREMENTS	PROPOSED PARKING REQUIREMENTS
D18	Mid-rise type residential; intended to accommodate multi-family development of 18 dwelling units per acre	Single-family, Multi-family dwellings; Child-care; Home occupations; Light manufacturing	Single-family – 2/dwelling; Multi-family – 1/1 bedroom; 1.5/2 bedroom; 2/3 0r 4 bedroom	**Reduce by 50%** **All Uses?**
Light Commercial (LC)	Intended to accommodate commercial development that is less intensive than general commercial; most are allowed in GC, but in LC require a Conditional Use Permit; residential use is allowed	Single-family, Multi-family dwellings; Child-care; Sales & rental goods; Professional offices; Light manufacturing; Health care clinics; Dry cleaners	Child-care – 1/employee plus 1/every 10 children; Brewery – 1/200 sq. ft. of gross floor area; Bank/offices – 1/300 sq. ft. of gross floor area	**Reduce by 50%** **All Uses?**
General Commercial (GC)	Intended to accommodate most commercial uses; residential use is allowed	Single-family, Multi-family dwellings; Sales & rental goods, merchandise, equipment; Laboratory, research uses; Restaurants	Convenience store – 1/250 sq. ft. of gross floor area; Repair/service station – 5 spaces/bay; Restaurant – 1/200 sq. ft. of gross floor area	**Reduce by 50%** **All Uses?**

Next Steps:

- Present proposal to the Planning Commission Title 49 Subcommittee for review and comment
  - **September 21, 2016 - Title 49 Committee Meeting** (public may submit comments in writing ahead of time; public testimony may be allowed)
- Public Hearing before the Planning Commission for their recommendation (favorable or not favorable)
  - **October 11, 2016 - Planning Commission Agenda (tentative)**
- Public Hearing before the Assembly for their final approval or denial

Attachment C

AME2016-0013
Proposed Douglas Parking District

Attachment C

QUESTIONS?

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Community Development

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

DATE: September 16, 2016

TO: Title 49 Committee

FROM: Jill Maclean Senior Planner VOICE (907) 586-0756
FAX (907) 586-4529

CC: Beth McKibben, Planning Manager
Rob Steedle, Director of Community Development

SUBJECT: Proposed Changes to CBJ 49.40 Parking & Traffic – Reduction in Parking in Downtown Douglas (AME2016 0013)

Staff was directed by the Assembly to review parking requirements in downtown Douglas, and the possibility of creating a parking overlay district similar to the Parking District 1 (PD1) and Parking District 2 (PD2) in downtown Juneau. This action was spurred by the desire of a property owner to lease and operate a convenience store. The property under the current code is required to have five off-street parking spaces—three for the convenience store, and one for each of the two apartments located in the same building.

In an effort to update Title 49 specifically for parking requirements in the downtown Douglas area, staff reviewed the Comprehensive Plan, zoning in the area, Table of Minimum Parking Standards (TMP) and the Table of Permissible Uses (TPU), identifying areas in need of updating due to lack of off-street parking availability in the neighborhood.

A neighborhood meeting was held on September 6, 2016 in the Douglas Public Library. Approximately 25 residents/property owners attended, not including representatives from the Community Development Department and Alaska Department of Transportation and Public Facilities (see Attachment A). Attached are the meeting notes and PowerPoint presentation for your review and information (see Attachments B and C).

Staff presented the proposal of a parking district similar to those located in downtown Juneau (see Attachment C), with a 50% reduction in parking. After discussion and questions a member of the public suggested reductions on a case-by-case basis rather than a district. This proposal was unanimously supported by those present. Another suggestion from the public, which was supported by most, was that single-family dwellings should be excluded from the reduction.

Staff has outlined several options (see table below) and their potential effects for reducing parking requirements in the downtown Douglas area. There are several items of note that should be considered:

1. Parking districts are not appealable—it is a blanket reduction of the standard parking requirements without regard to any unique aspects of use or location;

2. Waivers run with the use AND the property—creating greater flexibility, responsiveness to need, and potentially lessening impacts to the surrounding area;

3. In developing a waiver mechanism, the ordinance could state that certain conditions must be met. For example, if the property has the ability to provide parking, then parking must be provided; if the reduction of parking serves a public benefit such as economic development; or if the inability to provide parking is hindering redevelopment; and

4. Waivers are appealable.

Please let me know if you have any questions.

Thank you.

	Public Process	Appealable?	Pros	Cons
Parking District				
Waivers by Planning Commission	Yes	Yes – to the Assembly	1. Allows for public input through a public hearing process. 2. Waivers run with the location AND the use, unlike a variance, which runs with the property. 3. Ordinance could provide criteria that must be met in order to grant a reduction. 4. Allows for greater flexibility given the needs of the property and use.	1. The timeframe is the longest of the three proposals due to public hearing process. 2. Not by-right. 3. Uncertainty.
Waivers by Director Discretion	No	Yes – to the Planning Commission;	1. Allows for efficient processing of reduction requests; could require applicant to provide evidence of neighbors support similar to De Minimis Variances process [CBJ 49.20.250 (C)]. To be clear, a waiver is not variance. 2. Could provide a process for neighbors to participate by voicing support via letters with the application OR concerns if they choose to appeal. 3. Waivers run with the location AND the use, unlike a variance, which runs with the property. 4. Ordinance could provide criteria that must be met in order to grant a reduction. 5. Allows for greater flexibility given the needs of the property and use.	1. Not by-right. 2. Uncertainty.

Community Development

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

DATE: December 8, 2016

TO: Michael LeVine, Chair Title 49 Subcommittee

FROM: Jill Maclean
Senior Planner
VOICE (907) 586-0756
FAX (907) 586-4529

CC: Laura Boyce, AICP Senior Planner
Beth McKibben, AICP Planning Manager
Rob Steedle, Director of Community Development

SUBJECT: Proposed Changes to CBJ 49.40 Parking & Traffic – Reduction in Parking via Waiver (AME2016 0013)

As requested, this memo serves as an update to the last Title 49 Subcommittee meeting held on September 21, 2016. At this time, staff is requesting direction on how to proceed with parking waivers, specifically who approves waivers, and where should waivers be allowed in the borough.

Background

Staff was directed by the Assembly to review parking requirements in downtown Douglas, and the possibility of creating a parking overlay district similar to the Parking District 1 (PD1) and Parking District 2 (PD2) in downtown Juneau. This action was spurred by the desire of a property owner to lease and operate a convenience store. The property under the current code is required to have five off-street parking spaces—three for the convenience store, and one for each of the two apartments located in the same building. The property is unable to provide more than three spaces on site, and the convenience store applicant had difficulty locating parking spaces to lease within the required 500-foot radius.

In an effort to update Title 49 specifically for parking requirements in the downtown Douglas area, staff reviewed the Comprehensive Plan, zoning in the area, Table of Minimum Parking Standards (TMP) and the Table of Permissible Uses (TPU), identifying areas in need of updating due to lack of off-street parking availability in the neighborhood.

A neighborhood meeting was held on September 6, 2016 in the Douglas Public Library. Approximately 25 residents/property owners attended, not including representatives from the Community Development Department and Alaska Department of Transportation and Public Facilities (Attachment A). Attached are the meeting notes and PowerPoint presentation for your information (Attachments B and C).

Staff presented the proposal of a parking district similar to those located in downtown Juneau (Attachment C), with a 50% reduction in parking. After discussion and questions a member of the public

suggested reductions on a case-by-case basis rather than a district. This proposal was unanimously supported by those present. Another suggestion from the public, which was supported by most, was that single-family dwellings should be excluded from the reduction.

Staff presented the findings of the public meeting to the Title 49 Subcommittee on September 21, 2016. Included in the memo to the Subcommittee, were three proposals to address the parking situation in downtown Douglas—a parking district, parking waivers via the Planning Commission, and parking waivers via the Director of Community Development (Attachment D).

Staff has outlined the options (see Chart below—same as in Attachment D) and the potential effects for reducing parking requirements in the downtown Douglas area. Staff noted several items to be considered, including:

1. Parking districts are not appealable—it is a blanket reduction of the standard parking requirements without regard to any unique aspects of use or location;

2. Waivers run with the use AND the property—creating greater flexibility, responsiveness to need, and potentially lessening impacts to the surrounding area;

3. In developing a waiver mechanism, the ordinance may state that certain conditions must be met. For example, if the property has the ability to provide parking, then parking must be provided; if the reduction of parking serves a public benefit such as economic development; or if the inability to provide parking is hindering redevelopment; and

4. Waivers are appealable.

After some discussion, the Subcommittee directed staff to look at implementing parking waivers borough-wide, rather than singling out one neighborhood, and possibly tying them to the transit system and Transit Oriented Development policies. Upon further inspection, staff found that the public transit system is thorough and extensive with most areas within walking distance of a bus stop. Additionally, due to the topography of certain areas, providing the required parking spaces is difficult at times for both residential and commercial uses. Given these assessments, staff proceeded with presenting the idea of parking waivers borough-wide.

Public Process

In order to address the possibility of a parking waiver process borough-wide, staff undertook several public meetings to gather public input. These meetings included a presentation to the Lemon Creek Area Plan Steering Committee at their public meeting held on October 13, 2016; and two public meetings on for November 2, 2016 downtown in the Assembly Chambers, and November 3, 2016 at the Mendenhall Public Library, in addition to the meeting previously held in downtown Douglas.

As stated above, staff presented the idea of parking waivers at a Lemon Creek Area Plan Steering Committee public meeting on October 13, 2016. The Steering Committee, and the public in attendance, was presented with similar information presented at the meeting in Douglas, with the addition of the Title 49 Subcommittee's direction to expand the boundaries. Again, those present unanimously supported the idea of parking waivers specifically those approved by the Director of Community Development with the ability to appeal to the Planning Commission. The downtown Juneau meeting

only had two people in attendance (business owners), both of which were supportive of parking waivers borough-wide approved by the Director. No one attended the meeting at the Mendenhall Public Library.

Recommendation

Staff recommends that parking waivers are amended as part of the Code with the following process and criteria:

Criteria:

- May be permitted borough-wide;
- May be permitted in any zoning district;
- May be permitted for any use, providing it is found that impacts do not create undue burden on surrounding properties;
- If an applicant can provide the parking required by Code, the applicant should do so. If the applicant provides evidence that proves that their use does not require the minimum parking *AND* the applicant is willing to provide public amenities such as bike/ped improvements, bus shelters, etc., a waiver may be approved.

Process:

- May be approved by the Director and appealed to the Planning Commission;
- Application process would be similar to the process for a de minimus variance in that the applicant must provide letters of support from the abutting property owners in order to submit an application to the Director for approval.
    - If an applicant cannot provide letters of support from abutters, the applicant may appeal to the Planning Commission and a full public hearing will take place with abutter notification.
    - If the Director denies a request for a waiver, the applicant may appeal to the Planning Commission.
    - If the Director approves a request for a waiver, the abutters may appeal to the Planning Commission.

Thank you.

	Public Process	Appealable?	Pros	Cons
Parking District				
Waivers by Planning Commission	Yes	Yes – to the Assembly	1. Allows for public input through a public hearing process. 2. Waivers run with the location AND the use, unlike a variance, which runs with the property. 3. Ordinance could provide criteria that must be met in order to grant a reduction. 4. Allows for greater flexibility given the needs of the property and use.	1. The timeframe is the longest of the three proposals due to public hearing process. 2. Not by-right. 3. Uncertainty.
Waivers by Director Discretion	No	Yes – to the Planning Commission;	1. Allows for efficient processing of reduction requests; could require applicant to provide evidence of neighbors support similar to De Minimis Variances process [CBJ 49.20.250 (C)]. To be clear, a waiver is not variance. 2. Could provide a process for neighbors to participate by voicing support via letters with the application OR concerns if they choose to appeal. 3. Waivers run with the location AND the use, unlike a variance, which runs with the property. 4. Ordinance could provide criteria that must be met in order to grant a reduction. 5. Allows for greater flexibility given the needs of the property and use.	1. Not by-right. 2. Uncertainty.

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. McLean. 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.

DRAFT

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

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2016-46 PC v.1

An Ordinance Amending the Land Use Code Relating to Parking Waivers.

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

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

Section 2. Amendment of Section. CBJ 49.15.780 Access and parking, is amended to read:

49.15.780 Access and parking.

(a) *Purpose.* The intent of the access and parking standards is to minimize the visual impact of vehicles and parking areas for residents of the cottage housing development and adjacent properties, and to provide for adequate off-street parking for cottage housing developments.

. . .

(2) *Parking requirement.* Each cottage housing development shall have two parking spaces per cottage. Cottage housing parking requirements are eligible for waivers as provided by CBJ 49.40.210(d)(6).

. . .

Attachment G

Section 3. Amendment of Section. CBJ 49.40.210 Minimum space and dimensional standards for parking and off-street loading, is amended to read:

49.40.210 Minimum space and dimensional standards for parking and off-street loading.

. . .

(d) *Exceptions.*

(1) *Superimposed parking districts.* There is adopted the parking district map dated June 5, 2006, as the same may be amended from time to time by the assembly by ordinance. The off-street parking and loading requirements set forth in subsections (a) and (c)(2) of this section may be reduced by 30 percent in the PD-2 parking district. The requirements shall not apply in the PD-1 parking district except in the case of the expansion of an existing building or the construction of a new building, in which case they may be reduced by 60 percent.

(2) *Off-street parking requirements.* Off-street parking requirements do not apply to lots if they are accessible only by air or water and are used for single-family and two-family residential and remote commercial recreational uses. If the director determines that public access by automobile to the property has become physically available, the owner of the property shall be given notice and within one year thereof shall provide the required off-street parking.

(3) *Enlargement or expansion.* No additional parking spaces are required for an enlargement or expansion if the additional spaces would amount to less than ten percent of the total required for the whole development and amount to less than three spaces. Phased expansion shall be regarded as a whole.

(4) *Replacement and reconstruction of certain nonconforming buildings.* Off-street parking requirements for the replacement and reconstruction of certain nonconforming buildings in residential districts shall be governed by subsections 49.30.500(b) and (c).

(5) *Fee in lieu of parking spaces*.

(A) There is adopted the Downtown Fee in Lieu of Parking District Map, dated October 30, 2006, as the same may be amended from time to time by the assembly by ordinance.

(B) Off-street parking for new and existing developments, for any use, may be waived if the requirements of this section are met. The determination of whether these requirements are met shall be made by the Director if the requested waiver is for five or fewer parking spaces, or by the Commission if the requested waiver is for six or more parking spaces.

(C) The property seeking a waiver of the parking requirement must be located within the area shown on the Downtown Fee In Lieu of Parking District Map, and be supported by a finding by the Director or Commission as set forth in CBJ 49.40.210(d)(5)(B), above, that it will not have significant adverse impacts on nearby on-street parking and:

(i) Vacant on the effective date of this ordinance;

(ii) Occupied by a building built within the 50 years prior to the date of adoption of this ordinance; or

(iii) Occupied by a building built more than 50 years prior to the date of adoption of this ordinance, and the Director or Commission, after considering the recommendation of the Historic Resources Advisory

Committee, finds that the proposed development does not affect the historical significance, historical attributes, or otherwise compromise the historic integrity of the structure based on the United States Secretary of the Interior's Standards for Rehabilitation.

(D) The applicant shall pay a one-time fee to the City and Borough of $8,500.00 per parking space waived under this section. For residential uses, this fee shall be reduced by 50 percent to $4,250.00. This fee shall be adjusted annually by the Finance Department to reflect the changes in the Consumer Price Index for Anchorage as calculated by the State of Alaska, Department of Labor; or the United States Department of Labor, Bureau of Labor Statistics.

(E) Any fee due and not paid within 45 days after the development obtains temporary or permanent occupancy, or, in the case of existing developments, 45 days after the waiver is granted, shall be a lien upon all real property involved and shall be paid in ten equal annual principal payments plus interest. The lien shall be recorded and shall have the same priority as a City and Borough special assessment lien. Except as provided herein, the annual payments shall be paid in the same manner and on the same schedule as provided for special assessments, including penalties and interest on delinquent payments, as provided in CBJ 15.10.220. The annual interest rate on unpaid fees shall be one percent above the Wall Street Journal Prime Rate, or similar published rate, on January 2nd of the calendar year the agreement is entered into, rounded to the nearest full percentage point, as determined by the finance director.

(6) *Parking Waivers.* The required number of non-accessible parking spaces required by this section may be reduced if the requirements of this subsection 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 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.

(A) Any waiver granted under this subsection shall be in writing and shall include the following required findings and any conditions, such as public amenities, imposed by the director or commission that are consistent with the purpose of this title:

(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 will not result in adverse impacts to property in the neighboring area; and

(4) The waiver will not materially endanger public health, safety, or welfare.

(B) Applications for parking waivers shall be on a form specified by the director and shall be accompanied by a one-time fee of $400. If the application is

filed in conjunction with a major development permit, the fee shall be reduced by 20 percent.

(C) The director shall mail notice of any complete parking waiver application to the owners of record of all property located within a 250 foot radius of the site seeking the waiver. If the parking waiver application is filed in conjunction with a major development permit, notice of both applications shall be made concurrently in accordance with CBJ 49.15.230.

(D) Approved parking waivers shall expire upon a change in use.

Section 4. Amendment of Section. CBJ 49.30.400 Aggravation of nonconforming situations, is amended to read:

49.30.400 Aggravation of nonconforming situations.

(a) Except as provided in this section, section 49.25.430, section 49.25.440, ~~and~~ section 49.25.510, and section 49.40.210(d)(6), nonconforming situations may not be aggravated. As used herein, "aggravate" includes the physical alteration of structures or the placement of new structures on open land if such results in:

(1) An increase in the total amount of space devoted to a nonconforming use; or

(2) A greater invasion in any dimension of setback requirements or height limitations, a further violation of density requirements or further deficiencies in parking or other requirements.

(b) A use made nonconforming by the adoption of the ordinance codified in this title may be extended throughout any portion of a completed building manifestly designed or arranged to

accommodate such use, but may not, except as provided in section 49.30.800, be extended to other buildings or to land outside the original building.

Section 5. Amendment of Section. CBJ 49.65.430 Design requirements, is amended to read:

. . .

(b) *Street system.*

(1) Access to recreational vehicle parks shall be designed to minimize congestion and hazards at entrance and exit and shall be approved by the City and Borough engineer. All traffic into and out of the parks shall be through such entrances and exits. Access to recreational vehicle spaces shall be from internal streets only.

(2) No entrance or exit from a recreational vehicle park may be permitted from a local street or through an established residential neighborhood. The applicant shall construct the necessary access in all cases where there is no existing all-weather surfaced street or road meeting City and Borough standards connecting the recreational vehicle park site with an improved existing public street or road. Any street or road improvement required beyond the boundary of the recreational vehicle park must be approved by the city engineer.

(3) Access roads within the recreational vehicle park shall be surfaced with all-weather material approved by the engineering department and shall have a minimum width of 15 feet for one-way traffic and 25 feet for two-way traffic.

(4) At least one and one-half parking spaces per recreational vehicle space shall be provided in the park. Unless a waiver is obtained pursuant to CBJ 49.40.210(d)(6), at ~~At~~ least one parking space shall be provided at each recreational vehicle space.

Section 6. Amendment of Section. CBJ 49.65.1110 Child care home standards, is amended to read:

49.65.1110 Child care home standards.

(a) A child care home shall comply with the following minimum standards for initial permit approval and during the use of the child care home:

(1) Any fencing required or used to delineate an outdoor play space shall be constructed of materials of a permanent nature, as determined by the director, and shall be constructed to safely confine and protect children and be in visual harmony with the neighborhood.

(2) Unless a waiver is obtained pursuant to CBJ 49.40.210(d)(6), a ~~A~~ minimum of two parking spaces as required for the dwelling unit and one parking space for each on-shift employee shall be provided.

(b) The department shall issue a permit for a child care home that complies with this section and the requirements of this title.

(c) The department may initiate enforcement action consistent with CBJ 49.10, article VI for any violations of this section.

Section 7. Amendment of Section. CBJ 49.65.1110 Child care center standards, is amended to read:

49.65.1120 Child care center standards.

(a) In addition to other conditions imposed by the commission, a child care center shall comply with the following minimum standards for initial permit approval and during the use of the child care center:

(1) Any fencing required or used to delineate an outdoor play space shall be constructed of materials of a permanent nature, as determined by the director, and shall be constructed to safely confine and protect children and be in visual harmony with the neighborhood.

(2) In residential zoning districts, no parking or loading areas shall be located in any setback, except in an approved driveway.

(3) Unless a waiver is obtained pursuant to CBJ 49.40.210(d)(6), a~~A~~ minimum of one off-street parking space shall be provided for each on-shift employee of the child care center, plus one space per ten children served.

(b) The commission may issue a permit for a child care center that complies with this section and the requirements of this title.

(c) The department may initiate enforcement action consistent with CBJ 49.10, article VI for any violations of this section.

/

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Section 8. Effective Date. This ordinance shall be effective 30 days after its adoption.

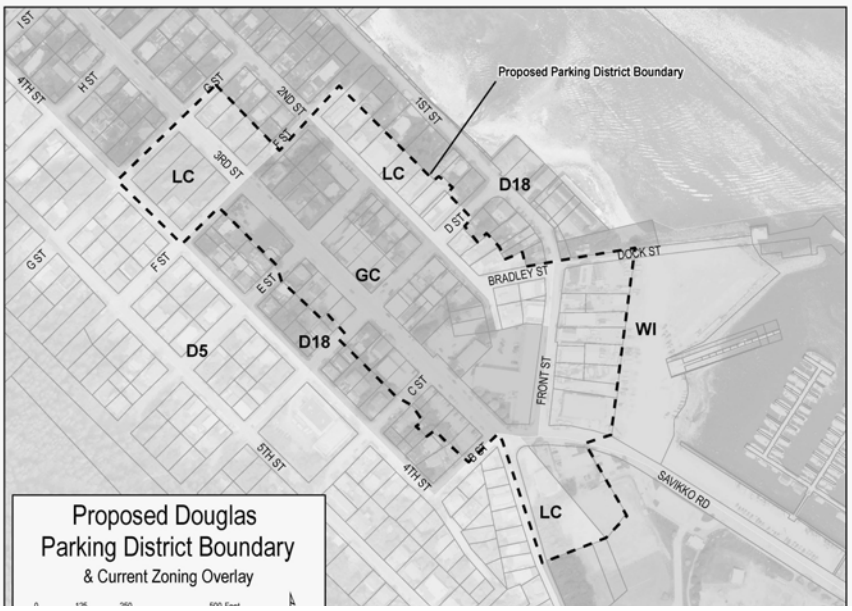
Adopted this _____ day of _____, 2016.

_____
Kendell D. Koelsch, Mayor

Attest:

_____
Laurie J. Sica, Municipal Clerk

NOTICE OF PUBLIC HEARING



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

SHIP TO:

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

PROPOSAL: Text amendment to Title 49 regarding parking requirements for downtown Douglas.

File No:	AME2016 0013	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Property PCN:	N/A
Hearing Date:	October 11, 2016	Owner:	N/A
Hearing Time:	7:00 PM	Lot Size:	N/A
Place:	Assembly Chambers	Zoned:	D18/LC/GC/WI
	Municipal Building	Site Address:	Downtown Douglas
	155 South Seward Street	Accessed Via:	N/A
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Jill Maclean, Senior Planner at Jill.Maclean@juneau.org of 586.0756.

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

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Date notice was printed: September 7, 2016

Attachment H

Community Development

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

PLANNING COMMISSION
NOTICE OF RECOMMENDATION
Date: February 6, 2017
File No.: AME2016 0013

City and Borough of Juneau
City and Borough Assembly
155 South Seward Street
Juneau, AK 99801

Proposal: Planning Commission Recommendation to the City and Borough Assembly regarding Parking District (PD3) for Downtown Douglas.

Hearing Date: January 24, 2017

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 20, 2017, and recommended that the City and Borough Assembly adopt staff's recommendation for a text amendment to Title 49 to provide for reductions in parking requirements borough-wide via waiver(s).

Attachments: January 20, 2017, memorandum from Jill Maclean, Senior Planner Community Development, to the CBJ Planning Commission regarding AME2016 0013.

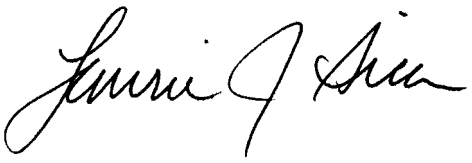
This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020 (b).

Project Planner: Jill Maclean

Jill Maclean, AICP, Senior Planner
Community Development Department

Benjamin C Haight

Benjamin Haight, Chair
Planning Commission



February 8, 2017

Filed With City Clerk — Date

cc: Plan Review

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