Agenda

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

November 30, 2016
Assembly Chambers
7:00 PM

I. ROLL CALL

II. APPROVAL OF MINUTES

III. WRITTEN AGENCY AND PUBLIC COMMENTS POST DEADLINE

A. Additional Materials received post deadline

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

V. PLANNING COMMISSION LIAISON REPORT

VI. RECONSIDERATION OF THE FOLLOWING ITEMS

VII. CONSENT AGENDA

A. USE2016 0029: A Conditional Use Permit request for a new outdoor seasonal restaurant in a landslide and avalanche zone.

VIII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS

IX. UNFINISHED BUSINESS

X. REGULAR AGENDA

A. CSP2016 0011: A City Project Review of the Downtown Street Improvements Project

B. USE2016 0026: A Conditional Use Permit for Marijuana retail use along Front Street in downtown Juneau

C. AME2016 0018: A proposed Comprehensive Plan Map Amendment of a vacant lot near the end of St. Ann's Avenue in downtown Douglas from Natural Area Park to Medium Density Residential

XI. BOARD OF ADJUSTMENT

A. FZE2016 0001: A Flood Zone Exception to allow new restaurant buildings to be built on a dock seaward of the mean high tide in a Velocity flood zone.

XII. OTHER BUSINESS

XIII. DIRECTOR'S REPORT

XIV. REPORT OF REGULAR AND SPECIAL COMMITTEES

XV. PLANNING COMMISSION COMMENTS AND QUESTIONS

XVI. ADJOURNMENT

Additional Materials

Regular Planning Commission Meeting

Assembly Chambers
7:00pm
Meeting Date: November 30, 2016

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1. **REVISED AGENDA FOR 11/30/16 MEETING**

2. **USE2016 0026:**
    a. Public Comment from Brian McTague, dated November 29, 2016

3. **AME2016 0018:**
    a. Public Comment from Rachael Juzeler, received November 21, 2016

4. **FZE2016 0001:**
    a. Information provided to Planning Commission by James Bibb at the time of the meeting.

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XV. ADJOURNMENT

Brian McTague
2986 Foster Avenue
Juneau, AK 99801

Juneau Planning Commission
City and Borough of Juneau
155 S. Seward Street
Juneau, AK 99801

November 29, 2016

Re: Written Testimony on Conditional Use Permit USE 2016 0026/Fireweed Factory, LLC

Dear Planning Commission Members:

As a Juneau resident who is a regular patron of downtown businesses, I want a safe, vibrant, and economically diverse downtown. But I am deeply concerned about the request from Fireweed Factory, LLC for a conditional use permit to sell marijuana in the heart of a zone already filled with alcohol establishments and known for its homeless population with chronic substance abuse problems. I am equally concerned by the superficial review of the application by the Community Development Department.

There are serious shortcomings in the Community Development Department's memo of November 16, 2016 that call into question the Commission's ability to make a well-informed decision. The staff analysis of "Public Health or Safety" makes no mention of the vulnerable homeless population. If the members of the Planning Commission were to stroll through the heart of downtown—up South Franklin Street and then left on Front Street—they would pass by the Glory Hole homeless shelter, Front Street Community Health Center (which provides medical care to the homeless), and a surfeit of alcohol purveyors, including the Alaskan Hotel, Lucky Lady, Rendezvous, Alaska Liquor Cache, Arctic Bar, Triangle Bar, Imperial Saloon, Viking, and Percy's Liquor Store. Chances are that during their walk, Commission members would come across an inebriated individual passed out in a doorway. Juneau's inability to manage the flow of alcohol to the vulnerable population is well-known.[1] The extremely high concentration of alcohol sellers should persuade the Planning Commission to reject a marijuana retail store in this location. Why add to the substance abuse problem along this narrow corridor?

The staff analysis of "Property Value or Neighborhood Harmony" concludes that "the proposed marijuana retail use is not expected to decrease property value or negatively affect neighborhood harmony" without providing any factual basis or substantive analysis whatsoever. With regard to neighborhood harmony, the staff memo fails to acknowledge the delicate balance between businesses that serve children and families and those that serve only an over-21 crowd. Stores such as Ben Franklin, Imagination Station, Hearthside Books and Toys, the movie theater,

[1] These issues were described in the Juneau Empire's three-part article titled "Urban Decay" by Mary Catharine Martin, published on July 15, July 22, and July 29, 2014.

and Annie Kaills provide much needed diversification and attract customers of all ages. An additional adults-only business, where nine already exist, will upset the harmony of a downtown that is welcoming to all.

The record before the Commission is woefully incomplete as it fails to address vital social and economic issues that are specifically relevant to this location in the heart of Juneau. I urge the Planning Commission to reject Fireweed Factory, LLC's application for a conditional use permit.

Sincerely,

Brian McTague

Rachael Juzeler
105 Saint Ann's Ave
Douglas, AK 99824

I live directly across the street from the proposed D-5 to D-18 zoning change and have to express my concerns with this designation change as well as the staff recommendation to adopt the proposal.
First, I must state I believe property owners have full right to build on their property. This said, I do have concerns as to the size of this project in a quiet, end of the road, single family neighborhood. My main concerns are:

1. Loss of view and aesthetic impact. As an artist working out of my home, I have great concern in regards to the aesthetics of my area and why I chose to move to my current location 15 years ago. Building three dwellings on a third of an acre lot would greatly impact the existing waterfront views.
2. Parking. There are already issues with parking in the former bus turnaround which has 5 parking spots now used mainly for the Treadwell Trail system. On weekends and evenings, all these spots are filled as well as cars parking along the street. The addition of three dwellings will exasperate this issue.
3. Density. As established single family residencies at the end of the block, D-18 (splitting the 1/3rd acre lot into three lots and dwellings) does not seem appropriate for lot size and neighborhood feel.
4. NP designation and Treadwell ruins preservation. The property lines of the parcel are in quite close proximity to existing historically designated mining structures (300-stamp mill & Bears nest mine) on the N/NE property line.
5. Ethical. As a long term resident who does not plan to move, I have concern with properties being "flipped" to make a dollar rather than viewing a home as a long term personal investment.

Thank you for taking my thoughts into consideration,
Rachael Juzeler

RECEIVED
NOV 30 2016
PERMIT CENTER/CDD

NorthWind
Architects, LLC

MEMORANDUM

Date: November 30, 2016

To: Planning Commission Members, Board of Adjustment, CBJ Community Development Department

Sent By: James Bibb, NWA

RE: Response to CBJ CCD Analysis and Findings, USE 2016-0029 Pacific Pier Request for a Flood-Zone Exception

Via ☐E-Mail ☐ Fax Other: x

- This Variance request in front of you is a repeat of the variance request set in front of you two years ago which was supported by this board.
- That project was immensely successful and verified the Boards findings that a waterfront restaurant at this location is in the community's interest.
- We ask that you support our application in a similar manner.

Request Overview:

- Development of our waterfront is critical to our community's economic future.
- Without support of our local businesses efforts to invest and develop our waterfront, our community will not prosper.
- We need to support our communities substantial investment in our waterfront infrastructure; this project represents that support.
- By supporting projects such as this, you verify that development along our waterfront has importance.

These points support our comments addressing the (3) Criterion not met by Community Development's review and Report

Criterion not met.

(4) The importance of the services provided by the proposed facility to the community;

"Despite, the restaurant paying sales tax and the building owner paying property tax to the CBJ general fund, the service provided by the restaurant located seaward of the mean high tide is not important to the community."

This criterion is not met.

We disagree with this finding:

The portion of the restaurant located seaward of the mean high tide is crucial for the success of the restaurant as a whole. The location of the buildings was determined in congruence with the engineering recommendations for the pier and the operational flow required for the restaurant to be successful at this location.

The importance of the restaurant's success to the community includes:

- **Importance of more revenue to the city; more sales tax to the community:**
  - 20 percent of our sales tax revenue stems from the visitation industry. (Juneau Economic Baseline Report, McDowell Group, 2015)
- **Supports the Economic impact that the Visitation Industry has to our local economy:**
  - According to "Economic Impacts of the Visitor Industry in Juneau report, 20017-08 conducted by the McDowell Group:
    - Food and Beverages has the highest annual employment numbers under our retail sector and constitute the 2nd highest amount of total annual wages.
- **Supports the visitor industry:**
  - The visitor industry is our largest private sector industry in terms of employment and wages, (Juneau Economic Baseline Report, McDowell Group, 2015).
  - This project provides a visitation opportunity. It has an intrinsic value. The Tourism market has expanded annually for many years and will continue. We have focused the entrance to the city by the development of the 16B berth facilities at this exact location. Providing additional hospitality amenities to coincide with this waterfront expansion further supports its success.
- **Markets our Local Seafood Resource:**
  - Pier 49 Seafood Station is a seafood restaurant highlighting our local caught seafood product. This supports our local fishing industry directly. This is important to our local fishing industry and therefore our community.
- **Support of the Seawalk, 16B Cruise Ship Berth Expansion and the Long Range Waterfront Plan:**
  - This concept is in line with the stated goal to create more outside eating and viewing areas to provide the maximum amount of social opportunities along the Seawalk.
- **Represents Local Investment:**

- It is vital to our community that local investment into our tourist district helps balance out the current homogeneous development of gift stores. Restaurants offer a social opportunity for both visitors and locals alike.

- **Supporting this project builds current and future investor confidence.**

(5) The necessity to the facility of a waterfront location, where applicable;

The applicant's proposed restaurant is marketed to cruise ship passengers due to the close proximity to the cruise ship dock. Having the restaurant located outside on the deck adds more visibility and attraction which in turn makes it much more marketable than a traditional indoor restaurant, and likely more profitable. Further, the indoor space in the existing building could not accommodate a kitchen, seating area, storage, etc. of the size offered on the deck. Therefore, a restaurant at this location could most likely only be viable on the outdoor deck. With that said, however, the waterfront location is not a necessity to the restaurant, it is a benefit due to the marketing of cruise ship passengers.

This criterion is not met.

We disagree with this finding:

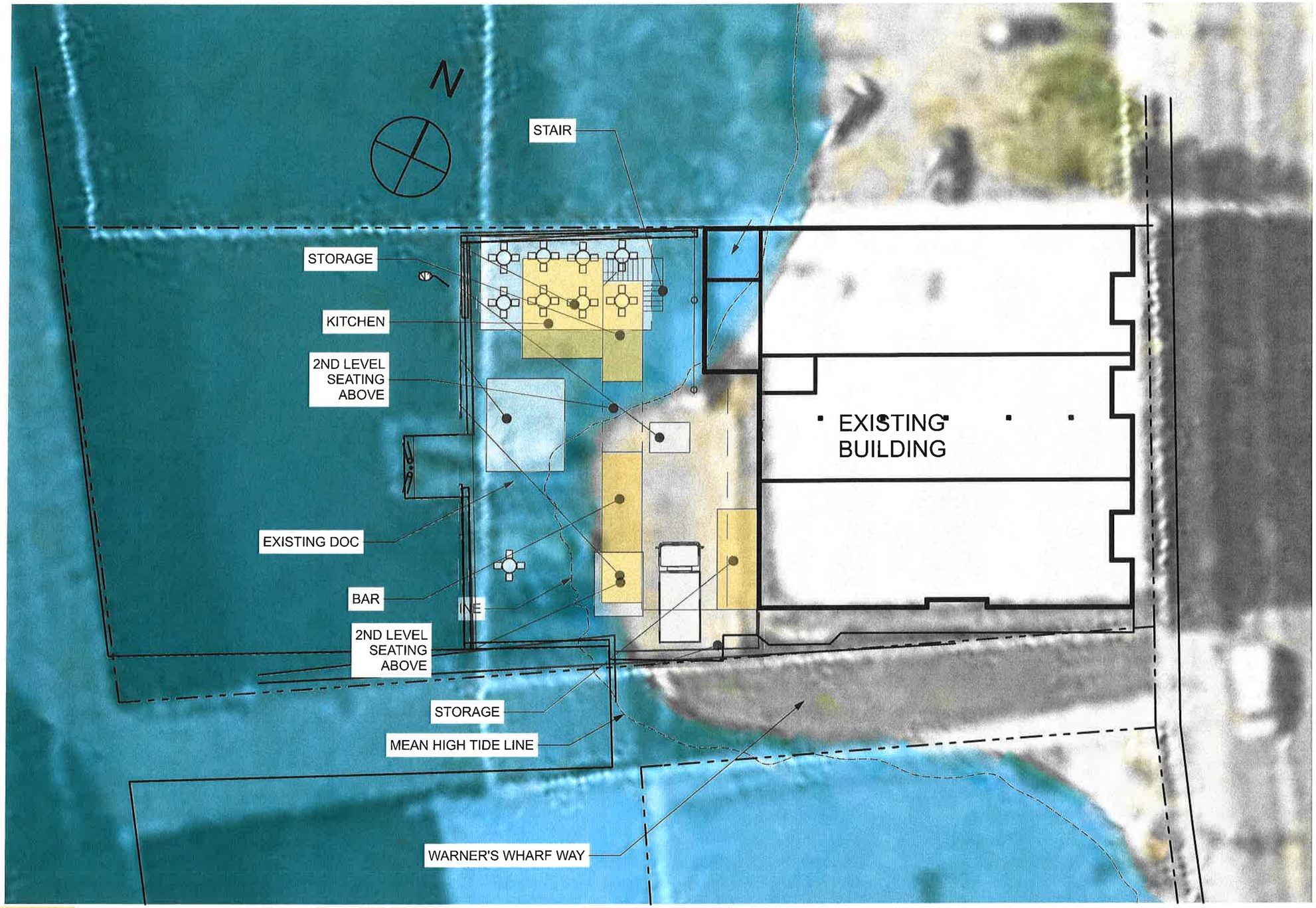
"Waterfront Location"

- **The interior space at this location cannot accommodate the proposed operation. The use of the pier and the placement of some buildings seaward of the mean tide area are critical to the viability of the venture.**

- **The Seawalk is our new Front Door…it is our New Town Square: We should expect and support development that highlights this.**

- **From a business standpoint, especially a Seafood Restaurant, a Waterfont Location and a view can greatly impact the experience for the visitor.**

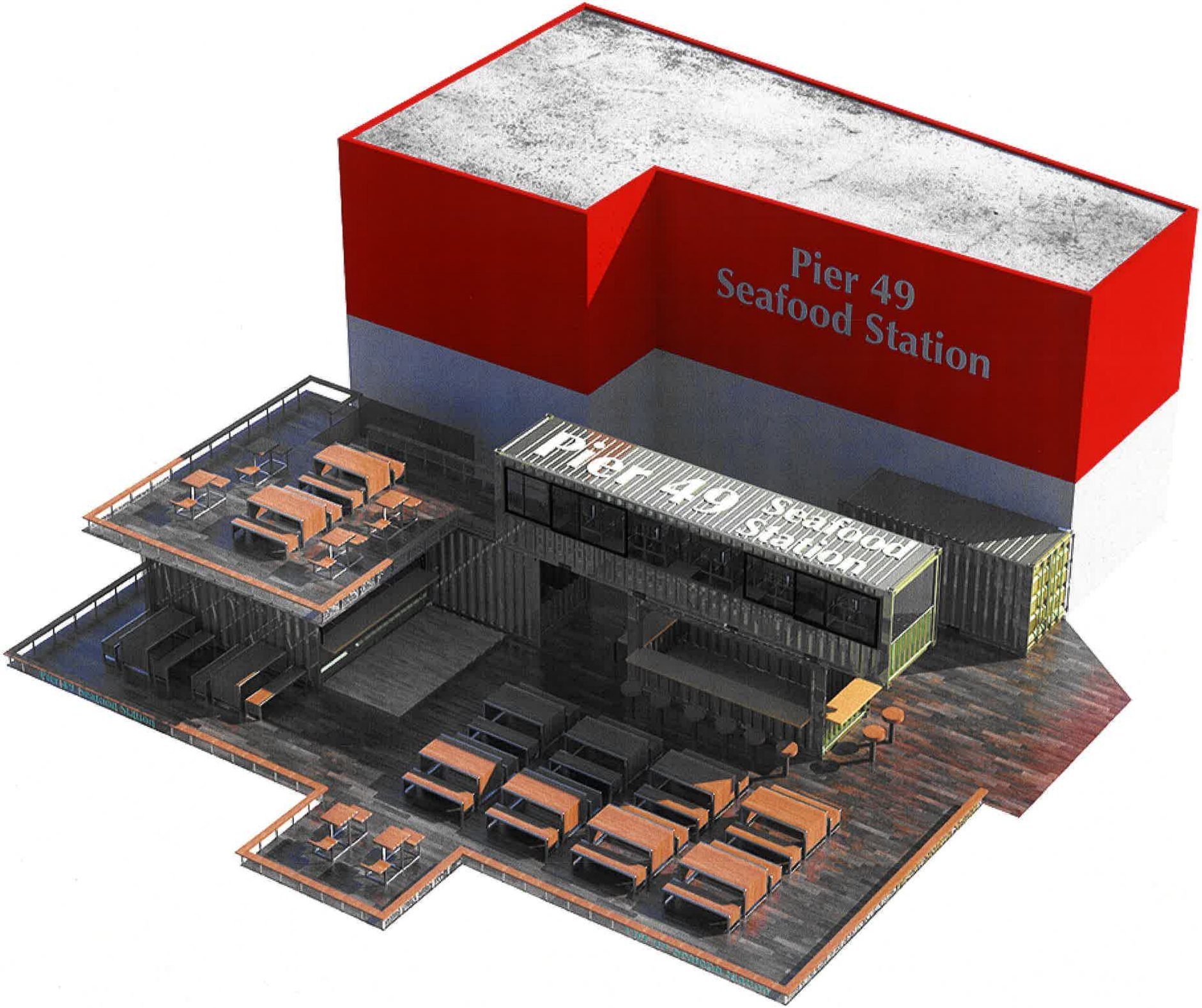
- **Through Construction of the Seawalk, Juneau, as a community, has validated the importance of this location.**
  - Now that the 16B expansion is completed, the Seawalk is available for pedestrian use. The robust development of the area connecting the South Franklin waterfront properties and the Seawalk was expected and is already happening.
- **A seafood restaurant is by nature, inherently connected to the waterfront.** For the dining experience, waterfront adjacency and view are considered a premium venue.
- **Proposed Project is "Design Specific" to the Waterfront**:
  An Industrial Waterfront Theme is the distinguishing the character of this design. It is site specific.



PROPOSED REVISIONS - SHOWING NEW RESTAURANT LAYOUT

SCALE: 1" = 20'

0 10' 20' 40'


Pier 49
Seafood Station
Pier 49 Seafood Station

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: November 16, 2016

TO: Planning Commission

FROM: Eric Feldt, Planner, AICP, CFM
Community Development Department

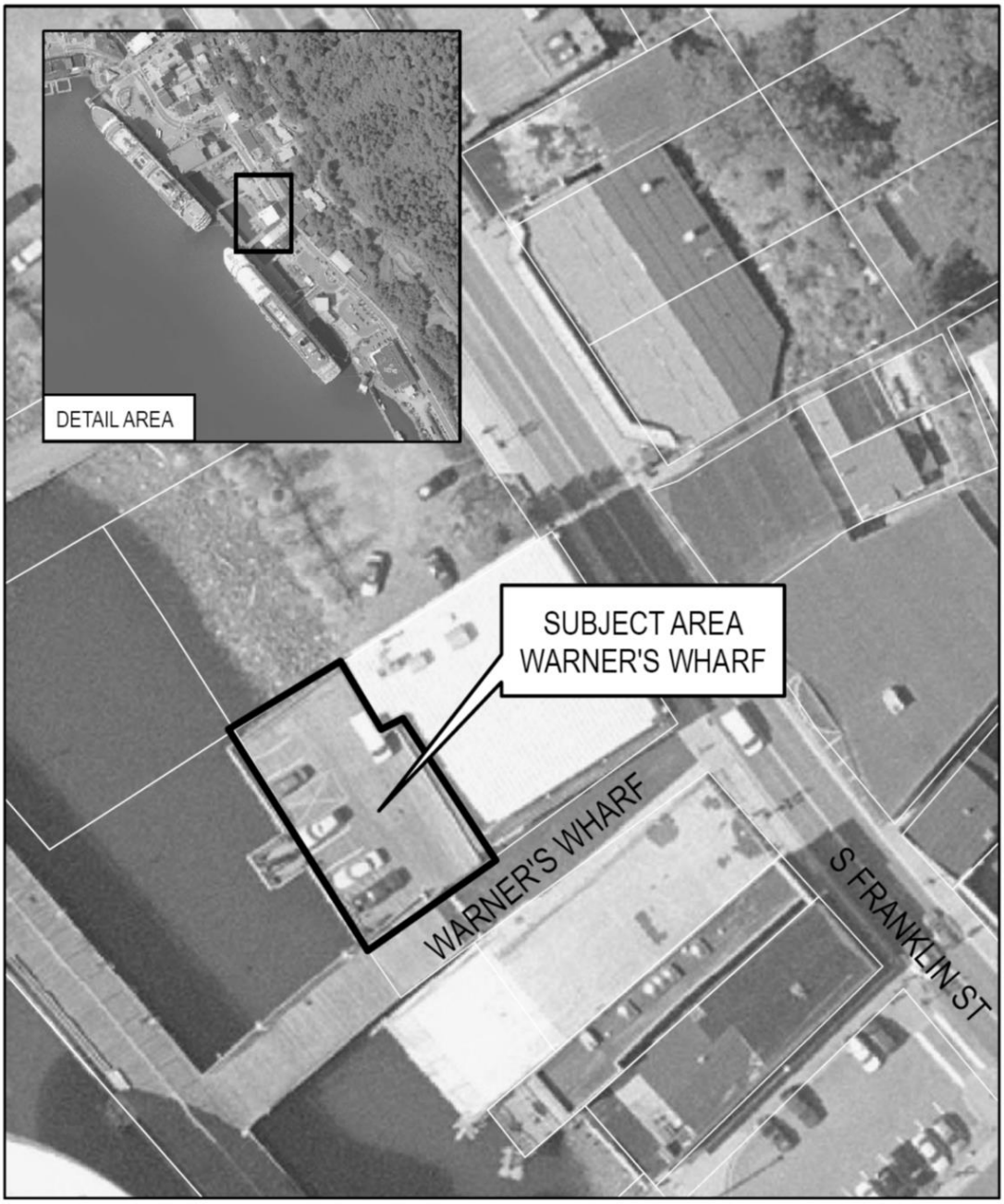
FILE NO.: USE2016 0029

PROPOSAL: A Conditional Use Permit for a new outdoor seasonal restaurant in a landslide and avalanche zone.

GENERAL INFORMATION

Applicant:	James Bibb
Property Owner:	Warner's Wharf LLC & AKA Alaska Pacific LLC
Property Address:	406 South Franklin Street
Legal Description:	Lot 8 Block 83 Tidelands Addition
Parcel Code Number:	1-C07-0-K83-004-0
Site Size:	11,211 Square Feet (0.26 Acres)
Comprehensive Plan Future Land Use Designation:	Marine Commercial (MC)
Zoning:	Waterfront Commercial (WC)
Utilities:	City Water and Sewer
Access:	South Franklin Street and Warner's Wharf
Existing Land Use:	Retail and Residential
Surrounding Land Use:	North - WC; Vacant; South Franklin Street South - WC; Retail; South Franklin Street East - MU; Retail; South Franklin Street West - Gastineau Channel

Vicinity Map



0 50 100 Feet

N

ATTACHMENTS

Attachment A - Conditional Use Permit Application
Attachment B - Development Permit Application
Attachment C - Applicant's Narrative
Attachment D - Site Layout
Attachment E - Site Design
Attachment F - 1987 Hazard Map
Attachment G - 1992 Hazard Map
Attachment H - Engineer's Letter
Attachment I - Public Notice

PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit for the development of outdoor restaurant improvements within a mapped landslide hazard zone, see Attachments A & B. The site is at Alaska Pacific Pier Building along South Franklin Street. See Vicinity map for location.

According to CBJ 49.70.300(a)(3);

> *Notwithstanding any other provision, all subdivision other than a boundary line relocation and all development greater than a single-family dwelling within landslide or avalanche areas shall require a conditional use permit.*

The property owner recently entered into a new lease resulting in replacing an existing restaurant (Tracy's Crab Shack) with a different restaurant business. All outdoor restaurant improvements associated with the past restaurant business have been removed to allow the new restaurant owner to install their improvements. These are the proposed improvements that have resulted in the filing of the subject Conditional Use permit.
The proposed outdoor improvements involve using transportation connexes to house a kitchen, bar, seating areas, and storage.
See Attachments C, D, and E for project narrative and project plans.

BACKGROUND

The Alaska Pacific Pier Building and waterfront deck sit along the base of the Mount Robert's slope on South Franklin Street. According to the adopted 1972 Geophysical Hazards Investigation, the area below Mount Roberts extending from Third Street and Harris Street to the start of Thane Road is the most hazardous landslide area in Juneau. The 1972 maps (adopted in 1987) place the site in the moderate hazard zone, see Attachment F. However, a later analysis in 1992 (Juneau Area Mass-Wasting & Snow Avalanche Hazard Analysis) place the

site outside of the hazard zone. The 1992 map is provided in Attachment G. The 1992 analysis and associated maps have not been adopted; therefore, the older analysis is still current for hazard mapping purposes.

The existing 3-story Alaska Pacific Pier building was built in 2005 after the previous single-story Timberwolf Building was demolished. The Alaska Pacific Pier Building contains retail, residential, and office space. The waterside deck was kept intact during the rebuild. It has been used for parking, outside storage and, most recently, a restaurant (during 2014 and 2015 only). The deck can be seen on the Vicinity Map. According to staff's records, the deck has existed since 1972.

Approval of Conditional Use (USE2004-0025) allowed the development of the Alaska Pacific Pier Building in a mapped landslide/avalanche zone. During the review of the Alaska Pacific Pier proposal, an engineer's letter (Attachment H) concluded that the recent construction across from the site (buildings across South Franklin Street) provides satisfactory protection from the west face of Mt. Roberts. Staff notes that this face of Mt. Roberts is the area where landslide hazard would originate. Large two- and three-story buildings and retaining walls are located across the street and uphill from the subject site.

Most recently in 2014, an approved Conditional Use permit (USE2014-0003) allowed a restaurant to construct an outdoor kitchen, bar, and seating areas within the mapped landslide zone on the deck behind the Alaska Pacific Pier building. Those buildings were removed this past October (2016) with the change in the building's lease. Since those buildings have been removed and the subject restaurant buildings are substantially different from those earlier permitted, a new Conditional Use permit is required (subject permit).

Despite the 2004 engineers letter leading to the approval of the Alaska Pacific Pier Building, the site continues to be mapped in a landslide hazard zone because no site-specific studies have been performed noting otherwise, according to staff's records. Per §49.70.300(a)(4), the applicant may hire a qualified person to study the possible hazards affecting the site and forecast impact which would either affirm or amend the official CBJ Geophysical Hazard map. If amended, the site would be remapped out of the mapped hazard and the subject Conditional Use permit would not be necessary. Pursuing the subject Conditional Use permit is faster for the applicant's schedule of opening the restaurant the following tourist season (2017), if approved.

ANALYSIS

According to CBJ §49.70.300(a)(3);

> *Notwithstanding any other provision, all subdivision other than a boundary line relocation and all development greater than a single-family dwelling within landslide or avalanche areas shall require a conditional use permit.*

Mitigating measures may be required as part of development in landslide or avalanche areas. CBJ §49.70.300(a)(5) states:

> *The Commission may require mitigating measures certified as effective by a professional engineer for development in landslide and avalanche areas. Such measures may include dissipating structures or dams, special structural engineering, or other techniques designed for the site. Mitigating measures may also include reduction in the proposed density.*

Project Site
The proposed site is on the waterside of South Franklin Street. The site is located in a mapped moderate landslide hazard zone. The seasonal restaurant would be located on the existing deck behind the Alaska Pacific Pier Building.

Project Design
The proposed exterior improvement includes the use of several connexes designed into a kitchen, bar, seating areas, and storage. Attachments D and E provide a rendition of these restaurant spaces. The kitchen will measure approximately 15 feet wide by 23 feet long; a small roof-top deck will be located above the kitchen. A long narrow connex containing a bar, storage, and seating areas will be connected to the kitchen, this area measures approximately 8 feet wide by 50 feet.

The installation and connection of each connex will be reviewed through the building permit process to ensure they can withstand forces of nature, and meet health and safety related codes.

If approved, the outdoor restaurant will start operating during the summer 2017 tourist season, May through September, but might later become a year-round operation.

Public Health or Safety
As stated earlier, the 2004 engineer's letter concluded that the development across South Franklin Street provides satisfactory protection from the west face of Mt. Roberts (Attachment H). Even though the letter is 12 years old, protection still exists and present-day analysis is not warranted at this time for the subject proposal. Further, the development which warranted the subject Conditional Use permit is located behind and protected from a building which was

approved and is designed to withstand uphill hazard forces. Therefore, the proposed development will preserve public health and safety.

Property Value or Neighborhood Harmony
As indicated earlier, the subject Conditional Use permit is required for the development of the proposed outdoor restaurant improvements in a mapped landslide zone. The end result of the project is replacing an existing restaurant with another restaurant. Therefore, there is no negative impact to neighborhood property value or harmony.

Conformity with Adopted Plans
Comprehensive Plan
The CBJ 2013 Comprehensive Plan provides a 20-year visionary outlook of how the community should grow or be preserved for the future. Chapter 7 of the Plan addresses issues relative to development in a landslide and avalanche zone as stated below.

> **Policy 7.17 To minimize the threat to human safety and development posed by landslides (mass wasting) and avalanches. [Page 97]**
>
> **Policy 7.17 - IA4 Provide mitigating standards in the Land Use and/or Building Code for development in landslide and avalanche hazard areas based on the 1972 study. These standards may include dissipating structures or dams, appropriate structural and special engineering, or other techniques that respond to the specific hazards of the site. All development in the hazard areas must include mitigating measures that respond to the specific hazards of that site. [Page 98]**

The development of a seasonal outdoor restaurant on the deck behind the Alaska Pacific Pier Building would not increase any threat to human safety or development given that mitigating measures have been addressed by permanent structures on neighboring properties. Mitigating measures for the previous outdoor restaurant (Tracy's Crab Shack) were not required. Although the proposed improvements are larger than those previous there is no evidence suggesting an increase in hazard to warrant mitigating measures for the subject project. With that said, the project will be built in a safe manner, which is consistent with applicable policies of the Comprehensive Plan.

Long Range Waterfront Plan
The site is located in the downtown waterfront area affected by the Long Range Waterfront Plan. This plan serves the following goals: 1) Enhance community quality of life; 2) Strengthen tourism product offerings as well as downtown retail, entertainment, residential and service activities; 3) Improve Juneau's image and attractiveness for investment; and 4) Recognize all current waterfront uses.

The Plan categorizes the downtown waterfront into geographic subsections, whereby the subject site is located in 'Area D: Franklin Street Corridor'. This section stretches along South

Franklin Street from just south of the downtown parking garage southward to the northern part of the Rock Dump. Much of the planning focus for this area is on the importance of pedestrian connections with the seawalk, buildings facing the street and the waterside, and building scale and character. The subject Conditional Use permit is not directly related to those features of the site, however, the site does have pedestrian connections to the seawalk and South Franklin Street. Further, the existing building does 'face' both the street and waterside routes and, the proposed outdoor connexes will offer a mix of commercial activities on the ground floor. Lastly, the proposed connexes consist of an industrial maritime design commonly found in Southeast Alaska. Although the site is located in a historic district area, most of the waterside section, including the deck, lies outside of this district. Thus, historic district design guidelines don't apply to improvements on the deck.

The proposal and existing building features are consistent with the Long Range Waterfront Plan.

Economic Development Plan

The goal of this Plan is to ensure Juneau's future continues increased economic resiliency and prosperity. Of the Plan's seven initiatives, 'Revitalizing Downtown' is most germane to the proposal. Although this initiative does not contain policies directly related to the project at hand, the approval of the project will result in continued growth in local property and sales tax. Therefore, the project is consistent with the primary goal of the Economic Development Plan.

FINDINGS

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

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

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

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

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

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

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

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

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ §49.25.300, Section 8.100 for the Waterfront Commercial zoning district.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the November 18 and 28 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right of Way.

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

No. The proposed restaurant improvements will be located in an area protected from hazard by adjacent development and the project will be reviewed through the building permit process which ensures they are installed according to applicable building codes. Therefore, approval of the project will not materially endanger the public health or safety.

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

No. Placing outdoor restaurant structures in a mapped hazard area in a commercial neighborhood will not be out of harmony with existing retail and restaurant businesses in the neighboring area.

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

Yes. The proposed restaurant improvements will be located in an area protected from hazard by adjacent development. Therefore, the proposal will be developed in a safe manner which conforms to the policies of the Comprehensive Plan. Also, the project overall is consistent with the Long Range Waterfront Plan and Economic Development Plan.

Per CBJ §49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

7. ***Will the proposed development comply with the Juneau Coastal Management Program?***

N/A. Not Applicable. The proposed project was reviewed for conformance with the JCMP relative to the issue of construction in a hazard zone. It was found that no enforceable policies of the JCMP apply to the proposed development.

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 outdoor restaurant uses within a mapped landslide hazard zone.

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		USE2016-0029	10-21-16

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

☐ Accessory Apartment*** (AAP) ☐ Driveway in Right-of-Way (ADW)

☐ Use Listed in §49.25.300 (Table of Permissible Uses) (USE)

Please list the Table of Permissible Uses Category: _____

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

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

Outside Seasonal Restaurant operating in a Mass-Wasting Site

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

CURRENT USE OF LAND OR BUILDING(S): Retail Business / Residential Apt, Storage - Seasonal Waterfront Restaurant

PROPOSED USE OF LAND OR BUILDING(S): Same.

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

SITE AND BUILDING SPECIFICS:

Total Area of Lot _____ square feet Total Area of Existing Structure(s) _____ square feet

Total Area of Proposed Structure(s) _____ square feet

EXTERNAL LIGHTING:

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

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

PLAN SUBMITTAL AND SUBMITTAL CHECKLIST:

☐ Site Plan

☐ Floor Plan of proposed buildings

☐ Elevation View of existing and proposed buildings

☐ Proposed Vegetative Cover

☐ Existing and proposed parking areas (including dimensions) and proposed traffic circulation

☐ Existing Physical Features of the site (drainage, habitat, hazard areas, etc.)

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.

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	$400			
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$50			
Pub. Not. Sign Deposit	$100			
Total Fee	$550	57175	8712	10/21/16

NOTE: MUST BE ACCOMPANIED BY* DEVELOPMENT PERMIT APPLICATION *FORM

TO BE COMPLETED BY THE APPLICANT

DEVELOPMENT PERMIT APPLICATION

Project Number USE 2016 0029	CITY and BOROUGH of JUNEAU	Date Received: 10-21-16
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description Replace existing exterior seafood restaurant located on Alaska Pacific Pier Dock with a new restaurant.

PROPERTY LOCATION

Street Address: 406 South Franklin Street	City/Zip: Juneau, Alaska 99801
Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot): Lot 8 Block 83 Tidelands Addition	
Assessor's Parcel Number(s): 1-C07-0-K83-004-0	

LANDOWNER/ LESSEE

Property Owner's Name: Michael Tripp	Contact Person: M. Tripp	Work Phone: 586-9502
Mailing Address: 120 Mill Street, Juneau Ak 99801	Home Phone:	Fax Number:
E-mail Address: michael@shirtco.com	Other Contact Phone Number(s): James Bibb, Northwind Architects	

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

X _____ Date: 10/20/16

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: James Bibb, Northwind Architects	Contact Person: James Bibb	Work Phone: 586-6150
Mailing Address: 126 Seward Street	Home Phone:	Fax Number:
E-mail Address:	Other Contact Phone Number(s):	

X _____ Applicant's Signature — Date of Application: 10/20/16

----------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)			USE 2016 0029
	Variance Case (De Minimis and all other Variance case types)			
	Wetlands Permits			
	Zone Change Application			
	Other (Describe)			

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

Comments:

Permit Intake Initials: JKL

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

NorthWind
Architects, LLC

October 20, 2016

Memo

Re: Pacific Pier Waterfront Restaurant Operating in a Mass Wasting Site
120 Mill Street, Juneau AK
Parcel No. 1-C07-0-K83-004-0 Tidelands Addition, block 83, Lots a8 & 9B
To: CBJ, Permit Department
Att: Jonathan Lange, CBJ Planner
CC: Mike Tripp, Pacific Pier Building

Mr. Lange, enclosed is our application to operate a season outside restaurant in a mass wasting, (Landslide/Avalanche Hazard) wasting location.

Project Description: The applicant requests a conditional use permit to operation of a seasonal restaurant on an existing 4,150 dock located channel side of South Franklin Street and seaward of the Pacific Pier Building, 120 Mill street, Juneau. The re-establishment of this use does not alter nor expose this site to any greater risk than that of the previous application.

The location will: provide seating for outdoors covered dining, food prep, beverage service and on-site storage.
There will be (4) non-permanent buildings as part of this proposed use:

Please reference attached site Plan, A01

Referencing language from the 2014 application, the site will be seaward of the Alaska Pacific Pier Building, a 2-story steel and concrete building permitted and constructed in 2004, 2005. It will replace a restaurant previously located in this location in both layout and operations. The Pacific Pier building stands between the proposed outside restaurant location and the hillside from where a landslide and/or avalanche event could potentially occur. USE2004-00025 was approved reviewing this site noting that the Alaska Pacific Pier Building, protecting this site from potential risk of landslide or avalanche noting that danger to public health and safety was mitigated by existing retaining wall structures uphill from that property.

We ask support of this proposed use.

Sean M Boily AIA
Principal Architect

Evelyn F Rousso AIA LEED
Principal Architect

Gerald R Gotschall AIA
Principal Architect

James Bibb AIA
Principal Architect

David Hurley AIA
Principal Architect

126 Seward Street
Juneau, AK 99801

7.586.6150
f.907.586.6181

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		CUP 14-003	11/19/14

TO BE COMPLETED BY THE APPLICANT

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

☐ Accessory Apartment*** (AAP) ☐ Driveway in Right-of-Way (ADW)

☐ Use Listed in §49.25.300 (Table of Permissible Uses) (USE)

Please list the Table of Permissible Uses Category: 8.3

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

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

Construct temporary structures on the deck facing the waterfront for the purpose of providing food service during the summer tourist season.

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

CURRENT USE OF LAND OR BUILDING(S):

retail, storage and residence

PROPOSED USE OF LAND OR BUILDING(S):

seasonal restaurant

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

SITE AND BUILDING SPECIFICS:

Total Area of Lot 18,462 square feet Total Area of Existing Structure(s) 6,471 square feet

Total Area of Proposed Structure(s) 468 square feet

EXTERNAL LIGHTING:

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

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

PROJECT NARRATIVE AND SUBMITTAL CHECKLIST:

☐ Site Plan
☐ Floor Plan of proposed buildings
☐ Elevation view of existing and proposed buildings
☐ Proposed Vegetative Cover
☐ Existing and proposed parking areas (including dimensions) and proposed traffic circulation
☐ Existing Physical Features of the site (drainage, habitat, hazard areas, etc.)

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.

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	$ 500			
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50			
Pub. Not. Sign Deposit	$ 100			
Total Fee	$ 650	016716	014746	11/19/14

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION *FORM*

DEVELOPMENT PERMIT APPLICATION

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

PROJECT / APPLICANT INFORMATION

Project Description
Construct temporary structures on the deck facing the waterfront for the purpose of providing food service during the summer tourist season.

PROPERTY LOCATION

Street Address: 406 SOUTH FRANKLIN ST	City/Zip: 99801
Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot): TIDELANDS BL 83 L 8	
Assessor's Parcel Number(s): 1C070K830040	

LANDOWNER/ LESSEE

Property Owner's Name: Alaska Pacific LLC	Contact Person: Mike Tripp	Work Phone: 907 586 9502
Mailing Address: 120 Mill St, Juneau AK 99801	Home Phone:	Fax Number:
E-mail Address: michael@shirtco.com	Other Contact Phone Number(s): James Bibb - 586-6150	

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:

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X _____ Landowner/Lessee Signature — Date: 1/27/14

X _____ Landowner/Lessee Signature — Date: _____

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

Applicant's Name: northwind architects	Contact Person: james bibb	Work Phone: 907 586 9502
Mailing Address: 126 seward st juneau ak 99801	Home Phone:	Fax Number:
E-mail Address: james@northwindarch.com	Other Contact Phone Number(s):	

X _____ Applicant's Signature — Date of Application: 1/27/14

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

STAFF APPROVALS

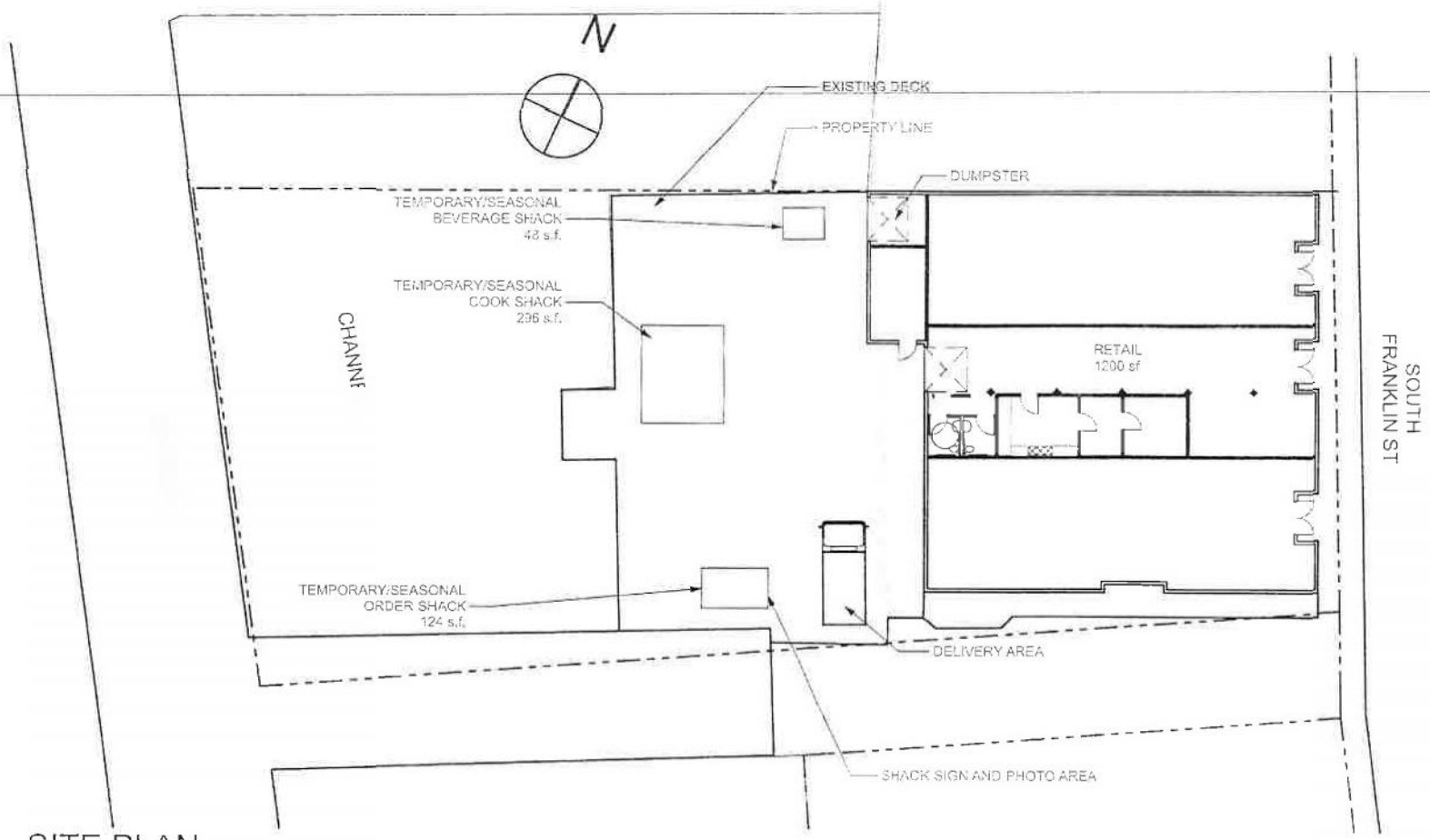
✓	Permit Type	***SIGN	Date Received	Application Number(s)
	Building/Grading Permit			
	City/State Project Review and City Land Action			
	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	Sign Approval (If more than one, fill in all applicable permit #'s)			
	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
✓	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		1/31/14	USE 14-003
	Variance Case (De Minimis and all other Variance case types)			
	Wetlands Permits			
	Zone Change Application			
	Other (Describe)			

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

Comments:

Permit Intake Initials: BSL

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



1 SITE PLAN

SCALE: 1" = 20'

LAND USE ZONE: WC (WATERFRONT COMMERCIAL)
BUIDLING SETBACK
- FRONT YARD 0'
- SIDE YARD 0' (BASED ON PREVIOUS VARIANCE FROM 10')
- BACK YARD 20'

IF THE ABOVE DIMENSION DOES NOT MEASURE ONE INCH (1") EXACTLY, THIS DRAWING WILL HAVE BEEN ENLARGED OR REDUCED, AFFECTING ALL LABELED SCALES

NorthWind Architects LLC

PACIFIC PIER IMPROVEMENTS

ZONING / CODE REVIEW

G03

June 28, 2004

Debra Purves
CBJ Permit Coordinator
Community Development Department
155 South Seward St.
Juneau, AK. 99801

Re: Alaska Pacific Pier Building Conditional Use Permit Landslide & Avalanche Variance

Dear Debra,

The proposed Alaska Pacific Pier Building is located at 406 South Franklin Street in downtown Juneau. The building site is in a moderate landslide area on the waterside of South Franklin St. and across from recent construction that will provide satisfactory protection from the west face of Mt. Roberts. Because of this protection please provide a variance from your requirements for any additional structures at the Alaska Pacific Pier building site.

Sincerely,

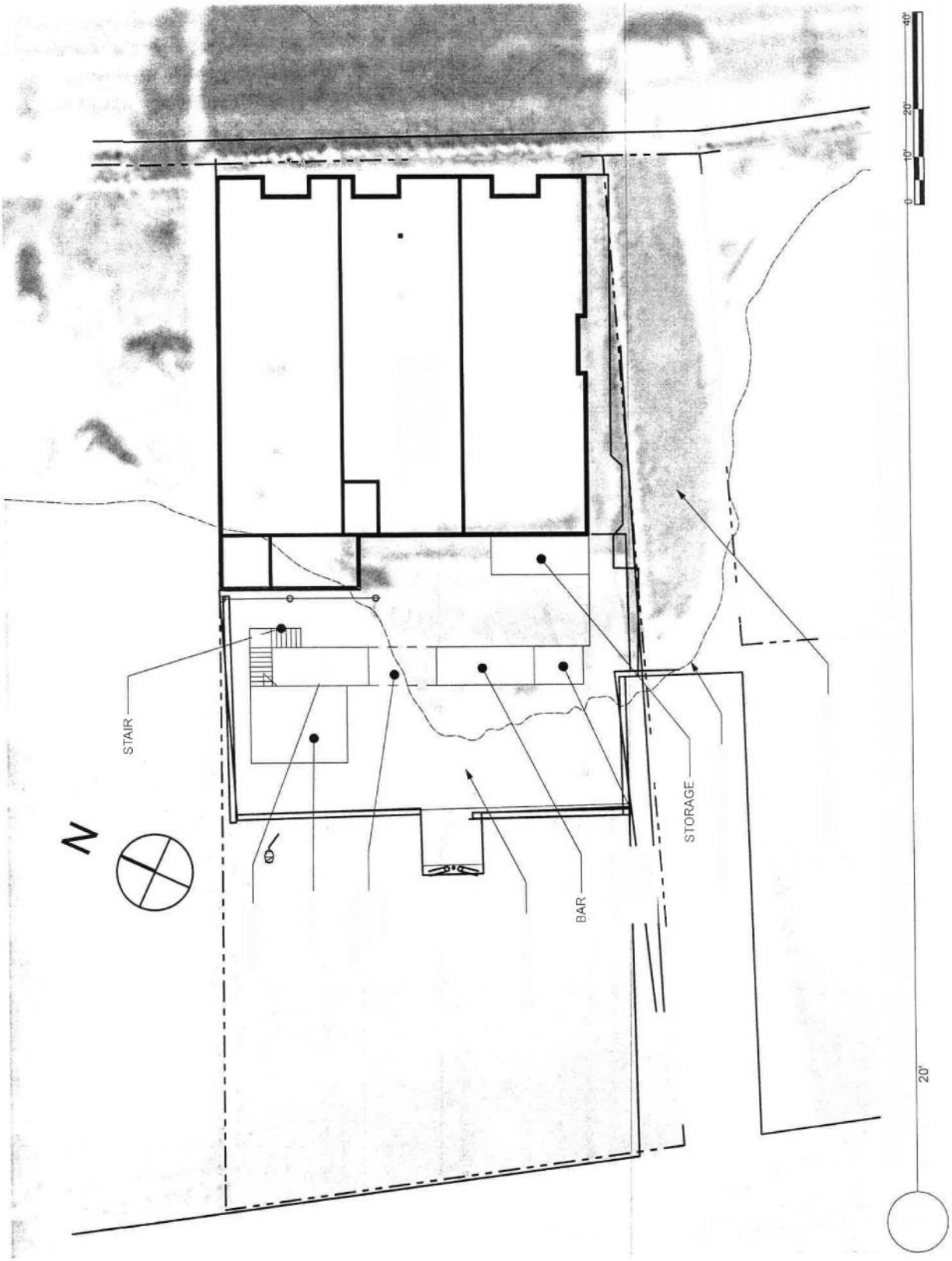
Robert Lium
Structural Engineer

Lium Engineering
3210 Foster Ave.
Juneau, AK. 99801

STATE OF ALASKA
49TH
NO. 572-E
REGISTERED PROFESSIONAL ENGINEER

ATTACHMENT E

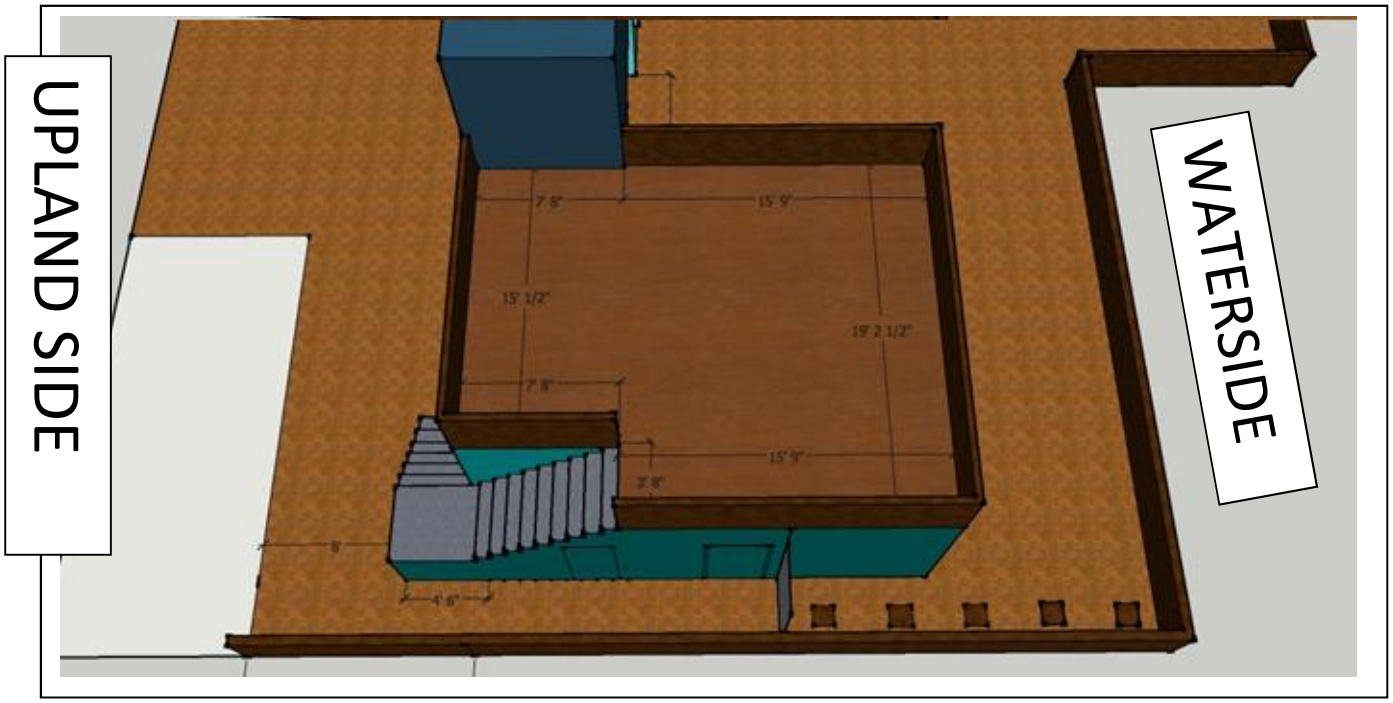
Attachment C - Applican'ts Narrative

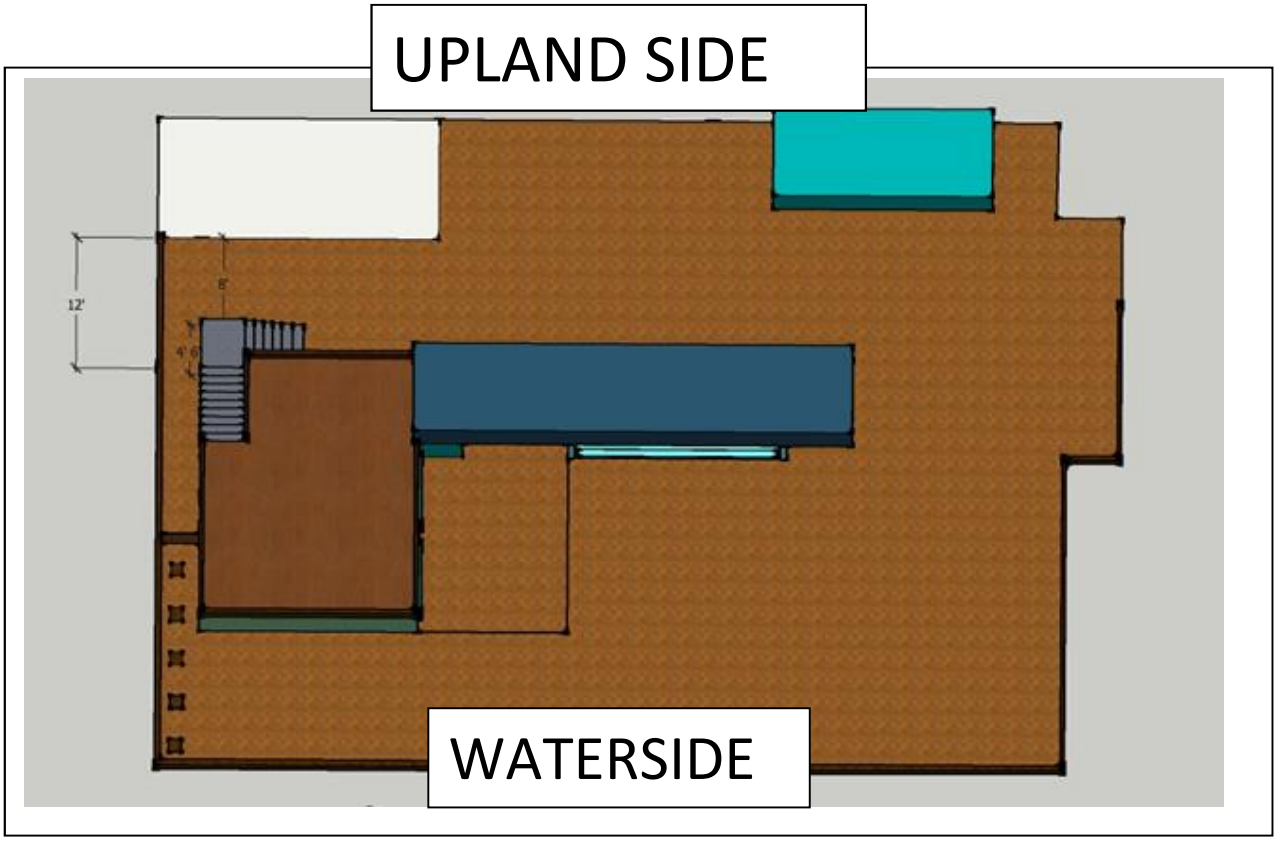


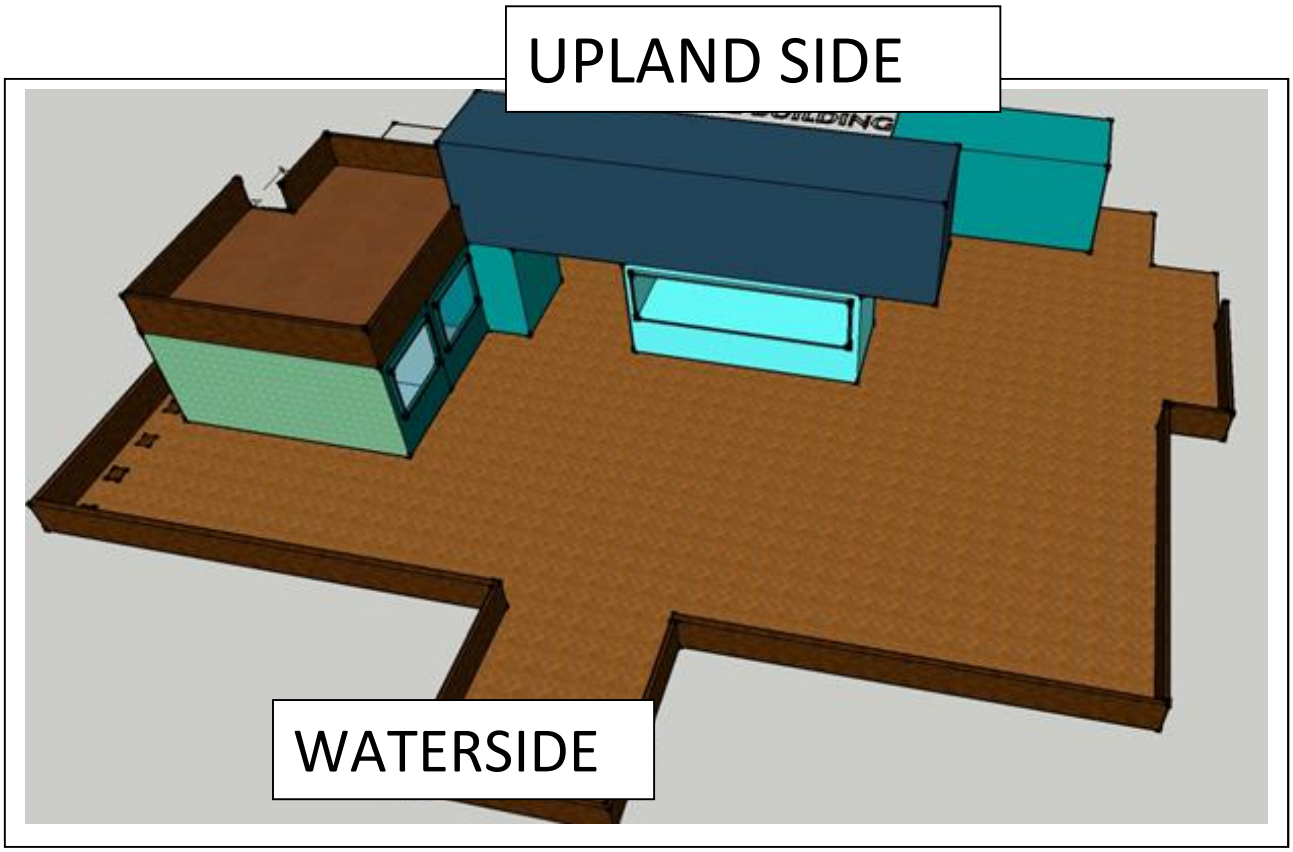
ARCHITECTURAL SITE PLAN - FEMA

Juneau, Alaska

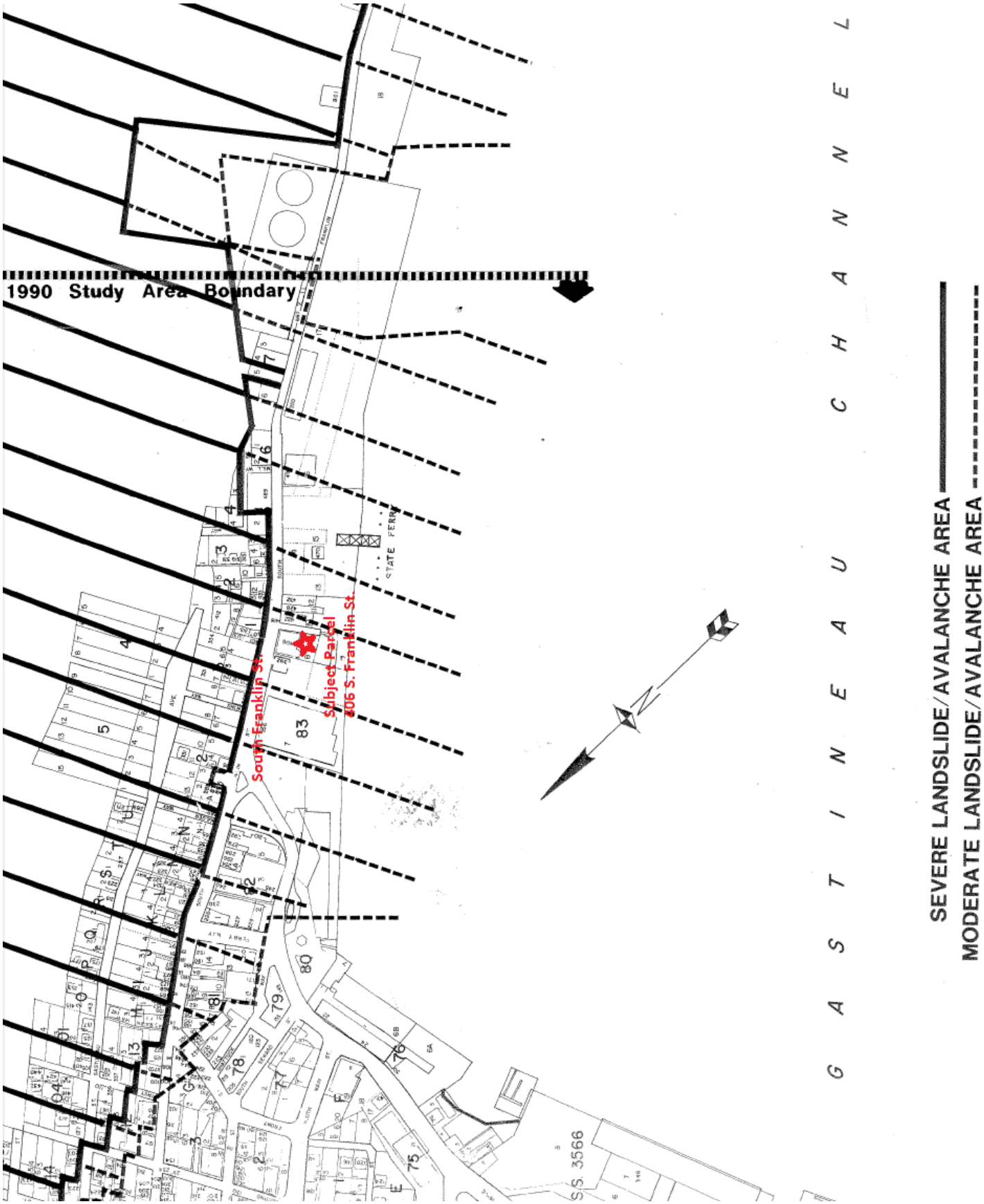
Attachment D - Site Layout


UPLAND SIDE
WATERSIDE
7' 8"
15' 9"
15' 1/2"
19' 2 1/2"
7' 8"
15' 9"
2' 8"
8'
4' 6"


UPLAND SIDE
12'
8'
4' 6"
WATERSIDE

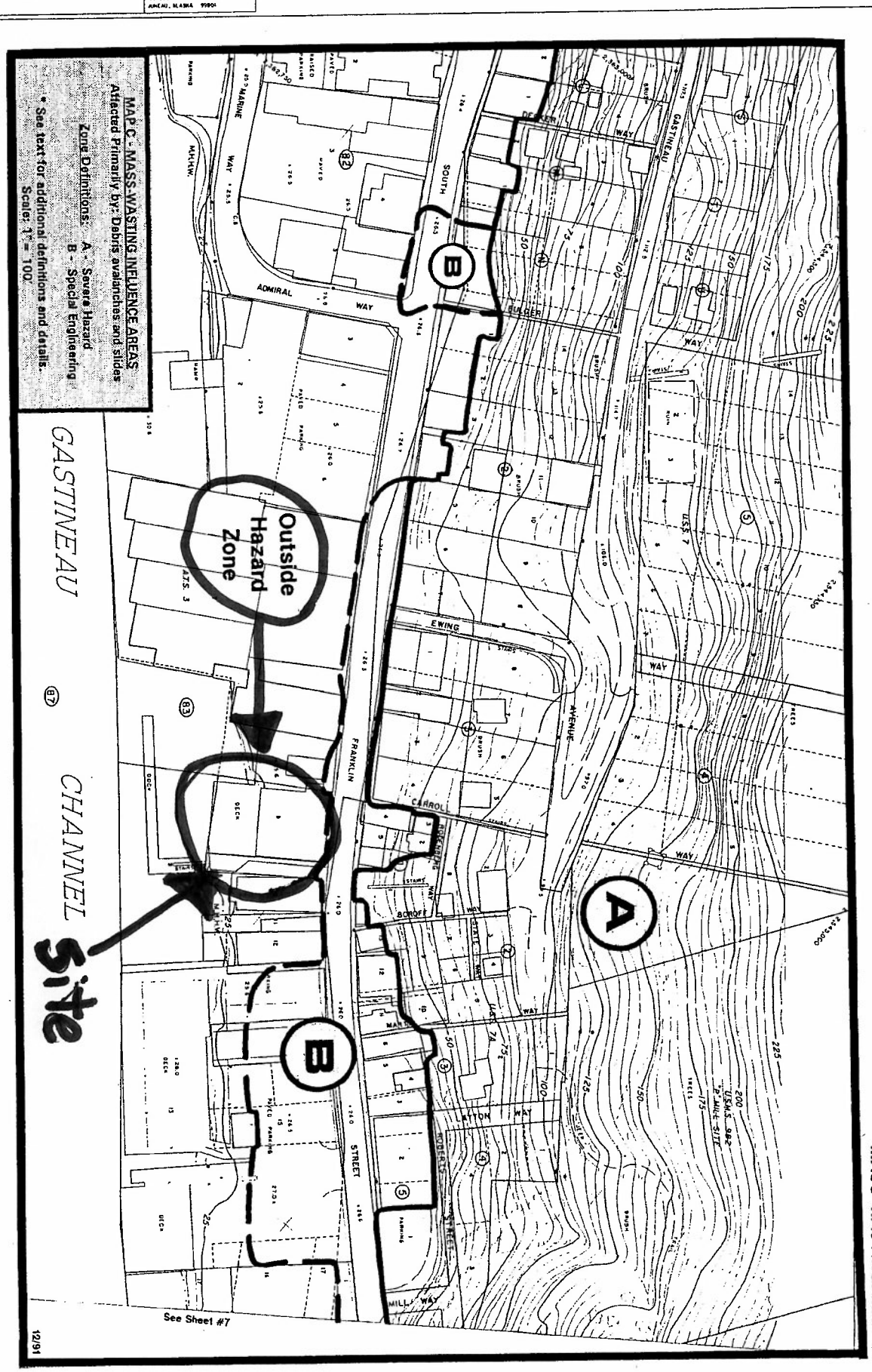


Attachment E - Site Design



Attachment F - 1987 Hazard Map

1992 Study - Not Adopted



MASS WASTING: MAP C

Attachment G - 1992 Hazard Map

June 28, 2004

Debra Purves
CBJ Permit Coordinator
Community Development Department
155 South Seward St.
Juneau, AK. 99801

Re: Alaska Pacific Pier Building Conditional Use Permit Landslide & Avalanche Variance

Dear Debra,

The proposed Alaska Pacific Pier Building is located at 406 South Franklin Street in downtown Juneau. The building site is in a moderate landslide area on the waterside of South Franklin St. and across from recent construction that will provide satisfactory protection from the west face of Mt. Roberts. Because of this protection please provide a variance from your requirements for any additional structures at the Alaska Pacific Pier building site.

Sincerely,

Robert Lium
Structural Engineer

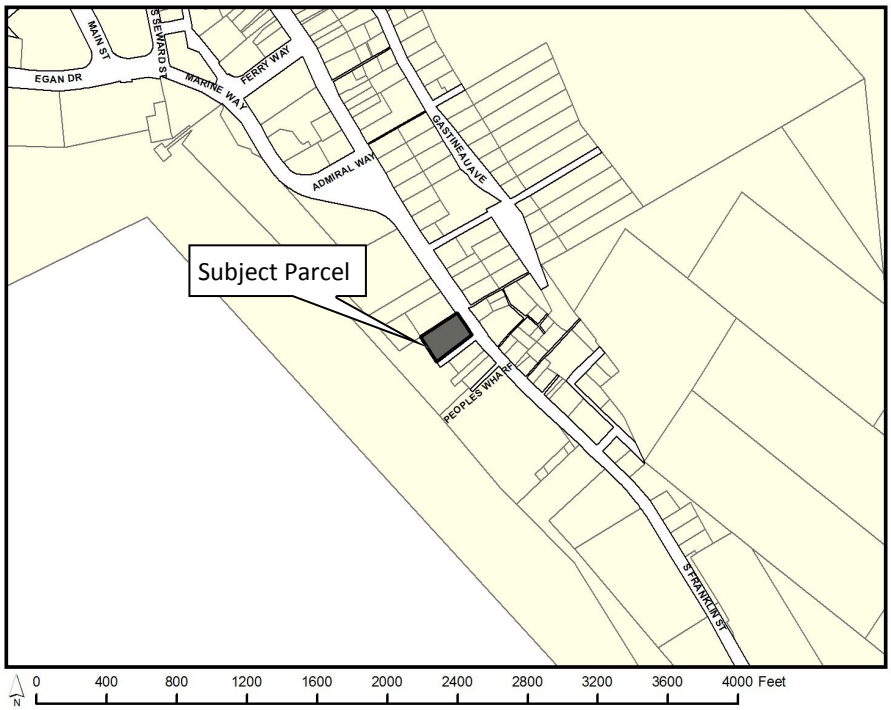
Lium Engineering
3210 Foster Ave.
Juneau, AK. 99801

STATE OF ALASKA
49TH
NO. 572-E
REGISTERED PROFESSIONAL ENGINEER

ATTACHMENT E

Attachment H - Engineer's Letter

NOTICE OF PUBLIC HEARING



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

SHIP TO:

PROPOSAL: A Conditional Use Permit request for a new outdoor seasonal restaurant in a landslide and avalanche zone.

File No:	USE2016 0029	Applicant:	James Bibb
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K83-004-0
Hearing Date:	November 30, 2016	Owner:	Warner'S Wharf LLC & AKA Alaska Pacific LLC
Hearing Time:	7:00 PM	Lot Size:	11,211
Place:	Assembly Chambers	Zoned:	WC
	Municipal Building	Site Address:	406 S Franklin St
	155 South Seward Street	Accessed Via:	Franklin St
	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.

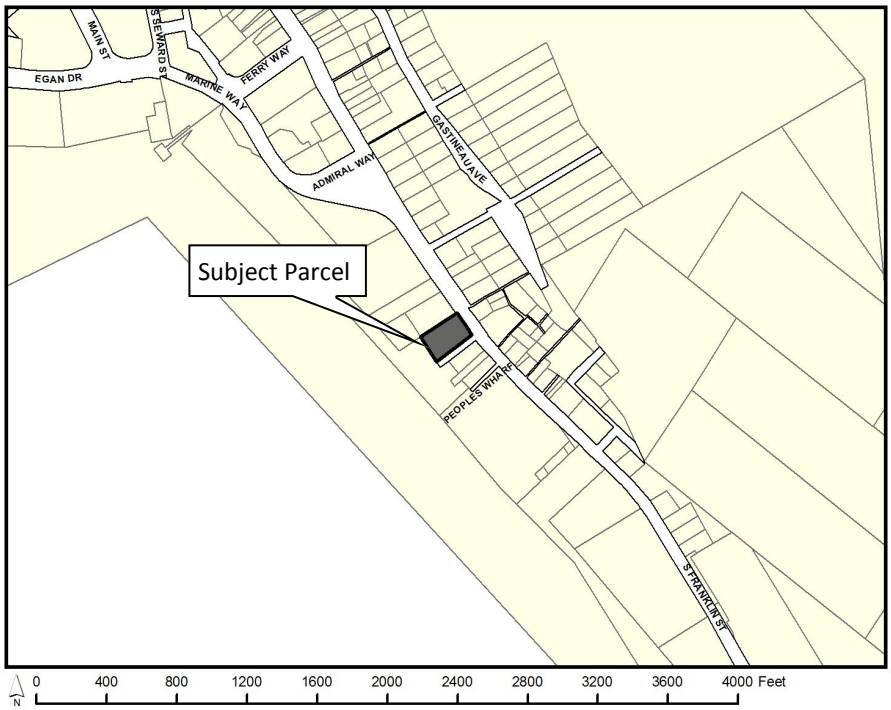
If you have questions, please contact Eric Feldt at Eric.Feldt@juneau.org of 586.0764.

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

Date notice was printed: October 27, 2016

Attachment I - Public Notice

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: A Conditional Use Permit request for a new outdoor seasonal restaurant in a landslide and avalanche zone.

File No:	USE2016 0029	Applicant:	James Bibb
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K83-004-0
Hearing Date:	November 22, 2016	Owner:	Warner'S Wharf LLC & AKA Alaska Pacific LLC
Hearing Time:	7:00 PM	Lot Size:	11,211
Place:	Assembly Chambers	Zoned:	WC
	Municipal Building	Site Address:	406 S Franklin St
	155 South Seward Street	Accessed Via:	Franklin St
	Juneau, Alaska 99801		

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

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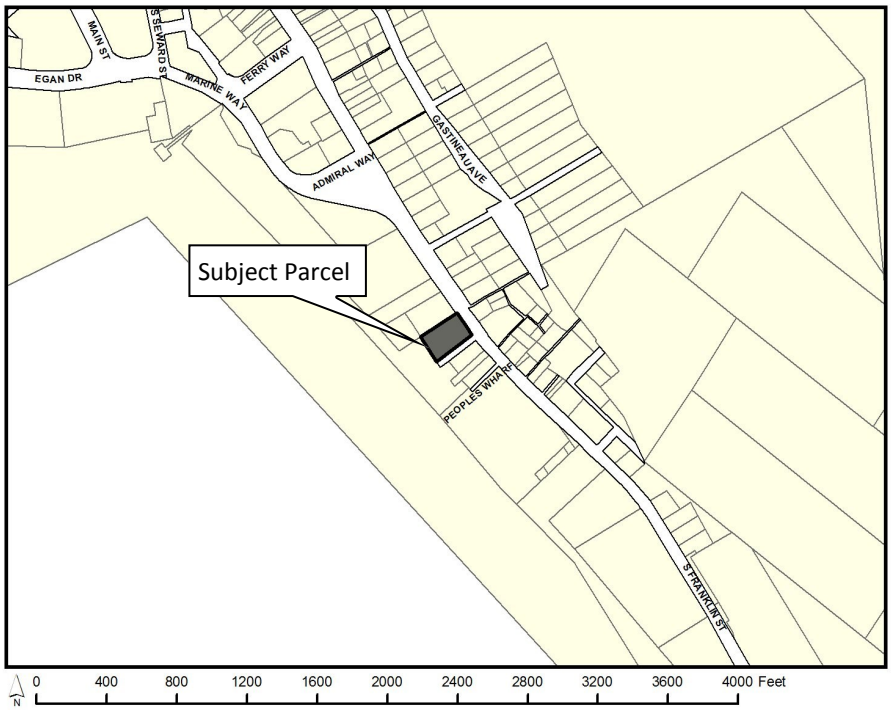
NOTICE OF PUBLIC HEARING



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

SHIP TO:

PROPOSAL: A Conditional Use Permit request for a new outdoor seasonal restaurant in a landslide and avalanche zone.

File No:	USE2016 0029	Applicant:	James Bibb
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K83-004-0
Hearing Date:	November 30, 2016	Owner:	Warner'S Wharf LLC & AKA Alaska Pacific LLC
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	Municipal Building	Site Address:	406 S Franklin St
	155 South Seward Street	Accessed Via:	Franklin St
	Juneau, Alaska 99801		

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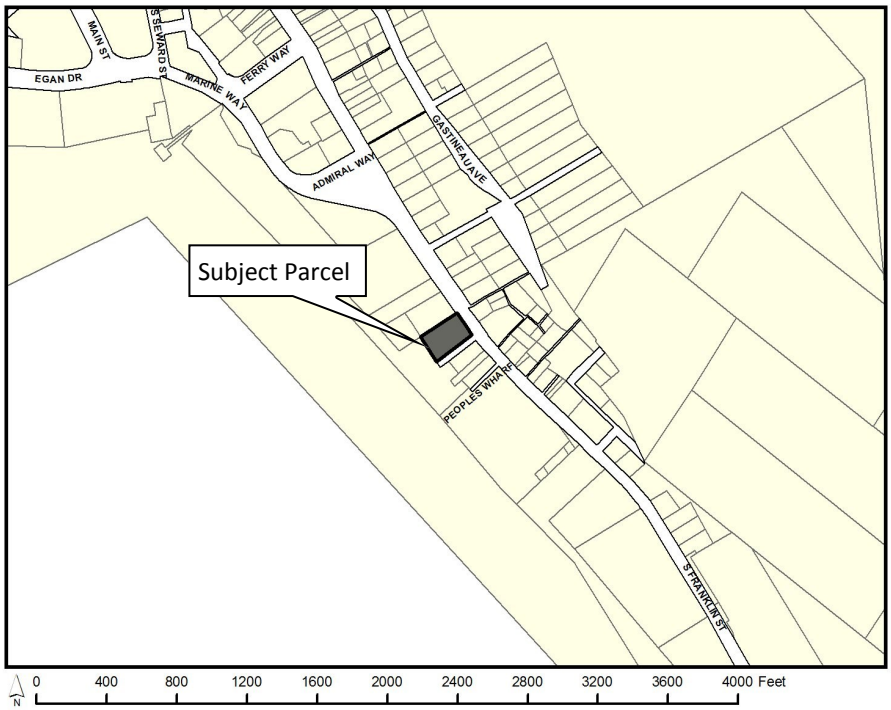
Date notice was printed: October 27, 2016

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: A Conditional Use Permit request for a new outdoor seasonal restaurant in a landslide and avalanche zone.

File No:	USE2016 0029	Applicant:	James Bibb
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K83-004-0
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	Municipal Building	Site Address:	406 S Franklin St
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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

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CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

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

PLANNING COMMISSION
NOTICE OF DECISION

Date: December 2, 2016
File No.: USE2016 0029

James Bibb
Northwind Architects
126 Seward Street
Juneau, AK 99801

Proposal: A Conditional Use Permit request for a new outdoor seasonal restaurant in a landslide and avalanche zone.

Property Address: 406 South Franklin St

Legal Description: Lot 8 Block 83 Tidelands Addition

Parcel Code No.: 1-C07-0-K83-004-0

Hearing Date: November 30, 2016

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated November 16, 2016, and approved the Conditional Use permit for a new outdoor seasonal restaurant in a landslide and avalanche zone to be conducted as described in the project description and project drawings submitted with the application.

Attachments: November 16, 2016, memorandum from Eric Feldt, Community Development, to the CBJ Planning Commission regarding USE2016 0029.

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

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

Effective Date: The permit is effective upon approval by the Commission, November 30, 2016.

Expiration Date: The permit will expire 18 months after the effective date, or May 30, 2018, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:

Eric Feldt, Planner
Community Development Department

Ben Haight, Chair
Planning Commission

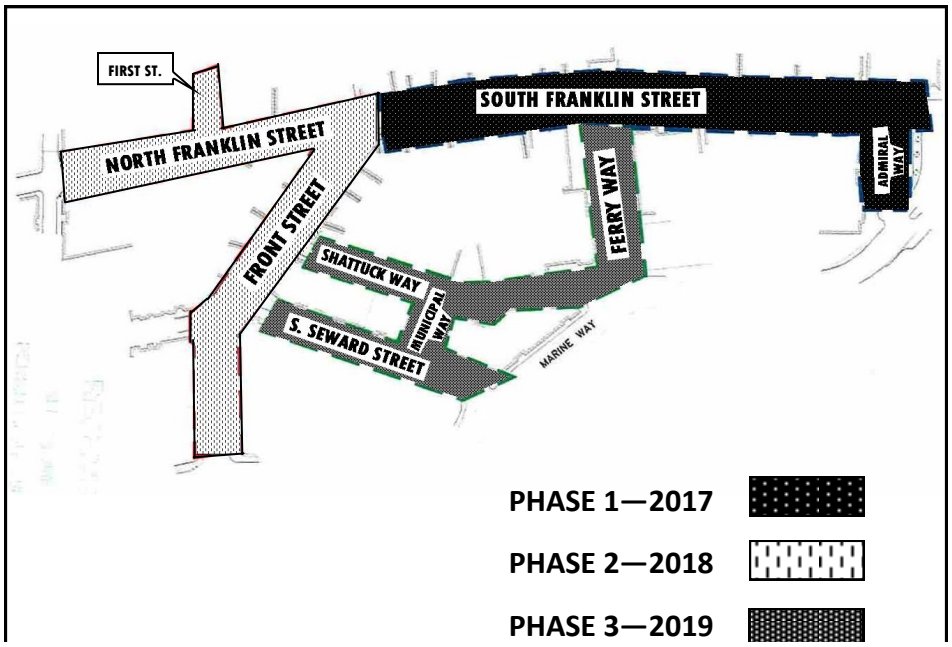
Filed With City Clerk

December 15, 2016
Date

cc: Plan Review

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

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: A City Project Review of the Downtown Street Improvements Project.

File No:	CSP2016 0011	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Owner:	City & Borough of Juneau
Hearing Date:	November 22, 2016	Zoned:	MU (Mixed Use)
Hearing Time:	7:00 PM	Project Location:	N. Franklin Street, S. Franklin Street,
Place:	Assembly Chambers		S. Seward Street,
	Municipal Building		Front Street, First Street,
	155 South Seward Street		Shattuck Way, Ferry Way
	Juneau, Alaska 99801		Admiral Way, Municipal Way

PROPERTY OWNERS PLEASE NOTE:

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

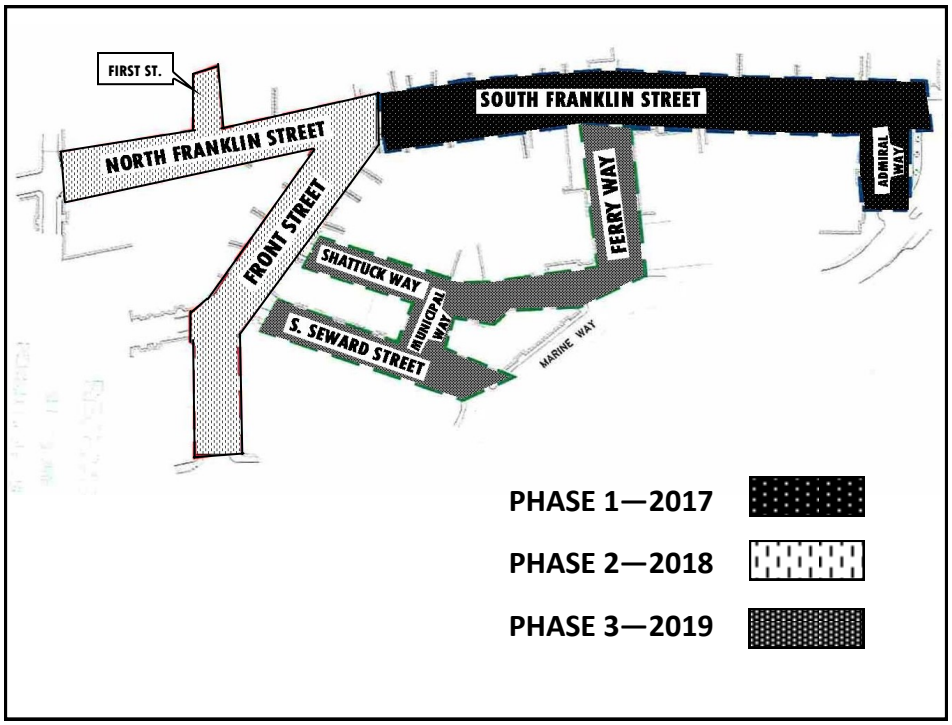
If you have questions, please contact Jonathan Lange at Jonathan.Lange@juneau.org or 586.0218.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

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

Date notice was printed: October 24, 2016

NOTICE OF PUBLIC HEARING



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

SHIP TO:

PROPOSAL: A City Project Review of the Downtown Street Improvements Project.

File No:	CSP2016 0011	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Owner:	City & Borough of Juneau
Hearing Date:	November 30, 2016	Zoned:	MU (Mixed Use)
Hearing Time:	7:00 PM	Project Location:	N. Franklin Street, S. Franklin Street,
Place:	Assembly Chambers		S. Seward Street,
	Municipal Building		Front Street, First Street,
	155 South Seward Street		Shattuck Way, Ferry Way
	Juneau, Alaska 99801		Admiral Way, Municipal Way

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Jonathan Lange at Jonathan.Lange@juneau.org or 586.0218.

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

Date notice was printed: October 27, 2016

Community Development

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

DATE: November 10, 2016

TO: Planning Commission

FROM: Jonathan Lange, Planner
Community Development Department

FILE NO.: CSP2016 0011

PROPOSAL: A City Project Review of the Downtown Street Improvements project.

GENERAL INFORMATION

Applicant: City and Borough of Juneau

Property Owner: City and Borough of Juneau

Location: Downtown Juneau: Franklin Street, Front Street, Admiral Way, Ferry Way, Shattuck Way, S. Seward Street, Municipal Way, and First Street

Comprehensive Plan Future Land Use Designation: TTC - Traditional Town Center

Zoning: MU – Mixed Use

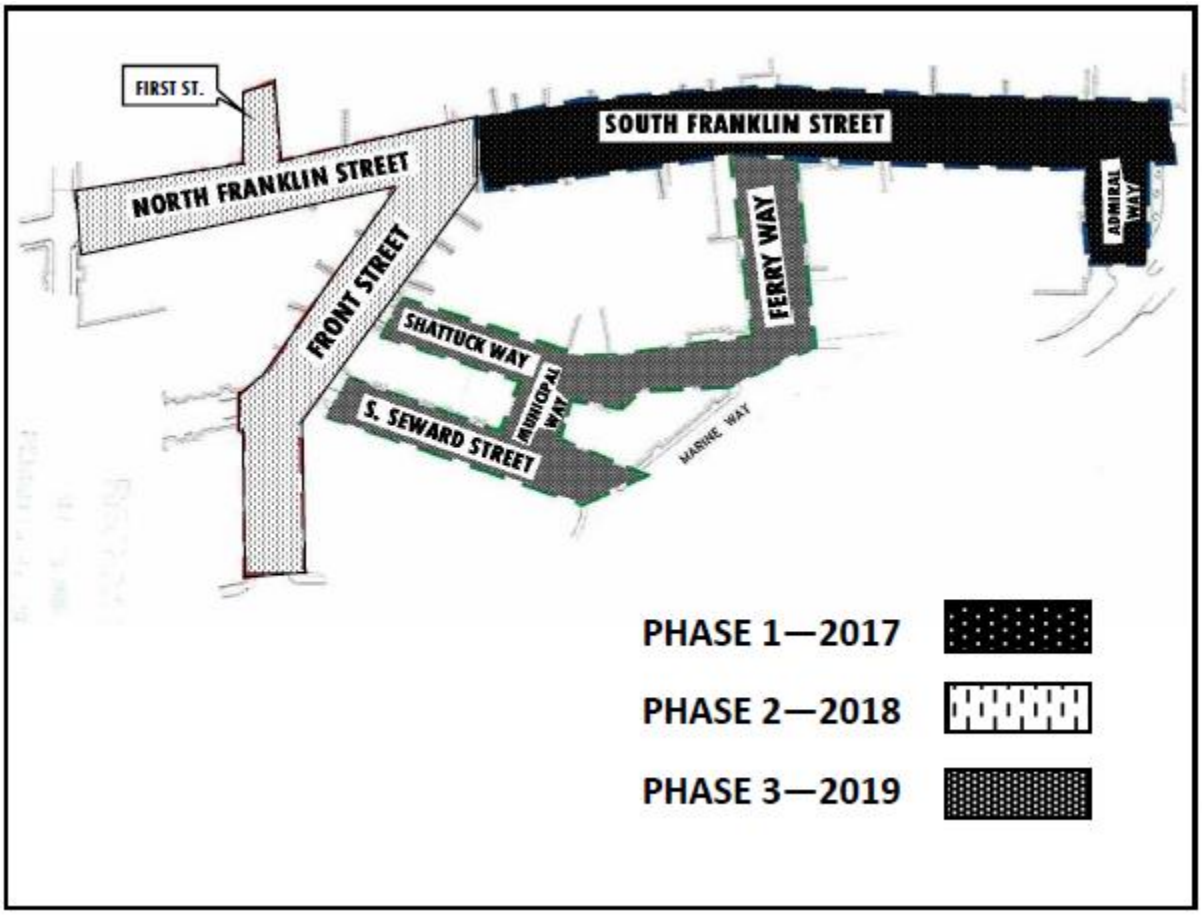
Utilities: City Water and Sewer

Existing and Surrounding Land Use: Mixed Use – Commercial and Residential

ATTACHMENTS

Attachment A – City Project Review Application and Map
Attachment B – Franklin and Front Streets Concept Design Final Report
Attachment C – Downtown Street Improvements Phase I 65% Construction Plans
Attachment D – Agency and Public Comments
(See Attachment B, Appendix A, pg. 55 for additional public comments)
Attachment E – Public Notice

VICINITY MAP



PROPOSAL

The applicant, City and Borough of Juneau (CBJ) Engineering and Public Works Department (E/PW), is requesting a City Project Review of the proposed Downtown Street Improvements Project. The streets that are included in this project are: a section of Franklin Street; the entire length of Front Street, Admiral Way, Ferry Way, Municipal Way, and Shattuck Way; the southern part of South Seward Street; and a portion of First Street. The CBJ project includes improvements to the streetscape, sidewalks, curbs, gutters, and travel way; to lighting and to street amenities like benches and planters.

Local review and concurrence is required for City projects by CBJ 49.15.580:

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

BACKGROUND

The current streetscape was designed and constructed in the mid 1980's. With streets, sidewalks, curbs, gutters, and lighting being more than thirty years old, the community spearheaded the project through the Downtown Improvement Group (DIG) and pushed for the CBJ to fund and implement improvements to Downtown Juneau. The E/PW Department has held four public meetings, has meet with stakeholder groups, has received public input and comments through their project website, and has had community involvement throughout the design of the project. See Attachment B, Section 2 of the Final Report for a full list of Stakeholder Groups and an outline of the Project Process and Public Outreach for the project.

The project will be executed in phases. Full funding for Phase I has already been acquired. The total cost of Phase I is $2,150,000 with $900,000 coming from Marine Passenger Fees, $1,100,000 coming from the Area Wide Sales Tax, and $150,000 coming from the Water Enterprise Fund. Additional funding will be sought for the future two phases in 2017 and 2018.

The Assembly has allocated funding for Phase I of the project through the Capital Improvement Program (CIP # R72-116).

ANALYSIS

AGENCY AND PUBLIC COMMENTS - The following are comments received by staff from CBJ Departments and Committees:

CBJ General Engineering stated that they were pleased with the new sidewalk design and that it would be beneficial if the CBJ and property owners could work together and construct continual awnings/canopies. They also suggested that the project should entail continuation of pedestrian routes up the hill on North Franklin Street to the Russian Orthodox Church and to Basin Road. A comment was also made that there may be some difficulty for street maintenance and snowplowing with the proposed raised intersections.

Capital Transit commented that services to this area would be affected during construction.

The CBJ Building Department has no comments on the proposed project.

The CBJ Americans with Disabilities Act (ADA) Committee want to ensure that the ramps, curb cuts, and crosswalks will all meet ADA standards and requirements. Engineering staff has confirmed that all ramps, curb cuts, and crosswalks will meet ADA standards.

The Historic Resources Advisory Committee (HRAC) had CBJ E/PW present the Downtown Street Improvements project four times at their regular meetings (Attachment D). During these discussions, the HRAC commented on the sidewalk design and on the possibility of having historic plaques on historic buildings. The lighting fixtures were also discussed, and they commented that the fixtures should either complement the historic structures and elements or not detract from the

historic downtown area.

Gail Myers Findley, managing member with the Valentine Building, commented on the proposal to place a permanent bench on Front Street outside of Juneau Drug. Ms. Findley stated that during the tourist season, the Valentine Building successfully placed a temporary bench outside of Juneau Drug that was taken inside nightly when the store was closed to "help prevent loitering and vandalism to the Valentine Building and the surrounding area." Ms. Findley suggested that the proposed permanent benches in the Downtown Street Improvement Project be deleted from the plan. That deletion from the plan would "decrease potential vandalism…and loitering…" and project monies could be saved by eliminating the purchase and installation of the benches. Engineering staff has found this topic to be of interest to the public and one that has been considered. The Final Report (Attachment B, page 43) includes discussion about benches.

TITLE 49, LAND USE CODE - 49.35.610 Pedestrian and bicycle access in the roaded service area.

> (b) Sidewalks. The subdivider shall construct sidewalks according to table 49.35.240 in any residential subdivision, in all streets furnished with curbs and gutters, and in any commercial subdivision within the urban service area.
>
> > (1) Minimum width. The minimum width of sidewalks is five feet.

The application's typical sections plan indicates that the proposed sidewalks will be at least 5 feet wide (Attachment C).

CONFORMITY WITH ADOPTED PLANS - The following sections of adopted plans relate to the proposal:

Juneau Economic Development Plan (2015)

GOAL: REVITALIZE DOWNTOWN, BUILDING THE LINK BETWEEN ECONOMIC VITALITY AND LIVABLE, MIXED-USE NEIGHBORHOODS.

> Objective 2. Establish and maintain a safe, clean, attractive city center.
>
> > Action 2-A: Establish a dedicated, funded, entity to oversee downtown improvements. This entity may be housed solely within CBJ, within an existing organization, such as JEDC or the DBA, or may be a newly created organization, such as a Local Improvement District (LID) or Business Improvement District (BID). Depending on the selected structure, it may make sense to incorporate a Main Street program structure. Whichever entity is established will facilitate completion of other actions within this objective. This entity will, among many tasks, track downtown statistics, develop strategies to address downtown issues, market and promote downtown, and advocate for development and improvement strategies that strengthen downtown as Juneau's city center.

Analysis – The proposed project will help to accomplish the goals, objectives, and action items found in the Juneau Economic Development Plan by improving the streetscape and making downtown Juneau a more attractive place for visitors.

Comprehensive Plan (2013)

POLICY 5.5. TO MAINTAIN AND STRENGTHEN DOWNTOWN JUNEAU AS A SAFE, DYNAMIC AND PLEASANT CENTER FOR GOVERNMENT AND LEGISLATIVE ACTIVITIES, PUBLIC GATHERINGS, CULTURAL AND ENTERTAINMENT EVENTS, AND RESIDENTIAL AND COMMERCIAL ACTIVITIES IN A MANNER THAT COMPLEMENTS ITS RICH HISTORIC CHARACTER AND BUILDING FORMS.

Standard Operating Procedures
5.5 – SOP4 Encourage development and retention of year-round businesses in downtown that provide goods and services to local residents.

Development Guidelines
5.5 - DG1 When reviewing applications for new downtown Juneau development, consider the visual impacts on downtown building form, urban design and view corridors, as well as impacts to the livability of downtown with regard to circulation, housing accommodations, air quality, noise and hazard abatement and provision of goods and services, to ensure downtown provides a clean, safe, attractive, dynamic, interesting, enjoyable, walkable, culturally diverse and affordable neighborhood within which to live, work and play.

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.

Development Guidelines
8.6 - DG4 Provide secure, weatherproof bike parking and storage facilities at public buildings and in private developments, particularly developments located along transit corridors.

POLICY 12.9. TO REQUIRE IMPROVEMENTS TO RIGHTS-OF-WAY TO MEET MINIMUM STANDARDS FOR PUBLIC SAFETY AND MAINTENANCE, AND TO ENSURE THAT EXISTING RIGHTS-OF-WAY ARE MAINTAINED AND PROTECTED FROM ENCROACHMENT SO AS TO FACILITATE THEIR USE IN PROVIDING ACCESS AND THE PROVISION OF URBAN SERVICES.

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

and the species selected for planting can withstand critical snow storage and removal activities.

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.

POLICY 16.1. TO IDENTIFY, PRESERVE AND PROTECT JUNEAU'S DIVERSE HISTORIC AND CULTURAL RESOURCES, AND TO PROMOTE HISTORIC PRESERVATION AND ACCURATELY REPRESENT JUNEAU'S UNIQUE HERITAGE THROUGH PUBLICATIONS, OUTREACH, AND HERITAGE TOURISM.

POLICY 16.5. TO PROMOTE RESPONSIBLE HERITAGE TOURISM THAT ACCURATELY REPRESENTS JUNEAU'S UNIQUE HISTORY, WHILE PROTECTING THE RESOURCES FROM OVERUSE OR HARM.

POLICY 17.1. TO COORDINATE DEVELOPMENT ACTIVITIES OF THE PRIVATE AND PUBLIC SECTORS FOR PROJECTS THAT ARE CONSISTENT WITH THE COMPREHENSIVE PLAN AND MEET IMPORTANT PUBLIC NEEDS.

Analysis - The proposed Downtown Street Improvements Project helps to improve and update the streetscape in the downtown area. By improving street and sidewalk conditions, including lighting for pedestrians year round, keeping existing parking, and making downtown a more attractive place to visit, the proposed project helps to meet the above-mentioned policies and development guidelines of the 2013 Comprehensive Plan.

Juneau Non-Motorized Transportation Plan (2009)

Chapter 3 – UNDERSTANDING NON-MOTORIZED TRANSPORTATION

Section 3.1 Pedestrians, Pedestrian Friendly Design, states that, "*The pedestrian experience varies greatly depending on the surroundings. When constructing a new street or rebuilding an existing one, walking can be encouraged by considering the walker's experience. Features such as ample sidewalks, street furniture, crosswalks, curb cuts, pedestrian scale lighting and vegetated buffers between the sidewalk and street make walking safer and more enjoyable".*

Analysis – The Non-Motorized Transportation Plan promotes infrastructure improvements and makes recommendations to ensure safety. The proposed project improves the sidewalks, widening them where possible, meets ADA standards, and adds pedestrian-scale lighting.

Areawide Transportation Plan (2001)

6. PEDESTRIAN AND BICYCLE FACILITIES ON LOCAL AND COLLECTOR STREETS – WITH NEW CONSTRUCTION AND RECONSTRUCTION, EVALUATE PEDESTRIAN AND BICYCLE NEEDS AND RECOMMEND SIDEWALKS ON ONE OR BOTH SIDES OF A STREET, AS APPROPRIATE, IN ALL COMMERCIAL OR RESIDENTIAL SUBDIVISIONS.

Analysis -The Areawide Transportation Plan recommends improvements to pedestrian connections within the downtown area. The proposed project includes reconstruction and widening of sidewalks, improvements to crosswalks and pedestrian facilities, and proposes pedestrian-scale lighting to promote a safer and more welcoming environment.

HABITAT - Staff finds no habitat issues with the proposed project.

FINDINGS

The proposed street improvements project for Downtown Juneau is intended to improve the streetscape in the downtown area and implements the community's vision and plan recommendations. Staff finds that the proposal is consistent with the 2013 Comprehensive Plan, Title 49, and other associated plans mentioned herein.

RECOMMENDATION

Staff recommends that the Planning Commission recommend to the Assembly that CSP2016 0011, a City Project Review of the Downtown Street Improvements Project, which is consistent with the 2013 Comprehensive Plan, Title 49, and other CBJ plans, be approved with the following amendments:

1. Installation of pedestrian-scale lighting having a maximum height of 15';
2. Pedestrian-scale lighting will be a "full cut-off" design;
3. Pedestrian-scale lighting will be LED or other highly efficient light;
4. Pedestrian-scale lighting posts will accommodate hanging baskets and/or banners;
5. Provide covered bicycle parking through the project area.

DEVELOPMENT PERMIT APPLICATION

Project Number CSP2016 0011	CITY and BOROUGH of JUNEAU	Date Received: 9/26/16
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description: DOWNTOWN STREET IMPROVEMENTS

PROPERTY LOCATION

Street Address: DOWNTOWN CORE (FRANKLIN, FRONT) | City/Zip:

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot):

Assessor's Parcel Number(s):

LANDOWNER/ LESSEE

Property Owner's Name: CBJ	Contact Person: LORI SOWA	Work Phone: x 0875
Mailing Address:	Home Phone:	Fax Number:
E-mail Address: lori.sowa@juneau.org	Other Contact Phone Number(s):	

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

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

A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.

B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.

X Lori Sowa — Landowner/Lessee Signature — Date: 9/21/2016

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:	Contact Person:	Work Phone:
Mailing Address:	Home Phone:	Fax Number:
E-mail Address:	Other Contact Phone Number(s):	

X Lori Sowa — Applicant's Signature — Date of Application: 9/21/2016

----------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			
	Other (Describe) CSP			CSP 2016 0011

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

Comments:

Permit Intake Initials: BM

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

ATTACHMENT A

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		CSP20160011	9-26-16

TO BE COMPLETED BY THE APPLICANT

TYPE OF PROJECT REVIEW:

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

DESCRIPTION OF PROJECT DOWNTOWN STREET IMPROVEMENTS

Reconstruct roadway, replace storm drain system, replace street lighting and improve pedestrian facilities and pedestrian movement in the downtown core. The project will be conducted in phases. The project area and phasing are included in the attached diagram.

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

CURRENT USE OF LAND OR BUILDING(S):

Current use is urban with a mix of commercial and residential properties. The streets support vehicular traffic, parking, and pedestrian traffic.

PROPOSED USE OF LAND OR BUILDING(S):

Project will not change the current use - it will remain urban with a mix of commercial and residential properties with the streets supporting vehicular traffic, parking, and pedestrian traffic.

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

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

Capital Improvement Program # (CIP) R72-116

Local Improvement District # (LID) none

State Project # none

ESTIMATED PROJECT COST: $ 6,000,000

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

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

CITY/STATE PROJECT FEES

	Fees	Check No.	Receipt	Date
Application Fees	? $ 1600.00			
Total Fee	$			

Project code 4029001017211 60120

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

&

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

ATTACHMENT A

CITY/STATE PROJECT REVIEW REQUIREMENTS

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

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

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

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

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

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

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

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

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

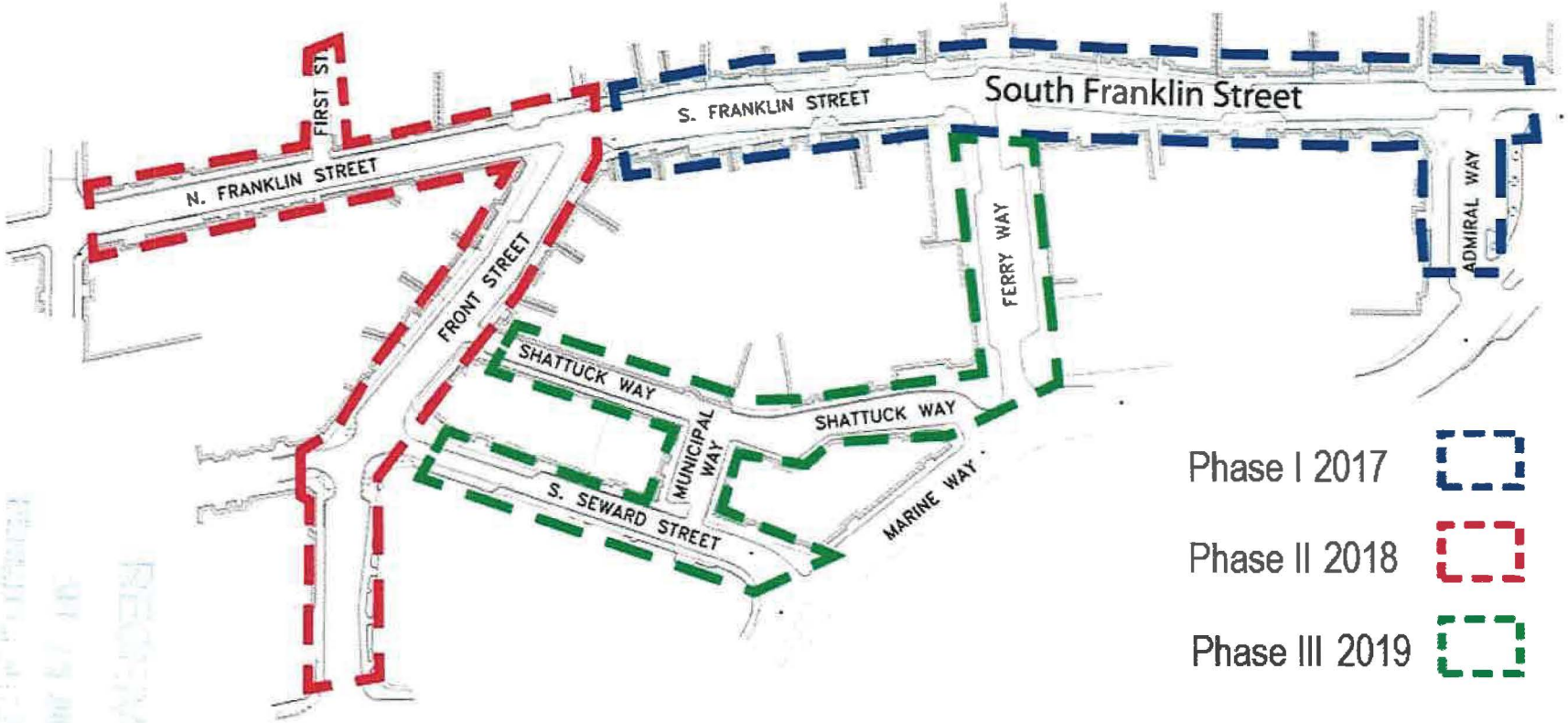
Application Review & Hearing Procedure: Once the application is determined to be complete, the Community Development Department will initiate the review and scheduling of the application. This process includes:

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

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

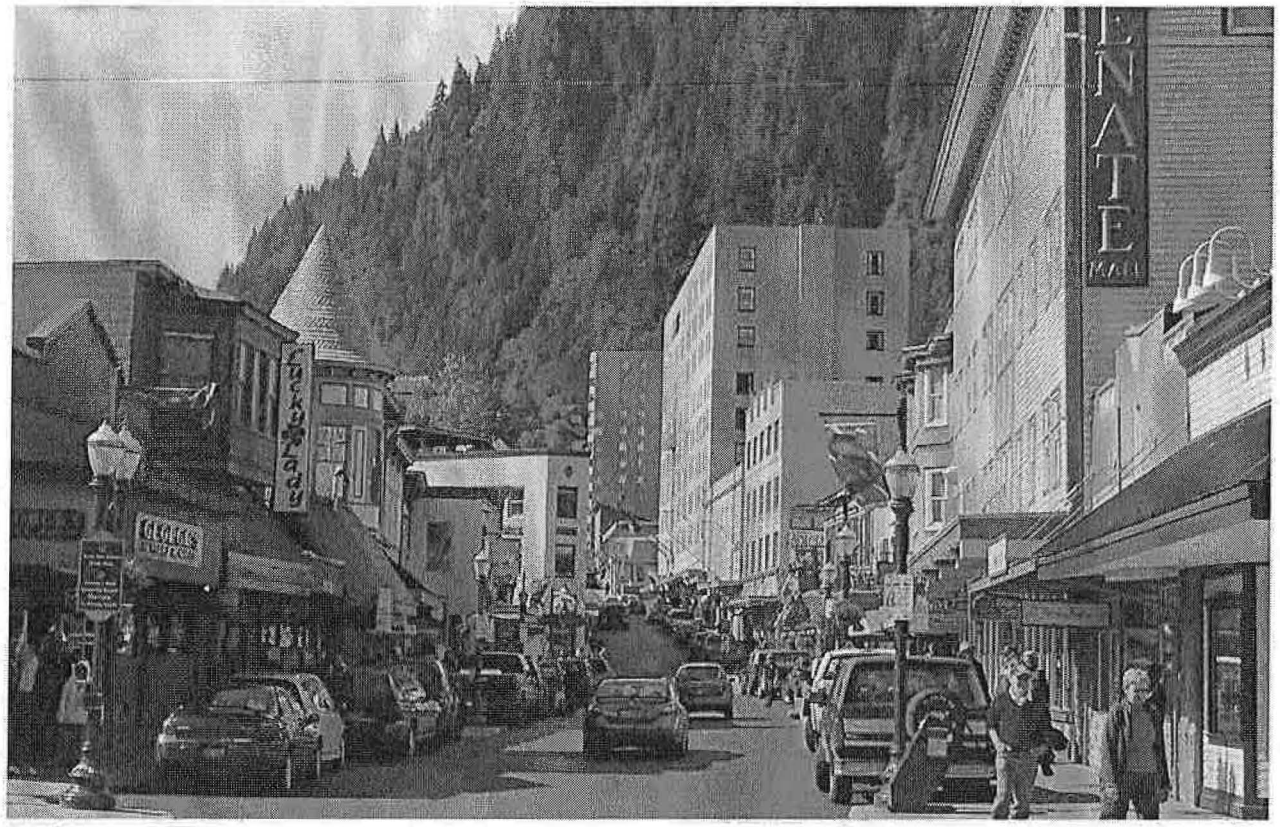
INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

ATTACHMENT A



Downtown Street Improvements

ATTACHMENT A



Franklin & Front Streets

CONCEPT DESIGN

Juneau, Alaska

Final Report

Prepared for:

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

August 10, 2015

ATTACHMENT B

Acknowledgements

The City and Borough of Juneau would like to thank all of the community members who took time to attend meetings and provided input for this project. This is a community driven process and the project would not happen without this support. In addition, the CBJ would like to thank the following organizations and individuals for their contributions in time and information:

Downtown Improvement Group
Downtown Business Association
Juneau Chamber of Commerce
Historic Resources Advisory Committee
Juneau Convention and Visitor's Bureau
Gastineau Rotary Club
Filipino Community, Inc. Board
Care a Van
Catholic Community Services
Americans with Disabilities Act (ADA) Committee
Alcohol and Drug Dependence Tobacco Program Coordinator
Alaska Electric Light and Power
Sealaska
Private business and property owners in the project area
Parks and Recreation Advisory Committee

Design Team Contributors:

City and Borough Of Juneau
Project Manager: Michele Elfers

Franklin & Front Streets
CONCEPT DESIGN
Juneau, Alaska

DOWL

DYNAMIC CONSULTING

NorthWind Architects, LLC

ATTACHMENT B

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ATTACHMENT B

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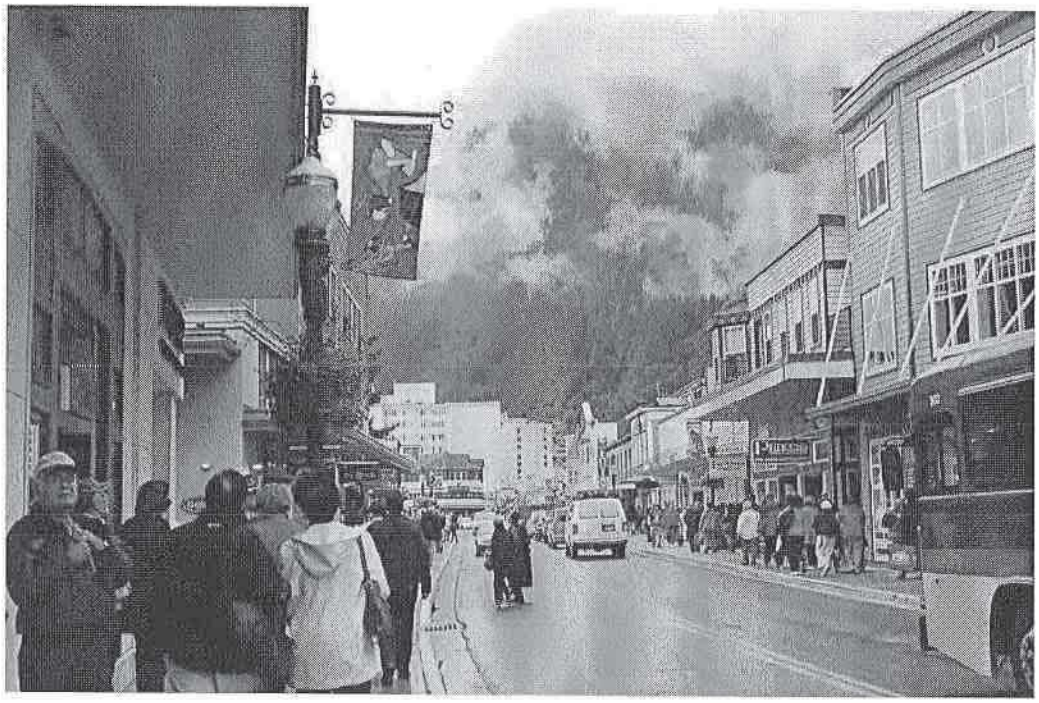
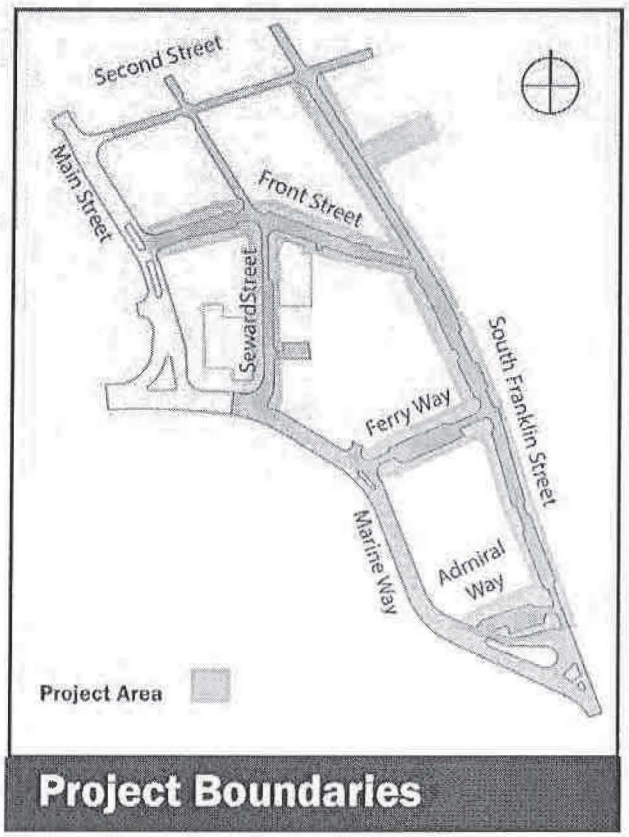
ATTACHMENT B



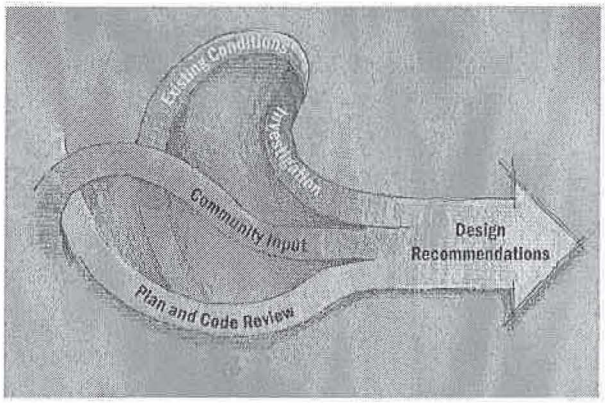
ATTACHMENT B

Section 1, Executive Summary

The Franklin and Front Street Concept Design Project is the first phase of a streetscape improvement project for downtown Juneau. The area of consideration for the project can be found on the project boundary diagram, below. Although the project is funded through the City and Borough of Juneau (CBJ), it was conceived by residents and business owners with a strong interest in the downtown. The Downtown Improvement Group (DIG) has played a strong role in advocating for this project and contributing to the design considerations incorporated into the concept design.



The existing design for Franklin Street and Front Street was completed more than thirty years ago. Walkways, curb, gutter, and lighting are worn and contribute to an appearance perceived by many as rundown. In some locations, adjacent properties, such as the derelict Gastineau Apartments, exacerbate the situation. It is acknowledged that not all of these problems can be corrected through public streetscape improvements.



This project has benefited from a successful community involvement process. Two community meetings were held in downtown Juneau. Both were very well attended and offered participants an opportunity to identify important design considerations. These ideas, suggestions, and comments formed a basis for the design recommendations that follow. The design team also completed an investigation of existing conditions and pedestrian use in the project area. A summary of this investigation can be found in the Existing Conditions section of this report. The findings of that effort also shaped the nature of the proposed design. Finally, the design team reviewed past plans for the downtown and existing code that governs construction. Much of this is specifically directed to the Juneau Historic District. The review identified potential conflicts between what the public has requested and code requirements. These conflicts are identified in the report and suggestions for changes to code are offered in response.

ATTACHMENT B

Key recommendations of this project include:

- Preserve the existing quantity of parking in the project area. Parking is a critical concern for residents and businesses in the downtown.
- Replace the sidewalks, curb, and gutter throughout the project area. Where possible consider widening sidewalks. Where sidewalks are widened, do not constrain travel lanes to the point that one car cannot pass another.
- Add benches in the downtown, so there are places to sit. Exercise care in placement of site furnishings so that they will benefit all users of the downtown.
- Provide recommendations for improvements to building canopies so that they will better illuminate the walkways and prevent rain from draining directly onto the sidewalks below.
- Identify alternate routes into the downtown from the waterfront and provide design features that will draw visitors to these locations. Visitor traffic will increase in downtown Juneau as a result of new North Cruise Ship Dock project.
- Incorporate more art in the downtown. This might be through design of gateways or sculptural elements where room allows.

For greater detail regarding the community involvement process, existing conditions, existing code, and design recommendations, the reader is encouraged to delve deeper into the following sections of this report.

The next step of this project will carry the concept design forward into schematic design for the entire area. Residents and business owners will again have an opportunity to participate in the design process. The product of this effort will be used to generate a cost estimate for proposed improvements throughout the project area. Based on this cost estimate construction of the streetscape improvements will be broken down into manageable phases.

Section 2. Project Process and Public Outreach

First Public Meeting at Heritage Cafe, April, 2015

The proposed improvements for Franklin and Front Streets have been a largely community-driven process. The Downtown Improvement Group (DIG) has advocated for improvements in the area and this concept planning project is largely a result of their work. As part of this planning project, the effort to obtain input from the various groups who are stakeholders, residents, or part of the concerned public has been significant. To obtain input a number of tools were used, including individual stakeholder meetings, formal public meetings, and a website where individuals could post comments. As an experiment, a downtown office window in the project area offered passers-by the opportunity to pen comments and this resulted in a considerable amount of feedback.

Stakeholder Groups

Design team members and the CBJ project manager met with the following stakeholder groups:

- Downtown Improvement Group (multiple occasions)
- Downtown Business Association
- Juneau Chamber of Commerce
- Historic Resources Advisory Committee
- Juneau Convention and Visitor's Bureau
- Gastineau Rotary Club
- Filipino Community, Inc. Board
- Care a Van
- Catholic Community Services
- Americans with Disabilities Act (ADA) Committee
- Alcohol and Drug Dependence Tobacco Program Coordinator
- Alaska Electric Light and Power (AELP)
- Sealaska
- Private business and property owners in the project area
- Parks and Recreation Advisory Committee

These meetings sought input regarding the nature of desired improvements on Franklin and Front Street, existing elements that should not be compromised, and a "vision" for what downtown Juneau might become. Many of these meetings were related to site specific issues within the project area.

Project Website

A project website, http://www.juneau.org/engineering/franklinandfrontstreet/, was established for the project and will continue to be maintained as the project moves forward into the design phase. The website offers an opportunity to follow progress of the concept design by viewing design deliverables and an opportunity to post comments.

Comments obtained from the community meetings and the website have been combined into a single document and a listing of comments can be found in Appendix A of this document.

Public Meetings

In addition to stakeholder meetings, two community meetings were held to discuss the project. The first meeting was held at the newly opened Heritage Coffee Shop on Front Street on April 1, 2015 and

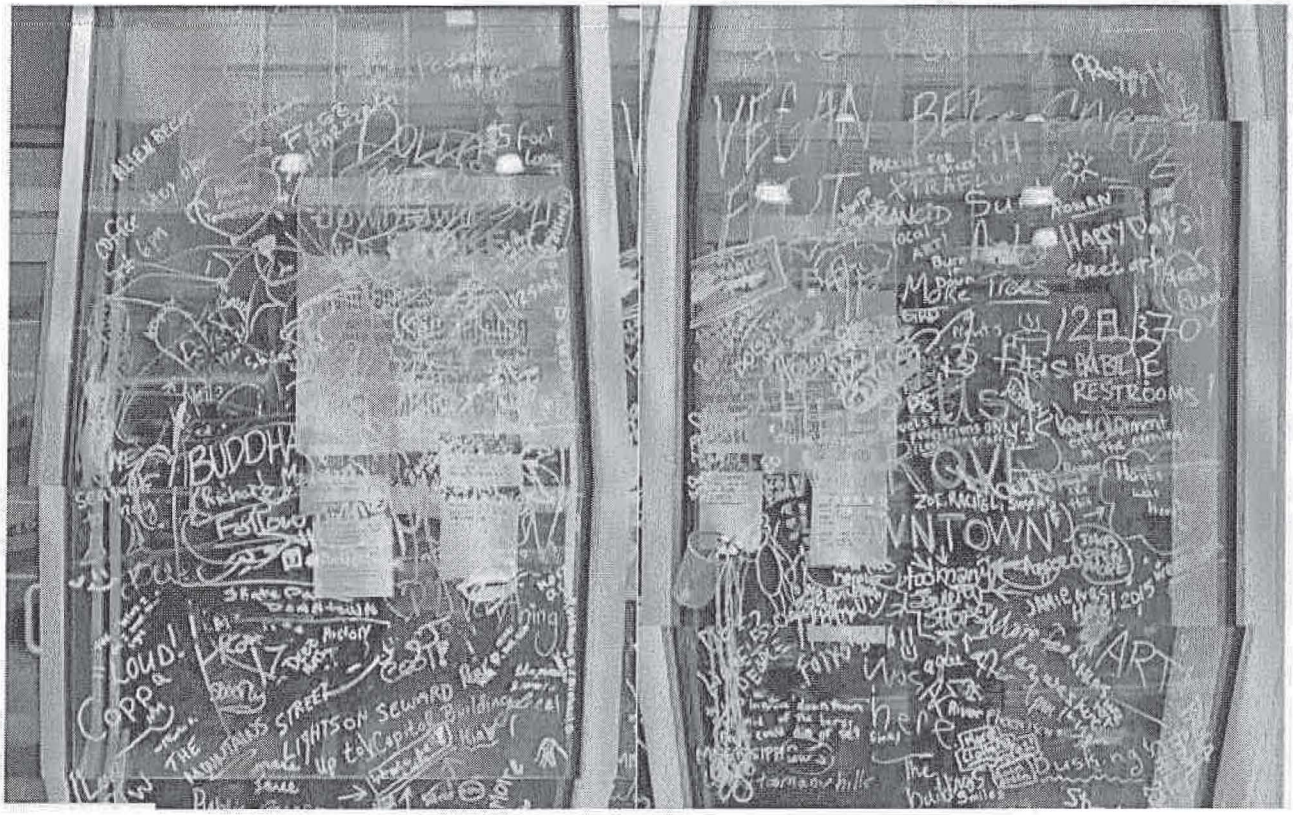
Word Cloud generated from the public input at the first public meeting

drew more than 100 participants. The purpose of the meeting was to gather information on what residents value and those things that detract from the downtown. This input provides direction for what to preserve or to modify in support of tourism and local use of downtown shops and facilities. The meeting was highly interactive and garnered a great deal of input. Following group discussions on a vision for downtown Juneau, each of the meeting participants noted their priorities for improvement on "sticky-notes", which were posted on our meeting bulletin board. A complete listing of those comments can be found in Appendix A. The "Word Cloud", above, summarizes community priorities in a very succinct way. The larger font type in the cloud indicates comments or topics that were more prevalent in the discussion.

Participants at this meeting were advised that the next step in the concept design process would be to take the input they had provided and generate design recommendations for the project area. Design recommendations would stem from public input regarding priorities, site investigation to determine infrastructure that should be replaced, and local code and plans for statutory requirements and past guidance. Following the first public meeting, interested parties could provide additional input by way of the project website. NorthWind Architects lent their front window on Seward Street as a community bulletin board for posting comments. This latter idea turned out to be a surprisingly successful way for people to post ideas on a wide range of issues related to downtown Juneau.

A second public meeting was held on June 17 of 2015 at Centennial Hall in Juneau. Like the first meeting, it was very well attended and highly interactive. The focus of this meeting was a presentation of design recommendations for the project area. Discussion of design recommendations was divided into three sessions that included the following:

- Materials, Utilities and Illumination
- Circulation, Parking, and Pedestrian Improvements, and
- Sitelines, Landmarks and Art



Postings on Northwind Architects front window garnered a lot of input.

Following a presentation of each category of recommendations, a structured discussion was held within each group to identify likes, dislikes and comments. These comments were documented and a tabulation of those comments is included in Appendix A of this document.

Not surprisingly, there were competing ideas expressed at the meeting. As an example, input suggests parking should increase in the area, travel lanes should be narrowed, and sidewalks should be widened. With very limited space in the project area, it is not possible to widen sidewalks without impacting either the existing travel lanes or quantity of parking. Overall, the comments offered provided a fairly consistent message regarding proposed improvements.

These include:

- Avoid the loss of parking spaces. Parking in the downtown is important.
- Provide new sidewalks, curb and gutter, and paving throughout the project area
- Design some space (Front Street was most commonly mentioned) that can be closed to parking and vehicles for special events
- Improve lighting throughout the project area in general
- Maintain the historical character of the area
- Incorporate art and special features
- A downtown circulator is highly desirable in the downtown area
- Incorporate "gateways" to the downtown
- Improve drainage from store canopies
- Include more places to stop and sit in the downtown
- Provide bicycle parking at convenient locations

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Section 3. Existing Conditions

This assessment of the existing conditions was prepared to gain a better understanding of how things work within the boundaries of the Franklin and Front Street Project Area. Existing conditions encompass a broad array of considerations. Some are strictly physical and infrastructure related and others are social in nature. Many of the considerations can be corrected or addressed through the physical design of new improvements, but others must be addressed through other means.

Other considerations that have been taken into account are known projects that are likely to impact the downtown with planned construction in the near future. The new cruise ship berthing project will allow much larger cruise ships to dock adjacent to the project area and may result in new pedestrian routes from the waterfront into and through town. A pedestrian route analysis was conducted to assess potential changes to visitor circulation through the project area.

Some of the considerations we have looked at closely are the result of the public input we have received. As an example, there is a very clear consensus not to lose any additional parking in the area. To assess the impacts of any new design on downtown parking we have carefully quantified levels of existing parking.

At the core of this project is a community goal to improve the appearance of this portion of downtown Juneau. The condition of private property adjacent to the right-of-way significantly contributes to downtown appearance. Canopies attached to buildings and cantilevered over the sidewalks are prevalent throughout the project area and strongly influence general appearance and function. This project has little capability to directly require improvement of canopies, but canopy conditions have been carefully examined and documented. The CBJ will begin a public process to identify opportunities for public private partnerships to encourage improvement of canopies by building owners.

This discussion of existing conditions includes both narrative and an existing conditions plan set. The following narrative addresses individual physical and aesthetic components within the project area. The plan set has been broken down into 8 sheets that are each about a block in length and address specific conditions in each location.

Sidewalks, Curb & Gutter, and Street Paving

Sidewalks

Sidewalks throughout most of the project area consist of concrete paving installed in the mid-1980s. Paving was installed with a pattern intended to resemble boardwalk. Control joints are perpendicular to the street and approximately 18-inches apart. Through 30-years of wear, the sidewalks have degraded. This is particularly obvious outside of the canopy areas.
Those involved with maintaining the walkways have noted that snow removal is difficult due to the close spacing of the control joints and the spalling (breakage of concrete from water and freeze-thaw damage) that has occurred along the joints. The wide sidewalk on Admiral Way is more recent and does not include the boardwalk pattern. The sidewalk is in good condition and

Note the level of sidewalk wear on the concrete not covered by the building canopy.

ATTACHMENT B

might be kept in place if other considerations don't call for reconfiguration of the area. The broom-finish sidewalk at the Sealaska Heritage Institute is 2015 construction and could serve as an example for how other sidewalks in the area should be completed.

Curb and gutter throughout the project area and particularly at the curb-bulbs has been badly damaged by maintenance activities.

Curb & Gutter

Curb & Gutter throughout the project area was installed at the same time as the concrete walkways in the mid-1980s. It is generally in much worse condition than the adjacent sidewalks. Curb-bulbs are common in the project area and they can be easily identified on the existing conditions plan set. Much of the damage to curbs has occurred through maintenance efforts of snow removal. Maintenance personnel have stated that some of the damage is due to the abrupt angles and small radii of the curb-bulbs. Increasing the radii of the bulbs and softening the angles should result in less damage, but will also result in some loss of parking. Durable options for curb materials including granite and cast iron should be considered. These materials could be used only in locations that call for curb-bulbs. In both cases, the materials are expensive, but improved durability would lower life-cycle cost.

Spatial Analysis

Franklin Street, Front Street, Ferry Way, and Seward Street are all tightly constrained by limited width of the right-of-way and the buildings on either side of the street, which immediately abut the property line. This is typical of urban development patterns. For Franklin and Front Streets there is approximately fifty feet of space between buildings. Within this space there is need for sidewalks, lighting, parallel parking, and a travel lane. The Franklin Street Typical Section (Figure 1) shows how the street is currently configured. The sidewalks on much of Franklin Street are too narrow to comfortably accommodate large numbers of pedestrians. The only way to widen sidewalks is to either remove some of the parallel parking or narrow the travel lane. The minimum width of the travel lane that would still accommodate the ability to get around another car is about 18-feet. Without removal of parking, the sidewalks can be expanded by a total of about three feet. Fortunately, all of the roadways in the project area have one-way traffic, which requires only a single travel lane.

Vertical space within the project area is largely defined by canopies, which exist throughout. Canopy heights are regulated by code, as is signage and lighting. Many of the canopies are non-conforming and a separate effort is examining incentives for canopy improvements. A separate section of this existing condition discussion addresses canopies specifically.

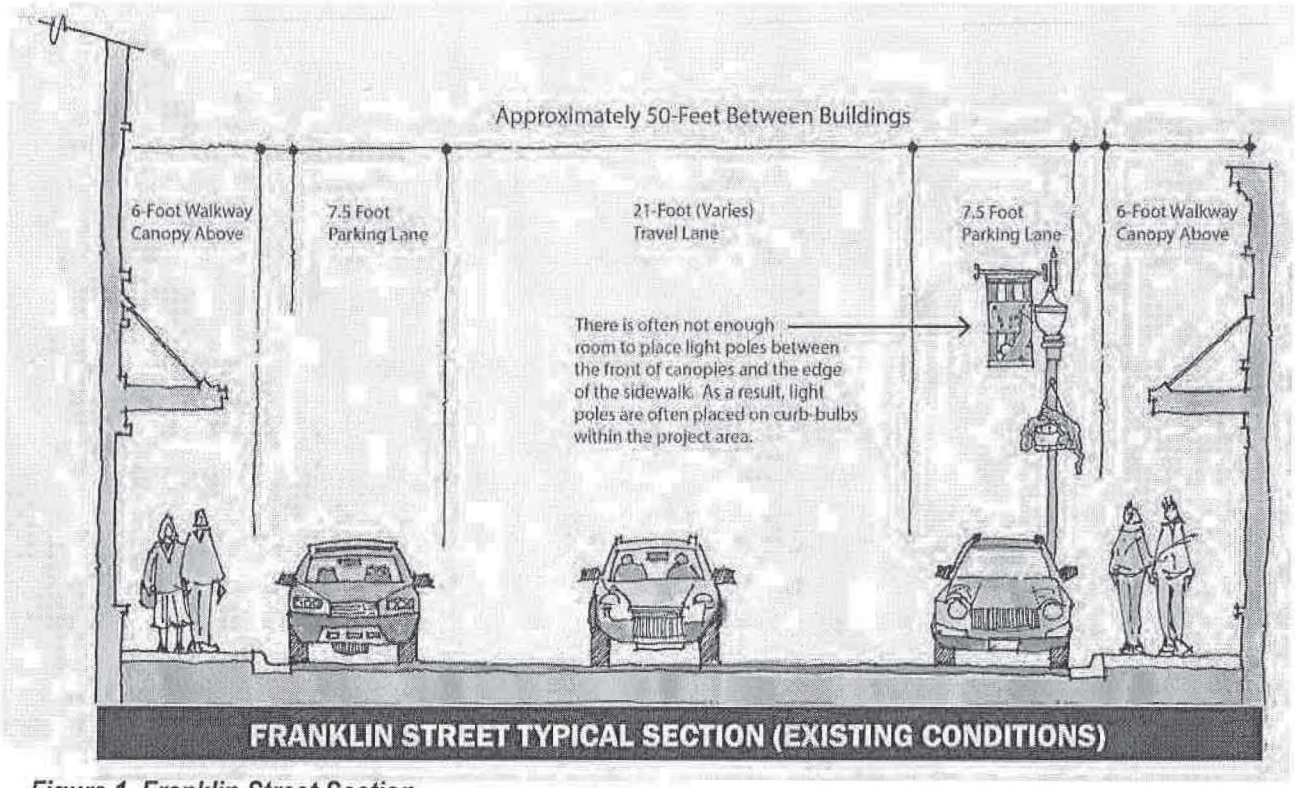


Figure 1. Franklin Street Section

Canopies

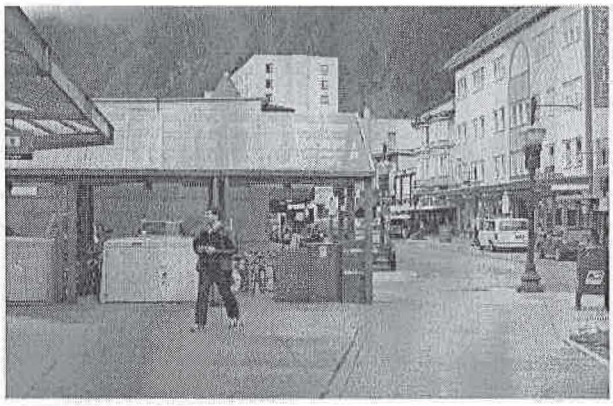
Building canopies extend into the right-of-way to various depths and the condition of canopies varies widely. Some canopies incorporate lighting, but most do not. Many of the canopies drain stormwater off of the outboard edge directly onto the sidewalk. This is the condition that causes the biggest problem related to canopies. Rains in Juneau are frequent and water draining from the leading edge of canopies renders the sidewalk from that point to the curb almost useless. Some people may be willing to walk in the rain, but few are willing to walk under the draining canopy edge. This condition makes sidewalks that are already narrow even more constrained.

In addition to drainage issues, the appearance of many canopies in the project area would benefit from improved maintenance. A separate assessment of all of the canopies has been completed. Individual canopies have been measured and evaluated. Alternatives are being explored for a public-private partnership that could provide incentives for canopy improvements.

Lighting

Lighting within the project boundaries is provided by Victorian style light standards that incorporate banner poles and hanging flower baskets. During summer months, the lights are not used much and they are more of a furnishing than a functional light fixture. During the winter months, the fixtures are not very effective at providing light at the sidewalk level. The lights only project a fraction of their light toward the sidewalk and the luminaires are above the level of the canopies. As a result, much of the light is shielded from the sidewalk. In some cases, the canopies have lighting incorporated into them and at these locations, lighting at the sidewalk level is much improved. Another aspect of the existing poles is that they have very wide (two-foot diameter) bases. The width of these bases significantly constrains the sidewalk width in many locations. The existing light fixtures

require incandescent luminaires and are expensive to maintain.



This view looking north on Franlkin Street terminates at an existing canopy and electrical switching equipment.

Views, Gathering Spaces, Landmarks, and Special Features

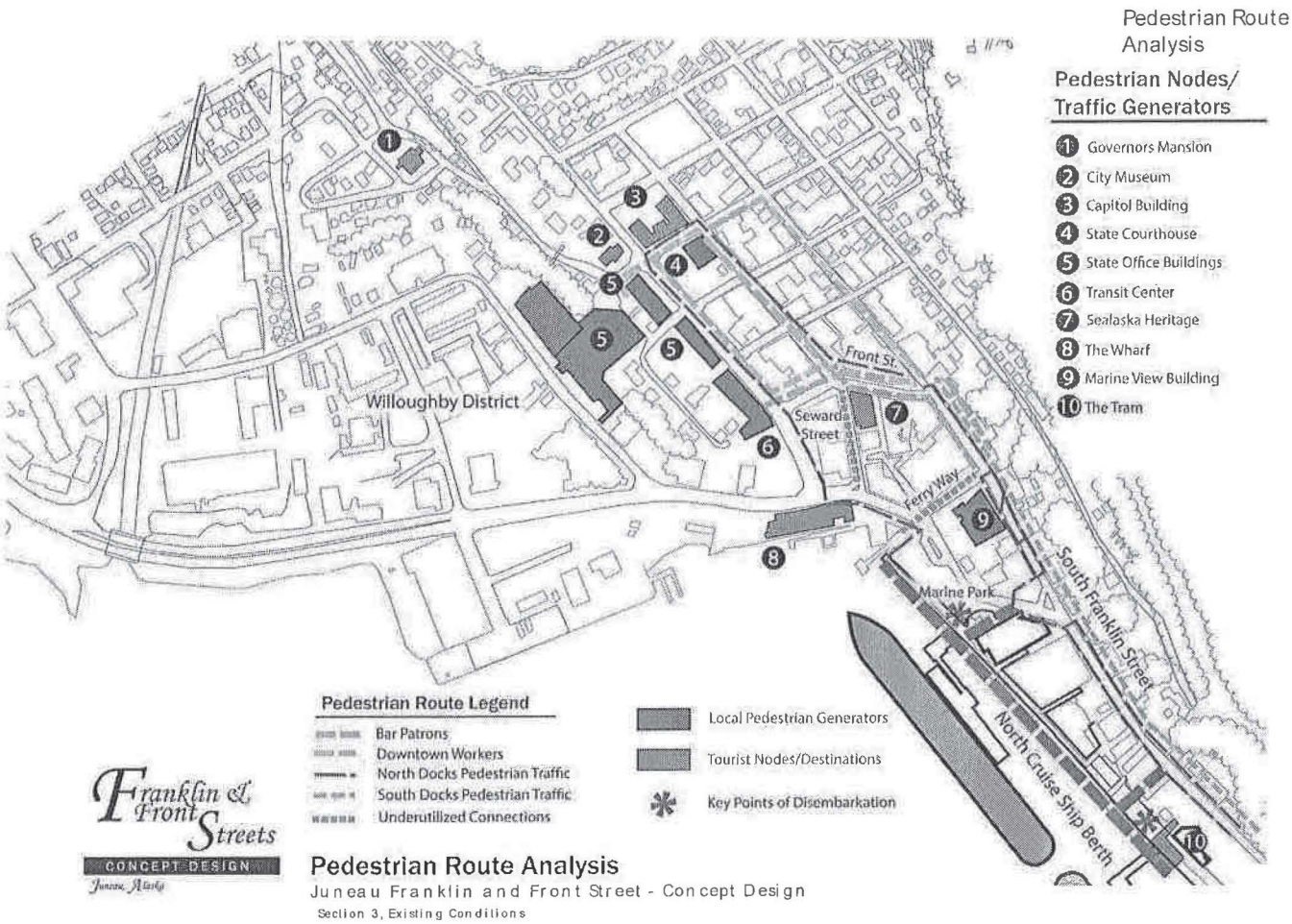
Views, potential gathering spaces and special features within the project area are identified on individual sheets of the Existing Conditions Assessment. There are very few that can really be identified as gathering areas primarily because there is little room in the project area to accommodate this function. Gunakadeit Park, at the intersection of Franklin Street and Front Street, is an exception. For a variety of reasons, it does not get much use. With re-development of Gastineau Apartments there is an opportunity to reclaim this public space for a higher use.

Views within the area terminate at key locations. Many of those locations offer little to look at now, but could offer much more with suitable improvements. The Sealaska Heritage Institute is a positive example of a view terminus that strongly attracts the viewers eye.

Pedestrian Route Analysis

A pedestrian route analysis was prepared for an area slightly larger than the project area itself. The graphic depiction of the study follows immediately after this narrative. The study identified key destinations in the downtown and key pedestrian generators. Those generators include such things as state office buildings and the Capitol, which primarily generate local traffic. The big pedestrian generators, however are the cruise ships and they are about to get much bigger. The new project to construct offshore berthing will allow much larger cruise ships to dock at the North Cruise Ship Berth. Some of these ships will carry in excess of 5,000 passengers.

With many more potential visitors streaming into downtown Juneau, there is a need to offer additional routes and to better accommodate visitors. As noted on the Route Analysis Plan, Seward Street and Ferry Way could both offer more route opportunities for cruise ship visitors. Neither of these routes are particularly desirable now in part because they do not provide a great deal of pedestrian interest along the way. Improvements at both locations could encourage visitors to use these alternate routes to Front Street and other destinations in the downtown. This would expand the economic benefits that are currently more focused on Franklin Street, south of Admiral Way.



Pedestrian Route Analysis

Juneau Franklin and Front Street - Concept Design

Section 3, Existing Conditions

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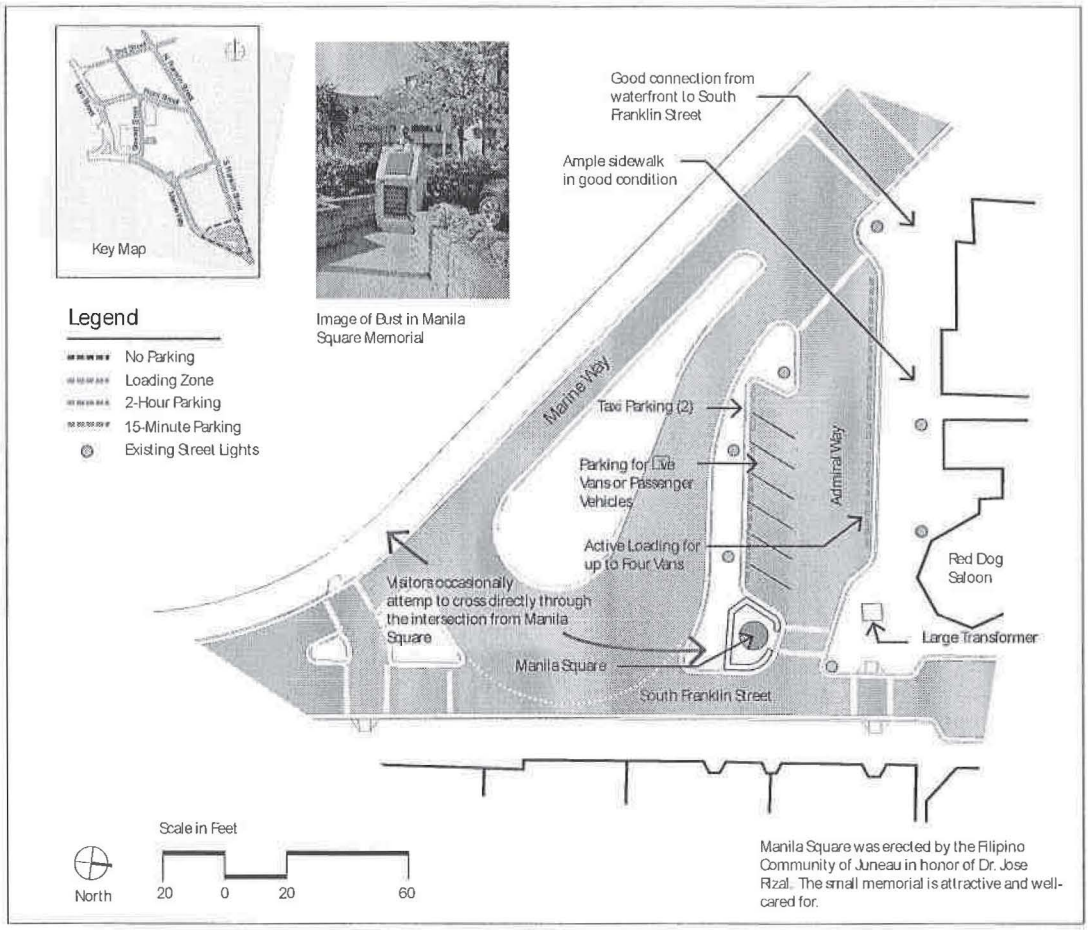

Franklin & Front Streets
CONCEPT DESIGN
Juneau, Alaska

Final
Concept Report

Existing Conditions
Assessment
Admiral Way

ATTACHMENT B

Legend

- No Parking
- Loading Zone
- 2-Hour Parking
- 15-Minute Parking
- Existing Street Lights

Parking
On the west side of Franklin Street, there is 1 loading space followed by 7, 2-hour parking spaces. To the south of the curb bulb there are an additional 6, 2-hour spaces. On the east side there are 9, 2-hour spaces interrupted by a narrow no-parking space (fire hydrant). South of the curb-bulb, there are 2 loading zone spaces followed by 5, 2-hours spaces.

Curbs and Sidewalks
Sidewalks on this portion of Franklin Street are in moderately good condition under the canopies, but poor condition outside the canopies. Curbs are in generally poor condition.

Lighting
Lighting on this portion of Franklin Street is distributed about evenly on both sides of the street.

Franklin & Front Streets
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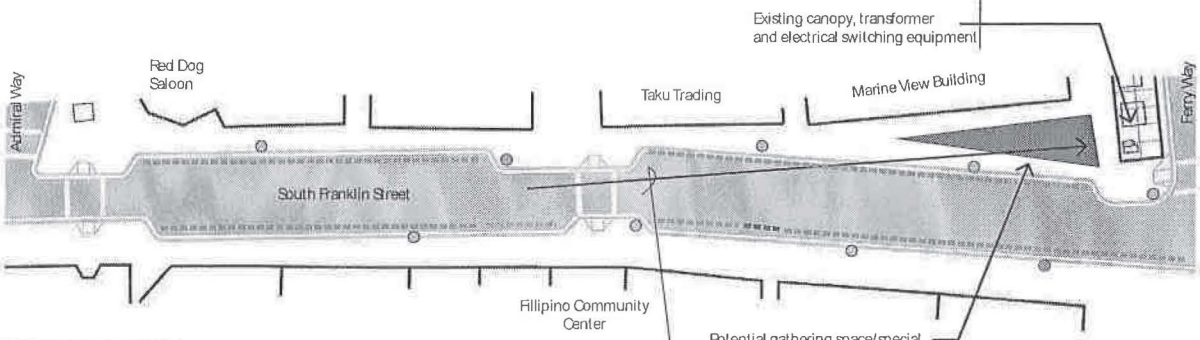
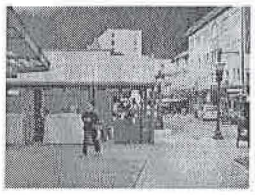




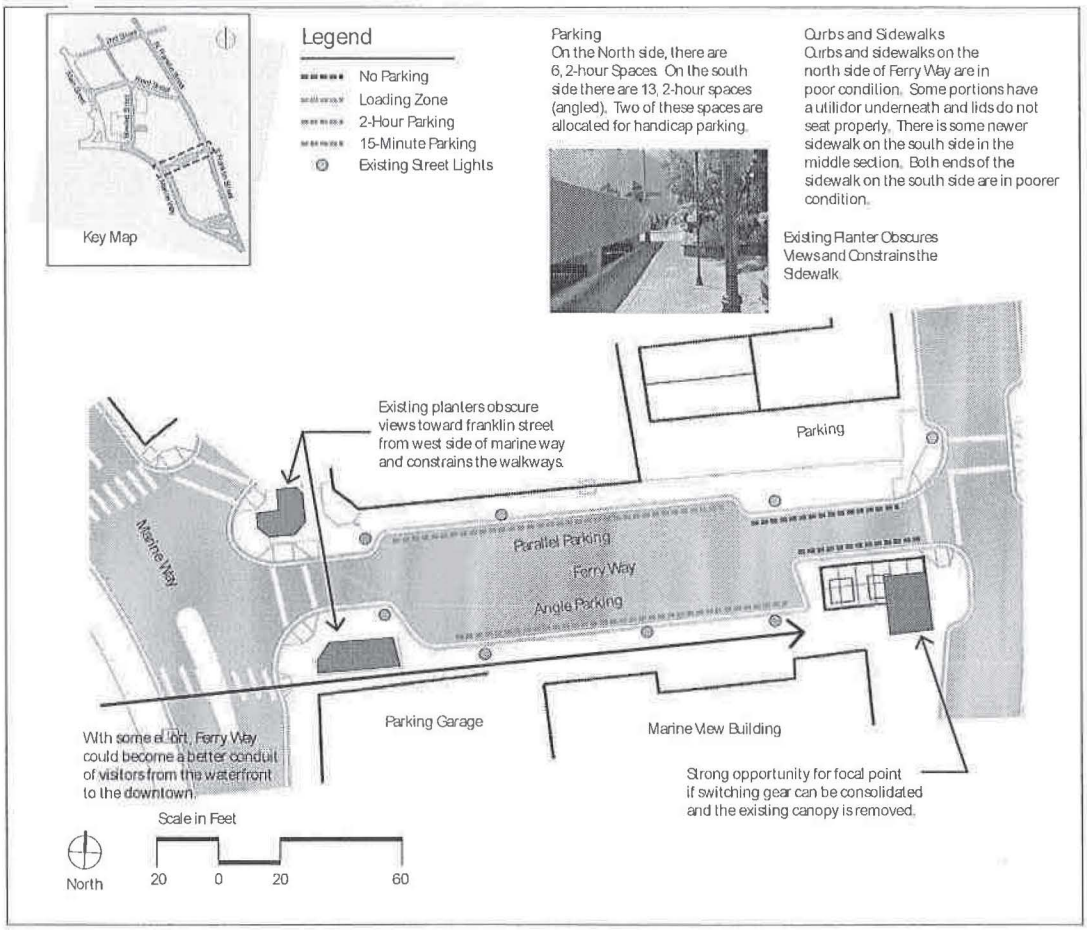
The area where the existing canopy and switching equipment is located is a focal point for this portion of Franklin Street.

Existing Conditions Assessment

South Franklin Street

13

ATTACHMENT B



Franklin & Front Streets
CONCEPT DESIGN
Juneau, Alaska

Final
Concept Report

Existing Conditions
Assessment

Ferry Way

ATTACHMENT B

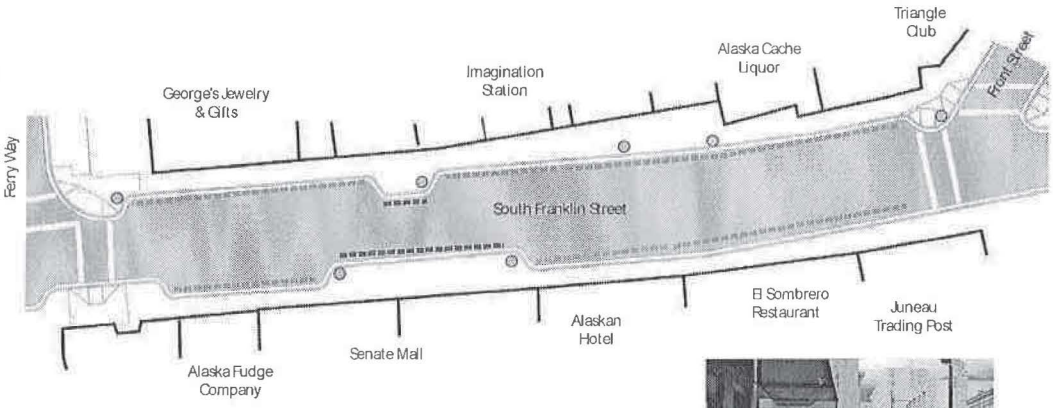
Legend

- No Parking
- Loading Zone
- 2-Hour Parking
- 15-Minute Parking
- Existing Street Lights

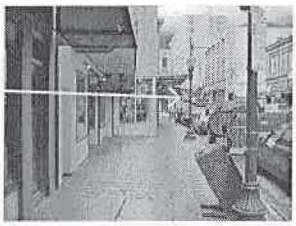
Parking
On the west side, there are 6, 2-hours spaces followed by 3, 15-minute spaces and then the bulb-out. The 2-hour spaces serve as a loading zone from 6 AM to 10 AM every day. South of the curb bulb are another 4, 2-hour spaces. On the east side there are 5, 2-hour spaces followed by a loading zone in front of the Alaskan Hotel. South of the curb-bulb are another 3, 2-hour spaces.

Curbs and Sidewalks
Curbs and sidewalks on this portion of Franklin Street are in poor to fair condition depending on how sheltered they are under the canopies. Curbs are in very poor condition. Sidewalks through this area are generally narrow.

Lighting
Lighting on this portion of Franklin Street is located primarily where it can [illegible] The only lighting on the east side is situated on the curb-bulb in front of the Senate Mall.



The light [illegible]ture in front of Alaska Cache Liquor, in particular, constrains the width of the sidewalk



Scale in Feet

20 0 20 60

North

Franklin & Front Streets
CONCEPT DESIGN
Juneau, Alaska

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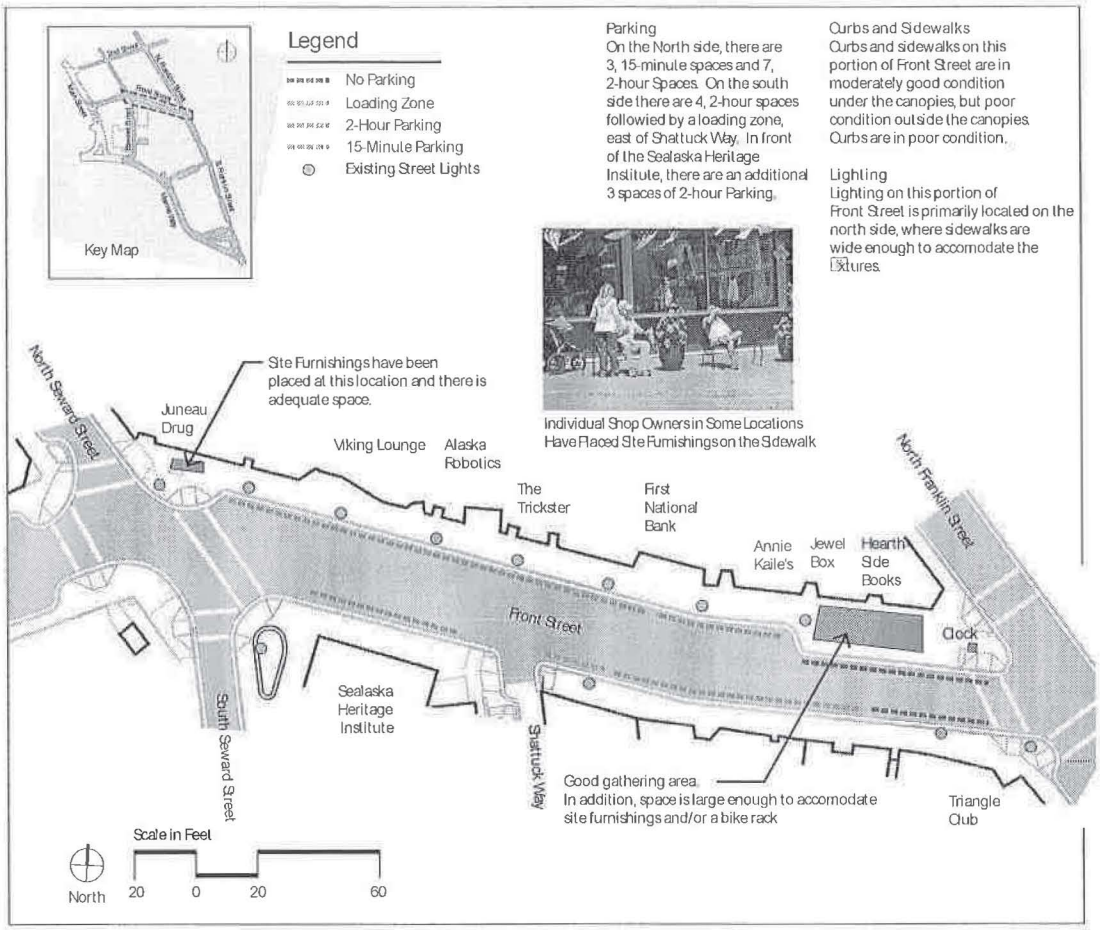
Concept Report

Existing Conditions
Assessment

South Franklin Street

15



Franklin & Front Streets

CONCEPT DESIGN

Juneau, Alaska

Final
Concept Report

Existing Conditions
Assessment

Front Street

16

ATTACHMENT B

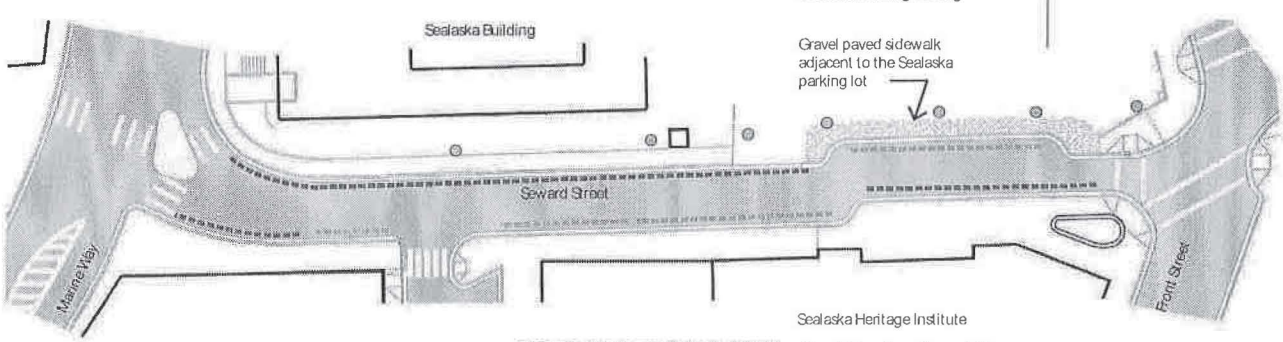
Legend

- No Parking
- Loading Zone
- 2-Hour Parking
- 15-Minute Parking
- Existing Street Lights

Parking
On the west side of Seward Street, there are 3, 2-hour Spaces. On the east side there are 4, 2-hour spaces followed by a loading zone.

Curbs and Sidewalks
Condition of curbs and sidewalks on Seward Street vary significantly. Sidewalks on the east side, adjacent to the Sealaska Heritage Institute are new and in great condition. Remaining sidewalks are in the boardwalk pattern and are in fair to poor condition. The sidewalk adjacent to the Sealaska parking lot is simply gravel paved and not suitable for the urban setting.

Lighting
Lighting on Seward Street is almost entirely located on the west side of the street. Light bases do constrain the width of walks in some locations.



Gravel sidewalk on the west side of Seward Street is not appropriate for an urban setting. Note how the light base and bench constrain the width of the walkway.

Franklin & Front Streets
CONCEPT DESIGN
Juneau, Alaska

Final
Concept Report

Existing Conditions
Assessment

Seward Street

ATTACHMENT B

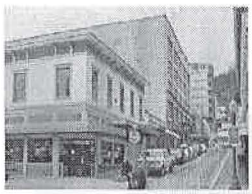
Legend

- No Parking
- Loading Zone
- 2-Hour Parking
- Existing Street Lights

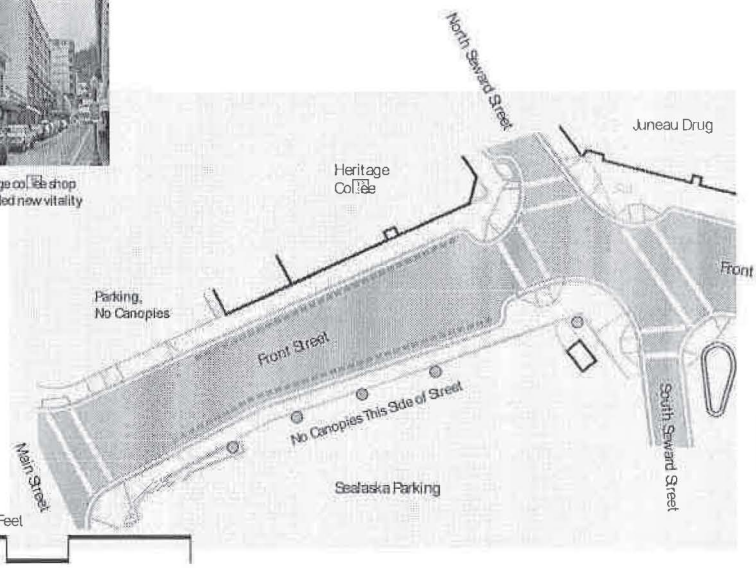
Parking
There are 5 spaces of 2-hour parking on the north side of the block and 6 spaces on the south side, for a total of 11 spaces.

Curbs and Sidewalks
Curbs and sidewalks on this portion of Front Street are in moderately good condition under the canopies, but poor condition outside the canopies. Curbs are in generally poor condition.

Lighting
Lighting on this portion of Front Street is all located on the south side. It is integrated into planters and is not an inconvenience to pedestrians.



The newly opened heritage coffee shop on the north side has added new vitality to this block.



Franklin & Front Streets
CONCEPT DESIGN
Juneau, Alaska

Final
Concept Report

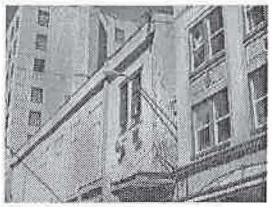
Existing Conditions
Assessment

Front Street

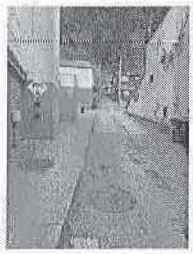
ATTACHMENT B

Legend

- No Parking
- Loading Zone
- 2-Hour Parking



Cobra-Head Light Fixture

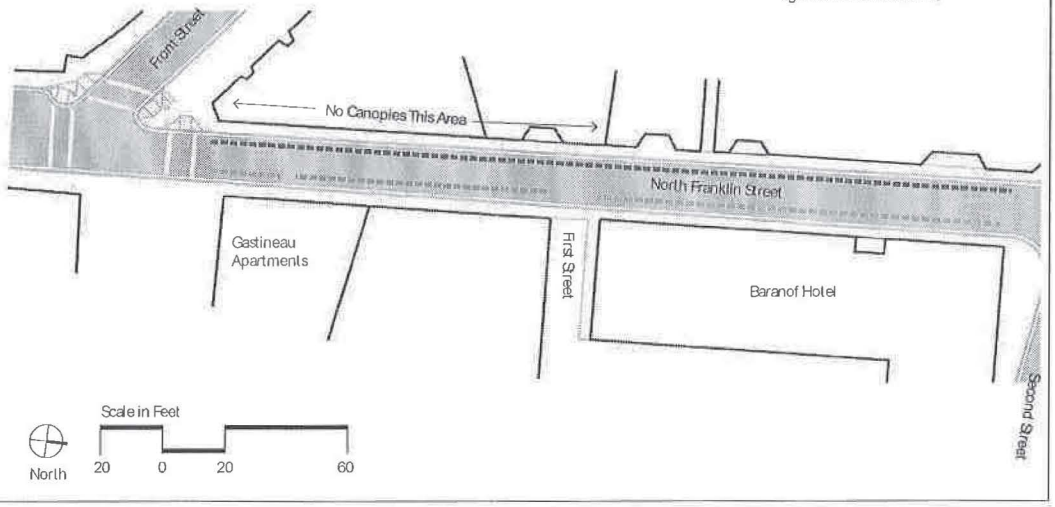


Sidewalk on First Street

Parking
4 Spaces of regular parking
1 loading zone space near the intersection with Front Street.
The area in Front of the Baranof is Taxi Stand and Loading Zone.

Curbs and Sidewalks
Curbs and sidewalks on Franklin Street are in moderate condition, but very narrow. There is not much opportunity to widen sidewalks at this location.
Curbs and sidewalk on First Street are in very poor condition.

Lighting
Lighting on these two blocks is very poor. There are two "cobra-head" light fixtures that extend out from the east side of the street to provide light for the whole block.



Franklin & Front Streets
CONCEPT DESIGN
Juneau, Alaska

Final
Concept Report

Existing Conditions Assessment
North Franklin Street

ATTACHMENT B

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Section 4, The Planning Context
Investigation of Existing Plans & Code That Apply to Downtown Juneau

Introduction

As part of the planning for this project, existing plans and code pertinent to the concept design were reviewed to ensure:

- The guidance from previously developed plans and codes is reflected in this plan.
- Compliance with existing code elements that are highly prescriptive and regulatory (as found in Title 49 Land-Use Code and the 2009 Downtown Historic District Design Standards and Guidelines), except in those conditions where this plan calls for modification to existing code.
- Recognition of recurrent plan themes. These include preservation of historic character, a complete network of canopies in the downtown, improved lighting, incorporation of art, and preservation of existing parking.
- Current code is adequately supporting needs in the district. As part of this investigation, modifications to existing code may be recommended to improve design flexibility. Public input indicates a strong desire for incorporation of art, color, and light into the project, which may conflict with existing code. Code modifications may improve design flexibility while still protecting the cultural heritage of the District.

Review of Existing Plans and Code

Planning requirements and recommendations overlap through multiple plans. The oldest plan dates back to 1981 and the most recent was completed in 2015. Some plans are highly focused on the downtown. Others address broader areas of the community, but may have recommendations specific to this project.

These documents include:

- ***1981 Historic District Development Plan***: This plan set the stage for the historic conservation of downtown Juneau. Key elements included:
  - The historic architecture and structure of Downtown Juneau should consciously be preserved
  - New buildings should conform to the existing building characteristics of the Historic District
  - Public improvements in landmark districts are appropriate and will generate useful returns
  - Incentives for private participation are necessary and are to be encouraged
  - Improvements to traffic circulation and improved parking facilities will encourage better business and preservation
  - Private initiative is the essential ingredient for historic preservation
- ***1983 Downtown Street Improvement Design Study:*** This study established guidance for the streetscape improvements that would follow in 1985. The study was intended to augment the Historic District Development Plan with streetscape improvements supportive of the historic district. Most of the existing infrastructure of sidewalks, street furnishings, lighting and other improvements that currently exist within the Franklin and Front Street project boundaries have resulted from recommendations of this study. The study considered 30

ATTACHMENT B

degree angle parking, but discarded the idea due to maintenance concerns. Key recommendations included:

- Widening sidewalks by three feet
- "Smooth-textured" concrete on all sidewalks. Unit pavers were discouraged due to snow removal and freeze-thaw concerns
- Bulb-out sidewalks at intersections, to widen sidewalks at congested corners, and reduce distance at crosswalks
- Covered benches
- Expanded landscape with planters to "add color and visual relief". Proposed integrating planters and benches as a concept
- Placement of street trees
- Hanging annual flower baskets
- Colorful banners to promote interest in the area. (banners have a "definite historic precedence")
- Placement of Trash Receptacles
- Improved street lighting, including more light fixtures with lower intensity, and/or location specific lighting mounted on undersides of canopies

- ***2003 Tourism Transportation Plan:*** The Downtown Juneau Tourism Transportation Study identified alternatives to meet the future vehicular and pedestrian needs for downtown Juneau during the peak tourism season. The plan provides a regulation and enforcement framework for street elements similar to the canopy/awning standards, and provides a structure for enforceable procedures and process. Key recommendations that pertain to the Franklin and Front Street Concept Design Include:

  - Removal and/or relocation of street furniture.
  - Strategic Placement of Pedestrian Crosswalks
  - Increased Visibility Of Pedestrian Crosswalks
  - Sidewalk Channelization To Appropriate Crosswalk Locations
  - Improved Wayfinding.
  - Management of Existing Facilities
  - Visitor education
  - Awning Extensions On New/Redevelopment Building Construction

- ***2004 Long-Range Waterfront Plan:*** The long-range waterfront plan guides waterfront change through 2025, with a primary focus on development of the Seawalk and associated waterfront improvements. There is not a great deal that is relevant to the Franklin and Front Street project in this plan. A notable exception is that the plan calls for development of improved "gateways" from the Seawalk to downtown, strengthened connections to South Franklin Street, and alternate pedestrian travel routes. A formalized gateway from the waterfront to Seward Street is a good candidate for such an alternate route.

- ***2009 Downtown Historic District Design Standards & Guidelines:*** This is the primary regulatory document guiding downtown development. Key design standards include:
  - Granting the Historic Resources Advisory Committee (HRAC) design review authority
  - Design Guidelines for Historic Materials to include siding, paint, concrete and masonry. The document also provides advice on maintaining historic materials.
  - Design guidelines for historic building elements, such as windows, doors, canopies, and cornices. These guidelines provide specific dimensional criteria
  - Design Guidelines for new construction, which should not detract from adjacent or nearby historic buildings. The period of significance for historic buildings is identified as 1889 through 1944. Buildings newer than 1944 may be demolished and removed. Newer buildings are required to comply with the provisions for new construction.
  - Sign illumination, color and composition/character. Guidelines include dimensional criteria for window and door signs, canopy signs, and facade signs are included
  - A requirement for store fronts to have off-season window displays
  - Design Guidelines for Site Design and Public Streetscapes. This guideline is most pertinent to the concept design for the Franklin and Front Street concept design, including site furnishings, canopies, building and site lighting, and ATMs.
    - Building and canopy lighting should provide the minimum illumination levels necessary and focus illumination at the main entry. Under-canopy lighting should use recessed white lighting.
    - Benches, planters, lighting, mailboxes, newspaper racks, and trash receptacles should be located in a furnishings zone.
    - Street furniture design should incorporate local character and materials.
    - Street furnishings shall be simple in character. Avoid highly ornate designs which could misrepresent the history.
    - Sidewalk paving shall be a simple broom-finish gray concrete.
    - Broom finish, gray concrete is preferred for the predominant material.
    - Decorative paving may define special function areas.
    - Decorative and accent paving is appropriate for key crosswalks.
- ***2009 Juneau Non-Motorized Transportation Plan***: This plan has little pertinence in the downtown due to the fact that downtown streets are highly constrained. The width of the right-of-way cannot be modified to better incorporate pedestrian or bicycle use and every effort is already being made to provide adequate space for pedestrians. The recommendation from this plan that most specifically impacts Franklin and Front Street is the recommendation to provide adequate bicycle parking.
- ***CBJ Title 49 Land-Use Code:*** The land-use code does have some impacts on downtown development, however within the Franklin and Front Street the primary guiding document, from a regulatory perspective, is the Historic District Design Standards and Guide-

lines. The area within the Franklin and Front Street Project Boundaries is zoned Mixed Use (MU). This zoning district came into being with the 2013 update of the Comprehensive Plan. Some key elements of the land-use code that impact the MU Zone include:

- Canopies or awnings shall be approved only if a sidewalk, curb, and gutter extending the entire length of the property frontage exists or is to be constructed under the same permit application as the awning or canopy.
- Vertical support structures in the pedestrian way are prohibited.
- Canopies shall be designed to direct drainage water into an approved drainage way.
- No awning or canopy shall be constructed in a location or manner which would obstruct, obscure, or interfere with traffic, a traffic control device, street sign, streetlight or utility pole.
- Canopies and awnings shall span the entire frontage of a building.
- Canopy height, as measured from the sidewalk to the lowest point on the canopy, shall be a minimum of eight feet and a maximum of ten feet above the sidewalk. Canopies shall match the existing canopy heights of adjacent structures, where practicable.
- For new construction, any clerestory must be located above any canopy or awning.

- ***2013 Updated CBJ Comprehensive Plan:*** The CBJ Comprehensive Plan guides growth and development to the year 2020. Sub-area 6 provides specific guidance for downtown development. This plan:
  - Encourages establishing a covered walkway network throughout downtown.
  - Recognizes the value of investment in downtown historical context, including reviews by the Historic Resources Advisory Committee, as an agent of the city.
  - Supports the development of design guidelines for buildings in the downtown area that create year-round design aesthetic specifically addressing window treatments, signage, and outdoor lighting.
  - Calls for additional parking and improved transit options downtown.

Recommendations and Analysis

Over-Arching Recommendations:

The recommendations below have been included in two or more of the plans that have been prepared for downtown Juneau. It is an indication of their value to the community.

- Preserving the historic character of downtown Juneau has been a concern since the first study in 1981. Standards and guideline modifications should recognize the importance of the cultural heritage found in the district.
- A complete network of canopies in downtown is another ongoing recommendation. The plans identified the historical and physical characteristics of canopies, sign attachment, under-canopy lighting, and drainage. The canopies are a very important component of this project because they extend into the public right-of-way and they are a strong design element that helps to unify the downtown. Because canopies are largely maintained by individual property owners, the quality and character of canopies varies greatly. The Franklin and Front Street Streetscape improvements project will address canopies by developing a public/private partnership as a means of providing incentives to property owners for canopy improvements.

- Parking remains a critical concern. Every effort will be made to preserve existing parking levels

- Plans call for improved lighting, a desire also heard from the public.

Possible Code Changes:

Codes designed to retain Juneau's historic integrity may have inadvertently restricted the ability to add light, art, and color to the downtown. The following suggestions would require modification to Title 49, Land Use Code.

Canopies

- Canopies or awnings shall be approved only if a sidewalk, curb, and gutter extending the entire length of the property frontage exists or is to be constructed under the same permit application as the awning or canopy. *Recommendation: Consider a basic requirement that canopies are required throughout the downtown.*

- Vertical support structures from the pedestrian way are prohibited. There may be locations where there are not buildings to attach canopies, but where canopies would be desirable. In other locations in the downtown canopies have been constructed where the supports are in the pedestrian way, but immediately adjacent to the edge of the right-of-way. *Recommendation: Consider an amendment that states: "Where no buildings are adjacent to the right-of-way in the downtown, canopy supports may be placed in the public sidewalk adjacent to the right-of-way, with Commission approval".*

- Canopy height, as measured from the sidewalk to the lowest point on the canopy, shall be a minimum of eight feet and a maximum of ten feet above the sidewalk. Canopies shall match the existing canopy heights of adjacent structures, where practicable. *Recommendation: Consider providing for greater flexibility, based on individual buildings architectural features and for buildings constructed outside of the Period of Historic Significance. There are many conditions which might benefit from constructing outside of these parameters. Suggested language might state: Buildings constructed after 1944 may be granted a waiver by the Planning Commission, if design and context warrant.*

Lighting

- 2009 Historic District Design Standards and Guidelines. For building and canopy lighting, provide the minimum illumination levels necessary and focus illumination at the main entry. *Recommendation: suggested language might identify an appropriate illumination level at the sidewalk level, including the areas under the canopies. A requirement that calls for the minimum level necessary is both difficult to define and may run counter to other direction.*

Signage

- The Title 49 requirements for signage (lettering height, sign size and etc.) are very prescriptive and they do not differentiate between historic buildings and non-historic buildings. *Recommendation: Consider relaxed requirements which might allow more contemporary treatments for buildings outside of the Period of Historical Significance. This would be consistent with the recommendation that these buildings should be differentiated from historical buildings.*

- Application of art to historic buildings and non-historic buildings in the historic district is not specifically addressed in Title 49 or the Historic District Design Standards. The application of art to buildings in the Historic District has been rejected in the past, using the sign standard regulations. *Recommendation: continue to work on the language of the mural ordinance and amend the requirements to specifically address the application of sculpture and other types of art to*

both historic and non-historic buildings. Identify the circumstances under which the application of artistic materials is acceptable and identification of a governing body responsible for making such an approval.

Umbrellas and Food Carts

- Design standards and guidelines indicate umbrellas are only allowed on building roof decks and must be set back so as not to be seen from the street. *Recommendation: Consider allowing umbrellas and food carts so they don't have to meet standards if they are seasonal in nature.*

Section 5. Design Recommendations

The following concept recommendations are based on three primary components of the design process. Separate chapters of this report address each of these in greater detail. The first component is the public involvement process, the second component is an investigation of existing conditions, and the third component influencing these design recommendations is existing code and previously-developed plans for the downtown. For discussion, we have organized the recommendations into the following seven categories.

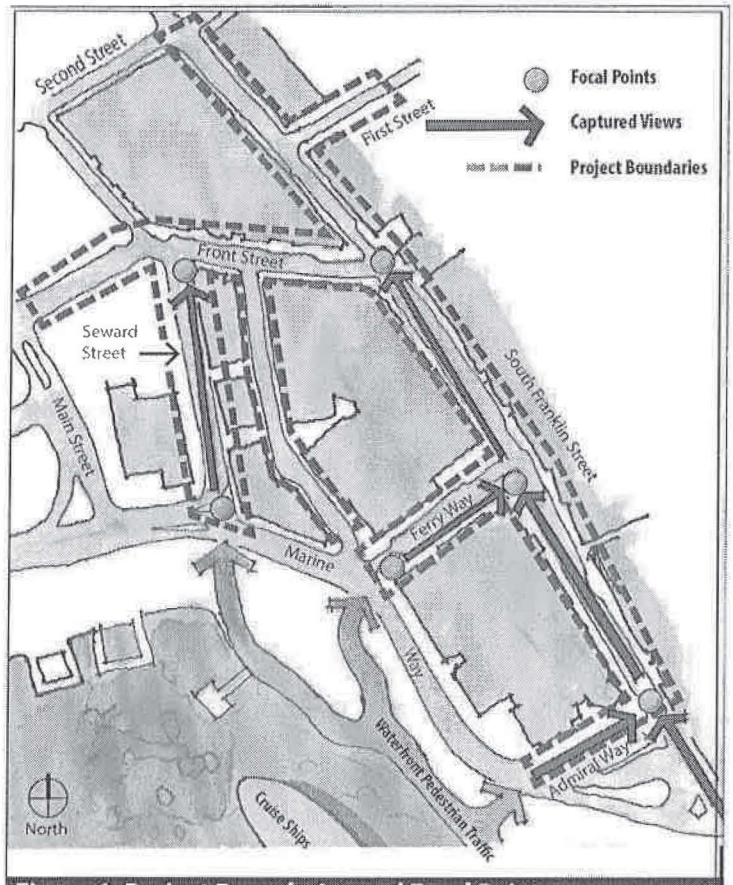


Figure 1, Project Boundaries and Focal Points

1. Over-Arching Strategies

Through public involvement and stakeholder interviews, a great deal of feedback was provided on desired improvements and concerns about existing undesirable conditions. It is clear that residents and business owners would like to improve the general appearance and vitality of the area, and this supports a broader objective to better connect the Juneau waterfront with the downtown. Success in meeting this objective could be measured in more Juneau residents venturing from the downtown to the waterfront and a strong economic benefit to the community can be found in encouraging more of the cruise ship visitors and tourists to venture from the waterfront into the portion of town north of Admiral Way.

With construction of a new North Cruise Ship Dock, larger cruise ships will soon bring more visitors. Dispersing those visitors through the downtown will not only provide economic benefit, it may reduce congestion on Franklin Street south of Admiral Way, and improve the resident and visitor experience. This project can support the objective through physical improvements to streets, improved access routes, and the incorporation of special features. To be fully successful, residents and visitors should be rewarded for the added walk. This incentive could come from special events in the area, but may also require a concerted effort to provide a broader mix of attractions in the downtown.

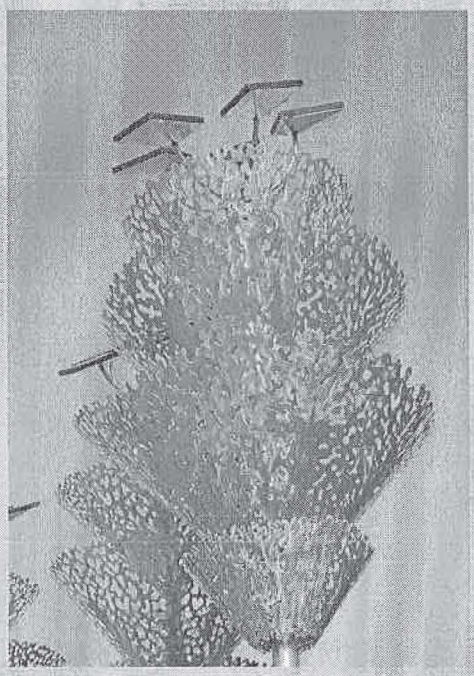
Improvements to downtown streets that address concerns brought up at the public meetings such as lighting, better sidewalks, and event space can also benefit locals and attract more residents and families to enjoy the downtown amenities. In most larger cities that have a strong tourism market, the attractions and high quality infrastructure provided in the downtown area attracts residents from suburbs and the greater metropolitan areas to come downtown to enjoy the restaurants, entertainment in the evening, or just and evening walk. In Juneau, a good example of this is the Seawalk, it benefits the tourists and locals by connecting us all to the waterfront and

downtown. The recommendations in this report approach the downtown street reconstruction in the same way, that upgrades can be designed and constructed to benefit residents and visitors.

Strong focal points at key intersections will improve the experience for residents and attract more visitors into the heart of Juneau's Downtown. These focal points could be artistic (sculpture) or they could be some other treatment of the intersection that is interesting and visible from some distance away. This approach draws visitors further north and fulfills a community goal to incorporate more art in the downtown. At locations where special features are identified, there is space to accomplish the improvements. For greater detail, a set of plans can be found at the end of this section that shows recommendations on a block by block basis.

Cruise ship visitors primarily use Admiral Way and other transit routes to access South Franklin Street that are located further south. One goal of this project is to improve the desirability of Ferry Way and Seward Street as alternate routes into the downtown. This will require improvements to both streets where they intersect with Marine Way. While the City and Borough of Juneau can make these streets more attractive, success will also depend on the private development that borders these streets to provide an intensity of interest and a level of care that will attract visitors to the area. The ability to close Front Street for special events, like a street fair or music festival, provides added incentive for visitors to venture deeper into Juneau's downtown.

With this as a guiding strategy, other improvements such as street realignments, new sidewalks, lighting, and canopy repairs maintain a supporting role.

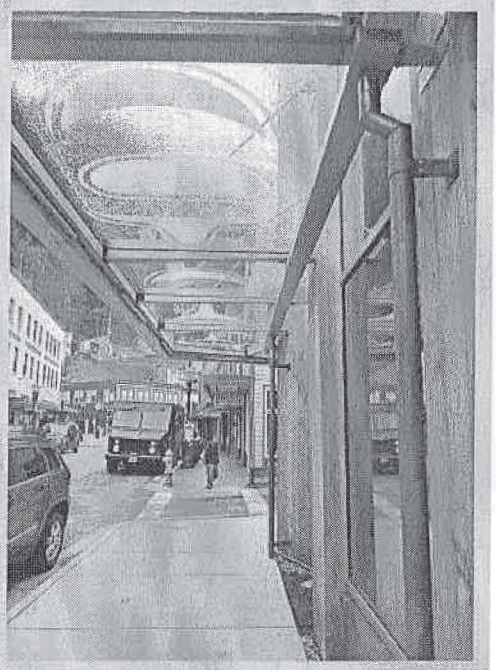


Focal points/special features could consist of sculpture or other improvements at key locations where views are currently focused. These features should be visible from some distance away.

2. Parking, Roadways, Sidewalks and Curbs

Parking

The issue of parking has been brought up repeatedly. Some comments have suggested on-street parking should be reduced in favor of wider sidewalks while others have suggested the opposite. It is fair to say that public sentiment supports maintaining as much of the existing parking as possible. The recommendations included in this report may impact parking slightly. One source of change is modifying the geometry of the curb-bulbs. Although the curb-bulbs have been reduced in overall length, they have longer



The new sidewalk at the Sealaska Heritage Institute serves as an example of what sidewalks could look like throughout most of the project area. The walkways have a light broom finish and control joints spaced at five or six feet apart.

transitions, which allow for improved maintenance and snow removal.

Angle parking on portions of Franklin and Front Streets was explored at a concept level. The goal was to significantly increase parking in some areas so that sidewalk space could be opened up in other areas. In every location where this was analyzed, angle parking would not fit within the existing street geometry due to constraints it placed on the width of travel lanes. As this project progresses into more detailed design, there will be an opportunity to refine sidewalk and curb geometry and to adjust impacts on parking availability.

Sidewalks

Sidewalks will be replaced throughout the project area. Sidewalks have deteriorated over the past 30 years and in many places they are in poor condition. Sidewalks that have been protected under canopies are in better condition than those outside of canopies. Sidewalks in the worst condition often occur where water drains from the outside edge of canopies directly down to the sidewalk. The building canopies are a factor in long-term durability of the walkways and they are addressed separately.

The design recommendation for new sidewalks is to provide standard concrete walks with a light broom finish in most locations. Control joints for the walkways should be placed to best control cracking (typically about 5-feet apart). This combination promotes safe walking traction and ease of snow removal. An example of where this has been used is around the perimeter of the new Sealaska Heritage Institute. The design team has been asked to consider concrete unit pavers for sidewalks, similar to those used in other recent projects. This warrants further study. The pavers have proven to be very expensive, they have shown early unexpected wear, and differential settlement with pooling on the sidewalks. Additionally, the Downtown Historic District Guidelines call for the use of broom-finish concrete for sidewalks within the Historic District.

Sidewalks throughout the downtown are relatively narrow, often six-feet wide or less. The width of the sidewalk impacts the ability of pedestrians to move comfortably, but it also impacts the ability to provide lighting. Where the sidewalks are narrow, it is not possible to fit a light standard between the outside of building canopies and the edge of the sidewalk. One recommendation to increase sidewalk width without losing parking is to reduce the

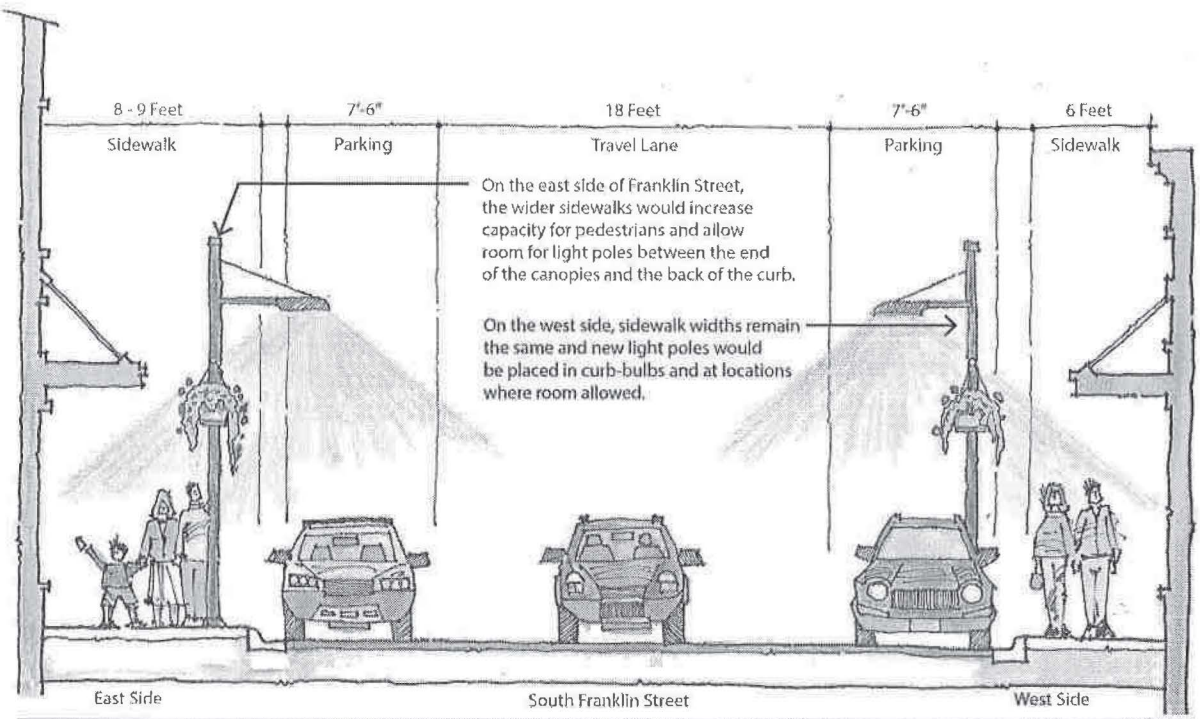


Figure 2, South Franklin Street Section (Between Ferry Way and Front Street)

width of the travel lane on South Franklin Street to 18-feet. This is the minimum width that will allow one vehicle to get around another that is stopped in the travel lane. A proposed reduction in travel lane width would occur only on South Franklin Street between Ferry Way and Front Street. It is only in this area that there is enough benefit to widening the sidewalk to offset the inconvenience of a narrower travel lane. The wider sidewalk would benefit pedestrians, but also allow incorporation of street lighting. Figure 2 shows a typical street section in this area.

Although there are very limited options for widening sidewalks on Shattuck Way, the walkways on Shattuck way will be replaced.

In support of project goals, key areas of the project have been identified for special treatment. On Figure 1, these areas are called out as focal points These areas include:

- Ferry Way, near the intersections with Marine Way
- Seward Street, near the intersection with Marine Way
- The intersection of Admiral Way and South Franklin Street
- The intersection of Ferry Way and South Franklin Street
- Front Street from South Franklin Street to Seward Street
- Seward Street from Front Street to Municipal Way

In each of these locations, there are alternatives for what the special treatment might include. With respect to sidewalks and paving, it will likely include different and more decorative paving. These locations are addressed separately under the heading of "Special Features".

Curbs

Curbs have been badly damaged over the years, primarily as a result of snow-removal efforts. Existing curb-bulbs have sharp angles and small radii. One design recommendation is that curb-bulb geometry should be eased to better facilitate maintenance. Long-term durability of curbs will also be explored as the project moves forward. The life of curbs could be extended through the use of improved materials. The use of either granite curbs or cast iron curbs at curb-bulb locations would likely outlive plain concrete. Although these are expensive options initially, they could result in better appearance and significantly lower life-cycle cost for the curbs.

3. Storefront Canopies

The condition of adjacent properties has a strong impact on the appearance and character of streets in the area. This is acknowledged by business owners in the area and by downtown residents. Throughout the project area the adjacent buildings provide sidewalk canopies that extend into the right of way. Canopies are nearly continuous throughout the project area. Exceptions are noted on the existing conditions maps found in Section 3.

This project can do little to require facade or canopy improvements. A separate effort is underway to develop a public-private partnership that will provide incentives for canopy improvements. Guidelines for design and development of canopies can be found in the Historic District Guidelines. Key elements addressed in the guidelines that are important to this project include drainage, lighting, and condition.

Drainage is perhaps the single most important consideration. By code, it is not acceptable to drain off of the leading edge of canopies onto the sidewalk. This impacts both the comfort of pedestrians and condition of the sidewalks. In most cases where canopies drain onto the sidewalks, the walkways have become significantly damaged as a result. The drainage issue should be a primary focus of canopy improvements. The streetscape project can support that goal by providing

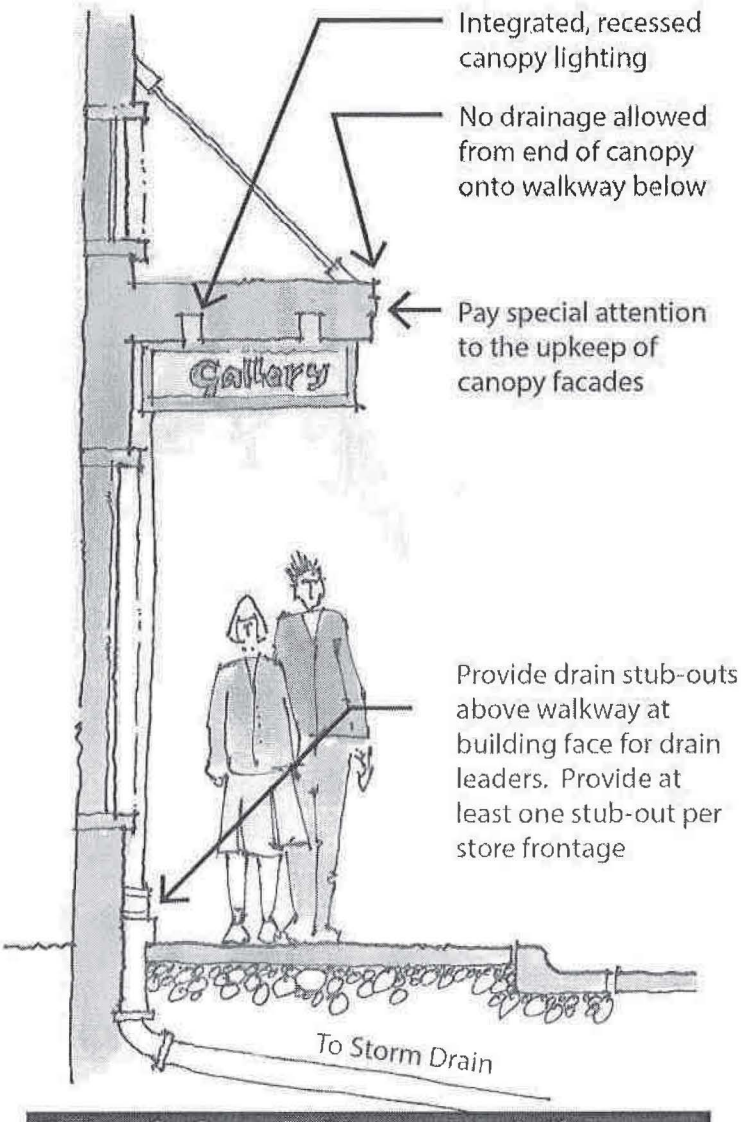


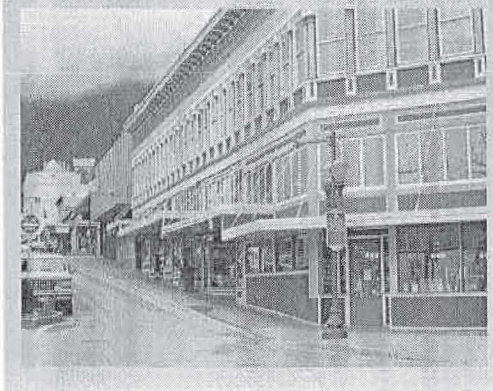
Figure 3, Canopy Recommendations

clear locations for downspout connections that lead to the storm drain. Each property should be provided at least one connection point to the storm drain system.

Under-canopy lighting offers the best opportunity for improved lighting at the sidewalk level, in spite of the fact that lighting levels may vary from one canopy to the next. By code, under-canopy illumination must be recessed within the structure of the canopy. Most of the existing under-canopy lighting found in the project area is not recessed and is simply surface mounted to the bottom. Recent advancements in LED lighting have greatly simplified the effort of providing recessed lighting in relatively small spaces. It will also operate for a very long period without the need for replacement.

A final consideration has to do with canopy condition, which varies widely throughout the project area. Pedestrians will view the underside of canopies at close range and a lack of maintenance is very obvious. The use of quality materials on the underside, coupled with drainage improvements to prevent water from damaging surfaces, will go a long way toward reducing maintenance requirements and presenting an attractive appearance. Another obviously visible component of the canopies is the vertical, outboard edge. This edge is highly visible when viewed from across the street, and in many cases the canopy fronts are in poor condition. With a relatively small maintenance effort the canopy fronts can be painted or touched up annually, leading to a significantly improved appearance.

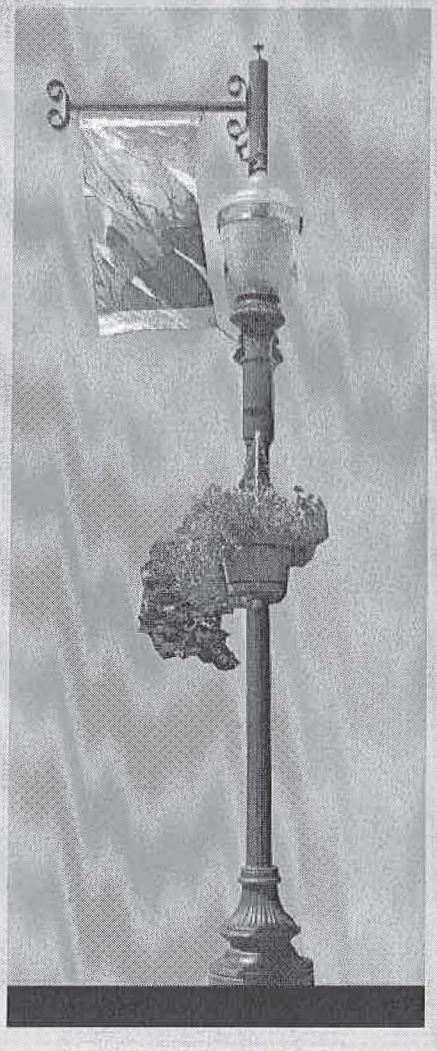
As this project moves forward, design guidelines will be prepared for the canopies. Incentives for repair and upgrade of canopies will be linked to compliance with the design guidelines.



Care and quality of the canopies plays a big role in the appearance of the street

4. Improved Illumination

Through the public outreach process, residents and downtown businesses voiced a strong desire to improve the level of lighting at the street. The area is currently illuminated with older incandescent light fixtures that serve more as street furnishings than as a consistent source of lighting. This is augmented in some locations with under-canopy lighting provided by adjacent property owners. The existing incandescent streetlights have several drawbacks. Only a fraction of the light is actually directed down to the street. Much of the light is directed up and into adjacent windows. The public works department has stated that the existing



Existing light fixtures offer color through banners and hanging baskets, but they are expensive to maintain, they require a lot of space at the sidewalk, and they do not direct light to where it is needed.

light fixtures are very expensive to maintain. Finally, the fixtures take up a great deal of space at the sidewalk level due to the size of the base. Light bases are two feet in width and severely constrain sidewalks which may be only six-feet wide. The light fixtures have a Victorian style of design and support hanging annual baskets and banners. These features are desirable within the community.

The Historic District Design Guidelines weigh in on the desired character of street lighting. The Design Guidelines call for a neutral site furnishings (this would include lighting) that do not attempt to appear historic. The concern is that "historic" light fixtures are often not accurate in their appearance and a neutral fixture does not compete with historic buildings for attention. For under-canopy lighting, the Design Guidelines call for only enough lighting to call attention to the main entry. This is not in keeping with what the public has requested and increased under-canopy lighting will likely require some level of coordination with HRAC.

One alternative that was presented to the public was the use of cable suspended lighting that attaches to store fronts on both sides of the street. This would eliminate the need for poles and would provide lighting that really recedes into the background. While public response to this idea was mixed, it might be considered further in some areas of the project due to the constraints of placing new light standards in very narrow walkways.

As noted in the Storefront Canopies Section above, under-canopy lighting varies a lot throughout the project area. Under-canopy lighting offers the greatest opportunity to improve the level of illumination within the project area. One focus of canopy design guidelines will be the incorporation of recessed illumination.

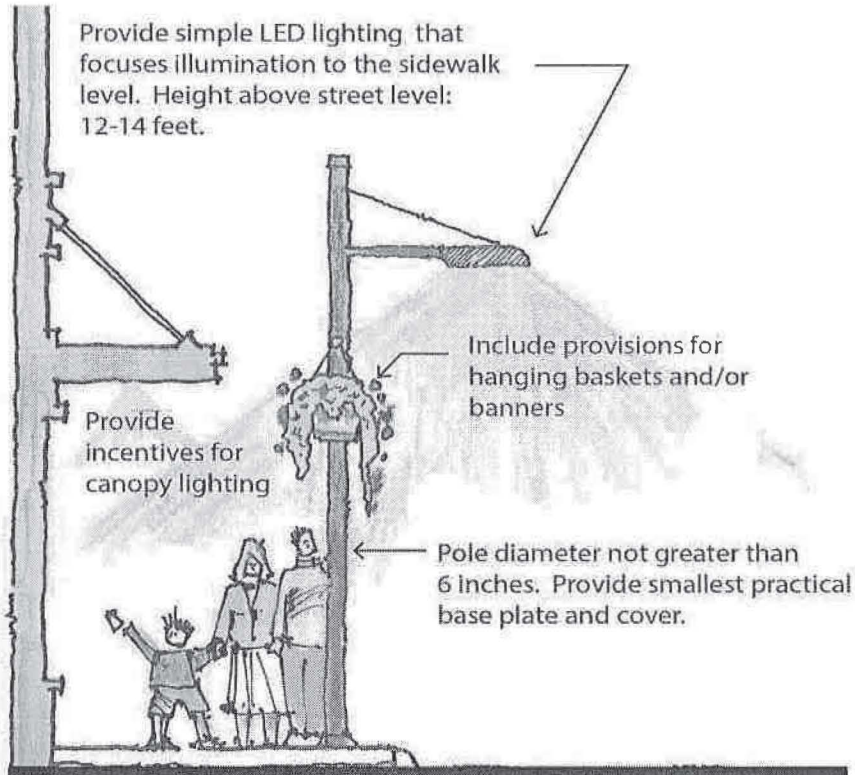
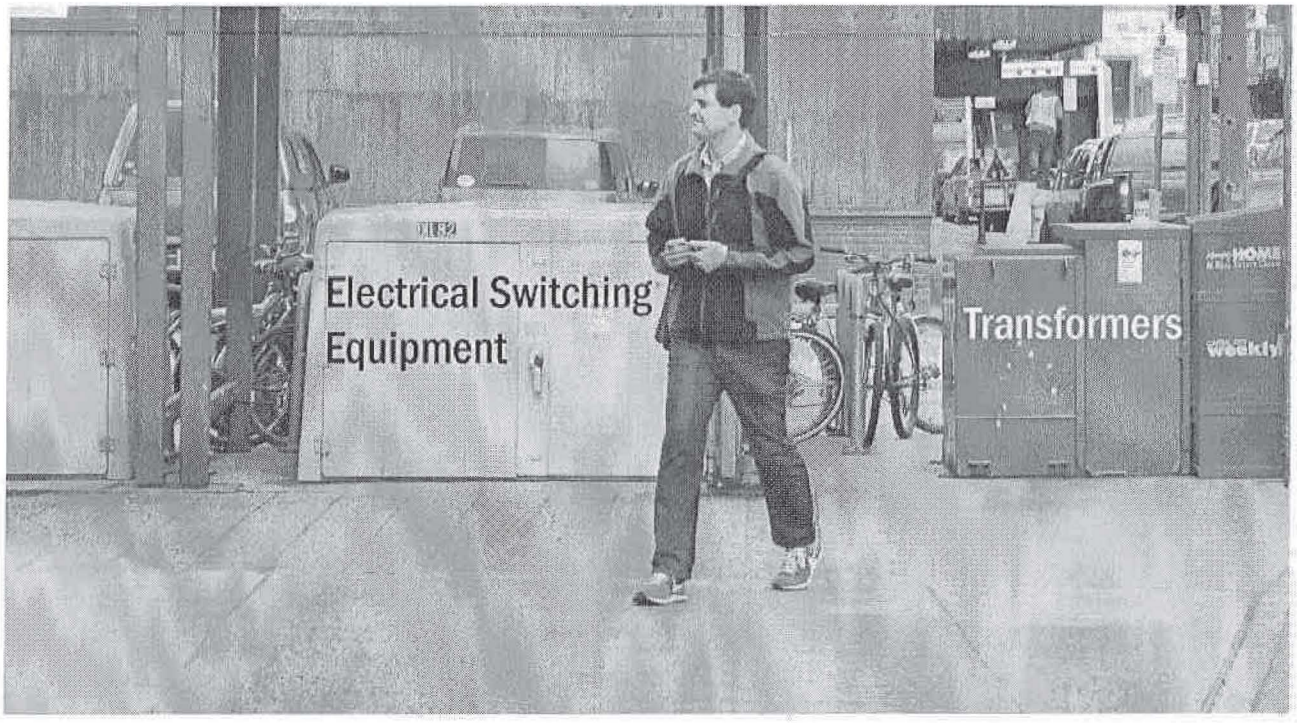


Figure 4, Streetlight Recommendations

Key recommendations for improved lighting in the downtown include:

- Provide incentives to adjacent property owners to incorporate recessed lighting in storefront canopies.
- Include new streetlight fixtures that focus lighting down to the street and are neutral in character. In the design phase, lighting design should be explored that will put more of the light at the sidewalk level and extend under the canopies. This approach might include mast arms that extend luminaires out a short distance into the street. New light fixtures should use poles with a much smaller footprint at the sidewalk than current standards.
- New light fixtures should offer the opportunity to incorporate colorful banners and/or hanging annual baskets of flowers.
- New light fixtures should offer the best combination of improved illumination, energy efficiency, and low long-term maintenance costs.



Electrical switching equipment and transformers near intersection of Ferry Way and South Franklin Street

5. Utilities

This project will offer the opportunity for utility upgrades within the project boundaries. There will be storm drain improvements to facilitate drainage of storefront canopies.

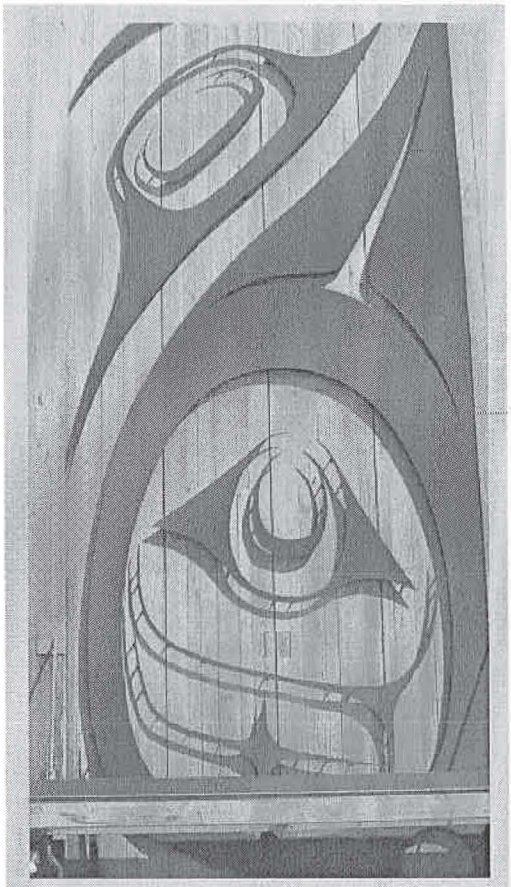
Within the project boundaries, components required by the electric utility have a strong impact on appearance and function. The most notable is the switching equipment found in multiple locations. Perhaps the greatest impact can be found in the sidewalk adjacent to Ferry Way at the intersection with South Franklin Street. At this location there are three switching boxes that are four-feet in height and six-feet square. The location of these boxes can be seen on the *Existing Condition* maps (page 12). According to the electric utility, modern technology would allow these switching boxes to be consolidated and to be reduced by half. Additionally, the existing transformer at the same location could be relocated. This would allow room for construction of a special feature at this key location of the project. These changes to existing electrical equipment will be expensive and will be borne by the project. Any recommendations for relocation of existing switching gear or transformers should be with an intent to obtain good value for the cost.

6. Incorporation of Art

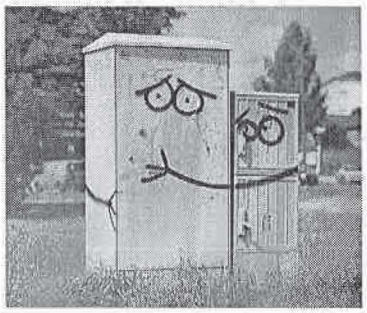
Through the public outreach process, the Juneau community expressed a strong desire to better incorporate art throughout the downtown in public spaces and on adjacent private property. This project will look at incorporating art pieces into the streetscape where space allows. The issue of public art within this portion of downtown Juneau is complex. Much of the project area falls within the Juneau Historic District, and the Historic Resources Advisory Committee (HRAC) has a strong say in what is acceptable and what is not. New guidance is being prepared that should clarify where and how art can be applied to buildings in the Historic District.

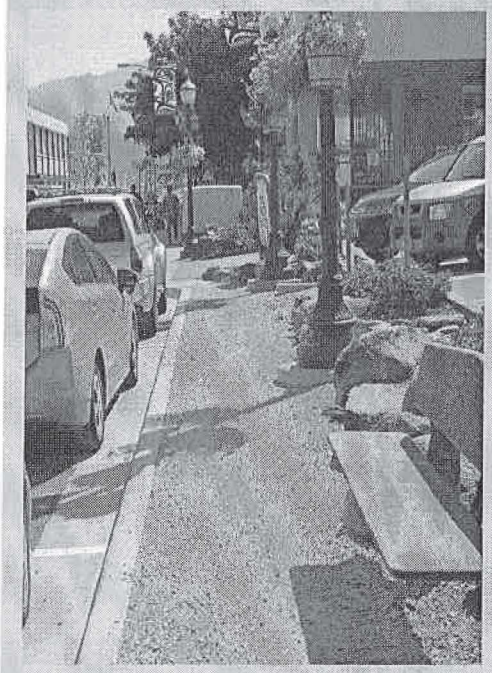
This project does not address application of art on private property adjacent to the street. Instead, this plan recommends establishment of an art group to coordinate with HRAC and private owners to identify good locations for art installations and to assist in getting them installed. There is currently a joint effort between the Juneau Economic Development Council and the City and Borough of Juneau to create an "Art Cluster". This group or a sub-committee of this group could address the art issue at the appropriate level of detail to ensure a fair selection of artists, suitable locations, and an appropriate level of quality.

Such a group might explore a wide range of art options. Many communities have incorporated art that reflects a sense of humor, takes advantage of local context, and reflects local values. Not all of the art is highly polished.



The Sealaska Heritage Institute has introduced a strong art piece with local roots.





Existing gravel walkway on the west side of Seward Street will be improved with new paving and a short retaining wall adjacent to the Sealaska parking lot.

7. Special Features and Miscellaneous Improvements

Several areas within the project have been identified for special treatment. The following discussion addresses each of those areas and suggests the character of the improvements. Each of these will be explored in greater detail during coming design phases.

Seward Street from Front Street to Municipal Way

Sealaska has developed plans for Seward Street that could include closing the street to vehicular traffic through bollards or other means and creating a pedestrian oriented street for residents and visitors. This streetscape project would complement the improvements already made in the immediate vicinity of the building while offering important event and gathering spaces. New planters, special paving and other enhancements would be placed in the newly-developed pedestrian space.

Thanks to the timing of this project, improvements on this street could be coordinated with those on Front Street to create a seamless community space that encompasses both Front Street and this portion of Seward Street.

The Sealaska parking lot, now exiting from Seward Street would be re-oriented to Front Street. At a minimum, the portion of Seward Street between Municipal Way and Marine Way will need to remain open. Closing of Seward Street between Front Street and Municipal Way would result in the loss of four parking spaces, but those spaces might be replaced at some other location.

A portion of the walkway (adjacent to new parking) on the west side of Seward Street is now just gravel paving. This area is narrow and does not meet the accessibility requirements of the Americans with Disabilities Act (ADA). In addition to other improvements on Seward Street this walkway will be paved and widened. This will likely require a short retaining wall adjacent to the Sealaska parking lot.

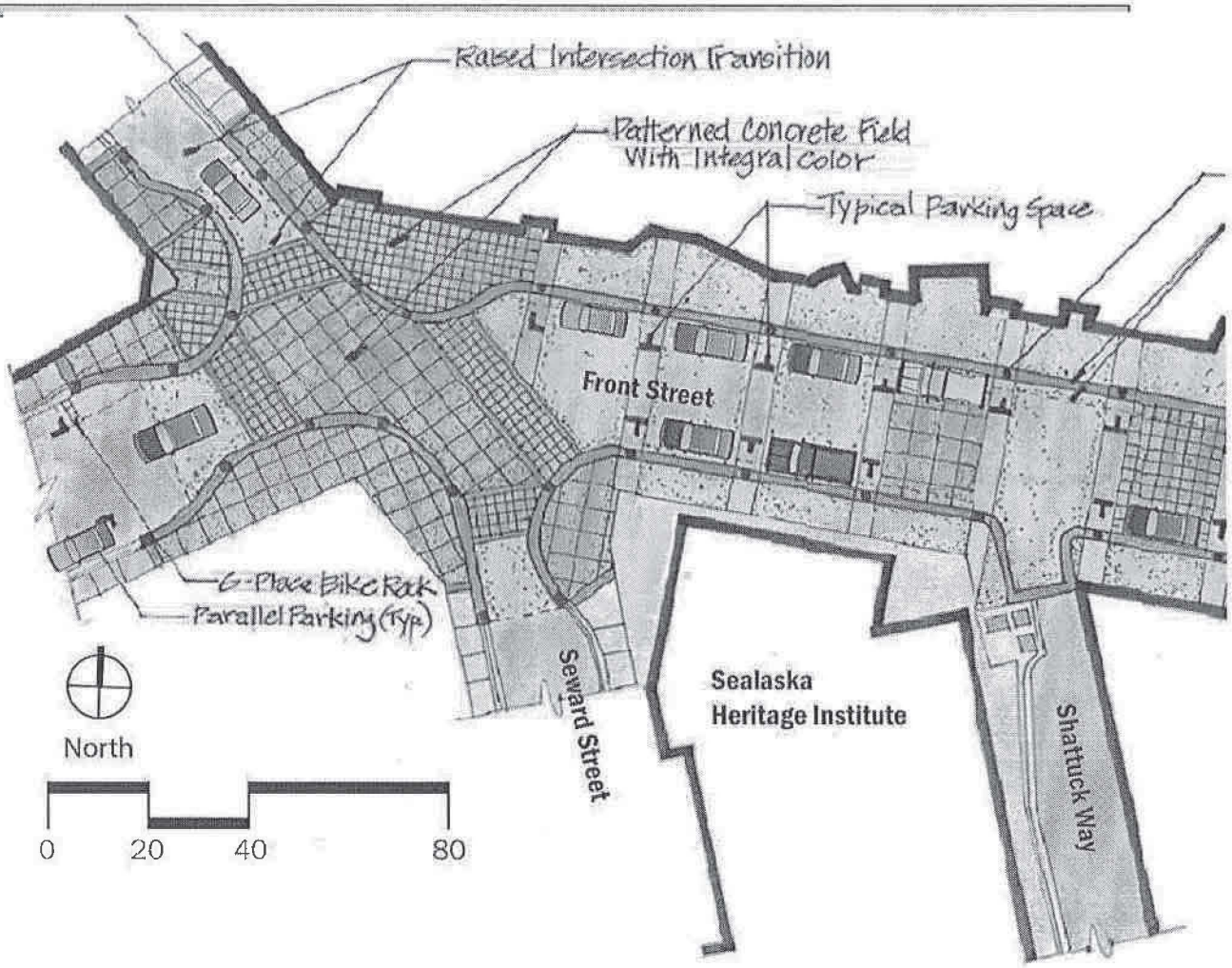
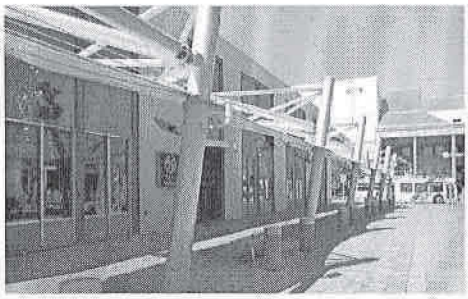


Figure 5, Front Street Plan View

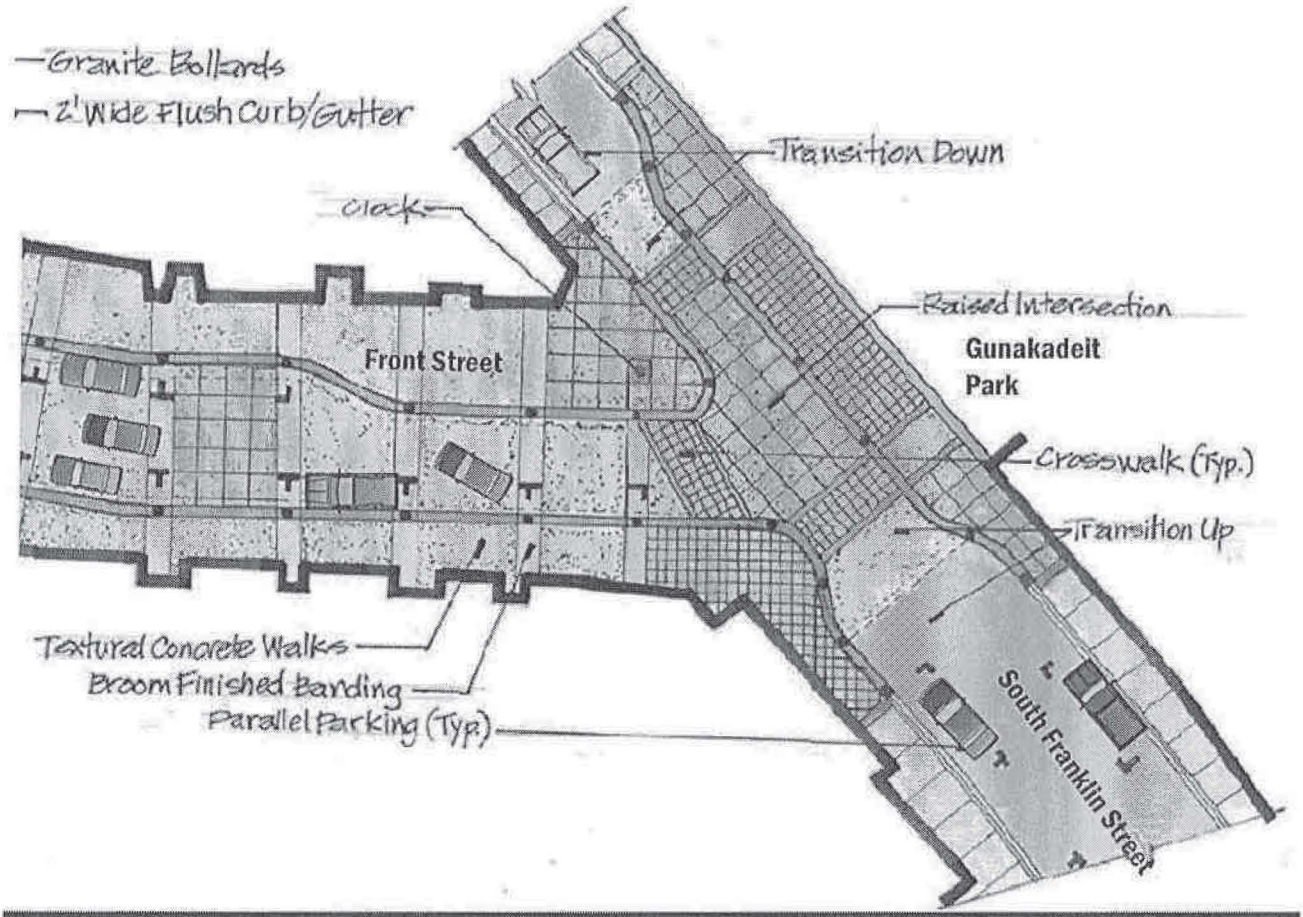
Front Street

The largest area of special treatment is proposed for Front Street between South Franklin and Seward Street. This treatment could extend down Seward Street adjacent to the Sealaska Heritage Institute toward Municipal Way. It has been suggested in the past, and was raised again through the public process for this project, that Front Street should be closed off to traffic and converted to a pedestrian-only street. The permanent impact of such a change on downtown traffic would be significant and most residents and businesses would likely object. That said, Front Street could be closed for special events such as market day or festivals that provide an added reason for both residents and visitors



F Street in Anchorage is a pedestrian-oriented street that allows cars and parking, but can be closed for special events. The improvements have been in use for almost 10 years.

ATTACHMENT B



Pedestrian-Oriented Treatment

Raised intersection at F Street and 5th Avenue in Anchorage segregates pedestrians from traffic with bollards. In spite of being a very busy intersection, it feels pedestrian friendly.

to venture to this part of town. Several ideas were explored that would give Front Street a unique character. One idea is to raise the level of the street so that it is flush with adjacent walkways and pave the entire street as though it were a pedestrian way. On most days vehicles could travel through or park on Front Street, but on special days the street would become uniquely pedestrian. Walkways would be separated from the street by durable bollards. Although maintenance and other concerns exist with this treatment, it has been used successfully in other northern locations and there may be ways to mitigate concerns through design. The illustrative plan, above, shows what Front Street might look like with such a treatment.

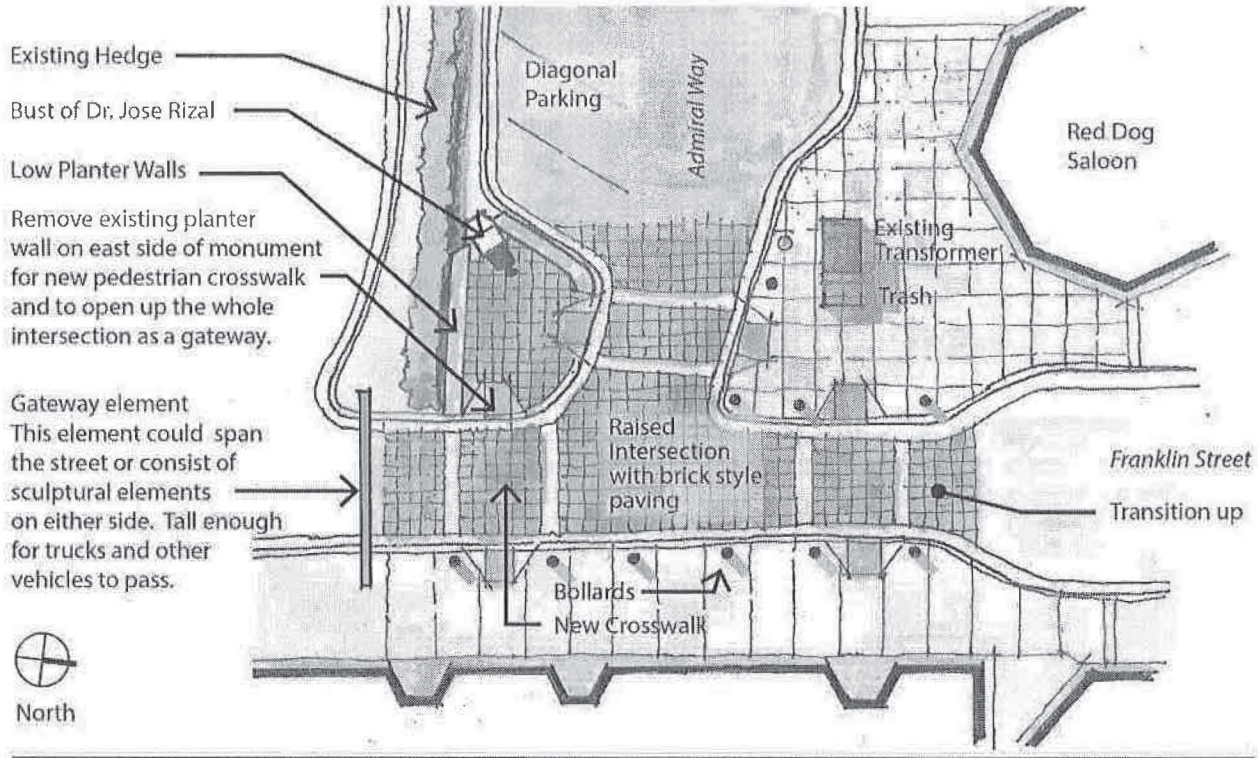


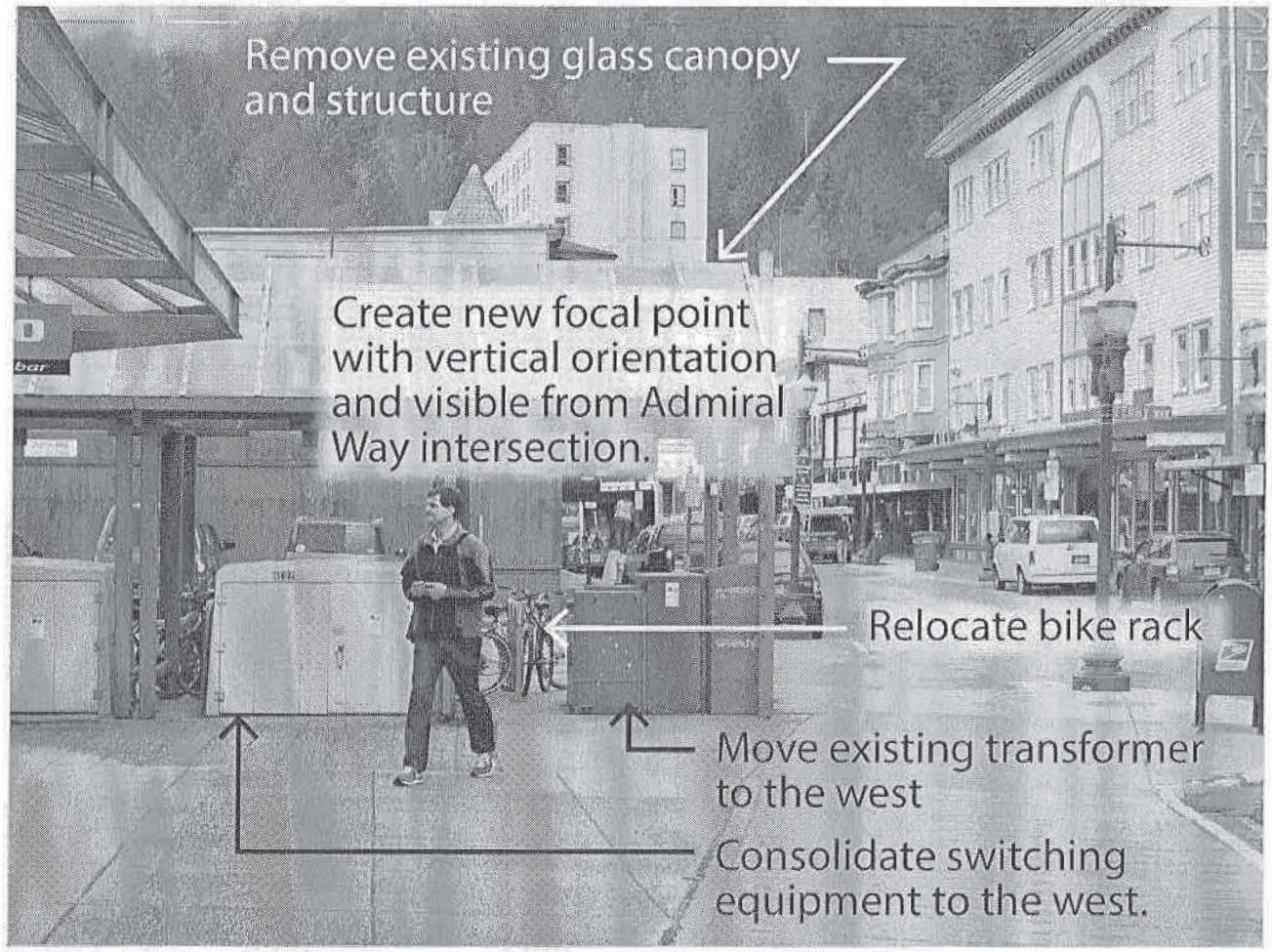
Figure 6, Improvements to Admiral Way and Franklin Street

Intersection of Admiral Way and South Franklin Street

Through the public process, it was recommended that this intersection be given special treatment and serve as a gateway to the Juneau Historic District. There is a lot going on at this intersection, as shown on Sheet 1 of the Existing Conditions maps.

Manila Square offers a small attractive monument to the Filipino community of Juneau. Although the sidewalk is wide on Admiral Way, there is a large transformer, a fire hydrant, a bear-proof trash receptacle and other obstructions at this corner. The parking area adjacent to Admiral Way is a very active loading zone for vans and taxis. The Red Dog Saloon, also located on the corner, is a popular photo-opportunity for visitors. The owner has expressed concern that adding any new elements to this corner will detract from that activity. Despite all of the obstructions and activities taking place at this intersection, there may be some opportunity to better brand this intersection as a gateway to the historic district. The design options for expressing a "gateway" are pretty broad and not all require a lot of room. The sketch above shows how the intersection might be opened up to better incorporate Manila Square and how a gateway feature might be located a little further south, avoiding conflicts near the Red Dog Saloon.

Possible design options will be further explored in the coming phase.



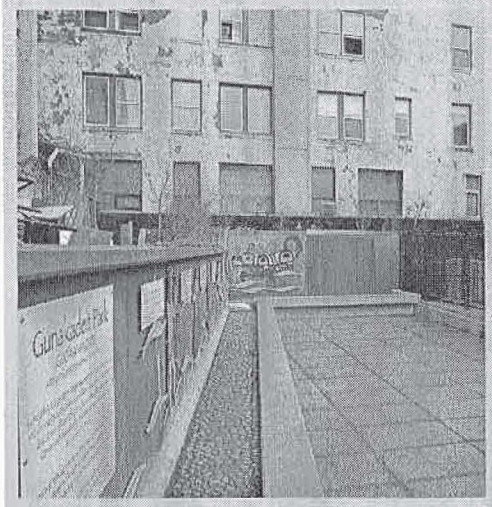
Intersection of Franklin Street and Ferry Street, as seen from the south

Intersection of Ferry Way and South Franklin Street

This location offers one of the best opportunities for special treatment. When viewed from the south, it is a focal point. It is one of only a few locations on Franklin Street with ample sidewalk room. Unfortunately, the location is currently occupied by three large electrical switching cabinets, a transformer, and a glass covered canopy. Also located under the canopy is a bike rack holding a number of derelict bicycles. All of this can be either moved or removed to provide space for a strong focal point. This focal point should have a vertical quality to it so that it is readily visible from Admiral Way and from Marine Way. This special feature could also incorporate lighting so that it has strong visual interest during the winter as well. The sidewalk area around the focal point should receive special treatment through the use of decorative pavers or colored concrete.

Intersection of South Franklin Street and Front Street

This location is at the front of Gunakadeit Park. There are a lot of variables associated with this location. As with the intersection of Franklin Street and Ferry Way, the area in front of Gunakadeit Park has strong visibility from the south on Franklin Street. The variability at this location is related to what becomes of the adjacent derelict Gastineau Apartments, as some portion of the park may be given up in support of new development. Incorporating part of this space into the re-development of Gastineau Apartments may encourage investment and imporvement to this area. In any case, a widened sidewalk and some public space should be retained to create a focal point at this intersection location. Like the intersection of Ferry Way and Franklin Street, this location should become another focal point within the project area. Special treatment might include an art component, but it might also include something as simple as special paving and intersection treatment as shown on Figure 5, above. Preservation of the clock on the opposite side of the intersection is recommended. The clock is very visible from further south on Franklin Street. This intersection is important because it helps to draw people toward the Front Street location and therefore further into the downtown.

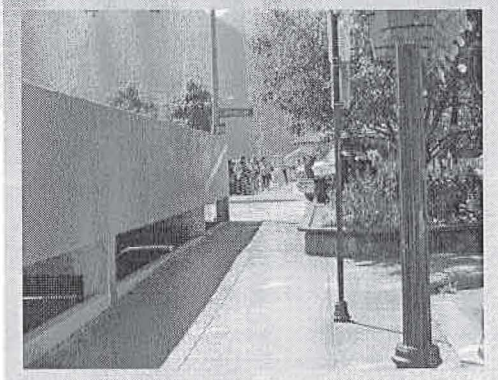


This image of Gunakadeit Park shows the impact of the adjacent derelict Gastineau Apartments. With redevelopment, this area offers great promise

Intersection of Ferry Way and Marine Way.

Marine Way is a State controlled right of way and the potential for change on this right of way is limited. Still, Ferry Way is identified in this study as an important alternate corridor for bringing visitors into downtown Juneau. Near the intersection, there are existing planters on both sides of the street that should be removed to better facilitate pedestrian traffic. With the planters removed, there is considerable room to encourage visitors to use this route. One idea is to use some version of the new sculptures that will be installed as part of the new North Cruise Ship Dock project. This would provide continuity and signal to pedestrian users that this is a good way to enter the downtown.

For the area between the intersection with Marine Way and South Franklin Street, there is a need for greater pedestrian interest. Some portion of that interest could be generated by improved retail development on adjacent private property.



The constraining influence of the existing planter can be seen in this image. A group of visitors can be seen on the opposite side of Marine Way, but there is nothing obvious on Ferry Way to draw people across. Although the adjacent parking garage wall is private property, it offers an excellent opportunity for some type of mural or bas relief sculpture.

Intersection of Seward Street and Marine Way.

This is another opportunity to offer visitors an alternate route into the downtown. This route in particular is desirable due to the recent development of the Sealaska Heritage Institute. With some alignment changes on the Seward Street Side, there is an opportunity for a great deal of added space for new improvements. There is currently a lane provided to turn left onto Marine way at this intersection . If this left turn lane was removed and only right turns were allowed at this location, there would be a great deal of added room available for pedestrian improvements at this location. The reason for considering the removal of left turns is that they are simply difficult at this location. Gaps in traffic on Marine Way allowing left turns are often limited, and the volume of traffic attempting to turn left is low. The added pedestrian space promotes a much stronger pedestrian connection from the waterfront.

Where benches have been placed in the sidewalk by private businesses, they are very actively used.

Site Furnishings

Through stakeholder interviews, meetings with the Downtown Improvement Group (DIG) and community meetings, the need for more places to sit in the downtown was raised several times. The Tourism Transportation Plan called for removal of benches and site furnishings, because of past problems. The most commonly cited is their use by public inebriates. There are other solutions to these problems than simply removing benches. Improved police presence in the downtown has significantly improved the situation. Where local businesses have taken the initiative to place benches on the sidewalk, they have been quite successful.

Site furnishings will be incorporated into this project. It is important that these improvements do not occur in concealed locations or create opportunities for concealment.

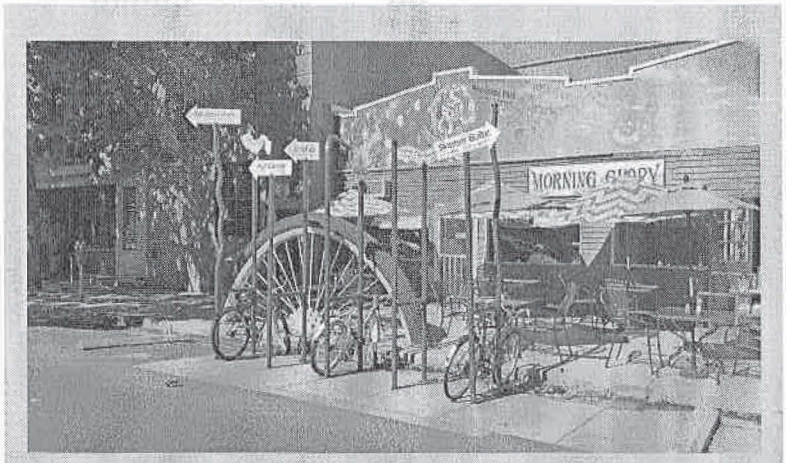
New benches should be considered for durability and life-cycle cost. Good benches can last thirty years or more, even in difficult public conditions. Examples currently in use on the Seawalk would be good candidates for the downtown location.

Other site furnishings, such as trash receptacles present some challenges. Trash receptacles must be bear-proof and there are few options available.

The Concept Recommendations Plans that follow identify locations where site furnishings should be considered.

Bicycle Parking

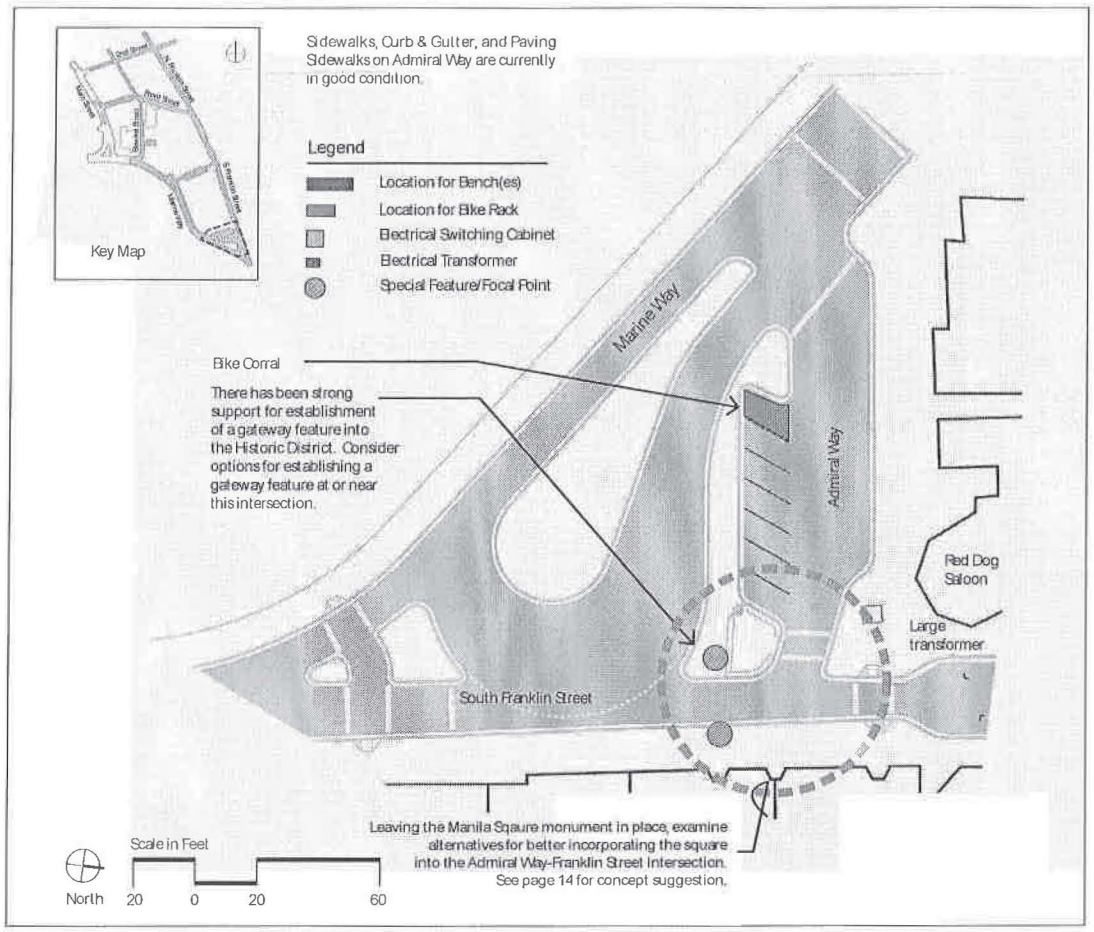
The need for bicycles parking in the downtown and potential locations to support parking have been explored by local bicycle organizations. Consideration has been given to the locations suggested and the discussion will be on-going as design continues. The recommendations plans identify possible locations throughout the project area to incorporate bicycle parking. These locations consider both sidewalk locations and bicycle corrals, which occupy an on-street parking stall to provide bicycle parking without impacting narrow sidewalks.



A bicycle corral can be more than a simple parking area for bicycles. It can be a celebration of the bicycle as a means of transportation.

Downtown Circulator

The desire for a Downtown Circulator/ Public Transit appears to have broad public support. The development of such a system is beyond the scope of this street improvement project, however existing circulation patterns within the area will be maintained and no streets will be narrowed or altered to the point that they would restrict the ability to implement such a system.



Franklin & Front Streets

CONCEPT DESIGN

Juneau, Alaska

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Recommendations

Admiral Way

ATTACHMENT B

Lighting
Lighting for this block of South Franklin Street will match lighting used throughout the rest of the project area. The area on the west side of the block between the Red Dog Saloon and the curb-bulb will be constrained, but for the remainder of the block there is generally room for incorporation of new lighting. New lighting could include banner arms and supports for hanging baskets.

Sidewalks, Curb & Gutter, and Paving
Replace sidewalks and curb and gutter in on both sides of South Franklin Street for this block. Consider the use of some special paving in the large space near Ferry Way.

Curb-bulb geometry has been altered to better support maintenance requriements for snow removal.

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CONCEPT DESIGN
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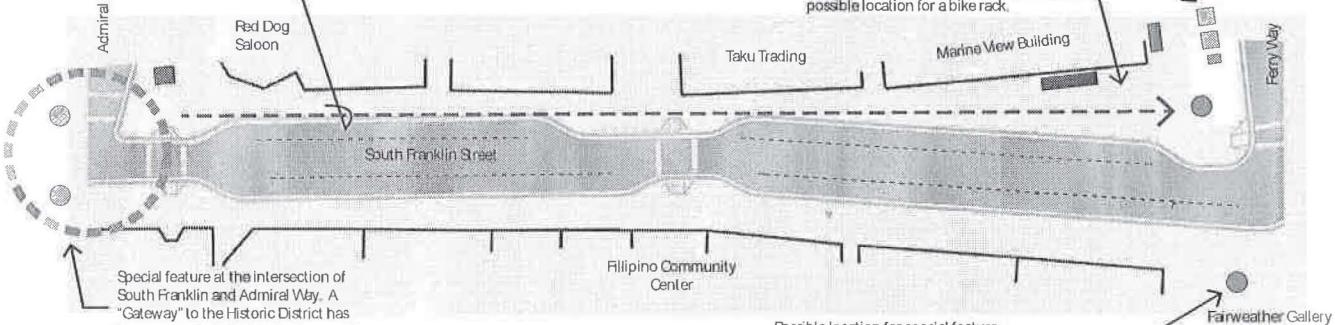
Final Concept Report

A focal point at Ferry Way could help to draw more visitors up Franklin Street and beyond the Red Dog Saloon.

Remove existing canopy, consolidate existing switching gear, and move transformer west on Ferry Way. Develop a strong focal point at this location.

Good location for seating & possible location for a bike rack.



Special feature at the intersection of South Franklin and Admiral Way. A "Gateway" to the Historic District has been suggested. Such a feature could occur on one side or span the street. A concept suggestion for this location can be seen on page 14 of this section.

Possible location for special feature - perhaps a sculpture on the private property in front of the Fairweather Gallery. This area currently has a planter.

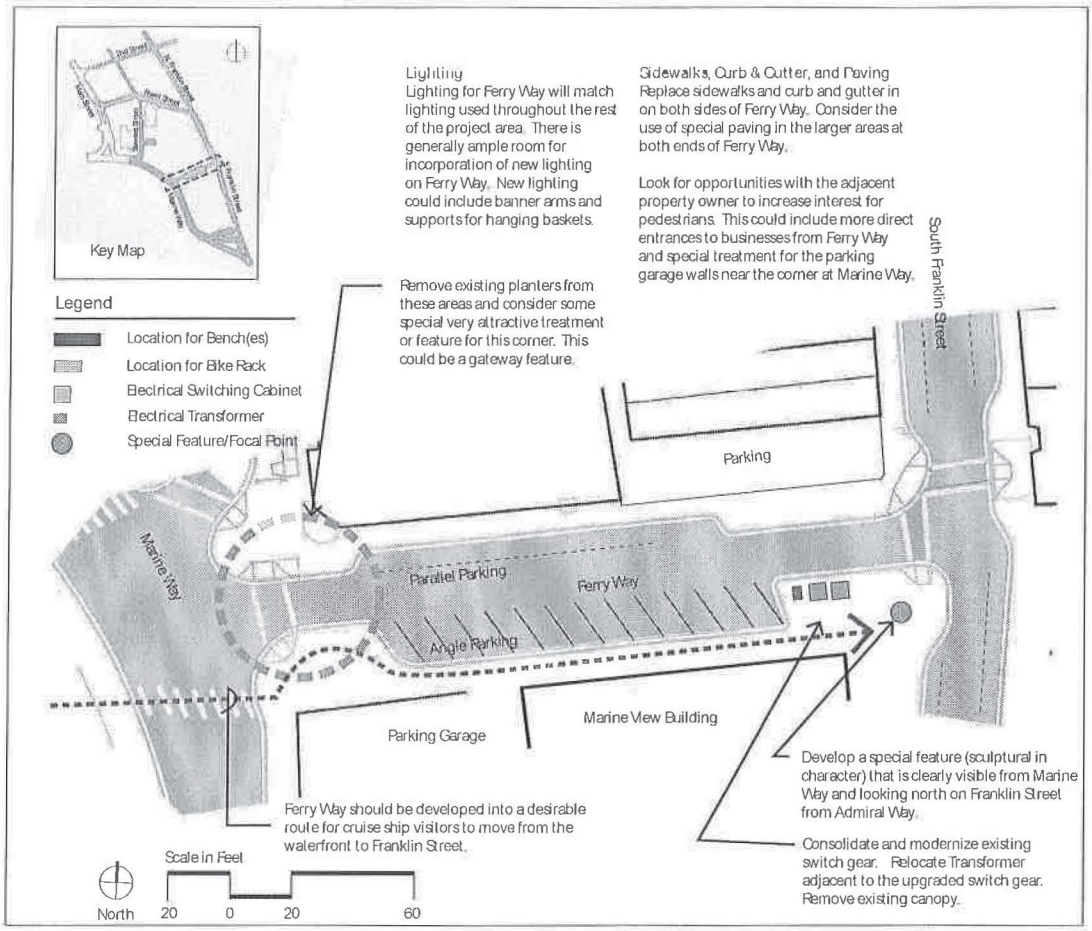
Legend
- Location for Bench(es)
- Location for Bike Rack
- Electrical Switching Cabinet
- Electrical Transformer
- Special Feature/Focal Point

North

Scale in Feet: 20 0 20 60

Concept Recommendations
South Franklin Street

ATTACHMENT B



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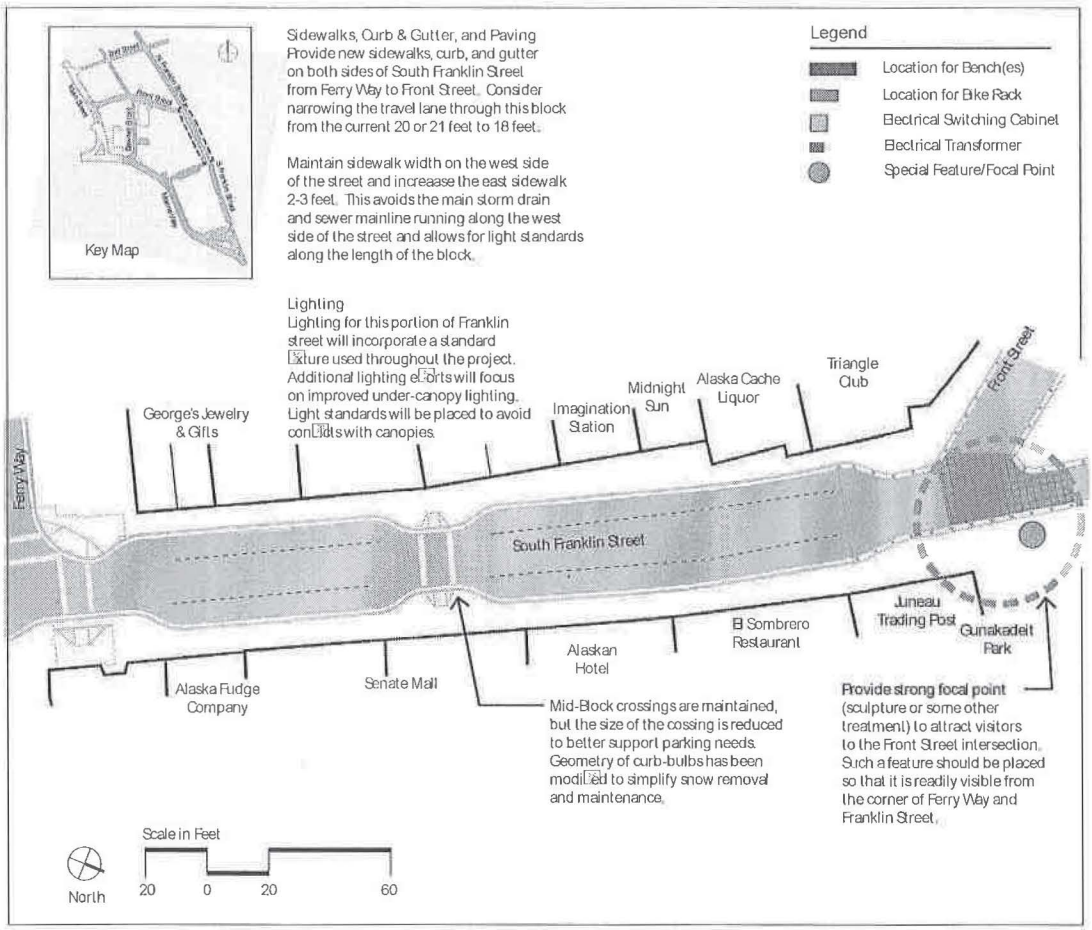
Ferry Way

ATTACHMENT B



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Juneau, Alaska

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Concept
Recommendations

South Franklin Street

ATTACHMENT B

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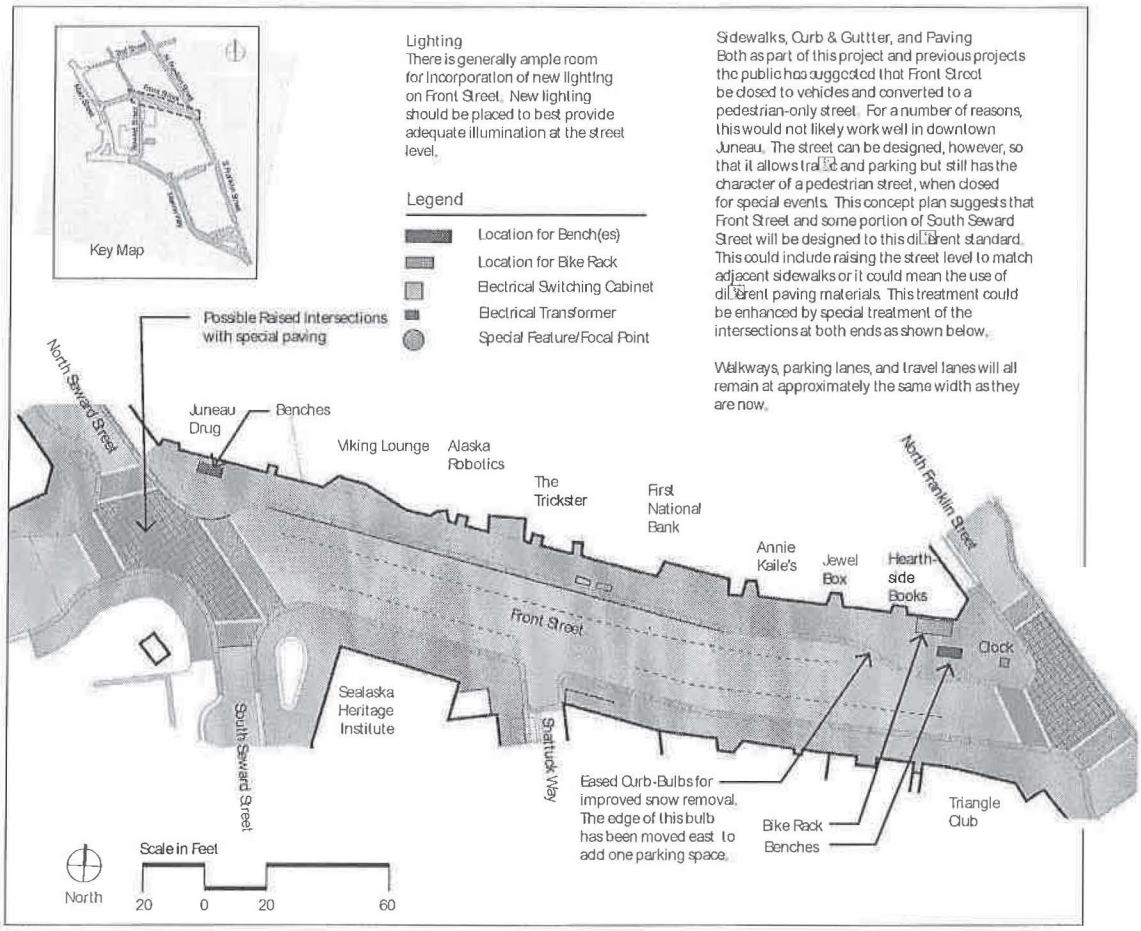
Concept Report

Lighting
There is generally ample room for incorporation of new lighting on Front Street. New lighting should be placed to best provide adequate illumination at the street level.

Legend
- Location for Bench(es)
- Location for Bike Rack
- Electrical Switching Cabinet
- Electrical Transformer
- Special Feature/Focal Point

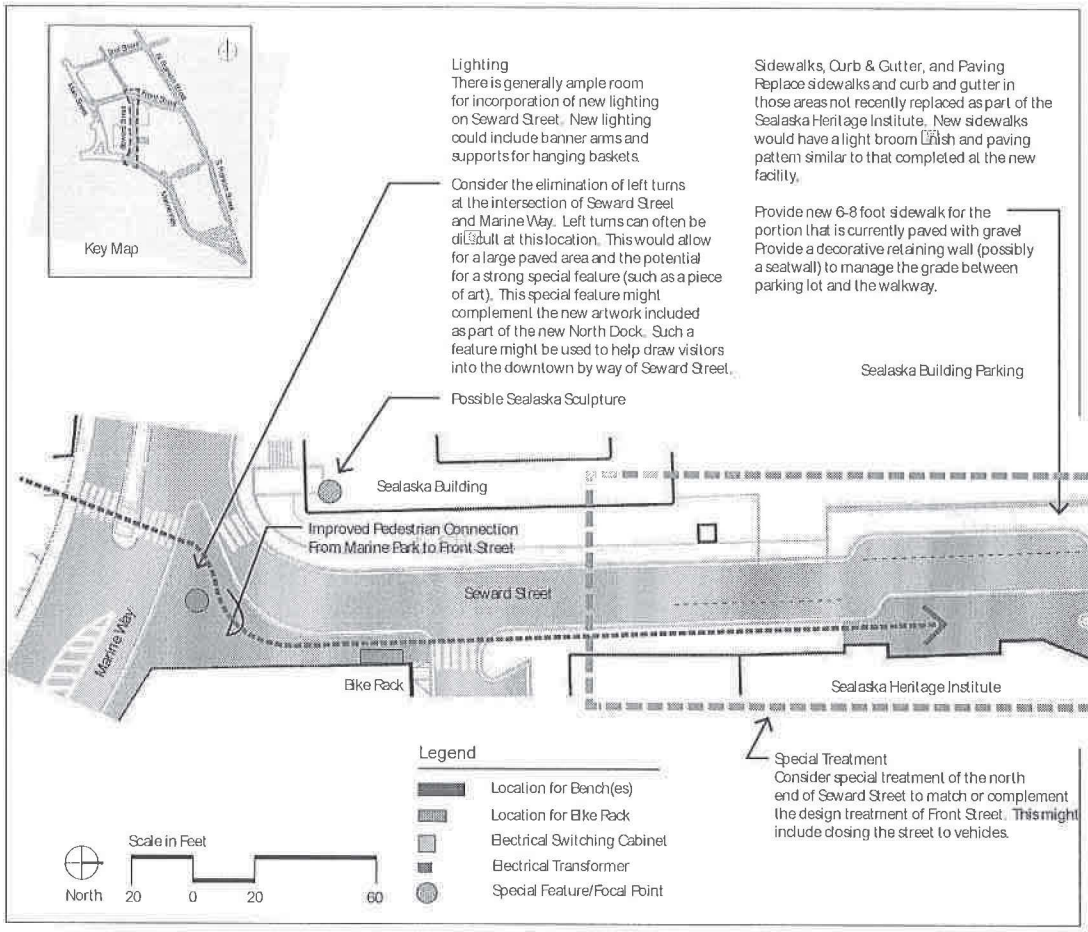
Sidewalks, Curb & Guttter, and Paving
Both as part of this project and previous projects the public has suggested that Front Street be closed to vehicles and converted to a pedestrian-only street. For a number of reasons, this would not likely work well in downtown Juneau. The street can be designed, however, so that it allows traffic and parking but still has the character of a pedestrian street, when closed for special events. This concept plan suggests that Front Street and some portion of South Seward Street will be designed to this different standard. This could include raising the street level to match adjacent sidewalks or it could mean the use of different paving materials. This treatment could be enhanced by special treatment of the intersections at both ends as shown below.

Walkways, parking lanes, and travel lanes will all remain at approximately the same width as they are now.



Concept
Recommendations
Front Street

ATTACHMENT B



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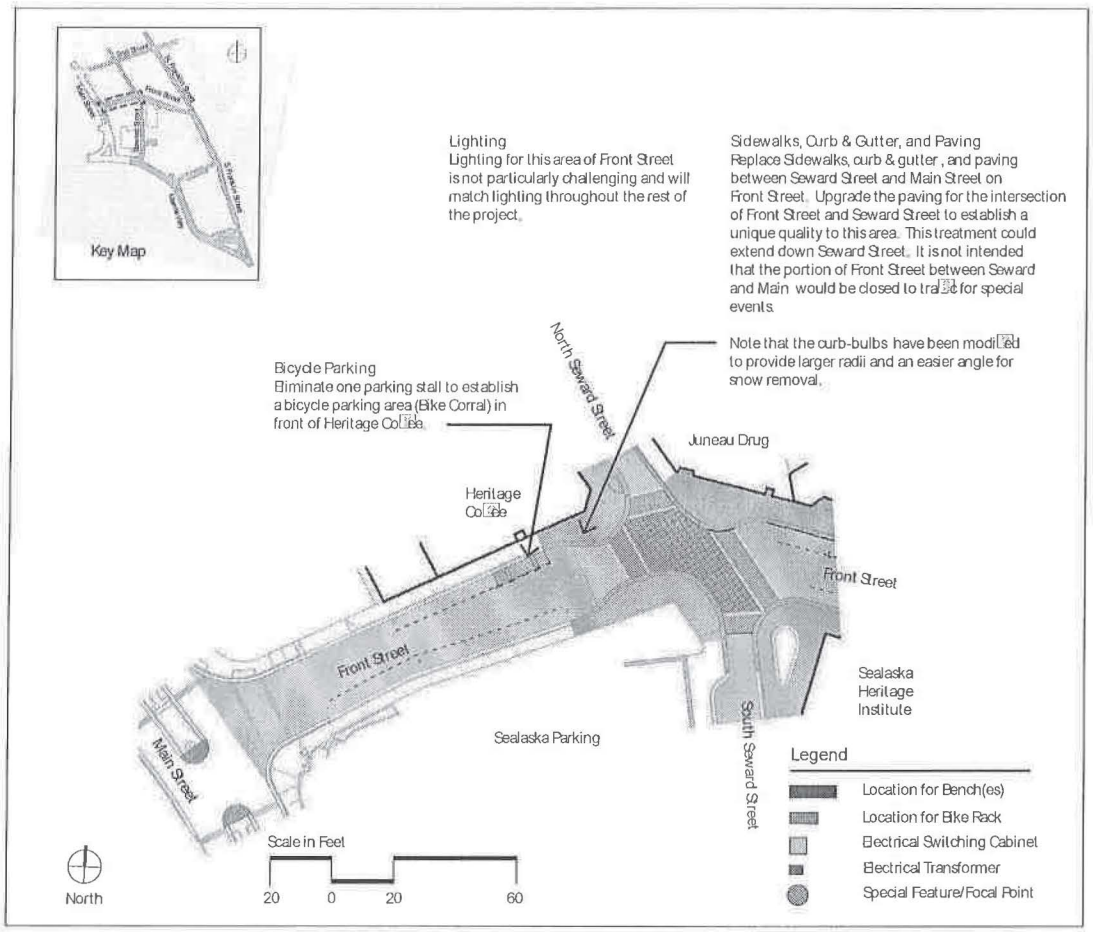
Concept Recommendations

Seward Street

ATTACHMENT B



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CONCEPT DESIGN
Juneau, Alaska

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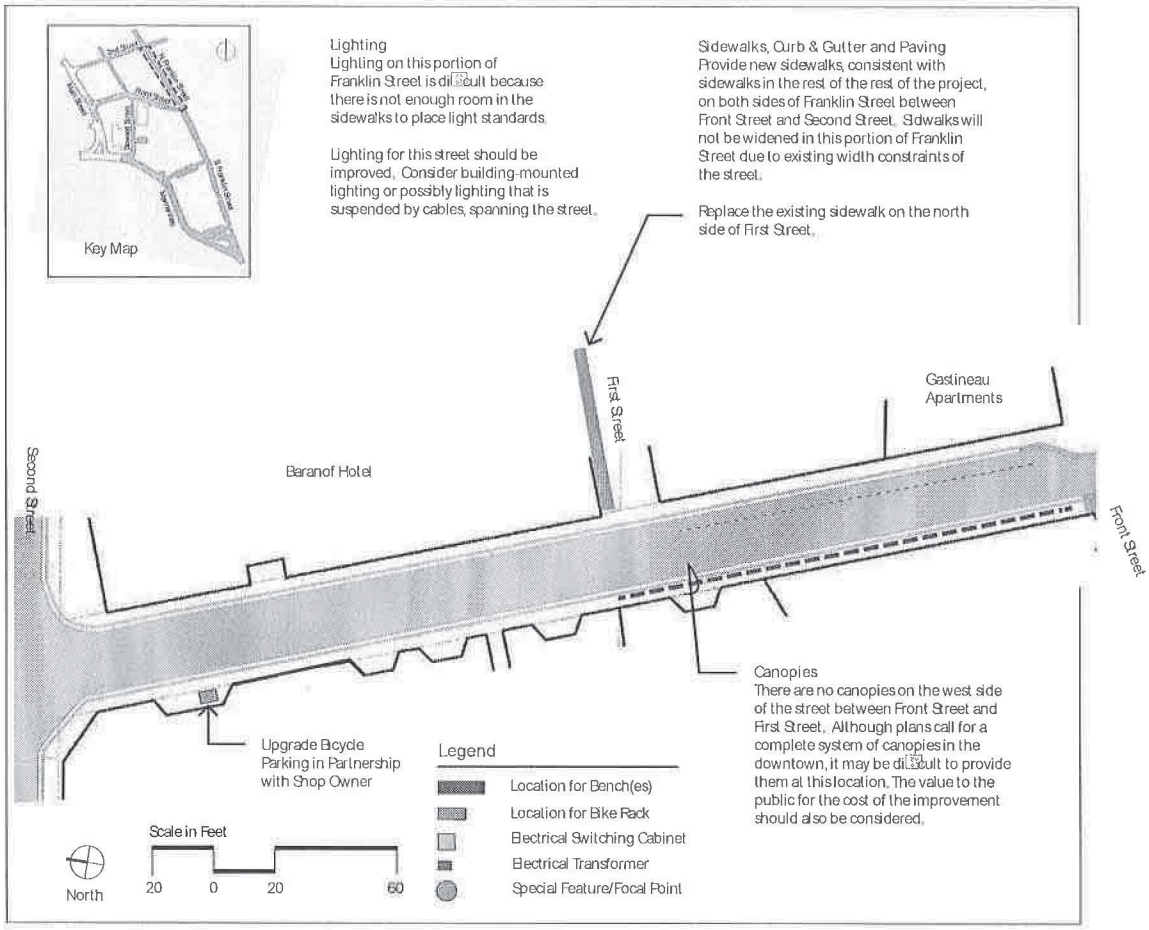
Concept Report

Concept
Recommendations
Front Street

ATTACHMENT B



Franklin & Front Streets
CONCEPT DESIGN
Juneau, Alaska

Final
Concept Report

Concept
Recommendations

North Franklin Street

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ATTACHMENT B

Section 6, Implementation

This Concept Report is an important first step in developing a plan and construction documents for streetscape improvements to Franklin and Front Streets. This plan has established project boundaries, important design considerations, and a scope of work for the proposed improvements. This implementation discussion outlines a process for carrying the project through design and into construction.

Phase 1, Public Process, Concept Design, and Concept Report

This report is the culmination of Phase 1 and summarizes the public involvement, existing conditions investigation, and general concept streetscape development for the project area. The following phases will implement recommendations developed in this initial phase and lead toward detailed design and construction of street improvements.

Phase 2, Preliminary Investigation

Phase 2-A, Site Survey: Some portions of the project area have reasonably good survey information, but most is quite old and out-of-date. Before work is started on schematic design a current, accurate survey of the area will be completed.

Phase 2-B, Sign and Wayfinding Inventory: During this concept design phase, the issue of excess signage and clutter was raised often. A separate effort to inventory existing signage and signage needs (does not include private signage) is currently underway for downtown Juneau. Much of this signage is closely associated with parking in the downtown. Based on this inventory, the design team will examine options for the best locations to place interpretive and wayfinding signage to effectively convey the necessary information and reduce the existing clutter associated with signage. The parking signage inventory information will inform the parking management and any parking changes proposed for the project area.

Phase 2-C, Restroom Inventory: Another concern/ issue raised during the concept phase of this project is the lack of availability of public restrooms. With thousands of visitors in downtown Juneau, this is a significant issue. There is a separate and current effort to inventory the availability and condition of public restrooms in the downtown. The Information collected from this inventory may guide decisions regarding construction of new restrooms.

Phase 3, Schematic Design

Phase 3-A, Schematic Design: The schematic design for the area will build on the concepts developed in this current phase to develop an overall design suitable for development of preliminary cost estimates. The schematic design will generally include all of the components likely to be constructed in the project area, the materials associated with those components and quantities. As with this concept phase, the community will be closely involved with development of the design. Schematic Design will likely begin in the fall of of 2015 and will be presented at the next public meeting in early December.

Phase 3-B, Cost Estimate: Based on the schematic design, a cost estimate will be developed for construction throughout the project area. The cost estimate may be organized by blocks to better aid in organizing project phasing.

Phase 3-C, Design Development and Construction Phasing: There will not be enough funding to complete all detailed design and construction in a single phase for the entire project area. In addition, it would be highly disruptive to attempt construction of the whole area as a single construction project. Based on the schematic design cost estimate it will be possible to sub-divide the area into reasonable design and construction projects. These areas

will be determined with public input and a better understanding of project costs. The next step in the design progression will be to prepare detailed design and construction documents for a first phase of construction.

Public Private Partnerships

Building Canopies
The condition of building canopies is a significant factor in the appearance and comfort of the sidewalks in downtown Juneau. Because the canopies are private property, the streetscape project will not directly improve them. To achieve the desired outcome of improved drainage, lighting and appearance, the City and Borough of Juneau will investigate alternatives for providing incentives to encourage upgrades with input from the public.

Downtown Improvement District (DID)

Many communities throughout the U.S. have established downtown improvement districts as a means of providing an improved level of maintenance, policing and development of special events in downtown areas. These districts are supported through assessment of downtown businesses and property owners. An Alaskan example is downtown Anchorage. The Downtown Improvement District had humble beginnings with only 30 blocks and the simple mission statement of "Clean and Safe". As other parts of the downtown saw the benefit of membership in the DID, it has expanded to 103 blocks. In addition to an expanded area, the level of service has increased considerably. The Anchorage Downtown Partnership now manages downtown parking, snow removal, courtesy ambassadors, general clean-up and special events. By many accounts, the revival of downtown Anchorage can be attributed to the establishment of this organization. The Anchorage

Other Considerations

Downtown Circulator
The City and Borough of Juneau Assembly has appropriated funding to begin looking at options for a circulator. This project will incorporate any findings or determinations from this effort.

Art
The incorporation of art into this project and into the downtown in general was a recurring theme through the concept design. CBJ is working with Juneau Economic Development Council to develop an Art Cluster to plan for art and to research funding opportunities. Also, HRAC is working on the mural ordinance development.

Where Can I Find Additional Information?

The project website will be a good source of information regarding this project as it moves forward. Along with the project schedule and opportunities for community input, all project related documents will be posted on the website. This information can be found at: http://www.juneau.org/engineering/franklinandfrontstreet/.

Appendix A. Public Outreach

Meeting #1, Summary of Post-It Notes

At the Conclusion of Meeting #1, Participants were asked to identify the three things they felt were most important to address in the Concept Design for the project area. The following represents a tabulation of every comment submitted. This raw data was used to develop the "Word Cloud" found in Section2, Public Process of the report.

personal commitment through the process
remove smokers from sidewalks
more public space
food vendors in gunakadeit park
power boxes underground
art manhole covers
remove sidewalk bulbs
create diagonal parking
cleaner sidewalks
cleaner streets
increase beat cops
improve pedestrian experience
paint facades
paint buildings
clean buildings
paint buildings
repair buildings
improve facades
paint buildings now
paint the buildings
paint repair
more color
more light
more housing
review historical district sign ordinance
review historical district restrictions
revisit historical district idea
historical district markers
review historical district sign ordinance
review historical district sign ordinance
review historical district public art ordinance
free parking space
optimize on street parking
fix parking system
more available parking
local art
more mixed-use culture
more mixed-design culture
more art
more color
more light
more housing
tear down Gastineau Apartments
residential and mixed use space
food vendors in gunakadeit park
close stairways
uniform signs
uniform streets
ADA access
pedestrian only streets during certain hours
better snow removal
make gunakadeit park more attractive for families
light canopies
light windows
light entryways
more light
better canopy lighting
require canopy gutters
LED lighting
lighting standard
better lighting
lighting on stairs
lighting on canopies
lighting
more lighting
solution for homeless
designated smoking areas
remove ashtrays
remove ashtrays
no smoking area
no smoking area
designated smoking areas
extend lighting theme
string lights across streets
fix lighting
better light canopies
consistent canopies
color
improve lighting
circulator trolley
paint
repair
color
free circulator trolley
circulator trolley
free circulator trolley
circulator trolley
free circulator trolley
circulator trolley
circulator trolley

ATTACHMENT B

Meeting #2, Summary of Input

Throughout the course of meeting 2, Participants were asked to comment on specific recommendations included for discussion. Recommendations were categorized by use of materials, lighting, parking, street furnishings, and other considerations. Each category was presented individually and participants commented at the conclusion of each discussion. The following presents all of the comments that were received.

Curbs

Granite Curbs
Explore concrete curb formulas
Granite curbs
Plain concrete
Uniform
Love the pavers - granite or hard material a good idea
Some in group liked pavers, but have major concerns about cigarette butts getting stuck in them like they currently do.
Low voltage mat in sidewalk versus trying to fix or texture
Concrete - pavers may have plow issues; granite?
Brushed pavement look
Granite corners, less sharp edges
Need curbs to protect sidewalk & streetscape furnishings

Utilities, Drainage and other Materials

Slight texture for grip for icy conditions but able to plow without damage
Incline curb - gutters verses curb
Snow removal ease
Uniformed drainage
Improve drainage
Improve drainage - don't let water drain on sidewalks
Drainage
No one would miss the fake concrete boardwalk
Permeable paving versus gutters
Drainage systems under sidewalks
Dog friendly areas
Downspouts - nice details and uniform
Raised Front Street
Maintenance - any idea should keep in mind ease & aging
Easy to clean with broom; brushed concrete
Improved drainage
Small utility boxes - remove covers
Buried power lines; question overhead string lights
Reduce transformer size and keep bike parking

Reduce transformers
Reduce / remove utility boxes
Reduce transformer size

Canopy Lighting

Recessed lighting hidden in canopies
Tested for emergency vehicle access
Uniform overhang
Improve Lights
Work with standards already in place.
When replacing canopies, require glass or translucent material
Glass canopies / awnings
Canopy lighting good but very expensive
Keep canopy

General Lighting

Light up tiles in sidewalks
Tested for weather
Do not like cable lights.
How about use current street lights for flower baskets & banners.
Better lighting - LED on small poles
Standardized lighting
Replace street lights with new LED poles
Improve lighting with more traditional look
No light strings across street
Current historic posts with updated downward directed lighting. These work well just off ferry terminal in Seattle. Lights are high and festive shaped, that feel like a block party. Did not like photo shown in presentation, which was too low and cluttered the area and sky. More focal lighting for security and general lighting; lights need "cut-off" to focus lighting; light on building faces.
None of the new lights reflect historic district standards, like cable lighting, but are there safety concerns about this option?
No ugly large modern lights or cable lighting
Historic feel
Don't let illumination detail distract from historic character
Modern upgrades (negatively) affecting the CBJ historical standard
Preserve & highlight Juneau's positive characteristics in materials & design for paving, lighting, etc.
Honor historic look & feel
Flower baskets - make sure there are hangers
Historic character
Is it possible to trim the bases on current light poles and pick new upper fixture that focuses light down
LED cable lights on color wheel to allow color changes for festival colors - fiber optics
Saturday Farmer's Market - Front Street more pedestrian focused

Vehicle Circulation and Parking

Don't remove parking
Don't remove parking
No raised streets
One parking space "park" as done in Seattle; parking spaces sponsored to locals, almost comp; between spaced one or two day "parks", which rotate
Increase parking with parking garage at Gastineau Apts. and eliminate street parking
Snow build-up narrows streets - remember local users year round
Use angled parking on one side of Front & Franklin Streets
Don't narrow Franklin
Local traffic from Thane - including large trucks & buses
(Better) downtown circulation
Narrower traffic lanes
Loading zones are important for delivery vehicles
Heated streets to avoid plowing
Narrower traffic lanes

Pedestrian Improvements

Redo sidewalks
Don't remove sidewalk access for wheelchairs
Widen - necessary improvement
Wider sidewalks
Uniform and wider sidewalk design
Plain concrete with simple patterns, minimal decoration, not busy, fit in with existing sidewalks
Widen sidewalks
Front St should have the same pedestrian design as Franklin St to maintain consistency
Permeable pavers versus gutters
Remove curb bulbs
Remove or eliminate curb bulbs - to provide more parking/travel space
No bollards
Remove curb bulbs
Remove curb bulbs
Remove curb bulbs
Keep curb bulbs - Important for pedestrian safety & group gathering points
Heated sidewalks
Fewer curb bulbs
Fewer curb bulbs!
Midblock crossing by Senate Building narrower
Clearly defined pedestrian crossing areas on streets
Do not need to raise street to make it designated event space
Wider Sidewalks
Highlight access points to seawalk
Clean-up clutter at sidewalk intersections for pedestrian use - shelter at Ferry Way & So Franklin

Wider valley gutters important so ankles are not as easily twisted
Remember the needs of pedestrians with dogs in downtown area
Better way finding areas - more consumer friendly
Keep clock
Don't design to prevent future inclusion of circulator (circulation?)
Maintain historic flavor
Improve lower Seward for foot traffic

Raised Event Area

Raised space ok - get input from maintenance workers regarding snow removal & compromised drainage.
Like raised event space on Front Street
Event space good idea - define through design and schedule use (every Sunday?)
Event area could be incorporated into Franklin St
Like raised event space
Raised Front Street as pedestrian oriented street

Bicycle Parking

Keep bike parking
More bicycle access
Like the idea of Zip Cars & bicycle rentals
Increase bike parking - use covered transformer space for covered bike parking; like zip car idea
Bike and scooter parking
Removable bike racks (with incentives like bike to work program with cards to stamp & businesses offer prizes)
Pedestrian feel for Front Street

Sitelines

Include landscaping from local natural beauty
Kiosks with touch screens that include town info - no flyers
Remove visual clutter & focus on natural landscape and community beauty.
Kiosks with information and possibly maps
Get rid of utilities and covered area to rid visual obstruction
Cover switch gear with historic miner's cabin - come see the cabin
Turn eye sores into art: White tank in front of Sealaska Building, transformer box, trash cans
Maintain mountain and water views
Too many signs

Landmarks and Gateways

Consistent and welcoming gateway throughout downtown, not just one spot
Gateways are important
Gateway arch with mining history
Make gateways obvious & clear, not abstract.

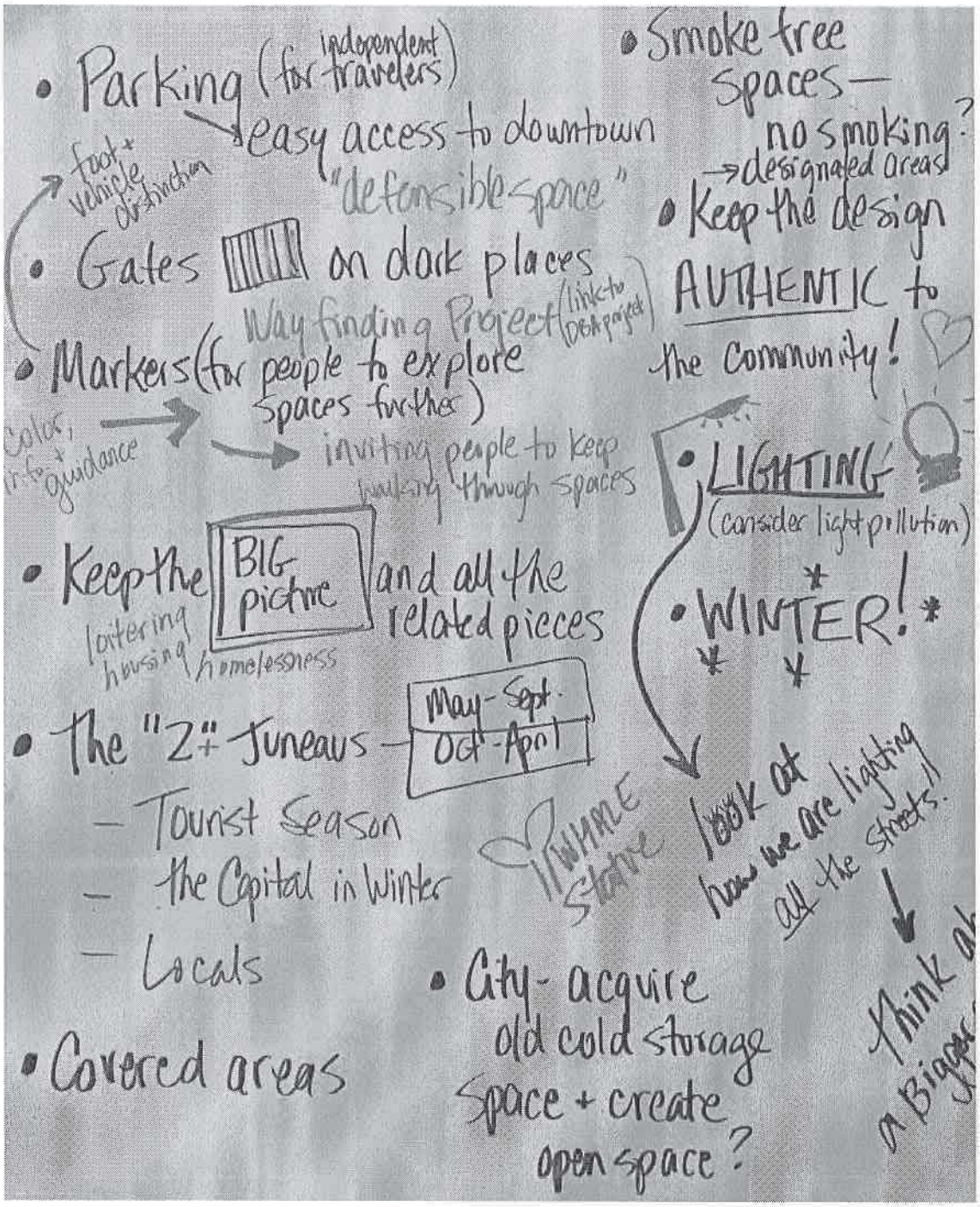
Remove clutter since gateways will get lost in current environment.
Designate plaques on historic buildings so tourists can learn about the buildings people lovingly care for Broken gateway as marker
Add brass plaques or other low impact items symbolizing historic district instead of actual gateway. Broken arch; note that current flags & hanging flower baskets create arch
Waterfront businesses are important - must be thoughtful and work to draw people to the downtown areas
Like the bear sculpture, empty chair, and Fisherman's Memorial by Twisted Fish
Sleek gateway markers that incorporate lighting, no arch gateways
Maintain unique Juneau character that is real, not constrained or theme-parky
West end of Ferry Way less constricted - should be the open end of a funnel to landmark at East end of Ferry Way
Draw people up Franklin Street
Beware (where we put) gateways - they designate the start of town
Arch concept (must be able) to handle Taku winds
Landmarks are better when sidewalk clutter is eliminated

Art
Historic feel is good
Incorporate art
Like the art landmarks as drawn for pedestrian movement
Mural concept (good), but who maintains them?
Revise mural standards to allow for more flexibility
More art and murals
Juneau can be the art capital of NW/world and our new gateway can symbolize that
Juneau mural city
Aware that Juneau weather conditions are hard on outdoor art and schedule maintenance
Great on corners
Alaskan themes - Underground mining; kinetic sculpture/art; new graphics for buildings/stores
Not all art must be historic!
More art and murals - less historical district restrictions and incentive for businesses to paint
Mix modern and old themes/historic and represent SE AK, past and future
Include landscaping from local natural beauty
Keep Manila Square close to the Filipino Community Inc. building
Celebrate & designate our historic district
Collaborate building owners with muralists & artists
Seating/Rest Areas: Incorporate seating art
Encourage businesses to provide own seating and bring in at night
Update light posts and keep flower baskets & banners
Kid generated art - painted tiles, etc., to create ownership with locals
Visual signage - consider how easily it can be updated or changed
Do not like the arch idea
Mural on Baranof
We live in a very artistic community. Can we get more impromptu, fun street art like in the photos?
Add technology to share historic information to visitors and encouraging them to travel further up the street & other downtown areas

Paint buildings to use as art; use lighting on buildings
Totem pole(s): Instead of an arch, a huge open work totem in Native design on top of Sealaska pellet tank on Main St (across from parking garage)
Rotating art, etc. - Think about what kids on Disney ships will see when they come to town
Encourage art tourism - art walks
Incentives for businesses to work with artists to create murals; artwork map matching labels for artwork; cohesive labeling

Overall Group Comments

Respect the history, culture, natural beauty of Juneau incorporating the past but embracing the future
How do we incorporate all this to accommodate increasing number of cruise ships in a timely manner and still make the area livable year round since we have a fixed area to work with?
Find balance between historical flavor and future needs for all seasons. Don't get hung up on focusing on tourist season accommodations. Don't lose downtown historic flavor.
Consider budget and cost to building owners. Maintenance is needed on private & public property.
Keep Manila Square close to the Filipino Community Inc. building.
Straight-forward and simple design elements that support a year-round downtown primarily for residents that will also be enjoyed by visitors.
Encourage keeping the history of our city in this process; highlight all of Juneau's history; put history back.
Balance form & function inclusive of historical and native influence - easy to maintain in all seasons and look good for a long time.
Public / private partnership to improve historic district standardization; Incorporate spaced out seating throughout area.
Brushed concrete - not fake boardwalk; wider sidewalks; pedestrian focus; sidewalks that work for all parts of street life year-round.
Appropriate lighting that would aid in safety & encourage/celebrating the downtown area & its entrance; crime prevention through environmental design.
Reduce conflict of use: Loading / freight delivery, snow removal, trash pick-up, pedestrians, parking, bikes, scooters, etc.
More art: Art walk; art tourism; turn eye sores into art; encourage business owners to add art.

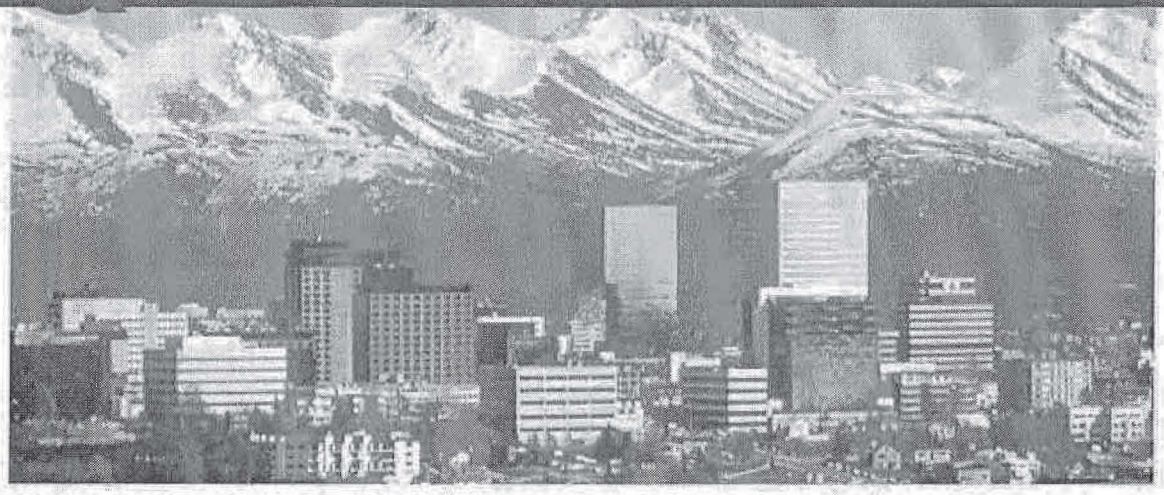


Captured comments from one of many stakeholder meetings

ATTACHMENT B

Appendix B, Downtown Improvement District Background Information

The Downtown Improvement District
Anchorage Downtown Partnership, Ltd.



THE DOWNTOWN ANCHORAGE IMPROVEMENT DISTRICT

The Anchorage downtown improvement district (DID) covers 103 square blocks from 9th Avenue to 1st Avenue and from Gambell to I Street. Downtown property owners created the improvement district to help improve the cleanliness of downtown; to help decrease crime; to increase occupancy rates, investment values and lease income; and to generally stimulate economic development and improve the quality of life in downtown.

382 property owners in downtown signed petitions requesting the formation of the improvement district, which the Assembly approved in June of 2000.

Simply put, property owners created the assessment district to transform downtown into a clean, safe and vibrant neighborhood.

Why create improvement districts?
Since DIDs provide services above and beyond what cities are required to provide – and often times beyond what city budgets allow government to provide – DIDs can succeed where city governments typically fail. Additionally, once set-up, DIDs are hard to replace because of their lasting value to a community. Scholarly research of existing DIDs have demonstrated the positive economic and social impacts of improvement districts within cities.

THE ASSESSMENT

Within the improvement district, the Municipality collects an assessment of 1.5 mills of assessed value (or $1.50 per $1,000 assessed value) except on government property (city, state and federal), churches, non-profit religious, charitable or educational organizations exempt from property taxes and owner-occupied single-family residences.

The assessment funds are put back into the improvement district for supplemental services as determined by the property owners and outlined in ordinance.

The exemptions for federal, state and municipal properties reduce the total assessment by over 33%. Yet, they and their employees are receiving the same level of services. In essence, the exemptions afforded to government-owned property forces small businesses and private property owners to carry the burden of the assessment.

To address this inequity, both the federal and city government are contributing money to the DID in the form of a fee-in-lieu-of-assessment. This fee-in-lieu is a grant to the DID that approximately equals what the assessment amount would be if these government properties were taxed.

Currently, the state is the only government entity that is not paying into the assessment district.

The Downtown Improvement District
Anchorage Downtown Partnership, Ltd.

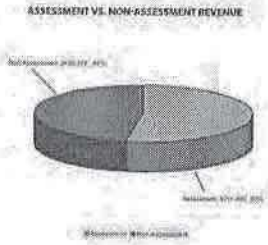
Anchorage Downtown Partnership, Ltd.

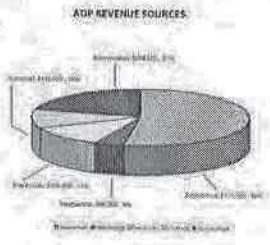
Anchorage Downtown Partnership, Ltd. is a 501 (c) 6 non-profit entity charged with management of the DID. ADP provides clean and safe services throughout the DID; provides marketing and event promotion throughout the DID; and serves as an advocate for the business and property owners within the DID on issues affecting downtown.

ADP Maintenance Ambassadors

ADP Budget - Revenue

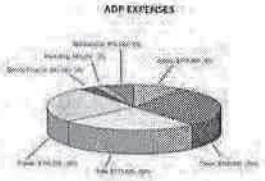
The ADP budget comes from two sources: assessment funds and non-assessment funds. Assessment funds for 2007 total $711,000, while non-assessment funds total $639,722 – In other words, the assessment only provides 54% of the total budget for ADP with the additional 46% coming from membership fees, sponsorships, contracts, and fee-in-lieu of assessment grants.

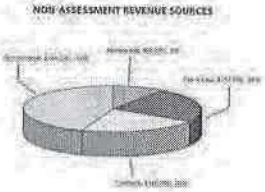




ADP Budget - Expenses

The Clean and safe services – the services mandated by ordinance – cost ADP $730,200 on an annual basis. The assessment funds do not cover the entire cost of providing the services, hence the need for additional funding sources.





Membership & Governance

Current bylaws of Anchorage Downtown Partnership, Ltd. allow for two classes of membership: voting and non-voting. Voting membership is open to assessment payers and dues paying members. Non-voting membership is open to interested citizens, without geographical limitation, who wish to support the mission and goals of ADP.

ADP is governed by a Board of Directors. Any voting member or designated representative is eligible to seek election to the Board. Directors are elected annually at the regular annual meeting of the membership. The Board is comprised of members from each of the following categories:

a. Downtown Property Owner
b. Downtown Resident
c. Downtown Business
d. Public Agency
e. Professional Service Provider
f. At large

Member Meetings

ADP holds regular Board meetings and keeps correct and complete minutes of membership meetings and the proceedings of its Board of Directors.

In addition, ADP hosts an Annual Meeting of the membership on a date in each year designated by the Board of Directors for the purpose of electing or appointing Directors and/or for the transaction of such other business as may properly be brought before the meeting.

Notice of the annual membership meeting is given to the members not less than ten (10) days prior to the meeting, and for all other meetings, the membership shall be given not less than five (5) days notice.

Ballots for the election of Directors are distributed to the membership in conjunction with giving notice of the annual meeting.

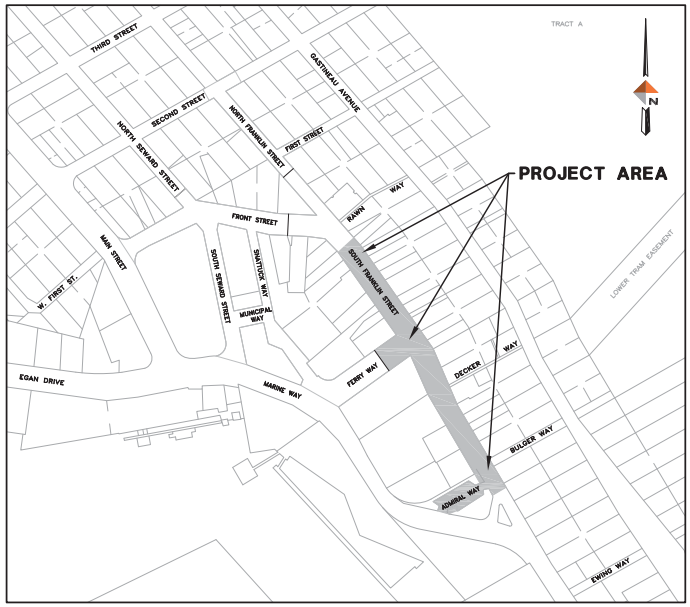
DOWNTOWN STREET IMPROVEMENTS – PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

CIVIL INDEX

DESCRIPTION	SHEET NO.
COVER SHEET	G.101, 1 OF 28
LEGEND,ABBREVIATIONS, AND GENERAL NOTES	G.102, 2 OF 28
TRAFFIC CONTROL AND PHASING REQUIREMENTS	G.103, 3 OF 28
TYPICAL SECTIONS	C.101, 4 OF 28
CORROSION PROTECTION DETAILS	C.102, 5 OF 28
TEMPORARY PEDESTRIAN WALKWAY DETAIL	C.103, 6 OF 28
HORIZONTAL AND VERTICAL CONTROL CURB AND GUTTER LAYOUT AND GRADES BOP TO STA "S" 12+50	C.201, 7 OF 28
HORIZONTAL AND VERTICAL CONTROL CURB AND GUTTER LAYOUT AND GRADES STA "S" 12+50 TO STA "S" 15+00	C.202, 8 OF 28
HORIZONTAL AND VERTICAL CONTROL CURB AND GUTTER LAYOUT AND GRADES STA "S" 15+00 TO STA "S" 17+50	C.203, 9 OF 28
HORIZONTAL AND VERTICAL CONTROL CURB AND GUTTER LAYOUT AND GRADES STA "S" 17+50 TO EOP	C.204, 10 OF 28
PLAN – S. FRANKLIN STREET BOP TO STA "S" 12+50	C.301, 11 OF 28
PLAN – S. FRANKLIN STREET STA "S" 12+50 TO STA "S" 15+00	C.302, 12 OF 28
PLAN – S. FRANKLIN STREET STA "S" 15+00 TO "S" 17+50	C.303, 13 OF 28
PLAN – S. FRANKLIN STREET STA "S" 17+50 TO EOP	C.304, 14 OF 28
PROFILE – S. FRANKLIN STREET BOP TO STA "S" 16+00	C.401, 15 OF 28
PROFILE – S. FRANKLIN STREET STA "S" 16+00 TO EOP	C.402, 16 OF 28

ELECTRICAL INDEX

DESCRIPTION	SHEET NO.
LEGEND	E.001, 17 OF 28
FRONT AND FRANKLIN INTERSECTION EXISTING ELECTRICAL AND LIGHTING PLAN – S.FRANKLIN STREET BOP TO STA "S" 12+50	E.101, 17 OF 28
SOUTH FRANKLIN STREET EXISTING ELECTRICAL AND LIGHTING PLAN – S.FRANKLIN STREET STA "S" 12+50 TO STA "S" 15+00	E.102, 18 OF 28
FRANKLIN AND FERRY INTERSECTION EXISTING ELECTRICAL AND LIGHTING PLAN – S.FRANKLIN STREET STA "S" 15+00 TO STA "S" 17+50	E.103, 19 OF 28
FRANKLIN AND ADMIRAL INTERSECTION EXISTING ELECTRICAL AND LIGHTING PLAN – S.FRANKLIN STREET STA "S" 17+50 TO EOP	E.104, 20 OF 28
FRANKLIN AND FRONT INTERSECTION NEW ELECTRICAL AND LIGHTING PLAN – S.FRANKLIN STREET BOP TO STA "S" 12+50	E.201, 21 OF 28
SOUTH FRANKLIN STREET NEW ELECTRICAL AND LIGHTING PLAN – S.FRANKLIN STREET STA "S" 12+50 TO STA "S" 15+00	E.202, 22 OF 28
FRANKLIN AND FERRY INTERSECTION NEW ELECTRICAL AND LIGHTING PLAN – S.FRANKLIN STREET STA "S" 15+00 TO STA "S" 17+50	E.203, 23 OF 28
FRANKLIN AND ADMIRAL INTERSECTION NEW ELECTRICAL AND LIGHTING PLAN – S.FRANKLIN STREET STA "S" 17+50 TO EOP	E.204, 24 OF 28
CANOPY LIGHTING DETAILS	E.301, 25 OF 28
CANOPY LIGHTING DETAILS	E.302, 26 OF 28
CANOPY LIGHTING DETAILS	E.303, 27 OF 28



VICINITY MAP
NTS

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

DOWL
Consulting Engineers • Land Surveyors • Construction Administration

5368 COMMERCIAL BOULEVARD
JUNEAU, ALASKA 99801
907-780-3533
AECL848

SHEET NO. G.101
1 of 28

ATTACHMENT C

C:\Civil 3D Projects\22\70878-01\Civil\SC14-CT-CV-70878.dwg 2016-9-29 12:04:39

LEGEND

DESCRIPTION	EXISTING	REMOVE	PROPOSED
ADA TILE			
BURIED ELECTRICAL UTILITIES			
CATCH BASIN			CB-1
CANOPY MOUNTED LUMINAIRE			
CONTROL POINT			
CONCRETE ENCASED UTILITIES			
CURB & GUTTER			
CUT LIMITS			
FIRE HYDRANT			
HOUSE NO.	2204		
POLE MOUNTED LUMINAIRE			
PROJECT CONTROL LINE			
PROPERTY LINE			
SANITARY SEWER PIPE			SS-1
SANITARY SEWER MANHOLE	MH-1		MH-1
SIGN			
STORM DRAIN PIPE			S-1 SD
STORM DRAIN MANHOLE			CB-1
SURVEY MONUMENT– REBAR W/ PLASTIC CAP			
TREE DECIDUOUS			
UTILIDOR			
WATER LINE PIPE			
WATER VALVE BOX			

ABBREVIATIONS

AC	ASPHALT PAVING
BVC	BEGIN VERTICAL CURVE
CB	CATCH BASIN
CMP	CORRUGATED METAL PIPE
CPP	CORRUGATED POLYETHYENE PIPE
CONC	CONCRETE
CTE	CONNECT TO EXISTING
DI	DUCTILE IRON
DIA	DIAMETER
EVC	END VERTICAL CURVE
FG	FINISHED GRADE
GV	GATE VALVE
HDPE	HIGH DENSITY POLYETHYLENE
INV	INVERT
LG	LIP OF GUTTER
LP	LOW POINT
LT	LEFT
MH	MANHOLE
MN	MAGNETIC NAIL
MTE	MATCH TO EXISTING
NO	NUMBER
NTS	NOT TO SCALE
PC	POINT OF CURVATURE
PRC	POINT OF REVERSE CURVATURE
PSI	POUNDS PER SQUARE INCH
PT	POINT OF TANGENT
PVC	POLYVINYL CHLORIDE PIPE
PVI	POINT OF VERTICAL INTERSECTION
RT	RIGHT
STA	STATION
STD	STANDARD
TBC	TOP BACK OF CURB
TBG	TOP BACK OF GUTTER
TP	TOP OF PAVEMENT
TSW	TOP OF SIDEWALK
TYP	TYPICAL

ABBREVIATIONS TO BE USED WITHOUT PERIODS

GENERAL NOTES

1. BEGIN SUBCUT AT 24 INCHES FROM PAVEMENT SAWCUT LINE AT STREET CONNECTIONS, UNLESS OTHERWISE SHOWN ON THE DRAWINGS, OR DIRECTED BY THE ENGINEER. REMOVE AND REPLACE BASE COURSE WITH 6 INCHES OF 2" MINUS SHOT ROCK/BASE COURSE TO 12 INCHES FROM PAVEMENT SAWCUT LINE. SAWCUT AS NECESSARY ALONG ALL STREET AND DRIVEWAY APPROACHES TO PROVIDE A NEAT MATCH LINE.
2. CONTRACTOR SHALL ASSURE GARBAGE PICKUP, DELIVERIES, AND DAILY MAIL SERVICE WILL BE UNINTERRUPTED TO ALL BUILDINGS AFFECTED BY THIS PROJECT.
3. CBJ ENGINEERING STANDARD DETAILS 4TH EDITION – AUGUST 2011, IS MADE PART OF THIS CONTRACT, WITH CURRENT REVISIONS AS APPLICABLE.
4. ALL EXISTING WATER PIPES (6 INCH DIAMETER AND LARGER), AND APPURTENANCES (TO BE ABANDONED) THAT ARE WITHIN THE STREET AND SIDEWALK LIMITS, SHALL BE REMOVED AND DISPOSED OF, OR FILLED WITH FLOWABLE MIXTURE, UNLESS OTHERWISE NOTED.
5. EXISTING PIPE LOCATIONS ARE DERIVED FROM CBJ AS–BUILTS OR FIELD LOCATED. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN. DEPTH OF SOME OF THE EXISTING PIPES SHOWN ON THE ELEVATIONS ARE ASSUMED. THE CONTRACTOR SHALL ARRANGE FOR ELECTRICAL UTILITY LOCATES PRIOR TO ANY EXCAVATION. UNDERGROUND ELECTRICAL UTILITIES, IF SHOWN ON THE DRAWINGS, INDICATE THEIR EXISTENCE ONLY, AND MAY NOT DEPICT THE ACTUAL LOCATION. OTHER BURIED ELECTRICAL UTILITIES MAY EXIST THAT ARE NOT SHOWN ON THE DRAWINGS. DIAL BEFORE YOU DIG AT 586–1333.
6. GRADING AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. LOCATION OF PROPOSED WATER AND STORM DRAINAGE FACILITIES ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. PROVIDE KNOCKOUTS IN CATCH BASINS FOR ALL PIPES SHOWN ON THE PLANS.
7. THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES (LONI VANKIRK AT 723–4975, OR STEVE LOCKS AT 321–2969) OF PROPOSED WATER SERVICE INTERRUPTION AND SUBMIT THE "WATER SYSTEM SPECIAL USE PERMIT" TO CBJ WATER UTILITIES SUPERINTENDENT FOR APPROVAL AT LEAST 48 HOURS PRIOR TO SHUTDOWN OR FLUSHING OF MAINLINE WATER PIPE. NO WATER SERVICE INTERRUPTION MAY PROCEED UNTIL THIS APPROVAL IS OBTAINED.
8. PROPERTY LINE LOCATIONS USED IN THESE PLANS ARE DERIVED FROM RECORD PLATS AND DO NOT REPRESENT BOUNDARY SURVEY. EXISTING RECORD PLATS DO NOT CLOSE WITH EACH OTHER IN SOME CASES. THE PROPERTY LINES SHOWN ON THESE PLANS ARE A BEST FIT APPROXIMATION OF CLOSURE.
9. CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF EXISTING WATER AND SEWER PIPES, INCLUDING ALL SERVICES ALONG THE STORM DRAIN AND WATER PIPE ALIGNMENTS, TO DETERMINE PIPE INSULATION LOCATIONS, AND TO ENSURE DAMAGE DOES NOT OCCUR TO THE SERVICE PIPES.
10. ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE DISPOSED OF OFF–SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS.
11. CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. BRASS CAP MONUMENTS, REBARS, CONCRETE NAILS, CHISELED X's) PRIOR TO CONSTRUCTION AND REMONUMENT AFTER SURFACING IS REPLACED. EXISTING SURVEY MONUMENTS MAY NOT BE SHOWN ON THE DRAWINGS. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR.
12. ALL ASPHALT PAVEMENT TO BE REMOVED AND DISPOSED OF SHALL BE DELIVERED TO A STOCKPILE AREA AT THE LEMON CREEK CITY PIT TO BE DESIGNATED BY THE ENGINEER. CONTACT THE ENGINEER FOR THE EXACT LOCATION OF THE STOCKPILE.
13. AEL&P, ACS, AT&T, AND GCI MAY CONDUCT WORK WITHIN THE PROJECT LIMITS TO RELOCATE UTILITIES AND UPGRADE THEIR RESPECTIVE SYSTEMS. THE CONTRACTOR SHALL COORDINATE ITS ACTIVITIES WITH EACH UTILITY COMPANY AND PROVIDE ACCESS AS NECESSARY FOR UTILITY COMPANIES TO CONDUCT THEIR WORK.
14. ONLY HORIZONTAL ELBOW FITTINGS (BENDS) ARE SHOWN (NOT ALL ARE LABELED) ON DRAWINGS. ADDITIONAL FITTINGS WILL BE REQUIRED FOR VERTICAL DEFLECTIONS NEAR CONNECTIONS TO EXISTING PIPES, AND AT OTHER LOCATIONS REQUIRING GRADE CHANGES TO AVOID CONFLICTS.
15. THE CONTRACTOR SHALL RESTRICT ITS COMPACTION AND OTHER VIBRATION INDUCING OPERATIONS AS NECESSARY TO ASSURE NO DAMAGE OCCURS TO ADJACENT BUILDINGS OR STRUCTURES. REFER TO SECTION 01530, ARTICLE 1.7 OF THE STANDARD SPECIFICATIONS FOR FURTHER REQUIREMENTS.
16. THE PLAN DRAWINGS DO NOT SHOW PLANTINGS, AND OTHER LANDSCAPING THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES. NO PLANTINGS OR LANDSCAPING ARE TO BE REMOVED OR DAMAGED, UNLESS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER.
17. THE CONTRACTOR SHALL NOT STORE MATERIALS OR EQUIPMENT, OR OPERATE EQUIPMENT WITH ITS TRACKS OR WHEELS PLACED ON PRIVATE PROPERTY, WITHOUT THE WRITTEN APPROVAL OF THE PROPERTY OWNER.
18. THE USE OF GROUT AND QUICKSET CEMENT PRODUCTS WITH ADJUSTING RINGS, BRICKS, WOOD, STONES AND OTHER SIMILAR GRADE ADJUSTMENT DEVICES TO SUPPORT CATCH BASIN FRAMES OVER CATCH BASINS AND MANHOLES WILL NOT BE PERMITTED. SEE THE STANDARD DETAILS AND SECTION 02502 – STORM SEWER MANHOLES, INLETS AND CATCH BASINS FOR CATCH BASIN SUPPORT REQUIREMENTS. CATCH BASIN FRAME AND GRATES SHALL BE SET AT 6–3/4" BELOW TOP BACK OF CURB ELEVATION, WITH 3' LONG CONCRETE GUTTER TRANSITIONS TO BOTH SIDES OF GRATE.
19. TEMPORARY RAMPS SHALL BE PROVIDED AS REQUIRED FOR BUSINESS AND RESIDENT ACCESS TO THEIR DOORWAYS DURING THE CONSTRUCTION PERIOD.
20. THE CONTRACTOR SHALL NOTIFY EACH RESIDENT OF EACH DRIVEWAY CLOSURE THE DAY PRECEDING THE DAY THE DRIVEWAY IS TO BE CLOSED TO VEHICULAR ACCESS. THE RESIDENT SHALL BE INFORMED OF THE PERIOD OF TIME THE CLOSURE WILL BE IN EFFECT. NO DRIVEWAY CLOSURES WILL BE PERMITTED UNTIL THIS REQUIREMENT HAS BEEN MET TO THE SATISFACTION OF THE ENGINEER.

ATTACHMENT C

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

LEGEND, ABBREVIATIONS, AND GENERAL NOTES

SHEET NO. G.1 2 OF 2

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PROJECT PHASING PLAN

PHASE	COMPLETION DATE	REQUIREMENTS
I	APRIL 15, 2017	ALL WORK SOUTH OF FERRY WAY SHALL BE COMPLETE WITH THE EXCEPTION OF AC PAVEMENT, THE RAISED CONCRETE INTERSECTION, AND ABOVE GRADE FEATURES SUCH AS LIGHT POLES, SIGNS, TRASH CANS, BENCHES, ETC.
II	MAY 15, 2017	ALL WORK SOUTH OF FRONT STREET SHALL BE COMPLETE WITH THE EXCEPTION OF AC PAVEMENT, AND ABOVE GRADE FEATURES SUCH AS LIGHT POLES, SIGNS, TRASH CANS, BENCHES, ETC.
FINAL	MAY 31, 2017	ALL WORK SHALL BE COMPLETE.

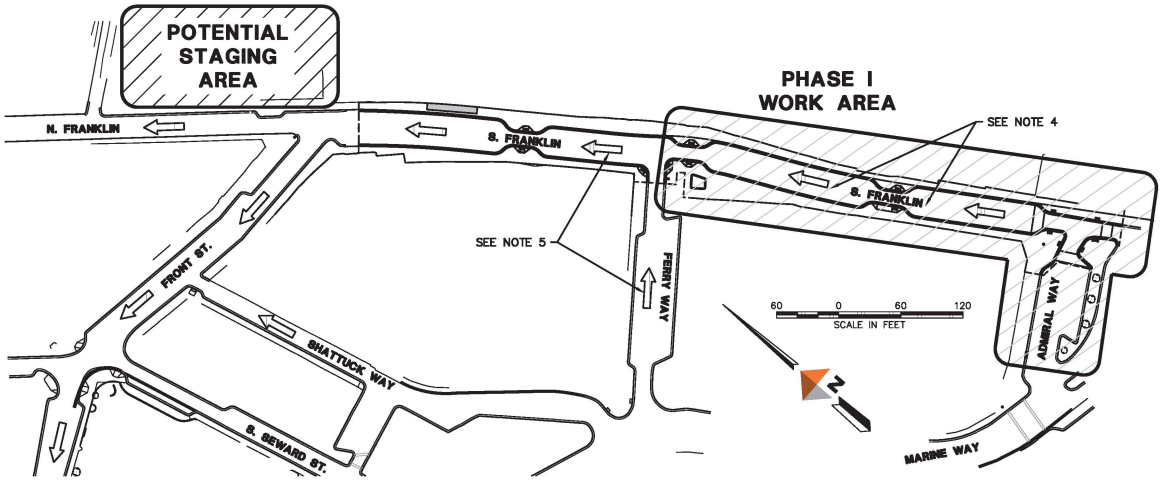
ADDITIONAL PHASING REQUIREMENTS:

A EXCEPT WHERE EXPLICITLY PERMITTED BY THE PHASING REQUIREMENTS THE CONTRACTOR SHALL NOT WORK IN MORE THAN ONE PHASE AT A TIME WITHOUT APPROVAL OF THE ENGINEER.

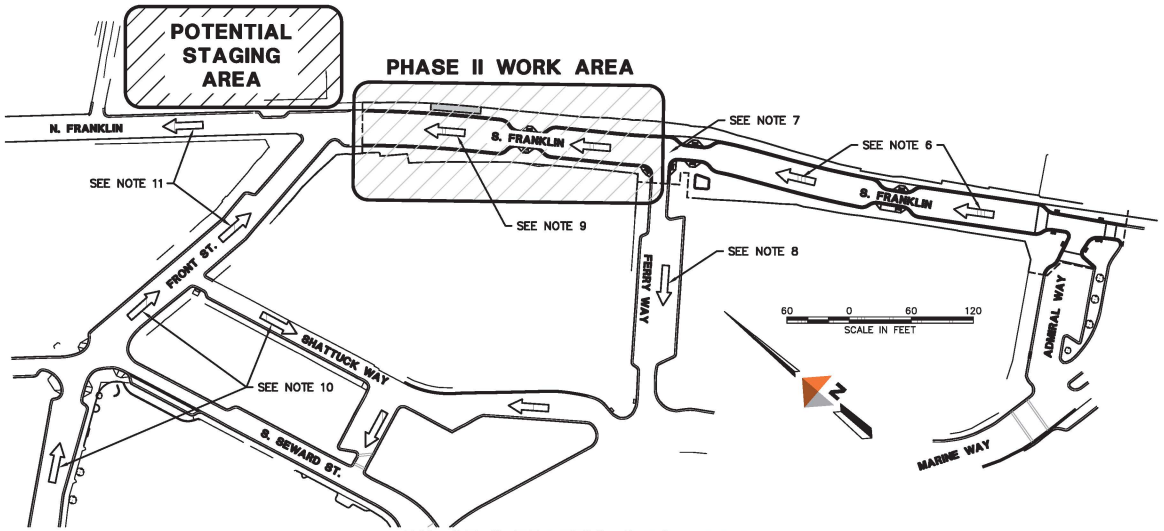
B DURING PHASE I, UNDERGROUND UTILITY WORK WITHIN THE PHASE II LIMITS WILL BE PERMITTED PROVIDED AT LEAST ONE 5-FT WIDE SIDEWALK AND ONE 10-FT DRIVING LANE REMAIN OPEN. THE DEMOLITION AND PARKING STALLS TAKEN FOR THE WORK SHALL BE LIMITED TO ONLY THAT WHICH IS DIRECTLY RELATED TO THE UNDERGROUND UTILITY WORK.

C ASPHALT PAVING SHALL BE PERMITTED WITHIN BOTH PHASES ON THE SAME DAY.

D DURING EACH PHASE OF CONSTRUCTION ONLY ONE SIDE OF THE STREET SHALL BE DEMOLISHED AT A TIME. THE CONTRACTOR MAY START WORK ON EITHER SIDE OF THE STREET, BUT SHALL NOT DEMOLISH THE SECOND SIDE UNTIL THE NEW SIDEWALK HAS BEEN COMPLETED ON THE FIRST SIDE.



PHASE I TRAFFIC CIRCULATION



PHASE II TRAFFIC CIRCULATION

TRAFFIC CONTROL AND PEDESTRIAN ACCESS NOTES:

GENERAL NOTES:

1. FOLLOWING CONCRETE SIDEWALK REMOVAL A 4-FT WIDE PEDESTRIAN RAMP SHALL BE INSTALLED AND MAINTAINED BETWEEN THE DOOR AND THE NEW CURBLINE FOR ALL BUSINESS ENTRANCES DURING BUSINESS HOURS UNLESS OTHERWISE COORDINATED WITH THE PROPERTY OWNER.
2. FOLLOWING CONCRETE SIDEWALK REMOVAL A 3-FT WIDE ACCESS OF BASE COURSE TO ALL NON-BUSINESS ENTRANCES/EXITS SHALL BE MAINTAINED UNTIL THE NEW SIDEWALK IS CONSTRUCTED. TEMPORARY ACCESS TO ENTRANCES/EXITS SHALL BE PROVIDED AS NEEDED DURING THE CONCRETE SIDEWALK POUR. COORDINATE TEMPORARY ACCESS WITH PROPERTY OWNER.
3. WHEN STREET CLOSURES ARE IN EFFECT, A 10-FT DRIVING LANE SHALL BE RE-ESTABLISHED AT THE END OF THE LAST WORK SHIFT OF EACH DAY. UNLESS NIGHT WORK IS PERMITTED IN ACCORDANCE WITH A CBJ STREET CLOSURE AND NOISE PERMIT, THE 10-FT DRIVING LANE SHALL BE OPEN BETWEEN THE HOURS OF 10PM AND 6AM.

DURING PHASE I WORK:

4. SOUTH FRANKLIN MAY BE CLOSED TO THROUGH TRAFFIC BETWEEN ADMIRAL WAY AND FERRY WAY, BUT THE SIDEWALK ON AT LEAST ONE SIDE OF THE STREET SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE PHASING REQUIREMENTS ABOVE.
5. THE TURNING MOVEMENT FOR A 30-FT BOX TRUCK FROM FERRY WAY TO SOUTH FRANKLIN SHALL BE MAINTAINED.

DURING PHASE II WORK

6. A 10-FT DRIVING LANE AND AT LEAST ONE PARKING LANE SHALL BE MAINTAINED FOR NORTHBOUND TRAFFIC ALONG SOUTH FRANKLIN BETWEEN ADMIRAL WAY AND FERRY WAY.
7. THE TURNING MOVEMENT FOR A 30-FT BOX TRUCK FROM SOUTH FRANKLIN TO FERRY WAY SHALL BE MAINTAINED.
8. TRAFFIC ON FERRY WAY SHALL BE REVERSED TO PROVIDE FOR WESTBOUND TRAFFIC.
9. SOUTH FRANKLIN MAY BE CLOSED TO THROUGH TRAFFIC BETWEEN FERRY WAY AND FRONT STREET, BUT THE SIDEWALK ON AT LEAST ONE SIDE OF THE STREET SHALL BE MAINTAINED AT ALL TIMES IN ACCORDANCE WITH THE PHASING REQUIREMENTS ABOVE.
10. THE DIRECTION OF TRAFFIC SHALL BE REVERSED ON FRONT STREET AND SHATTUCK WAY.
11. A 10' DRIVING LANE FOR A PASSENGER VEHICLE MUST BE MAINTAINED AT ALL TIMES FOR THE LEFTHAND TURN FROM FRONT STREET TO NORTH FRANKLIN STREET.

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DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

TRAFFIC CONTROL AND PHASING REQUIREMENTS

SHEET NO. G.1 3 / 3

ATTACHMENT C

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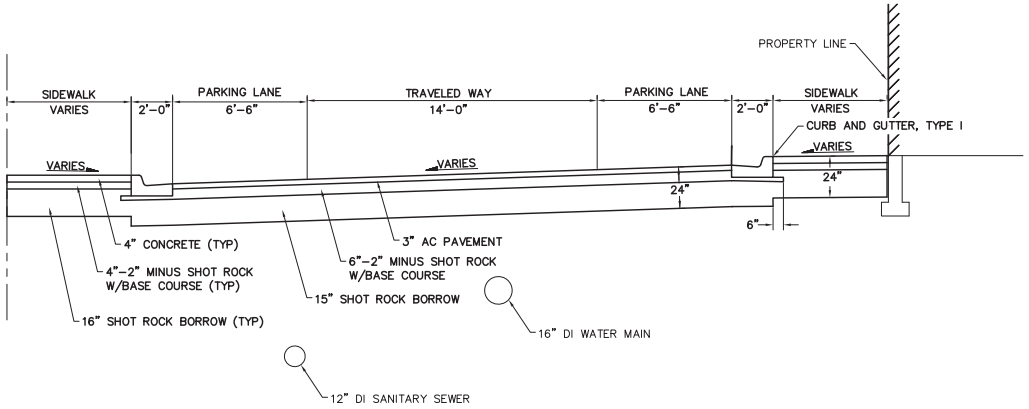

SOUTH FRANKLIN STREET TYPICAL SECTION
STA 13+00 TO ADMIRAL WAY

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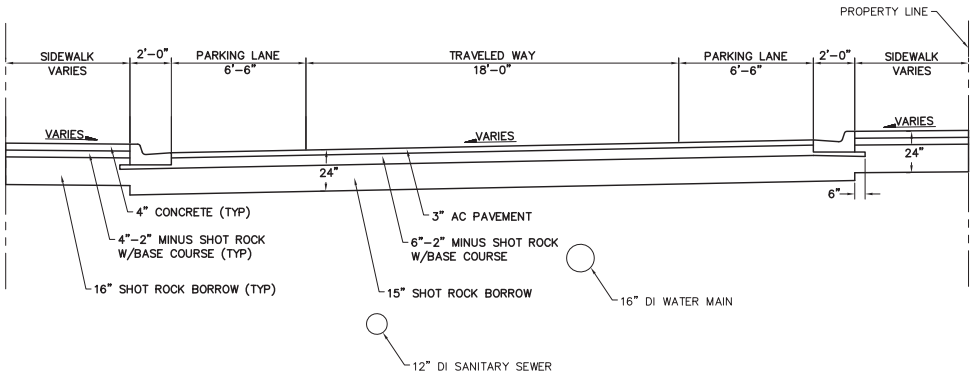

SOUTH FRANKLIN STREET TYPICAL SECTION
FRONT STREET TO STA 13+00

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NOTES FOR TYPICAL SECTION

1. ADDITIONAL EXCAVATION BELOW THE NEATLINE SUBCUT LEVEL MAY BE REQUIRED AS DIRECTED BY THE ENGINEER, IF ORGANIC OR OTHER UNSUITABLE MATERIALS ARE FOUND AT OR NEAR THE PLANNED SUBCUT LEVEL. USABLE MATERIAL FROM EXCAVATION SHALL BE USED TO BACKFILL THE ADDITIONAL AREAS OF EXCAVATION, WHICH MAY VARY FROM 6" IN DEPTH TO A DEPTH OF UP TO 5'-0" BELOW FINISH GRADE. THE BACKFILLING WITH USABLE MATERIAL FROM EXCAVATION WILL BE CONSIDERED INCIDENTAL TO OTHER WORK.
2. SEE HORIZONTAL AND VERTICAL CONTROL, CURB AND GUTTER LAYOUT AND GRADE DRAWINGS FOR GRADING DETAILS.
3. UNDERGROUND ELECTRICAL AND WATER, SANITARY SEWER AND STORM SERVICES NOT SHOWN ON TYPICAL SECTION. SEE PLAN SHEETS FOR LOCATIONS.
4. TOP OF A.C PAVEMENT SHALL BE ¼ INCH TO ½ INCH ABOVE THE TOP EDGE OF CONCRETE GUTTER OR TOP OF CURB. TOP OF PAVEMENT GRADES GIVEN ON THE PLANS ARE ¼ INCH BELOW ACTUAL FINISH PAVEMENT SURFACE.
5. GRADE TOP OF CURB AT 2%
6. THE ROADWAY BASE COURSE LAYER SHALL BE 4" TO 5" OF 2-INCH MINUS SHOT ROCK WITH 1" TO 2" TOP LAYER OF BASE COURSE, GRADING D-1 FOR A TOTAL THICKNESS OF 6". THE 2" MINUS SHOT ROCK SHALL BE WELL COMPACTED PRIOR TO PLACING THE BASE COURSE GRADING D-1.
7. THE SIDEWALK BASE COURSE LAYER SHALL BE 3" OF 2" MINUS SHOT ROCK WITH 1" OF BASE COURSE, GRADING D-1. ALTERNATIVELY 4-INCHES OF BASE COURSE, GRADING D-1, MAY ALSO BE USED UNDER THE SIDEWALK.

ATTACHMENT C

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DOWNTOWN STREET IMPROVEMENTS - PHASE I
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TYPICAL SECTIONS

SHEET NO. C.101
4 of 8

CORROSION PROTECTION SPECIFICATIONS AND NOTES:

ANODES

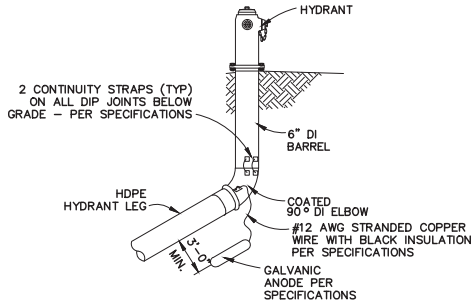
1. ANODES SHALL BE 18# BARE WEIGHT ZINC WITH PREPACKAGED ANODE BACKFILL.
2. ACCEPTABLE ANODE MODELS ARE:
   a. MODEL NO. ZUR-18 FROM FARWEST INDUSTRIES
   b. MODEL S18 FROM MESA PRODUCTS
   c. APPROVED EQUAL
3. INSTALL TYPE, SIZE, AND NUMBER OF ANODES SPECIFIED.
4. CONDUCTOR WIRE SHALL BE A MINIMUM SIZE OF 12 AWG STRANDED COPPER WITH INSULATION SUITABLE FOR WET LOCATION DIRECT BURIAL AND SHALL BE A MINIMUM OF 10 FEET LONG FROM ANODE.
5. PREPACKAGED ANODE SHALL BE SATURATED WITH WATER PRIOR TO BACKFILL.
6. ANODES SHALL BE PLACED IN NATIVE EARTH BACKFILL. DO NOT PLACE IN PIPE BEDDING MATERIAL.

THERMITE (EXOTHERMIC) WELDING

1. THERMITE WELD MATERIALS SHALL BE DESIGNED FOR CONNECTION OF COPPER TO DUCTILE IRON AND CAST IRON SURFACES AND SHALL BE INSTALLED PER MANUFACTURERS INSTRUCTIONS.
2. ACCEPTABLE MANUFACTURES OF THERMITE WELD PRODUCTS ARE:
   a. CADWELD BY ERICO PRODUCTS INC.
   b. THERMOWELD BY CONTINENTAL INDUSTRIES INC.
   c. APPROVED EQUAL
3. A 2-INCH SQUARE AREA IN THE PIPE SURFACE SHALL BE GROUND CLEAN PER MANUFACTURERS RECOMMENDATIONS PRIOR TO THERMITE WELDING.
4. WIRE ENDS SHALL HAVE PROPER ADAPTER SLEEVES TO ENSURE PROPER BOND. #12 AWG SHALL HAVE ADAPTER SLEEVES SPECIFIED BY THERMITE WELD MANUFACTURER. FIELD INSTALLED SLEEVES SHALL HAVE WIRE CONDUCTOR EXTEND ¼-INCH BEYOND ENDS OF SLEEVE.
5. WIRE CONNECTION SHALL BE TESTED FOR INTEGRITY PRIOR TO COATING.
6. CONTINUITY STRAPS SHALL BE #2 AWG COPPER STRANDED WIRE WITH THW INSULATION AND SHALL BE ATTACHED TO THE PIPE BY THERMITE WELDING AND COATED AND SEALED AS DESCRIBED BELOW.

COATING AND SEALING

1. ALL THERMITE WELDS SHALL BE PROTECTED AND SEALED BY:
   a. PREFABRICATED THERMITE WELD CAPS, SIZED ACCORDING TO WIRE SIZE, MINIMUM DIMENSIONS OF 4-INCH BY 4-INCH FILLED WITH ELASTOMERIC MASTIC COATING OR,
   b. HEAT SHRINK SLEEVE PIPE ENCASEMENT AFTER COATING THERMITE WELD WITH ELASTOMERIC MASTIC COATING – HEAT SHRINK SLEEVE SHALL BE CANUSA AQUA SEAL OR APPROVED EQUAL.
2. ALL PIPE SURFACE COATING DAMAGED BEYOND THE WELD CAPS OR HEAT SHRINK SHALL BE COATED WITH PROTAL 7125 FROM DENSO NORTH AMERICA OR APPROVED EQUAL.



GALVANIC ANODE INSTALLATION AT HYDRANT ASSEMBLIES W/ HDPE

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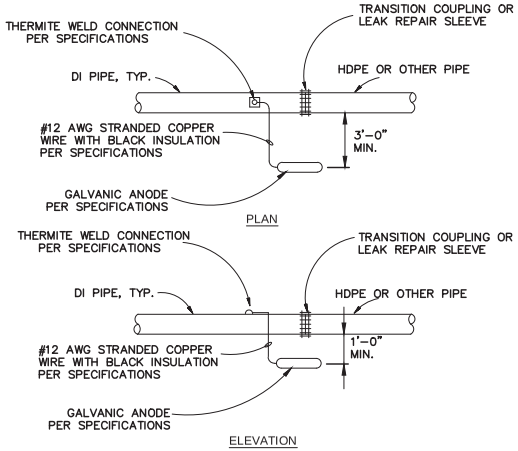

GALVANIC ANODE INSTALLATION FOR EXISTING METALLIC PIPE CONNECTIONS OR LEAK REPAIR LOCATIONS DETAIL

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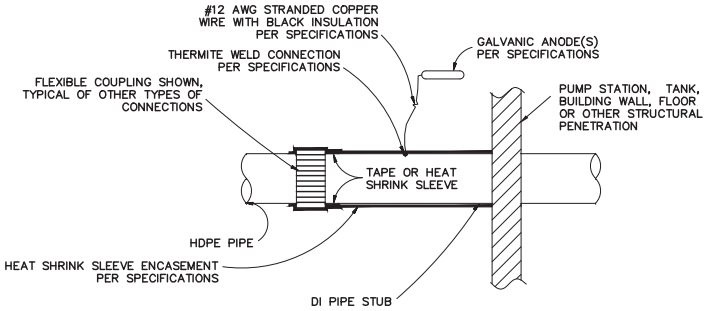

ENCASED METAL PIPE STUB BETWEEN PLASTIC PIPE, FEXIBLE COUPLING AND CONCRETE STRUCTURE CONNECTION

NTS

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DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

CORROSION PROTECTION DETAILS

SHEET NO. C.192
5 of 8

ATTACHMENT C

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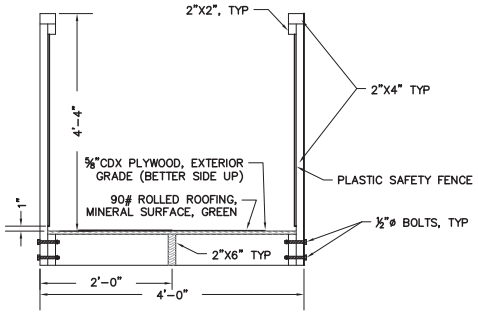

PEDESTRIAN WALKWAY SECTION

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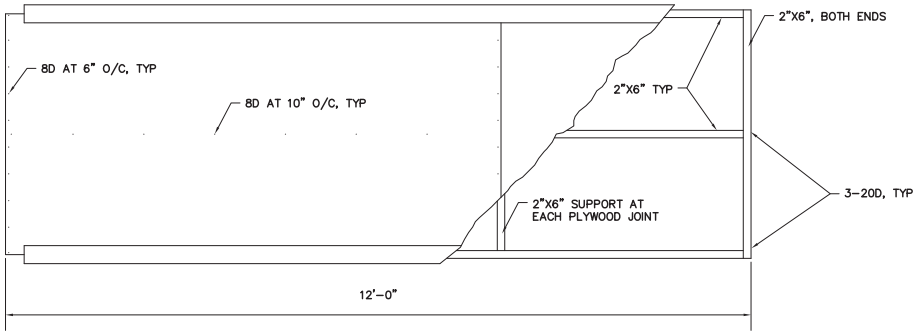

PEDESTRIAN WALKWAY PLAN

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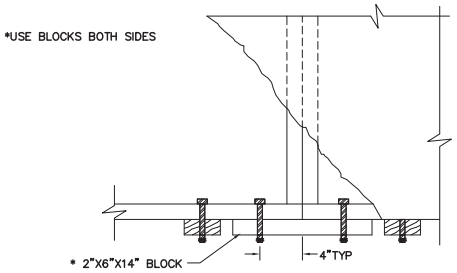

CONNECTION DETAIL PLAN

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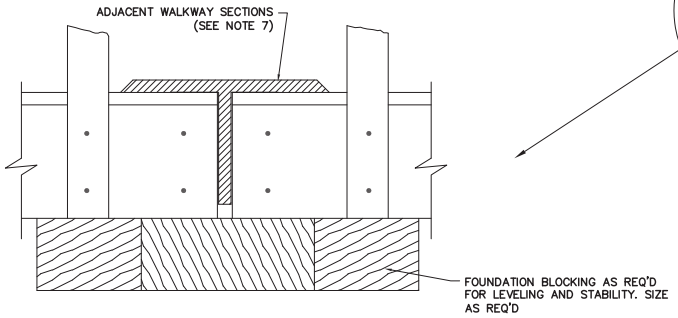

CONNECTION DETAIL ELEVATION

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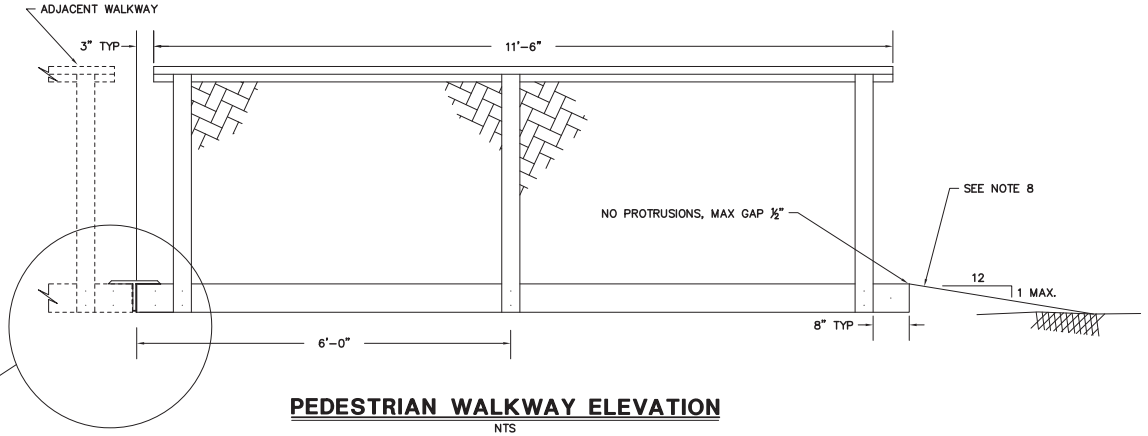

PEDESTRIAN WALKWAY ELEVATION

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NOTES:

1. ALL MATERIALS USED IN PEDESTRIAN WALKWAY SHALL BE NEW.
2. ALL BOLTS AND NUTS SHALL BE ½" DIAMETER.
3. ALL WOOD USED SHALL BE STAINED WITH OLYMPIC SOLID, CAPE COD GREY, OR EQUIVALENT.
4. ALL NAIL AND SCREW HEADS SHALL BE FLUSH WITH SURFACE WITH NO PROTRUDING NAIL POINTS.
5. INNER RAIL SHALL BE REMOVED WHERE WALKWAY IS PLACED ADJACENT TO BUILDINGS AND TO ACCESS DOORWAYS.
6. SUPPORT WALKWAYS TO CARRY A UNIFORM LOAD OF 100 PSF.
7. USE WT 6X26.5 TEE TO COVER GAP BETWEEN SECTIONS. GRIND FLANGE EDGES TO 45°.
8. CONSTRUCT PLYWOOD OR METAL RAMP TO SUPPORT 100 PSF UNIFORM LOAD. COVER RAMP WITH SAME ROOFING PAPER USED ON WALKWAY, OR OTHER NON-SKID MATERIAL APPROVED BY THE ENGINEER.

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DOWNTOWN STREET IMPROVEMENTS - PHASE I
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TEMPORARY PEDESTRIAN WALKWAY DETAIL

SHEET NO. C.103
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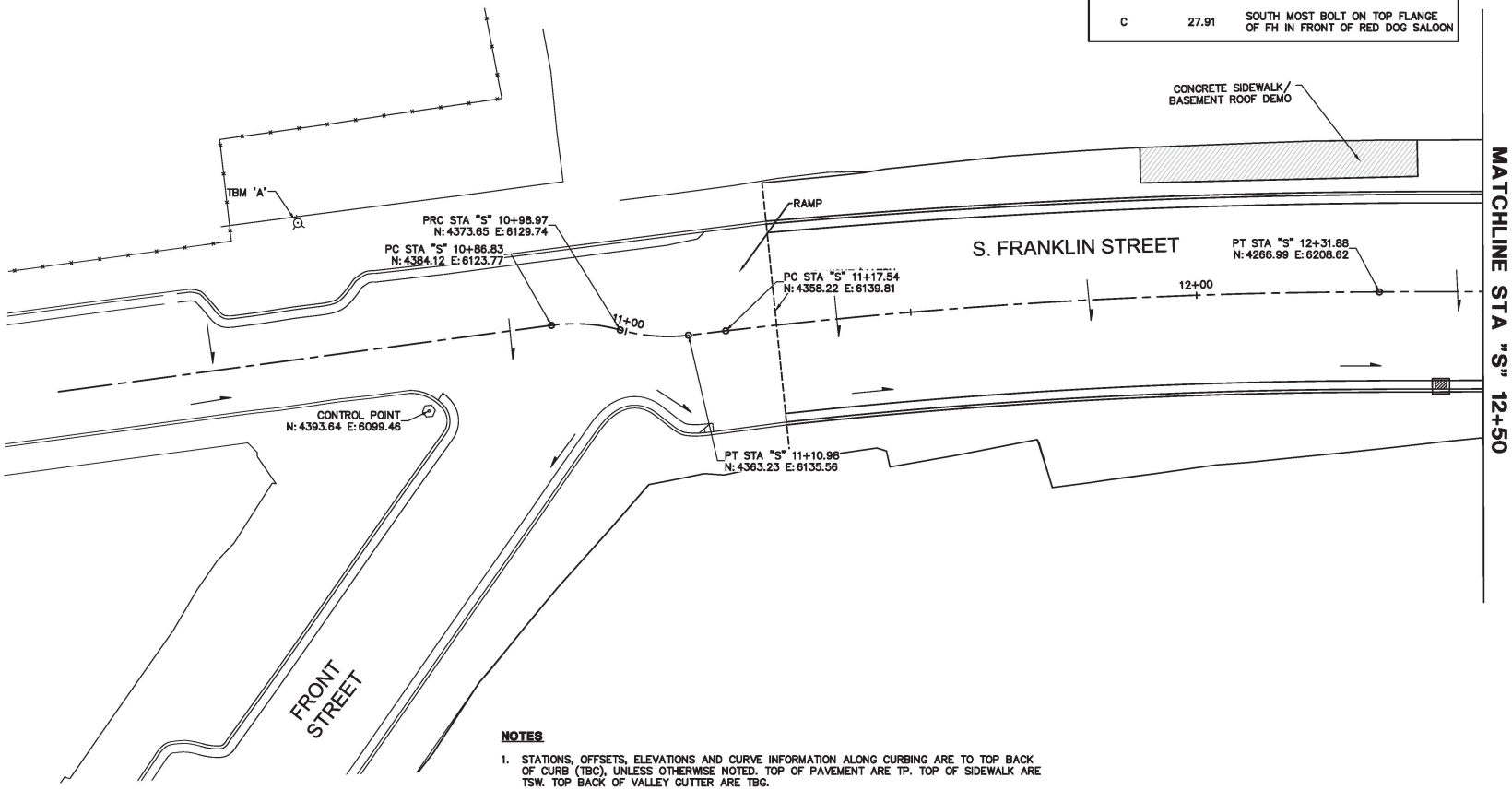
ATTACHMENT C

ATTACHMENT C

VERTICAL CONTROL		
TBM No.	ELEVATION	DESCRIPTION
A	30.14	MOST NORTH BOLT ON TOP FLANGE OF FH AT POCKET PARK
B	27.99	MOST NORTH BOLT ON TOP FLANGE OF FH AT DECKER WAY
C	27.91	SOUTH MOST BOLT ON TOP FLANGE OF FH IN FRONT OF RED DOG SALOON



NOTES

1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP. TOP OF SIDEWALK ARE TSW. TOP BACK OF VALLEY GUTTER ARE TBG.
2. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.

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DOWNTOWN STREET IMPROVEMENTS - PHASE I
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HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
BOP TO STA "S" 12+50

SHEET NO. C.201
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ATTACHMENT C

VERTICAL CONTROL		
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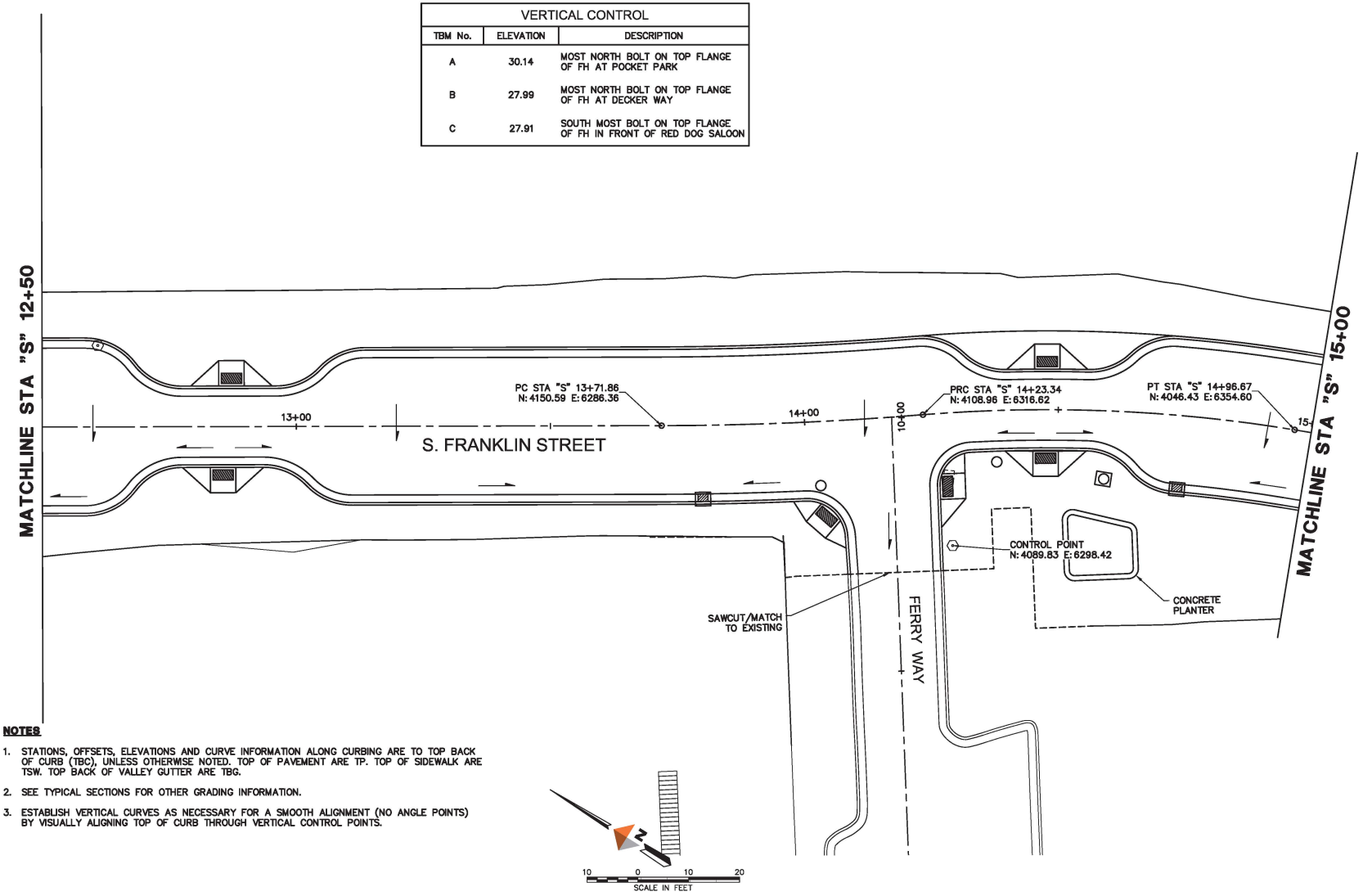
B	27.99	MOST NORTH BOLT ON TOP FLANGE OF FH AT DECKER WAY
C	27.91	SOUTH MOST BOLT ON TOP FLANGE OF FH IN FRONT OF RED DOG SALOON



NOTES

1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP. TOP OF SIDEWALK ARE TSW. TOP BACK OF VALLEY GUTTER ARE TBG.
2. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.

STATE OF ALASKA 49th Naomi R. Hobbs No.CE9959 REGISTERED PROFESSIONAL ENGINEER

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JOB No. J70878 | DRAWN BY: STAFF | DESIGNED BY: T. LOCKHART | CHECKED BY: N. HOBBS | DATE: SEP. 2016

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
STA "S" 12+50 TO STA "S" 15+00

SHEET NO. C.202
8 of 8

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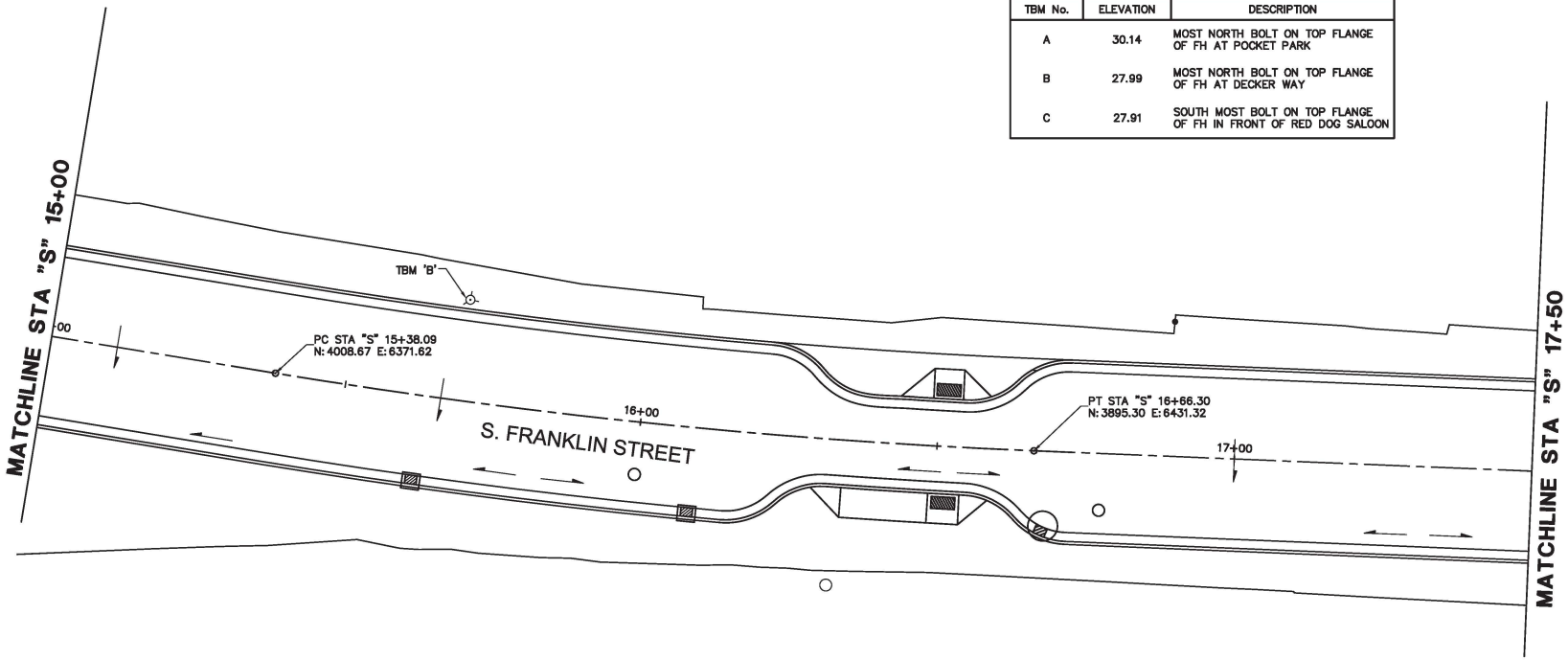
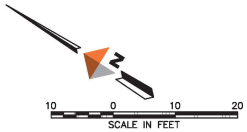
ATTACHMENT C

VERTICAL CONTROL		
TBM No.	ELEVATION	DESCRIPTION
A	30.14	MOST NORTH BOLT ON TOP FLANGE OF FH AT POCKET PARK
B	27.99	MOST NORTH BOLT ON TOP FLANGE OF FH AT DECKER WAY
C	27.91	SOUTH MOST BOLT ON TOP FLANGE OF FH IN FRONT OF RED DOG SALOON



NOTES

1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP. TOP OF SIDEWALK ARE TSW. TOP BACK OF VALLEY GUTTER ARE TBG.
2. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.



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ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
STA "S" 15+00 TO STA "S" 17+50

SHEET NO. C.203
9

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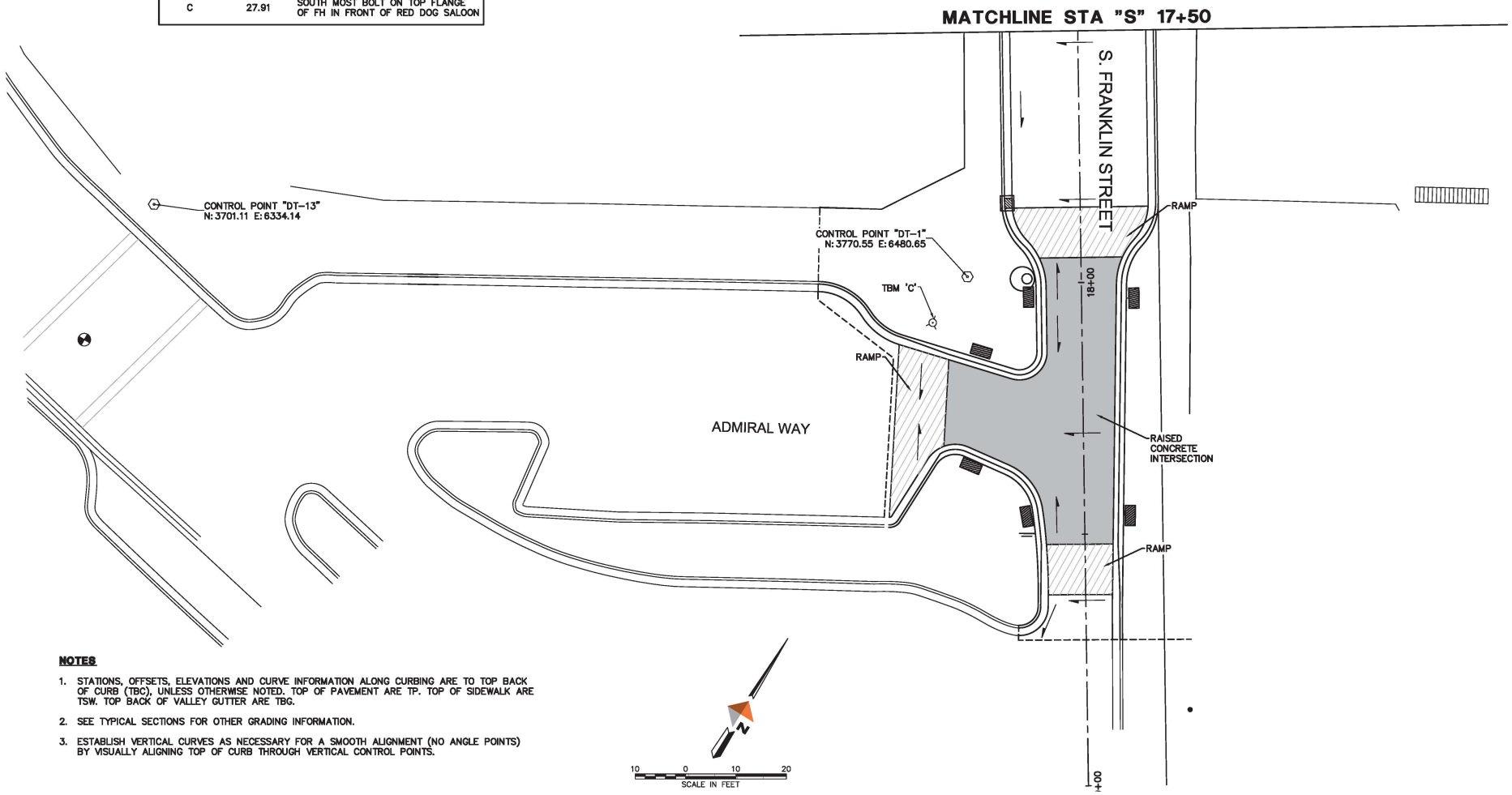
VERTICAL CONTROL		
TBM No.	ELEVATION	DESCRIPTION
A	30.14	MOST NORTH BOLT ON TOP FLANGE OF FH AT POCKET PARK
B	27.99	MOST NORTH BOLT ON TOP FLANGE OF FH AT DECKER WAY
C	27.91	SOUTH MOST BOLT ON TOP FLANGE OF FH IN FRONT OF RED DOG SALOON



NOTES

1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP. TOP OF SIDEWALK ARE TSW. TOP BACK OF VALLEY GUTTER ARE TBG.
2. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.

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ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

HORIZONTAL AND VERTICAL CONTROL
CURB AND GUTTER LAYOUT AND GRADES
STA "S" 17+50 TO EOP

SHEET NO. C.204
10 of 38

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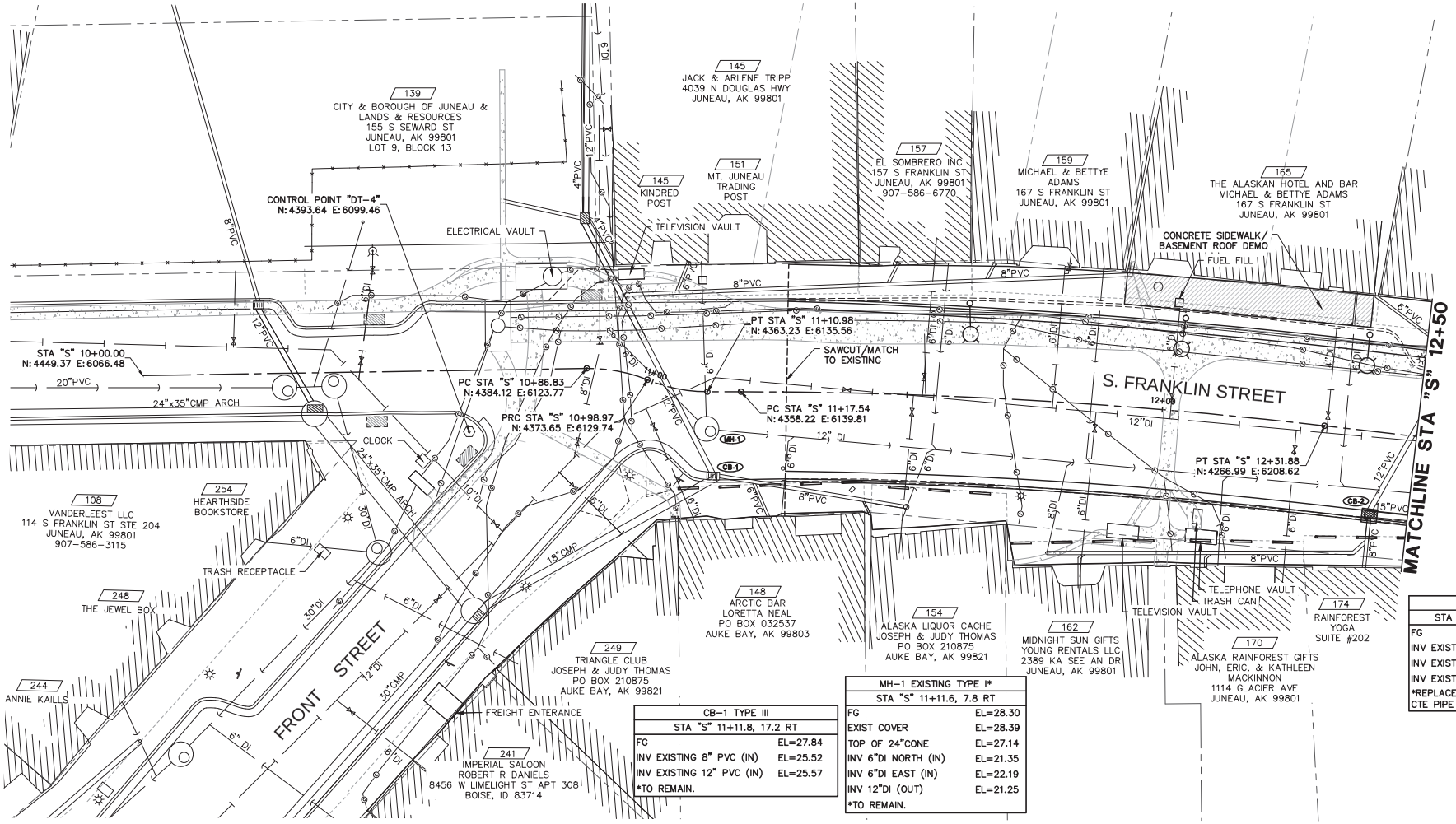
ATTACHMENT C

ATTACHMENT C



CB-1 TYPE III	
STA "S" 11+11.8, 17.2 RT	
FG	EL=27.84
INV EXISTING 8" PVC (IN)	EL=25.52
INV EXISTING 12" PVC (IN)	EL=25.57
*TO REMAIN.	

MH-1 EXISTING TYPE I*	
STA "S" 11+11.6, 7.8 RT	
FG	EL=28.30
EXIST COVER	EL=28.39
TOP OF 24"CONE	EL=27.14
INV 6"DI NORTH (IN)	EL=21.35
INV 6"DI EAST (IN)	EL=22.19
INV 12"DI (OUT)	EL=21.25
*TO REMAIN.	

CB-2 TYPE III*	
STA "S" 12+42.6, MATCH CURB	
FG	EL=27.31
INV EXISTING 8" PVC (IN)	EL=24.27
INV EXISTING 12" PVC (IN)	EL=24.30
INV EXISTING 15" PVC (OUT)	EL=24.19
*REPLACE EXISTING CATCH BASIN AND CTE PIPE AS REQ'D.	

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DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

PLAN - S. FRANKLIN STREET
BOP TO STA "S" 12+50

SHEET NO. C.301
11 of 38

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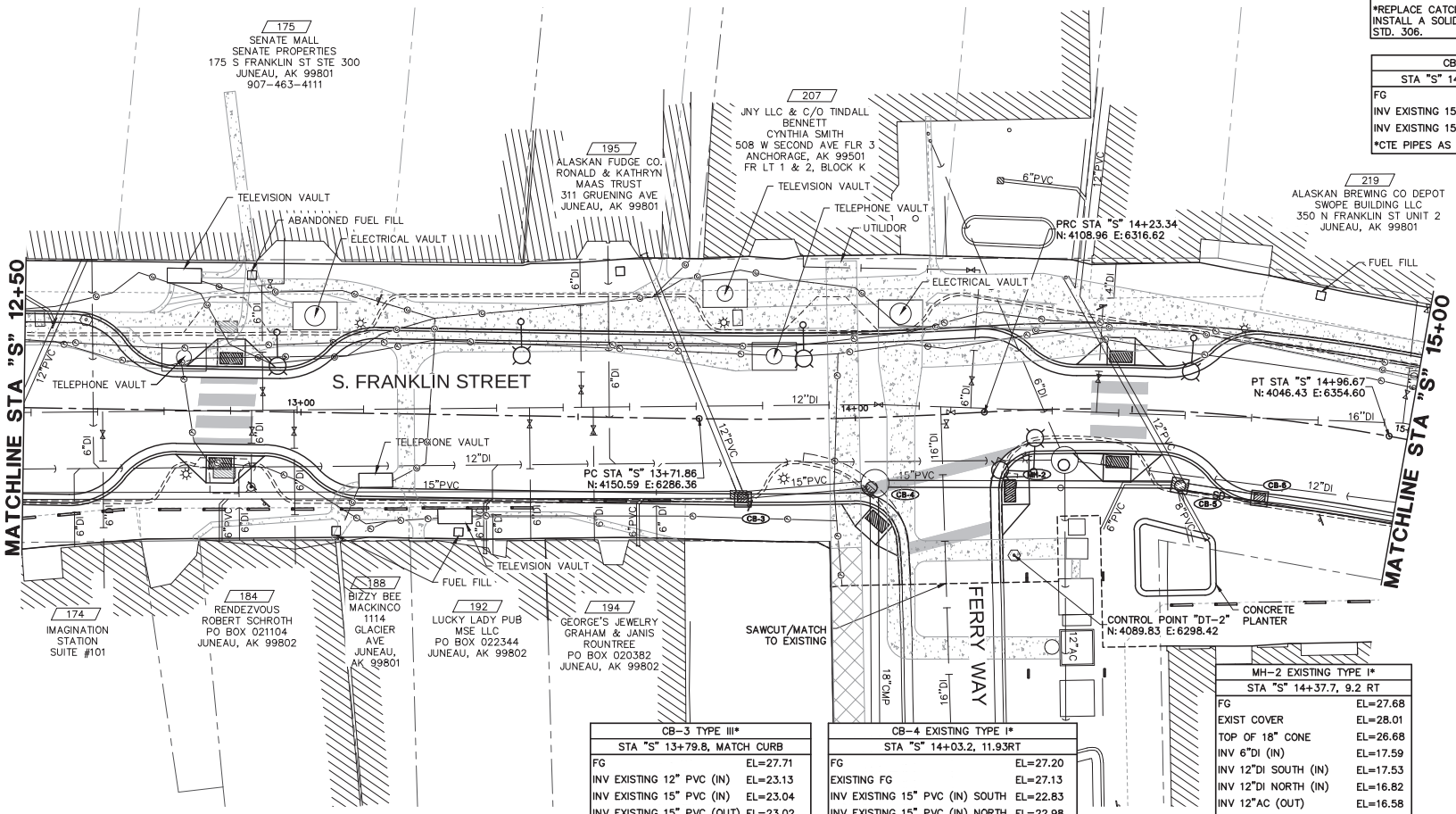
ATTACHMENT C



CB-5 TYPE III*	
STA "S" 14+59.5, 13.42RT	
FG	EL=27.68
EXISTING FG	EL=26.85
INV EXISTING 6" PVC (IN)	EL=24.91
INV EXISTING 15" PVC (IN)	EL=23.91
INV EXISTING 12" PVC (IN)	EL=23.74
INV EXISTING 15" PVC (OUT)	EL=23.50
*REPLACE CATCH BASIN WITH NEW AND INSTALL A SOLID FRAME AND COVER PER STD. 306.	

CB-6 TYPE III*	
STA "S" 14+74.6 MATCH CURB	
FG	EL=27.47
INV EXISTING 15" PVC (IN)	EL=23.92
INV EXISTING 15" PVC (OUT)	EL=23.92
*CTE PIPES AS REQUIRED	

CB-3 TYPE III*	
STA "S" 13+79.8, MATCH CURB	
FG	EL=27.71
INV EXISTING 12" PVC (IN)	EL=23.13
INV EXISTING 15" PVC (IN)	EL=23.04
INV EXISTING 15" PVC (OUT)	EL=23.02
*REPLACE EXISTING CATCH BASIN AND CTE PIPES AS REQUIRED.	

CB-4 EXISTING TYPE I*	
STA "S" 14+03.2, 11.93RT	
FG	EL=27.20
EXISTING FG	EL=27.13
INV EXISTING 15" PVC (IN) SOUTH	EL=22.83
INV EXISTING 15" PVC (IN) NORTH	EL=22.98
INV EXISTING 18" CMP (OUT)	EL=22.99
*TO REMAIN. INSTALL SOLID FRAME AND COVER PER STD. 306.	

MH-2 EXISTING TYPE I*	
STA "S" 14+37.7, 9.2 RT	
FG	EL=27.68
EXIST COVER	EL=28.01
TOP OF 18" CONE	EL=26.68
INV 6"DI (IN)	EL=17.59
INV 12"DI SOUTH (IN)	EL=17.53
INV 12"DI NORTH (IN)	EL=16.82
INV 12"AC (OUT)	EL=16.58
*TO REMAIN. REPLACE FRAME AND COVER PER STD 206A	

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

PLAN - S. FRANKLIN STREET
STA "S" 12+50 TO STA "S" 15+00

SHEET NO. C.302
12 of 38

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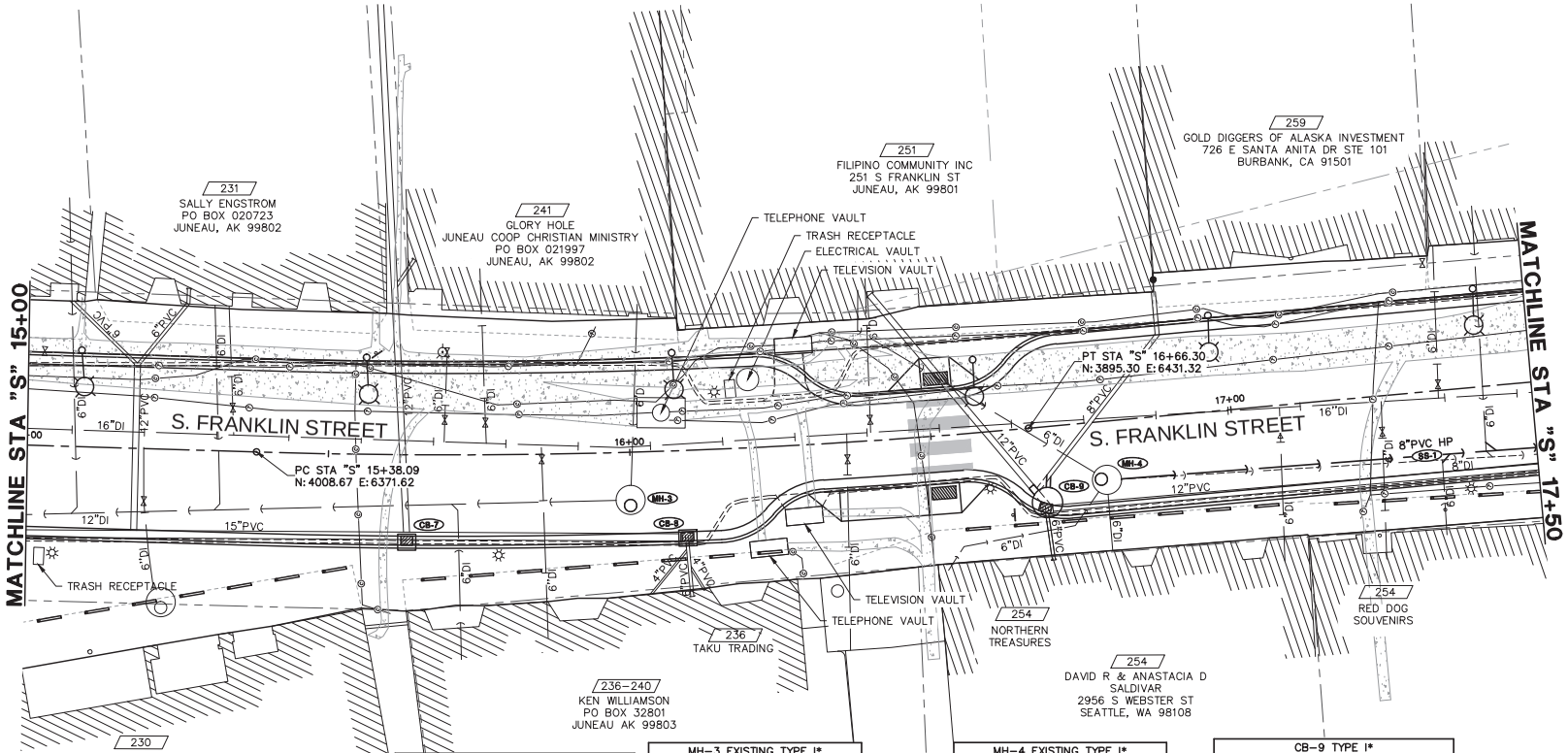
ATTACHMENT C



CB-7 TYPE III*	
STA "S" 15+63.1, MATCH CURB	
FG	EL=27.28
INV 12" PVC (IN)	EL=24.23
INV 15" PVC (IN)	EL=24.11
INV 15" PVC (OUT)	EL=24.10
*CUT NEW CB INTO EXISTING PIPES. ADJUST PLAN INVERTS AS REQUIRED. CTE PIPES AS REQUIRED.	

CB-8 TYPE III*	
STA "S" 16+09.1, MATCH CURB	
FG	EL=27.31
EXISTING FG	EL=27.00
INV 6" PVC (IN)	EL=25.13
INV 15" PVC (OUT)	EL=24.46
*REPLACE EXISTING CATCH BASIN WITH NEW AND CTE PIPES AS REQ'D.	

MH-3 EXISTING TYPE I*	
STA "S" 15+99.9, 7.9 RT	
FG	EL=27.40
EXIST COVER	EL=27.74
TOP OF CONE	EL=25.87
INV 6"DI (IN)	EL=20.07
INV 12"DI (OUT)	EL=19.95
*TO REMAIN. INSTALL SOLID FRAME AND COVER PER STD. 306.	

MH-4 EXISTING TYPE I*	
STA "S" 16+78.5, 9.7 RT	
FG	EL=27.40
EXIST COVER	EL=27.56
TOP OF 24" CONE	EL=26.04
INV 6"DI NORTH (IN)	EL=22.27
INV 6"DI SOUTHWEST (IN)	EL=22.28
INV 6"DI WEST (IN)	EL=21.27
INV SS-1 (OUT)**	EL=20.97
*TO REMAIN. INSTALL SOLID FRAME AND COVER PER STD. 306.	
**REPLACE EXISTING 8"DI WITH SS-1 AT SAME INVERT ELEVATION.	

CB-9 TYPE I*	
STA "S" 16+68.3, MATCH CURB	
FG	EL=27.38
EXISTING FG	EL=27.13
INV 6" PVC (IN)	EL=25.18
INV 12" PVC (IN)**	EL=25.07
INV 8" PVC (IN)**	EL=25.07
INV 12" PVC (OUT)	EL=24.90
*REPLACE EXISTING CATCH BASIN WITH NEW TYPE I MH AND CTE PIPES AS REQ'D.	
**REMOVE THE EXISTING 12"X8" WYE AND CONNECT EACH LINE WITH A SEPARATE MANHOLE PENETRATION.	

10 0 10 20
SCALE IN FEET

STATE OF ALASKA 49th Naomi R. Hobbs No.CE9959 PROFESSIONAL ENGINEER

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DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

PLAN - S. FRANKLIN STREET
STA "S" 15+00 TO STA "S" 17+50

SHEET NO. C.303
13 of 18

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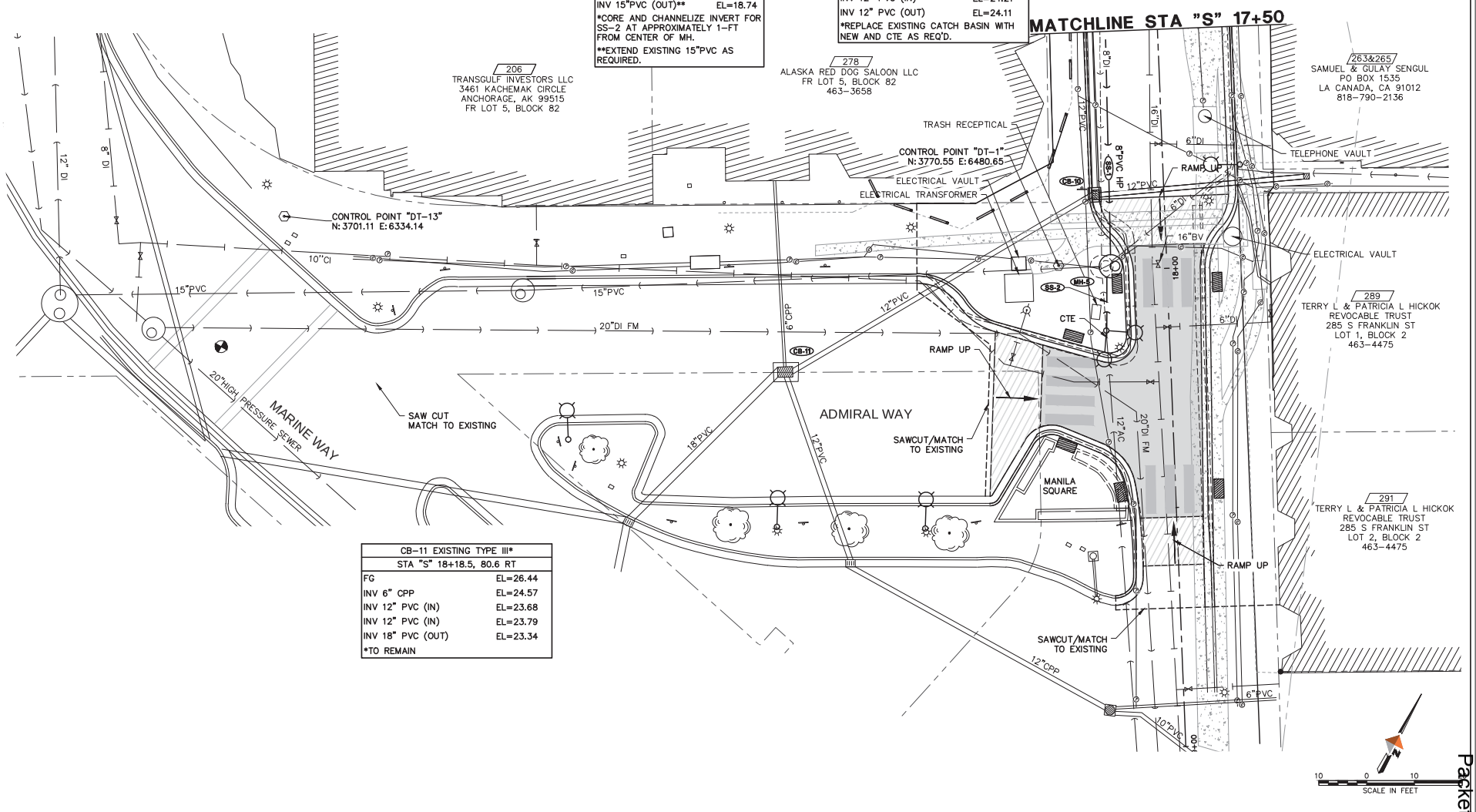
ATTACHMENT C

MH–5 TYPE I	
STA "S" 17+99.1, 13.6 RT	
FG	EL=27.56
INV 6"DI (IN)	EL=19.86
INV SS–1 (IN)	EL=19.68
INV SS–2 (IN)	EL=19.42
INV 15"PVC (OUT)**	EL=18.74
*CORE AND CHANNELIZE INVERT FOR SS–2 AT APPROXIMATELY 1–FT FROM CENTER OF MH.	
**EXTEND EXISTING 15"PVC AS REQUIRED.	

CB–10 TYPE III*	
STA "S" 17+84.1, MATCH CURB	
FG	EL=27.02
EXISTING FG	EL=26.88
INV 12" PVC (IN)	EL=24.30
INV 12" PVC (IN)	EL=24.21
INV 12" PVC (OUT)	EL=24.11
*REPLACE EXISTING CATCH BASIN WITH NEW AND CTE AS REQ'D.	



CB–11 EXISTING TYPE III*	
STA "S" 18+18.5, 80.6 RT	
FG	EL=26.44
INV 6" CPP	EL=24.57
INV 12" PVC (IN)	EL=23.68
INV 12" PVC (IN)	EL=23.79
INV 18" PVC (OUT)	EL=23.34
*TO REMAIN	

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ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

PLAN - S. FRANKLIN STREET
STA "S" 17+50 TO EOP

SHEET NO. C.304
14 of 28

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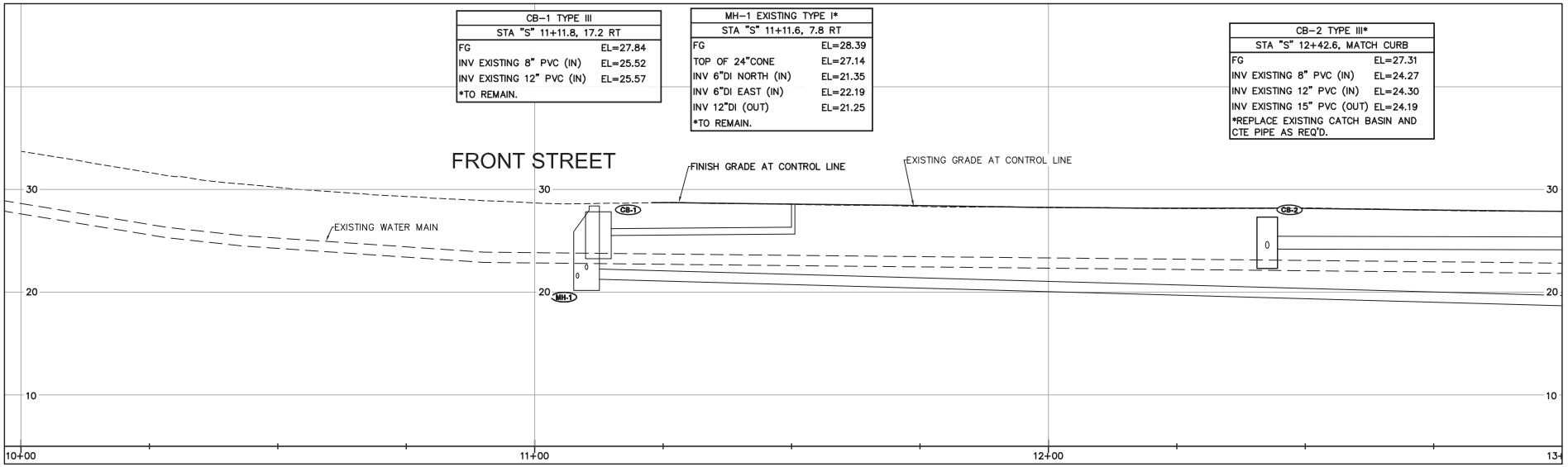


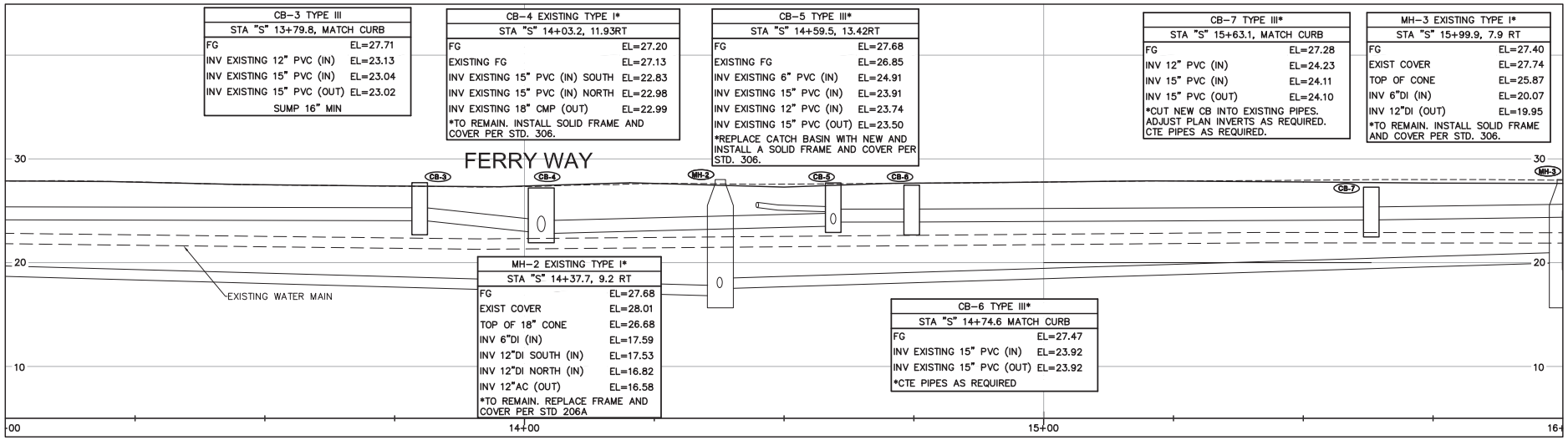
CB-1 TYPE III	
STA "S" 11+11.8, 17.2 RT	
FG	EL=27.84
INV EXISTING 8" PVC (IN)	EL=25.52
INV EXISTING 12" PVC (IN)	EL=25.57
*TO REMAIN.	

MH-1 EXISTING TYPE I*	
STA "S" 11+11.6, 7.8 RT	
FG	EL=28.39
TOP OF 24"CONE	EL=27.14
INV 6"DI NORTH (IN)	EL=21.35
INV 6"DI EAST (IN)	EL=22.19
INV 12"DI (OUT)	EL=21.25
*TO REMAIN.	

CB-2 TYPE III*	
STA "S" 12+42.6, MATCH CURB	
FG	EL=27.31
INV EXISTING 8" PVC (IN)	EL=24.27
INV EXISTING 12" PVC (IN)	EL=24.30
INV EXISTING 15" PVC (OUT)	EL=24.19
*REPLACE EXISTING CATCH BASIN AND CTE PIPE AS REQ'D.	

MATCHLINE STA "S" 12+75

SOUTH FRANKLIN



CB-3 TYPE III	
STA "S" 13+79.8, MATCH CURB	
FG	EL=27.71
INV EXISTING 12" PVC (IN)	EL=23.13
INV EXISTING 15" PVC (IN)	EL=23.04
INV EXISTING 15" PVC (OUT)	EL=23.02
SUMP 16" MIN	

CB-4 EXISTING TYPE I*	
STA "S" 14+03.2, 11.93RT	
FG	EL=27.20
EXISTING FG	EL=27.13
INV EXISTING 15" PVC (IN) SOUTH	EL=22.83
INV EXISTING 15" PVC (IN) NORTH	EL=22.98
INV EXISTING 18" CMP (OUT)	EL=22.99
*TO REMAIN. INSTALL SOLID FRAME AND COVER PER STD. 306.	

CB-5 TYPE III*	
STA "S" 14+59.5, 13.42RT	
FG	EL=27.68
EXISTING FG	EL=26.85
INV EXISTING 6" PVC (IN)	EL=24.91
INV EXISTING 15" PVC (IN)	EL=23.91
INV EXISTING 12" PVC (IN)	EL=23.74
INV EXISTING 15" PVC (OUT)	EL=23.50
*REPLACE CATCH BASIN WITH NEW AND INSTALL A SOLID FRAME AND COVER PER STD. 306.	

CB-7 TYPE III*	
STA "S" 15+63.1, MATCH CURB	
FG	EL=27.28
INV 12" PVC (IN)	EL=24.23
INV 15" PVC (IN)	EL=24.11
INV 15" PVC (OUT)	EL=24.10
*CUT NEW CB INTO EXISTING PIPES. ADJUST PLAN INVERTS AS REQUIRED. CTE PIPES AS REQUIRED.	

MH-3 EXISTING TYPE I*	
STA "S" 15+99.9, 7.9 RT	
FG	EL=27.40
EXIST COVER	EL=27.74
TOP OF CONE	EL=25.87
INV 6"DI (IN)	EL=20.07
INV 12"DI (OUT)	EL=19.95
*TO REMAIN. INSTALL SOLID FRAME AND COVER PER STD. 306.	

MH-2 EXISTING TYPE I*	
STA "S" 14+37.7, 9.2 RT	
FG	EL=27.68
EXIST COVER	EL=28.01
TOP OF 18" CONE	EL=26.68
INV 6"DI (IN)	EL=17.59
INV 12"DI SOUTH (IN)	EL=17.53
INV 12"DI NORTH (IN)	EL=16.82
INV 12"AC (OUT)	EL=16.58
*TO REMAIN. REPLACE FRAME AND COVER PER STD 206A	

CB-6 TYPE III*	
STA "S" 14+74.6 MATCH CURB	
FG	EL=27.47
INV EXISTING 15" PVC (IN)	EL=23.92
INV EXISTING 15" PVC (OUT)	EL=23.92
*CTE PIPES AS REQUIRED	

MATCHLINE STA "S" 12+75

MATCHLINE STA "S" 16+00

SOUTH FRANKLIN

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ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

PROFILE - S. FRANKLIN STREET
BOP TO STA "S" 16+00

SHEET NO. C.401
15 of 18

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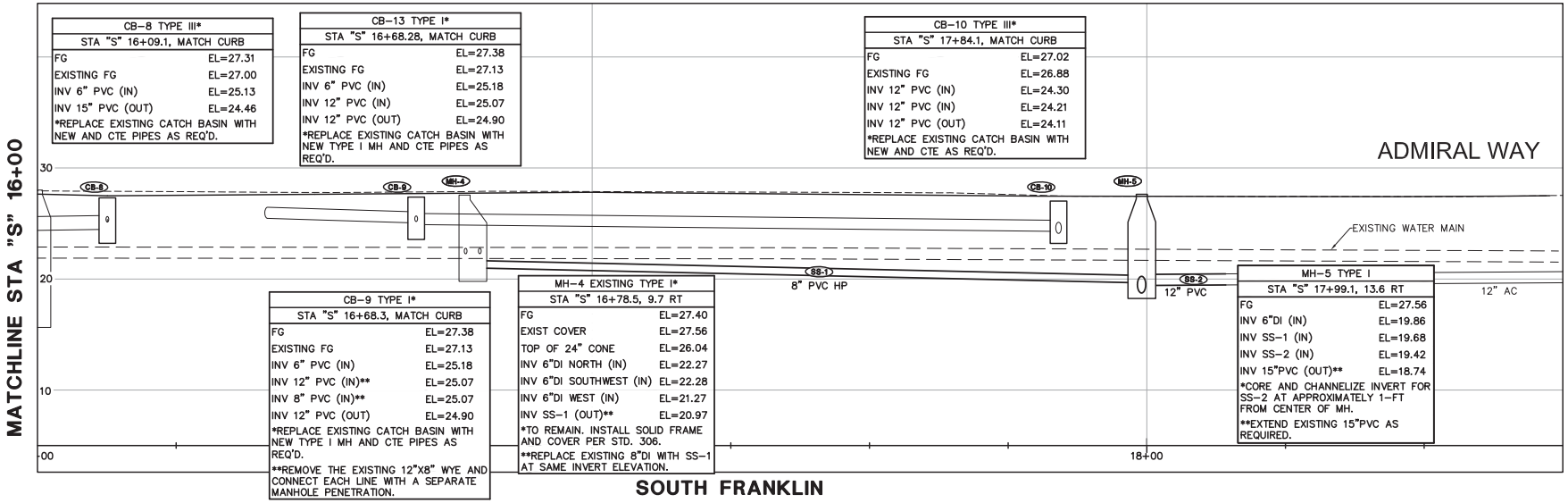
ATTACHMENT C



CB-8 TYPE III*	
STA "S" 16+09.1, MATCH CURB	
FG	EL=27.31
EXISTING FG	EL=27.00
INV 6" PVC (IN)	EL=25.13
INV 15" PVC (OUT)	EL=24.46
*REPLACE EXISTING CATCH BASIN WITH NEW AND CTE PIPES AS REQ'D.	

CB-13 TYPE I*	
STA "S" 16+68.28, MATCH CURB	
FG	EL=27.38
EXISTING FG	EL=27.13
INV 6" PVC (IN)	EL=25.18
INV 12" PVC (IN)	EL=25.07
INV 12" PVC (OUT)	EL=24.90
*REPLACE EXISTING CATCH BASIN WITH NEW TYPE I MH AND CTE PIPES AS REQ'D.	

CB-10 TYPE III*	
STA "S" 17+84.1, MATCH CURB	
FG	EL=27.02
EXISTING FG	EL=26.88
INV 12" PVC (IN)	EL=24.30
INV 12" PVC (IN)	EL=24.21
INV 12" PVC (OUT)	EL=24.11
*REPLACE EXISTING CATCH BASIN WITH NEW AND CTE AS REQ'D.	

CB-9 TYPE I*	
STA "S" 16+68.3, MATCH CURB	
FG	EL=27.38
EXISTING FG	EL=27.13
INV 6" PVC (IN)	EL=25.18
INV 12" PVC (IN)**	EL=25.07
INV 8" PVC (IN)**	EL=25.07
INV 12" PVC (OUT)	EL=24.90
*REPLACE EXISTING CATCH BASIN WITH NEW TYPE I MH AND CTE PIPES AS REQ'D.	
**REMOVE THE EXISTING 12"X8" WYE AND CONNECT EACH LINE WITH A SEPARATE MANHOLE PENETRATION.	

MH-4 EXISTING TYPE I*	
STA "S" 16+78.5, 9.7 RT	
FG	EL=27.40
EXIST COVER	EL=27.56
TOP OF 24" CONE	EL=26.04
INV 6"DI NORTH (IN)	EL=22.27
INV 6"DI SOUTHWEST (IN)	EL=22.28
INV 6"DI WEST (IN)	EL=21.27
INV SS-1 (OUT)**	EL=20.97
*TO REMAIN. INSTALL SOLID FRAME AND COVER PER STD. 306.	
**REPLACE EXISTING 8"DI WITH SS-1 AT SAME INVERT ELEVATION.	

MH-5 TYPE I	
STA "S" 17+99.1, 13.6 RT	
FG	EL=27.56
INV 6"DI (IN)	EL=19.86
INV SS-1 (IN)	EL=19.68
INV SS-2 (IN)	EL=19.42
INV 15"PVC (OUT)**	EL=18.74
*CORE AND CHANNELIZE INVERT FOR SS-2 AT APPROXIMATELY 1-FT FROM CENTER OF MH.	
**EXTEND EXISTING 15"PVC AS REQUIRED.	

STATE OF ALASKA 49th
Naomi R. Hobbs No.CE9959
REGISTERED PROFESSIONAL ENGINEER

DOWL
5368 Commercial Blvd.
Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax
Consulting Engineers • Land Surveyors • Construction Administration

JOB No. J70878 | DRAWN BY: STAFF | DESIGNED BY: T. LOCKHART | CHECKED BY: N. HOBBS | DATE: SEP. 2016

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

DOWNTOWN STREET IMPROVEMENTS - PHASE I
CONTRACT NO. BE17-137
65% SUBMITTAL

PROFILE - S. FRANKLIN STREET
STA "S" 16+00 TO EOP

SHEET NO. C.402
16 of 38

C:\Civil 3D Projects\22\70878-01\Civil\SC14-CT-PR-70878.dwg 2016-9-29 12:22:52

ATTACHMENT C

Jonathan Lange

From: Ron King
Sent: Wednesday, October 05, 2016 11:45 AM
To: Jonathan Lange; Charlie Ford; Dan Jager; Sven Pearson; Ed Foster; Ed Mercer; Kirk Duncan; Samantha Stoughtenger; Tom Mattice
Subject: RE: Request for Review Comments CSP2016 0011 - Downtown Street Improvements

This project has been in the works for a while. Happy to see the boardwalk sidewalk go away. It would be outstanding if the CBJ and property owners could come together and construct continual awnings.

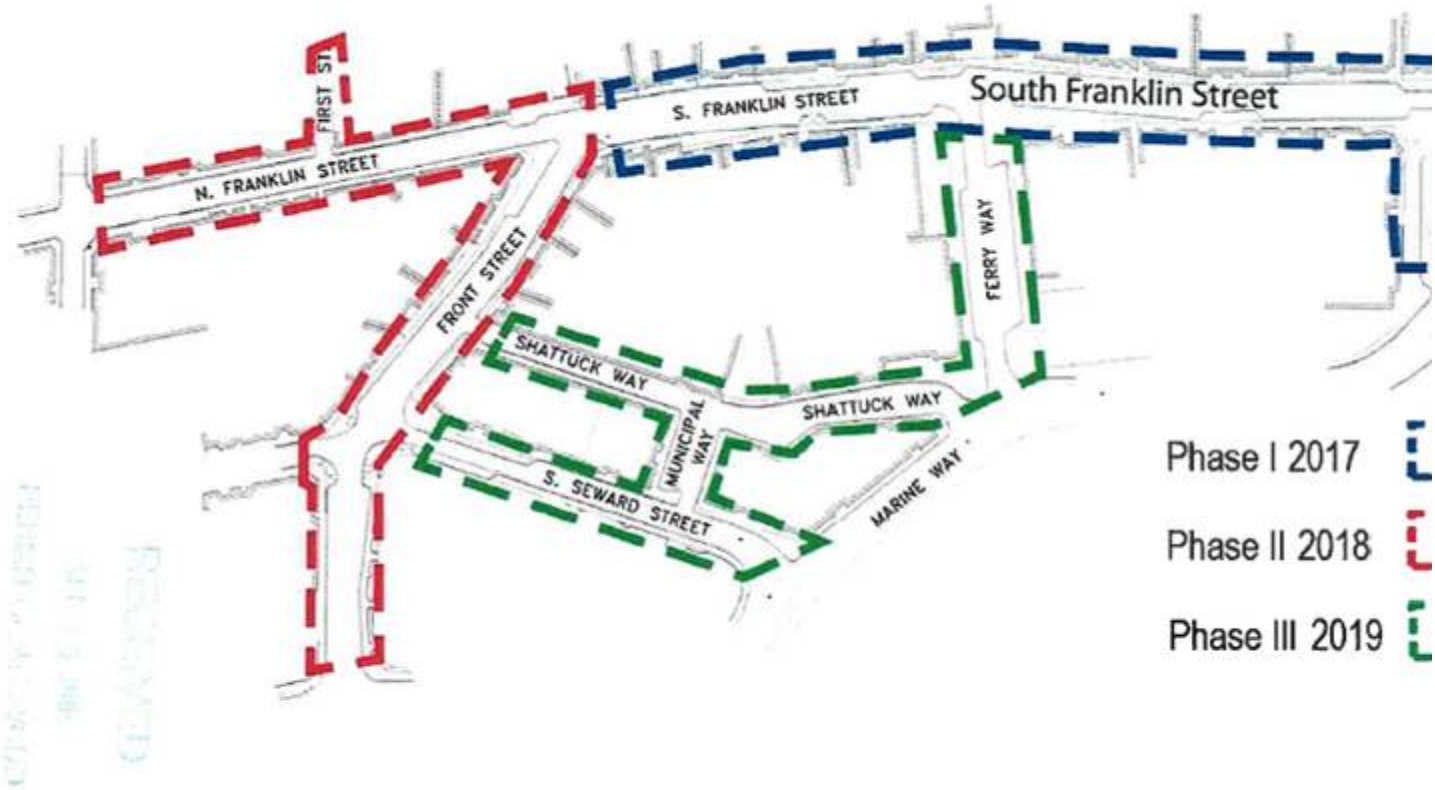
Pedestrian routes should have included North Franklin St to Russian Church and Basin Rd.

Raised intersections are a problem for street maintenance and snowplowing.

Ron King PLS
General Engineering
907-586-0881

From: Jonathan Lange
Sent: Wednesday, October 05, 2016 9:57 AM
To: Charlie Ford; Ron King; Dan Jager; Sven Pearson; Ed Foster; Ed Mercer; Kirk Duncan; Samantha Stoughtenger; Tom Mattice
Subject: Request for Review Comments CSP2016 0011 - Downtown Street Improvements

Subject: Please review the attached documents related to a City Project Review for the Downtown Street Improvements project.
File: CSP2016 0011
Location: Downtown Juneau – Franklin St., Front St., Admiral Way, Ferry Way, Shattuck Way, S. Seward St., Municipal Way, and First St.



Downtown Street Improvements

Please see the attached application and proposed plan narrative.

I look forward to receiving your comments. Please comment by October 17, 2016 or as soon as possible. Please comment with any concerns, questions, or any update on previously discussed issues with the Engineering Department. Let me know if you require any additional information for this project or have any questions.
Thank you and have a great day.

Jonathan Lange, CFM
Planner II, Community Development Dept.
City & Borough of Juneau, Alaska
155 S. Seward St. Juneau, AK 99801
Ph (907)586-0218; **Jonathan.Lange@juneau.org**

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Jonathan Lange

From: Marlene Love
Sent: Wednesday, October 05, 2016 10:21 AM
To: Jonathan Lange
Subject: RE: Request for Review Comments CSP2016 0011 - Downtown Street Improvements

Hi Jonathan,
Thanks for sending out the attachment. When do you anticipate construction to begin on phase one. Currently we are not traveling up Franklin to 4th due to the construction at the Capital. I anticipate we will returning service to that area some time in November.

From: Denise Guizio
Sent: Wednesday, October 05, 2016 10:09 AM
To: Jonathan Lange; Marlene Love
Subject: FW: Request for Review Comments CSP2016 0011 - Downtown Street Improvements

Thanks for forwarding this on to us Jonathan. I am coping Marlene Love who is the Operations Supervisor at Capital Transit. She will be the best person to let us know how any projects may effect service for Capital Transit.

From:
Sent: Wednesday, October 05, 2016 10:02 AM
To: Denise Guizio
Subject: FW: Request for Review Comments CSP2016 0011 - Downtown Street Improvements

Denise,
Please see the attached documents and below email. I am forwarding this to you because I see that Ed Foster is out of town.
Please let me know how this will effect Capital Transit service in the Downtown area and how service might be changed.
Thanks for your help.
-Jonathan

From: Jonathan Lange
Sent: Wednesday, October 05, 2016 9:57 AM
To: Charlie Ford; Ron King; Dan Jager; Sven Pearson; Ed Foster; Ed Mercer; Kirk Duncan; Samantha Stoughtenger; Tom Mattice
Subject: Request for Review Comments CSP2016 0011 - Downtown Street Improvements

Subject: Please review the attached documents related to a City Project Review for the Downtown Street Improvements project.
File: CSP2016 0011
Location: Downtown Juneau – Franklin St., Front St., Admiral Way, Ferry Way, Shattuck Way, S. Seward St., Municipal Way, and First St.

ATTACHMENT D

Jonathan Lange

From: Charlie Ford
Sent: Wednesday, October 05, 2016 11:53 AM
To: Jonathan Lange; Ron King; Dan Jager; Sven Pearson; Ed Foster; Ed Mercer; Kirk Duncan; Samantha Stoughtenger; Tom Mattice
Subject: RE: Request for Review Comments CSP2016 0011 - Downtown Street Improvements

Buildings has no issues with this project.
The ADA Committee will want to ensure that ramps, curb cuts and crosswalks meet ADA requirements.

Charlie Ford, Building Official
Community Development Dept.
City and Borough of Juneau
Tel (907)586-0767 Fax(907)586-4529
email Charlie.Ford@juneau.org
Web page www.juneau.org/permits

From: Jonathan Lange
Sent: Wednesday, October 05, 2016 9:57 AM
To: Charlie Ford; Ron King; Dan Jager; Sven Pearson; Ed Foster; Ed Mercer; Kirk Duncan; Samantha Stoughtenger; Tom Mattice
Subject: Request for Review Comments CSP2016 0011 - Downtown Street Improvements

Subject: Please review the attached documents related to a City Project Review for the Downtown Street Improvements project.
File: CSP2016 0011
Location: Downtown Juneau – Franklin St., Front St., Admiral Way, Ferry Way, Shattuck Way, S. Seward St., Municipal Way, and First St.

Minutes of the
City and Borough of Juneau
Historic Resources Committee Advisory Committee

Wednesday, May 6, 2015
City Hall Room 224
5:00 p.m. to 6:30 p.m.

Members:

__ Gary Gillette (Chair) ____ Don Harris (Vice-Chair) __Shauna McMahon (recorder)

Abs Marie Darlin Abs Gerald Gotschall __ Sorrel Goodwin

Abs Myra Gilliam Abs__Zane Jones __ Michael Tripp (by phone)

Staff: __ Jane Lindsey (CBJ, Juneau-Douglas City Museum)

__ Jonathon Lange (CBJ Community Development)

__ Allison Eddins (CBJ Community Development)

__ Laura Boyce (CBJ Community Development)

Guests: Darryl Miller
Grady Sanders- Heritage Coffee
Megan Daniels- CDD
Samantha Dye- Downtown Improvement Project

I. Call to Order: 5:02 pm,

II. Approval of Agenda: Approved unanimously.

III. Approval of Minutes: Approved unanimously
(Gary Gillette motioned)

IV. Public Testimony on Non-agenda Items:

Mr Sanders of Heritage Coffee talked about ~3' wide x 10' high sign proposed above for Heritage Coffee Café on Front Street. He was to have the Heritage Coffee design plaace above canopy so that it wraps building corner on south and east sides. The design would be the current Heritage logo without text. He noted yeawrs ago during log design it was vetted by Sealaska. The sign would be an inkjet graphic on panel and would be removable. Larura Boyce and Gary Gillette noted current signage requirements- a sign above canopy was allowed if it names the building or primary tenant.

V. New Business

1. Front & Franklin Street Project Update- Michele Elfers

The consultant and local architect have been selected. Phase 1 is planning & design with project definition including project boundaries. Some current downtown concerns include 30 year old planking, drainage issues, sidewalk widths, and light pole locations. Ms. Elfers noted recent "world café" gathering to get public thought on biggest concerns and goals in downtown. Lighting was a repeated theme by participants. HRAC members and present guests offered commentary related to the Front & Frankling planning project.

The sidewalk material was mentioned: would pavers like main street be used, would it be too busy a pattern or kept at intersections? Darryl liked the concrete with "sparkly" additive at the airport. Michele noted that lower Seward is an underutilized view cooridor that is centrally locally by preferred ship docking and lightering area. Laura noted that there had been a former CIP project to have a wright iron downtown entry feature and that Skagway is currently working on a downtown entry feature.

Also mentioned was Historic Loop possibilities. Laura Boyce mentioned the possibility of promoting historic plaques on buildings. Jane Lindsay said current museum historic walk goes north away from downtown core. She also mentioned the circulator would make hill, museum and capitol access easier.

Lighting and vibrancy were additional themes noted. Gary Gillette wanted to make sure lighting fixtures complement the historic structures and elements. Grady Saunders noted that building owners want guidance in efforts to invest in storefront- the Soboloff Center could help jumpstart energy of owners towards revitalization.

Michele Elhers then went into the project next steps. There will be a June 18th gathering were markers will be used to respond to design recommendations. In July a design and appropriation stage will occur.

2. Annual Report Review

The annual report was discussed. Myra Gilliam noted that the Kodzoff nomination could be added. Other suggested activity additions included the Treadwell sign install, Power tower grant, and Empty Chair. Gary Gillette asked about the JDCM collection review and had noted HRAC members has not acted on this task. Is the collections review a task done by friends of JDCM? Should HRAC be active or should a separate committee be established? Other comments could be provided to Laura

3. HRAC Vacancies

Marie Darlin, Gary Gillette, and Don Harris have seats that expire June 30. They can reapply prior if interested in retaining HRAC seat

VI. Old Business

1. Signage Enforcement Fee Update

May 18 the regulatory proposel will go to assembly for introduction.

2. Signage discussion

The HRAC committee tabled this topic to next meeting.

3. Grant Updates

Laura Boyce noted the Request for Bids closed for the Evergreen Grant and six bids were received.. A Request for Bids is currently be developed for the Preservation Plan project.

VI Committee Member Comments.

Gary Gillette discussed dock art project. There had been 28 proposals which were narrowed to 4. Current contender is 8-10 lighted helix shaped poles in high polish stainless steel about 16' tall. The proposal gotes to assembly 5/18/15,

VII. Next Regular Meeting – June 3, 2015 5:00 p.m. City hall Room 224
\

IX Adjournment 6:30

REVISED
Meeting Agenda of the
City and Borough of Juneau
Historic Resources Advisory Committee

Wednesday, June 3, 2015
City Hall Room 224
5:00 p.m. to 6:30 p.m.

Members:

☐ Zane Jones (Chair)	☐ Don Harris (Vice-Chair)	☐ Shauna McMahon (Recorder)
☐ Marie Darlin	☐ Myra Gilliam	☐ Gerald Gotschall
☐ Gary Gillette	☐ Sorrel Goodwin	☐ Michael Tripp

Staff:

☐ Jane Lindsey (City Museum)	☐ Laura Boyce (CDD)	☐ Allison Eddins (CDD)

I. Call to Order

II. Approval of Agenda

III. Approval of Minutes: May 6, 2015

IV. Public Testimony on Non-agenda Items

V. New Business

1. Front & Franklin Street Project Update – CBJ Engineering, Michele Elfers
2. Umbrella Consideration for Coppa Business – Fairweather Gallery Courtyard

VI. Old Business

1. Signage Ordinance Update
2. Revisit Signs Above the Canopy/First Floor
3. Grant Updates
4. Subcommittee Updates
5. Mural Discussion if time allows

VII. Committee Member Comments

VIII. Next Regular Meeting – August 5, 2015, 5:00 p.m., City Hall Room 224 **(NO MEETING IN JULY)**

IX. Adjournment

ATTACHMENT D

Minutes of the
City and Borough of Juneau
Historic Resources Committee Advisory Committee

Wednesday, October 7 2015
City Hall Room 224
5:00 p.m. to 6:30 p.m.

Members:

Abs Zane Jones (Chair)	____ Don Harris (Vice-Chair)	__Shauna McMahon (recorder)
Abs Karenza Bott	_Abs_ Myra Gilliam	__ Gerald Gottschall
___Sorrel Goodwin	_____Daryl Miller (by phone)	_Abs_ Michael Tripp

Staff: Abs Laura Boyce (CBJ Community Development)
Abs Jane Lindsey (CBJ, Juneau-Douglas City Museum)
__ Allison Eddins (CBJ Community Development)

Guests: Michele Elfers (CBJ, Engineering)

I. Call to Order: 5:03 pm,

II. Approval of Agenda: Approved unanimously

III. Approval of Minutes: Approved unanimously

IV. Public Testimony on Non-agenda Items: None

V. New Business

1. Front and Franklin Steets Project Update – Michel Elfers, CBJ staff

Ms. Elfers provided an overview of project activity. Roughly 100 people attended the Juneau townhall event. A final report has been posted on the website- Allison will email link to HRAC members. Shauna McMahon noted the active use of the bench in front of Juneau Drug. Don Harris encouraged raising pavement but it was indicated this typically would add drainage concerns. The high cost of the cast iron curbs was noticed- apparently the material offers durability, especially with Juneau's snowplowing.

The next steps for the project were summarized by Ms. Elfers. A thematic design with lighting detail will be prepared by the consultant in early December a public meeting of project will be held. Prospective install timelines, construction phrasing, and product details are expected to be readied for December.

ATTACHMENT D

Project tasks also include public restroom inventory and signage inventory by a consultant. CDD is working on a canopy inventory that will have height, position, etc. details.

The mention of canopy inventory generated larger discussion. It was noted that the construction, design, and maintenance of canopies rest on the building owner. For buildings without canopies owners are expected to incorporate canopies during any major exterior project. Canopies currently are in chapter 5 of the downtown historic district standards and include 8' minimum height. The height and whether this minimum is high enough was briefly discussed. Darryl Miller noted that signs can result in the effective height of the canopy being lower. Lighting levels downtown was also discussed. Don Harris asked about determining "appropriate lighting" and whether lumens would be a criteria.

1a. Art Planning Group

As part of the Front & Franklin project art considerations have been incorporated with the development of an informal art planning group. The group looks at strategizing where to put art and what type of art. The goal is to have the Art Planning Group be an independent entity and to have it look at murals but also other forms of art as well. Currently public art is incorporated in title 49 and Daryl Miller noted that it includes art guidelines and provides provisions for enforcement and removal.

1b City and business partnerships

It was noted Anchorage has made effective use of partnerships to negotiate art and neighborhood improvements through Anchorage Downtown Partnership Ltd. There may be a good role for such a partnership for downtown improvement efforts in Juneau. The Downtown Business Association and Downtown Improvement Group may be resources for such a partnership effort in Juneau. Given city budget pressures nationwide partnerships are gaining increased attention.

2. Project Updates/Discussion

Currently Laura Boyce is writing final report for the Evergreen Cemetery Project. Recently the city received a mural inquiry related to the Wells Fargo Bank building. They are proposing to install the "Sons of Romeo" mural by R.D. Robertson. The mural was previously commissioned but not taken and there was outreach to Wells Fargo of whether they would be interested. The artist has previously done work such as a sculpture at Juneau Hotel, waterfall at Bartlett Regional Hospital, and mosaic at Douglas Island Pub.

The mural is 12' x 5'. Images of the mural were passed around to HRAC members and the mural included southeast Alaska animals: wolf, bear, beaver, otter, salmon, raven, eagle, frog, killer whale, shark and seal.

There was interest in having the proposal presented at a future HRAC meeting.

VII. Committee Member Comments – no comments.

VII. Next Regular Meeting – November 4, 2015 5:00 p.m. City hall Room 224
\

IX Adjournment 6:15

Minutes of the
City and Borough of Juneau
Historic Resources Committee Advisory Committee

Wednesday, December 2, 2015
City Hall Room 224
5:00 p.m. to 6:30 p.m.

Members:

Abs Zane Jones (Chair)	____ Don Harris (Vice-Chair)	___Shauna McMahon (Recorder)
___ Karenza Bott	Abs Myra Gilliam	___ Gerald Gotschall
_____Vacant Seat	_____Daryl Miller	____ Michael Tripp

Staff: __ Laura Boyce (CBJ Community Development)
__ Allison Eddins (CBJ Community Development)
__ Megan Daniels (CBJ Community Development)

Guests:

I. Call to Order: 5:07 pm,

II. Approval of Agenda: Approved unanimously

III. Approval of Minutes: Approved unanimously but with correction to spelling of Gotschall.

IV. Public Testimony on Non-agenda Items: None

V. New Business

1. Front and Franklin Streets Project Update- Michele Elfers

Ms. Elfers provided overview. She noted the two public meetings with about 90-100 people participating. Lighting and art had big public feedback. A summary report is now available online. Shattuck Way concept development is a more recent effort and developing phasing proposals. It was noted that project planning was now 35% complete.

There was a brief dialog about funding plans. Daryl Miller asked if local government-private partnerships could have a role. Ms. Elfers responded that sales tax is the most common source of funding for street redevelopment projects.

ATTACHMENT D

Ms. Elfers discussed an inventory of canopies. Currently city-owned under-mounted LED lights for canopies are being considered to support better lighting downtown. It might spur owners to update with better canopies. The city would pay the electrical cost of the LED light use. This is part of the larger effort to reconsider street lighting. Different lampposts would be narrower and less of a sidewalk barrier to pedestrians.

Two additional inventories were summarized. This included a sign inventory and public restroom inventory. The restroom inventory provided both daytime and evening availability.

Ms. Elfers noted the next project event is a public meeting about phasing on 12/9/15 at the Baranof Hotel from 6-8 pm. HRAC members were invited and encouraged to attend.

2. State Road Project Section 106 Revisions

a. Industrial Blvd & Glacier Hwy Improvements

Gerald Gotschall noted that most of the historic dairy structures had been moved or reconstructed. Shauna McMahon noted that Myra Gilliam should be made aware so she can check were archaeology records.

-MOTION- Concur with preliminary APE, HRAC does not have knowledge of any cultural resources or artifacts, but if found during project notify Juneau-Douglas City Museum. (motion by Gerald Gotschall, approved unanimously)

b. Douglas Sidewalk Extension – Gastineau School – Lawson Creek

It was noted that much of the area was previously disturbed but also there is a high number of known historic sites including a cemetery outside the APE. This raises the potential for a significant cultural find.

-MOTION- possibility of cultural and other sensitive finds. Recommend qualified cultural specialist observer. HRAC concurs with project APE. If cultural finds contact Juneau Douglas City Museum.

c. Cell Tower Review

In the discussion it was noted there was discrepancy in project location. CDD staff will contact for better location detail.

3. CBJ FY2016 Capital Improvements Projects (CIP)

Currently there are preparations for additions to CIP list and Laura Boyce requested HRAC members let her know if they have suggestions for additions. Some examples could be entry way feature to historic district, physical changes to marine park shelter to improve viewscape. It was suggested that it may be good to have engineering staff present overview about CIP additions and listings at meeting or retreat.

V1. Old Business

1. Vacant HRAC seat

Laura noted that there is currently a vacant HRAC seat with the departure of Sorrel Goodwin. HRAC members can help by encouraging candidates to apply.

2. Gastineau Apartments details

Discussion for how to be better prepared for public engagement regarding proposals like the Gastineau Apartments. It was suggested that HRAC could improve public awareness of goals of downtown historic district standards- i.e., doesn't have to be Victorian in style to meet standards. There was also an inquiry by HRAC members as how the Gunakadeit Park signs and panels might be used in the future after their removal in the Gastineau Apartment preparations.

VII. Committee Member Comments – no comments.

VII. Next Regular Meeting – January 8, 2015 5:00 p.m. City Hall Room 224

IX Adjournment 7:00

RECEIVED
NOV 04 2016
PERMIT CENTER

VALENTINE BUILDING, LLC
JUNEAU ALASKA
November 2, 2016

To: Planning Commission, Juneau, Alaska

From: Gail Myers Findley, Managing Member
Valentine Building, LLC, Juneau, Alaska

Re: Downtown Street Improvements Project, Phase 2-2018
Hearing Date November 30, 2016

Please reconsider the installation of a permanent bench on Front Street outside of Juneau Drug, a tenant of the Valentine Building in Juneau, Alaska.

A successful temporary bench (pages 16 and 42 of the Franklin & Front Streets concept design August 10, 2015,) is provided by Juneau Drug during the tourist season only, and must be removed nightly when the store is closed to help prevent loitering and vandalism to the Valentine Building and the surrounding area. A permanent bench would not allow the flexibility of removing the bench when necessary.

Historically, two other permanent structures in the area that have been installed and later removed are: a seating area by the clock outside of Hearthside Books, and an ATM kiosk on the Sealaska corner of Front and Seward. The proposed permanent bench most likely will have to be removed.

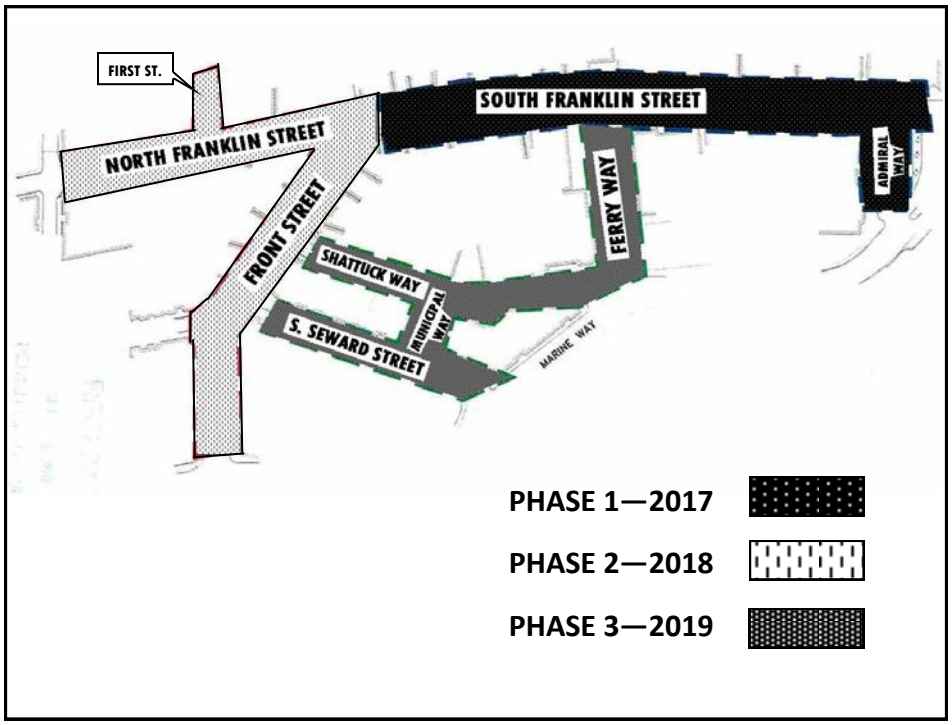
Deletion of the proposed Front Street permanent bench in the Downtown Street Improvement Project will decrease potential vandalism to the Valentine Building and loitering in the surrounding area. Also, project money will be saved by eliminating the purchase, installation and probable removal of the permanent bench.

Thank you for the opportunity to comment on the City and Borough of Juneau's Street Improvement Project. I am unable to attend the November 30, 2016 public hearing.

Sincerely,

Gail Myers Findley, Managing Member
Valentine Building, LLC
1566 Evergreen Avenue
Juneau, Alaska 99801

NOTICE OF PUBLIC HEARING



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

SHIP TO:

PROPOSAL: A City Project Review of the Downtown Street Improvements Project.

File No:	CSP2016 0011	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Owner:	City & Borough of Juneau
Hearing Date:	November 30, 2016	Zoned:	MU (Mixed Use)
Hearing Time:	7:00 PM	Project Location:	N. Franklin Street, S. Franklin Street,
Place:	Assembly Chambers		S. Seward Street,
	Municipal Building		Front Street, First Street,
	155 South Seward Street		Shattuck Way, Ferry Way
	Juneau, Alaska 99801		Admiral Way, Municipal Way

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Jonathan Lange at Jonathan.Lange@juneau.org or 586.0218.

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

Date notice was printed: October 27, 2016

ATTACHMENT E

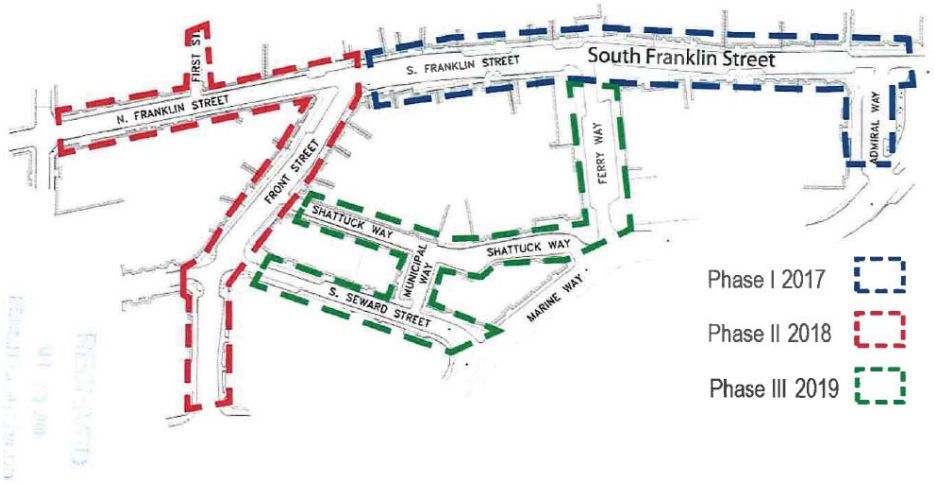
Downtown Street Improvements Project
CSP2016 0011

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

CSP2016 0011 Proposal

A City Project Review for Downtown Street Improvements Project to include improvements to the streetscape, sidewalks, curbs, gutters, and travel way; to lighting and to street amenities like benches and planters.

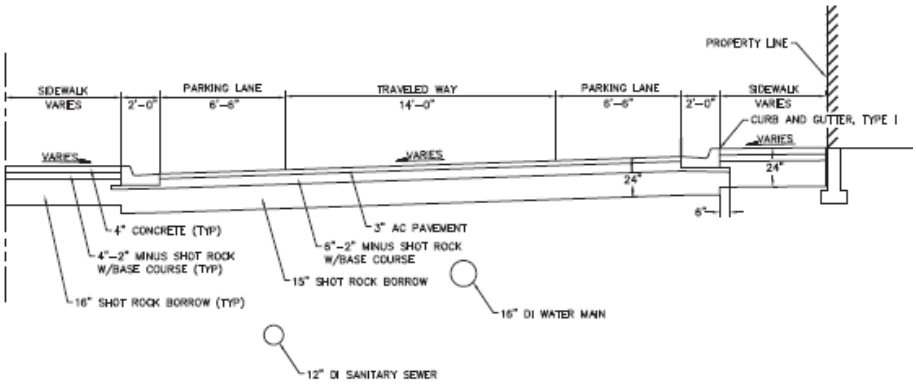
CSP2016 0011 Vicinity Map



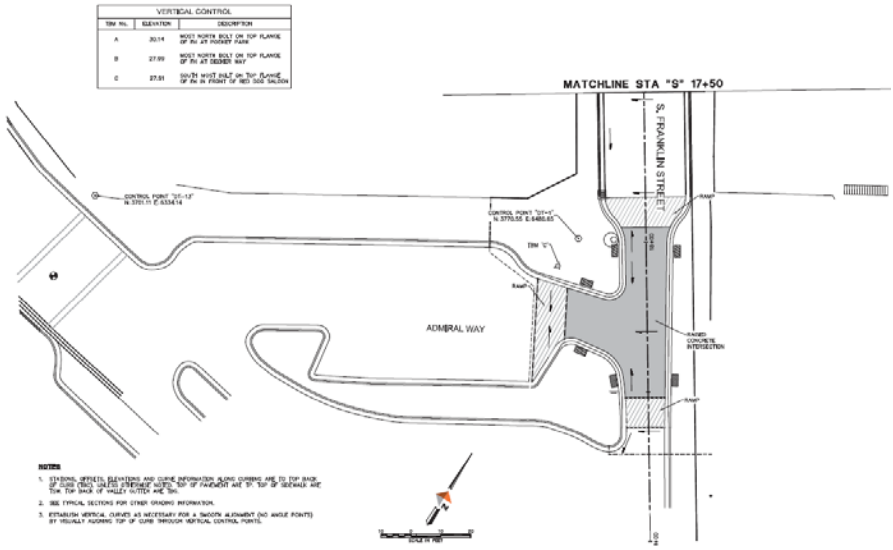
Downtown Street Improvements

CSP2016 0011 Aerial Vicinity Map

CSP2016 0011 Road and Sidewalk Section

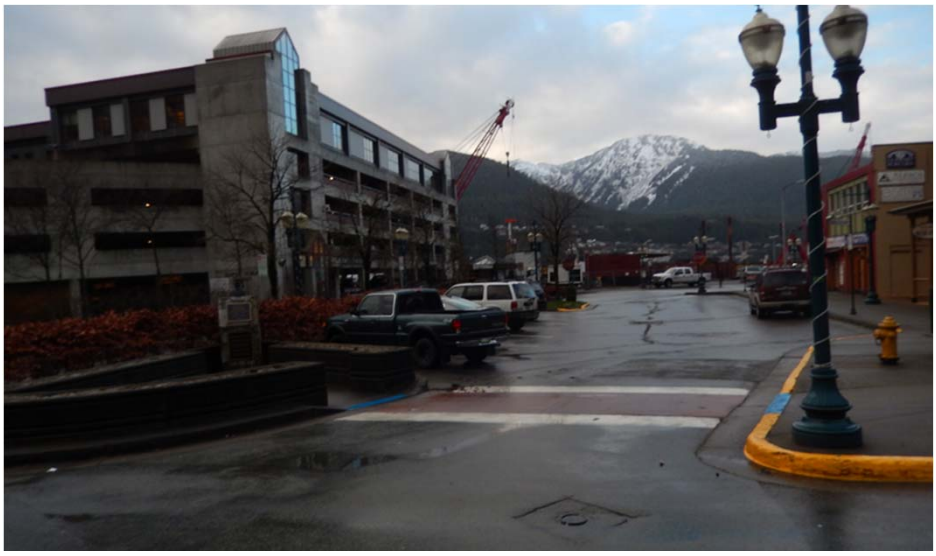


CSP2016 0011 Project and Sidewalk Plan



CSP2016 0011 Existing Conditions

CSP2016 0011 Existing Conditions



CSP2016 0011 Existing Conditions

CSP2016 0011 Existing Conditions

CSP2016 0011 Existing Conditions

CSP2016 0011 Existing Conditions

CSP2016 0011 — Conformity with Adopted Plans

- Juneau Economic Development Plan 2015
- Comprehensive Plan 2013
- Juneau Non-Motorized Transportation Plan 2009
- Areawide Transportation Plan 2001

CSP2016 0011 — Recommendation

Staff recommends that the Planning Commission recommend **approval** of the City Project Consistency review.

With the following recommendations:

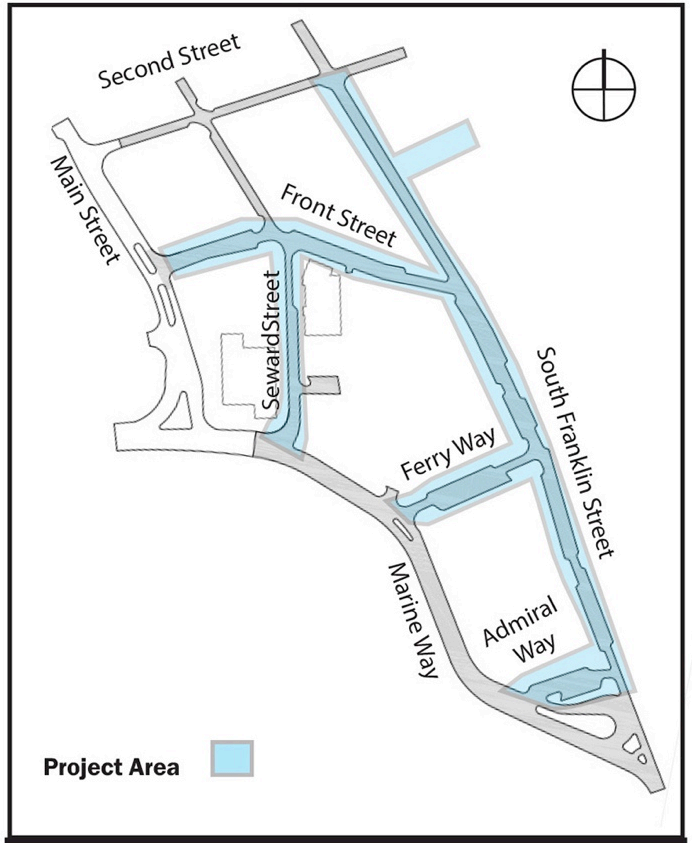
CSP2016 0011 Recommendation

1. Installation of pedestrian-scale lighting having a maximum height of 15’;
2. Pedestrian-scale lighting will be a “full cut-off” design;
3. Pedestrian-scale lighting will be LED or other highly efficient light;
4. Pedestrian-scale lighting posts will accommodate hanging baskets and/or banners;
5. Provide covered bicycle parking through the project area.

CSP2016 0011 Questions?

Downtown Street Improvements
PC Meeting, November 30, 2016

Project Overview



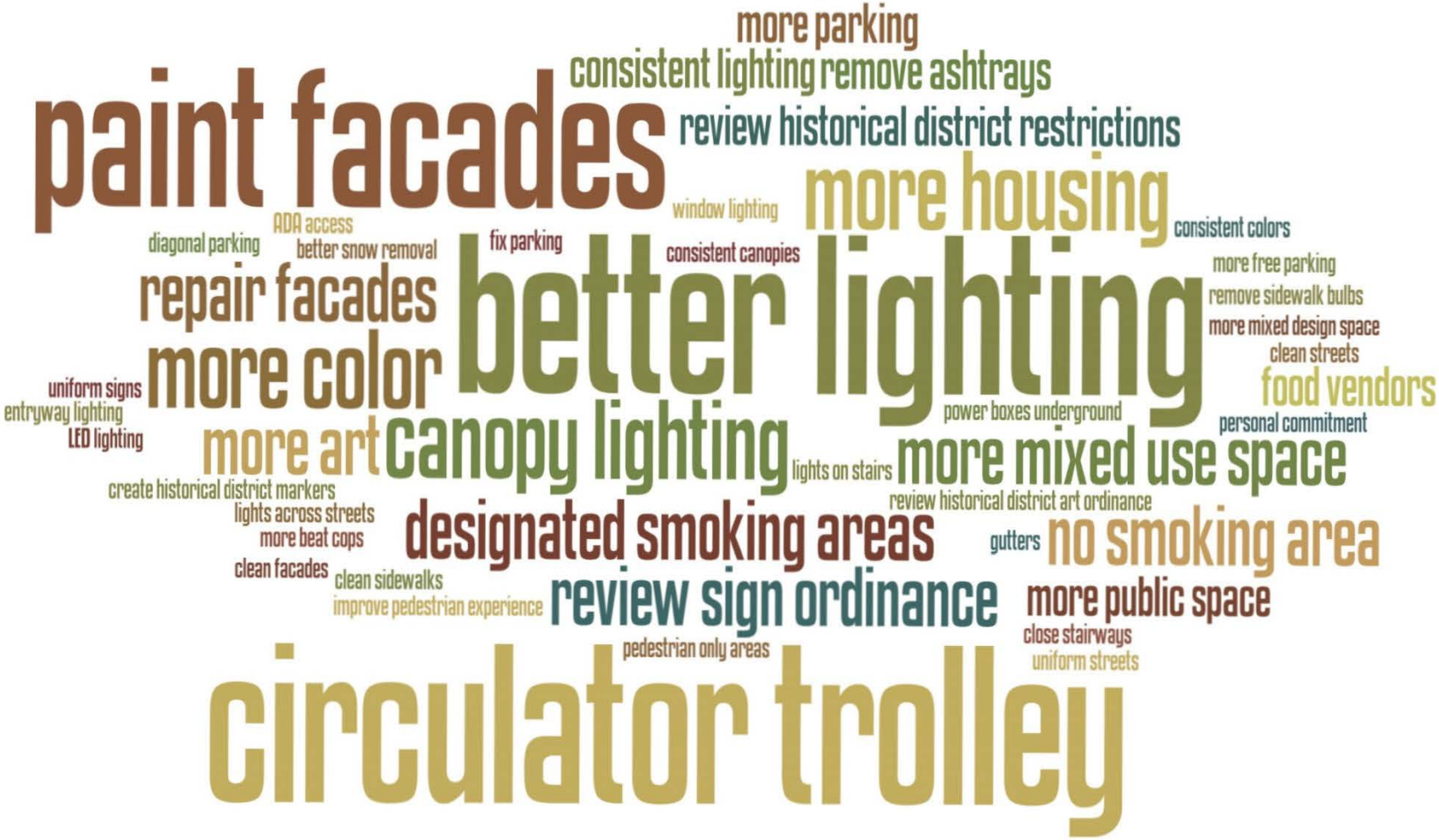
Project Boundaries

Franklin & Front Streets
SCHEMATIC DESIGN
Juneau, Alaska

Schematic Design Community Discussion

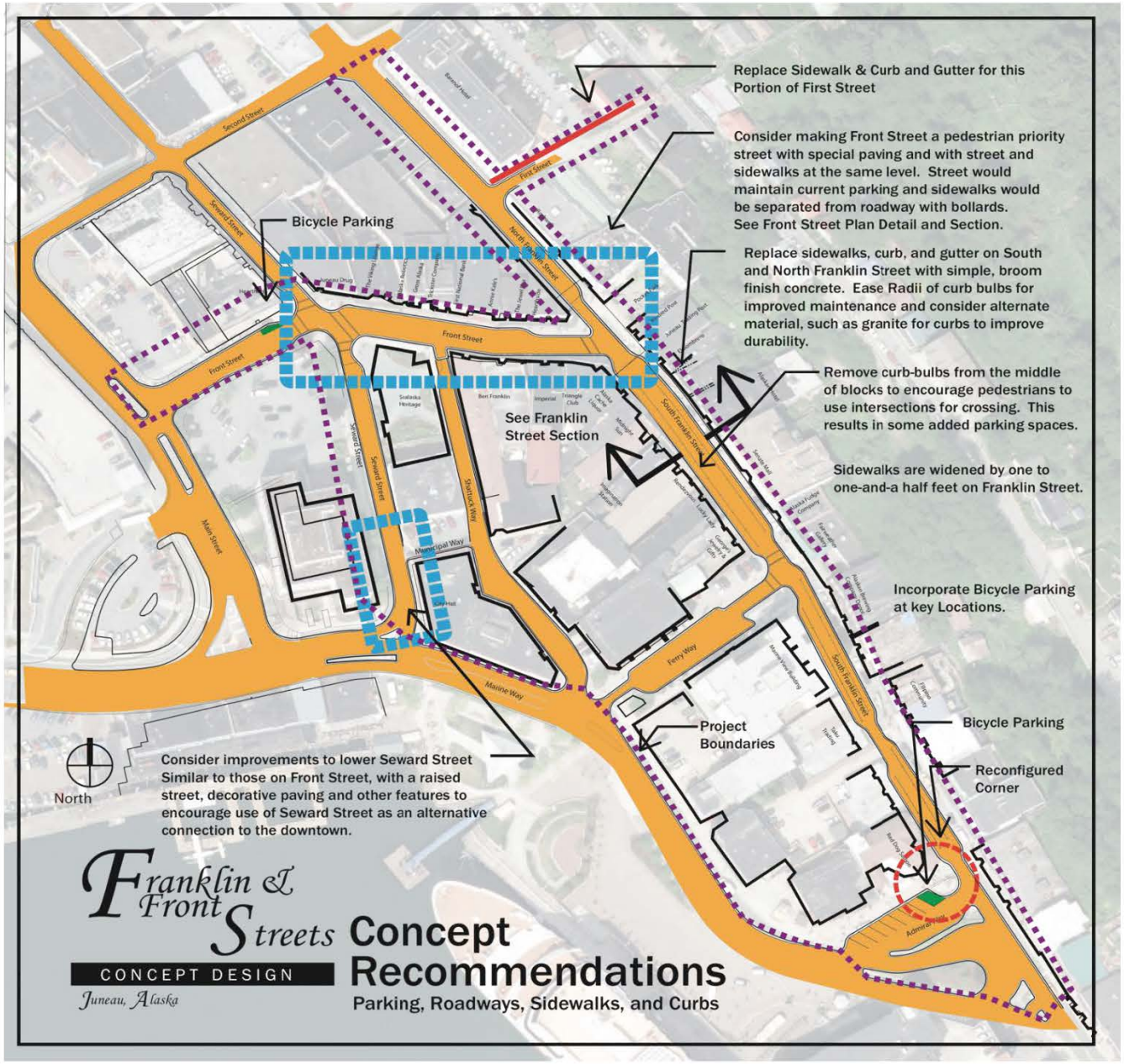
December 9, 2015

1st Community Meeting
April 2015



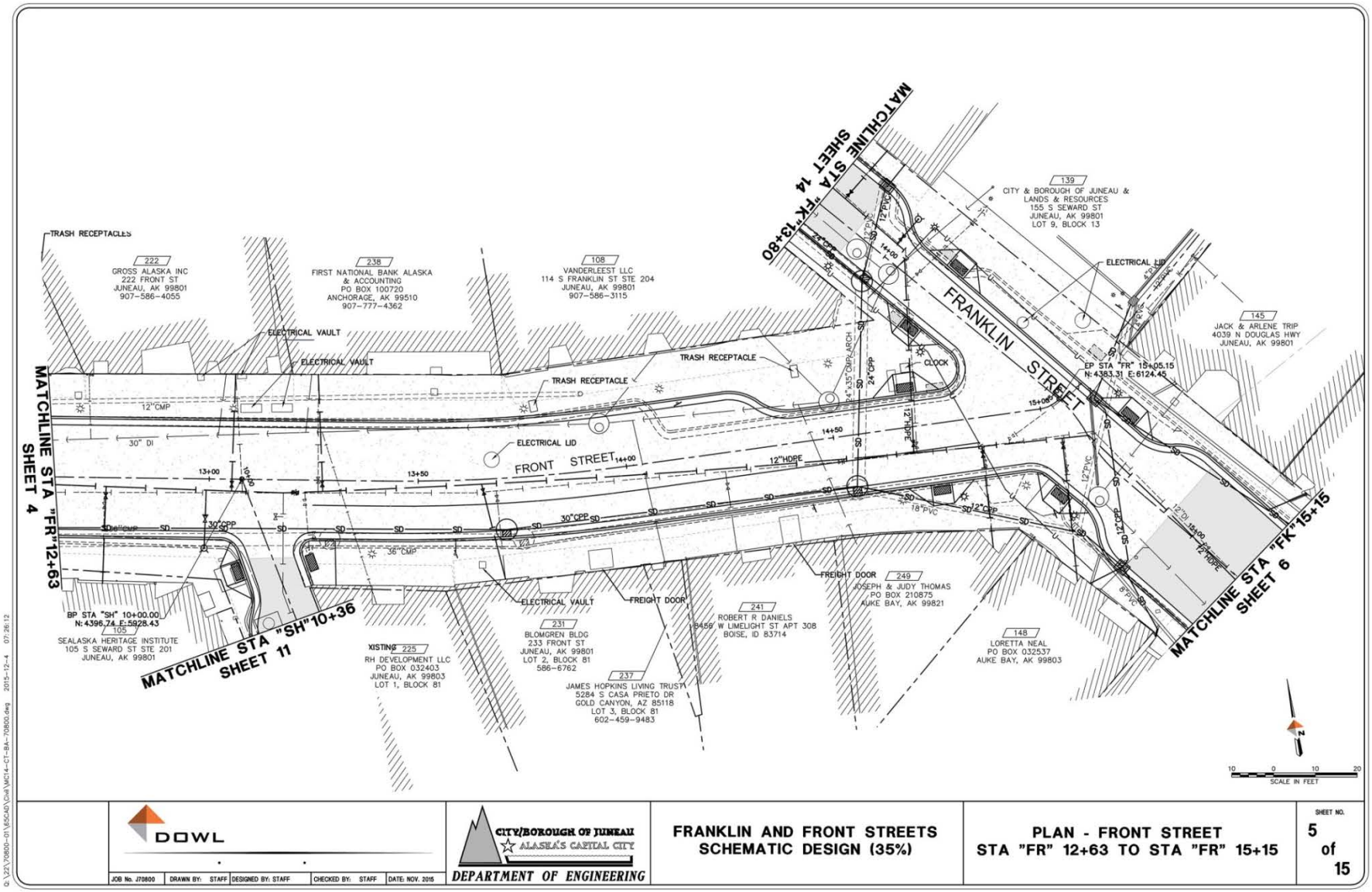
2nd Community Meeting
June 2015

Took info from 1st meeting, presented draft recommendations (concepts), got feedback



3rd Community Meeting, *December 2015*

35% Schematic Design for Entire Project Area and Design Recommendation Report



DOWL

JOB No. J70800 | DRAWN BY: STAFF | DESIGNED BY: STAFF | CHECKED BY: STAFF | DATE: NOV. 2015

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY
DEPARTMENT OF ENGINEERING

FRANKLIN AND FRONT STREETS
SCHEMATIC DESIGN (35%)

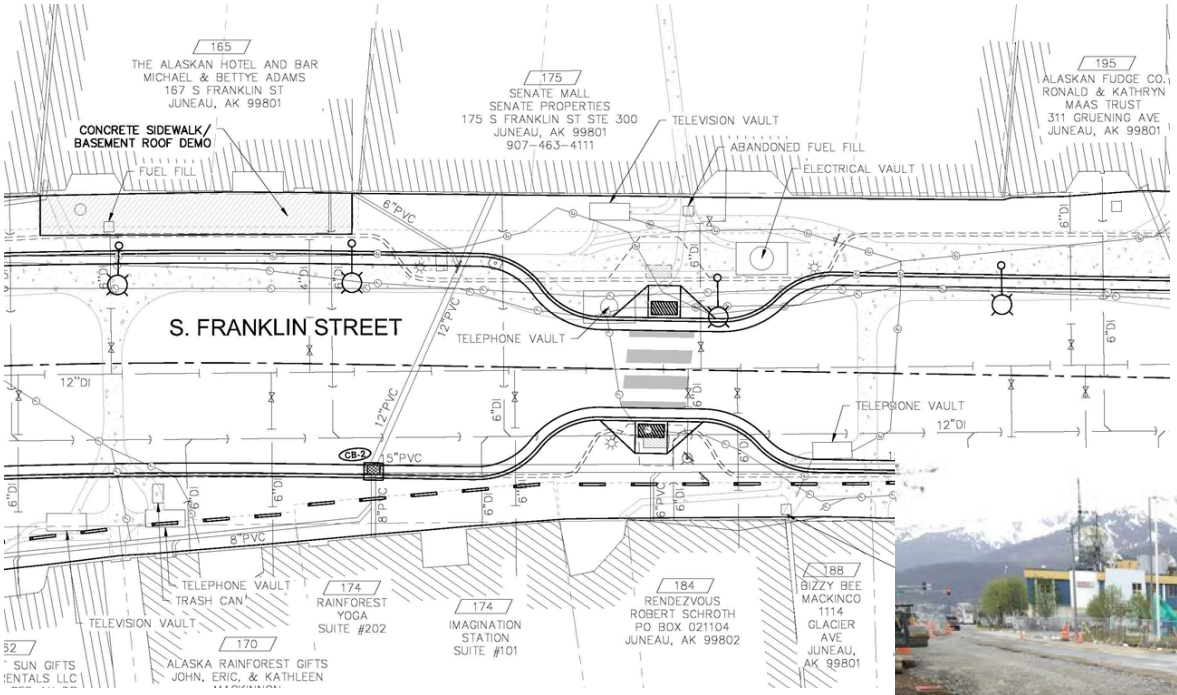
PLAN - FRONT STREET
STA "FR" 12+63 TO STA "FR" 15+15

SHEET NO. 5 of 15

Q:\22\70800-01\65CAD\Civil\MC14-CT-BA-70800.dwg 2015-12-4 07:26:12

4th Community Meeting, *September 2016*

Phase I Design and Construction

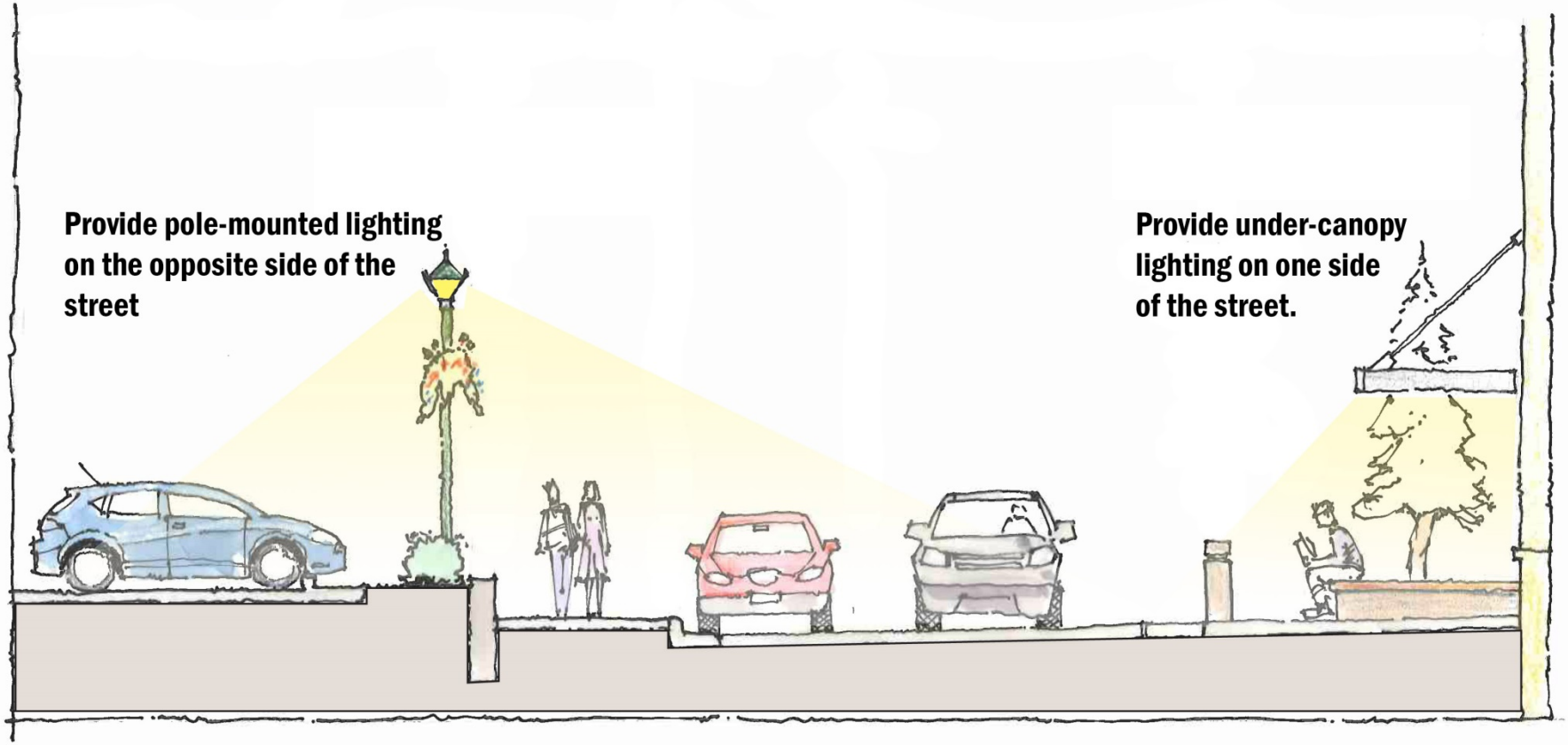


Design Goals:

Improve the general appearance and vitality of the downtown area to attract residents and visitors

- ❑ Improve lighting
- ❑ Improve drainage and utilities as needed
- ❑ Replace deteriorated sidewalks
- ❑ Reduce pedestrian obstructions
- ❑ Maintain parking at current levels

Lighting Upgrades



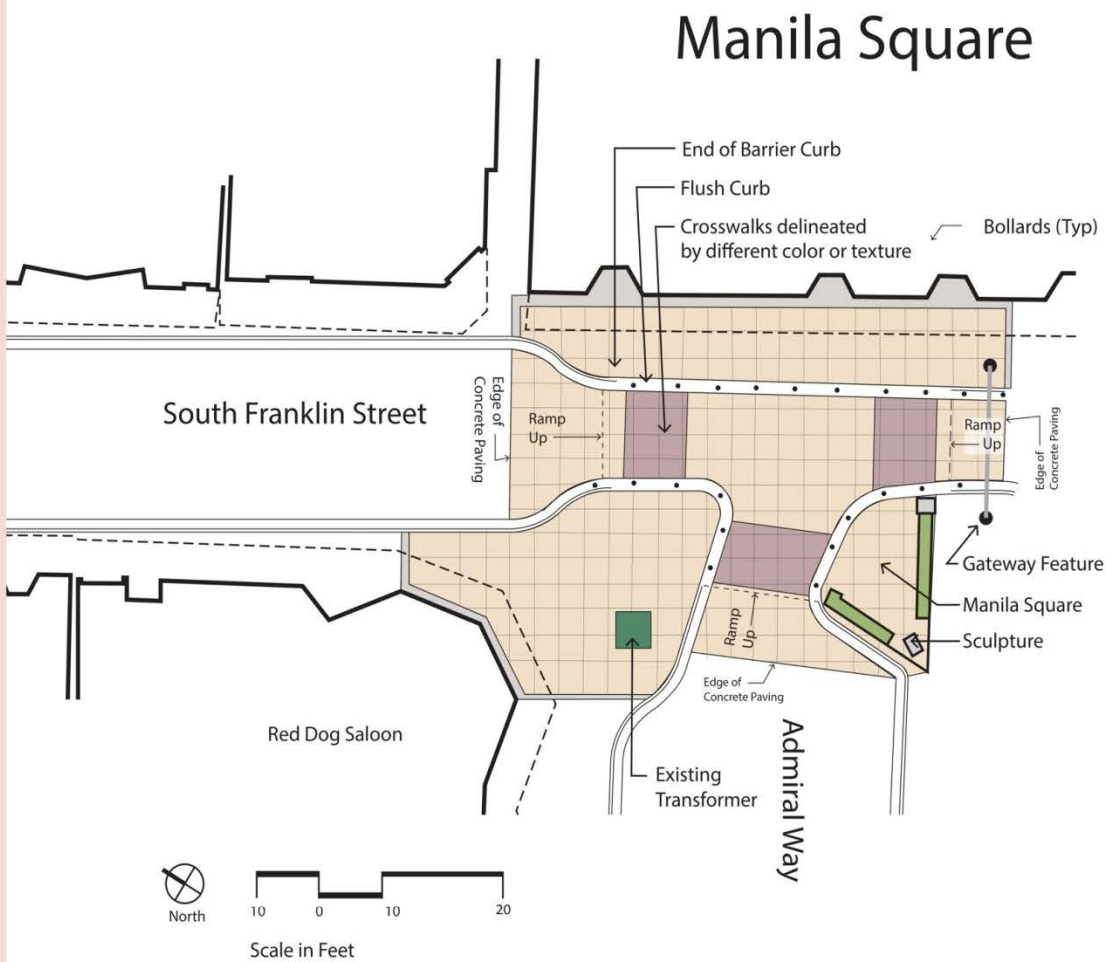
Franklin and Front Street Lighting Concept

Franklin & Front Streets
SCHEMATIC DESIGN
Juneau, Alaska

Schematic Design Community Discussion

December 9, 2015

Special Features



Franklin & Front Streets
SCHEMATIC DESIGN
Juneau, Alaska

Schematic Design Community Discussion

December 9, 2015

Special Features

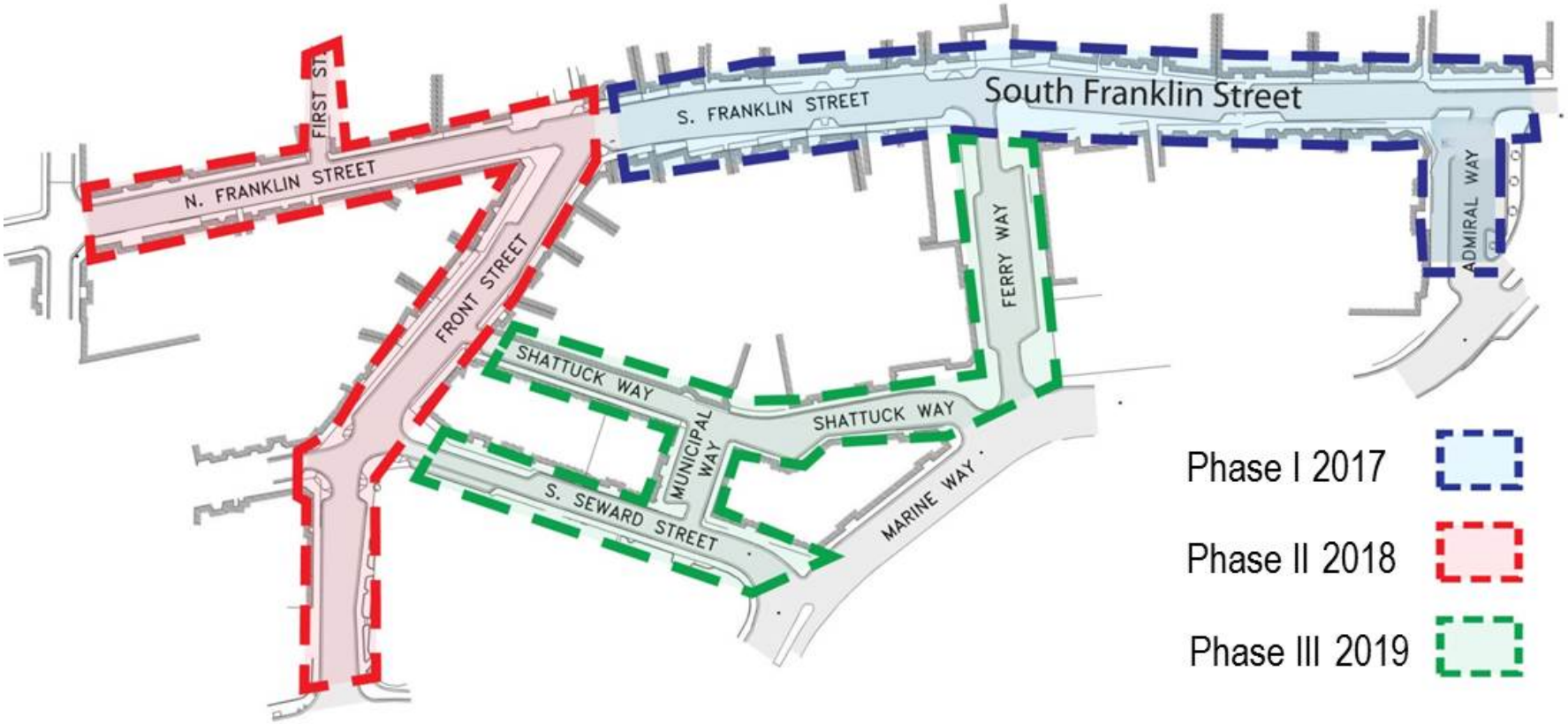
Raised Intersection at Franklin Street & Seward Street

Franklin & Front Streets
SCHEMATIC DESIGN
Juneau, Alaska

Schematic Design Community Discussion

December 9, 2015

Project Phasing



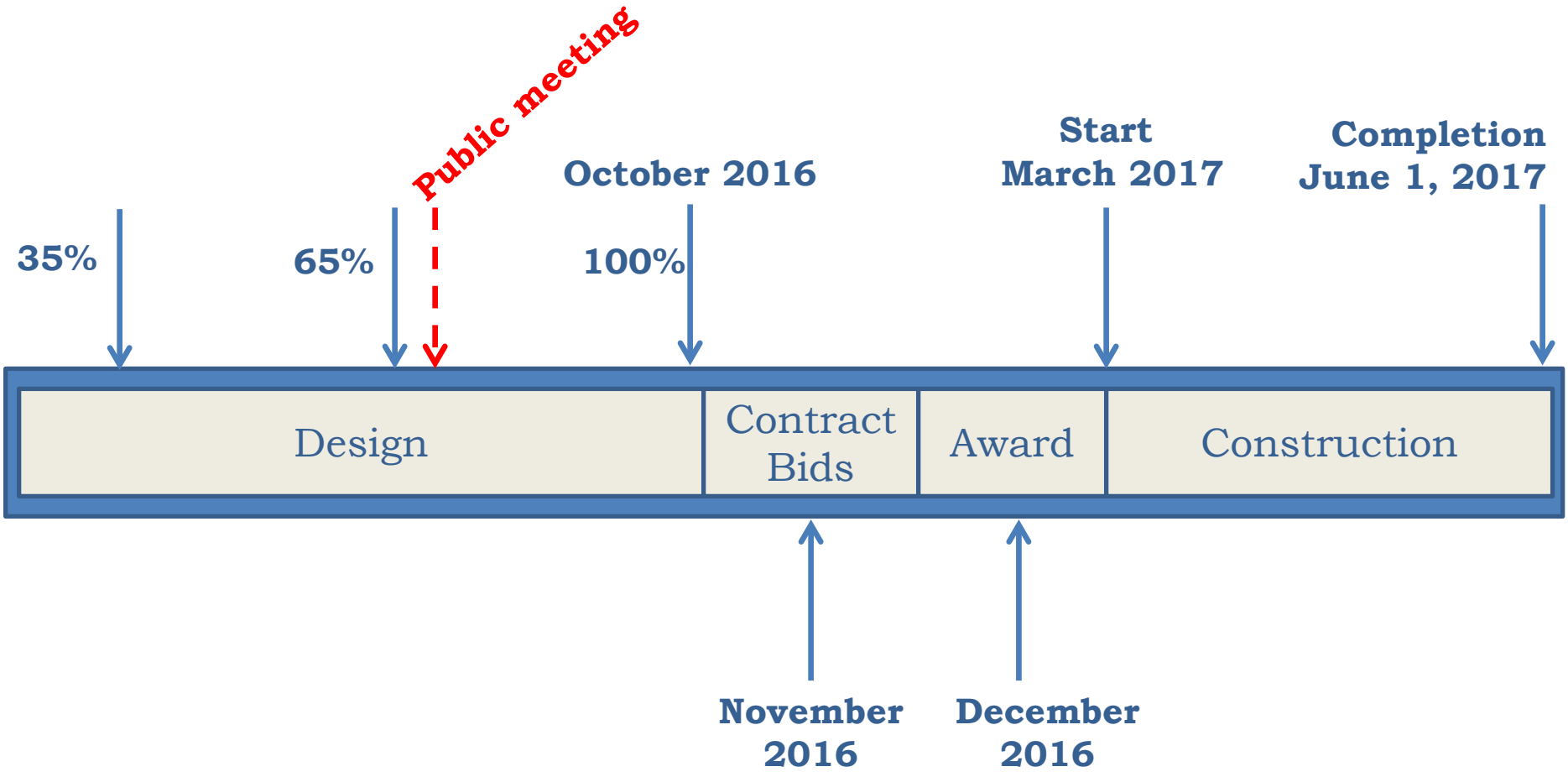
Project Funding: Funding Sources for Phase I

Total Project Cost: $2,150,000

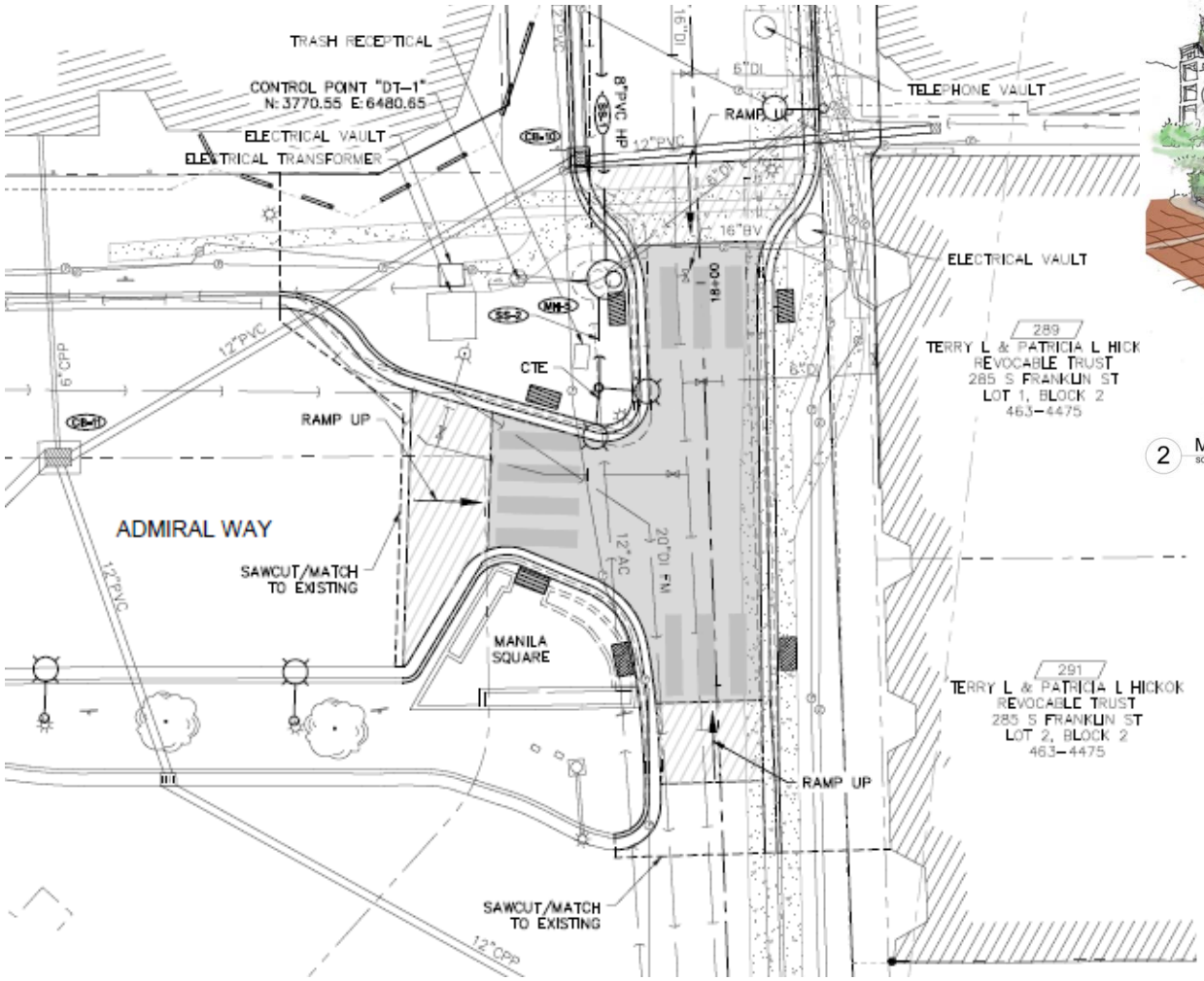
$900,000 Marine Passenger Fees
$1,100,000 Area wide Sales Tax
$150,000 Water Enterprise Funds

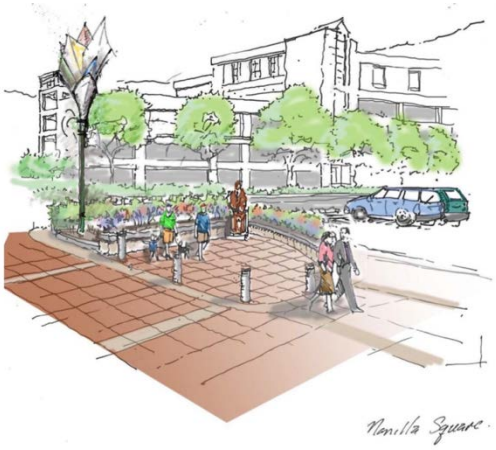
Additional funding will be requested for future phases in the FY 2017 and 2018 budgets.

Project Schedule: Phase I



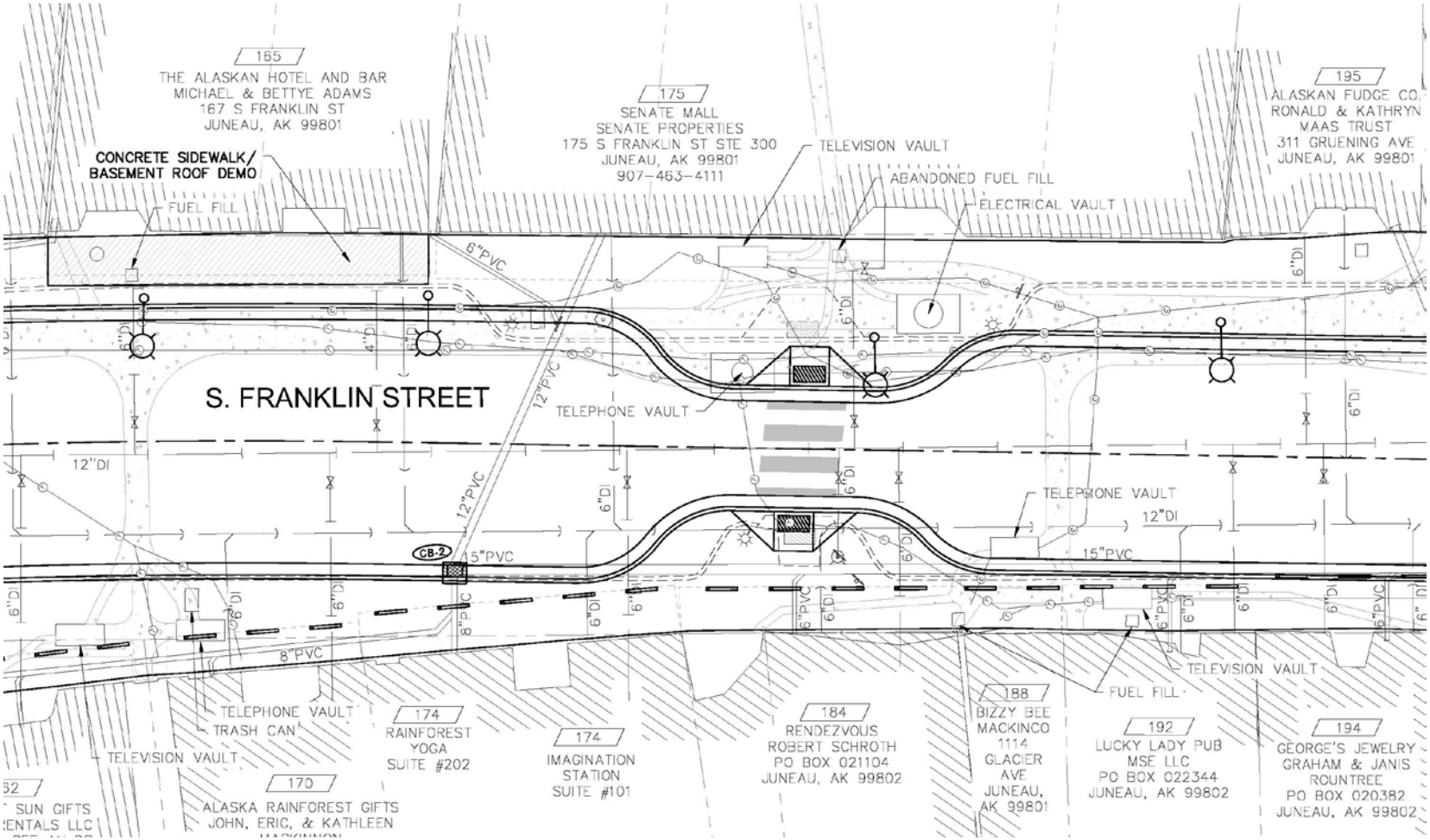
Raised Intersection at Admiral Way



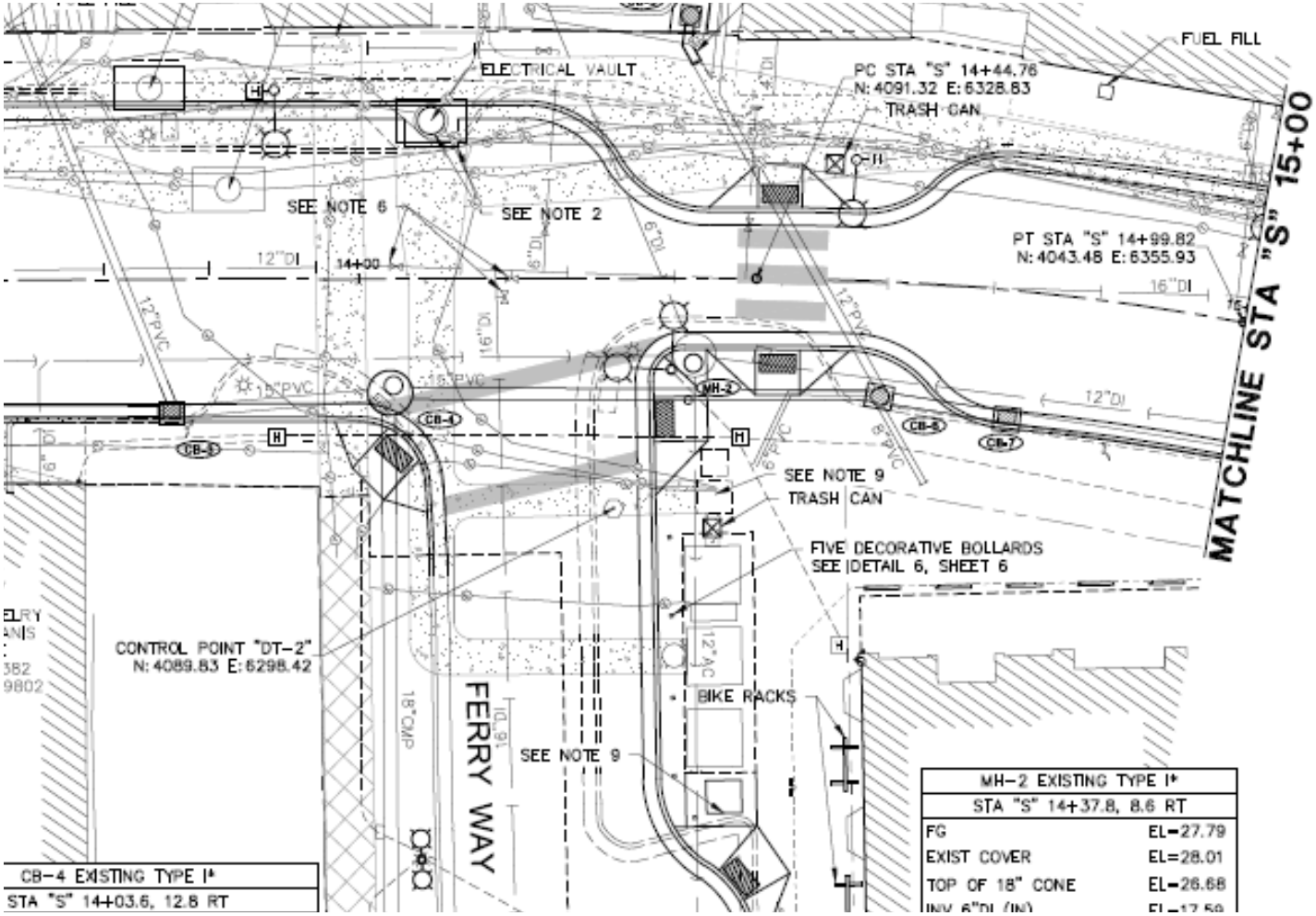


2 Manilla Square
SCALE: 1:1.79

Sidewalk, bulb out revisions



Sidewalk, bulb out revisions



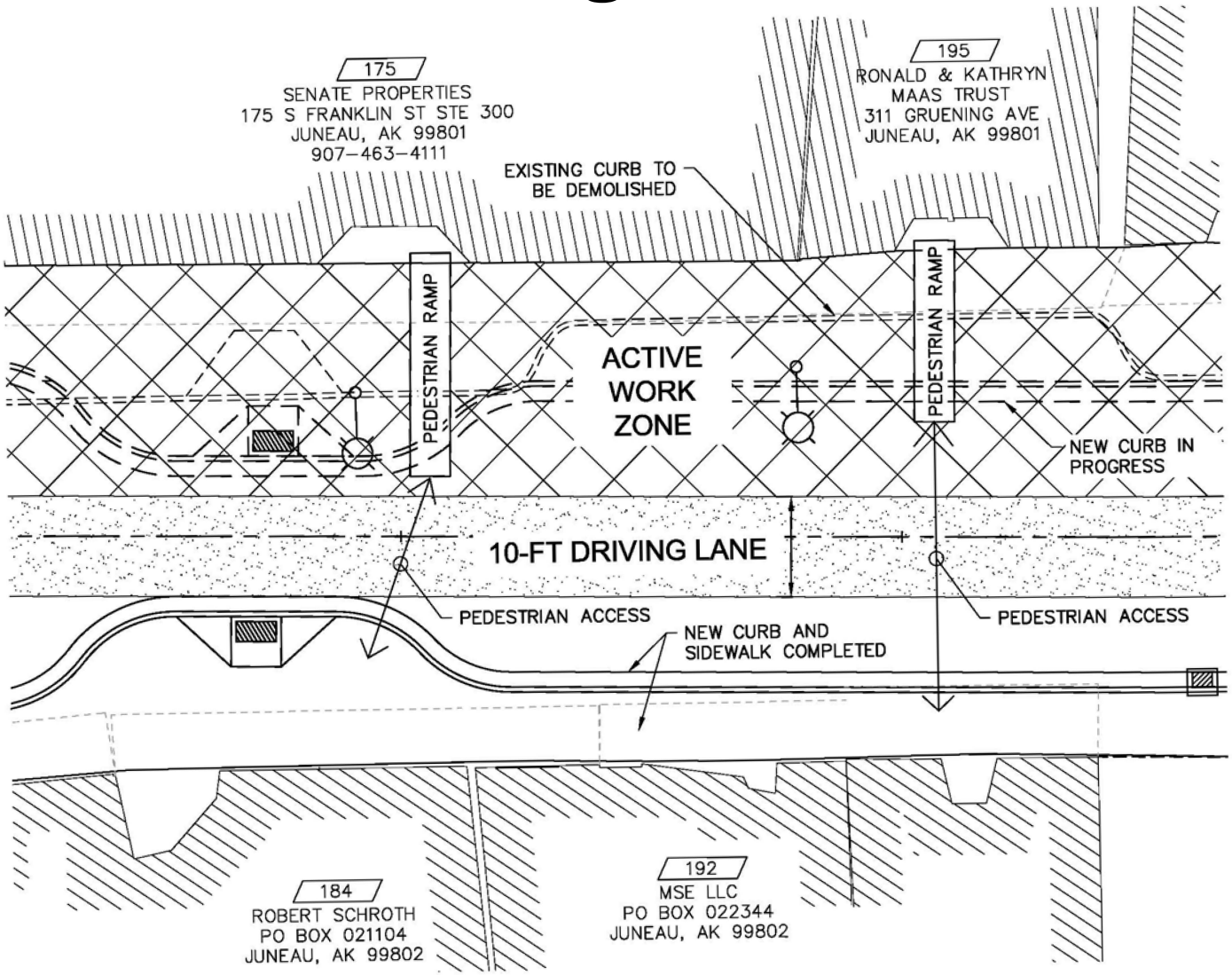
Lighting Design

Under canopy lighting:
Water side of South Franklin

CBJ installed and maintained
CBJ pays for electricity

New LED light poles:
Mountain side of South Franklin and at intersections

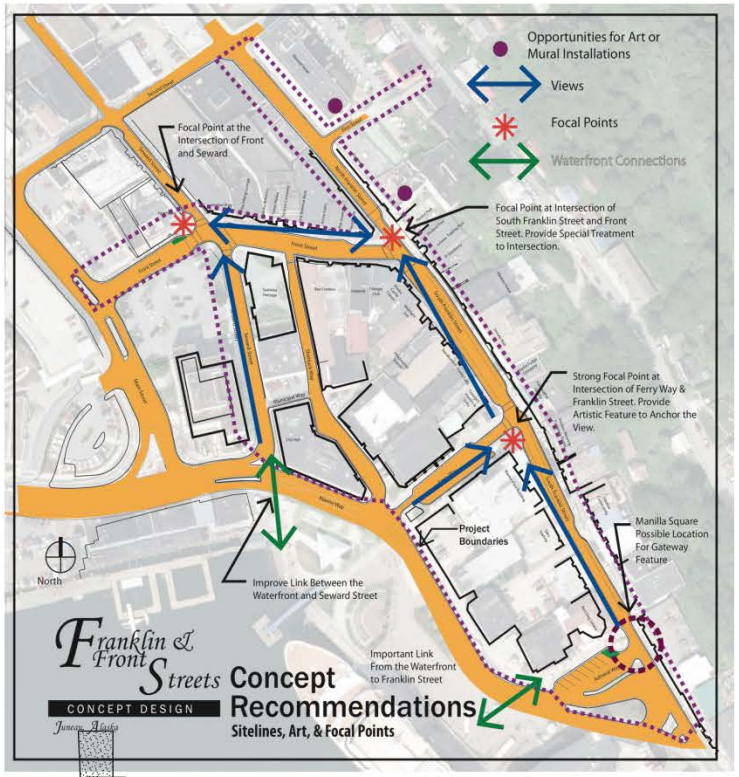
Construction Phasing

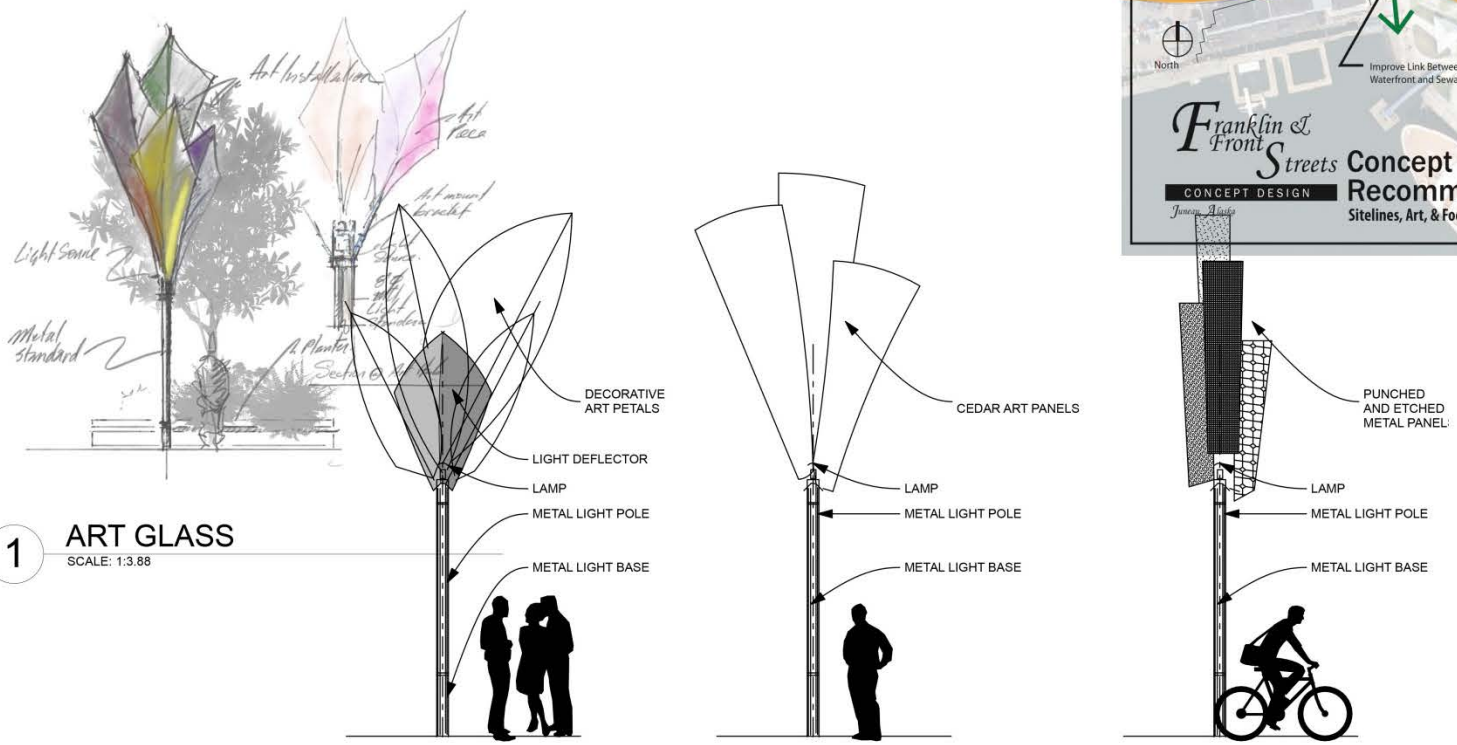


Construction Communication Plan

- Weekly Check-Ins
- Project Website
http://www.juneau.org/engineering/franklinandfrontstreet/
- Email and Phone

Landmark Features





1 ART GLASS
SCALE: 1:3.88

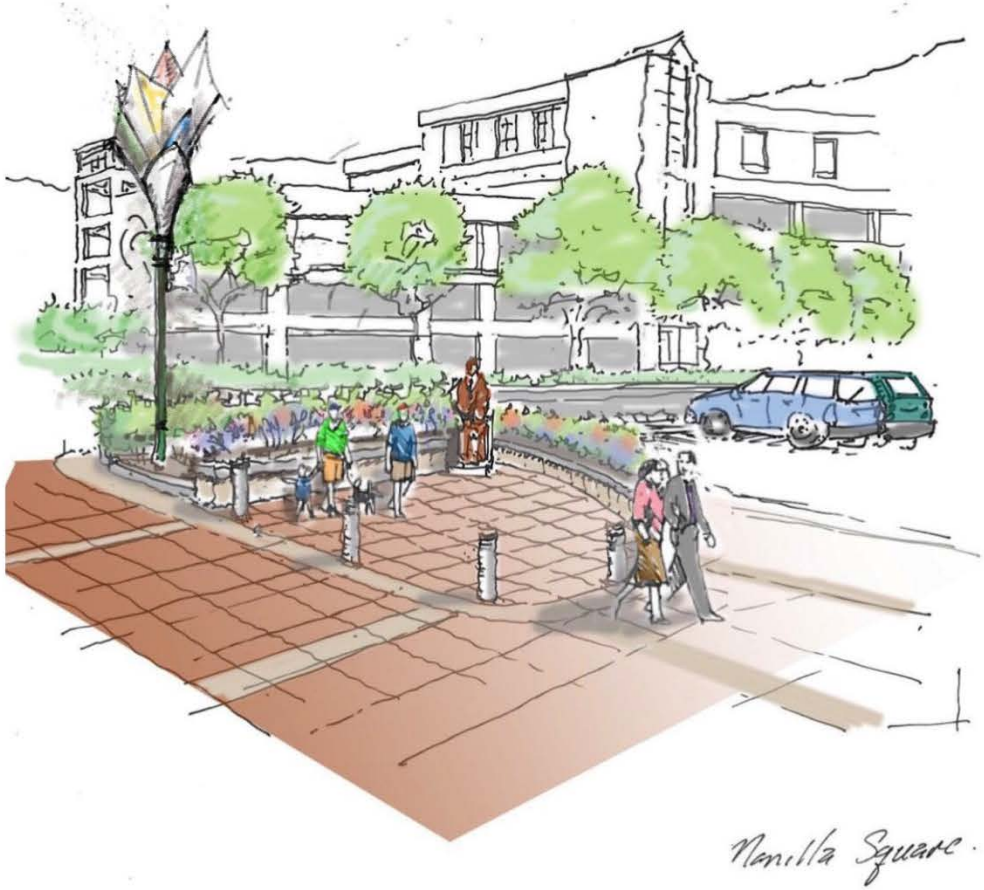
ART GLASS INSTALLATION
- FILIPINO CULTURAL NEIGHBORHOOD

WOOD PANEL INSTALLATION
- TLINGIT CULTURAL NEIGHBORHOOD

ETCHED/PUNCHED METAL INSTALLATION
- MINING CULTURAL NEIGHBORHOOD

2 WAYPOINT CONCEPTS
SCALE: 1/4" = 1'-0"

1 Lower Seward Entry
SCALE: 1:1.15



2 Manilla Square
SCALE: 1:1.79

For More Information…

Project website:
http://www.juneau.org/engineering/franklinandfrontstreet/

CBJ Project Manager
Lori Sowa
Lori.sowa@juneau.org
586-0875

CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

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

PLANNING COMMISSION
NOTICE OF RECOMMENDATION

Date: December 2, 2016
File No.: CSP2016 0011

City and Borough of Juneau
CBJ Assembly Members
155 S Seward Street
Juneau, AK 99801

Proposal: A City Project Review of the Downtown Street Improvements project.

Location: Downtown Juneau: Franklin Street, Front Street, Admiral Way, Ferry Way, Shattuck Way, S. Seward Street, Municipal Way, and First Street

Hearing Date: November 30, 2016

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated November 10, 2016, and recommended that the City Manager direct CBJ staff to design and build the project in accordance with the following recommendations:

1. Installation of pedestrian-scale lighting having a maximum height of 15';
2. Pedestrian-scale lighting will be a "full cut-off" design;
3. Pedestrian-scale lighting will be LED or other highly efficient light;
4. Pedestrian-scale lighting posts will accommodate hanging baskets and/or banners; and
5. Provide covered bicycle parking through the project area.

Attachments: November 10, 2016 memorandum from Jonathan Lange, Community Development, to the CBJ Planning Commission regarding CSP2016 0011.

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: __ _____ _____

Jonathan Lange, Planner
Community Development Department

Benjamin Haight, Chair
Planning Commission

_____ December 15, 2016

Filed With City Clerk Date

cc: Plan Review

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

CITY AND BOROUGH OF JUNEAU
COMMUNITY DEVELOPMENT

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

DATE: November 16, 2016

TO: Planning Commission

FROM: Eric Feldt, Planner II, AICP, CFM
Community Development Department

FILE NO.: USE2016 0026

PROPOSAL: A Conditional Use permit for a marijuana retail use along Front Street in downtown Juneau.

GENERAL INFORMATION

Applicant:	Fireweed Factory LLC
Property Owner:	Fireweed Factory LLC
Property Address:	237 Front Street
Legal Description:	Lot 3 Block 81 Tidelands Addition
Parcel Code Number:	1-C07-0-K81-003-0
Site Size:	202 square feet
Comprehensive Plan Future Land Use Designation:	Traditional Town Center (TTC)
Zoning:	Mixed Use (MU)
Utilities:	Public Water & Sewer
Access:	Front Street
Existing Land Use:	Jewelry Store
Surrounding Land Use:	North - Retail, MU, Front Street & N. Franklin Street South - Retail, MU, Shattuck Way East - Restaurant, MU, Front Street West - Retail, MU, Front Street

Vicinity Map

ATTACHMENTS

Attachment A - Conditional Use Permit Application
Attachment B - Development Permit Application
Attachment C - Project Narrative
Attachment D - Plat
Attachment E - Floor Plan
Attachment F - Public Notice

PROJECT DESCRIPTION

The applicant requests a Conditional Use permit for a new marijuana retail establishment at 237 Front Street in downtown Juneau. The applicant's marijuana will originate from their permitted and licensed marijuana cultivation establishment near the Juneau International Airport. The applicant may obtain marijuana from other legal sources for the retail store, if desired. On-site consumption of marijuana is not part of the retail use.

BACKGROUND

In late 2015, the CBJ Assembly established permitting regulations and processes for recreational use marijuana and categorized it into four different land uses: 1) Cultivation; 2) Product Manufacturing; 3) Testing; and 4) Retail.

Per City & Borough of Juneau §49.65.1205, all marijuana land uses require applicants to obtain the following three items:

1) An approved Conditional Use from the CBJ Planning Commission.
2) A license issued from the CBJ.
3) A License issued from the State of Alaska.

The applicant must obtain an approved Conditional Use permit and State license before receiving a license from the CBJ.

Earlier this year, the applicant gained an approved State license (No. 10266) and CBJ Conditional Use permit (USE2016-0017) for a marijuana cultivation establishment along Airport Boulevard near the Juneau International Airport. However, the applicant has not yet received an issued marijuana license from the CBJ.

Currently, the applicant has submitted documents to the State to obtain a license for the subject retail site. The State license is currently active.

Pursuant to §49.15.330, the applicant attended a required Pre-Application Conference with CBJ staff on September 28, 2016 to discuss applicable regulations and permit processes for the subject Conditional Use permit.

ANALYSIS

As stated earlier, the applicant must first receive an approved Conditional Use permit prior to obtaining a license issued by the CBJ. Sections 49.15.330 and 49.65.1245 set forth the required submittals and findings for a Conditional Use permit for a marijuana use. Compliance with section 49.15.330 is discussed under 'Findings' and section 49.65.1245 is provided below.

§49.65.1245 - Marijuana establishment conditional use permits.

(a) In addition to the permit application and supporting materials required by CBJ 49.15.330(c), an applicant for a conditional use permit for a marijuana establishment must submit the following additional materials:

> **(1) A site plan of all buildings on the property where the marijuana use will be located, including, but not limited to: A floor plan showing how the floor space is or will be used to include, but not limited to, restricted access areas and the total floor area of the building(s);**
>
> The applicant has provided a floor plan indicating a total interior space of 157 square feet. This space consists of retail area, sales counter, secured recording equipment and storage area, and restroom facility. Marijuana will be located in the recessed product display, storage, and retail areas. The floor plan also shows where lighting, surveillance cameras, and an air filter will be located.
>
> **(2) A security plan indicating how the applicant will comply with the requirements imposed by state law;**
>
> The applicant's security plan is provided in the narrative, under 'Safety and Security' pages 5 & 6. In summary, the applicant will utilize staff training objectives, restrict public access points, and utilize a video security system with an IP off-site viewing and recording capabilities and video management software. The applicant indicates that the security systems used will fulfill applicable State of Alaska regulations No.s 3 ACC 306.715 and 3 ACC 306.720.

(3) A waste disposal plan indicating how the applicant will comply with the requirements imposed by state law;

The applicant's waste disposal plan is provided in the narrative at the bottom of page 4. In summary, the applicant will comply with State of Alaska regulations AS 3AAC 306.730 and 306.740. Waste at the retail site will be inventoried per State law and transported to the CBJ land fill.

(4) A screening plan illustrating the applicants compliance with AS 17.38.070 making it unlawful to display marijuana or marijuana products in a manner that is visible to the general public from a public right-of-way;

The applicant's screening plan is stated in the narrative on page 3. The retail establishment has two windows, one in the front along Front Street and one along the side of the building. The front window will consist of opaque security glass. No marijuana product will be visible through the side window, and thus, it will not be covered.

(5) If the establishment is to be served by a private septic system, certification from a registered, qualified engineer licensed by the State of Alaska that the system has adequate capacity for the proposed use, or will with improvements;

This is addressed in the applicant's narrative on page 3. The site has access to CBJ sewer but no water. To gain water service, the applicant could install a new water line for the new bathroom. However, in 2018, the CBJ will replace the utilities along Front Street which includes a new water line to the subject retail business. The applicant will wait until 2018 to have access to a permanent water service line. Until then, the applicant is permitted to install a temporary hot water portable hand washing sink and incinerator toilet. An email from the CBJ Building Code Official provided in Attachment C indicates acceptance of the use of temporary bathroom facilities.

(6) Marijuana cultivation facility license applicants must provide a ventilation and filtration plan describing the systems that will be used to ensure compliance with CBJ 49.65.1260 and whether the applicant intends on using carbon dioxide. The applicant shall specify if carbon dioxide enrichment will be used in cultivation and by what means the carbon dioxide will be produced. Plans should indicate the storage area for fuels used to produce carbon dioxide;

Not Applicable. This proposal is for a marijuana retail use.

(7) Marijuana product manufacturing facility license applicants, marijuana cultivation facility license applicants, and marijuana testing facility license applicants must specify

all means to be used for cultivating, growing, extracting, heating, washing or otherwise changing the form of the marijuana plant, along with proposed ventilation and safety measures to be implemented for each process;

Not Applicable. This proposal is for a marijuana retail use.

(8) Marijuana cultivation facility license applicants and marijuana product manufacturing facility license applicants must specify the methods to be used to prevent the growth of harmful mold and compliance with limitations on discharge into the wastewater system; and

Not Applicable. This proposal is for a marijuana retail use.

(9) Any additional documentation determined by the director to be necessary for the commission to make a decision whether to approve or deny the permit, or approve with conditions, to ensure compliance with this chapter or CBJ 49.15.330(f).

None.

Project Site
The project is inside a very small wedge-shaped building located between the Imperial Bar and Ben Franklin store on the south side of Front Street. The interior space is 158 square feet.

Project Design
The project design is provided in the attached narrative and floor plan. The business will have a retail display area, employee counter spaces, product storage and preparation area, and a restroom.

Vehicular and Pedestrian Traffic
Since marijuana retail is a new use to the community, there will likely be a high demand for the product. The applicant will have a greeter to ensure that lines do not form and block the sidewalk. The traffic levels in the area are not expected to significantly increase with the change of the type of retail use. Although, the opening of the store may have a short-term rush customers, the local streets can accommodate additional traffic levels.

Parking and Circulation
The property is located in the PD-1 parking district where no parking is required for internal-only improvements, such as the subject proposal. Therefore, no additional parking required is required.

Noise
No additional noise levels are expected with the proposed use. Noise levels along Front Street

are typical of a downtown shopping street with a mix of retail, restaurants and bars, and housing.

Public Health or Safety
Although the proposed use is retail in nature and is adjacent to other retail uses, the retail product can be dangerous if consumed improperly. State law requires the installation of signage inside the business to inform customers about its use and affects to health. This signage is discussed in detail further in the memo under 'Required Signage and Display of Documents'.

Further, with the legalization of marijuana and the introduction of businesses selling marijuana for general consumption for the fist time, some retail stores may experience a high volume of business. To ensure public safety for those entering and exiting the business and the general site, the applicant will have a greeter at the site to check identification, control the number of people entering the store, and general security. Using a greeter will ensure that those under the age of 21 do not enter the retail establishment and customers do not block the public sidewalk.

Habitat
No habitat regulated under Title 49 will be impacted by this project.

Property Value or Neighborhood Harmony
The site is located in the core of downtown where diverse uses exist, such as bars, restaurants, apartments, retail, and various public services. Operating under the restrictions of the CBJ and State, the proposed marijuana retail use is not expected to decrease property value or negatively affect neighborhood harmony.

Hours of Operation
The hours of marijuana operations are restricted per §49.65.1250, which states that marijuana may not be distributed, sold, or dispensed at marijuana licensed premises between the hours of 1:00 am and 8:00 am Monday through Sunday. The applicant's narrative indicates that their hours of operation will be between 10:00 am and 7:00 pm, seven days a week, except during special events and seasonal demand. These hours comply with §49.65.1250. Staff finds that if the subject Conditional Use permit is approved, the applicant's hours of operation shall be permissible to the fullest extent under §49.65.1250 because the site is located in the core of downtown area where late-night business operations currently occur.

Required Signage and Display of Documents
Per §49.65.1255, the applicant shall display two warning signs and the CBJ marijuana establishment license inside the store in a conspicuous place. Compliance with §49.65.1255 will be addressed during building permit review. CBJ will issue these signs if the Conditional Use permit is approved and CBJ license is issued.

Required Odor and Ventilation System
Per §49.65.1260, all marijuana establishments shall utilize a system which prohibits the detection of noxious odors from outside the licensed premises. The applicant will provide a recycled air filtration system. A ceiling ventilation system will be installed in the retail area, as indicated in the floor plan. This system pulls air in, sends it through a carbon filter, and then sends the filtered air back into the retail area. This will ensure that the inside air is filtered and kept inside.

Also, the applicant's narrative states that the business will have a greeter stationed at the entrance to check identification, ensure queuing on the sidewalk doesn't occur, and control overall the entering of customers. By use of the greeter, air from inside will be controlled by ensuring the door is not left open.

Conditions of Marijuana Establishments
Pursuant to §49.65.1245 (b-e), the commission may impose conditions to any marijuana establishments to ensure compliance with applicable laws, to mitigate impacts to adjacent residences, and ensure consistency between CBJ issued permits and State licenses. The following conditions are standard for any marijuana establishment:

> **(b) If a licensee desires to modify the licensed premises by changes to equipment, increased use, such as in accordance with an approved state license endorsement, or any approved plan, an amendment to the original application and required fee shall be submitted for review and approval.**
>
> **(c) In addition to any conditions imposed under CBJ 49.15.330(g), the commission may impose any conditions necessary to ensure compliance with this chapter or state law or designed to mitigate impacts of the development on surrounding residences.**
>
> **(d) The commission shall impose as a condition of any permit issued by the commission under this title a requirement that the applicant submit a complete copy of the applicant's approved state license application to the department for review prior to operating. If the director determines there are substantive inconsistencies between the state license application and the conditional use permit application, the commission shall review the development for consistency with this title.**
>
> **(e) Conditional use permits issued to marijuana establishments under this chapter shall be subject to review by the commission every five years from the date of issuance. Such review shall be subject to CBJ 49.15.330 except that the commission may only amend or add conditions if necessary to ensure compliance with this title. If an appeal challenging the amendments to a conditional use permit is filed, the new conditions shall be stayed and the existing permit shall govern the operations of the**

marijuana establishment until the conclusion of the appeal. The scope of review on appeal is restricted solely to the amended conditions.

Conformity with Adopted Plans

Comprehensive Plan

The CBJ 2013 Comprehensive Plan provides a 20-year visionary outlook of how the community should grow or be preserved for the future. Neighborhoods are broken into land use designations which guide density levels and sets forth recommended land uses. The commercial area of downtown is designated Traditional Town Center (TTC), as shown on Map M on page 163. In summary, the TTC is designated for an area appropriate for high density housing, major employment centers, mix of retail and residential developments. Pages 184–186 provide policies pertaining to the downtown area; the following are germane to the project:

SUBAREA POLICIES: MAP 'M' POLICIES

POLICY 10. Promote mixed uses downtown. Encourage small-scale neighborhood-serving retail and personal service businesses and increased multifamily development within the urban center. Encourage housing over ground-floor retail space, Single-Room-Occupancy (SRO) dwellings and/or loft-style housing in downtown. [Page 185]

POLICY 19. When considering applications for building permits for commercial uses within the downtown Juneau area, consider the potential noise impacts of mechanical equipment or patrons on adjacent residential uses. It may be appropriate to establish a noise ordinance for the downtown Juneau subarea where case-by-case analysis, conditions of permits and enforcement activities are not practical to solve noise problems. [Page 187]

General Comprehensive Plan Policies

Policy 5.1 To develop and sustain a diverse economy, providing opportunities for employment for all residents. [Page 44]

Policy 5.18 To encourage and support entrepreneurship and innovation in the economy of Juneau and Southeast Alaska. [Page 64]

Policy 5.20 To encourage residents and businesses to "Look Local First" for purchases of goods and services. [Page 66]

Historic District

The site is located in the Juneau Downtown Historic District where the 1981 Downtown Historic District Development Plan and 2009 Downtown Historic District Design Standards and Guidelines apply to ensure continued historic integrity. These two plans primarily influence exterior elements of buildings. The exterior of the building will be altered by the applicant by 1) replacing the existing door, and 2) replacing the large display window. The existing door needs to be replaced. Unlike the existing door, the new door will not have a window due to security purposes. The new display window will be backed with a frosted, opaque plexiglass to prevent views of marijuana product from outside, as consistent with State law. Detailed drawings of the new door have not been prepared by the applicant at this time. If the subject Conditional Use permit is approved, the applicant will submit drawings of the door to the Historic Resources Advisory Committee (HRAC) during the building permit process. At which time, staff will ensure the new door complies with applicable standards of the two aforementioned historic plans and standards.

Also, the applicant intends to have commercial signage for the proposed retail use. New signage will comply with §49.45.260 *Historic district sign standards.* Although the applicant has not filed a Sign permit for review at this time, the Floor Plan shows a profile view of the façade containing the lettering "The FIREWEED FACTORY". The applicant states that this is a placeholder and is not proposed. Nevertheless, a complete review of any signage for this site will be done once the applicant applies for a sign permit.

Economic Development Plan

The goal of this Plan is to ensure Juneau's future continues increased economic resiliency and prosperity. Of the Plan's seven initiatives, 'Revitalizing Downtown' is most germane to the proposal. Although this priority does not speak specifically to retail or marijuana businesses, the proposal results in continued economic use of downtown store space, continued property and sale tax growth, and activity in the downtown. This furthers efforts towards downtown revitalization.

Staff finds the proposed marijuana retail use is consistent with the policies and land use designation of the Comprehensive Plan, Downtown Historic Plans, and Economic Development Plan.

FINDINGS

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

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses; and,

3. Whether the development as proposed will comply with the other requirements of this chapter.

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

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

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

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

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

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

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ §49.25.300, Section 2.300 for the Mixed Use zoning district.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the November 18 and 28 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right of Way.

Furthermore, the proposed development complies with §49.65.1245 *Marijuana establishments conditional use permits.*

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

No. With staff's recommended conditions and the subsequent building permit review process, the public health and safety will not be materially endangered.

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

No. With staff's recommended conditions, the approval of the subject permit will not be out of harmony with property in the neighboring area.

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

Yes. The proposal is consistent with the policies and land use designation of the Comprehensive Plan, consistent with the Downtown Historic Plan and Economic Plan, and complies with the Land Use Code, Title 49.

Per CBJ §49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

7. Will the proposed development comply with the Juneau Coastal Management Program?

N/A. No elements of the project are affected by the Juneau Coastal Management Program.

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 a marijuana retail business in downtown Juneau. The approval is subject to the following conditions:

1. Prior to issuing Certificate of Occupancy, the applicant shall submit to CDD a state of Alaska license that permits the use of marijuana retail at the subject site that matches subject plans and operations described in the subject Conditional Use permit.

2. The applicant shall ensure that no obstruction onto a public right-of-way is created by the business.

3. Prior to issuance of a building permit, the applicant shall submit detailed drawings of the proposed door to ensure retention of the building's historic integrity.

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		USE 2016 0026.	9/20/16.

TO BE COMPLETED BY THE APPLICANT

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

☐ Accessory Apartment*** (AAP) ☐ Driveway in Right-of-Way (ADW)

☒ Use Listed in §49.25.300 (Table of Permissible Uses) (USE)

Please list the Table of Permissible Uses Category: 2.300

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

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

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

CURRENT USE OF LAND OR BUILDING(S): Arlisan jewelry retail store

PROPOSED USE OF LAND OR BUILDING(S): Cannabis retail store

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

SITE AND BUILDING SPECIFICS:

Total Area of Lot 202 square feet Total Area of Existing Structure(s) 158 square feet

Total Area of Proposed Structure(s) 158 square feet

EXTERNAL LIGHTING:

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

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

PROJECT NARRATIVE AND SUBMITTAL CHECKLIST:

- ☒ Site Plan
- ☐ Floor Plan of proposed buildings
- ☒ Elevation view of existing and proposed buildings
- ☐ Proposed Vegetative Cover
- ☐ Existing and proposed parking areas (including dimensions) and proposed traffic circulation
- ☐ Existing Physical Features of the site (drainage, habitat, hazard areas, etc.)

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.

ALLOWABLE/CONDITIONAL USE FEES

	Fees	Check No.	Receipt	Date
Application Fees	$ 500			
Admin. of Guarantee	$			
Adjustment	$			
Pub. Not. Sign Fee	$ 50			
Pub. Not. Sign Deposit	$ 100			
Total Fee	$ 650			

NOTE: MUST BE ACCOMPANIED BY* DEVELOPMENT PERMIT APPLICATION *FORM

DEVELOPMENT PERMIT APPLICATION

Project Number USE 16-26	CITY and BOROUGH of JUNEAU	Date Received: 9/28/16
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description: Cannabis retail store

PROPERTY LOCATION

Street Address	City/Zip
237 Front St.	Juneau, AK 99801

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot): Lot 3 Block 81 Tidelands Addition Plat 354 Juneau Recording District

Assessor's Parcel Number(s): 1-C07-0-K81-003-0

LANDOWNER/ LESSEE

Property Owner's Name	Contact Person:	Work Phone:
The Fireweed Factory LLC	Paul V. Disdier	907.957.2670
Mailing Address	**Home Phone:**	**Fax Number:**
8393 No. Douglas Juneau, AK 99801	907.586.6790	same
E-mail Address	**Other Contact Phone Number(s):**	
thefireweedfactory@gmail.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.

XX Paul V. Disdier — Landowner/Lessee Signature — Date: 9/28/16

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	Contact Person:	Work Phone:
same		
Mailing Address	**Home Phone:**	**Fax Number:**
E-mail Address	**Other Contact Phone Number(s):**	

XX Paul V. Disdier — Applicant's Signature — Date of Application: 9/28/16

---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)			USE2016 0026
	Variance Case (De Minimis and all other Variance case types)			
	Wetlands Permits			
	Zone Change Application			
	Other (Describe)			

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

Comments:

Permit Intake Initials: JKL

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

STATE OF ALASKA

DEPARTMENT OF FISH AND GAME

DIVISION OF HABITAT

SEAN PARNELL, GOVERNOR

Douglas Island Center Building
802 W. 3rd Street, Douglas
P.O. BOX 110024
JUNEAU, AK 99811-0024
PHONE: (907) 465-4105
FAX: (907) 465-4759

MEMORANDUM

TO: Jill Taylor
Division of Coastal and Ocean Management
Department of Natural Resources

DATE: December 7, 2009

FILE NO: AK 0910-071

THRU: Jackie Timothy
SE Regional Supervisor

SUBJECT: Gastineau Channel
U.S. Customs, CBJ
Port & Visitors Center

FROM: Katie Eaton KE
Habitat Biologist

TELEPHONE NO: (907) 465-6160

The City and Borough of Juneau (CBJ) proposes to construct a new CBJ Visitor's Center and a combined U.S. Customs and Immigration and CBJ Port Maintenance Office at the Juneau Cruise Ship Dock. The proposed project site is located within Sec 23, T. 41 S., R. 67 E., Copper River Meridian; USGS Quad Map Juneau B-2; Latitude 58.2966° N., Longitude 134.4015° W.; Dockside Subdivision Juneau, Alaska. This memorandum serves as ADF&G's comments on the project's consistency with the Alaska Coastal Management Program Habitat and Access standards.

Project Description

The CBJ proposes to encapsulate the failing timber retaining wall that exists at the south side of the Mount Robert's Tram building with a new concrete retaining wall and fill. The new concrete wall will be 18" thick and 95' long with two 10' returns on each end. The new wall will be supported by a 10' wide by 2' thick concrete footing and eight galvanized steel piles, 16" in diameter. This proposal includes the excavation of 250 cubic yards of material below mean higher high water (MHHW). Approximately 250 cubic yards of clean draining fill will be placed behind the wall below MHHW and 120 cubic yards of rip rap will be placed at the base of the wall to protect the footing from erosion.

Attachment C

CBJ Conditional Use Permit Application

Cannabis Retail Store

September 2016

The Fireweed Factory

8393 No. Douglas

Juneau, Alaska 99801

Attachment C

Narrative

Contents

Applicant business structure

Property ownership

Property location and history

Property development

Business operations

Safety and Security

Summary

Attachments

- Historic photograph
- Copy of Deed
- Site plan
- Floor plan
- CBJ Public Notice Phase I Downtown Street Improvements
- CBJ bathroom approval
- DEC bathroom approval
- Bathroom fixtures

Applicant business structure

The Fireweed Factory is a LLC licensed in the State of Alaska. As a manager/owner company some members will oversee its operation or be employees. The Fireweed Factory LLC is being operated as a vertically integrated company that incorporates the "seed to sale" business model.

The company applied and was approved for a standard cultivation license (#10266) by the State of Alaska Alcohol and Marijuana Control Board in July 2016. The status of this license is "active" and granted for the development phase our business. The start of any actual cannabis product delivery must wait until all CBJ and State license requirements are met.

We have also applied for our State retail license and our status with the AMCO office is currently under review. The AMCO board will next meet in late October to consider our retail application.

Property Ownership

The Fireweed Factory LLC purchased property located at 237 Front Street in downtown Juneau in August 2016 for a proposed retail cannabis store. The lot measures 202 square feet and the building's interior space measures about 158 square feet.

(See deed attachment.)

Property location and history

The existing single story building proposed for our retail store is located on Lot 3 Block 81 Plat 543 Juneau Recording District and is within the allowed mixed-use commercial zone for cannabis premises. The property is wedged between the Imperial Bar and the Ben Franklin store.

The history of this building reveals that it was built about 1900 and through time housed a variety of businesses. Currently it serves as a artisan jewelry retail store. An historic photograph of the site shows a large advertising sign erected on it for the Winter and Pond Photography Shop next door.

(See historic photo and plat attachment.)

Property development

The interior is in good finished condition and will take very little alteration to serve our purpose. No structural changes need to be made. Only two non-load bearing walls will be built to create a secure storage room and a unisex employee bathroom. A new roof was completed this summer. We do not intend on applying for an on-site consumption endorsement from the AMCO board at this location.

Noise will be minimal and in keeping with other retail development and operations.

We will install a charcoal filter to control odor as per CBJ Ordinance 2015-38 and replace the filters annually or to manufacturer's recommendation.

(See attachments for building floor plan.)

The building was provided with a sewer line to the property in the 1980s, but for some reason, no water line. CBJ has plans to upgrade the utilities in the downtown area along Front Street in 2018. We will temporarily install a hot water portable hand washing sink and incinerator toilet for use by our employees to meet the AMCO requirements. Both of these fixtures are approved for similar operations with UL, CSA and NSF Standards being met. We have sought approval for the bathroom fixtures and have received a State DEC Food Safety & Sanitation Permit #113010949 and notification from the CBJ building department indicating its intent to approve them for use. The proposed bathroom space is currently used for storage.

(See CBJ Public Notice Phase I Downtown Street Improvements, DEC and CBJ approval attachments)

Because we will have only two employees at any one time and the bathroom space is prohibitively small with no structurally reasonable possibility for enlargement, the accessible standards set by International Building Code and the 2010 ADA Title 1 do not apply to the bathroom area. Signs encouraging employees to frequently wash their hands will be displayed.

The large front window will be covered with 3M window security film and backed by an opaque panel. The small side window by the front door is angled so no cannabis product would be visible from the public right of way. The store greeter will be stationed at this window to observe the entrance and to check ID of customers as they prepare to enter.

Along with the required signs, there will be three business signs on the building exterior: one on the front window, one small hanging sign under the sidewalk canopy and one large sign mounted on the building above the canopy. All signage will conform to CBJ 49.45 regulations and State regulations.

Business operations

Our hours of operation will typically be from 10 am to 7 pm seven days a week except for special events and seasonal demand.

We will only be stocking prepackaged cannabis products from our cultivation facility or prepackaged manufactured products made with our cannabis from other licensed vendors. Packaging and testing will meet the State regulations. Any deliveries to the store will occur during normal business hours. Limited non-cannabis items will be sold in the store.

Cannabis products will be displayed daily in the restricted area behind the sales counter and removed at the end of the business day to be placed in a safe within the restricted and locked storage room.

We plan to hire at least two full time employees. One will be a greeter stationed inside at the front door to check ID to make sure no one under 21 years of age or impaired enters. The greeter will control the number and flow of customers into the store. They will also make sure crowds do not form at the front door and the public right-of-way is not obstructed. Another employee will always be in the restricted sales area behind the counter.

All marijuana handlers in the store will be licensed per State regulation 3 ACC 306.425. Employees will be required to attend site-specific training sessions on safety and security before employment starts. A current list of permit handlers will be kept on-site along with a copy of their State handler's certificate and card expiration dates. The company Employee Manual (required reading of all employees) will emphasize the criminal penalties for diversion any cannabis products.

Limited cannabis waste will be generated from the store as all our cannabis products will be prepackaged. The mandatory three day notification for cannabis waste disposal to the State AMCO office under AS 3AAC 306.730 and 306.740 will be followed. The waste will be disposed of according to these regulations. After entering into the inventory tracking system and notification to the AMCO board, unsalable cannabis product will be taken to our cultivation facility, made unusable, locked in our warehouse dumpster and disposed of in the CBJ landfill or offered to the Juneau Community Garden for composting.

Liquid waste will be also taken to our cultivation facility in sealed containers and disposed into the CBJ sewage system.

All required records pertaining to business transactions and procedures including inventory tracking, taxes, security, employee records, sales and visitor log will be stored on-site. Back-up records will be stored off-site.

All interior and exterior required postings of signs and licenses will be complied with.

.Additional diversion of product methods are:

- Signs alerting the public of the security measures will be installed.
- Daily inventory control via the State required inventory tracking system (METRC) performed with an owner/manager and employee present.
- A point of sale system (probably Greenbits) that is compatible with the State inventory tracking system will provide a secure sales/inventory.
- Verifying that METRC tags appear on all products and plants from seed to sale.
- All cannabis products will be weighed on certified scales at the supplier and after received at the retail store.
- Transportation manifests will be logged into METRC at supplier locations and verified at the retail store site.
- Installation of security cameras that record 24/7 and are placed so all areas of the store inside and outside are visible.
- Real time monitoring of the security video recording by an owner/manager or employee via a smartphone or computer.
- Interior and exterior lighting adequate for clear video recording identification.
- Cannabis products will be removed from the display area at the end of the day and placed in the safe.
- Access to the retail safe will be limited to an owner/manager and a few authorized employees.
- No cannabis product will be given or traded to another individual, nor coupons issued.

Safety and security

Securing our store for the safety of our employees is a primary concern for our business. Employees will be trained in safe product handling as well as the security equipment and procedures of our retail store. Three areas of the retail store will be restricted to those without a visitor pass, a handler's permit or official permissions.

The one door to the premises will be a commercial grade metal door that will have a type one lock with deadbolt. The one door and two windows shall have alarms attached.

A company phone will be available for use by employees for emergency situations.

The building will have the most advanced security systems available, fulfilling State regulations 3 AAC 306.715 and 3 AAC 306.720. Camera systems will be IP based and will capture and transmit images over an IP network. IP video allows the user to view and record footage remotely from a smartphone or tablet. A manager or employee will monitor the opening and closing of the store remotely via smartphone or computer in real time.

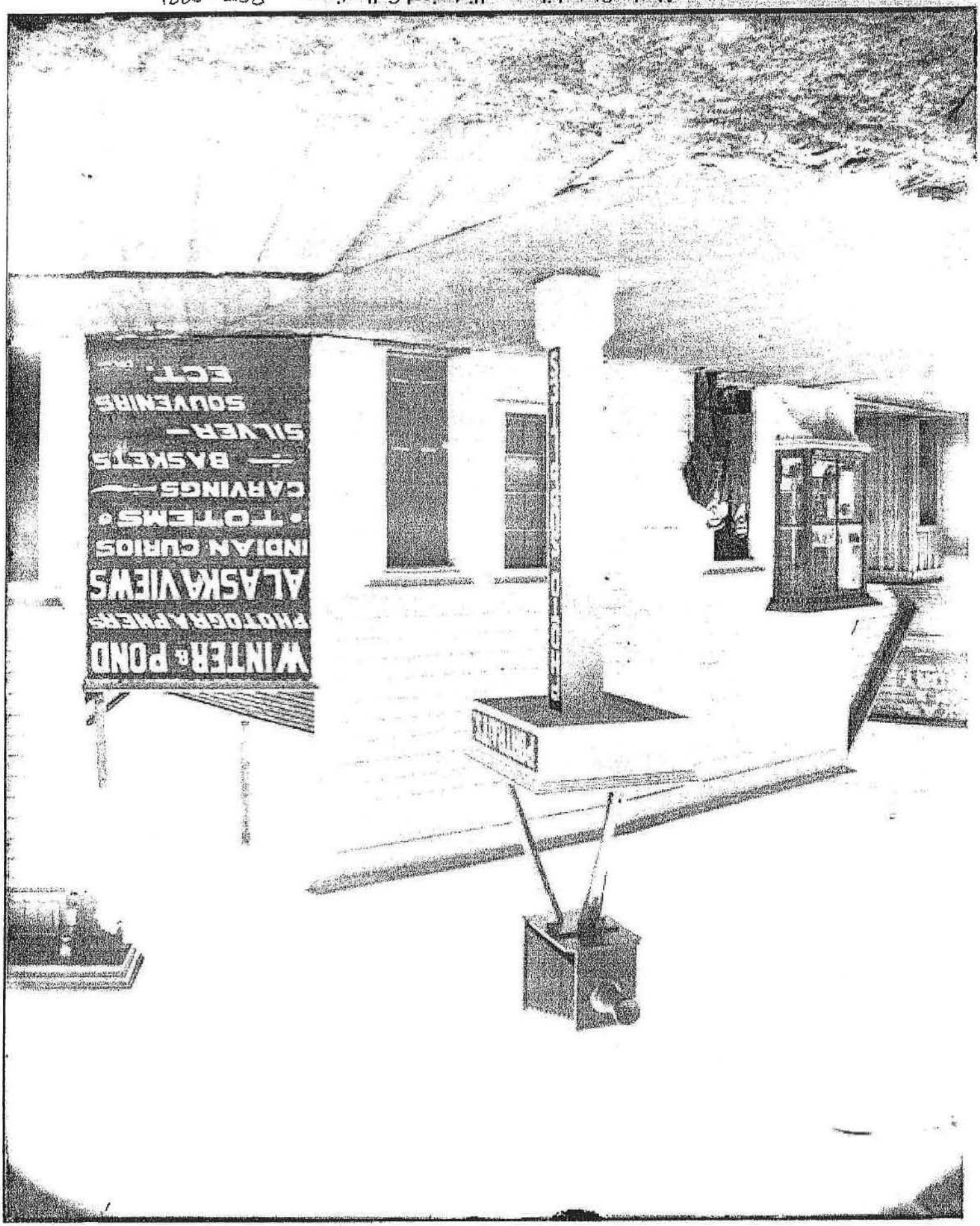
Cameras will record in HD 1080p and have the ability to record in the infrared spectrum to provide detailed images even in total darkness. The cameras will also record in Wide Dynamic Range (WDR), which creates a clearer more identifiable image and ensures optimal image detail, along with facial recognition software. Surveillance cameras will be outfitted with vandal-proof enclosures. These enclosures help to minimize physical damage to the camera lens. For outside placement a weather-resistant enclosure will be used to prevent water damage. These cameras will be placed inside and out at all entrances to prevent robbery and catch detailed imagery in case an unauthorized person breaks into the buildings. Cameras will record 24 hours a day and have a battery backup system.

Video Management Software will be used in conjunction with a network video recorder to view, record and manage all cameras from a monitoring station or a remote device such as a smartphone or tablet. Downward facing motion detecting spotlights will be used at the entrance area.The alarm system will include multiple duress alarm access points, multiple panic alarm access points, digital dialer with cellular backup, and equipment failure notification alarm. Real-time monitoring of security systems will be provided by a professional security company. The main security monitoring equipment will be stored in the restricted storage area.

Summary

The primary goals of this retail operation will be to provide the highest quality, safe cannabis to the public while giving our employees a desirable and safe workplace. It is our desire to integrate this new product into the local market in a socially responsible way and help eliminate illegal sales.

Alaska State Library - Historical Collections P87-0981



Attachment C

A L A S K A

2016-003839-0

Recording Dist: 101 - Juneau
8/10/2016 10:45 AM Pages: 1 of 2

File for Record at Request of:
First American Title Insurance Company

AFTER RECORDING MAIL TO:

Name: **The Fireweed Factory LLC**

Address: **8313 N Douglas Hwy**
Juneau, AK 99801

File No.: **0231-2703982 (JV)**

STATUTORY WARRANTY DEED

THE GRANTOR, **James G. Hopkins, an unmarried person**, whose mailing address is **5284 S Casa Prieto Drive, Juneau, AK 99801**, for and in consideration of **TEN DOLLARS AND OTHER GOOD AND VALUABLE CONSIDERATION,** in hand paid, conveys and warrants to **The Fireweed Factory, LLC**, residing at **8313 N Douglas Hwy, Juneau, AK 99801,** the following described real estate, situated in the **Juneau** Recording District, **FIRST** Judicial District, State of **Alaska:**

Lot 3, Block 81, TIDELANDS ADDITION TO THE JUNEAU TOWNSITE, according to Plat 354, Records of the Juneau Recording District, First Judicial District, State of Alaska.

SUBJECT TO reservations, exceptions, easements, covenants, conditions and restrictions of record, if any.

Dated: august 9th, 2016.

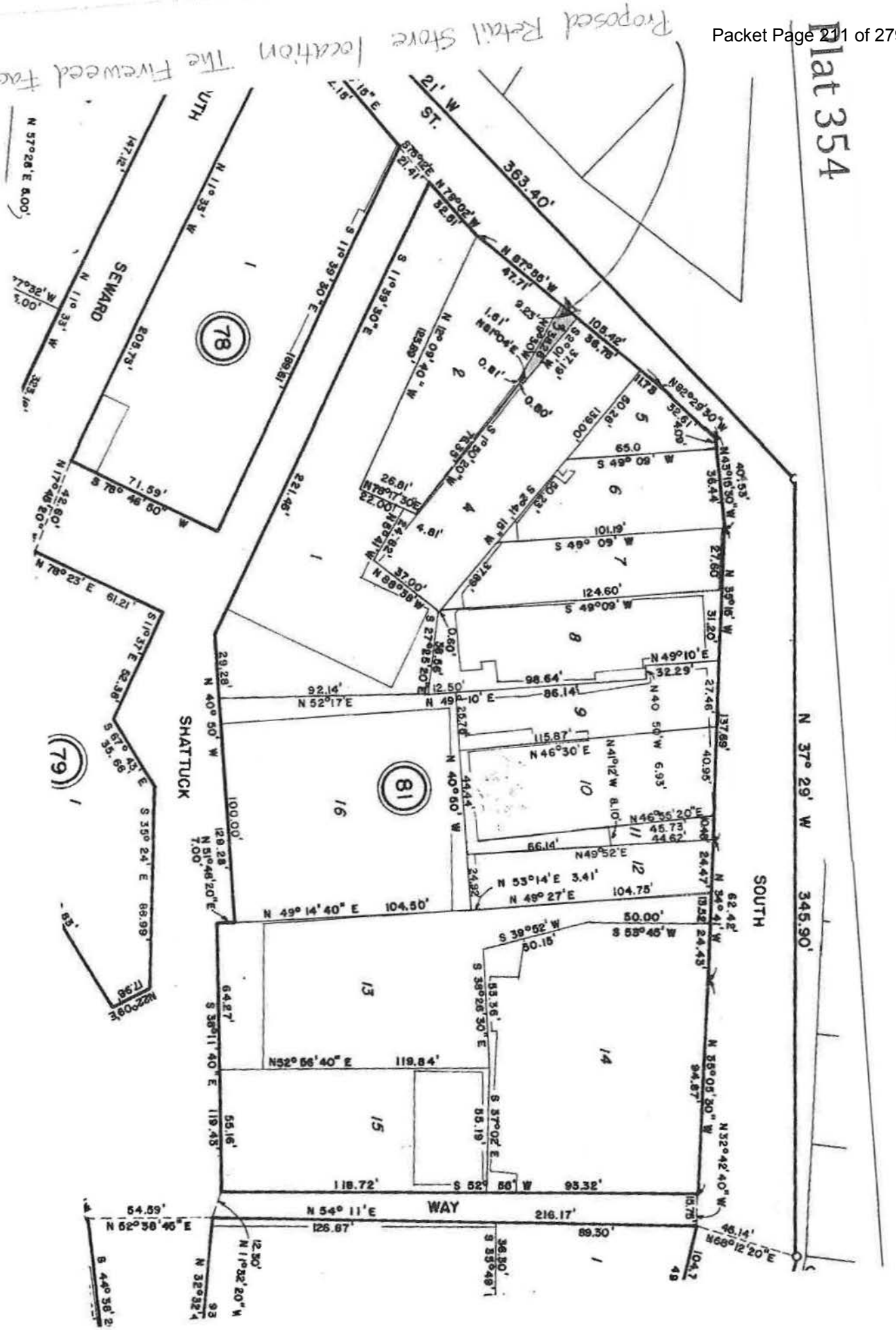
James G. Hopkins

James G. Hopkins

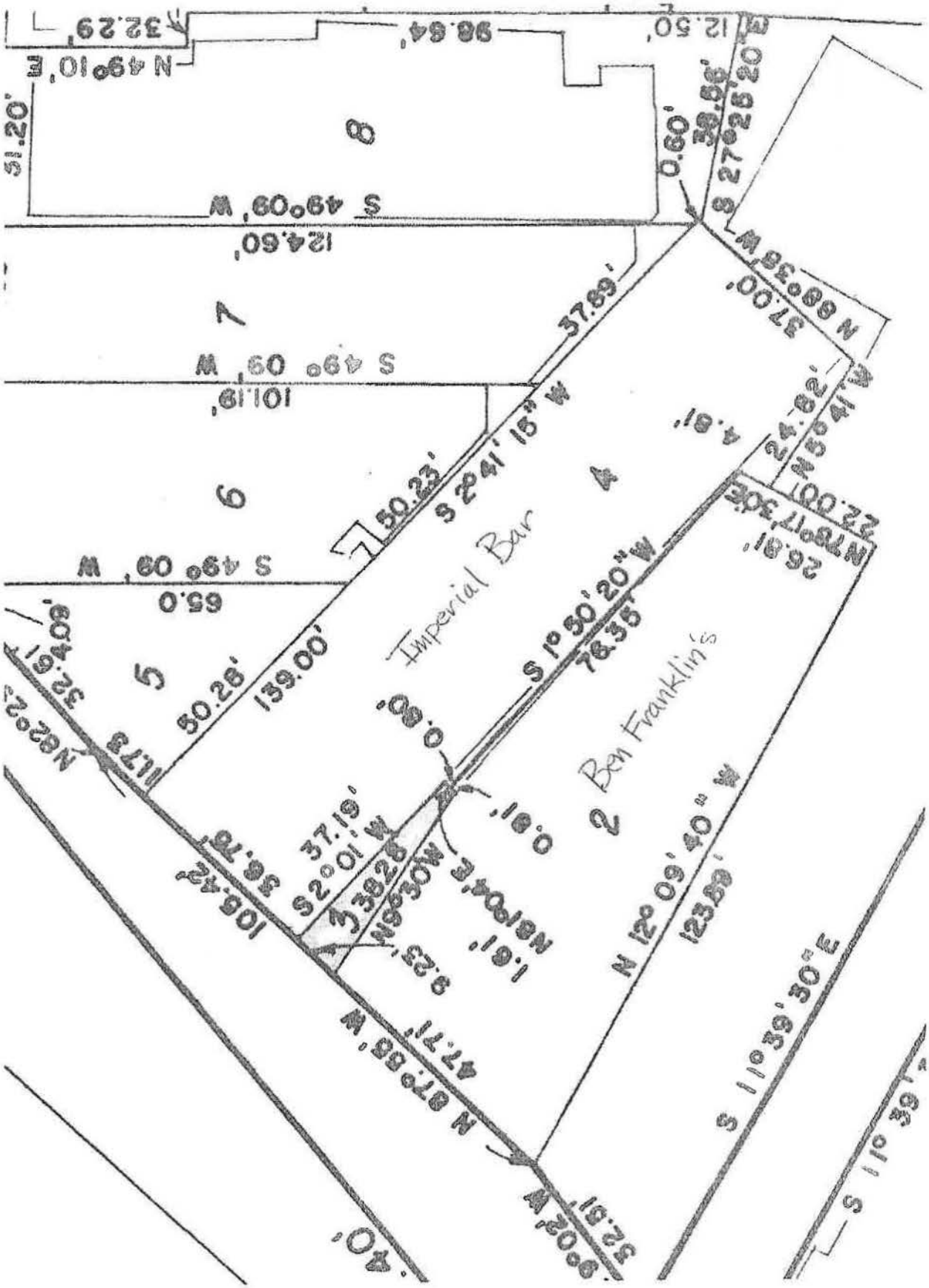
Attachment C

Proposed Retail Store location The Fireweed Factory

Plat 354



Attachment D

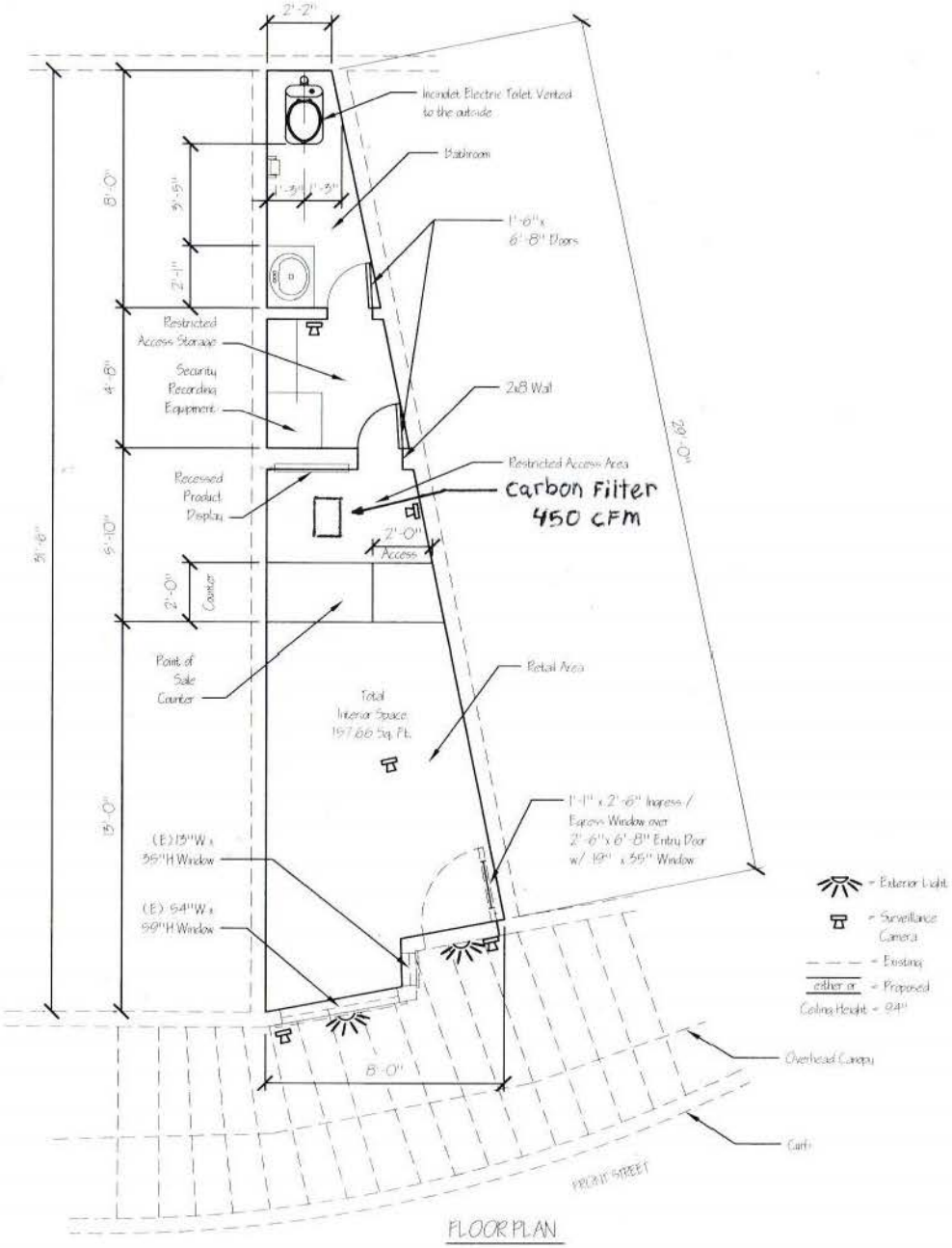


Lot 3 Block 81
Plat 354

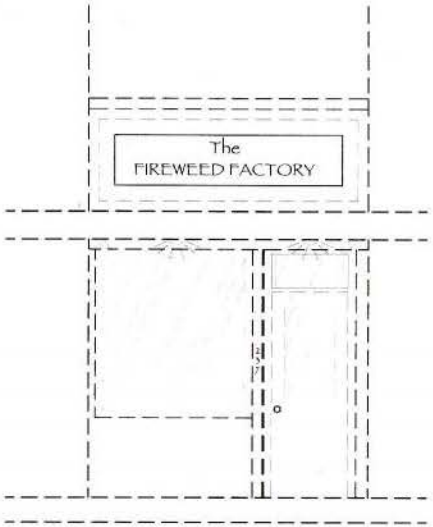
The Fireweed Factory
Retail store

237 Front St.
Juneau

Attachment D



FLOOR PLAN



FRONT STREET ELEVATION

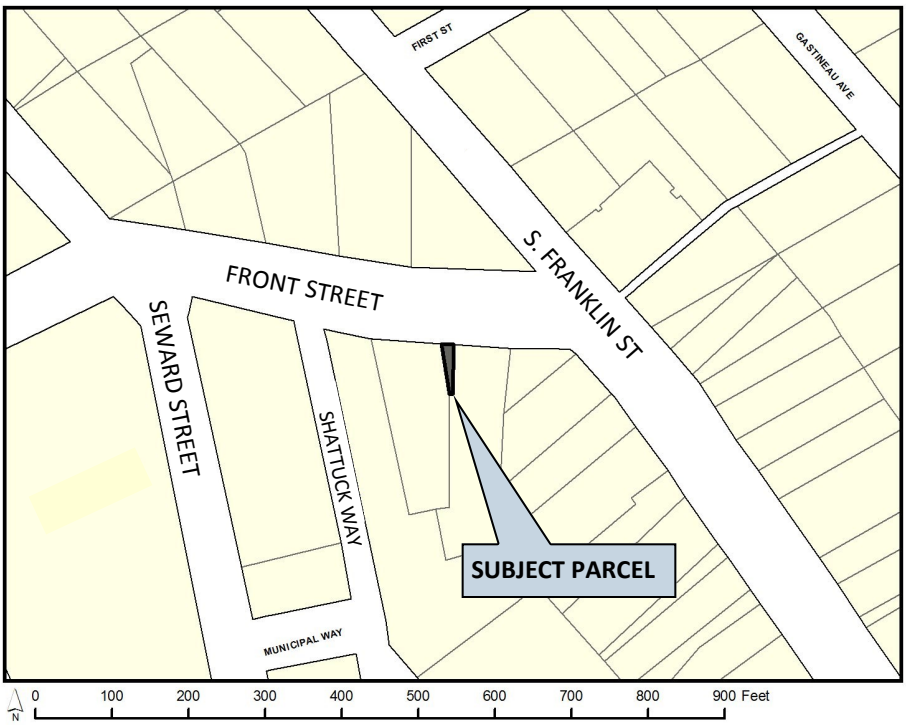
The Fireweed Factory
237 Front Street
Juneau, Alaska 99801
957-2670

SCALE:
1/4" = 1'-0"

sheet 1 of 1

Attachment E

NOTICE OF PUBLIC HEARING



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

SHIP TO:

PROPOSAL: A Conditional Use Permit for Marijuana retail use along Front Street in downtown Juneau.

File No:	USE2016 0026	Applicant:	Fireweed Factory LLC
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K81-003-0
Hearing Date:	November 30, 2016	Owner:	Fireweed Factory LLC
Hearing Time:	7:00 PM	Lot Size:	202 square feet
Place:	Assembly Chambers	Zoned:	MU (Mixed Use)
	Municipal Building	Site Address:	237 Front Street
	155 South Seward Street	Accessed Via:	Front Street
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

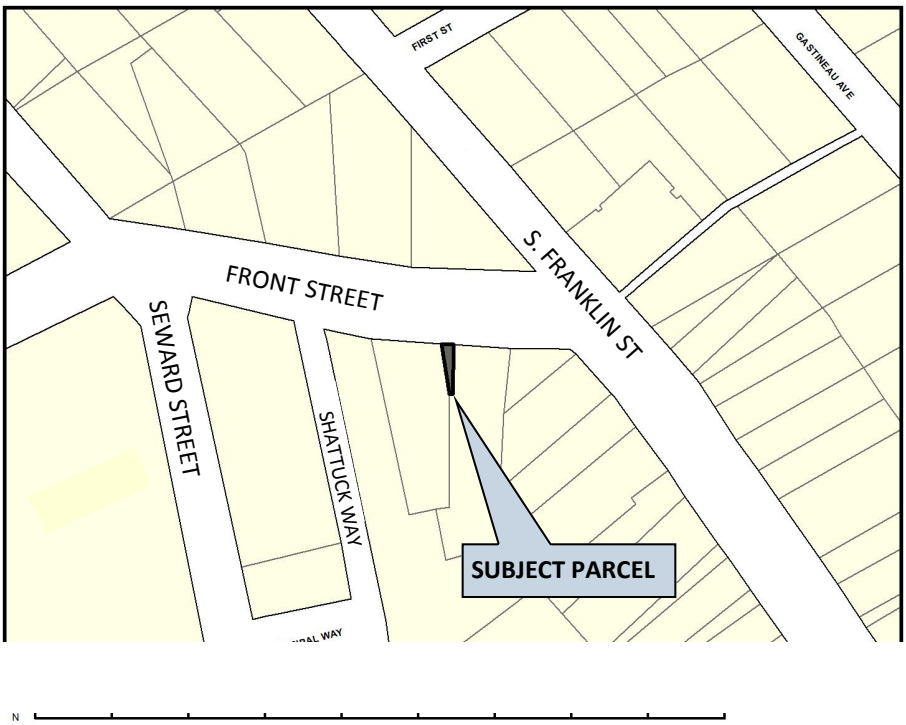
If you have questions, please contact Eric Feldt at eric.feldt@juneau.org or 586-0764

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

Date notice was printed: October 27, 2016

Attachment F

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: A Conditional Use Permit for Marijuana retail use along Front Street in downtown Juneau.

File No:	USE2016 0026	Applicant:	Fireweed Factory LLC
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K81-003-0
Hearing Date:	November 22, 2016	Owner:	Fireweed Factory LLC
Hearing Time:	7:00 PM	Lot Size:	202 square feet
Place:	Assembly Chambers	Zoned:	MU (Mixed Use)
	Municipal Building	Site Address:	237 Front Street
	155 South Seward Street	Accessed Via:	Front Street
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Eric Feldt at eric.feldt@juneau.org or 586-0764

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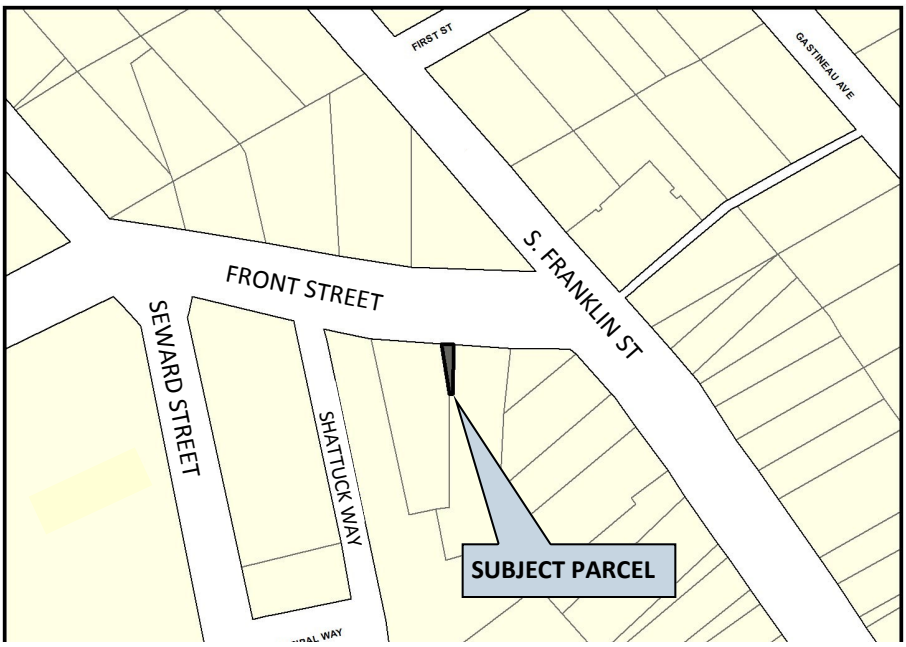
CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Date notice was printed: October 17, 2016

Attachment F

NOTICE OF PUBLIC HEARING



N

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: A Conditional Use Permit for Marijuana retail use along Front Street in downtown Juneau.

File No:	USE2016 0026	Applicant:	Fireweed Factory LLC
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K81-003-0
Hearing Date:	November 22, 2016	Owner:	Fireweed Factory LLC
Hearing Time:	7:00 PM	Lot Size:	202 square feet
Place:	Assembly Chambers	Zoned:	MU (Mixed Use)
	Municipal Building	Site Address:	237 Front Street
	155 South Seward Street	Accessed Via:	Front Street
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

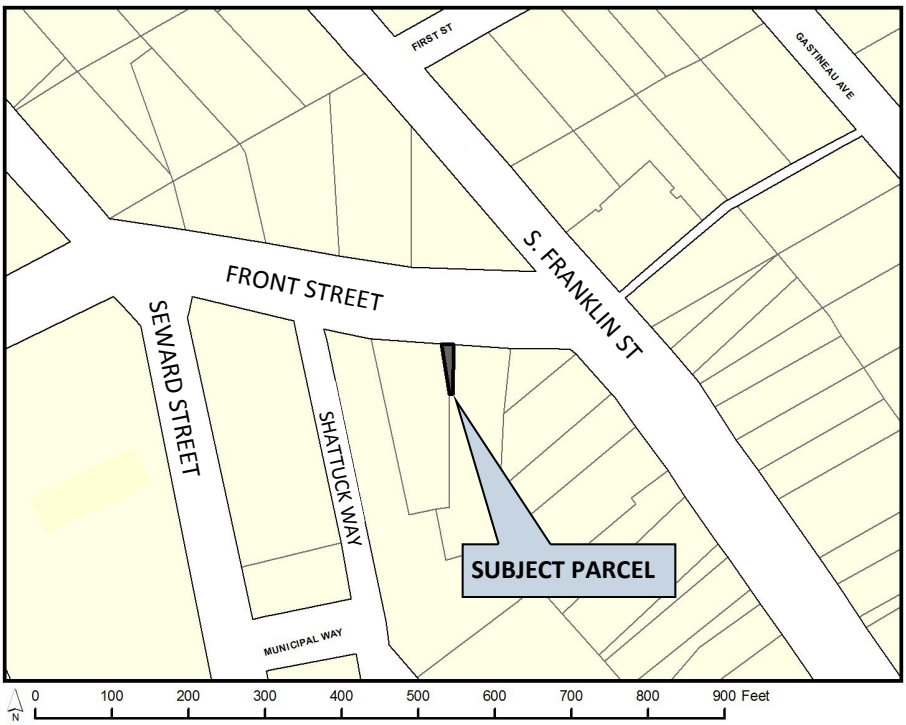
If you have questions, please contact Eric Feldt at eric.feldt@juneau.org or 586-0764

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

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

Date notice was printed: October 17, 2016

NOTICE OF PUBLIC HEARING



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

SHIP TO:

PROPOSAL: A Conditional Use Permit for Marijuana retail use along Front Street in downtown Juneau.

File No:	USE2016 0026	Applicant:	Fireweed Factory LLC
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K81-003-0
Hearing Date:	November 30, 2016	Owner:	Fireweed Factory LLC
Hearing Time:	7:00 PM	Lot Size:	202 square feet
Place:	Assembly Chambers	Zoned:	MU (Mixed Use)
	Municipal Building	Site Address:	237 Front Street
	155 South Seward Street	Accessed Via:	Front Street
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Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at http://www.juneau.org/assembly/novus.php

Date notice was printed: October 27, 2016

USE2016-0026
A Conditional Use permit for a marijuana retail use along Front Street in downtown Juneau.

CBJ Planning Commission Presentation
November 30, 2016

Eric Feldt, CBJ Planner II, AICP, CFM

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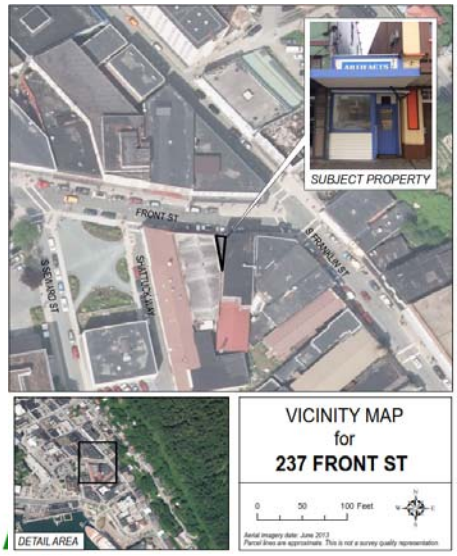
ALASKA'S CAPITAL CITY

VICINITY MAP



General Operation

Sell packaged marijuana only at site

– Cultivated, Manufactured, and Tested Marijuana at City & State approved sites

No on-site consumption

Use of security measures

Use of door greeter checking ID from outside – controlled access

Permissible hours: 8:01am-12:59am M – Sun.

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CBJ Marijuana Conditional Use permit items

49.65.1245 - Marijuana establishment conditional use permits.

(a) In addition to the permit application and supporting materials required by CBJ 49.15.330(c), an applicant for a conditional use permit for a marijuana establishment must submit the following additional materials:

(1) A site plan of all buildings on the property where the marijuana use will be located, including, but not limited to: A floor plan showing how the floor space is or will be used to include, but not limited to, restricted access areas and the total floor area of the building(s);

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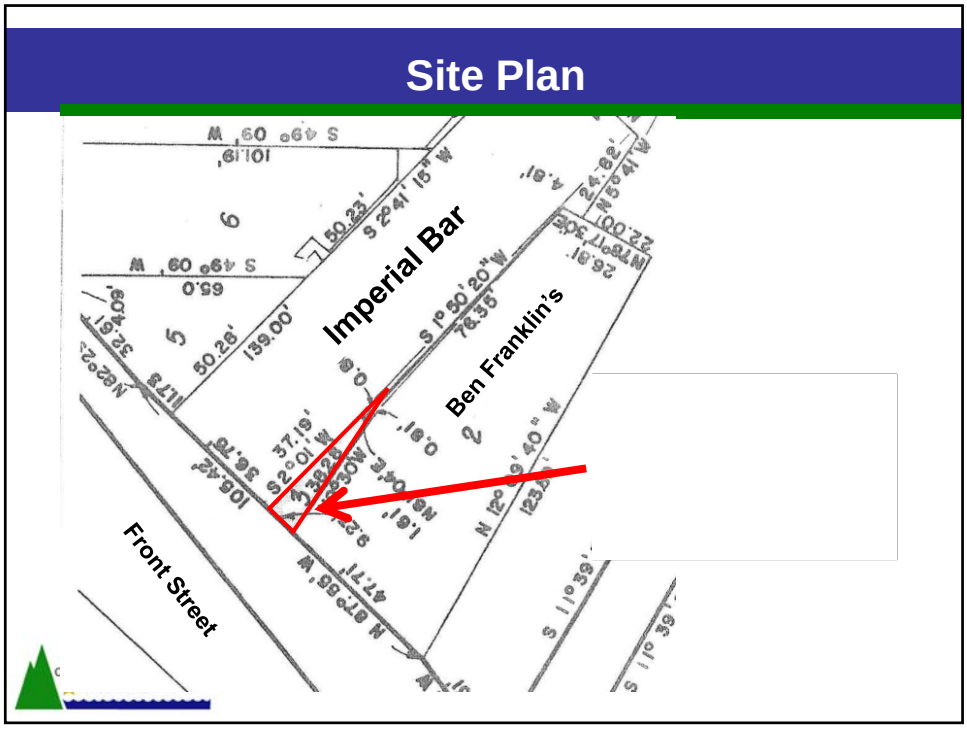
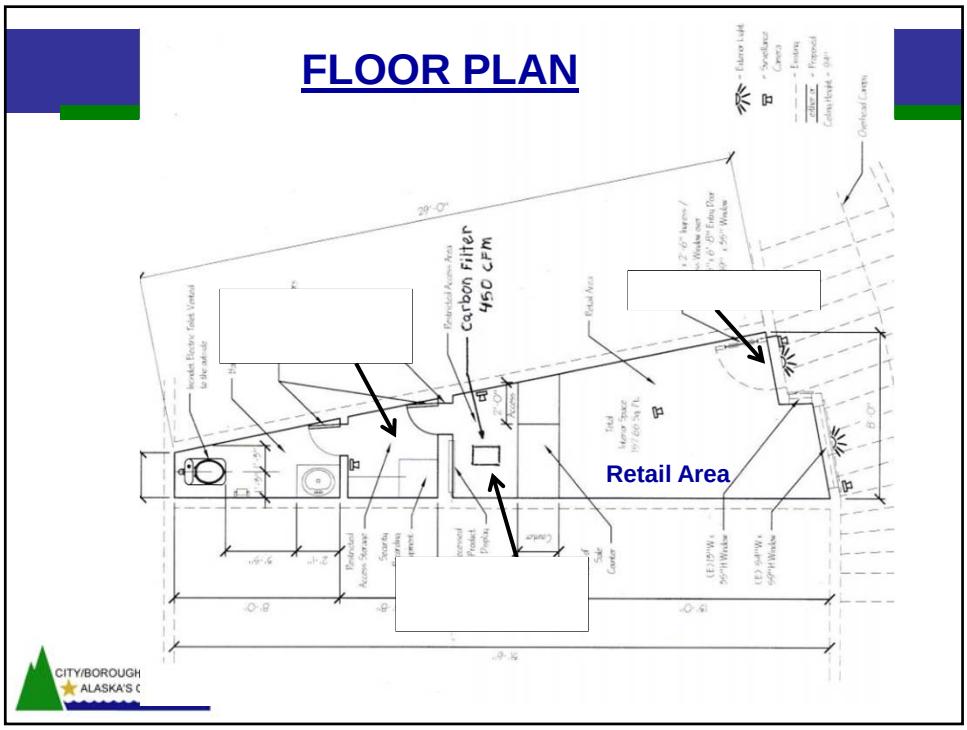

Site Plan
Imperial Bar
Ben Franklin's
Front Street


FLOOR PLAN
Carbon Filter
450 CFM
Retail Area
CITY/BOROUGH
ALASKA'S

CBJ Marijuana Conditional Use permit items

(2) A security plan indicating how the applicant will comply with the requirements imposed by state law;

- Applicant provides staff training
- Restrict public access w/ ID door check
- Video Security System w/ off-site viewing/ recording
- Consistent with State Marijuana laws

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ALASKA'S CAPITAL CITY

CBJ Marijuana Conditional Use permit items

(3) A waste disposal plan indicating how the applicant will comply with the requirements imposed by state law;

- Consistent with State marijuana laws
  - Inventory Waste
  - Waste transported to City landfill

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CBJ Marijuana Conditional Use permit items

(4) A screening plan illustrating the applicants compliance with AS 17.38.070 making it unlawful to display marijuana or marijuana products in a manner that is visible to the general public from a public right-of-way;

- Front window: screen w/ opaque security glass
- Side window: No product will be visible from side window – not covered/ blocked

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CBJ Marijuana Conditional Use permit items

(5) If the establishment is to be served by a private septic system, certification from a registered, qualified engineer licensed by the State of Alaska that the system has adequate capacity for the proposed use, or will with improvements;

- **Not Applicable: Site served by City Sewer**
- **No Water connection**
  - **Applicant will provide temporary portable sink and toilet**
  - **2018 Street upgrades: Site connected to new waterline**

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CBJ Marijuana Conditional Use permit items

(6) Marijuana cultivation facility license applicants must provide a ventilation and filtration plan describing the systems that will be used to ensure compliance with CBJ 49.65.1260 and whether the applicant intends on using carbon dioxide. The applicant shall specify if carbon dioxide enrichment will be used in cultivation and by what means the carbon dioxide will be produced. Plans should indicate the storage area for fuels used to produce carbon dioxide;

- Not Applicable – Not a Cultivation Facility

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CBJ Marijuana Conditional Use permit items

(7) Marijuana product manufacturing facility license applicants, marijuana cultivation facility license applicants, and marijuana testing facility license applicants must specify all means to be used for cultivating, growing, extracting, heating, washing or otherwise changing the form of the marijuana plant, along with proposed ventilation and safety measures to be implemented for each process;

- Not Applicable – Not Marijuana Manufacturing

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CBJ Marijuana Conditional Use permit items

(8) Marijuana cultivation facility license applicants and marijuana product manufacturing facility license applicants must specify the methods to be used to prevent the growth of harmful mold and compliance with limitations on discharge into the wastewater system; and

Not Applicable - Not Marijuana Cultivation facility.

(9) Any additional documentation determined by the director to be necessary for the commission to make a decision whether to approve or deny the permit, or approve with conditions, to ensure compliance with this chapter or CBJ 49.15.330(f).

None.

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Hours of Operation for Marijuana facility

49.65.1250 …Marijuana **may not** be distributed, sold, or dispensed at…premises…between the hours of 1:00am and 8:00am Monday through Sunday.

May operate

8:01am-12:59am Mon. – Sun.

Applicant

10:00am – 7:00pm Mon. – Sun.

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Required Signage for Marijuana facility

49.65.1255 required inside signage

- Post 2 signs
  - Related to: Health, Minimum consumption Age, and Transportation restrictions
- Post 1 CBJ marijuana establishment license
  - CBJ issues these signs

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Required Odor & Ventilation Systems for Marijuana facilities

49.65.1260…..utilize a system which prohibits the detection of noxious odors from outside the licensed premises.

Applicant

- Provide ceiling-mounted recycled air filtration system – no outside emissions
- Door greeter: Ensures entrance door is managed

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ALASKA'S CAPITAL CITY

Adopted CBJ Plans

Comprehensive Plan

- Policies relating to diverse economy, entrepreneurship and innovation in Juneau
- Policies relating to ensuring appropriate noise levels in downtown

Historic District

- Polices relating to ensuring the new window and door are consistent with Downtown Historic District Design Standards
  - Detailed plans submitted at Building permitting process; Reviewed by Historic Resource Advisory Committee (HRAC)

Economic Development Plan

- Policies relating 'Revitalizing Downtown'
  - Adds businesses, shoppers, overall activity, and taxes

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Staff's Findings

❖Conforming w/ adopted plans

❖No decrease in Property Value or Neighborhood Harmony

- In commercial core downtown:
  - Many existing Retail, Restaurants, and Bars
  - Zoning District permits mix of businesses and land uses
  - Restrictions on Marijuana facilities is greater than other food and beverage consumption businesses.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Staff's Findings

- No decrease in Public Health & Safety
  - Posting required signs: health effects
  - Restrictions of hours of operation
  - Overall limitations of business operation
  - Juneau Police Dept. will continue to use their processes to ensure health and safety

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ALASKA'S CAPITAL CITY

Public Comments

- Increase inebriation/ crime
- Facility is in an area of homeless/ vulnerable population
- Close proximity to children-oriented businesses
- Upset neighborhood harmony by adding more adult-oriented businesses

Staff's Response: With the Marijuana facility restrictions, hours of operation, posting of health-related signage, staff finds those elements will not be increased as a result of approving the Conditional Use permit.

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ALASKA'S CAPITAL CITY

Staff's Recommendation

CDD staff recommends approval of the Conditional Use permit with the following conditions:

1) Prior to issuing Certificate of Occupancy, the applicant shall submit to CDD a state of Alaska license that permits the use of marijuana retail at the subject site that matches subject plans and operations described in the subject Conditional Use permit.

2) The applicant shall ensure that no obstruction onto a public right-of-way is created by the business.

3) Prior to issuance of a building permit, the applicant shall submit detailed drawings of the proposed door to ensure retention of the building's historic integrity.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

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

PLANNING COMMISSION
NOTICE OF DECISION
Date: December 2, 2016
File No.: USE2016 0026

The Fireweed Factory LLC
Paul V. Disdier
8393 North Douglas Highway
Juneau, AK 99801

Proposal:	A Conditional Use permit for a marijuana retail use along Front Street in downtown Juneau.
Property Address:	237 Front Street
Legal Description:	Lot 3 Block 81 Tidelands Addition
Parcel Code Number:	1-C07-0-K81-003-0
Hearing Date:	November 30, 2016

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated November 16, 2016, and approved the Conditional Use permit for a marijuana retail use along Front Street to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Prior to issuing Certificate of Occupancy, the applicant shall submit to CDD a state of Alaska license that permits the use of marijuana retail at the subject site that matches subject plans and operations described in the subject Conditional Use permit.

2. ~~The applicant shall ensure that no obstruction onto a public right-of-way is created by the business.~~ **Planning Commission modification:**
   Advisory Condition: The applicant is encouraged to take steps to ensure that no obstruction caused by the business onto public ROW.

3. ~~Prior to issuance of a building permit, the applicant shall submit detailed drawings of the proposed door to ensure retention of the building's historic integrity.~~ **Planning Commission removed this condition because it will be required during the Building permitting process.**

Attachments: November 16, 2016, memorandum from Eric Feldt, Community Development, to the CBJ Planning Commission regarding USE2016 0026.

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

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

Effective Date: The permit is effective upon approval by the Commission, November 30, 2016.

Expiration Date: The permit will expire 18 months after the effective date, or May 30, 2018, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:

Eric Feldt, Planner
Community Development Department

Ben Haight, Chair
Planning Commission

Filed With City Clerk

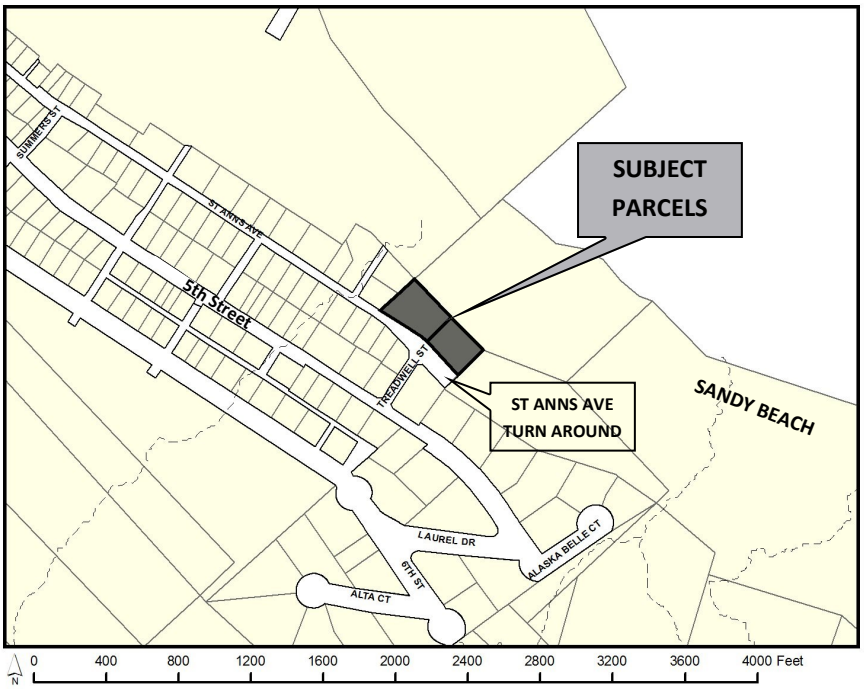
December 15, 2016
Date

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ-adopted regulations. Owners and designers are responsible for compliance with

ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

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 proposed Comprehensive Plan Map Amendment of a vacant lot near the end of St. Ann's Avenue in downtown Douglas from Natural Area Park to Medium Density Residential.

File No:	AME2016 0018	Applicant:	City & Borough of Juneau
To:	Adjacent Property Owners	Property PCN:	2-D04-0-T48-001-1 2-D04-0-T48-001-2
Hearing Date:	November 30, 2016	Owner:	Guy A. Russo Jr.
Hearing Time:	7:00 PM	Lot Sizes:	13,366 & 18,589 sq. ft.
Place:	Assembly Chambers	Zoned:	Currently D5, recommended by the Planning Commission for D18
	Municipal Building	Site Address:	St. Ann's Avenue
	155 South Seward Street	Accessed Via:	St. Ann's Avenue
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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CITY AND BOROUGH OF JUNEAU

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

Date notice was printed: November 14, 2016

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: November 17, 2016

TO: Planning Commission

FROM: Eric Feldt, Planner
Community Development Department

FILE NO.: AME2016 0018

PROPOSAL: A proposed Comprehensive Plan map amendment of two lots near the end of St. Ann's Avenue in downtown Douglas from Natural Area Park to Medium Density Residential.

Applicant: Community Development Department

Legal Description: Southeast Fraction of USMS 164 and Northwest Fraction of USMS 164

Parcel Code No.: 2-D04-0-T48-001-1 and 2-D04-0-T48-001-2

Site Size: 13,366 SQ FT (0.3 acres) and 18,589 SQ FT (0.42 acres)

Comprehensive Plan Designation: Natural Park Area (NP)

Surrounding Comp Plan Land Use Designation:

North: Natural Park Area
South: Urban Low Density Residential
East: Natural Park Area
West: Medium Density Residential

Zoning: D-5

Utilities: CBJ Water & Sewer

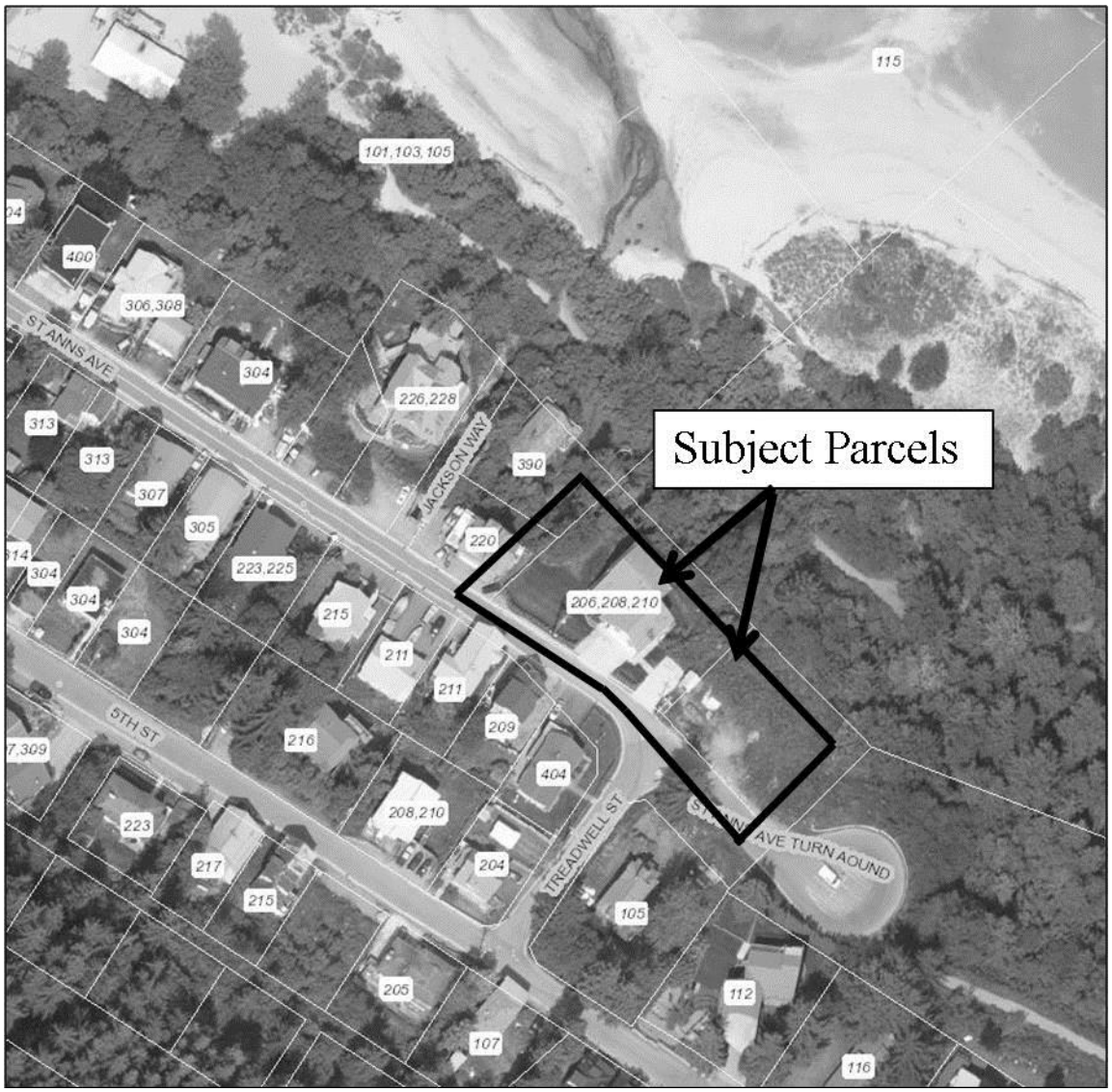
Access: St. Ann's Avenue

Existing Land Use: Vacant

Surrounding Land Use:

North: CBJ Historic Treadwell Park; RR & D-18
South: Single family Dwelling; Treadwell St.; D-5
East: CBJ Historic Treadwell Park; RR
West: Multifamily Residential; St. Ann's Ave.; D-18

VICINITY MAP



ATTACHMENTS
Exhibit A - Proposed Map Change

PROPOSAL
Amend the Comprehensive Plan Land Use Map to change the subject parcels' designation from Natural Area Park (NP) to Medium Density Residential (MDR). This will to correct the unintended NP designation on the subject parcels. Exhibit A shows the proposed map change.

BACKGROUND
On September 14, 2016, the Planning Commission recommended the Assembly approve AME2016 0011, "A proposed rezone of a vacant lot [Southeast Fraction of USMS 164] near the end of St. Ann's Avenue in downtown Douglas from D-5 to D-18 zoning district." The Commission concluded that the rezone proposal met the necessary findings of the Land Use Code including that the rezone must substantially conform to the Comprehensive Plan land use designation of Medium Density Residential (MDR). An adjacent parcel is designated MDR, but the subject parcels are designated Natural Area Park (NP). By establishing 'substantial' conformity, staff's interpretation was that the adjacent parcel's MDR designation lent support for the rezone proposal. However, the CBJ Law Department concludes that the proposed Comprehensive Plan map amendment is necessary in order to establish 'substantial conformity'. This would then allow AME2016 0011 to be approved.

ANALYSIS
The following policy of the Comprehensive Plan provides that the Assembly may amend the Comprehensive Plan as necessary to reflect changing conditions and needs.

POLICY 18.2. FOR THE PLANNING COMMISSION TO INITIATE A GENERAL REVIEW OF THE *COMPREHENSIVE PLAN* TWO YEARS AFTER THE ADOPTION OF THE LAST UPDATE, AND TO MAKE RECOMMENDATIONS TO THE ASSEMBLY TO AMEND IT AS NECESSARY TO REFLECT CHANGING CONDITIONS AND NEEDS AND TO CONSIDER AND ENACT AMENDMENTS TO THE PLAN AND LAND USE MAPS, INCLUDING AMENDMENTS TO THE URBAN SERVICE AREA BOUNDARY, AT ANY TIME THE PLANNING COMMISSION AND ASSEMBLY DETERMINE THAT AMENDMENTS ARE NEEDED. (Page 230)

Comprehensive Plan Land Use Designation of Subject Parcel
Existing: Natural Area Park
Definition: Natural Area Parks are CBJ-owned lands characterized by areas of natural quality designed to serve the entire community by providing fish and wildlife habitat, open space/natural areas, access to water, and opportunities for passive and dispersed recreation activities. No development should be permitted other than structures, roads and trails necessary for the maintenance and protection of the resources or for managed public access for education and passive recreation purposes; this may include parking areas, educational kiosks, cabins, rest stations and similar convenience services for the recreational enthusiast.

These lands should be zoned to prevent residential, commercial, and industrial development, as well as resource extraction activities. The CBJ should retain ownership of these lands. [*Emphasis added*] (Page 145)

Proposed: Medium Density Residential
Definition: These lands are characterized by urban residential lands for multifamily dwelling units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300). (Page 147)

The proposed amendment is a matter of housekeeping because the land use designation assumes public ownership and purpose of the property, but, in fact, the two parcels have been under private ownership for many years. Amending the Comprehensive Plan land use designation from NP to MDR will not only correct an unintended land use designation but will also enable the rezone proposal to move forward more smoothly. With the parcels designated Medium Density Residential, the AME2016 00011 rezone case will substantially conform to the Comprehensive Plan Land Use Maps and also move forward.

STAFF RECOMMENDATION
Staff recommends that the Planning Commission recommend the Assembly approve the Comprehensive Plan amendment and change the land use designation for Southeast Fraction of USMS 164 and Northwest Fraction of USMS 164 from Natural Area Park to Medium Density Residential.

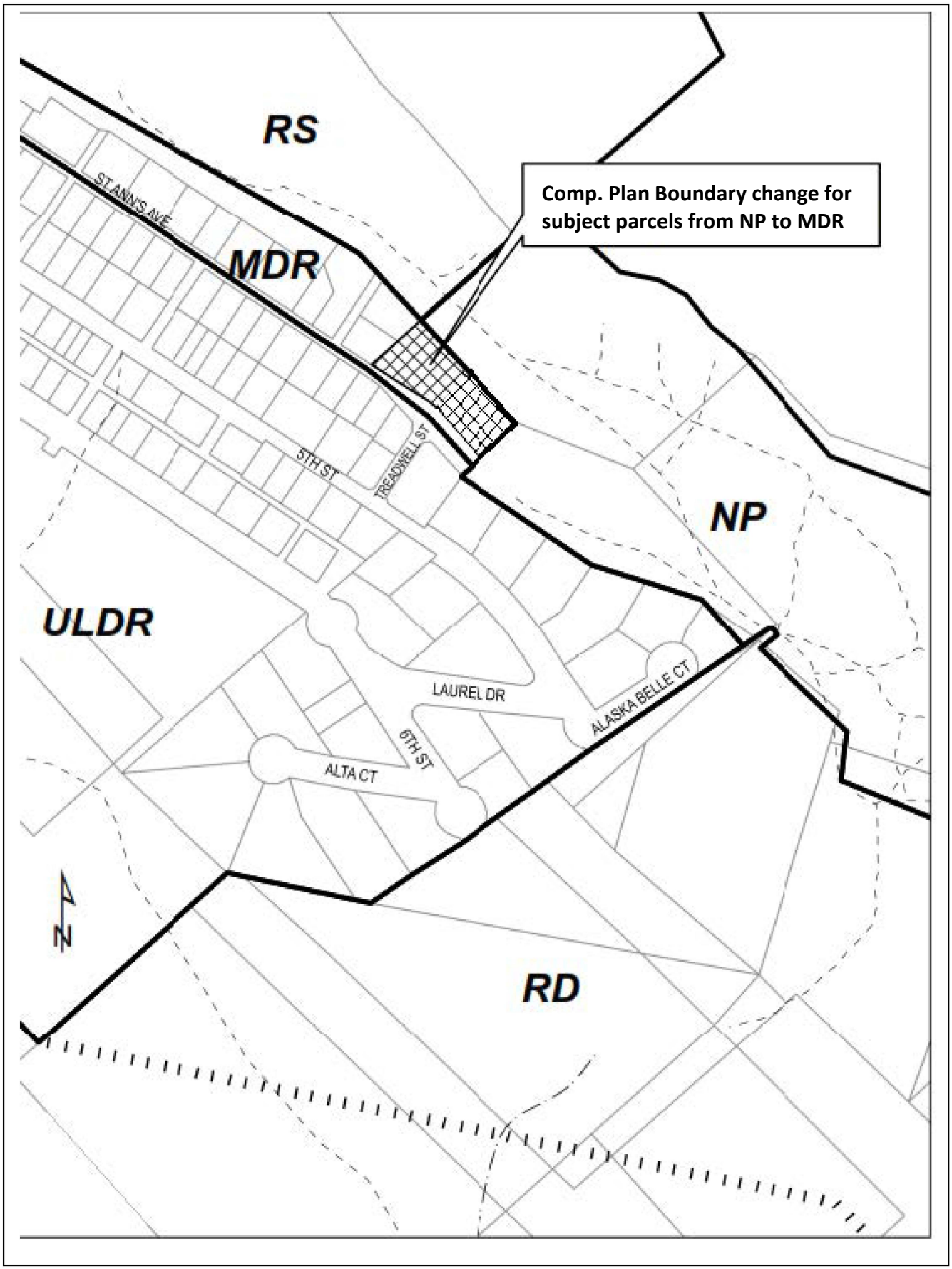

RS
ST ANNS AVE
MDR
Comp. Plan Boundary change for subject parcels from NP to MDR
5TH ST
TREADWELL ST
NP
ULDR
LAUREL DR
ALASKA BELLE CT
6TH ST
ALTA CT
N
RD

EXHIBIT A

AME2016-0018

A proposed Comprehensive Plan map amendment of two lots near the end of St. Ann's Avenue in downtown Douglas from Natural Area Park to Medium Density

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Comprehensive Plan Amendments

Comprehensive Plan – Page 230

POLICY 18.2. FOR THE PLANNING COMMISSION TO INITIATE A GENERAL REVIEW OF THE *COMPREHENSIVE PLAN* TWO YEARS AFTER THE ADOPTION OF THE LAST UPDATE, AND TO MAKE RECOMMENDATIONS TO THE ASSEMBLY TO AMEND IT AS NECESSARY TO REFLECT CHANGING CONDITIONS AND NEEDS AND TO CONSIDER AND ENACT AMENDMENTS TO THE PLAN AND LAND USE MAPS, INCLUDING AMENDMENTS TO THE URBAN SERVICE AREA BOUNDARY, AT ANY TIME THE PLANNING COMMISSION AND ASSEMBLY DETERMINE THAT AMENDMENTS ARE NEEDED.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

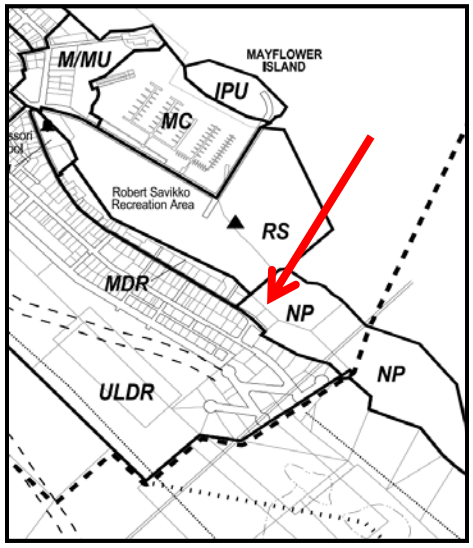
Comprehensive Plan Map Change Timing

Why change the Comp. Plan Land Use designation outside of a Comp. Plan review?

- Facilitate AME2016-00011: "A proposed rezone of a vacant lot near the end of St. Ann's in downtown Douglas from D-5 to D-18 zoning district."
- Adjust an obvious error with the Comp. Plan Map found during development review of AME2016-00011.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Comprehensive Plan Land Use Map

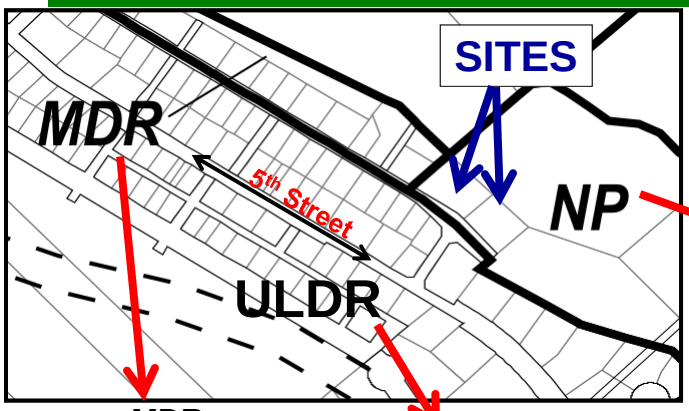


CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

2013 Aerial Photograph

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Comprehensive Plan Land Use Map



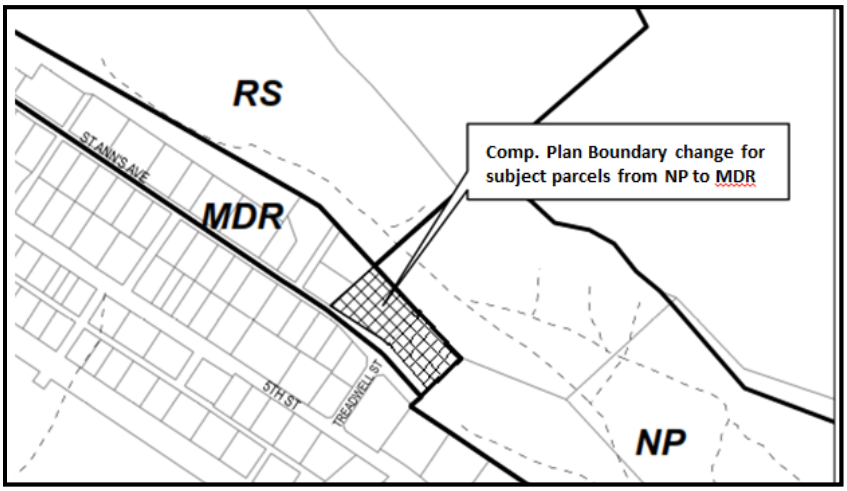
MDR
Medium Density Residential
5-20 dw/ ac

ULDR
Urban Low Density Residential
1-6 dw/ ac

NP
- Natural Area Park
- CBJ open space
- Not for residential/ commercial development

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Proposed Map Change



CITY/BOROUGH OF JUNEAU
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Picture of Site 1: Existing Triplex

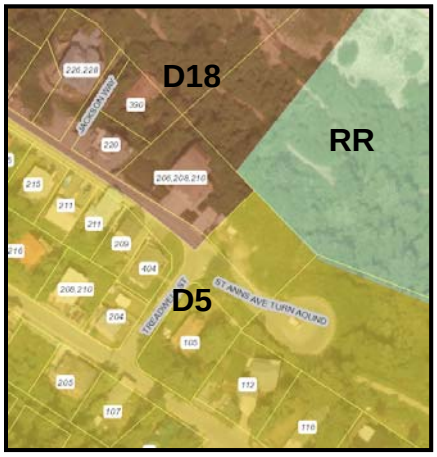
CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Picture of Site 2: Vacant Lot

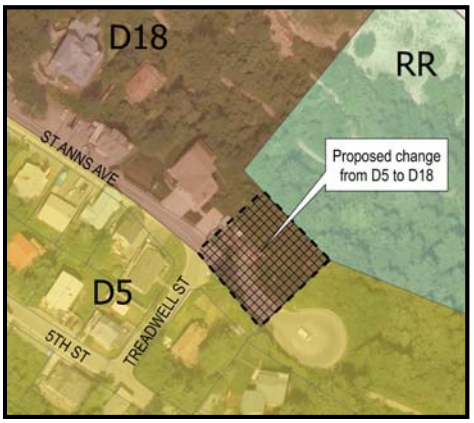
CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

AME2016-00011: Re-Zoning District Change: D-5 to D18

CURRENT



Under Review by Assembly



CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Staff's Findings

Findings

- Sites designation: Natural Area Park (NP)
  - For CBJ lands, not private development
- Sites are privately owned and partially developed
- Natural Area Park is not appropriate for the subject sites
- Extend the abutting Medium Density Residential (MDR) for appropriate land use designation

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Staff's Recommendation

Staff recommends the Planning Commission recommend the Assembly approve the Comprehensive Plan amendment changing the Land Use designation for Southeast Fraction & Northwest Fraction of USMS 164 from Natural Area Park to Medium Density Residential.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

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

PLANNING COMMISSION
NOTICE OF RECOMMENDATION

Date: December 2, 2016
File No.: AME2016 0018

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

Proposal:	A proposed Comprehensive Plan Map Amendment of a vacant lot near the end of St. Ann's Avenue in downtown Douglas from Natural Area Park to Medium Density Residential.
Property Address:	406 South Franklin
Legal Descriptions:	Southeast Fraction of USMS 164 and Northwest Fraction of USMS 164
Hearing Date:	November 30, 2016

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated November 17, 2016, and recommended that the City and Borough Assembly adopt staff's recommendation for a proposed Comprehensive Plan map amendment of two lots near the end of St. Ann's Avenue in downtown Douglas from Natural Area Park to Medium Density Residential.

Attachments: November 17, 2016 memorandum from Eric Feldt, Community Development, to the CBJ Planning Commission regarding AME2016 0018.

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: __

Eric Feldt, Planner
Community Development Department

Benjamin Haight, Chair
Planning Commission

Filed With City Clerk

December 15, 2016
Date

cc: Plan Review

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

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

*****Revised to correct administrative error*****

PLANNING COMMISSION NOTICE OF RECOMMENDATION

Date: December 2, 2016
File No.: AME2016 0018

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

Proposal:	A proposed Comprehensive Plan Map Amendment of two lots near the end of St. Ann's Avenue in downtown Douglas from Natural Area Park to Medium Density Residential.
Property Address:	406 South Franklin
Legal Descriptions:	Southeast Fraction of USMS 164 and Northwest Fraction of USMS 164
Parcel Code No.:	2-D04-0-T48-001-1 and 2-D04-0-T48-001-0
Hearing Date:	November 30, 2016

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated November 17, 2016, and recommended that the City and Borough Assembly adopt staff's recommendation for a proposed Comprehensive Plan map amendment of two lots near the end of St. Ann's Avenue in downtown Douglas from Natural Area Park to Medium Density Residential.

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recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020 (b).

Project Planner: __

Eric Feldt, Planner
Community Development Department

Benjamin Haight, Chair
Planning Commission

Filed With City Clerk

December 15, 2016
Date

cc: Plan Review

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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: November 17, 2016

TO: Board of Adjustment

FROM: Eric Feldt, Planner
Community Development Department

FILE NO.: FZE2016 0001

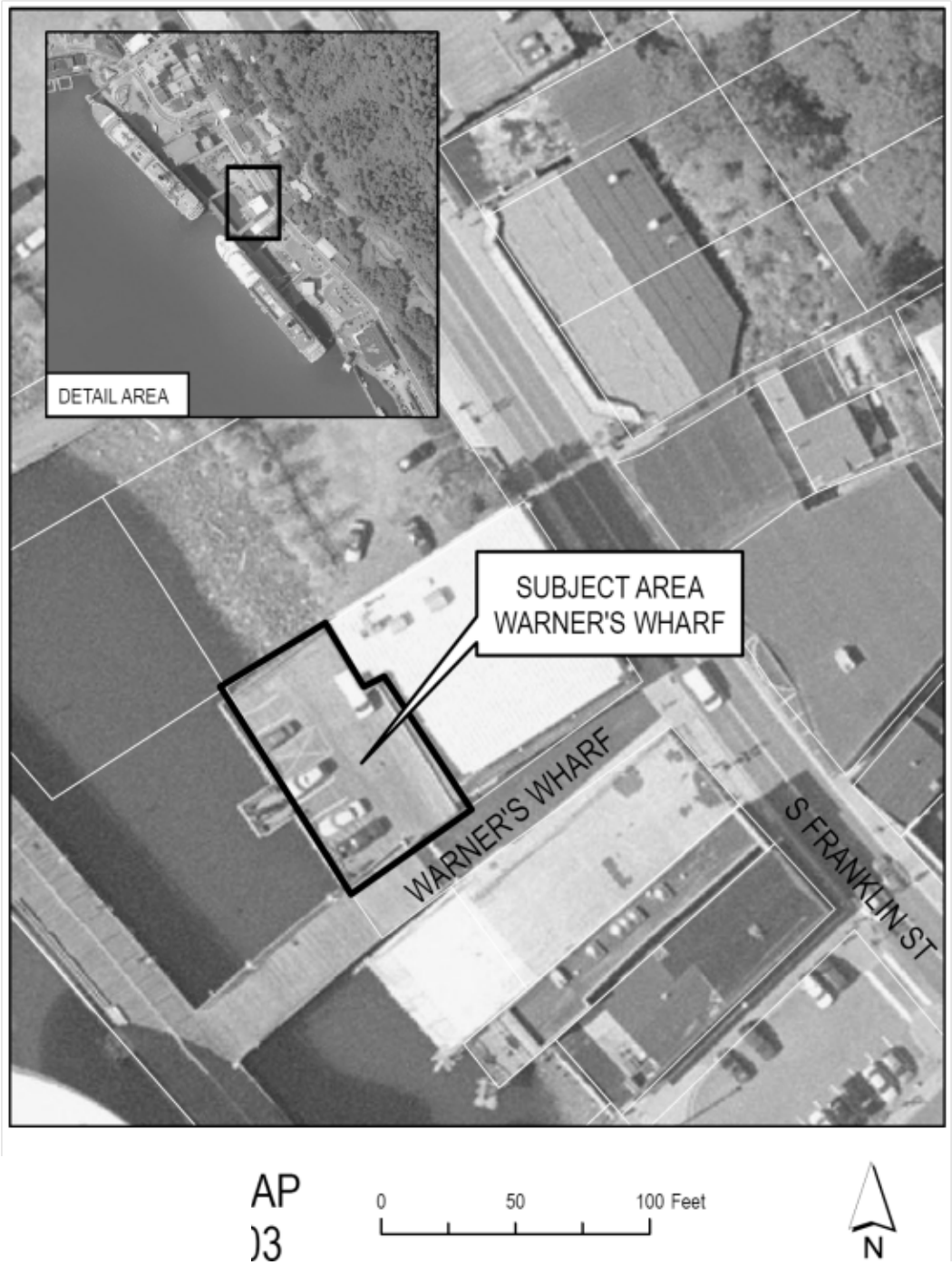
PROPOSAL: A Flood Zone Exception allowing outdoor restaurant structures seaward of the mean high tide in a mapped Velocity flood zone.

GENERAL INFORMATION

Applicant:	James Bibb
Property Owner:	Warner's Wharf LLC AKA Alaska Pacific LLC
Property Address:	406 South Franklin Street
Legal Description:	Tidelands Addition Block 83 Lot 8
Parcel Code Number:	1-C07-0-K83-004-0
Site Size:	11,211 Square Feet (0.26 Acres)
Comprehensive Plan Future Land Use Designation:	Marine Commercial (MC)
Zoning:	Waterfront Commercial (WC)
Utilities:	City Water and Sewer
Access:	South Franklin Street and Warner's Wharf
Existing Land Use:	Retail and Residential

Surrounding Land Use:	North	-	WC; Vacant; South Franklin Street
	South	-	WC; Retail; South Franklin Street
	East	-	MU; Retail; South Franklin Street
	West	-	Gastineau Channel

Vicinity Map



ATTACHMENTS

Attachment A - Flood Zone Exception Permit
Attachment B - Development Permit Application
Attachment C - Applicant's Narrative
Attachment D - Engineer's Letter
Attachment E - Site Design
Attachment F - Previous Restaurant Layout
Attachment G - Public Notice
Attachment H - Applicant's Response to staff's analysis

PROJECT DESCRIPTION

The applicant submitted the subject flood zone exception to place structures for a new outdoor restaurant on a deck located seaward of the reach of mean high tide in a mapped velocity flood zone. Section 49.70.400(g)(2) of the Land Use Code prohibits habitable construction in areas seaward of the reach of mean high tide in velocity flood zones due to the increased potential for damage from a 100-year storm event. However, with an approved flood zone exception, the habitable construction may exist in this area.

The restaurant in question will be located in the former Tracy's Crab Shack site along South Franklin. The restaurant's proposed structures are transportation connexes designed to accommodate the restaurant kitchen, seating and dining areas, and general storage. These connexes will have openings for windows and doorways. Approved Building permits will be required for the proposed structures.

The restaurant that was previously located at this location (Tracy's Crab Shack) has moved and the property owner has leased the site to a different restaurant. All outdoor restaurant improvements associated with the past restaurant have been removed from the deck. The new restaurant owner will install all new outdoor buildings if approved. See Attachments C, D, and E for project narrative and improvement plans.

BACKGROUND

The previous restaurant gained an approved flood zone exception in 2014 that allowed structures on the subject site's deck seaward of the mean hide tide. CDD staff recommended against the flood zone exception in 2014, however the Board of Adjustment approved the exception. That business operated in this location for two years.

Although the use of the site will remain a restaurant, the proposed structures are substantially different than those permitted in 2014. The proposed structures are larger and consist of enclosed buildings rather than pavilions and semi-enclosed structures. Therefore, a new flood zone exception is needed.

ANALYSIS

The applicant hired an engineer to analyze the condition of the deck and determine its ability to handle the additional weight of the proposed structures. This letter is provided in Attachment D. The engineer concluded that some parts of the deck can support the proposed improvements if structural improvements are made. Other areas of the deck should be monitored regularly. If the exception is approved, CDD staff recommends as a condition of the subject flood zone exception that the engineer's recommended improvements are completed. Further, the engineer states that some piers' footings located on the beach are subject to erosion and could be undermined by wave scour. Although the engineer states that these footings should be observed for damage after storms that observation is inadequate for storm protection. Therefore, staff recommends another condition, if approved, that requires the applicant to take preventative care by making improvements to those piers' footings to ensure they are not subject to erosion from a 100-year storm event.

The applicant is seeking a flood zone exception to the code sections shown below.

> *49.70.400(g)(2) In Zones V1-V30, VE, and V, all new habitable construction shall be located landward of the reach of mean high tide.*

Habitable construction is defined as:

> *Finished (habitable) area means an enclosed area having more than 20 linear feet of finished interior walls (paneling, etc.) or used for any purpose other than solely for parking or vehicles, building access, or storage.*

The proposed connexes are entirely or mostly enclosed and will be include a kitchen and restaurant seating. Therefore, the connexes are deemed 'Habitable construction'.

The Flood Zone Exception process of the Land Use Code is described below.

49.70.410 Exceptions.

(a)The board of adjustment shall hear all applications for an exception from the provisions of this article, and shall be limited to the powers granted in this article and those necessarily implied to ensure due process and to implement the policies of this article.

(b) In passing upon such application, the board of adjustment shall consider all technical evaluations, all relevant factors, standards specified in other sections of this article, and:

(1) The danger that materials may be swept onto other lands and cause injury to other persons or property;

The proposed connexes are several feet above the flood elevation. Therefore, with staff's

recommended conditions, the connexes will not be swept onto adjacent lands by the 100-year storm event.

This criterion is met.

(2) The danger to life and property due to flooding or erosion damage;

With the recommended conditions, the deck will not be eroded during the 100-year storm event, and life and property will be preserved.

This criterion is met.

(3) The susceptibility of the proposed facility and its contents to flood damage and the effect of such damage on the individual owner;

With the recommended condition, the deck and proposed connexes will not be affected by the 100-year storm event.

This criterion is met.

(4) The importance of the services provided by the proposed facility to the community;

The applicant has submitted a narrative indicating how this finding is met. Despite this narrative staff concludes this finding is not met because a restaurant on a waterfront is in itself does not provide an important service to the community. There are additional taxes enjoyed by the CBJ, more options for dining for the general public, more overall interest, and other positive elements. However, its location seaward of the reach of mean high tide does not provide a service important to the community.

This criterion is not met.

(5) The necessity to the facility of a waterfront location, where applicable;

The applicant's proposed restaurant is marketed to cruise ship passengers due to the close proximity to the cruise ship dock. Having the restaurant located outside on the deck adds more visibility and attraction which in turn makes it much more marketable than a traditional indoor restaurant without waterfront views/ access, and could be more profitable. Further, the indoor space in the existing building could not likely accommodate a kitchen, seating area, storage, etc. of the size offered on the deck. Therefore, a restaurant at this location could most likely only be viable on the outdoor deck. With that said, however, the waterfront location is not a necessity to the restaurant; it is a benefit due to the marketing of cruise ship passengers.

The applicant has submitted a narrative indicating how this finding is met. Similar to

Finding 4 above, staff's concludes this finding is not met because the restaurant does not serve a necessity to the waterfront area nor seaward of the reach of mean high tide.

This criterion is not met.

(6) The availability of alternative locations for the proposed use which are not subject to flooding or erosion damage;

Staff concludes that the location of the proposed structures is elevated above the reach of the 100-year storm and erosion damage. Therefore, alternative locations do not offer greater protection from flooding or erosion damage.

This criterion is met.

(7) The compatibility of the proposed use with existing and anticipated development;

Development along South Franklin Street consists of retail, upper story residences, temporary food trucks and shacks, and dining. Nearly all ground floor commercial relies on and is devoted to serving the cruise ship industry. The applicant's proposed restaurant is compatible with existing development in the neighborhood.

This criterion is met.

(8) The relationship of the proposed use to the Comprehensive Plan and floodplain management program for that area;

The site is located in the Marine Commercial land use designation of the Comprehensive Plan. This designation is appropriate for water-dependent uses, including marine tourism activities such as food and beverage services. Therefore, the applicant's proposal of an outdoor restaurant is consistent with the Comprehensive Plan. There are no flood-related policies relating to development along Velocity flood zones. However, developing in a safe manner and ensuring structures are built to withstand the 100-year flood force is consistent with overall flood-related policies.

This criterion is met.

(9) The safety of access to the property in times of flood for ordinary and emergency vehicles;

Access to the property is provided along Warner's Wharf and South Franklin Street. Access for emergency vehicles will not be reduced by the applicant's proposal because the property fronts on two streets.

This criterion is met.

(10) The expected heights, velocity, duration, rate of rise, and sediment transport of the floodwaters and the effects of wave action, if applicable, expected at the site; and

Since the proposed location of the connexes is on top of an existing deck that is above the 100-year storm elevation. Approval of the project will have no impact on expected heights, velocity, duration, rate of rise, sediment transport of floodwaters, or effects of wave action.

This criterion is met.

(11) The costs of providing governmental services during and after flood conditions, including maintenance and repair of public utilities and facilities such as sewer, gas, electrical, and water systems, and streets and bridges.

The proposed restaurant will not increase the cost of government services during or after flood conditions because no public utilities or structures are expanded as a result of the project. The public water, sewer, and electrical serving the site are located along the South Franklin Right-of-Way. The proposed connexes have no impact on how those utilities will be impacted by a storm event.

Staff notes that the property owner may have flood insurance to cover any loss during a flooding event.

This criterion is met.

Criteria B (4 & 5) are not met; therefore, Criterion B is not met.

(c) Exceptions may be issued for new construction and substantial improvements to be erected on a lot of one-half acre or less in size contiguous to and surrounded by lots with existing structures constructed below the base flood level, providing subsections (b)(1)—(b)(11) of this section have been fully considered. As the lot size increases beyond the one-half acre, the technical justification required for issuing the exception increases.

The lot is 0.25 acre in size. The elevation of the deck is above the 100-year flood elevation. The bottom floor of the building immediately to the south (Miner's Hall) is also above the flood elevation. The building across South Franklin Street (uphill side) is not in the high-risk flood. Therefore existing development on surrounding lots are constructed above the base flood level. However not all sections under (b)(1-11) are met.

This criterion is not met.

(d) Upon consideration of the factors of subsection (b) of this section and the purposes of this article, the board may deny or grant the application and may attach such conditions to the grant

of an exception as it deems necessary to further the purposes of this article.

As stated earlier, not all sections under (b)(1-11) are met. However, if the Board of Adjustment approves the subject flood zone exception, staff recommends several conditions that ensure the existing deck will withstand forces from the 100-year storm event.

This criterion is met.

(e) Exceptions may be issued for the reconstruction, rehabilitation or restoration of structures listed on the National Register of Historic Places or the state inventory of historic places, without regard to the procedures set forth in the remainder of this section.

The existing building and deck are not on the National Register of Historic Places.

This criterion is not applicable.

(f) Exceptions shall not be issued within any designated floodway if any increase in flood levels during the base flood discharge would result.

There are no floodways along the Gastineau Channel.

This criterion is not applicable.

(g) Exceptions shall only be issued upon a determination that the exception is the minimum necessary, considering the flood hazard, to afford relief.

The Flood Zone Exception was filed because the applicant wishes to have the restaurant connexes located in a way that is best for business operations and movement of people and truck deliveries.

With the recommended conditions, there would be little flood hazard resulting from the applicant's proposal.

This criterion is met.

(h) Exceptions shall only be issued upon:

(1) A showing of good and sufficient cause;

As indicated earlier, the applicant wishes to locate the proposed structures in a way that allows for their restaurant to function in a way that meets their needs for cooking, dining, day-to-day operations, and product marketing.

This criterion is met.

(2) A determination that failure to grant the exception would result in exceptional hardship to the applicant; and

No evidence has been presented that there are any exceptional hardships to the applicant by using an alternative design compliant with 49.70.400(g)(2).

This criterion is not met.

(3) A determination that the granting of an exception will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances or conflict with existing local laws or ordinances.

If the Board of Adjustment grants the flood zone exception with the recommended conditions, the project will not increase flood heights, threats to public safety, extraordinary public expense, or create nuisances. Despite the conflict with section 49.70.400(g)(2) of the Land Use Code to which the flood zone exception is needed, there is no other conflict with existing local laws or ordinances.

This criterion is met.

Staff concludes that Criteria 49.70.140(b)(4 & 5) and 49.70.140(h)(2) are not met.

RECOMMENDATION

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and deny the requested Flood Zone Exception, FZE2016-0001.

If the Board of Adjustment makes findings to grant the applicant's project, staff recommends the following conditions:

1) Prior to issuance of a Building permit, the applicant shall submit plans showing how improvements to the deck will be made, consistent with the attached 2016 engineer's letter.

2) Prior to issuance of a building permit the applicant shall submit plans showing that the existing footings on the beach will be improved to withstand forces from a 100-year storm event.

3) Prior to issuance of a Certificate of Temporary Occupancy, the applicant shall make improvements consistent with Conditions 1 & 2.

FLOOD ZONE EXCEPTION APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		FZE 20160001	10-21-16

DESCRIPTION OF ACTIVITY REQUIRING A FLOOD EXCEPTION:
Alaska Pacific Pier Building, Dock: Replace existing seasonal exterior seafood restaurant with new restaurant under new ownership

Base Flood Elevation 25' MHW

Flood Insurance Rate Map _____

Elevation of Lowest Floor of all Structures Including Basement 25.5' (Beam

Elevation to which ANY Structure has been Floodproofed _____

WILL THE BASE FLOOD ELEVATION CHANGE AS A RESULT OF THE PROPOSED ACTIVITY:

☐ YES ☑ NO If Yes, please explain.

TO BE COMPLETED BY THE APPLICANT

PROPOSED USE OF LAND OR BUILDING(S):
Seasonal, (summer tourism season) exterior seafood restaurant with similar layout and operation to replace existing Tracy's Crab Shack under new ownership. This follows a previously approved use

UNIQUE CHARACTERISTICS OF LAND OR BUILDING(S):
Buildings are small, self-contained modified shipping containers which through their design will be able to contribute to the structural stability of the existing dock by the manner in which they will be position and attached.

WHY WOULD A FLOOD EXCEPTION BE NEEDED FOR THIS PROPERTY/STRUCTURE REGARDLESS OF THE OWNER?
Portion of the usable dock are is seaward of the mean high water mark

WHAT HARDSHIP(S) WOULD RESULT IF THIS EXCEPTION WAS NOT GRANTED?

The layout proposed is critical to the operational success of the business as it requires very specific, high-volume accommodations characteristically required for the downtown seawalk businesses. Another factor is that the a structural assessment of the proposed layout existing dock, see attached identifies a "recommended building site" that utilizes the existing structural characteristics of the dock. Other locations would assume an high expense to the owner

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.

FLOOD ZONE EXCEPTION FEES

	Fees	Check No.	Receipt	Date
Application Fees	$ 400			
Admin. of Guarantee	$			
Adjustment	$			
Total Fee	$ 400	57175	8711	10/21/16

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

Attachment A - Flood Zone Exception Permit

DEVELOPMENT PERMIT APPLICATION

Project Number FZE20160001	CITY and BOROUGH of JUNEAU	Date Received: 10-21-16
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description Replace existing exterior seafood restaurant located on Alaska Pacific Pier Dock with a new restaurant.

PROPERTY LOCATION

Street Address: 406 South Franklin Street	City/Zip: Juneau, Alaska 99801
Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot): Lot 8 Block 83 Tidelands Addition	
Assessor's Parcel Number(s): 1-C07-0-K83-004-0	

LANDOWNER/ LESSEE

Property Owner's Name: Michael Tripp	Contact Person: M. Tripp	Work Phone: 586-9502
Mailing Address: 120 Mill Street, Juneau Ak 99801	Home Phone:	Fax Number:
E-mail Address: michael@shirtco.com	Other Contact Phone Number(s): James Bibb, Northwind Architects	

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

X _____ Date: 10/20/16

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: James Bibb, Northwind Architects	Contact Person: James Bibb	Work Phone: 586-6150
Mailing Address: 126 Seward Street	Home Phone:	Fax Number:
E-mail Address:	Other Contact Phone Number(s):	

X _____ Applicant's Signature — Date of Application: 10/20/16

STAFF APPROVALS

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

✓	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			
✓	Other (Describe) FZE		FZE 20160001	

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

Comments:

Permit Intake Initials: JKL

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

Attachment B - Development Permit Applicaiton

NorthWind
Architects, LLC

MEMORANDUM

Date: January 6, 2014

To: CBJ Community Development Department

Sent By: James Bibb, NWA

RE: Pacific Pier Building Request for a Flood-Zone Exception to allow for a building to be built on a dock seaward of the mean high tide in a velocity flood zone.

Via ☐E-Mail ☐ Fax Other: ☐

CBJ CCD Staff,

We request that CBJ Community Development review and recommend approval for a flood-zone exception to allow for a seasonal outdoor seafood restaurant to be built on a dock seaward of the mean high tide in a velocity flood zone for the Pacific Pier Building located at 406 South Franklin Street. We provided the following project description, background and analysis.

This memo references:

- January 31, 2014 CBJ CDD Memorandum of File No. FZE2014-001 Board of Adjustments Report
- February 12, 2014 FZE2014-001 Board of Adjustments Notice of Decision
- B2 Engineering , February 7, 2014 Engineering assessment Memo
- EEIS Consulting Engineers August 19, 2016 Structural Assessment Memo

Background and Application Proposal

The current Tracy's Crab Shack seasonal restaurant located on the seaward-side on the Alaska Pacific Pier, 406 South Franklin Street will change ownership. The New owner proposes the same use as a seasonal waterfront seafood restaurant; however, the configuration and construction of the restaurant support facilities will change. A portion of this configuration, similar to the previous restaurant configuration, will encroach seaward of the identified velocity flood-zone.

We propose leveraging the approval of the 2014 application in support of our project. In doing so, we have addressed as much as possible the findings of the 2014 report in order to insure that we a similar positive approval.

This request follows that of the 2014 application with Board of Adjustments request and findings, FZE2104-001, in that the primary proposed use is the same, the basic location and relationship to the dock structure is the same and that the configuration of the dock structure will not be altered in any manner other that that affix the proposed new structures to the dock.

MEMORANDUM
Application for Flood Zone Exception
October 20, 2016

We propose addressing your analysis the February 11, 2014 Board of Adjustment Notice of Decision FZE2014001 adopting and approving the applicants application which were support the following applicant's findings based on:

1. The importance that the services provide by the proposed facility to the community.
2. The necessity of the facility to be located at a waterfront location.
3. The lack of availability of alternate locations for the proposed use which are not subject to flooding or erosion damage.
4. Agreeable exception of the proposed Use to the CBJ Comprehensive Plan and floodplain Management Program based on a determination that the failure to grant the exception would result in exceptional hardship to the applicant and the determination that the granting of an exception will not result in increased flood heights, additional threats to public safety, extraordinary public expense, create nuisances or conflict with existing local laws or ordinances.
5. That the relaxation specified by the Board of Adjustment would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners.

The 2014 CCD report to the Board of Adjustments were not able to recommend the initial 2014 application as staff noted a number of the exceptions which were not met under section 49.70.410. The February 12, 2014 Notice of Decision noted the staff's findings and analysis and subsequently approved the applicants request adopting the applicants findings based on the then applicants responses to those exceptions.

In your review of this application, we propose referencing the previous Board of Adjustments decision in staffs review, analysis findings for your report in support of staff approval. To supplement and reiterate the responses to the Section 49.70.410, Exceptions, we have the following:

1. The continuation of a restaurant facility at this location is considered an important service to our community and our visitation industry. This proposed continued use will add aesthetic and commercial value to our waterfront.
2. This specific location on the waterfront serves to support our new sea walk expansion and the investment of our16B dock expansions by offering service amenities adjacent to this effort.
3. That in light of a lack of other viable waterfront locations best suitable for restaurant establishments of this nature, we need to support what locations are available.
4. The determination through the previous 2014 report that in granting this exception, no additional threats to public safety, extraordinary public expense, creation of a public nuisances or conflict with existing public laws or ordinances will incur.

Our proposed restaurant's waterfront association and exposure to both the newly expanded 16B cruise ship Berths and the current expansion of the sea walk is vital to financial success of the business. The proposed configuration of the restaurant layout, similar to the previous restaurant applicant, requires using portions of the dock that encroaches into the velocity flood zone which cuts direction through the existing dock and our proposed project site. Options to change the configuration to build outside of the velocity flood zone would not only restrict the efficiency of for the operation of the restaurant, it would add a significant expense to the project that could very well threaten the viability of the business financial success.

I have attached a 2014 structural analysis by B2 Engineering, Bruce Berryhill, reviewing structural stability. In that report findings, the wood pier and deck shoreward of the Alaska Pacific Pier Building supporting a seasonal restaurant facility "will not result in additional flood heights, nor additional threats to public safety, for extraordinary public expense, nor create a nuisances". That very engineer is involved currently as a consultant for this project to monitor the propose revised layout and to insure that we maintain the current level of structural stability and to insure that our proposed design will stay within those initial findings.

We have requested Bruce Berryhill provide a current assessment of the dock taking into account our new proposed restaurant configuration. In a follow up structural analysis, (see attached August 19, 2016 Alaska Pacific Pier Structural Assessment), the engineer identifies a "Recommend Building Site" based on our proposed re-configuration and design. This recommended building site encroaches seaward of the identified velocity flood zone. Areas outside of the velocity flood zone, closer to the building would require potentially substantial modifications to the existing dock structure. **In order to safely construct on the existing dock to maintain current structural integrity, our engineer recommends a location which encroaches into the identified velocity flood zone area.**

MEMORANDUM
Application for Flood Zone Exception
October 20, 2016
Page 3 of 3

Our proposed configuration, referencing the August 19, 2016 structural recommendation report, follows our structure engineers recommendation. Repositioning our proposed configuration will require us to supplement the existing structure at great cost to the owner and therefore, we propose consideration of this expense in reviewing our application.

Other considerations unique to the timing of this application is the addition of the 16B concrete dock structures seaward of our site and the potential for that assumed barrier acting characteristically similar to a breakwater would have a favorable effect on how the current velocity flood zone exposure and risk is assessed.

Thank you,

James Bibb
NorthWind Architects, LLC

EEIS CONSULTING ENGINEERS, INC.

August 19th, 2016

Architect James Bibb
Northwind Architects
126 Seward Street
Juneau, Alaska 99801

Project: 216055 Alaska Pacific Pier Structural Assessment
Pier 49 Seafood Station

Dear Mr. Bibb,

You have a client considering putting a modularized restaurant on the pile supported deck on the Ocean side of 406 South Franklin Street, and you have hired us for a structural assessment of that deck. The modules vary in size and have a dead weight of 9800 lbs maximum. On Friday, October 7th, I visited the site and made a records search at the CBJ permit center. This report gives observations and recommendations.

In this report, North is taken parallel to South Franklin Street and toward downtown.

OBSERVATIONS

RECORD INFORMATION: This wharf has many different ages of construction. The CBJ records search turned up plans for a 1993 addition for the 37 foot most oceanward portion. My inspection found existing piles older than 1993 in the Northeast corner of the structure. In 2005 I witnessed the construction of the Alaska Pacific Pier building and replacements of some of the shoreward deck piles. In 2014 Alaska Renovators replaced some of the concrete footings on the beach.

The project site is a wharf-like structure generally consisting of the following:

- 2.5" x 11.25" treated timber decking over joists
- 4" x 11.5" joists at 24" o.c. spanning 8 to 12 feet over pile cap beams
- 12x12 creosoted and (3) 3x12 timber pile cap beams spanning 6 to 12 feet over piling
- 8 to 14 inch driven piles or piers on concrete footings
- Various diagonal braces above high tide line

DECKING: The 3x12 decking is deficient in many respects. Calculations find that the 2.5 inch decking thickness is adequate for a 100 psf pedestrian assembly but not for a 3000 lb vehicle point load. The decking is worn and splintered at the edge indicating that the whole section is not available. The decking must have been placed wet and later dried out because there are 1" gaps between many of the planks. In many places these gaps are filled with wood chinking strips. The decking is not laid out in a staggered pattern, and not all joist crossings are double nailed. There are several holes in the deck. It looks bad.

The guardrail detail is also minimal. Calculations might find that it does not meet current structural code. The deck is missing guardrail at the North and Northwest edges. In one place an existing post is split down the bolt line.

JOISTS: The 4" x 11.5" creosoted joists are in excellent condition. Calculations find that they are good for a 250 psf storage load or a 4000 lb midspan point load.

PILE CAP BEAMS: I was not able to access that pile cap beams for close inspection. From the beach below they appear to be in good condition. Beam sections vary depending on which part of the deck you're looking at. Gridline spacings vary from 6.5 feet to 12 feet, and beam spans between piles vary from 6 feet to 12 feet. Because spacings and spans vary and because we don't know where the point loads will be, it's hard to pin down a calculated capacity. Using 10 foot spacings and 10 foot spans, a 12x12 DF#2 timber will carry an 100 psf pedestrian assembly or a midspan 5000 lb point load.

PILES AND PIERS: The piles and piers vary, and most of them are in good condition, but some are beginning to rot. The 1993 construction used driven creosoted wood piles 12 to 14" in diameter. I probed these piles and found firm wood. There are some 12x12 timber piers on concrete footings near the south edge of the structure. There are three 16 inch diameter steel piles near the Northeast corner of the structure. The oldest piles are on two gridlines about 3 and 9 feet from the Northeast edge of the building, some of which are beginning to rot. The piles should be good for at least 20,000 lbs of vertical load and are adequate for this project.

Some of the piles are driven and some of the piers are on concrete footings on the beach. The footings on the beach are installed directly on the beach. The soil on the beach is AJ rock (4" to 8" angular cobbles) over silt. The silt is subject to wave erosion in storms: The concrete footings could be undermined by wave scour.

BRACING: The bracing varies in size and quality. The 1993 construction has 3/4 inch bolts at each end of diagonal 3x12 braces in both directions. This provides enough strength for a wharf, and this is the way they used to do it, but it would not meet current building code. It would not be strong enough, and it would not prevent the structure from swaying in an earthquake.

SUMMARY: In summary, observations and preliminary calculations find that the decking and the lateral bracing are deficient, but the joists, beams, and some of the piles are adequate.

RECOMMENDATIONS

The attached drawing shows the strongest and most reliable part of the wharf on which it is recommended to place the modular restaurant. This location avoids most of the piers on footings. It avoids the long span joists to the oceanward pile cap beam.

The decking should be replaced, at least under the modules and where the deck is damaged. Replacing all the decking might may be necessary for seismic diaphragm strength.

The missing guardrail must be replaced. If engineering calculations are required, the guardrail detail will probably have to be upgraded. This may be something to work out with the building code official.

Although it appears that the joists and beams might be able to take point loads from the module corners, it is recommended to spread the loads by continuously supporting the module edges.

Earthquake bracing must be provided to meet the current building code. This could be done either by driving batter piles or by tying and blocking the structure back to the Alaska Pacific Pier building. The 16 inch diameter steel piles not supporting the building could be freely used for bracing. At the South end, the bracing would have to tie back to the building deck. It should have sufficient strength, and an engineering analysis would have to be done to confirm that. If for some reason it doesn't work to brace the wharf to the building, then batter pile may have to be driven. One other option might be to install ground anchors into the retaining walls of the city street to the South.

It is recommended that the facility owner observe the footings on the beach periodically. No special skill or certification is required. Just have someone go down there and verify that the footings remain level and not undermined by wave action. This should be done after major storms and at least yearly.

We appreciate the opportunity of being of service to you on this project.

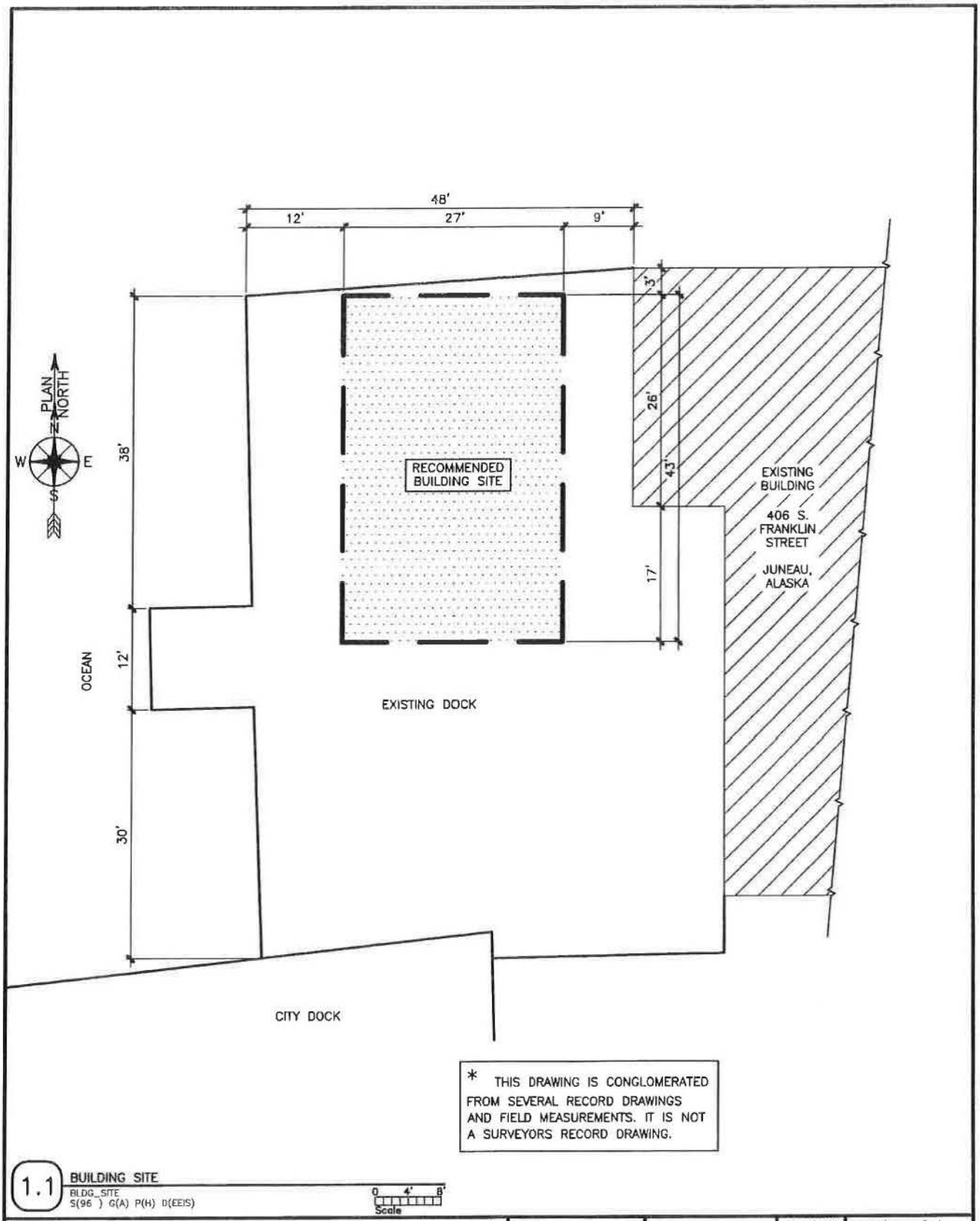
Sincerely,

EEIS CONSULTING ENGINEERS, INC.

Bruce R Berryhill

Bruce R. Berryhill, PE
Senior Project Engineer

1 attachment



* THIS DRAWING IS CONGLOMERATED FROM SEVERAL RECORD DRAWINGS AND FIELD MEASUREMENTS. IT IS NOT A SURVEYORS RECORD DRAWING.

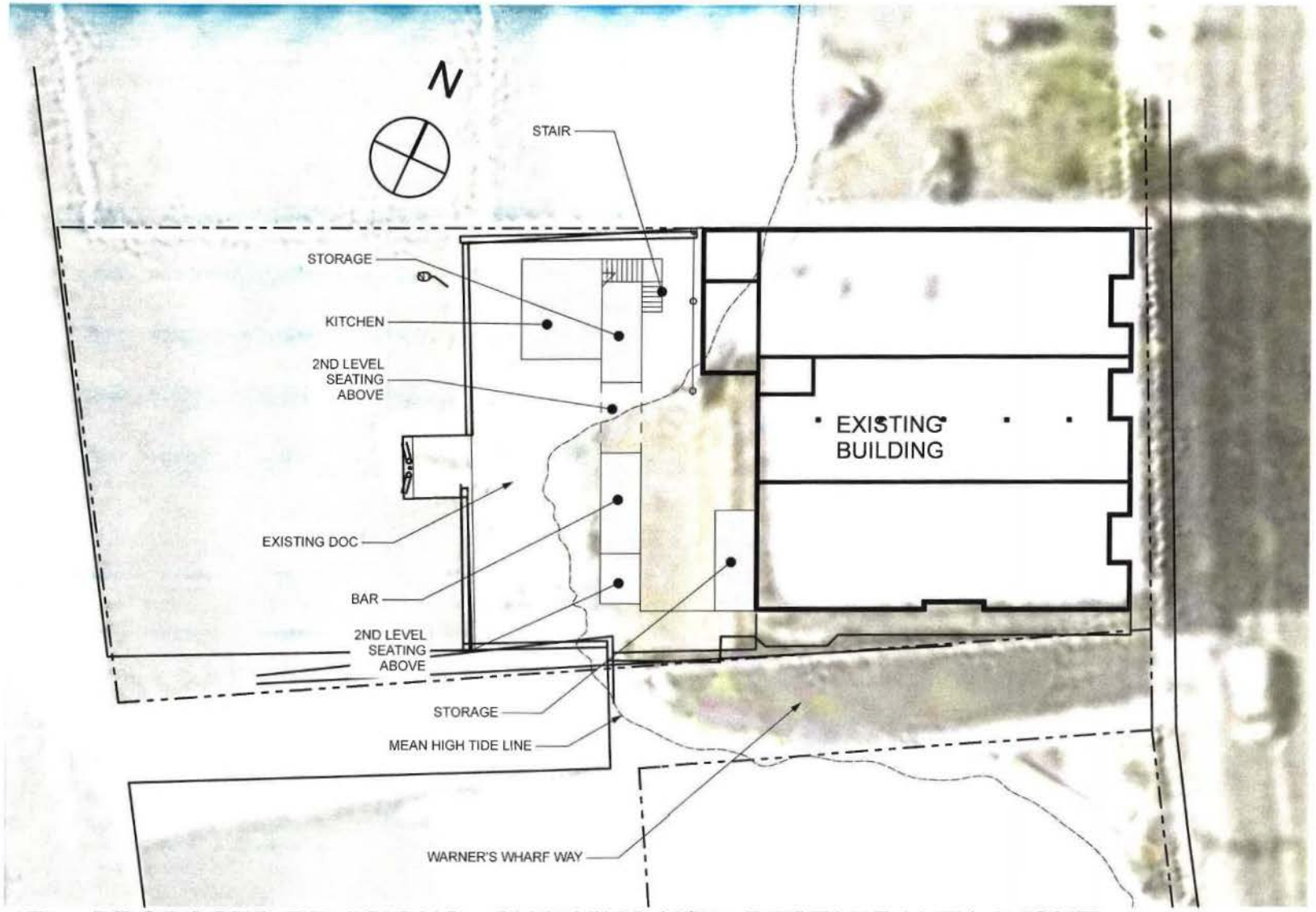
1.1 BUILDING SITE
BLDG_SITE
S(96) G(A) P(H) D(EEIS)

0 4' 8'
Scale

TITLE: NORTH ARROW ARCHITECT PIER 49 SEAFOOD STATION RECOMMENDED LOCATION SITE	EEIS CONSULTING ENGINEERS, INC.	REVISION A	Release Date 10-11-16
DATE 10-11-16 EEIS DWG. NO.			Sheet S1.0
SCALE AS NOTED EEIS PROJCT. NO. 216055			

File Name: F:\ACAD\2016\216055_NORTHWIND-Timberwolf Dock Structural Assessment\NORTHWIND-Timberwolf Dock Structural Assessment\sheets\STRUCTURAL\S1.0 NEW BUILDING SITE.dwg
Plotted: 10/11/2016 10:35 AM - Plotstyle: EEIS-B_Savin.ctb - Page Setup: EEIS-11X17_BOND
User: Ryan John J. Paneda - LTScale: 1 - DimScale: 96 - VisRetain: 0

Attachment D - Engineer's Letter



1 PROPOSED REVISIONS - SHOWING NEW RESTAURANT LAYOUT

SCALE: 1" = 20'

0 10' 20' 40'

ARCHITECTURAL SITE PLAN - FEMA

NorthWind Architects, Juneau AK

PACIFIC PIER IMPROVEMENTS

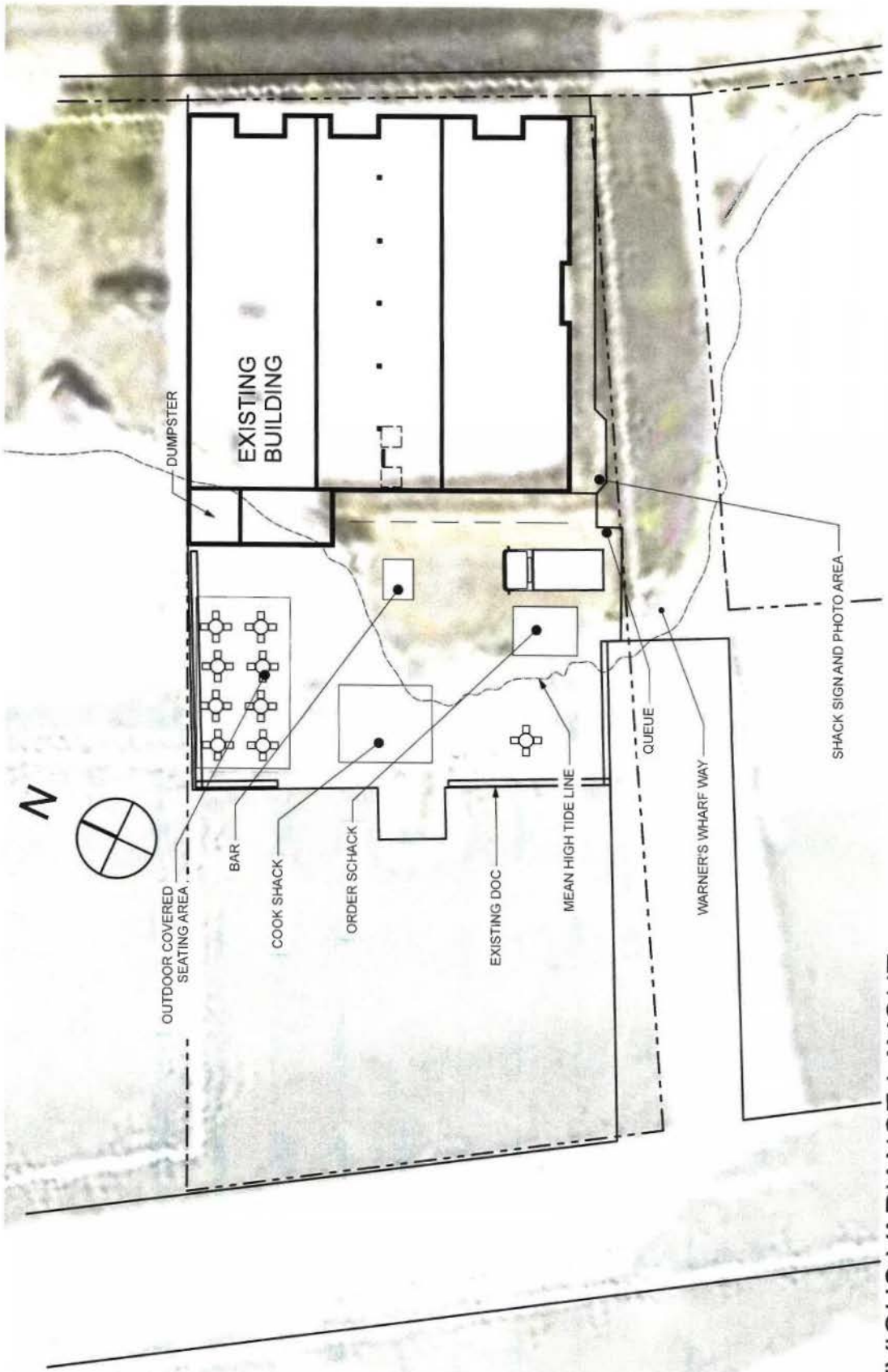
Juneau, Alaska

NWA 1333

A01

Attachment E - Site Design

A02



1 PREVIOUS VARIANCE LAYOUT

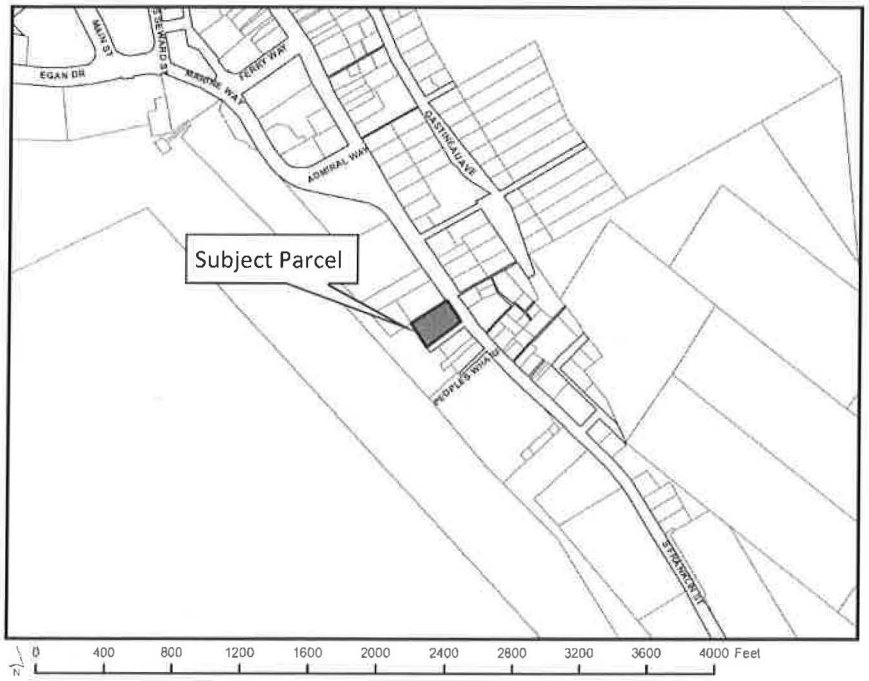
SCALE: 1" = 20'

PACIFIC PIER IMPROVEMENTS
Juneau, Alaska
NWA 1333

PREVIOUS RESTAURANT LAYOUT
NorthWind Architects, Juneau AK

Attachment F - Previous Restaurant Layout

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: A Flood Zone Exception to allow new restaurant buildings to be built on a dock seaward of the mean high tide in a Velocity flood zone.

File No:	FZE2016 0001	Applicant:	James Bibb
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K83-004-0
Hearing Date:	November 22, 2016	Owner:	Warner'S Wharf LLC & AKA Alaska Pacific LLC
Hearing Time:	7:00 PM	Lot Size:	11,211
Place:	Assembly Chambers	Zoned:	WC
	Municipal Building	Site Address:	406 S Franklin St
	155 South Seward Street	Accessed Via:	Franklin St
	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.

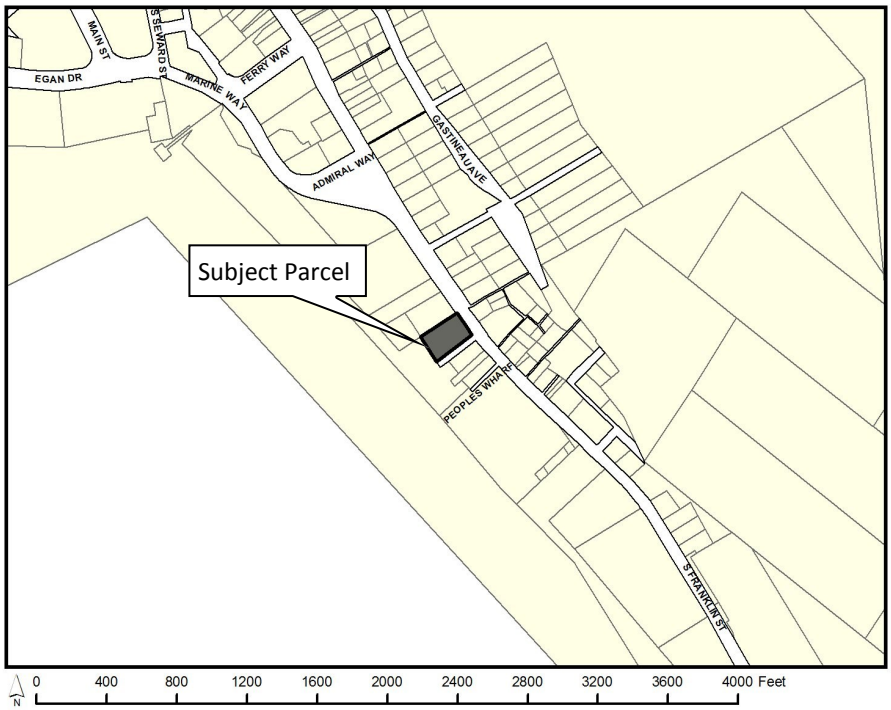
If you have questions, please contact Eric Feldt at Eric.Feldt@juneau.org of 586.0764.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

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

Attachment G - Public Notice

NOTICE OF PUBLIC HEARING



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

SHIP TO:

PROPOSAL: A Flood Zone Exception to allow new restaurant buildings to be built on a dock seaward of the mean high tide in a Velocity flood zone.

File No:	FZE2016 0001	Applicant:	James Bibb
To:	Adjacent Property Owners	Property PCN:	1-C07-0-K83-004-0
Hearing Date:	November 30, 2016	Owner:	Warner'S Wharf LLC & AKA Alaska Pacific LLC
Hearing Time:	7:00 PM	Lot Size:	11,211
Place:	Assembly Chambers	Zoned:	WC
	Municipal Building	Site Address:	406 S Franklin St
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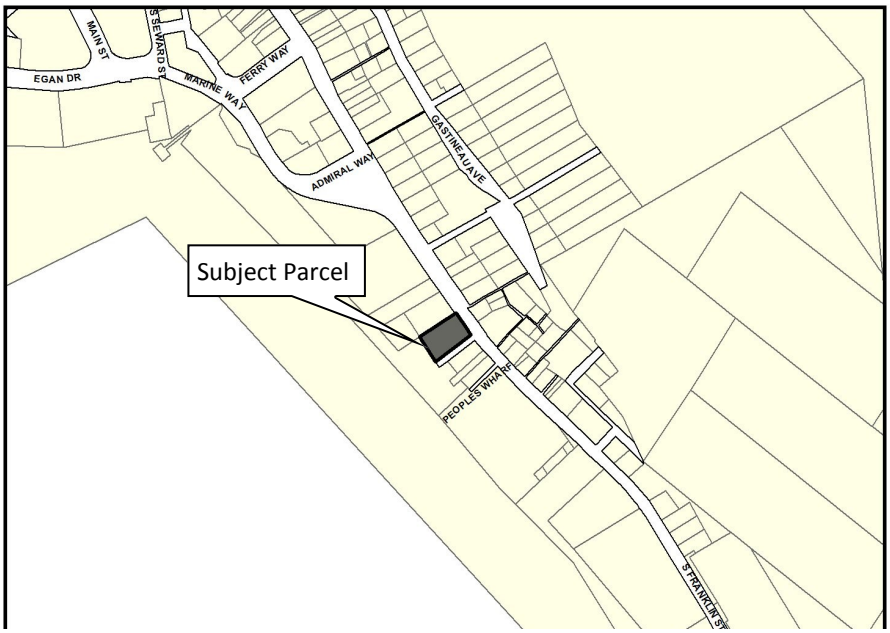
Date notice was printed: October 27, 2016

Attachment G - Public Notice

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

N

PROPOSAL: A Flood Zone Exception to allow new restaurant buildings to be built on a dock seaward of the mean high tide in a Velocity flood zone.

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CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

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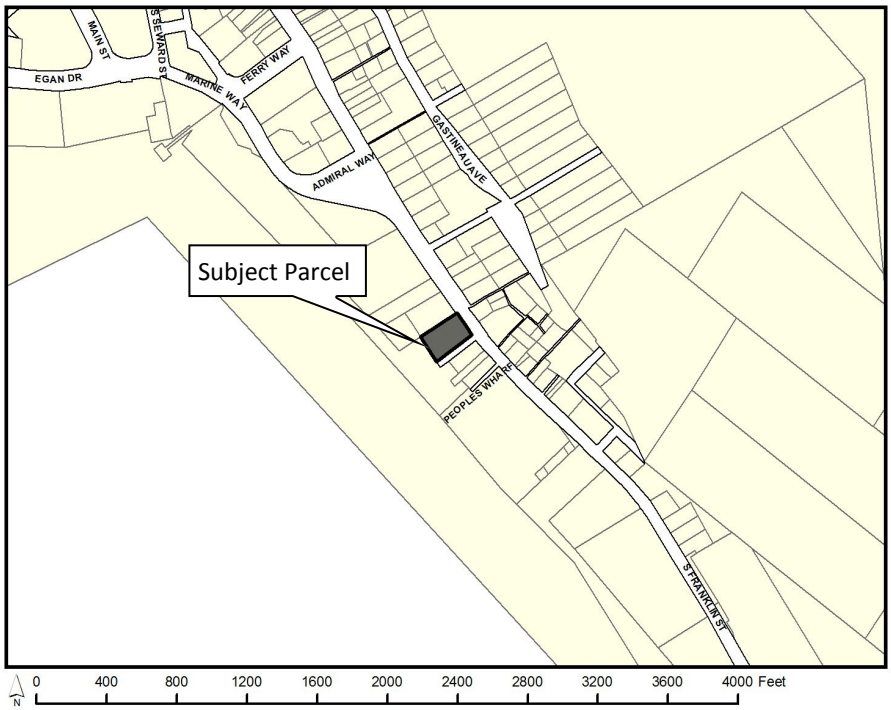

City & Borough of Juneau
Community Development Department
155 S Seward Street • Juneau, Alaska 99801

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Date notice was printed: October 27, 2016

FZE2016-0001

A Flood Zone Exception allowing outdoor restaurant structures seaward of the mean high tide in a mapped Velocity flood zone.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

VICINITY MAP

CITY/BOROUGH OF
ALASKA'S CAPITAL CITY

Flood Zone Exception Required

Staff determined: Proposed development is larger and substantially different than previous restaurant structures

<u>Differences</u>

Previous: Open & Enclosed structures

Proposed: More enclosed structures(connexes), 2 stories

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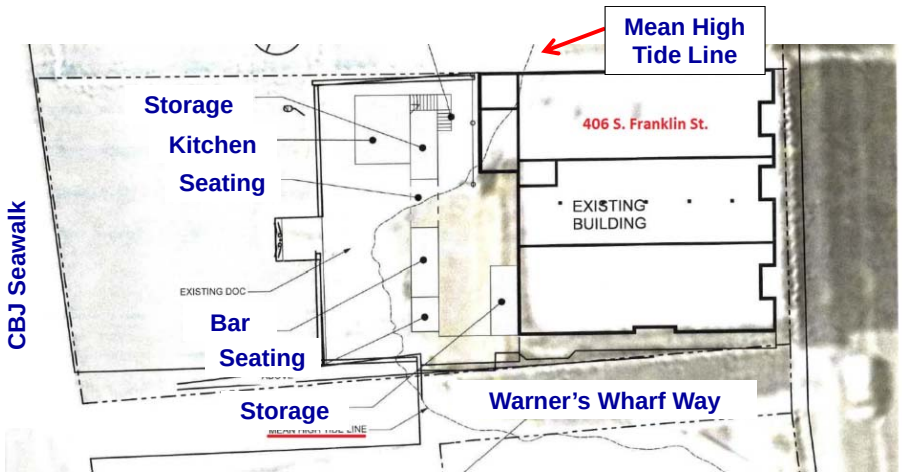
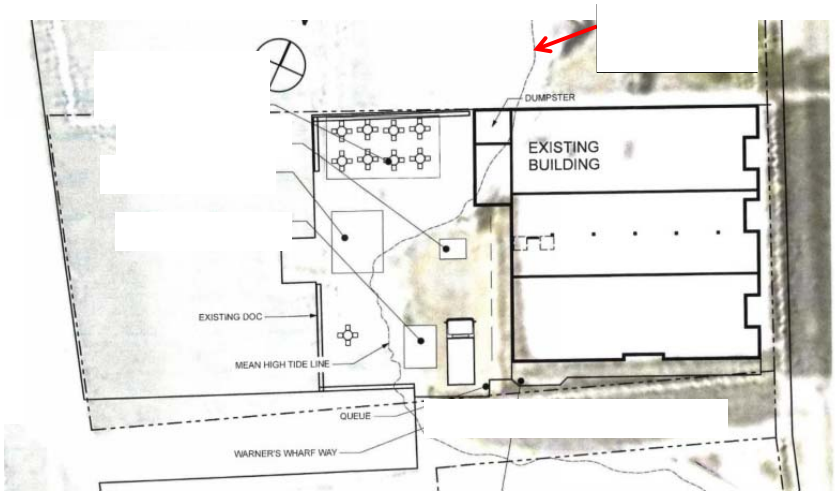
ALASKA'S CAPITAL CITY

Site Layout: Proposed new outdoor restaurant



CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Previous Restaurant Layout



CITY/BOROUGH OF JUNEAU
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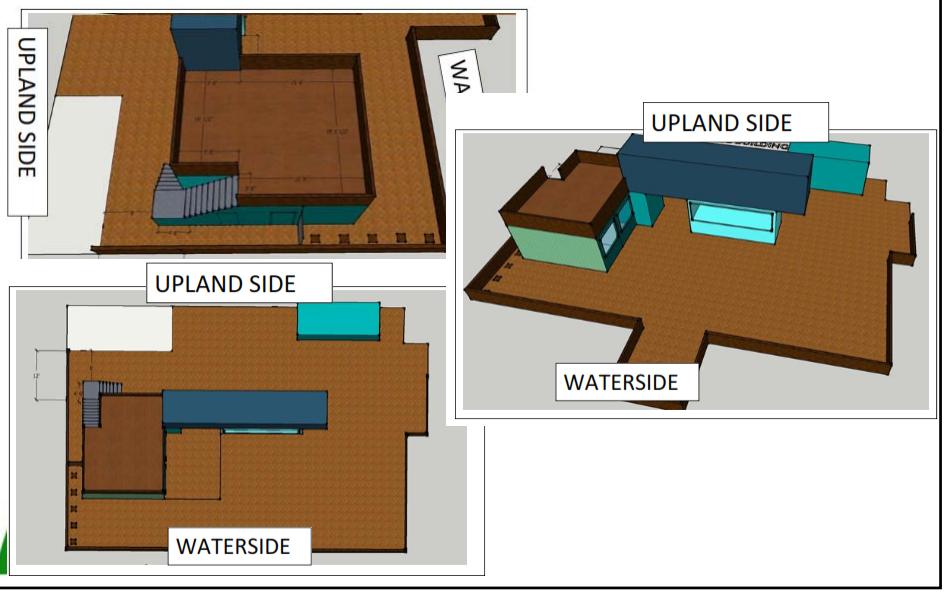
Graphics of Proposed Restaurant Structures



Existing Deck & Condition

All outdoor restaurant elements (i.e. kitchen, prep, seating, etc.) are located on the existing deck.

Analysis of condition of deck performed by Professional Engineer (PE):

- Non-structural improvements: Replace decking, install hand rail
- Structural:
  - Joist & Beams handle weight from connexes, but spread load out
  - Install earthquake bracing
  - Observe footings located on beach periodically

No analysis of whether or not deck meets flood hazard or force was provided

- Staff recommends a condition addressing this

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ALASKA'S CAPITAL CITY

Staff's Findings

49.70.410 Exceptions.

(a)The <u>board of adjustment shall hear all applications for an exception from the provisions of this article</u>, and shall be limited to the powers granted in this article and those necessarily implied to ensure due process and to implement the policies of this article.

(b) In passing upon such application, <u>the board of adjustment shall consider all technical evaluations</u>, all relevant factors, standards specified in other sections of this article, and items (1) – (11).

Staff found 49.70.140(b)(4 & 5) and 49.70.140(h)(2) are not met.

(49.70.140(h)(2) is met if 49.70.140(b) is met)

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ALASKA'S CAPITAL CITY

Staff's Findings: 49.70.140(b)(4)

(4) The importance of the services provided by the proposed facility to the community;

The applicant has submitted a narrative indicating how this finding is met. Despite this narrative staff concludes this finding is not met because a restaurant on a waterfront is in itself does not provide an important service to the community. There are additional taxes enjoyed by the CBJ, more options for dining for the general public, more overall interest, and other positive elements. However, its location seaward of the reach of mean high tide does not provide a service important to the community. [PAGE 5]

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ALASKA'S CAPITAL CITY

Staff's Findings: 49.70.140(b)(5)

(5) The necessity to the facility of a waterfront location, where applicable;

The applicant's proposed restaurant is marketed to cruise ship passengers due to the close proximity to the cruise ship dock. Having the restaurant located outside on the deck adds more visibility and attraction which in turn makes it much more marketable than a traditional indoor restaurant without waterfront views/ access, and could be more profitable. Further, the indoor space in the existing building could not likely accommodate a kitchen, seating area, storage, etc. of the size offered on the deck. Therefore, a restaurant at this location could most likely only be viable on the outdoor deck. With that said, however, the waterfront location is not a necessity to the restaurant; it is a benefit due to the marketing of cruise ship passengers. [PAGES 5 & 6]

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Staff's Recommendation

Staff recommends that the Board of Adjustment deny the requested Flood Zone Exception, FZE2016-0001.

If the Board of Adjustment makes findings to grant the applicant's project, staff recommends the following conditions:

1) Prior to issuance of a Building permit, the applicant shall submit plans showing how improvements to the deck will be made, consistent with the attached 2016 engineer's letter.

2) Prior to issuance of a building permit the applicant shall submit plans showing that the existing footings on the beach will be improved to withstand forces from a 100-year storm event.

3) Prior to issuance of a Certificate of Temporary Occupancy, the applicant shall make improvements consistent with Conditions 1 & 2.

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

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

BOARD OF ADJUSTMENT
NOTICE OF DECISION

Date: December 1, 2016
File No.: FZE2016 0001

James Bibb
Northwind Architects
126 Seward Street
Juneau, AK 99801

Proposal:	A Flood Zone Exception allowing outdoor restaurant structures seaward of the mean high tide in a mapped Velocity flood zone.
Property Address:	406 S Franklin Street
Legal Description:	Block 83 Lot 8 Tidelands Addition
Parcel Code No.:	1-C07-0-K83-004-0
Hearing Date:	November 30, 2016

The Board of Adjustment, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated November 17, 2016, and approved the Variance to be conducted as described in the project description and project drawings submitted with the application, along with the following conditions:

1) Prior to issuance of a Building permit, the applicant shall submit plans showing how improvements to the deck will be made, consistent with the attached 2016 engineer's letter.

2) Prior to issuance of a building permit the applicant shall submit plans showing that the existing footings on the beach will be improved to withstand forces from a 100-year storm event.

3) Prior to issuance of a Certificate of Temporary Occupancy, the applicant shall make improvements consistent with Conditions 1 & 2.

The Board of Adjustment has considered all relevant factors including those set forth in CBJ 49.70.410(b) upon such consideration the Board grants FZE2016-0001."

After deliberations and consulting with the City Attorney the Board of Adjustment concluded that not all criteria must be met, but must be fully considered as stated in CBJ 49.70.410(b). The Board further determined that the granting of the Flood Zone Exemption would be consistent with the purposes stated in CBJ 49.70.400.

Attachment: November 17, 2016, memorandum from Eric Feldt, Community Development, to the CBJ Board of Adjustment regarding FZE2016 0001.

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

This Notice of Decision constitutes a final decision of the CBJ Board of Adjustment. 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 Board of Adjustment shall be at the risk that the decision may be reversed on appeal (CBJ §49.20.120).

Effective Date: The permit is effective upon approval by the Board, November 30, 2016.

Expiration Date: The permit will expire 18 months after the effective date, or [Month Day, 20XX], if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner: _____
Eric Feldt, Planner
Community Development Department

_____
Benjamin Haight, Chair
Planning Commission

_____
Filed With City Clerk

December 15, 2016
Date

cc: Plan Review

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