

Agenda

Planning Commission - Regular Meeting City and Borough of Juneau Mike Satre, Chairman

November 10, 2015
Assembly Chambers
7:00 PM

I. ROLL CALL

II. APPROVAL OF MINUTES

A. October 13, 2015 Regular Planning Commission Meeting

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

IV. PLANNING COMMISSION LIAISON REPORT

V. RECONSIDERATION OF THE FOLLOWING ITEMS

VI. CONSENT AGENDA

A. CSP2015 0016, Replacement of utilities, sidewalk, curb and gutter, asphalt, water line and services, and pedestrian-scale lighting on Whittier Street between Egan Drive and Willoughby Avenue.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS

VIII. UNFINISHED BUSINESS

IX. REGULAR AGENDA

A. AME2015 0015, Review and Recommendation to the Assembly of the 2015 Land Management Plan Update

X. BOARD OF ADJUSTMENT

XI. OTHER BUSINESS

A. Franklin and Front Street Final Report

B. Proposed Site Visit to USS 1555, Peterson Creek Landowners Association

XII. DIRECTOR'S REPORT

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS

XV. ADJOURNMENT

Regular Planning Commission Meeting
CITY AND BOROUGH OF JUNEAU
Mike Satre, Chairman

October 13, 2015

I. ROLL CALL

Dennis Watson, Vice Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:00 pm.

Commissioners present: Dennis Watson, Vice Chairman; Bill Peters, Michael LeVine, Nicole Grewe, Ben Haight, Dan Miller

Commissioners absent: Paul Voelckers, Matthew Bell, Mike Satre, Chairman

Staff present: Rob Steedle, Acting Planning Director and Deputy City Manager; Beth McKibben, Planning Manager; Teri Camery, Senior Planner; Jill Maclean, Senior Planner

II. APPROVAL OF MINUTES

- September 8, 2105 – Regular Planning Commission Meeting Minutes
- September 22, 2015 – Regular Planning Commission Meeting Minutes

MOTION: *by Mr. Miller, to approve the minutes for the September 8, 2015 and the September 22, 2015 Regular Planning Commission meetings with any minor modifications by staff or Commission members.*

The motion was approved with no objection.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

IV. PLANNING COMMISSION LIAISON REPORT - None

V. RECONSIDERATION OF THE FOLLOWING ITEMS - None

VI. CONSENT AGENDA

CSP2015 0015: Planning Commission review of the City project to reconstruct the section of Stephen Richards Memorial Drive between Meander Way and Riverside Drive.
 Applicant: City and Borough of Juneau
 Location: Stephen Richards Memorial Drive

Staff Recommendation

Staff recommends that the Planning Commission adopt the above analysis and findings, and recommend to the Assembly authorization of the reconstruction of Stephen Richards Memorial Drive from Meander Way to Riverside Drive, with the street cross-section provided.

MOTION: *by Mr. Miller, to approve the Consent Agenda as read with staff's findings, analysis and recommendations.*

The motion was approved with no objection.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

AME2015 0014: Planning Commission review of Preliminary Draft Juneau Wetlands Management Plan Update.
 Applicant: City and Borough of Juneau
 Location: Borough-wide

It was a very helpful meeting with the Wetlands Review Board last Thursday, which provided excellent recommendations, noted Ms. Camery. The Board made two recommendations, said Ms. Camery; the first recommendation was to develop a subcommittee to develop questions for Dr. Adamus regarding the WESPAK – SE methodology used to develop the wetland assessments, and to look at wetland categorization options. This recommendation was approved by the Board with one dissenting vote.

The second recommendation was to approve the document as an additional tool for analysis of wetlands during the planning process, said Ms. Camery. This recommendation met with unanimous consent.

The Board also supported development of goals and objectives for the document, noting that it

was not currently a plan; but rather a wetlands resource inventory, said Ms. Camery. The Board also had a number of questions regarding methodology, noted Ms. Camery.

In response to the Board recommendation, the CDD (Community Development Department) will be developing an additional contract with Dr. Adamus with remaining federal grant funds to address Board questions on the methodology, said Ms. Camery. The CDD will also include investigation of wetland categorization options in a new list of goals and objectives to be added to the document.

Ms. Camery stated that the CDD recommends deferring analysis of wetlands categorization options until the Board's additional training on the wetland methodology is complete, and until they have received more information regarding the Army Corps of Engineers response to the Southeast Alaska Land Trust categorization proposal, which also utilizes the WESPAK-SE methodology.

The CDD agrees with the Board that the document as presented does not have the elements of a plan, such as goals, objectives, and methods of implementation, noted Ms. Camery. The intent is to develop goals and objectives to transform it into a plan during later stages of review, she explained. The CDD recommends adopting the document at this stage as an informational resource and changing the title to: the "Juneau Wetlands Assessment Inventory" or something similar.

The Wetland Review Board minutes also describe the intent of the Board to approve the document as an addition to the current Wetlands Management Plan, because the Board wants management elements to continue, said Ms. Camery. The CDD supports the document as a valuable planning resource, she noted. However, at a later stage the CDD will request repeal of the existing 2008 Wetlands Management Plan. The 2008 Wetlands Management Plan contains the same wetland policies, maps, and categories as the 1992 plan, and contains outdated information and policies that can no longer be enforced because those policies conflict with federal law, explained Ms. Camery.

The goals and objectives in the current document under development will explain this in greater detail and will include a recommendation for the repeal of the 2008 plan, said Ms. Camery.

Providing some history on the project, Ms. Camery explained that in 2009, the CDD conducted an evaluation which was presented to the Planning Commission and Assembly that favored the development of an updated wetlands plan instead of a mitigation bank which had been the formerly long-standing goal in the plan.

In 2012 they received a federal grant award for \$1.6 million, said Ms. Camery. That grant provided funds for new Lidar and imagery as well as new stream mapping, and further

refinement of Dr. Adamus's wetland methodology for Southeast conditions as well as the Wetlands Management Plan assessment work, said Ms. Camery.

In 2013 they issued a Request for Proposals for the update and hired Bosworth Botanical Consulting with other sub consultants. In 2014 the Wetlands Review Board formally approved the WESPAK wetland assessment methodology, said Ms. Camery. In 2014 through 2015 Bosworth Botanical Consulting completed the wetlands assessment work, said Ms. Camery.

The goal is to develop a long range planning document to assist public land managers and interested private land holders with practical management of their properties, said Ms. Camery. The plan provides a consistent scientific method of identifying and evaluating wetlands so that property owners can make good development decisions, she added.

The CBJ Lands Division has already been using this information for two subdivisions they have been actively working on, noted Ms. Camery. ~~They looked~~ Priority areas for the wetlands management plan were determined by looking at the large vacant land parcels along the road system which would be likely development targets for the City within the next 20 years, explained Ms. Camery. Most of those vacant parcels were City properties, said Ms. Camery.

They also contacted the private property owners with large vacant parcels and offered them free wetlands assessments for their property, said Ms. Camery. Only five property owners took them up on the offer, she noted.

The CDD comments are due to Bosworth Botanical Consulting by November 15, said Ms. Camery. Bosworth Botanical Consulting will then provide the next draft of the plan in February, 2016, she added. It will then be presented once again to the Planning Commission and the other public entities to which it had previously been presented for review. The grant period ends in June, 2016, said Ms. Camery.

The overall document will continue to be updated throughout the public process, noted Ms. Camery. The grant requires only a draft plan, she noted. There will be a second meeting on this draft to enable the Planning Commission to develop comments, said Ms. Camery.

Ms. Camery provided three questions to the Commission to help focus their review: 1) Do we want to use the document strictly as an information resource, or do we want to categorize wetlands? (If we choose to categorize wetlands, there are many different ways to do that, which CDD will evaluate at a later time.); 2) Are there areas of the document that need additional explanation or additional information?; and 3) Are there ways to make the document more user-friendly?

~~asked if they want to use the documents strictly as an informational resource, or do they want to categorize wetlands. They would appreciate any feedback from the Commission to make the document more comprehensible, said Ms. Camery.~~

Dr. Paul Adamus, Consultant

Dr. Adamus said he has been involved in the wetland assessment process since the 1985 initial Juneau wetlands management effort. He has assisted the City with deciding which wetlands are the most important, involving wetland categorization. The focus of his career has been about designating which wetlands are important, said Dr. Adamus. It is understood that they cannot and should not protect all wetlands, he said. He added that priorities need to be established.

Wetlands have a perception problem with the public, said Dr. Adamus, because many of these areas do not look like wetlands. Wetlands are defined by the soils, vegetation, and the hydrology they possess, he said. Construction is not absolutely forbidden within wetlands, he said. However, over the past 40 years most construction within wetlands does require a federal permit, he added, through the Army Corps of Engineers. The Army Corps of Engineers encourages looking at wetlands in the context in which they reside in a watershed in relationship to other wetlands and other resources, said Dr. Adamus.

In the wetlands management plan They mapped areas which are not wetlands, explained Dr. Adamus, as well as areas that are wetlands, because knowing those areas that are not wetlands provides information on where growth might occur within the community without having to run through numerous permit requirements.

They used the WESPAK assessment tool to assign a rating to each of the functions of the mapped wetlands, explained Dr. Adamus. Wetlands have functions such as water storage, anadromous fish habitat and resident fish habitat; there are many procedures which wetlands do to purify water, he said. Over the years they have attempted to identify which wetlands perform which of these functions, and not all wetlands perform all of these functions, said Dr. Adamus.

Each function is assigned a score of 0 to 10, said Dr. Adamus. That score gets converted to a high, moderate or low rating which indicates how the wetland is performing based upon its soil, vegetation, etc., he explained. Context is also very important as to how wetlands are judged; for example the exact type of wetlands located next to a parking lot are judged differently than those same wetlands located out in the wilderness far from human habitation, explained Dr. Adamus.

Color air photos with infrared imagery and Lidar imagery have been used. Lidar is a laser-based remote sensing tool that can indicate exactly what the ground surface is like even if that land is covered with trees, explained Dr. Adamus. Lidar can also provide the height of almost every tree, he noted. Both aerial imagery and ground level surveys needed to be utilized to assess the wetlands, said Dr. Adamus.

They have a table for each of the 345 identified wetlands, said Dr. Adamus. They filled out standard data forms in the field to identify the habitat within the wetlands, he said. They now

have ratings for a large number of Juneau wetlands, said Dr. Adamus, which is very important information if applying for a permit, since the Army Corps of Engineers requires that a functional assessment be made.

Support has been provided for the WESPAK method by the Army Corps of Engineers, the Department of Fish and Game, the Department of Transportation, the U.S. Fish and Wildlife Service, and the National Marine Fisheries Service, among others, noted Dr. Adamus. He said he has been approached by the Army Corps of Engineers and other agencies asking if this WESPAK tool can be customized for other areas of Alaska.

In January, 2014, WESPAK and all of its models were unanimously approved by the Wetlands Review Board, said Dr. Adamus. They have been supported by the CDD throughout this process, he noted.

He has found planning categories to be very helpful, said Dr. Adamus. They are helpful because they help facilitate the land use planning process, he explained. The next question would be if the CDD department should create its own procedure to combine these function scores into categories, or should the CDD or the Planning Commission adopt another procedure which is the same procedure that the Southeast Alaska Land Trust (SEAL) has proposed to the federal regulatory agencies.

It could be decided which particular functions for wetlands are important, such as perhaps an amphibian habitat would be less important than a songbird habitat, for example, said Dr. Adamus. This could be accomplished by using weighting factors and a weighted average, he noted. There are different approaches to this which can be considered, he said.

There are now accurate wetland maps for high priority areas, said Dr. Adamus, and ratings of the individual functions of the wetlands within those individual areas. This can result in the reduction of cost and time delays to developers, he noted, increasing the certainty in the permitting process and hopefully promoting more equitable and more consistent planning decisions. He added he feels in the long term this will minimize damages from wetland loss.

Francis Naglich, President and Founder of Ecological Land Services

Their Ecological Land Services' involvement has been more on the implementation of this resource guide which will be available for the City and Borough of Juneau, said Mr. Naglich. The wetland methodology science, as applied to the management of wetlands, has to be in alignment with the Clean Water Act, he said. In this area wetlands cover 40% to 50% of the ground, he said. This makes development within this area very challenging, he noted.

He said it is better to have a higher impact on the lower functioning wetlands than on the higher functioning wetlands. To mitigate wetlands you have to replace those functions. This was further refined by the Army Corps of Engineers and the Environmental Protection Agency in 2008 which basically addresses how mitigation is going to be performed, said Mr. Naglich.

For mitigation ~~they~~ the Corps of Engineers would like restoration of previously disturbed wetlands to be a primary consideration, said Mr. Naglich.

The hierarchy of mitigation measures includes: mitigation banks first, fee-in-lieu mitigation second, and the improvement of wetlands on that property which includes financial assurances, and oversight from the agencies which is performance-based last, he noted. Mitigation banks and fee-in-lieu programs ~~Other programs~~ take money from development impacts and use it for a consolidated mitigation approach, said Mr. Naglich.

The implementation goals for the plan include the use of science for good land use policy, said Mr. Naglich. They want to meet and comply with federal rules which this project accomplishes, combined with the need for certainty. Clients want to know when they can get an answer to their questions about their wetlands and when their project can be accomplished, said Mr. Naglich. Clients want to know that there is a permit available after they go through the process, he said.

There are basically three options for the wetlands management plan, said Mr. Naglich:

1. They can use this information as a planning and education tool only - the wetland assessments can be used to inform the permit process
2. Army Corps of Engineers general permit - mitigation is planned in advance for identified wetlands
3. A local code option - this approach involves a more aggressive local code in which permits are required not only from the City but also from the Army Corps of Engineers

Commission Comments and Questions

Mr. LeVine asked about the methodology used to rank the functions. He asked if once future parcels are added if that would change the rankings of the currently ranked wetlands.

Dr. Adamus answered that he is not certain that the wetlands provided by the City to be ranked are representative but that they are a large slice of currently undeveloped parcels, some of which have the potential for development. The large sample size of 345 wetlands will enable them to say with fair certainty when applying future wetlands to the categories would result in valid score ranges.

Mr. LeVine asked also asked for assurance from the staff that any variances of opinion on the Plan will be resolved resulting in a solid, dependable document.

Ms. Camery responded that she believed there had been some misunderstandings of some of the definitions of the functions and the way the values are figured in the wetland methodology. Dr. Adamus has followed up on comments from that Wetlands Review Board Meeting and found that the correlations are accurate, explained Ms. Camery. Their intent is to provide the

Board with the education which it needs to better understand the methodology, said Ms. Camery.

Dr. Adamus said he was surprised that the Wetlands Review Board is now raising questions about the methodology since they approved it unanimously in January, 2014. He added he was willing to go over it to the extent it was required to educate the Board on how the methodology works, assuming they are not going to undo or redo everything.

Mr. Watson asked when wetlands mitigations are being considered, if when high quality wetlands are displaced that they must then be replaced with wetlands of equal value. He said with the limited land in Southeast Alaska that the costs of this practice are continuing to rise; he asked if there was a way to curtail this trend.

Mr. Naglich answered that this is an issue all around the state. He said there is an ideal place where mitigation prices equal roughly what the costs for land development are expected to be. He said in a lot of cases in Alaska they would be allowed to impact the lower functioning wetlands and that ideally the mitigation costs would not be so exorbitant that it could not be made to work.

X. BOARD OF ADJUSTMENT - None

XI. OTHER BUSINESS - None

XII. DIRECTOR'S REPORT

Auke Bay Steering Committee

Mr. Steedle said they are requesting that the Commission since it appointed the Auke Bay Steering Committee initially, remove those members with 0% attendance at the meetings from the Steering Committee.

Mr. Haight asked if they would replace these members with new members or if the size of the Committee would simply be reduced.

Mr. Steedle answered that the size of the Committee would be reduced.

Mr. LeVine asked if those individuals have been informed that they were going to be removed from the Steering Committee.

He was told that they were notified.

MOTION: *by Mr. Haight, that the Commission excuse the three members who have been identified at 0% attendance to the Auke Bay Steering Committee meetings.*

The motion passed with no objection.

Private Access through Easements

Members of the community have sent an email expressing their concerns about the work that the planners are doing now identifying those situations in which private access through easements to properties is permissible, said Mr. Steedle. This issue will soon be before the Commission at one of its meetings, said Mr. Steedle.

Planning Commission Committee of the Whole

On October 27, (2015) the Committee of the Whole will go over the Land Management Plan and potentially the road access issue as well, said Ms. McKibben. Agency and public review of the Land Management Plan will be completed on October 15, (2015) said Ms. McKibben, with the exception of its presentation to the Airport Board Operations Committee which takes place the morning of October 27, (2015) she added.

Committee Meetings

The Subdivision Review Committee is scheduled to meet on Friday, October 16, (2015) said Ms. McKibben. The Title 49 Committee is scheduled to meet on November 13, at 11:30 a.m. on the Fourth Floor of the Marine View Building, said Ms. McKibben.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

Wetlands Review Board

Mr. Miller said the Wetlands Review Board met and that the Commission has heard the outcome of that meeting this evening. A Board member plotted the functions and values on a graph, and was not satisfied with the correlations, said Mr. Miller. He said the Board is not really questioning the methodology, rather it wanted to give one its members the benefit of the doubt by giving them the opportunity to explain their interpretation of the data.

They did approve the plan unanimously in 2014, said Mr. Miller, based upon a few meetings which were conducted. For a volunteer board that maybe meets once a month to try to dive into the 342 score sheets was a lot of work, commented Mr. Miller. He added that one of their members had taken all of their time to take a hard in-depth look at the data, and the Board wanted to honor his work by agreeing to have a further explanation of the data given to them.

The Board could not really adopt a plan which was not really a plan, said Mr. Miller. This is actually a wetlands assessment of a number of wetlands in Juneau, said Mr. Miller. This is a valuable tool, said Mr. Miller. But they want a comprehensive plan, said Mr. Miller, of which this is not. He said they want to keep working to develop a Wetlands Management Plan.

Ms. Grewe said at this juncture she felt an adequate title for this document would be a *Wetlands Inventory and Assessment*.

She asked if the Board had entertained any discussions about the three options outlined by Mr. Naglich during his presentation this evening.

Mr. Miller, a member of the Wetlands Review Board, responded that he felt this would be set aside for later discussion.

Mr. LeVine added that what comes out of this needs to be made understandable to the public, because otherwise it can be very confusing information.

Mr. Watson asked what the process would be now to permit a project located in wetlands.

Ms. McKibben responded that they no longer have a general permit, so if it is believed that a property has wetlands attached to it or if the owner believes there are wetlands, then they must contact the Army Corps of Engineers. Ordinarily, the property owner would have to have someone go out and do a delineation of their property to identify where the wetlands are located, and what kind of value the wetlands hold, said Ms. McKibben.

Lands Manager Mr. Chaney was able to use some of this information when applying for the Army Corps of Engineers permit for the Reninger Drive Subdivision, noted Ms. McKibben, which she felt saved the City a lot of money.

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS

Mr. Watson said he had recently been paid a compliment on planner Eric Feldt and his high quality of work on the floodplains.

XV. ADJOURNMENT

The meeting was adjourned 8:17 p.m.



Community Development

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

DATE: October 29, 2015

TO: Planning Commission

FROM: Jill Maclean, Planner *JM Maclean*
Community Development Department

FILE NO.: CSP2015 0016

PROPOSAL: Replacement of storm drainage system, sidewalk, curb and gutter, asphalt, water line and services, and pedestrian-scale lighting on Whittier Street between Egan Drive and Willoughby Avenue.

GENERAL INFORMATION

Applicant: City and Borough of Juneau, Engineering

Property Owner: City and Borough of Juneau

Property Address: Whittier Street between Egan Drive and Willoughby Avenue

Legal Description: N/A

Parcel Code No.: N/A

Site Size: Approximately 750 linear ft.

**Comprehensive Plan Future
Land Use Designation:** Traditional Town Center (TTC)

**Roadway Designation
and Surrounding Zoning:** Collector Street and MU2 Zoning

Utilities: City Water and Sewer

Access: Egan Drive and Willoughby Avenue

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Existing Land Use: Current CBJ Right-of-Way

Surrounding Land Use: North - MU2
South - MU2
East - MU2
West - MU2

SITE VICINITY MAP



ATTACHMENTS

Attachment A: Development Permit Application & City Project Application
Attachment B: Project Layout
Attachment C: Site Photo

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BACKGROUND

The CBJ Department of Public Works/Engineering will reconstruct Whittier Street between Egan Drive and Willoughby Avenue in the early 2016 spring construction season with the goal of completing work by the June opening of the State of Alaska Library Archives Museum (SLAM) project.

Work includes the replacement of storm drainage system, sidewalk, curb and gutter, asphalt, water line and services, including water service for the Prospector Hotel, and pedestrian-scale lighting on Whittier Street between Egan Drive and Willoughby Avenue. Storm drainage structures and piping will be replaced (see Attachment B). The SLAM project has poured new concrete sidewalks and the project will not impact their work except where new ramps for crosswalks need to be cut or utility connections made.

The project includes pedestrian-scale lighting through the extent of the project, and widening of the sidewalk in the vicinity between the SLAM plaza and the Juneau Arts and Humanities Council parking lot, as called for in the Willoughby District Land Use Plan.

The Department of Public Works/Engineering will hold a public meeting on November 12, 2015. Due to the project consisting of improvements to the existing street, with most upgrades occurring below grade, i.e. water service improvements; and the inclusion of pedestrian-scale lighting, public support is anticipated. Further, the addition of amenities such as pedestrian-scale lighting and wider sidewalks conform to the 2013 Comprehensive Plan and the Willoughby District Plan, which were developed with public input.

ANALYSIS

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

The Six Year Capital Improvements Program for FY2016-2021 lists this project as Whittier Street Improvements, and is allocating \$1 million of Areawide Sales Tax funds to the project.

The project proposes travel lanes varying from 22', with 11' travel lanes in each direction for vehicular traffic, 7' parking lanes on both sides, and 5' wide sidewalks along each side; and 33.2', with 12' travel lane, and two 10.6' turning lanes, 5' wide sidewalk on both sides increasing to a 12' wide sidewalk along the Centennial Hall area.

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CONFORMITY WITH ADOPTED PLANS

This project was reviewed for conformance with:

Comprehensive Plan (2013)

Willoughby District Land Use Plan (2012)

Title 49

Area-Wide Transportation Plan (2001)

Juneau Non-Motorized Transportation Plan (2009)

Comprehensive Plan (2013)

The Whittier Street project will be an improvement of current conditions and demonstrates a level of compliance with the 2013 Comprehensive Plan, which strongly supports the inclusion of sidewalks in road construction projects. As indicated below, the Plan demands improvements to transportation alternatives, i.e. walking; and encourages improvements specifically in the downtown area to enhance pedestrian and traffic circulation.

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

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

Downtown

As documented in the CBJ Area Wide Transportation Plan (AWTP), there are several major transportation problems in downtown Juneau. As a major destination for many Juneau residents and for approximately one million cruise ship visitors each year, the resolution of those problems will enable downtown to evolve into a convenient, attractive and dynamic year-round destination for residents and visitors alike. Coordinated planning is needed to improve pedestrian and traffic circulation, accommodate shared use of additional off-street parking, increase rapid public transit service, and facilitate pedestrian movement on sidewalks and crosswalks.

Willoughby District Land Use Plan

The Willoughby District Plan has not been adopted in its entirety by the Assembly, however, Chapter 5—Land Use Plan, was adopted as an element of the Comprehensive Plan by the Assembly. This section recommends “complete streets”—the ability of a street to accommodate both motorized and non-motorized modes of transportation while creating an inviting public realm. The Whittier Street project is an improvement of current conditions and demonstrates a level of compliance with the Willoughby District Land Use Plan, including a connected grid of streets, sidewalks, and pedestrian-scale lighting that are sensitive to the surrounding environment. The project does not include bicycle lanes or bicycle amenities.

5.1 Planning and Design Principles: A Connected Grid of Landscaped Streets and Sidewalks are the ‘Bones’ that Create Great Neighborhoods

Connected and Complete Streets. These are streets designed to give safe access for all users. Pedestrians, bicyclists, transit riders and motorists of all ages and abilities are able to move safely along and across a Complete Street. The proposed grid of Willoughby District streets will provide motorists with more "real time" route choices, which is important at rush hour in this major government employment center. Connected streets distribute vehicle trips more evenly.

Narrow Streets, Wide Sidewalks, and On-Street Parking. Willoughby District streets are narrow, which forces cars to travel slowly through the neighborhood contributing to neighborhood safety, low noise levels, low traffic volumes and, therefore neighborhood livability. Sidewalks, when properly dimensioned and maintained, provide pedestrians with a pleasant, safe, and convenient place to walk. Sidewalks that are too narrow are inconvenient, especially in areas with large volumes of pedestrians. New sidewalks in the Willoughby District will be a minimum of 8 feet, but more often 12 feet wide. On-street parking buffers pedestrians from vehicle travel. It narrows the street which slows traffic to a safer, more livable speed. It provides convenient parking locations for nearby businesses, which is critical to retail success. It also allows businesses and residences to reduce the amount of surface parking lots which enhances urban vibrancy by improving the public realm.

Title 49

The existing Whittier Street right-of-way varies in width from 47’ to 50’. The project does not include the acquisition of additional right-of-way. Planned travel lanes vary from 22’ to 24’ in width. This does not comply with Title 49.35.240, which requires collector streets to have a right-of-way width of 60’ and a travel lane width of 26’. Given the limited right-of-way width, the proposed installation of improved utilities and expanded sidewalks ensures greater compliance to current requirements than does the existing street.

Area-Wide Transportation Plan (AWTP)

The AWTP does not make direct mention of Whittier Street specifically, however, it does recommend the improvement of pedestrian connections within the downtown, specifically,

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“transportation infrastructure needs to be modified and improved with an emphasis on carrying more people more efficiently on all modes of transportation”.

Additionally, the AWTP Priority Solution List includes the following priority:

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.

This proposed project includes the reconstruction of sidewalks, and widening of the sidewalks where possible, improvements to the crosswalks, and pedestrian-scale lighting to promote a safer and more welcoming environment.

Juneau Non-Motorized Transportation Plan

The Non-Motorized Transportation Plan advocates for and makes recommendations to ensure pedestrian safety, and the Whittier Street reconstruction project incorporates these goals.

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”.*

The project improves the sidewalks, widening them where possible, replacing crosswalks to meet ADA standards, and adding pedestrian-scale lighting.

HABITAT

No habitat regulated by Title 49 will be affected by the applicant’s roadway improvement project.

FINDINGS

Staff finds the proposed Whittier Street roadway reconstruction improvement project to be largely consistent with adopted plans. The Comprehensive Plan, Willoughby District Land Use Plan, and AWTP strongly recommend sidewalk connections within neighborhood streets and community centers and other neighborhood destinations. Improving the sidewalk network in the area provides greater pedestrian connectivity which is critical in maintaining a walkable downtown.

The Juneau Action Climate Plan recommends a district heating pilot project where appropriate. At this time, due to timing and funding constraints, and the newness of a district heating initiative, staff finds that the Whittier Street project may not be appropriate at this time for the integration of district heating infrastructure. Planning and necessary steps must be taken in

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order for a district heating pilot project to be successful.

Staff recommends that the 12' travel lane at the intersection of Egan Drive should be decreased to 11'; and that the proposed 5' sidewalk should be increased to a 6' sidewalk, to improve compliance with the Willoughby District Plan.

Staff recommends that the removal of parking on one side of Whittier Street, and the inclusion of a bicycle lane should be considered, as recommended in the Willoughby District Land Use Plan and the AWTP, which lists bicycle lanes as one of its top six priorities. Furthermore, according to the AWTP, a bicycle lane is 5' and the proposed parking lane is 7', thus the sidewalk would gain 2'. If a bike lane is included, it is suggested that the SLAM side of Whittier Street gain the 2' increased sidewalk width, as the Centennial Hall side has the expanded sidewalk planned.

Staff recommends that pedestrian-scale lighting should have a maximum of 15' high, and be located on both sides of the street for pedestrian safety on the sidewalks, and a greater sense of balance (the plan depicts pedestrian lights on one side only). Pedestrian lighting should be LED and "full-cutoff" design, and as the Willoughby District is an "arts and culture" district, all light posts should accommodate banners.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the above analysis and findings, and recommend to the Assembly authorization of the reconstruction of Whittier Street between Egan Drive and Willoughby Avenue, with the following amendments:

1. Addition of a 5' wide bike lane;
2. Installation of pedestrian-scale lighting having a maximum height of 15' and located on both sides of Whittier Street;
3. Pedestrian-scale lighting will be a "full cut-off" design;
4. Pedestrian-scale lighting will be LED or other highly efficient light;
5. Pedestrian-scale lighting posts will accommodate banners.

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP <u>20150016</u>	Date Received <u>10/9/15</u>
----------------	------------------------------	------------------------------------	---------------------------------

TYPE OF PROJECT REVIEW:

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

DESCRIPTION OF PROJECT

The Whittier Street Reconstruction project will replace utilities, sidewalk, curb and gutter, asphalt, water line and services and street lighting on Whittier Street between Egan Drive and Willoughby Street. See attached narrative.

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):

City Right of Way

PROPOSED USE OF LAND OR BUILDING(S):

City Right of Way

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

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

Capital Improvement Program # (CIP) R72-124

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: \$ 1,000,000

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	\$ <u> </u>	_____	_____	_____
Total Fee	\$ <u> </u>	_____	_____	_____

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

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

CITY/STATE PROJECT REVIEW REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: <u>10/9/15</u>
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description <u>Weather St. Reconstruction - Replace sidewalks, curb, gutter, asphalt, water line + services along Weather Street. Replace existing lighting with pedestrian scale lighting.</u>		
	PROPERTY LOCATION		
	Street Address <u>Whitier Street</u>	City/Zip <u>Juneau 99801</u>	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	Assessor's Parcel Number(s)		
	LANDOWNER/ LESSEE		
	Property Owner's Name <u>CBJ</u>	Contact Person: <u>Michele Elfor</u>	Work Phone: <u>586-0931</u>
	Mailing Address <u>155 S. Seward St.</u>	Home Phone:	Fax Number:
	E-mail Address <u>Michele.Elfor@juneau.org</u>	Other Contact Phone Number(s):	
	PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT ***Required for Planning Permits, not needed on Building/ Engineering Permits****	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X <u>Michele Elfor</u>		<u>10-7-15</u>	
Landowner/Lessee Signature		Date	
X _____		_____	
Landowner/Lessee Signature		Date	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name <u>Same</u>		Contact Person:	Work Phone:
Mailing Address		Home Phone:	Fax Number:
E-mail Address	Other Contact Phone Number(s):		
X <u>Michele Elfor</u>	<u>10-7-15</u>		
Applicant's Signature	Date of Application		

-----OFFICE USE ONLY BELOW THIS LINE-----					
STAFF APPROVALS	☒	Permit Type	***SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
	☒	City/State Project Review and City Land Action		<u>10/9/15 4820150016</u>	
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
		Mining Case (Small, Large, Rural, Extraction, Exploration)			
		Sign Approval (If more than one, fill in all applicable permit #'s)			
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
		Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
		Variance Case (De Minimis and all other Variance case types)			
		Wetlands Permits			
		Zone Change Application			
		Other (Describe)			
	***Public Notice Sign Form filled out and in the file.				
	Comments:				Permit Intake Initials <u>TC</u>

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS
I:\FORMS\2010 Applications

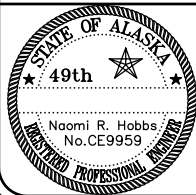
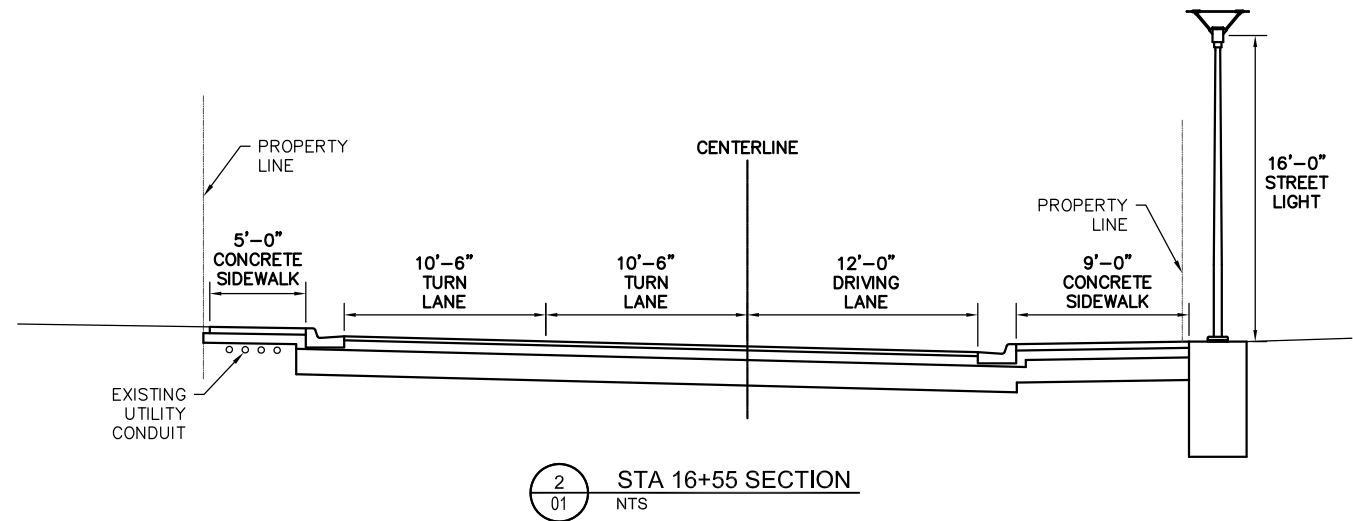
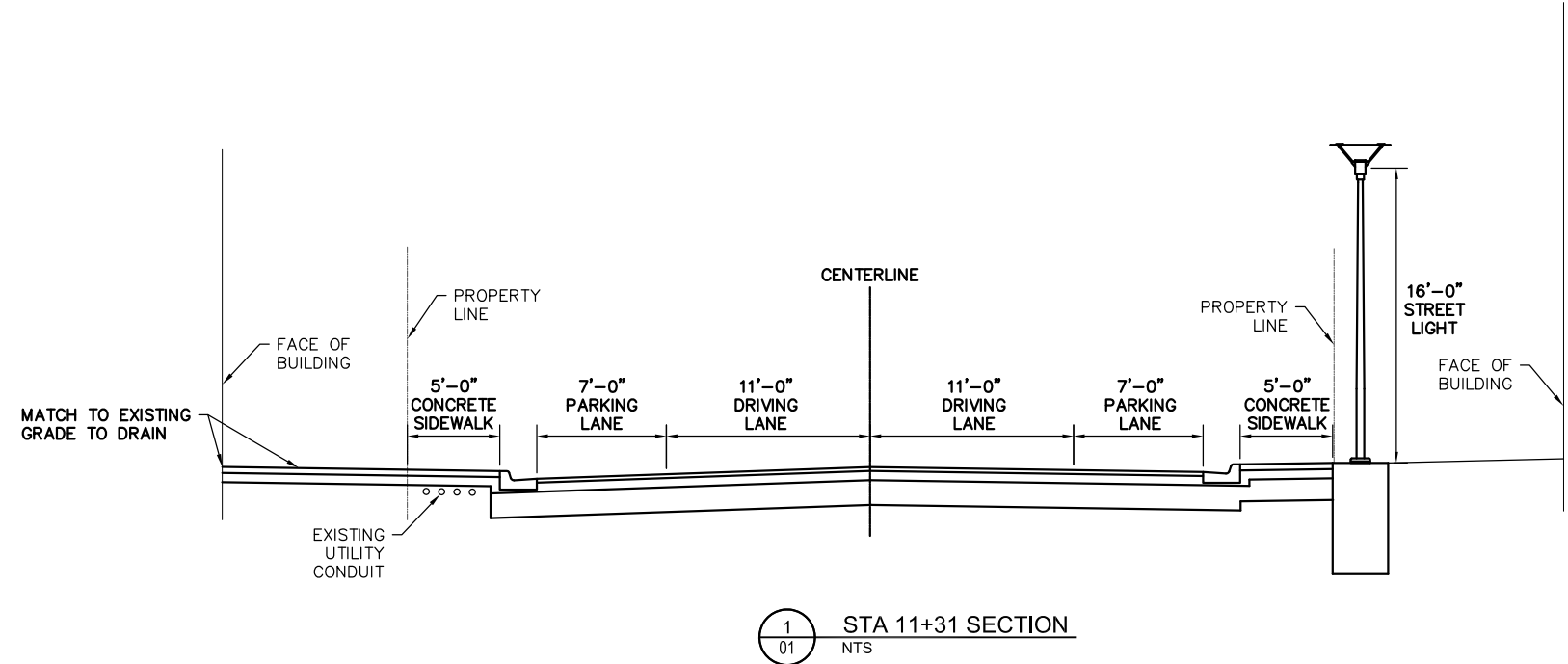
Revised November 2009

ATTACHMENT A

Whittier Street Reconstruction Project Narrative

The City and Borough of Juneau will reconstruct Whittier Street in the early spring of 2016 with the goal of completing the project in time for the opening of the SLAM project in early June. The project area is Whittier Street from Egan Drive to Willoughby St. The work includes replacing the water line with HDPE piping and all water services along Whittier Street including the water service for the Prospector Hotel that will connect at the Egan Drive and Whittier Street intersection and run along the highway to the hotel. Storm drainage structures and piping will also be replaced. Curb, gutter, sidewalks, and asphalt pavement will also be replaced. The SLAM project recently poured new concrete sidewalk in front of the property, this new sidewalk will not be disturbed except for places where ramps for crosswalks need to be cut in or utility connections need to be made.

Lighting along the Right of Way will be replaced with human scale, pedestrian style lighting to respond to the intent of the Willoughby District Land Use Plan to create a pedestrian friendly streetscape. Additionally, a widened crosswalk area will be created between the SLAM plaza and the JAHC parking lot as recommended in the Willoughby District Land Use Plan.



5368 Commercial Blvd.
Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax

Consulting Engineers • Land Surveyors • Construction Administration
JOB No. J70801 | DRAWN BY: STAFF | DESIGNED BY: T. LOCKHART | CHECKED BY: STAFF | DATE: OCT. 2015



DEPARTMENT OF ENGINEERING

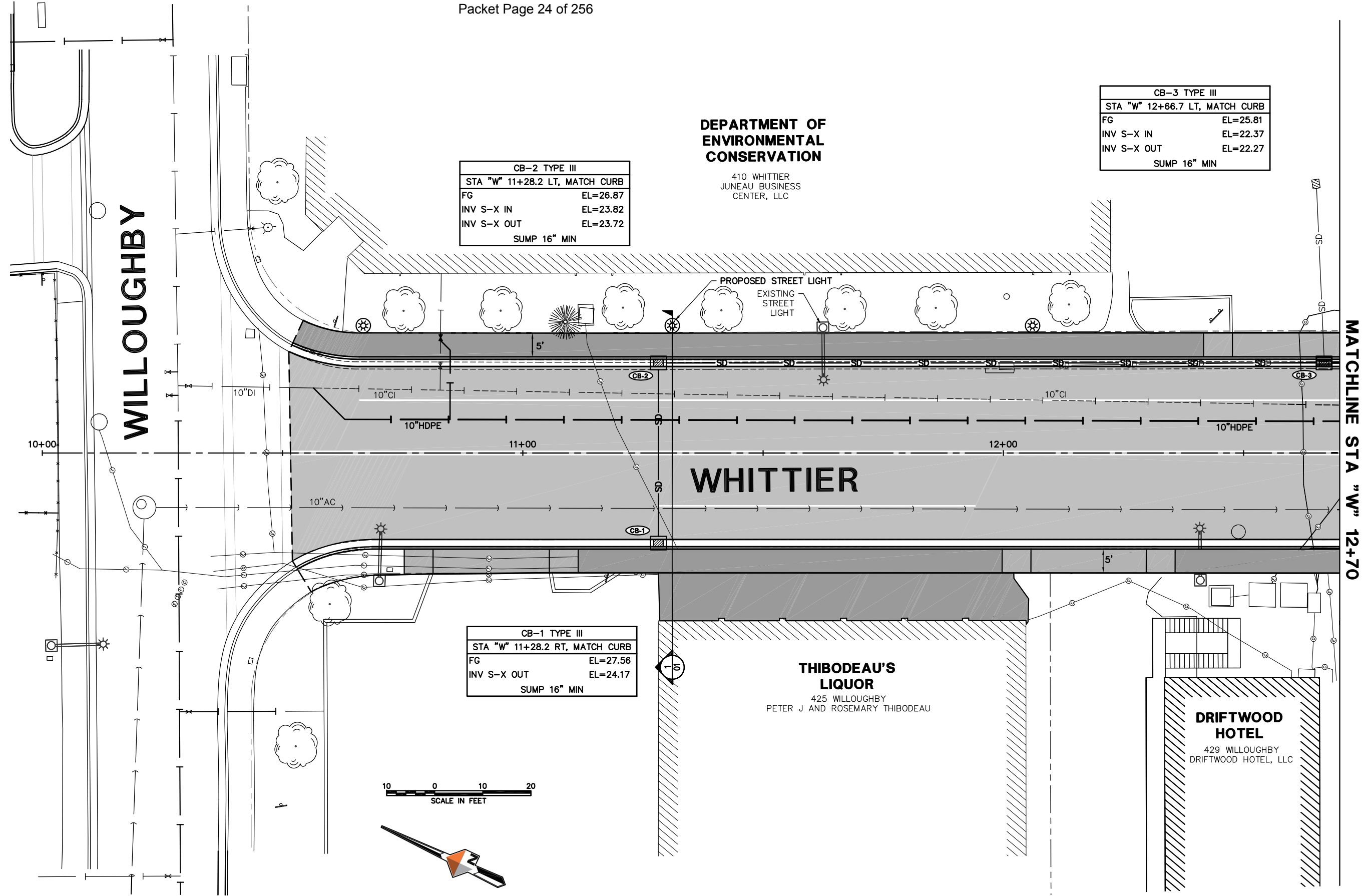
WHITTIER STREET
RECONSTRUCTION
35% DRAWINGS

TYPICAL SECTIONS

ATTACHMENT B

SHEET NO.

01
of
04



CB-2 TYPE III	
STA "W" 11+28.2 LT, MATCH CURB	
FG	EL=26.87
INV S-X IN	EL=23.82
INV S-X OUT	EL=23.72
SUMP 16" MIN	

DEPARTMENT OF ENVIRONMENTAL CONSERVATION

410 WHITTIER
JUNEAU BUSINESS
CENTER, LLC

CB-3 TYPE III	
STA "W" 12+66.7 LT, MATCH CURB	
FG	EL=25.81
INV S-X IN	EL=22.37
INV S-X OUT	EL=22.27
SUMP 16" MIN	

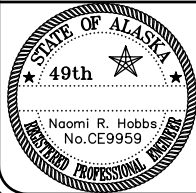
CB-1 TYPE III	
STA "W" 11+28.2 RT, MATCH CURB	
FG	EL=27.56
INV S-X OUT	EL=24.17
SUMP 16" MIN	

THIBODEAU'S LIQUOR

425 WILLOUGHBY
PETER J AND ROSEMARY THIBODEAU

DRIFTWOOD HOTEL

429 WILLOUGHBY
DRIFTWOOD HOTEL, LLC



5368 Commercial Blvd.
Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax

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JOB No. J70801 DRAWN BY: STAFF DESIGNED BY: T. LOCKHART CHECKED BY: STAFF DATE: OCT. 2015



DEPARTMENT OF ENGINEERING

**WHITTIER STREET
RECONSTRUCTION
35% DRAWINGS**

**PLAN - WHITTIER STREET
BOP TO STA "W" 12+70**

ATTACHMENT B

SHEET NO.
02
of
04

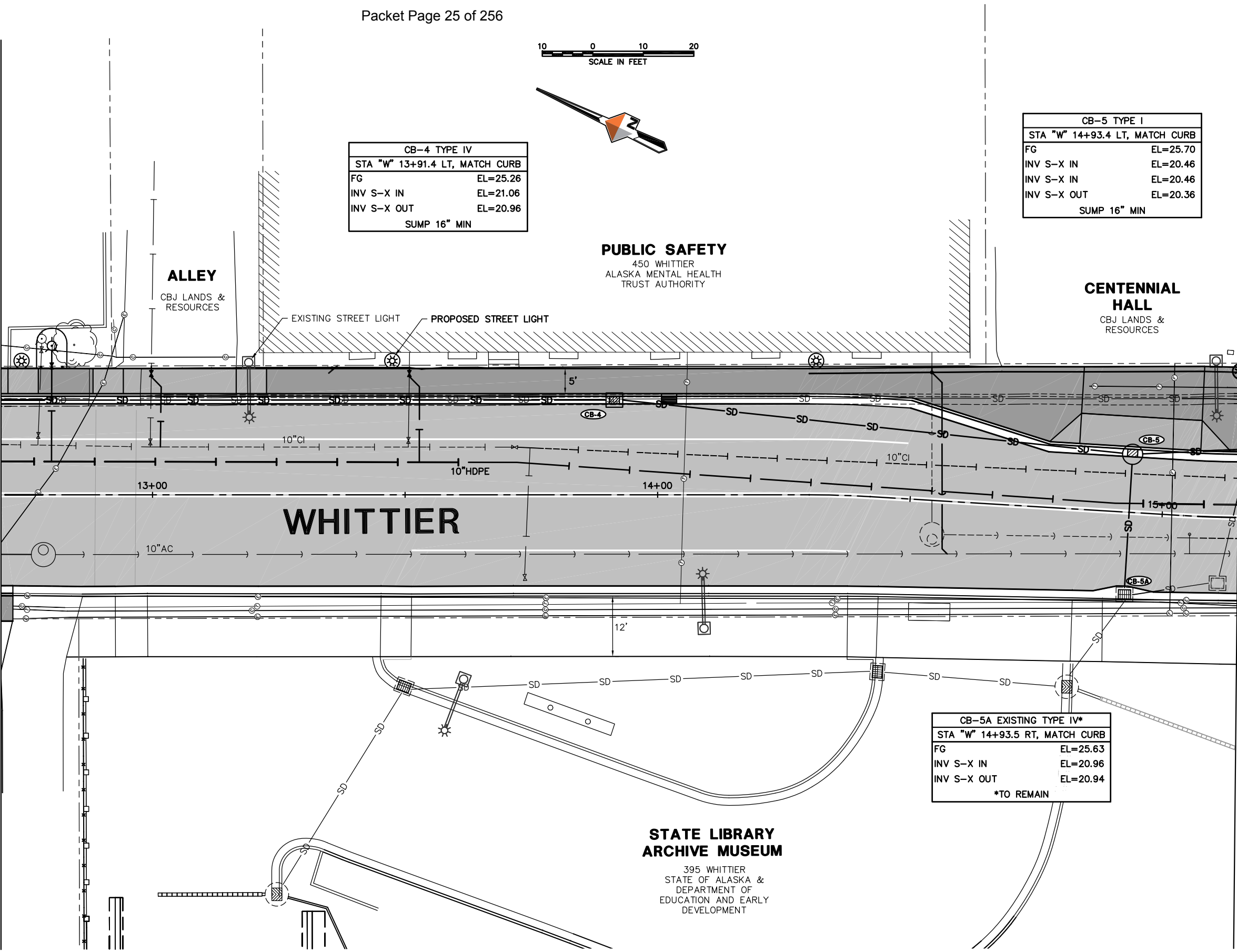


CB-4 TYPE IV	
STA "W" 13+91.4 LT, MATCH CURB	
FG	EL=25.26
INV S-X IN	EL=21.06
INV S-X OUT	EL=20.96
SUMP 16" MIN	

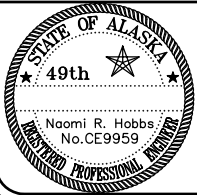
CB-5 TYPE I	
STA "W" 14+93.4 LT, MATCH CURB	
FG	EL=25.70
INV S-X IN	EL=20.46
INV S-X IN	EL=20.46
INV S-X OUT	EL=20.36
SUMP 16" MIN	

MATCHLINE STA "W" 12+70

MATCHLINE STA "W" 15+15



CB-5A EXISTING TYPE IV*	
STA "W" 14+93.5 RT, MATCH CURB	
FG	EL=25.63
INV S-X IN	EL=20.96
INV S-X OUT	EL=20.94
*TO REMAIN	



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JOB No. J70801 | DRAWN BY: STAFF | DESIGNED BY: T. LOCKHART | CHECKED BY: STAFF | DATE: OCT. 2015

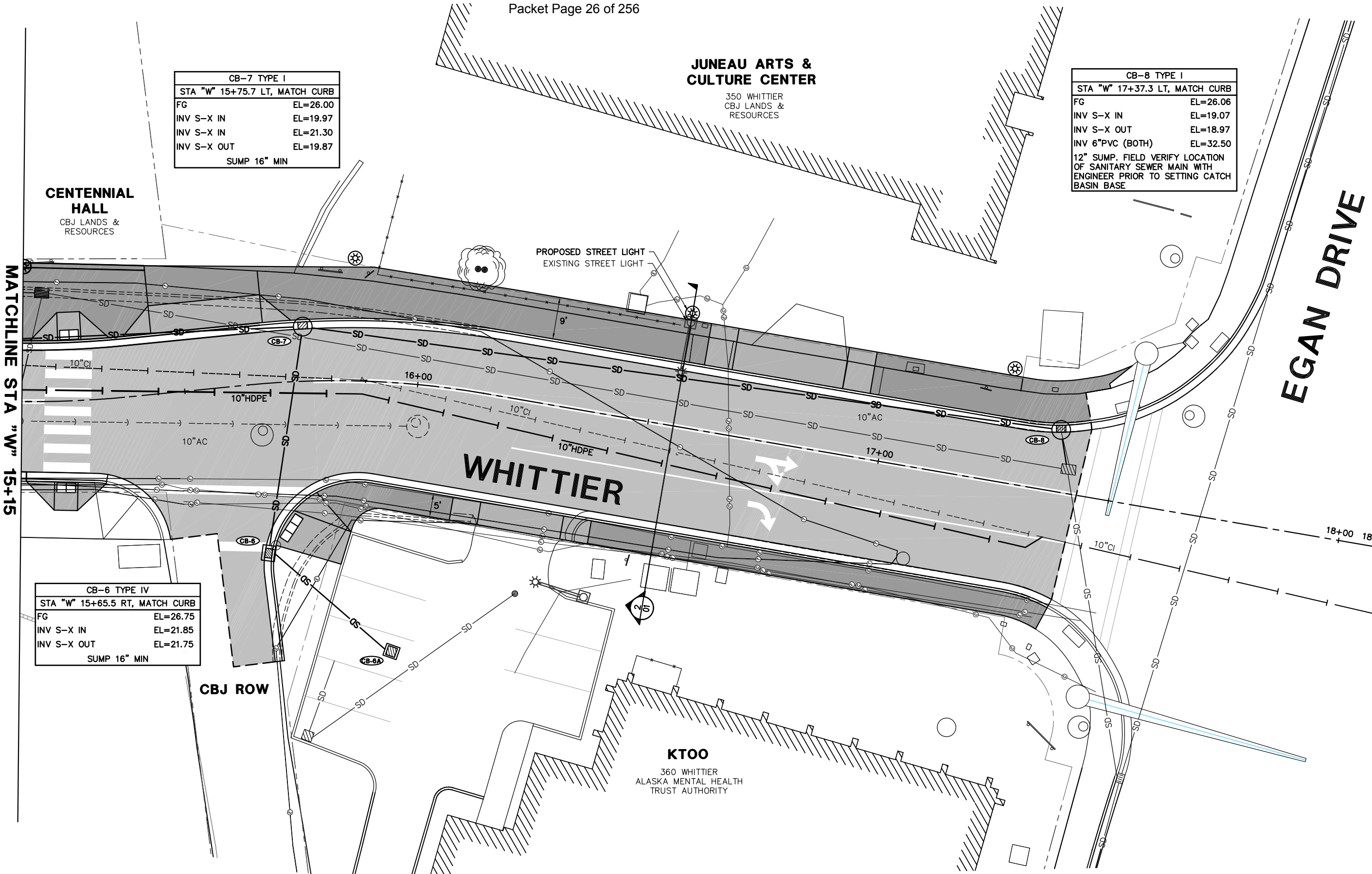


**WHITTIER STREET
RECONSTRUCTION
35% DRAWINGS**

**PLAN - WHITTIER STREET
STA "W" 12+70 TO STA "W" 15+15**

ATTACHMENT B

SHEET NO.
03
of
04



CB-7 TYPE I	
STA "W" 15+75.7 LT, MATCH CURB	
FG	EL=26.00
INV S-X IN	EL=19.97
INV S-X IN	EL=21.30
INV S-X OUT	EL=19.87
SUMP 16" MIN	

CB-8 TYPE I	
STA "W" 17+37.3 LT, MATCH CURB	
FG	EL=26.06
INV S-X IN	EL=19.07
INV S-X OUT	EL=18.97
INV 6"PVC (BOTH)	EL=32.50
12" SUMP. FIELD VERIFY LOCATION OF SANITARY SEWER MAIN WITH ENGINEER PRIOR TO SETTING CATCH BASIN BASE	

CENTENNIAL HALL
CBJ LANDS & RESOURCES

JUNEAU ARTS & CULTURE CENTER
350 WHITTIER
CBJ LANDS & RESOURCES

EGAN DRIVE

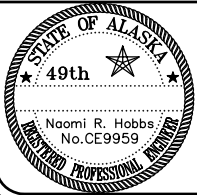
WHITTIER

KTOO
360 WHITTIER
ALASKA MENTAL HEALTH TRUST AUTHORITY

CB-6 TYPE IV	
STA "W" 15+65.5 RT, MATCH CURB	
FG	EL=26.75
INV S-X IN	EL=21.85
INV S-X OUT	EL=21.75
SUMP 16" MIN	

CBJ ROW

C:\Civil 3D Projects\22\70801-01\Civil\WC14-CT-BA-70801.dwg 2015-10-26 17:50:15



Consulting Engineers • Land Surveyors • Construction Administration

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Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax



DEPARTMENT OF ENGINEERING

**WHITTIER STREET
RECONSTRUCTION
35% DRAWINGS**

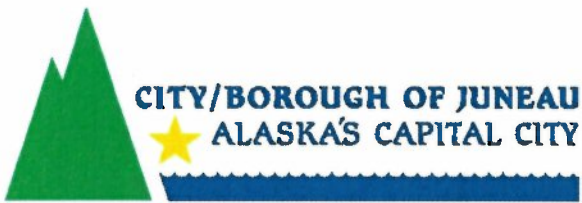
**PLAN - WHITTIER STREET
STA "W" 15+15 TO EOP**

ATTACHMENT B

SHEET NO.
04
of
04

Whittier Reconstruction Project Area - Egan Drive to Willoughby Avenue





**PLANNING COMMISSION
NOTICE OF RECOMMENDATION**

Date: November 10, 2015

File No.: CSP2015 0016

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

Application For: Planning Commission Recommendation to the City and Borough Assembly regarding Replacement of utilities, sidewalk, curb and gutter, asphalt, water line and services, and pedestrian-scale lighting on Whittier Street between Egan Drive and Willoughby Street.

Legal Description
or ROW name: N/A

Property Address: Whittier Street (between Egan Drive and Willoughby Avenue)

Parcel Code No.: 0

Hearing Date: November 10, 2015

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated October 29, 2015, and recommended that the City Manager direct CBJ staff to design and build the project, in accordance with the following recommendations:

1. Addition of a 5' wide bike lane;
2. Installation of pedestrian-scale lighting having a maximum height of 15' and located on both sides of Whittier Street;
3. Pedestrian-scale lighting will be a "full cut-off" design;
4. Pedestrian-scale lighting will be LED or other highly efficient light;
5. Pedestrian-scale lighting posts will accommodate banners.

Attachments: October 29, 2015 memorandum from Jill Maclean, Community Development, to the CBJ Planning Commission regarding CSP2015 0016.

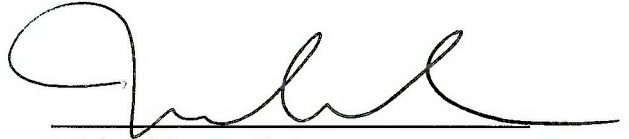
This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of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

City and Borough of Juneau
CBJ Assembly
File No.: CSP2015 0016
November 10, 2015
Page 2 of 2

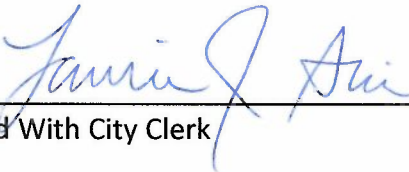
Project Planner: _____



Jill Maclean, Planner
Community Development Department



Michael Satre, Chair
Planning Commission


Filed With City Clerk

11/12/15
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.



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 2, 2015

TO: Planning Commission

FROM: Jonathan Lange, Planner II
Community Development Department

FILE NO.: AME2015 0015

CC: Greg Chaney, Lands Manager
Lands and Resources Division

Rob Steedle, Interim Director
Community Development Department

RE: Planning Commission Review of 2015 Land Management Plan Update

The Planning Commission at their October 27, 2015 Committee of the Whole Meeting, discussed the Land Management Plan 2015 Update. The Lands and Resources Division (Lands) discussed comments received from CBJ Boards and Commissions, specifically comments from the Parks and Recreation Advisory Committee (see Attachment C). The Commission directed staff to bring the Draft Land Management Plan (Plan) before them at next available regular Planning Commission meeting for review so comments may be reviewed with the Commission. The comments from the public meetings, commissions and boards are attached along with Staff's review and report.

Attachments

Attachment – Memo from Greg Chaney, Lands Manager

Attachment – Staff Report

Attachment A – Draft 2015 Land Management Plan Update

Attachment B – Memo from Greg Chaney, Lands Manager

Attachment C – Commissions and Boards Comments



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 3, 2015

TO: Planning Commission

FROM: Jonathan Lange, Planner II
Community Development Department

FILE NO.: AME2015 0015

PROPOSAL: Planning Commission Review of 2015 Land Management Plan Update.

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

GENERAL INFORMATION

Applicant: City and Borough of Juneau

Property Area: Boroughwide

ATTACHMENTS

Attachment A: Application and Draft Land Management Plan

Attachment B: Lands Memo to CBJ Planning Commission

Attachment C: Commissions and Boards Comments

Attachment D: Public Comments

PROPOSAL

The Lands and Resources Division (Lands) for the City and Borough of Juneau (CBJ) has submitted for Planning Commission review the 2015 Update of the CBJ Land Management Plan.

Planning Commission review is required for City and Borough projects according to the Land Use Code, Title 49, CBJ 49.10.170(c):

The commission shall review and make recommendations to the assembly on land acquisitions and disposals as prescribed by title 53, or capital improvement project by any City and Borough agency. The report and recommendation of the commission shall

Planning Commission
 File No.: AME2015 0015
 November 3, 2015
 Page 2 of 9

be based upon the provisions of this title, the comprehensive plan, and the capital improvements program.

All future land acquisitions and disposals are required to be reviewed by the Planning Commission, for their recommendation to the Assembly.

BACKGROUND

The attached Land Management Plan is an update to the 1999 Land Management Plan. The plan includes an update of the “CBJ Ownership Maps”, and a detailed plan for land disposals and acquisitions. Since the 1999 update there have been substantial changes in respect to CBJ lands, “90 parcels of CBJ land have been sold, traded or donated while 111 properties were acquired. Although many of these properties were acquired for specific public purposes, several large lots were received from the State of Alaska as part of the municipal land selection program” (Land Management Plan, Executive Summary).

The Goals and Objectives of the plan are outlined below, but can be read in more detail on page 7 of the plan.

- Goal 1: Continue the land disposal program which systematically places CBJ land into private ownership.**
- Goal 2: Provide direction on the best use of CBJ owned land for both development and preservation.**
- Goal 3: Conduct CBJ land disposals in a manner that promotes compact urban growth and efficient expansion of municipal utilities and services.**
- Goal 4: Maintain the Land Management Plan as required under CBJ 53.09.180 as a comprehensive reference document, updated every two years, that establishes CBJ land management policy and provides a framework for developing regulations concerning CBJ property.**

The Land Management Plan will be updated every two years.

The plan recommends and supports ways to alleviate the housing demand and shortage that the Juneau community is facing. A combination of the following methods is recommended:

- CBJ subdivision development and direct sale of individual lots
- Making property available to non-profits for low cost housing
- Public/Private partnerships for property development

Planning Commission
 File No.: AME2015 0015
 November 3, 2015
 Page 3 of 9

- Disposal of large tracts to private developers

The plan Recommendations found at the end the plan, pages 110 and 111, outline the subdivisions or parcels that should be focused on and should remain priority for development, disposal, and action.

- Renninger Subdivision – Switzer Creek area multifamily subdivision
- South Lena Subdivision – continue to sell lots when market demands
- Switzer Area 3 – investigate feasibility of development
- Pederson Hill – complete subdivision and improvements in phases
- Parcel 1420 – land adjacent to Bonnie Brae Subdivision
- Second and Franklin – investigate long term lease and strategy for development
- 6th Street Douglas – conduct fair market value sale of platted parcels
- Parcel 0315 – Auke Bay region parcel; investigate potential partnership to acquire right-of-way corridor
- Obtain Access to isolated CBJ Land when property comes on the market

PUBLIC COMMENTS

Lands held public meetings on October 8, 12, 13, 14, and 15, throughout the borough to present the 2015 Update of the Land Management Plan. A meeting was held in Lemon Creek at Dzantik’I Heeni Middle School, at the Valley Dimond Park Library, at the downtown Juneau Library, at the downtown Douglas Library, and at UAS in Auke Bay.

COMMISSION AND BOARD COMMENTS

Lands Committee – The Lands Committee at their August 24, 2015 meeting review the draft plan and approved the draft to be circulated for public comment.

Douglas Advisory Board - One person expressed extreme opposition to the development of 6th Street in Douglas. But the majority of the board had a more neutral view of the 6th Street proposal and did not pass a motion for or against development of 6th Street.

Affordable Housing Commission – At their September 14th meeting the Affordable Housing Commission discussed the plan. The Commission supported the plan and passed a motion of support for approval of it to the Planning Commission and Assembly (see Attachment C, minutes).

Parks and Recreation Advisory Board (PRAC) – The PRAC at their September 8, 2015 meeting provided comments on the plan. The PRAC recommended park lands for disposal, dispose through trade, lands that they would like to manage that are currently managed by other CBJ

Planning Commission
 File No.: AME2015 0015
 November 3, 2015
 Page 4 of 9

departments, and land to be obtained. Please see Attachment C for PRAC recommendations. The Parks and Recreation Department has stated that they will be updating their Master Plan. As they develop their plan, the Parks and Recreation Department will have a better grasp on how to use and administer with their lands, their recommendations should be reviewed by the Planning Commission and Assembly for incorporation into the Land Management Plan.

Docks and Harbors – The Lands Manager has communicated with Docks and Harbors staff who would like to acquire the “Archipelago Properties” at 356 South Franklin Street, just south of the Downtown Library. Docks and Harbors is also about to begin a master planning project for their property between Norway Point and Bridge Park. Once this planning process is complete, and they have plans for their managed lands, then those recommendations should be reviewed by the Planning Commission and Assembly for incorporation into the Land Management Plan.

Airport Board - Lands presented the plan to the Airport Board at their September 9, 2015 meeting. At this meeting Lands Manager, Greg Chaney, advised the board to review the portions of the plan that pertained to the airport, and to document any land that they would recommend for disposal or acquisition. The board did not recommend any land for disposal, but at the September 25, 2015 Airport Board Operations Committee meeting the committee considered and made a motion that the following properties be recommended for future acquisition, if funding and the land were to become available (see Attachment C for email and map of property to be possibly acquired). The Airport Manager, Patricia deLaBruere, stressed that the Airport would only be interested in acquiring these properties if they were offered for sale and would not use eminent domain proceedings to acquire these lots.

Board Motion: *Approve the Airport Operations Committee recommendation for future Airport property acquisition, as shown in Attachment #3 and as outlined in the following priority list:*

1. *Land adjacent to Airport property at the northeast quadrant (near the Mendenhall State Game Refuge).*
2. *The parcel surrounded by Airport property; on Yandukin Drive near current sand/chemical building and east of terminal and car rental lot.*
3. *(interchangeable priority with #4) North greenbelt east along Jordan Creek corridor.*
4. *(interchangeable priority with #3) North greenbelt west along Jordan Creek corridor.*
5. *The triangular parcel abutting the northwest corner of the Airport property on La Perouse Ave; adjacent to tank farm/impound lot.*

Auke Bay Steering Committee – Members of the public commented on the Draft Land Management Plan. One person commented on the Auke Bay “Bypass” road, and wanted to make sure that the Pederson Hill Subdivision doesn’t preclude the bypass route. Another comment brought up the issue of Indian Point and its land designation and zoning. The Auke Bay Steering Committee recommend to the Assembly Lands and Resources Committee, the Planning Commission, and the Assembly, that Auke Cape, Auke Island, and Pillar Rock be

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protected through either a new land zoning designation or a conservation easement such that they are preserved in their existing state in perpetuity. Lands numbers for properties are LND-0202, LND-0203, LND-0204, LND-0205, and Pillar Rock. The Steering Committee would also like to designate CBJ land west of Auke Bay Elementary School to be rezoned in the creation of a new Town Center in Auke Bay (see Attachment C for Steering Committee Motions and Map).

Juneau Commission on Sustainability (JCOS) – JCOS has discussed the plan, but will provide an official motion at their November 9th meeting; the motion will be provided as a Blue Folder item at the November 10th Planning Commission Regular Meeting. JCOS would like language to be developed to add to the plan that would more directly encourage infill development, to create the highest appropriate densities throughout the borough. They would also encourage the CBJ to do the platting of subdivisions of CBJ land, so that they can control the development of bicycle and pedestrian facilities, instead of leaving it up to a private developer. This would result in implementation of the Sustainability concepts envisioned in the 2013 Comprehensive Plan and the 2011 Climate Action Plan. Please see the [Attachment C or Blue Folder Item] with JCOS's recommendation.

Planning Commission Committee of the Whole (COW) – The Planning Commission at their October 27, 2015 COW discussed the Lands Management Plan update. Lands presented and discussed the PRAC comments (see Attachment C, Lands response to PRAC comments). Planning Commissioner Paul Voelckers stated that there should be further discussion in subcommittee on the Lands Management Plan as a whole, and how the process works to discuss the land parcels that are managed by different departments. That there should be a process where we look at the lands the CBJ owns and manages and come up with a comprehensive approach to the plan. Commissioner Voelckers expressed interest in having a subcommittee of the Planning Commission look at the plan comprehensively, in two to three meetings. Vice Chair Commissioner Dennis Watson motioned for the plan to be presented at the next available Planning Commission hearing to discuss the plan further.

COMPLIANCE WITH THE COMPREHENSIVE PLAN

Staff reviewed the CBJ 2013 Comprehensive Plan Update for policies that may be relevant to the proposed project:

POLICY 4.3. TO DESIGNATE ON LAND USE MAPS AN ADEQUATE SUPPLY OF BUILDABLE LAND WITHIN THE URBAN SERVICE AREA, AND PARTICULARLY ALONG TRANSIT CORRIDORS, FOR RESIDENTIAL USE AT DENSITIES THAT CAN PRODUCE HOUSING AFFORDABLE TO ALL ECONOMIC GROUPS.

POLICY 9.3. TO PRESERVE AS PUBLIC NATURAL AREAS THOSE PUBLICLY-OWNED LANDS AND SHORELINE AREAS THAT POSSESS IMPORTANT RECREATIONAL, SCENIC,

FISH AND WILDLIFE, AND OTHER ENVIRONMENTAL QUALITIES OR ARE SUBJECT TO NATURAL HAZARDS.

Standard Operating Procedures

9.3 – SOP2 Acquire land or regulate its use as necessary to protect the public from natural hazards and to preserve sensitive natural resources.

POCLICY 10.14. TO RESERVE SUFFICIENT LANDS TO SUPPORT THE DEVELOPMENT OF PUBLIC FACILITIES THAT ARE ANTICIPATED TO BE NEEDED BY THE COMMUNITY IN THE FORESEEABLE FUTURE, INCLUDING RIGHTS-OF-WAY, SCHOOL SITES, PARKS, STREAM CORRIDORS, AND OTHER PUBLIC FACILITIES.

10.14 – SOP1 Review potential land acquisitions and their proposed use for consistency with the Comprehensive Plan, and only seek acquisition of those properties that can be developed as desired in a manner that is consistent with the Comprehensive Plan. This SOP is not to be interpreted to preclude acquisitions that are achieved through tax foreclosure, donation, or other such unanticipated means; only those acquisitions that are actively sought by the CBJ should be reviewed for consistency with the Comprehensive Plan.

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 16.4. TO PRESERVE AND PROTECT THE UNIQUE CULTURE OF JUNEAU’S NATIVE PEOPLES, INCLUDING BUILDINGS, SITES, ARTIFACTS, TOTEMS, TRADITIONS, LIFESTYLES, LANGUAGES, AND HISTORIES.

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

17.2 – SOP4 Base decisions regarding disposal of CBJ-owned lands on demonstrated market demand and evidence that disposal will be in the public interest and, particularly, for projects that would provide affordable housing or that would create jobs that pay a living wage. Coordinate activities with an orderly system for extending and constructing the public facilities and services called for in the transportation/public facilities and services element of the plan.

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17.2 – SOP5 Evaluate land not scheduled for immediate disposal for possible interim uses prior to private development.

The proposed updated Land Management Plan is consistent and furthers the goals, policies, and implementing actions of the 2013 Comprehensive Plan.

COMPLIANCE WITH CBJ TITLE 53.09 – LAND MANAGEMENT

53.09.150 - Land management plan.

(a) The Planning Commission shall recommend to the Assembly a land management plan for all City and Borough lands. The plan shall address the retention, use, disposal, development, and subdivision of City and Borough land and selected land and the acquisition of private lands for public purposes. The plan may be developed and adopted in stages. The plan shall identify the management intent for each parcel of City and Borough land. Prior to adoption of its recommendation, the Planning Commission shall hold a public hearing on the draft plan.

(b) The Commission shall recommend changes in the land management plan as necessary.

(c) When developing a recommended land management plan or a change to the plan, the Planning Commission shall be guided by the following principles:

- (1) Multiple use should be encouraged;
- (2) Use of land for natural resource extraction or removal should be consistent with future use of the land;
- (3) A sound local economy will be promoted;
- (4) Development will be encouraged in areas where public services already exist or can be economically extended or where development of a viable economic base is probable;
- (5) A significant quantity of land of a variety of types and locations should be reserved to provide an opportunity for future decisions; adequate lands for public development and public use, including recreational beaches with appropriate uplands, should be reserved;
- (6) Tidelands should be leased only for specific water-dependent and water-related uses and not sold;
- (7) Wetlands should be leased only for specific uses and not sold;
- (8) Land should not be made available for residential, commercial, or industrial development in areas that have significant landslide, avalanche, or floodplain hazards unless the development proposal includes adequate mitigation measures to prevent loss of life and property;
- (9) Land should be made available to encourage a variety of housing opportunities to meet the needs of residents;

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- (10) The region's scenic, environmental, and economically valuable natural resources should be protected from the adverse impacts of urban development;
- (11) Conflicts between residential and other land uses should be minimized;
- (12) Land should be set aside for the provision of transportation, public facilities, and services;
- (13) Lands and shoreline that possess recreational, scenic, wildlife, and other environmental qualities should be preserved as open space.

(d) In developing its recommended plan in line with the principles outlined in this section, the Planning Commission should consider, but without limitation, the following factors:

- (1) The supply of publicly owned lands to meet public needs;
- (2) The supply of privately owned lands to meet the private sector needs of the community;
- (3) The need of public agencies and the private sector for natural resources;
- (4) [Reserved];
- (5) The comprehensive plan, the long term capital improvements program, and other plans adopted by the assembly;
- (6) Restrictions created by written instruments, zoning, and state and federal regulations;
- (7) Physical, economic, resource, population and social factors affecting the area under consideration;
- (8) Comments of the general public, affected landowners, state and federal agencies, and local advisory groups;
- (9) Ownership patterns and the disposal and development plans of private landowners and state and federal agencies;
- (10) The development and growth patterns and potentials of different areas of the City and Borough;
- (11) [Reserved];
- (12) The availability of municipal funds to subdivide or develop lands to facilitate disposal for private development and use;
- (13) The requirements of public access to and along public and navigable bodies of water and the need to reserve public transportation corridors and utility corridors;
- (14) Other matters which are relevant to a land use management program.

53.09.160 - Contents of the plan.

(a) The plan shall contain the following elements:

- (1) A long term disposal schedule identifying which parcels should be transferred to private ownership;

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- (2-4) [Reserved];
- (5) A list of proposed land acquisitions;
- (6) A list of parcels to be retained for public use and the intended management description for each;
- (7) A statement of the major factors and assumptions which led to the parcels being identified for long term disposal;
- (8) A description of infrastructure development required of the City and Borough in order to support the long term disposal schedule.

Staff finds the plan to meet the above required elements required for Contents of the plan.

(b) The plan shall be reviewed by the Planning Commission if a major unanticipated development affecting basic assumptions occurs and in any case at least every ten years. After a public hearing on the plan, the Commission may adopt or modify the proposed plan and shall transmit its recommendations to the Assembly.

FINDINGS

Staff finds that the proposal is consistent with the 2013 Comprehensive Plan and CBJ code mentioned herein.

STAFF RECOMMENDATION

Staff recommends that the Planning Commission recommend to the Assembly that AME2015 0015, 2015 Land Management Plan Update is consistent with Title 49, Title 53, and the 2013 Comprehensive Plan.

ZONE CHANGE APPLICATION

Project Number	Project Name (15 characters)	Case Number AME 20150015	Date Received 9/4/15
----------------	------------------------------	-----------------------------	-------------------------

LEGAL DESCRIPTION(S) AND LIMITS OF PROPERTY TO BE REZONED:
Review of draft CBJ 2015 Land Management Plan Update

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

Total Land Area of Proposed Change N/A acres Comp Plan Designation N/A

Current Zone(s) N/A Comp Plan Map N/A

New Zone Requested N/A

TYPE OF ZONE CHANGE REQUESTED:
☐ Regular ☐ Transition

HAS THIS OR A SIMILAR ZONE CHANGE BEEN REQUESTED IN THE PREVIOUS 12 MONTHS?
☐ Yes ☐ No

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

PURPOSE OF THE REQUESTED ZONE CHANGE:
Review of draft CBJ 2015 Land Management Plan Update

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

PROPOSED BUFFERS TO ADJACENT ZONES? ☐ Yes ☐ No

DESCRIBE (INCLUDING TYPE AND DENSITY OF PROPOSED DEVELOPMENT):
Review of draft CBJ 2015 Land Management Plan Update

DESCRIBE ANY POTENTIAL IMPACTS TO PUBLIC INFRASTRUCTURE:

STREETS:

WATER:

SEWER:

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.	<table style="width: 100%;"> <tr> <th colspan="2" style="text-align: left;">ZONE CHANGE FEES</th> <th style="text-align: left;">Fees</th> <th style="text-align: left;">Check No.</th> <th style="text-align: left;">Receipt</th> <th style="text-align: left;">Date</th> </tr> <tr> <td>Application Fees</td> <td>\$</td> <td><u>0</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Admin. of Guarantee</td> <td>\$</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Adjustment</td> <td>\$</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Pub. Not. Sign Fee</td> <td>\$</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Pub. Not. Sign Deposit</td> <td>\$</td> <td>_____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Total Fee</td> <td>\$</td> <td><u>0</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </table>	ZONE CHANGE FEES		Fees	Check No.	Receipt	Date	Application Fees	\$	<u>0</u>	_____	_____	_____	Admin. of Guarantee	\$	_____	_____	_____	_____	Adjustment	\$	_____	_____	_____	_____	Pub. Not. Sign Fee	\$	_____	_____	_____	_____	Pub. Not. Sign Deposit	\$	_____	_____	_____	_____	Total Fee	\$	<u>0</u>	_____	_____	_____
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NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: <u>9/4/15</u>
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description Land Management Plan 2015 Update		
	PROPERTY LOCATION		
	Street Address 155 South Seward Street	City/Zip Juneau 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Boroughwide		
	Assessor's Parcel Number(s) Too many to list		
	LANDOWNER/ LESSEE		
	Property Owner's Name City and Borough of Juneau	Contact Person: Greg Chaney	Work Phone: 586-0205
	Mailing Address 155 South Seward Street	Home Phone: 586-2594	Fax Number: 586-5385
	E-mail Address greg.chaney@juneau.org	Other Contact Phone Number(s):	
	PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X <u>Greg Chaney</u> Landowner/Lessee Signature		<u>Sept 4 2015</u> Date	
X _____ Landowner/Lessee Signature		_____ Date	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name Same		Contact Person:	Work Phone:
Mailing Address		Home Phone:	Fax Number:
E-mail Address		Other Contact Phone Number(s):	
X <u>Greg P. Chaney</u> Applicant's Signature		<u>Sept 4 2015</u> Date of Application	

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	<u>no</u>	<u>9/4/15</u>	<u>AME20150015</u>
		Other (Describe)			
	Comments:				Permit Intake Initials
					<u>LAB</u>

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS
 I:\FORMS\2010 Applications Revised November 2009

ATTACHMENT A

Zone Change Application Instructions

Pre-Application Conference: A pre-application conference is required prior to submitting an application. The applicant will meet with City & Borough of Juneau staff to discuss the proposed Zone Change, the permit procedure and the application fee. To schedule a pre-application conference, please contact the Permit Center at 586-0770 or via e-mail at Permits@ci.juneau.ak.us.

Application: An application for a Zone Change will not be accepted by the Community Development Department until it is determined to be complete. **A developer or property owner may apply for a Zone Change only in the months of January and July.** The items needed for a complete application are:

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

Fees: The fee for Zone Change Application is \$600.00. Any development, work or use done without a permit issued will be subject to double fees. All fees are subject to change.

Project Description: A detailed letter or narrative describing the purpose for the requested change.

Plans: A traffic study may be required for zone changes. A site plan, drawn to scale, is required for all Zone Change Applications. The site plan should include the following information:

- A. The boundaries of the existing and proposed zone change and proposed buffers;
- B. The location of existing structures (i.e. buildings, fences, signs, parking areas, etc.); and
- C. The location of existing physical features of the site (i.e. drainage, topography, 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 Zone Change Application request, the application may be required to be reviewed by other municipal boards and committees. During this review period, the Community Development Department will coordinate the review of this application by other agencies, as necessary. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed Zone Change.

Hearing: All Zone Change Applications must be reviewed by the Planning Commission who sends a recommendation to the Assembly. Once an application has been reviewed by all applicable parties the Community Development Department will schedule the zone change for the next appropriate Planning Commission meeting. Following a recommendation of approval by the Planning Commission, the Community Development Department will coordinate the zone change review by the Assembly. In order for zone changes to become effective, they must be adopted by ordinance by the CBJ Assembly.

Public Notice Responsibilities: As part of the Zone Change process, all requests must be given proper public notice, which consists of the following:

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

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

City and Borough of Juneau
Land Management Plan
2015 Update

DRAFT

August 20, 2015

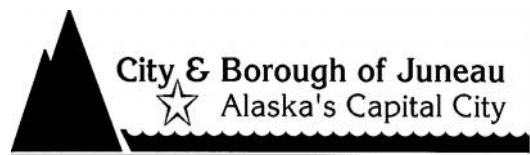


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Executive Summary

Sixteen years have passed since the 1999 Land Management Plan was adopted. Since this time, 90 parcels of CBJ land have been sold, traded or donated while 111 properties were acquired. Although many of these properties were acquired for specific public purposes, several large lots were received from the State of Alaska as part of the municipal land selection program.

The “CBJ Ownership Maps” chapter displays CBJ’s property holdings at a glance. The Land’s identification numbers shown on these maps provide a quick reference link to detailed information in the “CBJ’s Land Holdings” chapter. This section contains a wealth of detail which will be an excellent reference document including technical information about size, legal descriptions, general comments, managing departments as well as future retention or disposal status.

Experience has been gained since the last Land Management Plan. CBJ sponsored subdivisions have resulted in a predictable process of making public property available to the private sector and non-profits. Partnerships with private and non-profit developers have at times yielded good results such as the S’it T’uwan Subdivision but also has resulted in an undesirable situation when a developer bought a 31 acre tract from CBJ, logged the site, defaulted on their loan and left the CBJ with an expensive situation to remedy. The site still remains vacant to this day.

Housing remains a long term challenge facing the community. The current Land Management Plan contains recommendations for near term property disposals as well as the long term process for providing public utilities and disposing of additional CBJ property. As established in CBJ§53.09.600, proceeds from property sales are to be deposited in the municipal land fund. These long term projects often take many years to complete. It is therefore very important to minimize use of the Land Fund for other purposes and to maintain the Land Fund at a healthy level so CBJ can continue to provide a responsible land management program in the future.

Acknowledgements

Assembly

Merrill Sanford, Mayor
Mary Becker
Karen Crane
Jesse Kiehl
Loren Jones
Kate Troll
Jerry Nankervis
Maria Gladziszewski
Debbie White

Planning Commission

Michael Satre, Chair
Dennis Watson
Dan Miller
Nicole Grewe
Paul Voelckers
Ben Haight
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Bill Peters
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Jessica Beck, Lands & Resources Specialist
Bruce Simonson, GIS Manager
Quinn Tracy, Cartographer

DRAFT

Introduction

1995 Land Management Plan

The City and Borough of Juneau's (CBJ) first land management plan, adopted in 1995 and updated in 1999, laid the foundation for management of one of the community's most important resources - 23,000 acres of municipally-owned land. The plan placed significant emphasis on the land disposal program, reflecting the Assembly's growing concern about Juneau's housing situation. The Assembly indicated a strong interest in selling some of CBJ's land as a means of stimulating construction of much-needed housing.

2015 Land Management Plan Update

Much has changed since the first land management plan was prepared 20 years ago. The settlement of the Mental Health Trust's lawsuit has released additional CBJ land for disposal consideration including parcels in the North Douglas and Mendenhall Peninsula areas. Recent extension of municipal utilities in the vicinity of several CBJ parcels enhances disposal possibilities for those newly-served areas. The adoption of the Comprehensive Plan update in 2013 and the Parks and Recreation Comprehensive Plan in 1996 also affect the CBJ Land Management Plan.

CBJ's land holdings have slowly increased over the last 20 years. This has resulted primarily from State land selections but also includes acreage that was donated and purchased. Many of these lots are remote and unsuitable for near term development. While the CBJ has acquired more property, the Lands Division has also been diligently selling property to businesses and individuals for housing and commercial needs. A total of 116 lots have been sold or donated since 1995.

During the last 20 years Juneau has experienced slow steady economic growth and a corresponding 6% increase in population. The Lemon Creek area has experienced significant development including construction of Costco, Concrete Way, Breeze Inn, Home Depot and substantial expansion of the Alaskan Brewery. As a result, Lemon Creek has become a retail center along with the expansion of the region as a significant industrial hub.

The CBJ has constructed several new community facilities including a new police station, Treadwell Ice Arena, Thunder Mountain High School, new ball fields, new trails, Dimond Park Aquatic Center and is about to open a new library in Dimond Park. Construction of projects in Dimond Park have combined to make the area much busier than it was 20 years ago. Eaglecrest Ski Area has also converted to electric lifts, added two new chairlifts and a Learning Center. CBJ harbor facilities and schools have also been upgraded and remodeled in the last 20 years.

The airport has expanded its runway safety area to meet federal requirements. In addition it has dredged and improved the float plane pond and has used the dredge material to fill significantly more of the area near the terminal for additional airport related services. The terminal has been modernized to meet current travel demands as well as meet new security requirements and a second major air carrier.

Sewer lines have been extended to improve sanitation and help accommodate increased density in the Urban Service Area. Substantial expansions have been completed on Douglas Island and the Industrial

Boulevard/Pederson Hill regions. This has been accompanied by significant increases in zoning density in the regions with new sewer service.

Cell phone technology has matured in the last 20 years to become a near necessity and this has been accompanied by many new wireless communication towers. The recently adopted Wireless Communication Tower Plan will provide direction for future antenna and tower installations.

Juneau has also seen increased Federal development during the last two decades. Lena is the site of a new NOAA research facility. The Forest Service and National Weather Service have built new offices on the Mendenhall Loop Road and a new forest research facility has been built near the University of Alaska Southeast (UAS) campus on Auke Lake.

The University and the National Guard have collaborated by adding the UAS Recreation Center/Gamble-Sperl Joint Use Facility. The University has also added the Noyes Pavilion and a new dormitory building on the central campus.

Tourism continues to be strong with Juneau hosting approximately one million visitors a year. A large new floating dock has been approved for construction which will accommodate larger ships. Expanded launch ramp facilities and docks are currently being constructed in Statter Harbor to accommodate the increasing demand. Juneau continues to attract a significant share of the commercial fishing industry. In response, a new drive-down float has been built near the ferry terminal at the Auke Bay Loaning Facility.

The downtown core has seen several changes as well. Fires destroyed Holy Trinity Church, the Town Center Mall, a mid-sized wood frame 4 story apartment building on Gastineau Avenue and the historic Gastineau Apartments. Holy Trinity Church was reconstructed with significant help from the community, the Town Center Mall site was an open pit for many years until it was redeveloped by Sealaska Heritage Institute into the new Walter Soboleff Center. The State Capitol complex has been improved with Capital School, Scottish Rite Temple and the former Christian Science Church all having been converted to support State government functions. These conversions have been accompanied by the construction of the State Library, Archives and Museum (SLAM) building. Once this new facility is open (scheduled for 2016), it will serve as a significant anchor for the Willoughby District. The site of the former Armory has been converted into the Juneau Arts and Culture Center (JACC). Centennial Hall has seen noteworthy upgrades including expanded restrooms, a new roof and an emergency generator. Transit and parking have both seen upgrades with the construction of the Downtown Transportation Center.

The region has seen substantial new industrial development with the expansion of the Greens Creek Mine, the new Kensington Mine and more hydro-electric power generated by the Lake Dorothy project.

Several new private subdivisions, as well as CBJ's major subdivision in the Lena Point region, have been constructed during the last 20 years. Although the community has seen several housing developments completed, supply continues to lag behind demand with the result that even though 20 years have elapsed since the first Land Management Plan was adopted; housing supply continues to be a problem for Juneau. The Lands Division completed a survey of all CBJ property to determine which areas would be most appropriate for new development. The Buildable Lands Study recommended that the Lands Division concentrate new development in the Switzer Creek area near Dzantik'i Heeni Middle School, Lemon Creek and Pederson Hill. The City also has extensive land holdings on Douglas Island however few of these areas have right-of-way frontage and most have been classified as wetlands. A new bench

road will have to be constructed to develop this property and appropriate methods to address wetland issues will have to be devised.

In the future, it is likely that although most readily developable land suitable for residential use in the community is held by the private sector, the Lands Division will be tasked with making land available for housing. The City has provided land for less than market value for the High School Home Building program and will continue to identify property that will be suitable for the program in the future. Although the need for new housing is immediate, subdivision developments have extended timelines. For example, work on the Lena Subdivision began in 1999 and the first land sale occurred in 2007. Several lots remain to be sold in this subdivision at the present time. Careful planning and subdivision development of the most appropriate City land holdings will be necessary to help provide additional land for new housing construction. In order to facilitate this development, the Land Fund will need to remain intact so that capital will be available to fund new projects.

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Goals & Objectives

Goal 1: Continue the land disposal program which systematically places CBJ land into private ownership.

Objectives:

- Make land available for community expansion.
- Expand the property tax base.
- Minimize the CBJ's costs for disposing of land.
- Provide opportunities for a variety of housing by disposing of land in multiple locations, by a variety of methods and at several price ranges.
- Maximize the CBJ's return on its property.
- Provide opportunities for as many people as possible to acquire CBJ land.

Goal 2: Provide direction on the best use of CBJ owned land for both development and preservation.

Objectives:

- Encourage multiple land uses.
- Set aside land for needed transportation, schools, public housing, storage, maintenance yards, and other public facilities & services.
- Identify and preserve open spaces to protect lands and shorelines which possess recreational, scenic, wildlife, and other critical habitat qualities.
- Retain a significant quantity of land to provide for future land use options.
- Maintain sufficient land for future CBJ land needs.

Goal 3: Conduct CBJ land disposals in a manner that promotes compact urban growth and efficient expansion of municipal utilities and services.

Objectives:

- Plan expansion of municipal utilities to coincide with and support CBJ land disposals using an "infill" strategy as adopted in CBJ's Comprehensive Plan.
- Establish land disposal priorities based on availability of existing and planned utilities.

Goal 4: Maintain the Land Management Plan as required under CBJ§53.09.180 as a comprehensive reference document, updated every two years, that establishes CBJ land management policy and provides a framework for developing regulations concerning CBJ property.

Objectives:

- Establish a comprehensive list of lands identified in adopted plans for CBJ acquisitions.
- Identify the appropriate CBJ department that has day-to-day management responsibilities for specific CBJ parcels.

Implications for Plan Update

Comprehensive Plan Revised

The *Comprehensive Plan of the City and Borough of Juneau: 2013 Update* is the blueprint for the development of all land, public and private in Juneau. One of the principle concepts in the Comprehensive Plan is to provide a strategy for in-fill development where services and utilities already exist. This concept is important when evaluating which CBJ lands are to be made available for development.

Adoption of Parks and Recreation Comprehensive Plan

The *Parks and Recreation Comprehensive Plan*, adopted in 1996 (with minor updates in 2007) designated over 2,000 acres of CBJ land as the Juneau Park System, for use as mini-parks, neighborhood parks, recreation areas, natural area parks and special use areas. These lands are not considered available for disposal. However, minor actions, such as leases and easements may be granted across park lands. With the adoption of the *Parks and Recreation Comprehensive Plan*, the Parks and Recreation Department has assumed management responsibility for lands designated as parks. Since the *Parks and Recreation Comprehensive Plan* was adopted, several parcels have been added to the Juneau Parks System. Even though they have not been adopted as part of the Juneau Parks System, parcels which were obtained for parks and recreational purposes have been designated "Parks" in this version of the Land Management Plan.

Utility Extensions

Water and sewer utilities are critical components in the timing of the disposal of CBJ lands. In the past, extension of utilities have not necessarily occurred in a manner that supported an "in-fill" development pattern advocated by the CBJ's Comprehensive Plan. More remote properties received services sooner than areas closer to existing population centers. In recent years, utilities have been extended within the Urban Service Boundary providing for more efficient delivery of municipal services.

Sewer has been extended along North Douglas Highway, and significant rezoning has been approved which will allow several thousand acres to be considered for residential development. Further extensions of the sewer system along the highway are planned. However, construction of North Douglas Bench Road and capacity problems at both ends of the Juneau Douglas Bridge will need to be evaluated at the same time as new development projects.

Housing Market

The history of housing in Juneau fluctuated with high demand in early 1980's after the State Capital move was defeated. This was soon followed by low demand in late 1980's due to falling oil prices and State of Alaska budget reductions. Juneau has experienced a slow increased demand since 1990 with mortgage loans dipping in 2007 with the international mortgage loan crisis. The mortgage loan crisis did not reduce need for housing in Juneau but it restricted availability of capital for new housing construction. This has been followed by a steady rise in demand but with low oil prices, Juneau faces an

uncertain future. Juneau's diversified economy may help buffer impacts of low State oil earnings with the result that housing demand will remain strong.

Transportation

The need for transportation improvements must be considered when identifying lands for future disposal. The intersection of the North Douglas Highway and the Juneau Douglas Bridge at peak hours exceeds design capacity. The intersection at the 10th and Egan at the mainland side of the bridge also has an unacceptably low level of service. Improvements to these intersections are needed prior to significant growth taking place on Douglas Island. Similarly, the Douglas Bench Road and/or an alternate Gastineau Channel crossing are needed before major development of CBJ lands on Douglas Island can occur. While another crossing of Gastineau Channel is a high priority of the CBJ, its development has generally been considered to be the responsibility of the Alaska Department of Transportation and Public Facilities (ADOT&PF). While ADOT&PF has been considering the possibility of this project for decades, it has not been programmed to date.

The Douglas Island Bench Road is intended to be a main arterial with limited access to individual lots. This road will provide service from the Douglas townsite to North and West Douglas and is intended to reduce traffic and increase safety along the existing North Douglas Highway. The conceptual alignment for the Bench Road has been generally established but no detailed work has been done recently.

Since most CBJ property does not border the road system, local access roads will need to be developed in order to utilize land for housing or commercial purposes. Even though in most cases these roads will be short, they will require significant investment to construct. Therefore if the CBJ plans to develop these properties, CBJ should consider setting aside funds for local road construction in order to complete residential developments as proposed in this Land Management Plan.

CBJ Ownership Maps

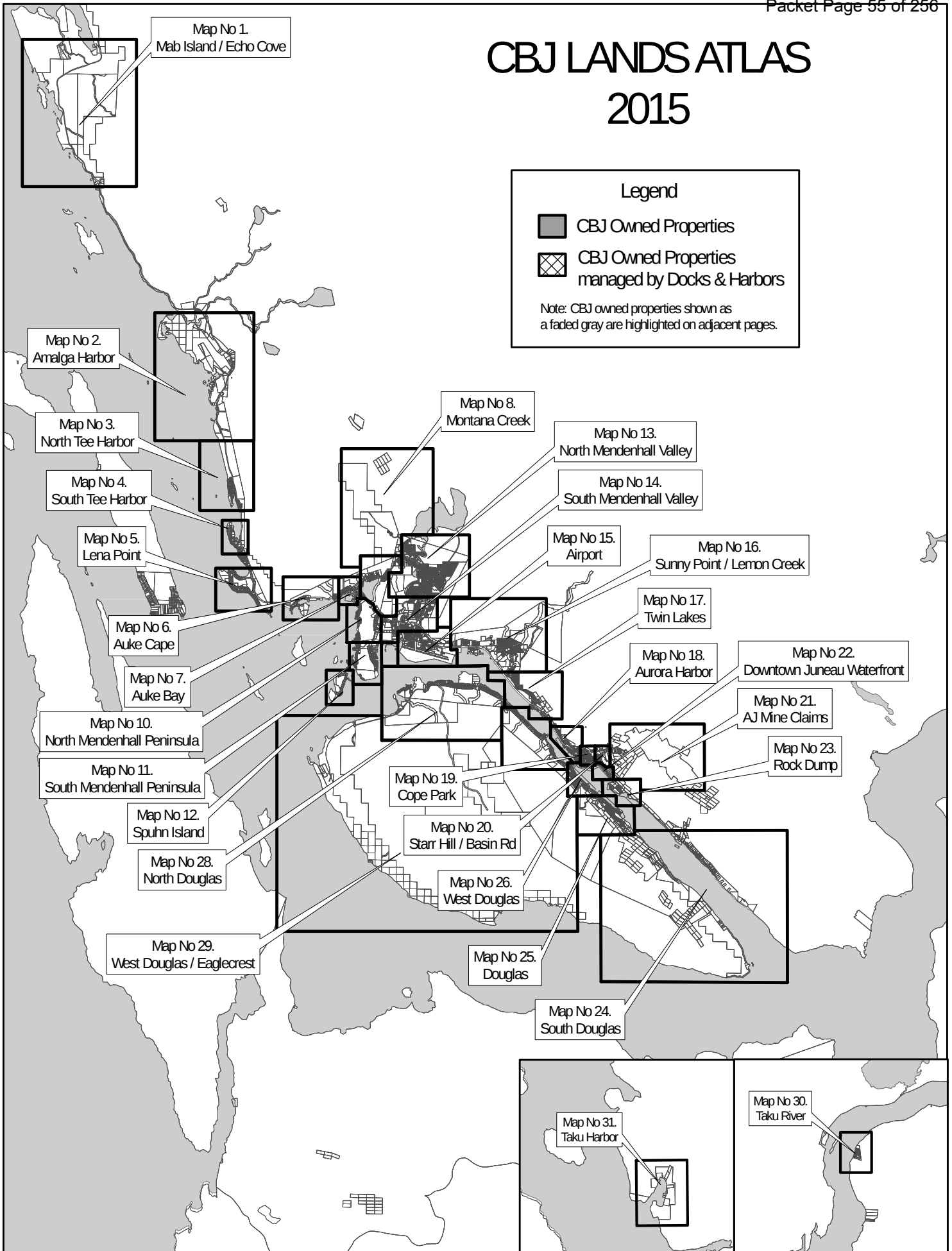
The following section contains maps of all the CBJ owned properties. Descriptions and future plans for these properties can be found in the *CBJ's Land Holdings* section of this plan.

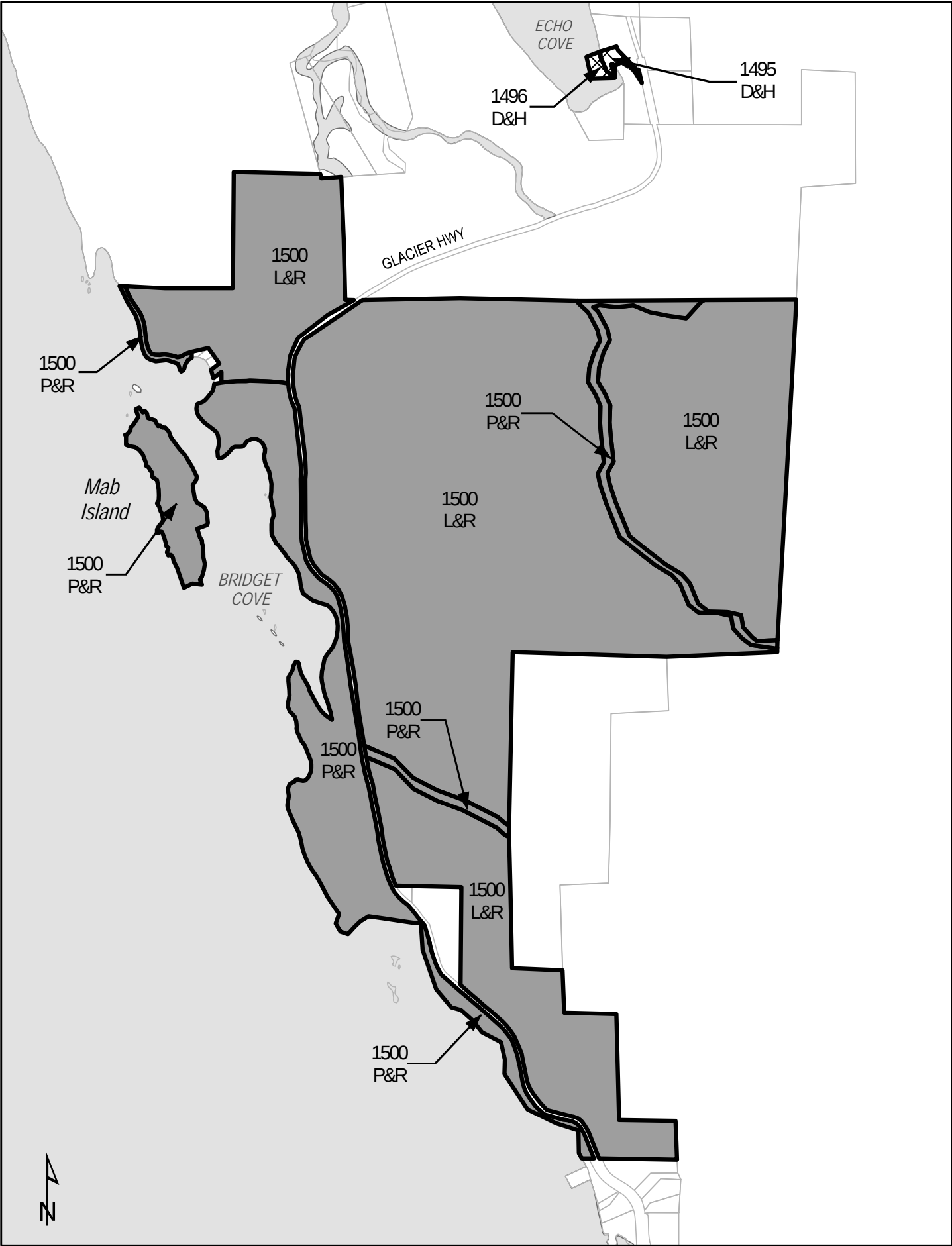
The following abbreviations are used in the maps to define what department has control over the day-to-day operations:

BRH	– Bartlett Regional Hospital
CCFR	– Capital City Fire & Rescue
D&H	– Docks & Harbors
EAGLE	– Eaglecrest
JIA	– Juneau International Airport
JPD	– Juneau Police Department
JSD	– Juneau School District
L&R	– Lands & Resources Division
LIB	– Juneau Public Libraries
P&R	– Parks & Recreation Department
PW	– Public Works

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CBJ LANDS ATLAS 2015

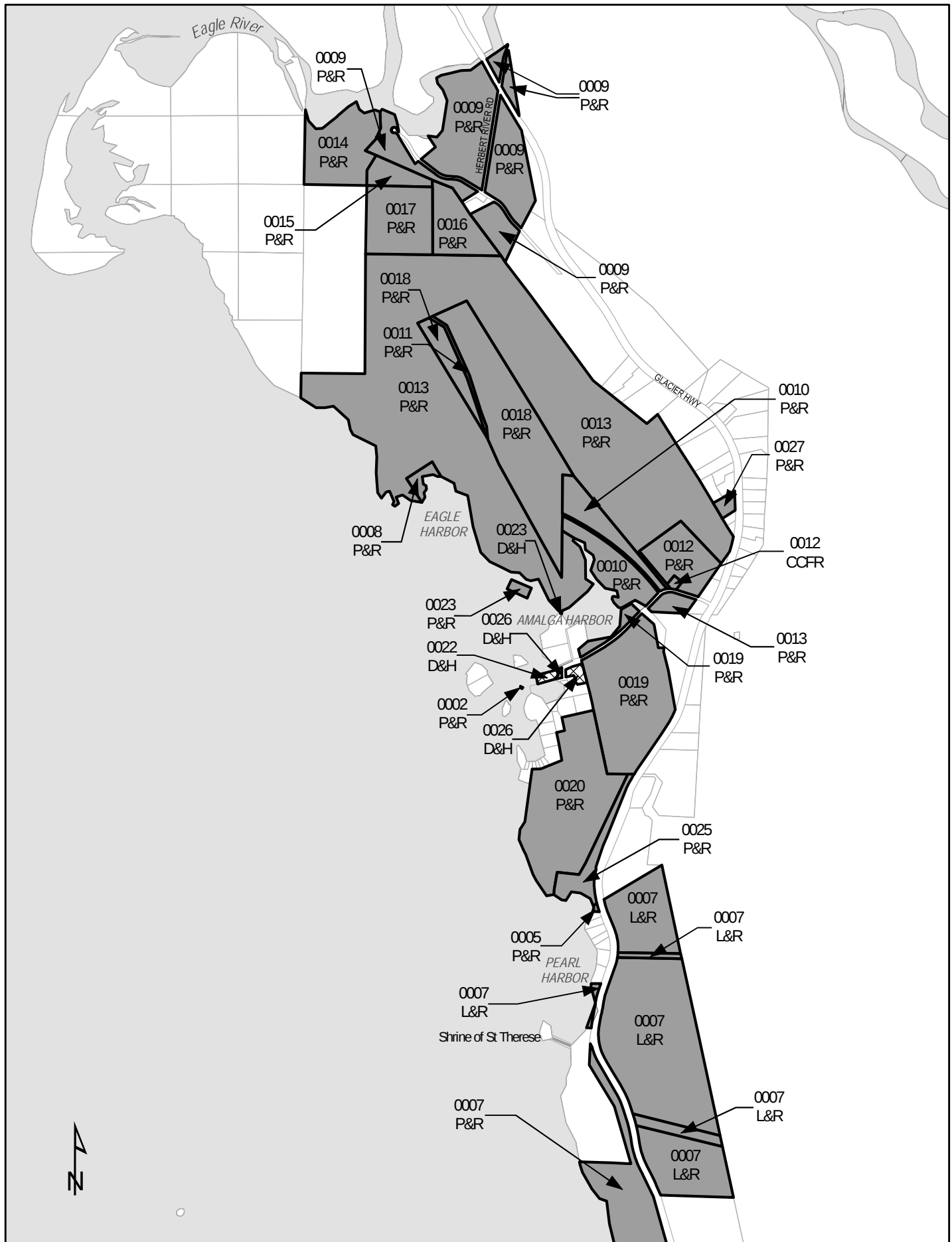




Map No. 1: Mab Island & Echo Cove

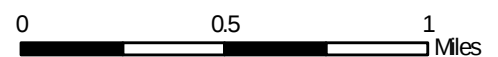
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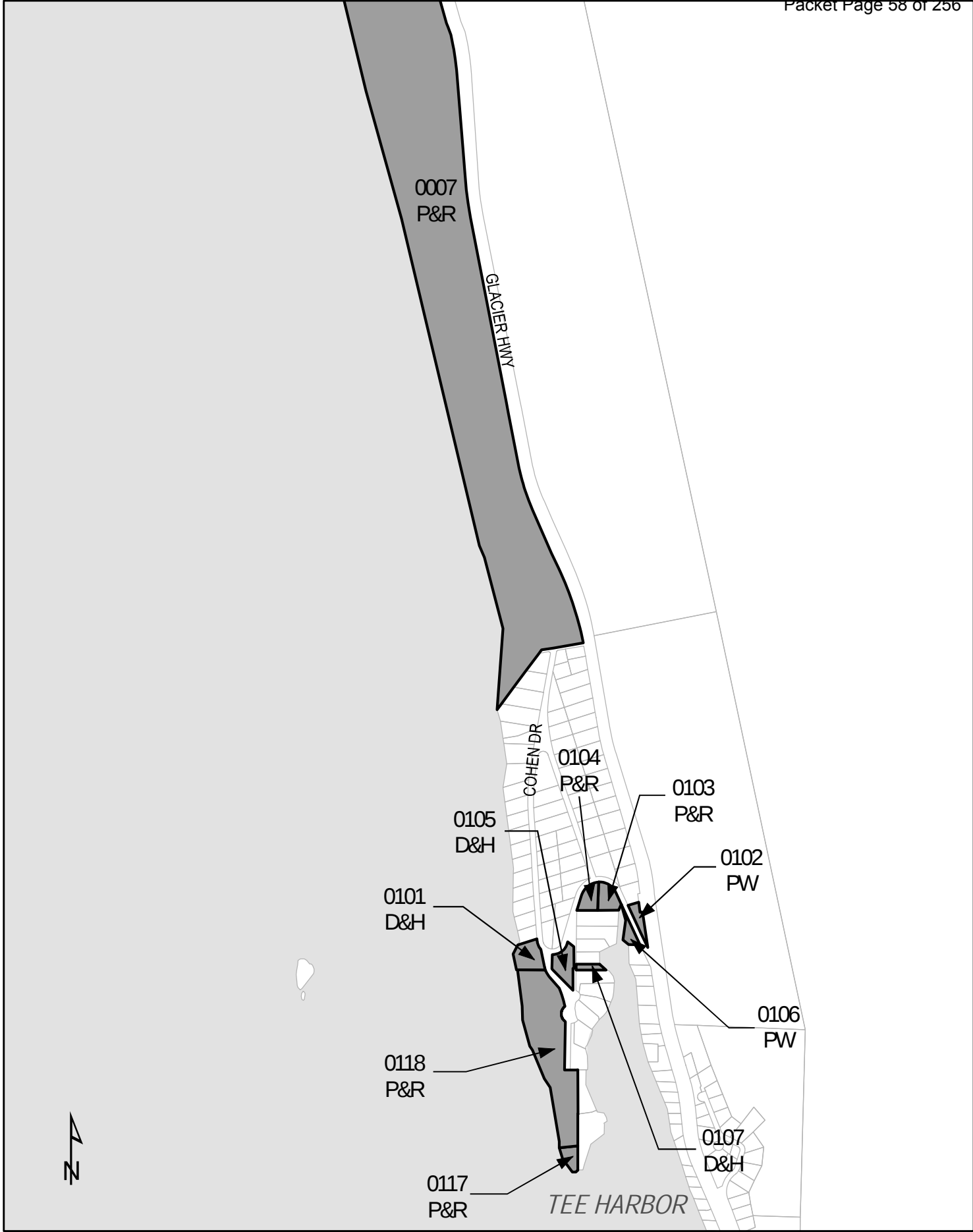




Map No. 2: Amalga Harbor

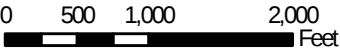
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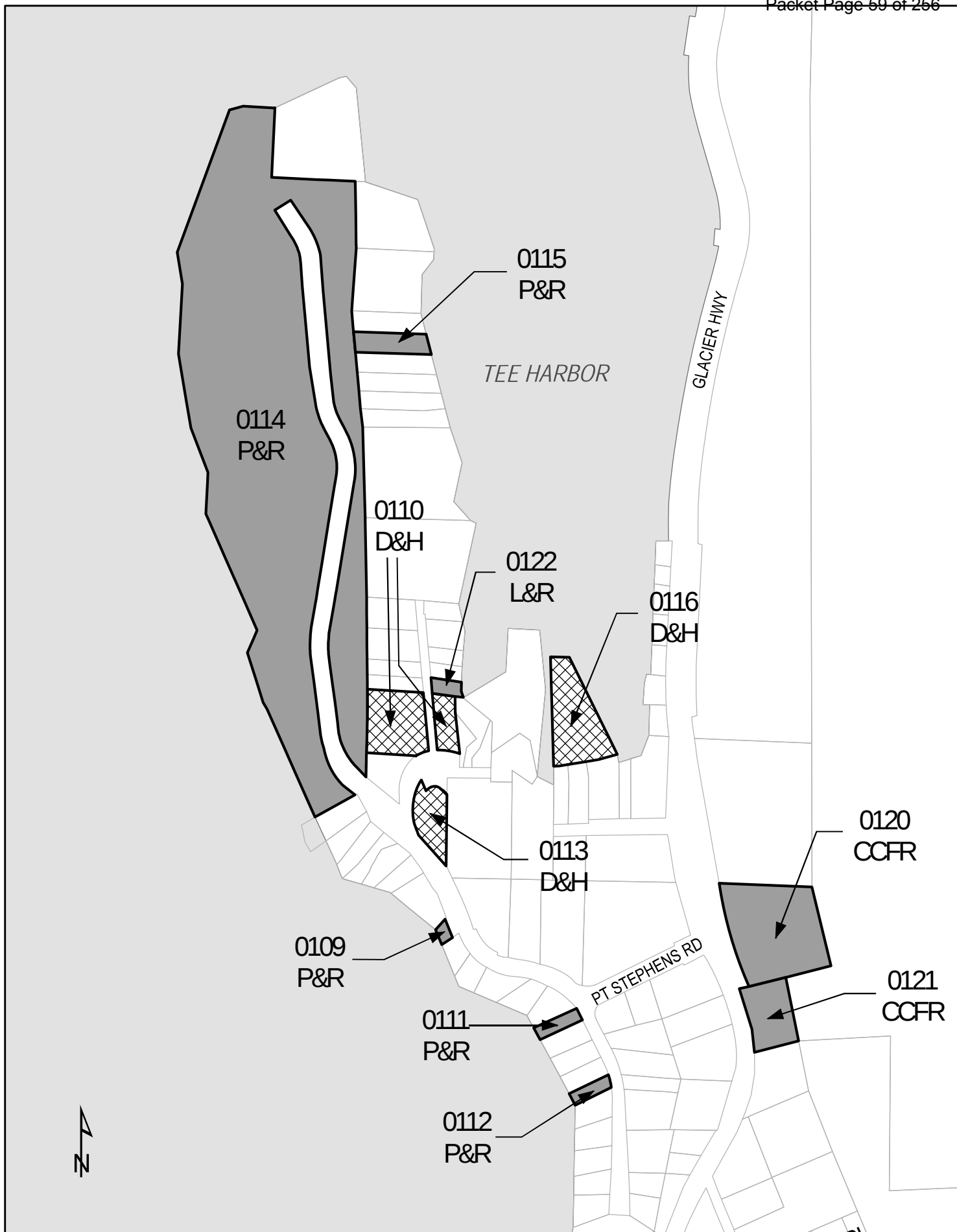




Map No. 3: North Tee Harbor

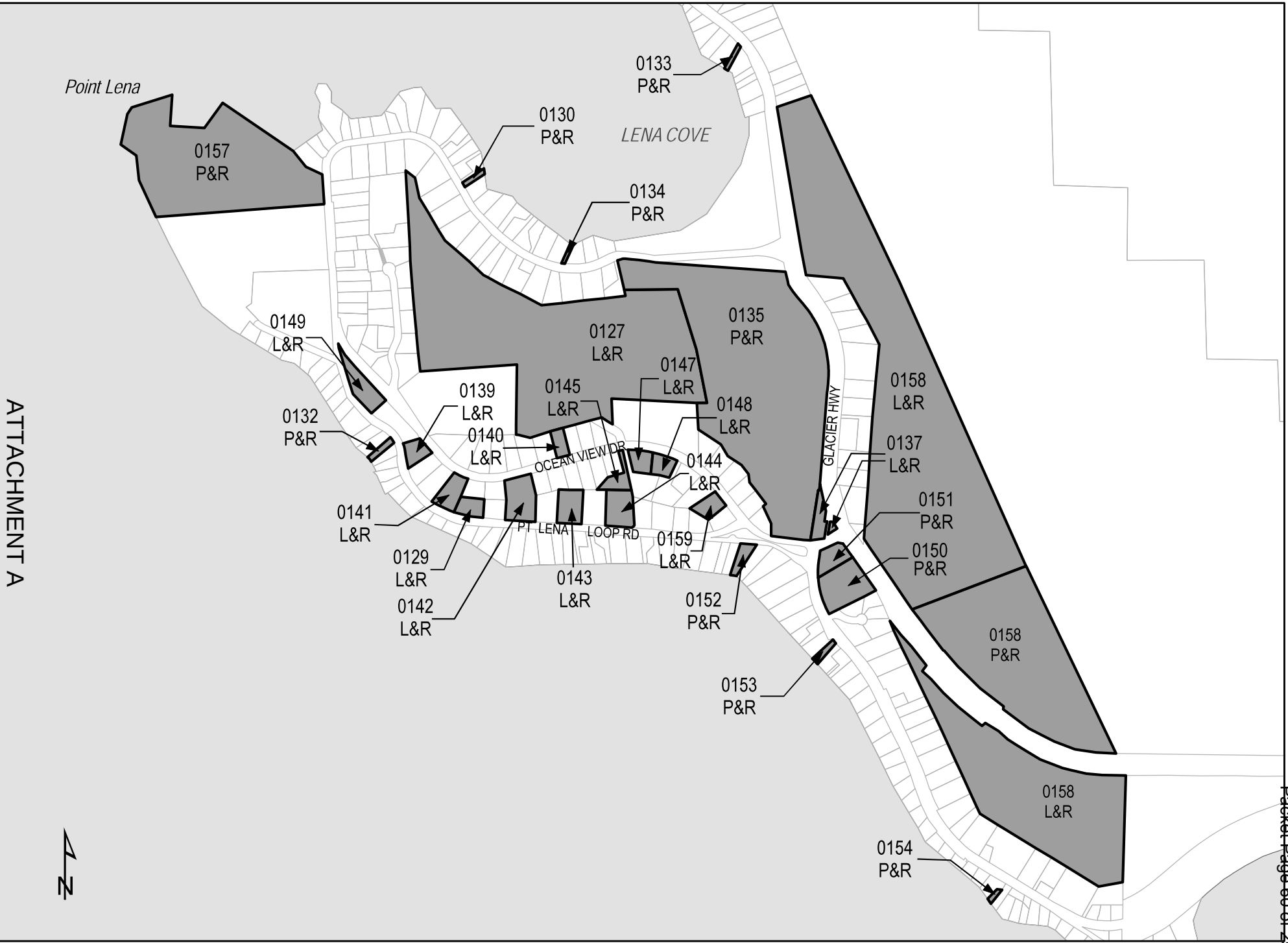
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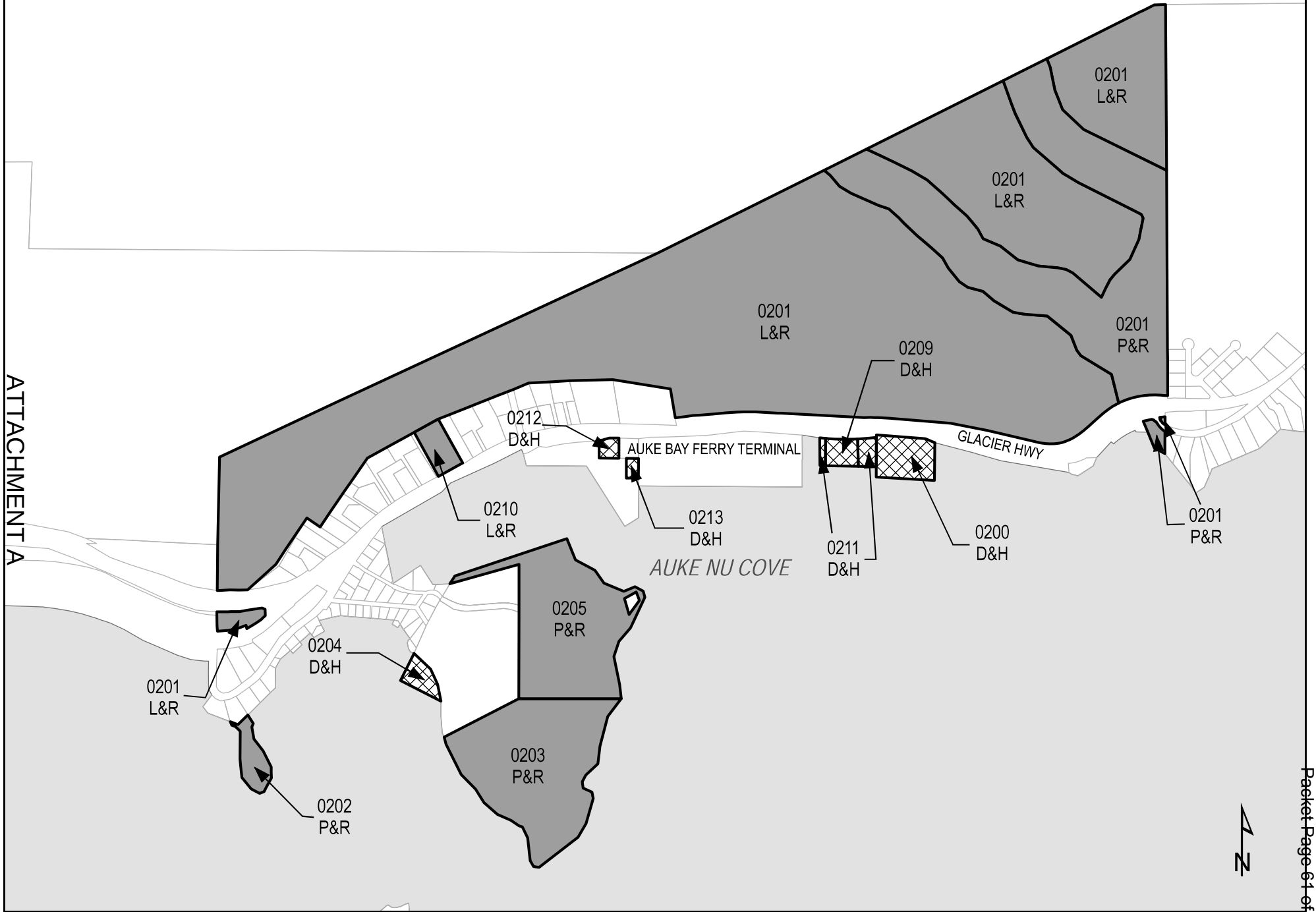


Map No. 4: South Tee Harbor ATTACHMENT A

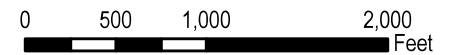
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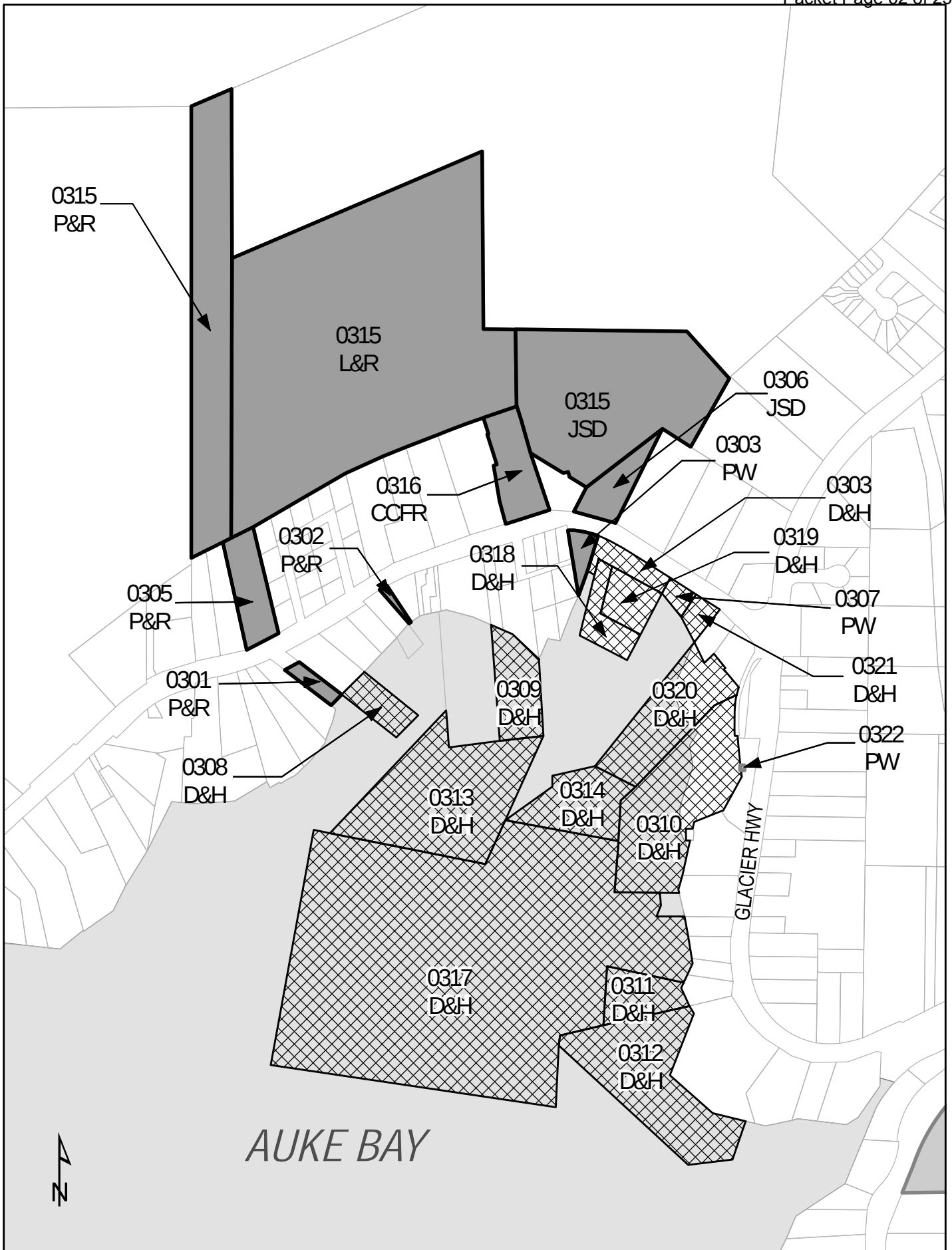


Map No. 5: Lena Point



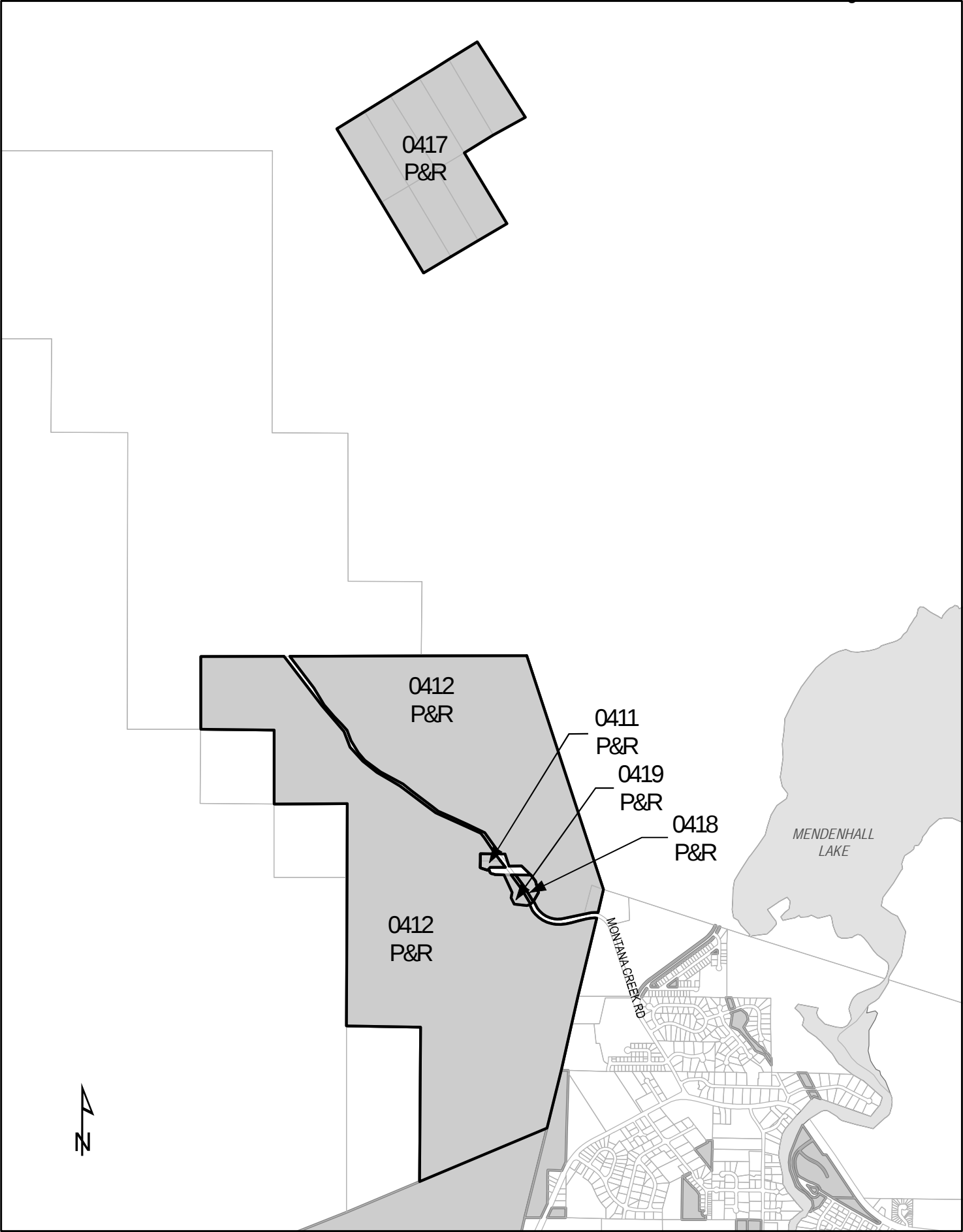
Map No. 6: Auke Cape





Map No. 7: Auke Bay

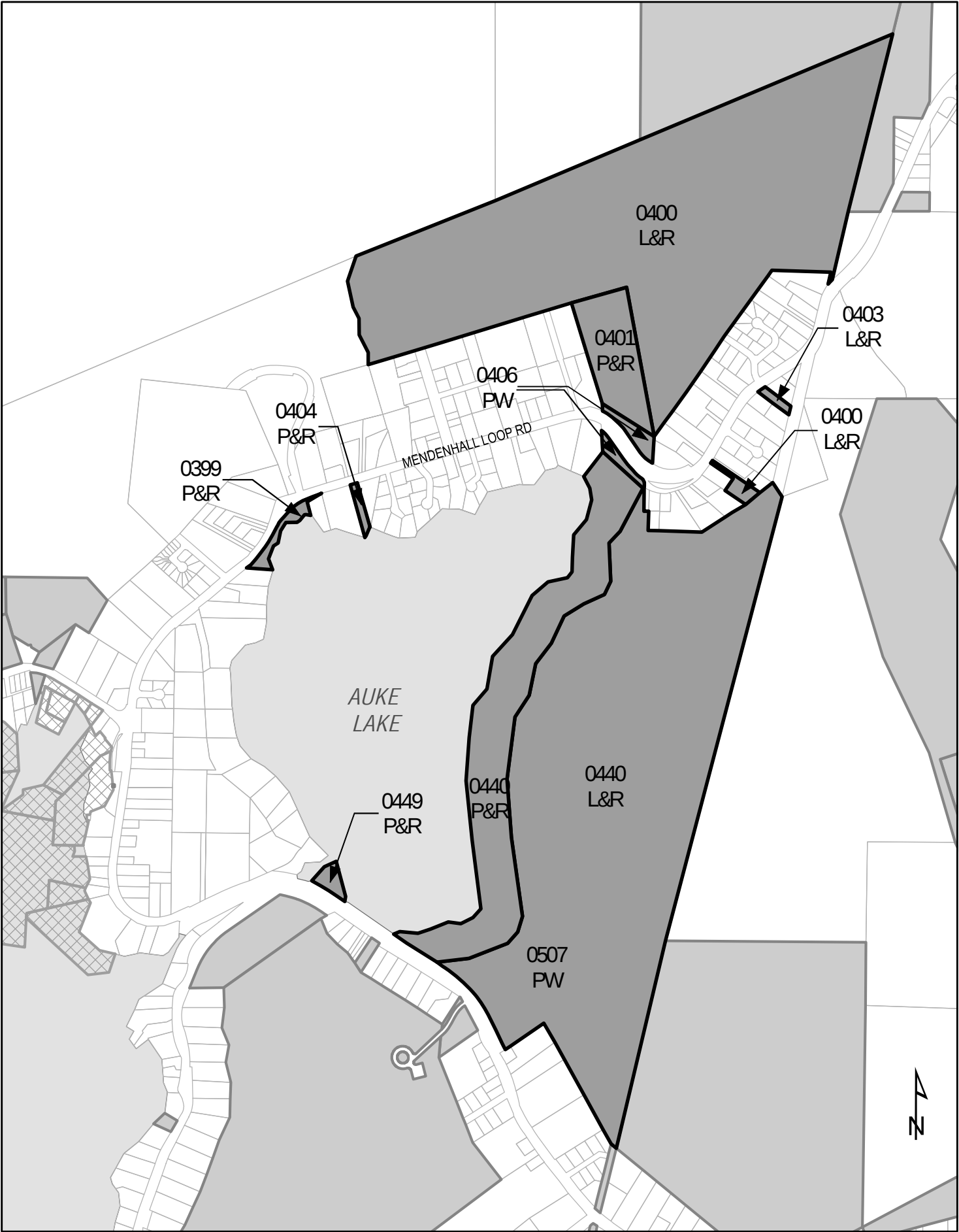
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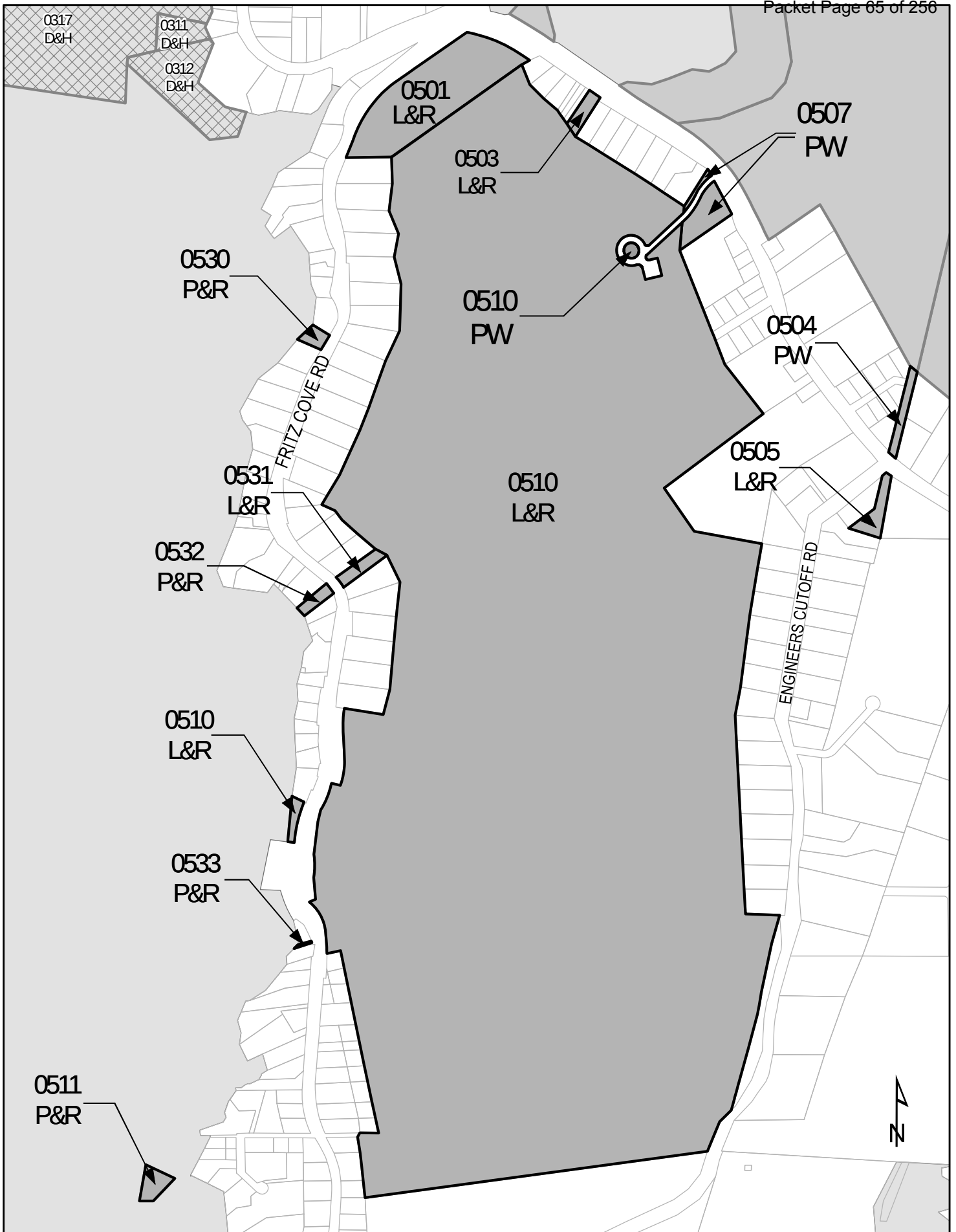
Map No. 8: Montana Creek

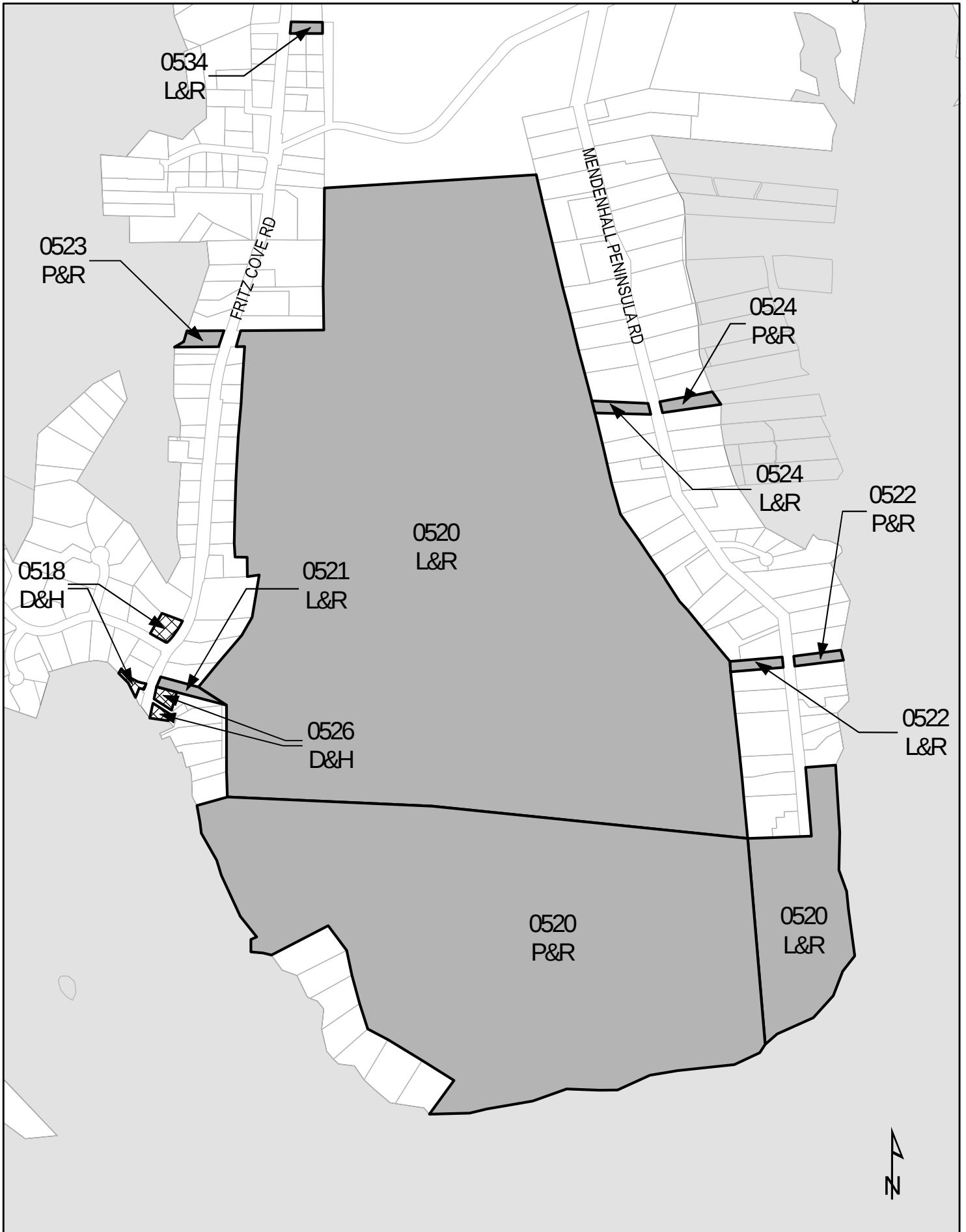
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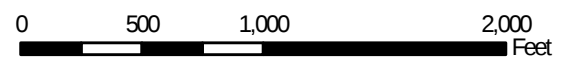
Map No. 9: Auke Lake & Goat Hill ATTACHMENT A

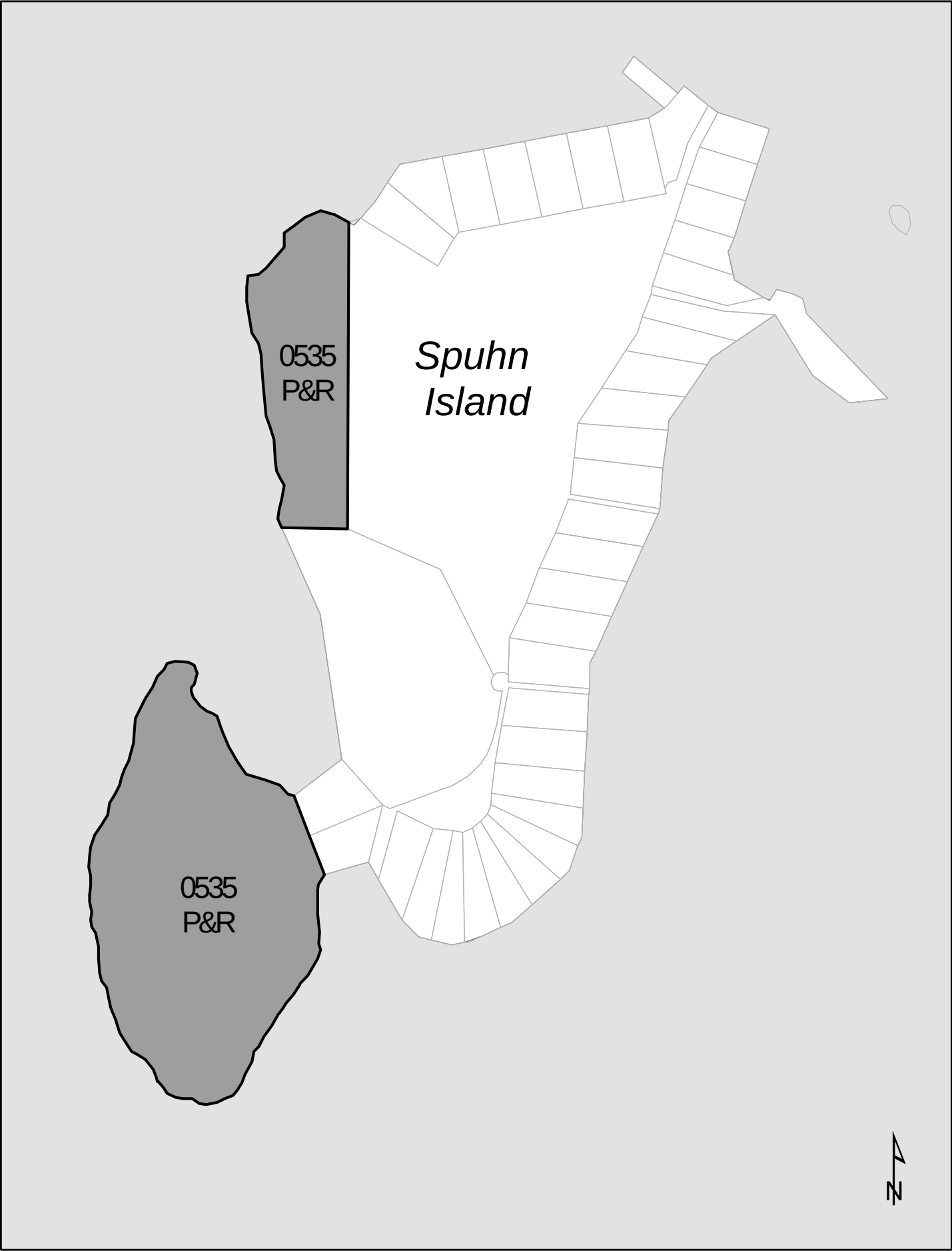




Map No. 11: South Mendenhall Peninsula

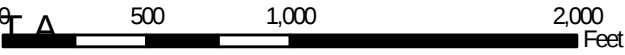
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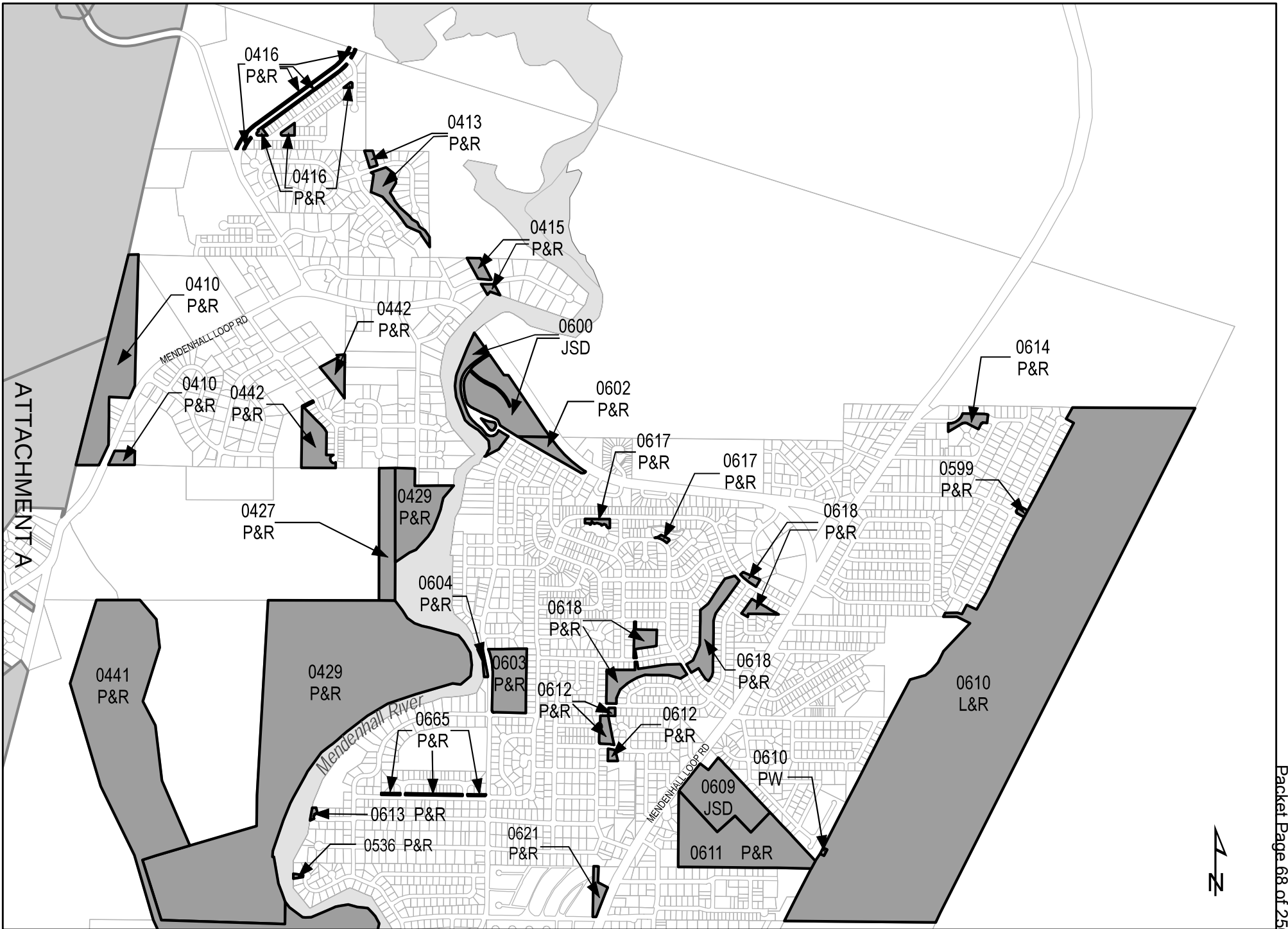




Map No. 12: Spuhn Island

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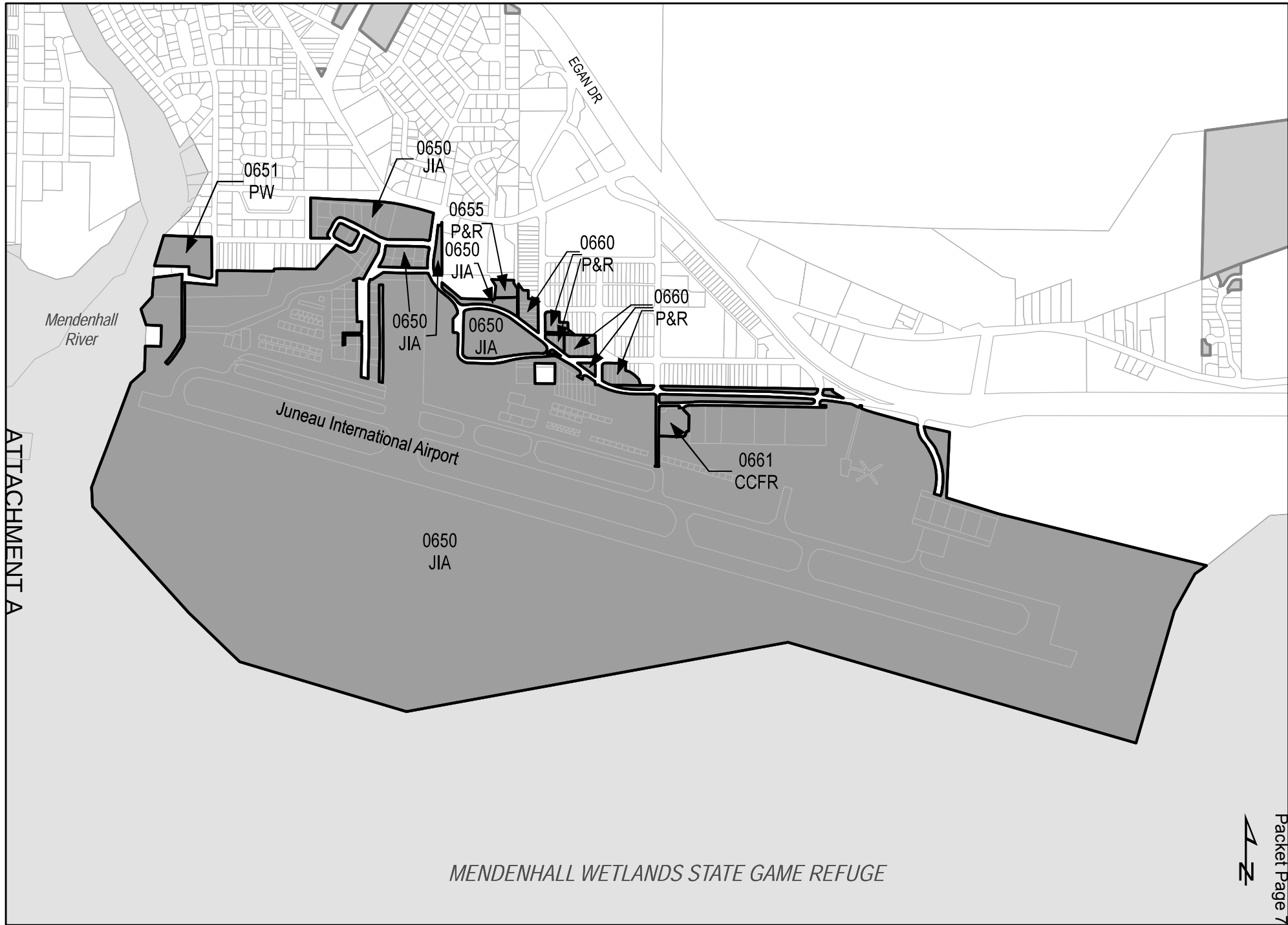




Map No. 13: North Mendenhall Valley

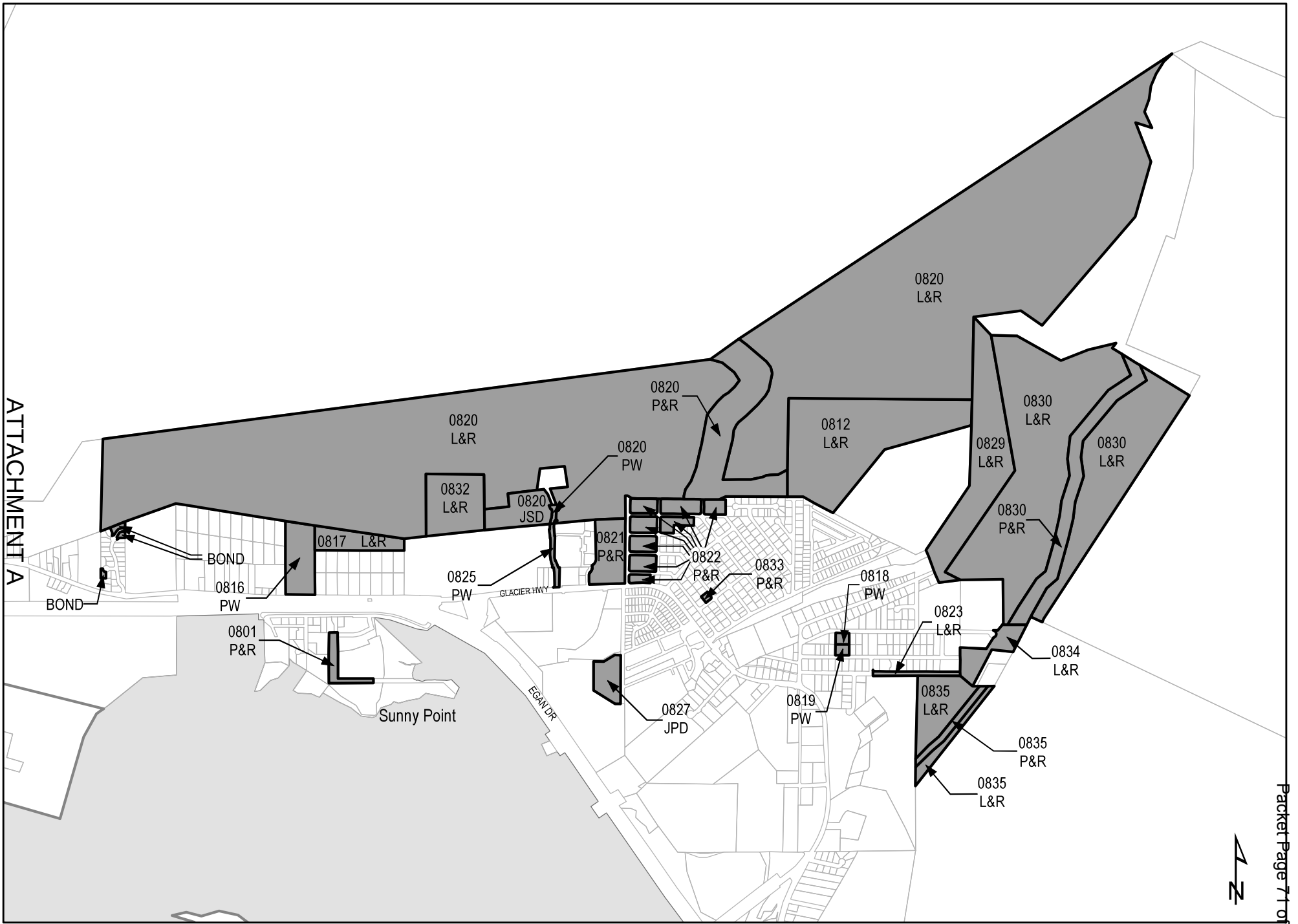


Map No. 14: South Mendenhall Valley



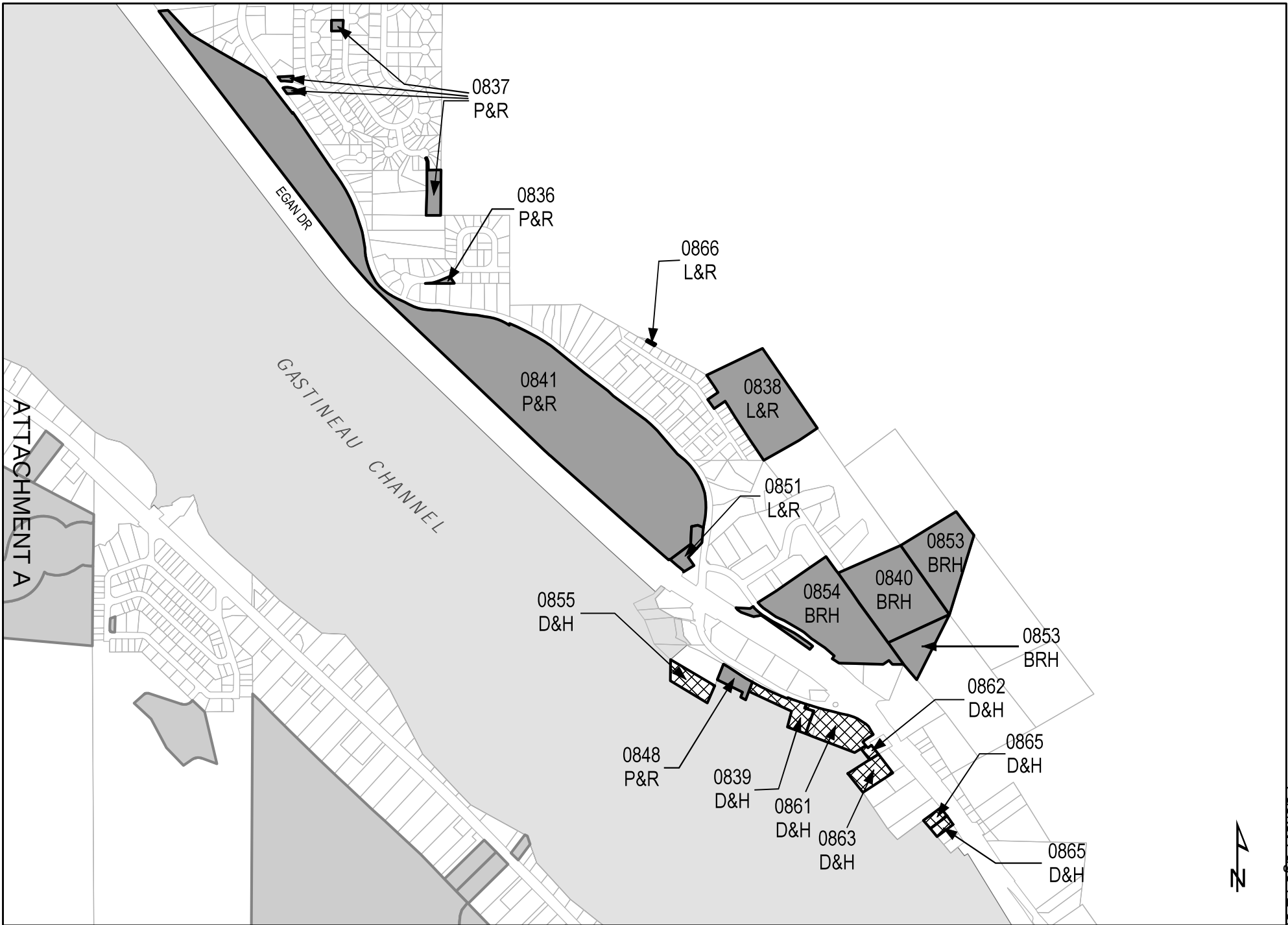
Map No. 15: Airport

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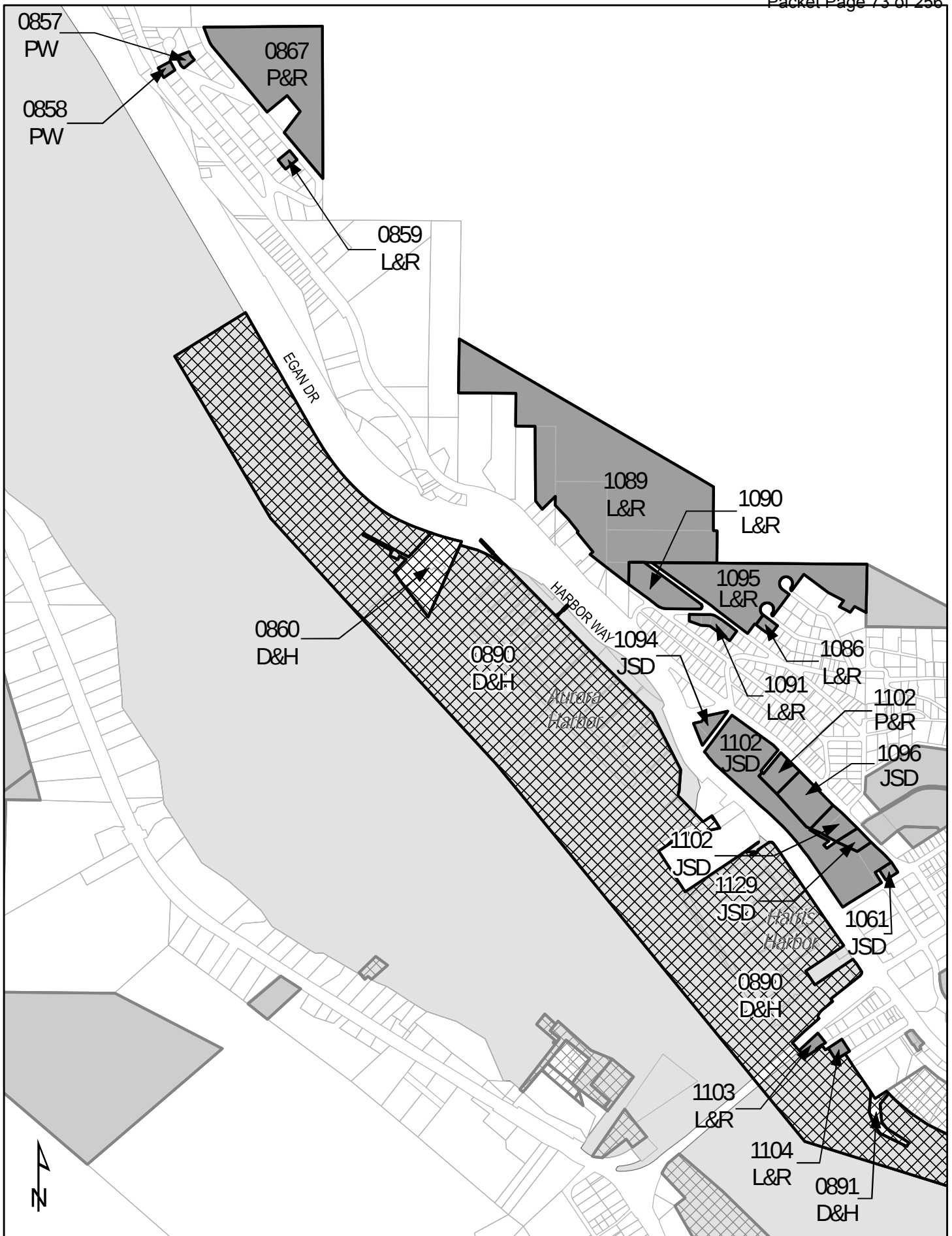


Map No. 16: Sunny Point and Lemon Creek



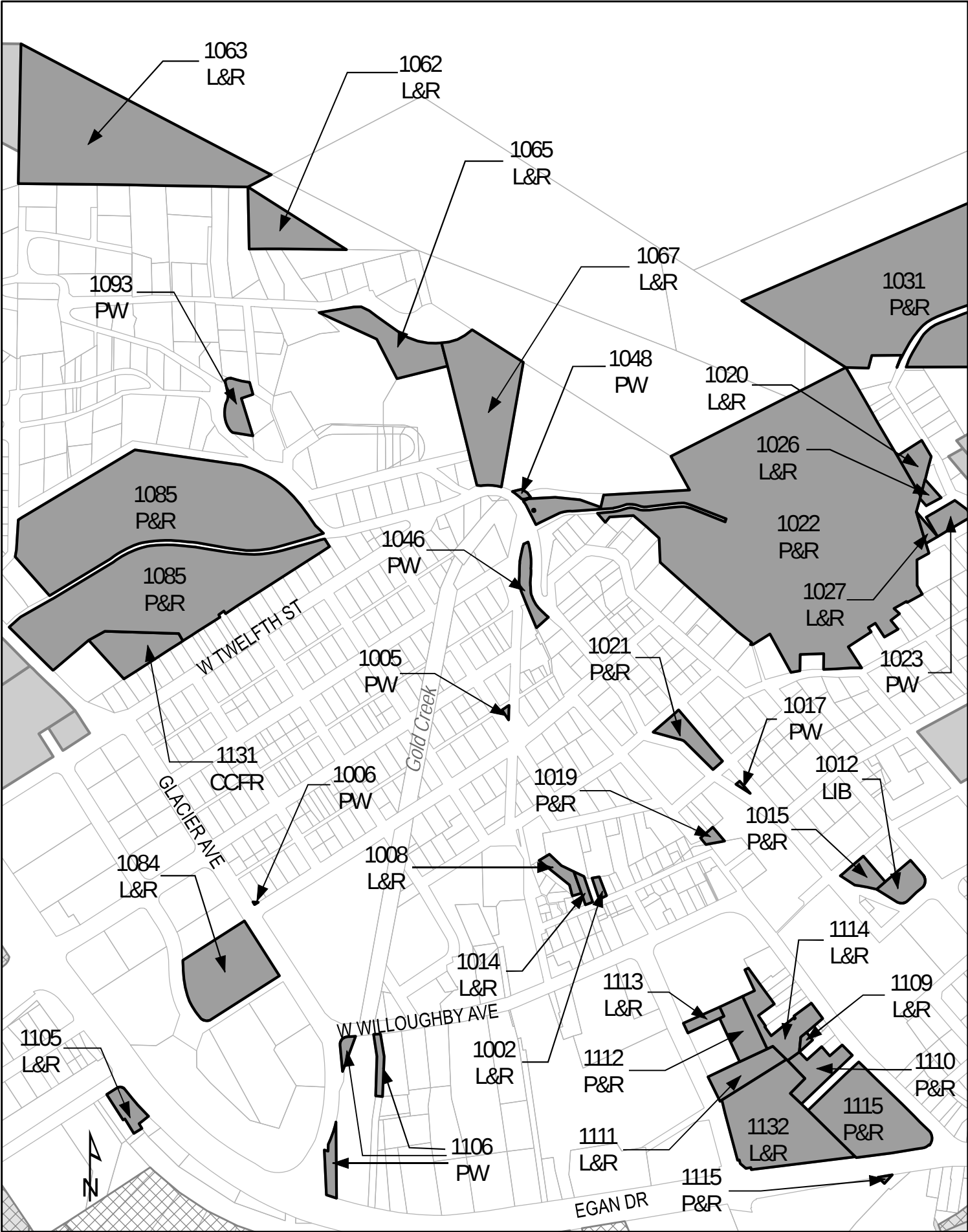


Map No. 17: Twin Lakes



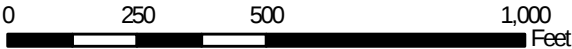
Map No. 18: Aurora Harbor

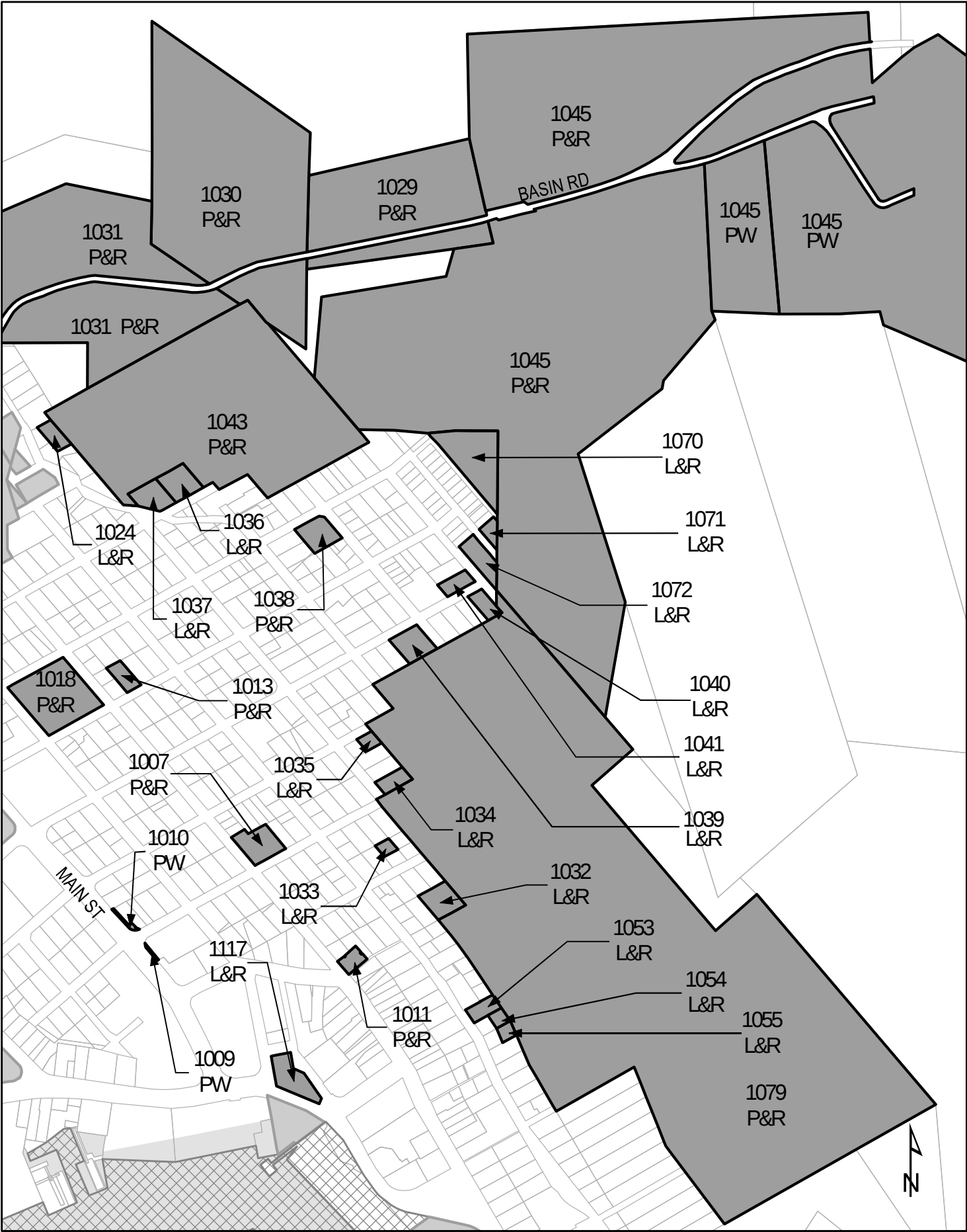
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Map No. 19: Cope Park

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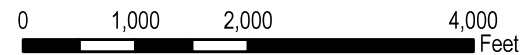


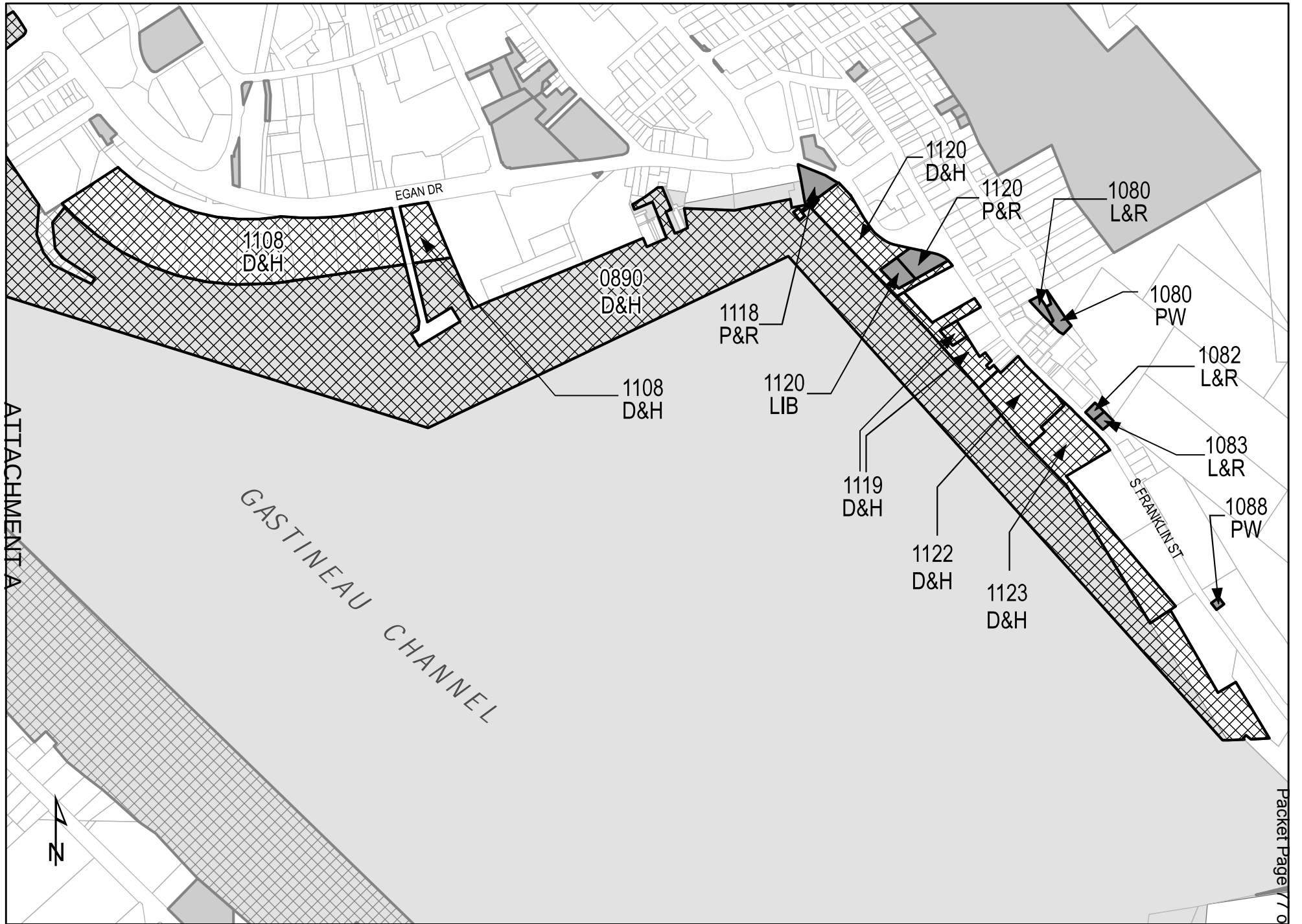
Map No. 20: Starr Hill & Basin Road

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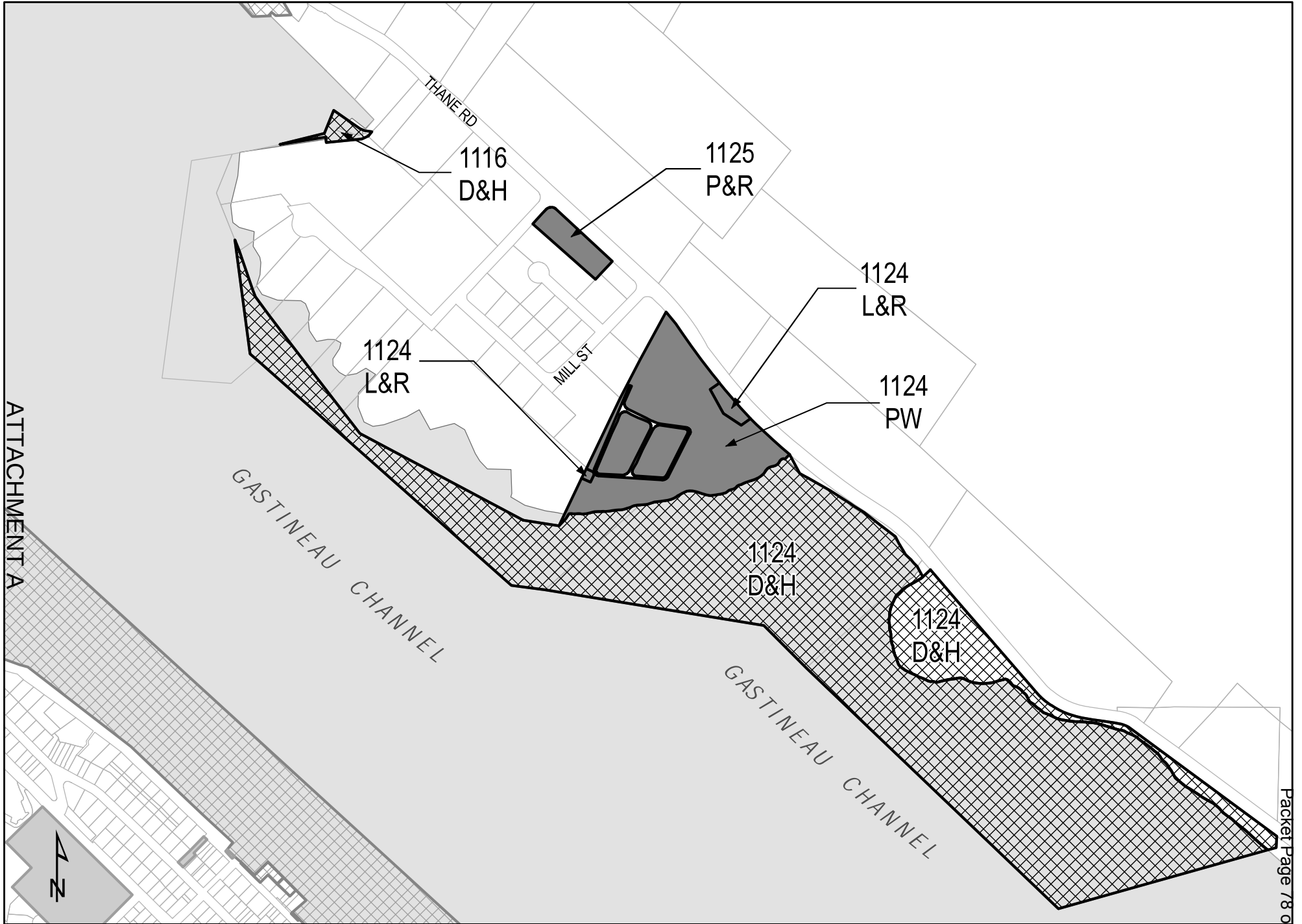
Map No. 21: AJ Mining Claim





Map No. 22: Downtown Waterfront

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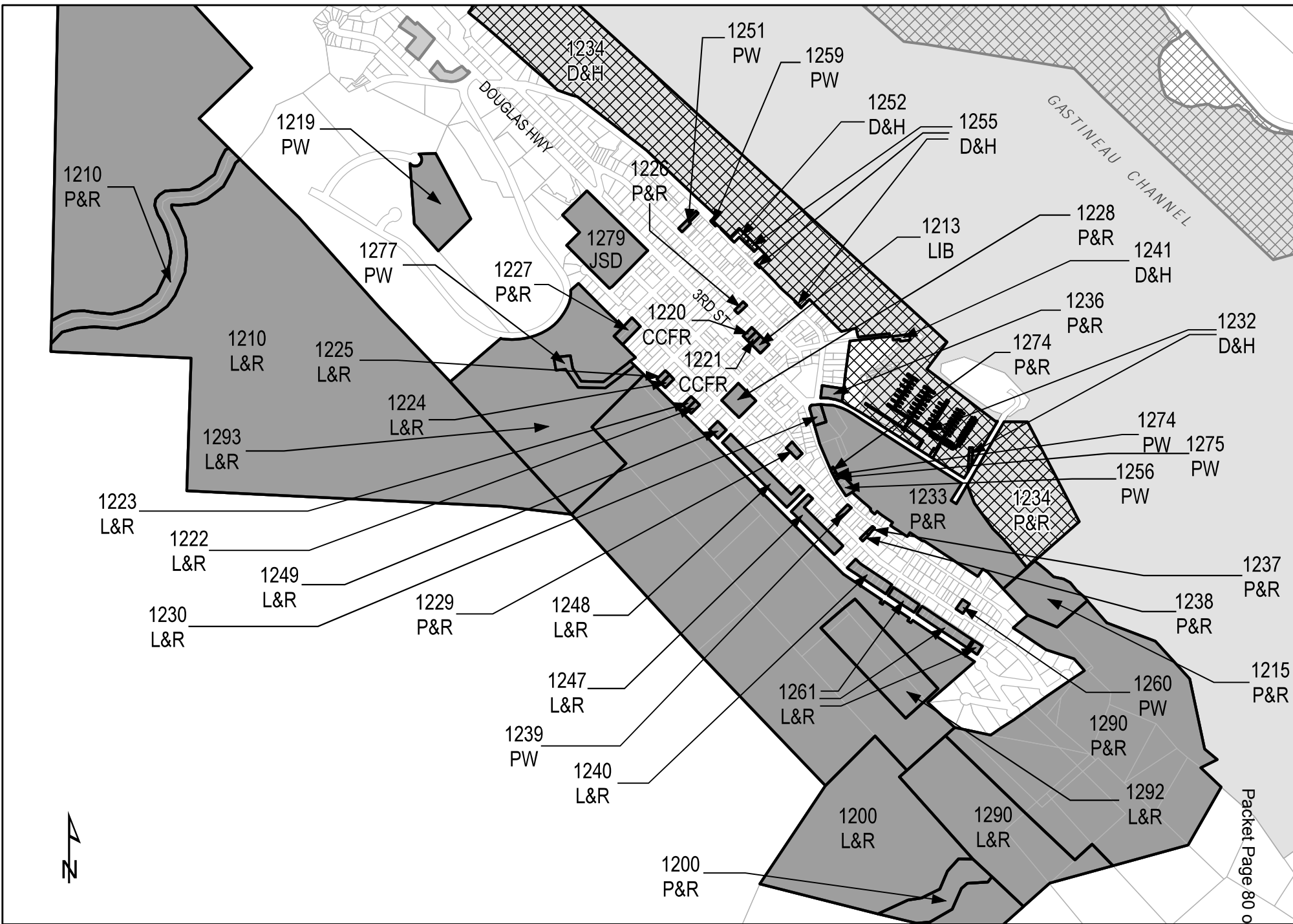


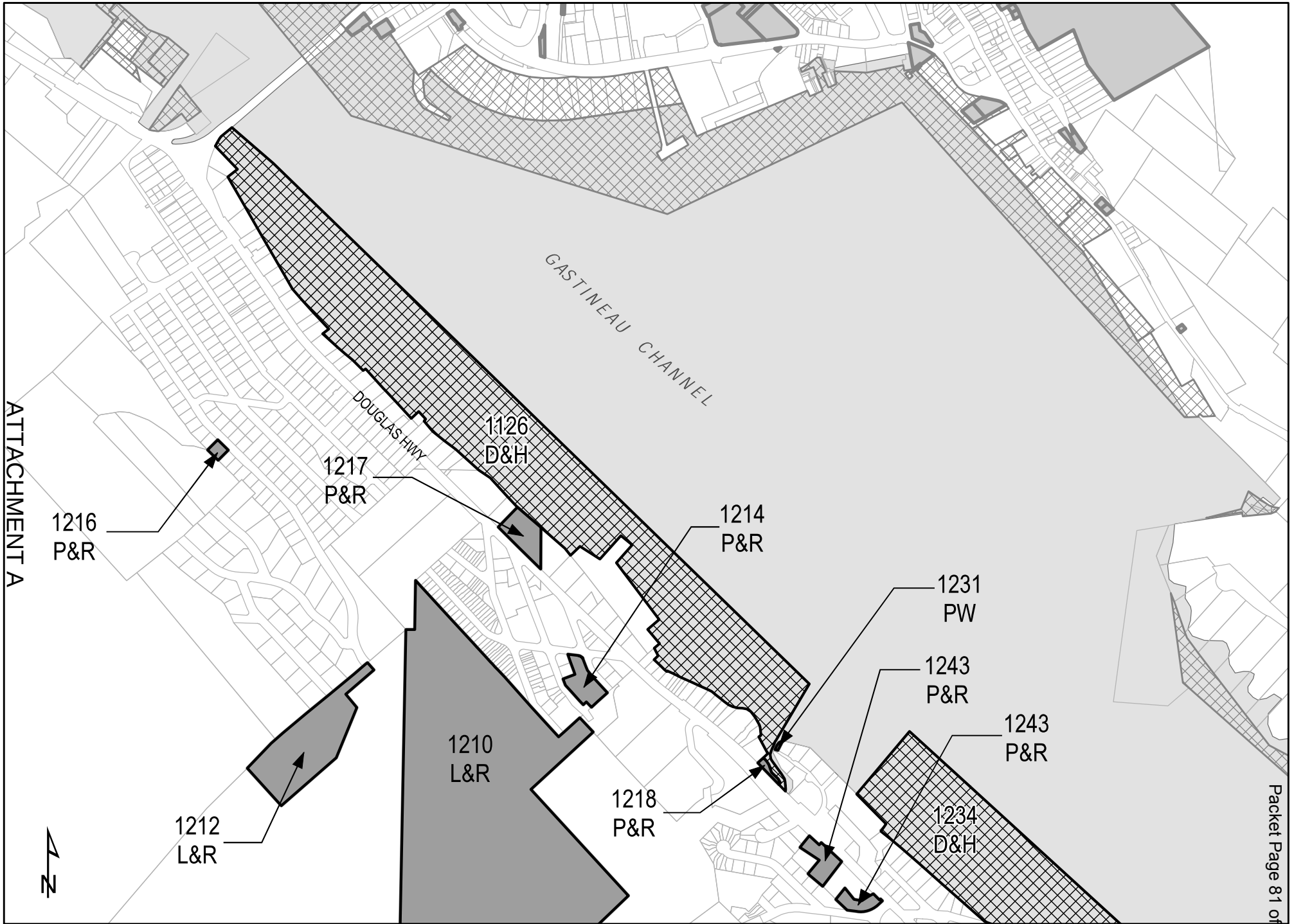
Map No. 24: South Douglas

Map of the City of Portland, Oregon, showing the location of the proposed project. The map displays various lots and streets, including Douglas Hwy and Gastineau Channel. Key features include:

- Streets:** Douglas Hwy, Gastineau Channel, 3rd St.
- Properties and Lots:** 1210 P&R, 1210 L&R, 1225 L&R, 1224 L&R, 1293 L&R, 1223 L&R, 1222 L&R, 1249 L&R, 1230 L&R, 1277 PW, 1227 P&R, 1279 JSD, 1220 CCFR, 1221 CCFR, 1226 P&R, 1251 PW, 1259 PW, 1252 D&H, 1255 D&H, 1213 LIB, 1228 P&R, 1241 D&H, 1236 P&R, 1274 P&R, 1274 PW, 1275 PW, 1256 PW, 1233 P&R, 1234 P&R, 1237 P&R, 1238 P&R, 1215 P&R, 1260 PW, 1290 P&R, 1292 L&R, 1200 L&R, 1290 L&R, 1200 P&R, 1247 L&R, 1248 L&R, 1229 P&R, 1261 L&R, 1239 PW, 1240 L&R.
- Other Labels:** 1219 PW, 1232 D&H, 1274 P&R, 1275 PW, 1256 PW, 1233 P&R, 1234 P&R, 1237 P&R, 1238 P&R, 1215 P&R, 1260 PW, 1290 P&R, 1292 L&R, 1200 L&R, 1290 L&R, 1200 P&R, 1247 L&R, 1248 L&R, 1229 P&R, 1261 L&R, 1239 PW, 1240 L&R.

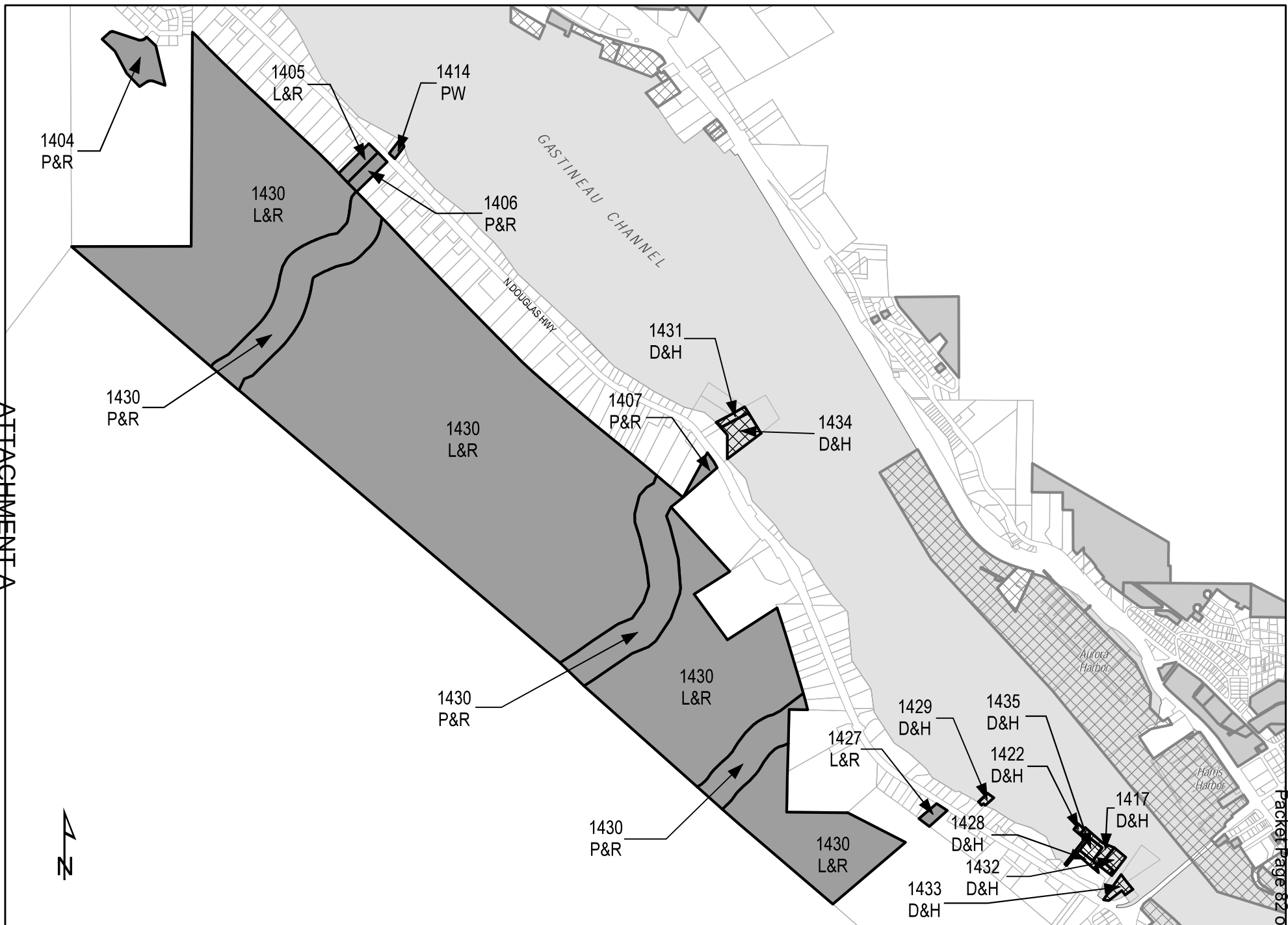
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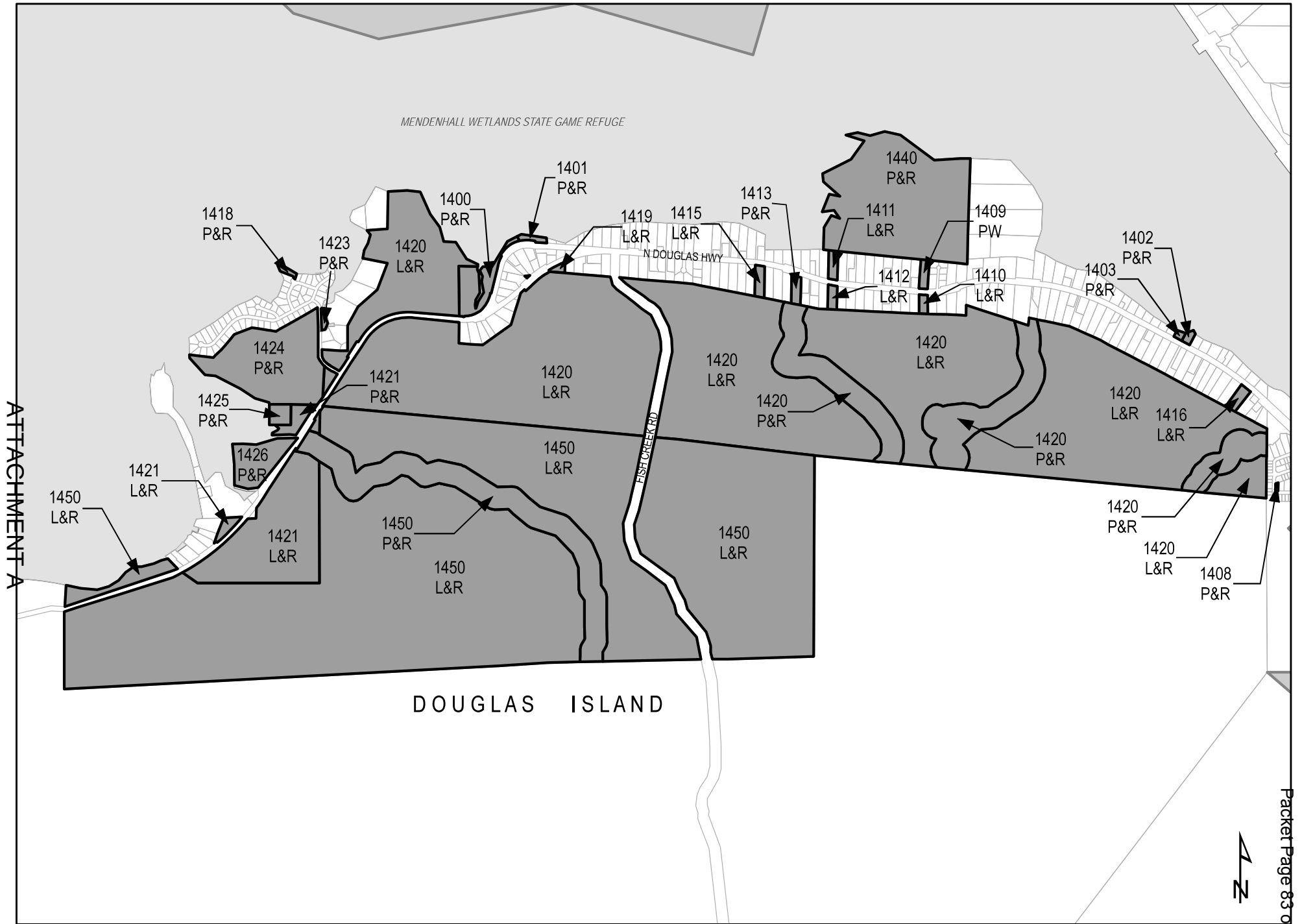


Map No. 26: West Juneau

0 1,000 2,000 Feet



Map No. 27: North Douglas

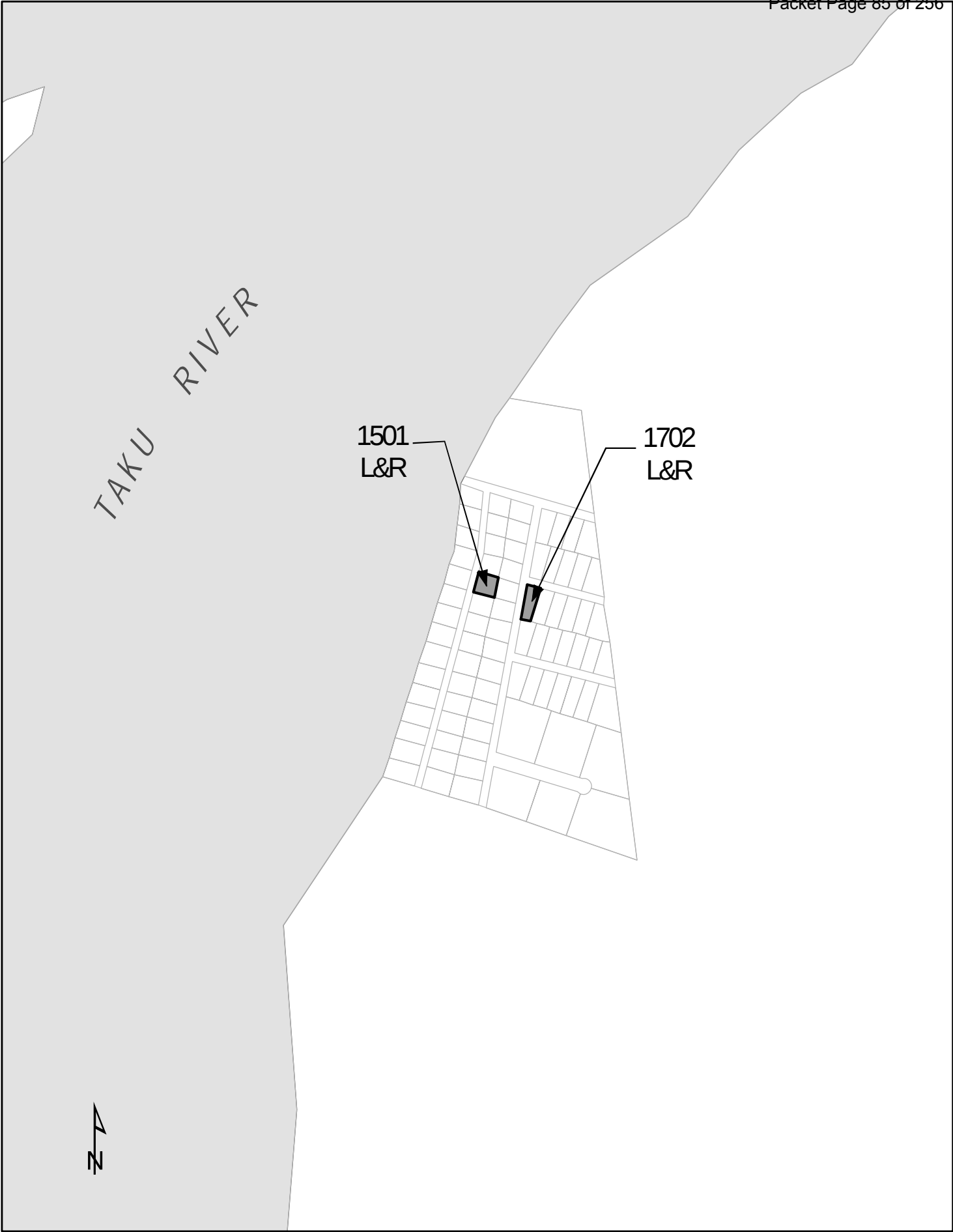


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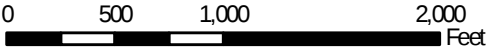
Map No. 29: West Douglas & Eaglecrest

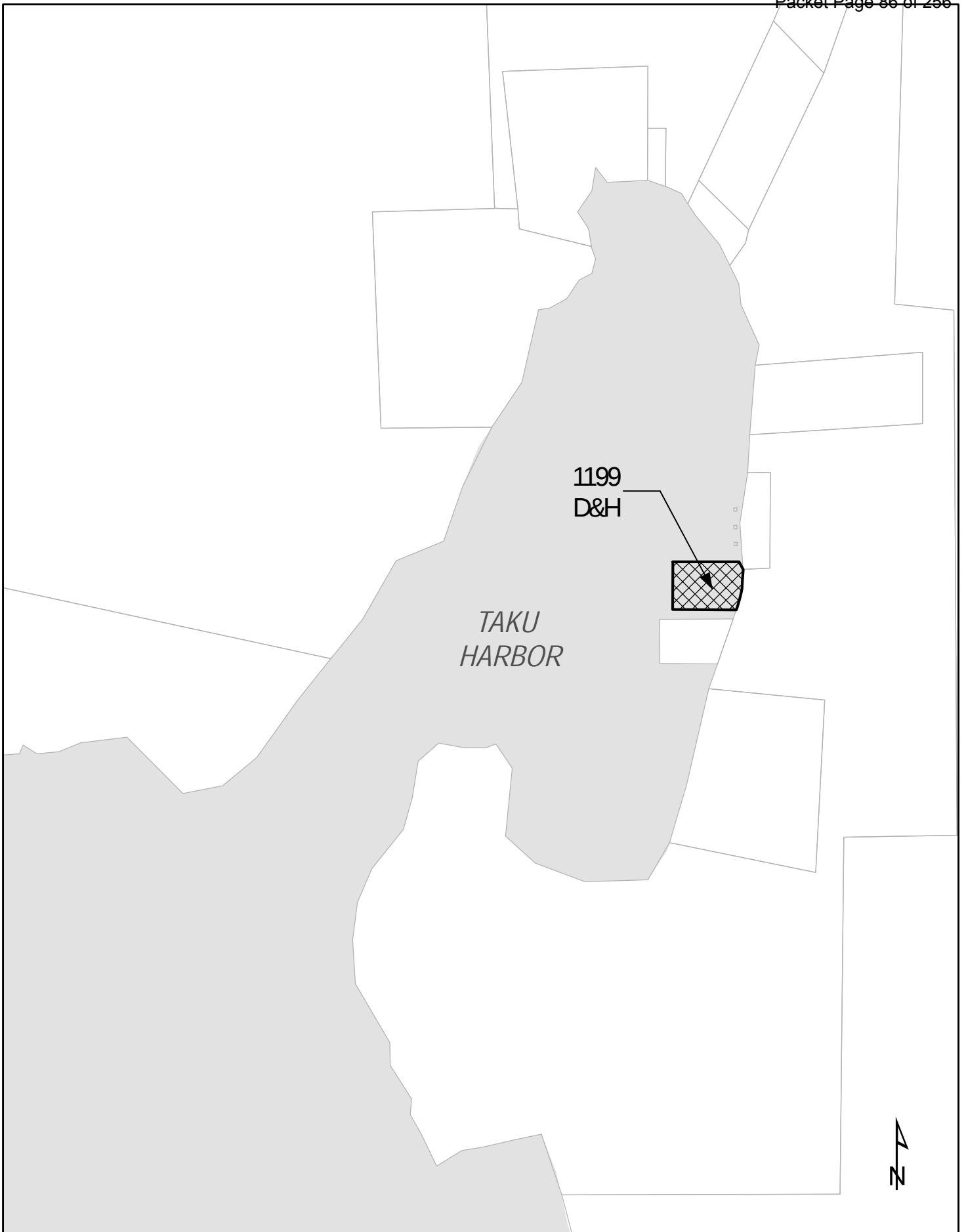
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Map No. 30: Taku River

ATTACHMENT A





Map No. 31: Taku Harbor

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CBJ's Land Holdings

CBJ's Land Holdings:

This section contains a comprehensive list of all CBJ's land holdings and data about each parcel.

The table has been arranged in order by the Lands Number in the following columns:

General Location: General region in which the property is located.

Lands Number: Contains the Lands ID for each piece of CBJ property. These numbers are assigned by Lands Staff and may contain more than one legal lot. They are used for property management purposes.

Parcel Number: Contains the Assessor's parcel number. These numbers are assigned by the Community Development Department. They are the primary identifier for properties within the borough.

Legal Description: Contains the legal description for each Lands parcel. This includes survey, block and lot numbers, subdivision names, etc.

Size: Contains the size of property corresponding to specific Lands numbers. These areas sometimes contain more than one lot, or a fraction of property. This area does not always match the area encompassed by Assessor's parcel numbers. Areas are listed in acres. Although these match the records in the Lands Office, these sizes are not assured to be accurate.

Comments: Includes important notes related to the parcel(s).

Managing Department: Contains the department or division responsible for the day-to-day management of the property. In some instances there is more than one managing department because one parcel, especially large tracts, may include more than one use.

Retention Status: This column contains the following categories:

- "Dispose" will be considered for disposal, either in the near term or in the future.
- "Retain" are being retained for various public purposes which include parks, harbors, airport, fire stations, schools, the hospital, maintenance shops, etc. These lands are not intended to be sold but may be eased or leased for specific purposes, such as airport related uses, consistent with an adopted plan.
- "Retain/Dispose" are appropriate for disposal, but there are sections (such as stream corridors, high value wetlands, etc.) that may be retained for a public purpose. This designation is particularly common for larger parcels.

General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Amalga Harbor	LND-0002	3B4001040060	Tract C, USS 3325	0.02	Amalga Harbor Island	Parks & Recreation	Retain
Pearl Harbor	LND-0005	3B3901000110	Lot 3, USS 3764	0.60	Public use; beach access	Parks & Recreation	Retain
Near Shrine of St. Therese	LND-0007	3B3801000012	Portion of Lot 2, USS 3764	426.35	North Tee Harbor to Pearl Harbor; 21 mile to 23.5 mile Glacier Hwy; west of highway is park and east of highway is future residential subdivision; Peterson Creek Trail; Shrine Creek greenbelt; Breadline shore	Lands & Resources and Parks & Recreation	Retain / Dispose
		3B3901010011					
		3B3901010012					
		3B3901010013					
		3B3901010014					
		3B3901010015					
Eagle Harbor	LND-0008	3B4201000020	USS 0	4.50	Eagle Harbor shoreline	Parks & Recreation	Retain
South of Herbert River	LND-0009	3B4301000010	Fraction of USS 1174	147.00	Herbert River; road transects this property	Parks & Recreation	Retain
North of Amalga Harbor	LND-0010	3B4101000011	Lot 1, USS 3662	49.93	Salt Lake - Natural Area Park	Parks & Recreation	Retain
		3B4101000012					
	LND-0011	3B4101000010	Lot 2, USS 3662	3.05	Old tram route ROW	Parks & Recreation	Retain
	LND-0012	3B4101000020	Lot 3A, USS 3662	27.74	Peterson Creek; near junction of Amalga Harbor Road; Natural Area Park	Parks & Recreation and Fire Department	Retain
	LND-0013	3B4101000013	Fraction of Lot 3B, USS 3662	503.28	North of Salt Lake; Eagle Harbor; Natural Area Park	Parks & Recreation	Retain
		3B4101000060					
Eagle River	LND-0014	3B4301000030	Lot 9, Section 2, T39S, R64E, CRM	45.74	Eagle River shoreline; Boy Scout Camp Trail	Parks & Recreation	Retain
	LND-0015	3B4101000010	T39S, R64E, CRM, Section 2, GLO Lot 10	10.67	Eagle River south of junction of Eagle and Herbert Rivers; Natural Area Park	Parks & Recreation	Retain
	LND-0016	3B4101000010	T39S, R64E, CRM, Section 2, GLO Lot 11	24.03	Eagle Beach; Natural Area Park; north of Lot 3B, USS 3662	Parks & Recreation	Retain
	LND-0017	3B4101000010	T39S, R64E, CRM, SE1/4SW1/4	40.00	Eagle River; Natural Area Park; north of Lot 3B, USS 3662	Parks & Recreation	Retain
North of Amalga Harbor	LND-0018	3B4201000010	USS 1198, and Tract A & B, USS 1163	113.65	Natural Area Park - Eagle Valley Center	Parks & Recreation	Retain
Amalga Harbor	LND-0019	3B4001000060	Tract 6, 7 & 8 ,USS 1286	84.41	Salt Chuck property along Amalga Harbor Road; Natural Area Park	Parks & Recreation	Retain
		3B4101000070					
		3B4001010010					
Pearl Harbor	LND-0020	3B4001000070	USS 3760	96.47	Shoreline; Natural Area Park	Parks & Recreation	Retain
		3B4001000071					
Amalga Harbor	LND-0022	3B4001040044	ATS 1377	1.94	Amalga Harbor boat launch	Docks & Harbors	Retain
	LND-0023	3B4101000014	Tract A & B, ATS 1560	2.10	Amalga Harbor & Salt Chuck	Parks & Recreation	Retain
		3B4101000015					
Pearl Harbor	LND-0025	3B3901000121	Tract 3, USS 1466 & North Lot A, USS 2516	13.97	Jensen-Olson Arboretum; conservation easement	Parks & Recreation	Retain
		3B3901000130					
Amalga Harbor	LND-0026	3B4001040041	Lot 1, Amalga Harbor Subdivision	3.97	Amalga boat launch & parking	Docks & Harbors	Retain
Inland from Amalga Harbor	LND-0027	3B4101010074	Lot 4, Strawberry Acres Subdivision	3.62	Open space near Amalga Harbor; conservation easement	Parks & Recreation	Retain

General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
North Tee Harbor	LND-0101	8B3701040011	Tract B, Beardsley Bay Subdivision	1.83	Natural Area Park	Docks & Harbors	Retain
	LND-0102	8B3701020010	Lot 1, Block 2, Tee Harbor Alaska Subdivision	0.63	Narrow, undevelopable roadside lot; future ROW	Public Works	Retain
	LND-0103	8B3701050030	Tract. A, Tee Harbor Alaska Subdivision	1.33	North tip of Tee Harbor Subdivision; Natural Area Park	Parks & Recreation	Retain
	LND-0104	8B3701050020	Tract B, Tee Harbor Alaska Subdivision	1.14	North tip of Tee Harbor Subdivision; Natural Area Park	Parks & Recreation	Retain
	LND-0105	8B3701050011	Tract CC, Beardsley Bay Subdivision	1.66	Natural Area Park	Docks & Harbors	Retain
	LND-0106	8B3701000200	Lot 5, Block 1, Tee Harbor Alaska Subdivision	0.65	Three private water rights and waterlines exist on this lot; beach access to north Tee Harbor.	Public Works	Retain
	LND-0107	8B3701050080	Lot 1A, USS 3060	0.44	Northwest Tee Harbor waterfront lot; shoreline access	Docks & Harbors	Retain
South Tee Harbor	LND-0109	8B3501040050	Lot 13, USS 3058	0.14	Small access lot from Stephens Road to Favorite Channel shoreline (undeveloped)	Parks & Recreation	Retain
	LND-0110	8B3601030020	Lot 41, USS 3058	3.03	Parcel is divided by ROW corridor; used for parking	Docks & Harbors	Retain
	LND-0111	8B3501030100	Lot 19A, USS 3059	0.34	Junction of Point Stephens Road and Point Stephens Spur Road; Natural Area Park; shoreline access	Parks & Recreation	Retain
	LND-0112	8B3501030060	Lot 22A, USS 3059	0.31	Point Stephens Spur Road; Natural Area Park; shoreline access	Parks & Recreation	Retain
	LND-0113	8B3601030200	Lot 39, USS 3058	1.02	Tee Harbor parking lot & latrines, at the end of Point Stephens Road	Docks & Harbors	Retain
	LND-0114	8B3601000070	Lots 1 - 31, Lot A-1 & Tract A, and Trails End Drive, Point Stephens Alaska Subdivision	56.07	West side of southern Tee Harbor peninsula; Natural Area Park	Parks & Recreation	Retain
	LND-0115	8B3601020040	Lot B-5, Tr. A, USS 2388	0.76	Eastern side of southern Tee Harbor peninsula	Parks & Recreation	Retain
	LND-0116	8B3601030180	ATS 615A	3.18	Tee Harbor tidelands	Docks & Harbors	Retain
North Tee Harbor	LND-0117	8B3701050120	Lot 1, USS 3764	0.86	Southern tip of northern peninsula	Parks & Recreation	Retain
	LND-0118	8B3701050131	Tract A, Beardsley Bay Subdivision	14.46	Western portion of northern peninsula; Natural Area Park	Parks & Recreation	Retain
South Tee Harbor	LND-0120	8B3401030040	Tract A, USS 3765	3.16	Lynn Canal Fire Station	Fire Department	Retain
	LND-0121	8B3401030050	Lot 64, USS 3268	1.66	South end of Lynn Canal Fire Station; future expansion	Fire Department	Retain
	LND-0122	8B3601030130	Lot 1, Harbor Lites Subdivision	0.23	Waterfront lot	Lands & Resources	Retain
Lena Point	LND-0127	8B3301070090	Block E, South Lena Subdivision	64.34	Future residential development	Lands & Resources	Dispose
South Lena	LND-0129	8B3301050080	Lot 8, Block B, South Lena Subdivision	0.84	Future disposal	Lands & Resources	Dispose
Lena Cove	LND-0130	8B3501010200	Lot 10A, USS 3055	0.21	Pedestrian beach access from Point Lena Loop Road to Lena Cove (undeveloped)	Parks & Recreation	Retain

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South Lena	LND-0132	8B3301000250	Lot E-E, USS 3053	0.32	Pedestrian beach access from Point Lena Loop to Favorite Channel (undeveloped)	Parks & Recreation	Retain
Lena Cove	LND-0133	8B3401010040	Lot D-D, USS 3056	0.23	Pedestrian beach access from 17.1 mile north Glacier Hwy to Lena Cove (undeveloped)	Parks & Recreation	Retain
	LND-0134	8B3401000060	Lot 3A, USS 3055	0.14	Pedestrian beach access from Point Lena Loop Road to Lena Cove (undeveloped)	Parks & Recreation	Retain
Lena Point	LND-0135	8B3301070070	Block F, South Lena Subdivision	51.50	Public area greenbelt	Parks & Recreation	Retain
South Lena	LND-0137	Unassigned	Fraction of Lot 3, USS 3809	1.02	AEL&P substation	Lands & Resources	Retain
	LND-0139	8B3301050070	Lot 7, Block B, South Lena Subdivision	0.76	Future wastewater treatment plant	Lands & Resources	Retain
	LND-0140	8B3301060080	Lot 8, Block C, South Lena Subdivision	0.72	Future disposal	Lands & Resources	Dispose
	LND-0141	8B3301050040	Lot 4, Block B, South Lena Subdivision	1.35	Future disposal	Lands & Resources	Dispose
	LND-0142	8B3301050010	Lot 1, Block B, South Lena Subdivision	2.35	Future disposal	Lands & Resources	Dispose
	LND-0143	8B3301040180	Lot 18, Block A, South Lena Subdivision	1.47	Future disposal	Lands & Resources	Dispose
	LND-0144	8B3301040200	Lot 20, Block A, South Lena Subdivision	1.50	Future disposal	Lands & Resources	Dispose
	LND-0145	8B3301040100	Lot 10, Block A, South Lena Subdivision	1.07	Future disposal	Lands & Resources	Dispose
	LND-0147	8B3301040080	Lot 8, Block A, South Lena Subdivision	1.05	Future disposal	Lands & Resources	Dispose
	LND-0148	8B3301040070	Lot 7, Block A, South Lena Subdivision	0.93	Future disposal	Lands & Resources	Dispose
	LND-0149	8B3301010112	Lot B, a subdivision of Tract C, USS 3808	1.49	Remnant after parcel was subdivided and land purchased for Ocean View Drive	Lands & Resources	Retain / Dispose
	LND-0150	4B3301000050	Lot 28, USS 3266	3.82	16.5 mile north Glacier Hwy; water pumps for Lena Loop Reservoir; Lena Loop Park	Parks & Recreation and Public Works	Retain
	LND-0151	4B3301000060	Lot 29, USS 3266	3.20	Lena Loop Park	Parks & Recreation	Retain
	LND-0152	4B3301020080	Lot 18A, USS 3054	0.73	16145 Lena Loop Road; Pedestrian beach access from Point Lena Road to Favorite Channel	Parks & Recreation	Retain
Point Louisa Road	LND-0153	4B3301020170	Lot 25A, USS 3054	0.32	Pedestrian access from 16.5 mile north Glacier Hwy to Favorite Channel (undeveloped)	Parks & Recreation	Retain
	LND-0154	4B3201010020	Lot 10A, USS 3051	0.15	Property does not abut Hwy; located along Favorite Channel, north of Point Louisa; used for pedestrian access	Parks & Recreation	Retain
Lena Point	LND-0157	8B3501010030	Lot 1A-1, USS 3808	29.98	Park at northwestern tip of Lena Point	Parks & Recreation	Retain
East of Lena	LND-0158	8B3401000100	USS 3807	151.17	Point Louisa - Lena Cove, 15.6 - 17.4 mile north Glacier Hwy; baseball field; Aant'iyek Park	Lands & Resources and Parks & Recreation	Retain / Dispose

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General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
South Lena	LND-0159	8B3301040030	Lot 3, Block A, South Lena Subdivision	0.97	Future disposal	Lands & Resources	Dispose
Auke Bay	LND-0200	4B3001020050	ATS 1533	4.30	Current lessee - Allen Marine; east of Ferry Terminal	Docks & Harbors	Retain
Auke Bay	LND-0201	4B3001020020	Lot 1, USS 3810	347.92	Auke Nu Creek to Auke Village Recreation Area; Parks & Recreation manages area of stream corridors; Stablers Rock Quarry	Lands & Resources and Parks & Recreation	Retain / Dispose
		4B3001020021					
Indian Cove	LND-0202	4B3101030120	Lot 2, USS 3810	1.54	Auke Bay (Indian Cove), small island west of Indian Point; Natural Area Park	Parks & Recreation	Retain
	LND-0203	4B3101020040	Lots 3 & 4, Indian Point	24.02	Southern portion of Indian Point; Natural Area Park	Parks & Recreation	Retain
	LND-0204	4B3101020010	ATS 239	4.70	Indian Cove	Docks & Harbors	Retain
	LND-0205	4B3101020020	Lot 2, USS 3811	28.16	Auke Cape; road easement deed (Lot 6 USS 3811) for access to the lot.	Parks & Recreation	Retain
Auke Bay	LND-0209	4B3001020040	ATS 1170	1.69	East of Ferry Terminal; Gitkov is current lessee	Docks & Harbors	Retain
	LND-0210	4B3101000110	Lot A1, USS 2389	2.41	Auke Bay, above Glacier Hwy - Auke Nu Cove; undeveloped access from north Glacier Hwy to CBJ owned Lot 1, USS 3810	Lands & Resources	Retain
	LND-0211	4B3001020035 4B3001020045	ATS 1525, Tract A & B	1.16	East of Ferry Terminal; Gitkov is current lessee	Docks & Harbors	Retain
	LND-0212	4B3101000021	Lot 1, ATS 357	0.61	Auke Bay tidelands	Docks & Harbors	Retain
	LND-0213	4B3101000230	ATS 1644	0.39	Dock for seafood processing plant at Auke Nu Cove	Docks & Harbors	Retain
Back Loop	LND-0300	4B2601010021	Lot 3, Bonnie Subdivision	1.09	Panhandle lot along Mendenhall Loop Road; purchased to enhance access options for development of CBJ's "Hill 560" property east of Auke Lake	Lands & Resources	Retain
Auke Bay	LND-0301	4B2801020130	Fraction USS 3812	0.36	Undeveloped pedestrian beach access & stream easement from 12.6 mile north Glacier Hwy to Auke Bay	Parks & Recreation	Retain
	LND-0302	4B2801020070	FS ROW, USS 2909	0.14	Beach access; stream corridor from 12.5 mile north Glacier Hwy to Auke Bay (undeveloped)	Parks & Recreation	Retain
	LND-0303	4B2801010060 4B2801010080	Tract A & Lot 2, USS 3819	0.95	12.3 mile north Glacier Hwy; Auke Bay Wastewater Treatment Plant	Parks & recreation, Public Works and Docks & Harbor	Retain
	LND-0305	4B2801040220	Lot 1, USS 2391	1.39	12.7 mile Glacier Hwy; Spaulding Meadows Trail and trailhead parking.	Parks & Recreation	Retain
	LND-0306	4B2801030110	Lot 3, USS 2391	1.20	Access and entrance to Auke Bay Elementary School	School District	Retain
	LND-0307	4B2801010050	Fraction of Lot 5, USS 2664	0.30	Auke Bay tidelands and adjacent uplands in Statter Harbor	Docks & Harbors	Retain
	LND-0308	4B2801020121	ATS 1669	0.95	Thomas - current lessee	Docks & Harbors	Retain
	LND-0309	4B2801020045	ATS 33	1.25	Taylor - current lessee; Fisherman's Bend	Docks & Harbors	Retain
	LND-0310	4B2301050100	ATS 739	6.05	Statter Harbor & launch ramp	Docks & Harbors	Retain

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General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Auke Bay	LND-0311	4B2301050042	ATS 1126	1.57	Dock - Auke Bay	Docks & Harbors	Retain
	LND-0312	4B2301050041	ATS 415	6.42	Dock - Auke Bay	Docks & Harbors	Retain
	LND-0313	4B2801020140	ATS 1324	7.15	Fisherman's Bend marina	Docks & Harbors	Retain
	LND-0314	4B2801010034	ATS 1118	2.43	Statter Harbor	Docks & Harbors	Retain
	LND-0315	4B2801030121	Lot 3B1, USS 3820 and Tract A, Spaulding Trail ROW, Fraction USS 3820	43.90	Auke Bay Elementary School and surrounding land; western portion of lot may be used for residential purposes; Spaulding Meadows Trail	School District, Lands & Resources and Parks & Recreation	Retain / Dispose
	LND-0316	4B2801040031	Lot 2, Kirkevold Subdivision	1.73	Auke Bay Fire Station; Northern portion may be used for residential purposes.	Fire Department	Retain / Dispose
	LND-0317	4B2301050120	ATS 1251	33.84	Statter Harbor	Docks & Harbors	Retain
	LND-0318	4B2801010090	ATS 756	1.02	New launch ramp and parking lot	Docks & Harbors	Retain
	LND-0319	4B2801010070	ATS 121	1.01	New launch ramp and parking lot	Docks & Harbors	Retain
	LND-0320	4B2801010032	Lot 3C, USS 2664 and ATS 16	3.36	Small boat launch ramp	Docks & Harbors	Retain
	LND-0321	4B2801010040	Lot 4, USS 2664	0.41	Auke Bay tidelands and adjacent uplands in Statter Harbor	Docks & Harbors	Retain
	LND-0322	4B2301050110	Fraction USS 1504	0.00	Auke Bay pump station (Statter Harbor)	Public Works	Retain
	LND-0399	4B2701000060	Fraction Lot 3, USS 3820	1.68	North shore of Auke Lake	Parks & Recreation	Retain
Auke Lake	LND-0400	4B2701080130	Fraction Lot 3, USS 3820	171.80	Future low-density residential; open space	Lands & Resources and Parks & Recreation	Retain / Dispose
Back Loop	LND-0401	4B2701080120	Lot 1, USS 3820	9.82	6 mile Mendenhall Loop Road; Natural Area Park	Parks & Recreation	Retain
	LND-0403	4B2601010120	Lot 7, Tract B, USS 2392	0.63	Undeveloped ROW at 5.5 mile Mendenhall Loop Road	Lands & Resources	Retain
Auke Lake	LND-0404	4B2701020040	Lot 1, Tract A, USS 2392	0.67	Undeveloped ROW & pedestrian access to Auke Lake at the mouth of Lake Creek (from Back Loop Road)	Parks & Recreation	Retain
Back Loop	LND-0406	4B2701070070	Lot 4, USS 3820	2.73	North of Auke Lake; 6 mile Mendenhall Loop Road; undeveloped access route from 5.7 mile Mendenhall Loop Road to USS 3406 & USS 3820.	Public Works	Retain
Back Loop	LND-0410	4B2601030010	Lot 2, USS 3730	21.28	West Mendenhall Valley, 5 mile Mendenhall Loop Road; Natural Area Park	Parks & Recreation	Retain
Montana Creek	LND-0411	4B2901410022	Lot 2 & Lot 3, McGinnis View Subdivision	1.98	Adjacent to Montana Creek Road; Natural Area Park	Parks & Recreation	Retain
		4B2901410023					
	LND-0412	4B2901420010	Tract C, USS 2337 & Tract A, ASLS 98-6; Portion USS 10242	852.68	Montana Creek Road, from Gun Club to Rifle Range; Montana Creek; Natural Area Park	Parks & Recreation	Retain
		4B2901410013					
Montana Creek	LND-0413	4B2901400010	Tract A & B, Montana Creek Subdivision III	3.94	Open space - greenbelt	Parks & Recreation	Retain
		4B2901340051					
Back Loop	LND-0415	4B2901340270	Nunatak Terrace II, North & South Public Park Reserve	1.42	Dedicated open space	Parks & Recreation	Retain
		4B2901090030					
		4B2901100040					

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Montana Creek	LND-0416	4B2901260120	Block C Park, Brigadoon Estates I; Block B Park, Brigadoon Estates I; Block B Park, Brigadoon Estates II; 3 Greenbelt Corridors, Brigadoon Estates I & II	2.13	Brigadoon Estates dedicated open space; three parcels and 20' wide strips either side of Skaters Cabin Road	Parks & Recreation	Retain
	LND-0417	3M000MTACRK3	USMS 939	165.29	Patented claims south of McGinnis Creek; Natural Area Park; remote	Parks & Recreation	Retain
	LND-0418	4B2901410012	Tract B, USS 2337	2.10	Property to be managed for wetland values	Parks & Recreation	Retain
	LND-0419	4B2901410011	Tract A, USS 2337	2.53	Adjacent to Montana Creek Road; to be managed for wetlands	Parks & Recreation	Retain
West Mendenhall Valley	LND-0420	4B2201010100	USS 3873	121.56	Pederson Hill; future residential subdivision	Lands & Resources	Dispose
	LND-0427	4B2501050030	Fraction of USS 2551	7.58	Former Harlan Olsen property; trail	Parks & Recreation	Retain
	LND-0429	4B2201010030	Fraction of Lot 1, 2, & 5, USS 4598	135.25	Former Kaiser Property; Mendenhall River frontage and greenbelt; trail	Parks & Recreation	Retain
		4B2501050020					
		4B2601020030					
	LND-0431	4B2201010050	Lot 14, USS 4598	27.36	South of junction of Montana & Mendenhall Rivers; Mendenhall River greenbelt	Parks & Recreation	Retain
	LND-0432	4B2201010061	Lot 15, USS 4598	2.67	North of Brotherhood Bridge Park; Mendenhall River greenbelt	Parks & Recreation	Retain
	LND-0433	4B2201010072	Tract B, USS 1041	5.11	Mendenhall River greenbelt; north of Brotherhood Park	Parks & Recreation	Retain
	LND-0434	4B1601000010	Tract B, USS 1042 & Fraction USS 1193	24.63	Brotherhood Bridge Park	Parks & Recreation	Retain
		4B2101000011					
	LND-0435	4B1701000010	Tracts 1-3 & 8-11, Wildmeadow Park Subdivision	13.46	Seven parcels in Wildmeadow Park	Parks & Recreation	Retain
		4B1701000020					
		4B1701000030					
		4B1701000070					
		4B1701000080					
		4B1701000090					
	LND-0436	4B2201010071	Tract A, USS 1041	10.48	Brotherhood Park (future Raptor Center)	Lands & Resources	Retain
Auke Lake	LND-0440	4B2201010010	USS 3406	231.00	Auke Lake, entire east side; 400 foot band along shore managed by Parks & Recreation	Parks & Recreation and Lands & Resources	Retain / Dispose
		4B2201010011					
West Mendenhall Valley	LND-0441	4B2201010042	Lot 7A, USS 4598	126.33	Montana Creek greenbelt	Parks & Recreation	Retain
	LND-0442	4B2601040110	Parcels A & B, Moraine Edge Subdivision	7.12	Playground and open space	Parks & Recreation	Retain
		4B2601040240					
Auke Lake	LND-0449	4B2301030080	Lot 2, USS 3832	1.20	Auke Lake Wayside	Parks & Recreation	Retain

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West Mendenhall Valley	LND-0450	4B1701100120	USS 1401	31.97	South and east of Fire Training Center, Pollution Control Project, west Mendenhall valley; Southeast Alaska Food Bank; vacant land along Sherwood Lane & Crazy Hose Drive	Lands & Resources	Retain / Dispose
	LND-0451	4B1701040021	Lots 2 & 3, Block 2, Mendenhall Valley Industrial Park 2 Subdivision	2.12	10099 Bentwood Place; CBJ bus maintenance facility	Public Works	Retain
	LND-0453	4B1701100130	Lot A, USS 1041	5.69	Hagevig Regional Fire Training Center	Fire Department	Retain
	LND-0454	4B1701040040	Lot 4, Block 2, Mendenhall Valley Industrial Park No. 2 Subdivision	1.51	Public Works maintenance shop	Public Works	Retain
	LND-0455	4B1701040051	Parcel 1, Tract 1, Mendenhall Valley Industrial Park Subdivision	0.59	Public Works maintenance shop	Public Works	Retain
	LND-0460	4B1701080010	Lot 1, Mason Industrial Park Subdivision	0.84	Crazy Horse Drive; CBJ School District warehouse & offices	School District	Retain
Mendenhall Peninsula	LND-0501	4B2301000120	Lot 1, USS 3832	11.15	North end of Mendenhall Peninsula, junction of Glacier Hwy & Fritz Cove Road	Lands & Resources	Dispose
	LND-0503	4B2301000050	Lot 54, USS 3274	0.70	Mendenhall Peninsula north; undeveloped access route to Lot 1, USS 3817 from 11.3 mile North Glacier Hwy.	Lands & Resources	Retain
Pederson Hill	LND-0504	4B2201020090	Lot 9, USS 3260	0.91	North of junction of Glacier Hwy & Engineers Cutoff; undeveloped access route from north Glacier Hwy	Public Works	Retain
Mendenhall Peninsula	LND-0505	4B2201040020	Lot 11, USS 3260	0.95	South of junction of North Glacier Hwy & Engineers Cutoff; long linear lot not necessarily needed for access; might be useful as future pump station site; Peterson Hill Creek	Lands & Resources	Retain
	LND-0507	4B2201070101	Lot N, USS 2386	2.20	Mendenhall Peninsula north, 11 mile north Glacier Hwy; access route from 11 mile north Glacier Hwy to water reserve	Public Works	Retain
		4B2201070100					
	LND-0510	4B2301010170	Lot 1, USS 3817	416.66	Mendenhall Peninsula, central portion of northern half	Lands & Resources and Public Works	Retain / Dispose
	LND-0511	4B1801020290	Lot 2, USS 3817	0.58	Small Island near end of Ann Coleman Road (off of Fritz Cove Road) in Auke Bay; Natural Area Park	Parks & Recreation	Retain
	LND-0518	4B2001030031	Lots 21 & 22, Spruce Point Estates Subdivision	0.70	Two parcels; potential water access parking and shoreline	Docks & Harbors	Retain
		4B2001030250					
	LND-0520	4B1901070010 4B1901070011	Lot 3A, ASLS 78-171	349.61	Mendenhall Peninsula; Smuggler's Cove managed by Parks & Recreation	Lands & Resources and Parks & Recreation	Retain / Dispose

<i>General Location</i>	<i>Lands Number</i>	<i>Parcel Number</i>	<i>Legal Description</i>	<i>Size (acres)</i>	<i>Comments</i>	<i>Managing Department</i>	<i>Retention Status</i>
Mendenhall Peninsula	LND-0521	4B2001050090	Lot 2, ASLS 78-171	1.60	About 1055 Fritz Cove Road (near end); Undeveloped access route from end of Fritz Cove Road to Lot 3, USS 3816	Lands & Resources	Retain
	LND-0522	4B1901010100 4B1901010101	Lot 2, USS 3814	0.98	Undeveloped access route from Mendenhall Peninsula Road to shoreline & upland; near south end of Mendenhall Peninsula Road	Lands & Resources and Parks & Recreation	Retain
	LND-0523	4B2001000040	Lot 1, ASLS 78-171	0.89	About 1400 Fritz Cove Road; undeveloped pedestrian access from Fritz Cove Road to Auke Bay; shore access.	Parks & Recreation	Retain
	LND-0524	4B1901040170 4B1901040171	Lot 1, USS 3814	1.15	Mendenhall Peninsula Spur Road; Mendenhall Wetlands; undeveloped Echo Road	Lands & Resources and Parks & Recreation	Retain
	LND-0526	4B2001050080	Tract B, Fritz Cove Alaska Subdivision	0.66	Beach access; public use site	Docks & Harbors	Retain
	LND-0530	4B2301020080	FS ROW, USS 2670	0.38	0.5 mile Fritz Cove Road on beach; shoreline; ROW; undeveloped pedestrian access from Fritz Cove Road to Auke Bay shoreline	Parks & Recreation	Retain
	LND-0531	4B1801060070	Lot 45, USS 3261	0.67	0.8 mile Fritz Cove Road; access to interior parcel	Lands & Resources	
	LND-0532	4B1801000080	Lot 66, USS 3261	0.48	0.8 mile Fritz Cove Road; undeveloped pedestrian beach access from Fritz Cove Road to Auke Bay shoreline	Parks & Recreation	Retain
	LND-0533	4B180101002R	FS ROW, USS 2515	0.03	Fritz Cove Road; beach access; Mendenhall Peninsula; 10' wide undeveloped route from Fritz Cove Road to Auke Bay shoreline	Parks & Recreation	Retain
	LND-0534	4B1801040150	ROW, Fraction USS 2390	0.79	1.75 mile Fritz Cove Road; developed driveway access routes from Fritz Cove Road to private lands	Lands & Resources	Retain
Spuhn Island	LND-0535	4B2001120010 4B2001120020	Lots 7 and 8, U.S. Survey 12335	58.40	Western portions of Spuhn Island suitable for recreation	Parks & Recreation	Retain
East Mendenhall Valley	LND-0536	5B2101210190	Public River Access, Lakewood Subdivision III	0.12	River access	Parks & Recreation	Retain
	LND-0599	5B2402000300	S'it' Tuwan Park Site	0.23	Playground in S'it' Tuwan Subdivision	Parks & Recreation	Retain
	LND-0600	5B2501580080	Lot 1, USS 2385	24.96	Mendenhall River Elementary School	School District	Retain
	LND-0601	5B2101480030	USS 3757	4.51	Dredge pond north of Nancy Street Pond	Parks & Recreation	Retain
	LND-0602	5B2501580070	Tract B, Riverside Heights Subdivision	2.22	Recreation Service Park	Parks & Recreation	Retain
	LND-0603	5B2501410190	Tract D, USS 3872	7.95	Melvin Park	Parks & Recreation	Retain
	LND-0604	5B2501440010	Lot 3, Tim Subdivision	0.48	Mendenhall River greenbelt	Parks & Recreation	Retain
	LND-0605	5B2101320051	Tract A, Lot 6, USS 4598	8.46	Rotary Park	Parks & Recreation	Retain
	LND-0606	5B2101080023 5B2101080024 5B2101080025	Lot 1, Riveredge Subdivision & Tracts I & II, Lakeside Subdivision	77.28	Dimond Park; ball fields; Dimond Park Field House; Thunder Mountain High School; Riverbend Elementary School; Dimond Park Aquatic Center; Mendenhall Valley Library; Parks & Recreation landscape shop	Parks & Recreation, Eaglecrest, Library, School District	Retain

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General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
East Mendenhall Valley	LND-0608	5B2101520010	Fraction of USS 2100	10.68	Glacier Valley Elementary School	School District	Retain
	LND-0609	5B2401000020	Fraction of Lot 1A, USS 2084.	15.18	Floyd Dryden Middle School	School District	Retain
	LND-0610	5B2401030060	Lot 2A, USS 5504	226.28	Base of Thunder Mountain; access to water reservoir; Under Thunder Trail	Lands & Resources, Public Works and Parks & Recreation	Retain / Dispose
		5B2401370171					
	LND-0611	5B2401000010	Fraction of Lot 1-A, USS 2084	18.60	Adair-Kennedy Memorial Park	Parks & Recreation	Retain
	LND-0612	5B2501300221	Tracts BB & CC, Fraction of USS 3144	1.62	Three greenbelt lots along Duck Creek	Parks & Recreation	Retain
	LND-0613	5B2601010040	Open Space, Smith Park Subdivision IV	0.21	Open area, end of Betty Court; river access	Parks & Recreation	Retain
	LND-0614	Unassigned	Utilities and Recreation Lot, Golden Nugget Subdivision	1.30	Greenbelt; open space	Parks & Recreation	Retain
	LND-0617	5B2501640070	Public Recreation Area & Access, Hidden Lakes Subdivision No II; Public Area, Hidden Lakes Subdivision No III	0.60	Misc. dedicated parcels within Hidden Lakes Subdivision	Parks & Recreation	Retain
		5B2501640080					
	LND-0618	5B2401180230	Park, Mendenhaven Unit One Subdivision	12.70	Five parcels; Duck Creek greenbelt Mendenhaven Mini Park	Parks & Recreation	Retain
		5B2501790180					
	LND-0620	5B2101050130	Open Space in Fraction of Green Acres Subdivision No. I	2.06	Open space, Jerry Drive	Parks & Recreation	Retain
	LND-0621	5B2101300130	Fraction of Block A, Field Acres Subdivision	1.29	Duck Creek greenbelt	Parks & Recreation	Retain
	LND-0644	5B1601120050	Lots 12-14, Block 29, JW McKinley Subdivision	0.07	Triangle of land/intersection of Mendenhall Loop Road & Glacier Hwy; Duck Creek	Public Works	Retain
	LND-0646	5B1601020230	Fraction of USS 381	0.83	Juneau Receiving Home - Miller House	Lands & Resources	Retain
	LND-0647	5B1601090010	Tract D, Dales Subdivision	1.49	Area next to Duck Creek north of Del Rae Road; Natural Area Park	Parks & Recreation	Retain
	LND-0648	5B1601020220	Fraction of USS 381	4.57	2400 Mendenhall Loop Road, Pipeline Skate Park located within Jackie Renninger Park	Parks & Recreation	Retain
	LND-0649	3B1601000030	Tract D, USS 381	0.54	Airport property, this acreage is included in the LND-0650 file	Airport	Retain
	LND-0650	3B1601000020	Multiple Descriptions	664.00	Airport; Also includes files LND- 0653, 0649, 0652, 0662, 0663, 0670	Airport	Retain
	LND-0651	5B1601220010	Block A, Utility Park	3.21	Mendenhall Wastewater Treatment Plant - 2009 Radcliffe	Public Works	Retain
	LND-0652	5B1501080010	Tract A, USS 1434	0.69	Airport property, this acreage is included in the LND-0650 file	Airport	Retain
	LND-0653	3B1601000010	Tract B according to Plat 78-40	8.20	Airport property, this acreage is included in the LND-0650 file	Airport	Retain
	LND-0655	5B1601000025	Tract GB, Glacier Mall Subdivision	0.89	Jordan Creek greenbelt. Airport has expressed interest in managing this region.	Parks & Recreation	Retain

General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
East Mendenhall Valley	LND-0656	5B2101350170	Tract A2, Tall Timbers Subdivision 2	6.02	Nancy Street pond	Parks & Recreation	Retain / Dispose
	LND-0658	5B2101360180	Tract A, Tall Timbers #5 Subdivision	1.05	Subdivision open space	Parks & Recreation	Retain
	LND-0659	5B1601080080	Fraction of Lot 8, Block H, Tongass Park Subdivision	0.02	Open space	Parks & Recreation	Retain
	LND-0660	5B1501030081	Lots 8-21 Block D, Lots 1-3 & Lots 12-21 Block H, Lots 1-5 Block L; Lots 2-10, Block K, Valley Centre Greenbelt Subdivision	8.42	Jordan Creek greenbelt; also includes file LND-0654	Parks & Recreation	Retain
		5B1501030090					
		5B1501060010					
		5B1501060020					
		5B1501060100					
		5B1501080030					
		5B1501090010					
	LND-0661	3B1501000010	Fraction of USS 1195	2.20	Glacier Valley Fire Station (Airport)	Fire Department	Retain
	LND-0662	5B1601220030	Fraction of USS 1742	1.00	Airport property, this acreage is included in the LND-0650 file	Airport	Retain
	LND-0663	3B1601000020	Fraction of USS 1195	33.95	Temco Lease, this acreage is included in the LND-0650 file	Airport	Retain
	LND-0665	Unassigned	Greenbelt, Smith Park Subdivision III	0.60	Narrow greenbelt along Sharon Street; may be appropriate for disposal to adjacent neighbors	Parks & Recreation	Retain / Dispose
	LND-0670	3B1601000010	Fraction of USS 381, ATS 716	338.46	Airport property, this acreage is included in the LND-0650 file	Airport	Retain
	LND-0671	Unassigned	Public River Access, Lakewood Subdivision No. I	0.10	Public access to Mendenhall River	Parks & Recreation and Public Works	Retain
Sunny Point	LND-0801	5B1401040120	Lot N, USS 2475	3.13	Partially developed access route through Sunny Point Peninsula to Mendenhall Refuge	Parks & Recreation	Retain
Lemon Creek	LND-0812	5B1201340020	Tract B-1, ASLS 2004-22	64.98	Land behind prison; portion of North Lemon Creek Material Source	Lands & Resources	Retain / Dispose
	LND-0816	5B1401000021	Lot 2A, USS 3258	11.47	7-Mile Property; Public Works shop	Public Works	Retain
	LND-0817	5B1401000011	Lots 27-32, USS 3258	8.33	Adjacent to Public Works shop and behind DOT	Lands & Resources	Retain / Dispose
	LND-0818	5B1201390030	Lots 41 & 42, SSG Subdivision IV	0.76	Hazardous waste; utility shop & offices	Public Works	Retain
		5B1201390040					
	LND-0819	5B1201020040	Lots 4 & 5, SSG Subdivision	0.75	Public Works utility shop on Shaune Drive	Public Works	Retain
		5B1201020050					
	LND-0820	5B1301130020	Lot A-2, USS 5504, Tract A1-B, USS 5504 and Tract A1-C, USS 5504	738.90	Lemon Creek to Sunny Point and include Switzer Creek; behind DOT/PF, Gruening Park, Pinewood Park, State prison and CBJ Public Works; residential subdivision; greenbelt; Dzantiki Heeni Middle School; North Lemon Creek Material Source; portion of Renninger Drive should be designated at ROW; Renninger Subdivision	Lands & Resources, Parks & Recreation and School District	Retain / Dispose
		5B1301130030					

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General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Lemon Creek	LND-0821	5B1301110010	Tract 1, USS 2121	10.38	Switzer Creek Natural Area Park	Parks & Recreation	Retain
	LND-0822	5B1201290010	Lots 1-3, Block A; Lots 1-8, Block C; Lots 1-8, Block G; Lots 1-8, Block K; Lots 1, 2, 12-16, Block L; Lots 1-8, Block V; Lots 1-12, Block W; Lots 1-3, 10-12, Block X; Pinewood Park Subdivision 2	16.06	Switzer Creek Natural Area Park	Parks & Recreation	Retain
		5B1201290020					
		5B1301000010					
		5B1301030010					
		5B1301030020					
		5B1301050010					
		5B1301050020					
		5B1301050070					
		5B1301060010					
		5B1301060020					
	LND-0823	5B1201020170	Tract A, SSG Subdivision	1.79	Lemon Creek access to CBJ lands; future access route	Lands & Resources	Retain
	LND-0825	5B1301100041	Tract 4B & 5B, USS 2121 & Lot 1A, USS 2137	1.45	Access to Dzantiki Heeni Middle School; assemblage of portions of three separate properties; middle school access road; remainder should be designated as ROW	Public Works	Retain
	LND-0827	5B1301070038	Tract J, JPD Subdivision	5.57	Juneau Police Station	Police Department	Retain
	LND-0829	5B1201310032	Lot 2B, RSH Subdivision II	35.56	Lemon Creek Access Corridor - formerly Horecny property acquisition; Lemon Creek Riverbed	Lands & Resources	Retain
Twin Lakes	LND-0830	5B1201360021	Lot 4, HDK Subdivision	171.16	South and east of Lemon Creek, across from jail & south of Sawmill Creek; Lemon Creek Gravel Pit; behind Home Depot	Lands & Resources and Parks & Recreation	Retain / Dispose
		5B1201360060					
	LND-0832	5B1301130000	Lot 6, USS 5504	17.22	North of Switzer Village Mobile Home Park; west of Dzantiki Heeni Middle School	Lands & Resources	Retain / Dispose
	LND-0833	5B1201100020	Lot 6, Block E, Pinewood Park Subdivision No. 2	0.31	Sigoowu Ye Playground	Parks & Recreation	Retain
Salmon Creek	LND-0834	5B1201360040	Lot 1, HDK Subdivision	7.65	Parcel across from Home Depot store; end of Commercial Blvd	Lands & Resources	Retain
	LND-0835	5B1201000160	USS 7297	20.90	Lemon Creek Trail; south of Home Depot	Lands & Resources and Parks & Recreation	Retain
		5B1201000161					
	LND-0836	Unassigned	Green Area, Twin Lakes Subdivision	0.17	Open space adjacent to ROW	Parks & Recreation	Retain
Twin Lakes	LND-0837	7B1001090060	Tract A, B & C, Mountainside Estates Subdivision I and Lot 7, Block E, Mountainside Estates Subdivision II	2.01	Subdivision open space; four parcels	Parks & Recreation	Retain
		7B1001100240					
		7B1001140110					
		7B1001150020					
Salmon Creek	LND-0838	7B0901020150	Lot 1, Salmon Falls Two Subdivision	13.20	Lot above Wire Street; limited access.	Lands & Resources	Dispose
	LND-0839	7B0901030035	Unsurveyed. ASLS 96-28	2.28	Public fishing dock adjacent to the Juneau Empire and DOT/PF buildings	Docks & Harbors	Retain

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General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status						
Salmon Creek	LND-0840	7B0901020130	Lot 3, Salmon Falls Two Subdivision	10.16	Salmon Creek, behind hospital, across Salmon Creek & north of Greenwood Subdivision; hospital expansion, open space for Salmon Creek & Blackerby Ridge Trailhead; Wildflower Court	Hospital	Retain						
Twin Lakes	LND-0841	7B0901040181	Twin Lakes Park	77.80	Twin Lakes Recreation Area, Project Playground, parking and includes the lakes. Also includes files LND - 0842, 0843, 0844, 0845, 0852	Parks & Recreation	Retain						
		7B0901040180											
	LND-0842	7B0901040180	Parcel C, D, E & H, USS 1210	0.39	Small parcels adjacent to Glacier Hwy, this acreage is included in the LND-0841	Parks & Recreation	Retain						
	LND-0843	7B0901040181	Parcel A-E USS 1861	0.61	Small parcels adjacent to Glacier Hwy, this acreage is included in the LND-0841	Parks & Recreation	Retain						
	LND-0844	7B0901040180	Fraction of USS 2132	0.84	Small parcels adjacent to Glacier Hwy, this acreage is included in the LND-0841	Parks & Recreation	Retain						
	LND-0845	7B0901040180	Parcels A & B, USS 2502	0.54	Small parcels adjacent to Glacier Hwy, this acreage is included in the LND-0841	Parks & Recreation	Retain						
Salmon Creek	LND-0848	7B0901030034	ATS 1412	1.27	Channel Drive Wayside Park	Parks & Recreation	Retain						
Twin Lakes	LND-0851	7B0901040180 7B0901040170	Fraction USS 1075	0.98	Twin Lakes Hatchery; CBJ owns the land	Lands & Resources	Retain						
	LND-0852	7B0901040170	Fraction USS 1075	0.75	Part of Twin Lakes parking, this acreage is included in the LND-0841	Parks & Recreation	Retain						
Salmon Creek	LND-0853	7B0901020112 7B0901020111	Tracts A & B, ASLS 99-22	11.12	Land adjacent to Bartlett Regional Hospital; includes reservoir site and access road	Hospital	Retain						
		LND-0854						7B0901020041	Lot 1, Hospital Subdivision; Lot 3, Salmon Falls Two Subdivision; Fraction USMS 968	16.06	Bartlett Regional Hospital Complex	Hospital	Retain
	7B0901020050												
	7B0901020060												
	LND-0855	7B0901030101	ATS 1277	1.83	Tideland parcel off of Channel Drive	Docks & Harbors	Retain						
Norway Point	LND-0857	7B0801060070	Lot 7, Block A, White Subdivision	0.17	Avalanche hazard (open space)	Public Works	Retain						
	LND-0858	7B0801060140	Lot 14, Block A, White Subdivision	0.15	Avalanche hazard (open space)	Public Works	Retain						
	LND-0859	7B0801050070	Lot 7, Block B, White Subdivision	0.18	Avalanche hazard (open space)	Lands & Resources	Retain						
Norway Point	LND-0860	1C020K010042 1C020K010030 1C020K010041	Fraction ATS 773	2.61	Juneau Yacht Club	Docks & Harbors	Retain						
Salmon Creek		LND-0861						7B0901010070	ATS 1356,TractA & B	4.88	DIPAC - Channel Drive	Docks & Harbors	Retain
		LND-0862						7B0901010062	ATS 1067	0.26	Juneau Ready Mix - Channel Drive	Docks & Harbors	Retain
	LND-0863	7B0901010061	Lot 2, ATS 7	1.61	Juneau Ready-Mix - Channel Drive	Docks & Harbors	Retain						
	LND-0864	7B0901010020	Fraction Lot 2, ATS 18	0.46	Vacant; formerly Channel Marina, seaplane float	Docks & Harbors	Retain						
	LND-0865	7B0901010020	Fraction Lot 3, ATS 18	0.46	Vacant; formerly Channel Marina boat shop	Docks & Harbors	Retain						
Twin Lakes	LND-0866	7B1001030050	Lot 1, USS 13137	0.04	Greenwood Avenue parcel	Lands & Resources	Dispose						

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Norway Point	LND-0867	7B0801070012	Tract B, Parker Subdivision	9.30	White Subdivision hazard area; purchased to prevent development in hazard area.	Parks & Recreation	Retain
Juneau Waterfront	LND-0890	1C020K010050	Tidelands	171.50	Downtown Juneau Tidelands, including Aurora Basin Boat Harbor and Harris Boat Harbor, also includes files LND-1100 and LND-1101; all the way to Little Rock Dump	Docks & Harbors	Retain
		1C020K010021					
		1C020K010020					
		1C100K830032					
		1C020K010022					
		1C100K830032					
		1C060K510010					
		1C060K510040					
Juneau Waterfront	LND-0891	1C060K630050	Fraction ATS 3 & Fraction Block 87, Tidelands Addition	0.64	Spit; future seawalk location; near Fish & Game Building	Docks & Harbors	Retain
Juneau	LND-1002	1C060V050070	Lot 7, Block 5, Indian Village	0.03	Indian Village; encroaching mobile home	Lands & Resources	Dispose
	LND-1005	1C030C030050	Lot 6, Block 203, Casey-Shattuck Subdivision	0.01	Small remnant, triangular shaped lot located between Capital Avenue and A Street; possible street vacation	Public Works	Retain
	LND-1006	1C060C250080	Fraction Lot 6, Block 225, Casey Shattuck Addition	0.001	Intersection at 9th Street & Glacier Avenue; ROW	Public Works	Retain
	LND-1007	1C070A110010	Lot 1, Lot 2, Fractions of Lot 8 and 3, Block 11, Juneau Townsite	0.30	North Franklin Parking Lot	Parks & Recreation and Lands & Resources	Dispose
		1C070A110020					
		1C070A110140					
	LND-1008	1C060V050020	Lots 2 & 3, Block 5, Indian Village	0.11	Indian Village	Lands & Resources	Dispose
		1C060V050030					
	LND-1009	1C070A020051	Lot 8A, Block 2, Juneau Townsite	0.01	Landscaping along Main Street	Public Works	Retain
	LND-1010	1C070A050011	Lot 1A, Block 5, Juneau Townsite	0.02	Sidewalk along Main Street	Public Works	Retain
	LND-1011	1C070A130012	Lot 9, Block 13, Juneau Townsite	0.09	Guna-ka-deit Park	Parks & Recreation	Retain
	LND-1012	1C070A200030	Lots 2-4, Block 20, Juneau Townsite	0.30	Juneau-Douglas City Museum	Library	Retain
	LND-1013	1C070A240030	Lot 2, Block 24, Juneau Townsite	0.11	Parcel adjacent to Russian Orthodox Church	Parks & Recreation	Dispose
	LND-1014	1C060V050050	Lot 5, Block 5, Indian Village	0.05	Indian Village	Lands & Resources	Dispose
	LND-1015	1C070A200080	Lot 7 & Fraction Lot 8, Block 20, Juneau Townsite	0.04	Beatrix Park; adjacent to Juneau-Douglas City Museum	Parks & Recreation	Retain
	LND-1017	1C060A310060	Fraction of Lot 5, Block 31, Juneau Townsite	0.01	Property on Dixon Street & 7th Street; remnant used for ROW sight distance	Public Works	Retain
	LND-1018	1C070A230011	Lots 1-8, Block 23, Juneau Townsite	0.90	Capital School Playground	Parks & Recreation	Retain

General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Juneau	LND-1019	1C060A310010	Lot 1, Block 31, Juneau Townsite	0.05	West 6th Street, Juneau; above Indian Village; open space	Parks & Recreation	Retain
	LND-1020	1C040A400100	Lots 11 & 12, USS 3379	0.20	Lots on Basin Road near Cope Park	Lands & Resources	Retain
	LND-1021	1C060A320020	Fraction of Lot 32, Juneau Townsite	0.21	Lot on Calhoun Avenue; greenbelt above Governor's Mansion	Parks & Recreation	Retain
	LND-1022	1C040CR10070 1C030E060010	USMS 926 & USS 2348	9.51	Cope Park/Evergreen Bowl	Parks & Recreation and Public Works	Retain
	LND-1023	1C040A380010	Lots 1 & 2, & Fraction of Lot 3, Block 38, Juneau Townsite	0.22	Eighth Street & Basin Road; parking	Public Works	Retain
	LND-1024	1C040A380040	Lot 5, Block 38, Juneau Townsite	0.11	Lot near Basin Road; open space/geophysical hazard buffer strip	Lands & Resources	Retain
	LND-1026	1C040A380080	Lot 8, Block 38, Juneau Townsite	0.06	Lot near Basin Road	Lands & Resources	Retain / Dispose
	LND-1027	1C040A390010	Lot 4, Block 39, Juneau Townsite	0.05	Lot on Eighth St; open space	Lands & Resources	Retain
	LND-1029	1C040M040010	USMS 289	4.71	Basin Road; Mt. Roberts Trail parking	Parks & Recreation	Retain
	LND-1030	1C040M030010	USMS 317	7.55	Basin Road, Gold Creek & lower slope of Mt. Juneau	Parks & Recreation	Retain
	LND-1031	1C040M020010	USMS 2219	9.48	Basin Road trestle; Gold Creek just before trestle	Parks & Recreation	Retain
	LND-1032	1C070A510040 1C070A510050	Lot 3 & 4, Block 101, Juneau Townsite	0.22	Northeast and above Gastineau Ave; Southeast of First Street; open space/geophysical hazard area	Lands & Resources	Retain
	LND-1033	1C070A520030	Fraction Lot 3, Block 104, Juneau Townsite	0.05	Open space/geophysical hazard area	Lands & Resources	Retain
	LND-1034	1C070A530010	Lot 1, Block 105, Juneau Townsite	0.11	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1035	1C070A530040	Fraction Lot 8, Block 105, Juneau Townsite	0.06	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1036	1C040A100020	Lots 3 & 4, Block 110, Juneau Townsite	0.23	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1037	1C040A100010	Lots 1 & 2, Block 110, Juneau Townsite	0.20	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1038	1C040A130060	Lots 5 & 6, Block 113, Juneau Townsite	0.23	Chicken Yard Park	Parks & Recreation	Retain
	LND-1039	1C040A150010	Lots 5 & 6, Block 115, Juneau Townsite	0.23	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1040	1C040A180010	Lot 5, Block 118, Juneau Townsite	0.11	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1041	1C040A190040	Lot 4, Block 119, Juneau Townsite	0.11	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1043	1C040M010010	USS 7, North Park	8.20	North Park, Mt. Maria	Parks & Recreation	Retain
	LND-1045	3C040M050010	Over 30 Mining Claims - legal descriptions on file	99.00	Last Chance Basin; Last Chance Mining Museum	Parks & Recreation, Public Works and Library	Retain
		3M000G0LCRK0					

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General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Juneau	LND-1046	1C030C040090	Unknown	0.24	Hillside between Calhoun Avenue and Capital Avenue at intersection	Public Works	Retain
	LND-1047	1B0301100050	Over 170 Mining Claims - legal descriptions on file	1716.50	Primary site of the AJ Mine	Lands & Resources	Retain
	LND-1048	1C030E060020	Fraction USS 1013	0.05	Along roadside above Gold Creek near Cope Park	Public Works	Retain
	LND-1053	1C070B0R0010	Lot 2, Block R , Juneau Townsite	0.11	Open space/greenbelt/geophysical hazard area; Gastineau Avenue	Lands & Resources	Retain
	LND-1054	1C070B0R0030	Fraction of Lot 1, Block R, Juneau Townsite	0.06	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1055	1C070B0S0020	Fraction of Lot 2, Block S, Juneau Townsite	0.06	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1061	1C060C350010	Lots 1 & 2, Block 235, Casey Shattuck Addition	0.22	School District offices	School District	Retain
Highlands	LND-1062	1C030D050030	Lot 3, Block 3, Seater Addition	0.60	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1063	1C030DEV0110	Fraction of JES/USS 1762	2.50	Open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1065	1C030E030010	Tract, 3A, Irwin Addition	0.45	Access to Gold Creek Flume	Lands & Resources	Retain
	LND-1067	1C030E060030	Fraction USMS 1013	1.00	Open space/greenbelt/geophysical hazard area; Irwin Street	Lands & Resources	Retain
Juneau	LND-1070	1C040G020080	Tract A, Nelson Park Addition	0.69	Trail; open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1071	1C040G020070	Lot 13, Block 2, Nelson Park Addition	0.07	425 Nelson Street, Starr Hill; open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1072	1C040G040030	Lots 4-8, Block 4 Nelson Park Addition	0.21	420 to 426 Nelson Street above Park Street Stairs, Starr Hill; open space/greenbelt/geophysical hazard area	Lands & Resources	Retain
	LND-1079	1C070H010010	Tract A, East Park	33.11	East Park, above Gastineau Avenue; geophysical hazard area	Parks & Recreation	Retain
	LND-1080	1C070I020011 1C070I020010	Lot 1, Block 2, 7-A Addition	0.32	End of Gastineau Avenue; turn around for Gastineau Avenue	Public Works & Lands & Resources	Retain
	LND-1082	1C100I060010	Lot 1, Block 6, 7-A Addition	0.08	495 South Franklin St; retaining wall	Lands & Resources	Retain
Juneau	LND-1083	1C100I060020	Lot 2, Block 6, 7-A Addition	0.08	493 South Franklin Street; retaining Wall	Lands & Resources	Retain
	LND-1084	1C030J010001	Fraction USS 655	0.63	Taku Terrace Condo lease	Lands & Resources	Retain
	LND-1085	1C030J020020	USS 655	7.70	Evergreen Cemetery	Parks & Recreation	Retain
Highlands	LND-1086	1C030J100110 & 1C030J100120	Lots 13 & 14, Block L, Highlands Subdivision	0.22	Maas donation for avalanche and mass wasting hazard area.	Lands & Resources	Retain
Juneau	LND-1088	1C100I070070	MS 982B (MILL SITE A), ATS 3 BL 84 FR	0.04	Sewer pump station; South Franklin Street	Public Works	Retain
Norway Point	LND-1089	1C020J020020 7B0801000010	USS 1462, Fraction USS 1452 & USS 2077, Fraction USS 375	24.80	Norway Point & Behrends Avenue; open space (avalanche hazard)	Lands & Resources	Retain

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General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Highlands	LND-1090	1C020J030010	Block E, Highlands Subdivision	1.70	Open space/geophysical hazard area; Behrends Avenue	Lands & Resources	Retain
Highlands	LND-1091	1C020J040070	Lots 9 - 13, Block F, Highlands Subdivision	0.54	Open space/geophysical hazard area	Lands & Resources	Retain
	LND-1093	1C030D040040	Lot 4A, Block 2, Seatter Addition	0.22	Near Pine Street and Pine Street ROW	Public Works	Retain
Juneau	LND-1094	1C030K520010	Lots 17 & 18, Block 50, Tidelands Addition	0.33	Juneau-Douglas High School parking lot	School District	Retain
Highlands	LND-1095	1C030J130010	Portion of USS 375	6.60	Coleman Street, Highlands Subdivision; geophysical hazard area-open space	Lands & Resources	Retain
Juneau	LND-1096	1C030J140010	Fraction of Sec 22, T41S, R67E	1.96	Soccer field	School District	Retain
	LND-1102	1C030K520010	Blocks 52-54, Juneau Townsite	8.38	Marie Drake; Juneau-Douglas High School; Harborview Elementary School; Yaakoosge Daakahidi Alternative High School; Augustus Brown Swimming Pool	School District and Parks & Recreation	Retain
		1C030J140010					
	LND-1103	1C060K580060	Lots 11 & 12, Block 58 & Fraction Block 87, Tidelands Addition	0.96	Waterfront open space	Lands & Resources	Retain
	LND-1104	1C060K600120	Lot 16A, Block 60, Tidelands Addition	0.24	Waterfront open space	Lands & Resources	Retain
	LND-1105	1C060K630010	Fraction of Lots 3-6, Block 63, Tidelands Addition	0.23	Vacant parking lot land between Egan Drive and red Cycle Alaska Building; greenbelt	Lands & Resources	Retain / Dispose
	LND-1106	1C060K650010	Fraction of Block 65, Tidelands Addition	0.26	Remnant strip along Gold Creek between Glacier Avenue and Willoughby Avenue	Public Works and Parks & Recreation	Retain
	LND-1108	1C060K670010	Lots 1 & 4-18, Block 67, Tidelands Addition	12.43	Tidelands addition south of Egan Drive; Gold Creek	Docks & Harbors	Retain
	LND-1109	1C060K680080	Fraction of Lot 8, Block 68, Tidelands Addition	0.03	Remnant lot between Zach Gordon Youth Center & Bullwinkle's for parking	Lands & Resources	Retain
	LND-1110	1C060K680100	Lot 11, Block 68, Tidelands Addition	0.34	Parking for Centennial Hall	Parks & Recreation	Retain
	LND-1111	1C060K680130	Fraction Lot 12, Block 68, Tidelands Addition	0.34	Parking	Lands & Resources	Retain
	LND-1112	1C060K680140	Lot 13, Block 68, Tidelands Addition	0.45	Zach Gordon Youth Center	Parks & Recreation	Retain
	LND-1113	1C060K680160	Fraction of Lot 14, Block 68, Tidelands Addition	0.12	Alley between Alaska Public Safety Building and Zach Gordon Youth Center	Lands & Resources	Retain
	LND-1114	1C060K680121	Lot 12A, Block 68, Tidelands Addition	0.46	Zach Gordon Youth Center and parking	Lands & Resources and Parks & Recreation	Retain
	LND-1115	1C070K740010	Lots 1-9, Block 74, Tidelands Addition	1.28	Centennial Hall Convention Center	Parks & Recreation	Retain
Rock Dump	LND-1116	1C110K000011	ATS 1623	0.77	CBJ Dock at north end of Rock Dump	Docks & Harbors	Retain

General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Juneau	LND-1117	1C070K790010	Block 79, Tidelands Addition	0.25	Municipal Building - City Hall	Lands & Resources	Retain
	LND-1118	1C070K800010	Fraction of Block 80, Tidelands Addition	0.59	Marine Park	Parks & Recreation	Retain
	LND-1119	1C070K830039	Lot 4, Archipelago Subdivision	1.11	Cold Storage Dock; cruise ship dock	Docks & Harbors	Retain
	LND-1120	1C070K830010	Lots 1-6, Block 83, Tidelands Addition	2.30	Marine Park Parking Garage; AK Steam Dock; downtown Library	Docks & Harbors, Parks & Recreation and Library	Retain
		1C070K830020					
	LND-1122	1C100K830012	Lot 13C, Block 83, Tidelands Addition	1.80	Bus parking lot; visitor's center; tram building	Docks & Harbors	Retain
	LND-1123	1C100K830021	Lots 1 & 2A, Dockside Subdivision	2.90	Intermediate Vessel Float; Mount Roberts Tram; Parking	Docks & Harbors	Retain
		1C100K830011					
1C100K830023							
Rock Dump	LND-1124	1C110K000040; 1C110K000042; 1C110K000041	Tract A, ATS 556	105.75	Juneau-Douglas Wastewater Treatment Plant; Little Rock Dump; also two leases managed by Lands & Resources	Public Works, Lands & Resources and Docks and Harbors	Retain
	LND-1125	1C110K120013	Lot 2B, Alaska Juneau Subdivision VI	1.48	CBJ Thane Storage Warehouse	Parks & Recreation	Retain
West Juneau	LND-1126	1D050L050170	Fraction Tract B, ATS 556	63.30	Tidelands on Douglas side of Juneau-Douglas Bridge;	Docks & Harbors	Retain
Thane	LND-1128	1B0301020030	ATS 1328, Tract B1 & B2	1.28	Thane Ore House	Docks & Harbors	Retain
Juneau	LND-1129	1C030J140010	Lot 1, USS 4562	0.41	Portion of Harborview Elementary School and parking lot	School District	Retain
Thane	LND-1130	1B0301020041	Tract B3-A & Tract B3-B, ATS 1570	1.49	AJT Lease	Docks & Harbors	Retain
		1B0301020043					
Juneau	LND-1131	1C060U040020	Lot 3A, Block 4, Harborview 2 Urban Renewal Subdivision	1.14	Juneau Fire Station	Fire Department	Retain
	LND-1132	1C060K010010	Lot A, Juneau Subport Subdivision	1.65	Juneau Arts & Culture Center; parking	Lands & Resources	Retain
Taku Harbor	LND-1199	3R0401010030	ATS 1645	4.88	Taku Harbor dock	Docks & Harbors	Retain
Douglas	LND-1200	2D0301020070	Portion of Lot 2, USS 3853	910.77	Several large lots in South Douglas above Glory Hole & southward, open space near Paris Creek and shoreline; future transportation corridor	Lands & Resources and Parks & Recreation	Retain / Dispose
		3D0201000070					
		3D0201000071					
		3D0301000090					
		2D0301020071					
West Juneau / Douglas	LND-1210	1D0511000010	Portion of Lot 1, USS 3853	355.88	Douglas, upper Lawson & Bear Creeks, above Crow Hill	Lands & Resources and Parks & Recreation	Retain / Dispose
		1D0511000011					
		2D0512000010					
		2D0512000011					

<i>General Location</i>	<i>Lands Number</i>	<i>Parcel Number</i>	<i>Legal Description</i>	<i>Size (acres)</i>	<i>Comments</i>	<i>Managing Department</i>	<i>Retention Status</i>
West Juneau	LND-1212	3D0501000021	Fraction USS 3853	25.00	West Juneau Reservoir; management authority transferred 09/05/2003; Patent will be issued once land is surveyed; communication towers; Treadwell Ditch Trailhead	Lands & Resources, Parks & Recreation and Public Works	Retain
Douglas	LND-1213	2D040T070041	Lots 1 & 2, Block 7, Douglas Townsite	0.24	Douglas Public Library	Library	Retain
West Juneau	LND-1214	1D050L090010	Lots 1,2,3,4,7,8 & 9A, Block D , Belleview Subdivision	1.25	Playground - West Juneau Rotary Park	Parks & Recreation	Retain
		1D050L090020					
		1D050L090030					
		1D050L090040					
		1D050L090070					
		1D050L090080					
Douglas	LND-1215	2D040T320071	ATS 1493	4.46	Treadwell Park Area	Parks & Recreation	Retain
West Juneau	LND-1216	1D050L260140	Lot 5, Block A, Channel Heights II	0.24	Trailhead parking for Dan Moeller Trail	Parks & Recreation	Retain
	LND-1217	1D050L030060	Fraction USS 472	1.74	Homestead Park- beachfront/view point	Parks & Recreation	Retain
	LND-1218	1D050L050160	Fr of USS 341B, Lawson Creek Greenbelt	0.60	Open space along Lawson Creek below Douglas Hwy	Parks & Recreation	Retain
Douglas	LND-1219	2D040C040010	Tract F, Crow Hill Subdivision	5.50	Crow Hill Water Reservoir	Public Works	Retain
	LND-1220	2D040T070041	Lot 3, Block 7, Douglas Townsite	0.12	Douglas Fire Station	Fire Department	Retain
	LND-1221	2D040T070041	Lot 4, Block 7, Douglas Townsite	0.12	Douglas Fire Station	Fire Department	Retain
	LND-1222	2D040T100020	Fraction Lot 2, Block 10, Douglas Townsite	0.11	Above 5th Street, north of D Street	Lands & Resources	Dispose
	LND-1223	2D040T100030	Fraction Lot 3, Block 10, Douglas Townsite	0.11	930 Sixth Street; North of D Street	Lands & Resources	Dispose
	LND-1224	2D040T110030	Fraction Lot 3, Block 11, Douglas Townsite	0.11	950 6th Street, above 5th Street near F Street	Lands & Resources	Dispose
	LND-1225	2D040T110040	Fraction Lot 4, Block 11 Douglas Townsite	0.11	Above 5th Street, corner of 6th Street and F Street	Lands & Resources	Dispose
	LND-1226	2D040T140030	Lot 5, Block 14, Douglas Townsite	0.12	1107 2nd Street; greenbelt along Bear Creek	Parks & Recreation	Retain
	LND-1227	2D040T210020	Lots 3 & 4, Block 21, Douglas Townsite	0.46	Chlorinator Building; CBJ Maintenance Shop	Parks & Recreation	Retain
	LND-1228	2D040T300010	Block 30, Douglas Townsite	0.92	Mt. Jumbo School - CBJ maintenance shop and record storage	Parks & Recreation	Retain
	LND-1229	2D040T310070	Lots 9 - 11, Block 31, Tyee Addition	0.19	Douglas Mini Park	Parks & Recreation	Retain
	LND-1230	2D040T320010	Portion of Lots 12 & 25, Block 32, Douglas Townsite	0.34	Mayflower Building	Lands & Resources	Retain
		2D040T320070					
	LND-1231	Unassigned	Lawson Creek Pump Station	0.03	Sewer pump station at mouth of Lawson Creek	Public Works	Retain

General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Douglas	LND-1232	2D040T320050	Fraction ATS 14	5.75	Douglas Boat Harbor, docks and launch ramp	Docks & Harbors	Retain
	LND-1233	2D040T320070	Fraction ATS 14	21.40	Robert E. Savikko Park (Sandy Beach Recreation Area); Treadwell Ice Arena, ball fields	Parks & Recreation	Retain
		2D040T320010					
		2D040T320020					
	LND-1234	2D040T320061	Fraction ATS 14	89.58	Douglas Townsite waterfront; Douglas Boat Harbor	Docks & Harbors and Parks & Recreation	Retain
	LND-1236	2D040T320171	Lot 25, Block 32, Douglas Townsite	0.35	Park Maintenance Shop	Parks & Recreation	Retain
	LND-1237	2D040T350010	Lot 1, Block 35 Douglas Townsite	0.06	605 Street Ann's Avenue (and Summers Street); Douglas; Pedestrian access walkway & greenbelt	Parks & Recreation	Retain
	LND-1238	2D040T350020	Lot 2, Block 35, Douglas Townsite	0.06	Corner of 5th St (and Summer Street); Pedestrian access walkway & greenbelt	Parks & Recreation	Retain
	LND-1239	2D040T350080	Lot 9, Block 35, Douglas Townsite	0.12	627 Street Ann's Avenue and 624 5th St, Douglas; utility access corridor	Public Works	Retain
	LND-1240	2D040T370100	Lots 2,4,6,8,10,12, & 16, Block 37, Tyee Addition	0.79	ROW of lots above 500 block of 5th Street, Douglas	Lands & Resources	Dispose
		2D040T370110					
		2D040T370120					
		2D040T370130					
		2D040T370140					
		2D040T370150					
		2D040T370160					
	LND-1241	2D040T320030	Lot 16A, Block 32, Douglas Townsite	0.14	Douglas Harbor	Docks & Harbors	Retain
	LND-1243	2D050D010030	Fraction of USMS 341A	1.67	Cemetery Tracts; near Crow Hill Subdivision; Asian Cemetery and a parcel that surrounds the Odd Fellows and Masons Cemeteries	Parks & Recreation	Retain
		2D050D010040					
	LND-1247	2D040T380090	Lot 22, Block 38, Tyee Addition, Douglas, USMS 112	1.26	653 5th Street and land above the 600 block of 5th Street	Lands & Resources	Dispose
		2D040T380100					
	LND-1248	2D040T390010	Lots 1,3,5, & S/W 1/2, Block 39, Douglas Townsite	1.87	701 5th Street and land above 700 block of 5th Street, Douglas	Lands & Resources	Dispose
	LND-1249	2D040T400010	Lots 2 & 4, Block 40, Tyee Addition	0.23	2 lots above 903 5th Street, corner of 6th and C Street	Lands & Resources	Dispose
		2D040T400020					
	LND-1251	2D040T410040	Fraction Lot 4, Block 41, Douglas Townsite	0.12	1414 2nd Street, Douglas; utility access corridor	Public Works	Retain
	LND-1252	2D040T420020	Lots Fraction 1A, 2, Fraction 3, 2A, 3 & 4, Block 42, Tidelands Addition	0.23	Below 1304 1st Street Douglas (on beach); tidelands	Docks & Harbors	Retain
		2D040T420030					
		2D040T420040					
	LND-1255	2D040T430010 & 2D040T430040	Lot 1, Fraction Lot 4A, Block 43, Tidelands Addition	0.12	1208 1st Street, Douglas; Tidelands	Docks & Harbors	Retain

General Location	Lands Number	Parcel Number	Legal Description	Size (acres)	Comments	Managing Department	Retention Status
Douglas	LND-1256	2D04044A0010	Lots 1,2, & 3, Block 44A, Douglas Townsite	0.32	Pull off along St. Ann's Avenue	Public Works	Retain
	LND-1257	2D040T450020 2D040T450030	Lots 2 & 3, Block 45, Douglas Townsite	0.01	1000-1002 1st Street Douglas; tidelands	Docks & Harbors	Retain
	LND-1259	2D040T470010	Lot 1, Block 47, Douglas Addition	0.06	Remnant lot at corner of 1st and "H" Street	Lands & Resources	Retain
	LND-1260	2D040T480290	Lot 16, Block 48, Douglas Townsite	0.15	222 5th Street, Douglas; drainage easement	Public Works	Retain
	LND-1261	2D040T480490	Lots 70-83, Block 48, Douglas Townsite	1.53	14 lots above 200-400 blocks of 5th Street, Douglas	Lands & Resources	Dispose
		2D040T480500					
		2D040T480510					
		2D040T480520					
		2D040T480530					
		2D040T480540					
		2D040T480550					
		2D040T480560					
		2D040T480570					
		2D040T480580					
		2D040T480590					
		2D040T480600					
		2D040T480610					
		2D040T480620					
	LND-1274	2D04045A0030	Lot 3, Block 45A, Tye Addition, Douglas Townsite	0.03	Access to Savikko Park through St. Ann's Avenue.	Parks & Recreation	Retain
	LND-1275	2D04045A0010	Lot 1, Block 45A, Douglas Townsite	0.03	676 St. Ann's Avenue, Douglas; expansion of St. Ann's Avenue	Public Works	Retain
	LND-1276	2D04045A0020	Lot 2, Block 45A, Douglas Townsite	0.03	650 St. Ann's Avenue, Douglas; expansion of St. Ann's Avenue	Public Works	Retain
	LND-1277	2D040C050010	Fraction USMS 340 & 341A	1.08	Bear Creek Dam	Public Works	Retain
	LND-1279	2D0402000010	Fraction Lot 14, USS 341A	5.35	Gastineau Elementary School	School District	Retain
	LND-1290	2D0301020061	Tract B, ATS 204 & Linellen Heights Park	73.98	Mining claims around Gloryhole	Lands & Resources and Parks & Recreation	Retain / Dispose
		2D030L010001					
	LND-1291	2D0401000020	USMS 98, 99, 100, 109, 110, 111	111.57	Mining claims above 6th Street, Douglas	Lands & Resources	Retain / Dispose
		2D0401000030					
	LND-1292	2D0401000010	USMS 1448, X Lode Claim	20.00	X Lode above 6th Street, Douglas	Lands & Resources	Retain / Dispose
	LND-1293	2D040C050030	Tract 1, Emerald Subdivision	33.24	Property above Douglas Townsite	Lands & Resources	Retain / Dispose
North Douglas	LND-1400	6D1101020020	Lot 229, USS 3546	14.44	Nine Mile Creek Road; Natural Area Park	Parks & Recreation	Retain
	LND-1401	6D1101020010	Lot 214, USS 3546	1.33	.25 mile Nine Mile Creek Road; scenic overlook; wetlands access	Parks & Recreation	Retain
	LND-1402	6D0901000080	Lot 80, USS 3272	0.78	5 mile North Douglas Hwy; Gastineau Channel side; wetlands access	Parks & Recreation	Retain

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North Douglas	LND-1403	6D0901000090	Lot 81, USS 3272	0.46	5 mile North Douglas Hwy; Gastineau Channel side; wetlands access	Parks & Recreation	Retain
	LND-1404	6D0801110020	Park Site A, Bonnie Brae Estates II Subdivision	6.56	Bonnie Brae Subdivision dedicated open space	Parks & Recreation	Retain
	LND-1405	6D0801010050	Lot 37, USS 3172	2.27	3 mile North Douglas Hwy at Falls Creek, uphill side; access to USS 4605	Lands & Resources	Retain
	LND-1406	6D0801010040	Lot 38, USS 3172	2.27	About 3 mile North Douglas Hwy at Falls Creek, uphill side; Natural Area Park	Parks & Recreation	Retain
	LND-1407	6D0701010010	Lot 16, USS 2960	1.57	About 2.5 miles North Douglas Hwy; Natural Area Park; Eagle Creek runs through this parcel	Parks & Recreation	Retain
	LND-1408	6D0801370180	Utility Site Area A, Block G, Bonnie Brae Estates, Unit II	0.15	Bonnie Brae Park, playground	Parks & Recreation	Retain
	LND-1409	6D0901060110	Lot 133, UDD 3543	1.94	North Douglas Hwy, 6 mile, northside; partially developed access easement	Public Works and Parks & recreation	Retain
	LND-1410	6D0901070050	Lot 134, USS 3543	1.26	North Douglas Hwy, 6 mile south side; undeveloped access to Lot 1, USS 3846	Lands & Resources	Retain
	LND-1411	6D1001000100	Lot 153, USS 3543	1.92	6 mile North Douglas Hwy, north side; undeveloped access to Lot 1, USS 3559	Lands & Resources and Parks & Recreation	Retain
	LND-1412	6D1001010100	Lot 154, USS 3543	1.64	6 mile North Douglas Hwy, south side; undeveloped access to Lot 1, USS 3559	Lands & Resources	Retain
	LND-1413	6D1001030030	Lot 162, USS 3544	1.95	6.5 mile North Douglas Hwy, south side; Natural Area Park	Parks & Recreation	Retain
	LND-1414	6D0801000050	Lot 32E, USS 3172	0.42	Mile 3.7 North Douglas Hwy; lift station.	Public Works	Retain
	LND-1415	6D1001030070	Lot 170, USS 3544	2.06	6.5 mile North Douglas Hwy, south; undeveloped access to Lot 1, USS 3559	Lands & Resources	Retain
	LND-1416	6D0801510050	Lot 96, USS 3272	2.06	Undeveloped access	Lands & Resources	Retain
	LND-1417	6D0601020017	Tract A & B, ATS 1468	1.63	Near Juneau-Douglas Bridge; Trucano current lessee	Docks & Harbors	Retain
		6D0601020018					
	LND-1418	6D1201020230	Lot 23, Block B, Bayview Subdivision	0.87	.25 mile down Sundown Drive; subdivision open space	Parks & Recreation	Retain
	LND-1419	6D1101010140	Tract C, Lot 212, USS 3545	0.65	Nine Mile Creek area	Lands & Resources	Retain / Dispose
		6D1101030021					
	LND-1420	6D1011000010	Lot 1, USS 3559	1121.59	8 mile North Douglas Hwy, Fish Creek Road; Neilson Creek; Hendrickson Creek; Ninemile Creek; Bench Road alignment; trailhead, future residential subdivision	Lands & Resources and Parks & Recreation	Retain / Dispose
		6D1011000011					
		6D1011000012					
		6D1011000013					
	LND-1421	6D1201110010	Lot 2, USS 3559	92.05	8.5 mile North Douglas Hwy; Fish Creek runs through north corner; future residential subdivision	Lands & Resources and Parks & Recreation	Retain / Dispose
		6D1201120080					
	LND-1422	6D0601020019	ATS 1532	0.24	Trucano lease site; near Juneau-Douglas Bridge; fuel dock	Docks & Harbors	Retain
	LND-1423	6D1101040050	Lot 4, USS 3559	0.57	.25 mile Sundown Drive, east side; roadside overlook; open space	Parks & Recreation	Retain

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North Douglas	LND-1424	6D1201050010	Tract B, Fish Creek Subdivision No. 1	54.69	South of Bay View Subdivision, west of Sundowner Drive; Natural Area Park	Parks & Recreation	Retain
	LND-1425	6D1201050020	Lot E, USS 2561	3.30	8.5 mile North Douglas Hwy at north side of Fish Creek Mouth; Natural Area Park	Parks & Recreation	Retain
	LND-1426	6D1201070010	USS 1548	13.83	South side of mouth of Fish Creek; Natural Area Park	Parks & Recreation	Retain
	LND-1427	6D0601050051	Lots 2, Tract IV, USS 1361	1.00	North Douglas Bench Road	Lands & Resources	Retain / Dispose
	LND-1428	6D0601020013	ATS 750	0.42	Trucano lease site - Juneau-Douglas Bridge	Docks & Harbors	Retain
	LND-1429	6D0601060090	ATS 893	0.33	Communications tower near Juneau-Douglas Bridge	Docks & Harbors	Retain
	LND-1430	6D0611000010	USS 4605, North Douglas	654.71	Southeast of Bonnie Brae Subdivision, Falls Creek, 4 mile north Douglas Hwy; Eagle Creek and Grant Creek run through it.	Lands & Resources and Parks & Recreation	Retain / Dispose
		6D0611000011					
		6D0611000012					
		6D0611000013					
	LND-1431	6D0701000060	Lot 3, ATS 43	0.90	Channel side of mobile home park	Docks & Harbors	Retain
	LND-1432	6D0601020016	Fraction ATS 1316	1.09	Trucano lease site at Juneau-Douglas Bridge; Breakwater	Docks & Harbors	Retain
	LND-1433	1D060L010020	Lot 2, ATS 123	1.04	Near Juneau-Douglas Bridge	Docks & Harbors	Retain
	LND-1434	6D0701000050	Lot 1, ATS 43	3.47	Channel side of mobile home park	Docks & Harbors	Retain
	LND-1435	6D0601020014	Tract A & B, ATS 842	1.01	Trucano lease at Juneau-Douglas Bridge	Docks & Harbors	Retain
		6D0601020015					
	LND-1440	6D1001040010	Lot 1, USS 3846	107.96	About 6-7 mile North Douglas Hwy, bordering the Mendenhall Wetlands State Game Refuge; Natural Area Park; communication towers.	Parks & Recreation	Retain
	LND-1450	6D1011000020	Lot 1, USS 5504	965.09	.75-1.5 mile Fish Creek Road & 9 mile North Douglas Hwy; cell tower; access road to Fish Creek Quarry; Fish Creek runs through it.	Lands & Resources and Parks & Recreation	Retain / Dispose
		6D1011000021					
Eaglecrest	LND-1460	3D1021000010 3D1022000010	Aliquot description on file.	1537.23	Eaglecrest Ski Area	Eaglecrest	Retain
West Douglas Hilda Creek	LND-1470	3D1301000010	Aliquot description on file	2314.17	NW Douglas Island, 11 Mile Creek; Outer Point; Middle Point; Inner Point; False Outer Point; Shamon Island	Lands & Resources and Parks & Recreation	Retain / Dispose
		3D1301000011					
		3D1301000012					
		3D1301000013					
		3D1401000030					
		3D1301000020					
	LND-1480	3D1601000020	Unsurveyed	1235.00	Southwest Douglas Island, Hilda Creek Valley	Lands & Resources and Parks & Recreation	Retain / Dispose
		3D1701030010					
	LND-1485	3D1701020011	ASLS 2011-42, USS 1481	43.28	Hilda Creek - conservation easement	Parks & Recreation	Retain

<i>General Location</i>	<i>Lands Number</i>	<i>Parcel Number</i>	<i>Legal Description</i>	<i>Size (acres)</i>	<i>Comments</i>	<i>Managing Department</i>	<i>Retention Status</i>
South Douglas	LND-1490	3D0101000030	Aliquot description on file	729.84	Southeast end of Douglas Island, south of Nevada Creek to Southeast end; remote uplands (benchlands) along south end of Gastineau Channel; potential new growth area	Lands & Resources and Parks & Recreation	Retain / Dispose
		3D0101000031					
Echo Cove	LND-1495	3B4501000061	Lot 4A, Goldbelt Subdivision	6.00	Echo Cove boat launch facility	Docks & Harbors	Retain
	LND-1496	3B4501000064	ATS 1401	4.60	Echo Cove boat launch	Docks & Harbors	Retain
Yankee Cove to Cowee Creek	LND-1500	3B4501000010	ASLS 96-13, ASLS 96-14, ASLS 96-15, T37S, R63E, CRM, Section 23, Lots 6 and 9; Section 23, Lots 2, 3, 6, and 7; Section 26, Lots 2, 3, 4, 5, and 6. T38S, R63E, CRM, Section 1, Lots 1, 2, 3,	3490.00	Remote uplands from 34-38 mile north Glacier Hwy; portion of Cowee Creek Valley above Davies Creek; potential new growth area; Bridget Cove Greenbelt; Mab Island	Lands & Resources and Parks & Recreation	Retain / Dispose
		3B4501000011					
		3B4501000012					
		3B4501000013					
		3B4501000014					
		3B4501000015					
Taku River	LND-1501	3R0301010260	Lot 26, Taku Valley Subdivision	0.54	Taku River foreclosure	Lands & Resources	Dispose
Taku River	LND-1702	3R0301010600	Lot 60, Taku Valley Subdivision	0.53	Taku River foreclosure	Lands & Resources	Dispose

Supply & Demand - Land

Juneau Residential Land

Of the 1,034,240 acres of land in the City & Borough of Juneau, approximately 15,000 acres are zoned for residential use and approximately 60% of that land is vacant. The Comprehensive Plan of the City & Borough of Juneau states that 10 residential units or greater per acre is the minimum density needed to produce affordable housing for moderate to lower income households. Significant up-zonings within the CBJ, as well as changes to density limits in the Land Use Code, have increased the amount of land allowed to be developed with up to 10 units per acre or greater. Currently there is approximately 2,400 acres of residentially zoned land with allowed densities of 10 units or more within the City & Borough. Most of this land is vacant.

Public Land Base

The majority of the land within the City and Borough is in public ownership. The federal, state and municipal governments all have significant land holdings. Most of the federal land is part of the Tongass National Forest and is not available for public development. The state land is either dedicated towards specific state interests, such as parks, or is unsuitable for development because of steep topography.

The University, Mental Health Trust and Native Corporations all have land holdings in Juneau but they have not been actively disposing of land to private developers. Community expansion will, therefore, be primarily dependent upon use of the CBJ's land base. For the foreseeable future, the supply of private land will only be increased by the disposal of CBJ land. One of the purposes of the Land Management Plan is to provide for the orderly and timely disposal of CBJ property suitable for development.

CBJ Residential Land

In 2006 the CBJ completed the Buildable Lands Study which identified all CBJ owned parcels larger than 1/4 acre within or near the Urban Service Area and were not designated for parks, open space, greenbelts, schools, or zoned industrial, commercial or waterfront. Further investigation into slopes, access roads, airport flight safety hazards, avalanche and mass-wasting hazards narrowed the search down to 12 parcels that would be suitable for potential building sites. Those 12 parcels were the subject of closer studies of slopes and evaluation of wetlands. The study concluded that, "of the 12 sites, only four have portions of land that are less than 18 percent slopes and are devoid of watercourses and high-value (Class A or B) wetlands and, therefore, would be suitable for residential development." The four sites are located in Lemon/Switzer Creek, Mendenhall Peninsula, Thunder Mountain and North Douglas. Before the Mendenhall Peninsula and North Douglas areas are developed, it is necessary to improve the access roads and bring utilities to the parcels. In recent years a sewer line was extended along Glacier Highway to the base of Pederson Hill, adding Pederson Hill (also known as Hill 560) to the list of the best areas to develop. Since the 2006 Buildable Lands Study, two areas were determined to be the most suitable to start developing for housing. Those were Pederson Hill and the Switzer Creek Area. Individual studies focusing on those two areas have been completed.

The 2010 *Pederson Hill Access Study* states that there are "several challenges for development, including steep slopes, wetlands, numerous creeks and drainages, anadromous fish habitat, challenging access and eagle nests." With that being said, the study showed five potential routes to provide access to developable areas.

The *Switzer Lands Residential Development Study* was completed in 2012 to evaluate potential development areas and estimate the development costs and phasing in those areas. In the conclusion of that study it highlighted that “development areas are identified in the study area with consideration given to steep terrain, wetlands, creeks, waters of the United States, flood zones, anadromous fish habitat, and eagle nesting areas.” The study contained three main development areas and ideas of how to develop them.

Quality of CBJ and Private Land Compared

In general, the best land for development is already in private ownership. Acquired directly from the federal or state governments through early homesteading or other disposal programs, the existing privately-owned property tends to be located on flatter, well drained and more accessible areas than the large, CBJ-owned parcels.

The majority of the CBJ land could be characterized as remote, large parcels with moderate to steep slopes and lacking developed access or utilities. Given these circumstances, a large portion of CBJ land has been classified Rural Reserve; in this category, land use decisions have been deferred until a future time when the population, access and services have expanded.

Relationship Between Demand for Land and Demand for Housing

The demand for residential property is directly related to the number of housing units needed in the community. The cost of land affects the sale price of housing. High-priced lots combined with high development costs will likely result in unaffordable housing. Therefore, the affordability of a house is, in part, related to the cost of the land. The affordability of property, in turn, is a key factor in the demand for residential lots.

It is estimated that the cost of a lot is approximately 25% of the cost of a single family house. The cost of land is subject to local market forces. If the CBJ increases the supply of privately-owned property through a disposal program, it can potentially stimulate the housing market to meet demand.

CBJ Industrial & Waterfront Industrial Property

Most parcels of CBJ land zoned industrial are under the jurisdiction of the Juneau International Airport or Docks and Harbors; both agencies operate as enterprise funds. Parcels under their jurisdiction will not be discussed in detail in this plan because money generated from those properties is directed back to the respective enterprise funds. Additionally, specific master plans for these departments will guide their disposal methods and timing. As a general rule, airport lands and tidelands will not be sold and only be leased for development.

Very little industrial land is available in Juneau and there has been a trend in recent years for other uses such as retail and restaurant uses to move into industrial areas. This reduces the supply of industrial property and further contributes to the shortage. A substantial amount of industrially zoned land includes the CBJ gravel pits in Lemon Creek, which will be retained and may be disposed of at some future date, once the rock and gravel have been extracted. Lemon Creek has the largest remaining source of proven gravel reserves in the Juneau urban area.

Stimulating the Market

Just as Juneau residents should have a variety of housing choices, there needs to also be a healthy choice of residential and commercial land to purchase. It is in the community's interest that sufficient supplies of lots are available to provide citizens a choice of location and a range of prices. One of the goals of the Land Management Plan is to increase the private land base, as needed, to stimulate or maintain adequate housing opportunities.

With guidance from the *Pederson Hill Access Study* and *Switzer Lands Residential Development Study*, the CBJ is working on developing the Switzer and Pederson Hill areas. The first phase of development in the Switzer area will be for an 11 acre multi-family subdivision. Planning is underway for the Pederson Hill area to be developed for approximately 200 small single-family lots with a portion of multi-family development that could include 100 additional units. Once these areas have been subdivided and the needed infrastructure is complete, they could be disposed of for a variety of housing developments. At this point in the planning process it seems most feasible for these developments to be completed over several years, in multiple phases.

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Supply & Demand - Housing

Housing Demand

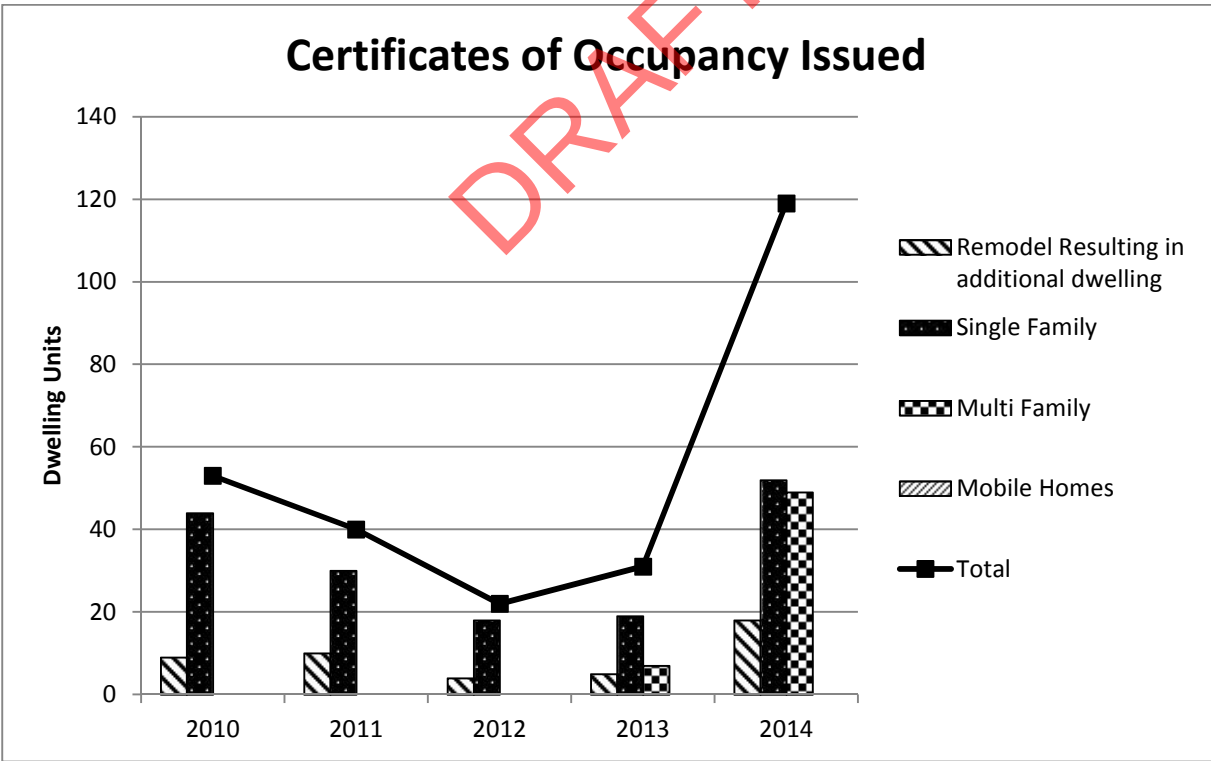
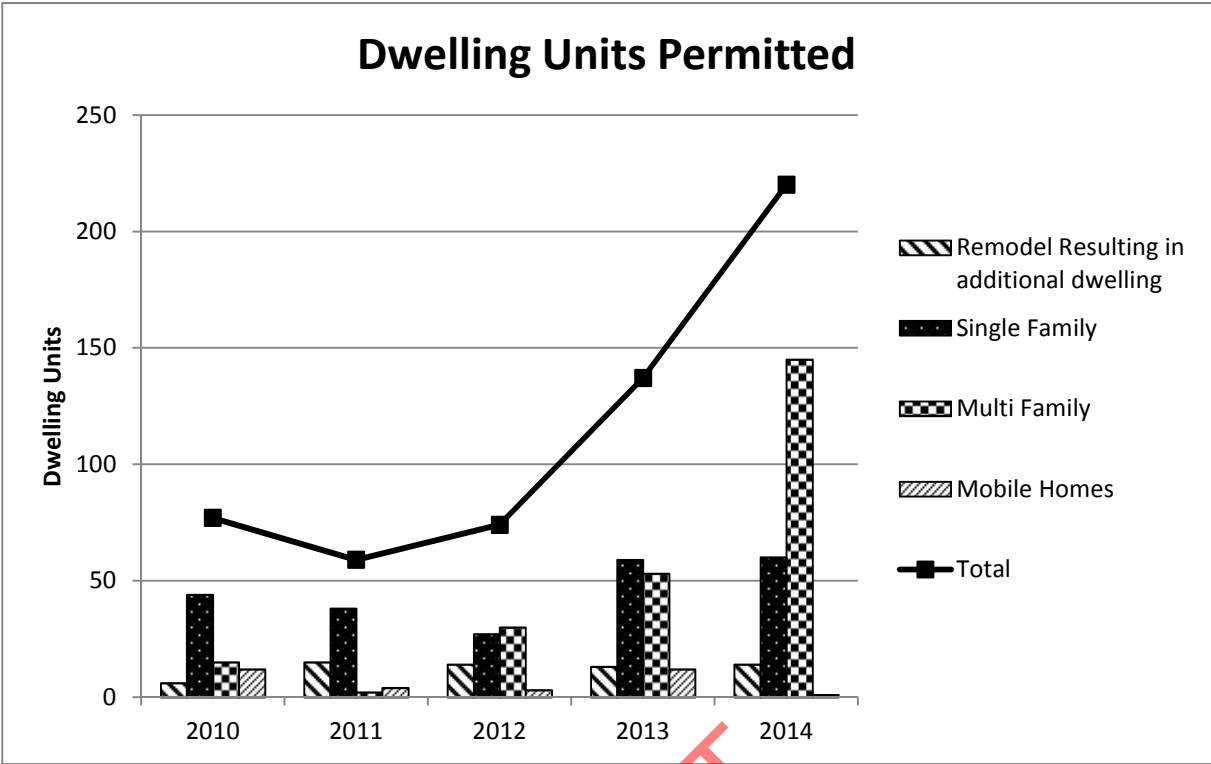
There is currently a strong demand for housing in Juneau. One of the Assembly's priorities is to find solutions to alleviate the housing crisis. The 2013 CBJ Comprehensive Plan Update states, "Like many communities across the country, Juneau residents are suffering from a housing crisis: There is an inadequate supply of housing to provide residents adequate choice in housing size, location and price, resulting in residents paying more than 30% of their income (for housing)." Juneau residents need additional affordable housing which is not currently being met by the private sector.

Housing Needs in Juneau

Juneau has many distinguishing characteristics that make its housing market unique. The community is landlocked and has a wide range of demographics. The US Coast Guard has a station in Juneau and they do not have their own base housing. There are also several seasonal housing demands: legislative session, tourism, fishing season workers, etc. There are also mine employees that come to and from Juneau for short periods of time. The 2012 Juneau Housing Needs Assessment states our community needs 683-747 new market rate housing units and 441 public rental units built to help achieve a healthy 5% overall vacancy rate. In 2010 the vacancy rate of combined properties for sale and for rent was 2.1%, well below the healthy 5% goal. According to the Assessment, for every 1,000 people the population increases, we need approximately 400 new units. Juneau has experienced an average increase of 100 people a year over the last 20 years and has not been able to add enough new housing to keep up with this growth rate.

Current Developments

There have been a significant number of dwelling units permitted in the last two years. Since units take a while to construct, certificates of occupancy are usually not issued the same year as the building permit. The following graphs show the number of dwelling unit permits issued and the number of dwelling units with certificates of occupancy for 2010-2014. It is too early to tell if the increase in permits issued within the last two years is a continuing trend or if this is a spike that will dip back down when there is slightly less demand resulting in construction being less profitable. Despite the current increase in units being permitted and built, there is still a strong need for more housing.



Options for Stimulating the Housing Market

Factors for Creating Affordable Housing

Several factors determine the costs of housing including materials, labor, permit fees, land cost, supply and demand, and profit margin. Due to this combination of factors, the cost of housing in Juneau is generally higher than many other Alaskan communities. The Community Development Department has reviewed permit fees statewide and currently maintains fees that are below statewide norms. There is little the CBJ can do to control several of these factors influencing housing market prices. However it is possible to use the City's land holdings to make property available for development.

CBJ Strategies for Housing Stimulation

Because of the scarcity of developable land, and the high value placed on that property, it might appear the CBJ can assume a leadership role by providing land in a variety of locations and at a range of prices. Unfortunately, the CBJ doesn't have a supply of level, well drained property in proximity to utilities and rights-of-way. In order to make land available, significant investment is required.

Currently, there is a Housing Action Plan that is being developed and a draft should be completed by September 2015. It will include strategies and solutions for the CBJ and community to increase the current housing supply and alleviate the housing shortage.

In preparing its land sales, the CBJ is able to use a combination of strategies to promote development of affordable housing including:

- City sponsored subdivisions and sales
- Incentive to build promptly
- Land sales to developers
- Public/private partnerships
- Conditional sale/housing market mix
- Land donations/less than fair market value
- Community land trusts
- Juneau Affordable Housing Fund

City sponsored subdivision and sale

A CBJ sponsored subdivision process provides the most predictable outcome for the final subdivision. With the CBJ utilizing existing staff and financial resources, projects proceed in a straightforward manner toward a clear goal. Since most aspects of a subdivision require use of private sector contractors, a CBJ subdivision provides employment for residents. Revenue generated from sales of property can be put back into future land development projects, reducing or eliminating the burden on taxpayers. However, CBJ supported subdivision projects can be difficult or impossible to undertake if insufficient funding is available.

Incentive to Build Promptly

To encourage an individual or a developer to build on a vacant lot purchased from the CBJ within a specified period of time, the CBJ could offer a performance incentive:

- *Partial Purchase Price Refund.* After a vacant lot is sold, and a house is built and receives a certificate of occupancy within a specified period of time, the purchaser would earn a refund equal to a percentage of the purchase price of the land. For example, a stipulation in the purchase agreement could state that if a dwelling with a certificate of occupancy is built within two years, 20% of the original purchase price would be refunded to the buyer.
- *Bond guaranteed development schedule.* The developer would have to perform within a specified time period or forfeit a bond equal in value to the cost of developing the subdivision.

The incentives proposed above would require close collaboration with the CBJ Law Department to implement appropriate modifications to Title 53 and coordination with CBJ Finance to insure payments were issued appropriately.

Land Sales to Developers

Using a strategy of working with the private sector, the CBJ would sell a tract of land to a developer who could subdivide and construct affordable housing. The sales agreement between the CBJ and the developer could specify the type of housing market intended to be addressed and completion date. If the developer failed to construct the subdivision and build affordable housing within deadlines established in the sales agreement, the CBJ would include a reversion clause to require that the land be returned to CBJ.

- *Post Bid Negotiations.* CBJ§53.09.250 outlines a process that allows the CBJ to use the sealed competitive bid process to solicit proposals for development of CBJ property and for the Assembly to award the bid to one of the highest two bidders based on the preferred development proposal submitted.

If it were determined to be in the public interest to assist the developer by reducing some of the costs relative to the land sale in exchange for targeting low and moderate income housing, the CBJ could offer one or more of the following:

- *Reduced purchase price.* The sale of the land could be discounted. Currently the CBJ uses proceeds from land sales to develop new areas for subdivisions. If CBJ property is sold below market value, less money will be available for development of new property. This will result in the need for tax payer subsidies for CBJ's new land development projects. An amendment to Title 53 may be needed to implement this strategy.
- *Deferred payments.* Payment of the negotiated value for the property could be deferred for a specified period, such as two years. Preferably a down payment, of between 10% and 25% would be paid up front to hold the land. In a variation of the deferred payment concept, the developer would make full payment on individual lots at the time when a house was constructed and the lot property was sold, or by a certain date, whichever comes first. This may require modifications to Title 53 to ensure that CBJ does not receive an unfair windfall at the expense of a property owner who fell behind on their payments.

- *Deferred or Zero Interest.* A deferred land sale could be offered with deferred or no interest on the outstanding loan principal.

Public Private Partnership

Under this approach, a developer would subdivide a tract of land and construct all utilities and infrastructure. Prior to subdividing the property, the value of the raw land would be established by appraisal. Raw land is usually significantly less valuable than the same property after it has been subdivided with roads, utilities, sidewalks, etc. Once the improvements have been installed, as payment for the land, the developer would convey to the CBJ a number of higher value improved lots equal in value to the original lower priced un-subdivided tract. The lots turned over to the CBJ could then be disposed of for the purpose of providing housing. The features of this type of sale could include the following:

- *No Upfront Payment For Developer.* The developer would not have to make a cash payment for the land .
- *No Payment for Subdivision Improvements.* Public money is not needed to pay for infrastructure costs. Cost for developing the property would be borne by the developer. These expenses are often four to five times the value of the raw land.
- *Developer Selects Market.* The developer could have the right to build housing for any market. The CBJ might negotiate other terms to address an unmet housing demand.
- *CBJ Receives Subdivided Lots Ready for Development.* The CBJ would be free to dispose of the lots designated for its use.

The public benefit for this type of arrangement is that there is minimal taxpayer outlay for the development and public land is transferred to private ownership in exchange for improvements installed on the property. The improved lots that are retained by the CBJ at the end of the process can either be sold or utilized for a public purpose such as to provide long term affordable housing.

Conditional Sale – Housing Market Mix

The intent of this strategy is to encourage a variety of housing affordable to a range of income groups. This strategy would require the developer to buy property, build the subdivision and insure a mix of housing constructed within the subdivision including a negotiated percentage of affordable housing. This strategy is utilized in other parts of the US but has not been attempted in Juneau.

Some of the conditions that might be featured in this type of land disposal include the following:

- *Deferred Payment.* The developer would not have to pay for the land except at the sale closure or rental occupancy of the housing units being developed.
- *Discount Price.* Total payment for the land by the developer would be equal to the fair market value of the land before the site improvements were initiated. This value could be discounted and the payment could either be with or without interest on the principle. An amendment to CBJ§53.09.270 may be needed to utilize this option.

- *Set Percentage of Affordable Units.* The affordable housing units would be completed in the same ratio as provided for in the agreement. For example, if there are to be 20% affordable units, for every four market rate units that are constructed; one affordable unit is to be constructed at the same time. The number of affordable units agreed upon would be constructed and made available to the targeted income group. This would require long term monitoring and enforcement by CBJ. The developer would be able to build and construct the remaining housing units for any market.

Land Donations For Less Than Fair Market Value

There are special circumstances of public benefit that warrant the donation, or sale at less than fair market value, of lots to housing projects such as school sponsored home building projects. The CBJ needs to carefully review these types of requests to determine the relative merits of such donations in the context of public benefit. If CBJ property is donated or sold for less than fair market value, no revenue will be available for development of new property. This may result in increased need for tax payer subsidies for new development of CBJ property.

Community Land Trusts

The primary purpose of a community land trust is to establish a predictable land base for the creation and continuation of affordable housing. This type of land trust leases land, for a nominal fee, to a home buyer instead of selling the underlying land. This keeps the price of the house low from the first home buyer through subsequent buyers. The land trust generally exercises a right of first refusal on subsequent sales. The ownership and control is often vested with a local entity, such as the Juneau Housing Trust, which can either be a unit of government or a non-profit housing agency. CBJ has made property available at less than fair market value to the Juneau Housing Trust in cases of tax foreclosure and for specific uses such as school sponsored home building programs.

Juneau Affordable Housing Fund

The current program for gap financing provided from the Juneau Affordable Housing Fund was set up in 2010. The main purpose of the program is to provide loans to developers of affordable housing when there is a gap in their financing. The loans can be for up to \$150,000 and may have low interest rates. These loans are recommended by the Juneau Affordable Housing Commission and then approved by the Assembly. This fund can also be used for other programs as approved by the Assembly.

Experience Gained From 1999-2015 Land Disposals

Land Disposals: 1999-2015

The previous Land Management Plan, completed in 1999, set the stage for the disposal of a number of CBJ properties. Since the adoption of the plan, 90 parcels of CBJ land have been sold, traded, or donated and are now in private ownership or dedicated for public projects. In addition to the revenues from these land sales, the CBJ benefits from property taxes now generated from lands that have been transferred into private ownership.

CBJ Land Disposals: 1999 – 2015

Year Disposed	Legal Description	Acreage	Purchaser	Purchase Price
2015	Portion of Lot 2, USS 3873	0.90	Christ Evangelical Lutheran Church	Trade
2014	Lot 2, Block A, South Lena Subd.	.74	Juneau Housing Trust via Juneau School District	\$40,000
2014	Lot 2, Block C, South Lena Subd.	1.04	Stekoll, Spencer	\$161,000
2014	Lot 9, Block A, South Lena Subd.	1.53	Duval, S & L	\$99,001.00
2014	Lot 5, Block A, South Lena Subd.	0.95	Spickler, K & S	\$127,593.13
2013	Lot 7, Block 2, Juneau Indian Village	0.04	Central Council	Back Taxes; \$2,104.21
2013	Lot 10, Block 4, Juneau Indian Village	0.01	Central Council	Back Taxes; \$1,495.65
2012	Lot 8, Block A, Glacier View Subd.	0.15	Juneau Housing Trust for JDHS Home Building	Back Taxes + costs of demolition site cleanup
2011	Lot 10, Block L, Pinewood Park Subd. 2	0.28	Juneau Housing Trust for JDHS Home Building	\$73,778.42
2010	Lot 14, Block D, Greenwood Acres	0.17	Juneau School District for JDHS Home Building	\$65,000.00
2010	Lot 2, Block D, South Lena Subd.	0.94	Anderson, Peter & Kelli	\$111,111.11
2010	Lot 15, Block A, South Lena Subd.	0.76	Forrer E. et al	\$82,582.00
2007	Lot 5, Block B, South Lena Subd.	1.09	Andrews, Alexander	\$87,110.00
2007	Lot 5, Block C, South Lena Subd.	0.90	Thompson, Rex & Tobe	\$95,114.00
2007	Lot 19, Block A, South Lena Subd.	1.38	Quigg, JoAnn	\$150,777.77
2007	Lot 16, Block A, South Lena Subd.	0.70	Delay, Brian	\$68,544.18
2007	Lot 9, Block C, South Lena Subd.	0.71	Kantola, Erik	\$71,000.00
2007	Lot 4, Block B, South Lena Subd.	1.35	Thompson, Rex & Tobe	\$131,251.00
2007	Lot 8, Block C, South Lena Subd.	0.71	Thompson, Rex & Tobe	\$87,605.00
2007	Lot 6, Block D, South Lena Subd.	0.71	Manning, John	\$57,509.00
2007	Lot 13, Block A, South Lena Subd.	0.83	Yerkes, Joshua & Molly	\$81,569.00
2007	Lot 4, Block C, South Lena Subd.	1.08	Kennedy, Spencer K.	\$125,100.00

Year Disposed	Legal Description	Acreage	Purchaser	Purchase Price
2007	Lot 6, Block A, South Lena Subd.	1.23	Sikes, Heather & Stephen	\$111,660.00
2007	Lot 14, Block A, South Lena Subd.	0.78	Yerkes, Joshua & Molly	\$68,912.10
2007	Lot 5, Block D, South Lena Subd.	0.78	Igloo Construction	\$53,000.50
2007	Lot 3, Block B, South Lena Subd.	0.70	Yerkes, Joshua & Molly	\$52,359.00
2007	Lot 1, Block C, South Lena Subd.	0.92	Tallmadge, Eric	\$141,801.00
2007	Lot 6, Block C, South Lena Subd.	1.06	Stekoll, Skye	\$210,666.00
2007	Lot 2, Block C, South Lena Subd.	1.04	Place, Aaron	\$127,666.00
2007	Lot 17, Block A, South Lena Subd.	1.13	Mathews & Taggart	\$107,576.99
2007	Lot 3, Block D, South Lena Subd.	0.96	Igloo Construction	\$61,500.50
2007	Lot 4, Block D, South Lena Subd.	0.81	Igloo Construction	\$55,000.50
2007	Lot 11, Block A, South Lena Subd.	0.78	Anderson, Gregory	\$109,303.00
2007	Lot 2, Block B, South Lena Subd.	0.70	Thompson, Rex & Tobe	\$61,648.20
2007	Lot 3, Block C, South Lena Subd.	0.22	Spencer, Spencer	\$181,069.00
2007	Lot 7, Block C, South Lena Subd.	1.02	Stekoll, Skye	\$210,666.00
2007	Lot 1, Block A, South Lena Subd.	0.77	Schultz, Charles & Kristen	\$104,516.00
2007	Lot 6, Block B, South Lena Subd.	0.86	Sathre, Constance Joan	\$136,010.70
2007	Lot 12, Block A, South Lena Subd.	0.77	Sathre, Constance Joan	\$91,010.70
2007	Lot 1, Block D, South Lena Subd.	0.94	Robinson, Michael & Kristen	\$119,700.00
2007	Lot 10, Block C, South Lena Subd.	0.72	Richards, Philip	\$81,250.00
2007	Lot 4, Block A, South Lena Subd.	1.17	Quigg, JoAnn	\$123,000.77
2007	Lot 9, Block B, South Lena Subd.	0.78	Girton, Heidi	\$121,666.00
2007	Lot 1, Block C, South Lena Subd.	0.73	Anderson, Gregory	\$108,303.00
2007	Fr. Lot 1, Block 5, Juneau Townsite	0.03	National Education Association	\$86,820.00
2006	Lot 3, HDK subdivision; Fr. Lot 4 USS 5504; Tract A and Tract. B USS 7297	10.81	Home Depot	\$3,511,730.00
2006	Lot 14, S'it T'uwan Subd. for JDHS Home Building Program	0.25	Juneau School District	\$65,000.00
2006	Track A, Golden Heights Subd.	31.53	Grant, Hugh	\$375,000.00
2005	Portion of Lot 10, USS 3288, Attached to lot 1, formed lot 1A Huffman Harbor Subd.	0.09	Taylor, Gordon & Faris, Tamra	\$17,894.00
2005	Portion of Lot 10, USS 3288, Attached to lot 2, formed lot 2A Huffman Harbor Subd.	0.09	Taber, John & Sharon	\$15,561.00

Year Disposed	Legal Description	Acreage	Purchaser	Purchase Price
2005	Portion of Lot 10, USS 3288, Attached to lot 3, formed lot 3A Huffman Harbor Subd.	0.09	Houston, George et al.	\$20,521.00
2005	Portion of Lot 10, USS 3288, Attached to lots 4&5, formed lots 4A & 5A Huffman Harbor Subd.	0.25	Homan, Frank & Donna Jane	\$49,830.00
2005	Portion of Lot 10, USS 3288, Attached to lot 6, formed lot 6A Huffman Harbor Subdivision	0.19	Lincoln, Hal & Jo Ann	\$32,713.00
2005	Portion of Lot 10, USS 3208, Attached to lot 7, formed lot 7B Huffman Harbor Subd.	0.05	Huizer, Ed	\$14,481.00
2005	Fr. Lot 8, Block 2, Juneau Townsite	0.01	Goldstein Improvements Co.	\$74,400.00
2005	Lot 12, Block 4, Shelter island AK Subd.	3.34	Ranch, David	\$1,343.25
2005	Lot 10, S'it'Tuwan Subd.	0.26	Tlingit-Haida Reg. Housing Authority	\$35,000.00
2005	Lot 25, S'it'Tuwan Subd.	0.21	Juneau School District	\$62,500.00
2004	Lot 54, S'it'Tuwan Subd.	0.22	Student Build House Sonnerberg, G & L	\$226,332.50
2004	Lot 224A, Block H, Cedar Park Bldg.	1.03	Juneau Jewish Community	\$101,034.00
2004	Lot 20, Subd. of ATS #14, Block 32, Douglas	0.19	McCormick, James	Trade for Land needed for Douglas Boat Harbor
2004	Lot 22A, Subd. of ATS #14, Block 32, Douglas	0.13	League, William	Trade for Land needed for Douglas Boat Harbor
2004	Lot 24 ,Subd. of ATS #14, Block 32, Douglas	0.15	Rudolph, Kenneth	Trade for Land needed for Douglas Boat Harbor
2004	Lot 21, Subd. of ATS #14, Block 32, Douglas	0.20	Boehl, Richard	Trade for Land needed for Douglas Boat Harbor
2003	Lot 23, S'it'Tuwan Subd.	0.21	Gardner, Myrna	Trade for Lot 25 S'it'Tuwan Subd.
2003	Lot 26, S'it'Tuwan Subd.	0.32	Transitions House Inc.	Donation
2003	Lot 1, USS 1075; Salmon Creek Medical Subd.	0.90	Juneau Alliance for Mental Health	Trade for N. Franklin Parking Lot
2002	Lot 33, S'it'Tuwan Subd.	0.21	High School Built House Haggard, M & T	\$185,000.00
2002	Lot 2, Block 206, Casey Shattuck	0.02	Lyon, Richard	\$16,851.00
2002	Lot 16C, USS 3055	0.30	Kibball, Arthur & Effie	Trade for USS 0
2002	Lot 65B, USS 3174	0.97	Godkin, Victoria	\$280,000.00
2001	Lot 32, S'it'Tuwan Subd.	0.21	Shepardson, Dale	\$45,000.00

Year Disposed	Legal Description	Acreage	Purchaser	Purchase Price
2001	Tr. B1 Re-subd. of Lena Pt Subd. #3	22.40	NOAA	Trade
2001	Tract CH-4 Emerald Subd.	10.00	AK Mental Health Trust	Trade
2001	Lots 33-53 USS 3259	29.00	AK Mental Health Trust	Trade
2000	Portion Boston King Lode & Dewey Lode, USMS 955, shown as Lot 2 Salmon Falls Two Subd.	17.10	Henri, Joseph	Trade
1999	Lot G, USS 2517	0.69	Gitkov, John	\$196,570.69
1999	Fr. Lot 212, USS 3545	0.36	Sanden, David	\$49,095.15
1999	Lot 2, Block 2, Shelter Island Subd.	3.00	Howard, Dana	\$36,000.00
1999	Lot 49, S'it'Tuwan Subd.	0.28	Santana, Lot	\$45,000.00
1999	Lot 25, S'it'Tuwan Subd.	0.21	Santana, Rosemarie	\$40,000.00
1999	Lot 24, S'it'Tuwan Subd.	0.21	Duran, Josette	\$40,000.00
1999	Lot 18, S'it'Tuwan Subd.	0.22	Duran, Marciano	\$40,000.00
1999	Lot 17, S'it'Tuwan Subd.	0.25	Kensinger, Scott	\$45,000.00
1999	Lot 14, S'it'Tuwan Subd.	0.25	Beres, Catherine	\$45,000.00
1999	Lot 15A, S'it'Tuwan Subd.	0.32	Tina, Gordon-Marylott	\$45,000.00
1999	Lot 16, S'it'Tuwan Subd.	0.34	Morris, William & Madeline	\$45,000.00
1999	Lot 20, USS 3260	0.77	Gotschall, Larry	\$50,000.00
1999	Lot 2, Lena Marie Subd.	1.45	Brouillette, Tyrus	\$60,000.00
1999	Lot 2, Block C, Hurlock Subd.	0.20	McCasland, Scott & Kathryn	\$227,000.00

Lessons Learned

Several important observations concerning these land disposals warrant discussion:

- There are misperceptions in the community about the CBJ's land base and land disposal potential. The CBJ is one of the largest landowners in Juneau, however much of its land is not suitable for development.
- CBJ sponsored subdivisions provide the most predictable outcome for the final subdivision. With the CBJ utilizing existing staff and financial resources, projects proceed in a straightforward manner toward a clear goal. Revenue generated from sales of property can be put back into future land development projects, reducing or eliminating the burden on taxpayers. However, CBJ supported subdivision projects can be difficult or impossible to undertake if insufficient funding is available.
- Lots with on-site wastewater disposal systems can have high failure rates and are typically developed with low densities of approximately one dwelling unit per acre. In consideration of the expense of providing public services to property, it would be fiscally prudent for future CBJ land developments and/or disposals to occur for lots that are served by public sewer and are developed

at a density of 5 dwelling units per acre or above.

- The Land Fund does not currently have the funds to pay the significant up-front costs to construct improvements and subdivide its large tracts of land without the use of CIP funds.
- Some buyers of CBJ land used the CBJ's financing package which only required a 5% down payment, but then defaulted on payments. The CBJ reevaluated its financing terms and conditions to reduce this problem. The 2007, 2010, 2014 and 2015 Lena Land Sales have utilized a 10 year, 10% down, 10% interest rate and this has been, for the most part, successful even though the housing market collapsed shortly after the 2007 sale.
- Previously sold large tracts of land that were disposed of to stimulate the housing market remain undeveloped for a number of reasons. For this reason, future land sales of large tracks, sales to non-profits, and negotiated sales should contain a reversion clause or completion bond as part of the purchase agreement. This will facilitate development in a timely manner and allow the CBJ to regain ownership if the property remains undeveloped after a set number of years.
- The CBJ's utility expansion priorities should continue to support the land disposal program; coordination of the two is essential for the success of future land disposals.
- CBJ property is a public resource and the process of transferring this resource to individuals, non-profits or corporations must be conducted in a fair and transparent manner.

Quality of CBJ Land Available for Disposal

A number of significant factors have emerged during recent land disposal programs regarding the quality of CBJ land. There is a perception that the CBJ has an enormous land base which can easily be developed. The opposite is actually the case. Most CBJ land is located on steep slopes which greatly increases development costs. Additionally, much of the CBJ land consists of wetlands which pose unique construction and regulatory challenges.

Road access and utilities are also significant factors in the developability of CBJ lands. Most parcels of land will require expensive access roads which often will not have lots adjacent to them to supplement development costs. An example of this is the CBJ property holdings in Pederson Hill. The CBJ acquired private property in order to gain access routes to the developable portions of this area. Another significant factor is many of the parcels are not served by municipal sewer or water such as the Mendenhall Peninsula.

The combination of: accessibility, physical constraints, and presence or absence of utilities are factors often overlooked by the public when considering the role that the CBJ can play in the future development of the community. Undoubtedly development costs will be much greater than what developers of flatter land have experienced in the past. Land prices are likely to increase because of higher development costs.

CBJ vs. Private Sector as Developer

Most of CBJ's land consists of large parcels which need to be subdivided and infrastructure installed before individual lots can be sold. CBJ's subdivision regulations require that street and utility improvements be constructed (or bonded to ensure completion) before lots can be offered for sale.

Large parcels of land are difficult to sell for two reasons. First, large parcels are particularly expensive, thereby limiting the market to a few participants. Second, the amount of land which is developable in a large parcel is difficult to determine without a close examination of the topography, wetlands, soil conditions, etc. If this information is unknown at the time of sale, then the land value can be significantly reduced due to the uncertainties. Often a greater return can be realized with the sale of a large parcel if a preliminary subdivision feasibility study is completed prior to the sale. This information will increase the confidence of prospective purchasers. It is also information which is needed if the CBJ is to be the developer of the land. Valuable wetland mapping currently underway by the Community Development Department will provide the CBJ Lands Office with information about the quality of land, and help set the price for future sales.

In some cases creating partnerships with developers and nonprofit organizations has proved to be a reasonable approach for developing a subdivision. The S'it'Tuwan Subdivision, developed by the Tlingit-Haida Regional Housing Authority, is an example of a successful partnership. In this case, the CBJ provided the land for the subdivision and Tlingit-Haida provided the capital for constructing the improvements. Upon completion of the subdivision, Tlingit-Haida obtained 40 lots for its low-income housing project and the CBJ obtained 15 lots for its use. A partnership such as this must be carefully evaluated to ensure success.

A variation of this partnership concept can be accomplished by the CBJ soliciting proposals from private developers through the Request for Proposals (RFP) process and selecting a developer to work with the CBJ on the subdivision development. The private developer would be responsible for working with the CBJ on designing, permitting, financing, and constructing the improvements. Upon completion of the subdivision, the developer and the CBJ would each receive lots based on the ratio of the value of the land to the value of the improvements.

This partnership concept has a number of advantages which include:

- *Equal Opportunity.* All private developers have an equal opportunity to participate in the process.
- *Potential Reduced Costs.* In some cases the cost of constructing the subdivision might be less by using the efficiencies offered by the private sector.
- *CBJ Sells Some of the Lots.* The public will have an opportunity to purchase lots either from the private developer or the CBJ.

Financing and Other Terms of Sale

The CBJ has offered financing terms for the sale of residential lots in order to allow wider participation by Juneau residents. Financing of undeveloped land is difficult to obtain from traditional financial institutions such as banks. In the past, CBJ's terms of sale have generally been 5 percent down, with annual payments over 10 years at 10 percent interest. One of the problems with the financing terms was the low down payment. With only 5 percent down, there was not sufficient investment by the purchaser to ensure that they would keep current with their land payments if problems arose during the development of the property. Starting with the 2007 Lena Land Sale, a 10 percent down payment was required which worked well in reducing the number of foreclosures. It is recommended that future land sales include a provision of a 10 percent down payment. Additionally, if there is a significant value in timber, gravel or other natural resources on the property, the down payment should also include the value of these resources.

Disposal Schedule

This plan identifies parcels of land which are suitable for disposal. Instead of committing to the disposal of land on a strict ten year schedule, the CBJ will actively monitor the market and conduct the disposals until such time that vacancy rates are approaching healthy levels (typically 5%). Currently demand is elevated and the Lands Office has been working to provide residential lots in the areas of Switzer Creek and Pederson Hill (also known as Hill 560). The Lands Office continues to sell the remaining CBJ owned lots in the South Lena Subdivision. Lands staff has also been directed by the Assembly to sell or lease the parking lot on the corner of North Franklin and Second Street downtown Juneau for a mixed use building with onsite parking.

DRAFT

Future Land Disposal Program

Site Selection Process

The first step in selecting lands for disposal was to identify which lands were to be retained for public purposes such as parks, schools, airport, harbors, and other public facilities. An inventory of existing facilities and designated parks and open spaces was compiled.

The remaining lands were then evaluated in context with the 2006 Comprehensive Plan update and the Capital Improvement Plan (CIP) which identifies future utility projects. The evaluation resulted in a list of CBJ lands, located within the urban service area, identified for sale and development. The Buildable Lands Study of 2006 describes 12 properties for development potential. Tracts of land which have all utilities and existing access are considered highest priority for sale and development. Other tracts of land may have only water service at this time but within the next several years will be served with sewer. Upon installation of all planned utilities or zone changes for a particular tract of land, the disposal schedule will be adjusted.

Timing of Disposals

The next three chapters of this Plan include groups of maps which illustrate the distribution of CBJ lands throughout the community. These chapters also highlight the CBJ owned lands that are to be retained for public use as well as those lands that are to be disposed of to promote community growth.

The location and availability of utilities will play a major role in stimulating the development of CBJ lands. The parcels for disposal are listed in order of priority. Availability of infrastructure will trigger adjustments in the land disposal priority list.

Reservations of Land within Large Tracts

Another concern with the identification of the large tracts of land for disposal is that not all the land within a parcel would be sold or developed. Reservations will be made for greenbelts along stream corridors, protection of valuable wetlands, public facilities, and other areas with significant public interest. These features would be identified during a reconnaissance study of the tract, prior to subdivision. The remaining lands, which are appropriate for development, would be sold.

Parcels for Disposal

The following identified parcels are available for disposal. Each parcel is depicted showing relative size as well as individual parcel description, development constraints, disposal recommendations, and other factors relative to the parcels. For an understanding of any potential development constraints, the following legend summarizes the general conditions impacting each parcel.

The parcels selected in this section are considered for near term disposal. Work will continue on them over the next two years. Each property in this section has had some initial investigation that has led it to be part of this list. Also included in this list are parcels that have recently had access, water, or sewer service extended to them. Other properties that are owned by the CBJ can still be disposed of even if they are not highlighted in this section. All potential disposals are contained in the *CBJ's Land Holdings* section of this plan, in the 'retention status' column.

DEVELOPMENT CONSTRAINT LEGEND	
Condition	Constraint
Wetland	○ No wetland present ● Some wetland present ● Significant wetland present
Flood Plain	○ No flood plain present ● Some flood plain present ● Significant flood plain present
Hazard Potential (Hazardous condition defined as an area with snow or land slide potential)	○ Free of hazardous conditions ● Some hazardous conditions present ● Significant hazardous conditions present
Slope	○ All 0% to 15% grade or slope ● Limited grade or slope but not in excess of 30% ● Predominately severe grade or slope equal to or in excess of 30%
Water service	○ Public water service directly available ● Public water service within 1,000 ft. or less ● Public water service not presently available
Sewer service	○ Public sewer system directly available ● Public sewer service within 1,000 ft. or less ● Public sewer service not presently available
Access	○ Direct access to public streets available ● Ability to access to public streets available ● No available access to public streets



Lands ID Numbers: 0140, 0141, 0143, 0144, 0145, 0147, 0148, 0159

Parcel Zoning: D-3 Single Family/Duplex

Parcel description: South Lena Subdivision; Block A, Lot 3; Block A, Lot 7; Block A, Lot 8; Block A, Lot 10; Block A, Lot 18; Block A, Lot 20; Block B, Lot 4; Block C, Lot 8

Parcel Area: From approximately $\frac{3}{4}$ of an acre to 1 $\frac{1}{2}$ acres

Development Constraints:

Natural Conditions:

- Wetlands: ☒ Significant
 Flood Plain: ☐ None
 Hazard Potential: ☐ Low
 Slope: ☒ Moderate

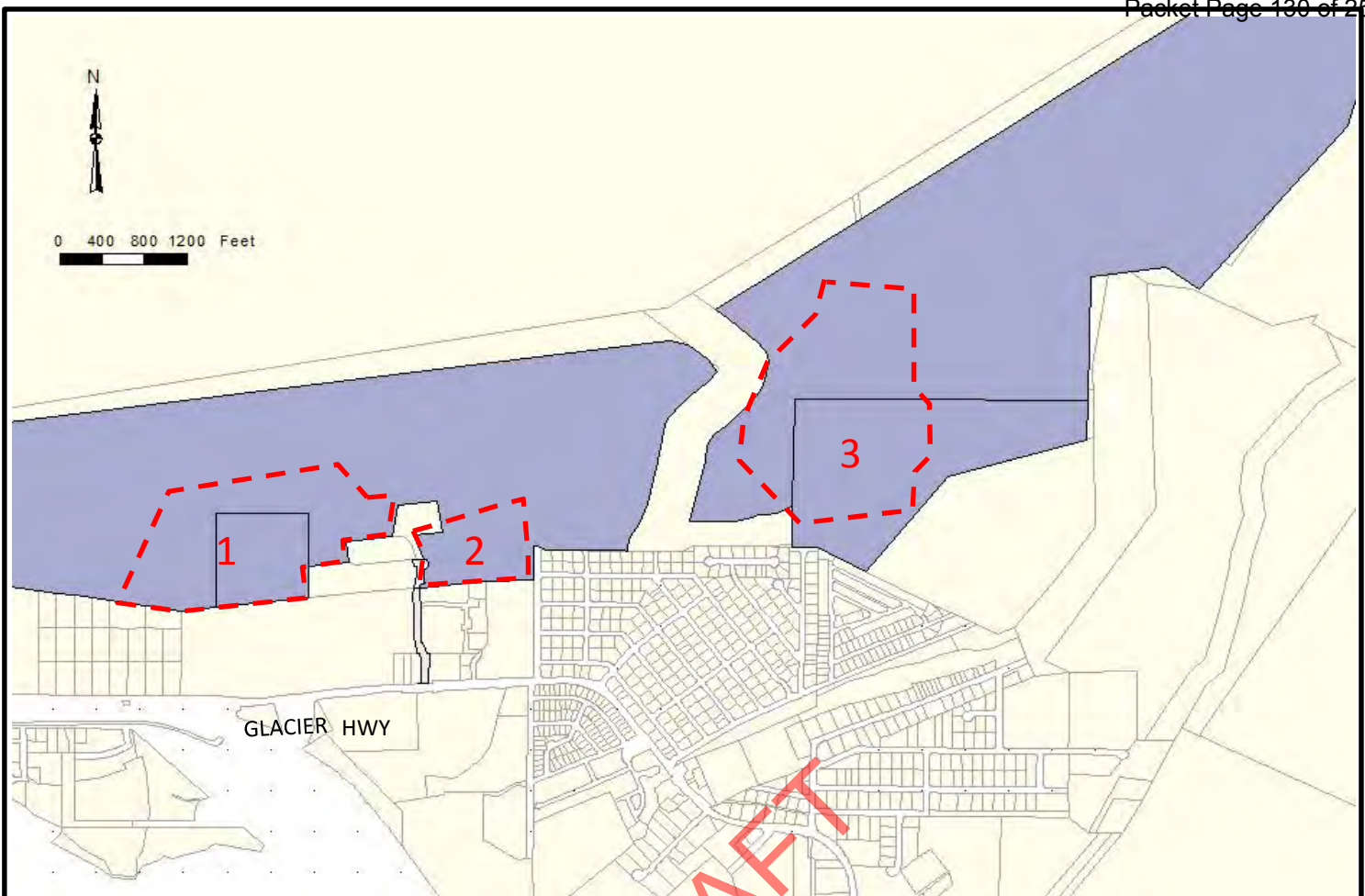
Infrastructure:

- Water Service: ☐ Available
 Sewer Service: ☒ None
 Access: ☐ Direct

Comments: These lots are what remain from the 1999 South Lena Subdivision and 2007, 2010 2014 and 2015 Lena land sales. The Lands Division has been authorized to sell the remaining lots through the sealed competitive bid process. Six of the remaining 8 lots are for sale at the time of printing this document.

Disposal Recommendation: Sealed competitive bid. Conditions are outline in Ordinance Serial No. 2014-07(b) adopted on 2/24/2014.

ATTACHMENT A



Lands ID Numbers: 0812, 0820, 0832

Parcel Zoning: D5 Single Family/Duplex,
D15 Multifamily

Parcel description: USS 5504, Lot 2A & Lot 6;
ASLS 2004-22, Tract B1

Parcel Area: Approximately 690 Acres

Development Constraints:

Natural Conditions:

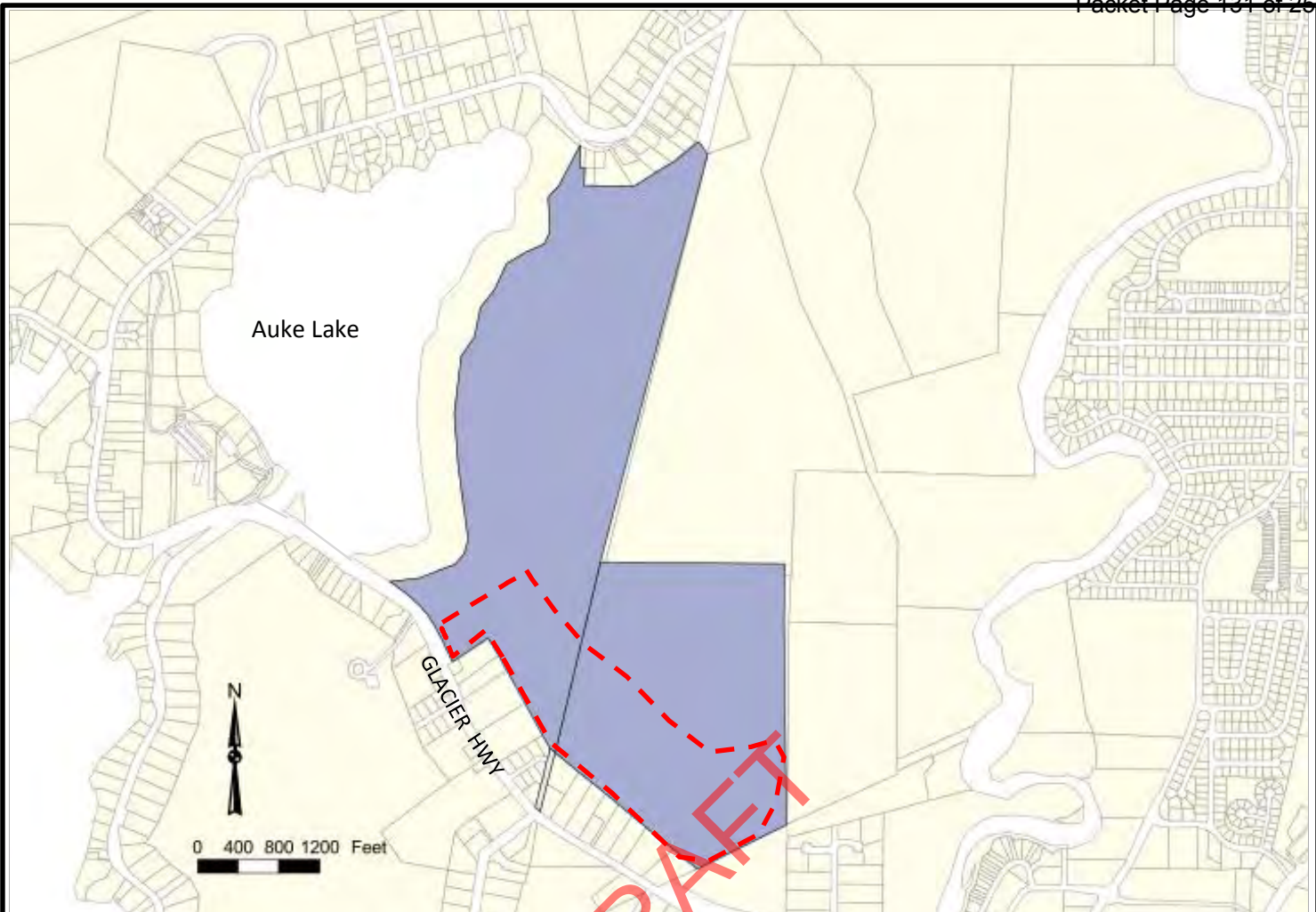
- Wetlands: ● Significant
Flood Plain: ○ None
Hazard Potential: ● Moderate
Slope: ● Moderate

Infrastructure:

- Water Service: ● Within 1,000 ft.
Sewer Service: ● Within 1,000 ft.
Access: ● Within 1,000 ft.

Comments: Three pockets within these parcels have been selected for development potential based on the 2006 Buildable Lands Study and the 2012 CBJ Switzer Lands Residential Development Study and are shown above. A subdivision of Area 2 is underway and is expected to provide 6 buildable lots which are zone D15. The theoretical capacity of this subdivision is around 180 units after preservation of valuable habitat. Updates to existing water/sewer systems are needed prior to development, road access and slope are also partial constraints and need to be studied thoroughly in order to reliably estimate costs of Areas 1 and 3.

Disposal Recommendation: Development of Area 1 will begin after the JSD has completed planning for a future school in the area. A subdivision of Area 2 is underway. A right-of-way will need to be extended to Area 3 prior to development. Future phasing and subdivisions could be completed through public private partnerships, non-profit collaboration, sale of large tracts to the private sector or by CBJ subdivision and sale of individual lots.



Lands ID Numbers: 0420, 0440

Parcel Zoning: D10 SF Single Family/Duplex,
D10 Multifamily

Parcel description: USS 3873; Fraction of
USS 3406

Parcel Area: Total acreage of both parcels:
roughly 352 acres.

Development Constraints:

Natural Conditions:

- | | | |
|-------------------|----------------------------------|--------------|
| Wetlands: | ☒ | Intermittent |
| Flood Plain: | ☐ | None |
| Hazard Potential: | ☐ | Low |
| Slope: | ☒ | Moderate |

Infrastructure:

- | | | |
|----------------|----------------------------------|------------------|
| Water Service: | ☒ | Within 1,000 ft. |
| Sewer Service: | ☒ | Within 1,000 ft. |
| Access: | ☒ | Within 1,000 ft. |

Comments: The Lands Office is working to secure access routes to this property from Glacier Highway. The area within the dashed line will be developed first. Lands staff recently completed a zone change to D10 and D10 SF for a portion of these lots. Development will include multifamily and single family homes. Over the next two years Lands Staff expects to complete access acquisitions, initiate surveying, acquire permits, and begin ground work for the first phase.

Disposal Recommendation: This development will take place in phases; the first phase will be initiated by the CBJ. Future phasing and subdivisions could be completed through public private partnerships, non-profit collaboration, sale of large tracts to the private sector or by CBJ subdivision and sale of individual lots.



Lands ID Number: 1007

Parcel Zoning: MU Mixed Use

Parcel description: Juneau Townsite Block
11 Lot 1, 2, 3 & fraction Lot 8;

Parcel Area: Approximately .30 Acres

Development Constraints:

Natural Conditions:

- Wetlands: ☐ None
- Flood Plain: ☐ None
- Hazard Potential: ☐ Low
- Slope: ☐ Low

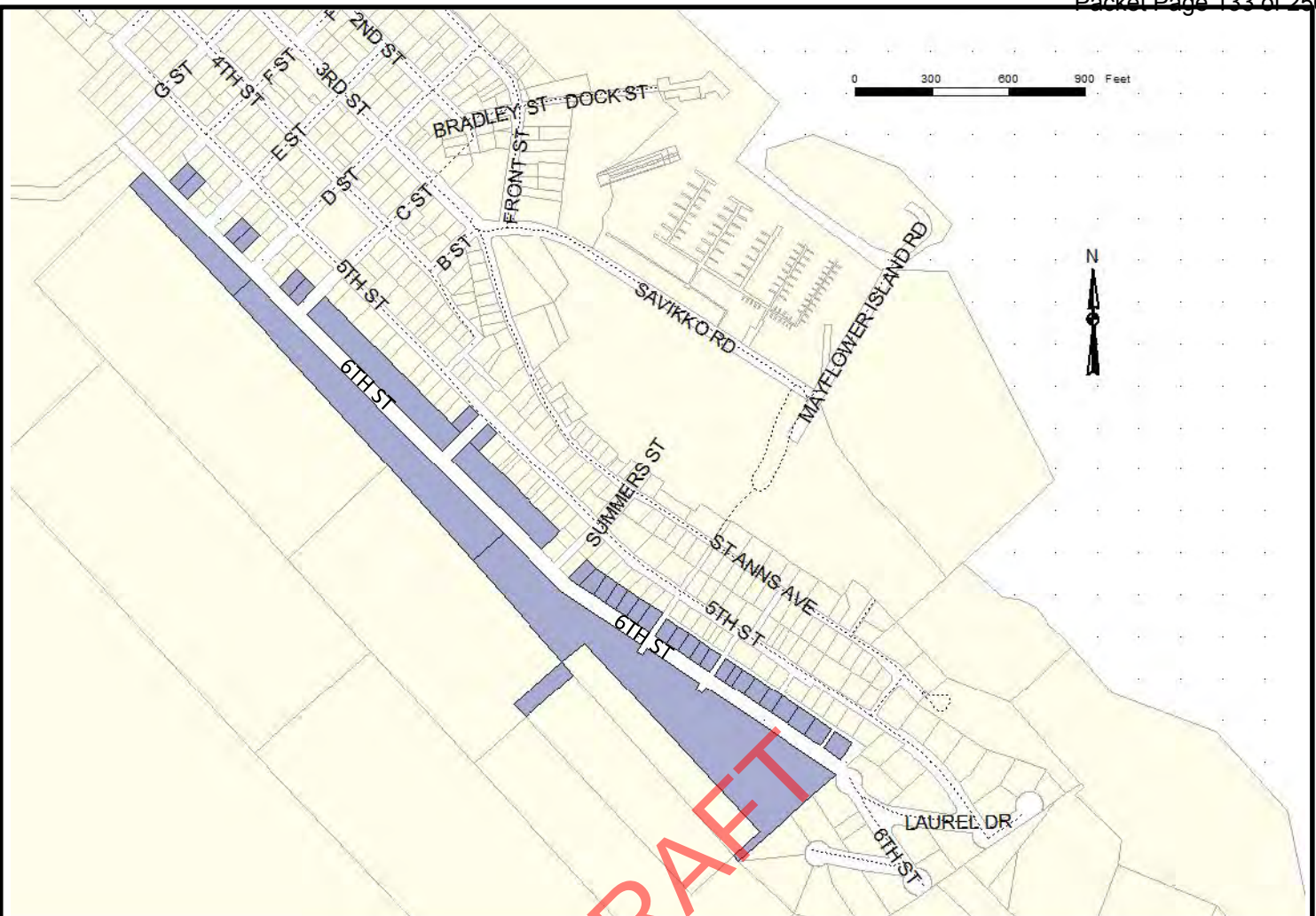
Infrastructure:

- Water Service: ☐ Available
- Sewer Service: ☐ Available
- Access: ☐ Direct

Comments: In 2014 the Assembly directed Lands staff to solicit proposals to dispose of this property. Currently a request for proposals (RFP) is being drafted that will facilitate the sale or lease of this lot.

Disposal Recommendation: The RFP will describe the process and conditions of this sale or lease. The current disposal plan is to offer the lot for lease or for sale using the sealed competitive bid procedure. This option allows for the option to require a development plan, in such instances the Manager is authorized to negotiate with the two best proposals, award would be subject to Assembly Approval.

ATTACHMENT A



Lands ID Numbers: Multiple numbers

Parcel Zoning: D5 Single Family/Duplex

Parcel description: Numerous subdivided parcels along the undeveloped ROW of 6th street

Parcel Area: Approximately 17 Acres

Development Constraints:

Natural Conditions:

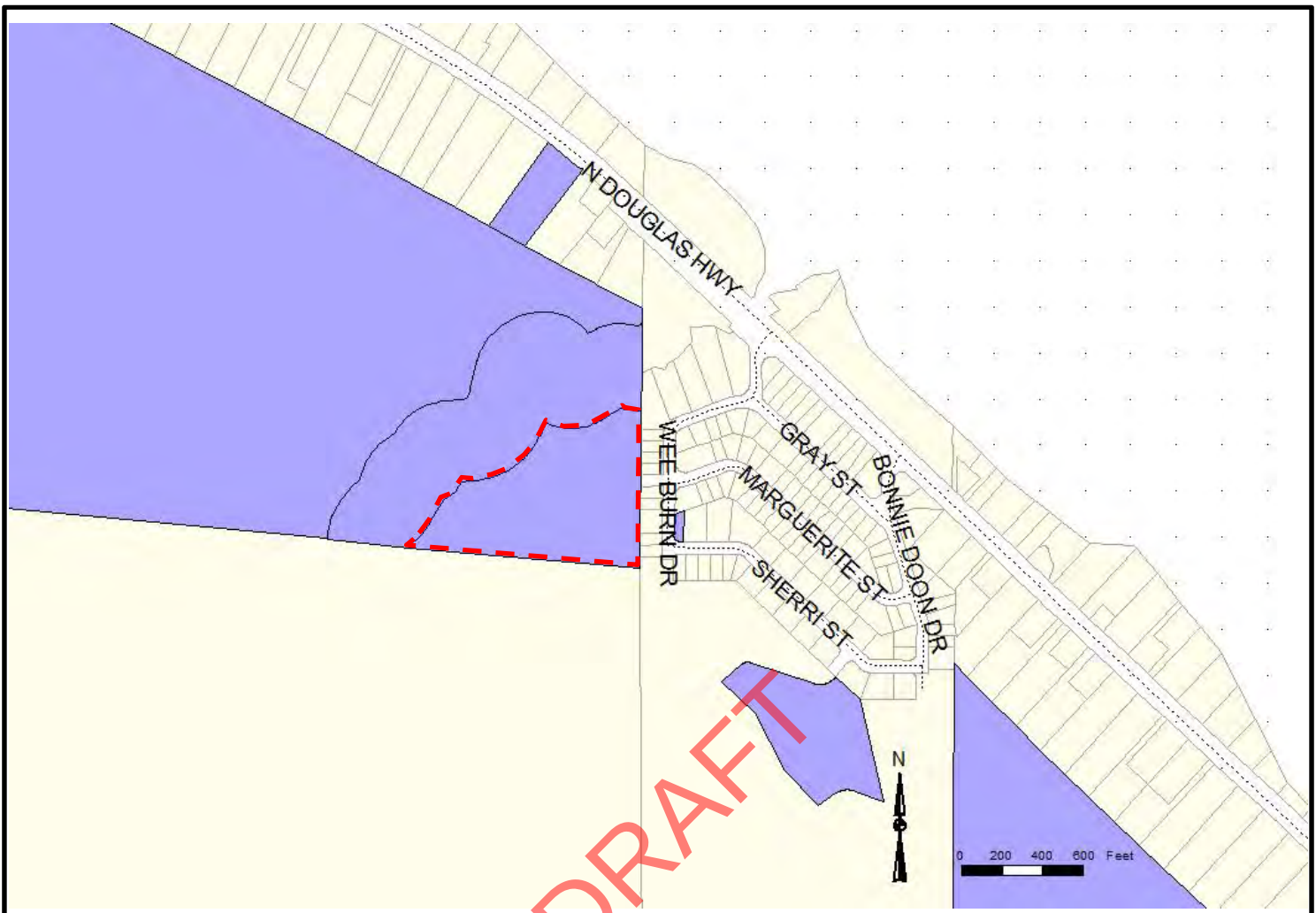
- Wetlands: ☒ Intermittent
- Flood Plain: ☐ None
- Hazard Potential: ☐ Low
- Slope: ☒ Moderate

Infrastructure:

- Water Service: ☒ Within 1,000 ft.
- Sewer Service: ☒ Within 1,000 ft.
- Access: ☒ Within 1,000 ft.

Comments: Sixth Street Douglas has previously been platted and partially subdivided. This site needs further investigation prior to development. On June 2, 2015, the Affordable Housing Commission sent a letter to the Mayor and Assembly requesting that staff develop a disposal plan for these lots.

Disposal Recommendation: Future phasing and subdivisions could be completed through public private partnerships, non-profit collaboration, and sale of large tracts to the private sector or by CBJ subdivision and sale of individual lots.



Lands ID Number: 1420

Parcel Zoning: D5 Single Family/Duplex

Parcel description: USS 3559, Lot 1

Parcel Area: Approximately 17 Acres

Development Constraints:

Natural Conditions:

- Wetlands: ☒ Intermittent
- Flood Plain: ☐ None
- Hazard Potential: ☐ Low
- Slope: ☒ Moderate

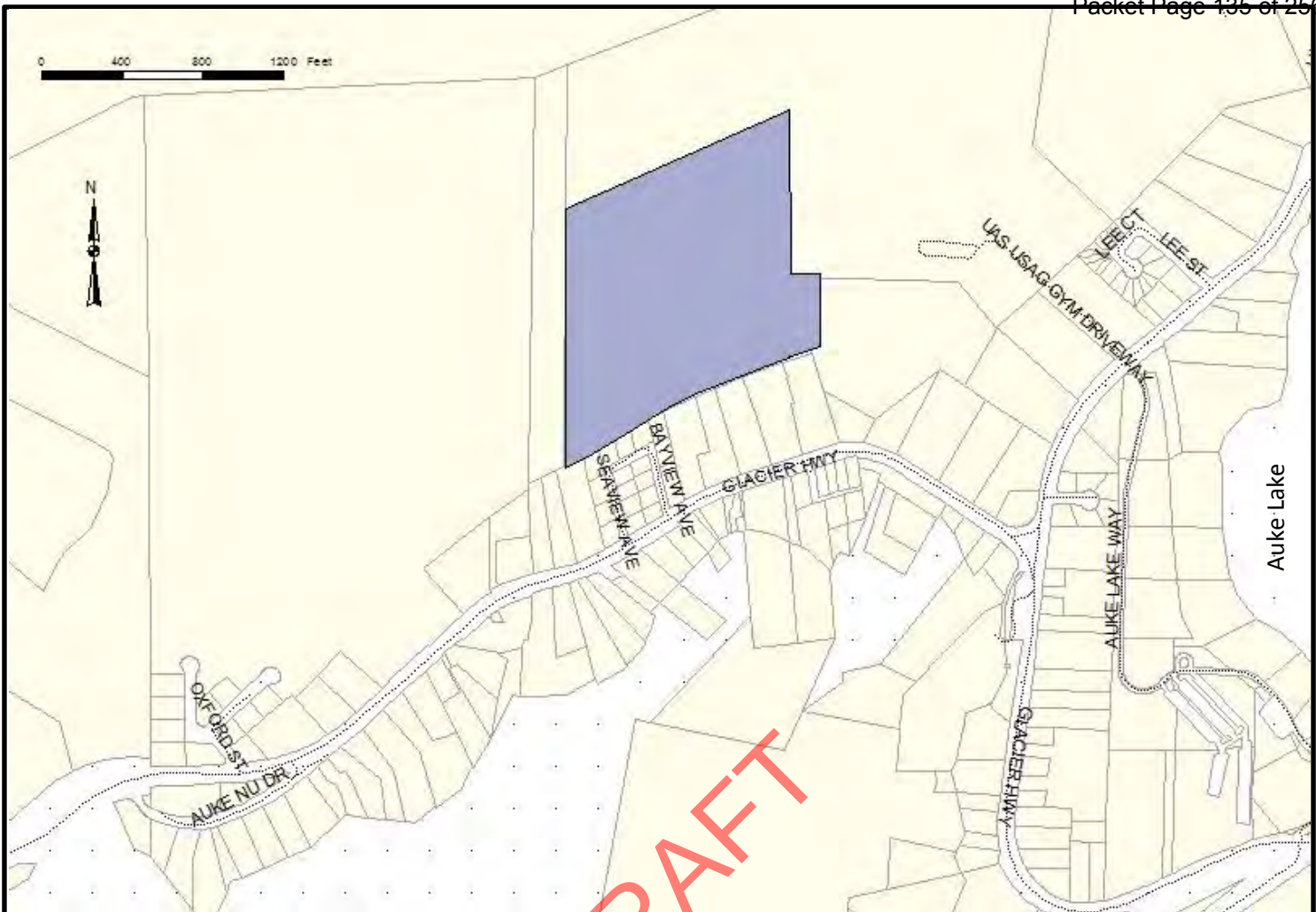
Infrastructure:

- Water Service: ☒ Within 1,000 ft.
- Sewer Service: ☒ Within 1,000 ft.
- Access: ☒ Within 1,000 ft.

Comments: This property is a fraction of this CBJ owned parcel located between the Neilson Creek setback and the Bonnie Brae Subdivision. Recent updates to the water and sewer system reach this property at the undeveloped ROW at the corner of Marguerite Street and Wee Burn Drive.

Disposal Recommendation: This fraction must first be subdivided from the larger property which is over 1,000 acres prior to a subdivision or sale. A future subdivision could be completed through public private partnerships, non-profit collaboration, sale of the large tract to the private sector or by in house subdivision and sale of individual lots.

ATTACHMENT A



Lands ID Number: 0315

Parcel Zoning: D3 Single Family/Duplex

Parcel description: USS 3820, Fraction of Lot 3B1

Parcel Area: Approximately 29 Acres

Development Constraints:

Natural Conditions:

- Wetlands: ☒ Significant
- Flood Plain: ☐ None
- Hazard Potential: ☐ Low
- Slope: ☐ Moderate

Infrastructure:

- Water Service: ☒ Within 1,000 ft.
- Sewer Service: ☒ Within 1,000 ft.
- Access: ☒ Within 1,000 ft.

Comments: This parcel will need to be evaluated in greater detail to better determine any development constraints and to evaluate the cost associated with development.

Disposal Recommendation: A future subdivision could be completed through public private partnerships, non-profit collaboration, sale of the large tract to the private sector or by CBJ subdivision and sale of individual lots. Any development or sale of this lot should be consistent with the goals of the Auke Bay Management Plan. Access right-of-way will need to be secured prior to development of this property.

Process for Disposing of Large Tracts

Each large tract of land identified for disposal should proceed along a series of steps, ultimately leading to the disposal of the land. The steps are described in this section. These steps should be followed regardless of whether the CBJ acts as the developer of the land or the large tract is sold as an un-subdivided parcel, directly to a developer.

Delineation of Disposal Site

As a first step, staff will delineate areas within the larger tract of land which appear most suitable for residential or other development. Information from adopted plans identifying trails, greenbelts, open spaces, schools and other public uses will be evaluated to select the most appropriate location. This stage may also include an environmental evaluation. A consulting firm may be hired to assist in determining the feasibility of development and identification of potentially developable sites within a larger tract. At this time wetlands delineation and jurisdictional determination of that tract should be completed in order to develop a mitigation plan for any wetlands that will need to be filled as part of the development.

Agency Review

State and federal agencies as well as CBJ departments will be asked to review and comment on the proposed disposals. Issues to be addressed at this stage include: access, on-site sewer approvals where needed, water rights, wetlands delineations and preservation, archaeological resources, fish and wildlife concerns, etc. The location and boundaries of the proposed disposal sites might be adjusted at this stage in response to specific agency concerns.

Preliminary Title Report

The purpose of the preliminary title report is to ensure there are no title problems that would create obstacles to the disposal of the property. This should be accomplished before any major expenditure on project development.

Sketch Plat

This preliminary topographic work should be of sufficient detail to establish road alignment and approximate subdivision layout. The level of topographic mapping detail needs to be defined by CBJ staff and a consultant hired to accomplish this work.

A sketch plat will be prepared of the entire site to be reviewed by the Planning Commission. Taking in to account comments of the Planning Commission, approval for preliminary plat layout will be provided by CBJ staff.

Reservation of Public Use Lands

Based on a review of topographic mapping, wetlands delineation, and proposed sketch plat, areas to be reserved in CBJ ownership for greenbelts, open spaces, trails, schools, utilities, and other public uses will be precisely defined. These public-use reservations will be accomplished before the developable land is offered for sale.

Market Assessment

Sales of large tracts of property are long term investments. There is generally a significant lag in time between purchase of a large tract and the point when it has been developed to a level where individual lot sales are possible. An assessment of long term market conditions will be done to evaluate the feasibility and desirability of the proposed land disposal. The assessment will be a combination of examining the availability of vacant private lots, pricing, location and types of property, as well as subdivision permitting activity. The goal will be to not unreasonably compete with the private sector. A previously completed market assessment or housing action plan can substitute for a new market assessment.

Public Workshop

At this stage CBJ staff will conduct a public workshop(s) to allow the public to offer comments about the subdivision. Particularly important here will be the opportunity to identify preferred methods of disposal, comment on subdivision design, suitability of areas reserved for public use, and identify ways to mitigate impacts to adjacent neighborhoods.

Development Plan

At this point the Assembly will decide whether to retain the property for subdivision by the CBJ, offer the property for sale or to solicit proposals for a public/private partnership. If the property is sold, the purchaser will be responsible for platting, design, and construction. If a public/private partnership is created, the CBJ and the developer will jointly undertake the platting and development of the property.

Preliminary Plat

The preliminary plat will show more detailed information about that portion of the land to be immediately subdivided.

Construction Design

Final construction plans based on the preliminary plat layout will be approved by the CBJ Engineer. Developers have two options; they may either construct all of the required improvements after the plans have been approved or provide a bond that guarantees all construction will be completed. Bonding will allow the final plat to be recorded and lots sold without all construction completed. In instances when the CBJ is the developer, this step might entail an appropriation of funds to demonstrate intent to complete the work, in lieu of bonding. Other options for construction design are possible and will need to be reviewed and approved on an individual basis.

Final Plat Approval

The final plat will show the surveyed boundaries of all lots. This may include all proposed lots in the preliminary plat, or only a phase of the proposed development. The developer will obtain final plat approval after meeting the following conditions:

- *Planning Commission Approval.*
- *Preliminary Plat.* All conditions set out in the preliminary plat are completed.
- *Construction.* All construction is completed or completion is guaranteed by a posted bond.
- *Survey.* All monuments are set and shown on the plat.

After these actions have been completed the plat can be recorded. At that time the CBJ or developer can sell or develop the lot(s).

Methods of Disposal

The Municipal Code authorizes CBJ owned land to be disposed of in a variety of ways including: lease, land exchange, over-the counter sales, lottery, auction, sealed competitive bid, negotiated development and disposals for public use. Regardless of the method of disposal, all land sales have a similar process that must be followed to insure a smooth transition of ownership; this includes adopting an ordinance and public meetings. CBJ§53.09.200

Leases

The plan focuses on the systematic disposal of CBJ property to stimulate a variety of residential development types, regardless, land leases are appropriate for tidelands and commercial/industrial development and are approved by the assembly on a case by case basis. CBJ§53.09.260

Land Exchanges

It is recognized that at some point the CBJ will likely have opportunities which will involve the exchanges of property. This has proven to be an important method for both disposal and acquisition of land and can be utilized to gain importance access routes to large CBJ owned tracks such as the Pederson Hill. CBJ§53.09.260

Over-the-Counter Sales

Over-the-counter sales will be most useful as a means of re-offering lots which did not sell in original land disposal programs such as lotteries, auctions, etc. An over-the-counter program can readily be developed, as needed. This method allows for the direct sale of land to the public at a fixed pre-determined price based on fair market value. This offering would be open to the general public. CBJ§53.09.240

Lotteries

The Municipal Code describes one type of lottery. In a lottery, an interested person or corporation files a lottery application for the specific lot desired. Applicants are limited to one application per applicant per lot. This system allows every applicant an equal chance to win the opportunity to purchase the specific lot.

Auctions

The Municipal Code provides for the manager, or designee, to conduct outcry auctions to dispose of CBJ owned land. An advantage of auctions over lotteries is the ability of an individual to directly compete for a specific desired lot by out-bidding competitors. An advantage to the CBJ results from the fact the CBJ would likely get a higher return from land sold through auctions. The required minimum bid is the appraised value.

The auction disposal is distinct from the lottery in two key ways. First, corporations as well as individuals may participate. Second, an individual or corporation may purchase more than one parcel at each auction. CBJ§53.09.230

Sealed Competitive Bids

This is the most commonly used method of disposal, because it allows for the broadest participation and offers a good opportunity to get a fair price for the land being sold. Similar to the auction, sealed competitive bids provide an opportunity for both individuals and corporations to compete to acquire a particular parcel. From an administrative standpoint, the sealed bid process is perhaps the easiest and least expensive disposal procedure, as there is no lottery or auction "event" to coordinate.

The Municipal Code allows a development plan to be required as part of a sealed competitive bid. In such instances the manager is authorized to negotiate with the two best bidders when determining the bid award. If the development proposal is a major factor in awarding the bid, the award is subject to Assembly approval. CBJ§53.09.250

Negotiated Sales

The manager may negotiate the sale of CBJ property when specifically authorized by the Assembly to do so. The terms of a negotiated sale are subject to the approval of the Assembly unless a prior ordinance authorizing negotiations to commence has established minimum terms and delegated the execution of additional terms to the manager.

Negotiated sales may be the preferred method of disposal in a variety of instances. For example, several of the miscellaneous parcels, which are surplus to the CBJ's needs, are too small to be developed independently. It would be preferable to negotiate a sale of those lots with one or more adjacent property owners to enhance their property. CBJ§53.09.260

Disposals for Public Use

The lease, sale, or other disposal of municipal land or resources may be made to a state or federal agency for less than the market value provided the Assembly approves the terms and conditions of such disposal by ordinance. The sale, lease, or other disposal of City and Borough land or resources may be made to a private, nonprofit corporation at less than the market value provided the disposal is approved by the assembly by ordinance, and the interest in land or resource is to be used solely for the purpose of providing a service to the public which is supplemental to a governmental service or is in lieu of a service which could or should reasonably be provided by the state or the City and Borough. CBJ§53.09.270

Selection of Disposal Methods

For all land sales, fair market value is first established by an licensed appraiser. Lotteries allow lots to be sold at the price set by the appraiser and have the effect of providing predictable land prices. , Auctions and sealed competitive bid methods establish the appraised value as the *minimum bid* and are the most appropriate methods to use in instances where the CBJ wants to maximize revenues.

Type of Sale	Application Requirements	Applicant's Qualifications	Sale Price	Payment Terms	Frequency of Participation	Comments
Lotteries	- One application per person per parcel or pool of parcels - Application fee \$25 each	- Individual, 18 years or older have an Alaskan domicile - Corporation registered to do business in Alaska	Appraised value	10% down (within 30 days) - Ten equal annual payments	N/A	Planning Commission Review Assembly Approval
Auctions	Prior registration	- Individual, 18 years or older, have an Alaskan domicile - Corporation registered to do business in Alaska	- Highest bid - Minimum bid is appraised value	10% down (within 30 days) - Ten equal annual payments	One parcel per auction	Planning Commission Review Assembly Approval
Negotiated Sales	N/A	Individual, 18 years or older, have an Alaskan domicile Corporation registered to do business in Alaska	Appraised value, or set by the Assembly	Negotiated	N/A	Planning Commission Review Assembly Approval
Sealed Competitive Bids	N/A	- Individual, 18 years or older, have an Alaskan domicile - Corporation registered to do business in Alaska	Highest bid	10% down - Ten equal annual payments	N/A	Development proposal may be required as part of bid. Manager may negotiate with two best bidders when development proposal is factor in bid award
Over the Counter Sales	N/A	- Individual, 18 years or older, have an Alaskan domicile - Corporation registered to do business in Alaska	Appraised value or assembly approval	10% down Ten equal annual payments	N/A	The manager shall establish a method of determining who has first and subsequent chance of purchasing parcels among those who are present at the time over-the-counter parcels are first available.
Land Exchanges	\$500.00	- Individual, 18 years or older, have an Alaskan domicile - Corporation registered to do business in Alaska	An equal value property or set by the Assembly	10% down Ten equal annual payments		Planning Commission Review Assembly Approval
Negotiated Land Leases	\$500.00	- Individual, 18 years or older, have an Alaskan domicile - Corporation registered to do business in Alaska	Appraised value or assembly approval	Payments made monthly		Planning Commission Review Assembly Approval
Disposals for Public Use	\$500.00	Government agency or nongovernment agency	Less than fair market value	Terms and conditions approved by ord.	N/A	Planning Commission Review. Assembly Approval

Land Disposal Methods - (CBJ 53.09.200-270)

Development Costs

The following information is provided for the purpose of understanding the cost of developing land in Juneau. The significance of these costs are directly tied to the affordability of housing. Information included in this section is for reference only, development costs can vary greatly due to environmental conditions.

Site Specific Factors that Affect Construction Costs

Construction costs for subdivision development are dependent upon several site characteristics including: geographic location, zoning, wetlands, topography, soils conditions and upgrading roads & utilities. Costs in this section vary greatly and are not quantifiable across CBJ land. These cost characteristics are detailed as follows:

- **Geographic Location.** The geographic location of the proposed development site affects construction costs in several ways. Costs may be impacted based on distances associated with the following:
 - Hauling construction materials
 - Transporting workers
 - Locating storage and waste sites
 - Importing borrow or eliminating excess material
 - Connecting the site to the nearest roads and utilities
- **Zoning.** Zoning controls the density of the development as well as minimum lot size. Therefore, zoning will limit the maximum number of lots allowed at a specific site. The development costs on a per lot basis will generally be greater in low-density zones that allow fewer lots per acre. Road development costs will be affected by road standards set forth in zoning regulations. Rural zones may allow open ditches with gravel surfaced streets, whereas, urban zones may require concrete sidewalks, curbs, gutters, and paved streets. Additionally, in order to provide for public health, safety, and welfare zoning may require setbacks from streams, flood plains and the waterfront, as well as preservation of open areas, parks and greenbelts. These features reduce the acreage available for residential lots, and may increase the construction costs per lot.
- **Wetlands.** Delineation and mapping of wetlands is a time consuming and expensive step in developing CBJ property. Any wetlands under the jurisdiction of the US Army Corps of Engineers that need to be filled or altered in order to complete development will require a U.S. Army Corps of Engineers Wetland Fill Permit. The Corps requires that development; avoid, minimize and mitigate impacts of wetlands or other waters of the U.S. If wetlands are to be altered or filled the CBJ must mitigate by; functionally enhancing wetlands, provide preservation of other equal valued wetlands, and/or pay fees in lieu of mitigation to the extent that the Corps permit demands. Many of the CBJ owned properties contain extensive wetlands that slow development and increases costs.

- **Topography and Soils.** Topography and soil conditions have a direct influence on construction costs. Construction costs increase at steeper sites and those with poor soil conditions. As the site topography becomes steeper, costs may increase due to the following:
 - Increased difficulty in designing efficient lot and road configurations
 - Increased difficulty maximizing lot development and minimizing cost of utility construction
 - Possible need for retaining walls and drainage structures
 - Increased number of sanitary sewer manholes and storm drain catch basins
 - Need for slope stabilization
 - Increased quantities of excavation and embankment
- **Roads and Utilities.** Existing roads and utilities may need to be upgraded prior to, or in conjunction with, the development of a new subdivision; which is the case for most CBJ owned property. This might occur in instances when the current utility systems or roads are at, or near capacity, or are substandard. Such upgrades will result in significant added costs and extending development timelines. In addition, subdivisions developed at higher elevations may require construction of a water pump station and reservoir to assure adequate water pressure for domestic use and firefighting purposes.

Deriving the Costs of Developing Property

The following aspects of construction work need to be considered when deriving an estimate of total costs.

- Subdivision design
- Clearing and grubbing
- Excavation and embankment
- Sanitary sewer systems
- Water systems
- Storm drainage systems
- Street improvements
- Private utilities
- **Subdivision Design.** Design services for subdivision development typically include the following:
 - Surveying
 - Soils investigation and testing
 - Lot and right-of-way design
 - Street and utilities design
 - Construction administration and inspection

A major concern for the potential subdivision developer is the amount of time it takes for consultants to provide these services in the Juneau area. Local engineering consultants estimate it takes ten to twelve months from the time of initial subdivision plan submittal to the CBJ before construction can begin on major subdivisions.

- **Clearing and Grubbing.** Clearing and grubbing involves the removal of all trees, shrubs and organic surface material from street right-of-ways and any developed lots. This includes hauling and dumping costs.
- **Excavation and Embankment.** The quantity of excavation and embankment is dependent upon the site topography. For relatively flat surfaces (slopes less than four percent), excavation will entail removing 30 inches from the roadbed and replacing it with suitable, non-frost susceptible material. Some areas may require soil removal to depths greater than five feet, depending on soil conditions. Filter fabric is often used to bridge weak soil areas.

As site slopes increase, the quantity of excavation and embankment may increase considerably. For example, if the slope increases from flat to 12 percent, the typical road section excavation quantities might increase by as much as 80 percent; similarly, the embankment quantities might increase by 30 percent. These quantity increases will depend on the balance of cut and fill in the road's cross-sectional design.

The cost of excavation and embankment is also affected by the haul distance required to dispose of, or import, material. If the excavated material can be used on-site in the building of the embankment or for building sites, then lower costs would be expected. Rock may be encountered during site development and require removal.

- **Sanitary Sewer System.** The improvements considered in this category include all labor, materials, and equipment necessary to provide a complete sanitary sewer system including:
 - Design
 - Trenching and bedding
 - Sanitary sewer main
 - Manholes
 - Cleanouts
 - Service laterals

An undersized sewer main serving the proposed site and other necessary upgrades need to be considered when evaluating a specific site. Depending on the topography, a lift station would also add to project cost and create a long term expense.

- **Water System.** The improvements considered in this category include all labor, materials and equipment necessary to provide a complete water system including the following:
 - Design
 - Trenching and bedding
 - Water main
 - Valves
 - Fire hydrants
 - Residential services

Two design scenarios that may have a significant effect on water system costs are: 1) an undersized water main serving the proposed site, and 2) site elevations which exceed the pressure range of the water main serving the site. Either scenario could result in the developer

being required to upgrade the existing water main, install a reservoir and/or install a pump station.

- **Storm Drainage System.** The improvements considered in this category include all labor, materials, and equipment necessary to provide a complete storm drainage system including the following:
 - Design
 - Trenching and bedding
 - Concrete inlet structures
 - Main line collector pipes
 - Catch basins and manholes
 - Service laterals
 - headwalls

The cost and time necessary for permitting should be taken into consideration if the outfall for the storm drainage system is to a river or wetland under the authority of the U.S. Army Corps of Engineers. Costs that are difficult to calculate prior to issuance of a final Corps permit may include: oil/water separators, holding ponds, settlement basins and other storm drainage control structures. Cost analyses of these types of structures vary considerably and are beyond the scope of this report.

Another storm drainage consideration is the impact on downstream properties that are to receive the storm drainage. New storm drainage systems can increase the amount of storm water flow to downstream sites or systems. The receiving sites may not be able to handle the increased flows and the developer may be required to construct storm drainage improvements to the downstream sites or retain the increased storm drainage volumes on-site and release the water at the original "natural" rate.

- **Street Improvements.** The improvements considered in this category involve providing all labor, materials, and equipment necessary to complete street improvements including:
 - Base course grading
 - Concrete curb and gutter
 - Concrete sidewalks
 - Asphalt paving
 - Striping
 - Topsoil and grass seeding
 - Signage and lighting
- **Private Utilities.** The improvements considered in this category include all labor, materials and equipment necessary to provide complete underground private utilities including services to undeveloped lots and communication infrastructure for a subdivision.

The following table summarizes cost ranges for subdivision development as described above. The cost estimates are based on general assumptions and should be used with caution. Each potential subdivision site will have special design and construction concerns that must be taken into account in developing a preliminary cost estimate. The estimated cost of construction must be continually updated by the engineer throughout the design process to track and control the development costs. The table below considers CIP funded road construction costs on a per linear foot basis.

CBJ CIP Funded Road Cost Ranges for Subdivision Development (December 2014)

Phase of Construction	Estimated Costs per Linear Foot		Estimated Cost Per 110' of Road	
	Low	High	Low	High
Clearing & Grubbing	\$12	\$18	\$1,320	\$1,980
Earth Work				
Excavation	\$66	\$84	\$7,260	\$9,240
Embankment	\$103	\$142	\$11,330	\$15,620
Water System	\$155	\$195	\$17,050	\$21,450
Sewer Systems	\$150	\$215	\$17,600	\$23,650
Street Surface & Drainage				
Road Base and Asphalt	\$139	\$178	\$15,290	\$19,580
Curbs, Gutters, Sidewalks	\$118	\$168	\$12,980	\$18,480
Storm Drain System	\$113	\$147	\$12,430	\$16,170
Total Approximate Cost	\$866 Per Foot	\$1,147 Per Foot	\$95,260	\$126,170)
Assuming there are lots on either side of the 110 foot road frontage, development cost per lot are:			\$47,630	\$63,085

Figure: Parameters in the table are described in the previous section and do not include updates to existing substandard systems

Land Acquisitions

Purposes for Acquiring Land

The Division of Lands & Recourses will continue to acquire private property or property owned by other government entities in instances when acquisition of a specific parcel has been identified in the *Comprehensive Plan*, the *Capital Improvement Plan*, the *Parks and Recreation Comprehensive Plan*, or any other plan adopted by the CBJ. The reasons for acquiring property might include:

- *Right-of-way alignment to CBJ property suitable for development*
- *Public access*
- *Public facility*
- *Public improvements or utilities*
- *Park or open space*
- *Promotion of economic development*
- *Consolidation of land ownership*
- *Enhancement or protection of adjacent public property*
- *Hazard mitigation*
- *Habitat preservation & restoration*

Partial rights might be acquired when fee simple ownership by the CBJ is not necessary to accomplish the public goal. Partial rights may include: easements, leases, or other agreements. The CBJ will acquire property by means of cash purchase, donation, exchange, or eminent domain.

The CBJ will endeavor to minimize the acquisition of private land for public purposes in order to avoid erosion of the property tax base. The CBJ should sell sufficient public land in advance of the purchase of private property to offset the loss of property tax that occurs as a result of the acquisition of private property.

Priority Acquisitions

The CBJ has identified, through various planning processes, several parcels of privately owned land that have high public value and should be acquired for public purposes. These priority acquisitions include the following:

The contents of this list are to be determined.

Sites for Future Fire & Emergency Medical Service Stations

The increased emergency incident volume and growth in the community necessitate the need to expand the number of fire stations in Juneau.

The Lemon Creek Valley is in need of a fire and emergency medical service (ems) station to be located along Glacier Highway between Harri Plumbing and the CBJ Public Works shop. Response times fall outside the industry standards for this high volume area.

North Douglas Island will also need a fire/ems station located along Douglas Highway between Fish Creek Road and the North Douglas boat launch. Changes in the Insurance Service Office method of measuring distances to a fire station have changed the insurance coverage for all structures beyond 5 miles from a fire station. Incident volume generated from future development of North and West Douglas Island will drive the need for a fire/ems station as well as the necessity for reasonable insurance coverage.

The CBJ Fire Department and the Lands and Resources Division will have to work closely in the future to locate and acquire suitable property for an expanded emergency response network.

Other Acquisitions

In addition to those parcels identified for acquisition in adopted plans, the CBJ will, occasionally, undertake the acquisition of private property not previously identified in order to respond to a unique opportunity. Timing and opportunity are important (yet generally unpredictable) factors in the land acquisition process.

As an example, grant monies might suddenly become available that allow acquisition of property for a very specific purpose. Such property may not be identified in the land management plan or other adopted plan. The opportunity to purchase private property often arises unexpectedly and must be acted upon quickly or risk being lost.

Recent History of Land Acquisitions

Since the last Land Management Plan of 1999, the CBJ has acquired 111 properties. Some properties were acquired through tax foreclosure and have since been donated to the school district for home building projects. Other tax foreclosed properties have been provided to local native corporations and nonprofits in exchange for the taxes owed. The CBJ has purchased private and publically owned lots in order to:

- Gain access to larger tracts that will be subdivided
- Protect valuable habitat
- Provide public services and natural park areas
- Provide locations for future JSD facilities
- Facilitate goals and objectives of all CBJ departments and action plans.

The CBJ also acquired numerous lots from the State as part of the municipal land selection. AS 38.05.825 is the State program for conveyance of tidelands to municipalities and AS 29.65.010-140 allows for the conveyance of uplands to municipalities from the State. The CBJ acquired seven

CBJ Land Acquisitions: 1999 - 2015

Legal Description	Acres	Year Acquired	Purchase Price / Terms
Portion of Lot 1C, McGhee Subdivision	.90	2015	Land Trade
Lot 7 Block 5, Indian Village	0.03	2013	Tax foreclosure
Lot 8, Block C, South Lena Subdivision	0.72	2012	Deed in lieu of foreclosure
Lot 4, Block B, South Lena Subdivision	1.35	2012	Deed in lieu of foreclosure
Lot 1, Harbor Lites	0.23	2011	Tax foreclosure
Lots 3, Block 45A, Douglas Townsite, Tyee Addition	0.03	2011	Tax foreclosure
Lot 7, Block 2, Indian Village	0.04	2011	Tax foreclosure
Lot 10, Block 4, Indian Village	0.01	2011	Tax foreclosure
Lot 8, Block A, Glacierview	0.15	2011	Tax foreclosure
Tract A, U.S. Survey 2337	2.53	2011	\$85,000 for Flood Hazard Remediation – Partial Donation
Lot 10, Block L, Pinewood Park	0.28	2011	\$72,500.00
Lot 2, Block C, South Lena Subdivision	1.04	2010	Acquired through deed-in-lieu-of-foreclosure
Lot 4, U.S. Survey 2664	0.41	2010	\$630,000
Fraction of Lot 12, Block 68, Tidelands Addition to the City of Juneau	0.34	2009	Acquired through invoking reverter clause
U.S. Survey 1481	35.99	2009	Donation (subject to conservation easement)
Tract B, Parker Subdivision, according to Plat 2008-12	9.30	2008	\$40,000. Partial donation
Lots 13 and 14, Block "L," Addition to the Highlands Subdivision	0.22	2007	Donation
ATS 1644	0.39	2007	AS 38.05.825 acquisition
Lot 3, U.S. Survey 3566	0.88	2007	AS 38.05.810 acquisition
Portions of Montana Creek Road	0.45	2007	AS 19.05.040
Lot A, Juneau Support Subdivision, TLS 2007-01	1.65	2007	\$2,930,000
Lot 3, Bonnie Subdivision, a subdivision of Tract 2, Lot Y within U.S. Survey 2392, according to Plat 2006-55	1.09	2007	\$177,611
ATS 1645	4.88	2007	AS 38.05.825 acquisition
Lot 4, Strawberry Acres Subdivision	3.62	2006	Donation (w/ conservation easement)
Lot 1, HDK Subdivision, according to Plat 2006-52	7.65	2006	Donation
Tract A, ASLS 95-78, excluding Tract A-1, South Lena Subdivision (and excluding r-o-w's)	2.18	2006	\$120,000 (minus \$2,000 credit for utility crossing)
Tract B-1, ASLS 2004-22	64.98	2006	AS 29.65.010-140 conveyance
Tract B, U.S. Survey 2337	2.10	2006	\$13844.78 (payment of back taxes owed on property – in lieu of foreclosure)
Lot 1, ATS 357	0.61	2005	\$365,000
Fr. of Bullion Mill Site, USMS 341B		2005	Unknown
Parcels A and B, Moraine Edge Subdivision	7.12	2005	Conveyance part of platting process (Subject to conservation easement)
Lot 3C, a subdivision of U.S. Survey 2664 and ATS 16, according to Plat 2003-15	3.36	2005	\$2,600,000
Tract A-2, Subdivision of the remainder of Lot 1, Block I, Tall Timbers No. 2, according to Plat 84-165	6.03	2005	\$135,980.64
Lot 1, of U.S. Survey 13137	0.04	2005	AS 29.65.010-140 acquisition

Legal Description	Acres	Year Acquired	Purchase Price / Terms
Boy Scout Camp Road, located within U.S. Survey 1174	ROW	2004	ROW acquisition
Tract GB, subdivision of Tract A2, Glacier Mall Subdivision, a fraction	0.89	2004	Donation (Mitigation for development)
Fr. of 1, Amalga Harbor Subdivision	1.00	2004	\$135,000
Lot 24A, Cedar Park Addition to West Juneau, Plat 2000-3	0.69	2004	Clearing title in preparation for sale of Cedar Park day care center
Lots 7 and 8, U.S. Survey 12335	58.40	2004	AS 29.65.010-.140
Tracts B and C, ASLS 81-134	1.14	2004	AS 29.65.010-.140
Lot 60, Taku Valley	0.53	2004	Foreclosure
Lot 96, U.S. Survey 3272	2.06	2004	Foreclosure
Lot 1, U.S. Survey 4562	0.41	2003	AS 29.65.010-140 acquisition
U.S. Survey 3406	231.00	2003	AS 29.65.010-140 acquisition
Lot 1, U.S. Survey 5504	965.09	2003	AS 29.65.010-140 acquisition
Lot1, U.S. Survey 3559	1121.60	2003	AS 29.65.010-140 acquisition
T39S, R64E, CRM, Section 2, Lot 9, according to the survey plat accepted by the United States Department of the Interior, General Land Office in Washington, D.C. on June 30, 1928	45.74	2003	AS 29.65.010-140 acquisition
Lot 5, Block 1, Tee Harbor Alaska Subdivision, engineering plat file 41-12, recorded on May 19, 1967 as serial no. 67-830	0.65	2003	AS 29.65.010-140 acquisition
Lot 229, U.S. Survey 3546	14.44	2003	AS 29.65.010-140 acquisition
Lot 2, U.S. Survey 3730	21.28	2003	AS 29.65.010-140 acquisition
Lot 3, U.S. Survey 3764	0.60	2003	AS 29.65.010-140 acquisition
Lot 1, ASLS 78-171	1.08	2003	AS 29.65.010-140 acquisition
Lot 2, ASLS 78-171	1.59	2003	AS 29.65.010-140 acquisition
Lot 1, U.S. Survey 3817	416.66	2003	AS 29.65.010-140 acquisition
Lot 1, U.S. Survey 3832	11.17	2003	AS 29.65.010-140 acquisition
Lot 1, U.S. Survey 3846	107.96	2003	AS 29.65.010-140 acquisition
Lot 7, U.S. Survey 4598	57.59	2003	AS 29.65.010-140 acquisition
Lot 14, U.S. Survey 4598	27.00	2003	AS 29.65.010-140 acquisition
Lot 15, U.S. Survey 4598	2.62	2003	AS 29.65.010-140 acquisition
Tract A, ASLS 98-6, according to amended plat 2001-48. Tract C, U.S. Survey 2337	852.68	2003	AS 29.65.010-140 acquisition
ASCS 96-13, according to amended plat 2001-49. ASCS 96-14, according to amended plat 2001-50. ASCS 96-15, according to amended plat 2001-51. t37S, R63E, CRM, T38S, R63E, CRM, Section 1: Lots 1, 2, 3, 4, and 5. Section 23: Lots 6 and 9. Section 25: Lots 2, 3, 6, and 7. Section 26: Lots 2, 3, 4, 5, and 6.	3476.95	2003	AS 29.65.010-140 acquisition
T42S, R67E, CRM, Section 17: N1/2NE1/4. Section 17: Lots 7 and 9.	128.01	2003	AS 29.65.010-140 acquisition
Tract A, subdivision of a portion of U.S. Survey 1041 and (fraction of) Lot 15 of U.S. Survey 4598, according to Plat 85-11	10.50	2003	\$347,725 (paid for with federal grant)

Legal Description	Acres	Year Acquired	Purchase Price / Terms
Fr. of U.S. 1174	147	2003	\$804,000 (w/ conservation easements)
Lot 4-A, a re-subdivision of Lot 3 and 4, Tracts A & B, Block 2, Seatter Addition, according to Plat 93-41	0.21	2003	\$60,000
Lot 1 and southeast 20 feet of Lot 8, Block 11, Townsite of Juneau and Lot 2 and southwest one-half of Lot 3, Block 11, Townsite of Juneau	0.11	2003	Exchange (for Salmon Creek building owned by CBJ)
U.S. Survey 0 (zero)	4.42	2002	\$250,000 Partially paid through land exchange at Lena Point
Lot B of Tract C, RCA/Lena Point Subdivision (amended) and the r-o-w portion of Tract C, acc. to Plat 2002-36	3.16	2002	\$148,000
ATS 1377	1.94	2002	AS 38.05.825 acquisition
Tracts A and B, ATS 1560	2.10	2002	AS 38.05.825 acquisition
ATS 1170	1.69	2002	AS 38.05.825 acquisition
Tracts A and B of ATS 1525	1.16	2002	AS 38.05.825 acquisition
ATS 739	66.05	2002	AS 38.05.825 acquisition
ATS 1126	1.57	2002	AS 38.05.825 acquisition
ATS 1324	7.15	2002	AS 38.05.825 acquisition
ATS 1118	2.43	2002	AS 38.05.825 acquisition
ATS 1251	33.84	2002	AS 38.05.825 acquisition
ATS 756	1.02	2002	AS 38.05.825 acquisition
ATS 121	1.01	2002	AS 38.05.825 acquisition
ATS 1412	1.27	2002	AS 38.05.825 acquisition
ATS 868	69.47	2002	AS 38.05.825 acquisition
ATS 1493	4.46	2002	AS 38.05.825 acquisition
Tracts A and B, ATS 1468	1.63	2002	AS 38.05.825 acquisition
ATS 1316	1.09	2002	AS 38.05.825 acquisition
Lot 2, ATS 123	1.04	2002	AS 38.05.825 acquisition
Lots 1 and 3, ATS 43	4.36	2002	AS 38.05.825 acquisition
Tracts A and B, ATS 842	1.01	2002	AS 38.05.825 acquisition
ATS 1401	4.60	2002	AS 38.05.825 acquisition
Portion of Glacier Hwy. and Point Louisa Road rights-of-way (in the vicinity of Lena Point)	ROW	2002	AS 19.05.040
Fr. Lot 5, U.S. Survey 2664	0.30	2001	\$290,000
Fr. of U.S. Survey 1370 described in ROW recorded in Book 54, Pages 368-371	0.58	2001	No Cost
Lots 2 and 6, U.S. Survey 3811 (Lot 6 conveyed as a "Road Easement Deed")	28.83	2001	Land exchange with NOAA (Exchanged for Lena lab site)
Lots 1,2,3,4,7,8, and 9, Block D, Belleview according to Plat 401, according to Plat 401	0.17	2001	\$200000 Plus \$5,968.62 payoff of LIDs
Lot 65B, U.S. Survey 3174		2001	\$290,000
Lot 1, U.S. Survey 3764	0.86	2001	\$215,000 (plus donation by seller of \$20,000 of value)
Fr. of U.S. Survey 1742	1.00	2001	\$335000 Paid with FAA funds and Passenger Facility Charge Fees
Lot 2B, RSH II, plus right-of-way easement	35.02	2001	\$250,000
Fr. of Glacier Hwy., R-O-W within Lot 29, U.S. Survey 3266 and Lot 3, U.S. Survey 3809	0.91	2001	Land trade
Tracts A and B, ASLS 99-22	11.12	2000	AS 29.65.010-140 acquisition

Legal Description	Acres	Year Acquired	Purchase Price / Terms
Lot 2B, Block B, a Re-subdivision Plat of Lots 1A and 4A, Alaska Juneau Subdivision VI (includes 30 foot access easement within Lot 3B)	1.48	2000	\$355,000
Tract A, Golden Heights Subdivision, Plat 96-49	31.28	2000	Foreclosure through Trustee's Deed
Lot B-5 of the subdivision of Lot B, Tract A, U.S. Survey 2388	0.76	2000	Donation (with deed restriction)
Fr. of Lot 32, U.S. Survey 3172	0.42	2000	\$128,300
Tract B-1, Lena Point Subdivision No. 3, according to Plat 2000-16	22.42	2000	\$3,400,000 (price according to closing documents) Plus rock at Stabler Point Ultimately exchanged with NOAA for Auke Cape property.
Two parcels located within USMS 341	1.67	2000	Plat dedication Followed up by deed to ensure clear title
Fr. of Section 22, T.41S., R.67E., C.R.M.	1.96	2000	AS 29.65.100(c) acquisition
Dewey and Boston King Lodes, Mineral Survey 955	40.41	1999	Clear title
Fractions of USMS 955 and USMS 968 and U.S. Survey 1075 and U.S. Survey 2133		1999	Clear title
Fraction of U.S. Survey 2133 located within Lot 1, Hospital Subdivision,	.44	1999	Donation
Lot 2, Block 2, ASLS 80-170	3.07	1999	Clear title on property foreclosed on by both the Trust and the CBJ, in preparation for land sale.
Lots 14, 15, and 16, Block D, Greenwood Subdivision	0.52	1999	\$114,000

Land Fund

Section 53.09.600 of the Municipal Code established a Land Fund into which all the revenues from the sale or lease of land are to be deposited (except for properties of enterprise funds such as the Airport or Docks and Harbors). The Land Fund is intended to provide revenue required for the subdivision, development, and disposal of CBJ lands as well as other costs of managing CBJ property. Additionally, the Land Fund is the source of money used to acquire properties needed for public purposes which are not funded by an enterprise account or Capital Improvement Project (CIP) account. It is important that the Land Fund have a sufficient balance to respond quickly to purchase lands when property becomes available.

CBJ 53.09.010 Land Management Policy

It is the policy of the City and Borough to manage its real property as a municipal resource and to use, retain and dispose of both improved and unimproved land to realize the maximum benefit of the municipality and its residents, including encouraging beneficial private economic activity and facilitating the provision of public services, guiding a rational growth pattern, preserving land for public and private use for present and future generations of City and Borough residents, meeting the need of City and Borough residents for private ownership, and stabilizing land values without making land available for purposes of speculation.

CBJ 53.09.600 Municipal Land Fund Revenues.

- (a) The revenue from all disposals of land, interests in land, or resources under this chapter shall be credited to the account of the municipal Land Fund, except the following:
 - (1) Revenues from the lease, sale or other disposal of land, interests in land, or resources which are accounted for as an asset held for a service area or for an enterprise operation, such as the airport, small boat harbors, transit system, Eaglecrest ski area, sewer and water utilities, shall be credited to the account of the service area or enterprise; and
 - (2) Proceeds from the sale of tax foreclosed land shall be distributed in accordance with applicable state law with any remainder being deposited in the fund.
- (b) Unless specifically appropriated from a different source or account, all expenses for or associated with the acquisition, subdivision, development or disposal of City and Borough lands, interests in land or resources shall be expenses of the municipal land fund; except that such expenses which are primarily for the benefit of an enterprise operation or a service area shall be expenses of that enterprise or service area.

The Land Fund is a Special Revenue Fund which provides funding for management of City resources through the Lands and Resources Division. The Lands Division manages dozens of leases, several rock quarries and gravel pits along with land disposals. Lands is called on to help achieve other non-revenue generating CBJ goals and assist other departments, such as providing funding for noise abatement loans for quieter aircraft engines, managing office leases, hosting the Builders Forum with Community Development, operating the Air Quality Program in the Mendenhall Valley, providing staff support for the Affordable Housing Commission and Assembly Lands Committee.

Costs to subdivide CBJ land and construct necessary infrastructure are high because CBJ's land holdings are limited to areas with greater development challenges such as steep slopes and poor soils. A modest

subdivision of 50 or so lots will cost several million dollars for public improvements including paved streets, sewer, water, and electricity. This highlights the need for the Land Fund to accumulate revenue to fund future subdivision development. It is critical to preserve the integrity of the Land Fund in order to meet the goals of the Land Management Plan.

For example in FY15 total costs for operating the Lands Division were budgeted to be higher than revenue generated from land sales, leases and material sales. This would have left a projected shortfall. However with a frugal approach to spending, projected expenditures for FY15 were less than anticipated. Due to aggressive land sales combined with large volume of rock and gravel sales, the revenue for FY15 was more than budgeted. The outcome of reduced expenses combined with higher than projected revenues is that during FY15, the Land Fund increased.

While this increased fund balance was in part due to staff efforts, it was only possible because of Juneau's strong economy in FY15. If the economy begins to slow, the Lands Division may be running a deficit again. This is a normal pattern because large projects such as the South Lena Subdivision or Stabler Quarry took years to provide a return on the initial investment which was the source of much of the revenue for FY15. Therefore it is critical for the Lands Division to be operated with a long view toward the future.

It is extremely important to maintain a buffer to absorb future operating expenses. Costs of developing large projects such as the new Lemon Creek gravel pit or the proposed Pederson Hill Subdivision exceed the current Land Fund's capacity. For example the 2010 DOWL HKM *Pederson Hill Access Study* estimated that developing property in this area would cost at least eight million dollars while the FY15 Land Fund balance is closer to three million dollars. The approach to develop these large projects has typically been to use a blend of CIP and Land Funds to cover costs of development, but in any case it is critical to keep a healthy fund balance so CBJ can continue to provide a responsible land management program in the future.

Recommendations

The “CBJ Land Holdings Chapter” contains detailed recommendations for individual CBJ Parcels; however, a few general themes reoccur throughout the Land Management Plan. Demand for housing has remained a challenge for the community of Juneau for decades. The CBJ is in a position to help alleviate this shortage by providing property for housing development through a combination of methods including:

- CBJ subdivision development and direct sale of individual lots
- Making property available to non-profits for low cost housing
- Public/Private partnerships for property development
- Disposal of large tracts to private developers

All of these methods require long term commitments so it is important to maintain consistent support for these projects.

- **Renninger Subdivision.** Currently CBJ is finishing a multifamily subdivision in the Switzer Creek area. These properties should be made available to non-profits, school sponsored homebuilding programs, and private sector developers. Individual lots should be designated for each purpose and a Request For Proposals should then be developed for each user group. Sale to private sector developers should be by sealed competitive bid. In order to stimulate development, the minimum bid could be the lot’s development cost instead of a lot’s fair market value.
- **South Lena Subdivision.** Continue to make lots available at the South Lena Subdivision in response to market demand.
- **Switzer Area 3.** In light of the high cost of providing access and utilities, investigate the feasibility of developing Switzer Area 3. This area may be worth reviewing during the next biannual Land Management Plan update.
- **Pederson Hill.** The Pederson Hill development should be completed in phases. The first phase could include construction of an access road from Glacier Highway to the property and a group of approximately 40+ single family lots. After this phase is complete and considering how successful the first phase was, future phases could include CBJ as lead developer, Public/Private partnerships, direct sales of tracts to developers or collaboration with the University of Alaska which owns adjacent property.
- **Parcel 1420.** Land ID Parcel 1420 (adjacent to Bonnie Brae Subdivision), is on the road system, has public water and recently has had public sewer extended to it. This parcel will need to be rezoned and wetlands on the site may require a special development approach such as a Planned Unit Development. Due to the complex nature of this property, a Public/Private partnership or direct disposal of the parcel to a developer may be the most appropriate disposal methods.

- **Second and Franklin.** Continue to investigate a long term lease strategy for development of the Second and Franklin Street property. During the public review process for this property, the value of retaining the lot for its current function as public parking should be considered as an alternative.
- **6th Street Douglas.** Conduct a fair market value sale of 6th Street Douglas properties. Include first right of refusal for adjacent property owners.
- **Parcel 0315.** Pursue access to Land ID Parcel 0315 (Auke Bay region) and investigate a potential partnership with the adjacent land owner to establish a right-of-way corridor.
- **Obtain Access to CBJ Land.** When property comes on the market adjacent to large CBJ tracts, pursue opportunities to obtain access to isolated CBJ lots by acquiring neighboring lots.

DRAFT

References

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CBJ Buildable Lands Study, 2006, City and Borough of Juneau, Division of Lands and Resources and Community Development Department

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Willoughby District Land Use Plan, March 2012, Sheinberg Associates

Wireless Telecommunications Master Plan, October 2014, Community Development Department and CityScape Consultants, Inc.

M M A M**CITY/BOROUGH OF JUNEAU**

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CBJ Planning Commission

Greg Chaney, Lands and Resources Manager



November 2, 2015

Borough Wide

AME2015 0015 - Draft Land Management Plan – 2015 Update

At the October 27th Planning Commission Committee of the Whole meeting, the Commission reviewed comments concerning the draft 2015 Land Management Plan. The intention of bringing the draft Plan to the full Planning Commission at this time is to provide an update on feedback from a series of public meetings held during the last few weeks to gather comments concerning the draft document. Comments received from the public are described in Jonathan Lange's November 2, 2015 staff report in this packet.

At the Committee of the Whole meeting, concern was expressed by commissioners that the Parks and Recreation Comprehensive Plan (PRAC) comments were so extensive that several additional meetings would be required to appropriately evaluate their recommendations. The Parks and Recreation Comprehensive Plan was last updated in 1996. Nearly two decades have passed since the community's parks needs were systematically addressed, as a result the PRAC provided a long list of properties to be added, traded or disposed of from the CBJ Parks system. This list was substantial enough that it provides a good starting point for a new CBJ parks plan but it does not seem appropriate to conduct a review of such a significant revision of park management in Juneau without a through public process. It would probably be better to wait for a new Parks and Recreation Comprehensive Plan to be adopted and then for the Planning Commission and Assembly to review the recommendations contained in the revised parks plan and adopt those recommendations as part of the Land Management Plan if they are determined to be appropriate.

Similarly the Docks and Harbors Board is about to undertake a planning effort for the area from the Juneau Douglas Bridge to Norway Point. This work has not begun and it would be appropriate to wait for the process to be completed so that the Planning Commission and Assembly could review the recommendations contained in the plan and, if appropriate, adopt the relevant portions as part of the Land Management Plan.



PARKS AND RECREATION ADVISORY COMMITTEE

155 S. Seward Street
Juneau AK 99801
(907) 586-5226

MEMORANDUM TO: K. Duncan, Director CBJ Parks & Recreation
FROM: PRAC
DATE: October 6, 2015
SUBJECT: Lands Management Plan 2015, PRAC Committee review and PRAC recommendations

The PRAC Committee reviewed the Lands Management Plan 2015 (DRAFT) that was presented to PRAC at the September 8, 2015 Meeting (in which Greg Chaney requested comments and suggestions) and offers the following comments:

All parcels labeled with Retain-Parks & Recreation under *Managing Department* were acceptable as noted, with the following recommendations:

Dispose

- LND-0665 Smith Park Subdivision III Greenbelt
- LND-1406 3 Mile N Douglas Hwy, Falls Creek
- LND-0837 Subdivision Mountainside (the parcels at bottom of hill)

The following are lands managed by P&R where disposal would be appropriate with the opportunity to trade for new parkland managed by other departments (see following page). For these properties maintain P&R lands for stream and trail corridors. For large tracts, maintain a portion of lands for future neighborhood park and trail connectivity to adjacent corridors and parkland.

Dispose through Trade, maintain portions of properties as indicated and as noted above:

- LND-0020 Pearl Harbor Shoreline
- LND-0114 Portion of S. Tee Harbor along existing right of way. Maintain shoreline trail.
- LND-0118 Western portion of Peninsula
- LND-0315 Auke Bay Elem. School, Spaulding Meadows Trail, keep portion as trail corridor
- LND-0435 W Valley Wild Meadow Park (west parcel)
- LND-0520 Mendenhall Smuggler's Cove
- LND-0610 Base of Thunder Mountain. Need trail corridor to existing trail. See non-motorized transportation plan
- LND-0867 White subdivision, Norway Point
- LND-1007 North Franklin Parking
- LND-1019 W. 6th St, Juneau
- LND-1021 Calhoun Ave, Greenbelt above Governor's Mansion
- LND-1079 East Park above Gastineau Avenue

Memo To: Kirk Duncan

October 6, 2015

Lands managed by other CBJ departments that would be desirable for management transfer (trade) to P&R

- LND-0812 Land behind prison, N Lemon Creek - Retain for possible ATV Park
- LND-0829 RSH Subdivision, Lemon Creek - Retain for possible ATV Park
- LND-0830 HDK Subdivision behind Home Depot - Retain for possible ATV Park
- LND-1420 8 Mile N. Douglas Hwy, Fish Creek Rd. – Retain and make Parks
- LND-1430 4 Mile N. Douglas Hwy, SE of Bonnie Brae Subdivision
- LND-1450 .75 Mile Fish Creek Road, access road to Fish Creek Quarry
- LND-1470 NW Douglas Island, Outer Point, Shaman Island
- LND-1500 34-38 Mile N. Glacier Hwy, Cowee Creek, Bridge Cove Greenbelt
- LND-1200 Large Lots above Glory Hole – Make Historic Parks
- LND-1210 Douglas above Crow Hill – Make Parks
- LND-1290 Mining claims around Gloryhole – Make Historic Parks

Lands currently not under CBJ management where obtaining P&R lands would be desirable:

- Lemon Creek
- Thane Storage Warehouse/Sheep Creek area
- Thunder Mountain trail corridor from Egan Drive

Special Conditions:

- LND-1013 Russian Orthodox Church - Swap their parking lot under P&R management with the adjacent existing CBJ Park under private ownership
- LND-1480 SW Douglas, Hilda Creek Valley – clarify P&R lands before making a determination



PARKS AND RECREATION ADVISORY COMMITTEE

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All parcels labeled with Retain-Parks & Recreation under *Managing Department* were acceptable as noted, with the following recommendations:

Note: CBJ Lands and Resource Manager, Greg Chaney's comments in bold italics below each proposal. October 27 2015

Dispose

- LND-0665 Smith Park Subdivision III Greenbelt
Map No. 13 This was a greenbelt along a major subdivision. The greenbelt is too narrow to be effective so it would be appropriate to sell it to adjacent properties.
- LND-1406 3 Mile N Douglas Hwy, Falls Creek
Map No. 27 This property contains part of Fall's Creek which is an anadromous stream. Due to habitat setback issues, it may not be appropriate to dispose of this property for development.
- LND-0837 Subdivision Mountainside (the parcels at bottom of hill)
Map No. 17 These parcels are alongside the entrance road to Mountainside Estates. It may be appropriate to sell this property to the adjacent property owners or incorporate it into the Craig Street right-of-way.

The following are lands managed by P&R where disposal would be appropriate with the opportunity to trade for new parkland managed by other departments (see following page). For these properties maintain P&R lands for stream and trail corridors. For large tracts, maintain a portion of lands for future neighborhood park and trail connectivity to adjacent corridors and parkland.

Land Trades are very difficult to structure because it is difficult to establish equal value for separate properties. Disposals should be viewed independently from acquisitions.

Dispose through Trade, maintain portions of properties as indicated and as noted above:

- LND-0020 Pearl Harbor Shoreline
Map No. 2 Area south of Amalga Harbor and north of Pearl Harbor. 96½ acres adjacent to Arboretum. Since this waterfront property does not have right-of-way

Memo To: Kirk Duncan

October 6, 2015

- frontage it may be difficult to subdivide and difficult to dispose of.* May best frontage through northern land.
- LND-0114 Portion of S. Tee Harbor along existing right of way. Maintain shoreline trail.
Map No. 4 This area contains 56 acres along outer coast of southern Tee Harbor. This property has already been subdivided and would be relatively easy to dispose of the existing lots. Significant resistance from the neighborhood can be expected.
 - LND-0118 Western portion of Peninsula
Map No. 3 14½ acres along outer coast of northern Tee Harbor. Subdivision costs including water service extension would be required.
 - LND-0315 Auke Bay Elem. School, Spaulding Meadows Trail, keep portion as trail corridor
Map No. 7 Access corridor to Spaulding Meadows Trail is important to retain.
 - LND-0435 W Valley Wild Meadow Park (west parcel)
~~*Map No. 14 13½ acres is wetlands. This area was purchased with Land and Water Conservation Funds. Disposal would be complex.*~~
 - LND-0520 Mendenhall Smuggler's Cove
Map No. 11 349½ acres composes most of the southern edge of the Mendenhall Peninsula. Portions of this area would suitable for development. Further study is needed. Access to sewer service would be required for anything other than a large lot subdivision with on-lot waste water disposal. Road built - access? Private Driveway
 - LND-0610 Base of Thunder Mountain. Need trail corridor to existing trail. See non-motorized transportation plan
Map No. 13 This 226¼ acre property is primarily managed by Lands and Resources. Most is unsuitable for development due to wetlands, an anadromous stream and natural hazards in the area.
 - LND-0867 White subdivision, Norway Point
Map No. 18 This 9.3 acre site should not be disposed of due to significant avalanche and mass wasting hazards in the area.
 - LND-1007 North Franklin Parking
Map No. 20 This 1/3 of an acre site in downtown is currently being managed as a parking lot. It is not functioning as a park but it is being managed by Parks as parking lot. This site is currently listed in the "Recommendations" section of this draft to be further investigated for long term lease for housing development.
 - LND-1019 W. 6th St, Juneau
Map No. 19 This small 2,178 square foot parcel is isolated with very limited access. Disposal as a separate parcel might not be realistic. Disposal to adjacent parcel owners might be appropriate.
 - LND-1021 Calhoun Ave, Greenbelt above Governor's Mansion
Map No. 19 This ¼ acre lot is directly uphill from the Governor's Mansion. It is likely that the community would want to retain this parcel as part of the setting around the Mansion.
 - LND-1079 East Park above Gastineau Avenue
Map No. 20 This 33 acre parcel is a mapped hazard zone. Little development is possible in the area without significant investment in hazard mitigation. However, due to its proximity to the urban core, with careful design and hazard reduction measures,

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limited development may be possible.

Lands managed by other CBJ departments that would be desirable for management transfer (trade) to P&R

- • LND-0812 Land behind prison, N Lemon Creek - Retain for possible ATV Park
Map No. 16 This area is being actively developed for a gravel pit. Temporary ATV uses might be possible as long as they didn't interfere with material extraction.
- • LND-0829 RSH Subdivision, Lemon Creek - Retain for possible ATV Park
Map No. 16 This area is an active travel corridor used for access to rock quarry and gravel pit. It also contains Lemon Creek which is an anadromous stream that DEC classifies as an impaired water body.
- • LND-0830 HDK Subdivision behind Home Depot - Retain for possible ATV Park
Map No. 16 This area is being actively used for a gravel pit. Temporary ATV uses might be possible as long as they didn't interfere with material extraction. Noise impacts to Lemon Creek residential areas would have to be carefully evaluated.
- LND-1420 8 Mile N. Douglas Hwy, Fish Creek Rd. – Retain and make Parks
Map No. 28 Portions of this 1,121½ acre site are set aside in the draft Land Management Plan for Parks.
- LND-1430 4 Mile N. Douglas Hwy, SE of Bonnie Brae Subdivision
Map No. 27 Portions of this 654¾ acre site are set aside in the draft Land Management Plan for Parks.
- LND-1450 .75 Mile Fish Creek Road, access road to Fish Creek Quarry
Map No. 28 While Fish Creek Road is not designated as a park, it is designated as a scenic corridor in the Comprehensive Plan. The access road to Fish Creek Quarry is currently still be utilized for rock quarrying and access to maintain a cell tower. In the future, the Fish Creek Quarry could be redeveloped for another use such as a Raptor Center. Designating park land would have to be compatible with these other uses.
- LND-1470 NW Douglas Island, Outer Point, Shaman Island
Map No. 29 At 2,314 acres, LND-1470 is one of the largest land parcels in the Draft Land Management Plan. Given the large extent of this parcel, it would be appropriate to have some of these sites designated as parks. This is particularly true of coastal recreation areas such as Shaman Island.
- LND-1500 34-38 Mile N. Glacier Hwy, Cowee Creek, Bridge Cove Greenbelt
Map No. 1 At 3,490 acres, LND-1500 is the largest parcel in the Draft Land Management Plan. Due to the large extent of this parcel, it would be appropriate to have some of these sites designated as parks. All coastal recreation areas in this area have been shown as Parks on Map 1 of the Draft Land Management Plan.
- LND-1200 Large Lots above Glory Hole – Make Historic Parks
Map No. 25&24 Portions of this 910¾ acre site have been designated as Parks in the Draft Land Management Plan. Prior to any development, historic resources in the area would have to be evaluated.
- LND-1210 Douglas above Crow Hill – Make Parks
Map No. 25&26 Portions of this 355¾ acre site have been designated as Parks in the Draft Land Management Plan. Prior to any development, recreational opportunities in

Memo To: Kirk Duncan

October 6, 2015

the area would have to be evaluated.

- LND-1290 Mining claims around Gloryhole – Make Historic Parks
Map No. 25 Portions of this 74 acre site border the Gloryhole. Prior to any development, historic resources in the area would have to be evaluated. Historic park status for the area near the mine site might be appropriate. The region might be used for mining in the future.

Lands currently not under CBJ management where obtaining P&R lands would be desirable:

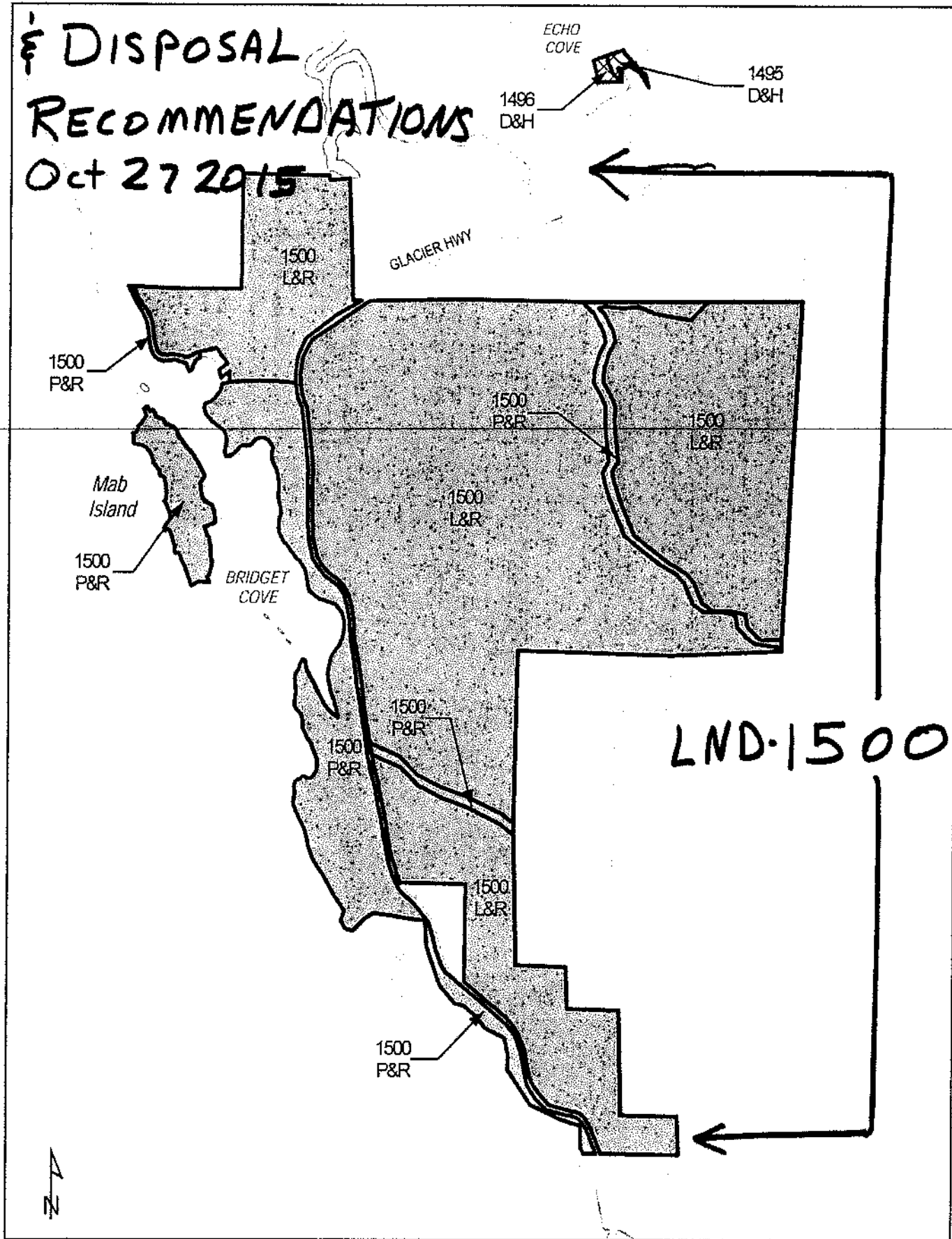
- Lemon Creek
There are large Natural Area Parks in Lemon Creek but few neighborhood playgrounds or ball parks in the area. Opportunities for these sites should be evaluated as they become available. The Lemon Creek Local Area Plan or updated Parks Management Plan would be appropriate venues to explore these issues further.
- Thane Storage Warehouse/Sheep Creek area
CBJ does not own property in these areas zone appropriately for parks use. An updated Parks Management Plan would be an appropriate venue to explore designating parks in this region further.
- Thunder Mountain trail corridor from Egan Drive
It is approximately a mile from the southern edge of CBJ property near Thunder Ridge to Egan Drive. This would require significant transfer of Federal or private property to CBJ to establish a trail corridor on CBJ property.

Special Conditions:

- LND-1013 Russian Orthodox Church - Swap their parking lot under P&R management with the adjacent existing CBJ Park under private ownership
Map No. 20 A land trade such as this would require a three way land trade involving CBJ, Catholic Bishops of Juneau and the Russian Orthodox Diocese of Alaska. Three party land trade proposals involving several parties can be complex.
- LND-1480 SW Douglas, Hilda Creek Valley – clarify P&R lands before making a determination
Map No. 29 Land parcel LND-1485 encompasses the Hilda Creek delta. This area is a “Conservation Easement” and is a natural area park.

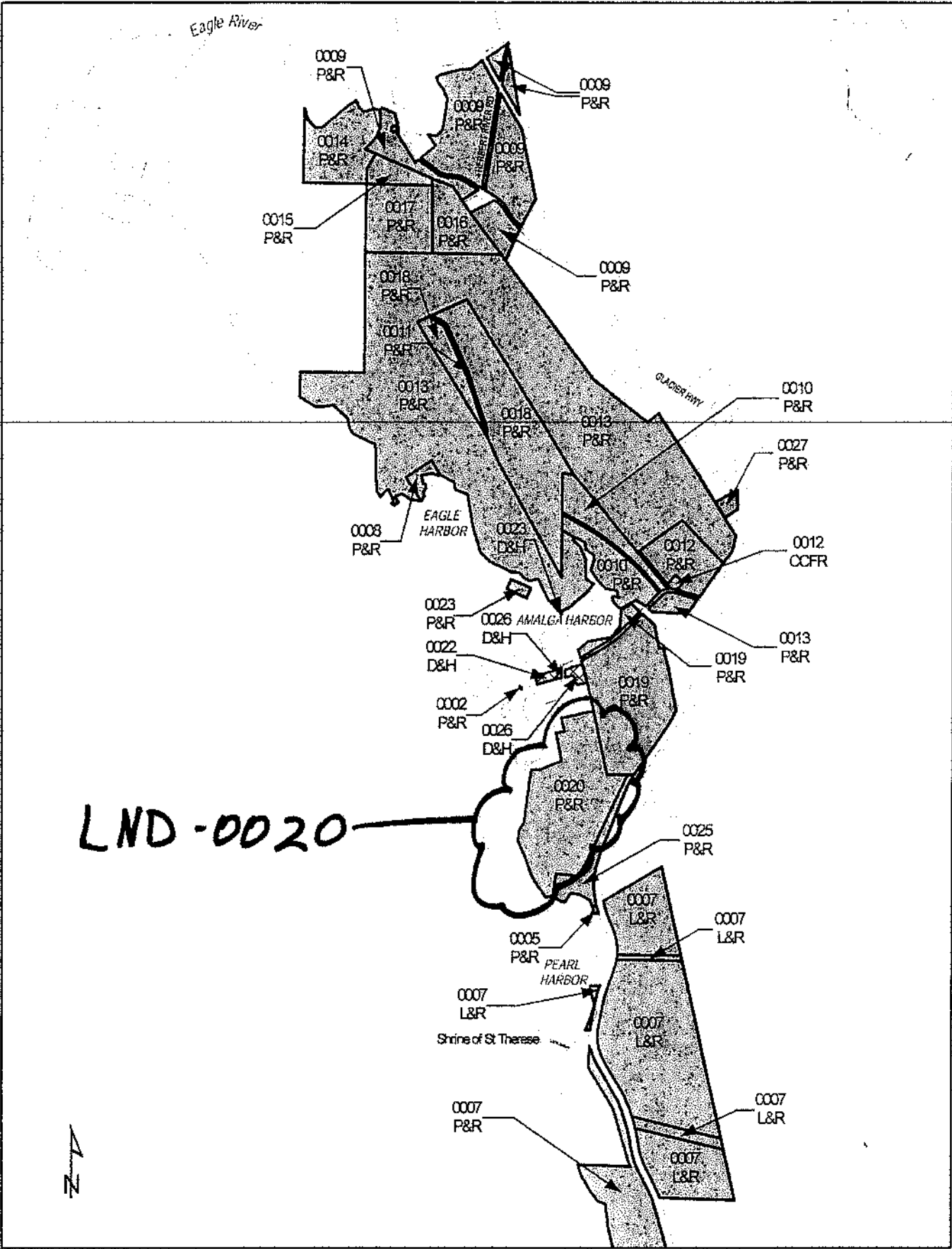
LAND MANAGEMENT PLAN ACQUISITION

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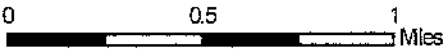


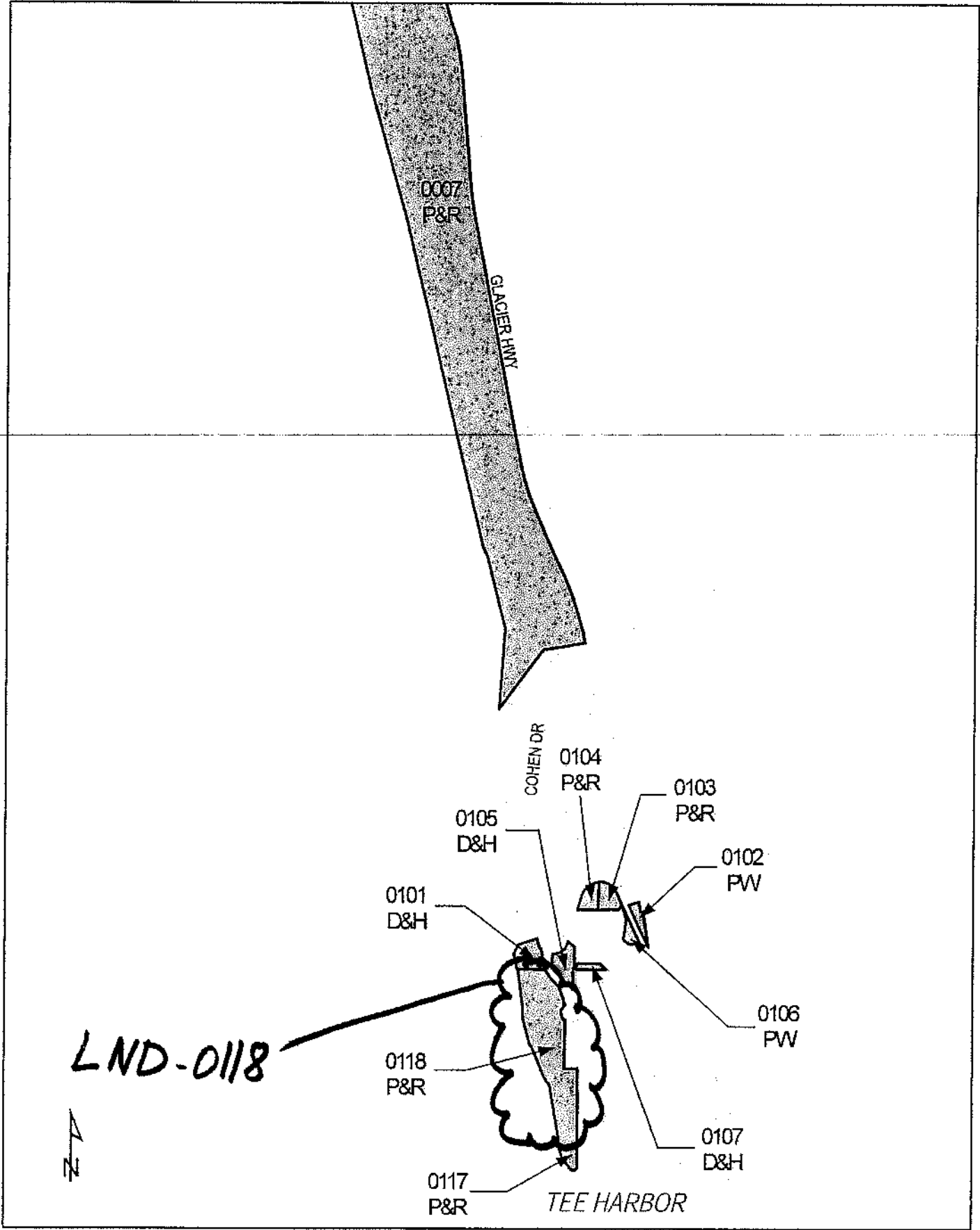
Map No. 1: Mab Island & Echo Cove

0 1,000 2,000 4,000 6,000 Feet

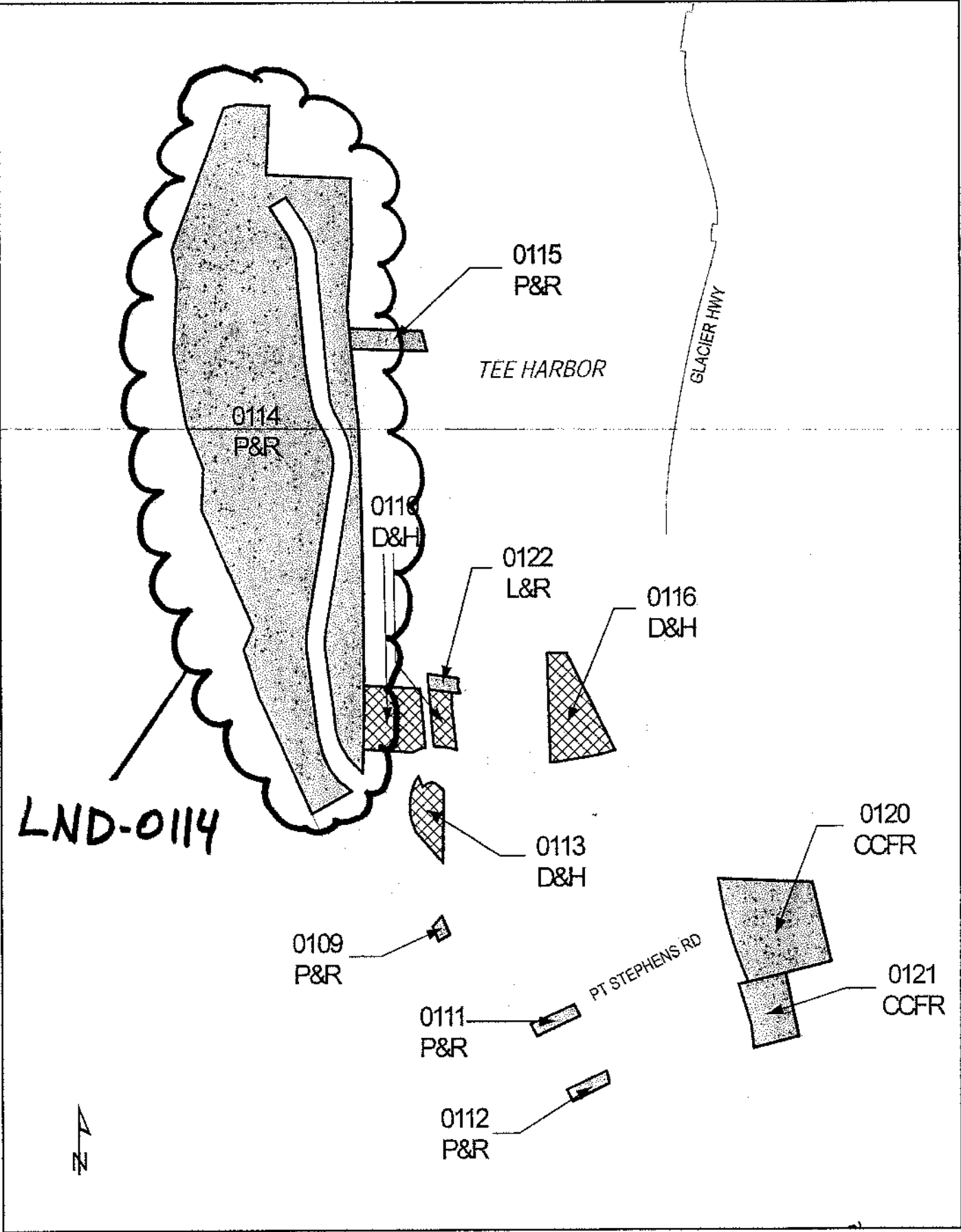


Map No. 2: Amalga Harbor



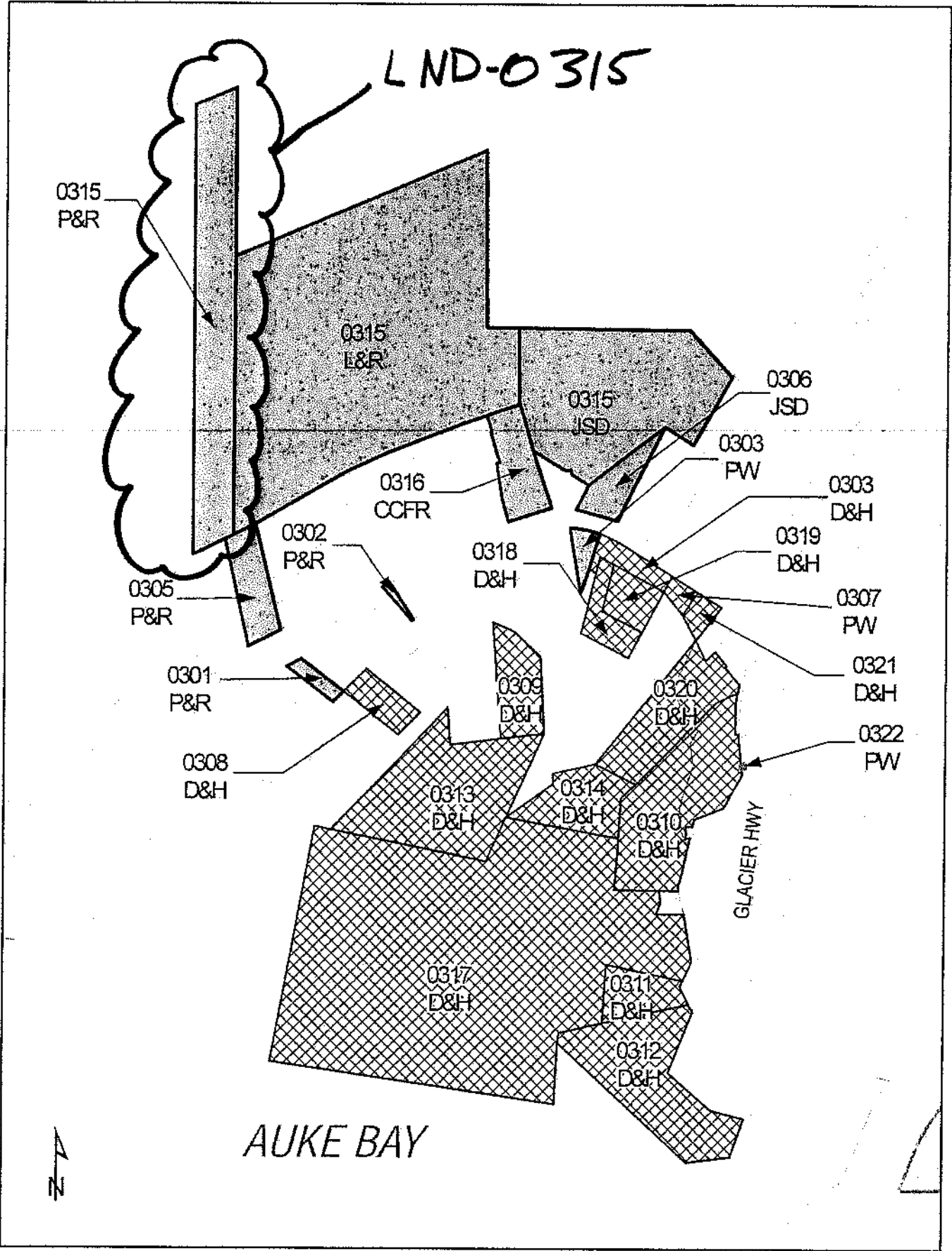


Map No. 3: North Tee Harbor



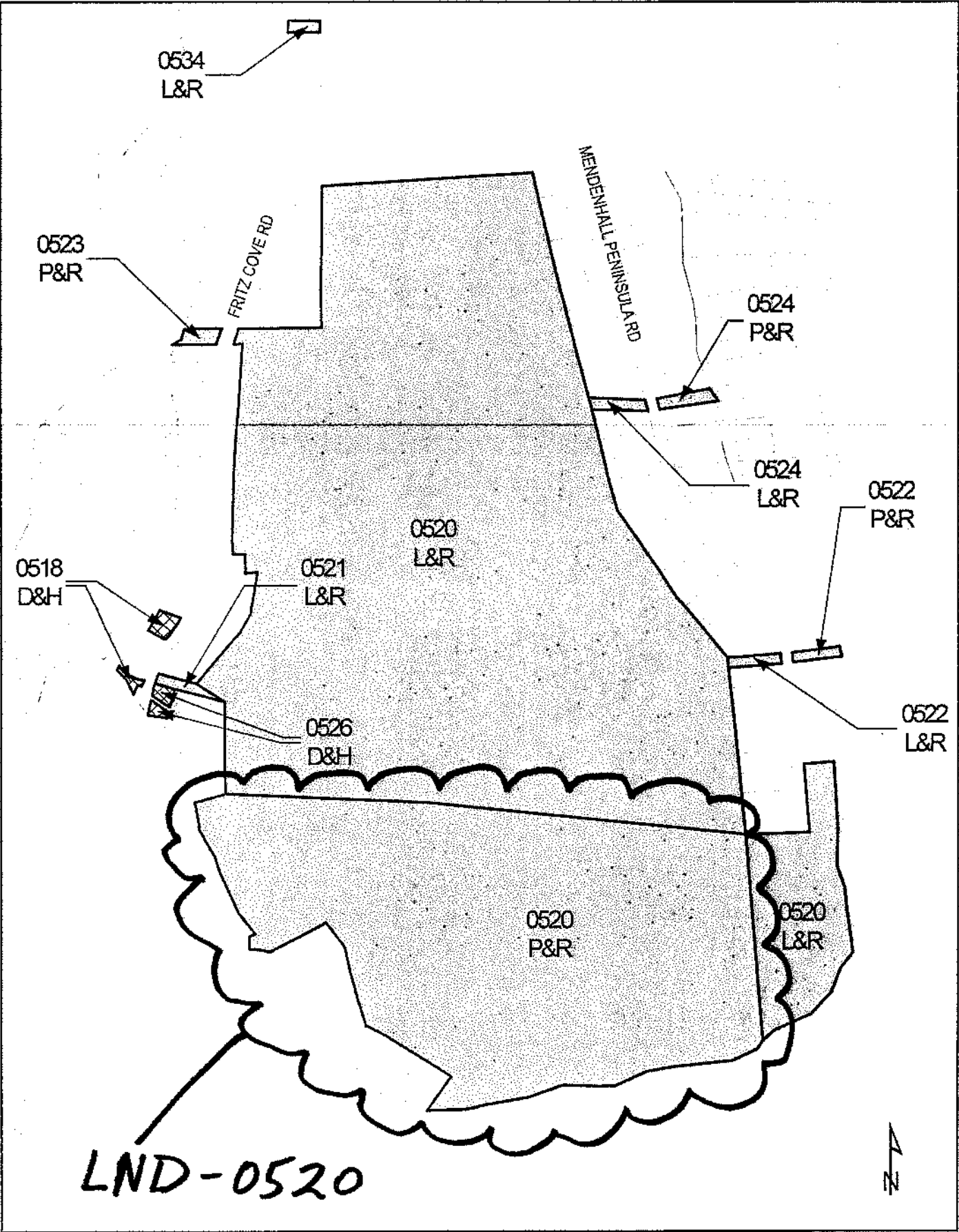
Map No. 4: South Tee Harbor



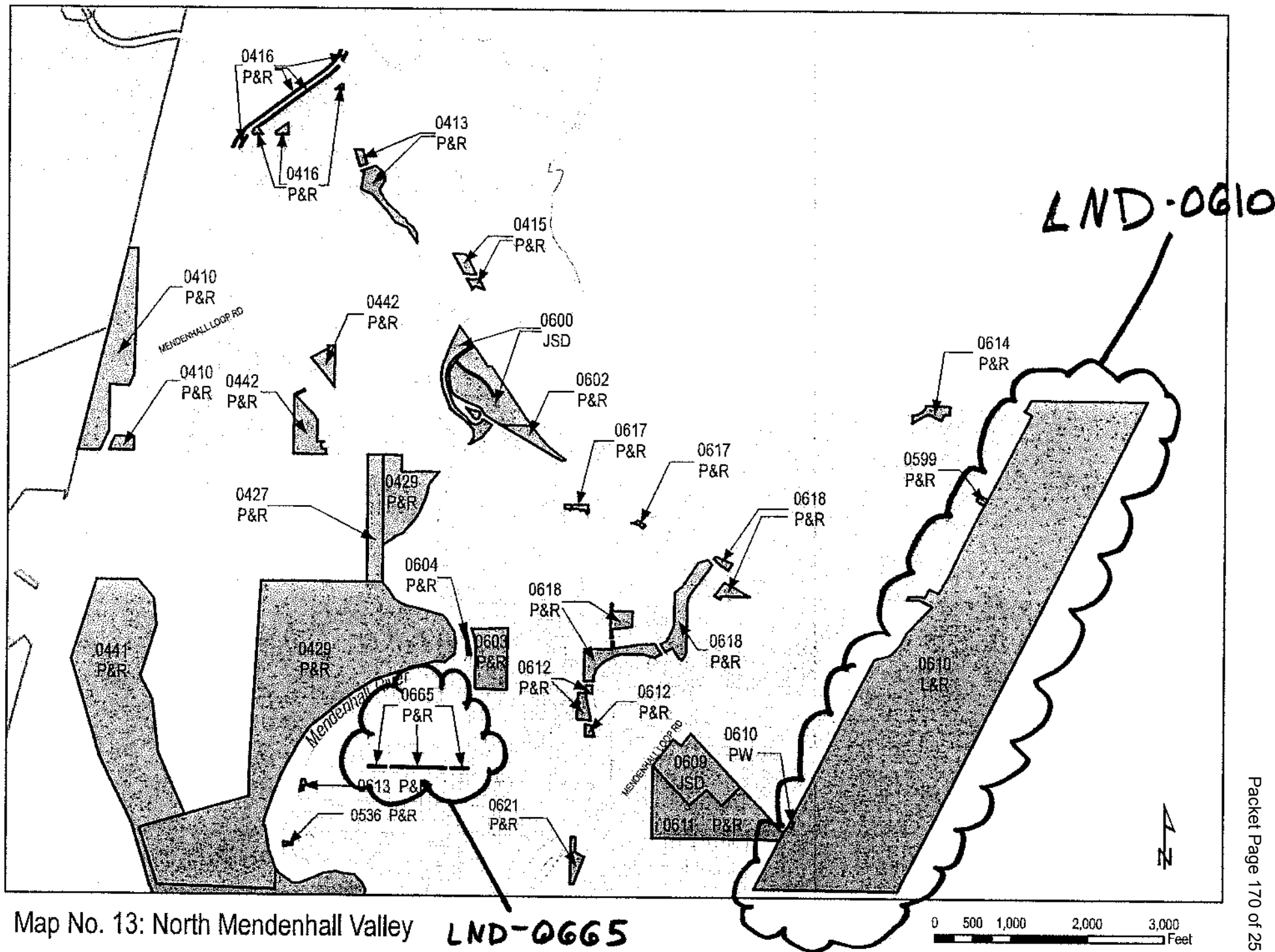


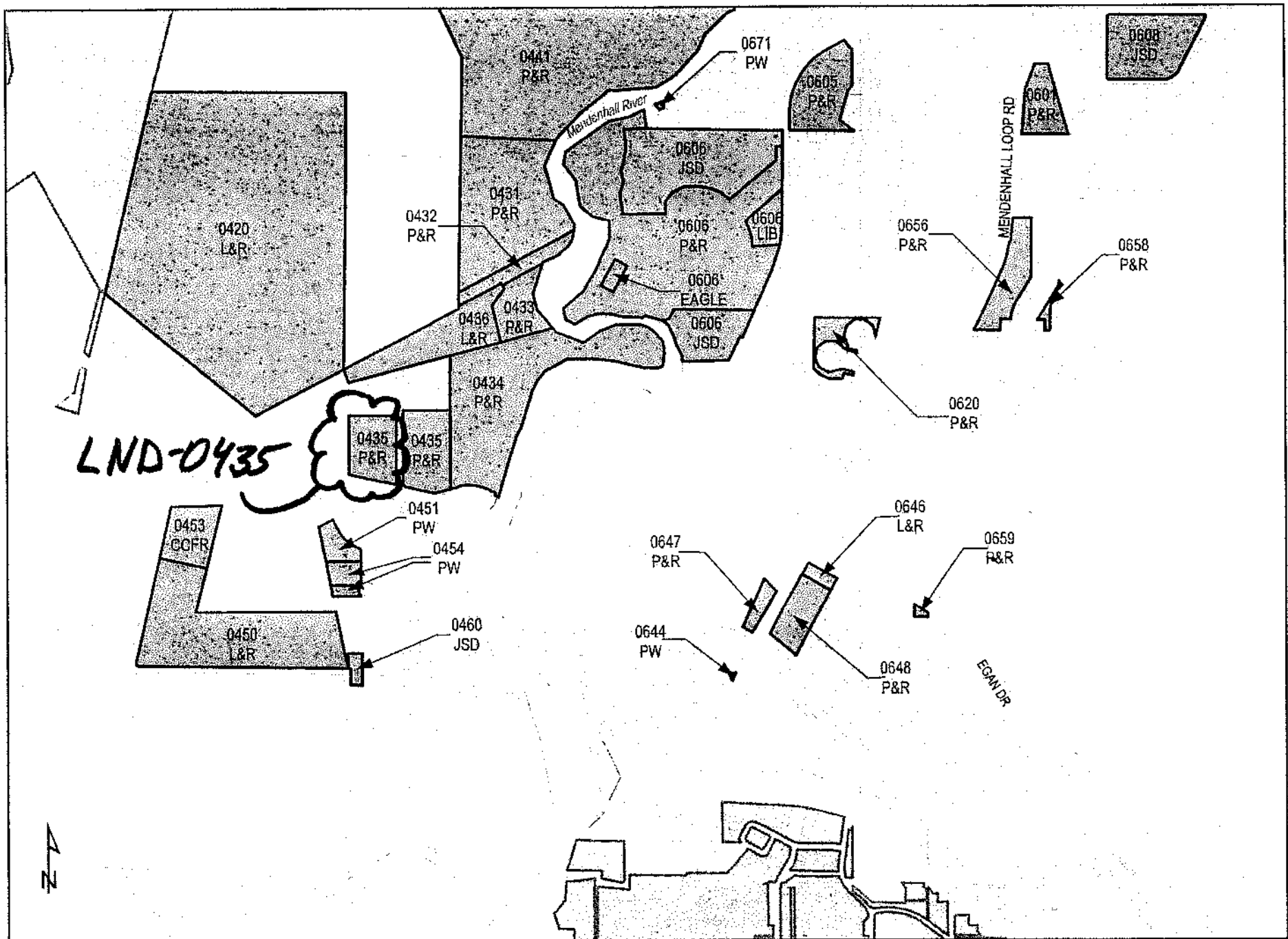
Map No. 7: Auke Bay



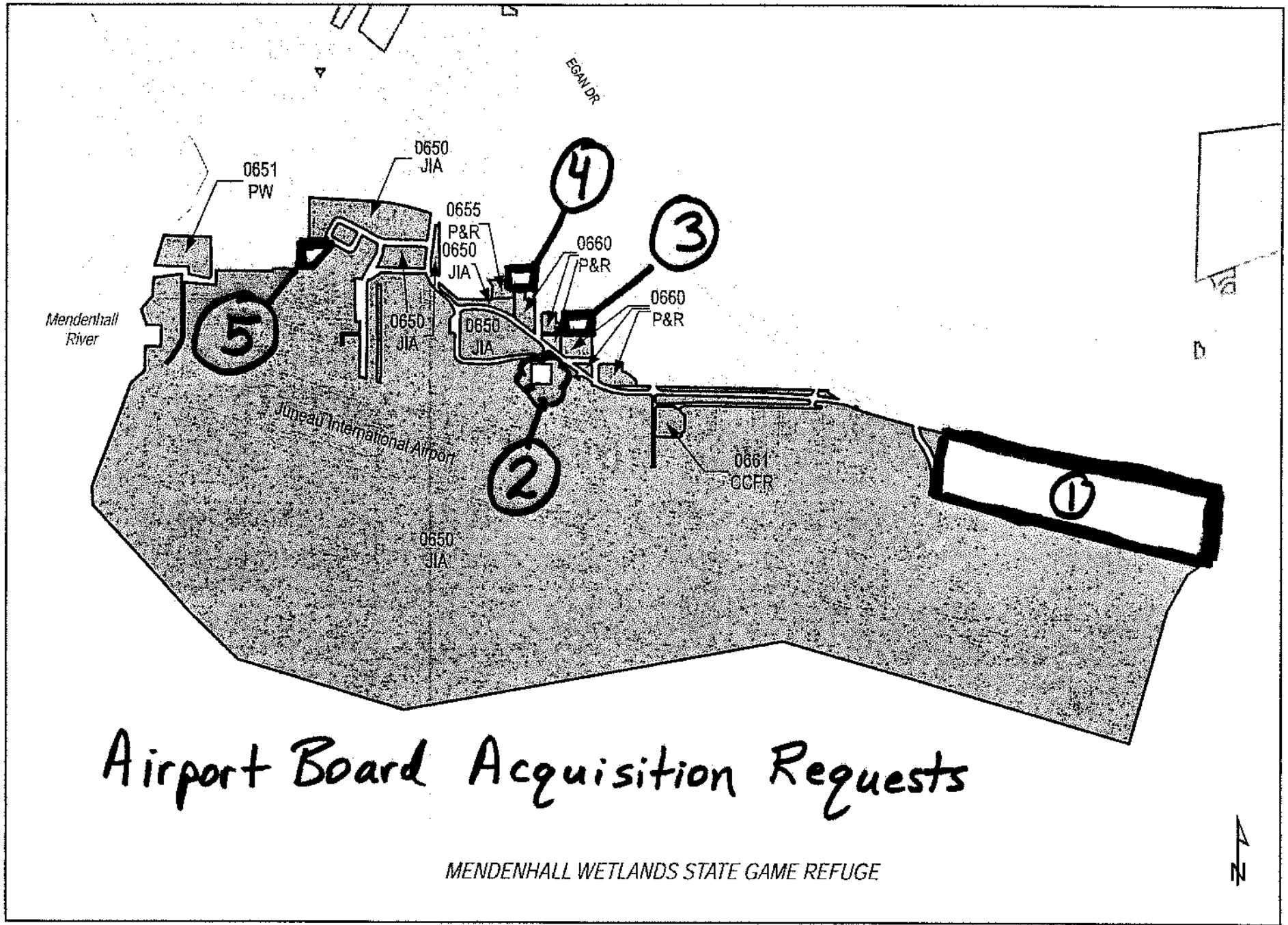


Map No. 11: South Mendenhall Peninsula

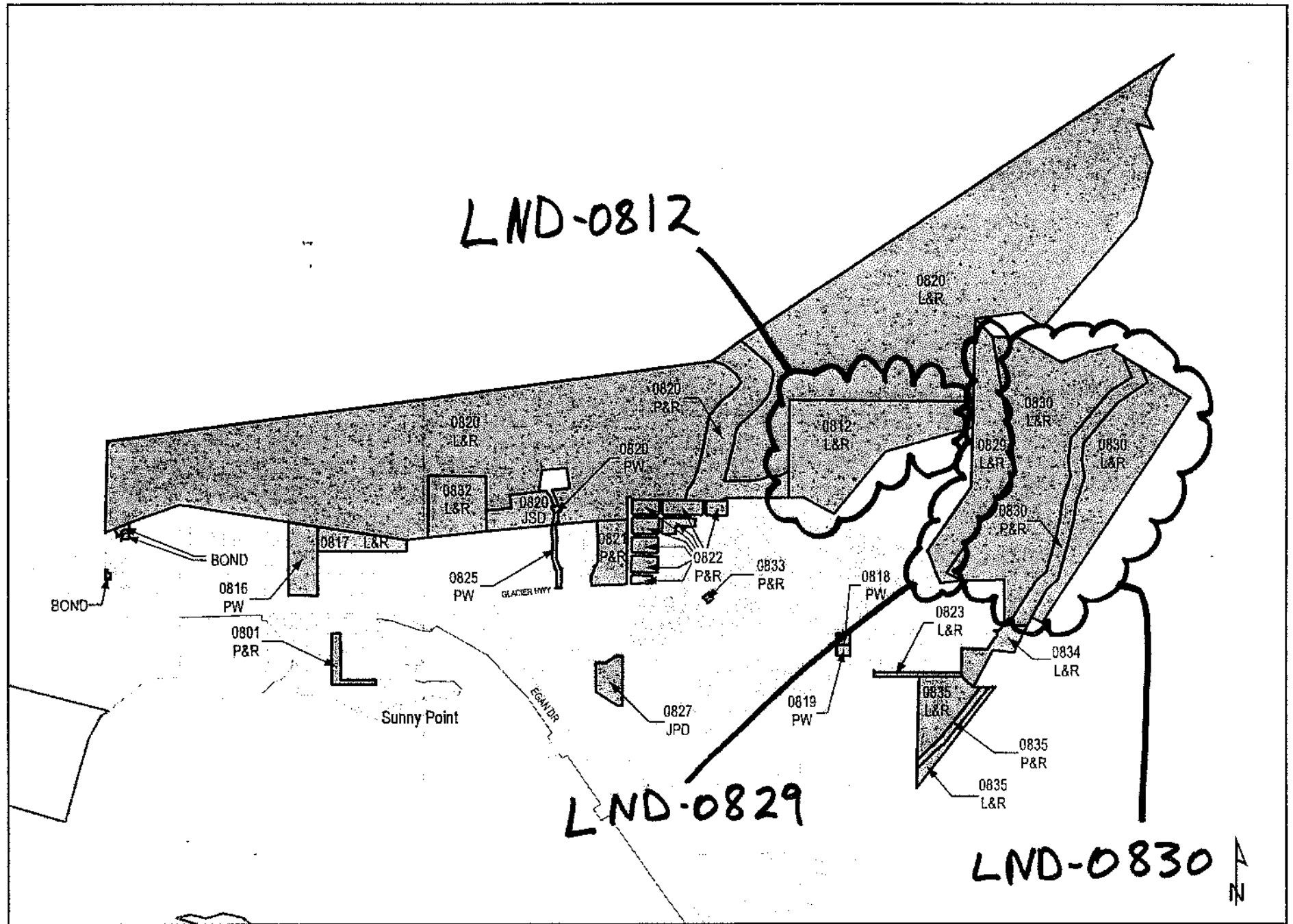




Map No. 14: South Mendenhall Valley

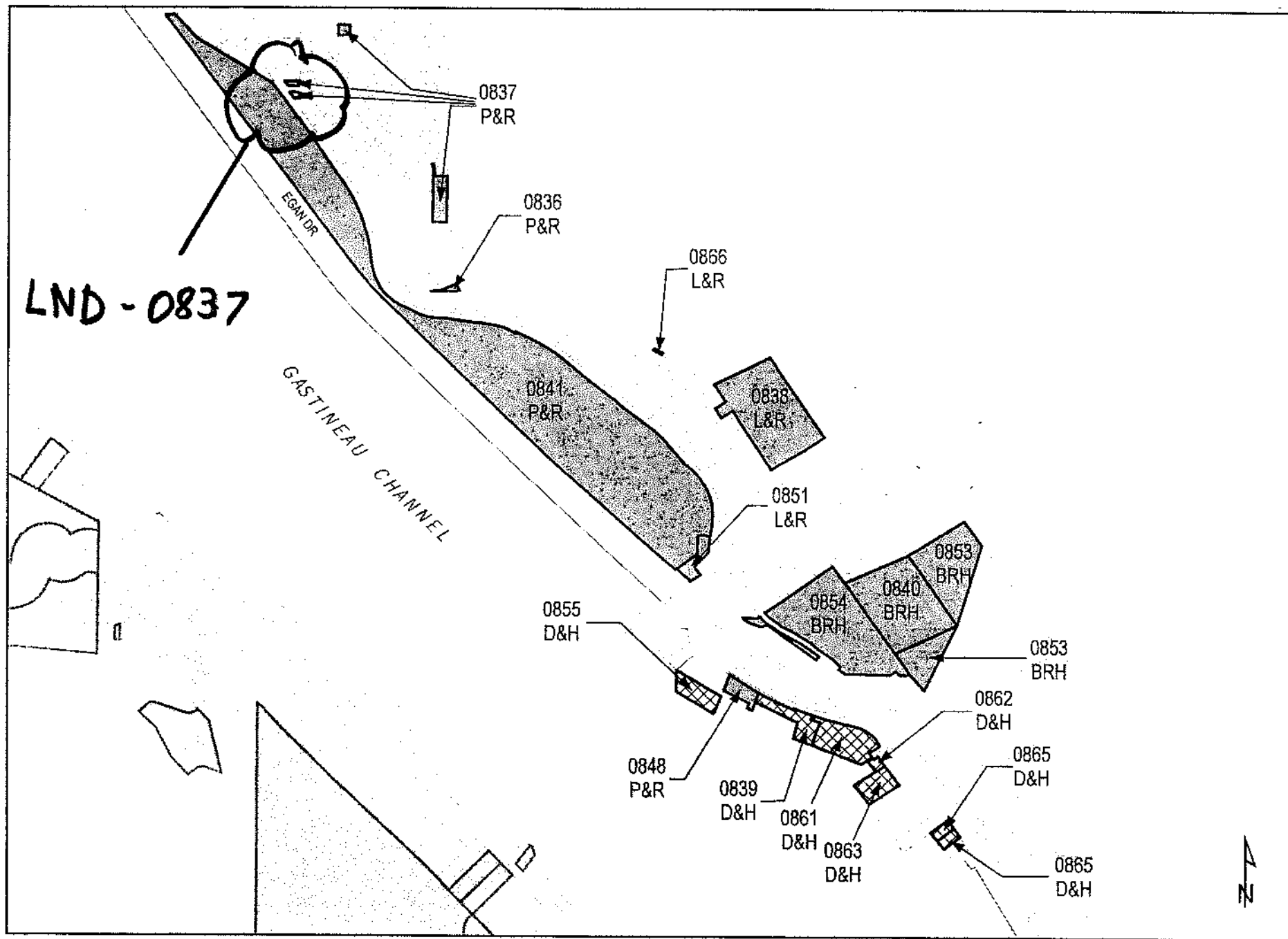


Map No. 15: Airport



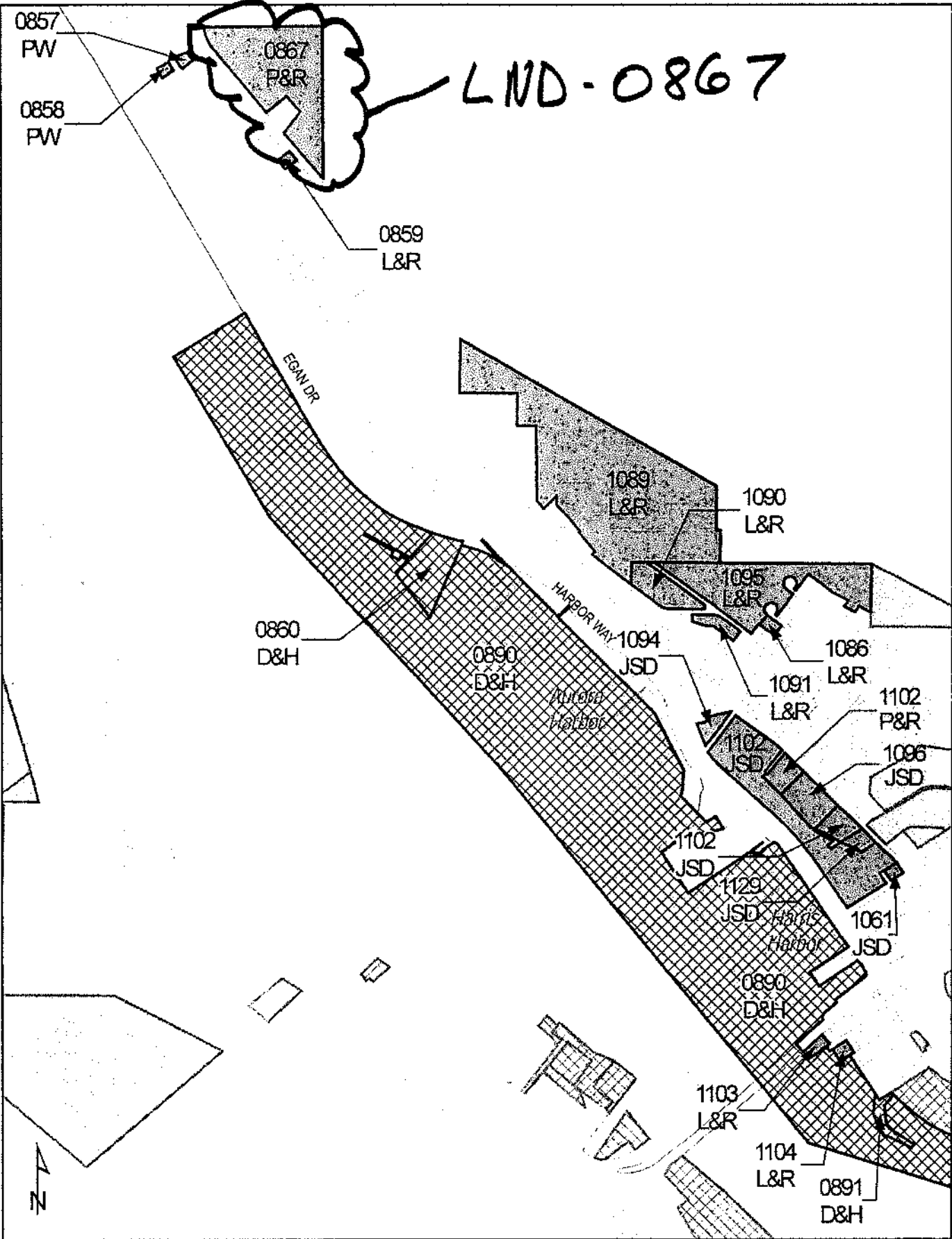
Map No. 16: Sunny Point and Lemon Creek

0 750 1,500 3,000 4,500 Feet

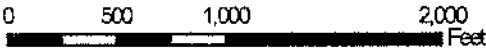


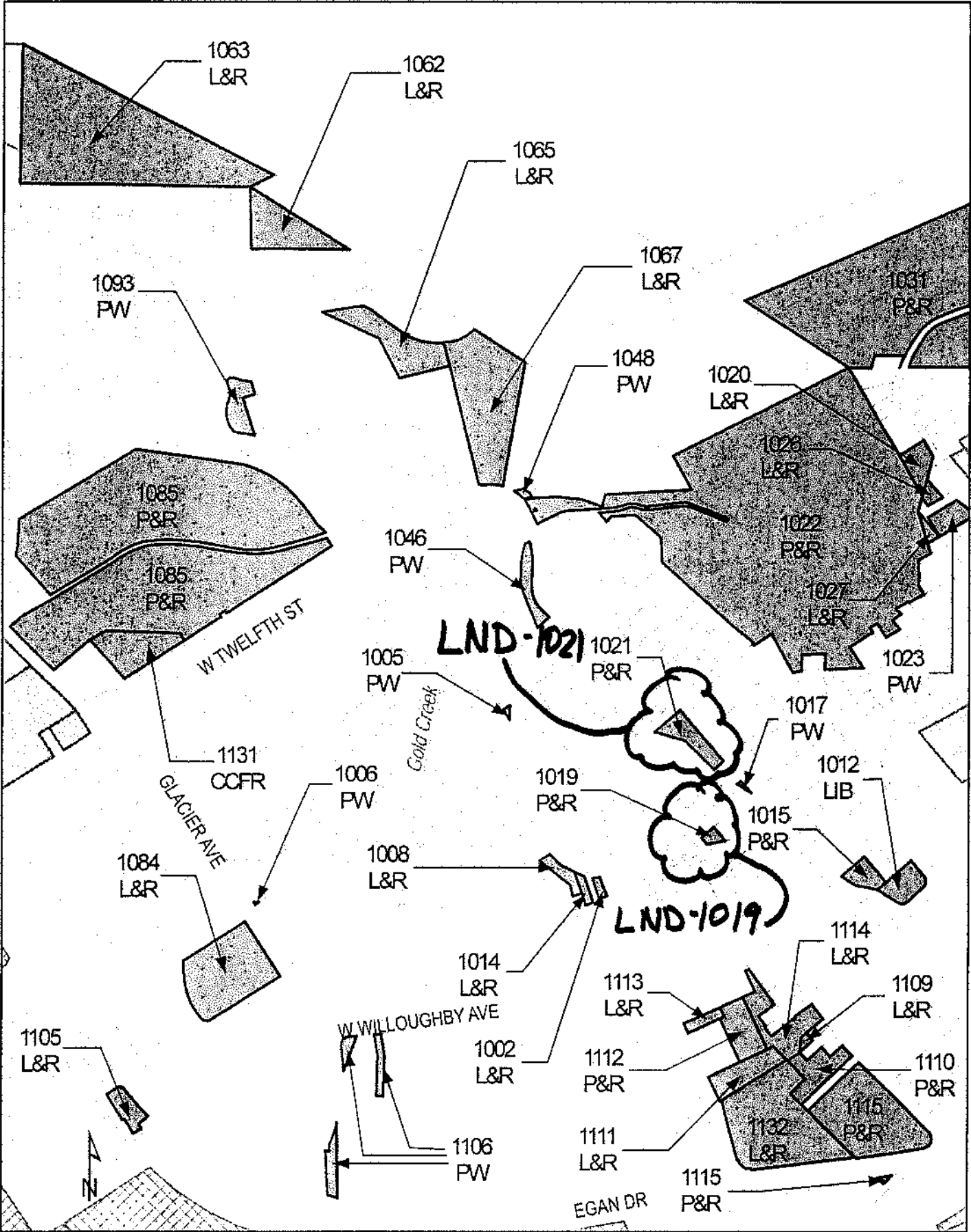
Map No. 17: Twin Lakes

0 500 1,000 2,000 3,000 Feet

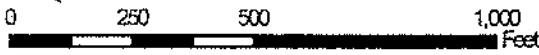


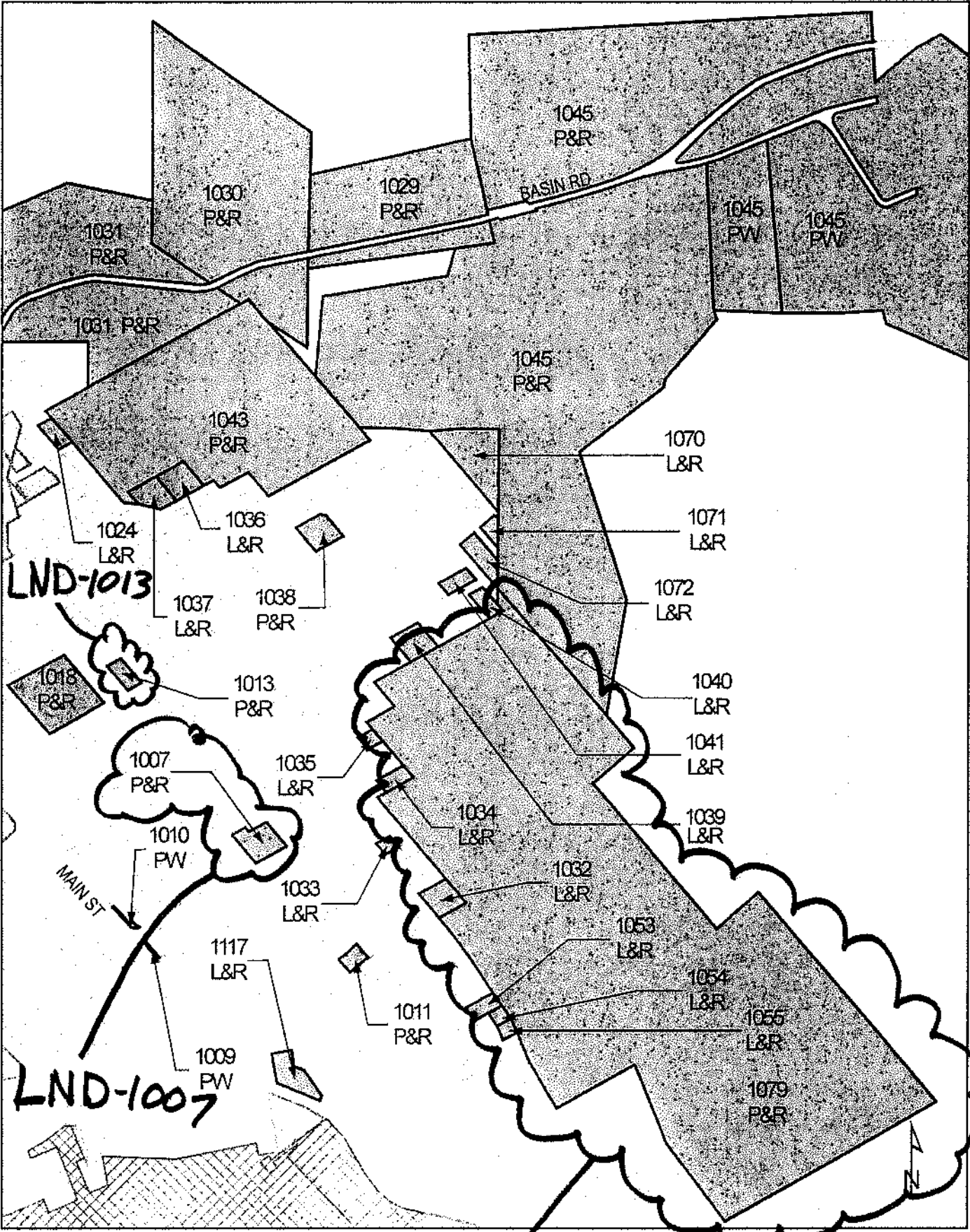
Map No. 18: Aurora Harbor





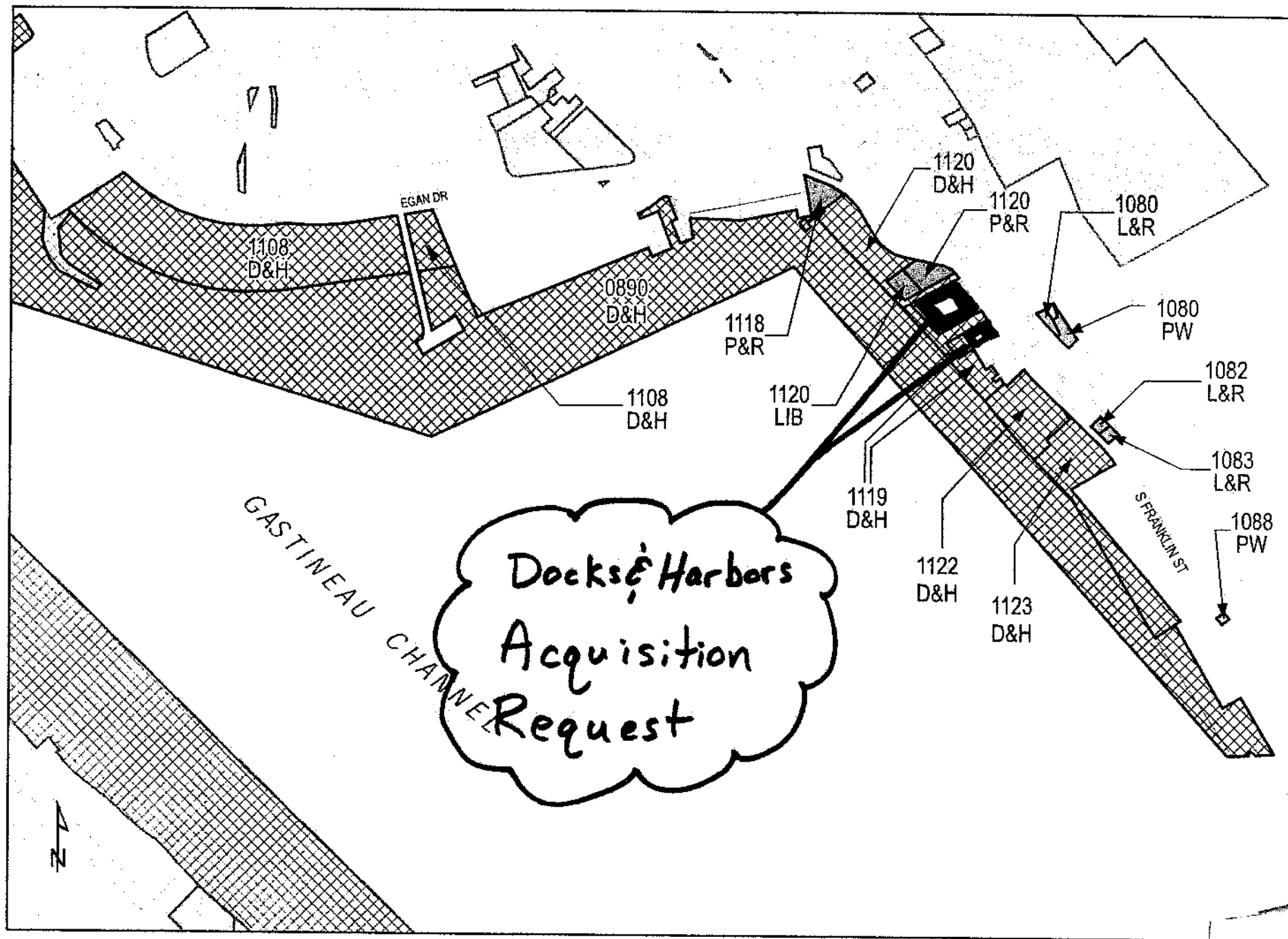
Map No. 19: Cope Park





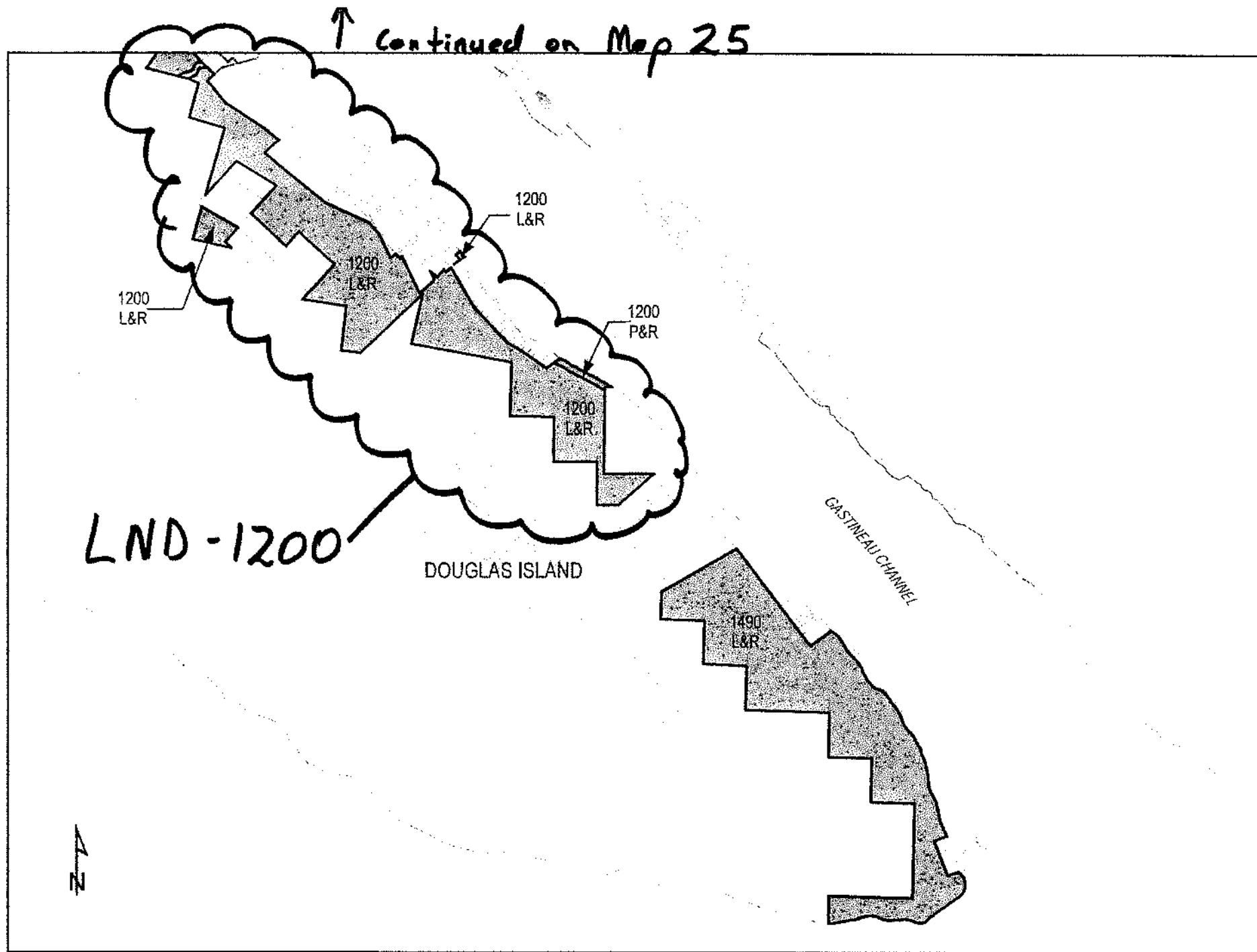
Map No. 20: Starr Hill & Basin Road

LND-1079

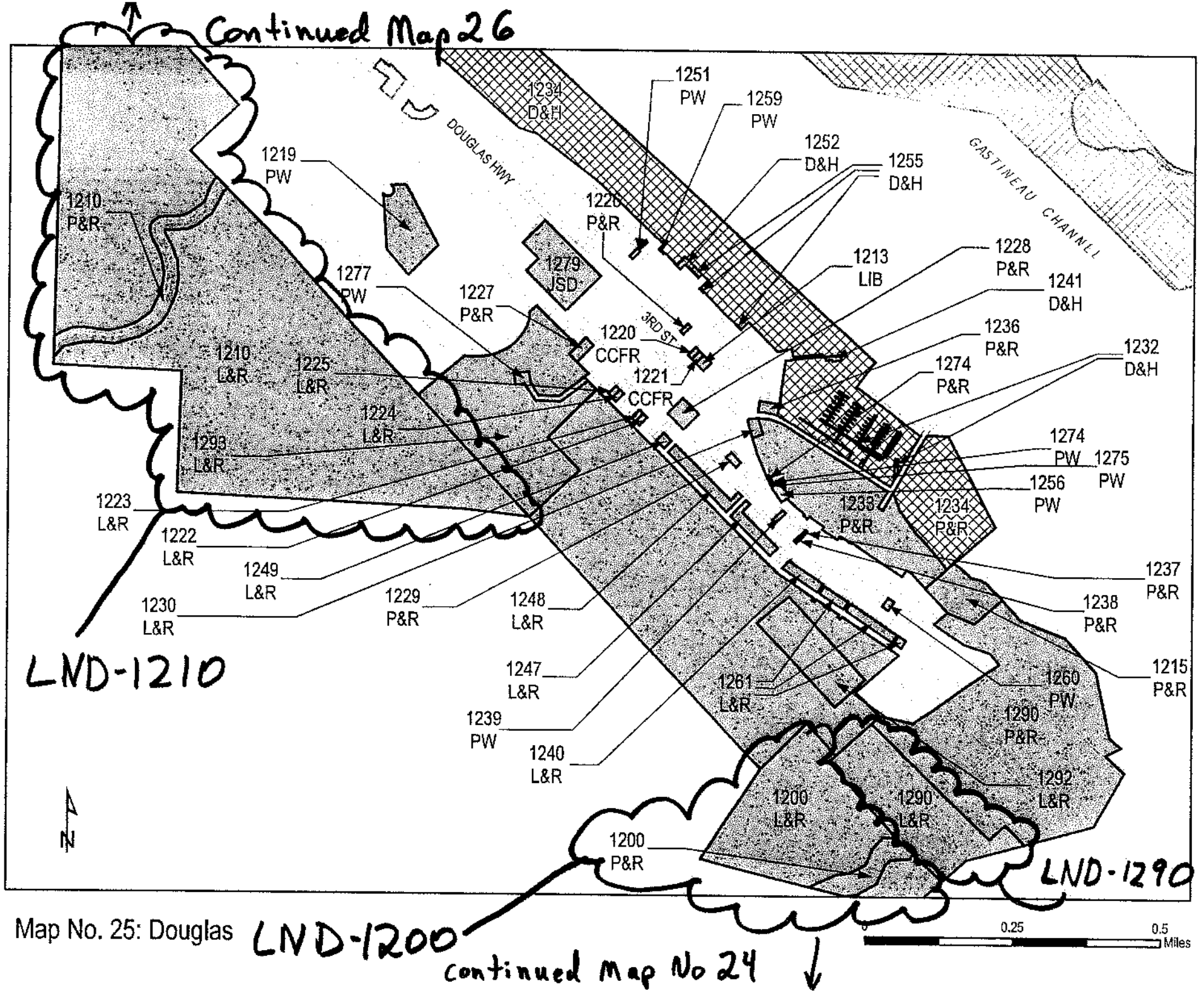


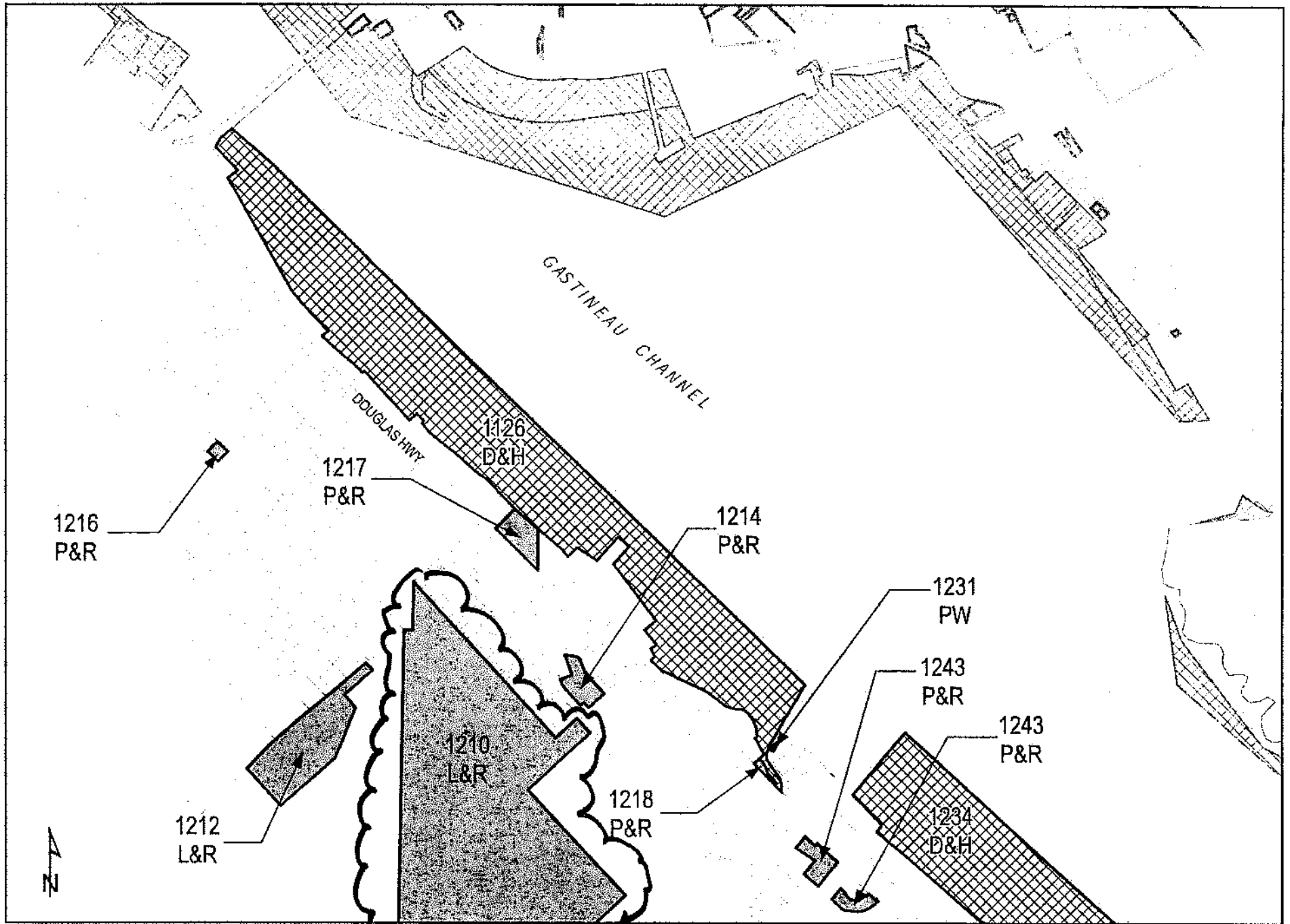
Map No. 22: Downtown Waterfront

0 250 500 1,000 1,500 Feet



Map No. 24: South Douglas

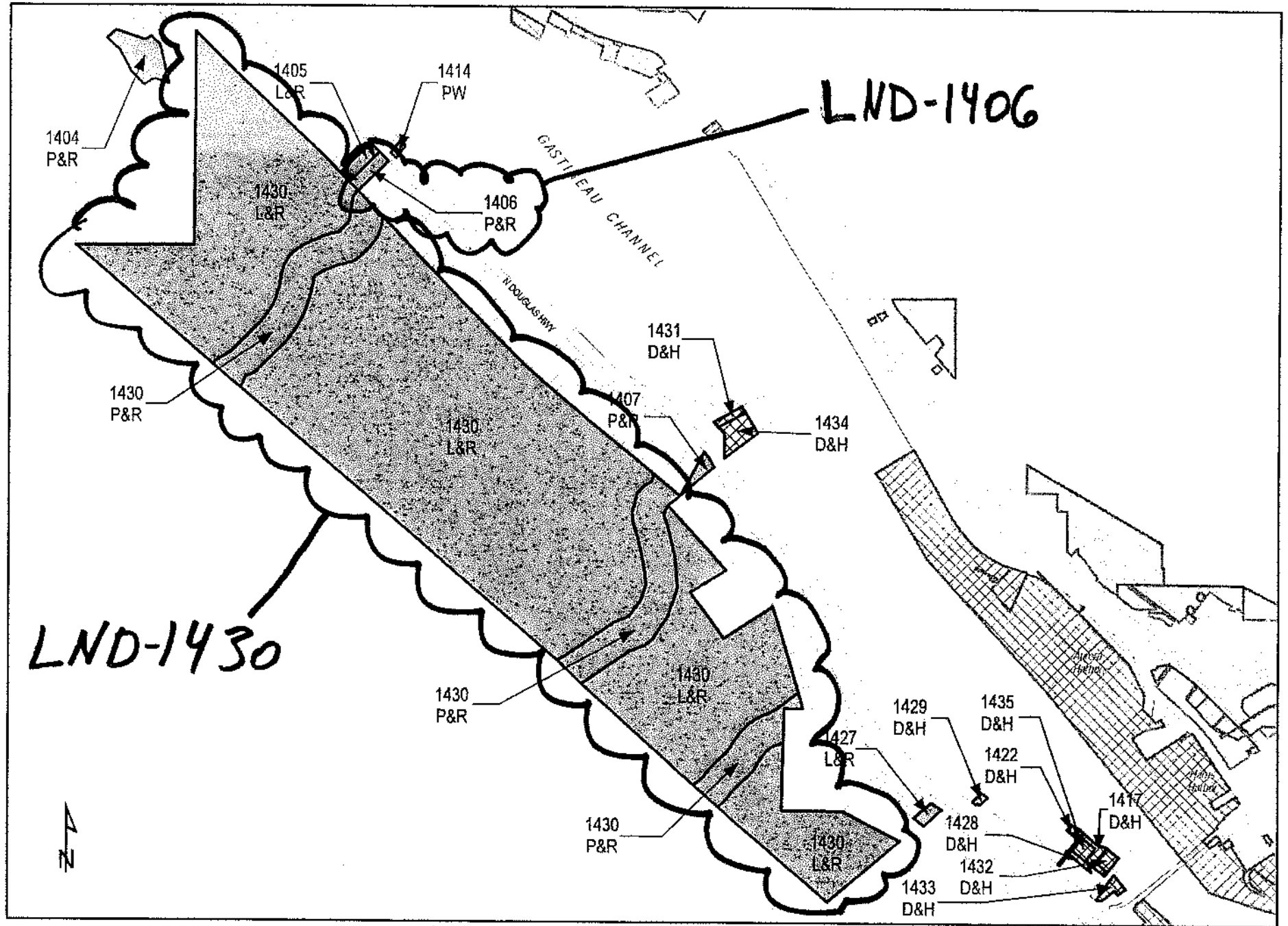




Map No. 26: West Juneau

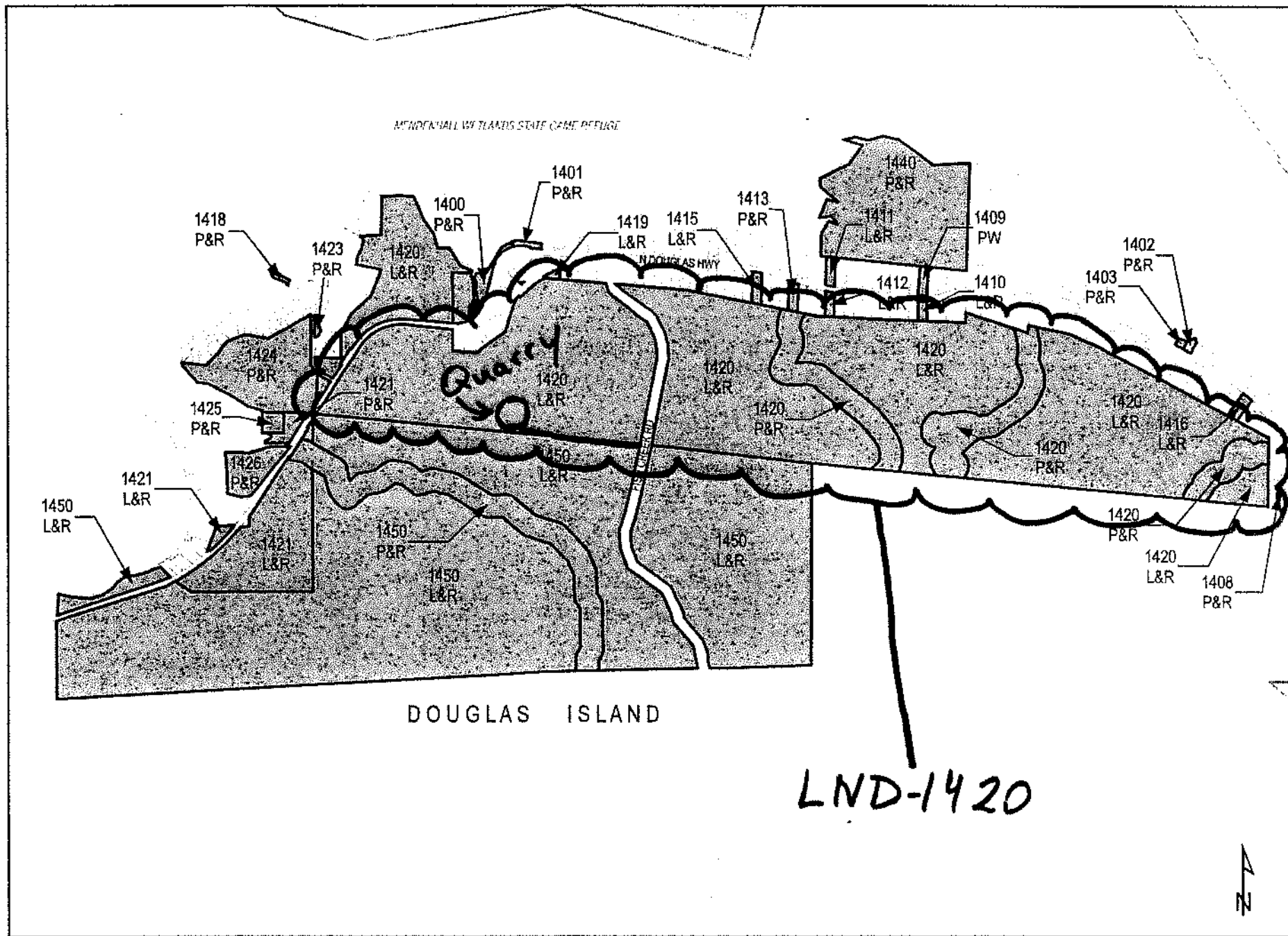
LND-1210 ↓ continued Map No 25

1,000 2,000 Feet



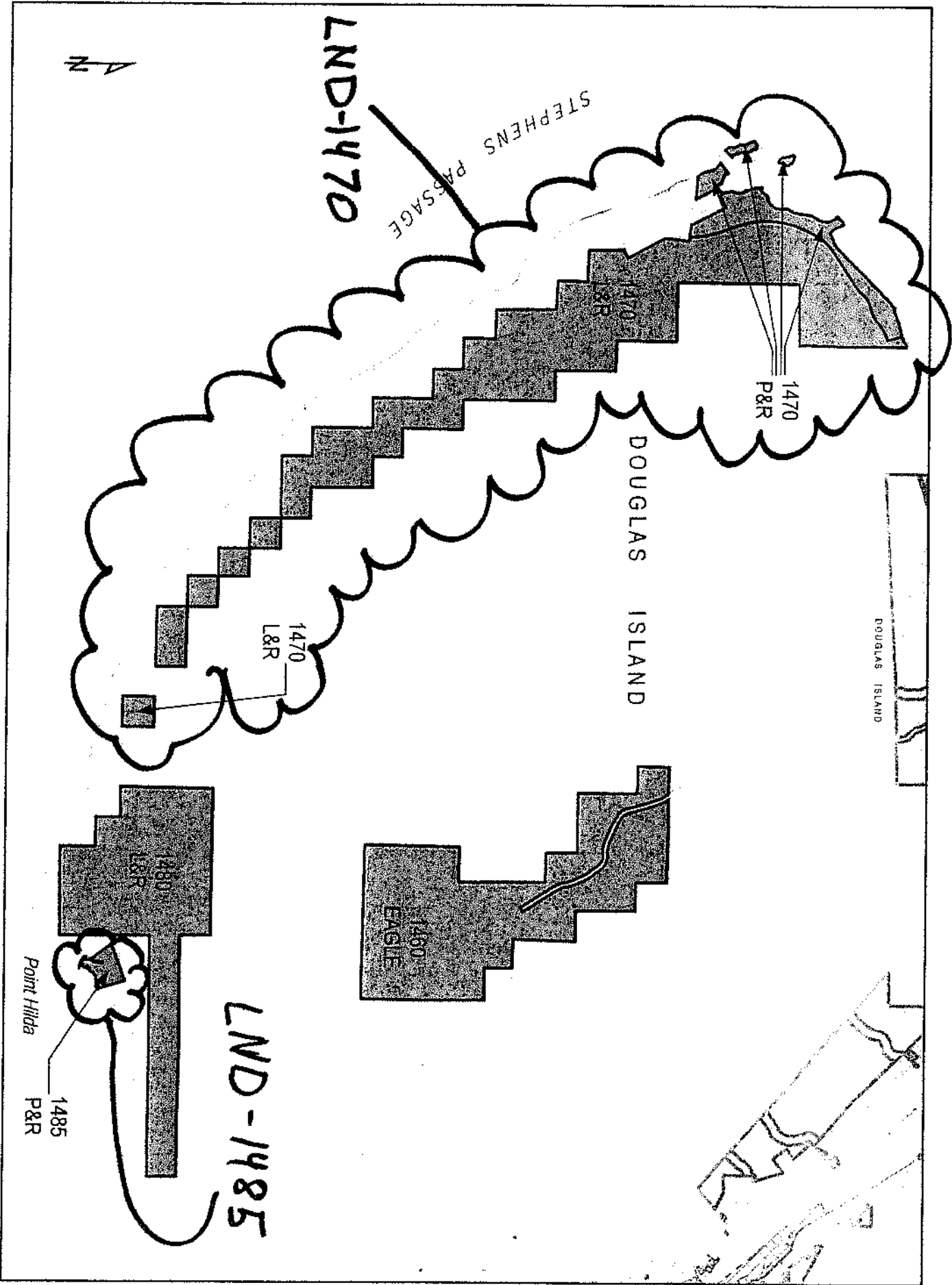
Map No. 27: North Douglas

0 0.25 0.5 1 Miles



Map No. 28: North Douglas





Map No. 29: West Douglas & Eaglecrest



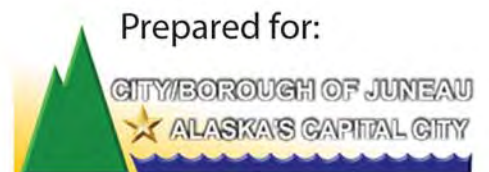
Franklin & Front Streets

CONCEPT DESIGN

Juneau, Alaska

Final Report

August 10, 2015



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



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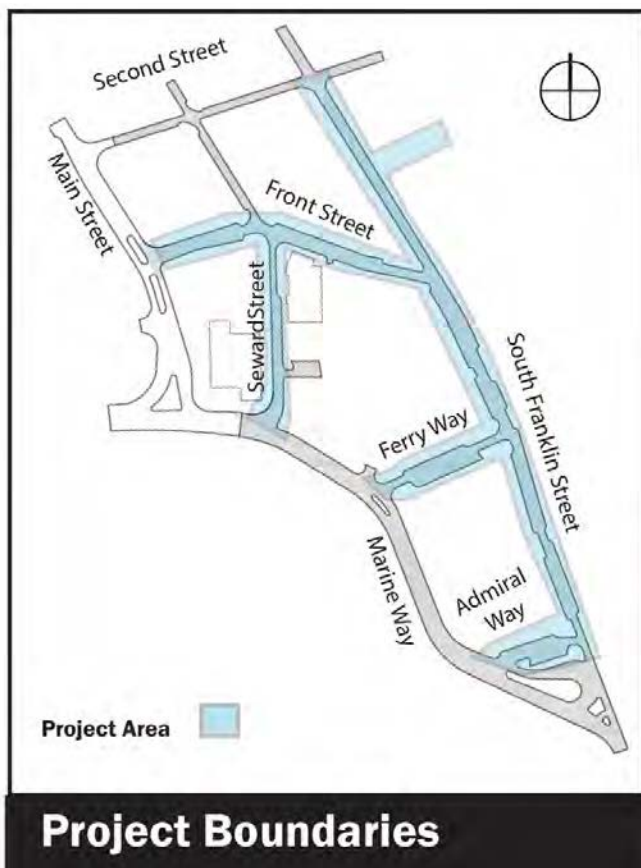
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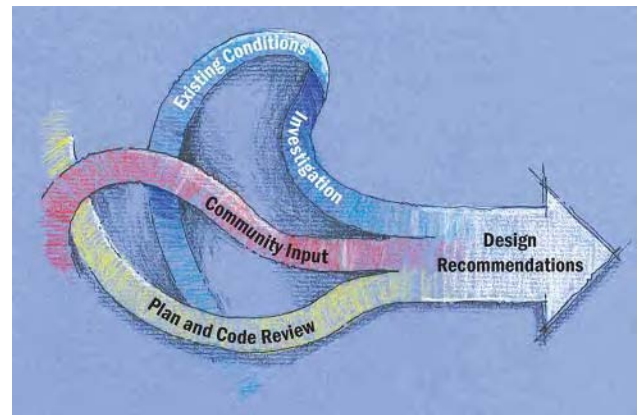


Section 1, Executive Summary

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.

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.

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.

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.

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 infra-

structure 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
- Sitalines, 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.

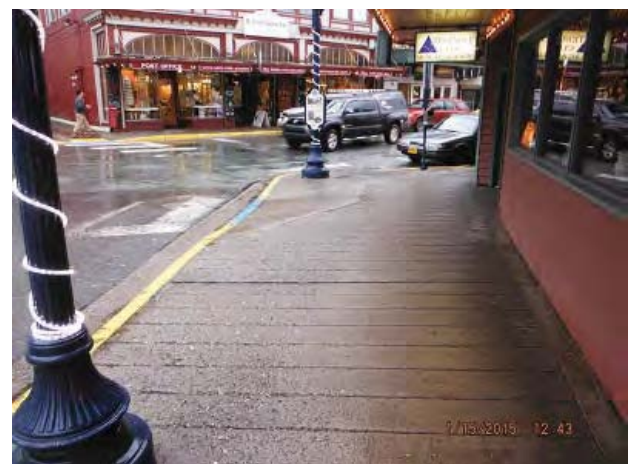
This discussion of existing conditions includes both narrative and an existing conditions plan set. The following narrative addresses individual physical and aesthetic components within the project area. The plan set has been broken down into 8 sheets that are each about a block in length and address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

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 about 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.

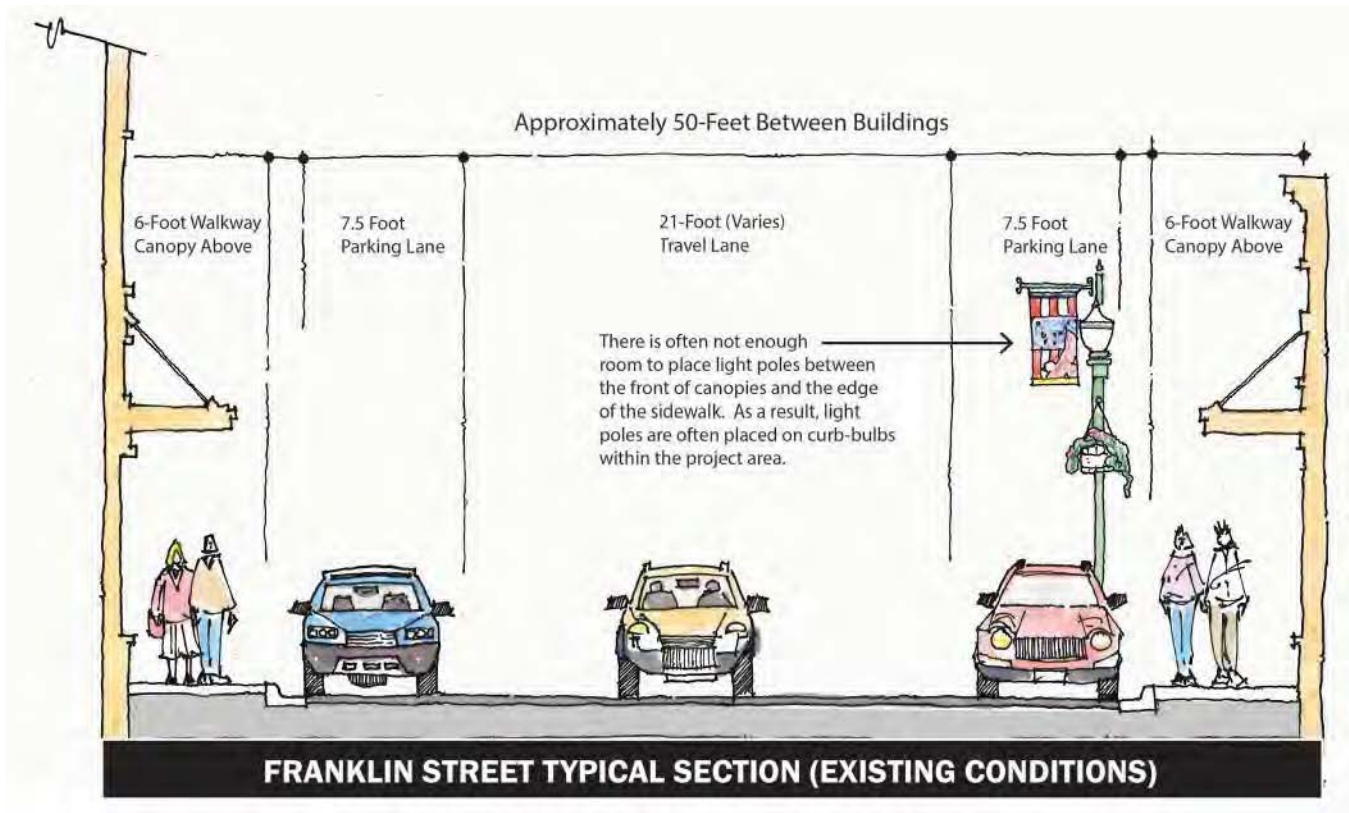


Figure 1. Franklin Street Section

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 Franklin 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

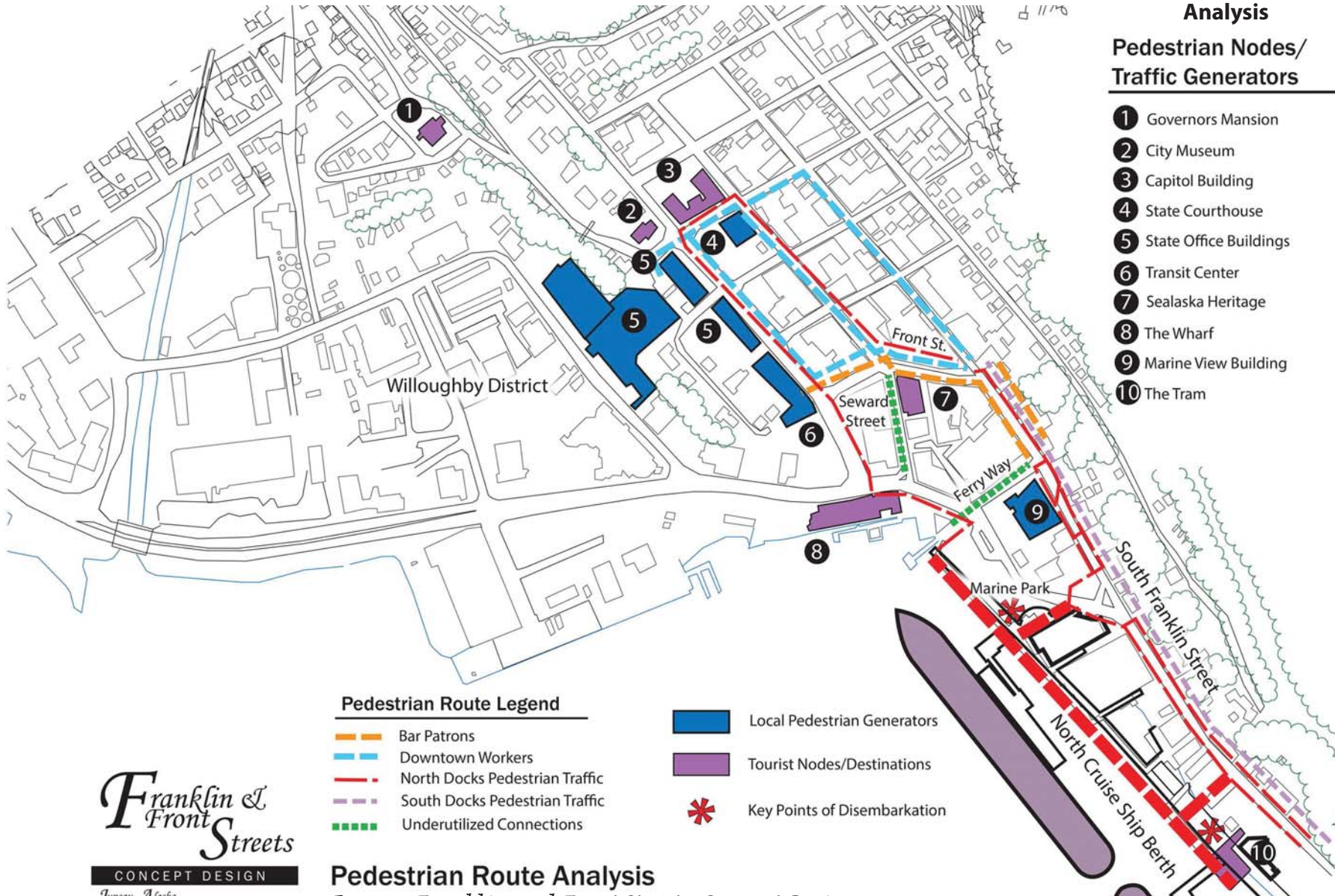
A pedestrian route analysis was prepared for an area slightly larger than the project area itself. The graphic depiction of the study follows immediately after this narrative. The study identified key destinations in the downtown and key pedestrian generators. Those generators include such things as 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

Pedestrian Nodes/ Traffic Generators

- 1 Governors Mansion
- 2 City Museum
- 3 Capitol Building
- 4 State Courthouse
- 5 State Office Buildings
- 6 Transit Center
- 7 Sealaska Heritage
- 8 The Wharf
- 9 Marine View Building
- 10 The Tram



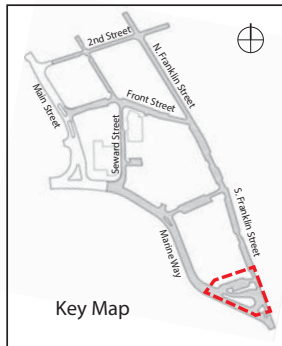
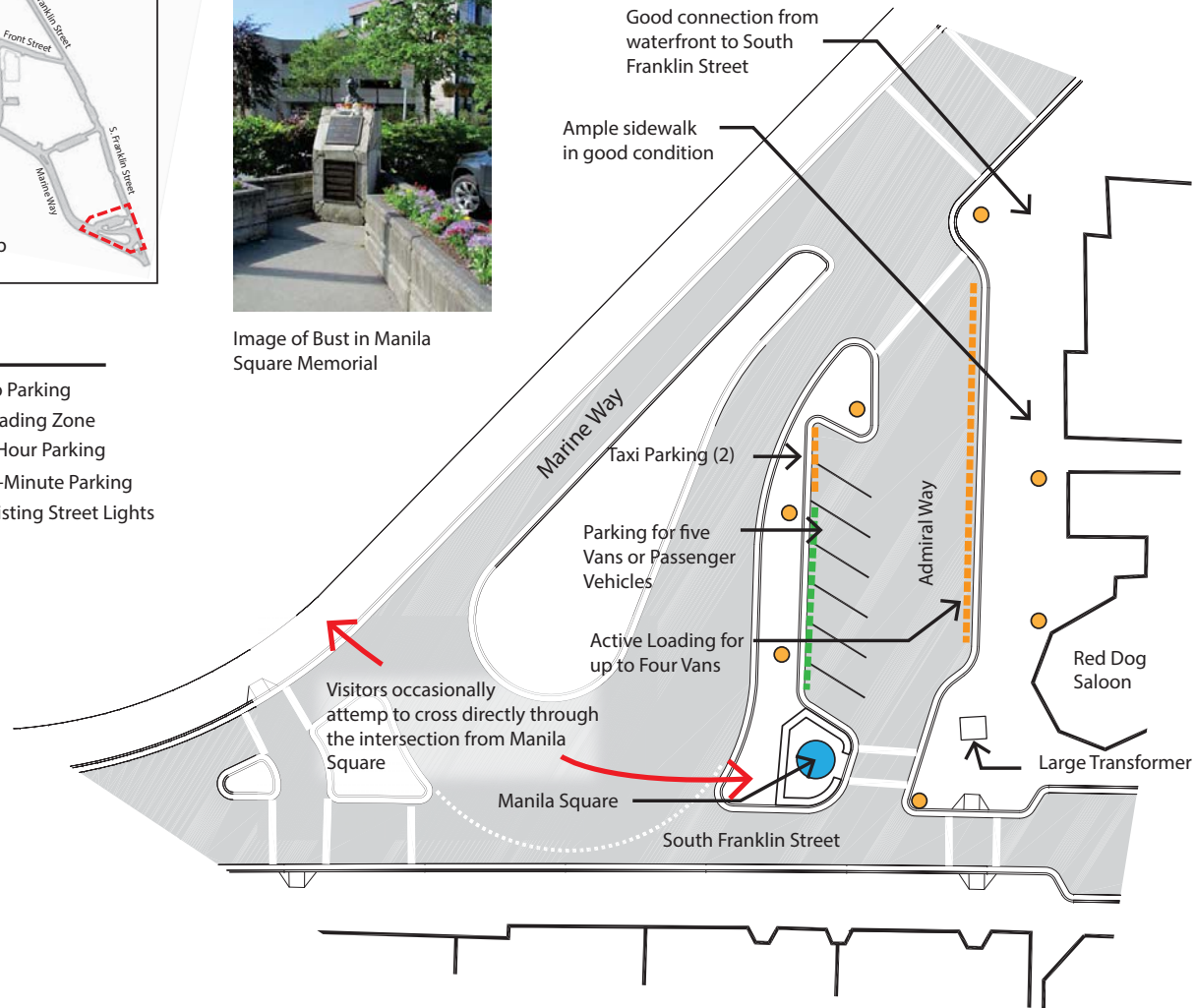


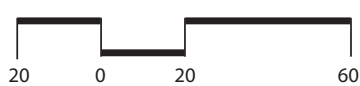
Image of Bust in Manila Square Memorial

Legend

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



Scale in Feet



Manila Square was erected by the Filipino Community of Juneau in honor of Dr. Jose Rizal. The small memorial is attractive and well-cared for.

Franklin & Front Streets

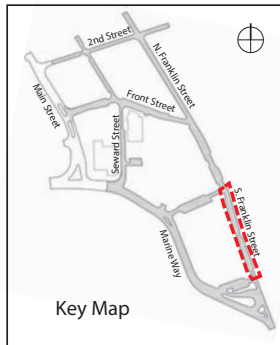
CONCEPT DESIGN

Juneau, Alaska

Final Concept Report

Existing Conditions Assessment

Admiral Way



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.

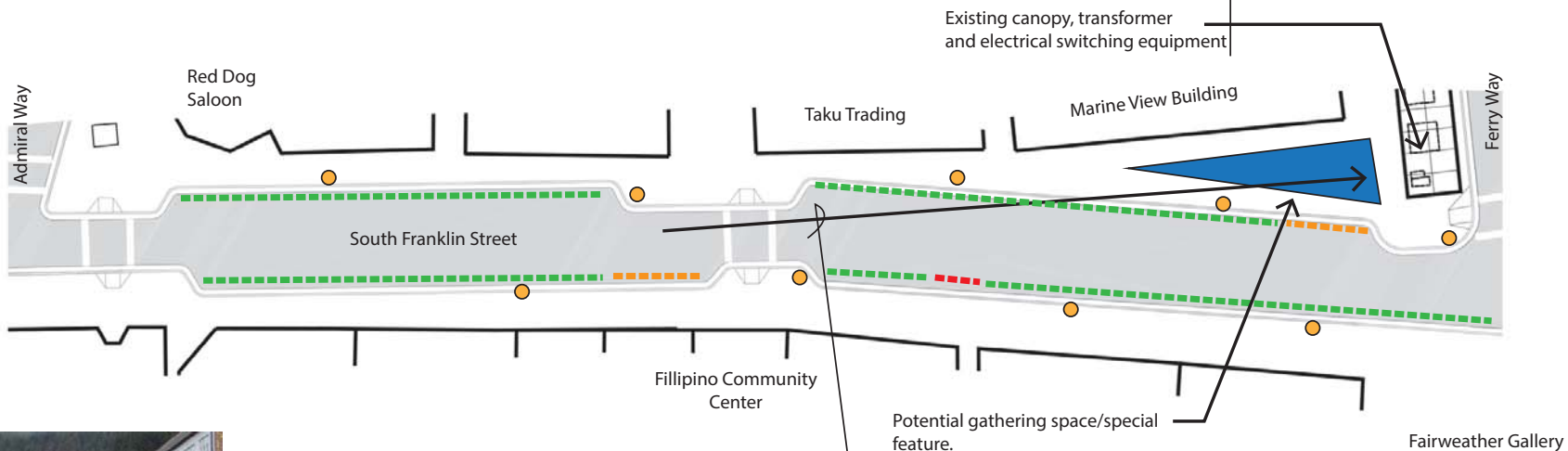
Curbs and Sidewalks

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.

Final Concept Report



Potential gathering space/special feature.

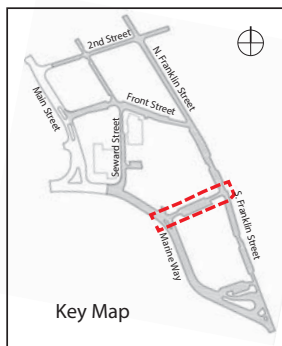
Views north on Franklin Street are interrupted by the existing canopy and the electrical switching equipment underneath

Scale in Feet



Existing Conditions Assessment

South Franklin Street



Legend

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

Parking

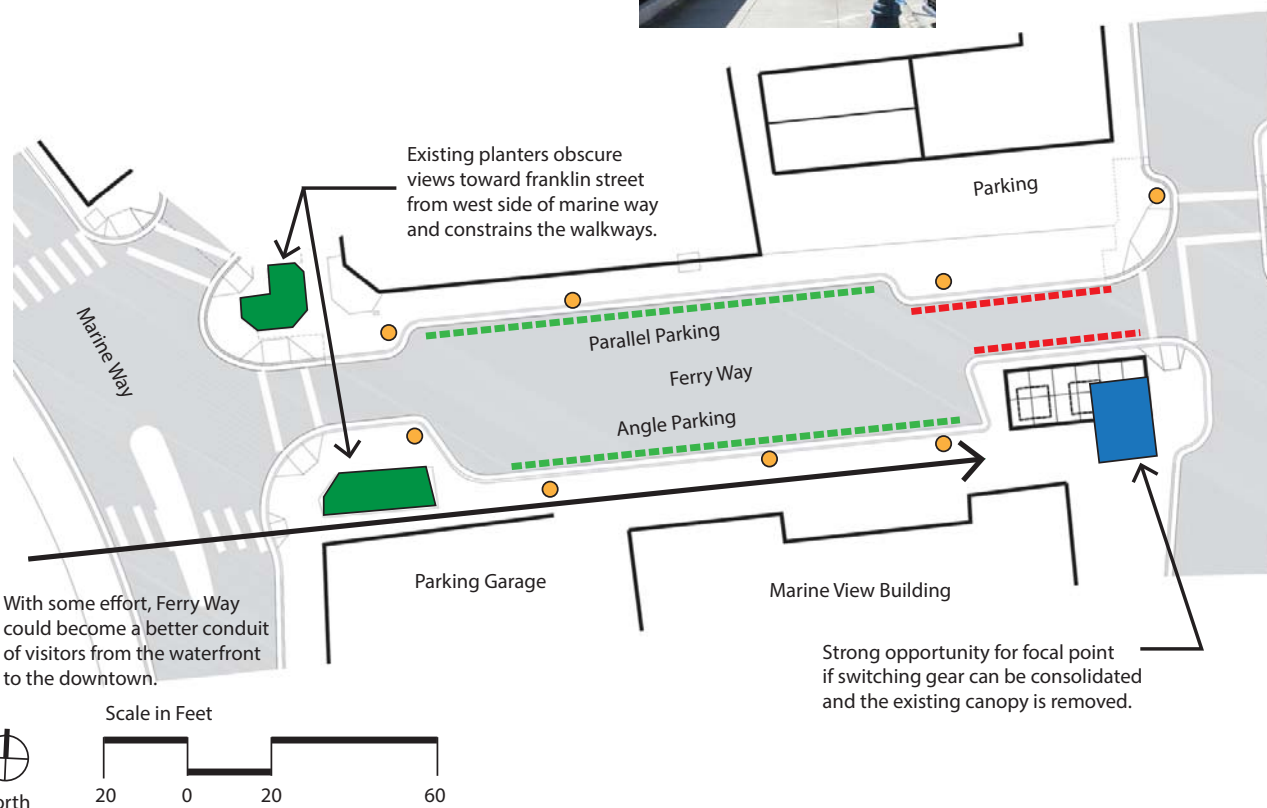
On the North side, there are 6, 2-hour Spaces. On the south side there are 13, 2-hour spaces (angled). Two of these spaces are allocated for handicap parking.



Curbs and Sidewalks

Curbs and sidewalks on the north side of Ferry Way are in poor condition. Some portions have a utilidor underneath and lids do not seat properly. There is some newer sidewalk on the south side in the middle section. Both ends of the sidewalk on the south side are in poorer condition.

Existing Planter Obscures Views and Constrains the Sidewalk.



Franklin & Front Streets

CONCEPT DESIGN

Juneau, Alaska

Final Concept Report

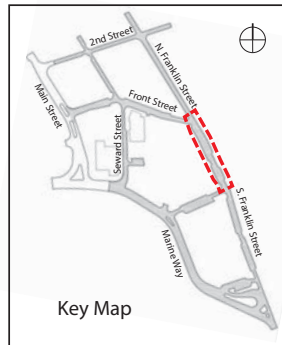
Existing Conditions Assessment

Ferry Way

Final Concept Report

Existing Conditions Assessment

South Franklin Street



Key Map

Legend

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

Parking

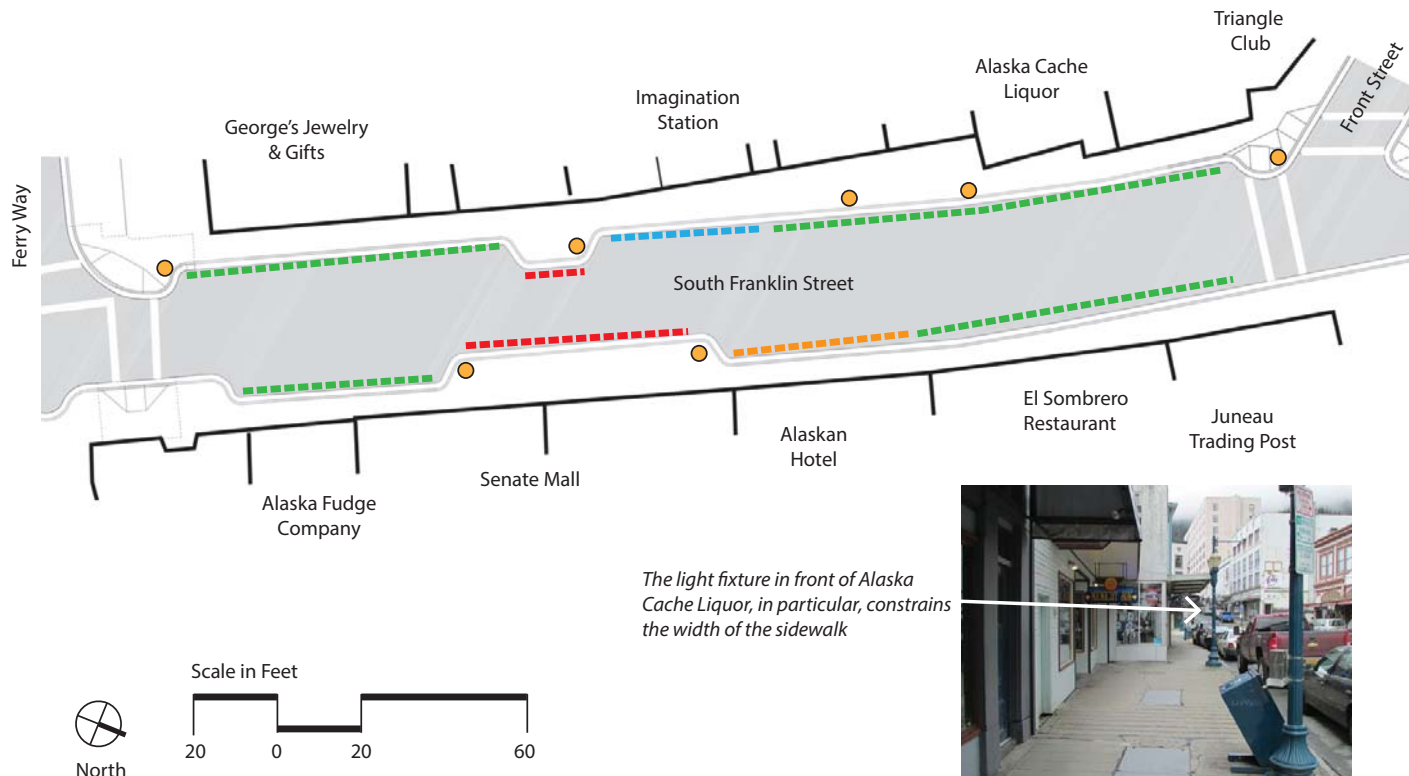
On the west side, there are 6, 2-hours spaces followed by 3, 15-minute spaces and then the bulb-out. The 2-hour spaces serve as a loading zone from 6 AM to 10 AM every day. South of the curb bulb are another 4, 2-hour spaces. On the east side there are 5, 2-hour spaces followed by a loading zone in front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



Final Concept Report

Existing Conditions Assessment

Front Street

Legend

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

Parking

On the North side, there are 3, 15-minute spaces and 7, 2-hour Spaces. On the south side there are 4, 2-hour spaces followed by a loading zone, east of Shattuck Way. In front of the Sealaska Heritage Institute, there are an additional 3 spaces of 2-hour Parking.

Curbs and Sidewalks

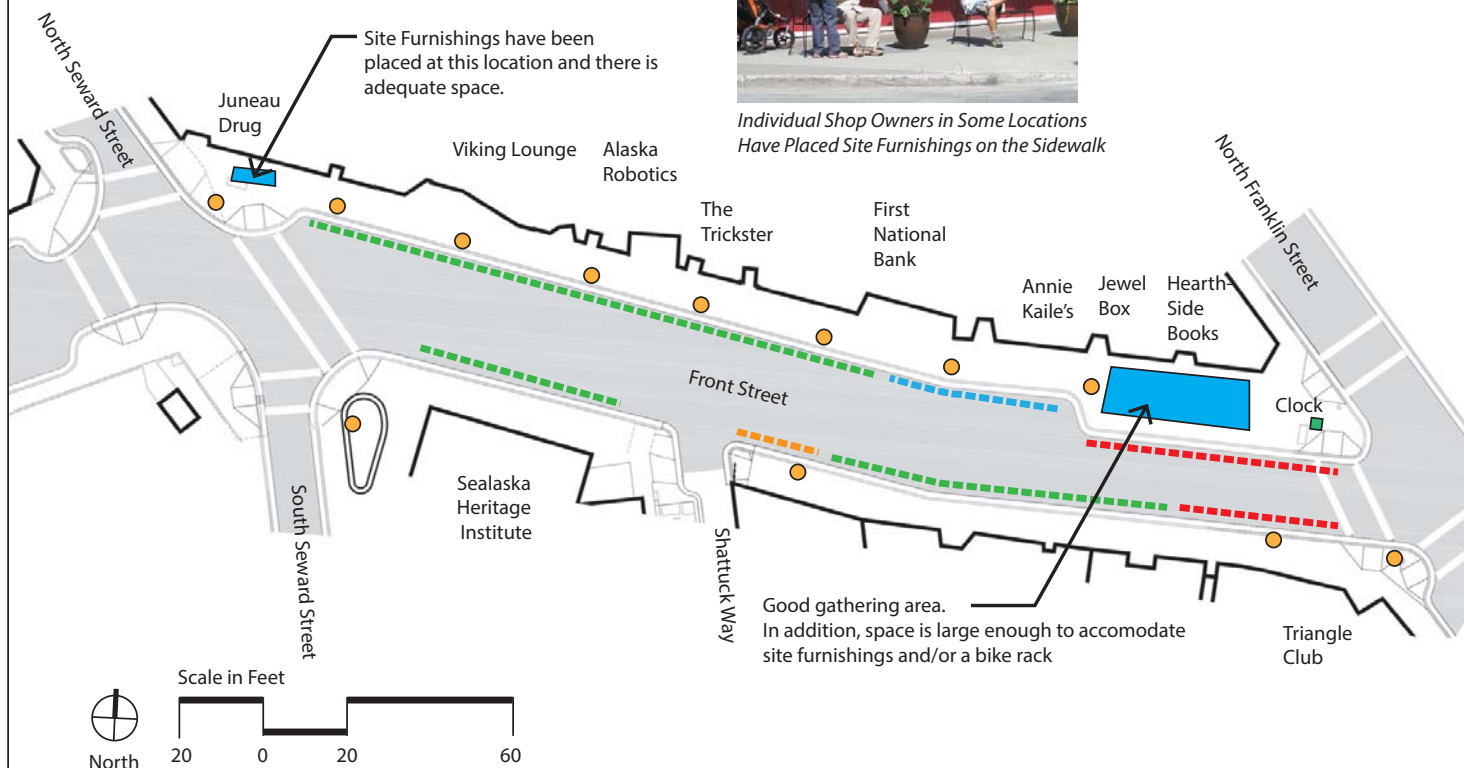
Curbs and sidewalks on this portion of Front Street are in moderately good condition under the canopies, but poor condition outside the canopies. Curbs are in poor condition.

Lighting

Lighting on this portion of Front Street is primarily located on the north side, where sidewalks are wide enough to accommodate the fixtures.



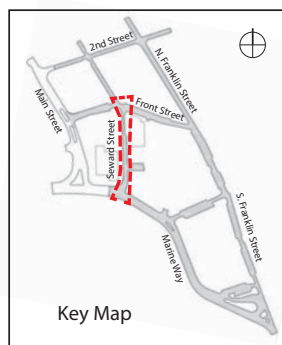
Individual Shop Owners in Some Locations Have Placed Site Furnishings on the Sidewalk



Final Concept Report

Existing Conditions Assessment

Seward Street



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

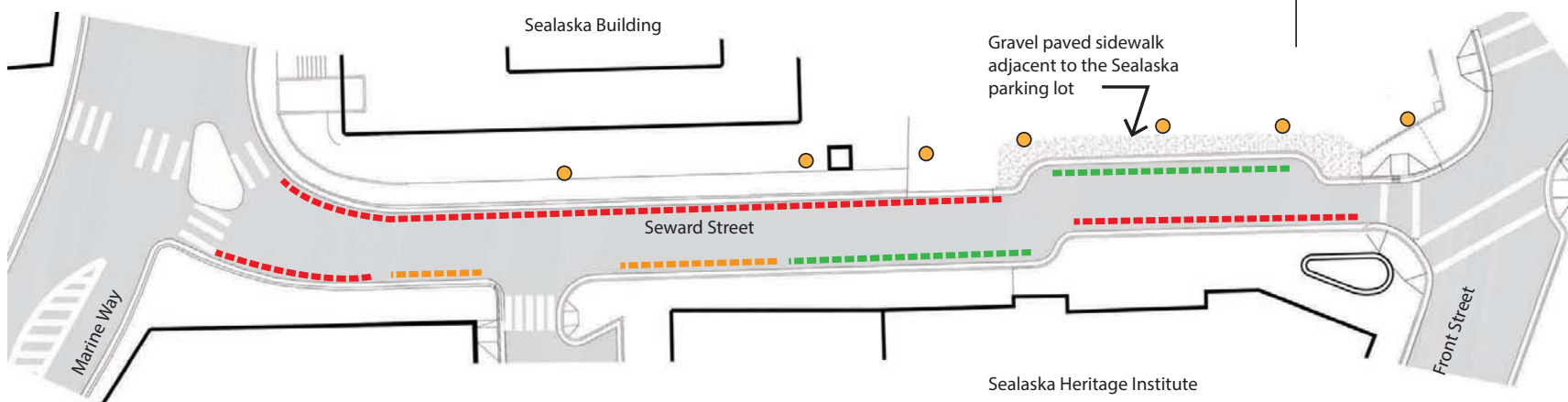
Lighting on Seward Street is almost entirely located on the west side of the street. Light bases do constrain the width of walks in some locations.

Sealaska Building Parking

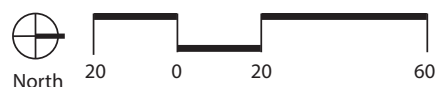
Gravel paved sidewalk adjacent to the Sealaska parking lot

Sealaska Heritage Institute

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.



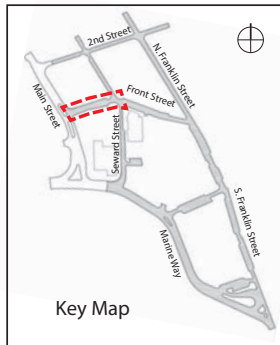
Scale in Feet



Final Concept Report

Existing Conditions Assessment

Front Street



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

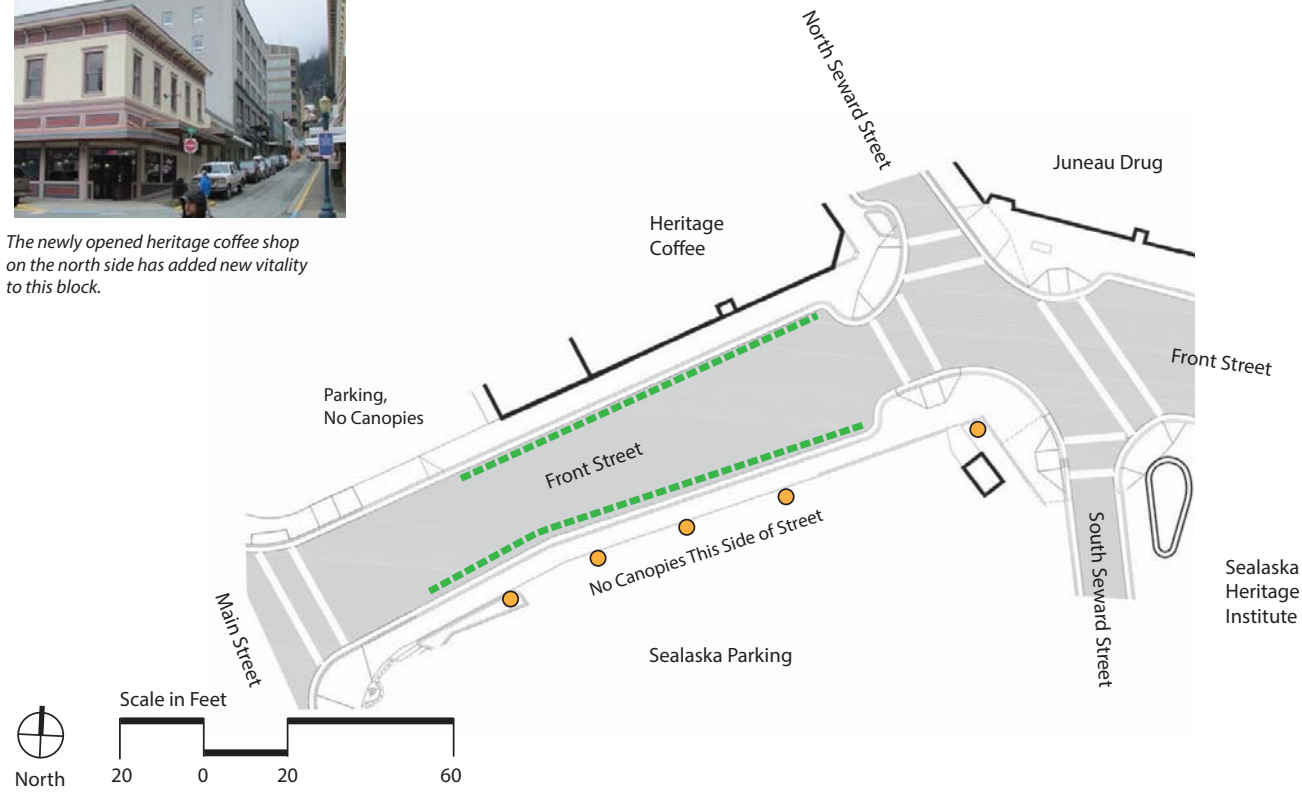
Curbs and sidewalks on this portion of Front Street are in moderately good condition under the canopies, but poor condition outside the canopies. Curbs are in generally poor condition.

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

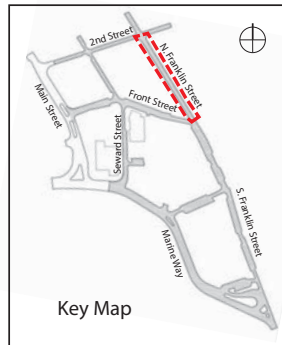
Juneau, Alaska

Final Concept Report

Existing Conditions Assessment

North Franklin Street

19



Key Map

Legend

- No Parking
- Loading Zone
- 2-Hour Parking



Cobra-Head Light Fixture



Sidewalk on First Street

Parking

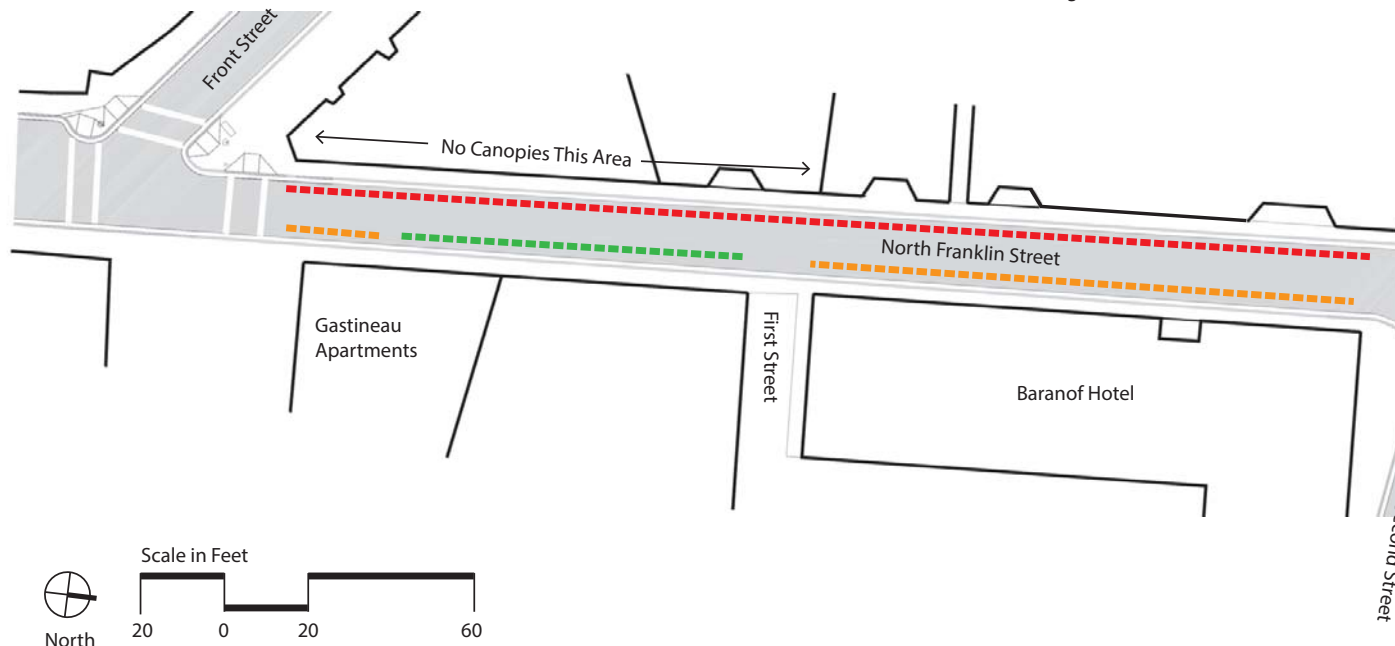
4 Spaces of regular parking
1 loading zone space near the intersection with Front Street. The area in Front of the Baranof is Taxi Stand and Loading Zone.

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.



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Final Concept Report

Existing Conditions Assessment

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

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, mail-boxes, 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*

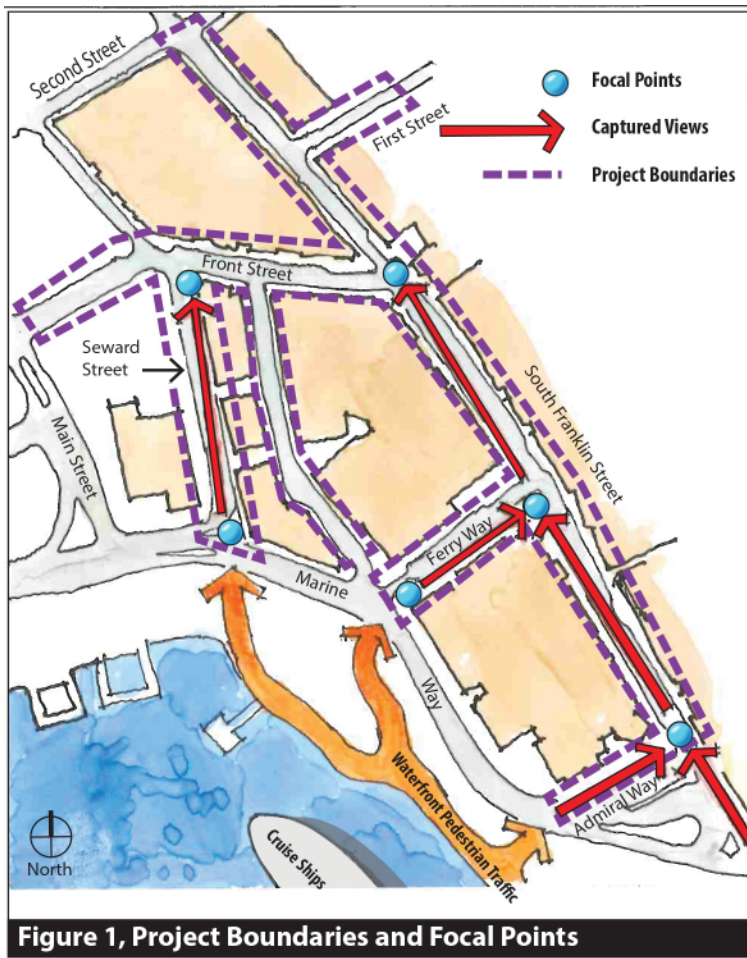
both historic and non-historic buildings. Identify the circumstances under which the application of artistic materials is acceptable and identification of a governing body responsible for making such an approval.

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.



1. Over-Archiving 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 Admiralty 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 Admiralty 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 an 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.

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



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.



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.

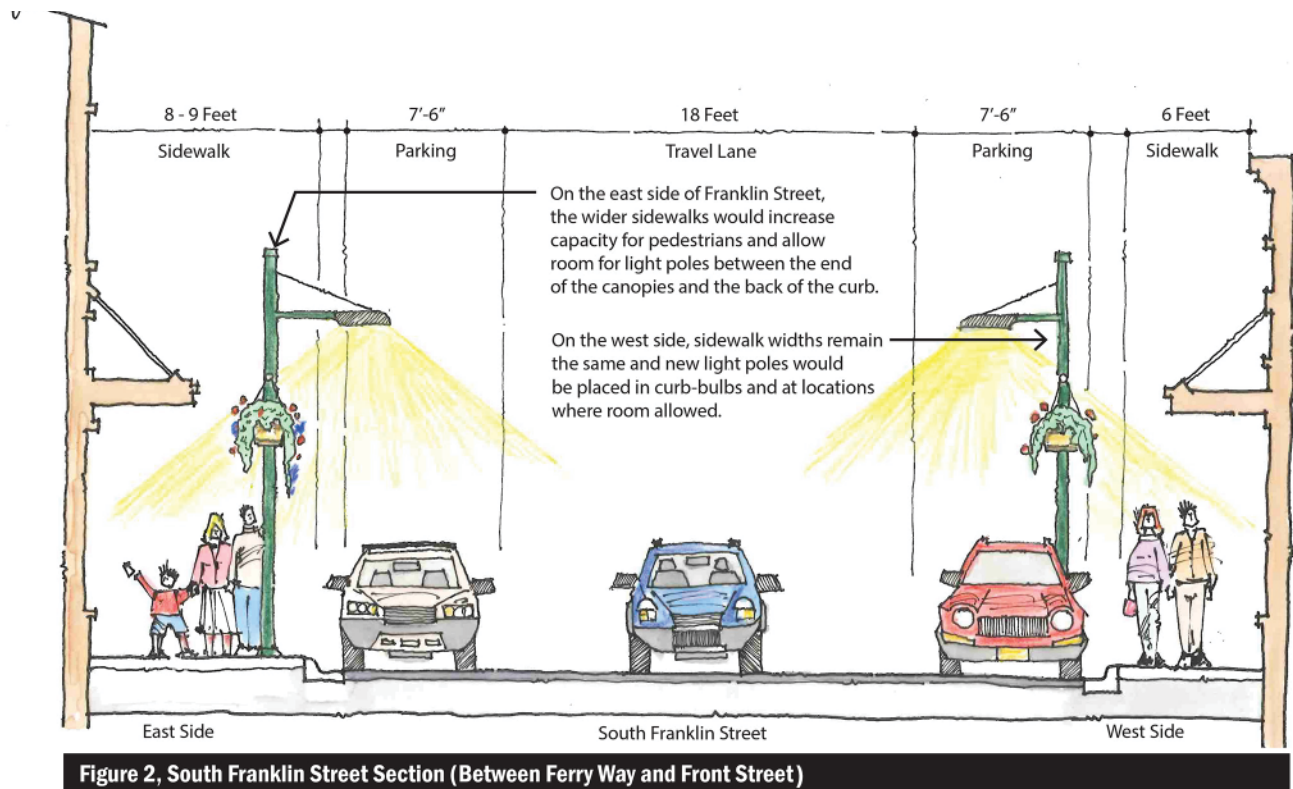
Angle parking on portions of Franklin and Front Streets was explored at a concept level. The goal was to significantly increase parking in some areas so that sidewalk space could be opened up in other areas. In every location where this was analyzed, angle parking would not fit within the existing street 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



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

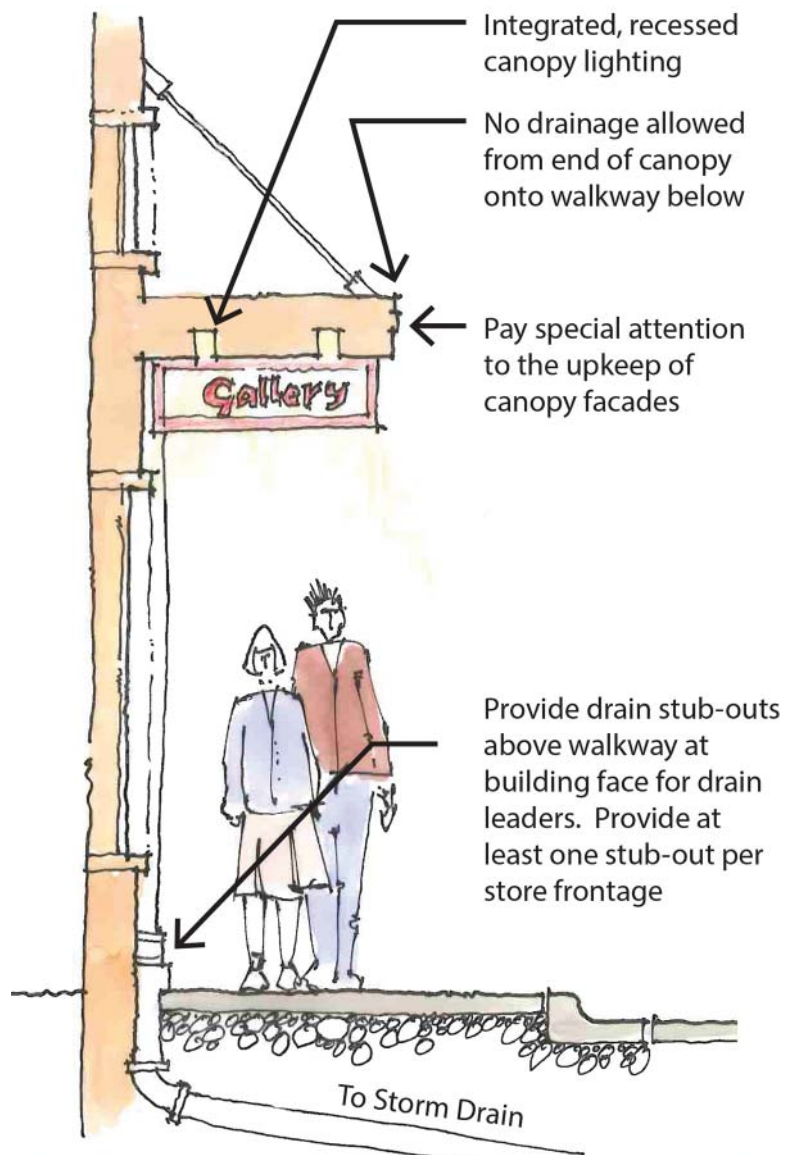


Figure 3, Canopy Recommendations

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, out-board 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.

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



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



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.

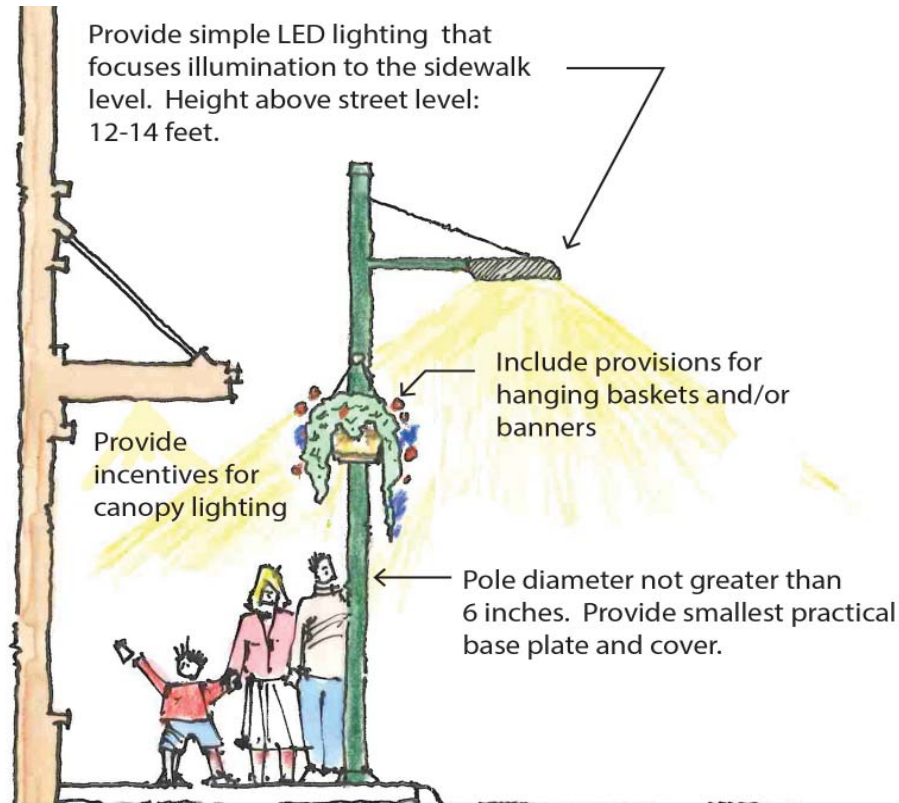


Figure 4, Streetlight Recommendations

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.

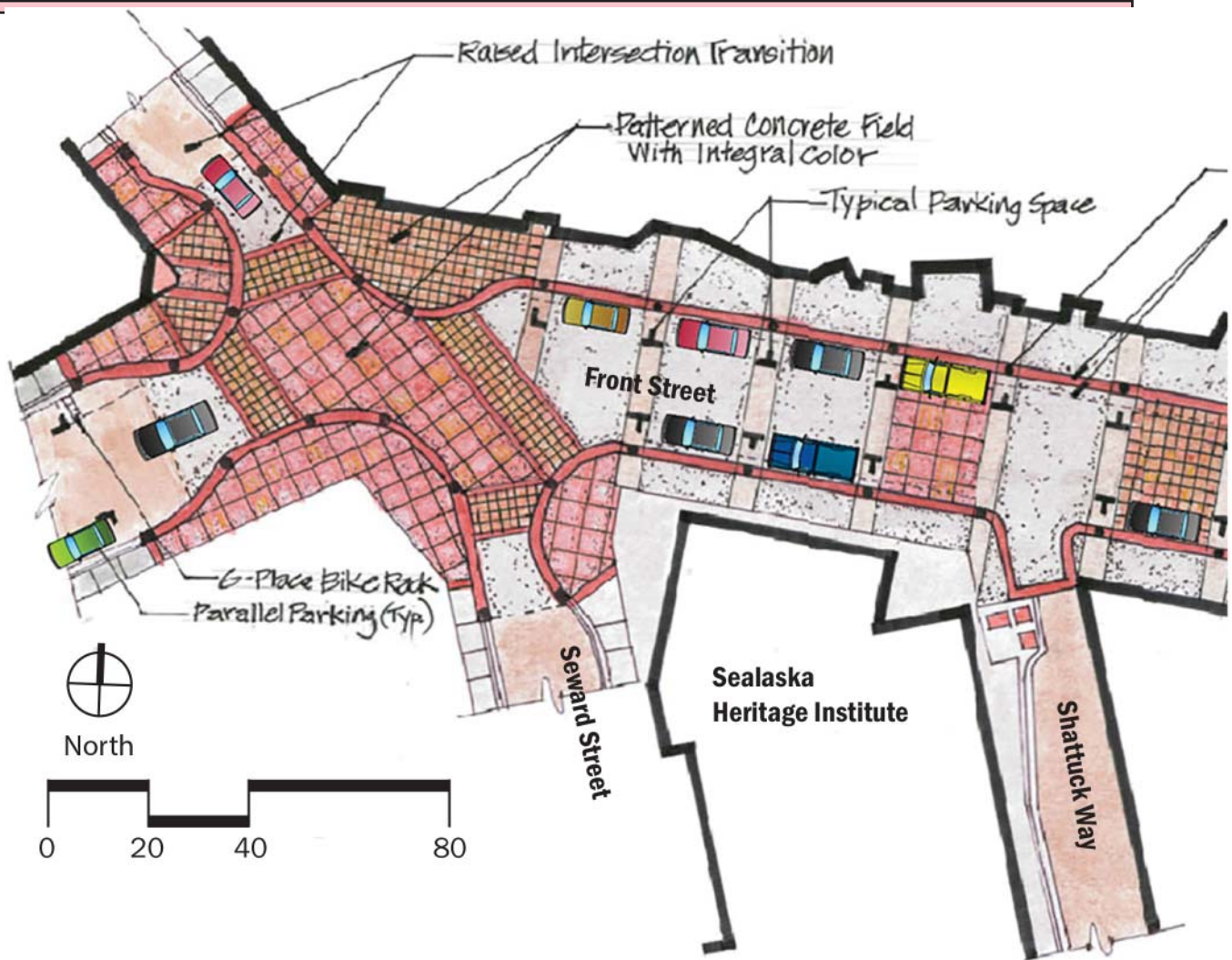


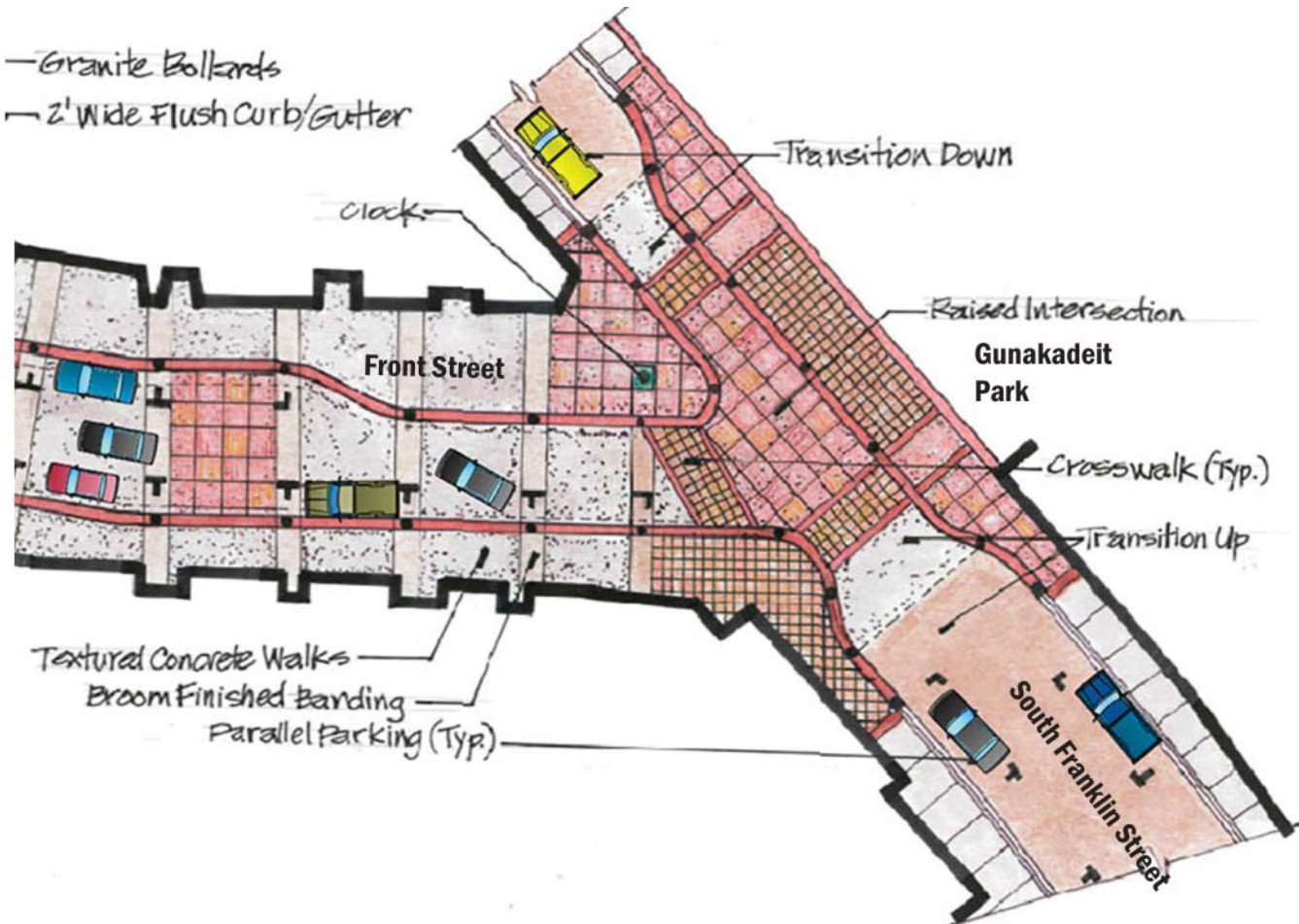
Figure 5, Front Street Plan View

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.



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.

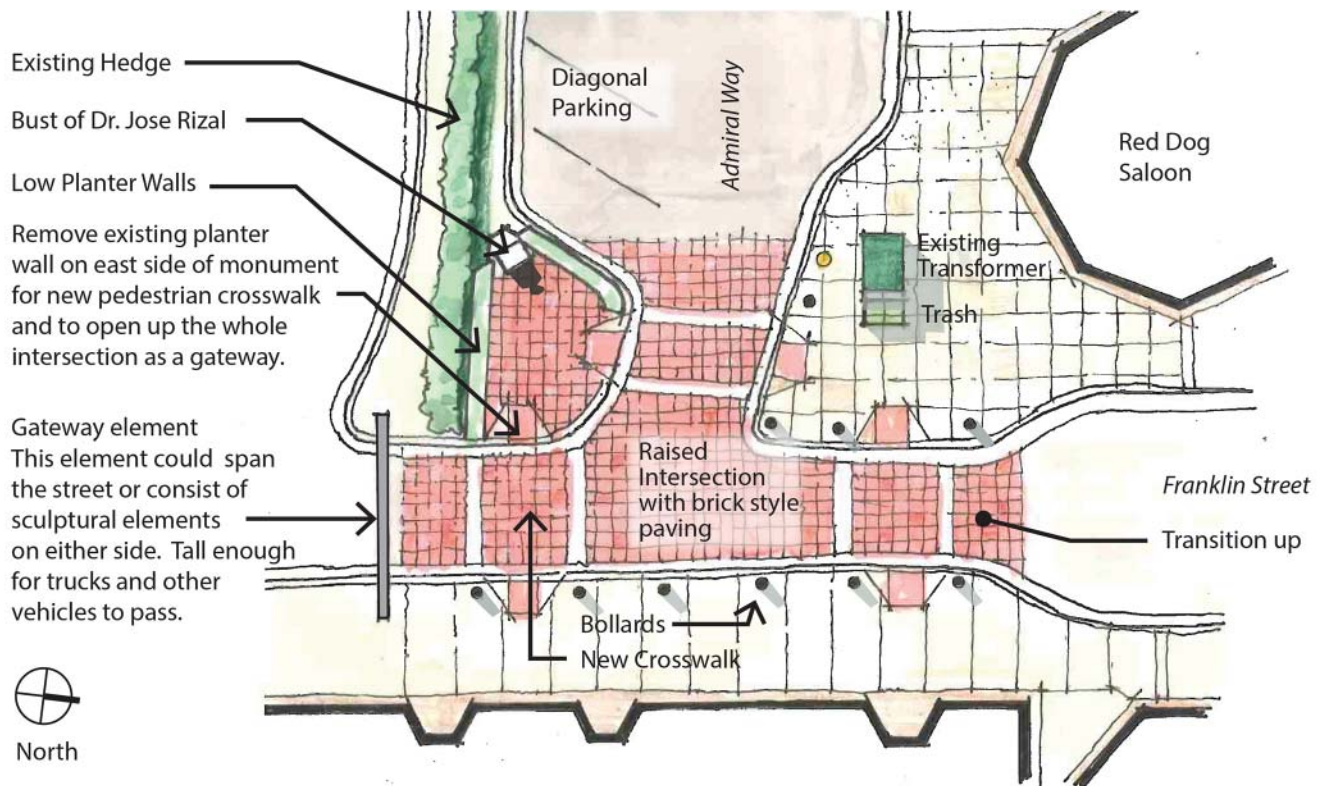


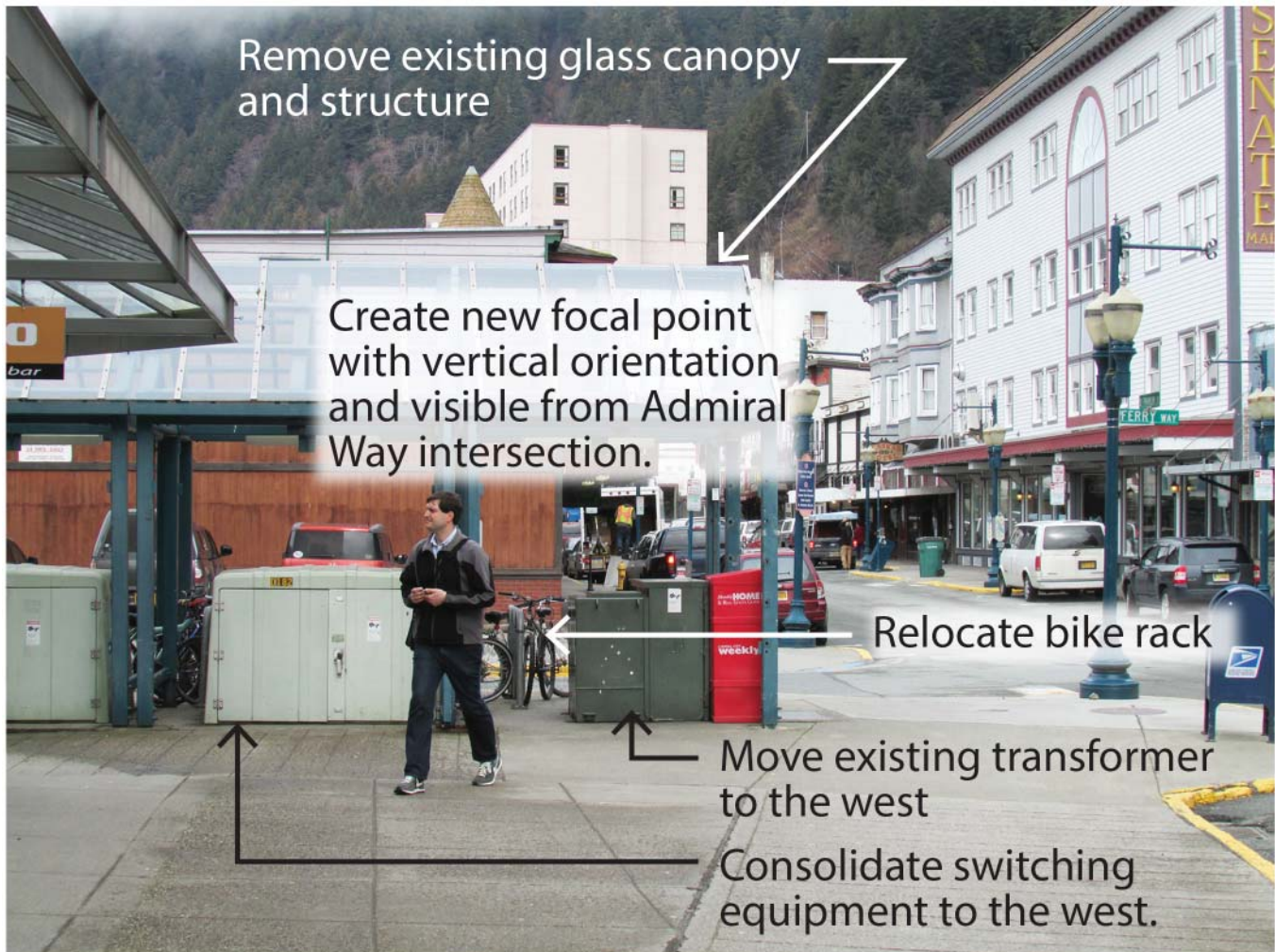
Figure 6, Improvements to Admiral Way and Franklin Street

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 improvement 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.

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.



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



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

Final Concept Report

Concept Recommendations

Admiral Way



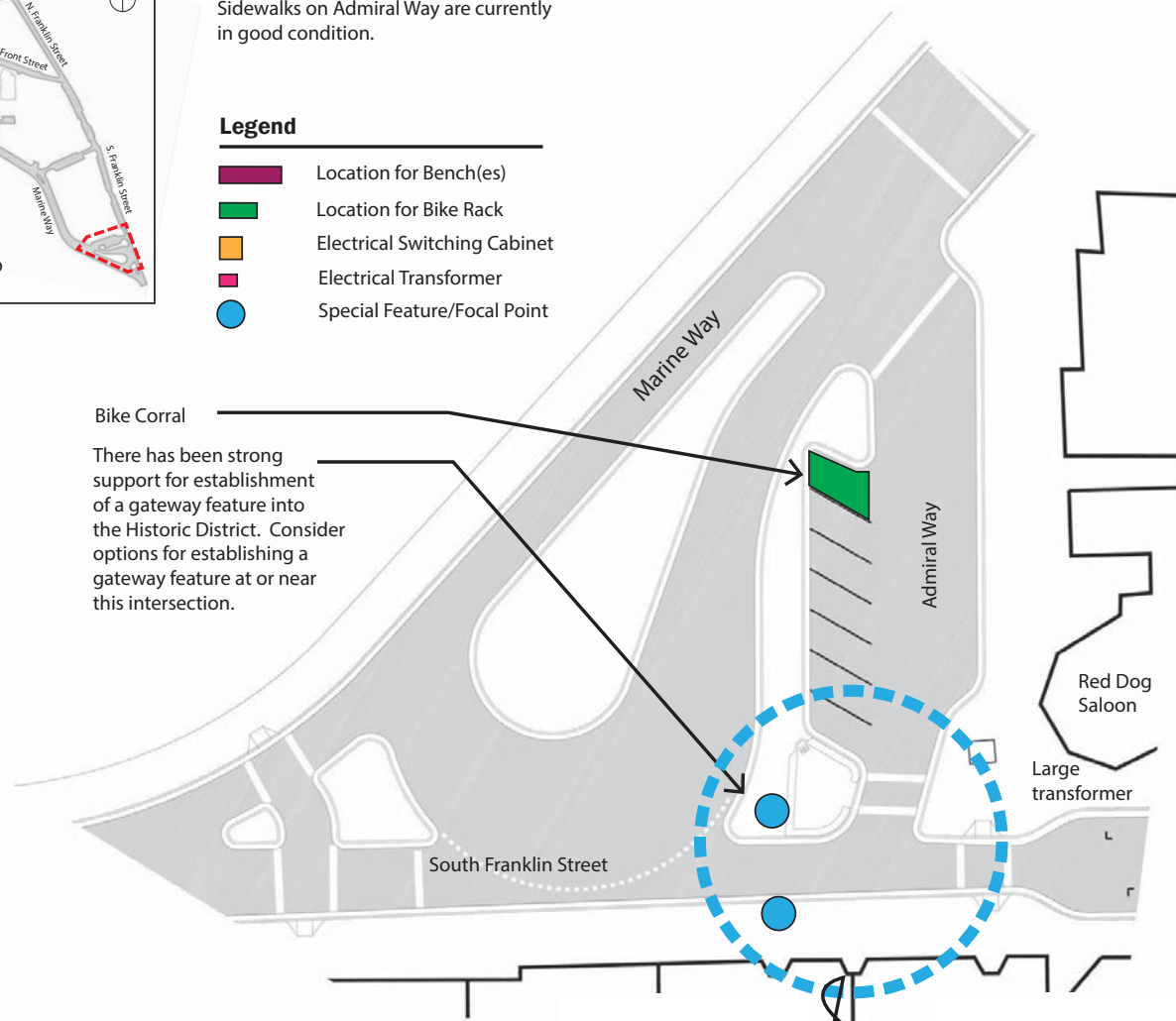
Sidewalks, Curb & Gutter, and Paving
Sidewalks on Admiral Way are currently in good condition.

Legend

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

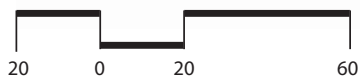
Bike Corral

There has been strong support for establishment of a gateway feature into the Historic District. Consider options for establishing a gateway feature at or near this intersection.

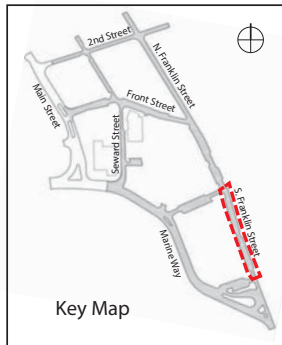


North

Scale in Feet



Leaving the Manila Square monument in place, examine alternatives for better incorporating the square into the Admiral Way-Franklin Street Intersection. See page 14 for concept suggestion.



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

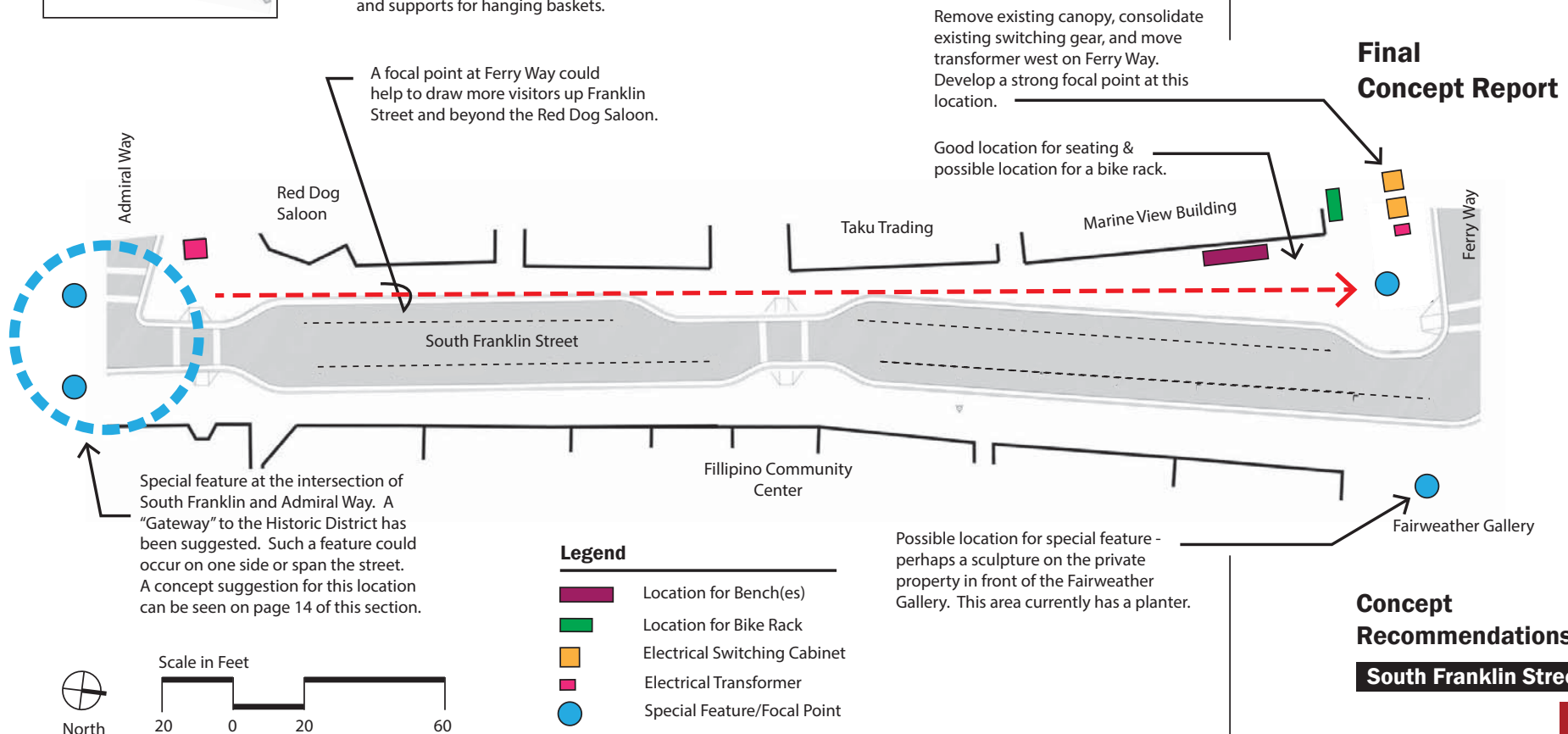
Replace sidewalks and curb and gutter in on both sides of South Franklin Street for this block. Consider the use of some special paving in the large space near Ferry Way.

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

Franklin & Front Streets

CONCEPT DESIGN

Juneau, Alaska



Franklin & Front Streets

CONCEPT DESIGN

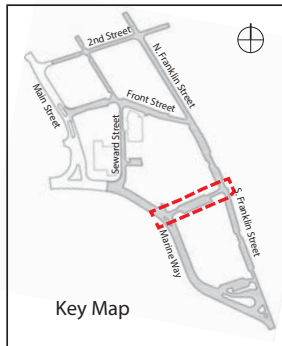
Juneau, Alaska

Final Concept Report

Concept Recommendations

Ferry Way

47



Key Map

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

Lighting

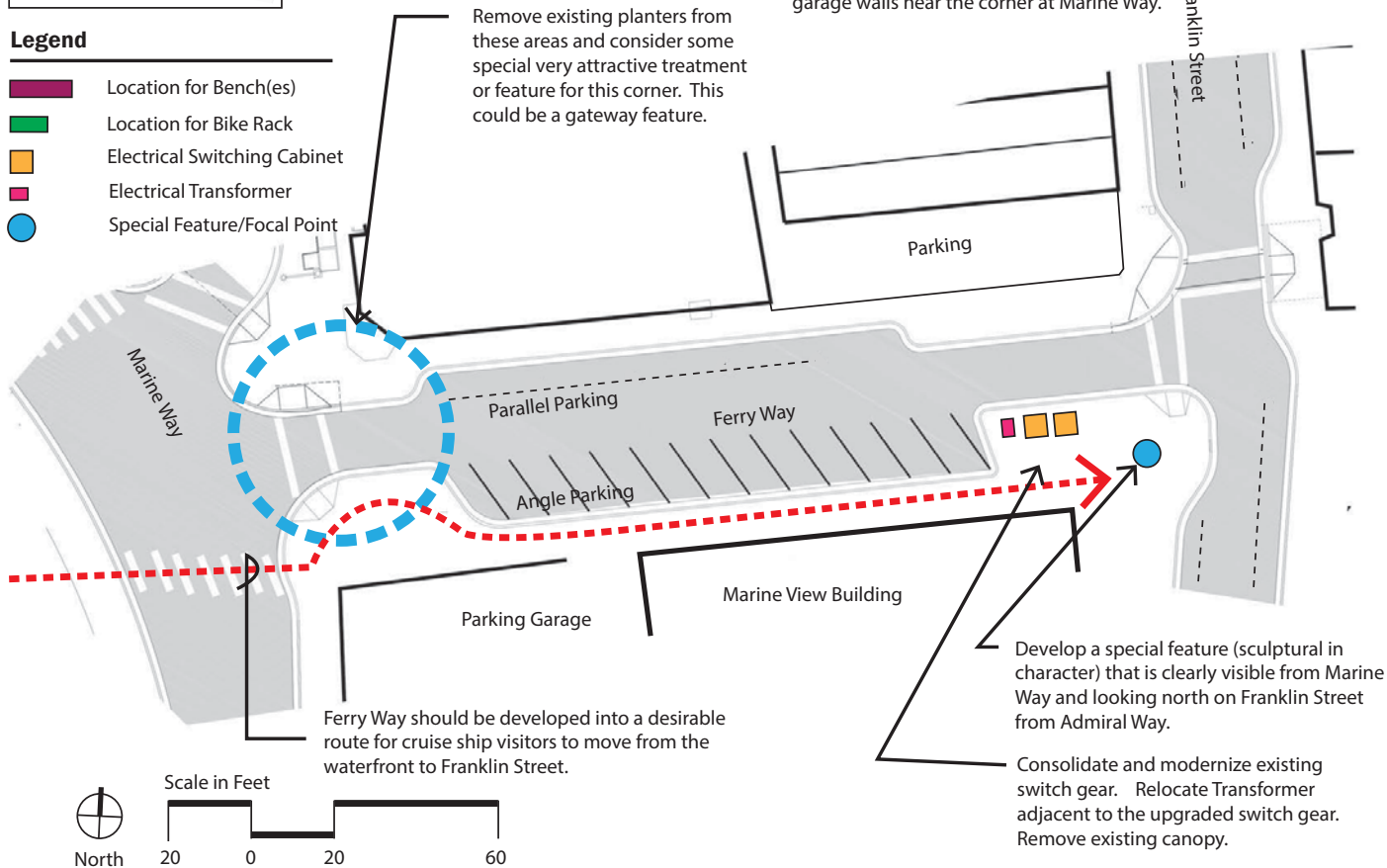
Lighting for Ferry Way will match lighting used throughout the rest of the project area. There is generally ample room for incorporation of new lighting on Ferry Way. New lighting could include banner arms and supports for hanging baskets.

Sidewalks, Curb & Gutter, and Paving

Replace sidewalks and curb and gutter in on both sides of Ferry Way. Consider the use of special paving in the larger areas at both ends of Ferry Way.

Look for opportunities with the adjacent property owner to increase interest for pedestrians. This could include more direct entrances to businesses from Ferry Way and special treatment for the parking garage walls near the corner at Marine Way.

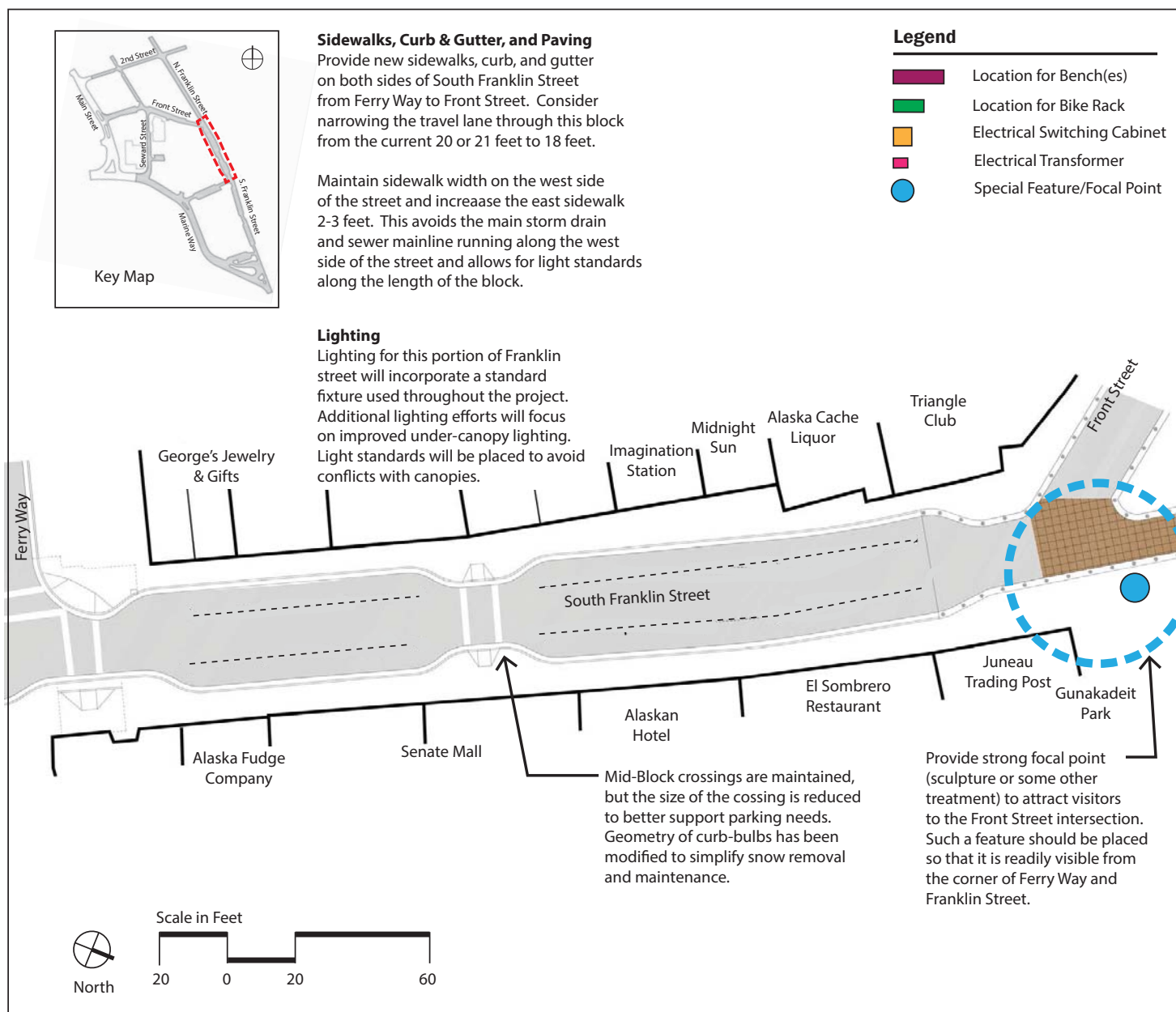
Remove existing planters from these areas and consider some special very attractive treatment or feature for this corner. This could be a gateway feature.



Final Concept Report

Concept Recommendations

South Franklin Street



Final Concept Report

Concept Recommendations

Front Street

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.

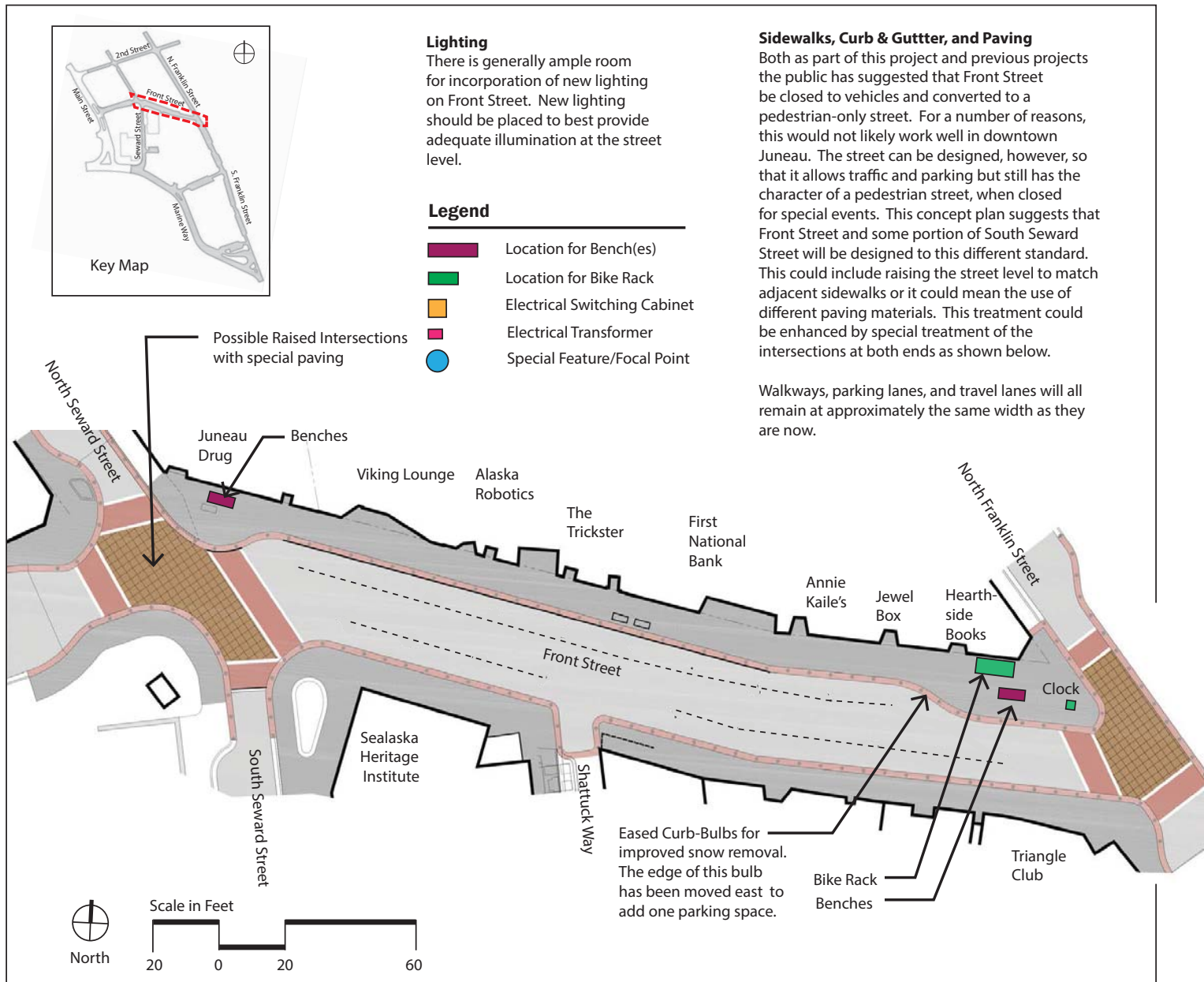
Legend

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

Sidewalks, Curb & Gutter, 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.

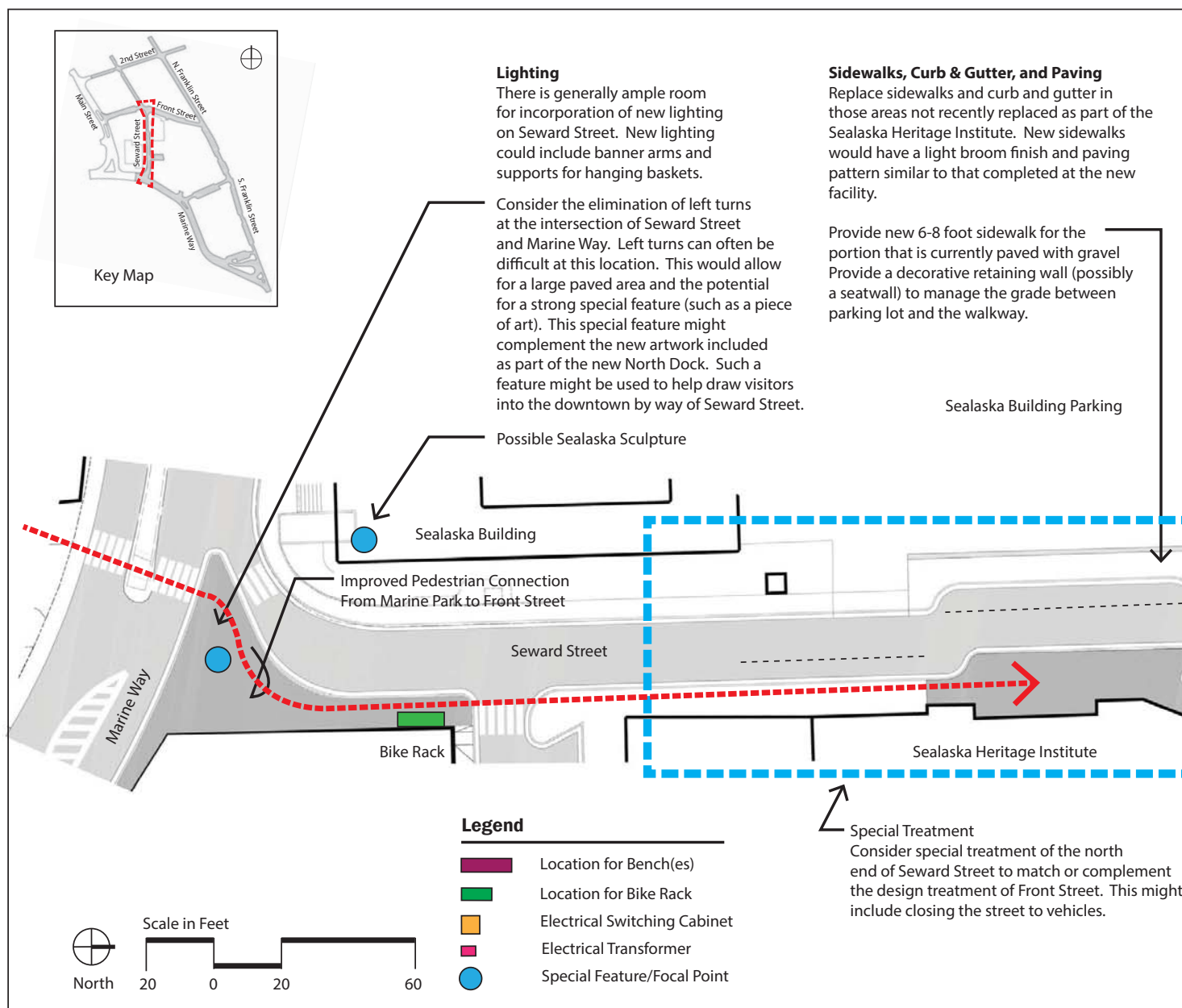
Walkways, parking lanes, and travel lanes will all remain at approximately the same width as they are now.



Final Concept Report

Concept Recommendations

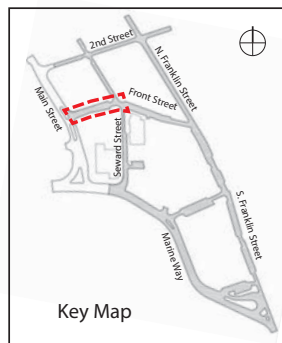
Seward Street



Final Concept Report

Concept Recommendations

Front Street



Lighting

Lighting for this area of Front Street is not particularly challenging and will match lighting throughout the rest of the project.

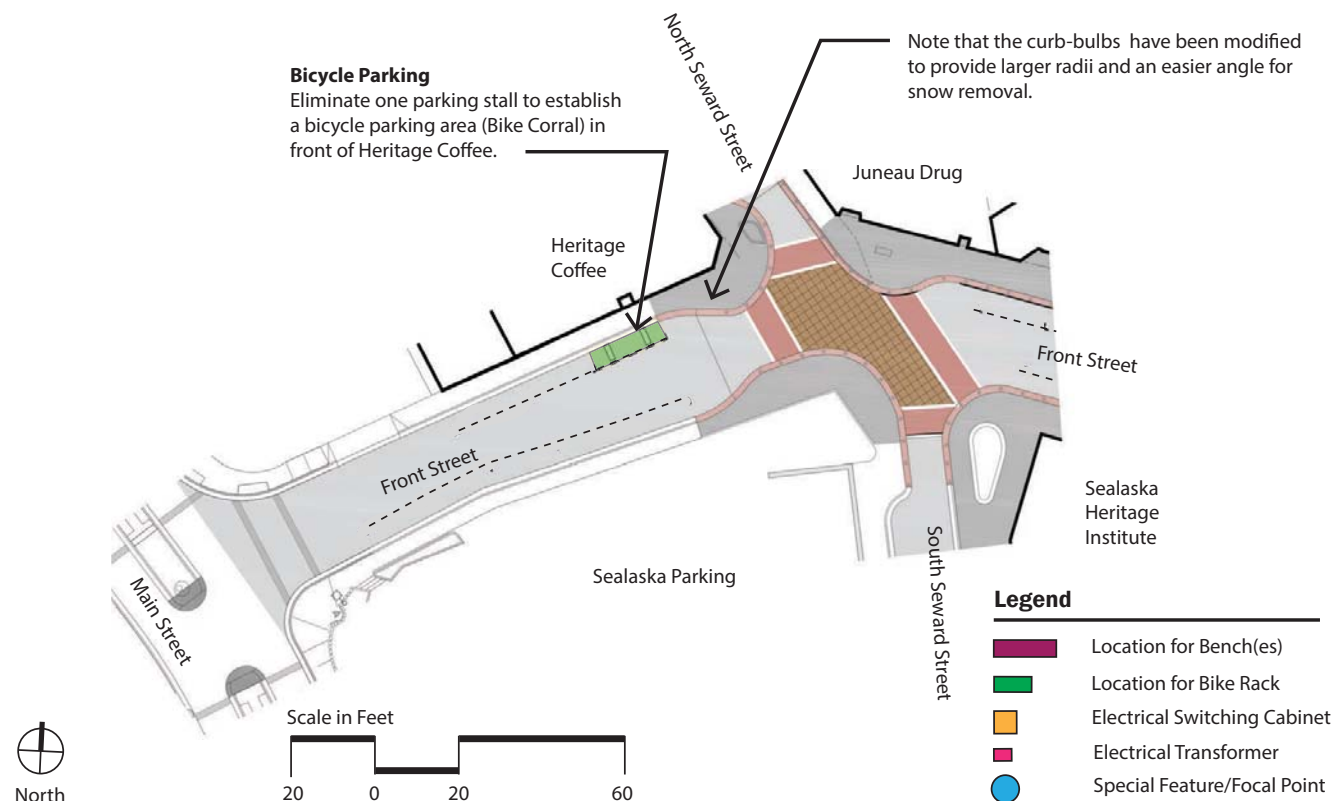
Sidewalks, Curb & Gutter, and Paving

Replace Sidewalks, curb & gutter, and paving between Seward Street and Main Street on Front Street. Upgrade the paving for the intersection of Front Street and Seward Street to establish a unique quality to this area. This treatment could extend down Seward Street. It is not intended that the portion of Front Street between Seward and Main would be closed to traffic for special events.

Bicycle Parking

Eliminate one parking stall to establish a bicycle parking area (Bike Corral) in front of Heritage Coffee.

Note that the curb-bulbs have been modified to provide larger radii and an easier angle for snow removal.



Final Concept Report

Concept Recommendations

North Franklin Street

Lighting

Lighting on this portion of Franklin Street is difficult because there is not enough room in the sidewalks to place light standards.

Lighting for this street should be improved. Consider building-mounted lighting or possibly lighting that is suspended by cables, spanning the street.

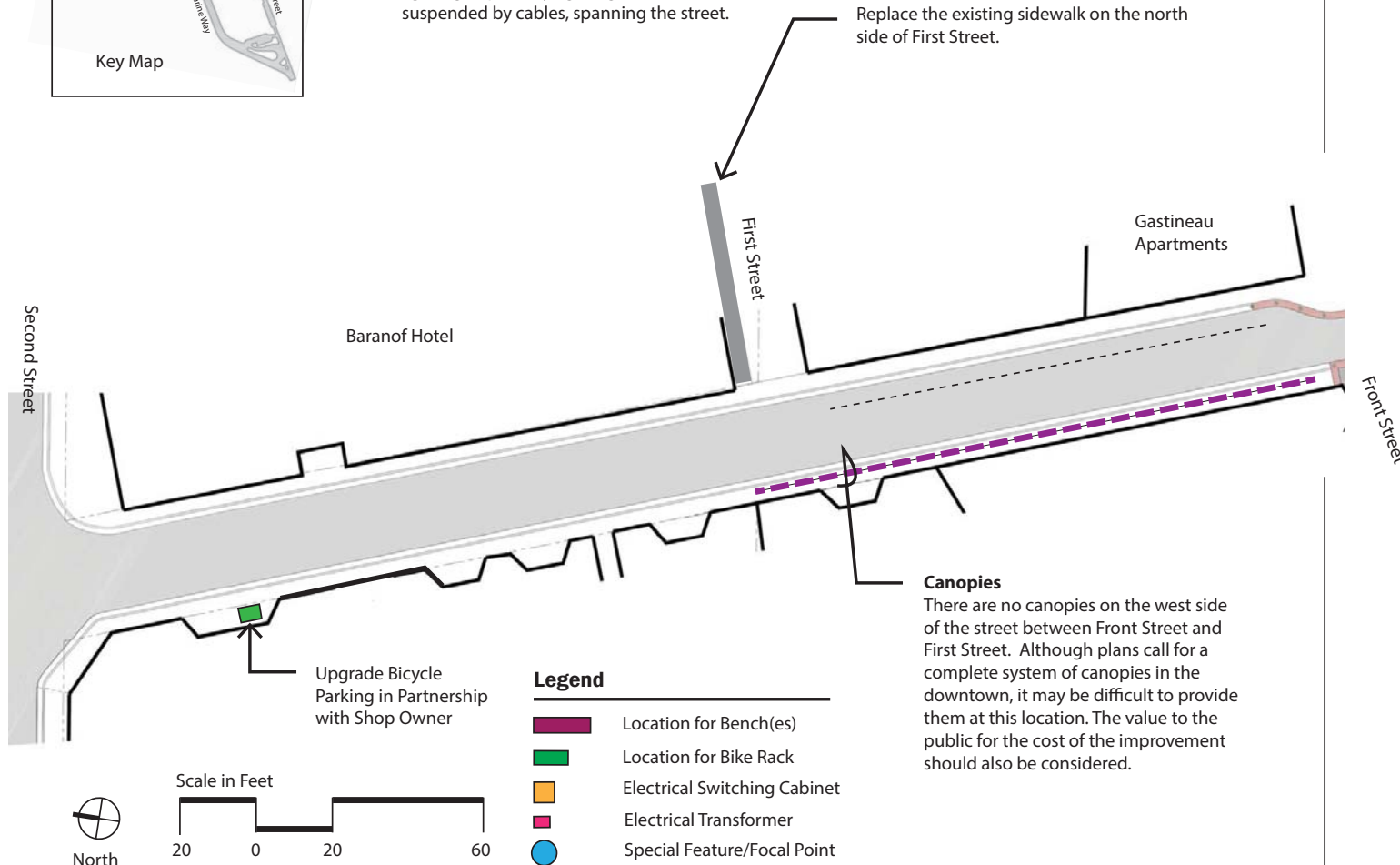
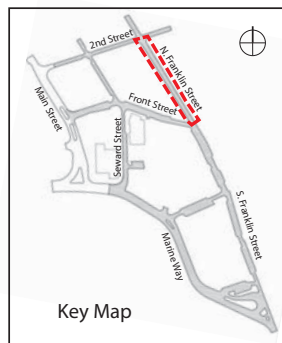
Sidewalks, Curb & Gutter and Paving

Provide new sidewalks, consistent with sidewalks in the rest of the rest of the project, on both sides of Franklin Street between Front Street and Second Street. Sidewalks will not be widened in this portion of Franklin Street due to existing width constraints of the street.

Replace the existing sidewalk on the north side of First Street.

Canopies

There are no canopies on the west side of the street between Front Street and First Street. Although plans call for a complete system of canopies in the downtown, it may be difficult to provide them at this location. The value to the public for the cost of the improvement should also be considered.



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 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

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.

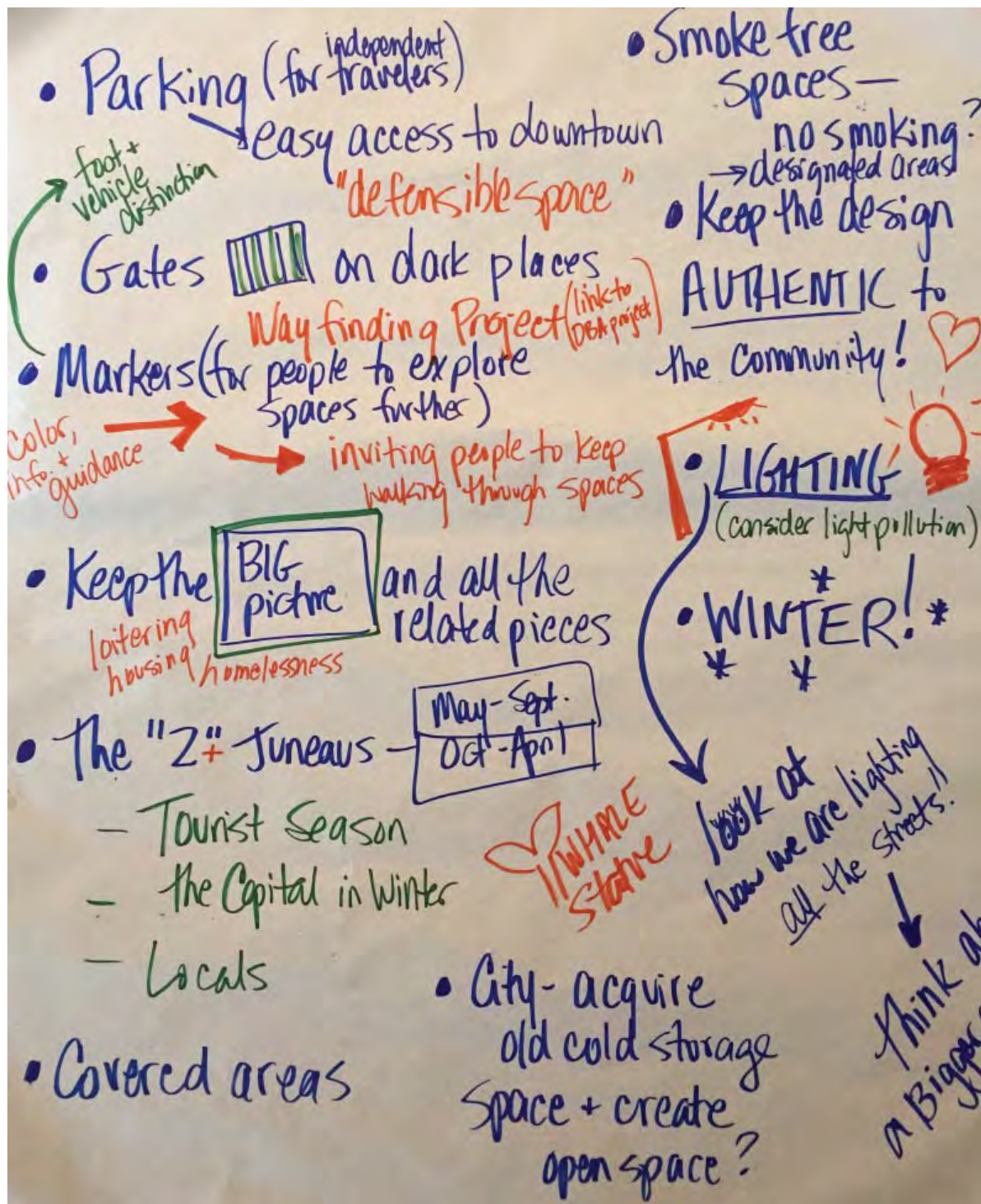
Public / private partnership to improve historic district standardization; Incorporate spaced out seating throughout area.

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

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.

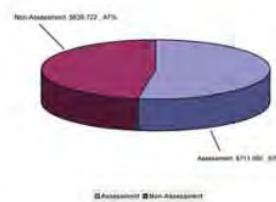


ADP Maintenance Ambassadors

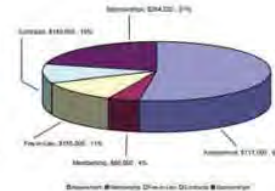
ADP Budget - Revenue

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.

ASSESSMENT VS. NON-ASSESSMENT REVENUE



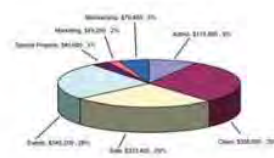
ADP REVENUE SOURCES



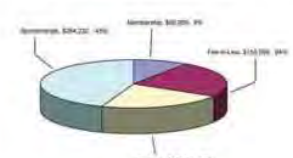
ADP Budget - Expenses

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.

ADP EXPENSES



NON-ASSESSMENT REVENUE 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:

- Downtown Property Owner
- Downtown Resident
- Downtown Business
- Public Agency
- Professional Service Provider
- 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.



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 2, 2015

TO: Planning Commission

FROM: Jonathan Lange, Planner II *Jonathan Lange*
Community Development Department

FILE NO.: VAR2015 0031

CC: Rob Steedle, Interim Director
Community Development Department

RE: Proposed Site Visit to USS 1555, Peterson Creek Landowners Association

The applicant, Gretchen Keiser, for the proposed Variance, VAR2015 0031 - a Variance request to the requirement for frontage and practical access on a public right-of-way for a proposed minor subdivision at the end of North Douglas Highway, has suggested it would be beneficial for Planning Commissioner to visit the site to become more familiar with the area and subdivision layout. She has suggested and has made herself available for any interested Planning Commissioners to visit the site on Saturday or Sunday, November 21st or 22nd, from 10am to 3pm. The applicant could meet the Commissioners at the driveway to the subdivision at the end of North Douglas Highway and walk or orient the Commissioners along the driveway and through their subdivision. The applicant can be reached at 907-723-4003 to meet Commissioners at the end of North Douglas Highway.

Staff would like to poll the Planning Commissioners and see who is interested in a site visit. If three or more Commissioners are at the site at the same time public notice is required.