

Agenda

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

June 9, 2015
Assembly Chambers
7:00 PM

I. ROLL CALL

II. APPROVAL OF MINUTES

- A. March 24, 2015 Regular Planning Commission Meeting Minutes

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

IV. PLANNING COMMISSION LIAISON REPORT

V. RECONSIDERATION OF THE FOLLOWING ITEMS

VI. CONSENT AGENDA

- A. CSP2015 0007, A State Consistency Review for Egan Drive, Glacier Highway, and Channel Drive at Salmon Creek, Intersection Safety Improvements (PRJ 67595 JNU), to include construction of acceleration and deceleration lanes.
- B. CSP2015 0008, Review of State Project for 830 feet of new guard rail on Thane Road to shield an unrecoverable slope.
- C. USE2015 0006, A Conditional Use Permit for a State of Alaska licensed Child Care Center on existing church premises.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS

VIII. UNFINISHED BUSINESS

- A. Title 49 Amendments in regard to transitional housing

IX. REGULAR AGENDA

- A. SMP2015 0004, Montana Creek West Phase 2B subdivision creating 16 lots.

X. BOARD OF ADJUSTMENT

XI. OTHER BUSINESS

XII. DIRECTOR'S REPORT

- A. Tall Timbers Neighborhood Association v. Planning Commission Decision

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS

XV. ADJOURNMENT

MINUTES

PLANNING COMMISSION
Regular Meeting
City and Borough of Juneau
Dennis Watson, Vice-Chairman

March 24, 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 7:03 pm.

Commissioners present: Dennis Watson, Vice Chairman; Bill Peters, Michael LeVine (telephonically), Ben Haight, Nicole Grewe (telephonically), Gordon Jackson, Dan Miller

Commissioners absent: Mike Satre, Chairman; Paul Voelckers

Staff present: Hal Hart, Planning Director; Beth McKibben, Senior Planner; Allison Eddins, Planner I; Chrissy McNally, Planner I

II. APPROVAL OF MINUTES

- February 24, 2015 – Regular Planning Commission Meeting

MOTION: *by Mr. Miller, to approve the February 24, 2015, Regular Planning Commission meeting minutes with any minor corrections by any Commission members or by staff.*

The motion was approved with no objection.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS – None

IV. PLANNING COMMISSION LIAISON REPORT

Mr. Loren Jones, Assembly representative, updated the Planning Commission on some recent Assembly activities.

Whale Project

CORE permitting has been approved for the Seawalk from Gold Creek past Fish and Game to Bridge Park with no mitigation as they consider it to be a self-mitigation project. This is because they consider the island to be built as an enhancement that will increase the diversity of marine life. The finished whale is expected in the fall.

Bio-solids

The City sent sludge out to be tested with centrifuge and it did not test out. They are continuing to work on specifications for dryer and will get updates during the summer.

West Douglas Road Extension

Lands Committee approved to move forward to the Assembly the renewal of the of the five-year agreement on the West Douglas Road with Goldbelt. CORE permit is moving forward but there will be wetlands mitigation discussed, approximately 4 ½ acres, to be set aside as compensation for the creeks and watersheds that Pioneer Road will have to cross.

Upcoming Assembly Worksession

April 20th at 6:00pm the Assembly will have a work session where they will be meeting with the Downtown Business Association, Chamber of Commerce, Visitors Bureau, Builders Association, the Alaska Committee and other organizations to have an informal discussion on moving forward on Juneau Economic Plan.

High School Government Class

Yaakoosgé Daakahídi Alternative High School students met with Mayor, Assembly members, some City Staff, etc. and allowed them to ask all sorts of questions pertaining to running a City Government. Their questions ranged from bus routes, the dump, off road vehicle parks, etc. There are nine here tonight as part of their Government class to observe the Planning Commission in action.

V. RECONSIDERATION OF THE FOLLOWING ITEMS – None

VI. CONSENT AGENDA

USE2015 0002: Conditional Use to allow an existing childcare for 8 children to expand to 12 children.

Applicant: Stephanie Jimenez

Location: 4472 Julep Street

Staff recommends that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Conditional Use permit. The permit would allow the development of a State of Alaska licensed daycare to care for up to 12 children in the D5 zoning district.

VAR2015 0005: Extension of VAR2013 0018 – a Variance for AKDOT to conduct road rehabilitation along Egan Drive within the 330 foot required setback of an eagle nest.
 Applicant: State of Alaska Department of Transportation & Public Facilities
 Location: 10th Street to Mendenhall Loop Road on Egan

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and **APPROVE** the requested Variance extension. The permit would allow an 18-month extension of Variance 2013 0018, a Variance to allow road rehabilitation within 330 feet of an eagle nest along Egan Drive.

MOTION: *by Mr. Miller, to approve Consent Agenda Items USE2015 0002 and VAR2015 0005, accepting staff's findings, analysis and recommendations.*

The motion was approved by unanimous consent.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

CSP2015 0003: Reconstruction of Jackson Road including replacement of waterline, sub-base, and pavement plus removal of trees.
 Applicant: City and Borough of Juneau Engineering Department
 Location: Jackson Road in the Blueberry Hills Subdivision

Staff recommends that the Planning Commission recommend that the Assembly approve the proposed project, as prescribed at CBJ 49.10.170(c). Staff has not found enough supporting language to support either the removal or the keeping of the trees.

Staff suggests the following recommendations for CBJ Department of Engineering and Public Works and/or the contractors undertaking the work:

- Include CBJ Department of Parks and Recreation in any discussions with contractors on the siting of equipment in the Treadwell Ditch Trail head parking lot.
- CBJ Fire department is informed of water shut offs 24hrs in advance.
- Provide start and end construction dates to CBJ Department of Parks and Recreation and the USFS Juneau Ranger District Recreational Manager. This will allow these agencies to provide the public and users of the Dan Moller Cabin information on restricted access to the Treadwell Ditch trail parking lot.
- Public notice signs should be posted at the entry of Jackson Road informing the public of dates and times of day that the Treadwell Ditch Trail parking lot will be closed.

- If trees remain, they should be physically protected throughout the reconstruction project.
- If the trees are removed, the remaining grass planting strip should be graded to curb level with topsoil added and reseeded within one growing season of the street reconstruction. In addition, CBJ Streets or Parks and Recreation should commit to repairing damage to the planting strip to maintain its appearance throughout the year.
- If the trees are removed, CBJ Streets should maximize any snow plowing and storage benefits by agreeing with all residents for co-location of all Jackson Road mailboxes to one location.
- To minimize disruption to residents of Jackson Road, and parking lot users, CBJ Engineering Division should incorporate CBJ Water Division's plan for connection of Jackson Road water lines to the water reservoir above Treadwell Ditch Trail parking lot. This will remove the need to undertake this work at a later date.

RECESS: *Mr. Miller asked the Commission to recess for five minutes at 7:13pm to review blue folder comments since they didn't have adequate time before to the meeting for reviewing the documents due to subcommittee that was prior.*

Recess was adjourned at 7:18pm and Mr. Miller asked Planning Manager, Beth McKibben, to proceed with the Staff Report.

Planner Presentation: Beth McKibben, Planning Manager

Ms. McKibben stated that this is a City State Project Review based on the reconstruction of Jackson Road, including the replacement of waterline, sub-base, and pavement plus the removal of trees. The project is in Blueberry Hills Subdivision in West Juneau just across the bridge in Douglas Island. As well as providing access to the subdivision it provides access to the Treadwell Ditch Parking Lot. This is part of a continuing reconstruction of Cordova Street and Pioneer Avenue and is in a D-5 zoned neighborhood with primary land use being detached single family residential.

This serves as a local street that is a City owned and maintained Right Of Way. Project length is 1000 feet and the width proposed is 26 feet from the current 29 feet. The project duration is May – August of 2015.

Water line is in poor condition and was in need of repair before the Blueberry Hills road section. The storm water system to be designed would solve some of the localized drainage issues and existing sanitized sewer system will be maintained and repaired. As a result of the excavation required, the curb and road surface will be replaced and the current separated path will be tidied but not replaced. Removal of the current trees is not necessary for the work but is requested by the Streets Division. The current street design with a single separated path with planting strip was agreed to by Planning Commission when the subdivision was first constructed in 1985.

Residents are opposed to the removal of trees because of the aesthetics to the neighborhood. CBJ Streets Division has requested the removal of trees to aid snow ploughing operations. Streets Division would also like to have the mailboxes co-located to make snow removal more efficient. Trees currently existing appear to be healthy. Conflict between pedestrians and vehicles are very low. There is a current eight foot wide separated path that is not being altered as part of the street reconstruction. Jackson road is not a high speed or high traffic area.

The Comprehensive Plan speaks to landscapes and rights of way located so as not to interfere with snow storage or removal and to select species that can withstand these activities. Area Wide Transportation Plan supports sidewalks on one or both sides of road. The Juneau Non-Motorized Transportation Plan suggests separated paths, such as the path along Jackson Road, should be ten feet wide; this path is eight feet wide but is not being proposed to be altered as it is a lightly used path. This Plan also states that vegetative buffers make sidewalks safer and more pleasant for walkers.

Commission Comments and Questions

Mr. Voelkers asked if anyone could speak to the details of snow removal. Ms. McKibben answered there is a representative here for the applicant with a presentation and can answer any question about snow removal.

Mr. Levine asked if staff was asking them to approve the removal of trees or keeping the trees. Ms. McKibben stated they did not take a position on the trees and felt the Planning Commission needed to take that position because there is no strong policy in either direction.

Applicant Presentation: CBJ Streets Division Representative, John Nelson, Project Manager

Mr. Nelson presented images that represented the higher elevation of Jackson and stated the neighborhood gets significantly more snow in that area. The trees make it difficult to plough snow, effectively turning the road into one lane for traffic as snow piles up. Every tree and mailbox on the side of the road prohibits the effective and efficient removal of snow. In seeking a more open path, they proposed moving all individual mailboxes into a central location with locked boxes as a cluster unit.

Commission Comments and Questions

Mr. Voelkers asked if the proposal would narrow the driving width by a couple feet and inquired as to the intent for it being on the downhill side. Mr. Nelson stated that Streets is trying to reduce the width of the streets borough-wide, for traffic calming and as a cost savings measure.

Mr. Voelkers inquired why one would make the street narrower if during snow plowing you get it down to one lane anyway, further constraining traffic. He asked Mr. Nelson to further

elaborate on the cost difference of removing snow when trees are involved. Mr. Nelson invited Mr. Jeff Thurston, Streets Supervisor to answer that question.

Mr. Thurston replied that when snow builds up and is pushed against trees, you then you have to go back after the initial scraping, pull the snow out and blow it up and over before you can plough and blow more snow. If the path were clear you could simply use a grader with a wing and it would be much less time consuming.

Mr. Levine asked Mr. Thurston to help him understand why there is more time shown for operators than for equipment time on the budget charts in the presentation as they aren't represented the same way consistently throughout the document. Mr. Nelson stated he didn't create the budget spreadsheet and cannot speak to how the numbers were gathered. He did state that generally equipment time is less than operator time because one has to gear up and they are being paid during that time.

Mr. Peters asked if there are other areas with trees that have to be ploughed around in our community. Mr. Thurston replied that as far as he was aware the only other area with trees of a similar nature is Main Street.

Mr. Peters wanted to hear if they had any historical data from the past two or three seasons and what amount of snowfall would be considered average. Mr. Thurston replied that it was really dependent upon the conditions and no trending data is available at this time.

Mr. Miller stated that if the only items in the way are utility boxes, and there are no trees or mailboxes, then you would use a wide grader with wing to plough the road and the sidewalk. Since the sidewalk would have a grass strip in between, then would Streets commit to replanting that grass every year? Mr. Thurston replied that there have been places where they have replanted with grass seed where the snow plough has damaged the area.

Mr. Miller also wanted to know if they could build street and re-grade the strip so that grass is lower than the street so that the plough doesn't scrape off grass on the sides of the road. Mr. Nelson replied that no, it wasn't in the plans to do but it wasn't a hard thing to do and could be considered. Mr. Thurston stated that typically the ground is frozen at the time of ploughing and grass is typically not damaged in the process.

Mr. Peters referred to Attachments E1 and E2 in the staff report and asked how much time will this would really save by removing trees when there are numerous other utility boxes, poles, street lights, fire hydrants, etc. along the strip as well. Mr. Thurston noted that if we can remove trees and co-locate mailboxes then there are only about three utility boxes they would have to work around and a couple of fire hydrants.

Mr. Levine asked if the CBJ could even require residents to move their mailboxes or if the CBJ were dependent on the residents agreeing to it first. Mr. Nelson replied that if the residents objected to the moving of their mailboxes then they probably wouldn't move them.

Mr. Levine then stated that we could be in a position where the trees are all removed but mailboxes remained, to which Mr. Nelson acknowledged that he was correct.

Mr. Voelkers followed up that Streets stated intent was that Jackson Road was just the first of the areas you would like to make the same consolidations and changes to and that future Capital Projects over the next few years would result in the removal of trees if they could have their desire. Mr. Thurston confirmed that was the general consensus of the Streets Department.

Public Comment

Thomas Hanley - 2925 Jackson Road

Mr. Hanley submitted the letter in the Planning Commission's packet that included the petition he gathered that represented a unanimous voice of the people in the subdivision who did not want the trees removed. When he saw that the street was being narrowed he thought it seemed counterintuitive to making extra room for snow storage. Mr. Hanley spoke to the importance of the trees as a critical element of the landscape architecture of the public space. There is no park for public enjoyment so this serves as a substitute for that purpose. The planting strip with trees also serves to increase the value of the homes and the subdivision in general. It was his opinion that removing the landscaping destroys the architecture of the area. Mr. Hanley spoke of the Engineering Departments intent to not even bring this CIP to the Planning Commission for review and conveyed that this being a seemingly small project would in face have a large, negative effect on the character of the neighborhood. He heard about the removal of the trees only by speaking to the workers who were evaluating the area on the road. Mr. Hanley started calling around in the Streets Division to gain more information and was told the removal of the trees was just an idea but not yet determined. Mr. Hanley received a notice in the mail of a Public Information Meeting and decided to attend only because he had heard about the trees. The presentation at the meeting didn't relay any information about the trees and you wouldn't have known anything unless you studied the blueprints. They didn't give out information about the removal of the trees. According the Mr. Hanley, when Streets found out that he was going to give them heat about the project they decided to elevate it to the Planning Commission. It appeared that the only benefit to this proposal is that it is "cheaper", yet very damaging to the neighborhood where people pay premium prices to live. Mr. Hanley also spoke to the contradiction of the removal of mailboxes. The report says they'll be replaced but Streets just spoke that they want to co-locate them.

Mr. Hanley stated that there is no way to evaluate the economic benefits to removing the trees. In referring to the snow events pictured in the Street's Division's presentation, Mr. Hanley argued that this was an unusual snow event and not typical of yearly averages. Also, the

lot sizes in this subdivision are large enough to allow for the dumping of the snow into the yards. Mr. Hanley ended his comments by encouraging the Planning Commission to be concerned with maintaining and improving subdivisions, not degrading them.

Reuben Willis – President of Blueberry Hills Association

Mr. Willis, a homeowner of two homes in the Blueberry Hills Subdivision, came before the Planning Commission with a packet that shows the value of trees on the roadway in subdivisions by providing shade, aesthetics, scale, etc. He argued that Mountain Ash trees are conducive to snow blowing by the fact that they have withstood the elements in Juneau for over 50 years. He went on to state that value is difficult to classify as not all value is monetary and can include emotional value as well. The distinct aesthetic appeal as you walk through the neighborhood is invaluable to many. Homebuyers will assign value to neighborhoods based on landscaping throughout that neighborhood. According to the Wall Street Journal, homes sell for an increased price when there are trees between the street and the home as opposed to no trees and can increase the value of the home from 7% - 19%. Blueberry Hills Neighborhood Association is unanimously opposed to the removal of trees, moving of mailboxes, and the narrowing of streets.

Mr. Willis reinforced that the pictures the Commission were shown previously where the snow is piled quite high is not a normal year. He stated that we do not require trucks to come in and truck the snow away and verified that the lots are large enough for Streets to just scoop the snow into the yards. He went on to state that there are utility boxes in front of everyone's homes so Street's would have to continue to maneuver around those anyway. When a large snow event occurs, narrowing the road even further will exacerbate the problem, making it worse, and will drastically change the atmosphere of the subdivision. Mr. Willis said that Blueberry Hills Neighborhood is unique and people live there for a reason. He respectfully requested of the Planning Commission to approve the project with the trees and mailboxes remaining where they are at and the road staying the same width.

Mr. Miller concurred with many of Mr. Willis' points as being valid. However, he stated that narrowing streets does tend to have a calming effect on neighborhoods, making streets safer and more neighborly. Mr. Miller asked if the neighborhood could you agree to narrower streets if Engineering agrees to keep the trees and mailboxes. Mr. Willis replied no, that the wider streets added to the area and provided a pleasant environment.

Mr. Jackson asked how many families belong to the Blueberry Hills Neighborhood Association, to which Mr. Willis replied thirty families, with most of the homeowners belonging to the association.

Mr. Jackson recognized that the association and families improving their neighborhood voluntarily was noteworthy and he felt the need to respect that. He commended the neighborhood on having a very active association, one in which to admire. Mr. Jackson went on

to appreciate the active association, their comments, and what they all want for their neighborhood.

Mr. Voelkers asked if parking occurred on one side of the street. Mr. Willis explained that some time ago, the Dan Mueller trail had been a snow mobile destination for people and still is to this day. Those people would truck in their machines and park along the side of the road in the neighborhood and that it became an issue. A parking lot was later proposed and gave permission for snow machine operators to park along one side of the road, on the downhill side, only in the event of an overflow, which rarely occurs but occasionally.

Greg Bledsoe – 2917 Blueberry Hills Road

I feel reducing the width of the street is a bad idea. My wife and I walk to work year round and when you have snow mobiles parked on the side of the road combine with the narrower street from the snow, it makes it difficult to walk to work because of lack of sidewalks.

Also, because homes sit so far off the street most taxis have a hard time finding homes were it not for the numbers on the mailboxes. What if an emergency vehicle couldn't find my house?

Corry Baxter – 3001 Blueberry Hills Road

I don't want to sound like I'm beating up on City Streets, they're world class plough guys up there and I appreciate how they take care of our subdivision. I'm the district representative for the International Union of Operating Engineers Local 302 so I know a little about this equipment. I'd like to make a point that achieving a high snow berm like what is pictured makes it necessary to bring in a snow blower because a grader alone won't get the snow that high. I believe the costs will be the same.

Also, some of the storm drain pipes will have to be dug up and the sidewalks patched. Please keep that in mind that asphalt sidewalk patches don't hold up well and I'd like you to take that into consideration.

Carlton Smith – 3000 Goodwin Road (since 2009)

My comments will be limited to trees tonight. On Goodwin Road, there are only eight trees of the forty-five total trees in the subdivision. I feel the departments should be focused on not just three streets in this subdivision, but bringing forward area wide efficiencies on snow ploughing for cost reduction. I would like to encourage the City Manager and the Assembly to look at the tree cutting policy of the City. It is extremely complex and this proposal flies in the face of the existing City and Borough tree cutting policy. These trees are a part of this subdivision and have a special value.

Finally, as proposed, if the project is approved by this body, you will have a guaranteed Assembly appeal. That would be unfortunate.

Bob Harness – 3004 Goodwin Road (since 2007)

I would like to comment on reducing the width of the road and removing the trees. As you enter neighborhood it feels like you're entering a different part of town and the trees are a huge reason for that. They give the area a nice aesthetic look and I totally agree with the emotional aspect of the trees. I would like to see a forecast based on historical averages over the last four or five years on snow removal and the associated expenses because I'm not convinced that removing the trees will save that much money.

Drivers pulling snow machines on double wide trailers regularly come up our road and we need the extra width. People are attracted to our neighborhood for dog walking and other recreational activities because of the pleasing aesthetic quality.

Kevin Hanley – 3009 Blueberry Hills Road (since 2005)

The report presented makes it sound like regular use of the snow blower is normal; however, the snow event pictured is not a regular event. I can count on one hand how often the snow blower has been used. Blueberry Hills doesn't require the snow be trucked off since the lots are large enough to store the excess snow. The trees do not create a barrier for the snow blower; the blower blows the snow completely over the trees.

RECESS: *Mr. Miller asked the Commission to recess for five minutes at 8:49pm*

Recess was adjourned at 8:58pm and Mr. Watson asked the applicant to come back up and speak to concerns he heard from the residents.

Mr. Miller asked for confirmation as to the actual street width. The applicant responded it's actually about 24 feet and they want to reduce it to 22 feet without taking into account the curb. The road will be 2 feet narrower. Mr. Miller then confirmed that taking into account the curb the width would be going from 28 feet to 26 feet.

Mr. Miller then asked Mr. Nelson to confirm that snowmachiners park on the side of road in the event of overflow from Dan Mueller parking lot and whether that would still be allowed if street is narrowed. Mr. Nelson replied that yes, parking on the side of the road would still be allowed. Mr. Nelson stated that if one car were parked on the side then the road would then only be wide enough for one car at a time to pass.

Mr. Voelkers stated that you could get three cars abreast there with 10 feet, 10 feet, and 8 feet. However, if the street becomes narrower then you could lose the parking lane and asked Mr. Nelson if he then saw a loss in service. Mr. Nelson replied that no, there would be no loss in service as they have had experience narrowing streets in the Valley up to 19 feet. He went on to state this has nothing to do with snow removal and more to do with cost savings and traffic calming, following what we've been doing elsewhere in the borough.

Mr. Voelkers then asked if Mr. Nelson saw that it might have an impact on snow storage. Mr. Nelson replied that it would in fact narrow the street a little more but didn't know for sure the impact.

Mr. Levine clarified that the primary justification for narrowing the street is cost savings to which Mr. Nelson confirmed it was cost savings and traffic calming.

Mr. Peters asked the clarification question that if all trees are removed but the mailboxes, utility boxes, etc. were kept, would the need for using a blower still exist? Mr. Thurston replied that yes, the blower would be used but less frequently because of the ability to push the snow back.

Mr. Jackson stated that the applicant mentioned that Streets is narrowing all the roads in the borough and asked if that is a policy of the department or the Assembly. Mr. Nelson responded that it's the department recommendation and we get approval on a job to job basis from the Assembly.

Mr. Nelson went on to state that Streets is just trying to see where they can cut costs. They don't want to destroy a neighborhood but are just trying to do a good job.

Mr. Watson reminded the Planning Commission that this is a City State Project and this would be a recommendation to the Assembly and we need to ensure we are clear in our reasons.

Mr. Hart confirmed that yes, this is simply a recommendation.

MOTION: *by Mr. Miller to change recommendation to the Assembly on Regular Agenda Item CSP2015 0003 with staff's findings, analysis and recommendations, and to change the recommendation to include that we find plenty of supporting testimony and analysis to keep the trees and include the road width as proposed by Streets division.*

Mr. Voelkers would like to have a unified motion that addressed width and spoke that he was leaning against reduced width for snow maintenance issues we've heard from the public. He went on to say that granting the borough wide thought that ridding unnecessary width in road may be a good intent but not in this area with overflow parking from trucks with double-wide trailers and snow mobiles. The cost difference is relatively minor compared to the advantages of extra snow width and safety for traffic on that road.

Mr. Miller agreed and asked to add that as a recommendation on approval.

Mr. Jackson stated that he thinks the City and Borough of Juneau and the Planning Commission should respect the wishes of the Neighborhood Association and he felt this motion does just that.

Mr. Levine stated he had not seen any information presented that's compelling enough to narrow the street or remove the trees when it's in such opposition to the neighborhood.

Mr. Peters commented that if other areas in the City have trees that are not being removed then this is taking a piece meal approach that he is not in favor of.

Mr. Watson also commented that he supported street narrowing normally but in this case he does not because of the argument for improving safety by traffic calming is not a strong argument for this area of the neighborhood. He went on to state the importance of maintaining the character of the neighborhood.

Ms. McKibben asked if the motion includes the conditions as recommended.

Mr. Watson asked Mr. Miller to clarify the motion.

Mr. Miller clarified that his motion included staff recommendations and did not remove the trees. Also, by amendment, he recommended the road width remain the same.

The motion was approved with no objection.

X. BOARD OF ADJUSTMENT - None

XI. OTHER BUSINESS - None

XII. DIRECTOR'S REPORT

Mr. Hart reported on a number of issues.

Downtown

April 2nd at 6:30 Downtown Juneau will be looking at various improvements in World Café format at Heritage on Front Street.

Permit Statistics

It's been fairly quiet for the first three months of the year. Single Family Residential is slightly up but large projects haven't started coming in yet so overall value is low. Subdivision interest is there but has not been applied for quite yet. Mr. Hart stated there are storefront improvements and many remodels going on in the City.

Commission Comments and Questions

Mr. Levine wanted to flag the public comment that the public notice didn't afford him all the information to move forward effectively. Ms. McKibben replied that the public notice that was implied was through Public Works and Engineering and wasn't in Community Development's jurisdiction. Mr. Watson stated that in his experience their process is much less than our practice of public notice through Community Development.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES*Lands Committee*

Mr. Peters reported that Lands Committee met on the 23rd and spoke about the lease amendment of Southeast Food Bank and the memorandum of agreement for the road extension of West Douglas highway through the CBJ and Goldbelt. Also, Bruce Denton spoke on Housing First on getting reduced rates on gravel for credit on their grant. These items will all be forwarded to the Assembly.

Subdivision Review Committee

Mr. Voelkers reported that the Subdivision Review Committee met twice recently and they are trying to get something to the Planning Commission and to the Assembly and they are very close. Staff is working with us on more draft language and will meet again next week.

Public Works Committee

Mr. Watson reported that Public Works met on Monday and they are looking at building a salt and sand storage because they need more space to continue expanding. Also, Mr. Harris was there asking for a LID to pave the street and do water improvements on his Dunn street project. Mr. Watson then asked Mr. Jones to speak to the project.

Mr. Loren Jones stated that Dunn Street is a street that was part of a subdivision approved in the late 50's or early 60's. The approved Right of Way is 30 feet. They have approached city for a LID to pave the street. The City position is that there's water under the street and you can't pave the street without proper preparation. The project will be roughly \$400,000.00 to restore the bed and replace the water line. The final decision was that the Public Works Committee instructed Engineering to come back and the City would pay 75% of the \$200,000.00 total and the land owners will be responsible for 25% of that.

As a result, the city will look at some standardization of LID's.

Ms. McKibben reported that the Juneau Commission on Sustainability has a work session scheduled for tomorrow at 5:30pm in the Downtown Library. They will be meeting telephonically with a consultant for the Energy Plan. Also, the Title 49 Committee met last week to continue looking at childcare.

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS - None**XV. ADJOURNMENT**

The meeting was adjourned at 9:39 p.m.



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: A State Consistency Review for Egan Drive, Glacier Highway and Channel Drive at Salmon Creek, Intersection Safety Improvements, to include construction of acceleration and deceleration lanes.

File No:	CSP2015 0007	Applicant:	State of Alaska DOT and PF
To:	Adjacent Property Owners	Owner:	State of Alaska and CBJ
Hearing Date:	June 9, 2015	Project Location:	Salmon Creek Intersection
Hearing Time:	7:00 PM	Right-of-Way:	Egan Drive, Glacier Highway, and Channel Drive
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	Project Length:	Appr. 1 mile along Egan Drive between milepoint 2.9 and 4.0

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Jonathan Lange at Jonathan.Lange@juneau.org and 586-0218.



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



Community Development

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

DATE: May 27, 2015

TO: Planning Commission

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

FILE NO.: CSP2015 0007

PROPOSAL: A State Consistency Review for Egan Drive, Glacier Highway, and Channel Drive at Salmon Creek, Intersection Safety Improvements (PRJ 67595 JNU), to include construction of acceleration and deceleration lanes.

GENERAL INFORMATION

Applicant: State of Alaska

Property Owner: State of Alaska Highway Right-of-Way

Property Address: Salmon Creek Intersection- Egan Dr., Glacier Hwy, and Channel Dr.

Location: Egan Drive milepoint ~2.9 – 4.0

Comprehensive Plan Future Land Use Designation: C – Commercial; RS – CBJ Recreational Service Park; Mendenhall Wetlands State Game Refuge

Zoning: GC and D5 surrounding

Surrounding Land Use: North - GC – Planned Parenthood, Juneau Bone and Joint Center
North of Acceleration Lane - D-5 – Twin Lakes
South - GC – Commercial Office
South of Deceleration Lane – Mendenhall Wetlands State Game Refuge

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VICINITY MAP



ATTACHMENTS

- Attachment A – Applications, Narrative, and Site/Building Plans
- Attachment B – Army Corps and Fish and Game Permit Applications
- Attachment C – Wetlands Review Board Memo
- Attachment D – DOT&PF Traffic Count Map
- Attachment E – Draft Wetlands Review Board Minutes

PROPOSAL

The Alaska Department of Transportation and Public Facilities (DOT&PF) has submitted Federal Project No. 0932(051) – State Project No. 67595, JNU: Egan Dr. Salmon Creek Intersection Safety Improvements, for review by the Planning Commission for consistency with Title 49 and city adopted plans. The project proposes to construct a new acceleration lane, approximately 1,960 feet long, on Egan Drive, for vehicles entering from Glacier Highway and extend the existing inbound deceleration lane to approximately 900 feet, on Egan Drive, for vehicles exiting to Channel Drive. The proposal also calls for the Salmon Creek Bridge to be widened, to include the two new lanes (see Attachment A – applicant’s narrative).

Planning Commission
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May 27, 2015
Page 3 of 6

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

The Commission shall review proposed Alaska State Capital Improvement Projects for consistency with this title pursuant to AS 35.30.010, and may impose conditions on and modifications to such projects.

BACKGROUND

The application narrative explains that the purpose of the proposed project is to improve safety at the Salmon Creek intersection. Currently, vehicles turning right, from Glacier Highway onto Egan Drive, have to come to a complete stop at a stop sign. Those drivers have to judge the speed of the traffic on Egan Drive before turning into traffic and then accelerating. Alternatively, traffic coming towards downtown, turning right onto Channel Drive, have only a short deceleration lane before they can turn and merge onto Channel Drive. By creating an acceleration lane for traffic turning right onto Egan Drive from Glacier Highway, and extending the deceleration lane for traffic exiting or turning right off of Egan Drive onto Channel Drive, safety will be improved at the intersection (see Application Narrative). Construction is scheduled to begin Spring – Summer 2016.

ANALYSIS

Egan Drive, Glacier Highway, and Channel Drive are owned and maintained by DOT&PF. Egan Drive is classified by the state agency as a principle arterial, and by CBJ as an arterial. Egan Drive from Glacier Avenue to the Salmon Creek Intersection averages 21,428 vehicle trips per day in 2012 (per DOT&PF Traffic Map, Attachment D). Glacier Highway is classified by the state as a minor arterial, and then to a major collector right at the intersection; CBJ classifies it as a collector. The short distance from Hospital Drive to the Salmon Creek Intersection saw 5,125 average daily trips in 2012. Channel Drive is classified as a minor collector by the state and a collector by the CBJ. Channel Drive at the Salmon Creek Intersection saw 1,875 average daily trips in 2012.

CONFORMITY WITH ADOPTED PLANS

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

POLICY 7.1. TO PROTECT THE REGION'S SCENIC, ENVIRONMENTAL, AND ECONOMICALLY-VALUABLE NATURAL RESOURCES FROM THE ADVERSE IMPACTS OF URBAN DEVELOPMENT. DEVELOPMENT SHALL BE CONTROLLED CAREFULLY AND, IF NECESSARY, PROHIBITED IN NATURALLY HAZARDOUS AND ECOLOGICALLY-PRODUCTIVE OR SENSITIVE AREAS.

Planning Commission
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May 27, 2015
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POLICY 7.3. TO PROTECT RIPARIAN HABITAT, INCLUDING STRAM CORRIDORS AND LAKE SHORELINES, FROM ADVERSE EFFECTS OF DEVELOPMENT AND TO PROVIDE A HIGHER LEVEL OF PROTECTION FOR NON-URBAN SHORELINES IN PUBLIC OWNERSHIP.

Development Guideline

7.3 – DG1 Rivers, streams, and lakes should be managed so as to protect natural vegetation, water quality, fish or wildlife habitat, and natural water flow.

POLICY 7.5. TO PROTECT HIGH-VALUE WETLANDS FROM ADVERSE EFFECTS OF DEVELOPMENT THROUGH LAND USE MANAGEMENT AND TO SPONSOR OR PARTICIPATE IN EFFORTS TO ENHANCE OR RESTORE THE ENVIRONMENTAL VALUES OF WETLANDS IN THE BOROUGH.

As mentioned below in the Habitat section, the subject area contains wetlands. The applicant has applied for a fill permit through the Army Corps of Engineers. The applicant has also applied to the Alaska Department of Fish and Game for a General Waterway/Waterbody Application, which contain a narrative and study on the way they will protect the stream during construction and enlargement of the bridge.

POLICY 8.5. TO PROMOTE A BALANCED, WELL-INTEGRATED LOCAL MULTI-MODAL SURFACE TRANSPORTATION SYSTEM THAT PROVIDES SAFE, CONVENIENT AND ENERGY-EFFICIENT ACCESS AND TRANSPORT FRO PEOPLE AND COMMODITIES.

The proposed project will help to promote a safe surface transportation system for traffic entering Egan Drive from Glacier Highway, and for traffic exiting Egan Drive to Channel Drive.

HABITAT

Wetlands- The subject area contains wetlands, but is outside the wetlands study area. The applicant has applied for a Department of the Army permit through the Alaska District, of the U.S. Army Corps of Engineers for placement of 3,364 cubic yards of rip rap and filter course fill material into 0.46 acres, or 20,037.6 square feet in Salmon Creek and the Gastineau Channel Wetlands (see Attachment for Army Corps Application).

The City and Borough of Juneau Land Use Code Title 49 speaks to the management of habitats in CBJ 49.70.950(c)

(3) Wetlands and tideflats shall be managed so as to ensure adequate waterflow, nutrients, and oxygen levels, to avoid the adverse effects on natural drainage patterns, the destruction of important habitat, and the discharge of toxic substances;

Planning Commission
File No.: CSP2015 0007
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Page 5 of 6

(7) Rivers, streams and lakes shall be managed so as to protect natural vegetation, water quality, important fish or wildlife habitat and natural waterflow.

Habitat- Salmon Creek is a cataloged anadromous water body and development along it is subject to habitat setbacks in CBJ Title 49.70.310(a) (4) and (b) (1), as well as at CBJ 49.70.950(f).

49.70.310 Habitat.

(a) Development in the following areas is prohibited:

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

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

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

CBJ 49.70.925 addresses bridges. The applicant has applied to Fish and Game with a General Waterway/Waterbody Application (see Attachment B) for the expansion of the Egan Drive/Salmon Creek Bridge.

49.70.925 - Transportation and utilities.

...

(b) Where roads and trails cross anadromous streams, the design and construction of bridges and culverts shall allow free passage of fish, and shall take all feasible and prudent steps to prevent habitat disturbance. Phasing of construction shall be done to avoid critical migration periods for salmon and other anadromous species.

The Wetlands Review Board at their May 21st, 2015 meeting reviewed the subject project. The proposed project was presented by staff and the applicant. The board reviewed and discussed the project (see draft Wetlands Review Board Minutes, Attachment E) and provided the following motion and recommendation:

"The Wetlands Review Board supports the project as presented. DOT has made an adequate effort to address environmental concerns, and the Board appreciates the safety improvements. The Board requests use of native plants in the development."

The applicant explained that they were planning on using native plants within the riprap of the development. The applicants Fish Habitat Permit Application states in the Site Rehabilitation/Restoration Plan section that "The riprap banks of Salmon Creek beyond the bridge deck would be live staked with cuttings or planted with transplants, and seeded with native seed mix to minimize the effects of bank armoring to fish and their habitats..."

Planning Commission
File No.: CSP2015 0007
May 27, 2015
Page 6 of 6

FINDINGS

Staff finds that the project is consistent with Title 49 and the 2013 Comprehensive Plan.

RECOMMENDATION

Staff recommends that the Planning Commission find CSP2015 0007, a State Consistency Review for Egan Drive, Glacier Highway, and Channel Drive at Salmon Creek, Intersection Safety Improvements (PRJ 67595 JNU), to include construction of acceleration and deceleration lanes, consistent with Title 49 and the 2013 Comprehensive Plan.

Department of Transportation and Public Facilities

SOUTHCOST REGION

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99801-2506
Main: (907) 465-1799
Toll free: (800) 575-4540
Fax: (907) 465-2030
TTY-TDD: (800) 770-8973
dot.state.ak.us



THE STATE
of **ALASKA**
GOVERNOR BILL WALKER

INTAKE REVIEW	
Gen Eng.	_____
POC	<u>ANE</u>
IOC	_____
Tech.	_____



April 8, 2015

City/Borough of Juneau
155 S. Seward St.
Juneau, AK 99801

RE: Federal Project No. 0932(051) - State Project No. 67595
JNU: Egan Dr. Salmon Creek Intersection Safety Improvements

To whom it may concern:

We are submitting the enclosed project and land action review application, development permit application, \$1,600.00 review fee, and the preliminary project plans for your review and comment. In addition to a general review, please specifically review for compliance in accordance with AS 35.30.020.

Under AS 35.30.020, the Department must comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners. If you believe that the Department's construction of this project would result in a violation of planning, zoning, or other regulations generally applicable to landowners, please identify the portions of the project that would be in violation, and the specific planning, zoning, or other regulations that you believe would be violated.

The purpose of the proposed project is to improve safety at the intersection of Egan Drive, Glacier Highway and Channel Drive, locally known as the Salmon Creek Intersection. Currently drivers on Glacier Highway wishing to turn right (outbound from downtown Juneau) on Egan Drive must stop and wait for an opening in outbound traffic before proceeding. Because there is no acceleration lane at this location, drivers must correctly judge the speed of oncoming cars to ensure they have adequate space to accelerate to match the speed of Egan Drive traffic. The result is a high accident rate at this location. On the inbound lanes of Egan Drive, drivers exiting right onto Channel Drive have a very short deceleration lane. During poor visibility or slippery conditions the driver is forced to begin slowing down before reaching the deceleration lane, resulting in unsafe conditions for the decelerating vehicle and those behind it.

The proposed project would construct a new acceleration lane outbound from Glacier Highway and extend the existing inbound deceleration lane for vehicles exiting to Channel Drive to meet current AASHTO standards. To accommodate the additional width of new lanes, the Salmon Creek Bridge (#1188) would be widened.

"Keep Alaska Moving through service and infrastructure."

ATTACHMENT A

Additionally, replacement and relocation of roadside appurtenances will be completed as necessary to accomplish the work. Please see the attached plans for further details.

If we have not received comments regarding the project's compliance with planning and zoning ordinances within 90 days after submittal of these plans, the Department will proceed with the project as planned. If you have any questions, I can be reached by phone at: (907) 465-4443, or by e-mail at: christopher.goins@alaska.gov.

Sincerely,



Christopher Goins, P.E.
DOT&PF Engineering Manager

Enc: Project and Land Action Review Application, Development Permit Application, Application Review Fee, Project Area Map, and Preliminary Project Plans

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP 15-007	Date Received 4/18/15
----------------	------------------------------	---------------------------	--------------------------

TYPE OF PROJECT REVIEW:

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

DESCRIPTION OF PROJECT _____
 See attached description in cover letter.

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): _____
 Land is currently highway right-of-way that is used for the transportation of people and goods.

PROPOSED USE OF LAND OR BUILDING(S): _____
 The proposed use of land at the Salmon Creek intersection is to install an acceleration lane headed outbound from downtown Juneau on Egan Drive for traffic exiting off of Glacier Highway, and to extend an existing deceleration lane on Egan Drive for traffic head inbound to downtown Juneau exiting onto Channel Drive.

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

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

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # 67595

ESTIMATED PROJECT COST: \$ 6,550,000

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 \$ _____ Total Fee \$ 1600	018426	0466406	4/18/15

**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**

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: 4/8/15
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description The proposed project at the Salmon Creek Intersection will install an acceleration lane headed outbound from downtown Juneau on Egan Drive for traffic exiting from Glacier Highway, and will extend the deceleration lane on Egan Drive for traffic head inbound to downtown Juneau exiting onto Channel Drive. This work requires widening of the Salmon Creek bridge, and the replacement and relocation of roadside appurtenances as needed.		
	PROPERTY LOCATION		
	Street Address Salmon Creek Intersection at Egan Drive and Glacier Highway	City/Zip Juneau/99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Egan Drive milepoint ~ 2.9 - 4.0		
	Assessor's Parcel Number(s) N/A		
	LANDOWNER/ LESSEE		
	Property Owner's Name State of Alaska	Contact Person: Christopher Goins	Work Phone: 907-465-4443
	Mailing Address P.O. Box 112506, Juneau, Alaska 99811-2506	Home Phone: -	Fax Number: -
	E-mail Address christopher.goins@alaska.gov	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		Landowner/Lessee Signature	Date
X		Landowner/Lessee Signature	Date
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name Same		Contact Person:	Work Phone:
Mailing Address		Home Phone:	Fax Number:
E-mail Address	Other Contact Phone Number(s):		
X	Applicant's Signature	Date of Application: 4/8/2015	

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		4/8/15	ESP15-007
		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 ANE

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

I:\FORMS\2010 Applications

Revised November 2009

ATTACHMENT A

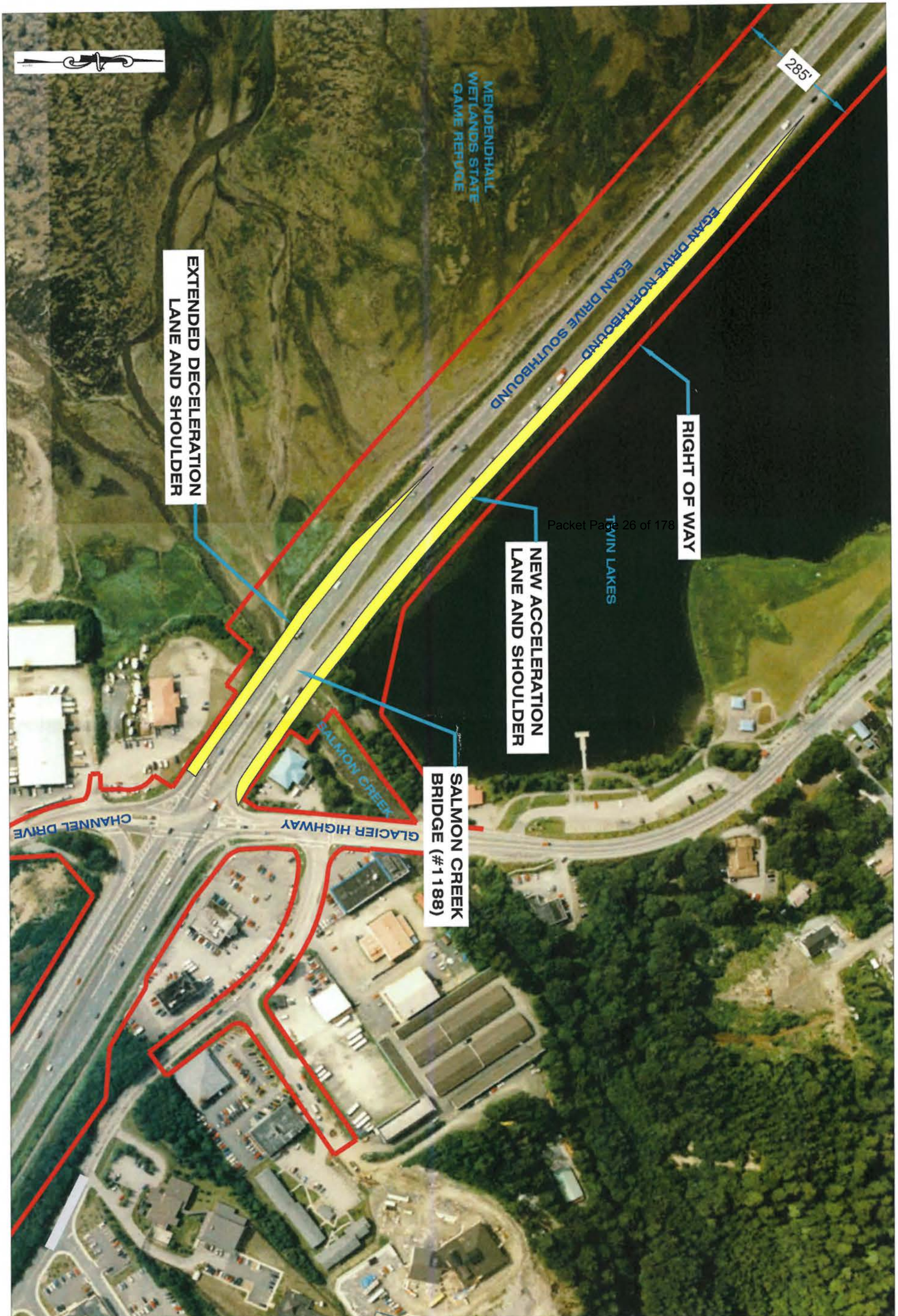
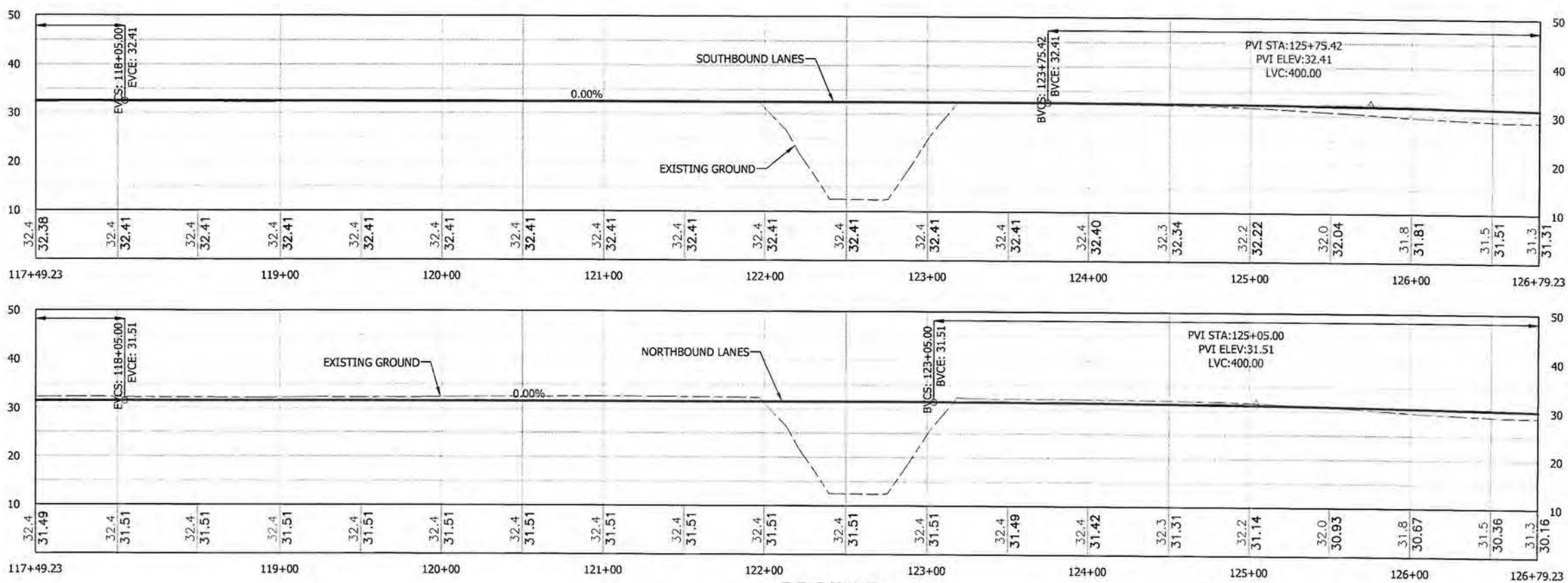
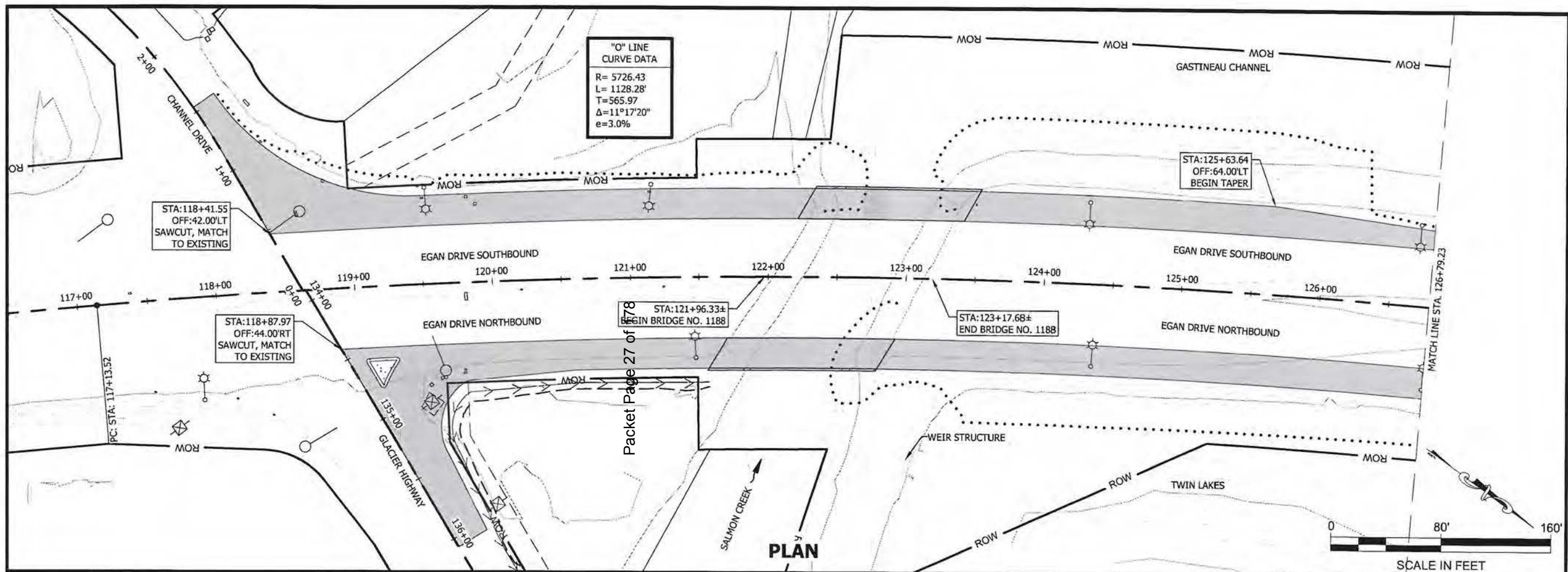


Figure 2 – Project Area
 State of Alaska
 Department of Transportation
 and Public Facilities
 Southeast Region

RECEIVED
 APR 08 2015
 PERMIT CENTER/CDD

PROJECT NO. 67595
 JNU EGAN DRIVE
 SALMON CREEK INTERSECTION SAFETY
 IMPROVEMENTS



PROFILE

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH: Q:\JNU\67595\PLANSET\2014\67595_F-F_PREL
 PLAN AND PROFILE.DWG

PURVES, NATHAN A (DOT)
 TAB: F1 Wednesday, April 08, 2015 2:01:25 PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

RECEIVED
 APR 08 2015
 PERMIT CENTER/CDD

PLAN LEGEND

CHECKED BY: -

DESIGNED BY: T. ECKHOFF

DRAWN BY: T. ECKHOFF

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

JNU - EGAN DRIVE
 SALMON CREEK INTERSECTION
 SAFETY IMPROVEMENTS
 PROJECT #67595

PRELIMINARY PLAN
 AND PROFILE

PROJECT DESIGNATION

EBL-0932(51)

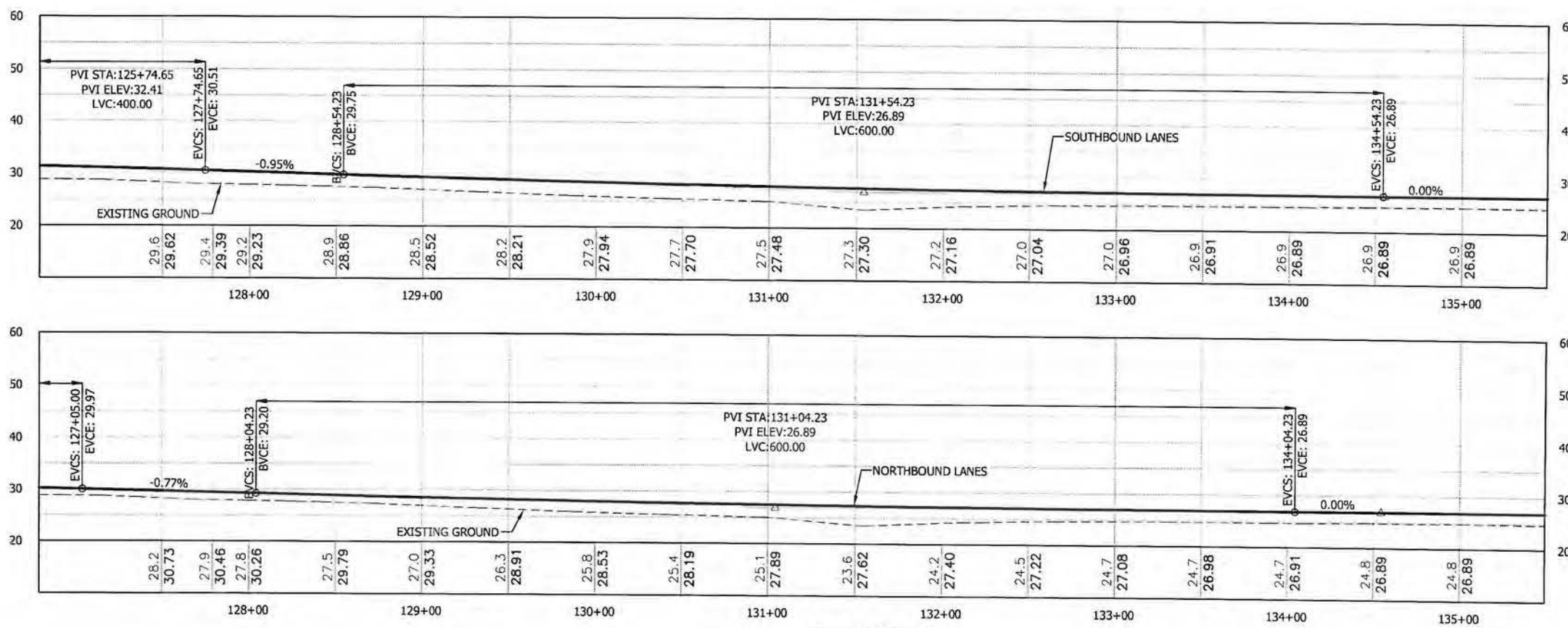
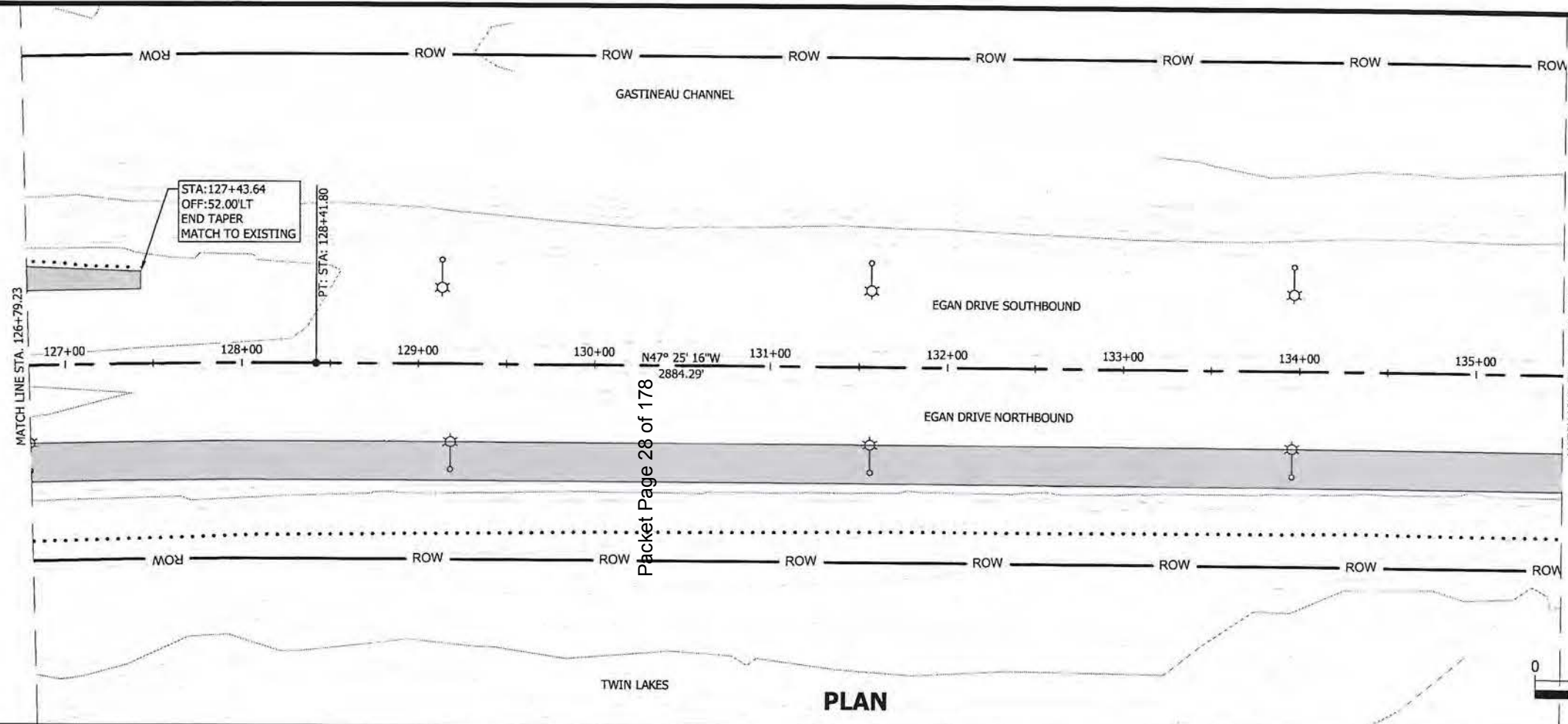
STATE ALASKA YEAR 2014

SHEET NUMBER TOTAL SHEETS

F1

3

ATTACHMENT A



DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

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PLAN AND PROFILE.DWG

PURVES, NATHAN A (DOT)
TAB: F2 Wednesday, April 08, 2015 2:01:48 PM

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

RECEIVED
APR 08 2015
PERMIT CENTER/CDD

PLAN LEGEND

CHECKED BY: -

DESIGNED BY: T. ECKHOFF

DRAWN BY: T. ECKHOFF

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

JNU - EGAN DRIVE
SALMON CREEK INTERSECTION
SAFETY IMPROVEMENTS
PROJECT #67595

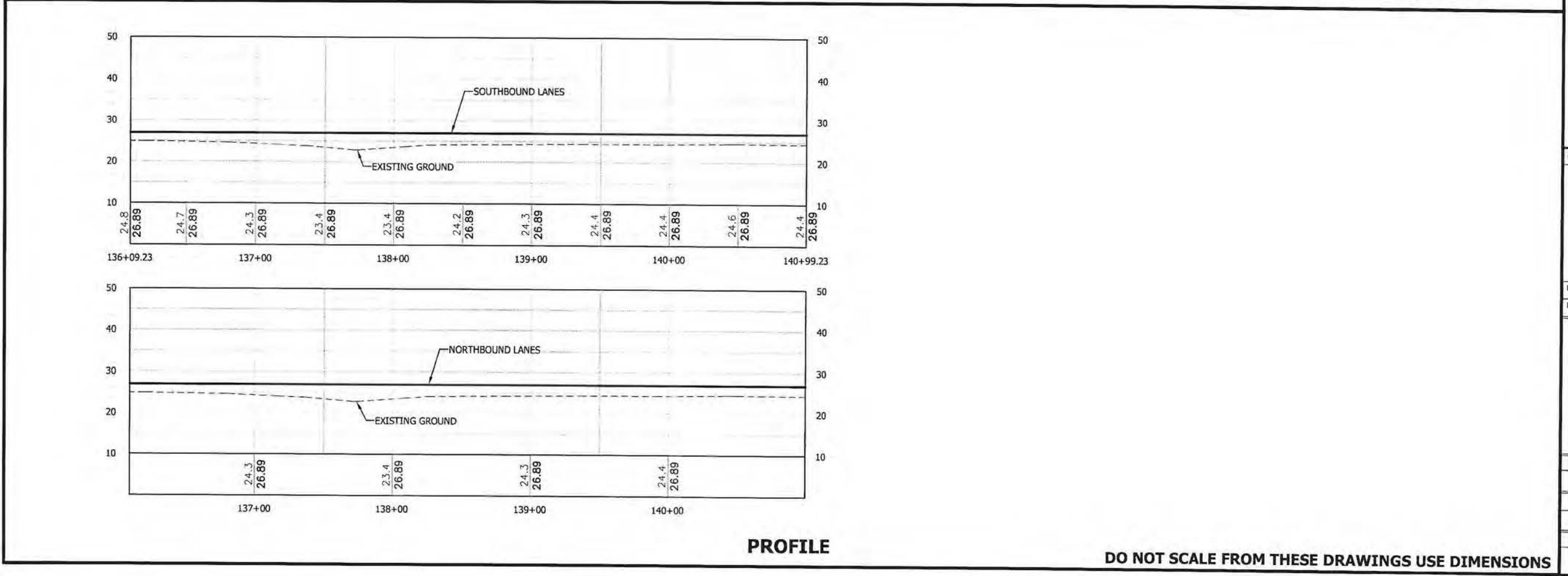
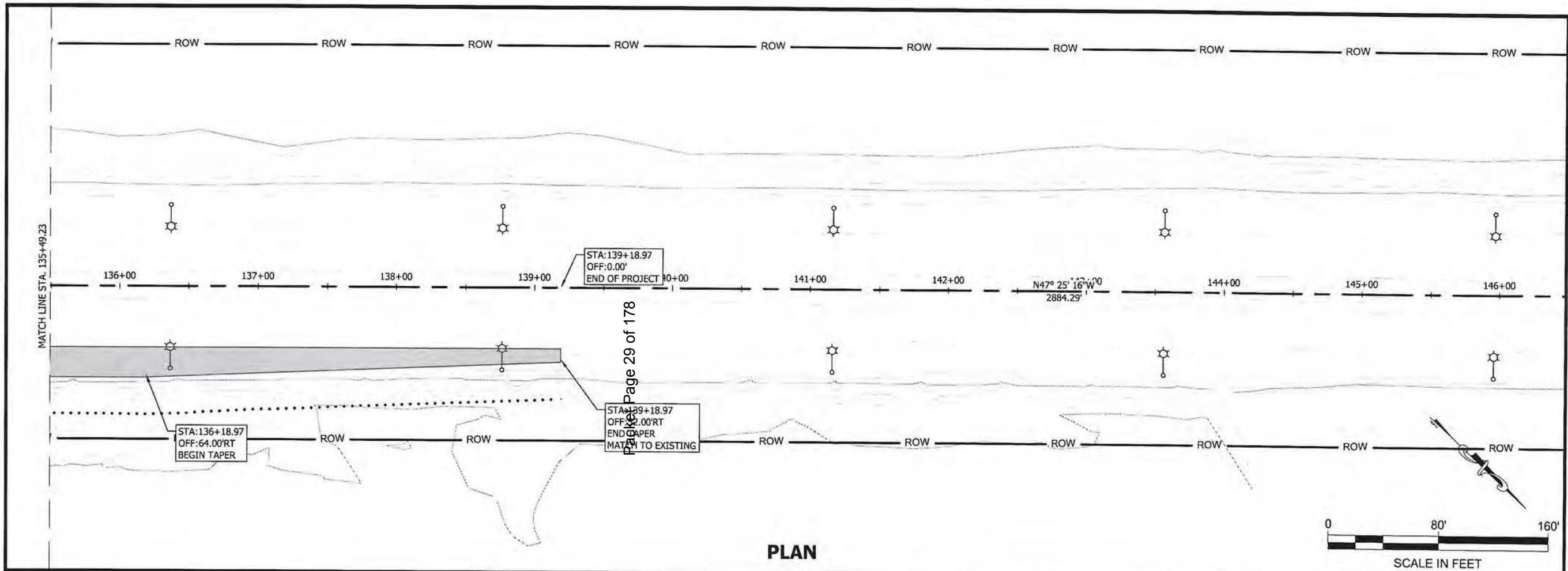
PRELIMINARY PLAN
AND PROFILE

PROJECT DESIGNATION
EBL-0932(51)

STATE	YEAR
ALASKA	2014

SHEET NUMBER	TOTAL SHEETS
F2	3

ATTACHMENT A



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PURVES, NATHAN A (DOT)
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ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

PLAN LEGEND

CHECKED BY: -

DESIGNED BY: T. ECKHOFF

DRAWN BY: T. ECKHOFF

STATE OF ALASKA
 DEPARTMENT OF TRANSPORTATION
 & PUBLIC FACILITIES
 SOUTHEAST REGION

JNU - EGAN DRIVE
 SALMON CREEK INTERSECTION
 SAFETY IMPROVEMENTS
 PROJECT #67595

**PRELIMINARY PLAN
 AND PROFILE**

PROJECT DESIGNATION
EBL-0932(51)

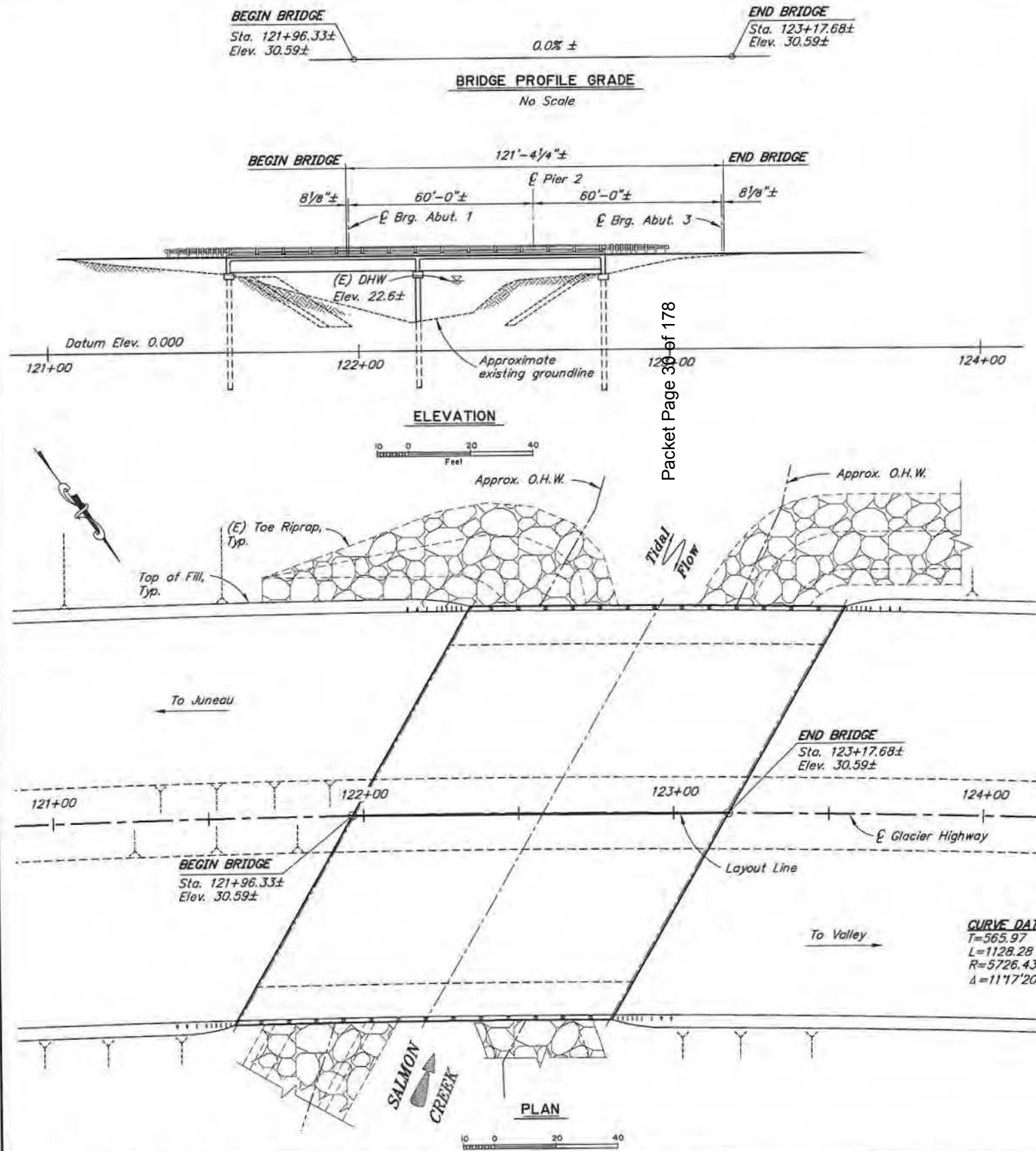
STATE	YEAR
ALASKA	2014

SHEET NUMBER	TOTAL SHEETS
F3	3

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

ATTACHMENT A

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA		2014		



BRIDGE BASIS OF ESTIMATE						
ITEM NO.	ITEM	PAY UNIT	ESTIMATING UNIT	SUBST.	SUPERST.	TOTAL
205(1)	Excavation for Structures	CY	CY			
205(3)	Structural Fill	CY	CY			
501(1)	Class A Concrete	LS	CY			
501(7A)	Precast Concrete Member (123.5"x53" I-Beam)	EA	EA			
503(1)	Reinforcing Steel	LS	LBS			
503(2)	Epoxy-Coated Reinforcing Steel	LS	LBS			
505(5)	Furnish Structural Steel Piles (1'-6" dia.x1/2" Pipe)	LF	LF			
505(6)	Drive Structural Steel Piles (1'-6" dia.x1/2" Pipe)	EA	EA			
507(1)	Steel Bridge Railing	LF	LF			
508(1)	Waterproofing Membrane	LS	SY			
606(16)	Guardrail Transition	EA	EA			
611(1)	Riprap, Class II	CY	CY			
631(2)	Geotextile, Erosion Control, Class 1	SY	SY			

Item numbers are for reference only. Quantities shown are not necessarily the pay quantities nor the total quantity of the particular item.

BRIDGE DRAWING INDEX	
TITLE	DWG. NO.
GENERAL LAYOUT	1
TYPICAL SECTION	2
SITE PLAN	3



NOTES:

(E) = Existing

--- = Existing

— = Denotes this contract

Elevations, Bearings and Dimensions are based on "AS-BUILT" plans. Verify all controlling field dimensions before ordering or fabricating any material.

PRELIMINARY PLAN

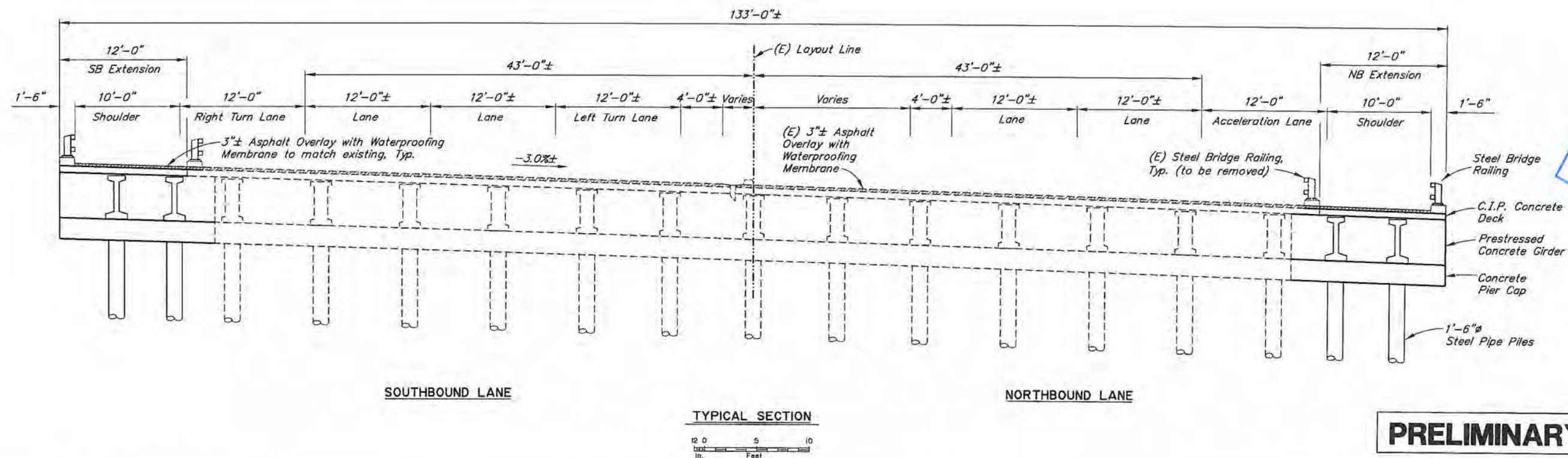
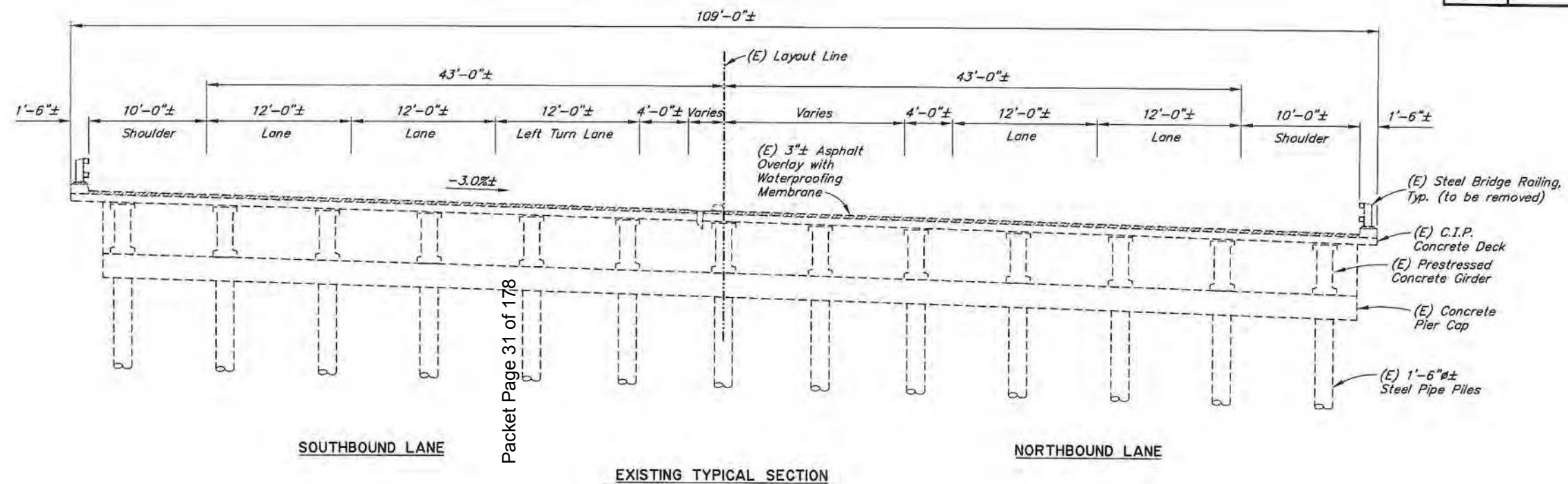
DESIGNED BY: Travis Arndt	CHECKED: Engineer	LAYOUT BY: Travis Arndt	CHECKED BY: Engineer
DRAWN BY: Sam Sallie	CHECKED: Travis Arndt	SPECIFICATIONS BY: Travis Arndt	P S & E COMPARED: Engineer
QUANTITIES BY: Travis Arndt	CHECKED: Engineer	APPROVAL RECOMMENDED BY: Rich Pratt	

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION

SALMON CREEK BRIDGE WIDENING
GLACIER HIGHWAY
GENERAL LAYOUT

BRIDGE NO. 1188
DWG. NO. 1

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA		2014		



RECEIVED
APR 08 2015
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PRELIMINARY PLAN

DESIGNED BY:	Travis Arndt	CHECKED:	Engineer
DRAWN BY:	Sam Solie	CHECKED:	Travis Arndt
QUANTITIES BY:	Travis Arndt	CHECKED:	Engineer

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION

SALMON CREEK BRIDGE WIDENING
GLACIER HIGHWAY
TYPICAL SECTION



BRIDGE NO. 1188
DWG. NO. 2

ATTACHMENT A

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA		2014		

GENERAL NOTES

DESIGN:..... AASHTO LRFD Bridge Design Specifications, 2012 Edition, with latest interim specifications.
Seismic design per AASHTO Guide Specifications for LRFD Seismic Bridge Design, 2011

LIVE LOAD:..... HL-93

DEAD LOAD:..... Includes 50 psf for all wearing surfacing.

SEISMIC PARAMETERS:..... PGA = 0.16
S_s = 0.37
S_i = 0.21
Site Class = E
Liquefaction Potential = Low
AASHTO 7% probability of exceedance in 75 years.

REINFORCEMENT:..... ASTM A706, Grade 60, F_y = 60,000 psi
Space reinforcement evenly unless otherwise noted.
Use ASTM A970 Headed bars, Class HA.

PRESTRESSED CONCRETE:..... See "GIRDERS" Dwg.

CONCRETE:..... Class A Concrete unless otherwise, f'c = 4000 psi.

STRUCTURAL STEEL:..... ASTM A709, Grade 36T3, F_y = 36,000 psi, unless otherwise noted.

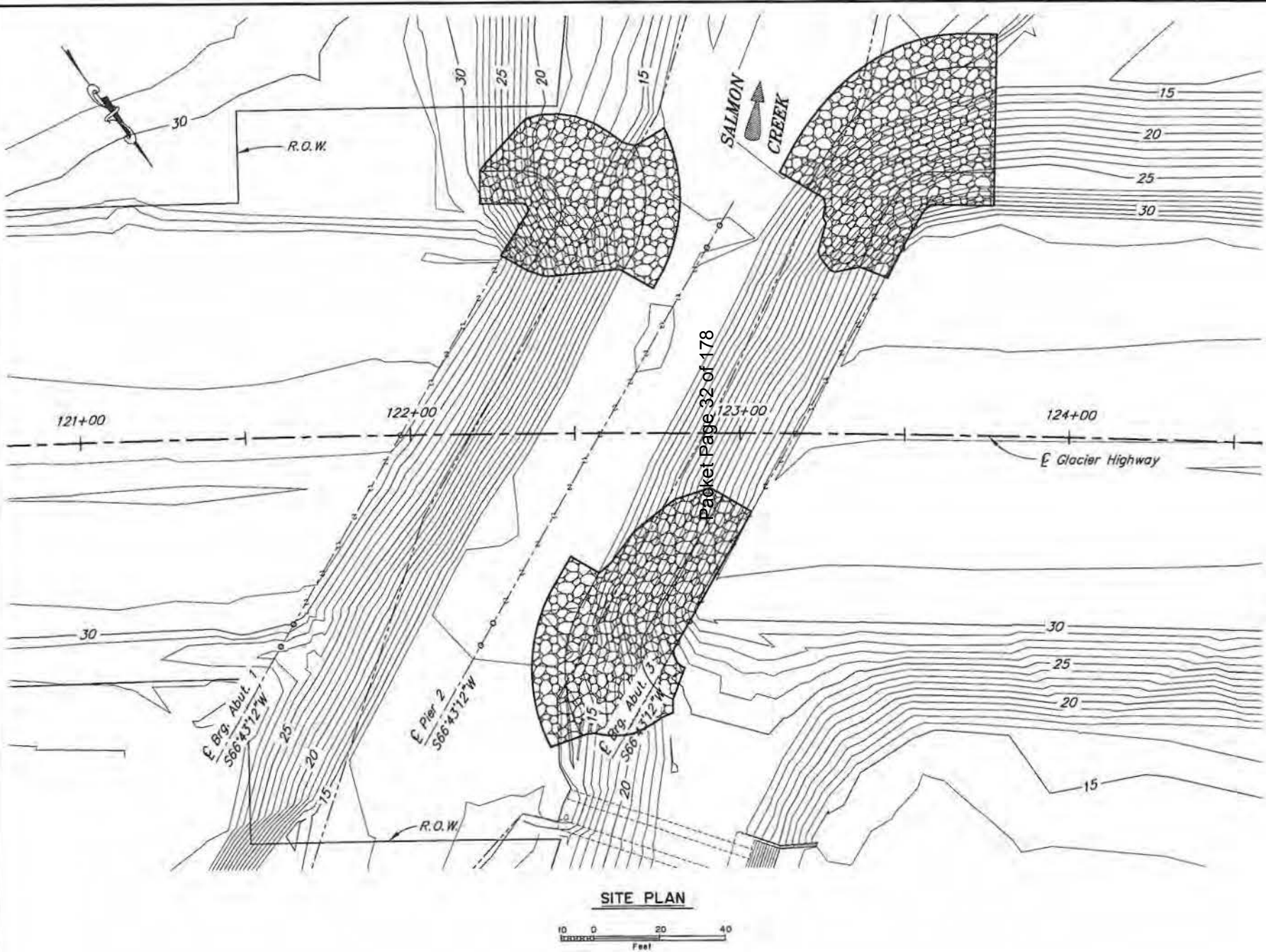
STRUCTURAL STEEL PILING:..... Pipe Piles - API 5L X52 PSL2, F_y = 52,000 psi.
Pile tip reinforcing is required.

PILE DATA TABLE							
LOCATION	PILE TYPE	DRIVING CRITERIA			DESIGN DATA		
		MINIMUM PENETRATION (ft)	ESTIMATED PILE TIP ELEVATION (ft)	DRIVING RESISTANCE (k)	STRENGTH FACTORED LOAD (k)	NOMINAL RESISTANCE (k)	RESISTANCE FACTOR, φ
Abutment 1	1'-6"Øx3/8" Pipe						
Pier 2	1'-6"Øx3/8" Pipe						
Abutment 3	1'-6"Øx3/8" Pipe						

ABBREVIATIONS:

C	= centerline	f.a.	= front/air face
E	= plate	Hwy.	= highway
&	= and	ksf	= 1000 pounds per square foot
@	= at	LB	= pound
Ø	= diameter	LF	= linear foot
±	= plus or minus	LS	= lump sum
Abut.	= abutment	Lt.	= left
A.R.R.	= Alaska Railroad	max.	= maximum
Approx.	= approximate	min.	= minimum
b.f.	= back/dirt face	NB	= northbound
bot.	= bottom	n.f.	= near face
Br.	= bridge	No.	= number
btwn.	= between	o.c.	= on center
Brg.	= Bearings	PVC	= point of vertical curve
C.I.P.	= cast in place	PVI	= point of vertical intersection
Clr.	= clear, clearance	PVT	= point of vertical tangent
CY	= cubic yard	R.O.W.	= right of way
dia.	= diameter	Rt.	= right
Dwg.	= drawing	Rd.	= road
E	= expansion	SB	= southbound
(E)	= existing	S.I.P.	= stay in place
EA	= each	spc.	= space, spaces
Elev.	= elevation	Sta.	= station
e.a.	= each face	SF	= square feet
e.w.	= each way	Symm.	= symmetric
F	= fixed	Typ.	= typical

APR 08 2015
PERMIT CENTER/CDD



PRELIMINARY PLAN

DESIGNED BY: Travis Arndt	CHECKED: Engineer	HYDRAULICS BY: Engineer	CHECKED BY: Engineer
DRAWN BY: Sam Solie	CHECKED: Travis Arndt	FOUNDATIONS REVIEWED BY: Engineer	
QUANTITIES BY: Travis Arndt	CHECKED: Engineer		

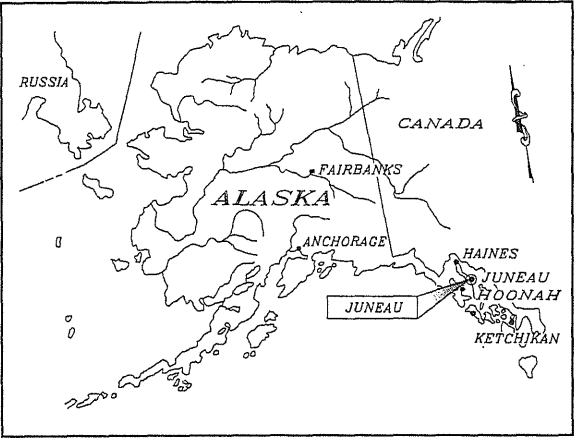
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
BRIDGE SECTION

SALMON CREEK BRIDGE WIDENING
GLACIER HIGHWAY
SITE PLAN

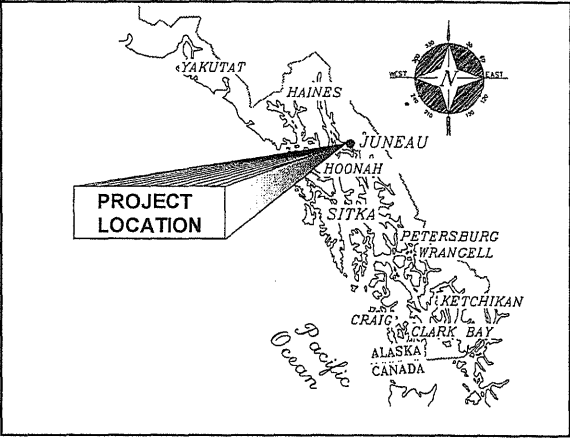


BRIDGE NO. 1188
DWG. NO. 3

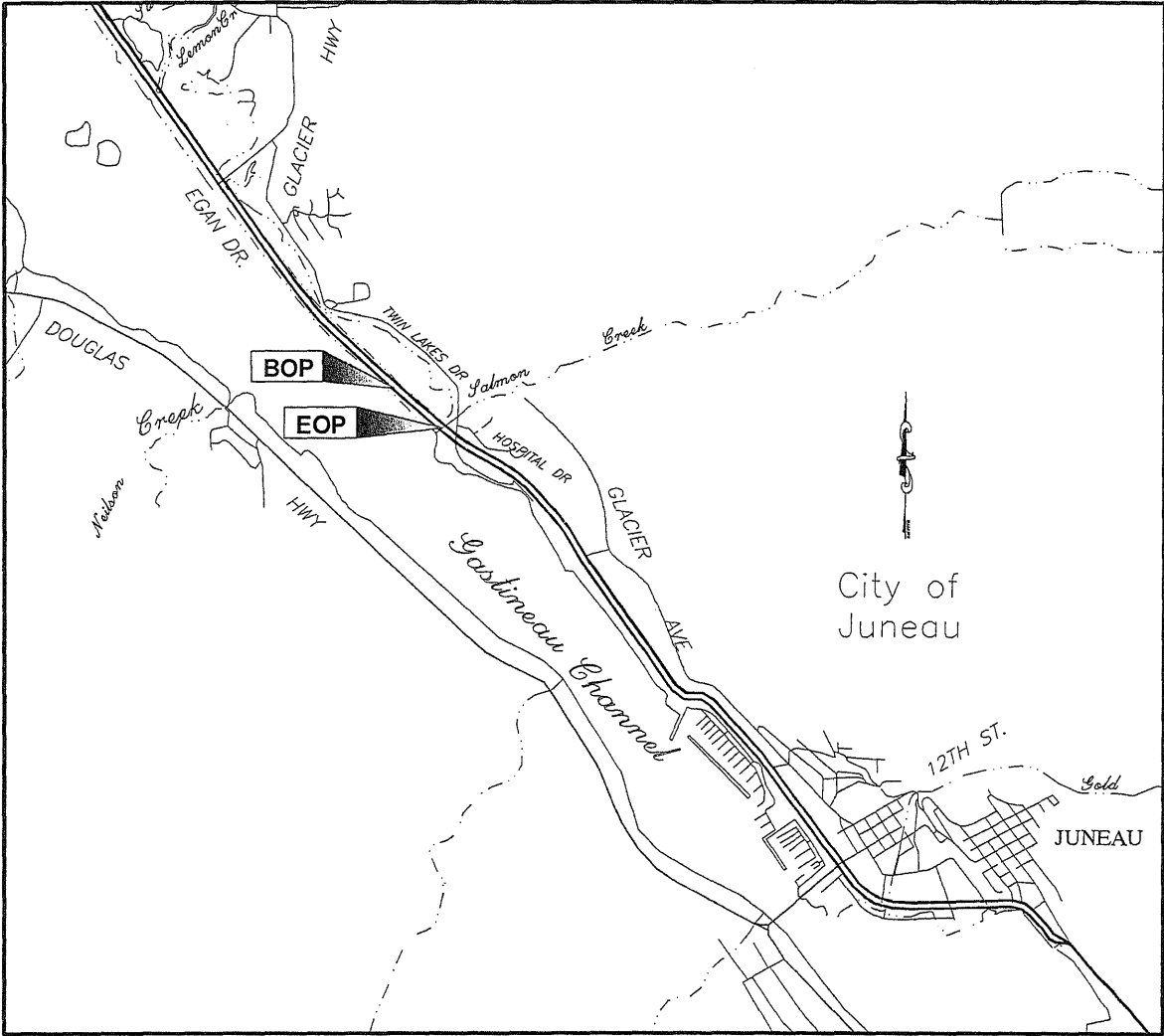
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KEY MAP

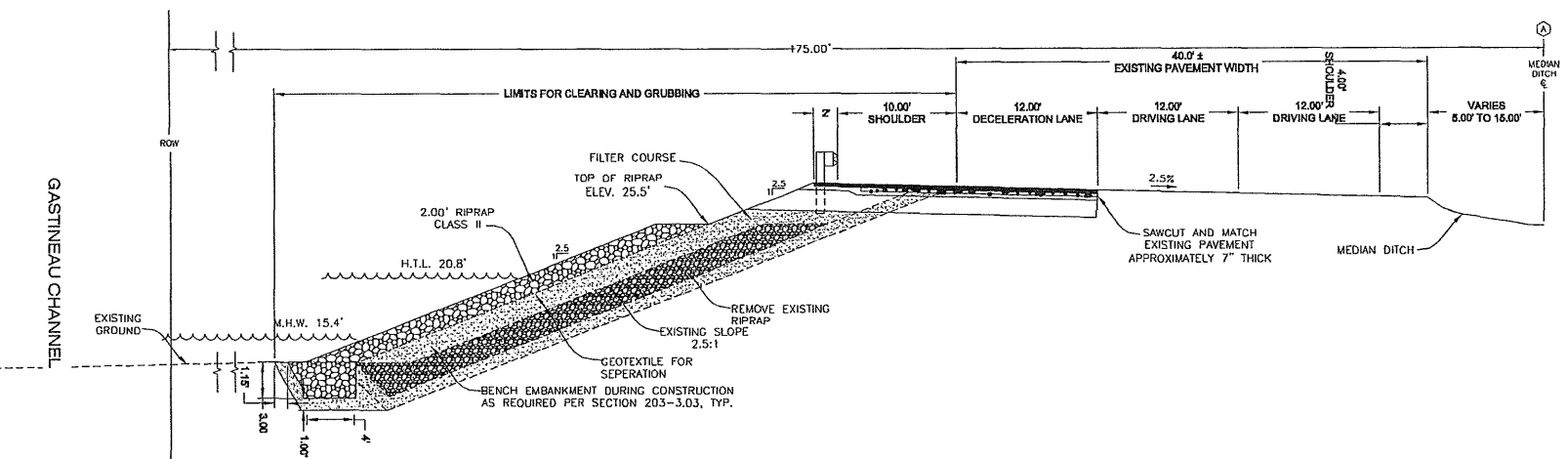


LOCATION MAP

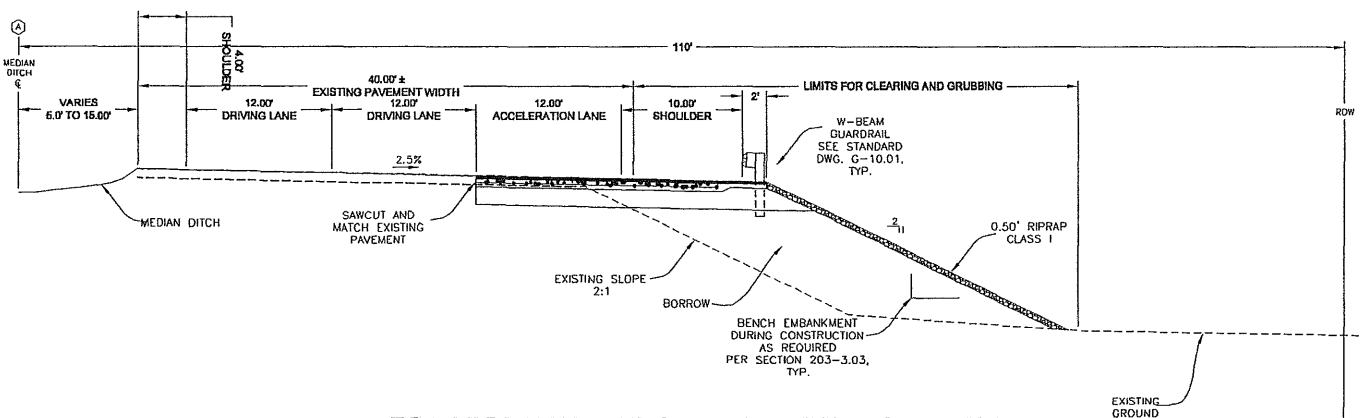


VICINITY MAP

WATER BODIES: SALMON CREEK GASTINEAU CHANNEL TWIN LAKES	KEY AND REGIONAL MAPS APPLICATION BY: ALASKA STATE DEPT. OF TRANSPORTATION AND PUBLIC FACILITIES SOUTHEAST REGION	67595 JNU EGAN DR. SALMON CREEK INTERSECTION SAFETY IMPROVEMENTS AT: JUNEAU, ALASKA LOCATED IN: SECTIONS 25 AND 36, T40S, R65E, JUNEAU 8-2 USGS QUAD MAP DATE: MAY, 2015 SHEET <u>1</u> OF <u>6</u>
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**EGAN DRIVE SOUTHBOUND DECELERATION LANE
TYPICAL SECTION**



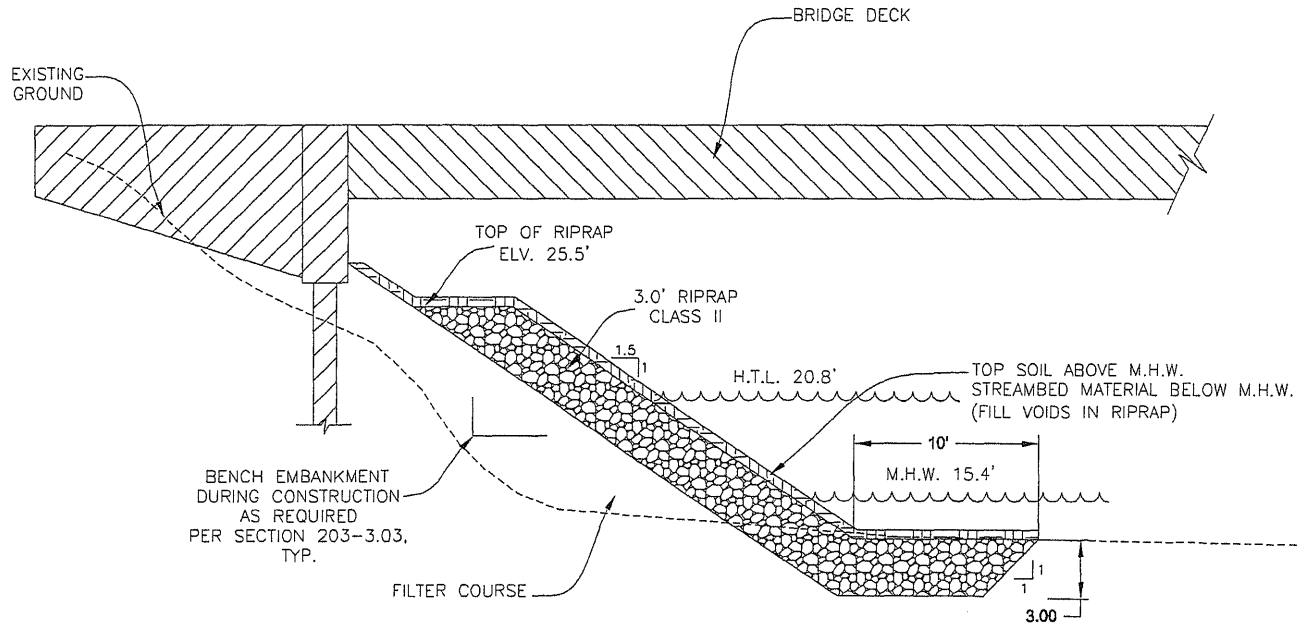
**EGAN DRIVE NORTHBOUND ACCELERATION LANE
TYPICAL SECTION**

WATER BODIES:
SALMON CREEK
GASTINEAU CHANNEL
TWIN LAKES

**ROADWAY
TYPICAL SECTION**
APPLICATION BY:
ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

67595 JUN EGAN DR. SALMON CREEK
INTERSECTION SAFETY IMPROVEMENTS
AT: JUNEAU, ALASKA
LOCATED IN: SECTIONS 25 AND 36, T40S, R66E,
JUNEAU B-2 USGS QUAD MAP
DATE: MAY, 2015 SHEET 2 OF 6

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SALMON CREEK BRIDGE
TYPICAL SECTION

WATER BODIES:
SALMON CREEK
GASTINEAU CHANNEL
TWIN LAKES

ROADWAY
TYPICAL SECTION

APPLICATION BY:
ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

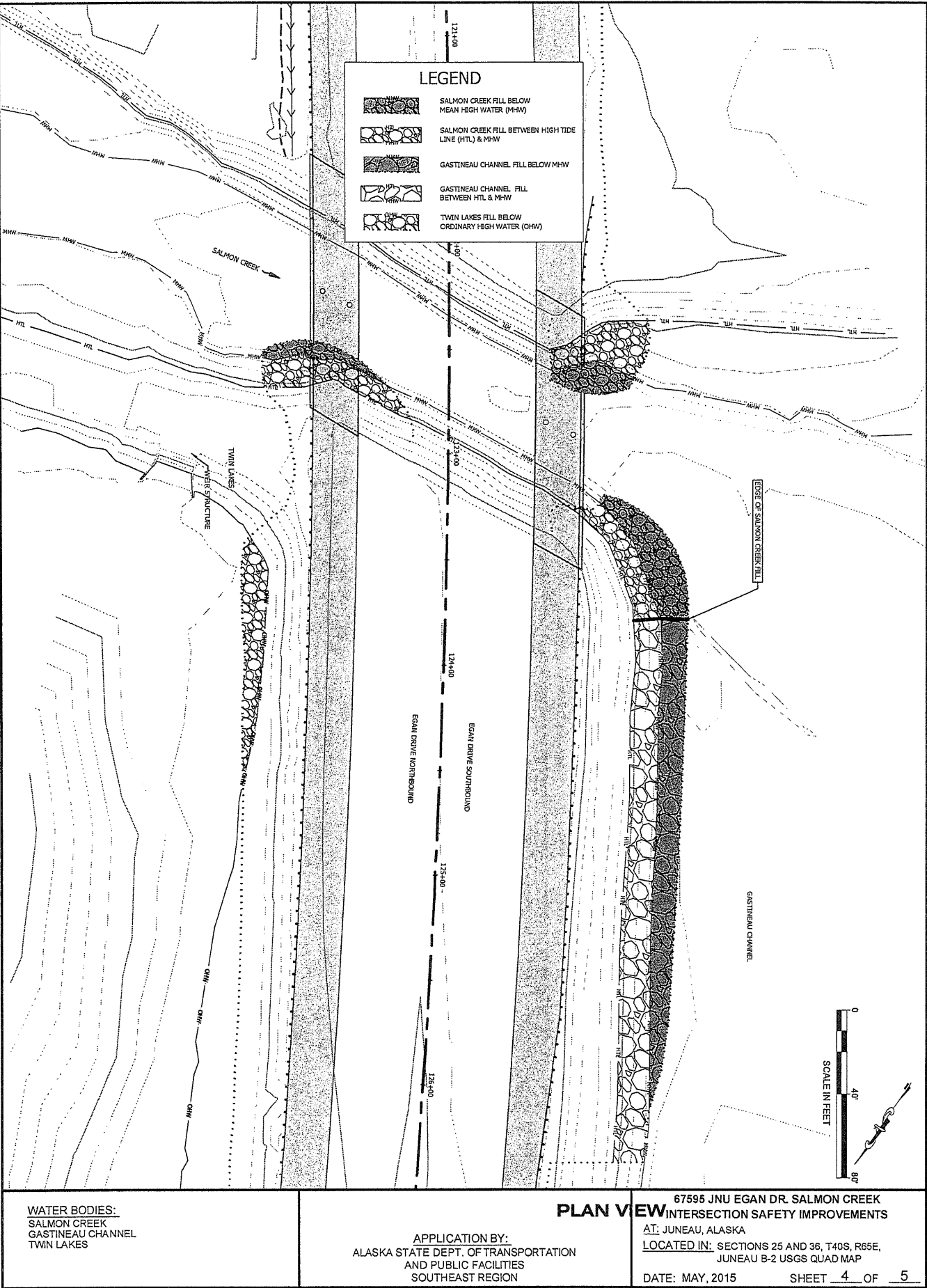
67595 JNU EGAN DR. SALMON CREEK
INTERSECTION SAFETY IMPROVEMENTS
AT: JUNEAU, ALASKA

LOCATED IN: SECTIONS 25 AND 36, T40S, R65E,
JUNEAU B-2 USGS QUAD MAP

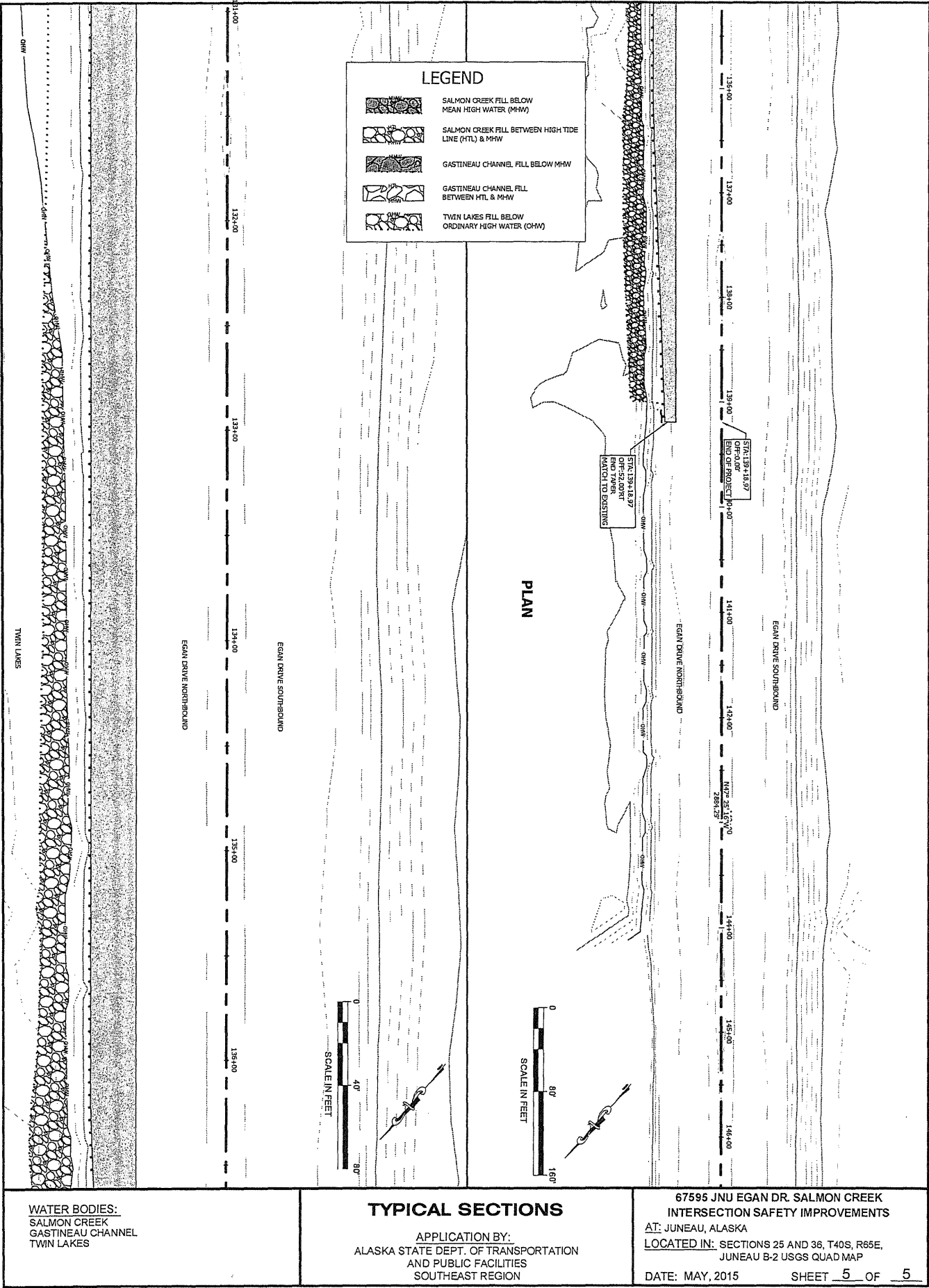
DATE: MAY, 2015

SHEET 3 OF 6

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AREA OF PROPOSED FILL IN WATERS OF THE U.S.		
	Fill (Acres) in Salmon Creek	Fill (Acres) in Gastineau Channel Wetlands
Between HTL & MHW	0.05	0.09
Below MHW	0.04	0.06
	Fill (Acres) in Twin Lakes	
Below OHW	0.22	

VOLUME OF PROPOSED FILL IN WATERS OF THE U.S.		
	Fill (CY) in Salmon Creek	Fill (CY) in Gastineau Channel Wetlands
Fill Between HTL & MHW		
2' RipRap Class II	209	231
Filter Course	116	523
Below MHW		
2' RipRap Class II	285	200
Filter Course	92	427
	Fill (CY) in Twin Lakes	
Below OHW		
0.5' RipRap Class I	210	
Borrow	1,071	

POTENTIAL TEMPORARY IMPACTS		
Below HTL	Area	Volume
Causeway	0.27 Acres	5,000 CY
OR		
Trestle Piles	0.003 Acres	N/A

WATER BODIES:
SALMON CREEK
GASTINEAU CHANNEL
TWIN LAKES

SUMMARY OF WETLAND IMPACTS

APPLICATION BY:
ALASKA STATE DEPT. OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

67595 JNU EGAN DR. SALMON CREEK
INTERSECTION SAFETY IMPROVEMENTS
AT: JUNEAU, ALASKA

LOCATED IN: SECTIONS 25 AND 36, T40S, R65E,
JUNEAU B-2 USGS QUAD MAP

DATE: MAY, 2015 SHEET 6 OF 6



FH# _____
(Office Use Only)

GENERAL WATERWAY/WATERBODY APPLICATION ALASKA DEPARTMENT OF FISH AND GAME

Division of Habitat
Office Locations

A. APPLICANT

1. Name: John Barnett- AK Dept of Transportation & Public Facilities
2. Address (Mailing): PO Box 112506, Juneau, AK 99811
 Email Address: john.barnett@alaska.gov
 Telephone: 465-4504 Fax: 465-3506
3. Project Coordinator/Contractor:
 Name: Hilary Lindh (DOT&PF)
 Address: same
 Email Address: hilary.lindh@alaska.gov
 Telephone: 465-6564 Fax: 465-3506

B. TYPE AND PURPOSE OF PROJECT: _____

The purpose of the project is to improve safety at the intersection of Egan Drive with Channel Drive and Glacier Hwy (Salmon Creek Intersection). The project would add an acceleration lane to Egan Drive for vehicles turning right from Glacier Hwy and extend the deceleration lane for vehicles exiting Egan Drive to Channel Drive. Adding the acceleration and deceleration lanes would require widening the existing Salmon Creek Bridge. Bridge widening would include excavation and placing riprap armor rock on the bed and banks of Salmon Creek, installing four new cast-in-place concrete piles in the bed of Salmon Creek, and widening the bridge abutments by adding four new piles per abutment. To facilitate pile driving in the middle of the creek and placement of bridge girders, a temporary work platform (either a trestle or rock causeway) would be constructed in the creek.

C. LOCATION OF PROJECT SITE

1. Name of River, Stream, or Lake: Salmon Creek
 or Anadromous Stream No: 111-40-10150
2. Legal Description: Township 41S Range 67E
 Meridian CR Section 9 USGS Quad Map Juneau 6-2 (SE)
3. Plans, Specifications, and Aerial Photograph. See specific instructions

D. **TIME FRAME FOR PROJECT:** 03/01/2016 TO 09/30/16 (mm/dd/yy)

E. **CONSTRUCTION METHODS:**

1. Will the stream be diverted? ☒ Yes ☐ No

How will the stream be diverted? At the discretion of the Contractor's work plan

How long? Dependent on Contractor's work plan

2. Will stream channelization occur? ☐ Yes ☒ No

3. Will the banks of the stream be altered or modified? ☒ Yes ☐ No

Describe: The project would excavate at the toe of the banks, grade the banks to 1.5:1 slope, and add Class II riprap (3-foot rock) and filter course material. Streambed material would be used to fill the voids in the rock below MHW.

4. List all tracked or wheeled equipment (type and size) that will be used in the stream (in the water, on ice, or in the floodplain): N/A- It is anticipated that a temporary work platform would be constructed in the river from which equipment would work.

How long will equipment be in the stream?

5. a. Will material be removed from the floodplain, bed, stream, or lake? ☒ Yes ☐ No

Type: Streambed material

Amount: 377 cy below MHW

- b. Will material be removed from below the water table? ☒ Yes ☐ No

If so, to what depth? about 5' below MHW

Is a pumping operation planned? ☐ Yes ☒ No

6. Will material (including spoils, debris, or overburden) be deposited in the floodplain, stream, or lake? ☒ Yes ☐ No

If so, what type? Class II riprap (3' rock), streambed material, and filter course

Amount: 377cy below MHW

Disposal site location(s): bed and bank of creek

7. Will blasting be performed? ☐ Yes ☒ No

Weight of charges:

Type of substrate:

8. Will temporary fills in the stream or lake be required during construction (e.g., for construction traffic around construction site)? ☒ Yes ☐ No

9. Will ice bridges be required? ☐ Yes ☒ No

F. SITE REHABILITATION/RESTORATION PLAN: On a separate sheet present a site rehabilitation/restoration plan. See specific instructions

G. WATERBODY CHARACTERISTICS:

Width of stream: 30' Depth of stream or lake: about 3.4' during MHT

Type of stream or lake bottom (e.g., sand, gravel, mud): cobble, gravel

Stream gradient: ~2%

H. HYDRAULIC EVALUATION:

1. Will a structure (e.g., culvert, bridge support, dike) be placed below ordinary high water of the stream? ☒ Yes ☐ No

If yes, attach engineering drawings or a field sketch, as described in Step B.

For culverts, attach stream discharge data for a mean annual flood ($Q=2.3$), if available.

If applicable, describe potential for channel changes and/or increased bank erosion:
see attached Location Hydraulic Study

2. Will more than 25,000 cubic yards of material be removed? ☐ Yes ☒ No

If yes, attach a written hydraulic evaluation including, at a minimum, the following:
potential for channel changes, assessment of increased aufeis (glaciering) potential,
assessment of potential for increased bank erosion.

I HEREBY CERTIFY THAT ALL INFORMATION PROVIDED ON OR IN CONNECTION WITH THIS APPLICATION IS TRUE AND COMPLETE TO THE BEST OF MY KNOWLEDGE AND BELIEF.


Signature of Applicant

JOHN BARNETT
FOR JANE GENDRON

4/30/2015
Date



Salmon Creek Intersection Safety Improvements
State/Fed Project No. 67595/ EBL-0932(051)
Fish Habitat Permit Application

For work within **Salmon Creek**, Anadromous Stream No. **111-40-10150**:

F. SITE REHABILITATION/RESTORATION PLAN

The Contractor would develop and implement a Stormwater Pollution Prevention Plan (SWPPP), implement best management practices (BMPs) for controlling erosion and sediment, containing uncured concrete and preventing its introduction to the freshwater or marine environment, and maintain a spill clean-up kit on-site at all times.

All in-water work below HTL in Salmon Creek would be conducted after juvenile salmonids have out-migrated the system, and before adult salmon transit and spawn in the system (between mid-May and mid-July, or as specified in the Fish Habitat permit).

The 18" diameter steel piles would be driven with a vibratory hammer, as practicable, except for final proofing which would require use of an impact hammer. In the event that the vibratory hammer is not able to advance the pile, an impact hammer would be used.

All temporary fills related to a temporary work platform (rock causeway or trestle) would be removed by the Contractor upon completion of in-water work. The disturbed banks of the river would be protected with Class II riprap.

The riprap banks of Salmon Creek beyond the bridge deck would be live staked with cuttings or planted with transplants, and seeded with native seed mix to minimize the effects of bank armoring to fish and their habitats (Figure 1). Streambed material would be placed in the riprap voids below MHW to mimic the existing fish habitat in the horizontal creek bed (Figure 1).

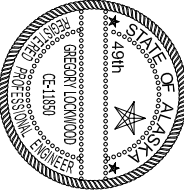
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

JNU: GLACIER HWY -
SALMON CREEK INTERSECTION
SAFETY IMPROVEMENTS
PROJECT NO. 67595

**PROPOSED RIP RAP
ENHANCEMENT MEASURES**

PLAN LEGEND

CHECKED BY: G. LOCKWOOD



DESIGNED BY: H. LINDH
DRAWN BY: N. PURVES

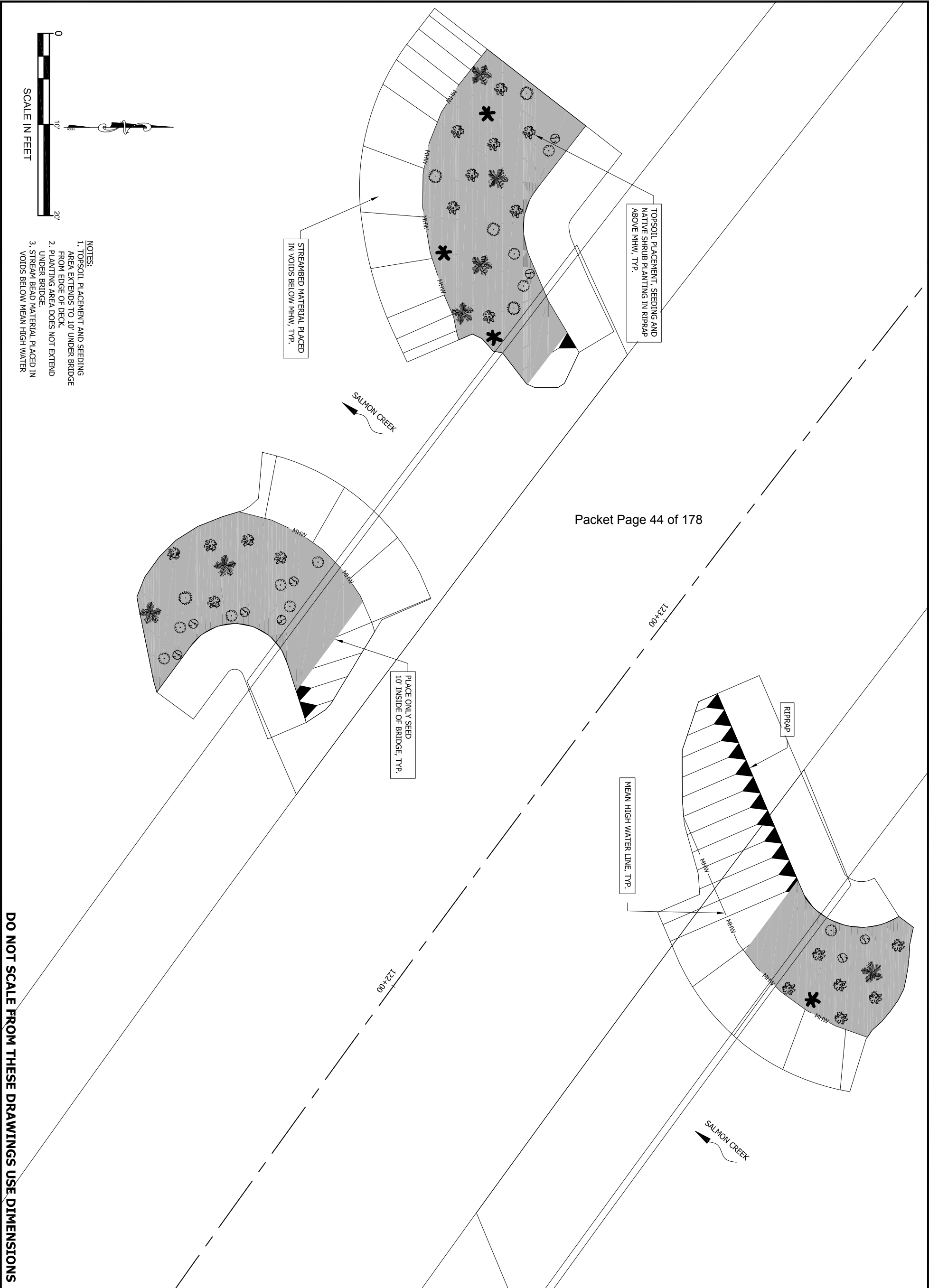
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHWEST REGION

JNU - EGAN DRIVE
SALMON CREEK INTERSECTION
SAFETY IMPROVEMENTS
PROJECT #67595

**PROPOSED LANDSCAPE
ENHANCEMENT MEASURES**

PROJECT DESIGNATION	
EBL-0932(51)	
STATE	YEAR
ALASKA	2014

Figure 1



Location Hydraulics Study – Bridge No. 1188 Salmon Creek
Michael Knapp, P.E., Statewide Hydraulics Engineer
June 27, 2014

The Alaska DOT&PF proposes to widen Bridge 1188 over the Salmon Creek in Juneau, Alaska. The project will provide a wider bridge deck to accommodate additional lane and traffic safety provisions. DOT&PF's preliminary plan is to lengthen the existing substructure (pier) to accommodate additional girders. Figure 1 illustrates the existing bridge.



FIGURE 1. Existing Bridge No. 1188 Salmon Creek Bridge.

Modifications to stream crossings such as the Salmon Creek Bridge require the consideration of Executive Order (EO) 11988 criteria. Federal regulations (23 CFR 650 *“Location and Hydraulic Design of Encroachments on Flood Plains”*) were drafted to implement this executive order, and they require agencies to evaluate encroachment consistent with EO 11988.

This Location Hydraulic Study fulfills the requirements of 23 CFR 650.111(e). Once the bridge design is near final, the DOT&PF will prepare a Hydrology and Hydraulics Report with the design study documentation required per 23 CFR 650.117 along with hydraulic modeling results.

National Flood Insurance Program (NFIP)

The City and Borough of Juneau (CBJ) participates in the National Flood Insurance Program (NFIP). As a participating community, it has developed local flood plain ordinances per Federal Emergency Management Agency (FEMA) requirements. CBJ Land Use Code Title 49.70, Article IV covers flood hazard areas. It includes general and specific standards for flood hazards protection. According to the CBJ Flood plain Coordinator, a “no-rise” certification will be required for the bridge improvements per Title 49.70 and as a condition of the CBJ Building Permit (Eric Feldt, personal communication).

Bridge No. 1188 crosses Salmon Creek in an “unnumbered A-Zone”, as shown in Figure 2 on the Flood Insurance Rate Map (FIRM). A regulatory floodway has been designated further upstream beyond the bridge at Old Glacier Highway but does not include the Bridge No. 1188 location. In FEMA documents, “base flood” is the flood or tide having a 1-percent annual chance of being exceeded. The tidally-affected reach near the bridge has a base flood elevation of 25 feet (FEMA, 2013). Figure 3 shows where Salmon Creek enters Gastineau Channel.

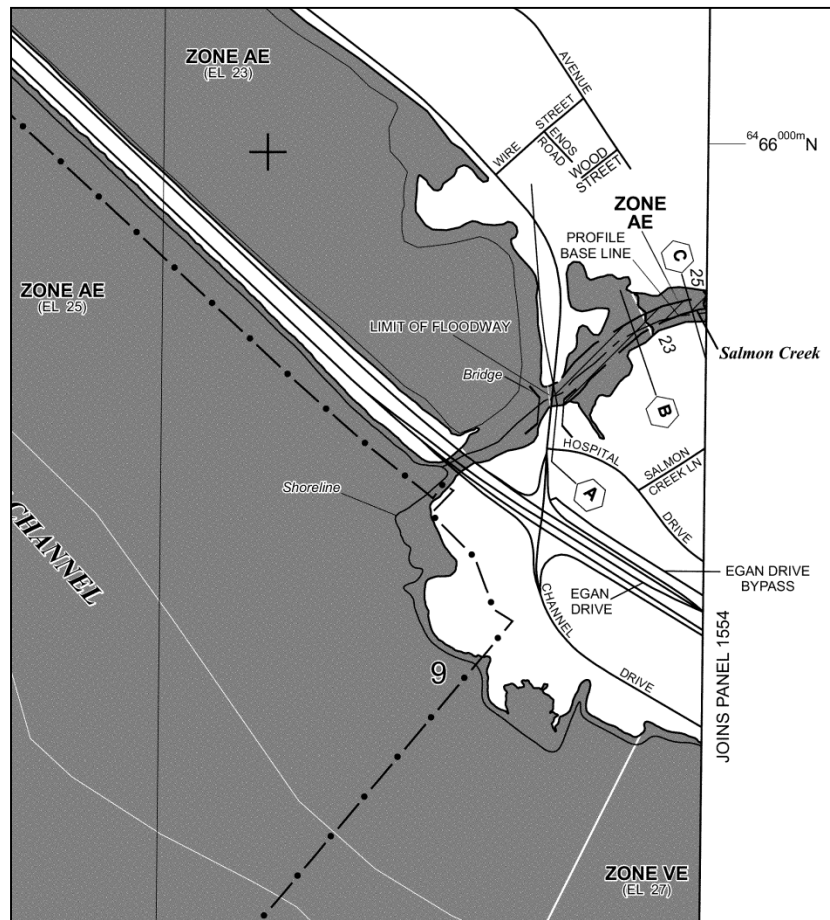


FIGURE 2. FEMA's Flood Insurance Rate Map for the Salmon Creek near Bridge No. 1188, based upon the 2013 revision. The shaded areas are areas subject to inundation by the 1% annual chance flood. The hatched area upstream of the Old Glacier Highway is the regulatory floodway.



FIGURE 3. Downstream view of the intertidal reach of Salmon Creek and of Gastineau Channel from Bridge No. 1188. Photo taken in 2009.

Risks associated with the implementation of the action - LOW

The risks associated with this project are low. In this context, "risk" means the consequences associated with the probability of flooding attributable to an encroachment. An "encroachment" is an action

within the limits of the base flood plain. High water events at this site are dictated by tidal inundation. The addition of piles and the widening of the bridge deck but will not worsen flood conditions during extreme tides.

Impacts on natural and beneficial flood plain values - MINIMAL

“Natural and beneficial flood-plain values” include, but are not limited to fish, wildlife, plants, open space, natural beauty, scientific study, outdoor recreation, agriculture, aquaculture, forestry, natural moderation of floods, water quality maintenance, and groundwater recharge.

The Salmon Creek reach near Bridge No. 1188 was altered long ago from its pristine, pre-development condition. A dike along the river-right bank impounds water in Twin Lakes and serves to align creek flows with the bridge. Riprap bank protection provisions are already present at the site. The proposed bank treatments will look like the existing bank treatments under the bridge, as shown in Figure 4.



FIGURES 4. Bank treatments under Bridge No. 1188. Photo taken April 6, 2009.

Bridge No. 1188 is located in a tidally-influenced portion of the Creek. Figures 3-5 illustrates this limit of perennial vegetation.



FIGURES 5 & 6. Periodic inundation of the upstream reach due to tides.

DOT&PF plans to install bank protections in such a way as to avoid any significant encroachment into the floodway and to provide smooth transitions with the existing banks. The extra width associated with the bridge will “cover” additional riparian area. The interception of sunlight and rainfall by the bridge

tends to hinder riparian plant growth under the bridge. Since the project is limited in spatial scale and will be occurring on a previously altered reach, the project will not significantly impact the natural and beneficial flood plain values.

Support of probable incompatible flood plain development – IMPROBABLE

“Support of base flood-plain development” means to encourage, allow, serve, or otherwise facilitate additional base flood-plain development. Direct support results from an encroachment, while indirect support results from an action out of the base flood plain.

The DOT&PF project is subject to local, state, and federal flood plain regulations. Other non-DOT&PF projects within the CBJ jurisdictional boundary are also subject to the CBJ flood plain ordinance, at the very least. It is therefore improbable that incompatible flood plain development would receive support from this project.

Measures to minimize flood plain impacts associated with the action – SEE BELOW

“Minimize” means to reduce to the smallest practicable amount or degree, and “practicable” means capable of being done within reasonable natural, social, or economic constraints. DOT&PF routinely does the following on bridge design projects:

- Designs bridges so that there will be minimal, if any, backwater effect with no significant increase in flood damage to upstream property;
- Maintains the existing flow distribution to the extent practicable;
- Minimizes the footprint of the project to the extent practicable;
- Incorporates navigational clearances, when required, into the bridge layout and design;
- Incorporates ice and debris freeboard requirements into the bridge layout;
- Considers geomorphic factors that could affect the bridge over its design life;
- Evaluates scour, velocities, and associated erosion risks; and where applicable
- Considers river ice processes that could contribute to flooding.

Measures to restore and preserve the natural and beneficial flood plain values affected by the action – SEE BELOW

“Restore” means to reestablish a setting or environment in which the functions of the natural and beneficial flood-plain values adversely impacted by the highway agency action can again operate.

“Preserve” means to avoid modification to the functions of the natural flood-plain environment or to maintain it as closely as practicable in its natural state.

DOT&PF will minimize the footprint of the project to the extent practicable to preserve existing riparian functions and values. Where conditions exist that would support plant survival – above the mean high water, adequate sunlight, and rainfall exposure – DOT&PF designers will consider the placement of topsoil and plantings over riprap.

Additional requirements imposed on the design because of the local flood plain regulations – MORE STRINGENT DESIGN CRITERIA

The CBJ Land Use Code, Title 49.70 requires a “no rise” certification for actions within mapped the flood plain. DOT&PF anticipates being able to complete the project without any increase in flood levels during the base flood discharge.

The proposed methods of complying with the regulations – HYDRAULIC MODELING

DOT&PF has surveyed the topography and bathymetry of Salmon Creek near Bridge No. 1188. Given the limited scope of this project, we may be able to document a “no rise” determination using a single section analysis. However, if the results of this simplified method prove to be inconclusive or inadequate, then I will develop an open-channel hydraulics model for the reach in order to evaluate the potential effects of the proposed bridge on the base flood conditions. Our intent is to maintain hydraulic conveyance through the bridge opening.

Statement of certification as required by local ordinance – TO BE ISSUED WITH FINAL DESIGN

When the bridge design is near final, DOT&PF will prepare and submit a Hydrology and Hydraulics Report with design documentation and a “No-Rise” certification for the bridge.

Practicability of alternatives to any significant encroachments or any support of incompatible flood plain development – NOT APPLICABLE

The project will not involve significant encroachments and, as discussed above, should not support incompatible flood plain development. This is a pretty simple project aimed at improving traffic safety conditions. Structural alternatives for widening the bridge are limited to (1) retrofitting the existing bridge or (2) replacing the existing bridge. Bridge replacement is far more expensive than the retrofit option and is therefore considered an impracticable alternative. Contact the Southeast Region DOT&PF Division for information on the purpose and need for highway geometric improvements on the bridge.

Consistency with existing watershed and flood-plain management programs, and proposed actions in the affected watersheds - YES

We do not anticipate any problems. A fish weir is installed across the channel and supported by bridge piling for fisheries management purposes. The new bridge should not disrupt this practice. DOT&PF has also invited federal agencies to provide scoping comments which will be used to define project objectives.

REFERENCES

FEMA (1990). Flood Insurance Study and Flood Insurance Rate Maps for the City and Borough of Juneau, Alaska. Revised September 28, 1990.

FEMA (2010). (Preliminary) Flood Insurance Study and Flood Insurance Rate Maps for the City and Borough of Juneau, Alaska. September 10, 2010.

Inter-fluve, Inc. (1999). Guidelines for Bank Stabilization on the Salmon Creek, Technical Report No. 99-3. Bozeman, Montana.

Neal, E.G. and Host, R.H. (1999) Hydrology, Geomorphology, and Flood Profiles of the Salmon Creek, Juneau, Alaska, U.S. Geological Survey Water-Resources Investigations Report 99-4150. Anchorage, Alaska, 35 pp.

Vigil-Agrimis, Inc. (2006). Juneau Airport EIS, Appendix K: Further Analysis of the Potential Affects of the West Runway Safety Area Alternatives and Wildlife Hazard Management Alternatives on the Hydraulics and Geomorphology of the Salmon Creek (Memorandum). Portland, Oregon, 30 pp.



MEMORANDUM

DATE: May 12, 2015

TO: Wetlands Review Board

FROM: Jonathan Lange, Planner
Community Development Department

FILE NO.: CSP2015 0007

PROPOSAL: A State Consistency Review for Egan Drive, Glacier Highway, and Channel Drive at Salmon Creek, Intersection Safety Improvements (PRJ 67595 JNU), to include construction of acceleration and deceleration lanes.

APPLICANT: State of Alaska

ADDRESS: Salmon Creek Intersection - Egan Drive, Glacier Highway, and Channel Drive



PROJECT DESCRIPTION

The applicant proposes to construct a new acceleration lane, on Egan Drive, outbound from Glacier Highway and extend the existing inbound deceleration lane, on Egan Drive, for vehicles exiting to Channel Drive; the Salmon Creek Bridge would also be widened (see Attachment A - applicants narrative).

ANALYSIS

Wetlands- The subject area contains wetlands, but is outside the wetlands study area. The applicant has applied for a Department of the Army permit through the Alaska District, of the U.S. Army Corps of Engineers for placement of 2,671 cubic yards of rip rap and filter course fill material into 0.38 acres, or 16,552.8 square feet in Salmon Creek and the Gastineau Channel Wetlands (see Attachment for Army Corps Application).

The City and Borough of Juneau Land Use Code Title 49 speaks to the management of habitats in CBJ 49.70.950(c)

(3) Wetlands and tideflats shall be managed so as to ensure adequate waterflow, nutrients, and oxygen levels, to avoid the adverse effects on natural drainage patterns, the destruction of important habitat, and the discharge of toxic substances;

(7) Rivers, streams and lakes shall be managed so as to protect natural vegetation, water quality, important fish or wildlife habitat and natural waterflow.

Habitat- Salmon Creek is a cataloged anadromous water body and development along it is subject to habitat setbacks in CBJ Title 49.70.310(a) (4) and (b) (1), as well as at CBJ 49.70.950(f).

49.70.310 Habitat.

(a)Development in the following areas is prohibited:

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

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

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

CBJ 49.70.925 addresses bridges. The applicant has applied to Fish and Game with a General Waterway/Waterbody Application (see Attachment B) for the expansion of the Egan Drive/Salmon Creek bridge.

49.70.925 - Transportation and utilities.

...

(b) *Where roads and trails cross anadromous streams, the design and construction of bridges and culverts shall allow free passage of fish, and shall take all feasible and prudent steps to prevent habitat disturbance. Phasing of construction shall be done to avoid critical migration periods for salmon and other anadromous species.*

HEARING

The application for City and State Project Review before you is scheduled at the June 9th, 2015 Planning Commission Regular Meeting. Staff is requesting comments from the Wetlands Review Board to be included in the staff report to the Planning Commission.

ATTACHMENTS

A – Application, Narrative, and Site Plan

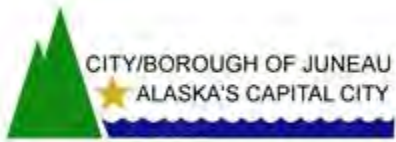
B – AK Fish & Game and U.S. Army Corps Applications

Holly Kveum

From: Jonathan Lange
Sent: Thursday, May 14, 2015 10:35 AM
To: Holly Kveum; Megan Daniels; Teri Camery
Subject: FW: Wetlands Review Board Meeting P#67595
Attachments: 20150513153159440.pdf; ENVIRONMENTAL COMMITMENTS 5.6.15.pdf

Could you also include the below email from the applicant explaining the attachments?
 Thanks again!

Jonathan Lange, Planner II
 Community Development Department
 City & Borough of Juneau, Alaska
 155 S. Seward St. Juneau, AK 99801
 Ph (907)586-0218 F (907)586-4529
Jonathan.Lange@juneau.org



From: Goins, Christopher B (DOT) [<mailto:christopher.goins@alaska.gov>]
Sent: Wednesday, May 13, 2015 4:48 PM
To: Jonathan Lange
Cc: Purves, Nathan A (DOT)
Subject: RE: Wetlands Review Board Meeting P#67595

Jonathan,

Considering the meeting next Tuesday I thought it might be good to send you the summarized Environmental Commitments for the project that the parties involved will be most interested in.

Additionally, I am including a cross-section sheet showing a design/modeling bust that we discovered this morning while we were working on an internal review set. This bust affects approximately 450' along the acceleration lane towards its north terminus along Twin Lakes. What this cross-section is showing is that the model for some reason was stopping short of the ground and not properly showing the full fill limits at Twin Lakes. What this means is that the fill line is slightly off from what is shown in Twin Lakes for the last 450 feet or so. I anticipate having new fill numbers to submit both to the CORP and to report for this meeting on the 21st. I thought it was worth letting you know sooner rather than later especially given the fact that CBJ is having this meeting. I can explain further if you like.

Thanks for your time and effort on this project. It is greatly appreciated.

Christopher Goins, P.E.
 Engineering Manager
 Alaska Department of Transportation and Public Facilities
 Southcoast Region
 Ph: (907) 465-4443

ENVIRONMENTAL COMMITMENTS

August 15, 2015

Pre-Construction:

- DOT&PF would consult with ADEC regarding potential for storm water discharge to Mendenhall Wetlands State Game Refuge at least 30 days prior to the start of planned construction.
- Embankment widening would be limited to the smallest footprint needed to adequately support the added lane width.
- Placement of riprap in Salmon Creek would be limited to the smallest amount needed to protect the bridge abutments.
- DOT&PF would conduct a survey in the project area to determine the presence of plant species on DNR's Prohibited Noxious Weed list and provide locations of noxious species and control measures to be taken to the Contractor to ensure they are not spread outside the project area.
- A planting and seeding plan that has been developed for the riprap banks of Salmon Creek would be incorporated into the project design (Attached).

General Construction: The Contractor would

- develop and implement a SWPPP in accordance with the Alaska Construction General Permit, implement BMPs for controlling erosion and sediment, containing uncured concrete and preventing its introduction to the freshwater or marine environment, and maintain a spill clean-up kit on-site at all times
 - develop a Hazardous Materials Control Plan (HMCP) prior to construction, ensure that all construction equipment on the project site is clean and free of leaks, and that spill kits are available at all times on site in the event of a leak or spill
 - immediately report to the DOT&PF Engineer in the event that hazardous materials are encountered during construction
- comply with the conditions of the environmental permits, anticipated to include at the minimum an ADFG Fish Habitat Permit, USACE Section 404/10 permit, and USFWS Bald Eagle Take permit
- live stake or plant with native trees and shrubs, and seed with native seed mix, the riprap banks of Salmon Creek beyond the bridge deck to minimize the effects of bank armoring to anadromous fish as described in Sections 618, 620, and 621 of the construction specifications (see attached Riprap Enhancement Measures)
- add streambed material to the voids in the riprap below mean high water (MHW) in Salmon Creek (see attached Riprap Enhancement Measures)
- conduct no vegetation clearing or grubbing within the migratory bird window between May 1 and July 15 unless 1) a qualified individual first determines there are no active bird nests present, or 2) the project area has been previously and sufficiently altered as to provide no nesting habitat, as described in Section 201-3.01 of the construction specifications

Salmon Creek Intersection Safety Improvements
State/Fed Project No. 67595/ EBL-0932(051)

- follow the conditions and guidance outlined in Section 201-3.07 of the construction specifications to prevent the spread of invasive species: all tracked equipment, excavation equipment, and excavation hauling equipment would be pressure washed prior to mobilization

In-water Work: The Contractor would

- coordinate timing of in-water work with Douglas Island Pink and Chum (DIPAC) (contact Rick Focht, DIPAC Director of Operations)
- conduct all in-water work below HTL in Salmon Creek after juvenile salmonids have out-migrated the system, and before adult salmon transit and spawn in the system (mid-May to mid-July, or as specified in the Fish Habitat/USACE permits); conduct all work below HTL in Gastineau Channel when the tide is lower than the work area
- drive the 18" diameter steel piles with a vibratory hammer, as practicable, except for final proofing which would require use of an impact hammer; use a pile cushion between the impact hammer and the piling to attenuate sound
- implement the following ramp-up procedures for pile driving:
 - For vibratory pile driving, initiate sound for 15 seconds at reduced energy, followed by a one minute waiting period; repeat the procedure two additional times
 - For impact pile driving, provide an initial set of three strikes from the hammer at 40% energy followed by a 30-second waiting period; then two subsequent three-strike sets
- implement a marine mammal observation area for pile driving activities extending from the pile driving activity downstream for 200 meters (see attached marine mammal observation area)
 - Retain a marine mammal observer who is able to identify marine mammals and be equipped with binoculars, range finder, two-way radio communication with DOT&PF project engineer, and log book
 - If a marine mammal comes within the designated marine mammal observation area, all in-water work will be halted immediately; work may resume when the animal moves outside the observation area on its own accord
 - The observer will have no other primary duty than to watch for and report on events related to designated marine mammals and will have the authority to stop pile driving if a marine mammal is observed within the observation area

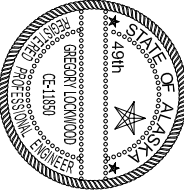
ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION

JNU: GLACIER HWY -
SALMON CREEK INTERSECTION
SAFETY IMPROVEMENTS
PROJECT NO. 67595

**PROPOSED RIP RAP
ENHANCEMENT MEASURES**

PLAN LEGEND

CHECKED BY: G. LOCKWOOD



DESIGNED BY: H. LINDH

DRAWN BY: N. PURVES

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHWEST REGION

JNU - EGAN DRIVE
SALMON CREEK INTERSECTION
SAFETY IMPROVEMENTS
PROJECT #67595

**PROPOSED LANDSCAPE
ENHANCEMENT MEASURES**

PROJECT DESIGNATION

EBL-0932(51)

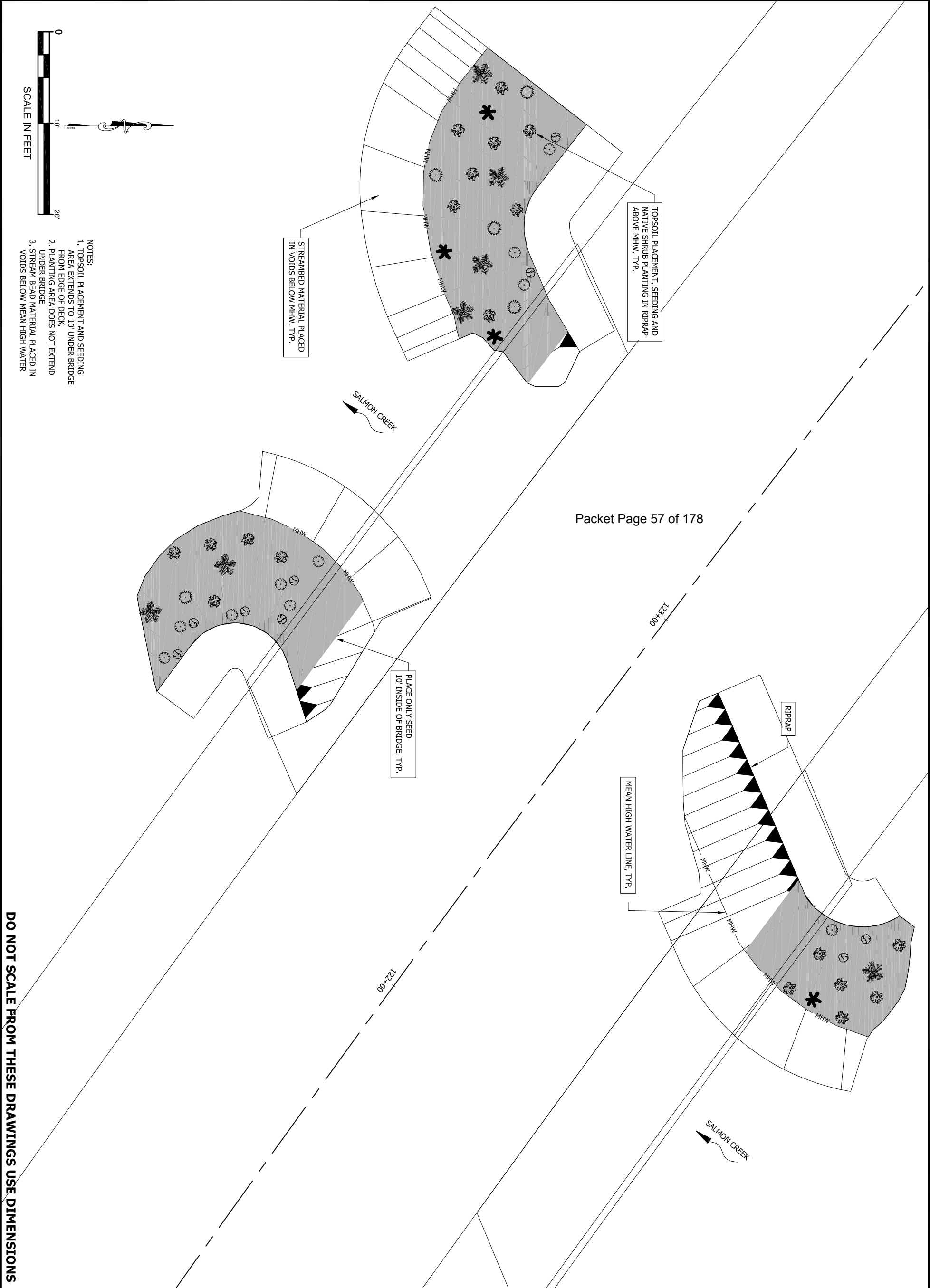
STATE YEAR

ALASKA 2014

SHEET NUMBER TOTAL SHEETS

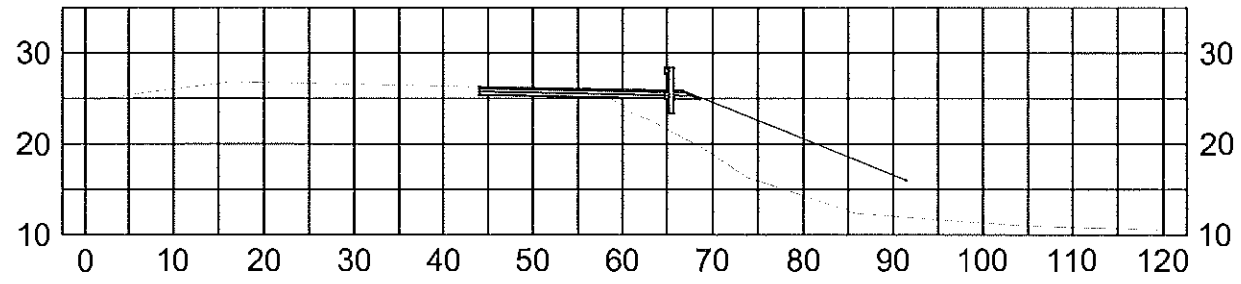
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DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS



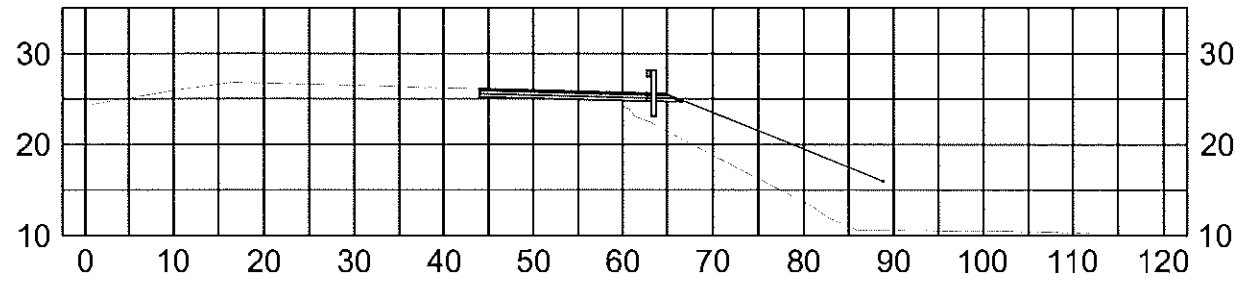


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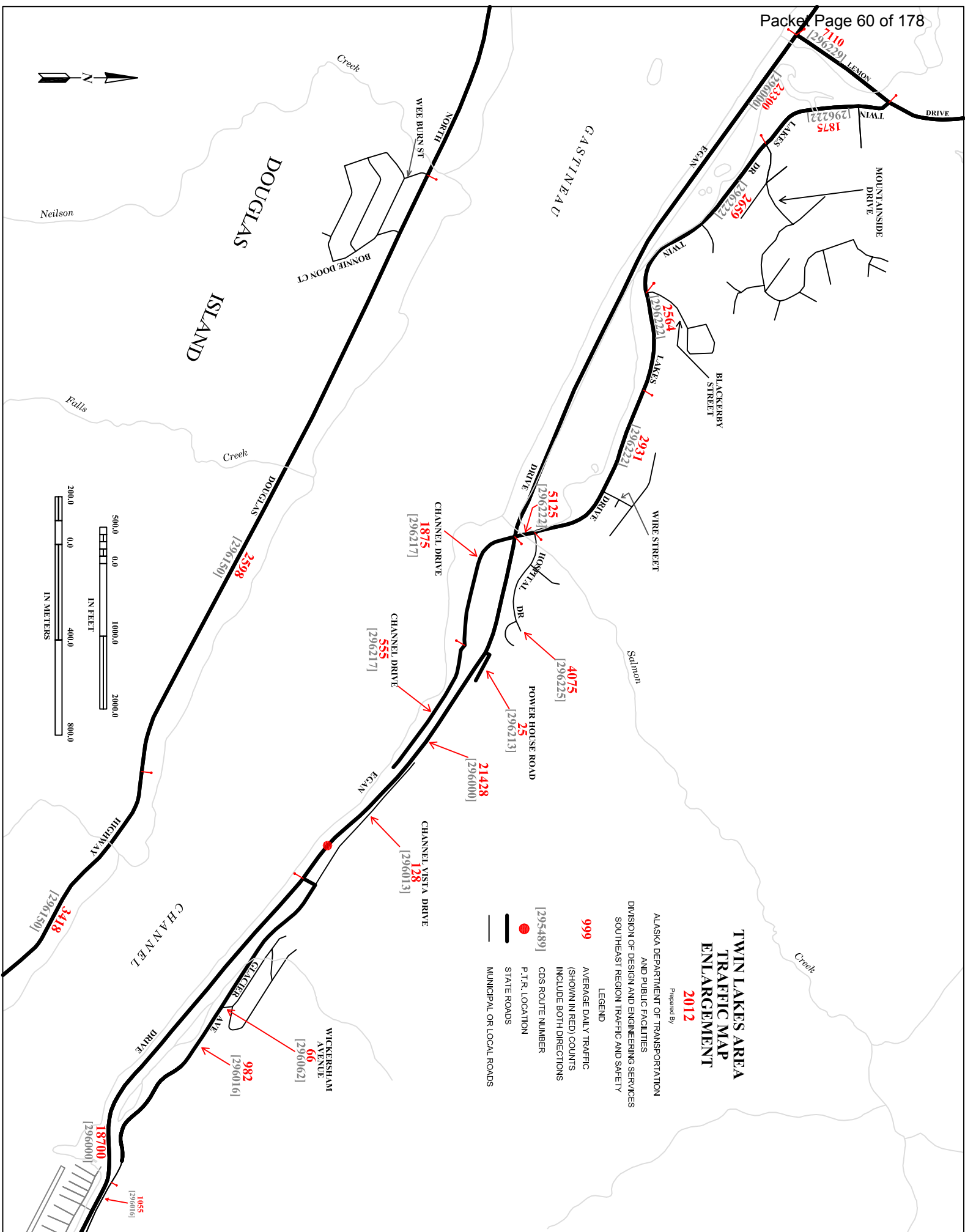


Packet Page 59 of 178

137+00



ATTACHMENT C



DRAFT MINUTES
WETLANDS REVIEW BOARD
REGULAR MEETING

May 21, 2015, 5:15 p.m. Marine View 4th floor conference room

Meeting Summary

Roll Call

Board Members Present: Amy Sumner, Brenda Wright, Nina Horne, Jerry Medina, Andrew Campbell, Ben Haight, Hal Geiger, Dan Miller

Board Members Absent: Lisa Hoferkamp

A quorum was present.

Staff Members Present: Teri Camery, Jonathan Lange CBJ Planners

Public Present: Gretchen Pikul, DEC; Christopher Goins and Keith Karpstein, ADOT

Meeting called to order at 5:18 p.m.

II. March 19, 2015 Regular Meeting minutes approved with one correction.

III. Agenda approved.

IV. Public Participation on Non-Agenda Items

None

V. Board Comments.

None

VI. **Agenda Items**

1) CSP 2015 0007 DOT Improvements Near Salmon Creek

Ms. Camery explained that the WRB is reviewing this project in its advisory role. Board comments and final board motion will be included in Mr. Lange's staff report to the Planning Commission.

Mr. Lange provided an overview of the project and referred to the code policies under review as listed in his memo. He noted that the project does not require a streamside setback variance

because CBJ code has an exception for bridges. The project would construct a new acceleration lane on Egan Drive, outbound from Glacier Highway, and extend the inbound deceleration lane, on Egan Drive, for vehicles exiting to Channel Drive. The Salmon Creek Bridge would also be widened. The Mendenhall State Game Refuge and Salmon Creek are the two affected habitat areas. The board packet includes the Fish Habitat Permit from the Alaska Department of Fish and Game.

Ms. Wright asked about accident rates at the intersection. Mr. Goins explained that the accident history is the major reason for the project, however he stated that he did not bring these rates to today's meeting.

Ms. Camery requested an explanation of how project impacts have been minimized, particularly the amount of wetland fill. Mr. Goins stated that the slope needs to be wider in this area so the earthen dam won't fail due to tidal influence in the area. He said that a steeper slope isn't possible in this area from an engineering standpoint, because the fluctuating water level on the tidal side of the road has the potential to destabilize the road. Mr. Geiger asked why this issue was important. Ms. Camery explained that a typical way of reducing the amount of wetland fill is to steepen the slope, however she understood that this couldn't happen in this area.

Mr. Goins said that the plan includes vegetation and stabilization of the stream under the bridge. He referred to the drawings, and explained that the project has been designed to avoid scouring at the bridge. He said it is similar to what is there now.

Ms. Wright and Mr. Geiger asked about spawning habitat in the area under the bridge, and asked if there would be a loss of habitat. Mr. Goins stated that the ADFG Fish Habitat permit limits construction to a specific timing window to protect fish. He did not have information with him but he understood that spawning occurs higher up in the stream.

Ms. Wright and other board members discussed the total area of wetlands filled. Mr. Goins and Mr. Karpstein handed out a chart at the meeting which listed fill amounts in Salmon Creek, Twin Lakes, and Gastineau Channel Wetlands. Ms. Camery calculated the total amount of fill at .46 acres.

Board Motion

Ms. Sumner stated that she is abstaining from the vote because she works for DOT.

Mr. Campbell stated that he is glad to see the improvements and believes that impacts have been minimized. He proposed the following motion:

The Wetlands Review Board supports the project as presented. DOT has made an adequate effort to address environmental concerns, and the Board appreciates the safety improvements.

Ms. Wright requested a friendly amendment as follows:

The Board requests use of native plants in the development.

The motion passed unanimously.

2) Juneau Watershed Partnership Jordan Creek Project Discussion

Ms. Camery stated that she is on the board of the Juneau Watershed Partnership, therefore Mr. Lange will introduce the project. She noted that the project is for board discussion only; no permit applications have been received, and CDD has not yet determined if any are needed.

Mr. Lange said that a streamside setback variance may be required if the project requires grading, because grading is within the code definition of development. The project is out of the 0-25 foot no-disturbance zone, however grading within 25-50 feet of the stream would still require a variance.

Ms. Sumner stated that she representing the Juneau Watershed Partnership for this discussion. She referred to three projects included in the board packet, all of which address stormwater management to improvement fish habitat and water quality in Jordan Creek. These projects include: 1) Edward K. Thomas Stormwater Treatment; 2) South Jordan Avenue stormwater treatment; and 3) Jordan Creek Greenbelt Enhancement.

Ms. Sumner explained that Jordan Creek has been identified as a high-priority area for improvements because stormwater runoff from a large area currently goes into the creek untreated. She referred to maps in the packet and photos in the packet that show the contributing area. She said that a grading permit will be needed to construct the bioswale for the Edward K. Thomas stormwater project, and she is looking for early comments from the Board before she turns in a variance application. She noted that the project must be constructed within a year due to the grant. Ms. Pikul noted that the work plan states that the work will begin in July. She said that Jordan Creek is DEC-classified impaired water body due to turbidity.

Ms. Sumner noted that the project includes a significant revegetation effort and removal of reed canary grass. Mr. Campbell asked what will be in bioswale. Ms. Sumner stated that the final design is still in process. Mr. Campbell said it is important to plant grass early to establish the vegetation early; he said that July seems like a late start. He suggested laying down sod in the bottom area of the creek to kick-start the effort. He said this could be shipped up from Seattle at fairly low cost.

Ms. Sumner described the second and third project, which would create two retention ponds to treat stormwater and enhance the greenbelt in Lower Jordan Creek. She said that this area is a CBJ Natural Area Park near the airport, and noted that the airport has concerns that the project may create bird habitat. She said that St. Vincent de Paul, also located nearby, supports the project as a benefit to their residents.

Ms. Wright asked how large the retaining ponds would be. Ms. Sumner stated 13,000 square feet. Ms. Wright said this would attract ducks. Ms. Sumner said the ponds would be shallow, and the final design is not in place. She said she is not sure how large the ponds need to be to treat

the ponds. Mr. Campbell offered that if the ponds cannot be constructed, you could construct something to catch debris at the outfall points.

3) Juneau Wetlands Management Plan Update

Ms. Camery stated that Bosworth Botanical Consulting is now in their second field season and expects to complete the remaining parcels in as little as a week or two, since 95 percent of the work was completed in one field season. She said that the next phase is to conduct off-site assessments using LiDAR and imagery for those parcels where CBJ was unable to obtain private property permission. Off-site assessments will have a separate enumeration system in the plan, so scores will not be ranked equally with on-site work. She said that the project remains well under budget, and noted that a preliminary draft Juneau Wetlands Management Plan, which will be reviewed by the Board, is due in September. She said that the stream maps are currently under review by the Alaska Department of Fish and Game. She explained that ADFG sets the mark of where a stream is anadromous, and that line determines where the CBJ 50-foot setback applies.

VII. Pending Permits and Updates

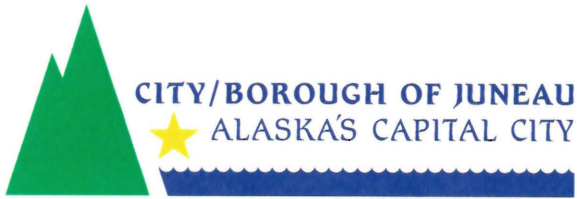
none

VIII. Planning Commission Liaison Update.

Mr. Miller stated that an overhaul of the subdivision ordinance is underway. Ms. Camery explained that the ordinance includes an expansion of CBJ Conservation Lot option, which provides more opportunities for owners and developers to set aside properties for wetland mitigation purposes.

IX. Next meeting: Thursday June 18, 5:15 p.m., City Hall room 224.

The meeting was adjourned at approximately 6:25 p.m.



**PLANNING COMMISSION
NOTICE OF DECISION**

Date: March 10, 2015

File No.: CSP2015 0007

State of Alaska
Attn.: Christopher Goins
P.O. Box 112506
Juneau, AK 99801

Application For: A State Consistency Review for Egan Drive, Glacier Highway, and Channel Drive at Salmon Creek, Intersection Safety Improvements (PRJ 67595 JNU), to include construction of acceleration and deceleration lanes.

Legal Description
or ROW name: Egan Drive, Glacier Highway, and Channel Drive – “Salmon Creek Intersection”

Hearing Date: June 9, 2015

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated May 27, 2015, and found the State Consistency Review for Egan Drive, Glacier Highway, and Channel Drive at Salmon Creek, Intersection Safety Improvements (PRJ 67595 JNU), to include construction of acceleration and deceleration lanes, consistent with Title 49 and the 2013 Comprehensive Plan.

Attachments: May 27, 2015 memorandum from Jonathan Lange, Community Development, to the CBJ Planning Commission regarding CSP2015 0007.

Effective Date: The permit is effective upon approval by the Commission, June 9, 2015.

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

Project Planner: Jonathan Lange
Jonathan Lange, Planner
Community Development Department

Michael Satre
Michael Satre, Chair
Planning Commission

Jamie J. Anni
Filed With City Clerk

6/12/15
Date

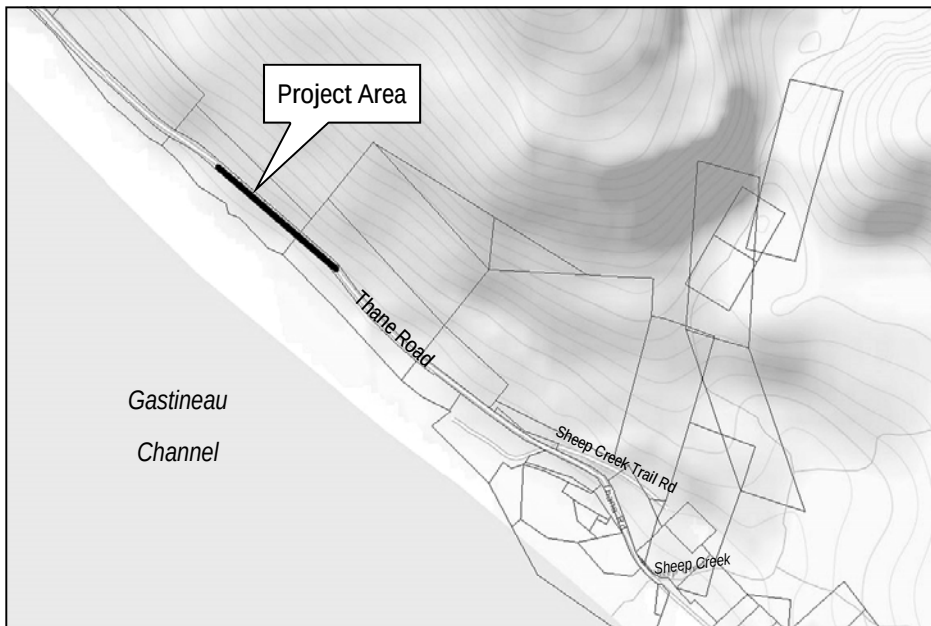
State of Alaska
File No.: CSP2015 0007
June 10, 2015
Page 2 of 2

cc: Plan Review

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



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: Review of State project for 830 feet of new guard rail on Thane Road to shield an unrecoverable slope.

File No:	CSP2015 0008	Applicant:	State of Alaska DOT and PF
To:	Adjacent Property Owners	Right-of-Way:	Thane Road
Hearing Date:	June 9, 2015	Owner:	State of Alaska DOT and PF
Hearing Time:	7:00 PM	Project Location:	Between Milepoints 3.2 and 3.3 near Sheep Creek Trail Road
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	Project Length:	Approximately 830 feet

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Tim Felstead at Tim.Felstead@juneau.org or 586-0466.



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



Community Development

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

DATE: May 29, 2015

TO: Planning Commission

FROM: Tim Felstead, Planner 
Community Development Department

FILE NO.: CSP2015 0008

PROPOSAL: Review of State project for 830 feet of new guard rail on Thane Road to shield an unrecoverable slope.

GENERAL INFORMATION

Applicant: State of Alaska

Property Owner: City and Borough of Juneau

Parcel Code No.: 0

Site Size: 0

Comprehensive Plan Future Land Use Designation: RDR (Rural Dispersed Residential)

Zoning: D1 (Rural Reserve)

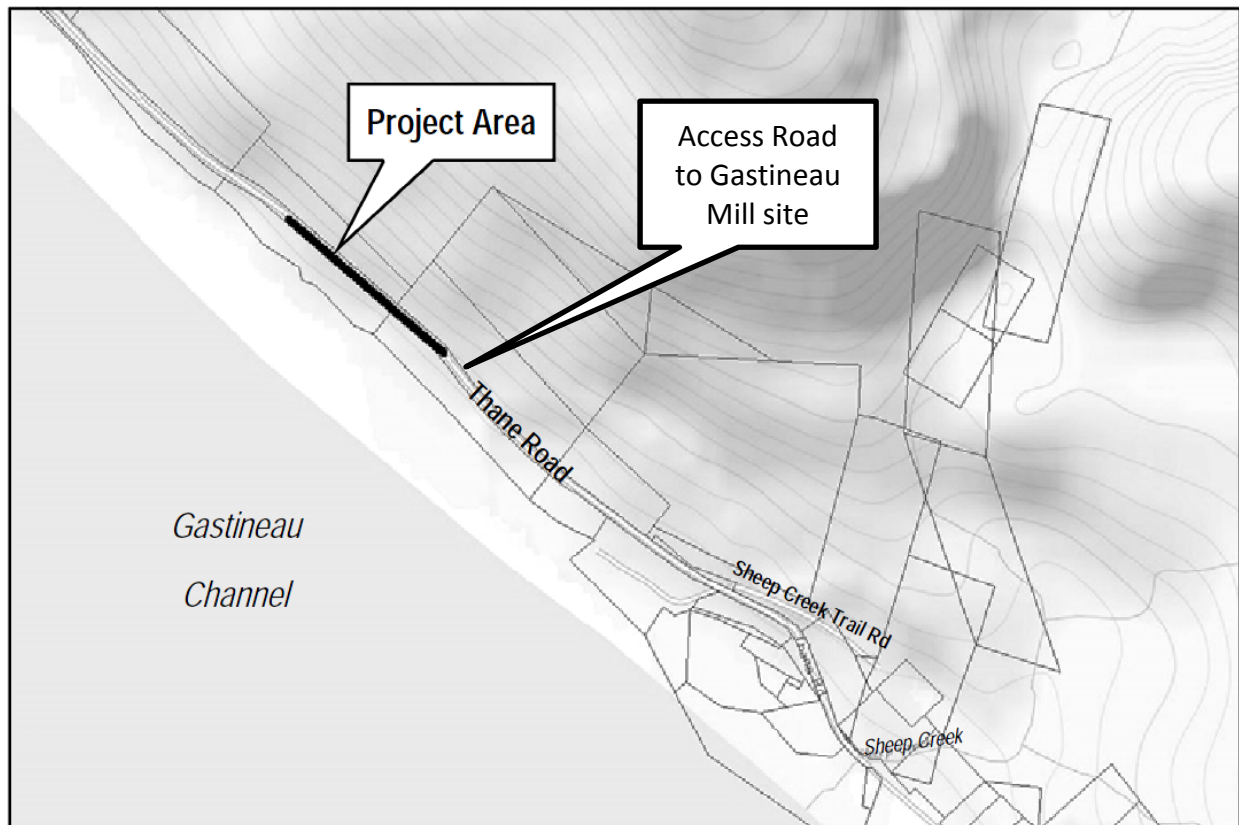
Utilities: None

Access: Thane Road Right of Way

Existing Land Use: Collector Road

Surrounding Land Use: North - D1 (Vacant)
South - D1 (Vacant)
East - D1 (Vacant)
West - D1 (Vacant)

VICINITY MAP



ATTACHMENTS

- Attachment A – Application and site plans
- Attachment B – Public Notice
- Attachment C – Aerial photograph with 20 foot contour lines along section of Thane Road included in this proposal
- Attachment D – Photographs of project site

PROPOSAL

The project will install a guard rail on the shoreline shoulder of Thane Road between Mile points 3.2 and 3.3 (see **Attachment A**). This will be the same as the W-beam guardrail currently in place along many stretches of Thane Road including the stretch immediately before the proposed site if heading south from downtown Juneau.

The guard rail will connect to the current guard rail at the northern end of the site and continue for approximately 830 ft. An end terminal will be installed on the southern end of the guard

Planning Commission
File No.: CSP2015 0008
May 29, 2015
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rail. A recent review of Thane Road by Alaska State Department of Transportation and Public Facilities (DOT&PF) identified the slope towards the shoreline from the road along this section of road to be an 'unrecoverable slope'. An unrecoverable slope is defined as a slope which a vehicle would roll down if it left the road.

The guard rail will provide protection from a steep hillside between the road and the shoreline (see **Attachment C**). The project will be undertaken during the summer of 2015 with installment lasting for approximately 1 week.

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

The Commission shall review proposed Alaska State Capital Improvement Projects for consistency with this title pursuant to AS 35.30.010, and may impose conditions on and modifications to such projects.

BACKGROUND

Thane Road has been subject to a number of improvements by Alaska State Department of Transportation and Public Facilities (DOT&PF) in the last 4 years. CSP2011-0002 and CSP2012-0014 have considered these improvements and, in particular, considered the impacts on pedestrians and cyclists. The section of road in this proposal was reviewed as part of CSP2011-0002. Plans approved as part of that review included new guard rail along Thane Road but did not identify placement of guard rail along the section of road in this current proposal.

The section of road subject to this current proposal was widened as part of the earlier improvements and provided a 4 foot marked shoulder on the shoreline side of the road (see **Attachment D**). This 4 foot shoulder is consistent with the minimum required shoulder width suggested in CSP2011-0002, although that review aspired to a 6 foot shoulder width where possible.

Existing guard rail along other sections of Thane consist of the guard rail support posts sunk approximately 1 foot from the edge of the paved road surface allowing the face of the guard rail to be in line with the edge of the paved surface; it does not encroach on the paved shoulder. This design is consistent with the plans submitted for CSP2011-0002. The current proposal places the support posts at a similar distance from the edge of the paved surface.

DOT&PF have submitted a traffic control plan to safely control traffic during the construction phase of the proposed guard rail.

ANALYSIS

During a site visit it was noted that there is additional graded, unpaved shoulder available along

Planning Commission
File No.: CSP2015 0008
May 29, 2015
Page 4 of 5

some sections of the site. Staff had discussions with David Epstein, DOT&PF Engineer, as to whether the guard rail could be set further back from the paved surface so more of the paved surface could be comfortably used by cyclists. Mr. Epstein described how moving the guard rail further from the paved area would affect the project:

1. Would place the barrier closer to the edge of the graded road surface and reduce its ability to hold a vehicle in the event of a crash.
2. Would provide a non-uniform lane width which was felt to be less safe for cyclists and motorists as it encouraged a less uniform path of travel.

Widening the road or adding additional paving to provide wider shoulders is not in the scope of this proposal. Any further widening of the current paved road would require additional engineering work beyond the budget of the proposed project.

The proposed guardrail provides safety benefits to both motorized and non-motorized transportation users as it adds protection from leaving the road down the steep hillside.

DOT&PF have determined that the proposed end point of the guard rail is the end of the 'unrecoverable slope'. CBJ Staff have noted that there are similar slopes from the road towards the shoreline immediately beyond the project site. Mr. Epstein stated DOT&PF would consider future extension of the guard rail further south if it was found necessary. Additional Environmental Impact Assessments would be required to extend the barrier further than planned as part of the current proposal.

Public Notice regarding the proposal was provided to all property owners in Thane south of the proposed site (see **Attachment B**). No comments have been received.

CONFORMITY WITH ADOPTED PLANS

The 2013 Comprehensive Plan, 2001 Area Wide Transportation Plan and 2009 Non-motorized Transportation Plan call for improvements generally throughout CBJ, and specifically to Thane Road, in terms of accommodating non-motorized traffic. Suggested actions relate to separated paths and wider road shoulders. The improvements required in these Plans are beyond the scope of this proposal since the paved area of the shoulder is not being altered. The proposal does not preclude the improvements occurring in the future.

Staff was unable to find specific language that explicitly supported installation of guard rails or protection for road users from steep slopes. However, in the 2013 Comprehensive Plan the need for a safe transportation system is noted and the proposed guard rail contributes to this.

Policy 8.5. To promote a balanced, well-integrated local multi-modal surface

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File No.: CSP2015 0008
May 29, 2015
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transportation system that provides safe, convenient and energy-efficient access and transport for people and commodities.

HABITAT

There is no mapped habitat regulated in the Land Use Code in the area of this project, according to the Community Development Department.

FINDINGS

The proposal is found to be in general conformity with adopted plans and additional safety benefits are provided to all road users through installation of the guard rail. The limited scope of this proposal means recommendation for widening the current shoulder width or creating a separated path for non-motorized road users is not appropriate. The proposal does not preclude implementing these improvements in future.

RECOMMENDATION

Staff recommends that the Planning Commission recommend that the Assembly approve the proposed project, which would allow DOT&PF to install 830ft of guard rail between Mile points 3.2 and 3.3 of Thane Road in accordance with the Project Description with the following recommendations:

1. DOT&PF consider future extension of the guard rail further south to given protection shoreline slopes.



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

**Department of Transportation
and Public Facilities**

SOUTHEAST REGION
DESIGN & ENGINEERING SERVICES
Preconstruction

6860 Glacier Highway
PO Box 112506
Juneau, Alaska 99811-2506
Main: 907.465.4444
Toll free: 800.575-4540
Fax: 907.465.4414



April 10, 2015

Mr. Hal Hart
Director of Community Development
City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

RE: Federal Project No. 0963004 - State Project No. 67430
JNU Thane Road Guardrail

Dear Mr. Hart:

Enclosed please find the plans and special provisions for your review and comment. In addition to a general review, please specifically review for compliance in accordance with AS 35.30.020.

Under AS 35.30.020, the Department must comply with local planning and zoning ordinances and other regulations in the same manner and to the same extent as other landowners. If you believe that the Department's construction of this project would result in a violation of planning, zoning, or other regulations generally applicable to landowners, please identify the portions of the project that would be in violation, and the specific planning, zoning, or other regulations that you believe would be violated.

If we have not received comments regarding the project's compliance with planning and zoning ordinances within 90 days after submittal of these plans, the Department will proceed with the project as planned. If you have any questions, I can be reached by phone at: (907) 465-4483, or by e-mail at: david.epstein@alaska.gov.

Sincerely,

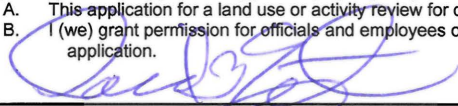
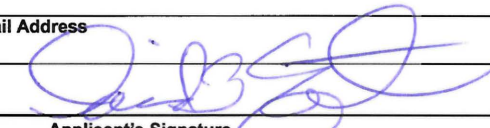
A blue ink signature of David B. Epstein, consisting of stylized cursive letters.

David B. Epstein, P.E.
DOT&PF Engineering Manager

Enc: Preliminary Project Plans and Special Provisions

DEVELOPMENT PERMIT APPLICATION

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

INFORMATION	Project Description Alaska DOT&PF project to establish approx. 830 ft of guardrail plus end terminal on Thane Road (milepoint 3.2 to 3.3) to shield an unrecoverable slope. AKSAS project no. 67430 / Federal no. 0963004		
	PROPERTY LOCATION		
	Street Address ~Milepoint 3.2 to 3.3, Thane Road	City/Zip Juneau, AK 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) N/A		
	Assessor's Parcel Number(s) N/A		
	LANDOWNER/ LESSEE		
	Property Owner's Name Alaska DOT&PF	Contact Person: David Epstein, P.E.	Work Phone: 907-465-4483
	Mailing Address 6860 Glacier Highway	Home Phone: 907-209-7995	Fax Number: 907-465-3506
	E-mail Address david.epstein@alaska.gov	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			Date <u>4/10/15</u>
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			Date of Application <u>4/10/15</u>

-----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		4/13/15	13p15-008	
	☐	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)				
	☐	Mining Case (Small, Large, Rural, Extraction, Exploration)				
	☐	Sign Approval (If more than one, fill in all applicable permit #'s)				
	☐	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)				
	☐	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)				
	☐	Variance Case (De Minimis and all other Variance case types)				
	☐	Wetlands Permits				
	☐	Zone Change Application				
	☐	Other (Describe)				
	***Public Notice Sign Form filled out and in the file.					
	Comments:					Permit Intake Initials

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

I:\FORMS\2010 Applications

ATTACHMENT A Revised November 2009

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP 15-006	Date Received 4/13/15
----------------	------------------------------	---------------------------	--------------------------

TYPE OF PROJECT REVIEW:

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

DESCRIPTION OF PROJECT

This project will install W-beam guardrail on the shoulder of southbound Thane Road between MP 3.2 and 3.3 (approx. 0.1 mile north of the Old Gastineau Mine Access Road). A crashworthy parallel end terminal will be installed on the south end of the guardrail.

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):

State of Alaska right-of-way for motor vehicle/pedestrian/bicycle use.

PROPOSED USE OF LAND OR BUILDING(S):

No change from what is stated immediately above.

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

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

Capital Improvement Program # (CIP) _____

Local Improvement District # (LID) _____

State Project # 67430

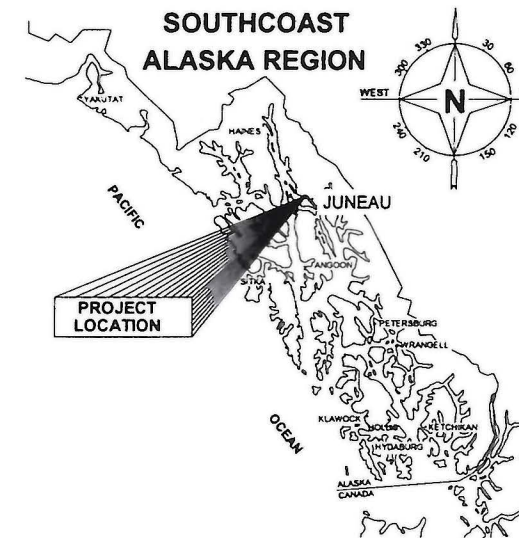
ESTIMATED PROJECT COST: \$ 122,408

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="5" style="text-align: left; padding: 2px;">CITY/STATE PROJECT FEES</th> </tr> <tr> <th style="width: 40%;"></th> <th style="width: 10%; text-align: center;">Fees</th> <th style="width: 15%; text-align: center;">Check No.</th> <th style="width: 15%; text-align: center;">Receipt</th> <th style="width: 20%; text-align: center;">Date</th> </tr> <tr> <td>Application Fees</td> <td style="text-align: center;">\$ <u> </u></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> <tr> <td>Total Fee</td> <td style="text-align: center;">\$ <u> </u></td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> <td style="text-align: center;">_____</td> </tr> </table>	CITY/STATE PROJECT FEES						Fees	Check No.	Receipt	Date	Application Fees	\$ <u> </u>	_____	_____	_____	Total Fee	\$ <u> </u>	_____	_____	_____
CITY/STATE PROJECT FEES																					
	Fees	Check No.	Receipt	Date																	
Application Fees	\$ <u> </u>	_____	_____	_____																	
Total Fee	\$ <u> </u>	_____	_____	_____																	

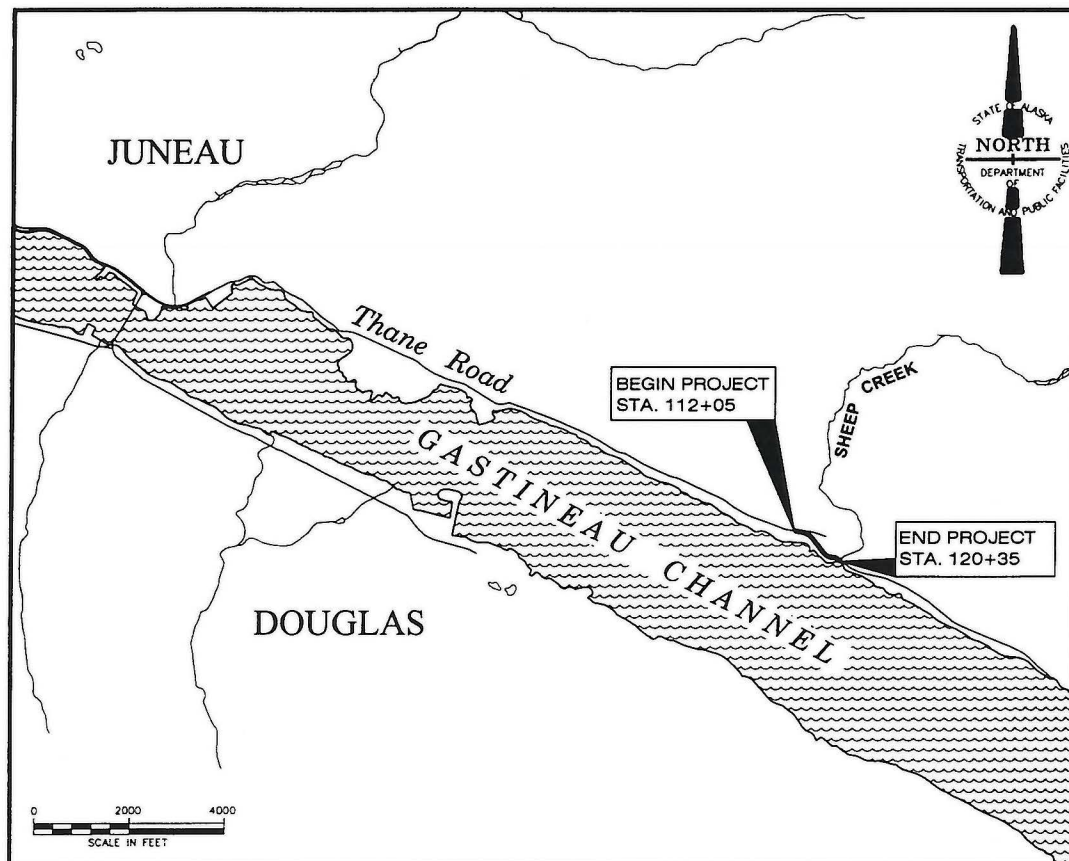
**NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM
&
EVEN IF THE PROPOSED PROJECT IS ASSOCIATE WITH OTHER LAND USE PERMITS, THIS
APPLICATION MUST BE FILLED OUT**

JUNEAU: THANE ROAD GUARDRAIL

PROJECT No. 67430~0963004



SHEET NO.	DESCRIPTION
A1	TITLE SHEET
B1	GUARDRAIL TYPICAL SECTION
B2	PARALLEL GUARDRAIL TERMINAL DETAILS
C1	ESTIMATE OF QUANTITIES & SUMMARIES
F1-F2	PLAN VIEW
P1	EROSION & SEDIMENT CONTROL PLAN
T1	TRAFFIC CONTROL



DESIGN DESIGNATION

PROJECT TYPE	=	HSIP
FUNCTIONAL CLASSIFICATION	=	MINOR COLLECTOR
PRESENT A.D.T. (2013)	=	1000
DESIGN YEAR A.D.T. (2016)	=	1100
MID DESIGN YEAR A.D.T. (2026)	=	1150
D.H.V. (12%) (2036)	=	150
PERCENT COMMERCIAL TRUCKS	=	11.5%
DIRECTIONAL DISTRIBUTION	=	55/45
V	=	45 M.P.H.
E.A.L.	=	450,000
DESIGN VEHICLE	=	WB-50
DESIGN V	=	45 M.P.H.

PROJECT SUMMARY

LENGTH OF PROJECT = 830 FT

THE FOLLOWING STANDARD DRAWINGS APPLY TO THIS PROJECT:

A-1 G-00.02
 G-04.06S
 G-10.01

ATTACHMENT A

ROUTE: 296011	MILEPOINT: 3.80 - 4.11
---------------	------------------------

PATH: I:\TRAFFIC\HSIP\2014 (FFY15)\15SN1 THANE ROAD GUARDRAIL\87430_A1_TITLE.DWG TAB:A1

Thursday, April 09, 2015 9:17:09 AM

PLOT: PSPACE OR MSPACE: 1=1(F)

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHCOST REGION



RECEIVED
APR 13 2015
PERMIT CENTER/CDD

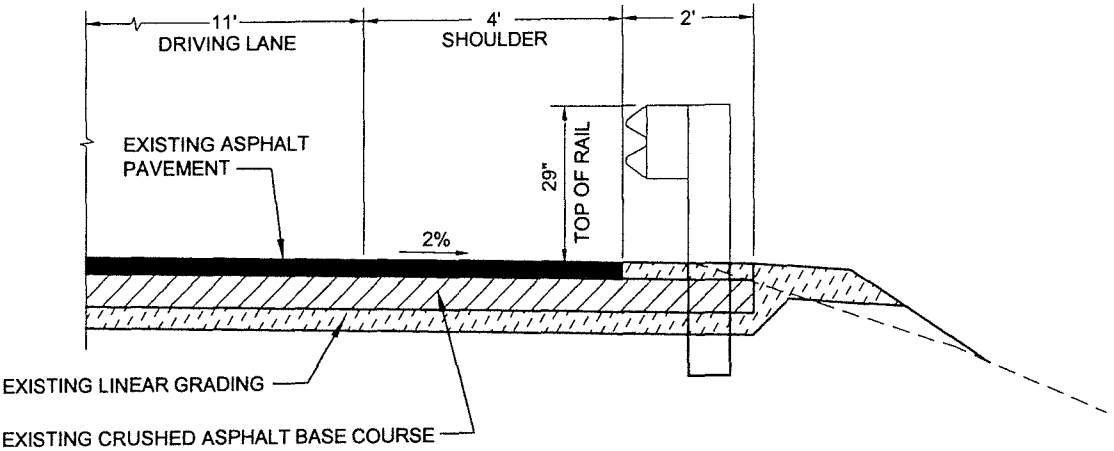
APPROVED:

REGIONAL PRE-CONSTRUCTION ENGINEER DATE
L. PAT CARROLL, P.E.

APPROVED:

DIRECTOR OF DESIGN AND CONSTRUCTION
CHUCK CORREA, P.E.

STATE	PROJECT DESIGNATION	YEAR	SHEET NO.	TOTAL SHEETS
ALASKA	67430~0963004	2015	A1	8



TYPICAL SECTION
STA. 112+05 RT TO STA. 119+85 RT

- NOTES:**
- 1. INSTALL GUARDRAIL AT 29" HEIGHT. ALL OTHER GUARDRAIL COMPONENTS AND INSTALLATION PER STANDARD DRAWINGS.
 - 2. MAINTAIN OFFSET EXISTING AT STA. 112+05. THROUGH PULLOUT (STA. 112+05 TO STA. 113+40), FACE OF GUARDRAIL SHALL BE 2 FT. FROM TOP OF SLOPE.

PATH:
I:\Traffic\HSIP\2014 (FFY15)\15SN1 Thane Road Guardrail
En, 10/Apr/15 10:10AM
dastevens

PLOT:
PSPACE 1=1(F) OR MSPACE 1=1(F)
TAB: SCHEDULE

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

JNU-THANE ROAD
GUARDRAIL
PROJECT #67430~0963004

GUARDRAIL TYPICAL SECTION

DESIGNED BY: D. EPSTEIN



CHECKED BY: D. EPSTEIN

DRAWN BY: D. STEVENS

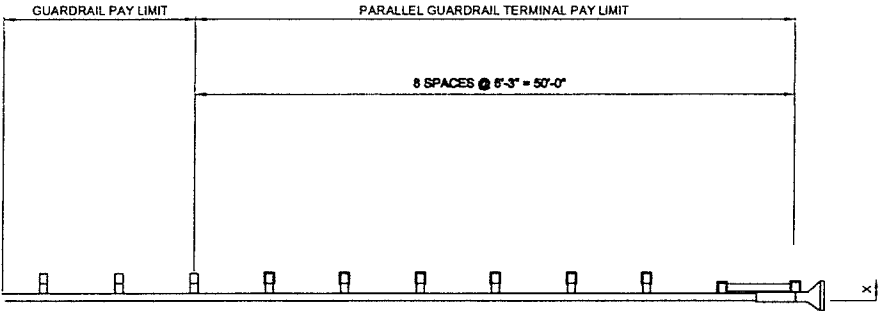
STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHCOST REGION

JNU-THANE ROAD
GUARDRAIL

GUARDRAIL
TYPICAL SECTION

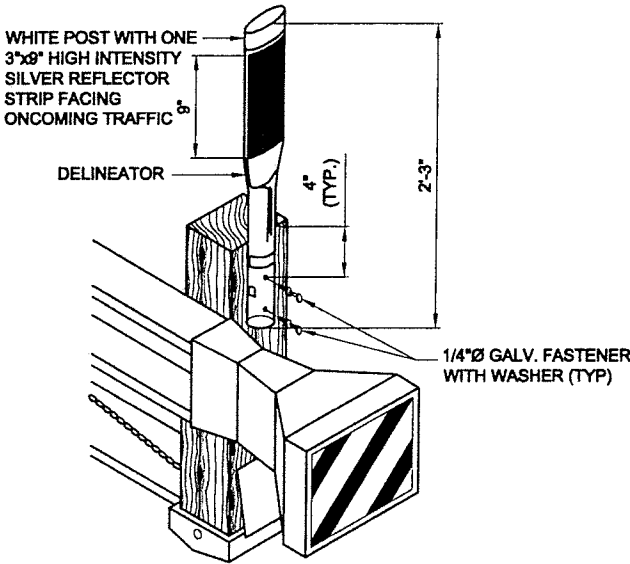
PROJECT DESIGNATION NUMBER
67430~0963004

STATE	YEAR
ALASKA	2015
SHEET NUMBER	TOTAL SHEETS
R1	8



PARALLEL GUARDRAIL TERMINAL LAYOUT PLAN
NO SCALE

- NOTES:
- 1. INSTALLATION AND MATERIALS PER PARALLEL GUARDRAIL TERMINAL MANUFACTURER RECOMMENDATION, DIRECTION, AND SUPPLY.
 - 2. SEE STANDARD DRAWING G-20.10 FOR ADDITIONAL INFORMATION.
 - 3. END OFFSET "X" IS 0 FEET FOR THE DOWNSTREAM TERMINAL.



FLEXIBLE GUARDRAIL DELINEATOR
NO SCALE

- DELINEATOR NOTES:
- 1. THE PARALLEL GUARDRAIL TERMINAL END SHALL HAVE ONE DELINEATOR.

PATH:
I:\TRAFFIC\HSP\2014\FY15\153N1 THANE ROAD
GUARDRAIL153N1_B2.DWG

TAB B2

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

JNU-THANE ROAD
GUARDRAILPROJECT
#67430/0963004

PARALLEL GUARDRAIL
TERMINAL DETAILS

CHECKED BY: D. EPSTEIN



DESIGNED BY: D. EPSTEIN

DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHEAST REGION

JNU-THANE ROAD
GUARDRAIL

PARALLEL GUARDRAIL
TERMINAL DETAILS

PROJECT DESIGNATION

67430/0963004

STATE	YEAR
ALASKA	2015
SHEET NUMBER	TOTAL SHEETS
B2	8

BASIC BID - ESTIMATE OF QUANTITIES			
ITEM NUMBER	ITEM DESCRIPTION	PAY UNIT	QUANTITY
606 (1)	W-BEAM GUARDRAIL	LINEAR FOOT	825
606 (6)	REMOVING AND DISPOSING OF GUARDRAIL	LINEAR FOOT	50
606 (13)	PARALLEL GUARDRAIL TERMINAL	EACH	1
640 (1)	MOBILIZATION AND DEMOBILIZATION	LUMP SUM	ALL REQUIRED
641 (1)	EROSION,SEDIMENT AND POLLUTION CONTROL ADMINISTRATION	LUMP SUM	ALL REQUIRED
641 (2)	TEMPORARY EROSION, SEDIMENT, AND POLLUTION CONTROL	CONTINGENT SUM	ALL REQUIRED
643 (2)	TRAFFIC MAINTENANCE	LUMP SUM	ALL REQUIRED
643 (15)	FLAGGING	HOURL	100
643 (23)	TRAFFIC PRICE ADJUSTMENT	CONTINGENT SUM	ALL REQUIRED
643 (25)	TRAFFIC CONTROL	CONTINGENT SUM	ALL REQUIRED
644 (6)	VEHICLES	LUMP SUM	ALL REQUIRED

SUMMARIES				
606 (1) W-BEAM GUARDRAIL				
FROM STATION	TO STATION	OFFSET	LENGTH	REMARKS
112+05	119+85	RT.	825 FT.	EXTRA LENGTH ACCOMODATES PULLOUT
606 (6) REMOVING AND DISPOSING OF GUARDRAIL				
FROM STATION	TO STATION	OFFSET	LENGTH	REMARKS
112+05	112+55	RT.	50 FT.	EXISTING DOWNSTREAM END ANCHOR. DELIVER TO DOT&PF MAINTENANCE.
606 (13) PARALLEL GUARDRAIL TERMINAL				
FROM STATION	TO STATION	OFFSET	LENGTH	REMARKS
119+85	120+35	RT.	50 FT.	

PATH:
J:\TRAFFIC\BID\2014 (FY15)\115811 THANE ROAD
GUARDRAIL\115811_C1.DWG

TAB C1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

JNU-THANE ROAD
GUARDRAILPROJECT
#67430/0963004

ESTIMATE OF QUANTITIES
AND SUMMARIES

CHECKED BY: D. EPSTEIN



DESIGNED BY: D. EPSTEIN

DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOST REGION

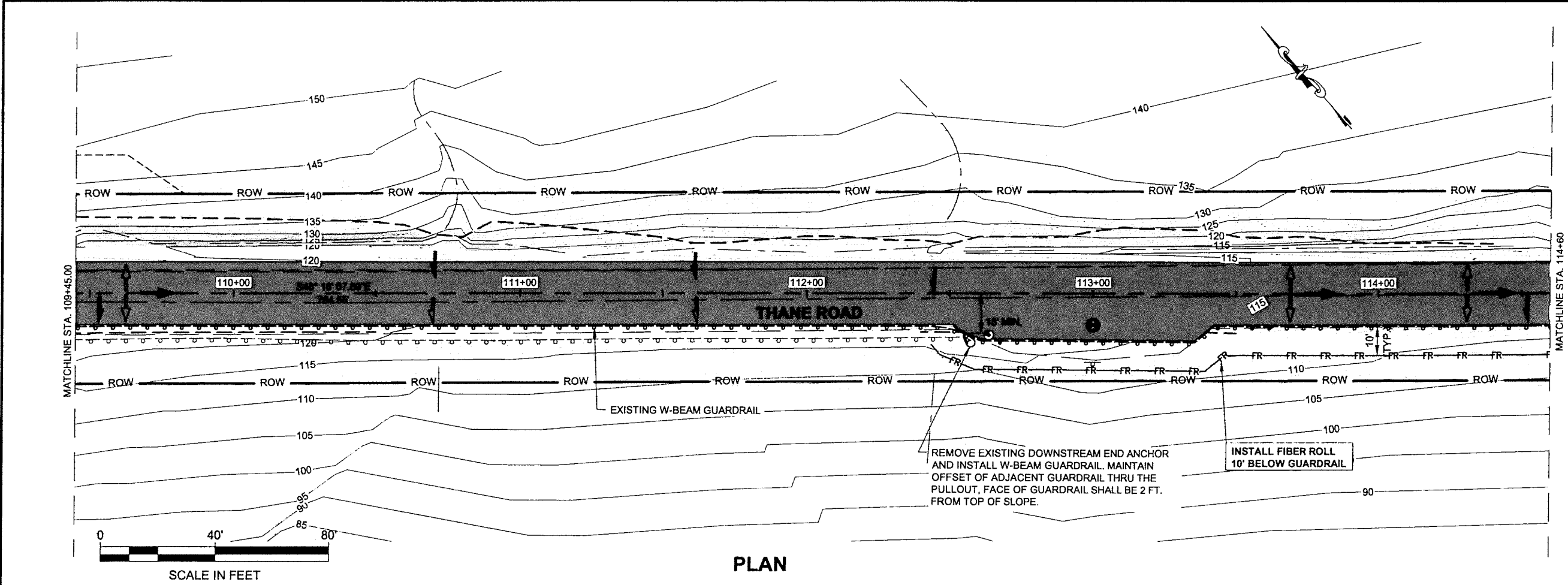
JNU-THANE ROAD
GUARDRAIL

ESTIMATE OF
QUANTITIES AND
SUMMARIES

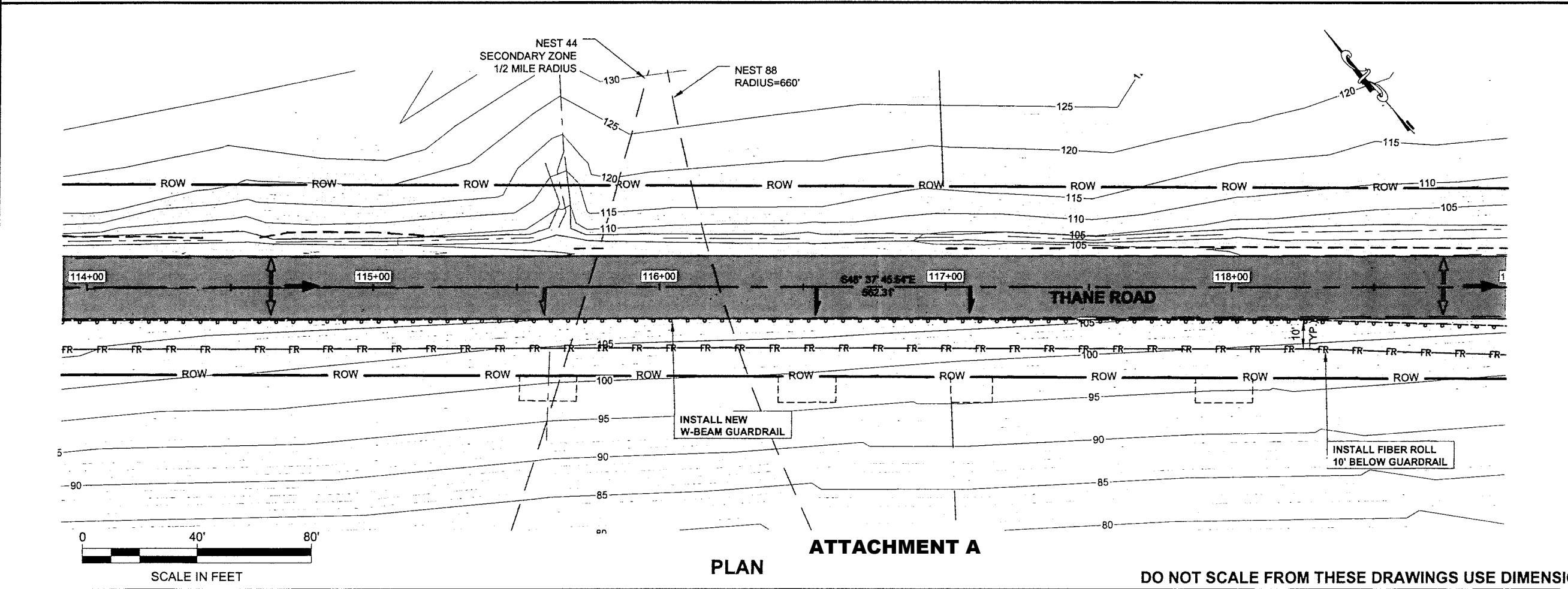
PROJECT DESIGNATION

67430/0963004

STATE	YEAR
ALASKA	2015
SHEET NUMBER	TOTAL SHEETS
C1	8



PLAN



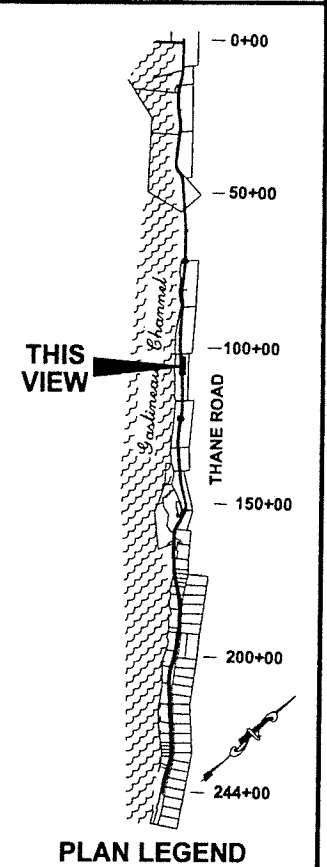
PLAN

ATTACHMENT A

DO NOT SCALE FROM THESE DRAWINGS USE DIMENSIONS

PATH
I:\TRAFFIC\HSIP\2014 (FFY15)\15SM1
THANE ROAD
GUARDRAIL 115SM1 E-1-F16.DWG
STEVENSON, DAVID A (DOT)
TAB: F1 Friday, April 10, 2015 9:53:12 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No.	DATE	DESCRIPTION



PLAN LEGEND

CHECKED BY: D. EPSTEIN

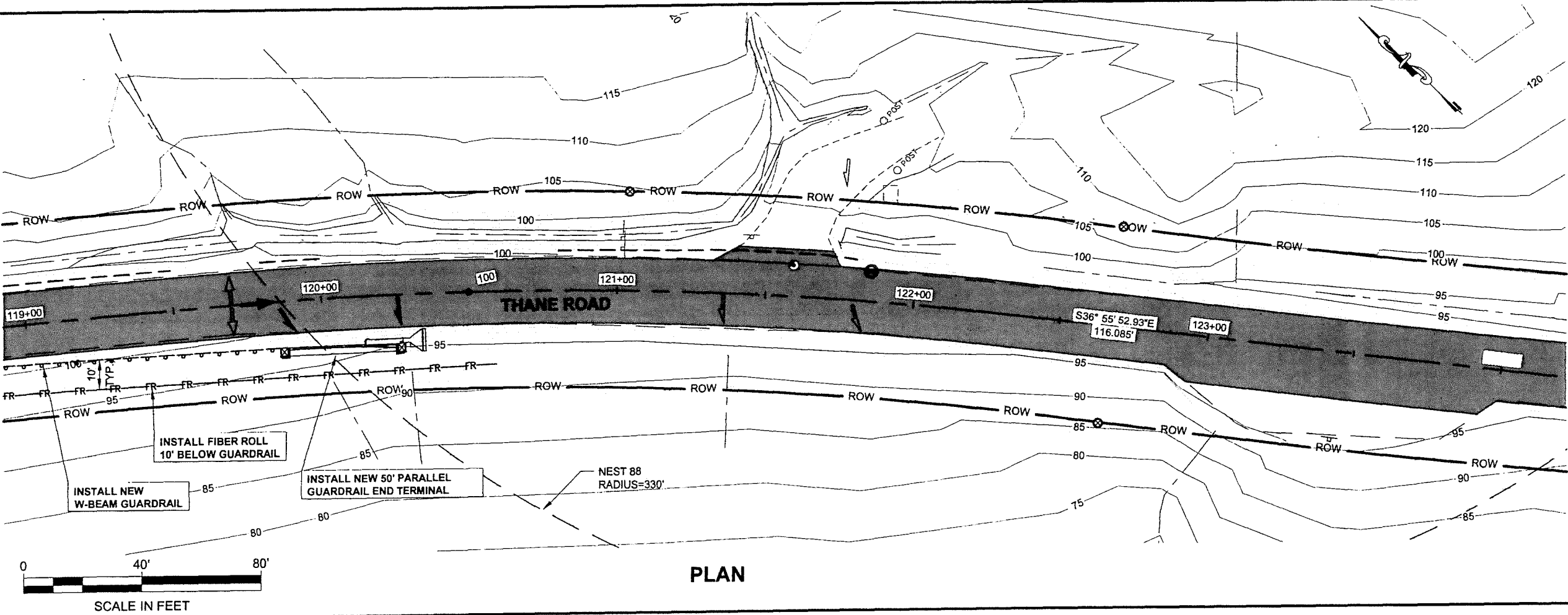
DESIGNED BY: D. EPSTEIN

DRAWN BY: D. STEVENSON

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

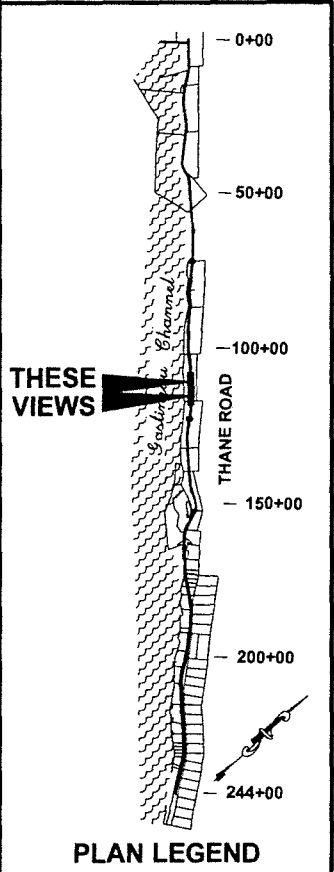
JNU-THANE ROAD
GUARDRAIL

PROJECT DESIGNATION	
67430/0963004	
STATE	YEAR
ALASKA	2015
SHEET NUMBER	TOTAL SHEETS
F1	8



PATH: I:\TRAFFIC\HSP\2014 (FFY15)\15SN1
THANE ROAD
GUARDRAIL 15SN1 E1-F16.DWG
STEVENS, DAVID A (DOT)
TAB: F2 Friday, April 10, 2015 9:53:28 AM

ADDENDUM NUMBER		
ATTACHMENT NUMBER		
RECORD OF REVISIONS		
No	DATE	DESCRIPTION



CHECKED BY: D. EPSTEIN

DESIGNED BY: D. EPSTEIN

DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
& PUBLIC FACILITIES
SOUTHEAST REGION

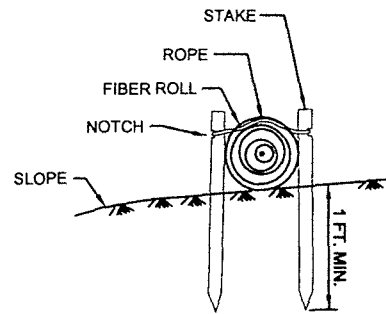
JNU-THANE ROAD
GUARDRAIL

PLAN VIEW

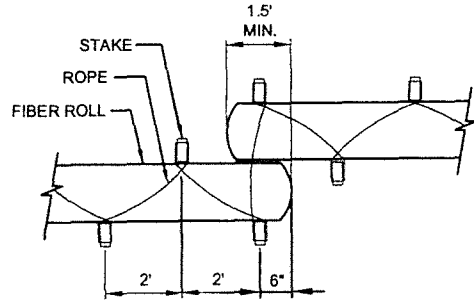
PROJECT DESIGNATION

67430/0963004

STATE	YEAR
ALASKA	2015
SHEET NUMBER	TOTAL SHEETS
F2	8

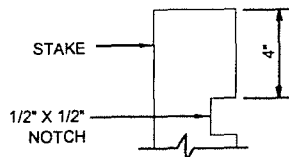


SECTION



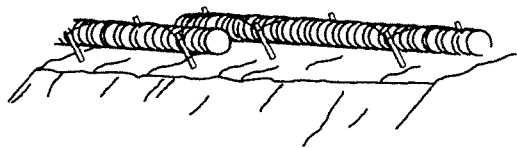
PLAN

FIBER ROLL (TYPE 2)



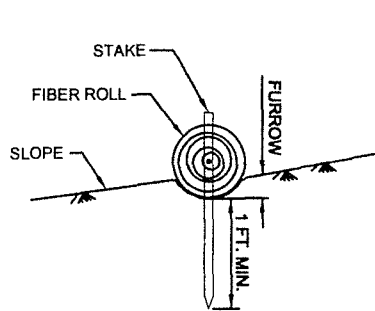
STAKE

TYPICAL FIBER ROLL DETAIL

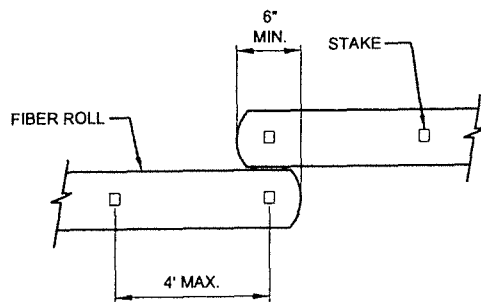


PERSPECTIVE

FIBER ROLL (TYPE 2)

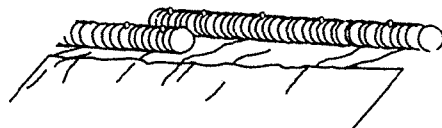


SECTION



PLAN

FIBER ROLL (TYPE 1)



PERSPECTIVE

FIBER ROLL (TYPE 1)

GENERAL NOTES:

1. REFER TO APPENDIX B OF THE SPECIAL PROVISIONS FOR THE ENVIRONMENTAL COMMITMENTS.
2. EROSION CONTROL MEASURES WILL BE EVALUATED BY THE ENGINEER BASED ON EFFECTIVENESS. THOSE FOUND INEFFECTIVE MUST BE REPLACED OR REPAIRED WITHIN 24 HOURS FOLLOWING NOTIFICATION.
3. THE LOCATIONS OF TEMPORARY EROSION & SEDIMENT POLLUTION CONTROLS ARE RECOMMENDATIONS. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO PREPARE AND IMPLEMENT A SWPPP ACCORDING TO SECTION 641 OF THE SPECS.
4. INSTALL EROSION AND SEDIMENT CONTROL DEVICES BEFORE BEGINNING EARTH DISTURBING ACTIVITIES OR AS SPECIFIED ELSEWHERE.
5. MAINTAIN DEVICES. MONITOR DAILY. REMOVE SEDIMENT FROM SEDIMENT TRAPS WHEN 4" OF SEDIMENT HAS ACCUMULATED.
6. THE LOCATION AND LENGTH OF FIBER ROLLS IS DEPENDENT ON THE CONDITIONS OF THE SITE.
7. ANCHOR AS NECESSARY TO FIRMLY SECURE FIBER ROLLS AND PROVIDE CONTINUOUS CONTACT WITH THE SURFACE ON WHICH IT IS INSTALLED.
8. LAP ADJACENT FIBER ROLLS TO PREVENT SEDIMENT BYPASS.

PATH:
I:\TRAFFIC\SPUR\014 (FFY15)\158N1 THANE ROAD
GUARDRAIL\158N1_P1.DWG

TAB P1

ADDENDUM NUMBER

ATTACHMENT NUMBER

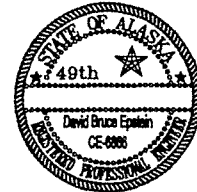
RECORD OF REVISIONS

No.	DATE	DESCRIPTION

JNU-THANE ROAD
GUARDRAILPROJECT
#67430/0963004

**EROSION & SEDIMENT
CONTROL DETAILS**

CHECKED BY: D. EPSTEIN



DESIGNED BY: D. EPSTEIN

DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOST REGION

JNU-THANE ROAD
GUARDRAIL

**EROSION & SEDIMENT
CONTROL DETAILS**

PROJECT DESIGNATION

67430/0963004

STATE YEAR
ALASKA 2015

SHEET NUMBER TOTAL SHEETS

54 9

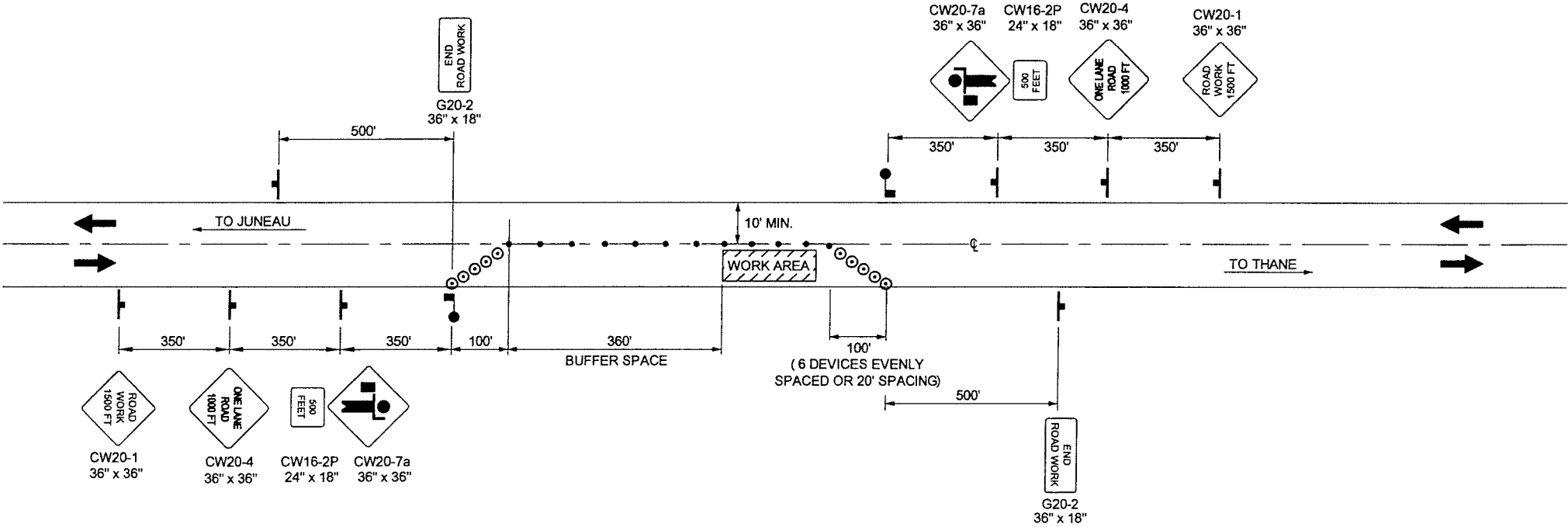
TRAFFIC CONTROL NOTES:

- 1. A MINIMUM OF ONE 10 FOOT LANE SHALL BE MAINTAINED AT ALL TIMES, THROUGH ALL WORK AREAS.
- 2. TWO LANES SHALL BE MAINTAINED AT ALL TIMES IN NON-WORK AREAS AND DURING NON-WORK HOURS.
- 3. TEMPORARY DRIVING LANES SHALL HAVE A MINIMUM WIDTH OF 10'-0".
- 4. THE LENGTH OF WORK AREA SHALL BE MINIMIZED TO AVOID EXCESSIVE TRAFFIC DELAYS AS DIRECTED BY THE ENGINEER.
- 5. TWO LANE TRAFFIC SHALL BE MAINTAINED BETWEEN 7:00 AM AND 9:00 AM AND BETWEEN 4:00 PM AND 6:00 PM.
- 6. IT IS THE INTENT OF THIS TRAFFIC CONTROL PLAN (TCP) TO ILLUSTRATE SOME, NOT ALL, OF THE TRAFFIC CONTROL SETUPS WHICH WILL BE REQUIRED ON THIS PROJECT. PLANS FOR CONFIGURATIONS NOT COVERED BY THE TCP SHALL BE CREATED BY THE CONTRACTOR AND SUBMITTED TO THE ENGINEER FOR APPROVAL. WHERE APPROPRIATE, THEY SHALL INCORPORATE APPLICABLE PORTIONS OF DETAILS ON THESE SHEETS. TRAFFIC CONTROL SHALL CONFORM TO THE ALASKA TRAFFIC MANUAL AND THE MUTCD.
- 7. THE CONTRACTOR IS RESPONSIBLE FOR SNOW REMOVAL INSIDE THE ACTIVE WORK AREA. THIS INCLUDES REMOVING SNOWFALL AND SNOW PLOWED BY DOT&PF MAINTENANCE OF EGAN HIGHWAY. THE ROADWAY MUST BE CLEARED UP TO THE FACE OF THE GUARDRAIL BEFORE ALLOWING TRAFFIC BACK ON THE ROAD.
- 8. THE CONTRACTOR IS RESPONSIBLE FOR CLEARING SNOW FROM NEW WORK AREAS, INCLUDING SNOW BUILT-UP FROM DOT&PF MAINTENANCE OF EGAN HIGHWAY.
- 9. MAX. SPACING OF CHANNELIZING DEVICES ON TAPER = 45'; ON TANGENT = 90'
- 10. MERGING AND TERMINATION TAPERS SHALL BE 6 DEVICES SPACED AT 20 FT.

TCP SETUP TABLE					
SPEED (MPH)	MIN MERGING TAPER LENGTH (L) IN FEET	MIN NUMBER OF DEVICES WIDTH OF OFFSET (W) IN FEET	MAX DEVICE SPACING IN FEET		BUFFER SPACE
	11	11	ALONG TAPER	ALONG TANGENT	(FT)
45	495	12	45	90	360

LEGEND

- SIGN
- CONE
- DRUM
- FLAGGING STATION



THANE ROAD
RIGHT LANE CLOSURE

ATTACHMENT A

PATH
I:\TRAFFIC\HSP\2014 (FY15)\1581 THANE ROAD
GUARDRAIL\1581_TCP.DWG

TAB T1

ADDENDUM NUMBER

ATTACHMENT NUMBER

RECORD OF REVISIONS

No.	DATE	DESCRIPTION

JNU-THANE ROAD
GUARDRAILPROJECT
#67430/0963004

TRAFFIC CONTROL PLAN

CHECKED BY: D. EPSTEIN

DESIGNED BY: D. EPSTEIN

DRAWN BY: D. STEVENS

STATE OF ALASKA
DEPARTMENT OF TRANSPORTATION
AND PUBLIC FACILITIES
SOUTHCOST REGION

JNU-THANE ROAD
GUARDRAIL

TRAFFIC CONTROL PLAN

PROJECT DESIGNATION

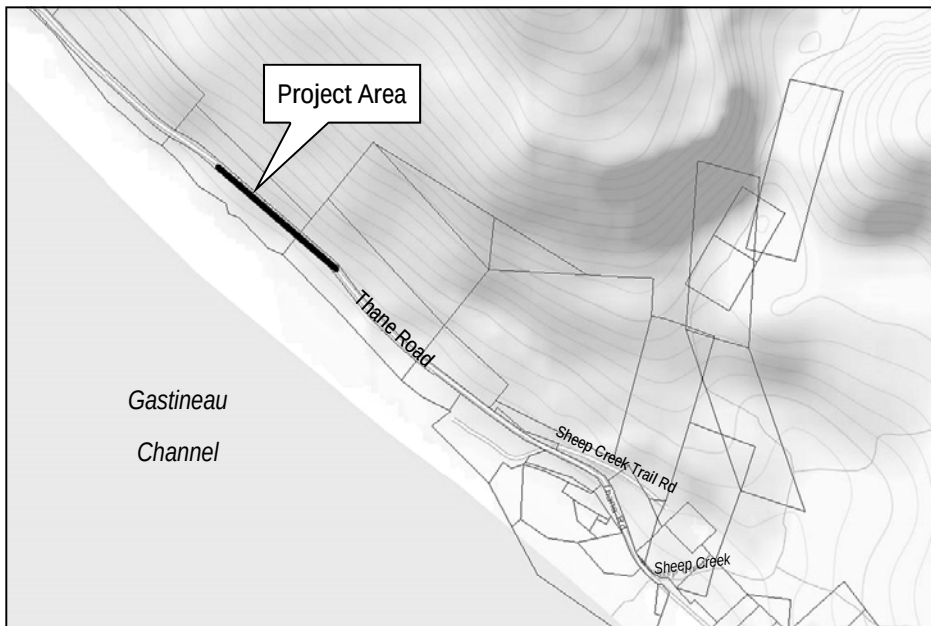
67430/0963004

STATE	YEAR
ALASKA	2015
SHEET NUMBER	TOTAL SHEETS

T49



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: Review of State project for 830 feet of new guard rail on Thane Road to shield an unrecoverable slope.

File No:	CSP2015 0008	Applicant:	State of Alaska DOT and PF
To:	Adjacent Property Owners	Right-of-Way:	Thane Road
Hearing Date:	June 9, 2015	Owner:	State of Alaska DOT and PF
Hearing Time:	7:00 PM	Project Location:	Between Milepoints 3.2 and 3.3 near Sheep Creek Trail Road
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	Project Length:	Approximately 830 feet

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Tim Felstead at Tim.Felstead@juneau.org or 586-0466.



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

ATTACHMENT B

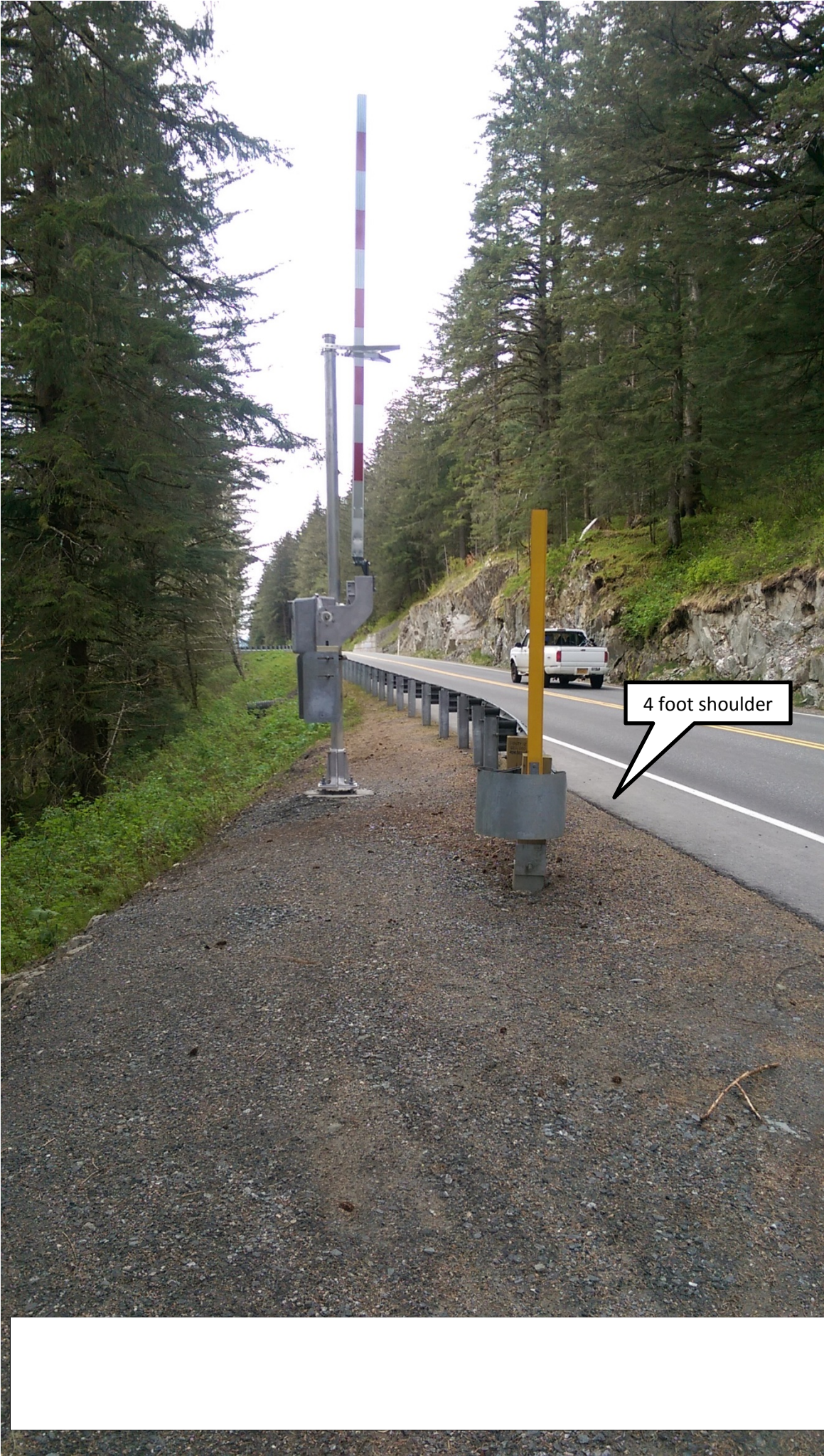
Date notice was printed: May 8, 2015



ATTACHMENT C:

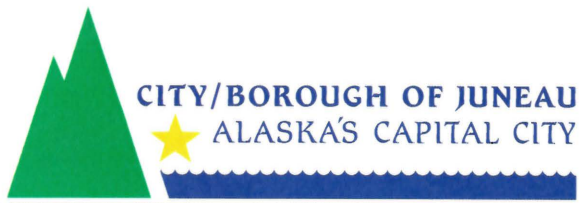
20 foot contour lines along section of Thane Road included in this proposal







4 foot shoulder



**PLANNING COMMISSION
NOTICE OF DECISION**

Date: June 9, 2015

File No.: CSP2015 0008

State of Alaska
Attn.: David Epstein
6860 Glacier Highway
Juneau, AK, 99801

Application For: Review of State project for 1100 feet of new guard rail on Thane Road to shield an unrecoverable slope.

Legal Description
or ROW name: Thane Road

Hearing Date: June 9, 2015

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandums dated May 29, 2015 and June 4, 2015 and approved the proposed project, allowing Alaska DOT&PF to install ~1100ft of guard rail between mile points 3.2 and 3.5 of Thane Road, to be conducted as described in the project description and drawings submitted with the application in accordance with the following recommendations:

1. DOT&PF consider future extension of the guard rail further south to give protection from shoreline slopes.
2. Signage should be installed, at an appropriate distance before the end of the shoulder, to alert drivers, bicyclists and pedestrians that all users must share the road. Shared road markings (aka sharrows) should be painted on the road surface at the same location

Attachments:

1. May 29, 2015 memorandum from Tim Felstead, Community Development, to the CBJ Planning Commission regarding CSP2015 0008.
2. June 4, 2015 memorandum from Tim Felstead, Community Development, to the CBJ Planning Commission regarding CSP2015 0008

Effective Date: The permit is effective upon approval by the Commission, June 9, 2015.

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

State of Alaska

File No.: CSP2015 0008

June 10

Page 2

Project Planner:



Tim Felstead, Planner
Community Development Department



Michael Satre, Chair
Planning Commission



Filed With City Clerk

6/12/15

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 State Government and project designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.



NOTICE OF PUBLIC HEARING



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

SHIP TO:



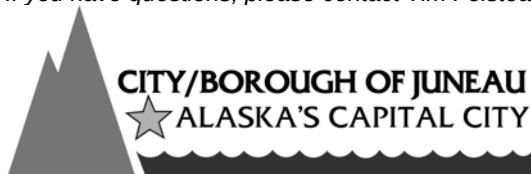
PROPOSAL: Conditional Use Permit for a State of Alaska licensed Child Care Center on existing church premises.

File No:	USE2015 0006	Applicant:	Shamila Scalf
To:	Adjacent Property Owners	Property PCN:	5-B21-0-147-043-0
Hearing Date:	June 9, 2015	Owner:	Church of Nazarene of Juneau
Hearing Time:	7:00 PM	Lot Size:	190, 792 Square feet
Place:	Assembly Chambers	Zoned:	D-15
	Municipal Building	Site Address:	3220 Mendenhall Loop Road;
	155 South Seward Street		3209 Bresee Street
	Juneau, Alaska 99801	Accessed Via:	Mendenhall Loop Road;
			Bresee Street

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Tim Felstead at Tim.Felstead@juneau.org or 586-0466.



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



Community Development

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

DATE: May 29, 2015

TO: Planning Commission

FROM: Tim Felstead, Planner *Tim Felstead*
Community Development Department

FILE NO.: USE2015 0006

PROPOSAL: Conditional Use Permit for State of Alaska licensed Child Care Center in existing church premises.

GENERAL INFORMATION

Applicant: Shamila Scalf

Property Owner: Church of Nazarene

Property Address: 3220 Mendenhall Loop Road

Legal Description: Tall Timbers Block H

Parcel Code Number: 5-B21-0-147-043-0

Site Size: 4.38 acres (190,793 square feet)

Comprehensive Plan Future Land Use Designation: Medium Density Residential (MDR)

Zoning: D15

Utilities: Public water and sewer

Access: Mendenhall Loop Road and Bresee Street

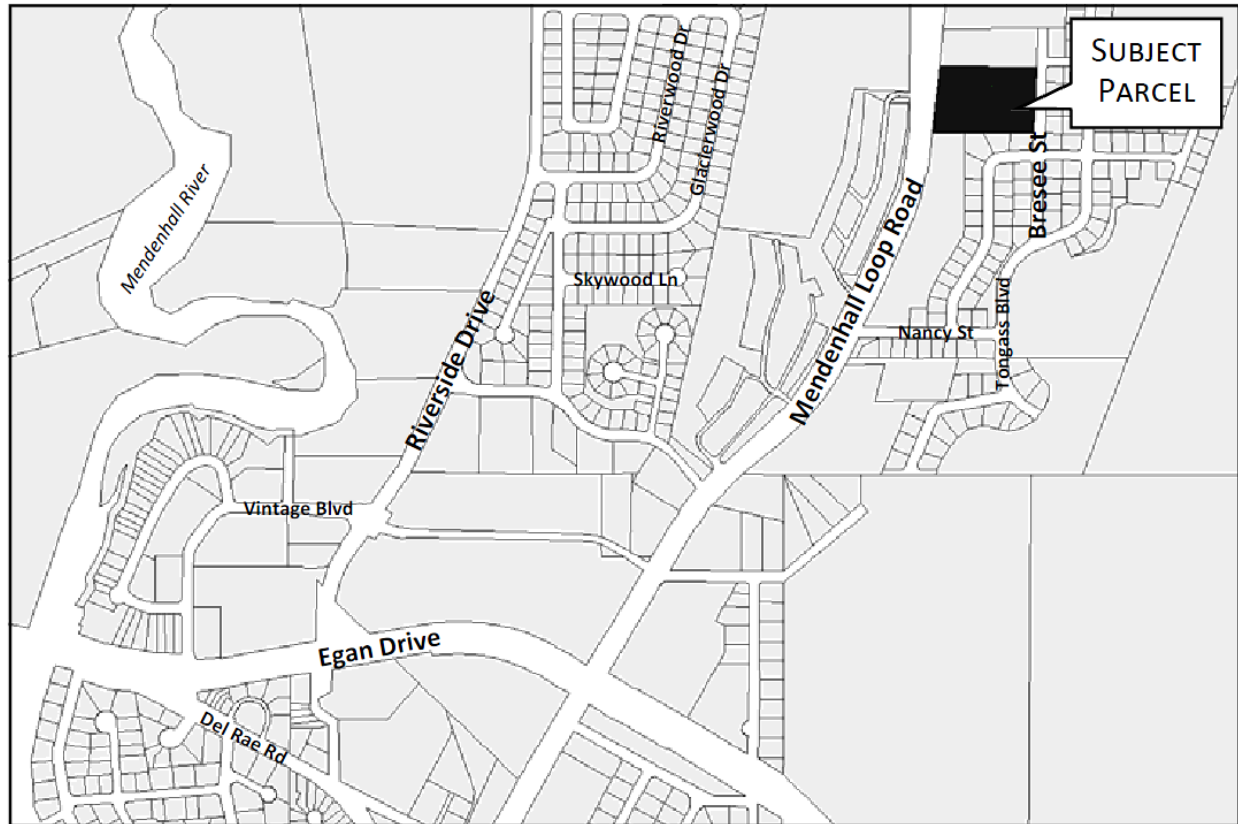
Existing Land Use: Church

Surrounding Land Use: North - (D15) Multi-family Dwellings
South - (D15) Single Family Dwelling

Planning Commission
File No.: USE2015 0006
May 29, 2015
Page 2 of 10

East - (D15) Single Family Dwelling
West - Mendenhall Loop Road (Minor Arterial) and
(D15) Mobile Home Park

VICINITY MAP



ATTACHMENTS

- Attachment A – Application including project narrative and proposed plans
- Attachment B – Aerial photograph of the site
- Attachment C – Map of Juneau Child Care Facilities
- Attachment D – Map showing current traffic conditions at Mendenhall Loop Road intersections
- Attachment E – Public Notice

PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit for State of Alaska licensed Child Care Center in an existing church. According to the CBJ 49.25.300 Table of Permissible Uses, a day care for more than 13 or more children under the age of 12 is allowed with an approved Conditional

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File No.: USE2015 0006
May 29, 2015
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Use permit in the D-15 zoning district.

BACKGROUND

The applicant has been working in the childcare field for 25 years and has more recently been working at Kidz Planet Child Care Center in Juneau. The proposal is for a Child Care Center for up to 30 children in an existing church building. The subject parcel of this proposal is the property of the Church of Nazarene in Mendenhall Valley.

The Church of Nazarene received a Conditional Use Permit (CU14-76) in 1976 for a church with a Child Care Center for up to 80 children and approximately 12 employees. At that time the Tall Timbers Subdivision was undeveloped and primary access was via Mendenhall Loop Road with secondary access onto the Tall Timbers Subdivision. Note of a pending rezone of the surrounding neighborhood from R-3 to RM Multi-family was made, and so at that time the use of the site as a day care operation was considered suitable. Since the child care operation was never implemented, this element of the Conditional Use Permit has lapsed, hence the proposed application.

ANALYSIS

Project Site – The proposed Child Care Center would use the existing Church of Nazarene premises. The Church is currently used for services every Sunday and an office is open Tuesday to Friday between 11-3pm. The Church currently has a number of rooms which will be used to provide day care for specific age groups from 0 months to 36 months.

The Child Care Center would occupy consists of two floors of the main Church building. The Child Care would occupy 6 rooms on the lower floor, which is accessed internally down a short flight of stairs.

The Church site has access from both Mendenhall Loop Road and Breese Street (see **Attachment B**) They currently have a locked gate and permanent fence that divides the parking lot surrounding the main church building. This prevents vehicles from using the property as a shortcut from Breese Street to Mendenhall Loop Road. The Church is willing to allow the applicant to unlock the gate during drop off times, although this is most likely to be during peak traffic period when traffic not related to the Child Care Center would be most tempted to use the shortcut.

Project Design - Classrooms already exist in the Church building (see **Attachment A**). The applicant is proposing to provide care for up to 30 children; State regulations require between 5 and 6 caregivers to be on site for this many children. State regulations also require a minimum of 35 square feet of internal space per child. Based on the submitted plans, the maximum number of children that could be cared for in the available classroom space available is 33. Growth much

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beyond the 30 children proposed would require use of other buildings, use of the Fellowship Hall in the main Church building or the Upper Church area of the main building. Given traffic concerns discussed below, it is recommended there be a limit of 40 children covered by this Conditional Use Permit - more than this would require another Conditional Use Permit.

Part of the grassed area towards the East side of the lot will be used as an outdoor play area when weather allows. This play area will be fenced.

Traffic – Hours of operation will be Monday to Friday 7:30am to 5:30pm. The site is currently accessed via Mendenhall Loop Road and Bresee Street. CBJ Land Use code does not restrict the number of children that could be accepted by this application although limits are placed on the number of children allowed based on the number of qualified staff, indoor area available and fire standards through the State licensing process.

The center will be required to have a minimum of between 5-6 licensed care givers. This number varies due to different age groups having different child to caregiver ratios. Based on 6 care givers and 30 children proposed, it is estimated a maximum 72 trips to or from the Child Care Center will occur each day. As with many child care facilities, some of the children may be siblings and accordingly the number of trips maybe less than the estimated maximum.

A number of these trips will not actually be additional trips on Mendenhall Loop Road or on the roads in the neighborhood to the east of the subject parcel. Many parents will likely be dropping off or collecting their children as part of their commute to work, as such the increase in traffic along the roads is expected to be much less than the estimated maximum 72 trips.

CBJ Streets Division have indicated that access to the site would be preferred via Mendenhall Loop Road because of the potential for additional vehicles adding to congestion at the points exiting on to Mendenhall Loop Road from Tongass Boulevard.

Conversely, Alaska Department of Transportation and Public Facilities (DOT & PF) have suggested access be restricted to Bresee Street. DOT & PF have proposed that as part of a future redesign of Mendenhall Loop Road, the access to the Church site from Mendenhall Loop Road will be permanently closed. There are concerns regarding the suitability of the driveway used to access from the Mendenhall Loop Road, and DOT&PF considers Breese Street, and ultimately Tongass Boulevard, a safer option given its lower speeds, lower traffic levels and better designed intersections for traffic joining Mendenhall Loop Road (including some that are signalized).

The additional traffic does not require a Traffic Impact Analysis but a traffic count was undertaken to understand the potential impact additional traffic exiting on to Mendenhall Loop Road from roads linking with Tongass Boulevard. On May 19, 2015 between 7:00am to 8:45am a traffic count was undertaken of vehicles travelling along Tongass Boulevard at the intersection with Lori Street.

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Eighty vehicles were observed travelling north with 186 vehicle heading south. The additional vehicles resulting from parents dropping children at the proposed Child Care Center is relatively few. The impact upon Mendenhall Loop Road intersections is also expected to be low (see 'Traffic' under 'Conformity with Adopted Plans' below).

After considering both CBJ Streets Division and Alaska DOT&PF requests, and assessing the most significant impacts caused by traffic entering and leaving the subject parcel, it is recommended that access only be allowed to the site from Breese Street. Whilst this would also reduce the size of parking lot available (see Parking and Circulation below) the required number of spaces is still met, and there is sufficient area for parents to drop off and collect children. This approach would lessen any negative traffic impacts created if the Conditional Use Permit is approved. The applicant will use only the doorway on the east side of the building to encourage parents to adhere to this.

It is recommended that the gate remain locked during operational hours of the Child Care Center unless vehicle access is required for snow removal or similar parking lot maintenance operations. Parents and staff should be made aware that driving through the neighboring Lakeshore Condominium complex is not allowed.

Rules regarding traffic circulation when dropping off or collecting children should be included in the Child Care Center Policies Handbook and be agreed to by all parents and employees – this document is required by State Licensing Authorities.

Parking and Circulation – Parking spaces are required for each of the 6 staff. The current Church office site also requires 1 parking space. Space is also required for parents dropping off and collecting children (1 space per 10 children). The parking requirement is 10 spaces in total. If parking were only arranged alongside the building, which is approximately 110 feet long, there is adequate space for 12, 8.5 foot wide parking spaces. Additional spaces are actually available with approximately 14,000 square feet of parking lot on the eastern, Breese Street side of the building. More than sufficient parking is available for all of the staff to park on the site and allow spaces for drop-off/collection of children.

The parking lot is lit by a number of lights mounted on the building. No new lighting is proposed.

The Church currently pays for snow removal operations, and the applicant plans to implement any additional snow clearing required in order to keep the parking lot and access points clear.

Noise – There may be some additional traffic noise generated on neighboring streets during drop off and collection times. During a traffic count undertaken on May 19, 2015 between 7:00am to 8:45am, 26 vehicles were observed travelling on Breese Street at the intersection of Lori Street. Whilst the potential 36 trips entering the site during the morning more than doubles this figure, drop-offs and collection would be spread over the morning and evening peak times respectively.

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 May 29, 2015
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No comments have been received from neighbors.

The proposed Child Care Center expects some children to use a part of the grassed area of the church property on the eastern side of the church building as a fenced in, outdoor play area. The exact location is still to be determined. At the time of writing this staff report, no comments have been received from neighbors regarding the proposal.

Public Health or Safety - There is no evidence to suggest that the Child Care Center will affect public health or safety. Capital City Fire and Rescue have commented that a fire alarm would be required – the Church has a fire alarm system. The state licensing agency will require a fire inspection upon approval of this Conditional Use Permit and prior to operation of the Child Care Center. The CBJ Building Official did not have any concerns.

Habitat - The church lot encompasses two ponds which are part of the Duck Creek anadromous stream system. The proposal does not affect this stream system. The project does not propose any new buildings or parking area.

Property Value or Neighborhood Harmony - There is no evidence to suggest that the Child Care Center will have a negative impact on property values or neighborhood harmony. Approval of this permit will assist child care options for the local neighborhood and the wider Mendenhall Valley area.

Conformity with Adopted Plans:

Use as Child Daycare Center - The proposed development is located in Subarea 4 of the 2013 Comprehensive Plan maps and has a land use designation of Urban Low Density Residential (ULDR). The plan describes MDR as;

“These lands are characterized by urban residential lands with multi-family units at densities ranging from 5 to 20 units per acre. Any commercial development should be of a scale consistent with a residential neighborhood, as regulated in the Table of Permissible Uses (CBJ 49.25.300).”

Families with children are likely to live within this style of neighborhood. Therefore, the use proposed is consistent with the needs of such a neighborhood and the wider Mendenhall Valley area.

The 2013 Comprehensive Plan specifically addresses the need for quality child care in the City and Borough of Juneau. Chapter 14 of the plan states;

“There is a critical child care shortage in Juneau, and that lack of quality child care makes

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Juneau a less than attractive place – and even an untenable home – for young families.”

Chapter 14 goes on to state policies and procedures to encourage an adequate supply of child care in the City and Borough of Juneau;

POLICY 14.3. TO SUPPORT THE PROVISION OF QUALITY CHILD CARE IN A SAFE LEARNING ENVIRONMENT BY WELL-TRAINED EDUCATORS AND CHILD CARE PROVIDERS.

14.3 – SOP1 Work with child care providers, advocates, and other stakeholders to ensure that regulatory or permitting requirements do not unduly restrict the availability of affordable, quality child care in Juneau.

14.4 – SOP2 Provide support of child care providers as needed to ensure an adequate supply of available affordable, quality child care opportunities.

As of March 2015, there were 16 child care facilities (excluding Rally School programs) in the Mendenhall Valley with a total capacity of 258 children. This number includes a large Child Care Center that has recently closed at which the applicant worked. According to 2010 US Census data, there were 1,024 children under the age of 5 living in the Mendenhall Valley (see **Attachment C**).

Traffic – The 2013 Comprehensive Plan notes that the Mendenhall Valley area has issues with the level of congestion at a number of intersections. A measure of intersection congestion is Level Of Service (LOS) – this is a measure of waiting time at an intersection. The Comprehensive Plan aspires to an LOS C or better at intersections in Mendenhall Valley. The Plan goes on to state:

Until traffic conditions are improved to LOS C or better, further developments on parcels served by these intersections should be limited to small, in-fill homes or developments whose occupants would primarily use public transit, or developments whose occupants would travel primarily during off-peak periods.

As of Fall 2014, all intersections on Mendenhall Loop Road connecting to Tongass Boulevard are LOC C or greater (see **Attachment D**). Given the observed turning movements at that time, any additional intersection traffic resulting from the proposed Child Care Center is not anticipated to move these to LOS D or worse.

FINDINGS

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

1. Whether the application is complete;

Planning Commission
 File No.: USE2015 0006
 May 29, 2015
 Page 8 of 10

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

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

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

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

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

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

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

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

Yes. The requested Conditional Use Permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ §49.25.300, Section 7.300 for the D-15 zoning district.

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

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the May 29, 2015 and June 8, 2015 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right of Way.

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

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No. Based on the above analysis the proposed development will not endanger the public health and safety.

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

No. Based on the above analysis the use will maintain values and will be in harmony with the neighboring area.

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

Yes. As discussed above, the proposed development is in general conformity with the land use plan and the 2013 Comprehensive Plan.

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

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

N/A. This proposal will not impact habitat regulated by the Alaska Coastal Management Program.

RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested Conditional Use Permit. The permit would allow the development of State of Alaska licensed Child Care Center in existing church premises.

The approval is subject to the following conditions:

1. No more than 40 children at any one time be allowed to use the Child Care Center on the subject parcel.
2. Access to the Child Care Center will only occur via Breese Street.
3. The current gate splitting the site remain locked during operational hours of the Child Care Center unless vehicle access is required for snow removal or similar parking lot maintenance operations.

Planning Commission
File No.: USE2015 0006
May 29, 2015
Page 10 of 10

4. Rules regarding traffic circulation will be included in the Child Care Center Policies Handbook and be agreed to by all parents and employees. Parents and staff should be made aware that driving through the neighboring Lakeshore Condominium complex is not allowed.

DEVELOPMENT PERMIT APPLICATION

Packet Page 102 of 178

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

PROJECT / APPLICANT INFORMATION	Project Description Little Feet Infant Toddler Center		
	PROPERTY LOCATION		
	Street Address 3220 Mendalhall Loap Road Juneau A.K	City/Zip 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Church Of Nazerene Tall Timbers Blk H		
	Assessor's Parcel Number(s) 5-B21-0-147-043-0		
	LANDOWNER/ LESSEE		
	Property Owner's Name	Contact Person:	Work Phone:
	Mailing Address	Home Phone:	Fax Number:
	E-mail Address	Other Contact Phone Number(s):	
	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****		
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X	<u>Shamila Scalf</u> Landowner/Lessee Signature	<u>4-9-15</u> Date	
X	<u>David Klee - Pastor</u> Landowner/Lessee Signature	<u>4-10-15</u> 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 Shamila Scalf	Contact Person: Shamila Scalf	Work Phone: 907-586-1473	
Mailing Address PO Box 33181 Juneau A.K 99803	Home Phone: 907-500-8385	Fax Number:	
E-mail Address littlefeet2-3@outlook.com	Other Contact Phone Number(s):		
X	<u>Shamila Scalf</u> Applicant's Signature	<u>4/9/15</u> Date of Application	

OFFICE USE ONLY BELOW THIS LINE

STAFF APPROVALS	☒	Permit Type	***SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
		City/State Project Review and City Land Action			
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
		Mining Case (Small, Large, Rural, Extraction, Exploration)			
		Sign Approval (If more than one, fill in all applicable permit #'s)			
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	☒	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)	TJP	4/14/15	USE 15-006
		Variance Case (De Minimis and all other Variance case types)			
		Wetlands Permits			
	Zone Change Application				
	Other (Describe)				
Comments: PAC 20150010 - Eric Feldt did pre-app - Wheel stops needed.					Permit Intake Initials TJP

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

TO BE COMPLETED BY THE APPLICANTATTACHMENT A Page 1 of 2

Shamila Scalf

PO Box 33181 Juneau A.K 99803

Littlefeet2-3@outlook.com

Phone: 907.500.8385

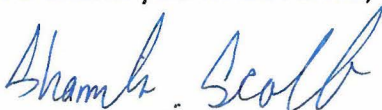
April 14, 2015

To whom it may concern:

I am writing this letter to you for the purpose of opening a new Little Feet Infant Toddler Center in Juneau Valley area. This Childcare center is very much needed in this city and will provide care for about 30 Infants and Toddlers. Currently I am working as an administrator of Kidz planet Learning center and I receive a phone call every day from parents who need childcare for their Infants and toddlers. I have my Early Childhood Education License and worked in this field for the past 25 years. I have a support from AEYC and some parents to help this center to open as soon as possible. We would appreciate if you make this project a priority and help us with the proses.

* Hours of operations are Monday to Friday 7:30 a.m to 5:30 p.m

We thank you in advance,


Shamila Scalf

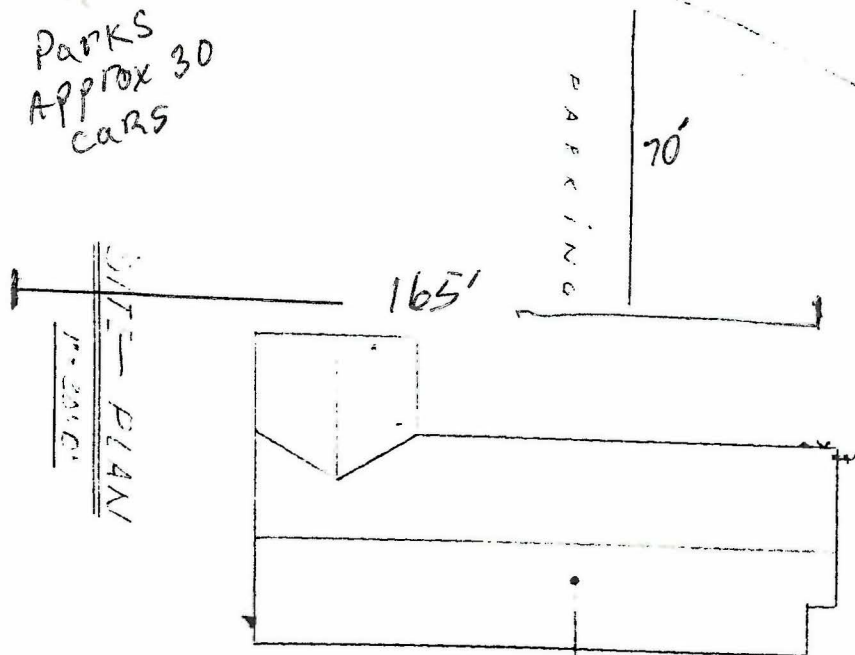
R O A D
Mendenhall Loop Rd

← FIRE DEPT. FOLLOWS



F O D A I D
HARDY B&B LOOP

PARKS
APPROX 30
CARS



SITE PLAN
1/2" = 20' 0"

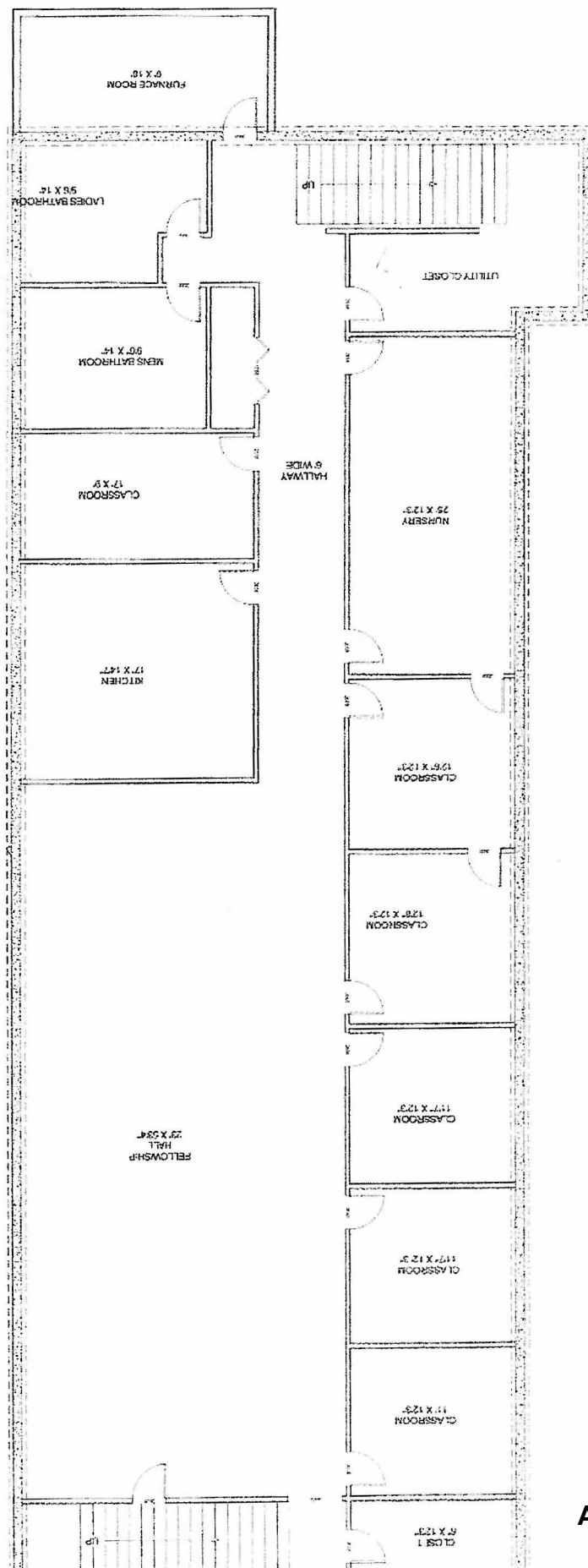
Additional
spaces
at rear **(not)**

NEW CHURCH

P A R K I N G

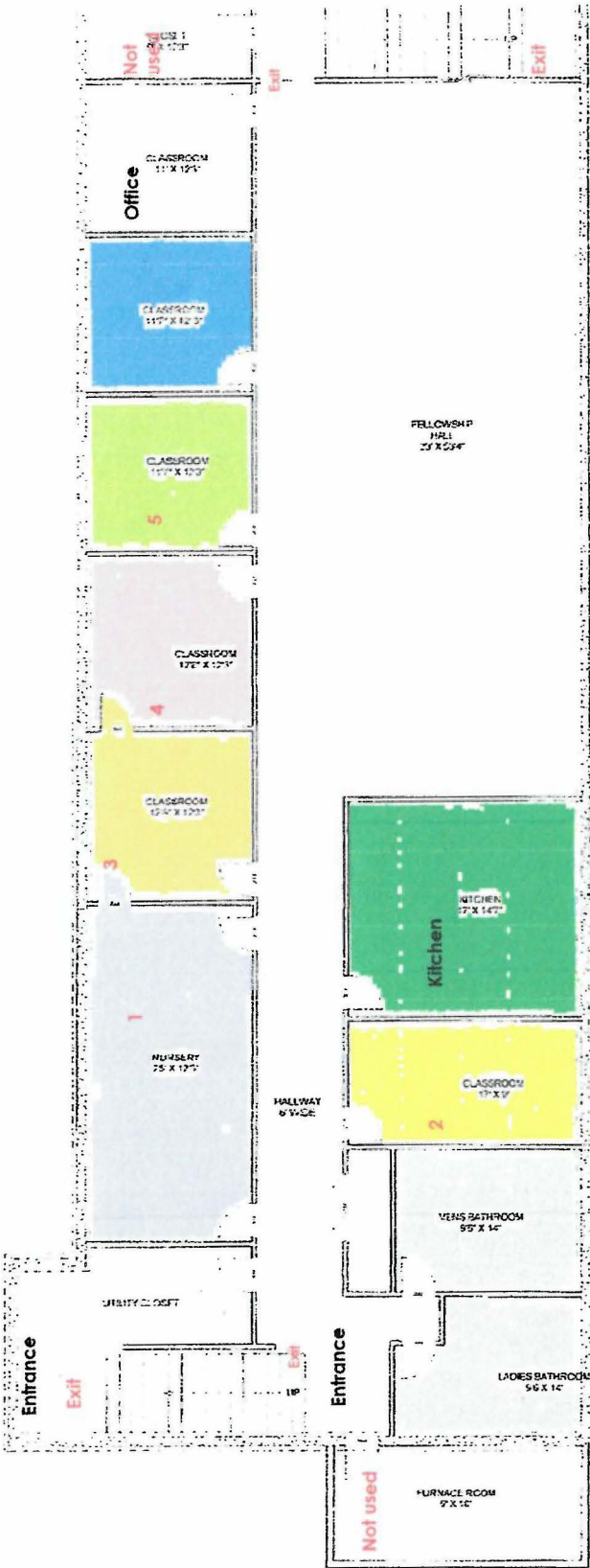
Exit for
cars →
is possible

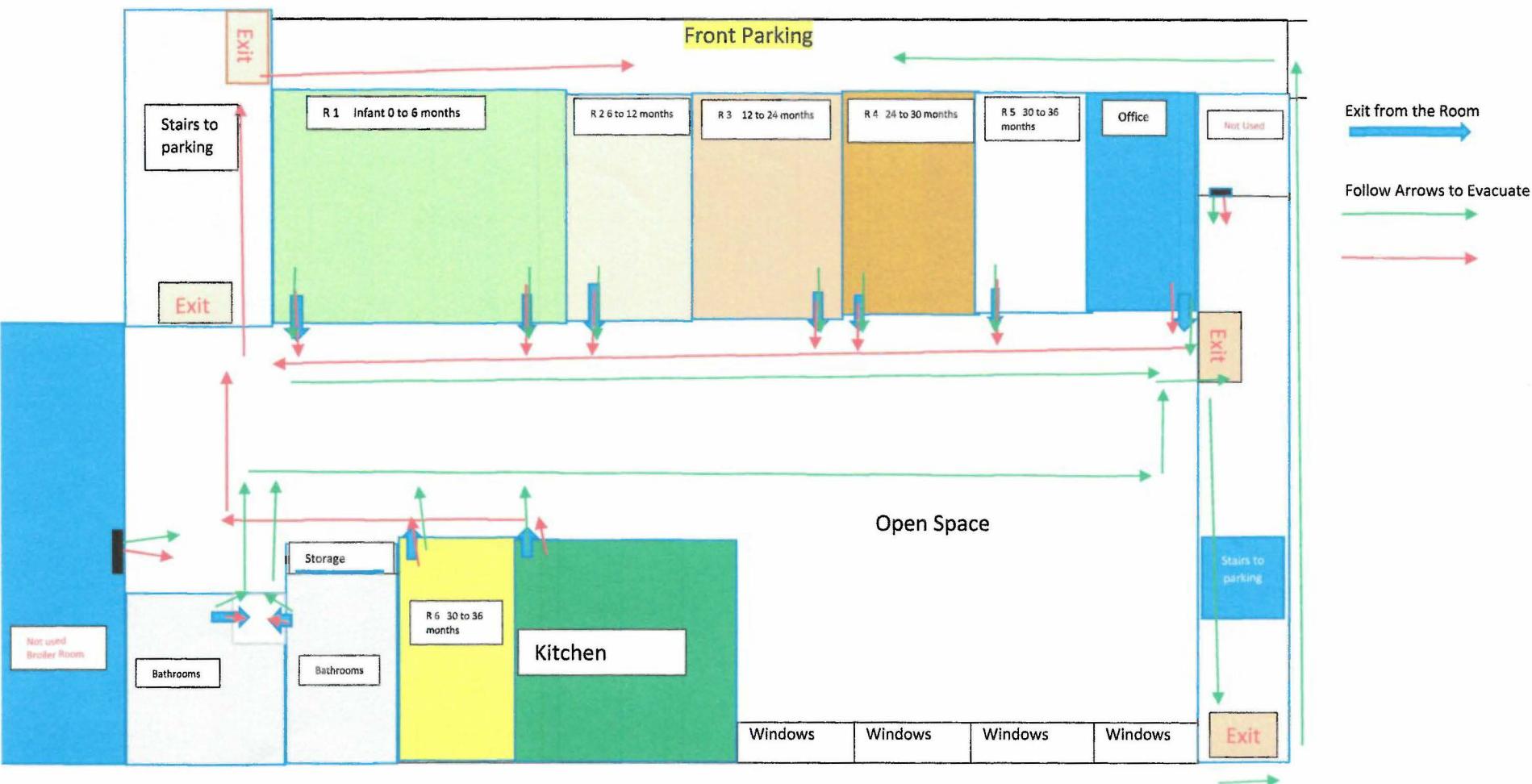
Parcel #	Street Address	Legal Description 1	
5B2101470430	BRESEE ST 3209	TALL TIMBERS BL H	
Owner's Name and Address		Legal Description 2	
CHURCH OF NAZARENE OF JUNEAU ALASKA PO BOX 032360 JUNEAU AK 99803			
Previous Owner	Site Value	Building PV	Total PV
	N/A	N/A	N/A
Use Code	Exempt	Zoning	Tax Year
Other	CHUR	-Multi-Family -5,000 sq.ft. minimum lot size -15 units per acre	2014
Number of Units	Year Built		Gross Living Area
N/A	N/A		N/A
Garage	Garage Area	Lot Size	Last Trans
No	N/A	190792 sq. ft.	0000
City Water Available	City Sewer Available		
Yes	Yes		
Exempt Land	Exempt Building	Exempt Total	Road Hto Road
N/A	N/A	N/A	Roaded



ATTACHMENT A

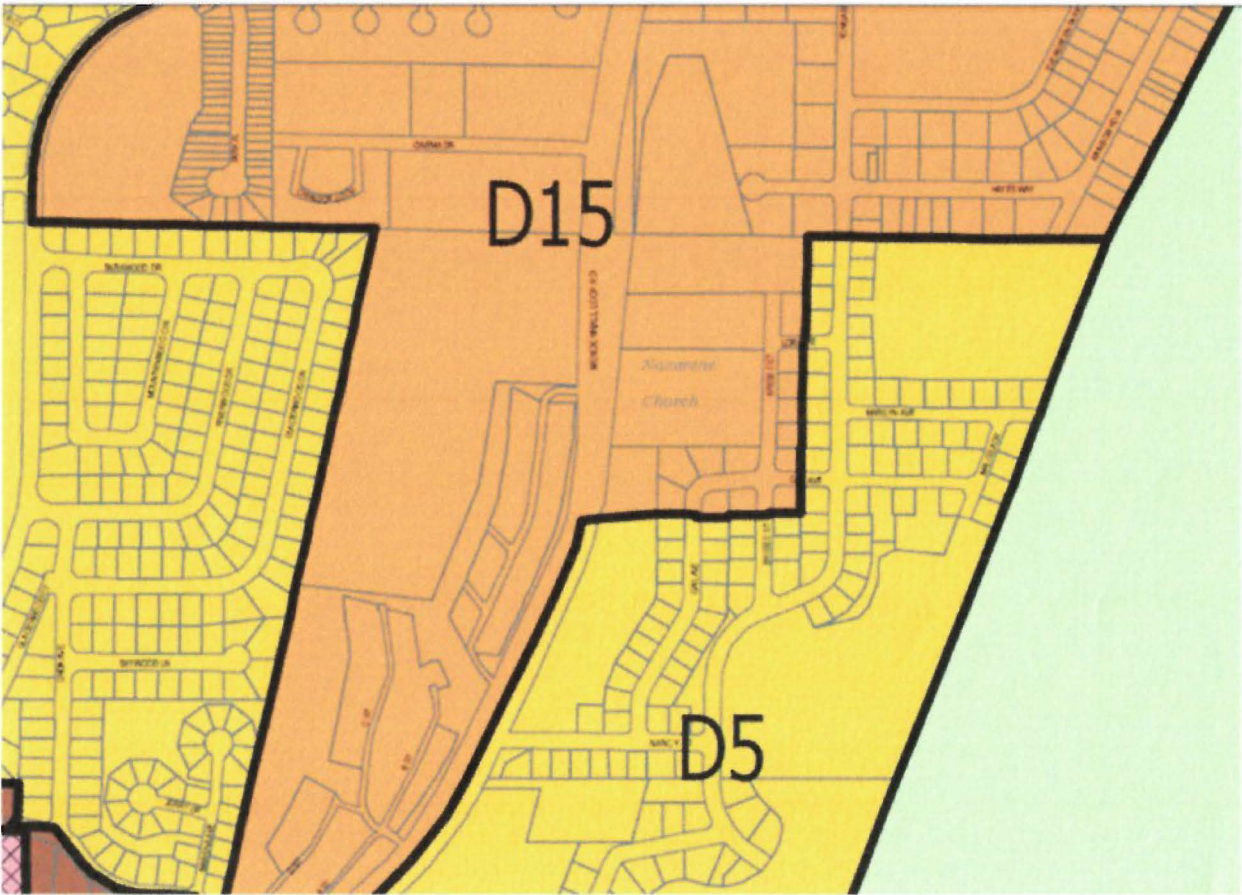
- Room 1- Infants 0 to 6 months
- Room 2- Infants 3 to 6 months
- Room 3- A to 12 Months
- Room 4- 12 to 24 months
- Room 5 24 to 36 months





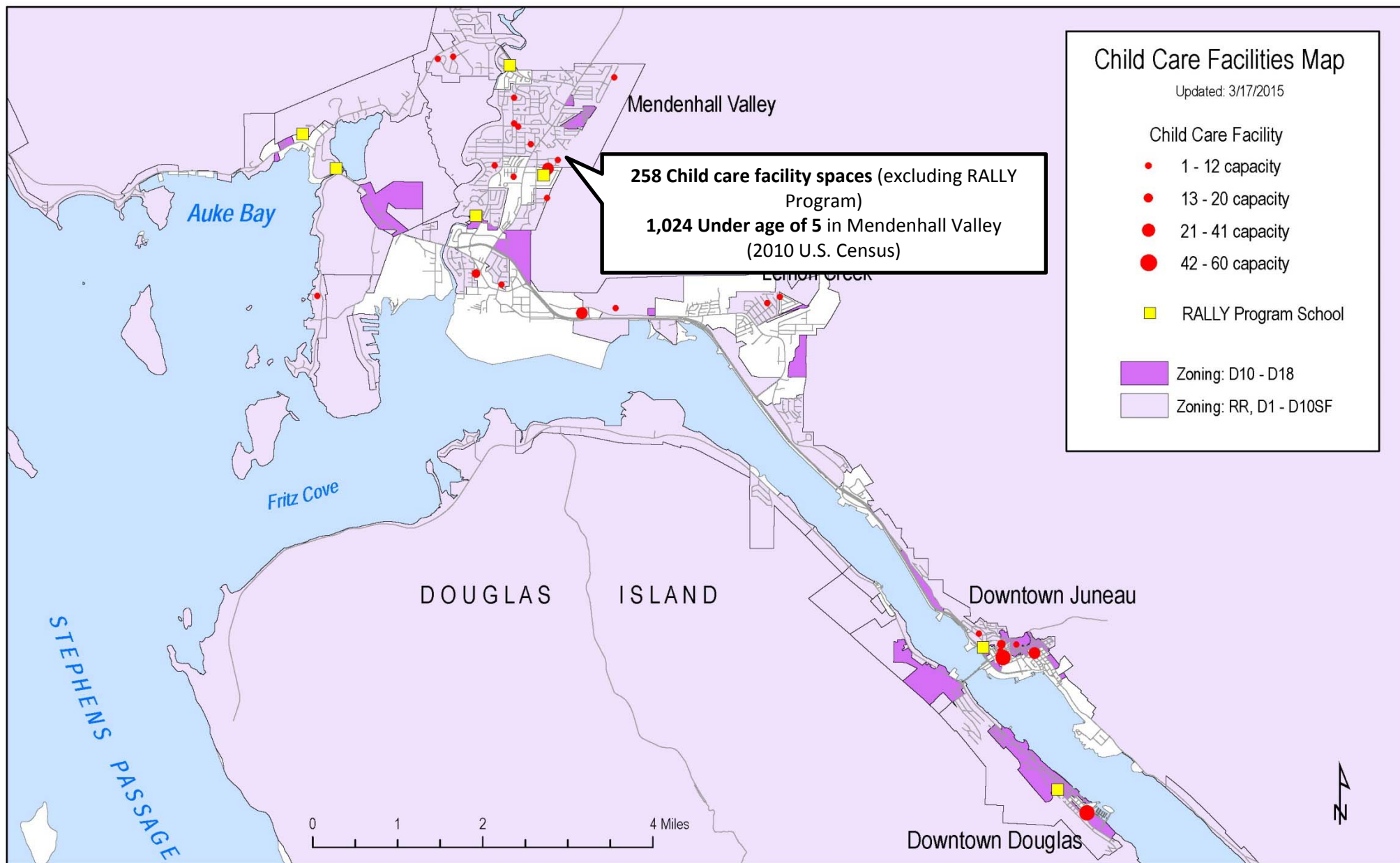
ATTACHMENT A

- Plan 1 - follow the red and green arrows to evacuate the building to the front parking
- Plan 2- If one of the emergency Exit was blocked use the other Exit to evacuate the building to the front Parking
- Plan 3- If both Exits were blocked use the windows to evacuate the building to the front Parking





Attachment B: Aerial photograph of Subject Parcel



Attachment C: Map showing location and capacity of Juneau Child Care Facilities (March 2015)

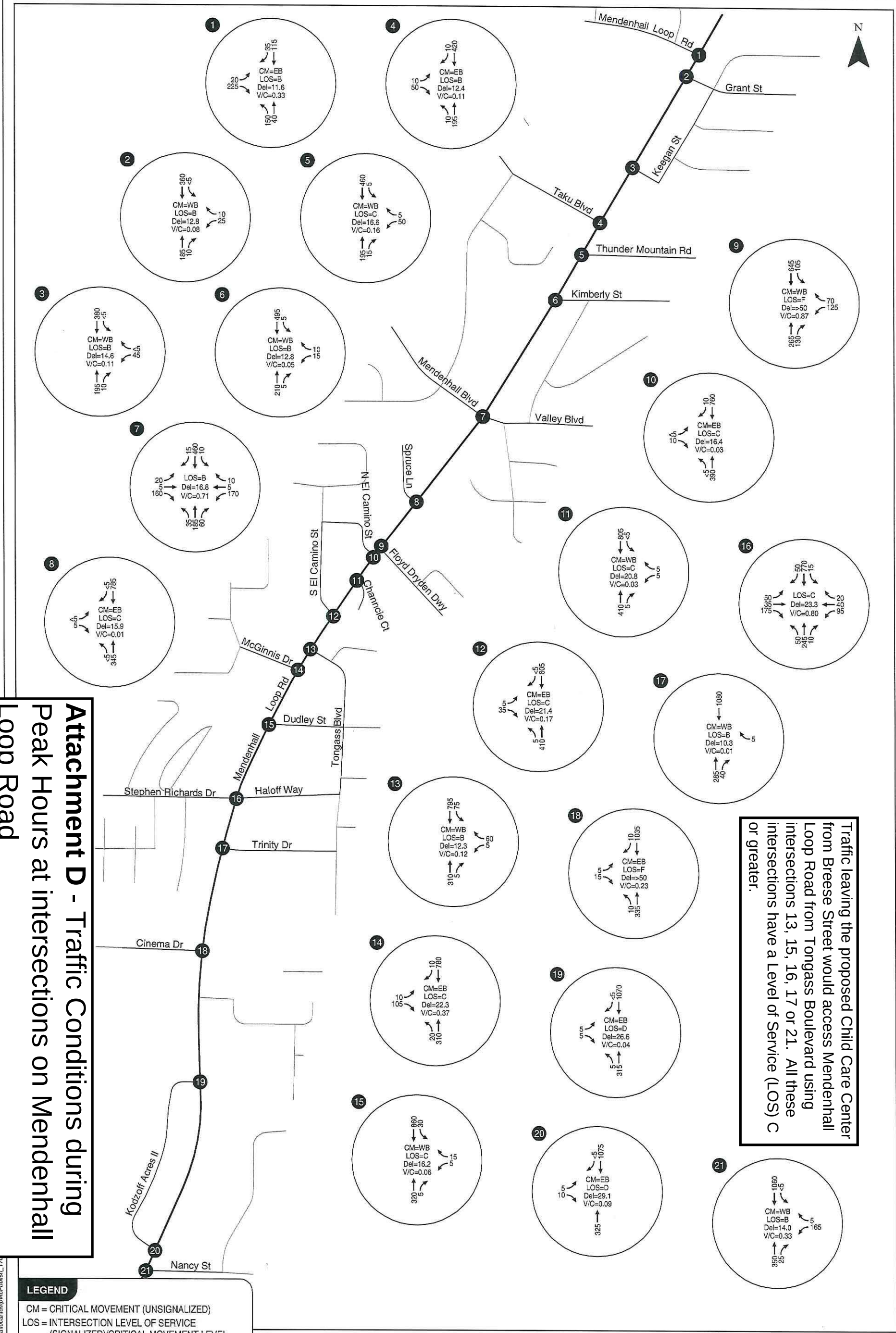
Attachment D - Traffic Conditions during Peak Hours at intersections on Mendenhall Loop Road

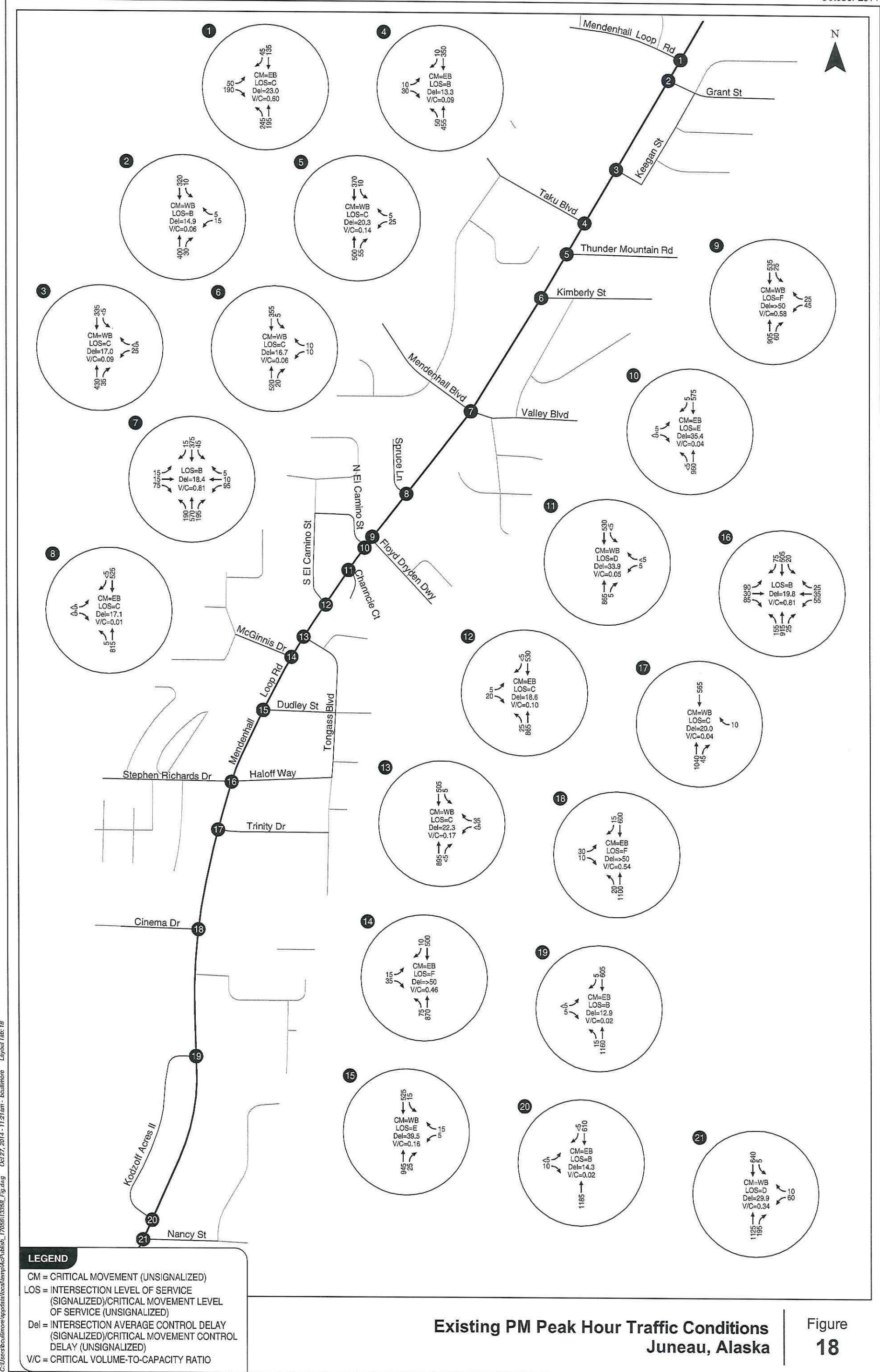
Traffic leaving the proposed Child Care Center from Breese Street would access Mendenhall Loop Road from Tongass Boulevard using intersections 13, 15, 16, 17 or 21. All these intersections have a Level of Service (LOS) C or greater.

LEGEND	
CM = CRITICAL MOVEMENT (UNSIGNALIZED)	
LOS = INTERSECTION LEVEL OF SERVICE (SIGNALIZED)/CRITICAL MOVEMENT LEVEL OF SERVICE (UNSIGNALIZED)	
Del = INTERSECTION AVERAGE CONTROL DELAY (SIGNALIZED)/CRITICAL MOVEMENT CONTROL DELAY (UNSIGNALIZED)	
V/C = CRITICAL VOLUME-TO-CAPACITY RATIO	

Existing AM Peak Hour Traffic Conditions Juneau, Alaska

Figure 17







NOTICE OF PUBLIC HEARING



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

SHIP TO:



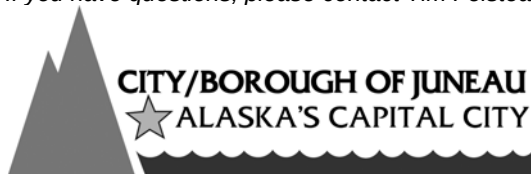
PROPOSAL: Conditional Use Permit for a State of Alaska licensed Child Care Center on existing church premises.

File No:	USE2015 0006	Applicant:	Shamila Scalf
To:	Adjacent Property Owners	Property PCN:	5-B21-0-147-043-0
Hearing Date:	June 9, 2015	Owner:	Church of Nazarene of Juneau
Hearing Time:	7:00 PM	Lot Size:	190, 792 Square feet
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	Zoned:	D-15
		Site Address:	3220 Mendenhall Loop Road; 3209 Bresee Street
		Accessed Via:	Mendenhall Loop Road; Bresee Street

PROPERTY OWNERS PLEASE NOTE:

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

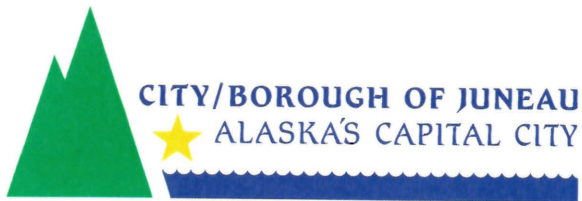
If you have questions, please contact Tim Felstead at Tim.Felstead@juneau.org or 586-0466.



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ATTACHMENT E

Date notice was printed: May 7, 2015



**PLANNING COMMISSION
NOTICE OF DECISION**

Date: June 10, 2015

File No.: USE2015 0006

Shamila Scalf
PO Box 33181
Juneau, Alaska 99801

Application For: Conditional Use Permit for State of Alaska licensed Child Care Center in existing Church premises.

Legal Description: Tall Timbers Block H

Property Address: 3220 Mendenhall Loop Road

Parcel Code No.: 5-B21-0-147-043-0

Hearing Date: June 9, 2015

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated May 29, 2015, and approved the development of State of Alaska licensed Child Care Center in existing church premises to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. No more than 40 children at any one time be allowed to use the Child Care Center on the subject parcel.
2. Access to the Child Care Center will only occur via Breese Street.
3. The current gate splitting the site remain locked during operational hours of the Child Care Center unless vehicle access is required for snow removal or similar parking lot maintenance operations.
4. Rules regarding traffic circulation will be included in the Child Care Center Policies Handbook and be agreed to by all parents and employees. Parents and staff should be made aware that driving through the neighboring Lakeshore Condominium complex is not allowed.

Attachments:

1. May 29, 2015 memorandum from Tim Felstead, Community Development, to the CBJ Planning Commission regarding USE2015 0006.
2. June 9, 2015 additional materials from Tim Felstead, Community Development, to the CBJ Planning Commission regarding USE2015 0006.

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

Scalf

File No.: USE2015 0006

June 11, 2015

Page 2 of 2

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

Effective Date: The permit is effective upon approval by the Commission, June 9, 2015.

Expiration Date: The permit will expire 18 months after the effective date, or December 9, 2016, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:



Tim Felstead, Planner
Community Development Department



Michael Satre, Chair
Planning Commission



Filed With City Clerk

Date

6/12/15

cc: Plan Review

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



MEMORANDUM

Date: June 1, 2015

To: Planning Commission

From: Beth McKibben, AICP 
Planning Manager
Community Development Department

Re: Title 49 Amendments in regard to Transitional Housing

Summary:

Staff will be working with the Title 49 Committee and the Planning Commission to promptly present amendments to Title 49 regarding transitional housing and related uses. Staff intends to present a comprehensive amendment proposal to the Title 49 Committee on June 12. If the Title 49 Committee needs more than one meeting to make the policy recommendations, then staff intends to present the following amendments to the Assembly in an ordinance for introduction on June 29.

Discussion:

In light of the recent decision by the Assembly to uphold the Board of Adjustment Decision on the Use Not Listed case, UNL2014 0001, that determined transitional housing for people coming out of prison is of the same general character as those listed in category 1.610 of the Table of Permissible Uses, Title 49 needs to be amended to reflect that decision.

The UNL2014 0001 Notice of Decision (NOD) stated:

“The Board concludes that transitional housing for people coming out of prison is of the same general character as those uses listed in category 1.610, miscellaneous rooms for rent of CBJ 49.25.300, the Table of Permissible Uses.

The transitional housing use is deemed as listed in category 1.610 of the table of permissible uses for the purpose of determining whether a Conditional Use permit should be issued to Haven House.

The Board recommends that Title 49 be amended to include a definition and a specific subcategory in the Table of Permissible Uses for Transitional Housing in the D-5 zoning district with an approved Conditional Use permit. “

The NOD does specifically state that the TPU is to be amended for the D-5 zoning district. However, staff intends to recommend to the Assembly the following amendments, which is to add “Transitional Housing” to 1.610, with rooming, boarding, bed and breakfast, single room occupancies with shared facilities and temporary residents as shown below.

TPU:

	Use description	RR	D1	D3	D5	D10 SF	D10	D15	D18	LC	GC	MU	MU2	WC	WI	I
1.610	Rooming, boarding, bed and breakfasts, single room occupancies with shared facilities, <u>transitional housing</u> , and temporary residences. Owner or manager must live on site.	3	3	3	3	3	1,3	1,3	1,3	1,3	1,3	1	1	3 ^N		

This proposal provides for “transitional housing” in all zoning districts where the similar miscellaneous rooms for rent are permitted, with the same permitting requirements. As described by the Board of Adjustment, transitional housing is similar to 1.610 uses and also slightly different.

- The proposed use of transitional housing for people coming out of prison does not exactly fit within any existing definitions or land use categories. Nonetheless, there are many similarities. The use is residential, in that the residents would be eating, sleeping

and recreating there, and living together in a family setting. However, there will be on-site supervision, rules of conduct, ancillary services etc. Still, there may be impacts beyond those normally associated with uses permitted outright in the D-5 zoning district.

- A number of people have bedrooms and share common space.
- There is a sense of transient occupancy that is a little different from a typical living situation.
- Residents of transitional housing would not be serving a sentence and would not fall under the halfway house definition.
- Transitional housing is not a listed use but it is of the same general character as those uses listed in category 1.610.
- The characteristics of transitional housing met all the elements of the rooming and boarding house definition except the transitional care element, which would categorize transitional housing as a separate category in 1.610.

Consistent with those conclusions, the following definition has been proposed to be added to Title 49.

Definition:

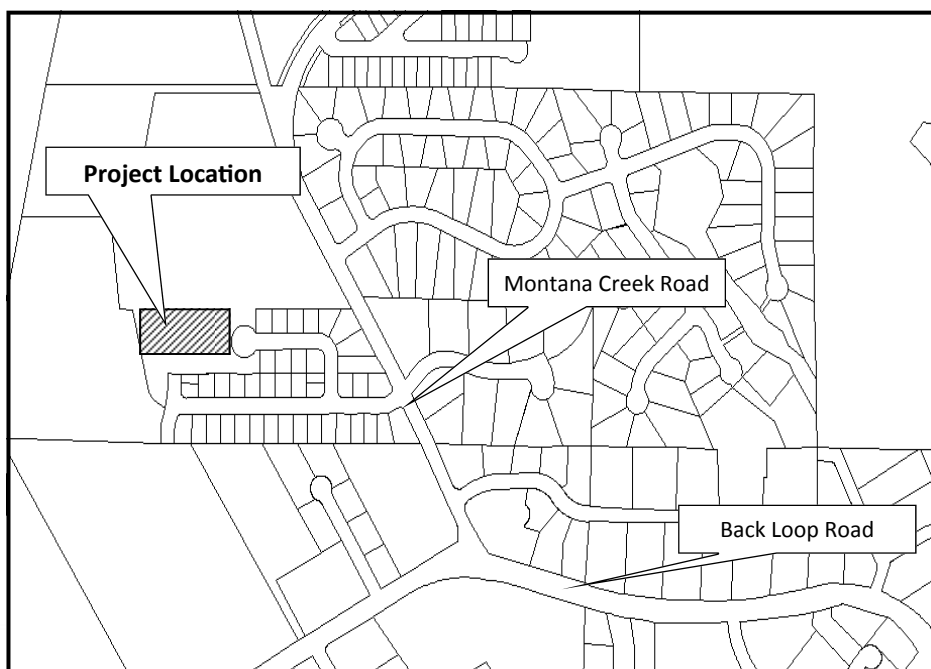
Transitional Housing: “*transitional housing* means a residential use for people released from a correctional facility or similar facility. Residents may be on probation and parole. An owner or manager must live on site.”

Because the proposed amendment to the Table of Permissible Uses is a little different than what the Board decided with the Use Not Listed case, staff wanted to give the Commission an opportunity to review it in the event the Title 49 Committee needs more than one meeting to discuss a more comprehensive amendment to Title 49 related to transitional housing.

Staff intends to present a more comprehensive amendment to the Title 49 Committee on June 12 that amends the Table of Permissible Uses and 49.80.120 (definitions) regarding the following uses: transitional housing (as described above), halfway house, group home, correctional facility, handicapped or infirmed homes and institutions, and intermediate care homes and institutions.



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: Montana Creek West Phase 2B subdivision creating 16 lots.

File No:	SMP2015 0004	Applicant:	Bicknell, Inc.
To:	Adjacent Property Owners	Property PCN:	4-B29-0-116-0-400
Hearing Date:	June 9, 2015	Owner:	Bicknell, Inc.
Hearing Time:	7:00 PM	Size:	~ 2.5 Acres
Place:	Assembly Chambers	Zoned:	D-3
	Municipal Building	Site Address:	N/A
	155 South Seward Street	Accessed Via:	Timberwolf Lane/ Montana Creek Road
	Juneau, Alaska 99801		

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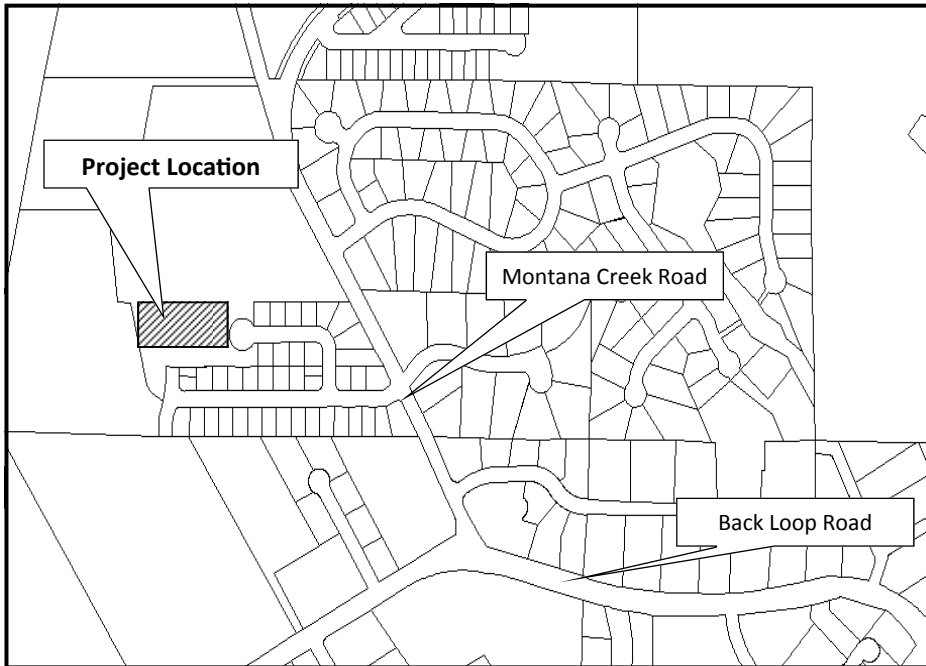
If you have questions, please contact Eric Feldt at eric.feldt@juneau.org or at 586-0764.



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<http://www.juneau.org/assembly/novus.php>



NOTICE OF PUBLIC HEARING



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

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Community Development

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

DATE: June 1, 2015

TO: Planning Commission

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

FILE NO.: SMP2015 0004

PROPOSAL: Montana Creek West Ph. 2B subdivision creating 16 lots.

GENERAL INFORMATION

Applicant: Bicknell, Inc.

Property Owner: Bicknell, Inc.

Legal Description: Montana Creek West 2A Lot 30A

Parcel Code No.: 4-B29-0-116-040-0

Site Size: 16.9 Acres

Comprehensive Plan Future Land Use Designation: Urban Low Density Residential

Zoning: D-3

Utilities: Public Water and Sewer

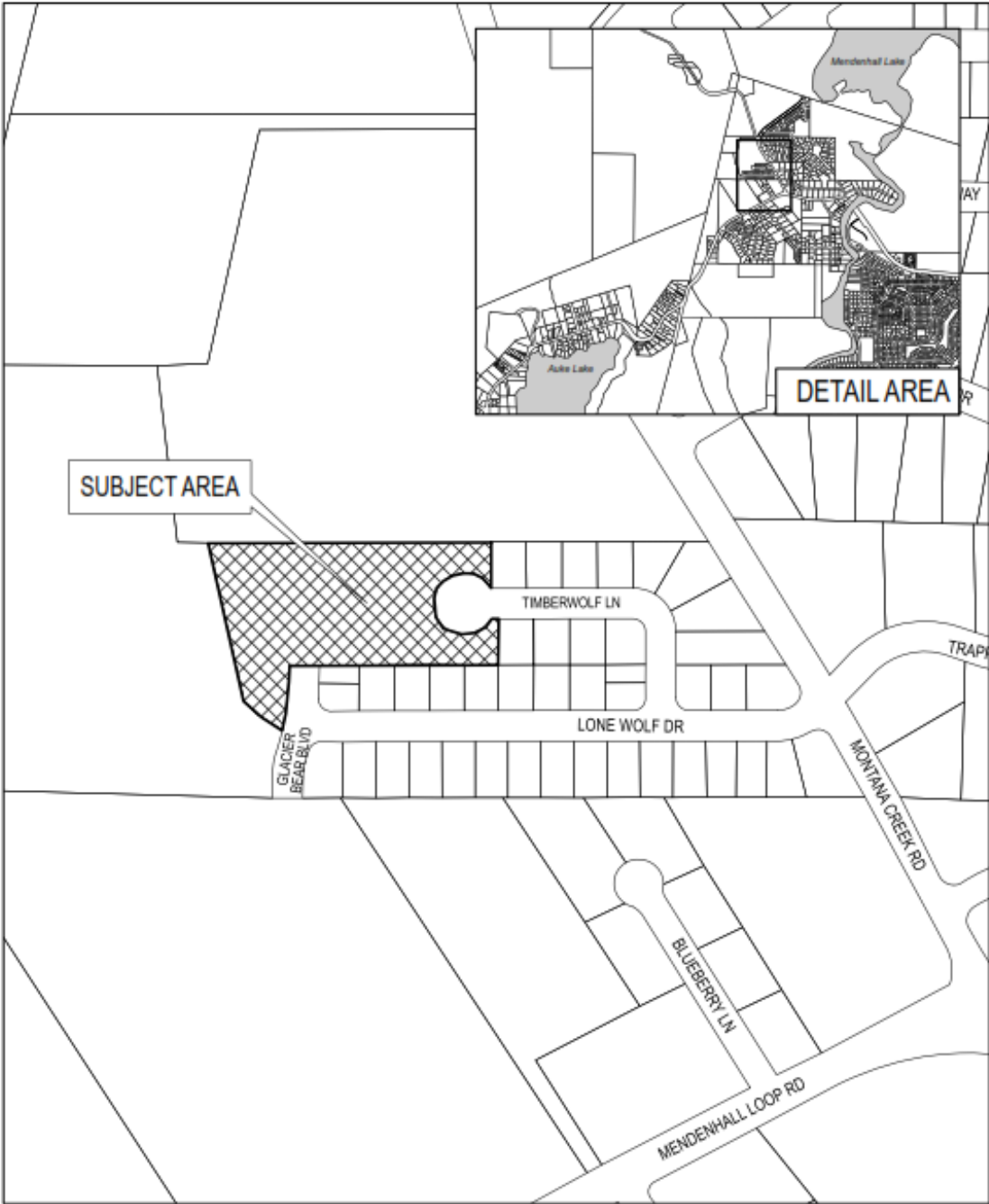
Access: Montana Creek Road

Existing Land Use: Single Family Residential

Surrounding Land Use:
 North – D-3; Vacant (Future Subdivision Phases)
 South – D-3; Single Family Residential; Mendenhall Loop Rd
 East – D-1; Single Family Residential; Trappers Lane
 West – RR; Vacant CBJ Land

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June 1, 2015
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Vicinity Map



VICINITY MAP
Montana Creek West
Phase 2B



Planning Commission
 File No.: SMP2015 0004
 June 1, 2015
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ATTACHMENT

Attachment	A	Proposed Ph. 2B Design and Construction Drawings
Attachment	B	Proposed Street Profile Design
Attachment	C	2005 PUD Subdivision and Sidewalk Design
Attachment	D	SUB2005-00048 Approval Letter
Attachment	E	Project Narrative
Attachment	F	2005 PUD Street Layout Ph. 1 and 2
Attachment	G	CBJ CCF/R Fire Marshal Email
Attachment	H	Applicant's Ph. 2B Sidewalk Plan
Attachment	I	Additional Submittals

PROPOSAL

The applicant seeks to build phase 2B of the Montana Creek Planned Unit Development (PUD) subdivision located in the northern section of the Mendenhall Valley. The proposal is shown in Attachments A and B. This is one of many remaining phases of the pre-approved subdivision design. The overall subdivision design is provided in Attachment C, approved under case SUB2005-00048 (see Attachment D).

The applicant's design of phase 2B deviates from the pre-approved subdivision street design due to high costs in street construction, utilities, and topographic challenges. The applicant provided a detailed letter explaining reasons for this change in Attachment E. Deviating from the original street design constitutes a Major Amendment to the approved 2005 Preliminary Plan (Case # SUB2005-00048) under 49.15.660(c). This amendment warranted a Preliminary Plat review. Typically, once a Preliminary Plat is approved for the whole subdivision each subdivision phase requires only a Final Plat review unless amendments are proposed.

After staff informed the applicant that their proposed street design does not comply with local fire codes, the applicant provided a street design consistent with the 2005 PUD subdivision (Attachment F) but has a sidewalk design different than the PUD subdivision sidewalk plan. Throughout the report, the applicant's proposed street design is referred to as the 'preferred' plan (Attachment A).

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 File No.: SMP2015 0004
 June 1, 2015
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BACKGROUND

In 2006, the Planning Commission approved a Planned Unit Development (PUD) subdivision called Montana Creek West through a Preliminary Plat review (case SUB2005-00048). This multi-phase subdivision will establish a total of 114 dwelling units and 86 lots. This subdivision was approved through major subdivision permits SUB2005-00048 (Preliminary Plat) and SUB2006-00018 (Final Plat). The street and sidewalk locations were established during the Preliminary Plat review and became 'pre-approved' for each phase of construction. The applicant has completed the first phase and half of the second phase (phase 2A).

PUDs provide flexible subdivision designs by requiring additional open space, vegetative buffers, and pedestrian pathways (49.15.670). The entire Montana Creek West subdivision was afforded this flexibility. Nearly one-third of the overall subdivision must be preserved as wetlands and riparian habitat, and thus, cannot be developed; while the remaining area was allowed to be developed with a mixture of lot sizes and housing types. The overall density of the subdivision complies with the allowable density of the D-3 zoning district (3 units per acre).

Subsequent phases of the Montana Creek West subdivision are required to be consistent with the specific PUD and Major Subdivision standards, as well as any conditions established in the original subdivision permits (SUB2005-00048 and SUB2006-00018). Also, each phase requires additional subdivision review through the subdivision permitting process (49.15.650).

The proposal of Phase 2B is a Major Subdivision and thus must meet the standards of 1) Preliminary Plat Approval (49.15.430) and later 2) Final Plat Approval (49.15.440). Both of these approvals will be reviewed by the Planning Commission through the Conditional Use permitting process. The Preliminary Plat approval (subject of this memorandum) establishes the subdivision layout of parcels, roads, utilities, etc. for construction. Once construction is finished, the second step (Final Plat approval) involves ensuring all improvements have been completed per code and the recording of the subdivision plat.

THE PLANNED UNIT DEVELOPMENT PROCESS

A Planned Unit Development (PUD) is reviewed according to a two-step process: preliminary plan approval and final plan approval. At this stage, the Planning Commission is being asked to approve the preliminary plan for Phase 2B. The Commission shall approve a PUD preliminary plan if it meets the requirements of section 49.15.330 (Conditional Use criteria) and:

- (1) The design effectively provides for clustered buildings, mixed uses, or mixed housing types;
 - **Staff: Through the preservation of nearly 1/3 of the overall subdivision site, development is clustered to the east area. A mixture of single family and multifamily are incorporated into different subdivision phases, as well as a neighborhood park.**

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 June 1, 2015
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- (2) The development protects natural features and avoids natural hazards by reserving them as undisturbed open space;
 - **Staff: Lot 29 preserves nearly 12 acres of high value wetlands and sensitive Montana Creek habitat.**
- (3) The development is consistent with the land use code;
 - **Staff: The density of the overall subdivision area is consistent with the D-3 allowance of 3 units per acre. The size of the PUD meets the minimum site area per 49.15.670(b). The uses of the Montana Creek West subdivision are allowed in PUDs.**
- (4) The development incorporates boundary buffers sufficient to separate adjacent property from dissimilar uses;
 - **Staff: There is a 25-foot perimeter buffer along the exterior boundary of the PUD.**
- (5) Utilities proposed for connection to the City and Borough system meet City and Borough standards, and all others are consistent with sound engineering practices, as determined by the City and Borough engineering department;
 - **Staff: Street extensions consist of public sewer, water, and storm sewer, as reviewed and inspected by applicable CBJ departments.**
- (6) The configuration of the development provides for economy and efficiency in utilities, housing construction, streets, parking and circulation;
 - **Staff: The subject memorandum discusses the utilities, housing construction, street, and other elements of proposed phase 2B.**
- (7) If the approval is for a phased development, that each phase is consistent with the preliminary development plan and design of the entire planned unit development; and
 - **Staff: The applicant's preferred design of phase 2B is not consistent with the 2005 PUD subdivision design. The applicant's explanation is provided under Attachment E. However, the applicant did submit a design that is consistent with the 2005 PUD subdivision.**
- (8) Adequately addresses the cumulative impacts of the phased development on the neighborhood and the natural environment.
 - **Staff: Proposed phase 2B will not result in any negative cumulative impacts on the neighborhood or natural environment.**

ANALYSIS

Zoning

All proposed lots of phase 2B are similar in size and dimension to those existing in phases 1 and 2A, between 6,000 and 10,000 square feet in size and 90' deep x 70' wide (approximate). The applicant's preferred proposal consists of 16 lots; the 2005 PUD design submittal consists of 15 lots because of the additional Glacier Bear Boulevard right-of-way space to the north. The variation of

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the number of lots is acceptable because future phases of the subdivision have not been built. Therefore, the additional lot in phase 2B can be subtracted from future phases. This will allow the subdivision's overall density to be within the D-3 allowance.

Drainage

Phase 2B consists of wetlands, ponds, and a variety of vegetation. Future development will drain toward the extended Timberwolf Lane and Glacier Bear Boulevard drainage systems. These streets will continue the existing swales and underground drainage tiles to accommodate the additional site and street drainage.

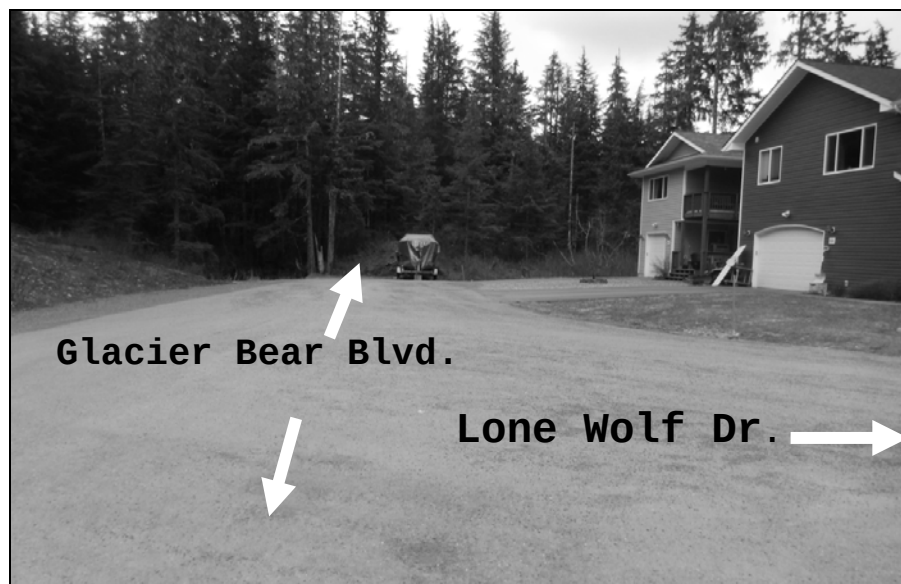


Figure 1: Looking north at the temporary dead-end of Glacier Bear Boulevard. This road will be extended in phase 2B. Lone Wolf Drive is to the immediate right (east). Picture taken by CDD staff on 4/6/15.

Wetlands

The preservation of Lot 29 for wetland preservation, open space, and riparian habitat of Montana Creek was required as a condition of the rezoning (Ord. 2005-31: D-1 to D-3 (present zone)). This preservation allows wetlands within phases of the developing part of the overall subdivision to occur, as approved in 2005.

Habitat

Besides wetlands, there is no other habitat affected by phase 2B that is regulated by the Land Use Code.

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Access

Under the applicant's preferred design, Timberwolf Lane will be extended to Glacier Bear Boulevard and make a loop. This design is a major amendment to the original 2005 PUD subdivision layout (compare Attachment A to Attachment C) because it cuts off future road access to northern sections of the subdivision. The applicant submitted a narrative explaining this change (Attachment E). The design provided in Attachment F maintains the northward vehicular access per the 2005 PUD subdivision layout.

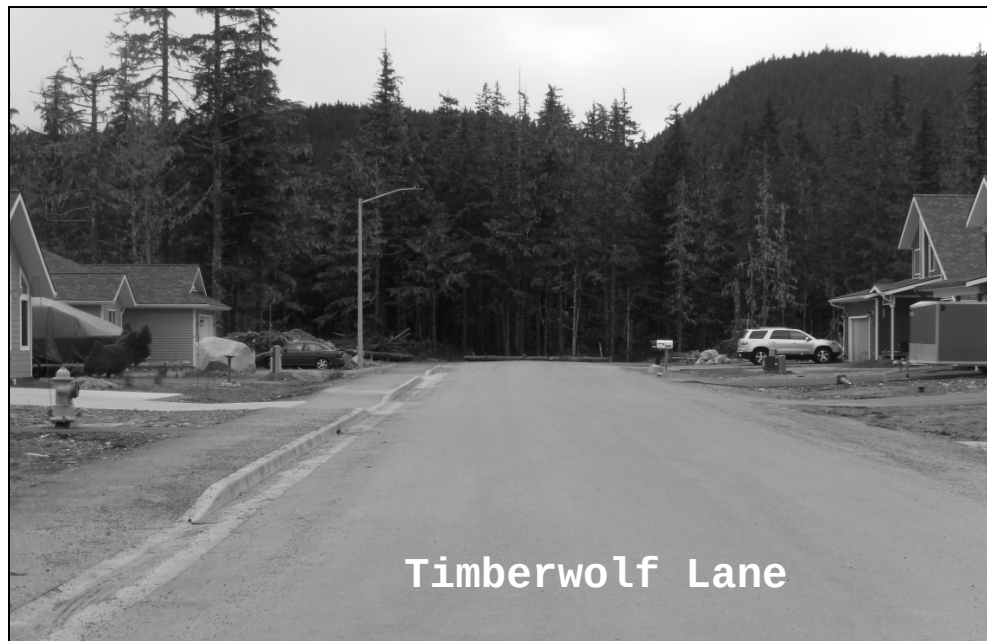


Figure 2: Looking west along Timberwolf Lane towards the future street extension. The sidewalk, street lights, and paved roadbed will continue with the new street section. Picture taken by CDD staff on 4/6/15.

As stated earlier, deviating from the original street design is a major amendment to the 2005 preliminary planned unit development plan. The original street design is provided in Attachment C. Below is an excerpt from SUB2005-48 memorandum explaining the street and pedestrian networks.

SUB2005-48 memorandum, Page 7

Pedestrian Circulation. The Montana Creek West PUD provides for pedestrian movement, as required in the PUD Code, by providing sidewalks along all of the streets in the development. While the final construction drawings for these improvements are not yet completed Roger Healy, CBJ City Engineer, has reviewed the initial proposal (See Attached Plan Illustrating Pedestrian Routes) and concurs that this alternative configuration will provide an adequate access, and recommends that the Planning Commission waive the requirement for two parallel sidewalks and

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adopt this pathway as the preferred alternate. **The 'Pedestrian Routes' illustration is Attachment C in the subject memorandum.**

Vehicular Circulation and Traffic. Each lot would be accessed via a public street built to current city standards. CBJ Streets Superintendent, Mike Scott; and CBJ Fire Marshal, Rich Etheridge; have both reviewed the proposed configuration and have found no problems with the street layout. The two access points provide an alternative route into the subdivision in the event that access is blocked at either one. While not shown on the current proposal it is the intent of the developer to dedicate a ROW on the Southwest corner of the development, to the adjacent Barrett parcel. As there is no development on this parcel at this time, staff recommends that the street not be built until the adjacent subdivision is constructed. Delaying the construction of the street will provide for greater flexibility in locating the ROW if it needs to be moved.

The applicant's preferred proposal prompted CDD staff to solicit comments from CBJ Capital City Fire and Rescue (CCF/R) Fire Marshal, Dan Jager, to ensure fire access and safety are met. Mr. Jager stated in an email that a second access point to Montana Creek Road is required per section D107.1 of 2009 International Fire Code. Mr. Jager's email can be read under Attachment G. In response to Mr. Jager's comments, the applicant submitted Attachment F which consists of a future access point along Montana Creek Road. This design meets local fire code and matches the 2005 preliminary subdivision design.

Traffic Analysis

There are two traffic design proposals: 1) Applicant's preferred design (Attachment A), and 2) 2005 PUD Subdivision design (Attachment F). Each consists of different pedestrian connections. Staff explains both proposals below.

Applicant's Preferred Design – Figure 3

Under the applicant's preferred design, all traffic in phases 1, 2A, and 2B will be restricted to one access point along Montana Creek Road. A second access point to Montana Creek Road will be made during future phases but will not be internally connected to phases 1, 2A, and 2B. This single access is insufficient for fire code, and therefore, the applicant submitted a design matching the 2005 PUD subdivision. Since the applicant will extend Timberwolf Lane (CBJ-maintained street), the street infrastructure will likely accommodate the residential traffic under the applicant's preferred design.

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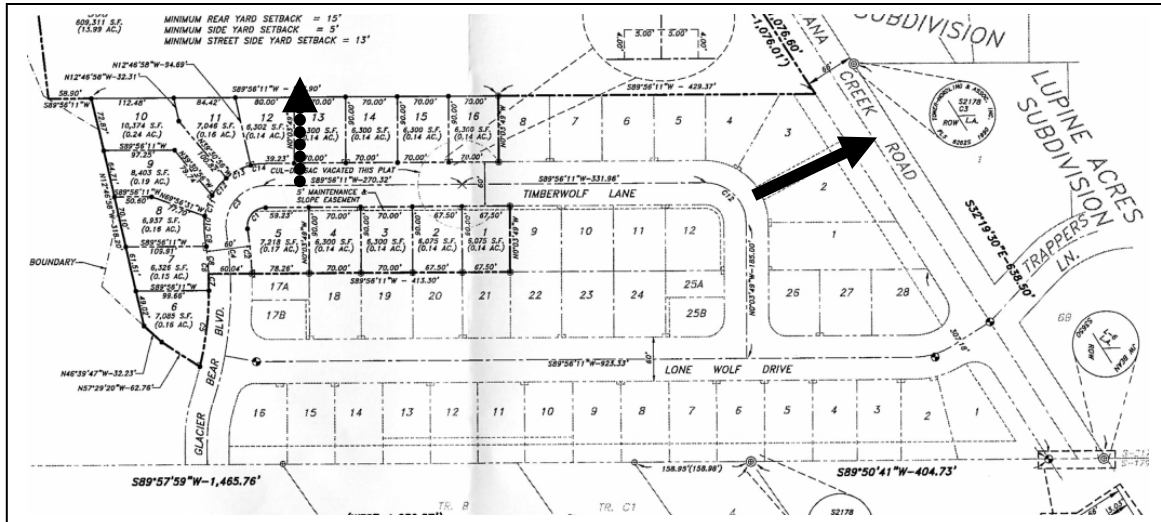


Figure 3: Applicant's preferred plan, showing Timberwolf Ln connecting to Glacier Bear Blvd to create a loop. Staff's recommended pedestrian pathway is shown as a dashed arrow; the applicant's pathway is shown as a solid arrow.

2005 PUD Subdivision Design – Figure 4

This design matches the 2005 PUD Subdivision design and provides vehicular connection throughout the subdivision and access to a second egress/ ingress to Montana Creek Road. An internal pedestrian sidewalk links all subdivision phases and a future park.

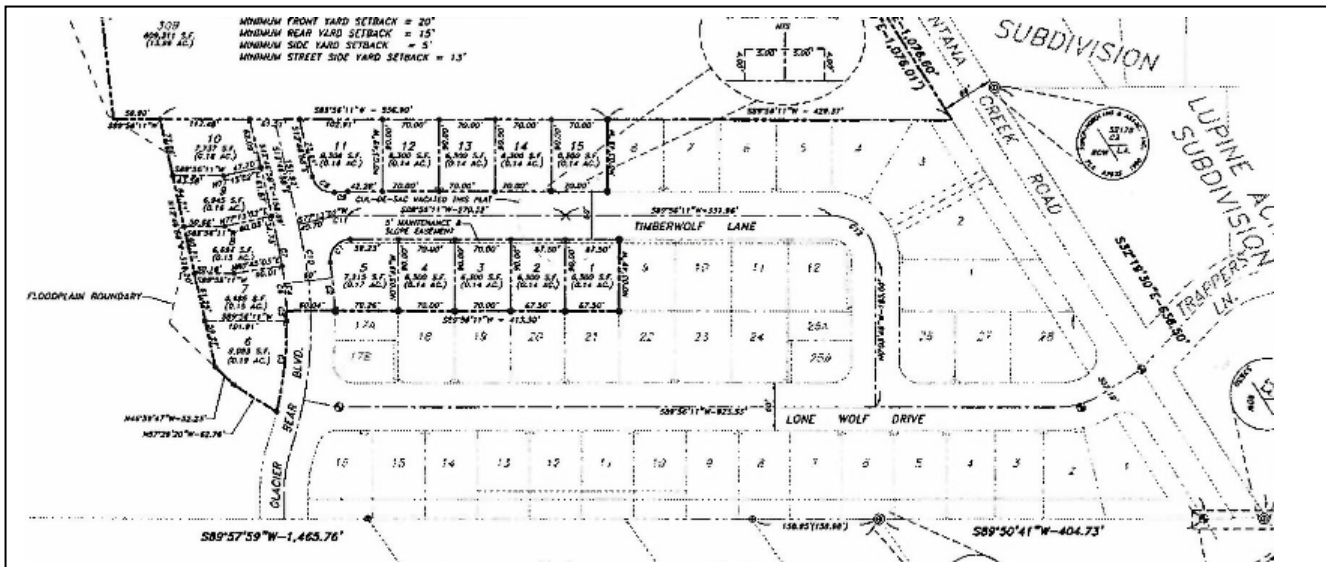


Figure 4: Street design of Phases 1 & 2 matching 2005 PUD subdivision layout.

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Pedestrian Access

In both the preferred and 2005 PUD subdivision designs, the existing five-foot wide sidewalk along Timberwolf Street will be continued to Glacier Bear Boulevard. From there, each of the designs differ.

Applicant's Preferred Design – (Attachment A)

With the looping of Timberwolf Lane into Glacier Bear Boulevard, there will no longer be an internal pedestrian linkage to the rest of the subdivision and future park. The sidewalk will be extended southward along the east side of Glacier Bear Boulevard. To ensure pedestrian connectivity is preserved, staff recommends a 10-foot wide paved pedestrian pathway be established between Lots 12 and 13. This pathway would be designed to be halved along the shared lot line and run the full depth and width of the two adjoining side yard setbacks. This would ensure the buildable areas on the two lots are not reduced. This idea is consistent with 49.35.610 *Walkways*. The applicant disagrees with staff's recommended pathway location and states that a connection would be better served by building a pathway over the existing drainage easement between Lots 2 and 3 near Montana Creek Road. This easement is shown in Attachment A. The applicant's narrative on this issue is provided in Attachment E.

Applicant's Sidewalk Plan (Attachment H)

The applicant's sidewalk plan establishes a sidewalk along the east side of Glacier Bear Boulevard. This provides additional pedestrian connections, but it requires multiple crosswalks to other sidewalks.

2005 PUD Sidewalk Design (Attachment C)

The 2005 sidewalk plan provides few street crossings throughout the entire subdivision and links to both access points along Montana Creek Road. The applicant's preferred sidewalk plan is shorter and less expensive than the 2005 PUD sidewalk plan. However, it is less safe because it requires pedestrians to cross more streets to reach other parts of the subdivision and future park.

ADOPTED PLANS

2013 Comprehensive Plan

The Comprehensive Plan provides a 20-year outlook on how the community should be developed, preserved, or maintained. The Plan designates areas of land for general uses. The Comprehensive Plan designates the subject neighborhood as Urban Low Density Residential (ULDR), which is defined as urban or suburban lands with detached and attached single family residences, bungalow housing, etc. at densities of 1-6 units per acre. Commercial uses are allowed but should be at a residential scale. The project will continue the construction of single family homes at a density up to three units per acre. The project is consistent with the ULDR land designation.

Planning Commission
 File No.: SMP2015 0004
 June 1, 2015
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The Comprehensive Plan recommends many policies pertaining to the need for more housing opportunities for the community due to a severe housing shortage. The following policies of the Comprehensive Plan are germane to the proposal:

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

POLICY 10.1. TO FACILITATE AVAILABILITY OF SUFFICIENT LAND WITH ADEQUATE PUBLIC FACILITIES AND SERVICES FOR A RANGE OF HOUSING TYPES AND DENSITIES TO ENABLE THE PUBLIC AND PRIVATE SECTORS TO PROVIDE AFFORDABLE HOUSING OPPORTUNITIES FOR ALL JUNEAU RESIDENTS. Page 129

POLICY 10.2. TO ALLOW FLEXIBILITY AND A WIDE RANGE OF CREATIVE SOLUTIONS IN RESIDENTIAL AND MIXED USE LAND DEVELOPMENT WITHIN THE URBAN SERVICE AREA. Page 130.

The proposal will provide for more residential development in an area with public utilities in a PUD that allows flexible lot configurations. The proposal is consistent with the Comprehensive Plan.

2009 Non-Motorized Transportation Plan

The goal of this Plan is to promote active transportation by guiding development of a community wide bicycle and pedestrian network that can be used by all Juneau residents. The Plan acts as a design guideline that recommends pedestrian amenities for existing and future development.

Though the Plan does not specifically mention Montana Creek West subdivision or Lone Wolf Drive, it does state the following safety measures germane to the proposal:

- Sidewalks to be at least five wide with curb cuts or ramps at intersections w/ tactile warning
- Narrower travel lanes to shorten the pedestrian crossing distance and slow traffic
- Additional street lights to increase visibility of pedestrians and bicyclists
- Tighten corner curb radii to slow traffic, shorten pedestrian crossing distances and provide space for perpendicular curb ramps
- Crosswalks that are easy to see and last a long time. Continental or ladder style crosswalks are marked with thick white lines perpendicular to the direction of travel, are easy to see and long lasting.

Applicant's Preferred Street Design (Attachment A)

As stated earlier, the applicant's preferred design does not provide internal pedestrian access to the north. This decreases pedestrian connectivity within the subdivision and lessens connections to the future park within the subdivision. Therefore, the applicant's preferred design does not meet

Planning Commission
File No.: SMP2015 0004
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the goals of the Non-Motorized Transportation Plan.

Applicant's Sidewalk Plan (Attachment H)

The applicant's sidewalk plan established a sidewalk along the east side of Glacier Bear Boulevard. This provides additional pedestrian connections, but it requires multiple crosswalks to other sidewalks.

2005 PUD Sidewalk Design (Attachment C)

The 2005 PUD sidewalk plan provides the most sidewalk connectivity and fewest street crossings, compared to the applicant's preferred designs. Therefore, the 2005 PUD design meets the goal of the Non-Motorized Transportation Plan.

The applicant's preferred street design and sidewalk design are not consistent with adopted plans. The 2005 PUD subdivision and sidewalk designs are consistent with the adopted plans.

The applicant provided additional documents toward the closing of this memorandum. Staff did not have time to fully address these comments in the subject report. These comments are provided in Attachment I.

FINDINGS

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

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

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

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

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area; or,

Planning Commission
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3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ 49.15.300 (e)(1)(A through C), Review of Director's Determinations, the Director makes the following findings on the proposed development:

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

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

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

Yes. A Planned Unit Development is permitted in the D-3 zoning district, according to 49.15.610(a).

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

Yes. The proposed subdivision complies with the other requirements of this chapter. Public notice of this project was provided in the May 29th and June 8th 2015 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public right of way.

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

Applicant's Preferred Street and Sidewalk Designs

Yes. According to the CCF/R Fire Marshal, Dan Jager, the applicant's preferred design does not meet current fire code because a street connection to an additional access point for this phase is required. The applicant's sidewalk design requires multiple street crossings and can increase pedestrian injury.

2005 PUD Subdivision Design

No. The 2005 PUD design will not materially endanger the public health or safety because it meets local fire code with future connections to a second access point.

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

No. The proposed lots are similar in size and dimensions of those existing and will not result in substantially decreasing the value of or be out of harmony with property in the neighboring area.

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

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Applicant's Preferred Street and Sidewalk Designs

No. The applicant's preferred design does not conform to the goals of the Non-Motorized Transportation Plan because pedestrian connectivity is decreased for residents within the subdivision and to the future park.

2005 PUD Subdivision Design

Yes. The 2005 PUD street and sidewalk design meet the goal of the Non-Motorized Transportation Plan and Comprehensive Plan.

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

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

Yes. With the preservation of Lot 29 for wetland habitat, the remaining part of the subdivision is allowed to be developed, according to the original subdivision approval (SUB2005-00048).

RECOMMENDATION

Applicant's Preferred Street & Sidewalk Designs

Staff recommends that the Planning Commission adopt the Director's analysis and findings and deny the requested Preliminary Plat permit because it does not meet all findings.

2005 PUD Subdivision Design

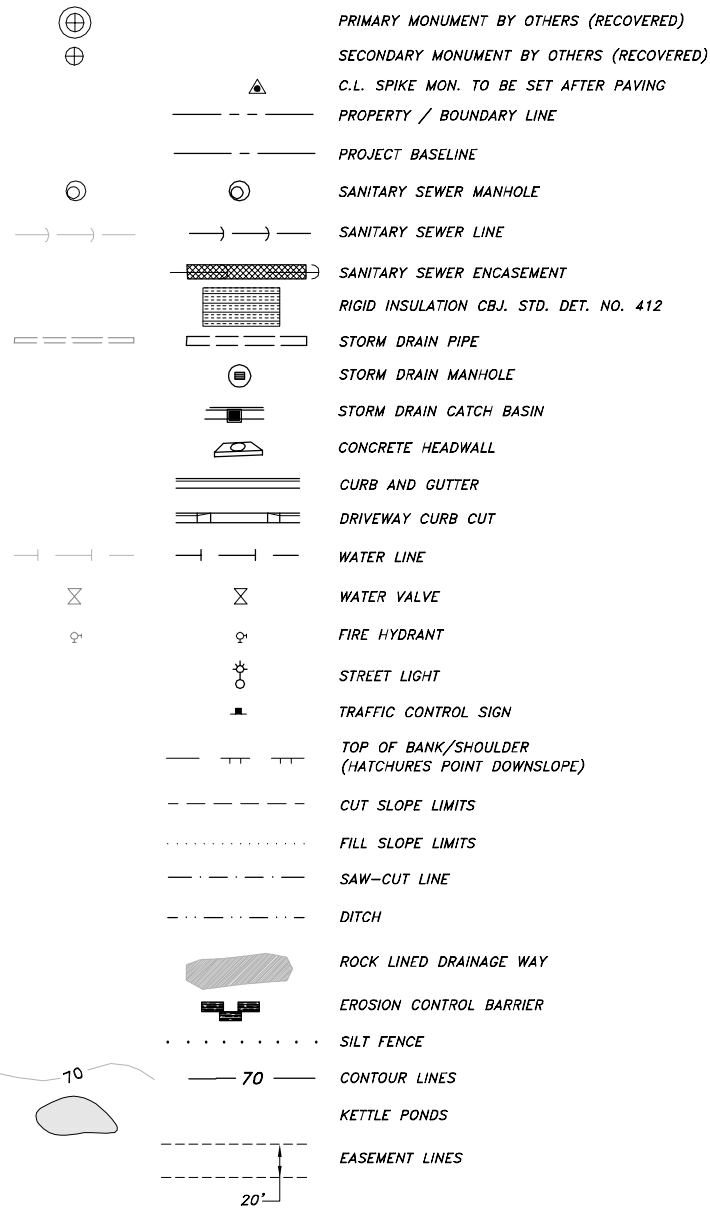
Staff recommends approval of the 2005 PUD street and sidewalk design, and the conditions stated in the SUB2005-00048 notice of decision.

SHEET INDEX

SHEET	DESCRIPTION
C1	COVER SHEET
C2	EXISTING TOPOGRAPHIC MAP
C3	CONSTRUCTION DETAILS TYPICAL ROADWAY SECTION, GENERAL CONSTRUCTION NOTES, STANDARD DETAIL TABLE
C4	SURVEY CONTROL DIAGRAM
C5	PLAN VIEW STA 'A' 10+00 TO STA 'A' 12+57
C6	PLAN VIEW STA 'A' 12+57 to STA 'A' 14+39 STA 'B' 10+00 to STA 'B' 11+45
C7	PLAN VIEW STA 'B' 11+45 TO STA 'A' 13+13
C8	ROADWAY PROFILE
C9	SUBDIVISION GRADING PLAN
C10	EROSION CONTROL PLAN, DETAILS

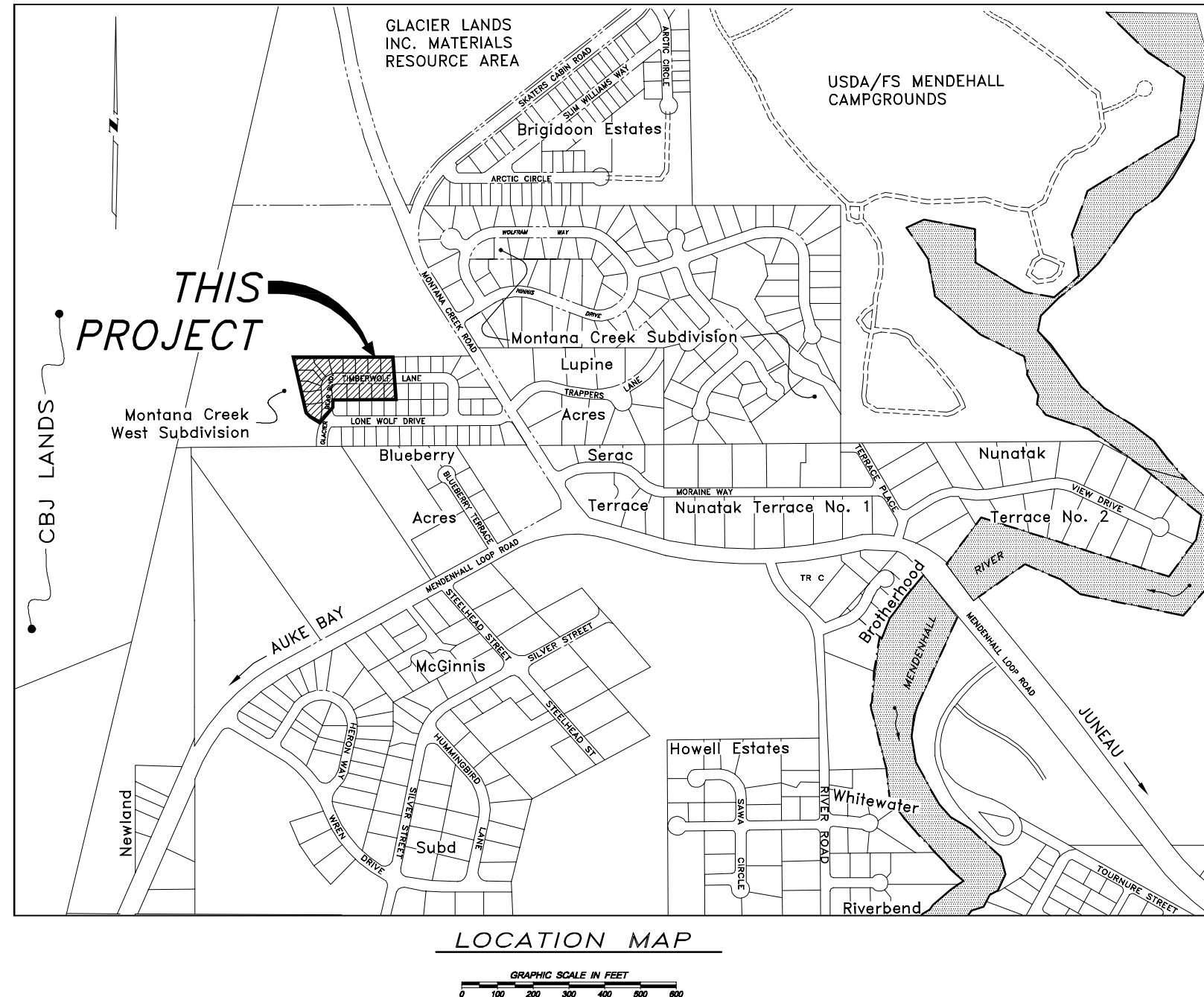
ATTACHMENT A

<u>EXISTING</u>	<u>PROPOSED</u>
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ABBREVIATIONS

AD	AREA DRAIN	NFS	NON-FROST SUSCEPTIBLE
A.C.	ASPHALT CONCRETE	NTS	NOT TO SCALE
APPROX.	APPROXIMATE	PC	POINT OF CURVATURE
BOP	BEGINNING OF PROJECT	PL	PROPERTY LINE
CB	CATCH BASIN	PT	POINT OF TANGENT
CBJ	CITY & BOROUGH OF JUNEAU	PVC	POLYVINYL CHLORIDE PIPE
CL	CENTERLINE	R	RADIUS
CMP	CORRUGATED METAL PIPE	RT.	RIGHT
CPP	CORRUGATED POLYETHYLENE PIPE	SDMH	STORM DRAIN MANHOLE
CTE	CONNECT TO EXISTING	SSMH	SANITARY SEWER MANHOLE
DI	DUCTILE IRON	STA.	STATION
DIA	DIAMETER	STD.	STANDARD
EAS'MT.	EASEMENT	TOP	TOP OF PIPE
EL.	ELEVATION	TRANS	TRANSFORMER
EOP	END OF PROJECT	TYP.	TYPICAL
EXIST.	EXISTING	VC	VERTICAL CURVE
G.V.	GATE VALVE		
I.E.	INVERT ELEVATION		
INV.	INVERT		
LF.	LINEAR FEET		
LT.	LEFT		
MAX	MAXIMUM		
MIN	MINIMUM		
MTE	MATCH TO EXISTING		



LOCATION MAP

GRAPHIC SCALE IN FEET



A horizontal scale bar with alternating black and white segments. Below the bar are numerical markings at 0, 100, 200, 300, 400, 500, and 600.

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COVER SHEET



REN

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 PH. (907) 780-6060 — FX. (907) 780-4611
 E-MAIL : rmengineering@rmjuneau.com

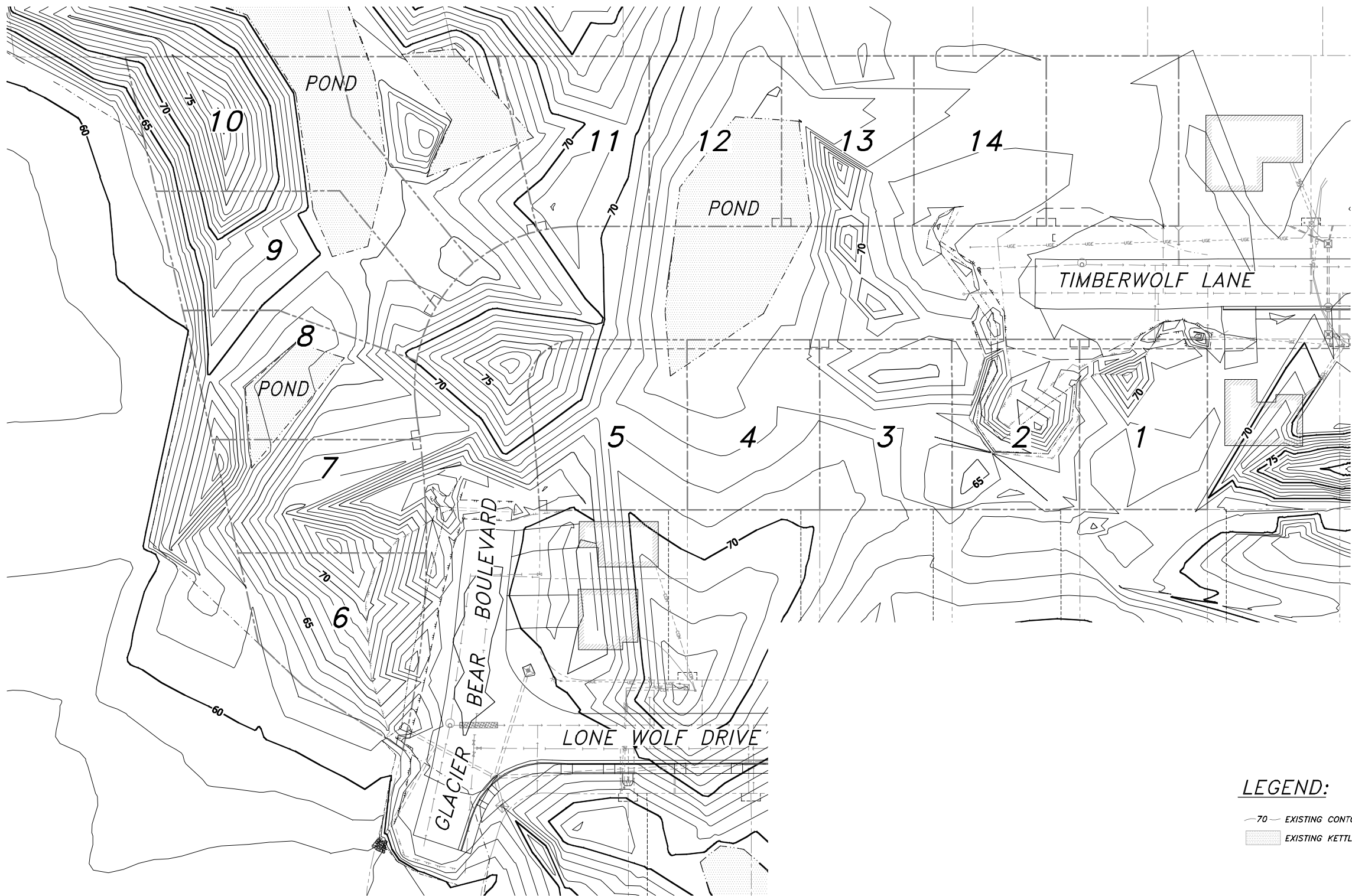
**MONTANA CREEK WEST
PHASE 2B**
CONSTRUCTION IMPROVEMENT PLANS
JUNEAU _____, _____ ALASKA

CLIENT: BICKNELL INCORPORATED
P.O. BOX 33517
JUNEAU, ALASKA 99803

DATE: MAY 6, 2015
R & M NO. 151307

C1

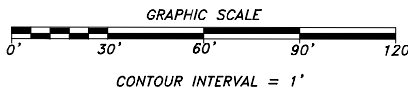
SHEET 1 OF 10



LEGEND:

- 70 EXISTING CONTOURS
- EXISTING KETTLE PONDS

EXISTING TOPOGRAPHIC MAP



RAM

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DATE: MAY 6, 2015
R & M NO. 151307

C2

SHEET 2 OF 10

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The diagram illustrates a cross-section of a driveway and its connection to a roadway. Key features include:

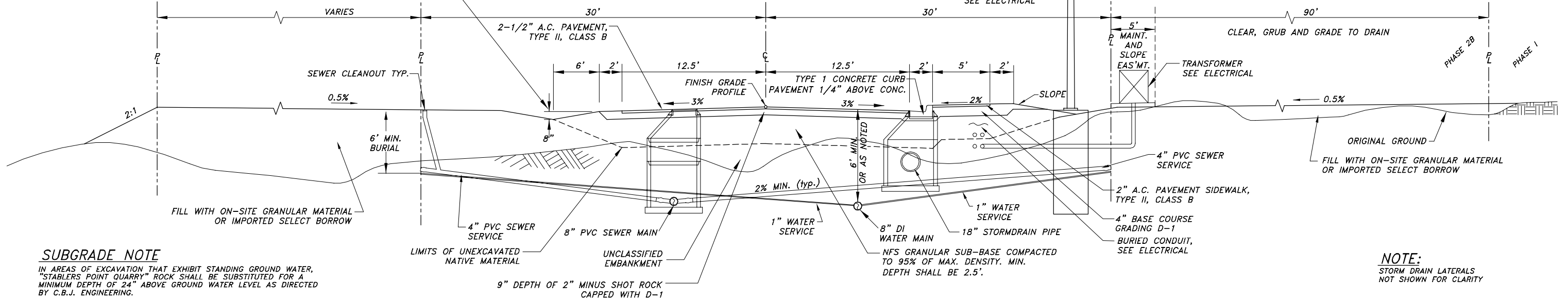
- DRIVEWAY WIDTH PER CBJ STANDARD**: Indicated by a horizontal dimension line at the top.
- 4' WIDE x 8' LONG JUTE MESH BLANKET**: Two rectangular areas on either side of the central swale, filled with a cross-hatch pattern.
- DRAINAGE SWALE**: The central channel, with a depth of **8'** and a radius of **R=10'** at its base.
- FLOW-LINE**: A dashed horizontal line representing the water flow path.
- SHOULDER**: The area to the right of the swale, with a width of **2'** from the edge of the pavement.
- EDGE OF PAVEMENT**: The bottom boundary line.
- ROADWAY**: Labeled at the bottom center.

The diagram illustrates the profile view of a road cross-section. Key features and dimensions include:

- 2-1/2" A.C. PAVEMENT**: The top layer of the road surface on both sides of the swale.
- EDGE OF PAVED ROADWAY**: The boundary between the pavement and the shoulder.
- 8'**: The total width of the paved roadway.
- 2'**: The width of the shoulder on each side of the roadway.
- 3%**: The slope of the roadway surface.
- 2%**: The slope of the drainage swale.
- DRIVEWAY SLOPE @ 2%**: The slope of the driveway.
- DRAINAGE SWALE**: The central ditch for water drainage.
- 2-1/2" A.C. PAVEMENT**: The top layer of the road surface on the right side.
- 9" OF 2"-MINUS CAPPED WITH D-1**: The base layer of the road surface on the right side.
- NFS GRANULAR SUB-BASE COMPACTED TO 95% OF MAX. DENSITY. MIN. DEPTH SHALL BE 2.5'**: The sub-base layer of the road surface on the right side.

PROFILE VIEW

AREA DRAINS WITH 12"CPP CROSS PIPES
TO BE INSTALLED PER PLAN AND ROUTED
TO STORMDRAIN MANHOLES (BOTH SIDES
OF ROADWAY) - NOT SHOWN FOR CLARITY



IN AREAS OF EXCAVATION THAT EXHIBIT STANDING GROUND WATER, "STABLERS POINT QUARRY" ROCK SHALL BE SUBSTITUTED FOR A MINIMUM DEPTH OF 24" ABOVE GROUND WATER LEVEL AS DIRECTED BY C.B.J. ENGINEERING.

REN

**MONTANA CREEK WEST
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JUNEAU, ALASKA 99803

DATE: MAY 6, 2015
& M NO. 151307

C3

SHEET 3 OF 10

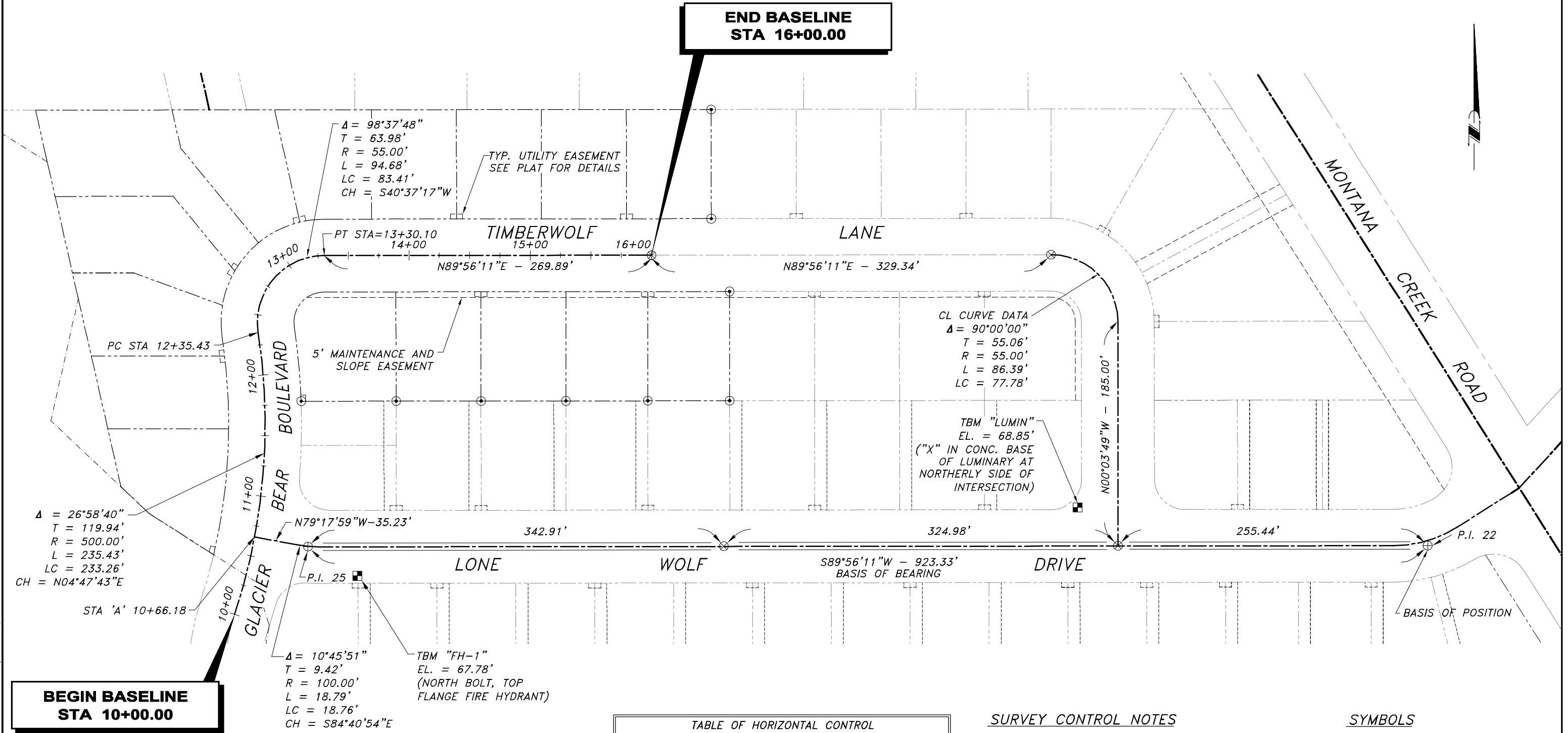


TABLE OF HORIZONTAL CONTROL

POINT #	NORTHING	EASTING	DESCRIPTION
P.I. - 22	8805.23	8086.70	CENTERLINE MONUMENT
P.I. - 25	8804.21	7163.37	CENTERLINE MONUMENT

TABLE OF VERTICAL CONTROL

TBM	NORTHING	EASTING	ELEVATION	DESCRIPTION
TBM "LUMIN"	8836.47	7797.90	68.86'	"X" IN CONC. LUMINARY BASE
TBM "FH-1"	8779.25	7204.94	67.78'	NORTH BOLT TOP FLANGE HYDRANT

SURVEY CONTROL NOTES

1. THE BASIS OF HORIZONTAL CONTROL FOR THIS PROJECT IS BETWEEN CENTERLINE POINT OF INTERSECTION MONUMENTS FOR LONE WOLF DRIVE HAVING AN ACCEPTED BEARING OF S89°56'11"W.
2. THE BASIS OF VERTICAL CONTROL FOR THIS PROJECT IS TBM "A", A SPIKE ON EASTERLY SIDE OF POWER POLE WITH LIGHT (#13192) LOCATED ON NORTHWESTERLY SIDE OF THE INTERSECTION OF MONTANA CREEK ROAD AND NINNIS DRIVE HAVING AN ACCEPTED ELEVATION OF 66.82'.
3. CONTRACTOR SHALL VERIFY ALL PROJECT CONTROL PRIOR TO BEGINNING ANY CONSTRUCTION ACTIVITIES.

SYMBOLS

- ⊕ EXISTING CENTERLINE MONUMENT
- ⊙ EXISTING 7520-S SECONDARY MONUMENT
- ⊗ EXISTING CENTERLINE P.O.L. - PK NAIL
- EXISTING TBM
- PROPERTY / BOUNDARY LINE
- CENTERLINE
- EASEMENT LINE

DESIGN	JMP
DRAWN	JAG
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FILE	L-XXX

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SURVEY CONTROL DIAGRAM



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DATE: MAY 6, 2015
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C4

SHEET 4 OF 10

STORM DRAIN PIPE SUMMARY				
PIPE	DIA.	LENGTH	TYPE	SLOPE
P-1	12"	18'	CPP	1.00%
P-2	18"	109'	CPP	1.00%
P-3	12"	47'	CPP	1.00%
P-4	18"	36'	CPP	1.00%
P-5	12"	14'	CPP	1.00%
P-6	18"	97'	CPP	1.00%
P-7	12"	14'	CPP	1.00%
P-8	12"	38'	CPP	1.00%
P-9	12"	47'	CPP	1.00%
P-10	18"	147'	CPP	1.00%
P-11	12"	14'	CPP	1.00%
P-12	12"	34'	CPP	1.00%
P-13	18"	140'	CPP	1.00%
P-14	12"	14'	CPP	1.00%
P-15	12"	34'	CPP	1.00%

NOTE: PIPE LENGTHS AND SLOPES ARE MEASURED FROM CENTER TO CENTER OF STRUCTURES.

SANITARY SEWER PIPE SUMMARY				
PIPE	DIA.	LENGTH	TYPE	SLOPE
SP-1	8"	150'	PVC	1.00%
SP-2	8"	261'	PVC	1.00%

NOTE: PIPE LENGTHS AND SLOPES ARE MEASURED FROM CENTER TO CENTER OF STRUCTURES.

SSMH-1	TYPE-I MH
STA.XX+XX.00	XX' RT.
LID EL=	XX'
EXIST 8" PVC EL=	XX'
SP-1 I.E.=	XX'

DIAL BEFORE YOU DIG!
586-1333
U/G POWER, TELEPHONE & T.V.
SHOWN ON THIS DRAWING INDICATE
EXISTENCE ONLY AND DO NOT
SUBSTITUTE FOR FIELD LOCATES

SPECIAL NOTE:
RIGHT-OF-WAY LINES MUST BE STAKED
PRIOR TO INSTALLATION OF WATER VALVE
BOXES.

CONSTRUCTION NOTES:
WATER SERVICE CURB BOXES AND SANITARY
SEWER SERVICE CLEANOUTS SHALL BE 3' MIN.
FROM COMMON LOT LINES AND/OR UTILITY
EASEMENT BOUNDARIES.

DRIVEWAY NOTES:
1. DRIVEWAYS INDICATED ARE LOCATED
AT CENTER OF EACH LOT, IF POSITIONED
DIFFERENTLY, APPROPRIATE MODIFICATIONS
TO SWALE ELEVATIONS WILL BE REQUIRED.
2. CONSTRUCT CURB CUTS PER C.B.J. STANDARD
DETAIL 105 FOR LOTS 9,10,11 AND 12.

CONSTRUCTION NOTES:
1. RIGID INSULATION TO BE USED AT WATER MAIN AND STORM
DRAIN CROSSINGS PER CBJ STANDARD DETAIL 412.
2. STORM DRAIN PIPE BEDDING TO BE TYPE 4 BEDDING MATERIAL.
3. MAINTAIN 9' JOINT SEPERATION AT PIPE CROSSINGS.
4. MARK AND CAP STORM SEWER SERVICES PER CBJ STANDARD
DETAIL 307.

S-1	CB TYPE-IV
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-1 I.E.=	XX
EXIST. 18" CPP I.E.=	XX
SUMP=	16" MIN.

S-2	CB TYPE-III
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-1 I.E.=	XX
6" CPP I.E.=	XX
SUMP=	16" MIN.

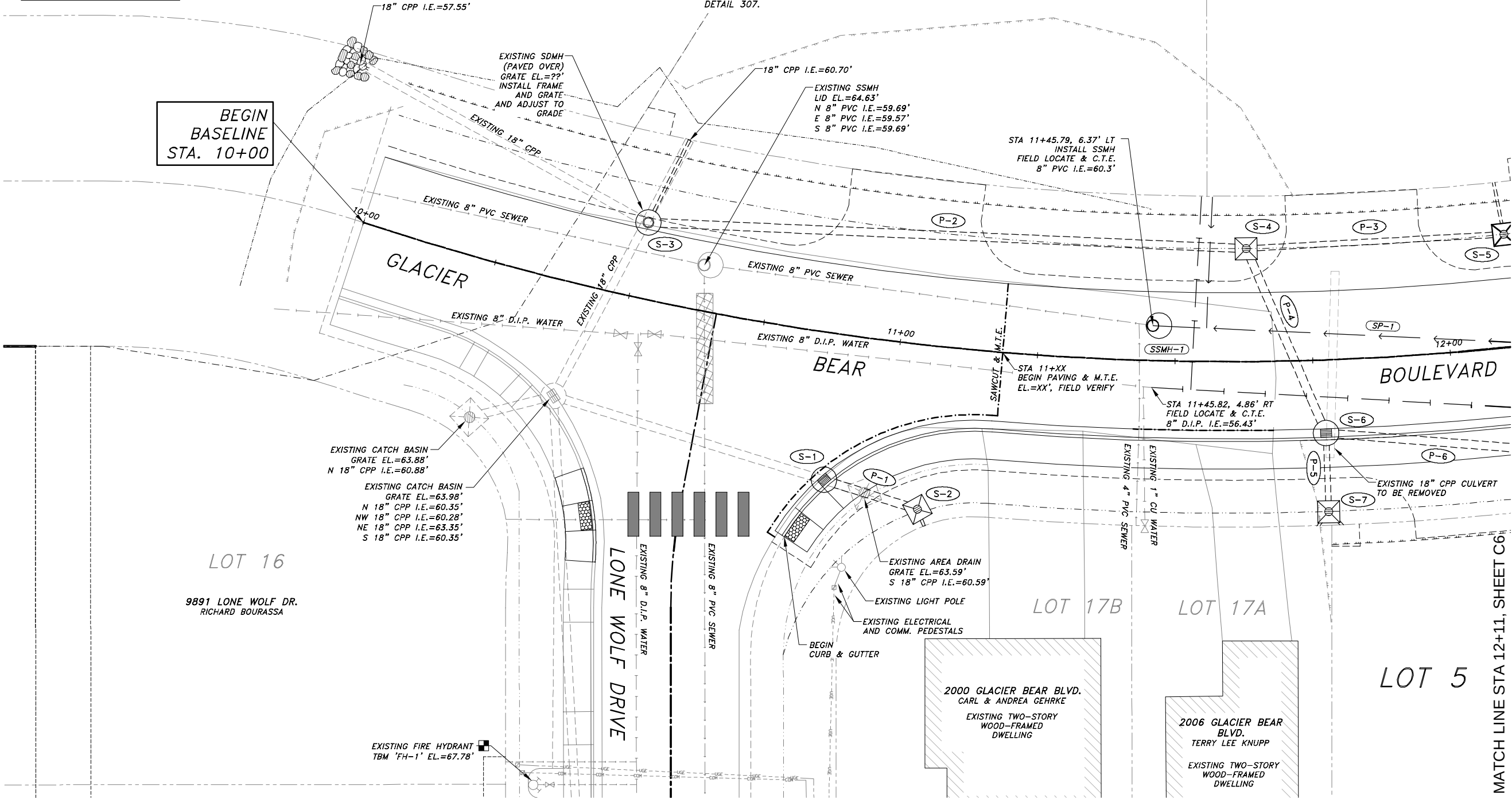
S-3	(EXIST.)
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-3 I.E.=	XX
EXIST. 18" CPP I.E.=	XX
EXIST. 18" CPP I.E.=	XX
EXIST. 18" CPP I.E.=	XX
SUMP=	16" MIN.

S-4	SDMH TYPE-I
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-2 I.E.=	XX
P-3 I.E.=	XX
P-4 I.E.=	XX
SUMP=	16" MIN.

S-5	CB TYPE-III
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-3 I.E.=	XX
6" CPP I.E.=	XX
6" CPP I.E.=	XX
SUMP=	16" MIN.

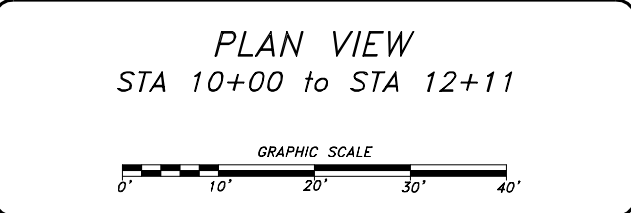
S-6	SDMH TYPE-I
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-4 I.E.=	XX
P-5 I.E.=	XX
P-6 I.E.=	XX
SUMP=	16" MIN.

S-7	CB TYPE-III
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-4 I.E.=	XX
SUMP=	16" MIN.



DESIGN	JMP
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FILE	L-XXX

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PHASE 2B**
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JUNEAU, ALASKA

CLIENT: BICKNELL INCORPORATED
P.O. BOX 33517
JUNEAU, ALASKA 99803

DATE: MAY 6, 2015
R & M NO. 151307

C5

SHEET 5 OF 10



STORM DRAIN PIPE SUMMARY				
PIPE	DIA.	LENGTH	TYPE	SLOPE
P-1	12"	18'	CPP	1.00%
P-2	18"	109'	CPP	1.00%
P-3	12"	47'	CPP	1.00%
P-4	18"	36'	CPP	1.00%
P-5	12"	14'	CPP	1.00%
P-6	18"	97'	CPP	1.00%
P-7	12"	14'	CPP	1.00%
P-8	12"	38'	CPP	1.00%
P-9	12"	47'	CPP	1.00%
P-10	18"	147'	CPP	1.00%
P-11	12"	14'	CPP	1.00%
P-12	12"	34'	CPP	1.00%
P-13	18"	140'	CPP	1.00%
P-14	12"	14'	CPP	1.00%
P-15	12"	34'	CPP	1.00%

NOTE: PIPE LENGTHS AND SLOPES ARE MEASURED FROM CENTER TO CENTER OF STRUCTURES.

SANITARY SEWER PIPE SUMMARY				
PIPE	DIA.	LENGTH	TYPE	SLOPE
SP-1	8"	150'	PVC	1.00%
SP-2	8"	261'	PVC	1.00%

NOTE: PIPE LENGTHS AND SLOPES ARE MEASURED FROM CENTER TO CENTER OF STRUCTURES.

SSMH-2 TYPE-I MH	
STA.XX+XX.00	XX' RT.
LID EL=	XX'
SP-1 EL=	XX'
SP-2 I.E.=	XX'

DIAL BEFORE YOU DIG!
586-1333
U/G POWER, TELEPHONE & T.V.
SHOWN ON THIS DRAWING INDICATE
EXISTENCE ONLY AND DO NOT
SUBSTITUTE FOR FIELD LOCATES

S-8 SDMH TYPE-I	
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-6 I.E.=	XX
P-7 I.E.=	XX
P-8 I.E.=	XX
P-9 I.E.=	XX
P-10 I.E.=	XX
6" CPP I.E.=	XX
SUMP=	16" MIN.

S-9 CB TYPE-III	
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-7 I.E.=	XX
SUMP=	16" MIN.

S-10 CB TYPE-III	
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-8 I.E.=	XX
6" PVC I.E.=	XX
6" PVC I.E.=	XX
SUMP=	16" MIN.

S-11 CB TYPE-III	
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-9 I.E.=	XX
6" PVC I.E.=	XX
6" PVC I.E.=	XX
SUMP=	16" MIN.

S-12 SDMH TYPE-I	
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-10 I.E.=	XX
P-11 I.E.=	XX
P-12 I.E.=	XX
P-13 I.E.=	XX
SUMP=	16" MIN.

S-13 CB TYPE-III	
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-11 I.E.=	XX
6" PVC I.E.=	XX
6" PVC I.E.=	XX
SUMP=	16" MIN.

S-14 CB TYPE-III	
STA.XX+XX	XX' RT.
GRATE FL EL=	XX
P-12 I.E.=	XX
6" PVC I.E.=	XX
6" PVC I.E.=	XX
SUMP=	16" MIN.

1" CU WATER SERVICE
TYP. @ EACH LOT

STA XX+XX.00, X' RT
INSTALL NEW LIGHT POLE
SEE ELECTRICAL

STA XX+XX.00, X' RT
INSTALL 45°-BEND
I.E.=XX'

MATCH LINE STA 14+93, SHEET C7

MATCH LINE STA 12+11, SHEET C5

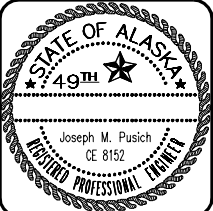
I:\2015\151307\AutoCAD Drawings\Construction Drawings\151307 - PH 2B Construction Plans.dwg PLOT: May 07, 2015 at: 7:50am

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PLAN VIEW
STA 12+11 to STA 14+93

GRAPHIC SCALE

0' 10' 20' 30' 40'



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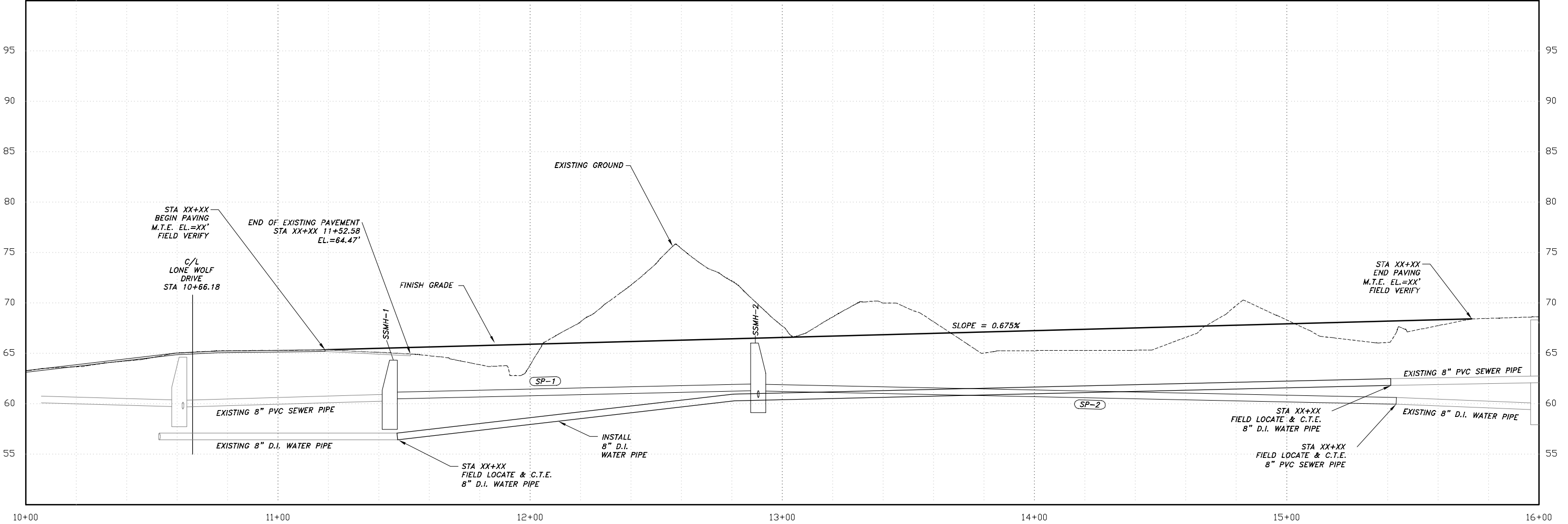
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DATE: MAY 6, 2015
R & M NO. 151307

C6

SHEET 6 OF 10



ROADWAY PROFILE

I:\2015\151307\AutoCAD Drawings\Construction Drawings\151307 - PH 2B Construction Plans.dwg PLOT: May 07, 2015 at 7:50am

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NO.	DATE	REVISION	BY	APRVD.

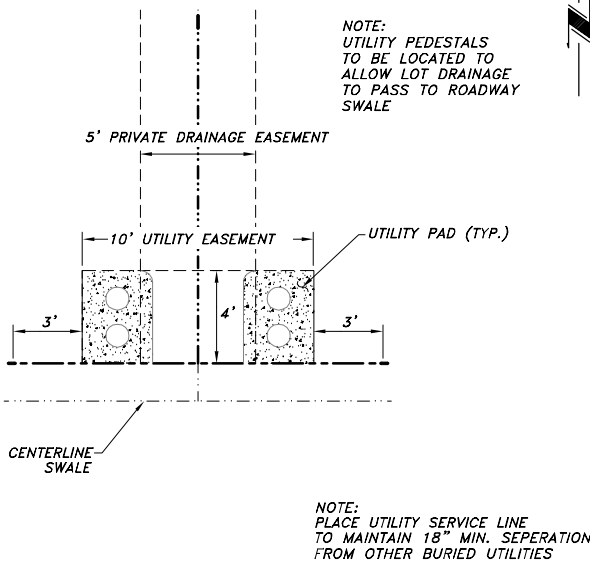
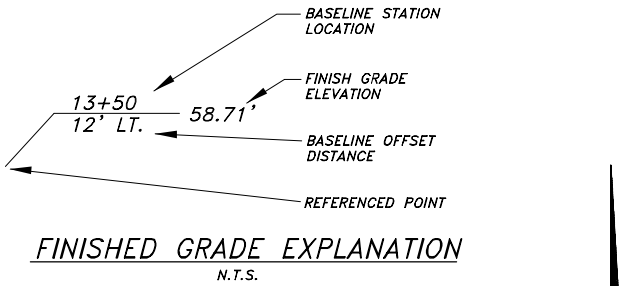
ROADWAY PROFILE



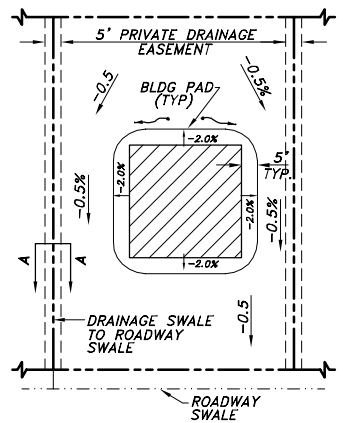
R & M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS
6205 GLACIER HIGHWAY - JUNEAU, ALASKA 99801
PH. (907) 780-6060 - FX. (907) 780-4611
E-MAIL : rmengineering@rmjuneau.com

**MONTANA CREEK WEST
PHASE 2B**
CONSTRUCTION IMPROVEMENT PLANS
JUNEAU , ALASKA
CLIENT: BICKNELL INCORPORATED
P.O. BOX 33517
JUNEAU, ALASKA 99803

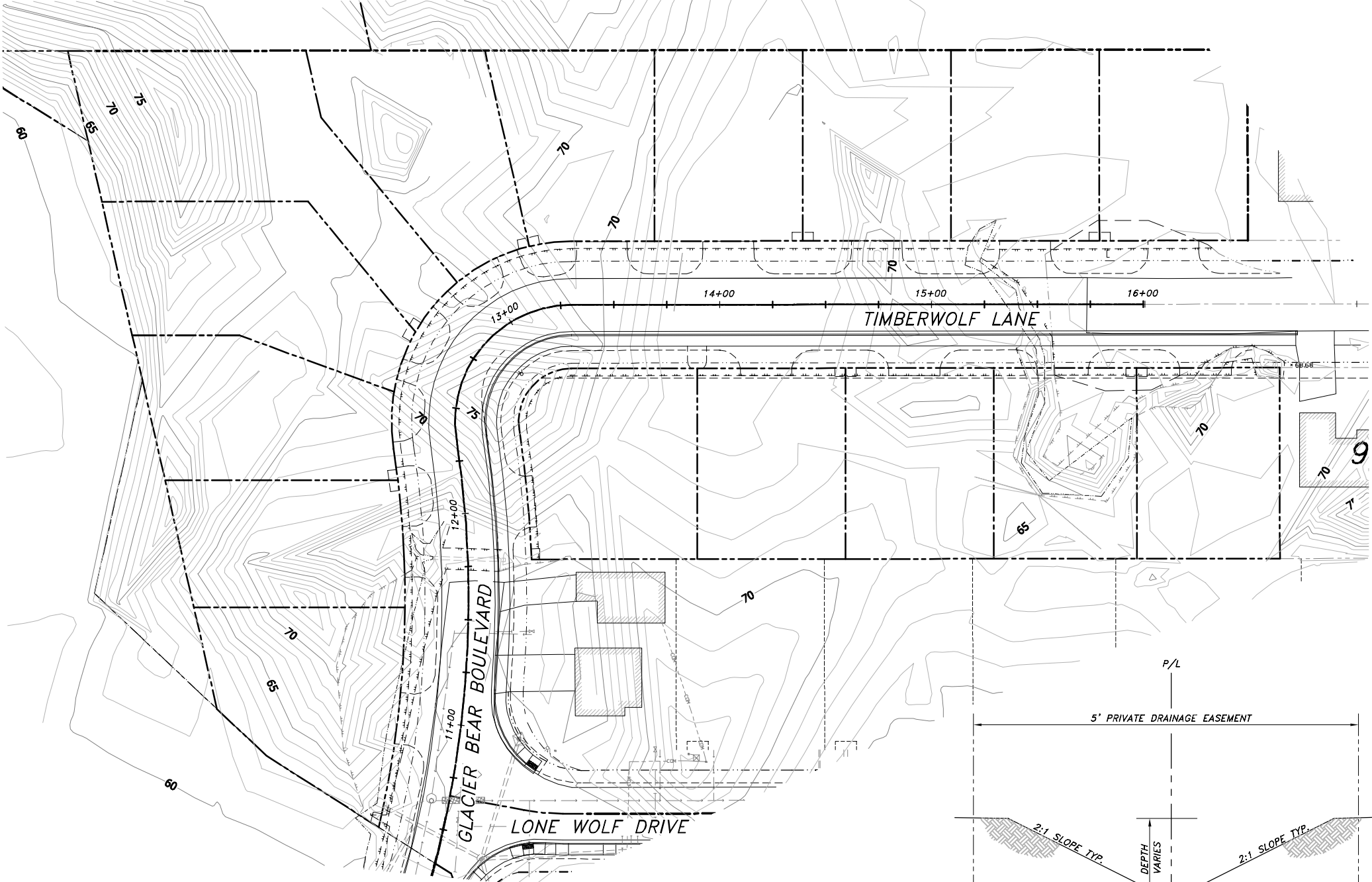
DATE: MAY 6, 2015
R & M NO. 151307
SHEET 8 OF 10



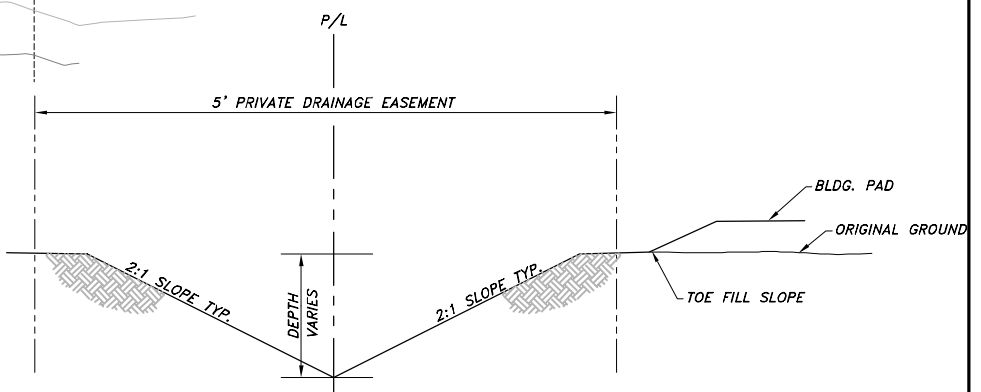
TYPICAL UTILITY PEDESTAL LOCATION
N.T.S.



TYPICAL LOT GRADING
N.T.S.



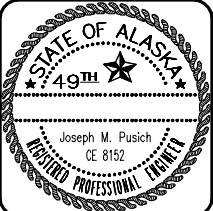
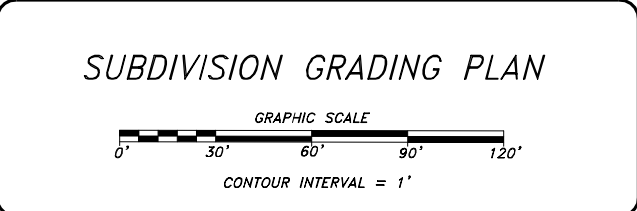
PROPOSED FINISHED CONTOURS



SECTION "A-A"
N.T.S.

I:\2015\151307\AutoCAD Drawings\Construction Drawings\151307 - PH 2B Construction Plans.dwg PLOT: May 07, 2015 at 7:50am
FILE: L-XXX

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DRAWN	JAG				
CHECK	JMP				
APPROVED					
FILE:	L-XXX	NO.	DATE	REVISION	BY
					APRVD.



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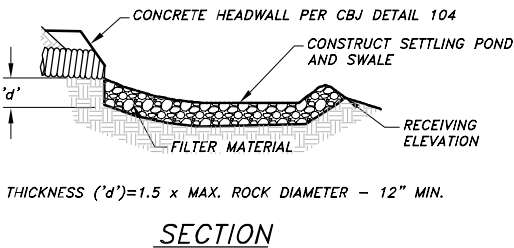
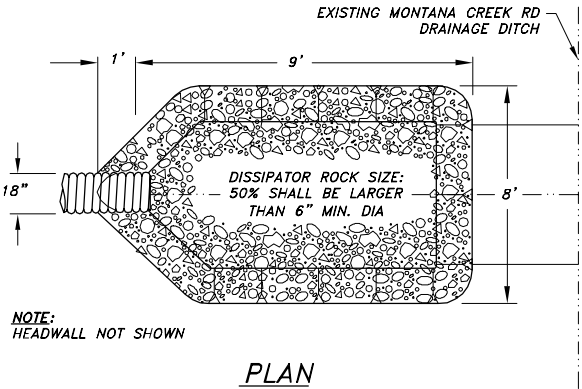
**MONTANA CREEK WEST
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CLIENT: BICKNELL INCORPORATED
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JUNEAU, ALASKA 99803

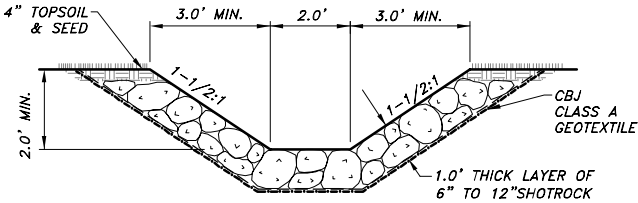
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R & M NO. 151307

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SHEET 9 OF 10

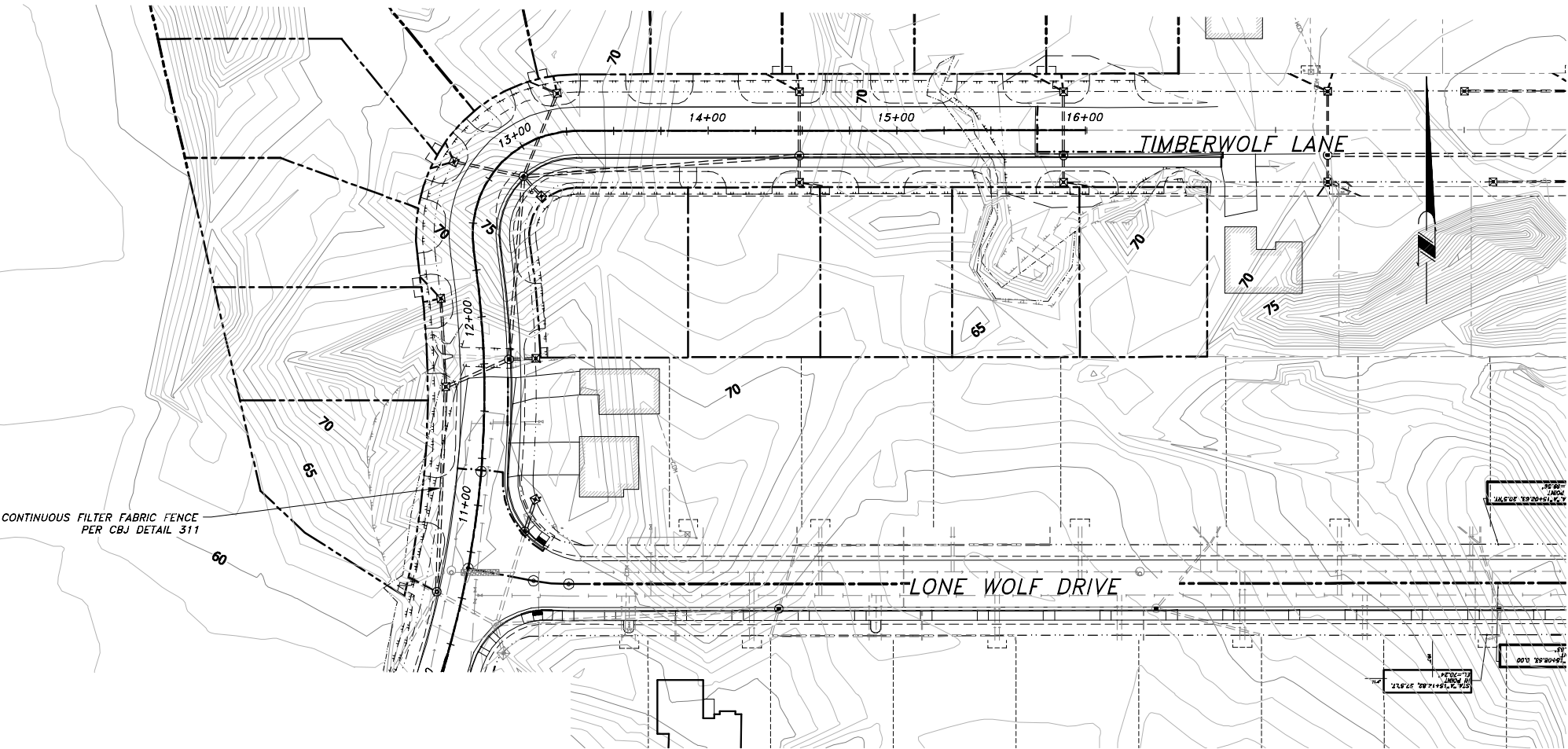


- EROSION AND SEDIMENT CONTROL NOTES:**
1. EROSION CONTROL BARRIERS SHALL BE PLACED BEFORE ANY CONSTRUCTION ACTIVITIES PER THE MOST CURRENT VERSION OF THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES "ALASKA STORM WATER POLLUTION PREVENTION PLAN GUIDE"
 2. BARRIERS WILL BE MAINTAINED AND SERVICED THROUGH-OUT CONSTRUCTION.
 3. COLLECTED SEDIMENT WILL BE DISPOSED OF OFFSITE AT AN APPROVED DUMP SITE.
 4. ALL CONSTRUCTION SHALL ADHERE TO THE ALASKA DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES "ALASKA STORM WATER POLLUTION PREVENTION PLAN GUIDE."
 5. A WEEKLY SUMMARY DETAILING "STORM WATER POLLUTION PREVENTION PLAN" (SWPPP) SHALL BE PROVIDED TO CBJ ENGINEERING.
 6. TEMPORARY EROSION & SEDIMENTATION CONTROL BARRIER SHALL BE CONSTRUCTED PER C.B.J. STD. DETAIL 312 OR AS DIRECTED BY THE ENGINEER. ACTUAL LOCATIONS MAY VARY AND MAY BE RELOCATED AS DIRECTED BY THE ENGINEER.
 7. EROSION CONTROL AND SNOW STORAGE MEASURES TO COMPLY WITH CBJ GUIDE FOR STORMWATER BEST MANAGEMENT PRACTICES, REVISED AUGUST 2010, OR MOST RECENT VERSION THEREOF.



ARMOR ROCK DITCH
N.T.S.
EAST OUTLET OF PIPE D-2

**CULVERT DISCHARGE ENERGY DISSIPATOR/
SETTLING POND**
N.T.S.



EROSION CONTROL PLAN



EROSION CONTROL PLAN, DETAILS



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**MONTANA CREEK WEST
PHASE 2B**
CONSTRUCTION IMPROVEMENT PLANS
JUNEAU, ALASKA
CLIENT: BICKNELL INCORPORATED
P.O. BOX 33517
JUNEAU, ALASKA 99803

DATE: MAY 6, 2015
R & M NO. 151307

C10

SHEET 10 OF 10

DESIGN: JMP
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CHECK: JMP
APPROVED:
FILE: L-XXX

NO.	DATE	REVISION	BY	APRVD.

CERTIFICATE OF PLAT APPROVAL

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA AND THAT SAID PLAT HAS BEEN APPROVED BY THE PLANNING COMMISSION BY PLAT RESOLUTION NO. 2015, AND THAT THE PLAT SHOWN HEREON HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT RECORDING OFFICE, JUNEAU, ALASKA, DATED: 2015.

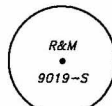
CHAIRMAN
CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

ATTEST:

CLERK CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

TYPICAL MONUMENT

(ESTABLISHED THIS SURVEY)



SECONDARY MONUMENT

1-1/4" DIA. YELLOW PLASTIC SURV-CAP
ON 5/8" DIA. X 3/8" IRON PIN EXPOSED 2"

BASIS OF BEARING
EAST-2,643.16'(2,643.30')

TABLE OF CURVES

NUMBER	DELTA ANGLE	RADIUS	ARC LENGTH	TANGENT	CHORD DIRECTION	CHORD LENGTH
1	98°37'48"	25.00'	43.04'	29.08'	S40°37'17"W	35.92'
2	06°39'13"	530.00'	61.55'	30.81'	N05°22'01"W	61.51'
3	98°37'48"	55.00'	94.68'	63.98'	S40°37'17"W	83.41'
4	06°32'06"	500.00'	57.03'	28.54'	N05°25'34"E	57.00'
5	12°47'49"	470.00'	104.72'	52.58'	N06°50'39"E	104.51'
6	07°19'49"	470.00'	60.13'	30.11'	N03°12'15"W	60.09'
7	02°45'13"	470.00'	22.59'	11.30'	N00°54'57"W	22.58'
8	04°34'37"	470.00'	37.54'	18.78'	N04°34'51"W	37.53'
9	01°49'27"	470.00'	14.96'	7.48'	N07°46'53"W	14.96'
10	18°09'37"	85.00'	26.94'	13.58'	S00°23'12"W	26.83'
11	20°21'01"	85.00'	30.19'	15.26'	S19°38'30"W	30.03'
12	20°40'02"	85.00'	30.66'	15.50'	S40°09'02"W	30.49'
13	25°53'58"	85.00'	38.42'	19.55'	S63°26'03"W	38.10'
14	13°33'09"	85.00'	20.11'	10.10'	S83°09'36"W	20.06'

EASEMENT NOTE:

OTHER THAN AS SHOWN, THERE IS AN IMPLIED PRIVATE DRAINAGE, MAINTENANCE AND ACCESS EASEMENT ALONG ALL SIDE PROPERTY LINES BEING 5' WIDE AND CENTERED ON THE PROPERTY LINE.

PLANNED UNIT DEVELOPMENT NOTES

- 1.) THE TOTAL NUMBER OF DWELLING UNITS PER LOT ALLOWED FOR LOTS 1-15 IS ONE (1).
- 2.) THERE SHALL BE NO DISTURBANCE OR DEVELOPMENT WITHIN 25 FEET OF THE EXTERIOR BOUNDARY OF MONTANA CREEK WEST PUD. FENCES, SHEDS, DECKS, PATIOS, AND ALL OTHER STRUCTURES ARE NOT BEING ALLOWED IN THE PERIMETER BUFFER. DISTURBANCE TO THIS BUFFER IS LIMITED TO SELECTIVE TRIMMING OF BRANCHES, AND SMALL BUSHES. SEE NOTE 3.
- 3.) THIS SUBDIVISION SHALL ADHERE TO THE REQUIREMENTS OF C.B.J. ORDINANCE 2005-31 AS FOLLOWS:
-ZONING FOR ALL LOTS WITHIN THIS SUBDIVISION IS ZONED D-3;
-LOT 29 IS DESIGNATED AS A NO DEVELOPMENT AREA, COMMON OPEN AREA;
-THERE SHALL BE NO DEVELOPMENT IN AREAS WHERE WETLANDS AND FLOODPLAINS COINCIDE
-DEVELOPMENT OF WETLANDS FOR LOTS 1-15 AND LOT 30A SHALL BE ALLOWED AND DEEMED CONSISTENT WITH ENFORCEABLE POLICIES OF THE JUNEAU COASTAL MANAGEMENT PROGRAM AS ADOPTED IN CBJ 49.70.100, IF SUCH DEVELOPMENT IS OTHERWISE CONSISTENT WITH THE CBJ LAND USE CODE;
-DENSITY ALLOWANCE OF A PARCEL WHICH IS SUBJECT TO THE DEVELOPMENT RESTRICTIONS OF CURRENT ZONING SHALL BE TRANSFERABLE TO THE FRACTION OF ANY SUCH PARCEL OF WHICH IS NOT SUBJECT TO RESTRICTIONS OF CURRENT ZONING PURSUANT TO THE REQUIREMENTS OF THE PLANNED UNIT DEVELOPMENT PROCESS AS SET FORTH IN CBJ 49.15.600
- 4.) BY THIS PLAT AN EASEMENT IS GRANTED TO THE RESIDENTS OF MONTANA CREEK WEST PHASE 2B ON ALL COMMON OPEN AREAS WITHIN THIS SUBDIVISION FOR THE PURPOSE OF ACCESS FOR RECREATIONAL USES AND TO ALLOW FOR THE DEVELOPMENT OF HIKING/WALKING TRAILS AND WETLANDS ENHANCEMENT POTENTIAL.
- 5.) NO ADDITIONAL DWELLING UNITS ARE ALLOWED ON LOTS 1 THROUGH 15.
- 6.) WITH THE EXCEPTION OF PARKS AND TRAILS, ALL DEVELOPMENT WITHIN THIS PHASE MUST BE SETBACK FROM THE EXTERIOR BOUNDARY A MINIMUM OF 25 FEET.
- 7.) BUILDING SETBACKS WITHIN THIS SUBDIVISION SHALL BE:
MINIMUM FRONT YARD SETBACK = 20'
MINIMUM REAR YARD SETBACK = 15'
MINIMUM SIDE YARD SETBACK = 5'
MINIMUM STREET SIDE YARD SETBACK = 13'

CERTIFICATE OF OWNERSHIP

WE HEREBY CERTIFY THAT WE ARE OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT WE HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH OUR FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED:

DATE: 2015

OWNER: ROSCOE G. BICKNELL III

OWNER: ROSCOE G. BICKNELL IV

NOTARY ACKNOWLEDGMENT

UNITED STATES OF AMERICA } ss.
STATE OF ALASKA }

THIS IS TO CERTIFY THAT ON THIS DAY OF 2015, BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED ROSCOE G. BICKNELL III AND ROSCOE G. BICKNELL IV TO ME KNOWN TO BE THE PERSONS DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT THEY SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR ALASKA
MY COMMISSION EXPIRES:

VICINITY MAP

SOURCE: ALASKA ELECTRIC LIGHT & POWER CO. MAPPING
SCALE: 1" = 1,000'

SYMBOLS

- ⊕ G.L.O./B.L.M. MONUMENT (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊙ PRIMARY MONUMENT BY OTHERS (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊕ SECONDARY MONUMENT BY OTHERS (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- 7570-S SECONDARY MONUMENT (ESTABLISHED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊕ 7570-S PRIMARY MONUMENT (ESTABLISHED BY PREVIOUS SURVEY, [2007-20, JRD])
- SECONDARY MONUMENT (ESTABLISHED THIS SURVEY)
- NO MONUMENT RECOVERED OR ESTABLISHED THIS SURVEY

GENERAL NOTES

- 1.) THE BASIS OF HORIZONTAL CONTROL FOR THIS SURVEY WAS BETWEEN RECOVERED G.L.O./B.L.M. MONUMENTS FOR CORNER 2, U.S. SURVEY 2178 AND CORNER 4, U.S. SURVEY 2079 HAVING A RECORD BEARING OF EAST.
- 2.) WHERE RECORD SURVEY COURSES (BEARINGS AND/OR DISTANCES) DIFFER FROM THAT OF ACTUAL MEASURED AND/OR COMPUTED, THE RECORD SURVEY COURSE IS SHOWN WITHIN PARENTHESES WHILE THE ACTUAL MEASURED AND/OR COMPUTED SURVEY COURSE IS SHOWN WITHOUT PARENTHESES.
- 3.) THE RIGHT-OF-WAY FOR MONTANA CREEK ROAD WAS DETERMINED FROM PLAT NO. 90-60 ON FILE IN THE JUNEAU RECORDING DISTRICT OFFICE.
- 4.) THE J.W. BEAN MONUMENT RECOVERED AT THE SOUTHWEST CORNER OF LUPINE ACRES SUBDIVISION (PLAT NO. 78-17) WAS DETERMINED TO BE 3.03' INTO THE MONTANA CREEK ROAD RIGHT-OF-WAY.
- 5.) THE EXTERIOR BOUNDARY OF THIS SUBDIVISION IS BASED ON "A SUBDIVISION PLAT OF TRACT 1, U.S. SURVEY NO.2178 INTO TRACTS 1A AND 1B, U.S. SURVEY NO.2178" ON FILE IN THE JUNEAU RECORDING DISTRICT OFFICE AS PLAT NO.2005-33. MINOR ADJUSTMENT THE BOUNDARY HAVE BEEN MADE TO EFFECT MATHEMATICAL CLOSURE.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 4 COMMUNITY DEVELOPMENT REGULATIONS AND TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONAL AND RELATIVE BEARINGS ARE CORRECT AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATE:

MONTANA CREEK WEST PHASE 2B

A SUBDIVISION OF LOT 30A, MONTANA CREEK WEST PHASE I WITHIN THE CITY & BOROUGH OF JUNEAU, ALASKA JUNEAU RECORDING DISTRICT

OWNER: ROSCOE G. BICKNELL III & IV
P.O. BOX 3357
JUNEAU, ALASKA 99803

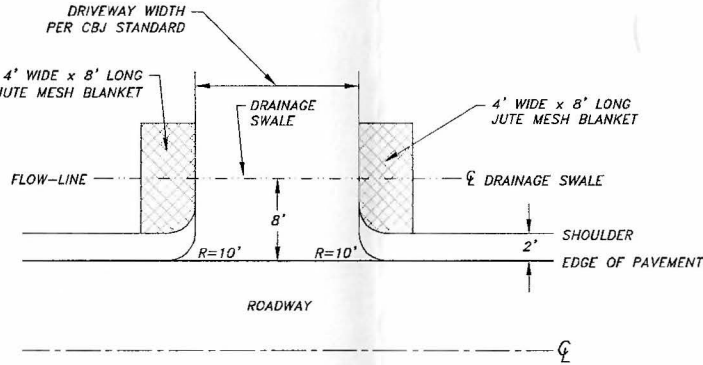
SURVEYOR: R&M ENGINEERING, INC.
6205 GLACIER HIGHWAY
JUNEAU, ALASKA 99801

SHEET 1 OF 1
SCALE: 1"=80'
DATE: MARCH 24, 2015 R&M PROJ. NO. 151307

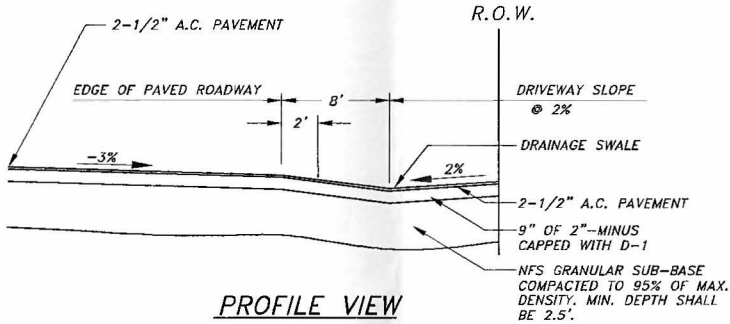
ATTACHMENT A

GENERAL CONSTRUCTION NOTES

1. CBJ ENGINEERING STANDARD DETAIL BOOK FOR CIVIL ENGINEERING PROJECTS AND SUBDIVISIONS IMPROVEMENTS DATED AUGUST, 2011, CBJ ENGINEERING STANDARD SPECIFICATIONS DATED DECEMBER, 2003, AND THE MANUAL OF BEST MANAGEMENT PRACTICE 19.12.120 ARE MADE A PART OF THIS PROJECT, WITH CURRENT REVISIONS AS APPLICABLE.
2. GRADES AND ALIGNMENTS SHOWN ON THESE PLANS ARE SUBJECT TO MINOR REVISIONS AS APPROVED BY THIS ENGINEER.
3. FINISHED PROFILE ELEVATIONS SHOWN ARE TO THE TOP OF ASPHALT PAVEMENT AT THE ROADWAY CENTERLINE. OTHER FINISH GRADE ELEVATIONS SHOWN ARE TO TOP OF ASPHALT PAVEMENT AT EDGE OF PAVEMENT.
4. LOCATION OF STORM DRAIN CATCH BASINS, AREA DRAINS, PIPING AND PIPE LENGTHS ARE SUBJECT TO MINOR FIELD REVISIONS, AS APPROVED BY THE ENGINEER.
5. ALL CUT AND FILL SLOPES SHALL BE SEEDED BY THE HYDROSEEDING METHOD. PLACE 2" MIN. TOPSOIL PRIOR TO SEEDING WHERE INSUFFICIENT ORGANIC MATERIAL EXISTS.
6. LOCATIONS OF EXISTING UNDERGROUND SEWER, WATER, STORM, TELEPHONE, CABLE TELEVISIONS, AND POWER UTILITIES SHOWN IN THESE PLANS WERE DERIVED FROM C.B.J. AS-BUILTS &/OR FIELD LOCATES. ACTUAL LOCATIONS MAY VARY FROM THOSE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, PROTECTING, AND MAINTAINING THE UTILITIES THROUGHOUT THE CONSTRUCTION OF THIS PROJECT. ANY DAMAGE RESULTING TO THESE UNDERGROUND UTILITIES DURING CONSTRUCTION SHALL BE PAID FOR BY THE CONTRACTOR AND SHALL BE PAID FOR BY THE CONTRACTOR AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. CALL "DIAL BEFORE YOU DIG" 586-1333.
7. ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE DISPOSED OF AT A CBJ APPROVED WASTE DISPOSAL SITE.
8. PROVIDE KNOCKOUTS IN CATCH BASINS AND MANHOLES FOR ALL PIPE SHOWN ON THE PLANS
9. ALL ELECTRICAL LIGHT STANDARDS POSITIONS ARE SUBJECT TO APPROVAL/ RELOCATION BY CBJ ENGINEER AND /OR AEL&P.
10. AEL&P ELECTRIC, UTILITY AND CABLE SERVICE LOCATIONS SHALL BE COORDINATED WITH THE CONTRACTOR AND CBJ ENGINEERING DEPARTMENT.
11. TELEPHONE AND CABLE UTILITIES SHALL COORDINATE THEIR UTILITIES' LOCATION & INSTALLATION WITH AEL&P AND CBJ'S ENGINEERING DEPARTMENT.
12. ALL WORK FOR THESE PLANS SHALL BE CONDUCTED IN STRICT ACCORDANCE WITH APPLICABLE LOCAL, STATE AND FEDERAL LAWS AND STANDARDS.
13. ALL CONSTRUCTION ACTIVITIES SHALL BE IN CONFORMANCE WITH THE "SWPPP" ACCEPTED BY THE CITY & BOROUGH OF JUNEAU, DATED 3/21/06 AS MODIFIED FOR PHASE 2A AND APPROVED BY DEC.
14. BEGIN SUBCUT AT 24 INCHES FROM PAVEMENT SAWCUT LINE AT STREET CONNECTIONS. REMOVE AND REPLACE BASE COURSE WITH 6-INCHES OF D-1 TO 12-INCHES FROM PAVEMENT SAWCUT LINE.
15. ONLY HORIZONTAL ELBOW FITTINGS (BENDS) ARE SHOWN ON THE PLANS. ADDITIONAL FITTINGS WILL BE REQUIRED FOR VERTICAL DEFLECTIONS NEAR CONNECTION TO EXISTING PIPES, AND AT OTHER LOCATIONS REQUIRING GRADE CHANGES TO AVOID CONFLICTS.
16. THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES AT 780-6808 OF PROPOSED WATER SERVICE INTERRUPTION AND SUBMIT THE "WATER SYSTEM SPECIAL USE PERMIT" (CONSIGNED BY THE ENGINEER) AT LEAST 48 HOURS PRIOR TO SHUT DOWN OR FLUSHING OF MAINLINE WATER PIPE.
17. "JUMPING JACK", OR SIMILAR TYPE COMPACTORS SHALL BE USED FOR COMPACTION WITHIN 18 INCHES OF THE OUTSIDE SURFACE OF ALL WATER VALVE BOXES AND MANHOLES WITHIN THE STREET AND SIDEWALK LIMITS.
18. THE USE OF GROUT AND QUICKSET CEMENT PRODUCTS WITH ADJUSTING RINGS, BRICKS, WOOD, STONES AND OTHER SIMILAR GRADE ADJUSTMENT DEVICES TO SUPPORT CATCH BASIN FRAMES OVER CATCH BASINS AND MANHOLES WILL NOT BE PERMITTED ON THIS PROJECT. SEE PLAN SHEET C301 AND CBJ STANDARD SPECIFICATIONS, SECTION 02502 - STORM SEWER MANHOLES, INLETS AND CATCH BASINS FOR CATCH BASIN FRAME SUPPORT REQUIREMENTS.

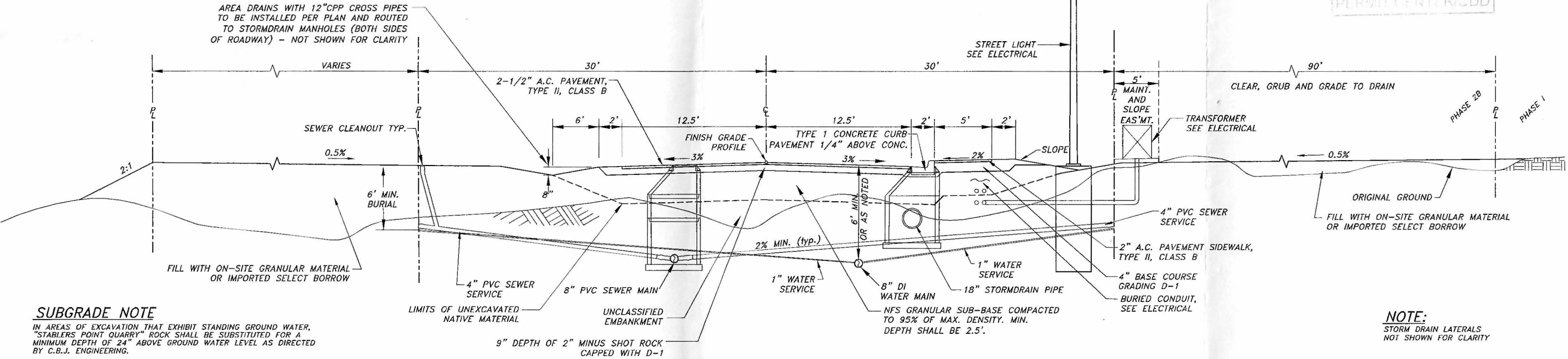


PLAN VIEW



PROFILE VIEW

DRIVEWAY DRAINAGE SWALE
N.T.S.



TYPICAL ROADWAY SECTION
N.T.S.

SUBGRADE NOTE

IN AREAS OF EXCAVATION THAT EXHIBIT STANDING GROUND WATER, "STABLES POINT QUARRY" ROCK SHALL BE SUBSTITUTED FOR A MINIMUM DEPTH OF 24" ABOVE GROUND WATER LEVEL AS DIRECTED BY C.B.J. ENGINEERING.

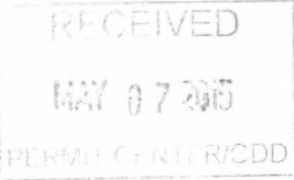
NOTE:

STORM DRAIN LATERALS NOT SHOWN FOR CLARITY

CBJ STANDARD DETAILS

C.B.J ENGINEERING STANDARD DETAILS REVISED, AUGUST 14, 2011
OR MOST RECENT VERSION THEREOF.

DETAIL NO.	DETAIL NO.	DETAIL NO.	DETAIL NO.
103	203	305	405
104A	205	306	406
105	206A	307	407
106	209	308	409
111	210	309	412
118	213	310	414
125	215	311	
126	303	403	
127A	304A	404	



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APPROVED	
FILE	L-XXX

NO.	DATE	REVISION	BY	APPROV

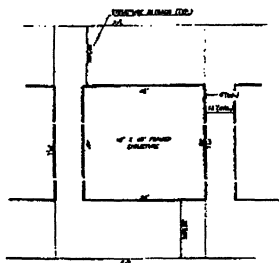
CONSTRUCTION DETAILS
TYPICAL ROADWAY SECTION
GENERAL CONSTRUCTION NOTES
STANDARD DETAIL TABLE



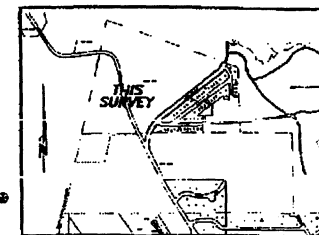
R&M
R & M ENGINEERING, INC.
ENGINEERS GEOLOGISTS SURVEYORS
6205 GLACIER HIGHWAY - JUNEAU, ALASKA 99801
PH. (907) 780-6060 - FX. (907) 780-4611
E-MAIL: rmengineering@rmjuneau.com

**MONTANA CREEK WEST
PHASE 2B**
CONSTRUCTION IMPROVEMENT PLANS
JUNEAU ALASKA
CLIENT: BICKNELL INCORPORATED
P.O. BOX 33517
JUNEAU, ALASKA 99803

DATE: MAY 6, 2015
R & M NO. 151307
C3
SHEET 3 OF 10



PHASE 1
TYPICAL LOT DETAIL



SOURCE: ALASKA ELECTRIC LIGHT & POWER CO. MAPING
SCALE: 1" = 1,000'

SUBDIVISION SUMMARY

PHASE 1 ————— 28 LOTS
PHASE 1 ————— 28 UNITS
PHASE 1 RIGHT-OF-WAY — 1.52AC.
PHASE 1 COMMON SPACE — 0.75AC.

PHASE 2 ————— 27 LOTS
PHASE 2 ————— 30 UNITS
PHASE 2 RIGHT-OF-WAY — 1.63AC.
PHASE 2 COMMON SPACE — 0.16AC.

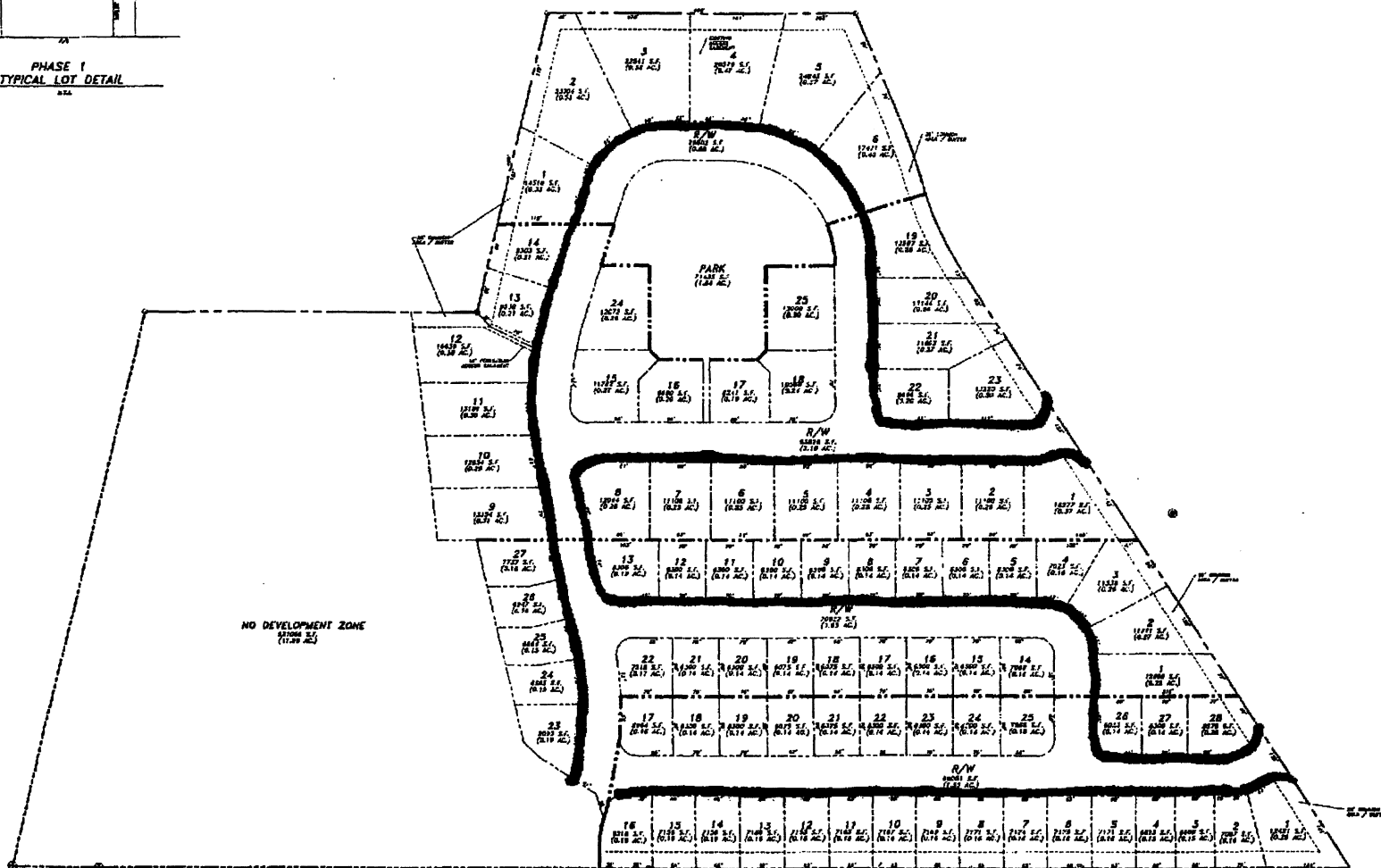
PHASE 3 ————— 25 LOTS
PHASE 3 ————— 32 UNITS
PHASE 3 RIGHT-OF-WAY — 2.16AC.
PHASE 3 COMMON SPACE — 0.45AC.

PHASE 4 ————— 6 LOTS
PHASE 4 ————— 24 UNITS
PHASE 4 RIGHT-OF-WAY — 0.68AC.
PHASE 3 COMMON SPACE — 0.60AC.
PHASE 4 PARK SPACE — 1.64AC.

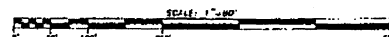
TOTAL LOTS ————— 86
TOTAL UNITS ————— 114
TOTAL AREA ————— 38.14AC.
TOTAL RIGHT-OF-WAY — 5.99AC.
TOTAL COMMON SPACE — 1.96AC.
TOTAL PARK ————— 1.64AC.
TOTAL NO DEVELOPMENT — 11.96AC.

A PRELIMINARY SUBDIVISION PLAT
OF
TRACT 1A, U.S. SURVEY NO. 2178
DENOTING
MONTANA CREEK WEST
PHASES 1, 2 AND 3
WITHIN
THE CITY & BOROUGH OF JUNEAU, ALASKA

CLIENT: BICKWELL INCORPORATED
P.O. BOX 1557
JUNEAU, ALASKA 99803
DATE: FEB 6, 2008
SHEET 1 OF 1
SURVEYOR: R&M ENGINEERING, INC.
6205 GLACIER HIGHWAY
JUNEAU, ALASKA 99801
DRAWN BY: JMT / JLT/TAJ



PROPOSED SIDEWALK LAYOUT



ATTACHMENT C

File No.: SUB2005-00048

Roscoe Bicknell
 File No.: SUB2005-00048
 February 16, 2006
 Page 2 of 5

6. An easement in favor of the residents of Montana Creek West PUD shall be dedicated on all common open spaces, and the purpose of such easement shall be to provide access for recreational uses, and allow for the development of hiking/walking trails.
7. Final plat shall contain a note stipulating the requirements of Condition #6
8. Final Plat shall show the floodplain boundary.
9. A 10-foot maintenance easement shall be dedicated on the lot adjacent to the lot whereon structures are situated on the common lot line; such easement shall extend the length of the lot.
10. Final plat shall show and describe maintenance easement required by Condition #9.
11. Final Plat shall not be approved until temporary cul-de-sacs are provided, where necessary (as determined by CBJ Community Development) for each phase of the development.
12. Final Plat shall not be approved until a ROW is dedicated to the adjacent Barrett parcel to the south as shown in Submittal dated January 11, 2006, or until an easement over parcel "A" in favor of CBJ for the construction of Rights of Way is recorded.
13. Prior to issuance of a grading permit or PFT, the developer must submit a drainage plan and construction drawings illustrating all public improvements. Such plans must include provisions for addressing stormwater runoff during construction, and be approved by the CBJ Engineering Department.
14. Proposed building envelope shall be shown on the final plat for each lot within the PUD.
15. Final plat shall contain a note indicating, "No additional dwelling units are allowed on lots beyond what is indicated."
16. With the exception of parks and public trails, all development within this PUD must be setback from the exterior boundary of this development at least 25-feet.
17. Building setbacks for proposed development shall be those recommended by staff in this report.
18. Required building setbacks shall be noted on the final plat.
19. Prior to Final Plat approval the developer must:
 - a. Verify the existing contents and depths of the pond to the satisfaction of the CBJ Engineering Department - prior to any more filling.
 - b. All existing organics must be removed from the ponds prior to the commencement of any filling.

Roscoe Bicknell
 File No.: SUB2005-00048
 February 16, 2006
 Page 3 of 5

- c. The developer must submit engineered plans for filling the dredge ponds; such plans must be approved by the Engineering Department and include calculations that address liquefaction in a seismic event, as well as static loading. Recommended methods for achieving consolidation may include surcharging, vibroflotation, and or other methods proposed by the developers Engineer and approved by the CBJ Engineering Department.
 - d. All fill must be placed in accordance with such engineered plan.
 - e. The developers Engineer must verify consolidation at all depths after filling efforts are complete, and identify methods for such.
 - f. An appropriate bond and inspection fee will be required to guarantee for the satisfactory completion of such fill.
20. The restoration plan submitted with USE1999-00016 shall remain a permit requirement until such time that the applicant provides the necessary engineered drawings for the filling of the dredge ponds, and provides the necessary bonding to guarantee for such.
21. Advisory: the applicant is required to submit a stormwater and pollution prevention plan with the Alaska Department of Environmental Conservation.
22. Prior to final plat approval for Phase 3, Parcel "A" (no development zone), shall have a conservation easement placed on it and such parcel shall be deeded to a non-profit organization of the developers choice, as approved by the director of CDD.
23. CBJ Parks and Recreation department must approve park design that will be built by developer and dedicated to CBJ.

JCMP Recommended Conditions

- 1. The applicant shall utilize Best Management Practices listed below for installation of required subdivision improvements:
 - A. Diverted or construction-related water shall not be directed into receiving waters unless sediment retention structures and water quality control devices are used prior to discharge.
 - B. The duration and area of exposed soil shall be minimized to reduce erosion potential. Re-vegetation shall be completed within one growing season.
 - C. Soils or fill shall not be placed near stream banks where it may be transported into the watercourse.

Roscoe Bicknell
File No.: SUB2005-00048
February 16, 2006
Page 4 of 5

- D. Runoff from the site after project completion shall not contribute to the impairment of water quality.
- E. Erosion and sedimentation control devices shall be installed between construction areas and streams prior to grading and maintained throughout the construction period.
- F. Equipment shall not be serviced or washed within 100 feet from streams.
- G. Spill containment and cleanup supplies shall be stored within a 15-minute transport time to construction sites.
- H. Storage of excavated or fill materials must be placed at least 25 feet from streams.
- I. Sediment traps or stilling basins shall be installed to prevent untreated sediment and runoff from entering streams.
- J. Construction runoff will be filtered through silt fences before reentering streams.

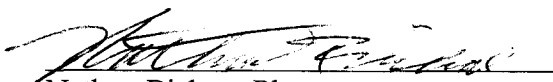
Attachment: February 9th & 14th, 2006 memorandums from Nathan Bishop Community Development to the CBJ Planning Commission regarding SUB2005-00048.

This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ §01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ §01.50.030 (c).

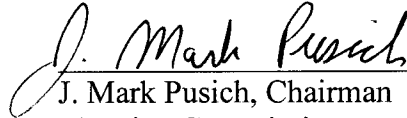
Effective Date: The permit is effective upon approval by the Commission
February 14, 2006.

Expiration Date: The permit will expire 18 months after the effective date, or August 14, 2007, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized; or if no plat has been issued in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:

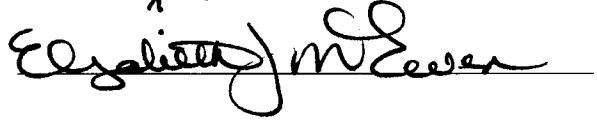

Nathan Bishop, Planner

Roscoe Bicknell
File No.: SUB2005-00048
February 16, 2006
Page 5 of 5



J. Mark Pusich, Chairman
Planning Commission

Filed With ^{deputy} City Clerk



Feb. 16, 2006

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ - adopted regulations. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center 1 (800) 949-4232, or fax (360) 438-3208.

R&M ENGINEERING, INC.
ENGINEERS
GEOLOGISTS
SURVEYORS

6205 GLACIER HWY. «» JUNEAU, ALASKA 99801
PHONE: 907-780-6060 «» FAX: 907-780-4611
EMAIL: rmengineering@rmjuneau.com

April 30, 2015

City and Borough of Juneau
 155 South Seward Street
 Juneau, Alaska 99801

Sent VIA Email

Attn: Mr. Eric Feldt
 CBJ Planner II

Re: Montana Creek West Phase 2B
 Letter of Explanation
 R&M Project No. 151307

Dear Mr. Feldt,

At the request of Bicknell, Inc., R&M Engineering, Inc. (R&M), has prepared a preliminary plat for Montana Creek West Phase 2B which is part of a planned unit development (P.U.D.) started in 2004. As part of this plat submittal we are proposing to terminate Glacier Bear Boulevard at the intersection of Timberwolf Lane. The original road alignment submitted in the concept subdivision phase continued north to connect with future phases of development. This roadway connection is no longer considered necessary or beneficial when considering the following subdivision design elements:

- Access to phases 1, 2A and 2B of Montana Creek West are accomplished by Lone Wolf Drive from Montana Creek Road. This looped roadway configuration allows for efficient travel and emergency access within these subdivision phases. In like manner, the future phases of the Montana Creek West development will be accessed directly from Montana Creek Road and will have a looped configuration. Therefore, the connection of Glacier Bear Boulevard to future roads to the north is not necessary for the purposes of access.
- The water and sanitary sewer systems can be accommodated without a connection along Glacier Bear Boulevard. The flatness of the terrain makes gravity flow difficult in wastewater design and necessitates two tie-ins to the Montana Creek Road sewer main to avoid the need of a sewer lift station which is costly to install and maintain. The water system within the south and north portions of the development are designed to be closed loop system which is considered optimal for providing water pressure and firefighting flows. An additional waterline connection between the two roadway loops would be redundant.
- Omitting the north connection of Glacier Bear Boulevard would eliminate approximately 250-feet of roadway infrastructure which is costly to construct and would require long-term maintenance by the City and Borough of Juneau.
- The amount of useable land that this extra portion of roadway would consume is approximately 17,025 square feet (0.39 acres). With the current zoning, this equals

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ATTACHMENT E

Mr. Eric Feldt
 April 29, 2015
 Page 2

two lots. Given the need for housing in Juneau, the addition of these two lots is considered significant. Increased privacy is also granted to the lots in the northwest corner of the said development by minimizing the road frontage.

It has been asked by CBJ-CDD that if Glacier Bear Boulevard does not extend north to the future phase, that pedestrian access be maintained to the future phase of development which includes a small public park. To achieve this access it has been suggested that a 10'-wide pedestrian access easement be granted centered on the proposed lot line between lots 11 and 12 of Phase 2B. While we consider access to the park important, we believe that it can be reasonably achieved without the need for this easement. Negative impacts created by this pedestrian easement include:

- Loss of privacy for the lots on either side of the pedestrian easement.
- Loss of value for the lots bordering the easement due to the reduction in buildable space (Approximately 475 square feet per lot, and potentially affecting 4 lots total).
- and, the potential for a dark corridor where light is obstructed by fences and trees, therefore making public safety a concern.

Considering all of the potential impacts and the best interest of the neighborhood community, it is our opinion that the pedestrian sidewalks along Timberwolf Lane, Glacier Bear Boulevard and Lone Wolf Drive allow sufficient access to Montana Creek Road and from there northwards to the future site of the park. Should this pedestrian route not be accepted by CBJ, Bicknell is willing to consider an access easement centered along the existing 20'-wide drainage easement between lots 2 and 3 of the Montana Creek West Phase 2A subdivision and north along the 25'-wide greenbelt common area bordering the Montana Creek Road right-of-way. This easement location has several distinct advantages:

- A drainage easement already exists from the Timberwolf Lane right-of-way to the Montana Creek Road right-of-way. A 10'-wide access passing through this area would only affect two lots which are restricted from building within this area already.
- Pedestrian traffic would be directed to the road corridors where it is best served and closer to public transit locations.
- The existing greenbelt is large enough to accommodate a pedestrian trail without sacrificing privacy and public safety.
- It consolidates public access to existing public easements and common areas.

In summary, the extension of Glacier Bear Boulevard to the north phase of Montana Creek Subdivision does not promote feasible or reasonable development. Reducing CBJ maintenance costs on roadways/utilities and developing a supportable subdivision in conformance with best use of land are accomplished with this proposal. Bicknell requests that the pedestrian access along the existing streets be considered acceptable.



Mr. Eric Feldt
April 29, 2015
Page 3

We appreciate your time in reviewing this phase of the Montana Creek West Subdivision.
Should you have any questions, please do not hesitate to contact me at your convenience.

Sincerely,
R&M Engineering, Inc.



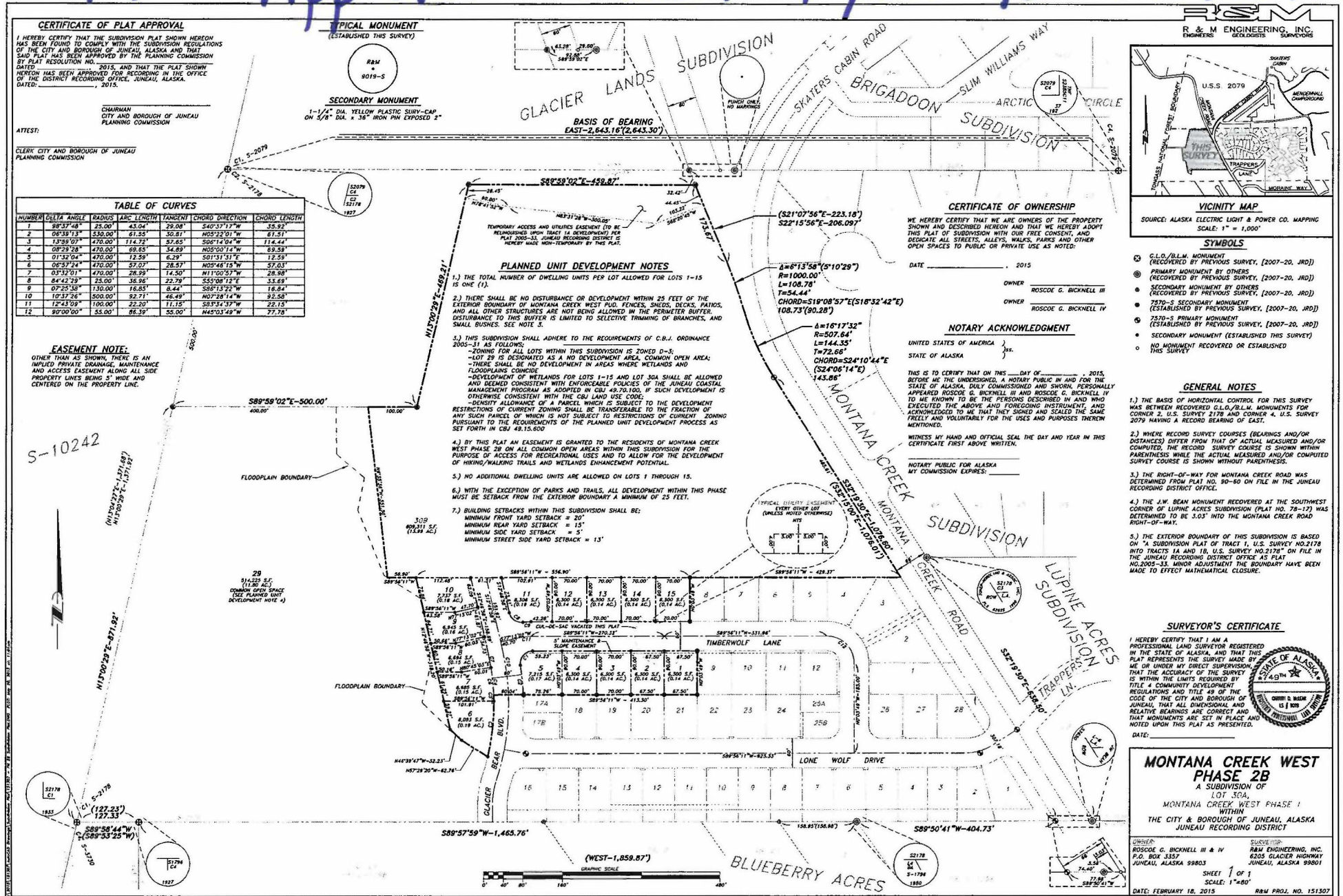
J. Mark Pusich, P.E.
Civil Engineer

cc: Spike Bicknell, Bicknell, Inc.

I:\2015\151307\Submittals\150430, CBJ Letter of Explanation.doc



PUD Approved Street layout for Phases 1+2



ATTACHMENT F

Eric Feldt

From: Dan Jager
Sent: Wednesday, May 20, 2015 10:34 AM
To: Mark Pusich; Eric Feldt
Cc: Jacob Graves; 'David Blommer'; Sven Pearson; Rich Etheridge
Subject: RE: Montana Creek West Phase 2B - Fire Apparatus Access

Mr. Pusich,

Thank you for your response to the IFC requirement for a second apparatus access road. The letter you sent gives a good background on this project. In paragraph two, the first sentence clarifies the requirement, not only for the 2009 IFC, but a second apparatus access road was a requirement in 2006 under the 2003 IFC when the project was started. Any subdivision with 30 or more homes in a one or two family residential development is required to have two apparatus access roads. So, even back then, it was a code requirement. And the paragraph goes on to show how this subdivision has continued to grow and is now going to be 58 homes total. This is almost double the amount where the two apparatus access roads are required.

I can appreciate the roads already constructed exceeding the minimums for apparatus use. However, when we look at accessibility, we have to plan for the largest apparatus that would be using it and worst case scenario. In this case, it would be our ladder truck which is a normal response apparatus for any structure fire in CBJ. When we use this apparatus we use over 22 feet of width for the outriggers for apparatus stability. We will completely shut down any roadway when we use our apparatus, especially the ladder truck. So, even with 36 foot wide roadway, it will be reduced to a size that is not safe for fire personnel or the public and will require it be shut down during any fire operation. Therefore, there will be a potential for blockage with only one road.

As far as examples of other subdivisions go, those subdivisions were created many years ago under different codes and requirements and back when the State Fire Marshal Office had jurisdiction. As you are aware, things are completely different today. This subdivision project is required to meet the current codes of today. Even if it were completed back in 2006 when it started, it would still have the same requirements as today.

Finally, the request for me to relax or waive the code requirements cannot occur. Legally I do not have the authority to waive code requirements.

As the fire code section reads, the only exception to this code requirement is that each home that is built has a residential sprinkler system.

Thank you for the opportunity to reiterate the fire code requirements and provide additional details and explanation. Please feel free to contact me if you have any further questions. At this time the requirements will stand as they are and a second apparatus access road shall be installed as written in the IFC.

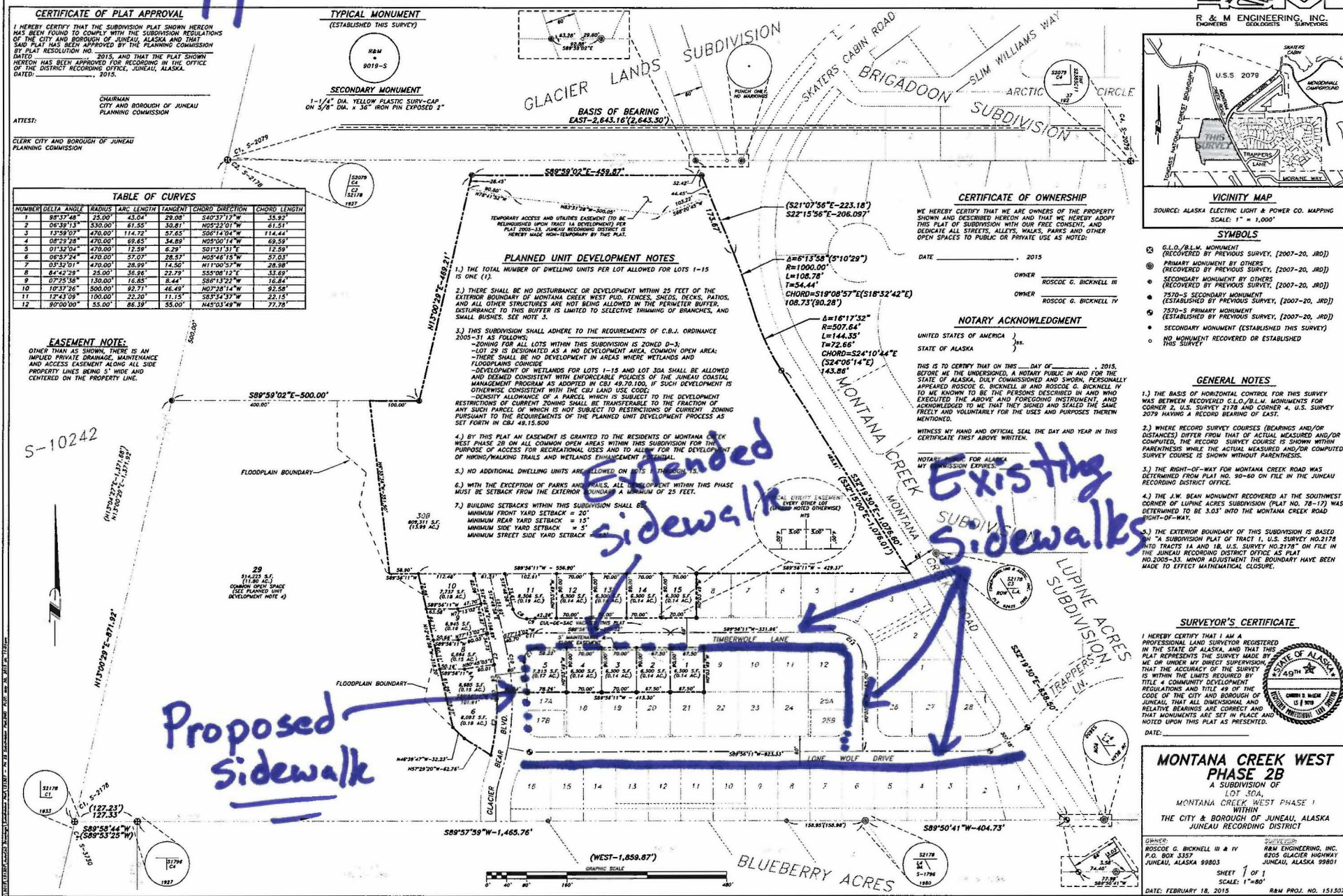
Dan

Daniel M. Jager EFO, IAAI-CFI
 Fire Marshal



ATTACHMENT G

Applicant's Sidewalk Plan for Ph. 2B



ATTACHMENT H

R&M ENGINEERING, INC.
ENGINEERS
GEOLOGISTS
SURVEYORS

6205 GLACIER HWY. «» JUNEAU, ALASKA 99801
PHONE: 907-780-6060 «» FAX: 907-780-4611
EMAIL: rmengineering@rmjuneau.com

May 21, 2015

City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Sent VIA Email

Attn: Mr. Eric Feldt
CBJ Planner II

Re: Montana Creek West Phase 2B
Letter of Explanation No.2
R&M Project No. 151307

Dear Mr. Feldt,

Provided in this letter is further explanation about the street access layout and proposed sidewalks for Montana Creek West Phase 2B Subdivision.

Street Access Layout:

The preferred plan is to eliminate the north segment of Glacier Bear Boulevard. The fire code requires two points of access to the subdivision and it is our opinion that this criterion can be met without having the north connection of Glacier Bear Boulevard. The first point of access is the existing intersection of Lone Wolf Drive and Montana Creek Road. The second access is the planned connection to the southern end of Glacier Bear Boulevard. The developer originally dedicated **8,943 square feet** of right-of-way for the south access to Glacier Bear Boulevard to Tract B, Fraction of U.S.S. 1796. The reason for the right-of-way in this area was for future access. Section D106 of the 2009 International Fire Code states that "the number of dwelling units on a single fire apparatus access road shall not be increased unless fire apparatus access roads will connect with **future development**." Although no development is currently planned for the adjacent lot to the south, it was Bicknell's intent upon the original dedication of this right-of-way that this be considered a future access point. Should the termination of the north end of Glacier Bear Boulevard not be permitted, there will be three access points to this subdivision which is excessive. In this case, the developer would ask to reclaim the right-of-way that was dedicated on the south end of Glacier Bear Boulevard for development of (1) one lot. (See attached sketch)

Sidewalk Configuration:

We are requesting that the sidewalk be constructed on the East side of Glacier Bear Boulevard. The pedestrian crossing at Lone Wolf Drive will be re-orientated to the north where it will intersect Timberwolf Lane. Having the sidewalk at this location does not increase the number of pedestrian crossings and has the advantage of being shorter in length, and therefore there is less sidewalk for CBJ Streets Department to maintain. (See attached sketch showing proposed sidewalk configuration)

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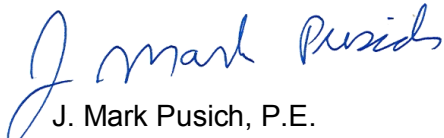
ATTACHMENT I

Mr. Eric Feldt
May 21, 2015
Page 2

To summarize, the developer wishes to optimize the number of dwelling units in this development and to reduce the amount of infrastructure costs. Vehicle and pedestrian access to the subdivision is considered to be achieved with the proposed plans.

We appreciate your time in reviewing this phase of the Montana Creek West Subdivision. Should you have any questions, please do not hesitate to contact me at your convenience.

Sincerely,
R&M Engineering, Inc.



J. Mark Pusich, P.E.
Civil Engineer

cc: Spike Bicknell, Bicknell, Inc.



CERTIFICATE OF PLAT APPROVAL

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA AND THAT SAID PLAT HAS BEEN APPROVED BY THE PLANNING COMMISSION BY PLAT RESOLUTION NO. _____, 2015, AND THAT THE PLAT SHOWN HEREON HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT RECORDING OFFICE, JUNEAU, ALASKA. DATED: _____, 2015.

CHAIRMAN
CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

ATTEST:

CLERK CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

TYPICAL MONUMENT

(ESTABLISHED THIS SURVEY)

R & M
9019-S

SECONDARY MONUMENT

1-1/4" DIA. YELLOW PLASTIC SURV-CAP
ON 5/8" DIA. x 36" IRON PIN EXPOSED 2"

NUMBER	DELTA ANGLE	RADIUS	ARC LENGTH	TANGENT	CHORD DIRECTION	CHORD LENGTH
1	98°37'48"	25.00'	43.04'	29.08'	S40°37'17"W	35.92'
2	06°39'13"	530.00'	61.55'	30.81'	N05°22'01"W	61.51'
3	98°37'48"	55.00'	94.68'	63.98'	S40°37'17"W	83.41'
4	06°32'06"	500.00'	57.03'	28.54'	N05°25'34"W	57.00'
5	12°47'49"	470.00'	104.72'	52.58'	N06°50'39"E	104.51'
6	07°19'49"	470.00'	60.13'	30.11'	N03°12'15"W	60.09'
7	02°45'13"	470.00'	22.59'	11.30'	N00°54'57"W	22.58'
8	04°34'37"	470.00'	37.54'	18.78'	N04°34'51"W	37.53'
9	01°49'27"	470.00'	14.96'	7.48'	N07°46'53"W	14.96'
10	18°09'37"	85.00'	26.94'	13.58'	S00°23'12"W	26.83'
11	20°21'01"	85.00'	30.19'	15.26'	S19°38'30"W	30.03'
12	20°40'02"	85.00'	30.66'	15.50'	S40°09'02"W	30.49'
13	25°53'58"	85.00'	38.42'	19.55'	S63°26'03"W	38.10'
14	13°33'09"	85.00'	20.11'	10.10'	S83°09'36"W	20.06'

EASEMENT NOTE:

OTHER THAN AS SHOWN, THERE IS AN IMPLIED PRIVATE DRAINAGE, MAINTENANCE AND ACCESS EASEMENT ALONG ALL SIDE PROPERTY LINES BEING 5' WIDE AND CENTERED ON THE PROPERTY LINE.

OPTION 1

PLANNED UNIT DEVELOPMENT NOTES

- 1.) THE TOTAL NUMBER OF DWELLING UNITS PER LOT ALLOWED FOR LOTS 1-15 IS ONE (1).
- 2.) THERE SHALL BE NO DISTURBANCE OR DEVELOPMENT WITHIN 25 FEET OF THE EXTERIOR BOUNDARY OF MONTANA CREEK WEST PUD. FENCES, SHEDS, DECKS, PATIOS, AND ALL OTHER STRUCTURES ARE NOT BEING ALLOWED IN THE PERIMETER BUFFER. DISTURBANCE TO THIS BUFFER IS LIMITED TO SELECTIVE TRIMMING OF BRANCHES, AND SMALL BUSHES. SEE NOTE 3.
- 3.) THIS SUBDIVISION SHALL ADHERE TO THE REQUIREMENTS OF C.B.J. ORDINANCE 2005-31 AS FOLLOWS:
-ZONING FOR ALL LOTS WITHIN THIS SUBDIVISION IS ZONED D-3;
-LOT 29 IS DESIGNATED AS A NO DEVELOPMENT AREA, COMMON OPEN AREA;
-THERE SHALL BE NO DEVELOPMENT IN AREAS WHERE WETLANDS AND FLOODPLAINS COINCIDE
-DEVELOPMENT OF WETLANDS FOR LOTS 1-15 AND LOT 30A SHALL BE ALLOWED AND DEEMED CONSISTENT WITH ENFORCEABLE POLICIES OF THE JUNEAU COASTAL MANAGEMENT PROGRAM AS ADOPTED IN CBJ 49.70.100, IF SUCH DEVELOPMENT IS OTHERWISE CONSISTENT WITH THE CBJ LAND USE CODE;
-DENSITY ALLOWANCE OF A PARCEL WHICH IS SUBJECT TO THE DEVELOPMENT RESTRICTIONS OF CURRENT ZONING SHALL BE TRANSFERABLE TO THE FRACTION OF ANY SUCH PARCEL OF WHICH IS NOT SUBJECT TO RESTRICTIONS OF CURRENT ZONING PURSUANT TO THE REQUIREMENTS OF THE PLANNED UNIT DEVELOPMENT PROCESS AS SET FORTH IN CBJ 49.15.600
- 4.) BY THIS PLAT AN EASEMENT IS GRANTED TO THE RESIDENTS OF MONTANA CREEK WEST PHASE 2B ON ALL COMMON OPEN AREAS WITHIN THIS SUBDIVISION FOR THE PURPOSE OF ACCESS FOR RECREATIONAL USES AND TO ALLOW FOR THE DEVELOPMENT OF HIKING/WALKING TRAILS AND WETLANDS ENHANCEMENT POTENTIAL.
- 5.) NO ADDITIONAL DWELLING UNITS ARE ALLOWED ON LOTS 1 THROUGH 15.
- 6.) WITH THE EXCEPTION OF PARKS AND TRAILS, ALL DEVELOPMENT WITHIN THIS PHASE MUST BE SETBACK FROM THE EXTERIOR BOUNDARY A MINIMUM OF 25 FEET.
- 7.) BUILDING SETBACKS WITHIN THIS SUBDIVISION SHALL BE:
MINIMUM FRONT YARD SETBACK = 20'
MINIMUM REAR YARD SETBACK = 15'
MINIMUM SIDE YARD SETBACK = 5'
MINIMUM STREET SIDE YARD SETBACK = 13'

CERTIFICATE OF OWNERSHIP

WE HEREBY CERTIFY THAT WE ARE OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT WE HEREBY ADOPPT THIS PLAT OF SUBDIVISION WITH OUR FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED:

DATE _____, 2015

OWNER ROSCOE G. BICKNELL III

OWNER ROSCOE G. BICKNELL IV

NOTARY ACKNOWLEDGMENT

UNITED STATES OF AMERICA } ss.
STATE OF ALASKA }

THIS IS TO CERTIFY THAT ON THIS _____ DAY OF _____, 2015, BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED ROSCOE G. BICKNELL III AND ROSCOE G. BICKNELL IV TO ME KNOWN TO BE THE PERSONS DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT THEY SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR ALASKA
MY COMMISSION EXPIRES: _____

VICINITY MAP

SOURCE: ALASKA ELECTRIC LIGHT & POWER CO. MAPPING
SCALE: 1" = 1,000'

SYMBOLS

- ⊕ G.L.O./B.L.M. MONUMENT (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊗ PRIMARY MONUMENT BY OTHERS (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊕ SECONDARY MONUMENT BY OTHERS (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- 7570-S SECONDARY MONUMENT (ESTABLISHED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊕ 7570-S PRIMARY MONUMENT (ESTABLISHED BY PREVIOUS SURVEY, [2007-20, JRD])
- SECONDARY MONUMENT (ESTABLISHED THIS SURVEY)
- NO MONUMENT RECOVERED OR ESTABLISHED THIS SURVEY

GENERAL NOTES

- 1.) THE BASIS OF HORIZONTAL CONTROL FOR THIS SURVEY WAS BETWEEN RECOVERED G.L.O./B.L.M. MONUMENTS FOR CORNER 2, U.S. SURVEY 2178 AND CORNER 4, U.S. SURVEY 2079 HAVING A RECORD BEARING OF EAST.
- 2.) WHERE RECORD SURVEY COURSES (BEARINGS AND/OR DISTANCES) DIFFER FROM THAT OF ACTUAL MEASURED AND/OR COMPUTED, THE RECORD SURVEY COURSE IS SHOWN WITHIN PARENTHESES WHILE THE ACTUAL MEASURED AND/OR COMPUTED SURVEY COURSE IS SHOWN WITHOUT PARENTHESES.
- 3.) THE RIGHT-OF-WAY FOR MONTANA CREEK ROAD WAS DETERMINED FROM PLAT NO. 90-60 ON FILE IN THE JUNEAU RECORDING DISTRICT OFFICE.
- 4.) THE J.W. BEAN MONUMENT RECOVERED AT THE SOUTHWEST CORNER OF LUPINE ACRES SUBDIVISION (PLAT NO. 78-17) WAS DETERMINED TO BE 3.03' INTO THE MONTANA CREEK ROAD RIGHT-OF-WAY.
- 5.) THE EXTERIOR BOUNDARY OF THIS SUBDIVISION IS BASED ON "A SUBDIVISION PLAT OF TRACT 1, U.S. SURVEY NO.2178 INTO TRACTS 1A AND 1B, U.S. SURVEY NO.2178" ON FILE IN THE JUNEAU RECORDING DISTRICT OFFICE AS PLAT NO.2005-33. MINOR ADJUSTMENT THE BOUNDARY HAVE BEEN MADE TO EFFECT MATHEMATICAL CLOSURE.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 4 COMMUNITY DEVELOPMENT REGULATIONS AND TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONAL AND RELATIVE BEARINGS ARE CORRECT AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATE: _____

MONTANA CREEK WEST PHASE 2B

A SUBDIVISION OF
LOT 30A,
MONTANA CREEK WEST PHASE I
WITHIN
THE CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT

OWNER:
ROSCOE G. BICKNELL III & IV
P.O. BOX 3357
JUNEAU, ALASKA 99803

SURVEYOR:
R & M ENGINEERING, INC.
6205 GLACIER HIGHWAY
JUNEAU, ALASKA 99801

SHEET 1 of 1
SCALE: 1"=80'

DATE: MARCH 24, 2015 R&M PROJ. NO. 151307

CERTIFICATE OF PLAT APPROVAL

I HEREBY CERTIFY THAT THE SUBDIVISION PLAT SHOWN HEREON HAS BEEN FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE CITY AND BOROUGH OF JUNEAU, ALASKA AND THAT SAID PLAT HAS BEEN APPROVED BY THE PLANNING COMMISSION BY PLAT RESOLUTION NO. _____, 2015, AND THAT THE PLAT SHOWN HEREON HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT RECORDING OFFICE, JUNEAU, ALASKA. DATED: _____, 2015.

CHAIRMAN
CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

ATTEST:

CLERK CITY AND BOROUGH OF JUNEAU
PLANNING COMMISSION

TYPICAL MONUMENT

(ESTABLISHED THIS SURVEY)

R & M
9019-S

SECONDARY MONUMENT

1-1/4" DIA. YELLOW PLASTIC SURV-CAP
ON 5/8" DIA. x 36" IRON PIN EXPOSED 2"

TABLE OF CURVES

NUMBER	DELTA ANGLE	RADIUS	ARC LENGTH	TANGENT	CHORD DIRECTION	CHORD LENGTH
1	98°37'48"	25.00'	43.04'	29.08'	S40°37'17"W	35.92'
2	06°39'13"	530.00'	61.55'	30.81'	N05°22'01"W	61.51'
3	13°59'07"	470.00'	114.72'	57.65'	S06°14'04"W	114.44'
4	08°29'28"	470.00'	69.65'	34.89'	N05°00'14"W	69.59'
5	01°32'04"	470.00'	12.59'	6.29'	S01°31'31"E	12.59'
6	06°57'24"	470.00'	57.07'	28.57'	N05°46'15"W	57.03'
7	03°32'01"	470.00'	28.99'	14.50'	N11°00'57"W	28.98'
8	84°42'29"	25.00'	36.96'	22.79'	S55°08'12"E	33.69'
9	07°25'38"	130.00'	16.85'	8.44'	S86°13'22"W	16.84'
10	10°37'26"	500.00'	92.71'	46.49'	N07°28'14"W	92.58'
11	12°43'09"	100.00'	22.20'	11.15'	S83°34'37"W	22.15'
12	90°00'00"	55.00'	86.39'	55.00'	N45°03'49"W	77.78'

EASEMENT NOTE:

OTHER THAN AS SHOWN, THERE IS AN IMPLIED PRIVATE DRAINAGE, MAINTENANCE AND ACCESS EASEMENT ALONG ALL SIDE PROPERTY LINES BEING 5' WIDE AND CENTERED ON THE PROPERTY LINE.

OPTION 2

PLANNED UNIT DEVELOPMENT NOTES

- 1.) THE TOTAL NUMBER OF DWELLING UNITS PER LOT ALLOWED FOR LOTS 1-15 IS ONE (1).
- 2.) THERE SHALL BE NO DISTURBANCE OR DEVELOPMENT WITHIN 25 FEET OF THE EXTERIOR BOUNDARY OF MONTANA CREEK WEST PUD. FENCES, SHEDS, DECKS, PATIOS, AND ALL OTHER STRUCTURES ARE NOT BEING ALLOWED IN THE PERIMETER BUFFER. DISTURBANCE TO THIS BUFFER IS LIMITED TO SELECTIVE TRIMMING OF BRANCHES, AND SMALL BUSHES. SEE NOTE 3.
- 3.) THIS SUBDIVISION SHALL ADHERE TO THE REQUIREMENTS OF C.B.J. ORDINANCE 2005-31 AS FOLLOWS:
-ZONING FOR ALL LOTS WITHIN THIS SUBDIVISION IS ZONED D-3;
-LOT 29 IS DESIGNATED AS A NO DEVELOPMENT AREA, COMMON OPEN AREA;
-THERE SHALL BE NO DEVELOPMENT IN AREAS WHERE WETLANDS AND FLOODPLAINS COINCIDE
-DEVELOPMENT OF WETLANDS FOR LOTS 1-15 AND LOT 30A SHALL BE ALLOWED AND DEEMED CONSISTENT WITH ENFORCEABLE POLICIES OF THE JUNEAU COASTAL MANAGEMENT PROGRAM AS ADOPTED IN CBJ 49.70.100, IF SUCH DEVELOPMENT IS OTHERWISE CONSISTENT WITH THE CBJ LAND USE CODE;
-DENSITY ALLOWANCE OF A PARCEL WHICH IS SUBJECT TO THE DEVELOPMENT RESTRICTIONS OF CURRENT ZONING SHALL BE TRANSFERABLE TO THE FRACTION OF ANY SUCH PARCEL OF WHICH IS NOT SUBJECT TO RESTRICTIONS OF CURRENT ZONING PURSUANT TO THE REQUIREMENTS OF THE PLANNED UNIT DEVELOPMENT PROCESS AS SET FORTH IN CBJ 49.15.600
- 4.) BY THIS PLAT AN EASEMENT IS GRANTED TO THE RESIDENTS OF MONTANA CREEK WEST PHASE 2B ON ALL COMMON OPEN AREAS WITHIN THIS SUBDIVISION FOR THE PURPOSE OF ACCESS FOR RECREATIONAL USES AND TO ALLOW FOR THE DEVELOPMENT OF HIKING/WALKING TRAILS AND WETLANDS ENHANCEMENT POTENTIAL.
- 5.) NO ADDITIONAL DWELLING UNITS ARE ALLOWED ON LOTS 1 THROUGH 15.
- 6.) WITH THE EXCEPTION OF PARKS AND TRAILS, ALL DEVELOPMENT WITHIN THIS PHASE MUST BE SETBACK FROM THE EXTERIOR BOUNDARY A MINIMUM OF 25 FEET.
- 7.) BUILDING SETBACKS WITHIN THIS SUBDIVISION SHALL BE:
MINIMUM FRONT YARD SETBACK = 20'
MINIMUM REAR YARD SETBACK = 15'
MINIMUM SIDE YARD SETBACK = 5'
MINIMUM STREET SIDE YARD SETBACK = 13'

CERTIFICATE OF OWNERSHIP

WE HEREBY CERTIFY THAT WE ARE OWNERS OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT WE HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH OUR FREE CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED:

DATE _____, 2015

OWNER ROSCOE G. BICKNELL III

OWNER ROSCOE G. BICKNELL IV

NOTARY ACKNOWLEDGMENT

UNITED STATES OF AMERICA } ss.
STATE OF ALASKA }

THIS IS TO CERTIFY THAT ON THIS _____ DAY OF _____, 2015, BEFORE ME THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF ALASKA, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED ROSCOE G. BICKNELL III AND ROSCOE G. BICKNELL IV TO ME KNOWN TO BE THE PERSONS DESCRIBED IN AND WHO EXECUTED THE ABOVE AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED TO ME THAT THEY SIGNED AND SEALED THE SAME FREELY AND VOLUNTARILY FOR THE USES AND PURPOSES THEREIN MENTIONED.

WITNESS MY HAND AND OFFICIAL SEAL THE DAY AND YEAR IN THIS CERTIFICATE FIRST ABOVE WRITTEN.

NOTARY PUBLIC FOR ALASKA
MY COMMISSION EXPIRES: _____

VICINITY MAP

SOURCE: ALASKA ELECTRIC LIGHT & POWER CO. MAPPING
SCALE: 1" = 1,000'

SYMBOLS

- ⊕ G.L.O./B.L.M. MONUMENT (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊗ PRIMARY MONUMENT BY OTHERS (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊕ SECONDARY MONUMENT BY OTHERS (RECOVERED BY PREVIOUS SURVEY, [2007-20, JRD])
- 7570-S SECONDARY MONUMENT (ESTABLISHED BY PREVIOUS SURVEY, [2007-20, JRD])
- ⊕ 7570-S PRIMARY MONUMENT (ESTABLISHED BY PREVIOUS SURVEY, [2007-20, JRD])
- SECONDARY MONUMENT (ESTABLISHED THIS SURVEY)
- NO MONUMENT RECOVERED OR ESTABLISHED THIS SURVEY

GENERAL NOTES

- 1.) THE BASIS OF HORIZONTAL CONTROL FOR THIS SURVEY WAS BETWEEN RECOVERED G.L.O./B.L.M. MONUMENTS FOR CORNER 2, U.S. SURVEY 2178 AND CORNER 4, U.S. SURVEY 2079 HAVING A RECORD BEARING OF EAST.
- 2.) WHERE RECORD SURVEY COURSES (BEARINGS AND/OR DISTANCES) DIFFER FROM THAT OF ACTUAL MEASURED AND/OR COMPUTED, THE RECORD SURVEY COURSE IS SHOWN WITHIN PARENTHESES WHILE THE ACTUAL MEASURED AND/OR COMPUTED SURVEY COURSE IS SHOWN WITHOUT PARENTHESES.
- 3.) THE RIGHT-OF-WAY FOR MONTANA CREEK ROAD WAS DETERMINED FROM PLAT NO. 90-60 ON FILE IN THE JUNEAU RECORDING DISTRICT OFFICE.
- 4.) THE J.W. BEAN MONUMENT RECOVERED AT THE SOUTHWEST CORNER OF LUPINE ACRES SUBDIVISION (PLAT NO. 78-17) WAS DETERMINED TO BE 3.03' INTO THE MONTANA CREEK ROAD RIGHT-OF-WAY.
- 5.) THE EXTERIOR BOUNDARY OF THIS SUBDIVISION IS BASED ON "A SUBDIVISION PLAT OF TRACT 1, U.S. SURVEY NO.2178 INTO TRACTS 1A AND 1B, U.S. SURVEY NO.2178" ON FILE IN THE JUNEAU RECORDING DISTRICT OFFICE AS PLAT NO.2005-33. MINOR ADJUSTMENT THE BOUNDARY HAVE BEEN MADE TO EFFECT MATHEMATICAL CLOSURE.

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS THE SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 4 COMMUNITY DEVELOPMENT REGULATIONS AND TITLE 49 OF THE CODE OF THE CITY AND BOROUGH OF JUNEAU, THAT ALL DIMENSIONAL AND RELATIVE BEARINGS ARE CORRECT AND THAT MONUMENTS ARE SET IN PLACE AND NOTED UPON THIS PLAT AS PRESENTED.

DATE: _____

MONTANA CREEK WEST PHASE 2B

A SUBDIVISION OF
LOT 30A,
MONTANA CREEK WEST PHASE I
WITHIN
THE CITY & BOROUGH OF JUNEAU, ALASKA
JUNEAU RECORDING DISTRICT

OWNER:
ROSCOE G. BICKNELL III & IV
P.O. BOX 3357
JUNEAU, ALASKA 99803

SURVEYOR:
R & M ENGINEERING, INC.
6205 GLACIER HIGHWAY
JUNEAU, ALASKA 99801

SHEET 1 of 1
SCALE: 1"=80'

DATE: FEBRUARY 18, 2015

R & M PROJ. NO. 151307

\\2015\151307\AutoCAD Drawings\Subdivision Plat\151307 - Plat 25 Subdivision Plat.DWG PLOT: May 21, 2015 at: 8:37am
FILE NO: L-901-2A

S-10242

Packet Page 165 of 178

521066 S.F.
(11.96 AC.)

TR. B2
FR. S-1796

PROPOSED SIDEWALK LAYOUT

BLUEBERRY ACRES

FR. S-1796

PROPOSED
SIDEWALKS

EXISTING
SIDEWALKS

GLACIER LANDS SUBDIVISION

BRIGADOON SUBDIVISION

SLIM WILLIAMS WAY

ARCTIC CIRCLE

MONTANA CREEK SUBDIVISION

LUPINE ACRES SUBDIVISION

23304 S.F.
(0.53 AC.)

22541 S.F.
(0.52 AC.)

20576 S.F.
(0.47 AC.)

24943 S.F.
(0.57 AC.)

29802 S.F.
(0.68 AC.)

17471 S.F.
(0.40 AC.)

12697 S.F.
(0.29 AC.)

11144 S.F.
(0.26 AC.)

11603 S.F.
(0.27 AC.)

8666 S.F.
(0.20 AC.)

13220 S.F.
(0.30 AC.)

71435 S.F.
(1.64 AC.)

13000 S.F.
(0.30 AC.)

10588 S.F.
(0.24 AC.)

8241 S.F.
(0.19 AC.)

8680 S.F.
(0.20 AC.)

11782 S.F.
(0.27 AC.)

9030 S.F.
(0.21 AC.)

13161 S.F.
(0.30 AC.)

16639 S.F.
(0.38 AC.)

12834 S.F.
(0.29 AC.)

13354 S.F.
(0.31 AC.)

7737 S.F.
(0.18 AC.)

6947 S.F.
(0.16 AC.)

6694 S.F.
(0.15 AC.)

6685 S.F.
(0.15 AC.)

8093 S.F.
(0.19 AC.)

70922 S.F.
(1.63 AC.)

7023 S.F.
(0.16 AC.)

11338 S.F.
(0.26 AC.)

11771 S.F.
(0.27 AC.)

12698 S.F.
(0.29 AC.)

6033 S.F.
(0.14 AC.)

6300 S.F.
(0.14 AC.)

8578 S.F.
(0.20 AC.)

16
8218 S.F.
(0.19 AC.)

15
7156 S.F.
(0.16 AC.)

14
7158 S.F.
(0.16 AC.)

13
7160 S.F.
(0.16 AC.)

12
7163 S.F.
(0.16 AC.)

11
7165 S.F.
(0.16 AC.)

10
7167 S.F.
(0.16 AC.)

9
7169 S.F.
(0.16 AC.)

8
7171 S.F.
(0.16 AC.)

7
7174 S.F.
(0.16 AC.)

6
7175 S.F.
(0.16 AC.)

5
7171 S.F.
(0.16 AC.)

4
6613 S.F.
(0.15 AC.)

3
6608 S.F.
(0.15 AC.)

2
7087 S.F.
(0.16 AC.)

1

TR. C1

S-10242
S-2178

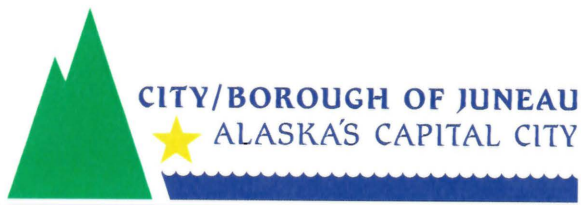
S-10242
S-3730

S-3730
S-1796

S-2079
S-2178

S-2079
S-2178

S-2178
S-1796



**PLANNING COMMISSION
NOTICE OF DECISION**

Date: June 11, 2015
File No.: SMP2015 0004

Bicknell, Inc.
PO Box 33517
Juneau, AK 99803

Application For: Major subdivision to create Montana Creek West Phase 2B.
Legal Description: Montana Creek West 2A Lot 30A
Parcel Code No.: 4-B29-0-116-040-0
Hearing Date: June 9, 2015

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 1, 2015, after amending finding 4 as shown below, and modified the preliminary plat with the street design as approved with the original Planned Unit Development (SUB2005-00048 and SUB2006-00018) shown as “attachment F” and with the modified sidewalk design as shown as “attachment H” in the attached staff report, with the following advisory condition:

Amended Finding

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

2005 PUD Subdivision Design with revised sidewalk design

No. The 2005 PUD and revised sidewalk design will not materially endanger the public health or safety because it meets local fire code with future connections to a second access point and does not create danger.

Advisory Condition:

1. The applicant should consider amending the Planned Unit Development in regard to sidewalk design so that future phases would be reviewed for conformance with the potentially revised sidewalk plan.

Attachment: June 1, 2015 memorandum from Eric Feldt, Community Development, to the CBJ Planning Commission regarding SMP2015 0004.

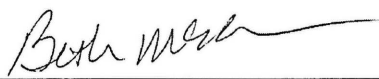
This Notice of Decision does not authorize any construction. Prior to starting any project, it is the applicant’s responsibility to obtain the required building permits.

Bicknell, Inc.
 File No.: SMP2015 0004
 June 11, 2015
 Page 2 of 2

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

Effective Date: The permit is effective upon approval by the Commission, June 9, 2015.

Expiration Date: The permit will expire 18 months after the effective date, or December 9, 2016, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the subdivision permit was authorized or no final plat has been approved. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner: 
 Eric Feldt, Planner
 Community Development Department


 Michael Satre, Chair
 Planning Commission


 Filed With City Clerk Date 6/12/15

cc: Plan Review

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

BEFORE THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

ANDREW HUGHES and TALL TIMBERS
NEIGHBORHOOD ASSOCIATION,

Appellants,

vs.

CBJ PLANNING COMMISSION,

Appellee,

and

HAVEN HOUSE,

Appellee-Intervenor.

Appeal of: Planning Commission
Notice of Decision: USE 2014 0008
and UNL 2014 0001

DECISION ON APPEAL

Appellants Andrew Hughes and Tall Timbers Neighborhood Association filed an appeal of the Planning Commission's decision to grant a conditional use permit to Haven House¹, a transitional housing facility for women upon release from prison. The Appellants also object to the finding made by the Board of Adjustment that Haven House's transitional living facility was a land use not listed in the City and Borough's Table of Permissible Uses.² Haven House intervened in the appeal.

For the reasons stated below, both the unlisted use determination and conditional use permit decisions are upheld and the appeal denied.

¹ USE2014 0008.

² UNL2014 0001.

I. Procedural History and Issues on Appeal

On December 23, 2013, Haven House submitted a building permit application to the CBJ's Community Development Department ("CDD") to modify a single family home in the Tall Timbers neighborhood to a "transitional group home."³ On January 24, 2014, the Director of CDD sent Haven House a letter denying the permit, finding that Haven House was a "halfway house" and not a "group home" as defined by CBJ Code, which was not allowed in D-5 zones such as the Tall Timbers neighborhood.⁴

Haven House filed an appeal of the Director's decision on February 11, 2014.⁵ After receiving supplemental material and argument from Haven House on March 10, 2014,⁶ the CDD Director sent Haven House a second letter, dated March 18, 2014, stating that he'd concluded that CBJ code was "likely unenforceable" with respect to both "halfway houses" and "group homes."⁷ Based on that finding and the additional information provided by Haven House elaborating on its proposed project, the Director explained that Haven House's proposed use, a "transitional group home," was a "use not listed" under CBJ 49.20.320, which would need to be evaluated by the Board of Adjustment ("BOA").⁸ Haven House submitted its applications for an unlisted use determination⁹ and conditional use permit for an "entry home for women coming out of prison" to be located in the Tall Timbers neighborhood, on May 2, 2014.¹⁰

On April 1, 2014, a group of neighbors later identified as the Tall Timbers Neighborhood

³ R. 1450.

⁴ R. 1449.

⁵ R. 1445 – 1447. Haven House withdrew its appeal on April 4, 2014. R. 1379.

⁶ R. 1327 – 1356.

⁷ R. 69 – 70.

⁸ *Id.*

⁹ R. 30 - 31.

¹⁰ R. 381- 382.

Association filed an appeal of the CDD Director's March 18, 2014, decision.¹¹ Haven House filed its appeal of the same decision on April 4, 2014.¹² On July 22, 2014, the Planning Commission dismissed the Tall Timbers appeal and stayed Haven House's at its request.¹³

The BOA considered Haven House's application for an unlisted use determination on August 21, 2014. As explained in its August 26, 2014, Notice of Decision, the BOA found that "transitional housing for people coming out of prison is of the same general character" as "miscellaneous rooms for rent," category 1.610 of the Table of Permissible Uses ("TPU")(CBJ 49.25.300).¹⁴ Because the TPU allows "miscellaneous rooms for rent" in D-5 zones with a conditional use permit, and because Haven House had applied to locate its facility in the Tall Timbers neighborhood – zoned D-5 – the BOA concluded that Haven House's application for a conditional use permit should proceed.¹⁵

Tall Timbers appealed the BOA's decision to the Assembly.¹⁶ At its regular meeting on September 29, 2014, the Assembly determined the appeal to be untimely and unripe, and dismissed it without prejudice.¹⁷ The Assembly notified Tall Timbers that the unlisted use determination made by the BOA would be appealable once a final decision was made by the Planning Commission on Haven House's conditional use permit application.¹⁸

On October 14, 2014, the Planning Commission approved Haven House's application for a conditional use permit, issuing its Notice of Decision on October 16, 2014.¹⁹

¹¹ R. 1369 – 1374.

¹² R. 1378 – 1382.

¹³ R. 1672 – 1679; R. 1599.

¹⁴ R. 353 – 354.

¹⁵ *Id.*

¹⁶ R. 1715 – 1718.

¹⁷ R. 1754 – 1755.

¹⁸ R. 1761.

¹⁹ R. 1315; 1296 – 1297.

This appeal followed the Planning Commission's decision. As to the issues on appeal, the parties submitted a joint statement asking the Assembly to decide the following two questions:

1. Whether the Board of Adjustment's unlisted use decision complied with CBJ 49.20.320.
2. Whether the Planning Commission's conditional use decision complied with CBJ 49.15.330.

II. The Board of Adjustment's Unlisted Use Decision Complied with CBJ 49.20.320.

Whether a proposed use is permitted in a particular zoning area is answered upon a review of the Table of Permissible Uses (CBJ 49.25.300). To determine whether a proposed use is allowed in any particular zoning district, a person would look through the Table to determine which category or "use description" their proposed project falls under, and then read the table to determine whether the use is allowed in a given zoning district (and if so, what approval process applies: department approval or conditional use permit.) When a proposed use does not squarely fall within any of the identified use descriptions, CBJ 49.20.320 applies:

After public notice and a hearing, the board may permit in any district any use which is not specifically listed in the table of permissible uses but which is determined to be of the same general character as those which are listed as permitted in such district. Once such determination is made, the use will be deemed as listed in the table of permissible uses.

After the CDD Director determined that Haven House's proposed "transitional group home" was not a use identified in the Table of Permissible Uses, a hearing was scheduled in front of the BOA. In connection with the August 21, 2014, public hearing, the Board was provided a copy of CBJ Senior Planner Beth McKibben's staff report, consisting of 7 pages of analysis and 224 pages of supporting documents.²⁰ The staff report analyzed Haven House's

²⁰ R. 22 – 253.

proposal to provide “safe, sober, stable, structured and affordable housing...to help women ‘transition’ from prison to ordinary life outside of prison and to reduce recidivism.”²¹ Finding Haven House’s proposal to be providing “housing” of a sort, the Senior Planner determined that the use would properly be categorized as “Residential” under the Table of Permissible Uses.²² She then compared Haven House’s “proposed use of re-entry, or transitional housing for women coming out of prison” against the existing subcategories listed under the Residential category, concluding that Haven House “does not exactly fit.”²³ Given its similarities with some of the uses identified in category 1.600, though, she recommended the Board approve a use not listed determination for Haven House’s proposed “re-entry home for women coming out of prison.”²⁴ The staff report specifically recommended the BOA find Haven House’s proposed use to be of the same general category as the uses listed in category 1.610 of the Table of Permissible Uses, miscellaneous rooms for rent.²⁵

At the hearing, the BOA heard additional comments from the Senior Planner, and testimony from Haven House’s attorney, the attorney for Tall Timbers Neighborhood Association, and thirty-four members of the public.²⁶ At the close of the meeting, which lasted over four hours, the BOA deliberated, ultimately agreeing with the staff analysis and concluding that Haven House’s proposed use was of the same general character as the uses listed in category 1.610, miscellaneous rooms for rent.²⁷ In its final Notice of Decision, the BOA, specifically adopting the analysis outlined in the August 13, 2014, staff report, determined that:

²¹ R. 26.

²² *Id.*

²³ R. 26 – 27.

²⁴ R. 28.

²⁵ *Id.*

²⁶ R. 356 – 368.

²⁷ R. 366 – 367.

Transitional housing for people coming out of prison is of the same general character as those uses listed in category 1.610, miscellaneous rooms for rent of CBJ 49.35.200, the Table of Permissible Uses. The transitional housing use is deemed as listed in category 1.610 of the table of permissible uses for the purpose of determining whether a Conditional Use permit should be issued to Haven House.²⁸

Tall Timbers argues that the BOA's decision is not supported by substantial evidence. In its brief, Tall Timbers provides its own analysis of the "unlisted use determination," concluding that "Haven House is not 'of the same character' as 1.610."²⁹ While Tall Timbers clearly disagrees with the analysis conducted by the BOA, that is not enough to meet its burden on appeal.

The appeal code requires the Assembly to uphold the decision being appealed unless "the appellant establishes that the decision is not supported by substantial evidence in light of the whole record, as supplemented at the hearing." (CBJ 01.50.070) "Substantial evidence" is defined as such relevant evidence as a reasonable mind might accept as adequate to support a conclusion." (CBJ 01.50.010.)

The Alaska Supreme Court has held that with respect to decisions made within its "sphere of expertise," a Planning Commission's decisions (in this case, sitting as the Board of Adjustment) are "entitled to considerable deference."³⁰ In reviewing a Commission's zoning decisions, a "presumption of validity" must be applied.³¹ This direction, in conjunction with the standard of appeal under CBJ 01.50, suggests that the role of the Assembly on appeal is limited. The Assembly does not re-weigh the evidence or second-guess the Commission's findings as long as there is evidence in the record to support those findings.

The Assembly finds that the BOA's decision is supported by substantial evidence. The BOA's finding that Haven House's proposed use was a "use not listed" was conceded by the

²⁸ R. 353 – 354.

²⁹ Appellants' Opening Brief at pp. 33 – 40.

³⁰ *Lazy Mountain Land Club v. Matanuska-Susitna Borough Bd. of Adjustment & Appeals*, 904 P.2d 373, 386 (Alaska 1995).

³¹ *South Anchorage Concerned Citizens, Inc. v. Coffey*, 862 P.2d 168, 173 (Alaska 1993).

parties.³² As to its finding that the proposed use was most similar to “miscellaneous rooms for rent” under category 1.610 of the Table of Permissible Uses, the Assembly finds that the 231 page staff report and four hours of testimony from thirty-four members of the public contained substantial evidence that a “reasonable mind” might accept as adequate to support the BOA’s decision. The minutes from the August 21, 2014, meeting confirm that, in addition to the points raised in the staff report, the BOA differentiated Haven House’s proposed use from the use categories existing in the Table of Permissible Uses based on the fact that “transitional housing” was not currently listed in the Table and:

- A number of people would have bedrooms but share common space;
- There was a sense of “transient occupancy that was distinguishable from other living situations;” and
- Residents would not be serving a sentence.³³

Based on the record as a whole and the Notice of Decision dated August 26, 2014, the Assembly finds the Appellants have failed to meet their burden under CBJ 01.50.070 and the appeal is denied.

III. The Board of Adjustment’s Decision was supported by Adequate Written Findings.

The Assembly may set aside an agency decision “if the decision is not supported by adequate written findings or the findings fail to inform [the Assembly] of the basis upon which the decision appealed from was made.” As evidenced by the discussion above, the written decision, which adopted the staff report findings and analysis, and the discussion by the BOA as reflected in the minutes of the August 21, 2014 meeting, meets this standard.

Because we find the August 26, 2014, Notice of Decision and the record as a whole sufficient to provide us with a clear understanding of the basis of the BOA’s decision, we reject the Appellant’s argument that the findings are inadequate.

³² R. 258; 359.

³³ R. 367 -368.

IV. The Planning Commission's Decision to Grant Haven House's Conditional Use Permit is supported by Substantial Evidence.

After public hearing on October 14, 2014, the Planning Commission granted Haven House a conditional use permit for “the development of safe, sober and stable transitional housing in a home environment for up to nine women coming out of prison,” to be located in the Tall Timbers neighborhood. In its Notice of Decision dated October 16, 2014, the Commission adopted the analysis and findings contained in the CBJ Senior Planner's September 30, 2014, memorandum and imposed six conditions.³⁴

As explained above, the Assembly may not substitute its judgment for that of the Commission as the Commission's decisions are entitled to “considerable deference.”³⁵ If there is substantial evidence in light of the record as a whole, such that a reasonable mind might accept as adequate to support the Commission's decision, the Assembly must uphold the decision.

Integral to the Commission's consideration of a conditional use permit application is the staff report, which provides the Commission with an analysis of the proposed project. (CBJ 49.15.330(d)(3)). In analyzing a proposed project, staff considers whether a proposed conditional use is appropriate to a particular zoning district depending on the “character, intensity, or size” of the proposed use or the surrounding uses already in existence. (CBJ 49.15.330(a)). If the proposed use presents potential impacts on the neighborhood that can be mitigated with the use of conditions, the report recommends conditions. (CBJ 49.15.330(a)). Staff will recommend denial of an application if the proposed use will materially endanger public health or safety, will substantially decrease property values or be “out of harmony with property

³⁴ R. 1296 – 1297.

³⁵ *Lazy Mountain Land Club, surpa*, 904 at 386.

in the neighboring area,” or if the project fails to conform with the City and Borough’s Comprehensive Plan. (CBJ 49.15.330(d)(5)).

The Commission must adopt the staff report unless it finds by a preponderance of the evidence that staff’s determination was in error. (CBJ 49.15.330(e)(2)). Even if the Commission adopts the findings made in the staff report, the Commission can deny the permit for the same reasons staff must recommend denial: if the project will materially endanger public health or safety, if it will substantially decrease property values or be out of harmony with the neighboring area, or if it does not conform with the CBJ Comprehensive Plan. (CBJ 49.15.330(f)).

With respect to Haven House, the Planning Commission received a staff report from the Senior Planner consisting of 861 pages of analysis and back-up documentation.³⁶ The report specifically analyzed the following:

- The proposed project site.
- The proposed project design, including the number of residents being proposed, whether a resident house manager should be required to live on-site, and that the residents would be required to comply with the program’s “house rules.”
- Traffic impacts of the project on the surrounding neighborhood.
- Parking and circulation (specifically whether the project site could support the number of expected parking spaces needed.)
- Noise (noting that Haven House would be imposing a curfew on the residents.)
- Landscaping.
- Exterior lighting.
- Signage.
- Public Health and Safety issues (specifically discussing traffic impact and safety of children in the neighborhood and the neighbor’s concerns about the type of clients the proposed project would serve.)

³⁶ R. 369 – 1230.

- The effect of the project on property values in the neighborhood (appending a report from a local realtor and another from the CBJ Assessor, both finding no expected impact to property values, and noting that Haven House's proposed project required its residents to keep up the exterior appearance of the home.)
- Conformity with the CBJ Comprehensive Plan.

Staff's final recommendation was that the Commission approve the conditional use permit with five conditions: two related to parking; a requirement that the vegetative cover on the site be maintained; one requiring that if exterior lighting is installed, it be designed and located in such a way as to avoid offsite glare; and, lastly, that the permit require a house manager to live on-site.³⁷

The Commission held a public hearing on Haven House's application on October 14, 2014. At that meeting, the Commission heard from, and asked questions of, the Senior Planner; attorneys for Haven House, Tall Timbers, and its own; and twenty-two members of the public (some opposed to the project and some in favor.)³⁸ The minutes reflect that over the course of the hearing, the Commission specifically considered parking, the impact of the proposal on property values, recidivism, signage, the issue of "house rules," on-site supervision, traffic, and neighborhood harmony.³⁹ At the close of the meeting, the Commission voted to adopt the staff report and grant Haven House a permit with the five conditions recommended by staff plus one additional condition that Haven House establish "house rules," which the Commission imposed "in order to preserve public health, safety and ensure neighborhood harmony."⁴⁰

Based on this extensive record, the Assembly finds that the Commission's decision was supported by substantial evidence. Tall Timbers disagrees with the Commission's findings, arguing that allowing Haven House in the neighborhood fails to protect public health and safety,

³⁷ R. 379.

³⁸ R. 1300 - 1314.

³⁹ *Id.*

⁴⁰ R. 1296.

will decrease property values, impedes neighborhood harmony and lacks conformity with the Comprehensive Plan. But the fact that the Commission reached a different conclusion after hearing all the evidence than the conclusion reached by the Appellants is not relevant to the question on appeal. After reviewing the record as a whole – the staff report and back-up documentation, the testimony given at the October 14, 2014, public hearing, and comments and questions made by the Commissioners in response to that testimony – the Assembly cannot find that Tall Timbers has met its burden.

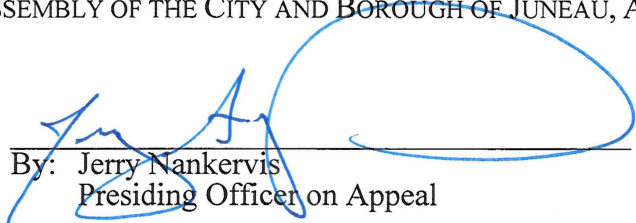
V. Conclusion

In light of the deferential standard of review the Assembly must afford to the Planning Commission's zoning determinations (including Commission decisions when it sits as the Board of Adjustment), and the applicable standard of proof, the Appellants' appeal must be denied. The Assembly finds that the record as a whole provided the Board of Adjustment with substantial evidence to make its unlisted use determination, and the Commission with substantial evidence to grant a conditional use permit to Haven House. We further find that both decisions – UNL2014 0001 and USE2014 0008 – are supported by adequate written findings.

The Planning Commission's decision, and the underlying decision of the Board of Adjustment, are affirmed.

DATED this 19 day of May, 2015.

ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA


By: Jerry Nankervis
Presiding Officer on Appeal