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, Ben Haight, Nicole Grewe (telephonically), Gordon Jackson, Dan Miller, Paul Voelckers

Commissioners Absent: Mike Satre, Chairman;

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
Yaa̲koosgé 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. Voelckers 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 is 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. Voelckers 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. Voelckers 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. Voelckers 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. Voelckers 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. Voelckers 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. Voelckers 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. Voelckers 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. Voelckers 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.