

Agenda

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

February 10, 2015
Assembly Chambers
7:00 PM

- I. ROLL CALL**
- II. APPROVAL OF MINUTES**
 - A. January 13, 2015 Regular Planning Commission Meeting
- III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS**
- IV. PLANNING COMMISSION LIAISON REPORT**
- V. RECONSIDERATION OF THE FOLLOWING ITEMS**
- VI. CONSENT AGENDA**
 - A. CSP2014 0023
 - B. CSP2014 0025 & USE2014 0020
 - C. CSP2014 0024
 - D. VAR2014 0029
- VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS**
- VIII. UNFINISHED BUSINESS**
 - A. AME2014 0011
- IX. REGULAR AGENDA**
 - A. USE2015 0001
 - B. AME2013 0012
- X. BOARD OF ADJUSTMENT**
 - A. VAR2015 0001
- XI. OTHER BUSINESS**
 - A. Wetlands Review Board Annual Report
- XII. DIRECTOR'S REPORT**
- 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
Mike Satre, Chairman

January 13, 2015

I. ROLL CALL

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

- Swearing-in of new Planning Commission member, Michael LeVine.

Commissioners present: Mike Satre, Chairman; Dennis Watson, Vice Chairman; Bill Peters, Michael LeVine, Ben Haight, Nicole Grewe, Gordon Jackson, Dan Miller, Paul Voelckers

Commissioners absent:

Staff present: Hal Hart, Planning Director; Beth McKibben, Senior Planner; Laura Boyce, Senior Planner; Eric Feldt, Planner II; Tim Felstead, Planner I, Robert Palmer, Assistant Municipal Attorney II

II. APPROVAL OF MINUTES

- December 9, 2014 – Committee of the Whole Meeting
- December 9, 2014 – Special Planning Commission Meeting

MOTION: *by Mr. Miller, to approve the December 9, 2014, Planning Commission Committee of the Whole meeting minutes and the December 9, 2014, Special Planning Commission meeting minutes with any minor modifications 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

Assembly Liaison Loren Jones reported that at the January 12, (2015) Assembly meeting the Assembly did pass the moratorium on any applications for any marijuana manufacturing or sales. The moratorium expiration date was reduced to October 19, 2015. This is six months after the legislature ends its session April 19, (2015) said Mr. Jones. Mr. Jones said he assumes the Assembly will be putting together a group to look at zoning issues and other types of issues connected with the marijuana legislation.

The Bicknell appeal still rests with the hearing officer, said Mr. Jones. Land appraisals connected with a possible land exchange on this appeal are due the 22nd or 23rd of January, said Mr. Jones. There is still a status hearing regarding this appeal set for January 28, (2015) he said.

The Haven House appeal is currently scheduled to be heard by the Assembly on April 13, (2015) said Mr. Jones.

Alaska Housing Finance Corporation representatives walked through the Gastineau apartments, said Mr. Jones, and the City has been negotiating with them regarding a partnership with the City pending no other sale offers, he said.

Mr. Watson mentioned the Assembly might want to take note of the fact that there is a bill coming up in the Legislature that legalizes hemp as a farm product.

Mr. Voelckers asked what happens to the operation of Haven House and the building itself while it is under appeal.

Mr. Jones replied that once Haven House was granted the right to develop its property by the Planning Commission, that it has the right to use that property. In essence, he said, the applicant proceeds at his own risk when the issue is up for appeal.

Chairman Satre said he would assume that the direction from the Assembly to the City Manager regarding the moratorium would be to have the staff pursue the issues related to the moratorium dealing with the land use code as quickly as possible.

Mr. Jones said he was pretty sure that commercial businesses would not be allowed to be visible from the street under the marijuana initiative; he said he understood this to be a key difference from alcohol sales, for example.

V. RECONSIDERATION OF THE FOLLOWING ITEMS – None

VI. CONSENT AGENDA

USE2014 0019:	Conditional Use Permit to allow a State of Alaska licensed childcare group home providing care for up to 12 children.
Applicant:	Rogelio & Ana Rodriguez
Location:	10200 Heron Way

Staff Recommendation

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use permit. The permit would allow the development of a State of Alaska licensed daycare group home providing care for up to 12 children in the D3 zoning district.

(The recommendation below was provided in a supplemental report)

In addition to the staff's recommendation of approval of the Conditional Use Permit to allow a daycare group home, staff recommends the following condition:

- No vehicles shall be parked in the public right-of-way when dropping off or collecting children as part of the daycare operations. **All parking must take place on-site.** This should be written as a policy under a specific parking section in a revised Chiquilladas Child Care Policies/Handbook (Attachment F). It should be stipulated as part of the agreement parents sign upon enrollment of their children in the daycare.

MOTION: *by Mr. Miller, to approve USE2014 0019 on the Consent Agenda as read with staff's findings, analyses, recommendations and conditions.*

The motion was approved with no objection.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

AME2013 0012: Planning Commission review of and recommendation to the
Assembly regarding the Draft Auke Bay Area Plan.
Applicant: City and Borough of Juneau
Location: Borough-wide

Staff Recommendation

Staff recommends the Planning Commission forward the Draft of the Auke Bay Area Plan to the Assembly with a recommendation of adoption.

The above item (AME2013 0012) was withdrawn from the agenda and will be addressed at a later (February 10, 2015) meeting.

USE2014 0016: Conditional Use for expansion/alteration of Glacier View Mobile
Home Park.
Applicant: Wright Services
Location: 9950 Stephen Richards Memorial Drive

Staff Recommendation

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit to modify and expand Glacierview Mobile Home Park to remove space 63, add spaces 26-1, 26-2, 27-1, 27-2, 29, 29A, 29B, 88B, 89A, 77B, 44B, 70, 29B, 110, 111 and 112. Staff further recommends the following conditions:

1. For proposed modifications to space 44B in no case can either space 44 or 44B be less than 3,000 square feet in area. Furthermore, in no case can the playground be reduced to be less than 2,500 square feet in area (CBJ 49.65.310(b)(3)). These dimensions must be verified prior to the issuance of a building permit to locate a mobile home on space 44B.
2. Space 43 will be returned to one single-wide mobile home space in compliance with the approved plans and CBJ 49.65.310 when the existing homes are beyond their useful life and removed from the park.
3. Mobile homes placed on space 88B and 89A will maintain a minimum setback of 15 feet from the exterior lot line of the mobile home park. The setback shall be verified prior to the issuance of temporary certificates of occupancy for homes placed on these lots.
4. Screening from Riverside Drive and Stephen Richards Drive shall be re-established for space 108 within 24 months of approval of this Conditional Use permit.
5. Provide CDD with an updated site plan of the mobile home park, showing:
 - a. All sites as approved and numbered;
 - b. Dimensions of each mobile home site; and,
 - c. Location and dimensions of each playground space

Advisory Condition

1. Provide CBJ Utilities an updated count as to how many mobile homes are served by City water.

This is a request for the modification and expansion of Glacierview Mobile Home Park, located off Stephen Richards Drive and Riverside Drive, said Ms. McKibben. The mobile home park covers almost 18 acres, said Ms. McKibben, is zoned D15, and is listed in the Comprehensive Plan as Medium Residential zoning. There have been 129 mobile home spaces which have been approved, said Ms. McKibben.

They have found that the application is complete and in accordance with the Table of Permissible Uses, said Ms. McKibben. It is in compliance with the public notice requirements and meets all of the other necessary conditions for the permit, said Ms. McKibben. She added that she did receive one written letter with comments which she did not submit to the Commission because the letter was not signed.

There is one condition which has not already been listed said Ms. McKibben, and that is for the modifications to 44 and 44B to meet the requirements of code. The new resulting spaces must

be at least 3,000 square feet, and the park space be at least 2,500 square feet, said Ms. McKibben.

Commission Comments and Questions

Mr. Watson commented that the vegetation that was removed from the lot on the corner of Riverside and Stephen Richards resulted in a vast improvement. He added that it would be important that a future modification to the vegetation at that location did not hinder the development of a possible four-way lighted intersection in that area.

Mr. Voelckers asked for background on the condition of the drainage in the mobile park area. He asked if drainage issues would be a City problem or if they would be a potential problem for the applicant.

Ms. Grewe said she had noted a comment about a possible water pressure issue within the mobile home park. She asked if the CDD staff had noticed a lot of complaints from that particular neighborhood about water pressure.

Ms. McKibben said that while this is not her area of expertise, that she has not been aware of complaints about the water pressure in that area.

Kyle Eyre said he was available as the applicant's representative to answer any questions.

Mr. Voelckers asked Mr. Eyre to expand upon any drainage issues in the area.

Mr. Eyre responded that he was not aware of any drainage issues. He said any work they do in the area would improve the drainage, not hinder it. He said everything they are trying to do is to correct work which has been performed incorrectly in the past.

Mr. Haight asked if the water system within the park was owned by the park or owned and maintained by the City and Borough of Juneau.

It is owned by the park, as far as he could understand, responded Mr. Eyre. He said there is plenty of water pressure, but that the older mobile homes have cast iron pipes.

MOTION: *by Mr. Watson, that USE2014 0016 be approved by the Commission with staff's findings and recommendations, and he asked for unanimous consent.*

The motion passed by unanimous consent.

Since it has been postponed and removed from the agenda, Chairman Satre asked for a brief overview and status of the Auke Bay Area Plan.

Mr. Hart explained that broadly this is the process that was begun a little over a year ago

creating a steering committee composed of 17 to 18 individuals. This also included the very active participation of an ongoing gallery of active participants from the community, said Mr. Hart.

In reviewing the plan, said Mr. Hart, there are items to add which other departments have brought forward.

First they have to make sure that the language in the plan is aspirational rather than has the tone of a regulation, said Mr. Feldt. Next they have to make sure that Auke Lake is included in the Auke Bay Area Plan, he explained. They will include a master plan with a map that will be revised only in the Auke Bay area, said Mr. Feldt. To move the Comprehensive Plan map change forward it needs to go back to the Steering Committee, said Mr. Feldt. They will then come back to the Commission at its February 10, (2015) meeting with specific recommendations, said Mr. Feldt.

When the plan then moves to the Assembly, said Mr. Feldt, it will be a complete package; there will be a narrative with the matching map that will be in the Comprehensive Plan, providing guidance on zoning and building locations.

The final document which comes before the Commission will not only be vetted by the Law Department, but will also have been run through the other pertinent departments within the Borough, said Mr. Feldt.

X. **BOARD OF ADJUSTMENT** - None

XI. **OTHER BUSINESS**

Election of Officers and Planning Commission Committee Assignments:

MOTION: *by Mr. Haight, to re-elect the standing officers for another term.*

The motion passed with no objection.

Planning Commission Officers:

Current:

- ✓ Chairman- Michael Satre
- ✓ Vice Chairman- Dennis Watson
- ✓ Clerk- Dan Miller
- ✓ Vice Clerk- Nicole Grewe

Planning Commission Committee Assignments:

Chairman Satre said he foresaw the Title 49 Committee being a very busy committee this forthcoming year with the marijuana initiative coming up and other issues, as well as the Subdivision Review Committee. He asked that the Commission forward their committee preferences to Mr. Hart, naming either one of the latter committees as their choice. He said he would like to leave Mr. Watson as the liaison to the Public Works and Facilities Committee.

He said Commission members could also indicate if they were interested in the Lands Committee liaison position, and also in the additional position on the Wetlands Review Board.

Chairman Satre added that he would not be making final committee decisions this evening.

He asked that Mr. Miller remain on the Wetlands Review Board.

Wetlands Review Board

- ✓ Two members
- ✓ Meet once per month on the 3rd Thursday
- ✓ Current Members: Dan Miller

Subdivision Review Committee

- ✓ Four members
- ✓ Meetings upon request of CDD Planner as applications are received
- ✓ Current Members: Ben Haight (Chair), Dennis Watson, Paul Voelckers, and Bill Peters.

Public Works & Facilities Committee

- ✓ One member
- ✓ Meets Mondays, as scheduled by the CBJ Engineering Department
- ✓ Current Member: Dennis Watson

Lands Committee

- ✓ One member
- ✓ Meets Mondays, as scheduled by the CBJ Lands and Resources Department
- ✓ Current Member: Vacant

Title 49

- ✓ Four members
- ✓ Meetings upon request of CDD Planner
- ✓ Current Members: Nicole Grewe (Chair)

Juneau Commission on Sustainability

- ✓ One Member
- ✓ Regular meetings 2nd Wednesday of each month
- ✓ Work sessions 4th Wednesday of each month
- ✓ Current Member: Ben Haight

Ms. Boyce said she was hoping to convene the Title 49 Committee prior to the Historic Resources Advisory Committee meeting on January 27, (2015). They wanted to move quickly on the issue of enforcement fees for signage, she said. Their group was scheduled to meet from 5:00 p.m. to 6:00 p.m. on that date, she said.

Chairman Satre clarified that with the exception of Ms. Grewe as chairman of the Title 49 Committee, its other members were composed of the same members as the Subdivision Review Committee. It was agreed that the Title 49 Committee members would show up for the Historic Resources Advisory Committee meeting on January 27, (2015).

XII. DIRECTOR'S REPORT

The permit totals equaled \$99.6 million for the past year, said Mr. Hart. He said this is over \$20 million over the previous year which in turn was higher than the year before that. He said increasingly the building permits seem to be commercial, with housing increasing as well. Multi-family housing this year is up significantly, said Mr. Hart. He said it will be time for the Commission to sit down and decide how much the market can bear before it would result in overbuilding within the community.

Housing is still tight within the community, said Mr. Hart, and is still the number one goal of the Assembly.

He said currently he sees about 100 proposed units in the future for this forthcoming year. He said there is still not a lot of housing construction slated for the downtown area. A building adjacent to the Baranof hotel with about 30 units has been proposed, said Mr. Hart.

He said the goal of the Subdivision Review Committee and The Title 49 Committee is to make land available in the community for development.

Mr. Hart said he would like Barb Sheinberg to return to the Commission to complete her presentation on the Juneau Economic Development Plan on a comparable analysis of land in different locations, and what the City can expect for its property tax return in a given area. They looked at both housing and commercial areas for their analysis, said Mr. Hart.

Mr. Watson asked where the City was in the process of an RFP issued for a housing action plan.

Ms. McKibben responded that the City has selected a contractor and is in the process of developing a contract. There is a nine-month schedule for completion of that contract, said Ms. McKibben.

Ms. McKibben requested a meeting of the Title 49 Committee on February 24, (2015) to discuss childcare.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS

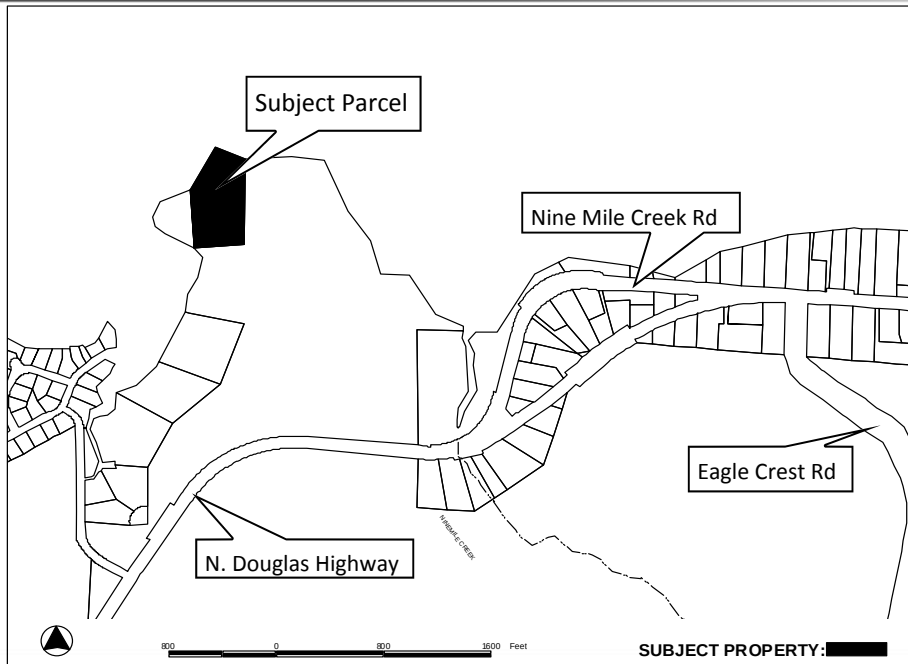
Mr. Miller stated that last week he had a bookkeeper in for a brief business consultation, and while he was doing a comparison of his business from this year to the previous year he discovered that while his gross between 2013 and 2014 was almost identical, his freight cost for 2014 rose 247 percent.

XV. ADJOURNMENT

The meeting was adjourned at 7:59 p.m.



NOTICE OF PUBLIC HEARING



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

SHIP TO:



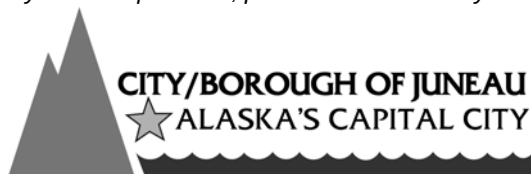
PROPOSAL: Renewal of access easement across CBJ land to private lot.

File No:	CSP2014 0023	Applicant:	CBJ Lands and Resources
To:	Adjacent Property Owners	Property PCN:	6-D11-0-106-001-0
Hearing Date:	February 10, 2015	Owner:	Lisa Machamer
Hearing Time:	7:00 PM	Size:	5.81 Acres
Place:	Assembly Chambers	Zoned:	Rural Reserve
	Municipal Building	Site Address:	10310 N Douglas Highway
	155 South Seward Street	Accessed Via:	Gastineau Channel
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Chrissy McNally at christine.mcnally@juneau.org or 586-0761.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

Date notice was printed: January 6, 2015



Community Development

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

DATE: January 27, 2015

TO: Planning Commission

FROM: Chrissy McNally, Planner *Chrissy McNally*
Community Development Department

FILE NO.: CSP2014 0023

PROPOSAL: Dedicate a driveway and utility easement crossing a CBJ-owned fraction of Lot 1, USS 3559.

GENERAL INFORMATION

Applicant: Lisa S. Machamer

Property Owner: City and Borough of Juneau

Property Address: North Douglas Highway

Legal Description: USS 3559 Lot 1

Parcel Code No.: 6-D10-110-001-0

Site Size: 28,920 sq. ft. (0.66 acres) easement in a 1,096 acre parcel

Comprehensive Plan Future
Land Use Designation:

Zoning: RR—Rural Reserve

Utilities: None Existing or Required

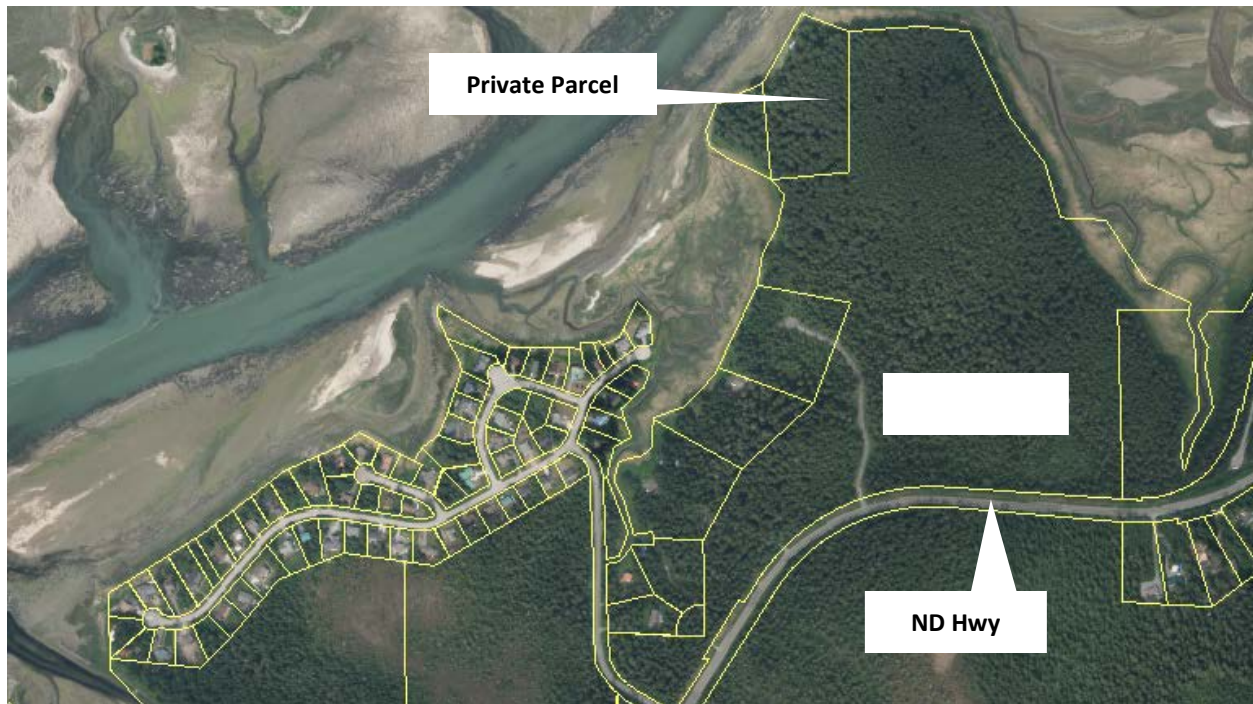
Access: North Douglas Highway

Existing Land Use: Vacant CBJ

Surrounding Land Use:

North	- Gastineau Channel, RR
South	- North Douglas Highway, Vacant CBJ
East	- Gastineau Channel
West	- RR/ Bayview Subdivision

Planning Commission
File No.: CSP2014 0023
January 27, 2015
Page 2 of 5



ATTACHMENTS

Attachment A: CSP application
Attachment B: Resolution 2325
Attachment C: Early entry authorization
Attachment D: Notice of early entry expiration
Attachment E: Public notice

BACKGROUND

The property for which driveway access is sought was platted in 1963. No road access was provided to the lot when it was subdivided. Access is currently from Gastineau Channel. The 5 acre parcel is developed with a single family residence.

On July 26, 2005 the Planning Commission approved CSP2005-00007 for a driveway and utility easement across a CBJ owned parcel along North Douglas Highway to the private parcel. The Assembly authorized the easement with Resolution 2325 (Attachment B). CBJ Lands and Resources then granted an Early Entry Authorization (Attachment C) for construction of a driveway in December 2005.

The original permit stipulated that if the driveway was not constructed within five years, the right-of-entry would expire. The permit allowed the CBJ Manager to extent the permit if they found good cause. However, in December 2010 the CBJ Lands and Resources Division determined insufficient work had

Planning Commission
File No.: CSP2014 0023
January 27, 2015
Page 3 of 5

been done on the driveway to warrant an extension. Payment for the easement was returned to the property owner. The property owner is now seeking renewal of the Early Entry Authorization.

According to the parcel file, no comments on the proposed easement were received during the 2005 review. In December 2014, CBJ Engineering, Building, Law and Fire were solicited for comments. CBJ Law recommended another 5 year abandonment clause if construction does not occur.

ANALYSIS

CDD has reviewed the proposed driveway easements for consistency with adopted plans and habitat related issues such as wetlands, eagle trees and anadromous streams.

Adopted Plans

The area of the proposed easement is part of a 1,100 acre CBJ owned parcel. The 1999 City and Borough of Juneau Land Management Plan states that the subject parcel is recommended for “phased disposal once public sewer and the Bench Road are available.” However, it is intended that “extensive muskeg and greenbelts along streams will be retained in public ownership. The remaining upland areas can be developed once the Bench Road and sewer are constructed.” However, the portion of the parcel where the easement is proposed is on the northern side of North Douglas Highway (Vicinity Map) and would not be developed with a Bench Road.

The 2013 Comprehensive Plan of land use maps designate the majority of the area crossed by the proposed easements as Rural Low Density Residential (RLDR). A smaller portion of the proposed easement area is designated as a Conservation Area (CA). The RLDR designation is intended for 1 to 3 dwelling per acre. The CA designation is for “CBJ owned Parks and Recreation Department managed lands with recognized high value environmental qualities that are set aside for the protection and management of the natural environment with recreation...These may be...high value wetlands.” Prior to the 2008 Comprehensive Plan the entire area was designated as CA.

The entire vicinity of the proposed driveway easement is Category B wetlands. Chapter 7 of the Comprehensive Plan and the Juneau Wetland Management Plan (JWMP) state, “All Category A and B Wetlands owned by the CBJ will be retained by the CBJ and managed for environmental protection.”

Enforceable policies of the JWMP and Title 49, the Land Use Code that apply to the proposed easement and driveway include the requirement that “Category B Wetlands might be developed only if there is no net loss of aggregate functional values in the wetland unit. One environmental function could be substituted for another. However, to the extent feasible and prudent, individual environmental functions that are rated high or medium high in Appendix F will be retained within the wetland unit.” (CBJ 49.70.1080(b)(4)(B)).

Appendix F of the JWMP lists wetland unit DW8 as having Very Low to Medium-Low value for groundwater discharge, erosion sensitivity, and salmonid habitat. The unit is rated as having Medium value groundwater recharge and nutrient export, and as having Medium-High value for surface

Planning Commission
File No.: CSP2014 0023
January 27, 2015
Page 4 of 5

hydrologic control and riparian support. The only value for which this wetland unit is rated High is sediment/toxicant retention. Therefore, any development that serves to speed the flow of water through the unit will cause loss of aggregate functional values in the wetland unit, but that any development that serves to slow the flow of water through the unit will cause increase of aggregate functional value in the wetland unit. The developer is required to obtain an Army Corps of Engineers wetland fill permit for construction of the driveway.

The 1996 Juneau Parks and Recreation Comprehensive Plan also identifies the location of the proposed driveway easement as a Conservation Area. This Plan calls for identifying “beach trail opportunities” and “waterfront park sites.” The driveway easement considered in this application could serve as public trails to the beach in the project vicinity, and the CBJ land between the Machamer property could become a waterfront park site accessed via the proposed driveway alignment. Resolution 2325 reserved public pedestrian access rights along the easement.

FINDINGS

The project analysis, above and attached, show that the proposed project is appropriate for the project site, is consistent with all adopted plans and studies, and meets the relevant requirements of the CBJ Title 49, the Land Use Code.

RECOMMENDATION

It is the recommendation of the Community Development Department that the Planning Commission adopt the Director’s Findings on the proposed project, and recommend that the Assembly approve an easement for access to Lot 5, USS 3559 across Lot 1, USS 3559, as described in the project application materials and drawings attached, with the following conditions:

1. That the CBJ Manager may revoke the rights-of-entry, if the applicants or their successors in interest have not constructed the driveways after five years from the date of issuance of the rights-of-entry. The CBJ Manager may extend the rights-of-entry, for good cause.
2. That the easements be revoked if the grantees do not use the driveway for a period of more than five years.
3. That the easements be revoked if the grantees’ property is served by a dedicated, constructed CBJ street.
4. That the CBJ reserves the right to utilize portions of the driveway alignment for a dedicated CBJ street.
5. That the easement be used to serve single family or duplex residences on the grantees’ properties. No commercial use is allowed.
6. Utilities such as electric, telephone, cable, water, and sewer lines may be located in the easement corridor.
7. The easement is not exclusive. The CBJ may grant other overlapping easements.
8. The grantees of the easements are responsible for construction and maintenance of any improvements.

Planning Commission
File No.: CSP2014 0023
January 27, 2015
Page 5 of 5

9. The CBJ reserves the right of public pedestrian access along the easement.
10. The grantees may gate the driveway to control vehicular access.
11. The grantees shall provide as-built surveys of the driveways once constructed.
12. The grantees may be required to relocate the driveways to a new location upon direction of the Assembly in accordance with CBJ 53.09.300(i).
13. The grantees shall obtain all authorizations and permits necessary to construct the driveway.

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP 14-023	Date Received 12/9																		
TYPE OF PROJECT REVIEW: ☐ City Project Review ☒ City Land Acquisition /Disposal ☐ State Project Review																					
DESCRIPTION OF PROJECT Lisa Machamer has provided a complete application for an access easement through CBJ property to access Lot 5, USS 3559. This easement is needed in order to build a driveway to her existing property which is currently accessed by trail. The applicant has previously been approved for this access easement but failed to complete the work before the expiration of the Right of Entry (ROE). If the applicant receives approval for the ROE, they plan on selling their property with the undeveloped access which will allow the purchasers to develop this access see attached application to use City property 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): Currently the CBJ owned parcel is vacant, with an existing easement from the Highway through this lot to another private property next to the applicant's lot. The Lands Office granted this easement and early entry authority in 2005, but due to work not being complete in a timely manner, this authorization has expired.																					
PROPOSED USE OF LAND OR BUILDING(S): This lot will remain in CBJ ownership, portions of the lot contain valuable wetlands and will not be developed.																					
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 # _____																					
ESTIMATED PROJECT COST: \$ 15,000																					
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.	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="text-align: left;">CITY/STATE PROJECT FEES</th> <th style="text-align: center;">Fees</th> <th style="text-align: center;">Check No.</th> <th style="text-align: center;">Receipt</th> <th style="text-align: center;">Date</th> </tr> </thead> <tbody> <tr> <td style="width: 40%;">Application Fees</td> <td style="width: 10%;">\$</td> <td style="width: 20%; text-align: center;">/</td> <td style="width: 15%;"></td> <td style="width: 10%;"></td> <td style="width: 10%;"></td> </tr> <tr> <td>Total Fee</td> <td>\$</td> <td style="text-align: center;">/</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>			CITY/STATE PROJECT FEES		Fees	Check No.	Receipt	Date	Application Fees	\$	/				Total Fee	\$	/			
CITY/STATE PROJECT FEES		Fees	Check No.	Receipt	Date																
Application Fees	\$	/																			
Total Fee	\$	/																			

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

CITY/STATE PROJECT REVIEW REQUIREMENTS

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

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

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

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

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

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

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

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

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

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

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

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

Project Number	CITY and BOROUGH of JUNEAU	Date Received: 12/9/11
Project Name (City Staff to Assign Name)		

INFORMATION

PROJECT / APPLICANT

Project Description

This easement across CBJ land would allow for the applicant to construct a gravel driveway in order to gain year round access to their house and property. This easement would extend an existing easement that the adjoining neighbor has already constructed. the CBJ approved of this easement in 2005, but the access was not complete and the easement has since expired.

PROPERTY LOCATION

Street Address

10310 N DOUGLAS HWY

City/Zip

Juneau / 99801

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

Lot 5 USS 3559

Assessor's Parcel Number(s)

6D1101060010

LANDOWNER/ LESSEE

Property Owner's Name

Lisa Machamer

Contact Person:

Lisa

Work Phone:

Mailing Address

445 South Palm Ave #1

Home Phone:

(941) 600-8412

Fax Number:

E-mail Address

aksimone@yahoo.com

Other Contact Phone Number(s):

LANDOWNER/ LESSEE CONSENT

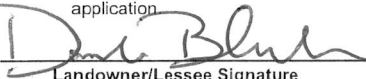
****Required for Planning Permits, not needed on Building/ Engineering Permits****

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



Landowner/Lessee Signature

12/9/14

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

Dan Bleidorn / Lands Office

Contact Person:

Work Phone:

586-0224

Mailing Address

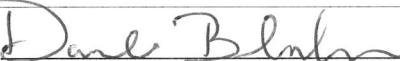
Home Phone:

Fax Number:

E-mail Address

Other Contact Phone Number(s):

X



Applicant's Signature

12/9/14

Date of Application

OFFICE USE ONLY BELOW THIS LINE					
STAFF APPROVALS	☒	Permit Type	***SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
	X	City/State Project Review and City Land Action		12/19/14	CSP 14 023
		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: <u>See CSP 2005-0007</u>					Permit Intake Initials <u>TJP</u>

APPLICATION TO USE LANDS OWNED BY THE CITY AND BOROUGH OF JUNEAU

Application No. _____
 Assessor's No. _____
 Type of Use: _____
 (Lease, Easement, Use Permit, Purchase)

Legal name of applicant (s) LISA S. MACHAMER
 Mailing address: 445 SOUTH PALM AVE. #1 SARASOTA, FL 34236

1. Legal description of property (attach map):
LOT 5, USS 3559
2. Existing parcel size:
 Square feet: 1,532 Acres: 5
3. Existing utilities:
 Water: On site ☐ Public ☐ NONE
 Sewer: On site ☐ Public ☐ NONE
4. Access: GRAVEL DRIVEWAY OFF N. DOUGLAS TO BACK LOT OF
USS 2560 LOT A, EIGHT MIN WALK BY ~~WALK~~ TRAIL IN WOODS TO
5. Proposed term of usage: TO UPGRADE TRAIL TO GRAVEL DRIVEWAY PROPERTY
6. Development plan (attach background materials):
 A. Purpose: TO GAIN BETTER ACCESS TO PROPERTY THROUGHOUT THE
WHOLE YEAR, IMPROVE AND INCREASE VALUE OF PROPERTY TO SELL
 B. Use, value, and nature of proposed improvements to the land: USE TO GAIN ACCESS
TO PROPERTY BY VEHICLE, VALUE TO BE DETERMINED
BY APPRAISER
 C. The proposed type of construction: GRAVEL DRIVEWAY AS IN PLAT,
35' PROPOSED RIGHT OF ENTRY CONNECTING THE EXISTING
DRIVEWAY
 D. Date construction would begin: DEPENDING ON SALE OF PROPERTY, IN THE NEXT
 E. Date construction would be completed: " 5 YEARS.
7. Comprehensive plan designation for property: SEE ATTACHED PLAT OF
MACHAMER DRIVEWAY
8. Zoning designation: RURAL RESERVE

I HEREBY CERTIFY THAT all of the statements made in this application and its incorporated attachments are true and correct.

LISA S. MACHAMER
 Name and Title (Please Print)

Lisa S Machamer
 Signature

RECEIPT of the above application and attachments together with filing fee (non-refundable) in the amount of \$15 is hereby acknowledged.

For the City Clerk: Date: _____ By: _____

Lisa S. Machamer

445 South Palm Ave. #1

Sarasota, FL 34236

November 20, 2014

To Whom It May Concern,

I am a property owner of Lot 5, USS 3559 off of North Douglas Highway. I am applying to use lands owned by the City and Borough of Juneau.

Presently there is a gravel road that runs from North Douglas Highway to the back lot of USS 2560, Lot A owned by the Lillo's. This gravel road we had jointly purchased and also applied to the City to use this City land in order to access our properties in 2005.

At the time I had planned to continue the gravel road to my property and was given a Right of Entry with an expiration date of five years to complete but I was unable to accomplish this. I was refunded the amount of the appraised value of the City land. I had submitted a Plat of the driveway with the help of B2 Engineering, Bruce Berryhill, with a 35' Proposed Right-of Entry.

I would now like to submit this Right of Entry through City land again in order to help sell my property but have no expiration date to complete the driveway.

I can be reached at aksimone@yahoo.com or (941) 600-8412

Thank you,

Regards,

Simone Machamer





SOURCE: U.S. Census Bureau, *Marriage, Divorce, Remarriage in the 1990s*, Washington, D.C., 1995.

ATTACHMENT A

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

~~expired~~
EARLY ENTRY AUTHORIZATION

December 19, 2005

Lisa Simone Machamer
PO Box 110929
Juneau, Alaska 99811

Dear Ms. Machamer:

This letter provides authorization for you, or your successor in interest, as owner of Lot 5, U.S. Survey 3559, to enter onto City and Borough of Juneau property, described as a fraction of Lot 1, U. S. Survey 3559, on the north side of Douglas Island to construct a driveway and install utilities. For purposes of this Early Entry Authorization, you and your successor(s) in interest are described as the "Permittee" and the City and Borough of Juneau is described as the "CBJ" in the conditions and terms set forth below.

This Early Entry Authorization will become valid only after the following conditions have been met:

1. Permittee has obtained a grading permit from the CBJ Engineering Department. Please contact the CBJ's Chief Regulatory Engineer, at 586-0881 for instructions on how to obtain a grading permit.
2. Detailed engineering drawings and a legal description of the easement have been submitted to and approved by the CBJ Engineering Department. The engineering drawings shall show the locations of the proposed driving surface, all cuts, fills, and planned utilities. The easement shall encompass the proposed driving surface, all cuts and fills, and utilities. The location and configuration of the easement shall be in conformance with the intent of Resolution 2325, described in the centerline description attached as Exhibit A and shown in Exhibit B. This information shall be submitted in conjunction with the grading permit application described above.
3. The centerline of the easement has been flagged in the field.
4. The CBJ has received payment from the Permittee for the market value of the easement.

155 So. Seward Street, Juneau, Alaska 99801-1397

- (a) Market value of the easement is based on a unit price of \$.30/square foot. The total easement area is 60,752 square feet. The market value of 60,752 square feet at \$.30/square foot is \$18,225. Permittee has elected to divide costs of the easement with Frank and Sue Lillo, owners of adjoining Lot A, U.S. Survey 2560, according to the following formula:

Lillos shall pay the CBJ \$8,501.
 Permittee shall pay Lillos \$4,250.50.
 Permittee shall pay the CBJ \$9,724.

In the event, the Lillos do not pursue acquisition of an easement and do not pay the CBJ \$8,501, Permittee shall pay CBJ the value of the full easement, \$18,225.

- (b) Full payment for the easement is due not later than January 31, 2006.
- (c) Payment must be made in full, with a cashier's check or money order, payable to the "CBJ." Payment must be submitted to the Lands and Resources Office.

5. Permittee has signed this Early Entry Authorization, accepting the terms and conditions, and returned the original to the Lands and Resources Office.
6. The CBJ Manager may revoke this Early Entry Authorization, if the Permittee has not constructed the driveway by October 13, 2010. The CBJ Manager may extend the Early Entry Authorization for good cause.

This Early Entry Authorization is subject to the following terms:

- A. Permittee shall be solely responsible for obtaining all required permits for construction of the driveway and/or utilities.
- B. Permittee shall be solely responsible for properly locating the driveway, cuts, fills, utilities, and associated improvements within the easement area as described in the legal description provided in paragraph 2 above.
- C. Permittee agrees to indemnify, defend, and hold harmless the CBJ, and its agents and employees, from any claim or liability for damages to property, or injury or death to persons, arising in any way out of Permittee's construction of the driveway and/or utilities.

As a reminder, issuance of the easement document will be conditioned upon CBJ's receipt of an acceptable as-built survey, once all improvements have been constructed. Costs for the as-built survey are the responsibility of the Permittee.

Please indicate your acceptance of these terms and conditions by signing in the space below. Return the signed original to the Lands and Resources Office and attach a copy to you grading permit application.

If you have any questions please feel free to contact me at 586-0224.

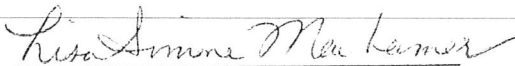
Sincerely,



Cynthia L. Johnson
Deputy Land Manager

Acceptance of Terms and Conditions Pertaining to Early Entry Authorization:

I, Lisa Simone Machamer, accept the terms and conditions of the Early Entry Authorization, as stated in this letter.



Lisa Simone Machamer

Date

1/23/06

Attachments:

<<Document>> Exhibit A: Centerline description
Exhibit B: Centerline drawing
Exhibit C: Resolution 2325

**Centerline Description
Entry Authorization
Lisa Simone Machamer**

An easement approximately 35 feet wide to contain the limits of excavations and embankments of a driveway with 20 foot wide top along the following centerline: beginning at a point on the southerly line of lot 5 USS 3559 T41S R66E CRM which lies 225.47 feet from the southwesterly lot corner and 175.82 feet from the southeasterly lot corner (station 0+81.55);

thence S 13° 21' 30" E no distance tangent to the following curve;

thence curving to the left 6° 10' 20" along a curve of 1144.23 foot radius to a point of tangency (station 2+04.81);

thence S 19° 31' 49" E a distance of 368.41 feet to a point of curvature (station 5+73.22);

thence curving to the right 39° 06' 49" along a curve of 320.72 foot radius to a point of tangency (station 7+92.16);

thence S 19° 35' 00" W a distance of 232.88 feet to a point on a curve which is approximately 25 feet East of the midpoint of Lot A USS 2560 (station 10+25.04);

thence S 63° 49' 11" E no distance tangent to the following curve;

thence curving to the right 64° 09' 29" along a curve of 211.25 foot radius to a point of tangency (station 12+61.60);

thence S 00° 20' 18" W approximately 548 feet to a point on the northerly boundary of the North Douglas Highway Right of Way (station 18+09.6+/-), the terminus of centerline;

covering a land area of 60,752 square feet or 1.395 acres.

Exhibit A

ATTACHMENT A

Presented by: The Manager
Introduced: 08/25/2005
Drafted by: J.W. Hartle

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2325

**A Resolution Authorizing the Manager to Convey a Driveway
and Utility Easement Across a Fraction of Lot 1, U.S. Survey
3559, in the Vicinity of North Douglas Island.**

WHEREAS, the City and Borough of Juneau owns Lot 1, U.S. Survey 3559, a large parcel of land located on the north side of Douglas Island; and

WHEREAS, Lot 1, U.S. Survey 3559 was designated as a Conservation Area in the CBJ's 1996 Parks and Recreation Comprehensive Plan; and

WHEREAS, Lisa Simone Machamer owns Lot 5, U.S. Survey 3559, a landlocked parcel; and

WHEREAS, Ms. Machamer is considering selling her property and is seeking a driveway easement across CBJ land in order to improve the value of the property; and

WHEREAS, CBJ 53.09.300 authorizes the Manager to convey easements across CBJ land, upon approval of the Assembly by resolution; and

WHEREAS, comments on the proposed easement were solicited from Public Works, Engineering, Parks and Recreation, Community Development, and the Fire departments and there were no objections to the issuance of an easement; and

WHEREAS, the Planning Commission and the Assembly Lands Committee reviewed this proposed easement and recommended approval at their meetings July 26, 2005 and August 8, 2005, respectively.

///

//

Exhibit C

ATTACHMENT A

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Authorization. The Manager is authorized to negotiate and convey a driveway/utility easement, across a fraction of Lot 1, U.S. Survey 3559 to Lisa Simone Machamer or her successor in interest, owner of Lot 5, U.S. Survey 3559, as generally shown in Exhibit A, subject to the terms and conditions established herein.

Section 2. Terms and Conditions.

- (a) **Term.** The easement shall be perpetual.
- (b) **Use.** Use of the easement shall be for the sole purpose of providing vehicular access, pedestrian access, and utility lines to serve a single family or duplex residence on the grantee's property. No commercial use of the easement is allowed.
- (c) **Non Exclusivity.** The easement shall be non exclusive. The CBJ may grant other overlapping easements.
- (d) **Right-of-Entry.** Prior to issuance of the right-of-entry, the applicant shall provide a centerline description of the driveway alignment, approved by the CBJ Chief Regulatory Engineer.
- (e) **Permits.** The grantee shall obtain all authorizations and permits necessary to construct the driveway.
- (f) **Construction and Maintenance.** The grantee is responsible for construction and maintenance of any improvements.
- (g) **Purchase Price.** Purchase price of the easement/right-of-entry shall be fair market value.
- (h) **Revocation.**
 - (1) **Driveway Not Constructed.** The CBJ Manager may revoke the right-of-entry if the applicant or successor in interest has not constructed the driveway after five years from the date of issuance of the right-of-entry. The CBJ Manager may extend the right-of-entry for good cause.
 - (2) **Non Use.** The easement shall be revoked if the easement holder does not use the driveway for a period of five years.

(3) CBJ Street Constructed. The easement shall be revoked if the easement holder's property is served by a dedicated, constructed CBJ street.

(i) Rights Retained by CBJ.

(1) Use of Driveway Alignment. The CBJ reserves the right to use portions of the driveway alignment for a dedicated CBJ street.

(2) Public Pedestrian Use. The CBJ reserves the right of public pedestrian access along the easement.

(j) Relocation. The grantee may be required to relocate the driveway to a new location upon direction of the Assembly in accordance with CBJ 53.09.300(i).

(k) As-Built Survey. Grantee shall provide CBJ with an as-built survey of the driveway and any improvements, once constructed.

(l) Other Terms and Conditions. The CBJ Manager may include other terms and conditions he deems in the public interest.

Section 3. Effective Date. This resolution shall be effective immediately upon adoption.

Adopted this 25th day of August, 2005.


Bruce Botelho, Mayor

Attest:

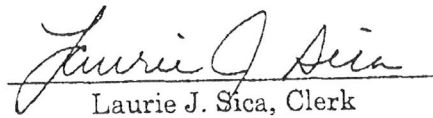
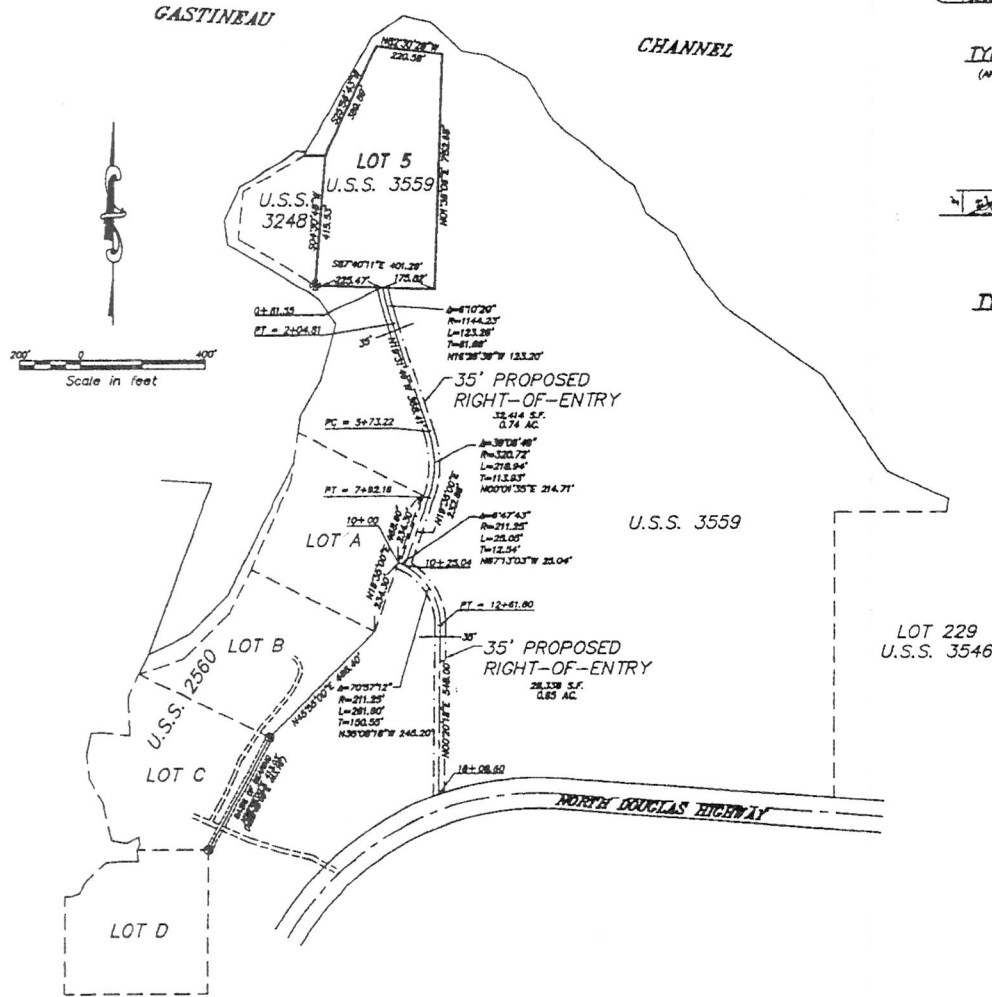

Laurie J. Sica, Clerk

Exhibit B

ATTACHMENT A



Presented by: The Manager
Introduced: 08/25/2005
Drafted by: J.W. Hartle

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2325

A Resolution Authorizing the Manager to Convey a Driveway
and Utility Easement Across a Fraction of Lot 1, U.S. Survey
3559, in the Vicinity of North Douglas Island.

WHEREAS, the City and Borough of Juneau owns Lot 1, U.S. Survey 3559, a large
parcel of land located on the north side of Douglas Island; and

WHEREAS, Lot 1, U.S. Survey 3559 was designated as a Conservation Area in the
CBJ's 1996 Parks and Recreation Comprehensive Plan; and

WHEREAS, Lisa Simone Machamer owns Lot 5, U.S. Survey 3559, a landlocked
parcel; and

WHEREAS, Ms. Machamer is considering selling her property and is seeking a
driveway easement across CBJ land in order to improve the value of the property;
and

WHEREAS, CBJ 53.09.300 authorizes the Manager to convey easements across
CBJ land, upon approval of the Assembly by resolution; and

WHEREAS, comments on the proposed easement were solicited from Public
Works, Engineering, Parks and Recreation, Community Development, and the Fire
departments and there were no objections to the issuance of an easement; and

WHEREAS, the Planning Commission and the Assembly Lands Committee
reviewed this proposed easement and recommended approval at their meetings July
26, 2005 and August 8, 2005, respectively.

///

//

Exhibit C

ATTACHMENT B

NOW, THEREFORE, BE IT RESOLVED BY THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA:

Section 1. Authorization. The Manager is authorized to negotiate and convey a driveway/utility easement, across a fraction of Lot 1, U.S. Survey 3559 to Lisa Simone Machamer or her successor in interest, owner of Lot 5, U.S. Survey 3559, as generally shown in Exhibit A, subject to the terms and conditions established herein.

Section 2. Terms and Conditions.

- (a) **Term.** The easement shall be perpetual.
- (b) **Use.** Use of the easement shall be for the sole purpose of providing vehicular access, pedestrian access, and utility lines to serve a single family or duplex residence on the grantee's property. No commercial use of the easement is allowed.
- (c) **Non Exclusivity.** The easement shall be non exclusive. The CBJ may grant other overlapping easements.
- (d) **Right-of-Entry.** Prior to issuance of the right-of-entry, the applicant shall provide a centerline description of the driveway alignment, approved by the CBJ Chief Regulatory Engineer.
- (e) **Permits.** The grantee shall obtain all authorizations and permits necessary to construct the driveway.
- (f) **Construction and Maintenance.** The grantee is responsible for construction and maintenance of any improvements.
- (g) **Purchase Price.** Purchase price of the easement/right-of-entry shall be fair market value.
- (h) **Revocation.**

(1) **Driveway Not Constructed.** The CBJ Manager may revoke the right-of-entry if the applicant or successor in interest has not constructed the driveway after five years from the date of issuance of the right-of-entry. The CBJ Manager may extend the right-of-entry for good cause.

(2) **Non Use.** The easement shall be revoked if the easement holder does not use the driveway for a period of five years.

Res. 2325

(3) CBJ Street Constructed. The easement shall be revoked if the easement holder's property is served by a dedicated, constructed CBJ street.

(i) Rights Retained by CBJ.

(1) Use of Driveway Alignment. The CBJ reserves the right to use portions of the driveway alignment for a dedicated CBJ street.

(2) Public Pedestrian Use. The CBJ reserves the right of public pedestrian access along the easement.

(j) Relocation. The grantee may be required to relocate the driveway to a new location upon direction of the Assembly in accordance with CBJ 53.09.300(i).

(k) As-Built Survey. Grantee shall provide CBJ with an as-built survey of the driveway and any improvements, once constructed.

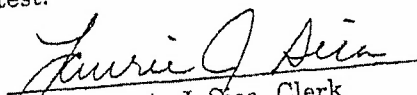
(l) Other Terms and Conditions. The CBJ Manager may include other terms and conditions he deems in the public interest.

Section 3. Effective Date. This resolution shall be effective immediately upon adoption.

Adopted this 25th day of August, 2005.


Bruce Botelho, Mayor

Attest:


Laurie J. Sica, Clerk

Res. 2325

CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

EARLY ENTRY AUTHORIZATION

December 19, 2005

Lisa Simone Machamer
PO Box 110929
Juneau, Alaska 99811

Dear Ms. Machamer:

This letter provides authorization for you, or your successor in interest, as owner of Lot 5, U.S. Survey 3559, to enter onto City and Borough of Juneau property, described as a fraction of Lot 1, U. S. Survey 3559, on the north side of Douglas Island to construct a driveway and install utilities. For purposes of this Early Entry Authorization, you and your successor(s) in interest are described as the "Permitee" and the City and Borough of Juneau is described as the "CBJ" in the conditions and terms set forth below.

This Early Entry Authorization will become valid only after the following conditions have been met:

1. Permittee has obtained a grading permit from the CBJ Engineering Department. Please contact the CBJ's Chief Regulatory Engineer, at 586-0881 for instructions on how to obtain a grading permit.
2. Detailed engineering drawings and a legal description of the easement have been submitted to and approved by the CBJ Engineering Department. The engineering drawings shall show the locations of the proposed driving surface, all cuts, fills, and planned utilities. The easement shall encompass the proposed driving surface, all cuts and fills, and utilities. The location and configuration of the easement shall be in conformance with the intent of Resolution 2325, described in the centerline description attached as Exhibit A and shown in Exhibit B. This information shall be submitted in conjunction with the grading permit application described above.
3. The centerline of the easement has been flagged in the field.
4. The CBJ has received payment from the Permittee for the market value of the easement.

155 So. Seward Street, Juneau, Alaska 99801-1397

ATTACHMENT C

- (a) Market value of the easement is based on a unit price of \$.30/square foot. The total easement area is 60,752 square feet. The market value of 60,752 square feet at \$.30/square foot is \$18,225. Permittee has elected to divide costs of the easement with Frank and Sue Lillo, owners of adjoining Lot A, U.S. Survey 2560, according to the following formula:

Lillos shall pay the CBJ \$8,501.
 Permittee shall pay Lillos \$4,250.50.
 Permittee shall pay the CBJ \$9,724.

In the event, the Lillos do not pursue acquisition of an easement and do not pay the CBJ \$8,501, Permittee shall pay CBJ the value of the full easement, \$18,225.

- (b) Full payment for the easement is due not later than January 31, 2006.
- (c) Payment must be made in full, with a cashier's check or money order, payable to the "CBJ." Payment must be submitted to the Lands and Resources Office.
5. Permittee has signed this Early Entry Authorization, accepting the terms and conditions, and returned the original to the Lands and Resources Office.
6. The CBJ Manager may revoke this Early Entry Authorization, if the Permittee has not constructed the driveway by October 13, 2010. The CBJ Manager may extend the Early Entry Authorization for good cause.

This Early Entry Authorization is subject to the following terms:

- A. Permittee shall be solely responsible for obtaining all required permits for construction of the driveway and/or utilities.
- B. Permittee shall be solely responsible for properly locating the driveway, cuts, fills, utilities, and associated improvements within the easement area as described in the legal description provided in paragraph 2 above.
- C. Permittee agrees to indemnify, defend, and hold harmless the CBJ, and its agents and employees, from any claim or liability for damages to property, or injury or death to persons, arising in any way out of Permittee's construction of the driveway and/or utilities.

As a reminder, issuance of the easement document will be conditioned upon CBJ's receipt of an acceptable as-built survey, once all improvements have been constructed. Costs for the as-built survey are the responsibility of the Permittee.

Please indicate your acceptance of these terms and conditions by signing in the space below. Return the signed original to the Lands and Resources Office and attach a copy to you grading permit application.

If you have any questions please feel free to contact me at 586-0224.

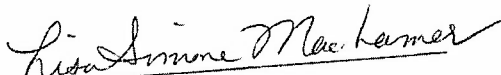
Sincerely,



Cynthia L. Johnson
Deputy Land Manager

Acceptance of Terms and Conditions Pertaining to Early Entry Authorization:

I, Lisa Simone Machamer, accept the terms and conditions of the Early Entry Authorization, as stated in this letter.


Lisa Simone Machamer

Date

1/23/06

Attachments:

<<D:\dod\h\p\>>
Exhibit A: Centerline description
Exhibit B: Centerline drawing
Exhibit C: Resolution 2325

**Centerline Description
Entry Authorization
Lisa Simone Machamer**

An easement approximately 35 feet wide to contain the limits of excavations and embankments of a driveway with 20 foot wide top along the following centerline: beginning at a point on the southerly line of lot 5 USS 3559 T41S R66E CRM which lies 225.47 feet from the southwesterly lot corner and 175.82 feet from the southeasterly lot corner (station 0+81.55);
thence S 13° 21' 30" E no distance tangent to the following curve;
thence curving to the left 6° 10' 20" along a curve of 1144.23 foot radius to a point of tangency (station 2+04.81);
thence S 19° 31' 49" E a distance of 368.41 feet to a point of curvature (station 5+73.22);
thence curving to the right 39° 06' 49" along a curve of 320.72 foot radius to a point of tangency (station 7+92.16);
thence S 19° 35' 00" W a distance of 232.88 feet to a point on a curve which is approximately 25 feet East of the midpoint of Lot A USS 2560 (station 10+25.04);
thence S 63° 49' 11" E no distance tangent to the following curve;
thence curving to the right 64° 09' 29" along a curve of 211.25 foot radius to a point of tangency (station 12+61.60);
thence S 00° 20' 18" W approximately 548 feet to a point on the northerly boundary of the North Douglas Highway Right of Way (station 18+09.6+/-), the terminus of centerline;
covering a land area of 60,752 square feet or 1.395 acres.

Exhibit A

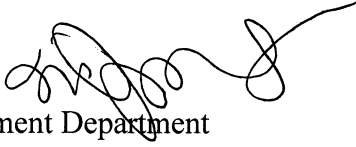
MEMORANDUM

CITY & BOROUGH OF JUNEAU

155 South Seward Street, Juneau, Alaska 99801

DATE: September 28, 2012

TO: File

FROM: Nicole Jones, Planner 
Community Development Department

FILE No.: BLD2006-00343

SUBJECT: Expired Early Entry Authorization

The building permit has been in “waiting” status since it was submitted in 2006. The applicant was required to provide information regarding wetland fill and additional information to comply with the Early Entry Authorization issued by the Land and Resources Department (Resolution 2325).

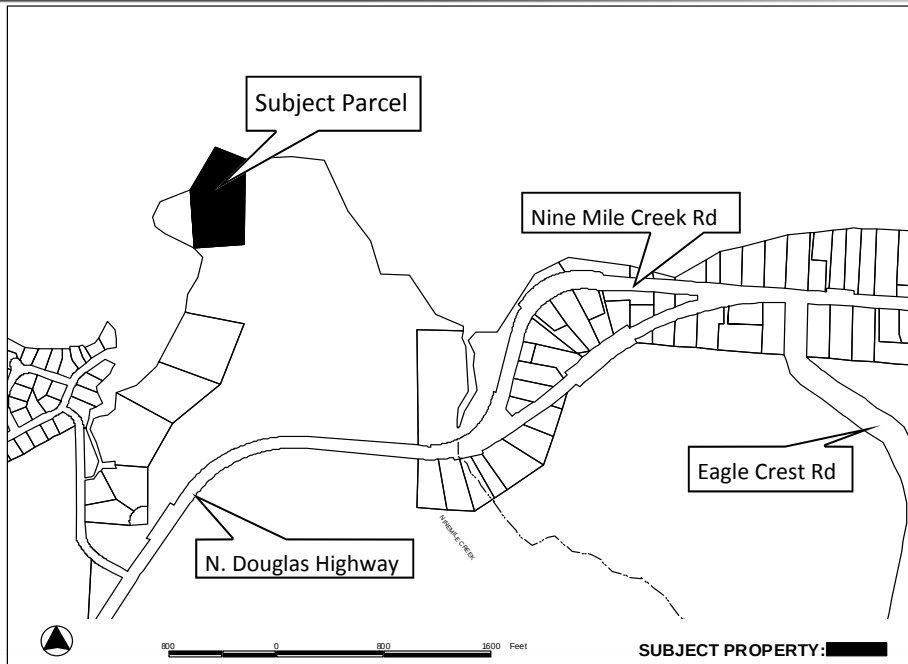
The applicant did not provide information to obtain the building permit so the Early Entry Authorization expired in October 2011 and the Lands Department returned the payment for the easement to Ms. Machamer.

This building permit can not be approved without the issuance of a new Early Entry Authorization because the proposed work is on CBJ property. Additionally, the property owner is looking into possible subdivision options for this property and an inquiry case will be submitted soon.





NOTICE OF PUBLIC HEARING



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

SHIP TO:



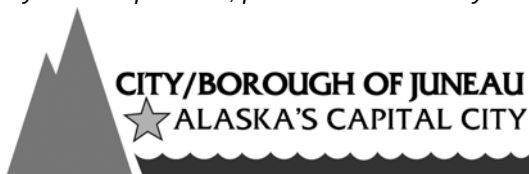
PROPOSAL: Renewal of access easement across CBJ land to private lot.

File No:	CSP2014 0023	Applicant:	CBJ Lands and Resources
To:	Adjacent Property Owners	Property PCN:	6-D11-0-106-001-0
Hearing Date:	February 10, 2015	Owner:	Lisa Machamer
Hearing Time:	7:00 PM	Size:	5.81 Acres
Place:	Assembly Chambers	Zoned:	Rural Reserve
	Municipal Building	Site Address:	10310 N Douglas Highway
	155 South Seward Street	Accessed Via:	Gastineau Channel
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Chrissy McNally at christine.mcnally@juneau.org or 586-0761.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

ATTACHMENT E

Date notice was printed: January 6, 2015



**PLANNING COMMISSION
NOTICE OF RECOMMENDATION**

Date: February 11, 2015

File No.: CSP2014 0023

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

Application For: Planning Commission recommendation to the City and Borough Assembly to dedicate a driveway and utility easement crossing a CBJ-owned fraction of Lot 1, USS 3559.

Legal Description: USS 3559 LT 1
Property Address: N. Douglas Highway
Parcel Code No.: 6-D10-1-100-001-0
Hearing Date: February 10, 2015

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 27, 2015 and recommended that the Assembly approve a driveway and utility easement across CBJ property to access USS 3559 Lot 5 in accordance with the following conditions:

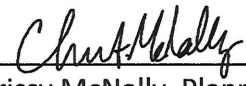
1. That the CBJ Manager may revoke the rights-of-entry, if the applicants or their successors in interest have not constructed the driveways after five years from the date of issuance of the rights-of-entry. The CBJ Manager may extend the rights-of-entry, for good cause.
2. That the easements be revoked if the grantees do not use the driveway for a period of more than five years.
3. That the easements be revoked if the grantees' property is served by a dedicated, constructed CBJ street.
4. That the CBJ reserves the right to utilize portions of the driveway alignment for a dedicated CBJ street.
5. That the easement be used to serve single family or duplex residences on the grantees' properties. No commercial use is allowed.
6. Utilities such as electric, telephone, cable, water, and sewer lines may be located in the easement corridor.
7. The easement is not exclusive. The CBJ may grant other overlapping easements.

City and Borough of Juneau
 CBJ Assembly
 File No.: CSP2014 0023
 February 11, 2015
 Page 2 of 2

8. The grantees of the easements are responsible for construction and maintenance of any improvements.
9. The CBJ reserves the right of public pedestrian access along the easement.
10. The grantees may gate the driveway to control vehicular access.
11. The grantees shall provide as-built surveys of the driveways once constructed.
12. The grantees may be required to relocate the driveways to a new location upon direction of the Assembly in accordance with CBJ 53.09.300(i).
13. The grantees shall obtain all authorizations and permits necessary to construct the driveway.

Attachments: January 27, 2015 memorandum from Chrissy McNally, Community Development, to the CBJ Planning Commission regarding CSP2014 0023.

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

Project Planner: 
 Chrissy McNally, Planner
 Community Development Department


 Michael Satre, Chair
 Planning Commission

 2/17/15
 Filed With City Clerk Date

cc: Plan Review

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



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL:

CSP2014 0025: City/State Project review to allow boat maintenance and repair, structures and parking at the Auke Bay Loading Facility

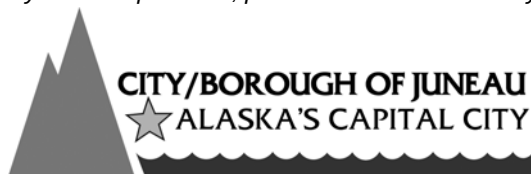
USE2014 0020: A Conditional Use Permit modification to allow boat repair and maintenance, structures and parking at the Auke Bay Loading Facility

File No:	CSP2014 0025; USE2014 0020	Applicant:	CBJ Docks and Harbors
To:	Adjacent Property Owners	Property PCN:	4-B31-0-100-002-1; -003-5
Hearing Date:	February 10, 2015	Owner:	CBJ Docks and Harbors
Hearing Time:	7:00 PM	Total Lot Size:	40,000 (affected area) Square Feet
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	Zoned:	Waterfront- Commercial
		Site Address:	13575 Glacier Highway
		Accessed Via:	Glacier Highway

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 Teri Camery at Teri.Camery@juneau.org or at 586-0755.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

Date notice was printed: January 8, 2015



Community Development

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

DATE: January 29, 2015

TO: Planning Commission

FROM: Teri Camery, Senior Planner
Community Development Department

FILE NO.: USE2014 0020 and CSP2014 0025

PROPOSAL: A Conditional Use Permit and City Project Review to allow boat maintenance and repair, structures, and parking at the Auke Bay Loading Facility

GENERAL INFORMATION

Applicant: CBJ Docks & Harbors

Property Owner: CBJ Docks & Harbors

Property Address: 13575 Glacier Highway

Legal Description: ATS 357 Lot 1: 1.63 acres; and ATS 1685: 5.72 acres

Parcel Code Numbers: 4-B31-0-100-002-1 and 4-B31-0-100-003-5

Site Size: 40,000 square feet (affected area)

Zoning: Waterfront Commercial

Comprehensive Plan
Land Use Designation: WCI; Waterfront Commercial Industrial

Utilities: CBJ water

Access: Glacier Highway

Existing Land Use: Auke Bay Loading Facility

Surrounding Land Use: North - Glacier Highway/dispersed D-3 residential
 South - Auke Cape/Stephens Passage
 East - Waterfront Commercial seafood plant
 West - Auke Nu Cove; D-3 residential condominiums

Vicinity Map



ATTACHMENTS

Attachment 1	Development Permit Application
Attachment 2	Conditional Use Permit Application
Attachment 3	Project Narrative, site plan
Attachment 4	Supplemental Project Narrative with response to staff questions
Attachment 5	USE2007 00009 Notice of Decision
Attachment 6	USE2008 00036 Notice of Decision
Attachment 7	USE2011 00006 Notice of Decision
Attachment 8	Abutter's Notice

PROJECT DESCRIPTION

The applicant requests a Conditional Use Permit to allow 1) boat repair and maintenance; and 2) structures and parking at the Auke Bay Loading Facility (ABLF). All development would occur within the existing footprint of the site; no expansion is proposed.

The ABLF has received three previous Conditional Use Permits, which are described in detail in

Planning Commission
File No.: USE2014 0020 & CSP2014 0025
January 29, 2015
Page 3 of 10

the Background section of this report. All project conditions in the Notices of Decision (NODs) from the previous permits remain in effect unless specifically modified in subsequent reviews. NODs from the previous permits have been included in Attachments 5-7. This review addresses the currently proposed modification only.

Boat Repair and Maintenance

Boat repair and maintenance is allowed with departmental approval in the Waterfront Commercial zoning district, according to CBJ Code 49.25.300 Section 9.450, Table of Permissible Uses. However the Community Development Department concluded that a new Conditional Use Permit is required because the use is an expansion of the previously approved permits.

As use of the ABLF has grown, vessel owners have asked for permission to perform basic repair work on their vessels. These activities might include hull or engine repair, hull painting, electrical work, and other activities associated with repair and maintenance of vessels. Repair and maintenance work may result in a need for a boat shelter to create protected work space and a small storage/shop/office building. The storage/shop/office building would be similar to the existing utility building on the site, and would be approximately 700 square feet in size.

Best Management Practices. The ABLF is adjacent to sensitive, protected habitat in Auk Nu Cove. Boat repair and maintenance at the facility will trigger a requirement for a Multi-Sector General Permit for boat repair yards from the Alaska Department of Environmental Conservation (ADEC). The ADEC permit process reviews and approves facility plans for control of run-off from the site, as well as specific handling and storage practices for oil and lubricants and other practices relative to stormwater discharges.

The application process for the ADEC permit is expensive and time-consuming, therefore Docks and Harbors intends to wait until after the Conditional Use Permit has been approved and the development is assured. For purposes of this review, Docks and Harbors has outlined Best Management Practices to address pollutants from the site. Those practices include the following:

- Oil spill response equipment is located on site, as required in the USE2007 0009 and USE2011 0006 Conditional Use Permit Notices of Decision (Attachments 5 and 7);
- Vessel wash-down activities will occur over a containment pad; wash-down water will be filtered to separate particulates and oils, and wash down waste material will be disposed of in an approved off-site location;
- Particulate screens will be added to the existing catch basins;
- Ground tarps will be placed below vessels to capture particulates during hull cleaning or repair activities;

Planning Commission
File No.: USE2014 0020 & CSP2014 0025
January 29, 2015
Page 4 of 10

- Vacuum-assisted tools will be used when working on vessels;
- Waste oils and lubricants will be deposited in appropriate facilities;
- Bilge, ballast water, and sanitary waste discharges will be prohibited at the facility unless the discharges are deposited into a containment tank and removed from the site. (Attachment 3, page 3)

Staff requested a more detailed explanation of how the containment pad and water filtration system works and the process for removing waste materials from the site. In the Supplemental Project Narrative, Attachment 4, Docks and Harbors has described the process step by step and has also provided a photograph of the containment pad.

In brief, boats are lifted onto the containment pad for wash down and removal of growth. As water accumulates on the pad, the pad perimeter curb rises to contain the water. A drain is built into the pad that connects to a hose, which connects to a water filtration system. The filtration system separates solids and captures oils through different filters and holds the material in the separator tank. The filtered water is sent to a recycle tank and reused through a closed loop system. When the tanks are full, the unit is taken off-site and deposited into the city wastewater system. The CBJ Wastewater Division has reviewed the system and has confirmed that the water may be deposited into the city system. Oil filters are deposited at the city hazardous waste facility.

After a boat has been washed down, it is moved to the uplands repair and maintenance area. Ground traps would be placed under the boat to capture materials generated by activities such as hull repair or sanding and painting. Vacuum-assisted sanders would be required in order to capture the bulk of sanding debris. Captured materials would be deposited in an on-site receptacle.

Most of these materials may be disposed of at the landfill. However waste oil would be collected in a double-hull tank and pumped into a commercial oil transport vehicle for delivery to Aurora Harbor, which uses a waste oil burner heating system for the maintenance shop. Disposal of anti-freeze, batteries or other hazardous materials would be the responsibility of users who are encouraged to dispose of them at the city hazardous waste facility.

Management Options. Currently the ABLF is managed by Docks and Harbors staff, who schedule vessel owner uses at the facility. If vessel repair and maintenance operations are allowed, Docks and Harbors would consider two different management options, as follows:

Under Option One, Docks and Harbors would continue management. Vessel owners would perform maintenance themselves or hire repair companies to visit the site to conduct the work. Docks and Harbors staff would ensure compliance with the best management practices outlined above.

Planning Commission
File No.: USE2014 0020 & CSP2014 0025
January 29, 2015
Page 5 of 10

Under Option Two, boat haul-out, maintenance, and vessel repair activities would be transferred to a third-party vendor. The current vendor at Statter Harbor (Harri Marine Services) would have first preference as required under their current lease. If Option Two is implemented, the best management practices would become conditions of the lease agreement with the vendor. This option would open up valuable space at Statter Harbor in the existing boat maintenance area, which would help reduce congestion.

This Conditional Use Permit modification would permit both options for use at Docks and Harbors' discretion.

Structures and Parking

USE2008 0036, the Conditional Use Permit for Phase II of the ABLF, specifically stated in the staff report project description that "The area will have no structures or parking on site." This application modifies the approved project description to accommodate the small utility/storage building that has already been constructed on the site, as well as the limited parking for facility users on-site, and any new buildings or parking that may be necessary if boat maintenance and repair operations are permitted.

BACKGROUND

The ABLF was first approved as USE2007 0009 in May 2007, following a zone change from D-3 to Waterfront Commercial (MAP2006 0002). As noted earlier, all project conditions from previous permits carry forward unless specifically modified. The USE2007 0009 Notice of Decision contains two project conditions that are directly relevant to the currently proposed modification, as follows:

- 1) *Lighting fixtures, design and placement must assure that light is directed only onto the site and does not spill onto adjacent property. Signs shall be installed on the float instructing vessels to turn off high-pressure sodium lights (forward looking "crab" lights) upon docking*
- 9) *A hydrocarbon spill response kit must be kept on the float in the event of unexpected spills or leaks from vessels using the facility. (Attachment 5)*

Staff notes that the USE2007 0009 Notice of Decision Condition number eight, which prohibited oil and fuel on the site for commercial use, was specifically modified in USE2011 0006, which permitted fuel bunkering at the site.

USE2008 0036 expanded the ABLF by .82 acres to accommodate fisheries support. No additional conditions were placed on the development. (Attachment 6)

Planning Commission
File No.: USE2014 0020 & CSP2014 0025
January 29, 2015
Page 6 of 10

USE2011 0006 modified the previous two Conditional Use Permits to allow commercial vessel fueling from fuel trucks (fuel bunkering) at the site. This Notice of Decision contains four conditions relevant to the proposed modification, as follows:

1. *Prior to allowing fuel deliveries to the site, the applicant shall post a sign on the float that addresses the following issues:*
 - a. *Fuel truck operators must have a USCG approved Marine Transfer Related plan for fuel bunkering.*
 - b. *Before fueling the truck operator must complete a Declaration of Inspection signed by the vessel operator and the fuel delivery truck.*
 - c. *The truck driver and vessel engineer must maintain visual contact throughout the fueling process.*
2. *The location of the oil spill response materials must be clearly identified with appropriate signage.*
3. *Emergency response telephone numbers must be clearly displayed with appropriate signage.*
4. *Adequate quantities of spill response materials must be maintained on site. Fuel deliveries shall be halted after a spill event until the supply of spill materials has been replenished.*

The original Conditional Use Permits required an Army Corps of Engineers permit to fill the Auke Nu tidal area. The fill footprint was mitigated by establishing a conservation easement for Auke Nu Cove, as shown in the applicant's site plan photographs (Attachment 3).

Staff solicited agency review comments for the proposed development from December 29 through January 9. No comments were received.

ANALYSIS

Project Site and Design

Boat repair and maintenance will be located on the northern portion of the facility (Attachment 3). The fill footprint will not be expanded. A boat repair shelter structure and small storage/shop/office building is also being considered for the site.

Traffic, Parking, and Circulation

The existing access to the site will continue and no new access is proposed. Traffic is not expected to increase significantly because boats would continue to arrive by water for haul-out. Traffic from vessel owners or boat repair personnel is expected to be seasonal and sporadic.

Planning Commission
 File No.: USE2014 0020 & CSP2014 0025
 January 29, 2015
 Page 7 of 10

Noise -

Current use of the site involves loading and unloading of vessels and equipment as well as pressure-washing. Boat repair and maintenance activities are not expected to significantly increase noise levels except perhaps for brief periods of time. Facility operations must comply with existing city noise regulations. CBJ Code 49.20.095(b) states:

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

CBJ Code 04.050.20, Performance Standards, further states:

(a) The noise emanating from premises used for industrial activities shall be muffled so as to not become objectionable due to rhythm, intensity, pitch, or timbre, and where a use adjoins a residential district, the volume measured at the boundary line shall not exceed 55 dba's between the hours of 11:30 p.m. and 6:00 a.m., and 70 dba's at other hours.

Public Health or Safety -

No evidence indicates that the proposed modifications will significantly impact public health or safety. Previous reviews have established security measures at the site.

Habitat -

The project does not require an expansion of the intertidal fill footprint. The Best Management Practices described in the project description will ensure that pollutants are captured on-site and disposed of in authorized locations.

Lighting-

The site is currently approved for use with full cut-off luminaires. New structures may require internal lighting, but no additional external lighting is proposed at this time. In the event that additional external lighting is necessary, the project must comply with the lighting condition established in the first Conditional Use Permit, USE2007 0009, as follows:

- 1) *Lighting fixtures, design and placement must assure that light is directed only onto the site and does not spill onto adjacent property. Signs shall be installed on the float instructing vessels to turn off high-pressure sodium lights (forward looking "crab" lights) upon docking.*

Planning Commission
 File No.: USE2014 0020 & CSP2014 0025
 January 29, 2015
 Page 8 of 10

Property Value or Neighborhood Harmony-

The development is in a Waterfront Commercial zone adjacent to a series of marine commercial facilities including a ferry terminal and seafood processing plant. Modification of the facility to allow boat maintenance, boat repair, structures, and parking is not expected to add significant activity, traffic, or noise at the facility. Therefore impacts to property value or neighborhood harmony would be minimal.

2013 City and Borough of Juneau Comprehensive Plan

The site has been designated as Waterfront Commercial Industrial in the 2013 Comprehensive Plan.

The project substantially conforms with CBJ Comprehensive Plan policy 5.9 as follows:

To facilitate availability of sufficient and suitable water-based facilities and associated land-based acreage to support water-dependent uses, and to work closely with the public and private sectors to facilitate sustainable marine commerce, commercial fishing, seafood processing, recreation, public access to the shoreline, and enjoyment of the waterfront through well-designed port facilities.

Staff notes that the ABLF is for authorized vessel-owners only, and the site may contain fuel and other hazardous substances. Therefore the Comprehensive Plan goal of ensuring recreation, public access to the shoreline, and enjoyment of the waterfront is not appropriate at the actual ABLF site. The original permitting for the ABLF satisfied the public access and recreation goal through establishment of the Auke Nu Cove conservation easement.

The project also conforms with policies 5.10 and 10.12, as follows:

To designate sufficient and suitable land for anticipated commercial and industrial development as part of its overall economic development program. (Policy 5.10)

To designate and reserve waterfront land with adequate services and in appropriate locations for water-dependent recreation, public access and commercial/industrial activities while protecting important fish and wildlife habitat and other coastal resources. (Policy 10.12)

FINDINGS

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

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

Planning Commission
 File No.: USE2014 0020 & CSP2014 0025
 January 29, 2015
 Page 9 of 10

and,

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

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

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

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

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

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

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

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

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ §49.25.300, Section 9.600 for the Waterfront Commercial zoning district.

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

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the January 30, 2015 and February 6, 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.

Planning Commission
File No.: USE2014 0020 & CSP2014 0025
January 29, 2015
Page 10 of 10

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

No. As described in the staff report, no evidence indicates that the proposed development will materially endanger the public health or safety. Previous reviews established security measures at the site, and toxins will be contained and disposed of according to the Best Management Practices listed in the Project Description.

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

No. As described in the staff report, no evidence indicates that the proposed development will substantially decrease the value of or be out of harmony with property in the neighboring area. The modification to allow boat repair and maintenance and structures is not expected to significantly increase traffic or noise or have adverse lighting impacts.

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

Yes. As described in the staff report, the proposed development substantially complies with the 2013 City and Borough of Juneau Comprehensive Plan, specifically policies 5.9, 5.10, and 10.12 regarding waterfront development.

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?*

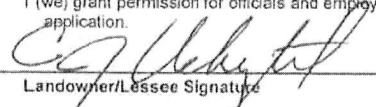
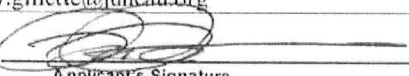
Yes. As described in the staff report, the project does not require an expansion of the intertidal fill footprint. The Best Management Practices listed in the project description will ensure that pollutants are captured on-site and disposed of in authorized locations.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit and recommend approval of the City Project Review to the Assembly, which would allow 1) boat repair and maintenance; and 2) structures and parking at the Auke Bay Loading Facility (ABLF).

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: <u>12/16/14</u>
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description Allow boat repair and maintenance at Auke Bay Loading Facility		
	PROPERTY LOCATION		
	Street Address 13575 Glacier Highway	City/Zip Juneau, 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) ATS 1685		
	Assessor's Parcel Number(s) 4B3101000021		
	LANDOWNER/ LESSEE		
	Property Owner's Name CBJ Docks and Harbors	Contact Person: Gary Gillette	Work Phone: 586-0398
	Mailing Address 155 S Seward Street, Juneau, 99801	Home Phone:	Fax Number:
	E-mail Address gary.gillette@juneau.org	Other Contact Phone Number(s):	
	PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT ***Required for Planning Permits; not needed on Building/ Engineering Permits***	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:			
A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.			
B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X			<u>12/15/2014</u>
Landowner/Lessee Signature		Date	
X			_____
Landowner/Lessee Signature		Date	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name CBJ Docks and Harbors		Contact Person: Gary Gillette	
Mailing Address 155 S Seward St, Juneau, 99801		Work Phone: 586-0398	
E-mail Address gary.gillette@juneau.org		Home Phone:	
		Fax Number:	
		Other Contact Phone Number(s):	
X		<u>16 Dec 14</u>	
Applicant's Signature		Date of Application	

OFFICE USE ONLY BELOW THIS LINE						
STAFF APPROVALS	☒	Permit Type	***SIGN	Date Received	Application Number(s)	
		Building/Grading Permit				
	✓	City/State Project Review and City Land Action		<u>12/12/14</u>	<u>CSP 14-025</u>	
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)				
		Mining Case (Small, Large, Rural, Extraction, Exploration)				
		Sign Approval (If more than one, fill in all applicable permit #'s)				
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)				
	✓	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		<u>12/18/14</u>	<u>USE 14-020</u>	
		Variance Case (De Minimis and all other Variance case types)				
		Wetlands Permits				
		Zone Change Application				
		Other (Describe)				
	***Public Notice Sign Form filled out and in the file.					
	Comments:					Permit Intake Initials <u>JKL</u>

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

TO BE COMPLETED BY THE APPLICANT

Page 1 of 2
Attachment 2



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

Application for a Conditional Use Permit

Boat Repair and Maintenance
Auke Bay Loading Facility

APPLICATION NARRATIVE



Submitted by:
Gary Gillette, Port Engineer
On Behalf of the Applicant
CBJ Docks and Harbors
155 South Seward Street
Juneau, Alaska 99801
Phone: 907-586-0398
Fax: 907-586-0295
gary_gillette@ci.juneau.ak.us

December 15, 2014

INTRODUCTION

The City and Borough of Juneau (CBJ) Docks and Harbors (D&H) developed the Auke Bay Loading Facility at 13575 Glacier Highway to serve commercial uses. The facility features a drive-down float, loading ramp, uplands staging area, boat haul-out equipment, and uplands storage area (See Attachment A). As use of the facility increased, many users request to be allowed to perform repairs to their vessels. The current Conditional Use Permit does not allow boat repair and maintenance activities.

BACKGROUND

Development of the Auke Bay Loading Facility required a number of permits and actions (see Attachment B):

- Army Corps of Engineers permit to fill tidal area.
- Mitigation through a conservation easement of Auk Nu Cove.
- Conditional Use Permit (USE2007-00009) for development of Phase I
- Conditional Use Permit (USE2008-00036) for development of Phase II
- Conditional Use Permit (USE2011-0006) to allow fuel bunkering

LAND USE / ZONING

Zoning of the ABLF property is Waterfront Commercial (WC). Boat repair and maintenance use is found at 9.450 in the Table of Permissible Uses of the Land Use Ordinance Title 49. The use is listed with a “1” which requires Community Development Department approval only. The Community Development Director determined that since the uses at ABLF would be expanded, a new CUP for those uses would be required.

PROPOSED CONDITIONAL USE PERMIT

CBJ Docks & Harbors requests that a Conditional Use Permit be approved to accomplish two goals at the facility:

1. Allow structures and parking in the Phase 2 area of the facility.
2. Allow vessel repair and maintenance at the facility.

Structures and Parking: The Conditional Use Permit staff report for Phase 2 contained the statement; “The area will have no structures or parking on site.” The Notice of Decision contained no condition supporting this statement. In reality, there is a small utility/storage building on this portion of the site and a limited amount of parking is allowed for users of the facility. Docks and Harbors would like to resolve this incongruity by allowing structures and parking at this area of the facility.

Repair and Maintenance: As use of the ABLF has grown, users often ask to perform repair work on their vessels. These activities might include repairing hulls, engine repair, hull painting, electrical work, and other activities associated with repair and maintenance of vessels. Docks and Harbors requests approval to allow vessel repair and maintenance activities at ABLF.

The proposed uses would not result in changes to the existing fill area. Physical changes anticipated might include a boat shelter to create protected work space and a small storage/shop/office building. A boat shelter would likely be a fabric structure with internal metal frame approximately 20 feet by 50 feet. The storage/shop/office building would be similar to existing buildings on the site and approximately 700 square feet in size.

BEST MANAGEMENT PRACTICES

The ABLF is located adjacent to sensitive habitat of Auk Nu Cove. Docks and Harbors utilizes best management practices in its operation of the facility. Oil response equipment is located on site; catch basins are equipped with oil/water separators; vessel wash down activities occur over a containment pad; wash down water is filtered to separate particulates and oils; and wash down waste material is disposed of in approved off-site locations. Additional best management practices will be incorporated if vessel repair and maintenance activities are approved including: particulate screens added to the existing catch basins; use of ground tarps below vessels to capture particulates during hull cleaning or repair activities; appropriate disposal of materials captured by ground tarps; use of vacuum assisted tools (such as sanders) when working on vessels; depositing waste oils and lubricants in appropriate facilities; and prohibit bilge, ballast water, and sanitary waste discharges at the facility unless into a containment tank and removed from the site.

Inclusion of vessel repair and maintenance at ABLF will require an Alaska Department of Environmental Conservation (ADEC) Multi Sector General Permit (MSGP) – Sector R for boat repair yards. The permit process reviews and approves facility plans for control of run-off from the site; handling of oils and lubricants; storage of oils and lubricants; preventative maintenance of stormwater management devices; and other practices relative to storm water discharges.

In discussion with ADEC, best management practices currently in place at ABLF along with others mentioned above if vessel repair is allowed would appear to satisfy the requirements of the MSGP.

MANAGEMENT OF THE FACILITY

Currently the ABLF is managed by D&H staff. Uses of the various elements of the facility are scheduled by users through D&H staff. If vessel repair and maintenance activities are approved there are two management options that D&H would consider.

Option A would continue management by D&H staff. Vessel owners would be allowed to perform repair and maintenance activities either by themselves or by hiring repair companies to visit the site to perform the work. Best management practices would be contained in standards and guidelines for operations at the facility and monitored by D&H staff.

Option B would transfer the boat haul-out and vessel repair and maintenance activities to a third party vendor. The current vendor at Statter Harbor (Harri Marine Services) would have first rights to move to the site as stipulated by their current lease. If this option is pursued the best management practices would be established as conditions of the lease agreement with the third party vendor.

December 15, 2014

A benefit to relocating the existing boat repair yard to the ABLF site is that valuable space at Statter Harbor would be freed up to address continued congestion issues especially regarding transfer vans and motor coaches serving the whale watching and fishing charter operators.

PROJECT DESCRIPTION

The uplands area of the facility will not change as a result of the proposed use change. The fill would not be altered – there is no proposal to expand the existing fill footprint. The boat repair use would be located on the northern portion of the facility (See Attachment C). A boat repair shelter structure and a small storage/shop/office building may be constructed on the site.

VEHICULAR ACCESS

The current access drive into the ABLF would remain and no additional access is proposed. The traffic amount to the site is not expected to increase measurably as boats would arrive by water for haul-out as is the current situation. Vessel owners or repair personnel traffic is expected to be minimal and sporadic as boat repair activities are not typically a daily affair.

SOUND

The proposed activity of boat repair is not expected to raise the sound level at the site. Movement of vessels, equipment, pressure washing, and freight loading currently occur at the site. There has been no noise complaints received about these operations. The act of repair work varies but does not generally produce high level sounds for long periods of time.

LIGHTING

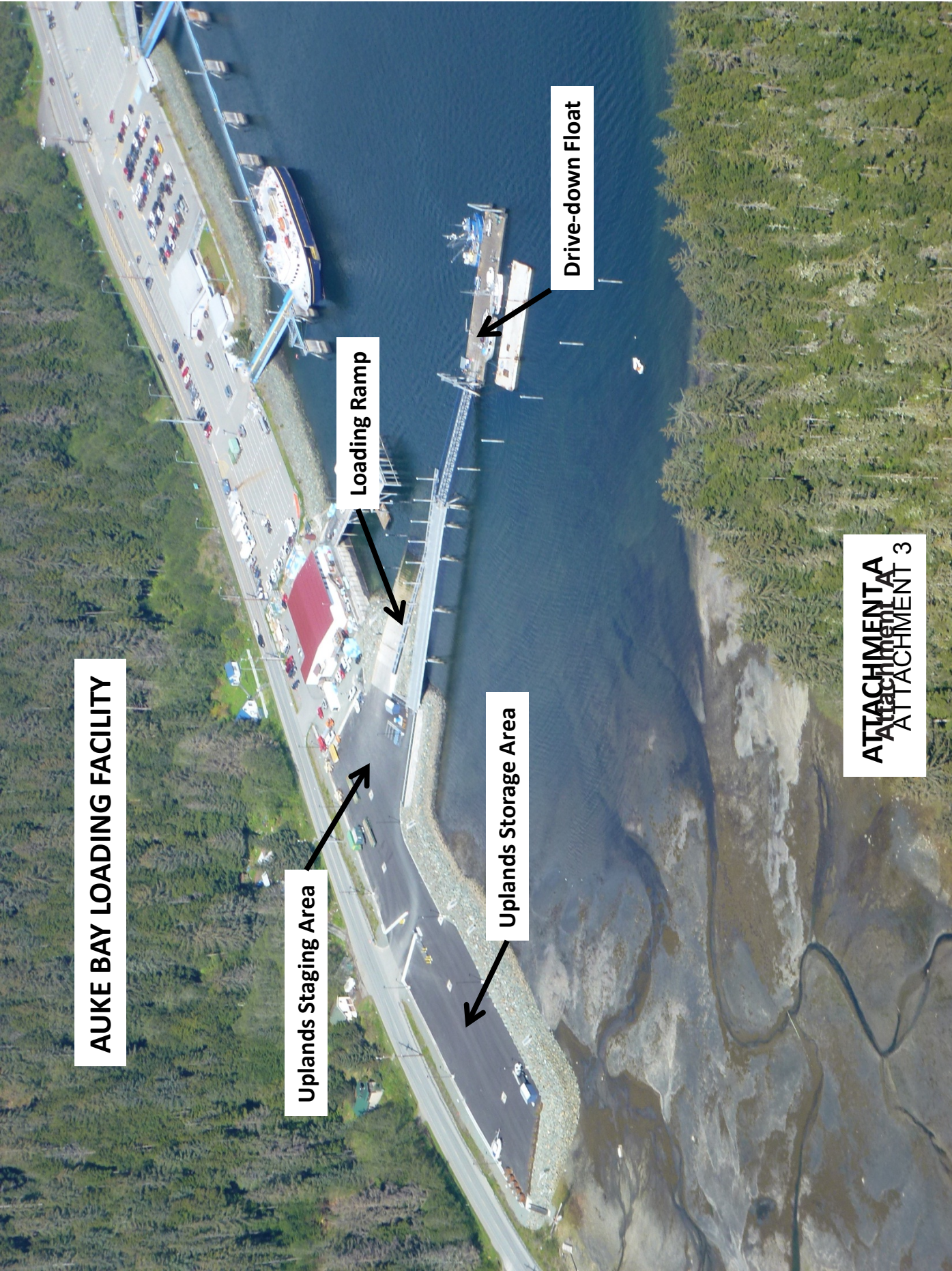
The ABLF site is currently lit with full cut-off luminaires mounted on light standards. There is no plan to alter the current lighting at the site. Any new structures may require internal lighting but external lighting is anticipated to be minimal and would be full cut-off style. Harbor rules or lease conditions would limit work lighting to not glare onto adjacent properties.

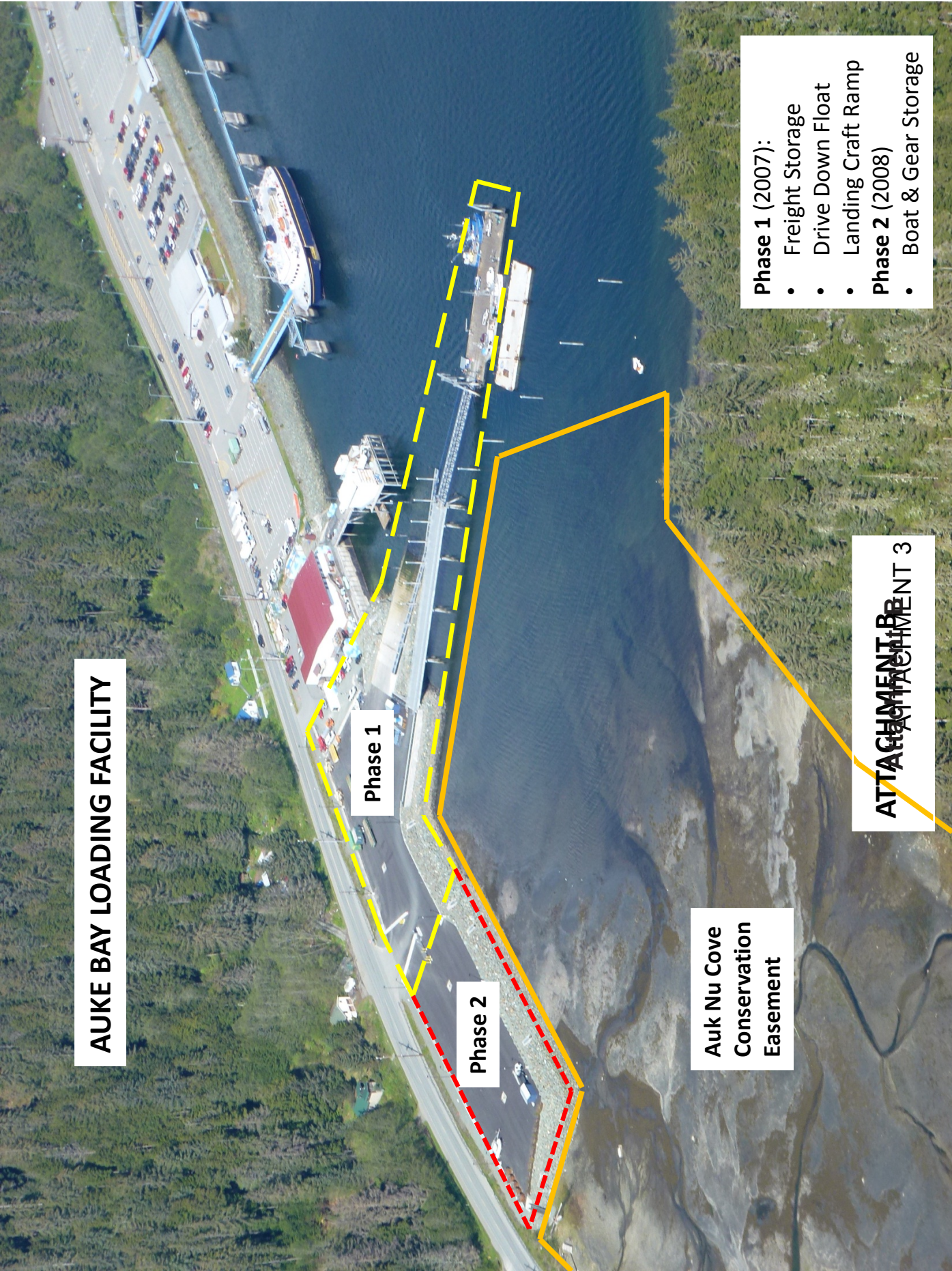
ATTACHMENTS

Attachment A: Aerial Photo of ABLF Use Areas

Attachment B: Aerial Photo of ABLF Phased Construction

Attachment C: ABLF Conceptual Site Plan with Boat Yard





AUKE BAY LOADING FACILITY

Phase 1

Phase 2

**Auk Nu Cove
Conservation
Easement**

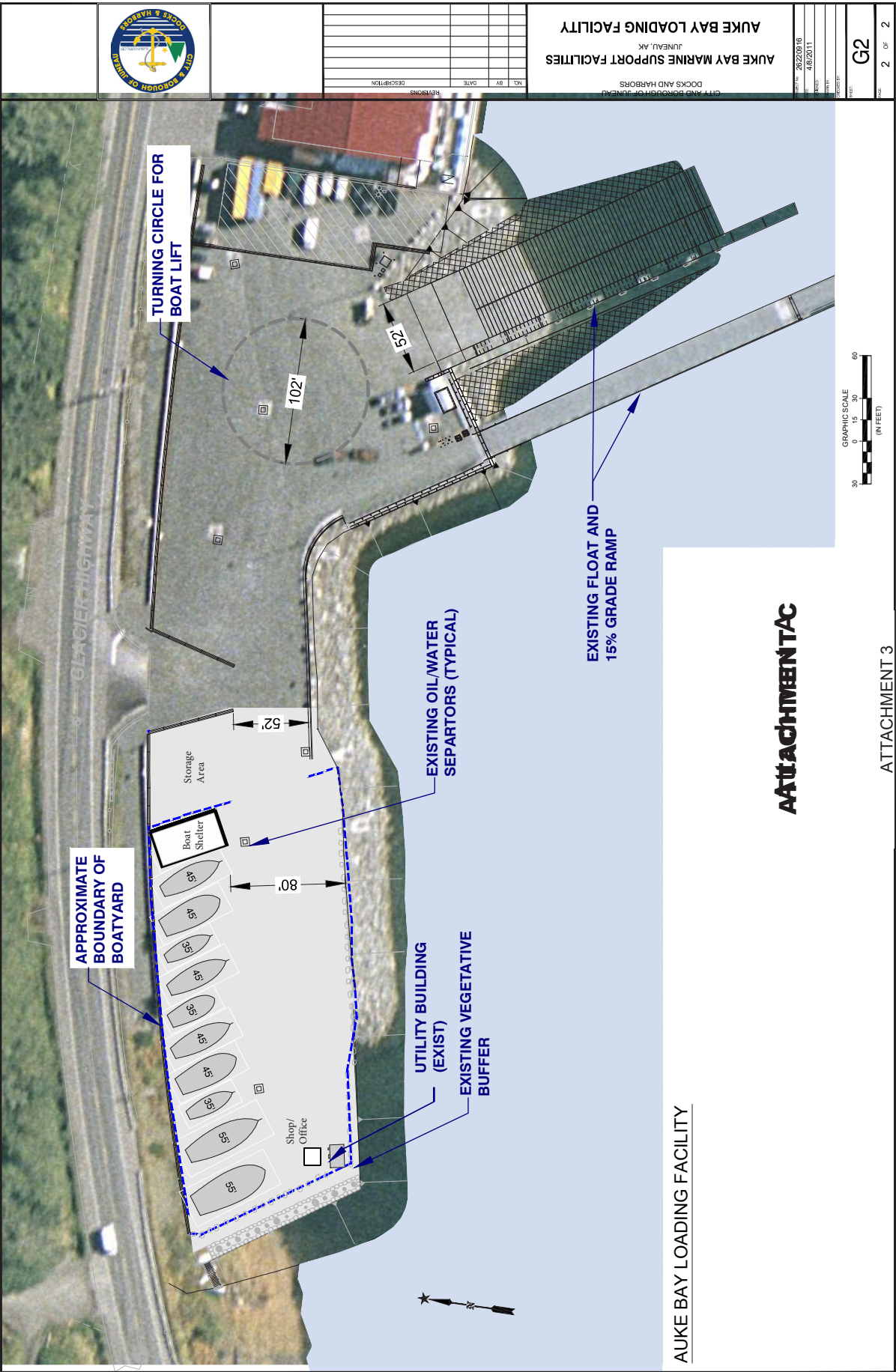
ATTACHMENT 3

Phase 1 (2007):

- Freight Storage
- Drive Down Float
- Landing Craft Ramp

Phase 2 (2008)

- Boat & Gear Storage





Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

Application for a Conditional Use Permit

Boat Repair and Maintenance
Auke Bay Loading Facility

SUPPLEMENTAL NARRATIVE

Per Request of
Teri Camery, Senior Planner

Submitted by:
Gary Gillette, Port Engineer
On Behalf of the Applicant
CBJ Docks and Harbors
155 South Seward Street
Juneau, Alaska 99801
Phone: 907-586-0398
Fax: 907-586-0295
gary_gillette@ci.juneau.ak.us

January 2, 2014

January 2, 2014

RESPONSE TO ADDITIONAL INFORMATION

Per your e-mail request of December 29, 2014 the following supplemental information is provided for the Conditional Use Permit application to allow boat repair and maintenance at the Auke Bay Loading Facility:

ITEM 1

Information Requested: **Legal description and lot size.** *I realize this issue is typically the responsibility of our department, but I wonder if you can help me sort this out. The previous USE permit listed the legal description as ATS 104, while this one is coming up as ATS 357 Lot 1 under the same parcel code number that was used before. Also, the previous USE permit had a site size of 6.38 acres, while this one, under the same parcel code, shows .81 acres. I suspect the issue relates to tidelands versus uplands. Thanks for any help you can offer for making that clear.*

Response: The Auke Bay Loading Facility is built on two parcels owned by the City and Borough of Juneau under the management of Docks and Harbors. The plat map (see Attachment 1) shows the two lots: ATS 357, Lot 1; and ATS 1685. The area of ATS 357, Lot 1 is 1.63 acres and the area of ATS 1685 is 5.72 acres for a total of 7.35 acres of the Auke Bay Loading Facility (much of which is tidelands).

The reason the previous legal descriptions are not the same is that ATS 1685 was created by the state in a transfer of property to CBJ for this facility. While the state granted authority for transfer of ATS 1685 a number of years ago, it was only recently recorded in October 31, 2014.

ITEM 2

Information Requested: **DEC Permit.** *When do you expect to receive the final approved DEC Multi-Sector permit?*

Response: The Department of Environmental Conservation (DEC) requires a Multi Sector General Permit prior to boat repair and maintenance operations. We plan to apply for a permit once it is determined the use will be allowed at the facility. The preparation of the application is a significant cost and would be completed by professional engineers under contract. We anticipate the application preparation would take thirty to sixty days. DEC indicates that their permit review and approval period is typically thirty days. Therefore the best case scenario is we have the DEC permit in hand within sixty to ninety days from approval of the conditional use permit.

ITEM 3

Information Requested: **Waste handling.** *Please provide more detail on the waste handling procedures for the development. You have noted several times that waste will be disposed of in an approved off-site location. Please explain how this is conducted. For example, will waste be stored on-site in hazardous waste containers and then removed weekly or monthly, or through some other means? You have described both containment pad and ground tarps for capturing materials. Please explain which type is used for different activities, and how this will be enforced. I think it would helpful to provide some sort of drawing of how containment pads capture, filter, and dispose of waste. How many containment pads will be available, and is it necessary to have more than one to accommodate user needs? I*

January 2, 2014

would appreciate any additional written narrative and drawings that you could provide to ensure that the waste treatment and disposal process is very clear.

Response: When an owner schedules to pull a boat it is performed by the SeaLift which is a self-propelled boat lift as seen in the photo to the right. Typically, when a boat is pulled from the water the owner wants to wash it down, especially the hull, to remove growth accumulated while in the water. The SeaLift drives onto a containment pad that is placed on the uplands of the ABLF. A containment pad is shown in the photo of Attachment 2. The pad has a curb around the perimeter that has foam inside. As water accumulates on the pad the perimeter curb rises to contain the water.



A drain is built into the pad that connects to a hose which in-turn is connected to a water filtration system as shown in Attachment 3. The water from the pad is pumped through the filtration system which separates solids and captures oils through a series of filter media and holds the material in the separator tank. The filtered water is sent to a recycle tank and is reused through the pressure washer. The process is a closed loop system. When the tanks are full, the unit (which is mounted on a trailer) is taken off-site and is deposited into the city wastewater system. CBJ Wastewater Division has reviewed the filtration system and verified the contents may be deposited into the city wastewater system. When the oil filters are filled they are changed with new media and disposed of at the city hazardous waste facility. Docks and Harbors has one washdown containment pad and one water filtration unit which is sufficient for the anticipated use at Auke Bay Loading Facility.

After a boat is washed down it is moved by the SeaLift to the uplands repair and maintenance area and blocked into position. Ground tarps would be placed under the boat to capture materials generated by repair and maintenance activities such as hull repair or sanding and painting. Vacuum assisted sanders would be required in order to capture the bulk of sanding debris. Captured materials from sanding and tarps would be deposited in an on-site receptacle. Typically materials generated at local boatyards are not classified as hazardous waste and may be disposed of at the landfill, thus when receptacles are full they would be removed and deposited at the landfill.

In the case where engine oils are changed, the oil fluids would be captured and placed in a receptacle on site. Waste oil is not considered hazardous and would be collected in a double hull tank to avoid spills. Waste oil collected in the tank would be pumped into a commercial oil transport vehicle (Delta Western is current contractor) and delivered to Aurora Harbor which uses a waste oil burner heating system for the maintenance shop. As is the practice at other harbor facilities disposal of anti-freeze, batteries, or other hazardous waste materials would be the responsibility of users who are encouraged to dispose of them at the city hazardous waste facility.

ITEM 4

Information Requested: **Drainage plan.** *Similarly, are any modifications needed to the existing stormwater drainage plan on site to treat additional pollutants due to maintenance activities? Please explain why or why not.*

*City and Borough of Juneau - Docks and Harbors
Anke Bay Loading Facility – Add Boat Yard Use*

January 2, 2014

Response: The area of the boat repair and maintenance activities is shown on the drawing as Attachment 4. All surface run-off within this area is captured in two existing catch basins featuring oil/water separators (see Attachment 4 for location of existing catch basins). If boat repair and maintenance is allowed these oil/water separators will be outfitted with screens to capture particulates that might escape containment through tarps and other best management practices. The oil/water separators would be inspected periodically and when material has collected they would be cleaned out and material taken to the city hazardous waste facility.

ATTACHMENTS

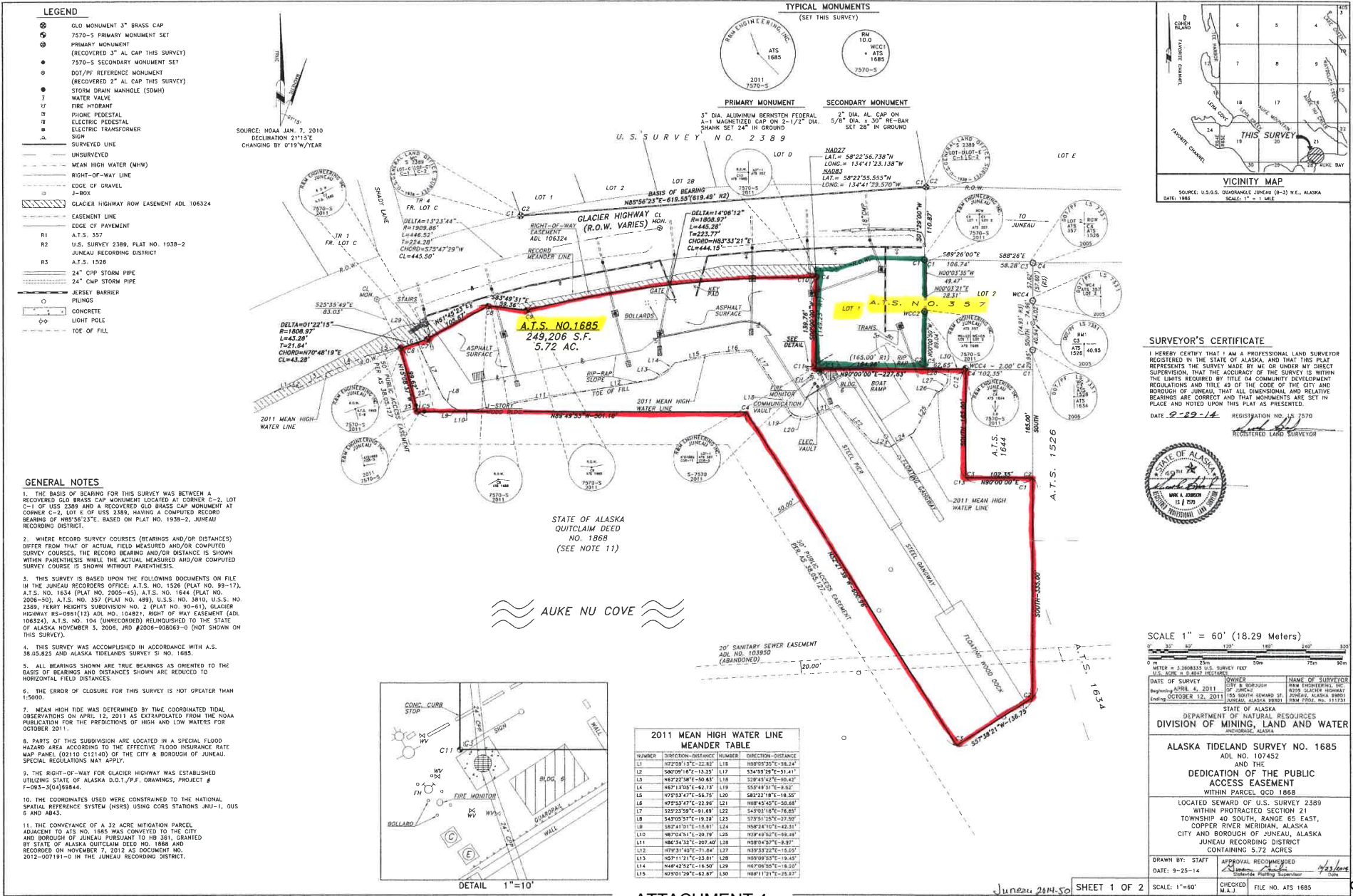
Attachment 1: Plat Map of ABLF Property

Attachment 2: Washdown Containment Pad

Attachment 3: Washdown Water Filtration System

Attachment 4: Boat Repair and Maintenance Area Map

ATTACHMENT 1



ATTACHMENT 4

Powerwash Wastewater Containment Pad

Perhaps it's the *Clean Marine Solution* for your Boatyard

Boats and Vehicles can drive in from any angle, with no sidewall set-up or take-down required.



The foam ring around the top perimeter of the Containment Berm rises with the water

Copolymer construction

Custom sizes available

Click link to see Rapid Rise in action:

http://www.spillcontainment.com/sites/default/files/popupberm_0001.wmv

ATTACHMENT 3
THE NEXT GENERATION IN WASTE WATER TREATMENT TECHNOLOGY
TRAILER MOUNTED CLOSED LOOP RECYCLE SYSTEM FOR MARINAS
AND BOATYARDS



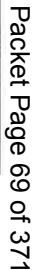
Connection to pressure washer Bag filter tank Backwash line connection

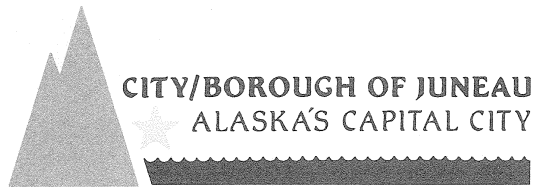
This recycle system uses the same technology as all unit for marinas and boat yards designed by The Next Generation. The trailer is a 12 ft. long X 77 inch wide with heavy duty tandem axles trailer can be move with water in the tanks for total portability, it can be moved from location to location inside the yard using a portable wash pad, or even to another marina.

- Above ground separator tank
- Inlet connection for sump pump.
- Recycle /Treatment tank.
- Plastic enclosure for filters, pump, and controls.



ATTACHMENT 4





*****REVISED*****

PLANNING COMMISSION

NOTICE OF DECISION

Date: October 28, 2010

File No.: USE2007-00009

CBJ Docks & Harbors
155 South Seward Street
Juneau, AK 99801

Application For: A Conditional Use permit for a commercial loading dock facility to service commercial fishing and provide efficient marine loading operations.

Legal Description: ATS 357, Lot 1

Parcel Code No.: 4-B31-0-100-002-1

Hearing Date: May 8, 2007

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated May 2, 2007 and approved the Auke Bay Loading Facility to be conducted as described in the project description and project drawing submitted with the application and with the following conditions:

1. Lighting fixtures, design and placement must assure that light is directed only onto the site and does not spill onto adjacent property. Signs shall be installed on the float instructing vessels to turn off high-pressure sodium lights (forward-looking "crab" lights) upon docking.
2. The grading permit must list the best management practices that will be employed during construction to prevent sedimentation of marine waters.
3. The measures to avoid, minimize and mitigate impacts to eelgrass listed on page 13 are incorporated as conditions of approval for this permit.
4. Only rubber-tired equipment or vehicles are permitted for loading and off-loading product and freight.
5. A contract must be executed for regular pumping of the portable toilet.
6. Parking spaces must be clearly delineated, either with curb stops or with striping. The van-accessible space must be properly signed.
7. A refuse container must be placed on the site and contracted for emptying on a regular basis.
8. No oils or fuels will be available for commercial use on the site. Docks and Harbors will maintain small quantities of fuel on site for winter snow removal equipment.
9. A hydrocarbon spill response kit must be kept on the float in the event of unexpected spills or leaks from vessels using the facility.

155 So. Seward Street, Juneau, Alaska 99801-1397

CBJ Docks & Harbors Dept.
File No.: USE2007-00009
October 28, 2010
Page 2 of 2

10. A waste oil container, if installed, must provide for prevention and complete containment of spills.

Attachments: May 2, 2007 memorandum from Peter Freer, Community Development to the CBJ Planning Commission regarding USE2007-00009.

This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain a building permit for any and all improvements requiring such.

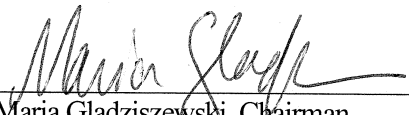
This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ §01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ §01.50.030 (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 Sec. 49.20.120).

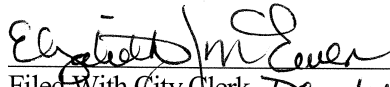
Effective Date: The permit is effective upon approval by the Commission, May 8, 2007.

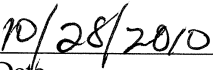
Expiration Date: The permit will expire 18 months after the effective date, or November 8, 2008, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to expiration date.

Project Planner:


Eric Feldt, Planner
Community Development Department

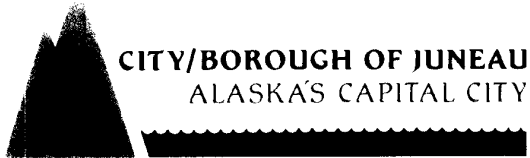

Maria Gladziszewski, Chairman
Planning Commission


Filed With City Clerk Deputy


Date

cc: Plan Review

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



**PLANNING COMMISSION
NOTICE OF DECISION**

Date: July 23, 2008

File No.: USE2008-00036

CBJ Docks & Harbors
Attn: John Stone
155 South Seward St
Juneau, AK 99801

Application For: Modification to USE2007-00009 to expand the current commercial loading facility into a .82 acre area for fisheries support

Legal Description: ATS 357 LT 1

Parcel Code No.: 4-B31-0-100-002-1

Hearing Date: July 22, 2008

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated July 15, 2008 and approved the Conditional Use Permit to be conducted as described in the project description and project drawing submitted with the application.

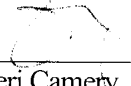
Attachments: July 15, 2008 memorandum from Teri Camery, Community Development to the CBJ Planning Commission regarding USE2008-00036.

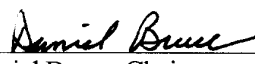
This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain a building permit for any and all improvements requiring such.

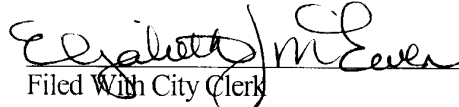
This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ §01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ §01.50.030 (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 Sec. 49.20.120).

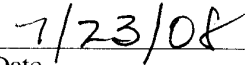
Effective Date: The permit is effective upon approval by the Commission, July 22, 2008.

Expiration Date: The permit will expire 18 months after the effective date, or January 22, 2010, 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 expiration date.

Project Planner: 
Teri Camery, Planner
Community Development Department


Daniel Bruce, Chairman
Planning Commission


Filed With City Clerk

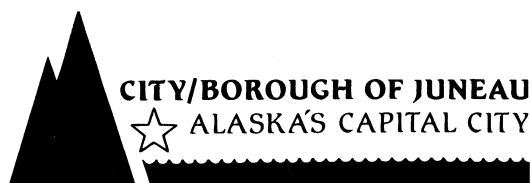

Date

155 So. Seward Street, Juneau, Alaska 99801-1397

John Stone
File No.: USE2008-00036
July 23, 2008
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. 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.



PLANNING COMMISSION

NOTICE OF DECISION

Date: June 15, 2011

File No.: USE2011 0006

CBJ Docks and Harbors
Attention: Gary Gillette, Port Engineer
155 S Seward St
Juneau, Ak 99801

Application For: Modification to USE2007-00009 and USE2008-00036 to allow commercial vessel fueling from fuel trucks (fuel bunkering) at Auke Bay Loading Facility

Legal Description: ATS 357 LT 1

Property Address: 13575 Glacier Hwy

Parcel Code No.: 4-B31-0-100-002-1

Hearing Date: June 14, 2011

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 8, 2011, and approved the Conditional Use Permit for commercial fueling from fuel trucks (fuel bunkering) to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. Prior to allowing fuel deliveries to the site, the applicant shall post a sign on the float that addresses the following issues:
 - a. Fuel truck operators must have a USCG approved Marine Transfer Related plan for fuel bunkering.
 - b. Before fueling the truck operator must complete a Declaration of Inspection signed by the vessel operator and the fuel delivery truck.
 - c. The truck driver and vessel engineer must maintain visual contact throughout the fueling process.
2. The location of the oil spill response materials must be clearly identified with appropriate signage.
3. Emergency response telephone numbers must be clearly displayed with appropriate signage.
4. Adequate quantities of spill response materials must be maintained on site. Fuel deliveries shall be halted after a spill event until the supply of spill materials has been replenished.

Attachments: June 8, 2011, memorandum from Teri Camery, Community Development, to the CBJ Planning Commission regarding USE2011 0006

155 So. Seward Street, Juneau, Alaska 99801-1397

Applicant
File No.: USE2011 0006
June 15, 2011
Page 2 of 2

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

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

Effective Date: The permit is effective upon approval by the Commission, June 14, 2011

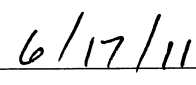
Expiration Date: The permit will expire 18 months after the effective date, or December 14, 2012, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Project Planner:


Teri Camery, Planner
Community Development Department


~~Mike Satre, Chair~~ MARIA GLADZISZEWSKI, CHAIR
Planning Commission


Filed With City Clerk


Date

cc: Plan Review

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

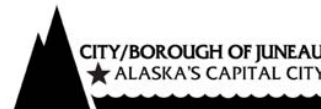


NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL:

CSP2014 0025: City/State Project review to allow boat maintenance and repair, structures and parking at the Auke Bay Loading Facility

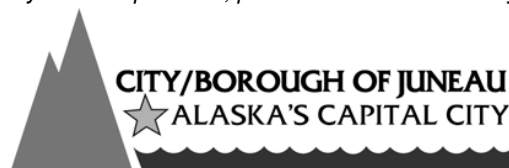
USE2014 0020: A Conditional Use Permit modification to allow boat repair and maintenance, structures and parking at the Auke Bay Loading Facility

File No:	CSP2014 0025; USE2014 0020	Applicant:	CBJ Docks and Harbors
To:	Adjacent Property Owners	Property PCN:	4-B31-0-100-002-1; -003-5
Hearing Date:	February 10, 2015	Owner:	CBJ Docks and Harbors
Hearing Time:	7:00 PM	Total Lot Size:	40,000 (affected area) Square Feet
Place:	Assembly Chambers	Zoned:	Waterfront- Commercial
	Municipal Building	Site Address:	13575 Glacier Highway
	155 South Seward Street	Accessed Via:	Glacier Highway
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

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



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

Date notice was printed: January 8, 2015



**PLANNING COMMISSION
NOTICE OF RECOMMENDATION**

Date: February 10, 2015

File No.: CSP2014 0025

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

Application For: Planning Commission Recommendation to the City and Borough Assembly regarding a City Project Review to allow boat maintenance and repair, structures and parking at the Auke Bay Loading Facility.

Legal Description: ATS 357 Lot 1; ATS 1685

Property Address: 13575 Glacier Highway

Parcel Code No.: 4-B31-0-100-002-1; 4-B31-0-100-003-5

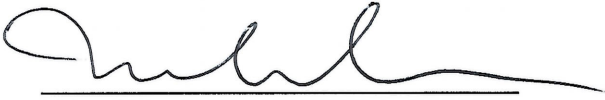
Hearing Date: February 10, 2015

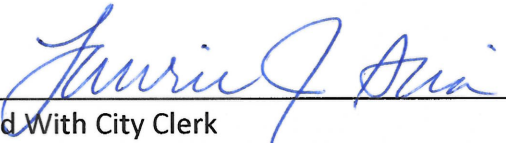
The Planning Commission, at the February 10, 2015 regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 29, 2015 and recommended that the City Manager direct CBJ staff to design and build the project for a City Project Review to allow boat repair and maintenance, structures and parking at the Auke Bay Loading Facility, in accordance with the project description.

Attachments: January 29, 2015 memorandum from Teri Camery, Community Development, to the CBJ Planning Commission regarding USE2014 0020 and CSP2014 0025.

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

Project Planner: 
Teri Camery, Senior Planner
Community Development Department


Michael Satre, Chair
Planning Commission

 2/17/15
Filed With City Clerk Date

City and Borough of Juneau
CBJ Assembly
File No.: CSP2014 0025
February 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 CBJ and project designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.



**PLANNING COMMISSION
NOTICE OF DECISION**

Date: February 10, 2015

File No.: USE2014 0020

City and Borough of Juneau
Docks & Harbors
Attn.: Gary Gillette
155 S. Seward Street
Juneau, Alaska 99801

Application For: A Conditional Use Permit to allow boat maintenance and repair, structures and parking at the Auke Bay Loading Facility.

Legal Description: ATS 357 Lot 1; ATS 1685

Property Address: 13575 Glacier Highway

Parcel Code No.: 4-B31-0-100-002-1; 4-B31-0-100-003-5

Hearing Date: February 10, 2015

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 29, 2015 and approved the Conditional Use Permit to allow boat repair and maintenance, structures and parking at the Auke Bay Loading Facility to be conducted as described in the project description and project drawings submitted with the application.

Attachments: January 29, 2015 memorandum from Teri Camery, Community Development, to the CBJ Planning Commission regarding USE2014 0020 and CSP2014 0025.

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

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

Effective Date: The permit is effective upon approval by the Commission, February 10, 2015

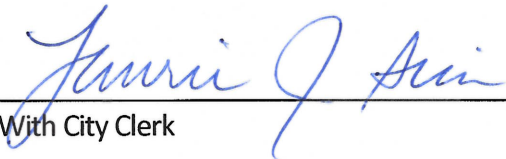
Expiration Date: The permit will expire 18 months after the effective date, or August 10, 2016, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

CBJ Docks & Harbors
File No.: USE2014 0020
February 10, 2015
Page 2 of 2

Project Planner:


Teri Camery, Senior Planner
Community Development Department


Michael Satre, Chair
Planning Commission

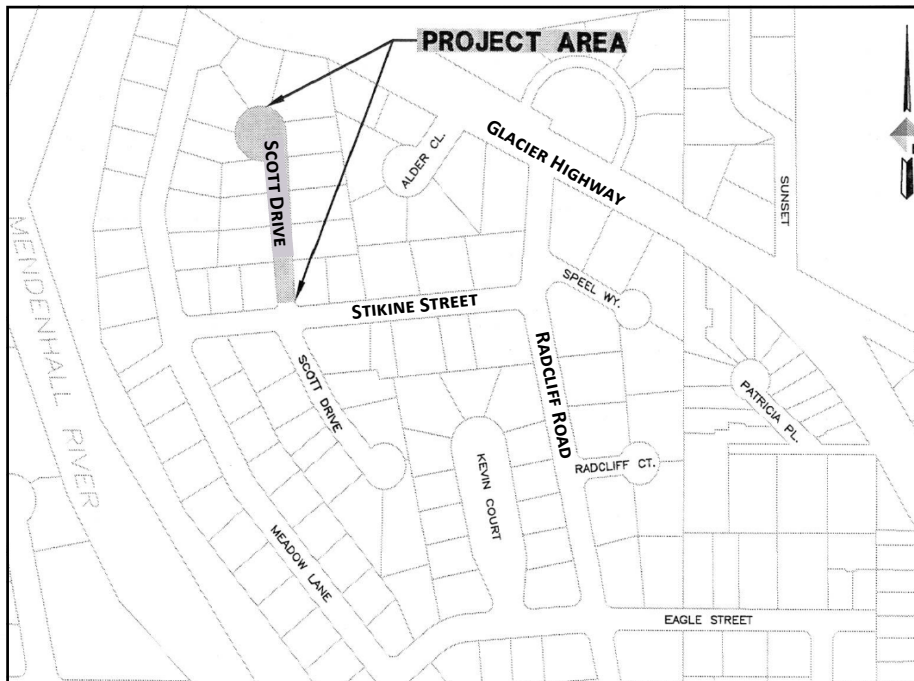
 2/17/15
Filed With City Clerk Date

cc: Plan Review

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



NOTICE OF PUBLIC HEARING



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

SHIP TO:



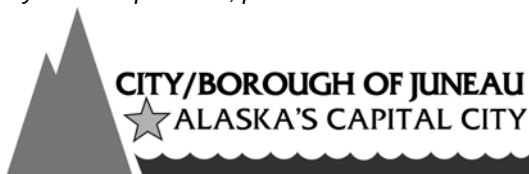
PROPOSAL: North Scott Drive storm drainage improvements. E15-094 work includes under ground storm drain system, road reconstruction, asphalt paving, valley gutters and other miscellaneous work.

File No:	CSP2014 0024	Applicant:	City and Borough of Juneau
To:	Adjacent Property Owners	Property PCN:	Multiple
Hearing Date:	February 10, 2015	Owner:	CBJ Engineering
Hearing Time:	7:00 PM	Project length:	Approximately 425 feet
Place:	Assembly Chambers	Zoned:	D-5
	Municipal Building	Site Address:	Scott Dr. from Stikine St. north to the including cul-de-sac of N. Scott Dr.
	155 South Seward Street	Accessed Via:	Stikine Street
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Allison Eddins at Allison.Eddins@juneau.org or at 586-0758.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.



Community Development

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

DATE: January 22, 2015

TO: Planning Commission

FROM: Allison Eddins, Planner *A Eddins*
Community Development Department

FILE NO.: CSP2014 0024

PROPOSAL: Review of North Scott Drive drainage improvements for consistency with Title 49 and adopted plans.

GENERAL INFORMATION

Applicant: City and Borough of Juneau

Property Owner: City and Borough of Juneau

Property Address: North Scott Drive

Legal Description: N/A

Parcel Code No.: 0 Parcel

Site Size: Project length – 425 ft.; Roadway width – 20 ft.

Comprehensive Plan Future
Land Use Designation: Urban Low Density Residential (Map F)

Roadway Designation
and Surrounding Zoning: Street other than Arterial or Collector; D5

Utilities: City water and sewer

Access: Stikine Street

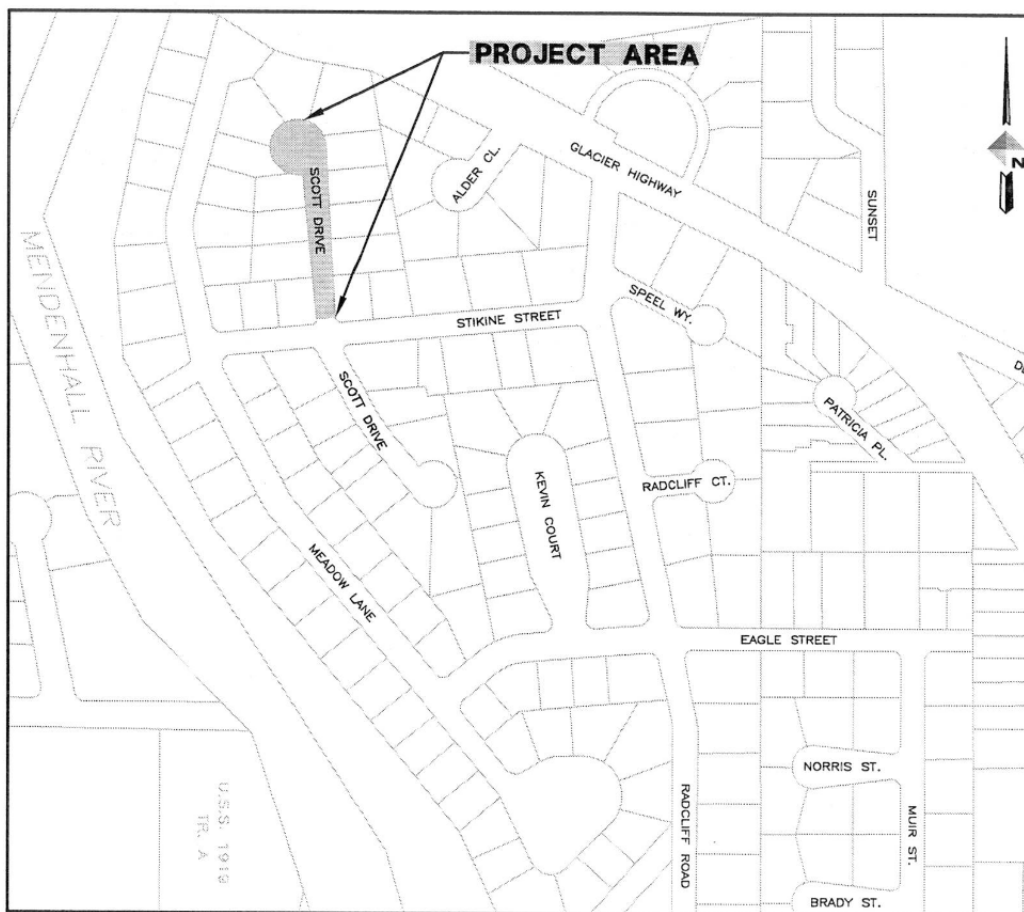
Existing Land Use: CBJ Right of Way

Planning Commission
File No.: CSP2014 0024
January 22, 2015
Page 2 of 6

Surrounding Land Use:

North	- D5, Single Family Residential
South	- Stikine Street
East	- D5, Single Family Residential
West	- D5, Single Family Residential

Site Map



ATTACHMENTS

Attachment A: City Project Application
Attachment B: Project Description
Attachment C: Capital Improvement Program, FY15-20
Attachment D: Abutter's Notice

Planning Commission
File No.: CSP2014 0024
January 22, 2015
Page 3 of 6

Attachment E: Curve Table
Attachment F: Detailed Plan

BACKGROUND

The CBJ Engineering Department has submitted a proposal to reconstruct the northern portion of Scott Drive (See Attachment A). The project includes an underground storm water drainage system, roadway reconstruction, valley gutters, asphalt paving, reconstruction of driveway aprons, replacing water service curb boxes, relocation of two street lights, relocation of existing fire hydrant, ditch grading, minimal landscaping and topsoil removal, hydro-seeding and other miscellaneous work (See Attachment B).

ANALYSIS

The Six Year Capital Improvements Program for FY2015-2020 lists this project as Scott Drive Roadway and Drainage Improvements. In FY15 the city is allocating \$1,000,000.00 to the Scott Drive project as part of the larger Meadow Lane Subdivision roadway and drainage improvement plan (See Attachment C). Phase 1 of the Meadow Lane Subdivision project was a roadway reconstruction and drainage improvement on Stikine Street. The North Scott Drive project is Phase 2. The project cost for the North Scott Drive portion is estimated to be \$410,704.00. The exact locations of future phases in the Meadow Lane Subdivision are yet to be determined.

North Scott Drive will be reconstructed and paved to match existing widths. The roadway measures 20 feet in width allowing 10 feet in either direction for vehicular traffic. The curve radius of the cul-de-sac will be redesigned to have a more symmetrical layout. The new curve radius will be 42 feet from the center point. This includes 40 feet of paved roadway and 2 feet of valley gutter (See Attachment E).

In the center of the cul-de-sac there is a grassy circle with ground utilities, a street light and a fire hydrant. All of these will be relocated to the west side of the cul-de-sac and the grassy circle will be paved over for snow storage operations (See Attachment F). There are currently no sidewalks along North Scott Drive, but the project will subcut and replace gravel materials on both sides of the roadway for the future installation of sidewalks.

A major part of the North Scott project will be storm water improvement. Currently, this section of the Meadow Lane Subdivision experiences heavy concentrations of ground water. The construction of new valley gutters, an underground storm water drainage system and the

Planning Commission
 File No.: CSP2014 0024
 January 22, 2015
 Page 4 of 6

replacement of water service curb boxes will significantly decrease the concentration of ground water. Each property owner along North Scott Drive will be given the option to have their home gutters connected to the new drainage system.

Although it is not shown in the plans as presented, Planning and Engineering staff agreed to amend the plan and BID contract. The amendment will be added either through a change order or a term contract. The amendment is for the replacement and relocation of the two existing street lights along North Scott Drive. Currently one street light is located in the grassy center of the cul-de-sac. This street light will be relocated to the west side entrance of the cul-de-sac. The second street light is located on the west side of the roadway between Lots 20 and 21. This street light will be relocated to the west side of the intersection of North Scott Drive and Stikine Street.

The contractor will ensure minimum disturbance to residents along North Scott Drive during the construction. This includes but is not limited to the following:

- The contractor shall restrict all vibration inducing operations as necessary to ensure no damage occurs to adjacent buildings or structures.
- The contractor shall notify the residents the day preceding their driveway reconstruction. The contractor cannot proceed with a driveway reconstruction until this requirement has been met.
- The contractor will not be permitted to obstruct vehicular traffic between the hours of 4:30 pm and 8:00 am seven days a week.
- A minimum of one lane of traffic (10 ft.) shall be kept open to vehicular traffic at all times.
- The contractor will provide access for emergency vehicles at all times.
- Mail delivery services shall not be interrupted and access to each mailbox receptacle shall be available to the USPS and the residents at all times.
- Existing mailboxes that are moved by the contractor shall have temporary supports provided as required for continued usage.

CONFORMITY WITH ADOPTED PLANS

This project was reviewed for conformance with Title 49, the 2013 Comprehensive Plan, and the Area-Wide Transportation Plan (AWTP).

Title 49

The roadway reconstruction of North Scott Drive does not comply with the public improvement standards of Title 49. Section 49.35 requires local streets to have a minimum right-of-way width

Planning Commission
File No.: CSP2014 0024
January 22, 2015
Page 5 of 6

of 60 feet and cul-de-sacs to have a minimum radius of 50 feet. North Scott Drive was constructed with a right-of-way width of 40 feet and a cul-de-sac radius of 42 feet. Although it does not meet current standards, North Scott Drive was built to compliance when it was originally constructed. Furthermore, precedence has been set in past City/State projects to allow non-conforming projects to be grandfathered in when they are reconstructed.

2013 Comprehensive Plan

The North Scott Drive project will be an improvement of current conditions and shows compliance with the 2013 Comprehensive Plan.

POLICY 7.7 TO PROTECT, MAINTAIN AND IMPROVE SURFACE WATER, GROUNDWATER AND MARINE WATER QUALITY IN ITS JURISDICTION SO THAT ALL WATERS ARE IN COMPLIANCE WITH FEDERAL AND STATE WATER QUALITY STANDARDS AND CONTINUE TO ALLOW AQUATIC LIFE TO THRIVE.

7.7 - SOP5 Incorporate the goal of protecting and improving water quality into the planning, site selection, budgeting, design, and construction of CBJ government-and-state- sponsored projects with consideration of watershed management plans when available.

Storm water is the water from rainfall or snowmelt that flows across the land to a receiving body of water. For North Scott Drive, and the entire Meadow Grove Subdivision, all storm water flows into the Mendenhall River. From the point at which the water hits the land, it dislodges and picks up sediment and pollutants. By replacing the existing storm water pipes with newer, higher capacity pipes the flow of storm water directly into the Mendenhall River will be reduced.

POLICY 12.1 TO PLAN FOR THE TIMELY AND EFFICIENT PROVISION OF AN APPROPRIATE LEVEL OF PUBLIC FACILITIES IN ALL DEVELOPED AND DEVELOPING AREAS WITHIN THE URBAN SERVICE AREA.

The area along North Scott Drive is already fully built out with single family residences and will not likely see extensive redevelopment in the near future. However, the roadway reconstruction and drainage improvements proposed in this project will bring the street further in compliance with current standards. The project will allow residents to connect their gutters to the new underground storm water system which will decrease the heavy storm water concentration the neighborhood currently experiences.

Planning Commission
File No.: CSP2014 0024
January 22, 2015
Page 6 of 6

Area-Wide Transportation Plan (AWTP)

While the AWTP does not make direct mention of North Scott Drive or the Meadow Grove Subdivision, it does make a recommendation for the improvement of pedestrian connections within neighborhoods in the Mendenhall Valley/Airport/Nugget Mall sub-area (p.17).

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

This proposed project is planning for the future construction of sidewalks on both the west and east sides of the roadway. Although there are not enough funds currently allocated to this project to allow for the construction of sidewalks, the plan does call for subcuts and the replacement of gravel material on both the east and west sides of the roadway for the future construction of sidewalks.

HABITAT

No habitat regulated by Title 49 will be affected by the applicant's roadway and drainage improvement project. The nearest active eagle's nest is approximately 1,120 feet from the proposed site, exceeding the Title 49 setback requirement of 330 feet. The nearest anadromous stream is Mendenhall River which is approximately 485 feet from the proposed site, exceeding the Title 49 setback requirement of 50 feet.

FINDINGS

Staff finds the proposed North Scott Drive roadway reconstruction and drainage improvement project to be consistent with adopted plans.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the findings in this staff report and recommend to the Assembly that CSP2014 0024 is consistent with adopted local plans and policies, as required by CBJ 49.15.540 and AS 35.30.010.

DEVELOPMENT PERMIT APPLICATION

Project Number	CSP20140024 CITY and BOROUGH of JUNEAU	Date Received: 12/16/14
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description		
	10. SCOTT DR. STORM DRAINAGE IMPROV. EIS-094-WORK INCLUDES UNDER GROUND STORM DRAIN SYSTEM, ROAD RECONSTRUCTION, ASPHALT PAVING, VALLEY CUTTERS, AND OTHER MISC. WORK.		
	PROPERTY LOCATION		
	Street Address		City/Zip
	10. SCOTT DR. IN MEADOW GROVE SUBD.		
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)		
	A16 WOVIC IN ROW		
	Assessor's Parcel Number(s)		
	LANDOWNER/ LESSEE		
	Property Owner's Name		Contact Person:
CITY AND BOROUGH OF JUNEAU		Work Phone:	
Mailing Address		Home Phone:	
		Fax Number:	
E-mail Address		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		Contact Person:
	CBI ENG		JOE CASTILLO
Mailing Address		Home Phone:	
		Fax Number:	
E-mail Address		Other Contact Phone Number(s):	
X	Applicant's Signature		
	Date of Application		

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

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

FORMS 12010 Applications

Revised November 2009

CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

Project Number	Project Name (15 characters)	Case Number CSP20140024	Date Received 12/16/14
----------------	------------------------------	----------------------------	---------------------------

TYPE OF PROJECT REVIEW:

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

DESCRIPTION OF PROJECT NO. SCOTT DR. DRAINAGE IMPROV. EIS-094 - THE PROJECT INCLUDES AN UNDERGROUND STORM DRAINAGE SYSTEM, ROADWAY RECONSTRUCTION, VALLEY GUTTERS, ASPALT PAVING, RECONSTRUCT MAILBOXES AND DRIVEWAY APRONS, REPLACE WATER SERVICE CURB BOXES, RELOCATE A FIRE HYDRANT, DITCH GRADING, TREE REMOVALS, TOPSOIL, HYDRO-SEEDING, AND OTHER MISC. WORK

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): NO. SCOTT DRIVE IS A CBS ROW.

PROPOSED USE OF LAND OR BUILDING(S): NO. SCOTT WILL BE RECONSTRUCTED AND PAVED TO MATCH EXISTING WIDTHS. ABOVE GROUND UTILITIES WILL BE RELOCATED FROM THE CENTER GRASS CIRCLE AND PAVED OVER FOR SNOW STORAGE OPERATIONS.

PROJECT NUMBERS ASSOCIATED WITH PROPOSAL:

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

Capital Improvement Program # (CIP) 72-107

Local Improvement District # (LID) _____

State Project # _____

ESTIMATED PROJECT COST: \$ 410,704.00

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

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

CITY/STATE PROJECT FEES

	Fees	Check No.	Receipt	Date
Application Fees	\$ <u> </u>	_____	_____	_____
Total Fee	\$ <u> </u>	_____	_____	_____

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

City State Project Review

North Scott Drive Drainage Improvements E-15-094

Project Description

The project involves street reconstruction and storm drainage improvements on North Scott Drive. The project limits are along Scott Drive, from Stikine Street up to and including the cul-de-sac.

The construction period will be scheduled for July 16 to September 30, 2015.

The project will involve installing a new underground storm drainage collection system with new storm water services to each property, roadway subcutting to a 12" depth and placing 9 1/2" of shotrock borrow, 3" base course grading D-1, and 2-1/2" asphalt pavement, valley gutters, replacing street signs, reconstructing mailboxes and driveway aprons, replacing water service curb boxes, relocating a fire hydrant, ditch grading, tree removals, placing topsoil, hydro-seeding and other miscellaneous work.

Additional work at the grass center circle of the cul-de-sac will include relocating a power transformer, telephone pedestal, and fire hydrant to the outside edge of the paved cul-de-sac. The existing wood laminated light pole is deteriorated and will be disposed of. A new metal light pole and luminaire may be added in the future. The center circle will be paved over to provide for snow storage operations.

Local vehicle access and pedestrian access to properties will be maintained throughout the entire project. The contractor will be required to maintain emergency vehicle access at all times, in addition to coordinating and maintaining uninterrupted public services for postal delivery, garbage pickup, care-a-van services, heating fuel delivery, etc.

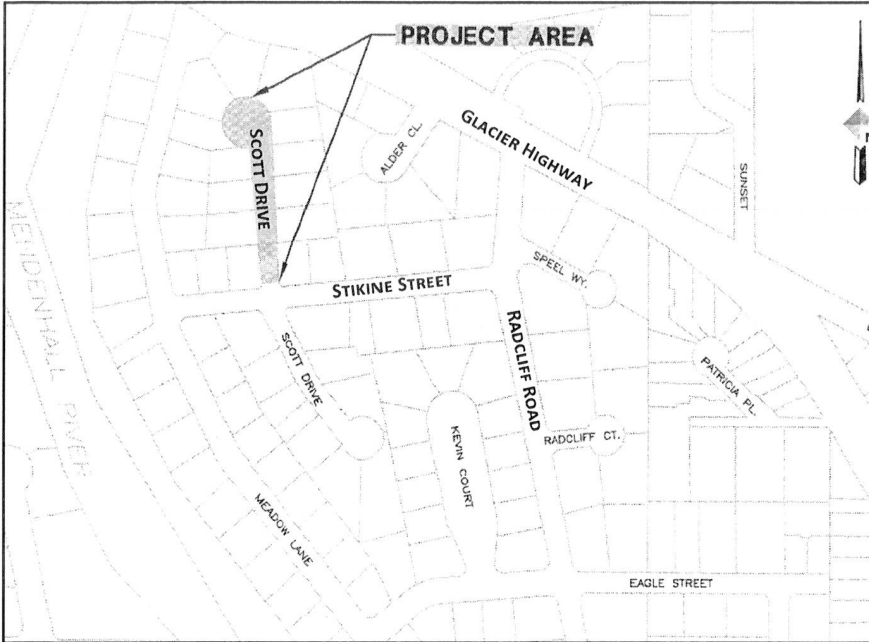
Public Meeting

A public information meeting was held on October 29, 2014 to present the plan drawings to the project area residents and describe the planned improvements for North Scott Drive. Only two residents attended and they were looking forward to the reconstruction project, and especially the storm drain improvements. They get flooding in the ditches during rain spells, and water ponding from snow melt along their properties.

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS									
Division	Project	Priority	FY15	FY16	FY17	FY18	FY19	FY20	Future
	Auke Lake to Montana Creek Corridor	4		\$ 50,000					
	Treadwell Ditch Trail - South Bridge Construction	5		\$ 150,000					
	Montana Creek Trail Repairs	6			\$ 150,000				
	Treadwell Ditch Trail - Bonnie Brae Access	7				\$ 125,000			
	Mt. Jumbo Trail Improvements	8					\$ 125,000		\$ 125,000
	Mendenhall Peninsula Trail Development	9							\$ 150,000
	Auke Cape/X'unaxi Trail Improvements	10							\$ 150,000
	Trail Maintenance Total:		\$ 500,000	\$ 425,000	\$ 150,000	\$ 125,000	\$ 125,000		\$ 425,000
Parks & Recreation Department Total:			\$ 2,489,100	\$ 6,047,500	\$ 3,275,500	\$ 2,792,500	\$ 2,002,500	\$ -	\$ 5,405,000
Police Department									
	Vehicle Service & Storage Bldg	1		\$ 776,107					
	Replace Carpet	2		\$ 40,000					
	Firearms, Explosive Ordinance Disposal, and Driving Range	3		TBD					
	Police Department Total:		\$ -	\$ 816,107	\$ -	\$ -	\$ -	\$ -	\$ -
Public Works									
Capital Transit	Bus Shelters Improvements	1	\$ 75,000	\$ 70,000	\$ 75,000	\$ 80,000	\$ 85,000		
	Maintenance Shop Renovations	2			\$ 2,750,000				
	Transit Technology Upgrades	3			\$ 750,000	\$ 750,000			
	Capital Transit Total:		\$ 75,000	\$ 70,000	\$ 3,575,000	\$ 830,000	\$ 85,000	\$ -	\$ -
Streets	Pavement Management Program	1	\$ 800,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000		
	McGinnis Subdivision (Wren Dr Area) LID - Ph I	2	\$ 1,200,000						
	Lakewood Subdivision Improvements, Ph III	3	\$ 950,000						
	Scott Dr Roadway & Drainage Improvements	4	\$ 1,000,000						
	Blueberry Hills Road	5	\$ 800,000						
	Eagles Edge Subdivision - Ph II	6	\$ 500,000						
	Areawide Drainage Improvements	7	\$ 150,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000		
	Dunn Street LID	8	\$ 250,000						
	Sidewalk & Stairway Repairs	9	\$ 100,000	\$ 200,000		\$ 250,000			
	Vector Dumps	10	\$ 900,000						
	Governor's House Area Road Reconstruction	11	\$ 3,000,000						
	Safe Routes to School Snow Removal Equipment	12	\$ 250,000						
	Road Dressing Material Storage	13	\$ 800,000						
	Equipment Shelters - CPWF	14	\$ 700,000						
	Security Fence - CPWF	15		\$ 200,000					
	Pea Gravel Storage Building (Thane Snow Dump)	16		\$ 500,000					
	East Street (6th St to 5th St)	17		\$ 500,000					
	River Road Reconstruction	18		\$ 950,000					
	Yard Lighting and Equipment Headbolt Outlets - CPWF	19		\$ 500,000					
	Lakewood Subdivision Improvements, Phase IV	20		\$ 1,100,000					

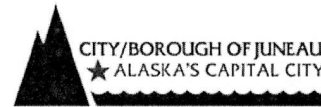


NOTICE OF PUBLIC HEARING



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

SHIP TO:



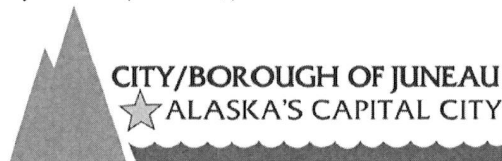
PROPOSAL: North Scott Drive storm drainage improvements. E15-094 work includes under ground storm drain system, road reconstruction, asphalt paving, valley gutters and other miscellaneous work.

File No:	CSP2014 0024	Applicant:	City and Borough of Juneau
To:	Adjacent Property Owners	Property PCN:	Multiple
Hearing Date:	February 10, 2015	Owner:	CBJ Engineering
Hearing Time:	7:00 PM	Project length:	Approximately 425 feet
Place:	Assembly Chambers	Zoned:	D-5
	Municipal Building	Site Address:	Scott Dr. from Stikine St. north to the including cul-de-sac of N. Scott Dr.
	155 South Seward Street	Accessed Via:	Stikine Street
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Allison Eddins at Allison.Eddins@juneau.org or at 586-0758.

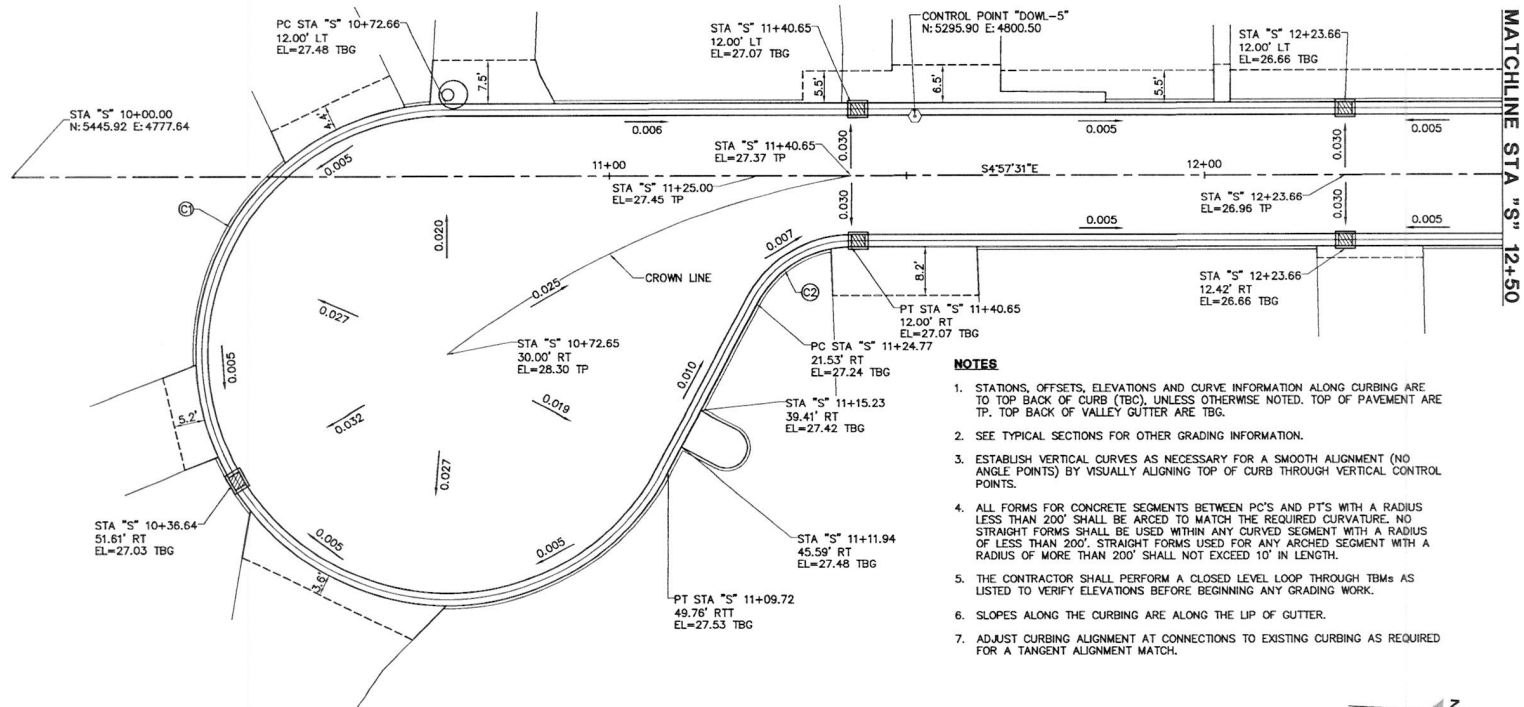


Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

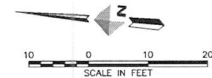
Date notice was printed: January 7, 2015

CURVE TABLE					
CURVE No.	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD LENGTH
C1	177.35	42.00	241.93	N54° 04' 27"E	72.03
C2	19.46	18.00	61.93	N35° 55' 33"W	18.52

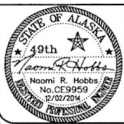
VERTICAL CONTROL		
TBM No.	ELEVATION	DESCRIPTION
DOWL-5	27.10	MAG NAIL IN VALLEY GUTTER IN FRONT OF 2522 SCOTT DR
DOWL-1E	26.79	MAG NAIL IN VALLEY GUTTER IN FRONT OF 2521 SCOTT DR
DOWL-1	26.40	MAG NAIL IN VALLEY GUTTER IN THE NORTHWEST QUADRANT OF SCOTT/STIKINE
TBM BOLT	28.89	MOST NORTHEAST BOLT ON TOP FLANGE OF FIRE HYDRANT SOUTHWEST QUADRANT OF SCOTT/STIKINE
DOWL-1F	26.74	MAG NAIL IN 28" STUMP IN FRONT OF 2479 SCOTT DR
DOWL-1A1	26.54	MAG NAIL IN ASPHALT IN SOUTH CUL-DE-SAC



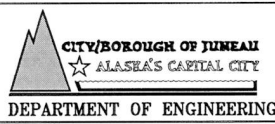
- NOTES**
1. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TOP BACK OF CURB (TBC), UNLESS OTHERWISE NOTED. TOP OF PAVEMENT ARE TP. TOP BACK OF VALLEY GUTTER ARE TBG.
 2. SEE TYPICAL SECTIONS FOR OTHER GRADING INFORMATION.
 3. ESTABLISH VERTICAL CURVES AS NECESSARY FOR A SMOOTH ALIGNMENT (NO ANGLE POINTS) BY VISUALLY ALIGNING TOP OF CURB THROUGH VERTICAL CONTROL POINTS.
 4. ALL FORMS FOR CONCRETE SEGMENTS BETWEEN PC'S AND PT'S WITH A RADIUS LESS THAN 200' SHALL BE ARCED TO MATCH THE REQUIRED CURVATURE. NO STRAIGHT FORMS SHALL BE USED WITHIN ANY CURVED SEGMENT WITH A RADIUS OF LESS THAN 200'. STRAIGHT FORMS USED FOR ANY ARCHED SEGMENT WITH A RADIUS OF MORE THAN 200' SHALL NOT EXCEED 10' IN LENGTH.
 5. THE CONTRACTOR SHALL PERFORM A CLOSED LEVEL LOOP THROUGH TBM'S AS LISTED TO VERIFY ELEVATIONS BEFORE BEGINNING ANY GRADING WORK.
 6. SLOPES ALONG THE CURBING ARE ALONG THE LIP OF GUTTER.
 7. ADJUST CURBING ALIGNMENT AT CONNECTIONS TO EXISTING CURBING AS REQUIRED FOR A TANGENT ALIGNMENT MATCH.



Attachment E



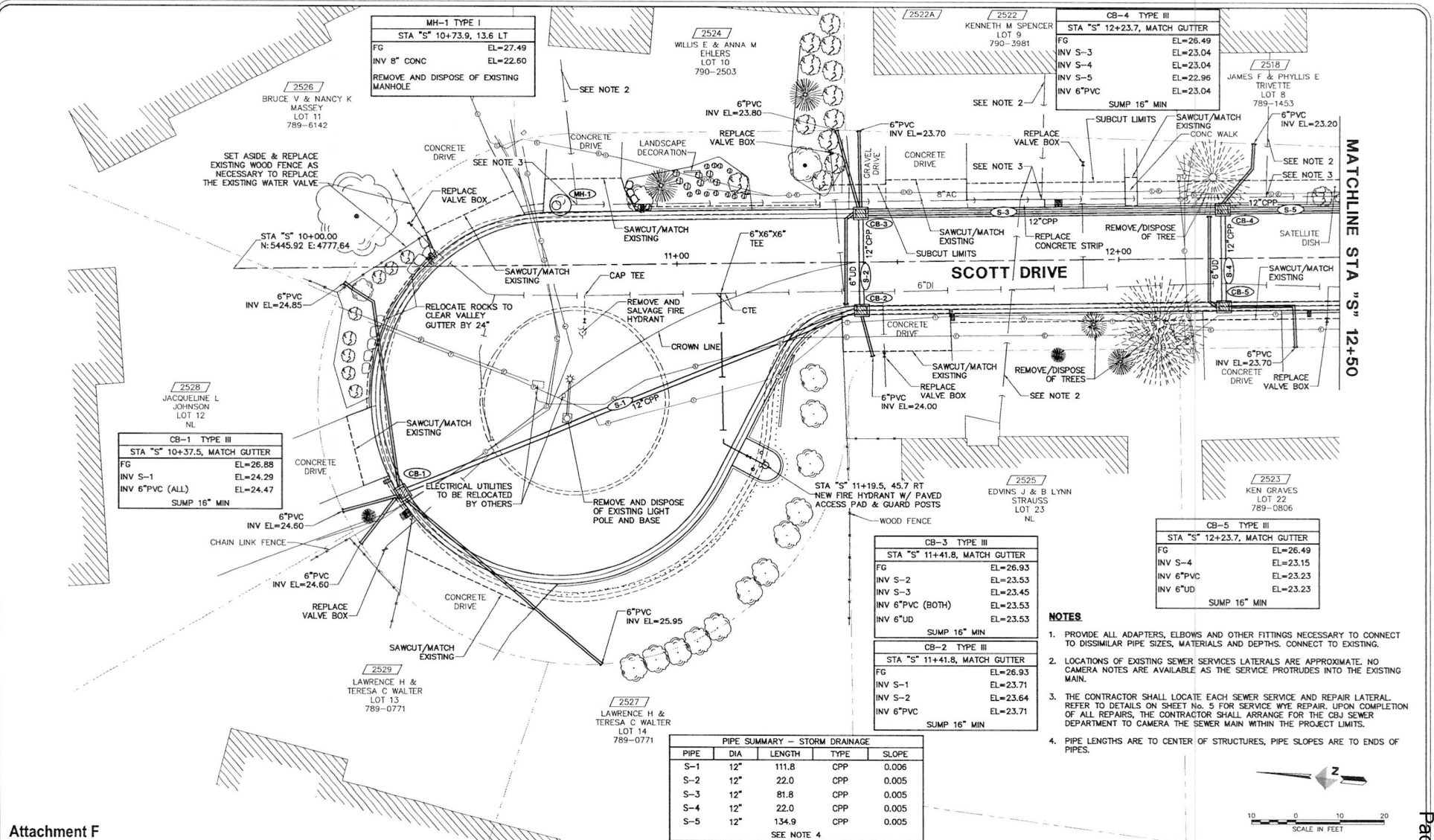
DOWL HKM
 Consulting Engineers • Land Surveyors • Construction Administration
 5368 Commercial Blvd.
 Juneau, Alaska 99801
 (907) 780-3533 Office
 (907) 780-3535 Fax
 JOB NO. 20603.02 DRAWN BY: STAFF DESIGNED BY: R. STEPHENS CHECKED BY: STAFF DATE: DEC. 2014



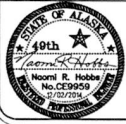
NORTH SCOTT DRIVE DRAINAGE IMPROVEMENTS
 CONTRACT NO. E15-094

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

SHEET NO. 6 of 10

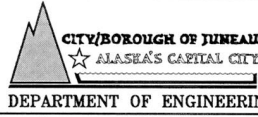


Attachment F



DOWL HKM
Consulting Engineers • Land Surveyors • Construction Administration

3568 Commercial Blvd.
Juneau, Alaska 99801
(907) 780-3533 Office
(907) 780-3535 Fax



**NORTH SCOTT DRIVE DRAINAGE
IMPROVEMENTS
CONTRACT NO. E15-094**

**PLAN - SCOTT DRIVE
BOP TO STA "S" 12+50**

SHEET NO.

8

of

10



**PLANNING COMMISSION
NOTICE OF RECOMMENDATION**

Date: February 10, 2015

File No.: CSP2014 0024

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

Application For: Planning Commission Recommendation to the City and Borough Assembly regarding the City/State Project review of North Scott Drive drainage improvements for consistency with Title 49 and adopted plans.

Legal Description
or ROW name: North Scott Drive

Property Address: N/A

Hearing Date: February 10, 2015

The Planning Commission, at a regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 22, 2015, and recommended that the City Manager direct CBJ staff to design and build the project.

Attachments: January 22, 2015 memorandum from Allison Eddins, Community Development, to the CBJ Planning Commission regarding CSP2014 0024.

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

Project Planner: *A. Eddins*
Allison Eddins, Planner
Community Development Department

[Signature]
Michael Satre, Chair
Planning Commission

[Signature]
Filed With City Clerk

2/17/15
Date

cc: Plan Review

City and Borough of Juneau

CBJ Assembly

File No.: CSP2014 0024

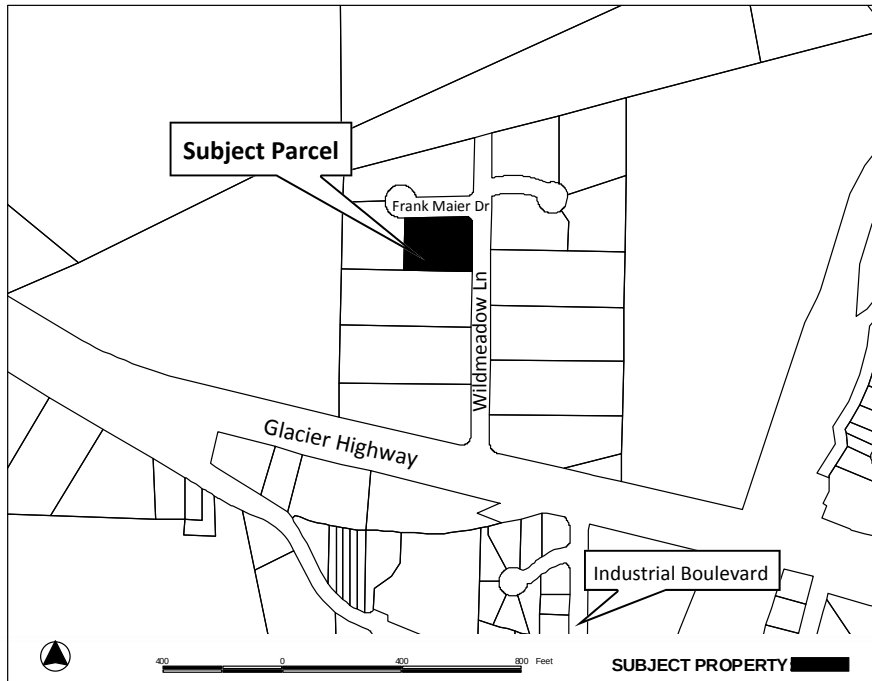
February 10, 2015

Page 2 of 2

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



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: A reduction of the front yard setback as a result of a subdivision change.

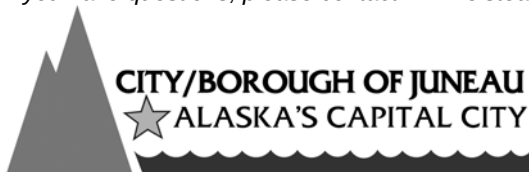
** A Variance request could include the elimination of all dimensional standards. **

File No:	VAR2014 0029	Applicant:	Kim C Smith; Ethel H Smith
To:	Adjacent Property Owners	Property PCN:	4-B17-0-100-005-0
Hearing Date:	February 10, 2015	Owner:	Kim C Smith & Ethel H Smith
Hearing Time:	7:00 PM	Size:	40,000 Square Feet
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801	Zoned:	D5
		Site Address:	3112 Wildmeadow Ln
		Accessed Via:	Wildmeadow Ln

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 at 907-586-0466



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

Date notice was printed: January 5, 2015



Community Development

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

DATE: January 28, 2015

TO: Board of Adjustment

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

FILE NO.: VAR2014 0029

PROPOSAL: A variance to reduce the 20-foot front yard setback for an existing building

GENERAL INFORMATION

Applicant: Kim and Ethel Smith

Property Owner: Kim and Ethel Smith

Property Address: 3112 Wildmeadow Lane

Legal Description: Wildmeadow Park Lot 4A

Parcel Code Number: 4-B17-0-100-005-0

Site Size: 0.92 Acres

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

Zoning: D5

Utilities: Public Water/ Public Sewer

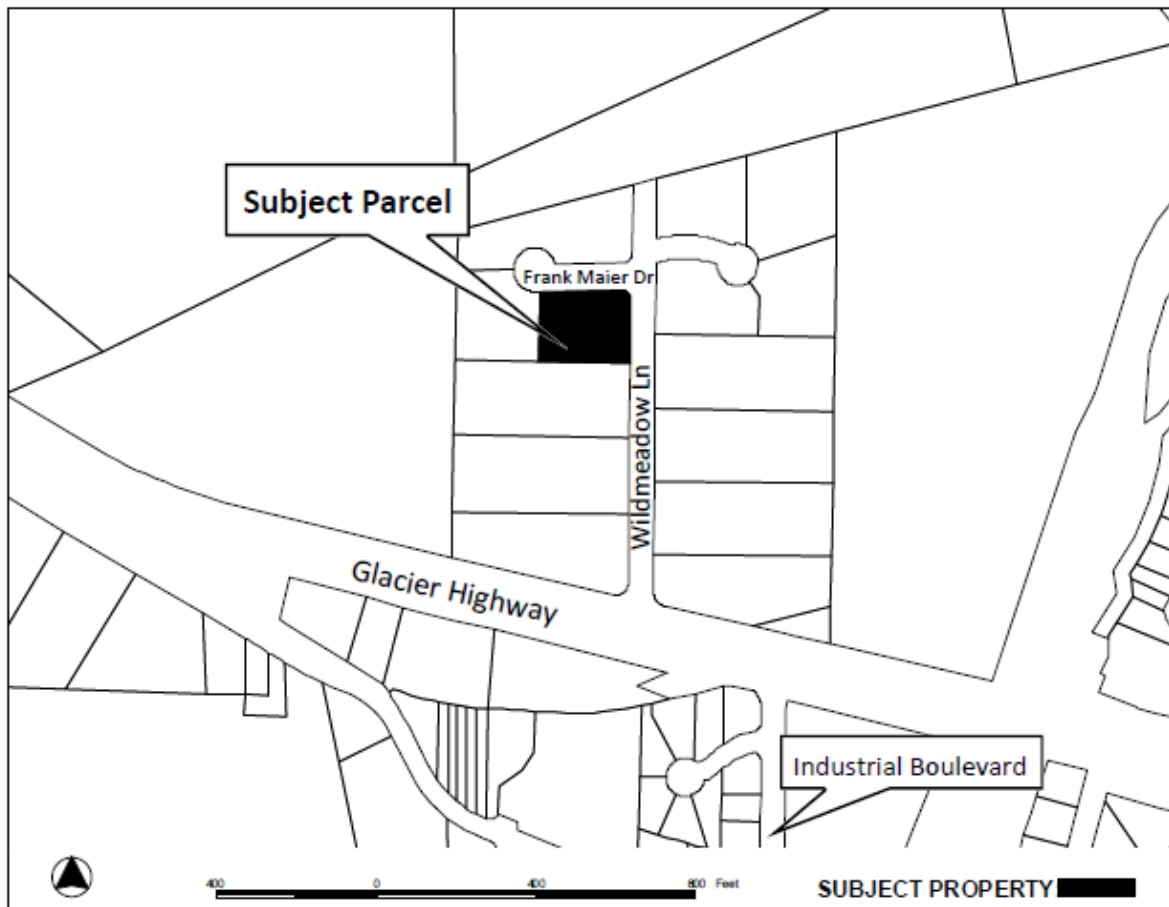
Access: Wildmeadow Lane or Frank Maier Drive

Existing Land Use: Single Family Residential

Board of Adjustment
File No.: VAR2014 0029
January 28, 2015
Page 2 of 10

Surrounding Land Use:	North	- D5 (Single family dwelling and Undeveloped lot) on opposite side of Frank Maier Drive
	South	- D1 (Undeveloped lot)
	East	- D5 (Undeveloped lot) and D1 (Undeveloped lot)
	West	- D5 (Single family residence)

Vicinity Map



ATTACHMENTS

Attachment A - Application for Variance 2014 0029
Attachment B - Asbuilt of Lot 4a Wildmeadow Park
Attachment C - Proposed lot subdivision of Lot 4a Wildmeadow Park
Attachment D - Plat 79-57 showing original subdivision creating Lot 4a Wildmeadow Park
Attachment E - Notice of Recommendation for AME2014 0011 – D5 Lots.

Board of Adjustment
File No.: VAR2014 0029
January 28, 2015
Page 3 of 10

PROJECT DESCRIPTION

The applicants are requesting a reduction in the front yard setback from the required 20 feet to 18 feet for an existing building (Attachment A). This is required as a result of a non-conforming situation that would be created as part of a current subdivision application. Due to the configuration of the existing buildings, what is currently a conforming street-side setback would become a non-conforming front yard setback with the proposed subdivision.

BACKGROUND

The subject lot (the 'Parent Lot') has two buildings of differing sizes – the larger building is a single family dwelling and the smaller building is a garage with an apartment above. The applicants plan to subdivide the lot into two, with a building on each new lot (Child Lot A for the larger building and Child Lot B for the smaller). The Parent Lot is a corner lot with the larger building accessed from Wildmeadow Lane and the smaller building accessed from Frank Maier Drive. This is the basis for the proposed lot configuration (Attachment C).

The Parent Lot was platted in 1979 (Attachment D) when two previously platted tracts were subdivided into three separate lots and a right-of-way (Frank Maier Drive) to serve those lots. CBJ records indicate that both buildings on the subject lot were built in 1981.

CBJ records indicate that the original plans for the garage were submitted with no upstairs living area and upon inspection by CBJ, a living area was discovered. At that time, Title 49 did not allow the use of the apartment above the garage as a dwelling unit although a Certificate of Occupancy was granted for it to be used as guest rooms. A condition of this was removal of the cooking stove as guest rooms were not allowed their own cooking facilities at that time. At some point a stove was re-introduced into the unit, and it was again used as an apartment. The CBJ Assessor's Office currently lists the lot as having two dwelling units though this is in conflict with the CDD records which show only one single family dwelling unit with two additional structures one of which is a garage and no accessory apartment. There are no site plans on record for the apartment so it is unknown whether the internal dimensions of the apartment are within the maximum 600 square feet living space allowed under CBJ 49.25.510.

Whilst worthy as background information on the property, whether the apartment is in compliance will become a moot point following the subdivision since Child Lot B on which the apartment/garage would sit would be allowed to have a single family dwelling outright. The uncertainty regarding the status of the apartment should not be considered relevant to this variance application.

Board of Adjustment
 File No.: VAR2014 0029
 January 28, 2015
 Page 4 of 10

When the buildings were originally constructed, the property was in an R40 Residential Reserve District. At that time, for corner lots such as this, setbacks on both street frontages were to comply with front yard setback requirements; in this instance the required front yard setback was 25 feet. A 1987 revision to Title 49 applied new zoning regulations and maps – as a result the subject lot was designated D1(T)D5. The requirement for both street frontages to have a 25 foot setback remained.

In 2004, CBJ Ordinance 2004-13 amended Title 49 including the addition of ‘street side yard setbacks’. This allowed lots which were bordered by more than one right-of-way to have *one*, larger, front yard setback and lesser, street side setbacks for all other lot lines that abutted a right-of-way.

The smaller building achieved the required setbacks as a result of the Title 49 change in 2004. When first built it was not in compliance with the required setbacks. Had the property achieved the required 25 foot setback when first built, it would not require this requested variance.

The applicants bought the property in November 1988 and were not responsible for building the current buildings.

In 2011, some of the lots within the contiguous D1(T)D5 zoning area in which the Parent lot is located were rezoned to D5 (Attachment E).

As per CBJ 49.25.400 the current setbacks for a D5 lot are as follows:

Setback	Minimum Distance (feet)
Front yard	20
Rear yard	20
Side yard	5
Street Side yard	13

The current situation, as shown on the Asbuilt (Attachment B), is conforming to the current D5 setback requirements.

The proposed subdivision configuration would result in Child Lot B, on which the smaller building sits, having a front lot line along Frank Maier Drive. The smaller building is 18.2 feet away from the front lot line at its closest point hence the need for a variance.

CBJ Engineering, Building Codes, Streets and Fire Departments were all contacted regarding the planned variance. All responded as having no issues with the variance.

Board of Adjustment
File No.: VAR2014 0029
January 28, 2015
Page 5 of 10

ANALYSIS

According to the Land Use Code CBJ 49.25.430 *Yard Setback*, which states:

"No portion of any of the items listed in subsection (1) of this section may be located on any lot closer to any lot line or to the street right-of-way line or centerline than is authorized in the table of dimensional standards in table 49.25.400, except as otherwise noted in this section. An alley or walkway is not subject to front setbacks unless it is the primary access to the lot.

(1) Buildings, as building is defined in 49.80.120, ...

As stated in CBJ 49.80.120 *Definitions*, a "Building" is defined as:

"...any structure having a roof supported by columns or walls and intended for the shelter, housing or enclosure of persons, animals, processes, equipment, goods or materials."

As stated in CBJ 49.80.120 *Definitions*, the 'front yard lot line' is defined as:

"...the property line separating the lot from a street right-of-way, other than an alley."

The Table of Dimensional Standards, CBJ 49.25.400, requires a front yard setback of 20 feet in a D5 zone.

For this application, it is worth noting the de minimis variance requirements outlined in CBJ 49.20.250, *Grounds for variances*:

"(a) De minimis variances.

(1) Where a minor setback infraction could be corrected only at unreasonable expense or inconvenience the director may, after taking into account the views of the owners of adjoining property, and upon a finding that the infraction was not the result of a deliberate effort to evade the dimensional requirement, grant a de minimis variance in harmony with the general purpose and intent of this title. A de minimis variance may be granted after it is shown that all the following conditions have been met.

(A) The variance is for one or more projections into yard setbacks, none of which extend beyond 25 percent of required setback distance. ...

The extent to which the existing smaller building would project into the Child Lot B front yard setback is 10% of the required setback. If the existing building, for which the variance is being

Board of Adjustment
 File No.: VAR2014 0029
 January 28, 2015
 Page 6 of 10

applied for, was inadvertently built in the setbacks after the proposed subdivision, the de minimis variance process would likely be appropriate.

Variance Requirements

Under CBJ §49.20.250 where hardship and practical difficulties result from an extraordinary situation or unique physical feature affecting only a specific parcel of property or structures lawfully existing thereon and render it difficult to carry out the provisions of Title 49, the Board of Adjustment may grant a Variance in harmony with the general purpose and intent of Title 49. A Variance may vary any requirement or regulation of Title 49 concerning dimensional and other design standards, but not those concerning the use of land or structures, housing density, lot coverage, or those establishing construction standards. A Variance may be granted after the prescribed hearing and after the Board of Adjustment has determined:

- 1. *That the relaxation applied for or a lesser relaxation specified by the Board of Adjustment would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners.***

The granting of a variance would give significant relief to the applicants as they would not have to undertake significant alterations to, or demolition of, the existing building in order for the proposed subdivision to proceed. It should be noted that there would be room on Child Lot B for construction of a building whilst meeting the setback requirements. Had the smaller building had the applicable setback of 25 feet at the time of construction, the current variance application would be unnecessary for the proposed subdivision to proceed.

There have been no other variances granted in the Wildmeadow Lane neighborhood to use as a precedent. However, the lot sizes are relatively large and there appear to be relatively few constraints on the land that would result in these lots needing variances to build. If other property owners in the neighborhood had constructed a building with the same amount of infringement of the front yard setbacks, the de minimis variance procedure would be applicable.

Yes. The criterion is met.

- 2. *That relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare be preserved.***

The purpose and intent of Title 49 is defined in CBJ 49.05.100 Purpose and Intent

- 1) To achieve the goals and objectives and implement the policies of the Juneau Comprehensive Plan and the coastal management program;*
- 2) To ensure that future growth and development in the city and borough is in accord with*

Board of Adjustment
 File No.: VAR2014 0029
 January 28, 2015
 Page 7 of 10

- the values of its residents;*
- 3) *To identify and secure, for present and future residences, the beneficial impacts of growth while minimizing the negative impacts;*
 - 4) *To ensure that future growth is of the appropriate type, design, and location, and is served by a proper range of public services and facilities such as water, sewage, and electrical distribution systems, transportation, schools, parks and other public requirements, and in general to promote public health, safety and general welfare;*
 - 5) *To provide adequate open space for light and air; and*
 - 6) *To recognize the economic value of land and encourage its proper and beneficial use.*

The proposed subdivision which requires the current variance application is only possible because of the recent rezoning (AME2011 0001; Attachment E) which now allows for higher residential densities in the neighborhood. The recent rezoning was undertaken to be consistent with the relevant Land Use maps in the 2008 Comprehensive Plan following extension of water and sewer to the Wildmeadow Subdivision in fall of 2010.

In the spirit of the de minimis variance process, the scale of this variance is consistent with what would be allowed to other property owners. This application is not following the de minimis process due to the variance being necessary due to a proposed subdivision and therefore has some deliberateness.

There is no evidence to suggest that the continued use of the smaller building as a garage and residence would impact public safety and welfare.

A reduction of the setback does not aggravate any issues regarding open space for light and air as the buildings on the adjacent lot are well away from the road frontage.

Reducing the variance would not cause any issues with sight distances for cars exiting driveways. Frank Maier Drive is a cul-de-sac which currently provides access to three occupied properties and two unoccupied lots. None of these occupied lots have access driveways perpendicular to Frank Maier Drive on the side of the right-of-way associated with this variance application. Examining aerial photography of the site indicates that future subdivision of existing lots to create such a situation would be unlikely given the current configuration of buildings. The granting of a variance would not cause access problems for future subdivisions in the neighborhood.

Yes. The criterion is met.

3. *That the authorization of the Variance will not injure nearby property.*

The smaller building has existed since 1981, and has been in use as a garage and guestrooms/apartment since that time. There are two other properties that use Frank Maier

Board of Adjustment
 File No.: VAR2014 0029
 January 28, 2015
 Page 8 of 10

Drive for access so the possibility of future use as a full-time residence will have minimal impact on surrounding property. Aerial photography of the site indicates that 'child lots' created by future subdivision of existing lots would not be aggravated by the granting of this variance in terms of access to the right-of-way or space for light and air for currently existing nor future buildings.

Yes. The criterion is met.

4. *That the Variance does not authorize uses not allowed in the district involved.*

The applicants' intention is that the smaller building on Child Lot B become their fulltime residence in the future. This would be an allowable use if the smaller building had its own lot. The requested variance is necessary for the smaller building to have its own lot. The requested variance will not authorize uses not allowed in the district as single family residential homes are permitted.

Yes. The criterion is met.

5. *That compliance with the existing standards would:*

(A) *Unreasonably prevent the owner from using the property for a permissible principal use;*

Under the current single lot situation, the garage and guest rooms/apartment above are considered accessory uses where a variance would not be required for this current situation. However, the granting of the variance would allow a subdivision of the current lot - one lot for each existing building. Allowing the subdivision will allow the existing smaller building to be used as a single family dwelling which is a permissible use in a D5 zone. A second single family residence (other than an accessory apartment) would not be allowed on the current Parent Lot.

Yes. The criterion is met.

(B) *Unreasonably prevent the owner from using the property in a manner which is consistent as to scale, amenities, appearance or features, with existing development in the neighborhood of the subject property;*

Were a building not currently existing, the layout of the proposed subdivided lot would allow for a building to be sited so that it complied with current standards. However, the existing building is consistent with the scale, amenities, appearance and features of the neighborhood. Replacing the existing building to comply with the current standards would be costly.

Board of Adjustment
File No.: VAR2014 0029
January 28, 2015
Page 9 of 10

Yes. The criterion is met.

(C) *Be unnecessarily burdensome because unique physical features of the property render compliance with the standards unreasonably expensive;*

The physical features of the property did not restrict siting of the existing building to its current location. It is unknown why the required setbacks at the time of construction were not adhered to.

No. The criterion is not met.

or

(D) *Because of preexisting nonconforming conditions on the subject parcel the grant of the Variance would not result in a net decrease in overall compliance with the Land Use Code, CBJ Title 49, or the building code, CBJ Title 19, or both.*

Granting the variance is necessary to enable a subdivision configuration that would result in a currently conforming situation becoming a non-conforming situation. This is due to the location of an existing building infringing on what would become a front yard setback.

No. The criterion is not met.

Yes. Criterion 5 is met because sub criteria 5A and 5B are met.

6. *That a grant of the Variance would result in more benefits than detriments to the neighborhood.*

Given that the building already exists, continued use of the building and access to the right-of-way would not have any detrimental effect on the neighborhood. Indeed, demolition of the old building and construction of a building on the proposed 'Child Lot' could be more detrimental than allowing the continued use of the existing building.

Yes. The criterion is met.

FINDINGS

1. *Is the application for the requested Variance complete?*

Board of Adjustment
File No.: VAR2014 0029
January 28, 2015
Page 10 of 10

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.

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

2. *Will the proposed development comply with the Juneau Coastal Management Programs?*

N/A

3. *Does the variance as requested, meet the criteria of Section 49.20.250, Grounds for Variances?*

Yes. Based on the evaluation above, the variance, as requested, meets the criteria of Section 49.25.250, Grounds of Variances.

RECOMMENDATION

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and **APPROVE** the requested Variance, VAR2012 0029.

The Variance would allow for the reduction of a front yard setback from 20 feet for an existing garage and dwelling unit. This, in turn, enables an existing building to remain when a proposed subdivision of the current lot is completed.

VARIANCE APPLICATION

Project Number <u>CBT SMN 20140018</u>	Project Name (15 characters)	Case Number <u>VAR20140029</u>	Date Received <u>12/31/14</u>																				
TYPE OF VARIANCE REQUESTED: ☐ Variance to the Sign Standard (VSG) ☐ Variance to Habitat Setbacks (VHB) ☒ Variance to Setback Requirements (VSB) ☐ Variance to Dimensional Standards (VDS) ☐ Variance to Parking Requirements (VPK)																							
DESCRIPTION OF ACTIVITY WHICH REQUIRES A VARIANCE: <u>OUR 30 YEAR OLD GARAGE WAS FOUND TO BE 1'8" TOO CLOSE TO FRANK MEIER DRIVE. WE ARE SUB DIVIDING OUR LOT</u>																							
Previous Variance Applications? ☐ YES ☒ NO Date of Filing: _____ Previous Case Number(s): _____ Was the Variance Granted? ☐ YES ☐ NO																							
UNIQUE CHARACTERISTICS OF LAND OR BUILDING(S): <u>THE BUILDING IS SET AT ANGLE TO FRANK MEIER DRIVE. ONE CORNER CONFORMS TO 90DEG - THE OTHER IS 1'8" TOO CLOSE.</u>																							
UTILITIES AVAILABLE: WATER: ☒ Public ☐ On Site SEWER: ☒ Public ☐ On Site																							
WHY WOULD A VARIANCE BE NEEDED FOR THIS PROPERTY REGARDLESS OF THE OWNER? <u>THE GARAGE HAS BEEN USED AND IN PLACE FOR 30 YEARS IT IS STILL BEING USED.</u>																							
WHAT HARDSHIP WOULD RESULT IF THE VARIANCE WERE NOT GRANTED? <u>OWNER WOULD NOT BE ABLE TO SUB DIVIDE LOT</u>																							
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 border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4">VARIANCE FEES</th> </tr> <tr> <th></th> <th>Fees</th> <th>Check No.</th> <th>Receipt</th> </tr> </thead> <tbody> <tr> <td>Application Fees</td> <td>\$ <u>400</u></td> <td><u>-</u></td> <td><u>CDD6067</u></td> </tr> <tr> <td>Adjustment</td> <td>\$ _____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Total Fee</td> <td>\$ _____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>			VARIANCE FEES					Fees	Check No.	Receipt	Application Fees	\$ <u>400</u>	<u>-</u>	<u>CDD6067</u>	Adjustment	\$ _____	_____	_____	Total Fee	\$ _____	_____	_____
VARIANCE FEES																							
	Fees	Check No.	Receipt																				
Application Fees	\$ <u>400</u>	<u>-</u>	<u>CDD6067</u>																				
Adjustment	\$ _____	_____	_____																				
Total Fee	\$ _____	_____	_____																				

TO BE COMPLETED BY THE APPLICANT

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

Attachment A

VAR20140029

DEVELOPMENT PERMIT APPLICATION

Project Number C8J SMN 2014 0018		CITY and BOROUGH of JUNEAU		Date Received: 12/31/14
Project Name (City Staff to Assign Name) WILDMEADOW GARDEN SUBDIVISION				
PROJECT / APPLICANT INFORMATION	Project Description 1 foot, 8 inch ENCROACHMENT ON SET BACK FROM ROAD. WE ARE SUBDIVIDING OUR LOT (FRANK MEIER DA)			
	PROPERTY LOCATION			
	Street Address 3112 WILDMEADOW LANE		City/Zip JUNEAU 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) LOT 4-A WILDMEADOW PARK			
	Assessor's Parcel Number(s) C8J SMN 2014 0018			
	LANDOWNER/ LESSEE			
	Property Owner's Name Kim + Ethel Smith		Contact Person: Kim	Work Phone:
	Mailing Address 3112 WILDMEADOW JUNEAU AK 99801		Home Phone: 907-789-0031	Fax Number:
	E-mail Address Kim AND ETHEL @ GMAIL.COM		Other Contact Phone Number(s): 321-9948, 957-4565	
	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 Kim C Smith		12/31/14		
Landowner/Lessee Signature		Date		
X Ethel H Smith		12/23/14		
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 Same		Home Phone:	Fax Number:	
E-mail Address Same		Other Contact Phone Number(s):		
X Kim C Smith		12/23/2014		
Applicant's Signature		Date of Application		

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

STAFF APPROVALS	☒	Permit Type	***SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
		City/State Project Review and City Land Action			
		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)			C8J SMN 2014 0018
		Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
	X	Variance Case (De Minimis and all other Variance case types)		12/31/14	VAR20140029
		Wetlands Permits			
	Zone Change Application				
	Other (Describe)				
Comments:					Permit Intake Initials
***Public Notice Sign Form filled out and in the file.					

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

I:\FORMS\2010 Applications

Revised November 2009

Heath Williams

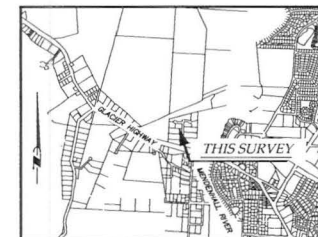
From: Kim Smith <kimandethel@gmail.com>
Sent: Tuesday, December 23, 2014 2:35 PM
To: Tim Felstead; gmclean@rmjuneau.com
Subject: Variance for 3112 Wildmeadow Lane, project CBJ SMN 20140018

Narrative for Variance Application to subdivide lot on 3112 Wildmeadow, lot 4-A in the Wildmeadow Park subdivision

As we have gotten older, Ethel and I would like to sell our large house and keep the smaller garage and apartment for ourselves. The house has been present in this areas for 30+ years, and the garage/apartment has had no impact on our neighbors, or the minimal traffic that uses Frank Meier drive. It has now been found to encroach on the front road set back 1'8" on the right front corner of the building. The left corner is in compliance with required setbacks (directions are from Frank Meier drive looking at the structure). We currently have no further development plans.

- 1). Relaxation of the standard will have no negative impact on our neighbors in that we will be making no change to the current status of the property. There will be no structural change, and the variance is far away from the proposed subdivision. The variance will have no effect on the subdivision.
- 2). Granting relief will have no impact on public safety, in that there will be no change in current status.
- 3). The authorization will cause no change to neighborhood, nearby property.
- 4). There will be no change in usage from what is currently used and allowed.
- 5b). The property has been recently rezoned to D-5, and making 2 lots from the existing .91 is consistent with this development of the area.
- 6). Granting this variance, once again, allows greater density of housing, consistent with the zoning change.

R & M ENGINEERING, INC.
ENGINEERS GEODETISTS SURVEYORS



VICINITY MAP
SOURCE: CBJ PROPERTY ATLAS
SCALE: 1"=2,000'

LEGEND

- SECONDARY MONUMENT BY OTHERS (RECOVERED)
- PROPERTY/BOUNDARY LINE RIGHT-OF-WAY
- EDGE OF DRIVEWAY

GENERAL NOTES

1. THE BASIS OF BEARING UTILIZED TO CONDUCT THIS SURVEY WAS BETWEEN THE RECOVERED MONUMENTS AT THE SOUTHEAST AND NORTHEAST CORNERS OF LOT 4A, WILDEMEADOW PARK SUBDIVISION, WITH A RECORD BEARING OF NORTH, AS SHOWN ON THE PLAT 78-5, ON FILE IN THE OFFICE OF THE JUNEAU RECORDING DISTRICT.
2. WHERE RECORD SURVEY COURSES (BEARINGS AND/OR DISTANCES) DIFFER FROM MEASURED AND/OR COMPUTED COURSES BY THIS SURVEY, RECORD SURVEY COURSE IS SHOWN IN PARENTHESES AND THE FIELD MEASURED AND/OR COMPUTED COURSE IS SHOWN WITHOUT PARENTHESES.
3. THE FIELD SURVEY WAS CONDUCTED BY CONVENTIONAL ON-THE-GROUND SURVEYING METHODS IN OCTOBER, 1980 BY R&M. ADDITIONAL FIELD MEASUREMENTS TO UPDATE THIS ASBLT WERE MADE JANUARY 2, 2015.
4. RECORD INFORMATION UTILIZED TO PRODUCE THE PLAT INCLUDED PLAT NUMBERS 78-5, 79-57, 85-9, AND 2014-39 ON FILE IN THE JUNEAU RECORDING DISTRICT OFFICE, AND U.S.S. SURVEY 1042 (H.E.S. No. 45).

AN AS BUILT DRAWING OF LOT 4A WILDEMEADOW PARK SUBDIVISION

FRACTION OF U.S. SURVEY No. 1042
THE CITY & BOROUGH OF JUNEAU, ALASKA

WITHIN THE
JUNEAU RECORDING DISTRICT
JUNEAU, ALASKA

CLIENT:
R&M ENGINEERING, INC.
3712 WILDEMEADOW LANE
JUNEAU, ALASKA 99801
DATE: JANUARY 2, 2015

SURVEYOR:
R&M ENGINEERING, INC.
6335 GLACIER HIGHWAY
JUNEAU, ALASKA 99801
R&M PROJ. NO. 141806

SHEET 1 OF 1

LOT 3

LOT 2

LOT 1

FRANK MAIER DRIVE

WILDEMEADOW LANE

LOT 4B

LOT 4A
AREA = 40,000 SF
0.918 ac.

TR-3

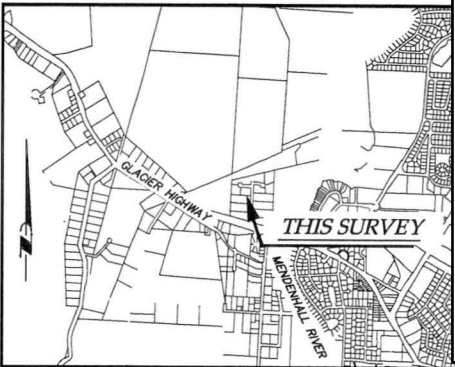
SCALE: 1" = 20'
0' 10' 20' 40' 80'

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION, THAT THE ACCURACY OF THE SURVEY IS WITHIN THE LIMITS REQUIRED BY TITLE 48 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: 2015





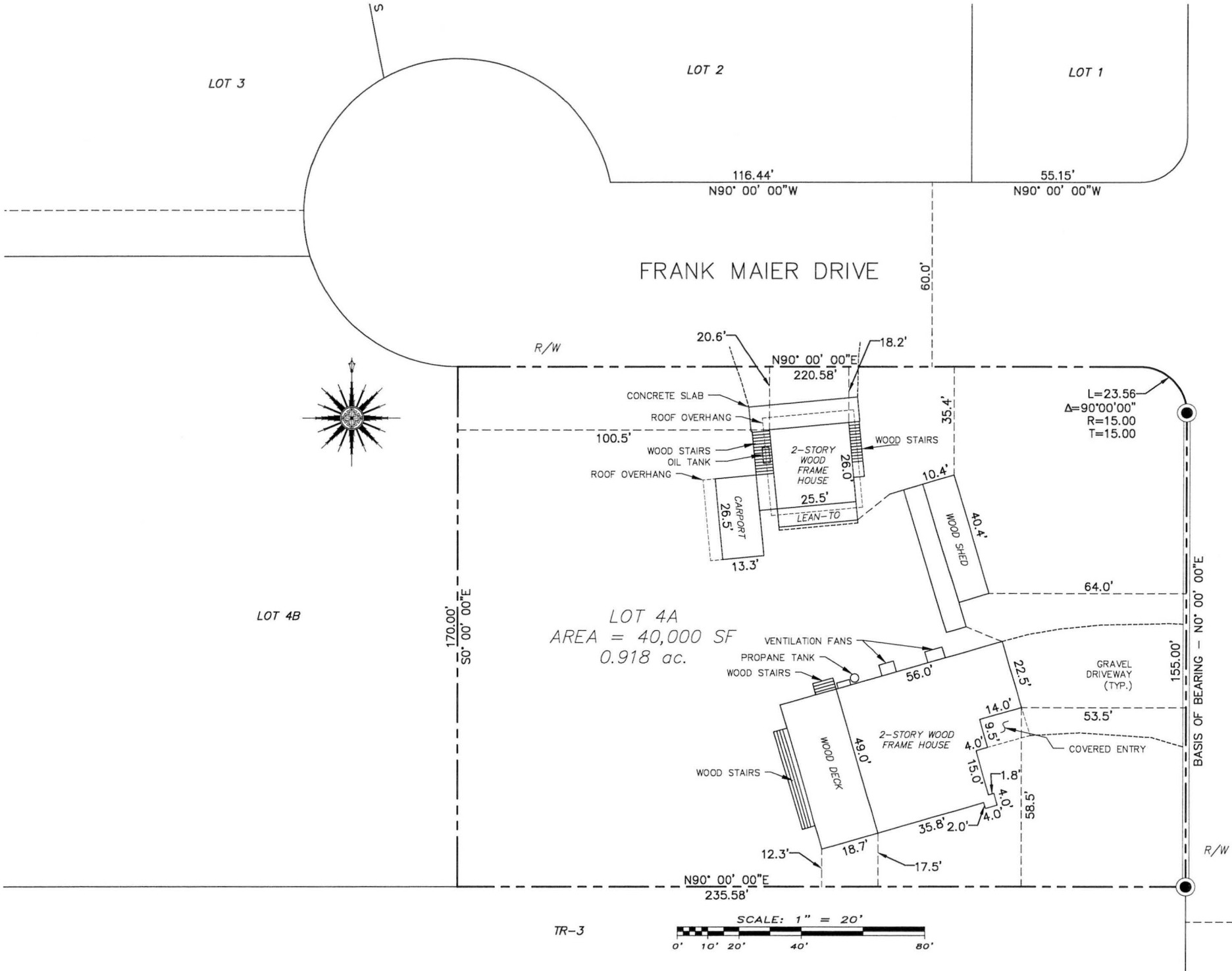
VICINITY MAP
SOURCE: CBJ PROPERTY ATLAS
SCALE: 1"=2,000'

LEGEND

- SECONDARY MONUMENT BY OTHERS (RECOVERED)
- PROPERTY/BOUNDARY LINE RIGHT-OF-WAY
- EDGE OF DRIVEWAY

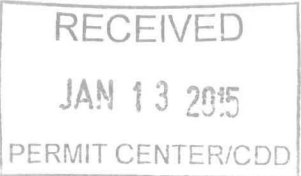
GENERAL NOTES

1. THE BASIS OF BEARING UTILIZED TO CONDUCT THIS SURVEY WAS BETWEEN THE RECOVERED MONUMENTS AT THE SOUTHEAST AND NORTHEAST CORNERS OF LOT 4A, WILDMEADOW PARK SUBDIVISION, WITH A RECORD BEARING OF NORTH, AS SHOWN ON THE PLAT 78-5, ON FILE IN THE OFFICE OF THE JUNEAU RECORDING DISTRICT.
2. WHERE RECORD SURVEY COURSES (BEARINGS AND/OR DISTANCES) DIFFER FROM MEASURED AND/OR COMPUTED COURSES BY THIS SURVEY, RECORD SURVEY COURSE IS SHOWN IN PARENTHESIS AND THE FIELD MEASURED AND/OR COMPUTED COURSE IS SHOWN WITHOUT PARENTHESIS.
3. THE FIELD SURVEY WAS CONDUCTED BY CONVENTIONAL ON-THE-GROUND SURVEYING METHODS IN OCTOBER, 1980 BY R&M. ADDITIONAL FIELD MEASUREMENTS TO UPDATE THIS ASBUILT WERE MADE JANUARY 2, 2015.
4. RECORD INFORMATION UTILIZED TO PRODUCE THE PLAT INCLUDED PLAT NUMBERS 78-5, 79-57, 85-9, AND 2014-39 ON FILE IN THE JUNEAU RECORDING DISTRICT OFFICE, AND U.S.S. SURVEY 1042 (H.E.S. No. 45).



SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM A PROFESSIONAL LAND SURVEYOR REGISTERED IN THE STATE OF ALASKA, AND THAT THIS PLAT REPRESENTS A 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 JANUARY 2, 2015



AN AS BUILT DRAWING OF
LOT 4A
WILDMEADOW PARK SUBDIVISION

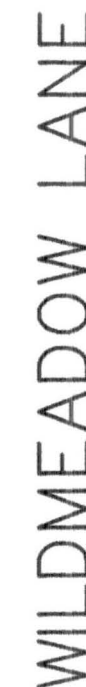
FRACTION OF U.S. SURVEY No. 1042
THE CITY & BOROUGH OF JUNEAU, ALASKA

WITHIN THE
JUNEAU RECORDING DISTRICT
JUNEAU ALASKA

CLIENT:
KIM SMITH
3112 WILDMEADOW LANE
JUNEAU, ALASKA 99801
DATE: JANUARY 2, 2015

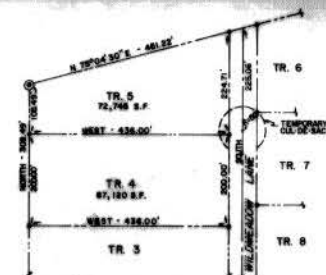
SHEET 1 OF 1

SURVEYOR:
R&M ENGINEERING, INC.
6205 GLACIER HIGHWAY
JUNEAU, ALASKA 99801
R&M PROJ. NO. 141806



Attachment C





**ORIGINAL TRACTS 4 & 5
WITHIN
WILDEMEADOW PARK**
SCALE: 1" = 200'
By: R & M Consultants, Inc. Date: 8/77

CERTIFICATE OF APPROVAL BY THE BOARD

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 PLATTING BOARD BY PLAT RESOLUTION NO. 702 DATED Aug. 28, 1977 AND THAT THE PLAT SHOWN HEREON HAS BEEN APPROVED FOR RECORDING IN THE OFFICE OF THE DISTRICT RECORDING OFFICE, JUNEAU, ALASKA.

DATED Oct. 22, 1977

Roll H. Siehl
CHAIRMAN
CITY AND BOROUGH OF JUNEAU
PLATTING BOARD

ATTEST:

Jim Taggart
CLERK
CITY AND BOROUGH OF JUNEAU
PLATTING BOARD



VICINITY MAP

SOURCE: U.S.G.S. QUADRANGLE JUNEAU (8-2), ALASKA
SCALE: 1" = 63,360'
DATE: 1962 REV: 1966

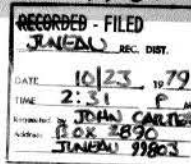
SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT I AM PROPERLY REGISTERED AND LICENSED TO PRACTICE LAND SURVEYING IN THE STATE OF ALASKA AND THAT THIS PLAT REPRESENTS AN OFFICE SURVEY MADE BY ME, AND THAT THE MONUMENTS, ALL DIMENSIONS AND OTHER DETAILS SHOWN HEREON ARE IN ACCORDANCE WITH EXISTING RECORDS.



SYMBOLS

- MONUMENTS BY OTHERS RECOVERED BY PREVIOUS SURVEY
- R & M SECONDARY MONUMENT ESTABLISHED BY PREVIOUS SURVEY
- R & M SECONDARY MONUMENT SET THIS SURVEY
- PROPERTY/BOUNDARY LINE
- ROADWAY CENTERLINE



OWNERSHIP CERTIFICATE

I (WE) HEREBY CERTIFY THAT I AM (WE ARE) THE OWNER (WE) OF THE PROPERTY SHOWN AND DESCRIBED HEREON AND THAT I (WE) HEREBY ADOPT THIS PLAT OF SUBDIVISION WITH MY (OUR) CONSENT, AND DEDICATE ALL STREETS, ALLEYS, WALKS, PARKS AND OTHER OPEN SPACES TO PUBLIC OR PRIVATE USE AS NOTED.

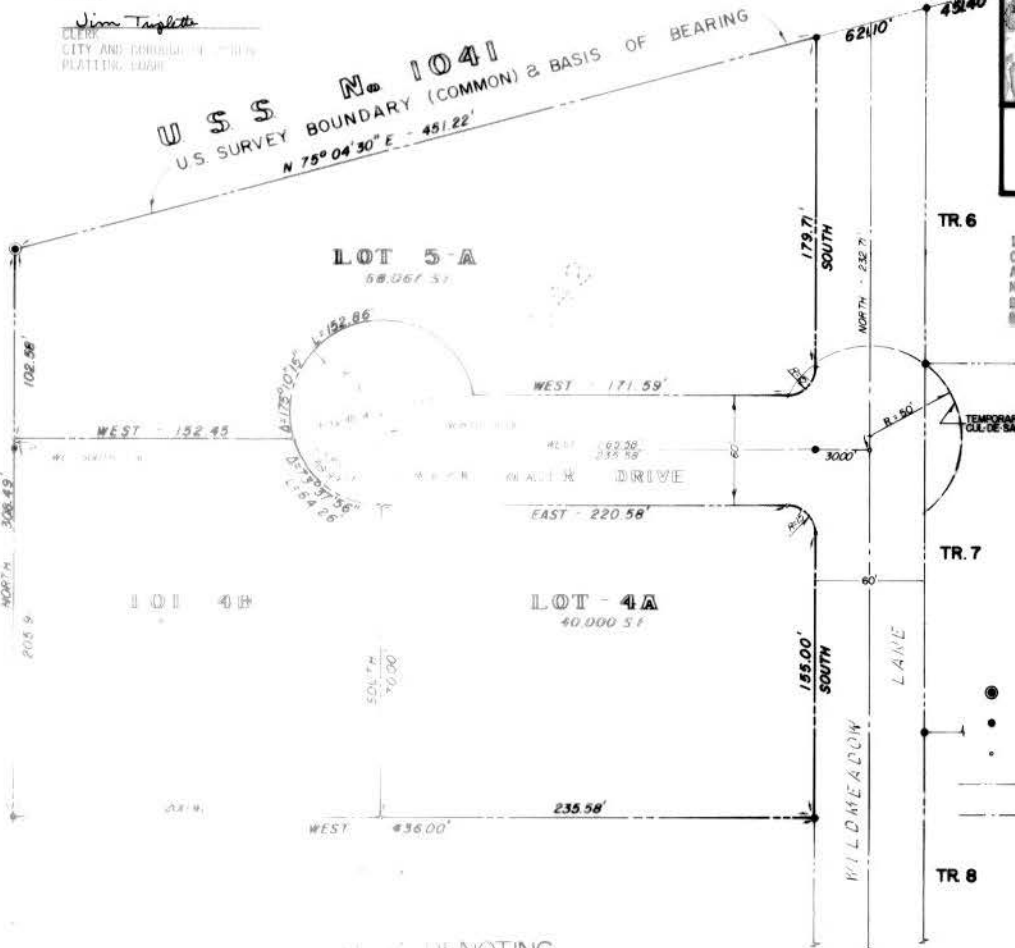
DATED 9-15, 1979
John M. Wilde
WITNESS
John M. Wilde
WITNESS

STATE OF ALASKA
OFFICIAL SEAL
Malcolm A. Moulton
NOTARY PUBLIC
My Commission Expires July 19, 1982

NOTARY'S ACKNOWLEDGEMENT

SUBSCRIBED AND SWORN TO before me this 15 day of Sept, 1979.
John M. Wilde
NOTARY FOR ALASKA

TYPICAL MONUMENT SET THIS SURVEY



A RE-SUBDIVISION OF TRACTS 4 & 5
INTO
LOTS 4-A, 4-B & 5-A
WITHIN
WILDEMEADOW PARK SUBDIVISION
A FRACTION OF TRACT "A", U.S. SURVEY NO. 1042
WITHIN THE CITY & BOROUGH OF JUNEAU, ALASKA

A PLAT DENOTING
A RE-SUBDIVISION OF TRACTS 4 & 5
INTO
LOTS 4-A, 4-B & 5-A
WILDEMEADOW PARK SUBDIVISION
A FR. OF TR. "A", U.S.S. NO. 1042

CITY & BOROUGH OF JUNEAU, ALASKA
DEVELOPER: Dave Rasmussen/John Carter, RR 5, Box 2859, Juneau, Alaska 99803
SURVEYOR: R & M Consultants, Inc., PO Box 1798, Juneau, Alaska 99802

SCALE: 1" = 80 (31.34 METERS)

Date: 8-79 **PLAT 79-57** Roll: 957501

Attachment D

79-57

CITY AND BOROUGH OF JUNEAU, ALASKA

PLANNING COMMISSION

Platting Resolution, Serial NO. 702

WHEREAS, Dave Richards & John Carter

(Applicant(s))

has applied to the City and Borough Planning Commission for an alteration, amendment and/or change to the subdivision described as follows:

Resubdivision of Tracts 4 & 5 into Lots 4-A, 4-B, and 5-A
Wildmeadow Park Subdivision.

WHEREAS, the Commission finds that the proposed alteration, amendment and/or change to the subdivision complies with the subdivision regulations of the City and Borough of Juneau, Alaska,

BE IT RESOLVED BY THE CITY AND BOROUGH PLANNING COMMISSION AS THE PLATTING AUTHORITY FOR THE CITY AND BOROUGH OF JUNEAU, ALASKA:

That the said application for alteration, amendment and/or change to above described property is hereby granted.

Dated August 28, 1979

CITY & BOROUGH OF JUNEAU, ALASKA
PLANNING COMMISSION

By

Karl H. Shick

Chairman

Attest:

Jim Taplette

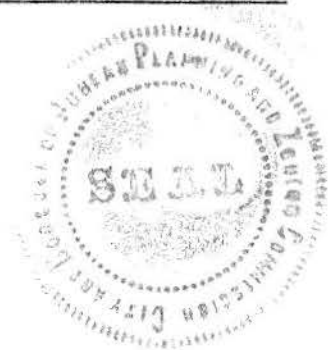
Clerk

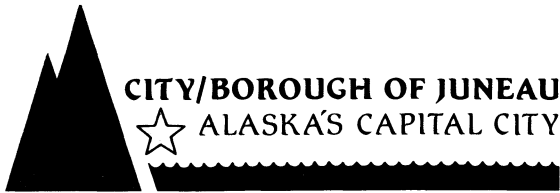
7 9-5 8 7 5
300
RECORDED-FILED
JUNEAU REC.
DISTRICT

OCT 23 2 31 PM '79

REQUESTED BY

ADDRESS JOHN CARTER
Box 2890
JUNEAU 99803





**PLANNING COMMISSION
NOTICE OF RECOMMENDATION**

Date: June 16, 2011

File No.: AME2011 0001

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

Application For: A zone change for parcels 4-B17-0-100-004-0; 4-B17-0-100-005-0; 4-B17-0-100-006-1; 4-B17-0-100-006-2; 4-B17-0-101-002-0; 4-B22-0-100-001-0; 4-B22-0-100-002-1; 4-B22-0-100-002-2; D-3(T)D18 to D18 from D1(T) D5 to D5.

Legal Description: Wildmeadow Park Lot 4B; Tract 7A; Tract 7B; Lot 5A; Lot 6A; Lot 6B; and USS 1041 FR.

Property Address: Wildmeadow Lane and Glacier Highway

Parcel Code No.: 4-B17-0-100-004-0; 4-B17-0-100-005-0; 4-B17-0-100-006-1; 4-B17-0-100-006-2; 4-B17-0-101-002-0; 4-B22-0-100-001-0; 4-B22-0-100-002-1; 4-B22-0-100-002-2

Hearing Date: June 14, 2011

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated May 25, 2011, and approved staff's recommendation for immediate zone change requested. This zone change would allow the current D1(T)D5 zoning to D5.

The Commission per CBJ§49.70.720 adopts this zone change

Attachments: May 25, 2011 memorandum from Beth McKibben, Community Development, to the CBJ Planning Commission regarding AME2011 0001

The application included 10 additional parcels. The notice of decision for these parcels is separate as they require final action from the Assembly.

This Notice of Decision does not authorize any construction activity. Prior to starting any development project, it is the applicant's responsibility to obtain a building permit for any and all improvements requiring such.

This Notice of Decision constitutes a final decision of the Planning Commission in accordance with CBJ§49.70.720. 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).

City & Borough of Juneau
File No.: AME2011-0001
June 16, 2011
Page 2 of 2

Project Planner: Beth McKibben
Beth McKibben, Planner
Community Development Department

Maria Gładyszewski
Maria Gładyszewski, Chair
Planning Commission

Jaurie J. Dean 6/17/11
Filed With City Clerk Date

cc: Plan Review

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



**BOARD OF ADJUSTMENT
NOTICE OF DECISION**

Date: February 11, 2015

File No.: VAR2014 0029

Kim and Ethel Smith
3112 Wildmeadow Lane
Juneau, AK 99801

Application For: A variance to reduce the 20-foot front yard setback for an existing building.
Legal Description: Wildmeadow Park Lot 4A
Property Address: 3112 Wildmeadow Lane
Parcel Code No.: 4-B17-O-100-005-0
Hearing Date: February 10, 2015

The Board of Adjustment, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 28, 2015, and **approved** the Variance to be conducted as described in the project description and project drawings submitted with the application.

Attachment: January 28, 2015, memorandum from Tim Felstead, Community Development, to the CBJ Board of Adjustment regarding VAR2014 0029

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

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

Effective Date: The permit is effective upon approval by the Board, February 10, 2015.

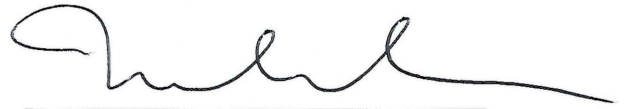
Expiration Date: The permit will expire 18 months after the effective date, or August 10, 2016, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. Application for permit extension must be submitted thirty days prior to the expiration date.

Kim and Ethel Smith
File No: VAR2014 0029
February 11, 2015
Page 2 of 2

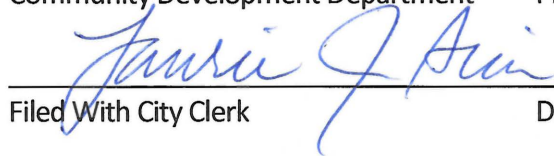
Project Planner:



Tim Felstead, Planner
Community Development Department



Michael Satre, Chair
Planning Commission



Filed With City Clerk

2/17/15

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. 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.



Community Development

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

DATE: February 4, 2015

TO: Planning Commission

FROM: Eric Feldt, Planner
Community Development Department

FILE NO.: AME2014 0011

PROPOSAL: Amend Ordinance 2014-32 Wireless Communication Facilities for consistency with new Federal changes.

ATTACHMENT

Proposed WCF Ordinance Amendment

The Planning Commission wanted a more in depth explanation of the proposed changes to the Wireless Communication Facility Ordinance (No. 2014-32). The proposed changes can be read in the attachment. Staff has provided explanation of the changes below.

Proposed Changes

1. Creates a new Eligible Facilities Request process and definition.
 - a. What is this new definition?
 - i. It is a WCF involving only a minor modification to an existing tower/ base station, such as: Collocations, Removal or replacement of transmission equipment.
 - b. What is the process?
 - i. An Eligible Facilities Request is processed through a Building permit and must be approved by the Director within 60 days.
 - ii. Eligible Facilities Request term is added to Table 1 (Only Building permit required).
 - c. Where is it placed in the ordinance?
 - i. This term replaces the existing "Eligible collocations and modifications".
 - d. What else is unique about an Eligible Facilities request?
 - i. They are not subject to Yard Setbacks.

2. There are two modifications to Substantial change (section 49.65.950(b)):
 - a. 1) Concealment, and
 - b. 2) Development conditions of the tower.
 - i. Example: If the proposed modification to a tower doesn't meet the concealment requirements, it is a substantial change and is no longer an Eligible Facilities Request.
3. States a stop in the 'shot clock' time for the applicant to revise an application if previously deemed incomplete.
 - a. Shot Clocks for CBJ to approve WCF proposal:
 - i. 60 days for an Eligible Facilities Request;
 - ii. 90 days for a Non- Eligible Facilities Request (all other Table 1 applications); and
 - iii. 150 days for a Special Use Permit.
4. Requires decisions of any WCF by the Director be made in writing, supported by substantial evidence, and postmarked prior to the shot clock deadline date.
5. Eligible Facilities Request now follow the same exemption provided to collocation (exempt from submitting documents under 49.65.950(r)) because those requests are on existing towers previously approved by the CBJ.
6. Similar to #5 above, Eligible Facility Request would now be exempt from 49.65.960(b) because by definition, these requests are collocations or other forms of minor changes on existing towers. This means that Eligible Facility Request will always be ranked #1 on the location preference list.
7. Replaces and adds the following definitions.
 - a. New Definitions
 - i. Eligible Facilities Request
 - ii. Eligible Support Structure
 - iii. Transmission Equipment
 - iv. Wireless Tower
 - v. WCF Site
 - b. Revised Definitions
 - i. Base Station
 - ii. Collocation
 - iii. Tower/ Wireless Tower
 - iv. Attached WCF

Planning Commission
File No.: AME2014 0011
February 4, 2015
Page 3 of 3

COMPLIANCE WITH THE COMPREHENSIVE PLAN

The purpose of the proposed amendment is to ensure the CBJ WCF ordinance is consistent with federal laws governing local land use control of wireless telecommunication development. The following policies are germane to the issue.

POLICY 12.11. TO PLAN FOR AND TO ESTABLISH LAND USE CONTROLS ON WIRELESS COMMUNICATIONS FACILITIES IN A MANNER THAT IS APPROPRIATE FOR THE COMMUNITY AND WITHIN THE PARAMETERS ESTABLISHED BY FEDERAL LAW.
(Emphasis added)

12.11 – IA5 Ensure that any new local regulation or restriction on WCFs responds to the policies embodied in federal law.

COMPLIANCE WITH CBJ LAND USE CODE

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

Effects to WCF Ordinance

This proposal amends the recently-adopted WCF ordinance (No. 2014-32) but does not change the purpose of this ordinance, public notice or processes of public notices. Further, it does not change the types of required permits.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis, and findings and recommend that the Assembly approve this ordinance amendment.

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

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2015-12(b)

An Ordinance Amending the Land Use Code Relating to Wireless Communication Facilities.

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

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

Section 2. Amendment of Article. Article IX. Wireless Communication Facilities, is amended to read:

ARTICLE IX. WIRELESS COMMUNICATION FACILITIES

49.65.900 Purpose.

...

(h) Respond to the policies embodied in Section 6409(a) of the ~~Middle-Class Tax Relief and Job Creation Act of 2012~~ Spectrum Act (P.L. 112-96).

...

49.65.950 Administrative permits.

(a) A WCF described in Table 1 shall be approved or denied by the director, unless lighting would be required by the FAA or FCC. An eligible facility request in Table 1 must be

approved by the director. A special use permit shall be required of all lighted WCF or any WCF requiring air navigation lighting.

TABLE 1

WCF Type	Zoning Districts	Maximum Height	Minimum Distance
<u>Eligible Facility Request</u>	<u>All</u>	<u>No substantial change as provided in 49.65.950(b)</u>	<u>N/A</u>
<u>Collocation other than an Eligible Facility Request</u> collocation, removal or replacement of transmission equipment as provided in CBJ 49.65.950(b)	All	Not more than 10% of existing structure or 20 feet (unless the increased height requires an existing unlit WCF to become lit)	N/A
Concealed attached	All	≤ 20 feet ¹	N/A
Non-concealed attached	D-1—D-18	≤ 5 feet ¹	N/A
Non-concealed attached	Nonresidential and mixed use	≤ 20 feet ¹	N/A
New concealed tower	WI, WC, GC, LC	≤ 20 feet above maximum height of zoning district	N/A
New concealed tower	RR	≤ 100 feet	> 500 feet to recognized neighborhood association established in accordance with CBJ chapter 11.35
New concealed tower	I	≤ 120 feet	> 500 feet to D-1—D-18 districts
New concealed tower	D-1—D-18	Compliant with maximum height of zoning district	N/A

New non-concealed tower	RR, except	≤ 120 feet	> 1,000 feet to recognized neighborhood association established in accordance with CBJ chapter 11.35
New non-concealed tower	I	≤ 60 feet	>500 feet to D-1—D-18 districts

Note: ¹ Rooftop and attachment heights are identified as above the highest point of the existing structure.

(b) Substantial change for collocation applications including Eligible Facilities Requests. A modification substantially changes the physical dimensions of an eligible support structure if it meets any of the following criteria: ~~Collocations and other modifications to existing facilities pursuant to Section 6409 of the Middle Class Tax Relief and Job Creation Act of 2012. Eligible collocations and modifications for the removal or replacement of transmission equipment on an existing wireless tower or base station that do not substantially change the physical dimensions of the existing tower or base station shall be eligible for an administrative permit. For the purposes of this section, "substantial change" means:~~

- (1) For towers other than towers in the public rights-of-way, it increases the height of the tower by more than ten percent or by the height of one additional antenna array with separation from the nearest existing antenna not to exceed 20 feet, whichever is greater; for other eligible support structures, it increases the height of the structure by more than ten percent or more than ten feet, whichever is greater;

1 (A) Changes in height should be measured from the original support structure in
2 cases where deployments are or will be separated horizontally, such as on
3 buildings' rooftops; in other circumstances, changes in height should be
4 measured from the dimensions of the tower or base station, inclusive of
5 originally approved appurtenances and any modifications that were approved
6 prior to the passage of the Spectrum Act (P.L. 112-96); ~~The mounting of the~~
7 ~~proposed antenna would increase the existing height of the WCF by more than~~
8 ~~ten percent, or by the height of one additional antenna array with separation~~
9 ~~from the nearest existing antenna not to exceed 20 feet, whichever is greater,~~
10 ~~except that the mounting of the proposed antenna may exceed the size limits~~
11 ~~set forth in this subsection if necessary to avoid interference with existing~~
12 ~~antenna or unless the increased height requires an existing unlit WCF to~~
13 ~~become lit;~~

- 14
15
16 (2) For towers other than towers in the public rights-of-way, it involves adding an
17 appurtenance to the body of the tower that would protrude from the edge of the
18 tower more than 20 feet, or more than the width of the tower structure at the level
19 of the appurtenance, whichever is greater; for other eligible support structures, it
20 involves adding an appurtenance to the body of the structure that would protrude
21 from the edge of the structure by more than six feet; ~~The mounting of the proposed~~
22 ~~antenna would involve the installation of more than the standard number of new~~
23 ~~equipment cabinets for the technology involved, not to exceed four, or more than one~~
24 ~~new equipment shelter;~~
25

- 1 (3) For any eligible support structure, it involves installation of more than the
2 standard number of new equipment cabinets for the technology involved, but not to
3 exceed four cabinets; or, for towers in the public rights-of-way and base stations, it
4 involves installation of any new equipment cabinets on the ground if there are no
5 pre-existing ground cabinets associated with the structures, or else involves
6 installation of ground cabinets that are more than ten percent larger in height or
7 overall volume than any other ground cabinets associated with the structures;
8 ~~The mounting of the proposed antenna would involve adding an appurtenance to~~
9 ~~the body of an existing WCF that would protrude from the edge of the existing WCF~~
10 ~~more than 20 feet, or more than the width of the WCF at the level of the~~
11 ~~appurtenance, whichever is greater, except that the mounting of the proposed~~
12 ~~antenna may exceed the size limits set forth in this subsection if necessary to~~
13 ~~shelter the antenna from inclement weather or to connect the antenna to the~~
14 ~~structure via a cable; or~~
15
16 (4) It entails any excavation or deployment outside the current site; ~~The mounting of~~
17 ~~the proposed antenna would involve excavation outside the existing WCF site,~~
18 ~~defined as the current boundaries of the leased or owned property surrounding the~~
19 ~~WCF and any access or utility easements currently related to the site.~~
20
21 (5) It would defeat the concealment elements of the eligible support structure; or
22
23 (6) It does not comply with conditions associated with the siting approval of the
24 construction or modification of the eligible support structure or base station
25 equipment, provided however that this limitation does not apply to any modification

that is non-compliant only in a manner that would not exceed the thresholds identified in 47 CFR § 1.40001(b)(7)(i) through (iv).

(c) Director's decision. An eligible facility request in Table 1 must be approved by the director. All other Table 1 WCF ~~Except for applications requiring a special use permit, applications~~ shall be approved or denied, in writing, by the director.

(1) The director shall review the submitted application for completeness and shall notify the applicant within 30 days of receipt of the initial submission whether the application is deemed complete. If rejected as incomplete, the director shall identify the deficiencies in the application, which if cured, would make the application complete. Any period of time from when the director notifies the applicant to the date the revised application is received shall not count for the purposes of calculating the calendar day deadline in subsection (3).

(2) The director shall review all completed applications for compliance with the requirements of section 49.65.930 except an eligible facility request is exempt from 49.65.930(f). The director may notify an applicant of a failure to comply with section 49.65.930 and may allow the applicant to resubmit a revised application. ~~Any period of time from when the director notifies the applicant to the date the revised application is received shall not count for the purposes of calculating the 90 calendar day deadline in subsection (3).~~

(3) Decision deadlines. The director's decision shall be made in writing and supported by substantial evidence. The director's decision shall be postmarked to the applicant by the deadlines noted below.

(A) An eligible facility request shall be approved by the sixtieth calendar day from the date of receipt of the application, less any tolling periods. Unless approved by the director prior to the sixtieth day, an eligible facility request is deemed granted on the sixty-first day.

(B) All other Table 1 WCF Applications not meeting the requirements of this article shall be rejected. The director's decision to approve or deny an application shall be in writing and supported by substantial evidence. The director's decision shall be postmarked to the applicant by the ninetieth calendar day from the date of receipt of the application, less any tolling periods, applicable under federal law.

49.65.960 General application submittal requirements for all WCFs.

(a) An application for a WCF shall be signed on behalf of the applicant by the person preparing the same and with knowledge of the contents and representations made therein and attesting to the truth and completeness of the information. The landowner, if different than the applicant, shall also sign the application. All information submitted in an application shall be provided by a person qualified to provide the information. All applications for the construction or installation of a new WCF shall be accompanied by the following documentation, except an applications for an eligible facility request ~~relocation or modification under section 49.65.950(b)~~ is are exempt from providing the documentation required by subsections (b) and (r);

...

Section 3. Amendment of Section. CBJ 49.80.120 Definitions, is amended by the addition of the following definitions and amendments to existing definitions, to be incorporated in alphabetical order:

...

Appurtenant or associated facilities means an accessory facility or structure serving or being used in conjunction with {WCF}, and located on the same property or lot as the {WCF}, including, but not limited to, utility or transmission equipment storage shelters or cabinets.

Base station means a facility consisting of radio transceivers, antenna, coaxial cable, a regular and back-up power supply, and other electronics associated with the operation of a WCF. It includes a structure that currently supports or houses an antenna, transceiver, or other associated equipment that constitutes part of a bases station. It may encompass such equipment in any technological configuration, including Attached WCF.

Collocation means the mounting or installation of transmission equipment on an eligible support structure for the purpose of transmitting and/or receiving radio frequency signals for communications purposes. ~~placement of an antenna on an existing WCF for the purpose of transmitting and/or receiving radio frequency signals for communications purposes.~~

Eligible Facilities Request means any request for modification of an existing wireless tower or base station involving (a) collocation of new transmission equipment; (b) removal of transmission equipment; or (c) replacement of transmission equipment. In this context, the

1 term “existing wireless tower or base station” only means a WCF that has been reviewed
2 and approved per this article.

3
4 *Eligible Support Structure* means any structure that meets the definition of a wireless tower
5 or base station.

6
7
8 *Transmission equipment* means any equipment that facilitates transmission for any FCC
9 licensed or authorized wireless communication service, including, but not limited to, radio
10 transceivers, antennas, coaxial or fiber-optic cable, and regular and backup power supply.
11 The term includes equipment associated with wireless communications services including,
12 but not limited to, private, broadcast, and public safety services, as well as unlicensed
13 wireless services and fixed wireless services such as microwave backhaul.

14
15 *Tower or Wireless Tower* means any structure built for the sole or primary purpose of
16 supporting any FCC licensed or authorized antennas and their associated facilities,
17 including structures that are constructed for wireless communications services including,
18 but not limited to, private, broadcast, and public safety services, as well as unlicensed
19 wireless services and fixed wireless services such as microwave backhaul, and the associated
20 site. a structure that is built for the sole or primary purpose of supporting equipment for the
21 transmission and/or reception of radio frequency signals or other wireless communications
22 or meteorological purposes, and usually consisting of an antenna or antenna array,
23 transmission cables, equipment cabinets, and their associated facilities.
24
25

1 *Wireless communication facility (WCF)* means any manned or unmanned location for the
2 transmission and/or reception of radio frequency signals or other wireless communications,
3 and usually consisting of an antenna or group of antennas, transmission cables, and
4 equipment cabinets, and may include an antenna support structure. The following
5 developments shall be considered a WCF: developments containing new, mitigated, or
6 existing antenna support structures, public antenna support structures, replacement
7 antenna support structures, collocation on existing antenna support structures, attached
8 wireless communications facilities, concealed wireless communication facilities, and non-
9 concealed wireless communication facilities. Excluded from the definition are:
10 noncommercial amateur radio, amateur ham radio and citizen band antennas, satellite
11 earth stations and antenna support structures, and antennas and/or antenna arrays for
12 AM/FM/TV/HDTV broadcasting transmission facilities.
13

14 *Specific types of WCFs include:*

15 *Attached WCF* means an antenna or antenna array that is secured to an existing
16 building or structure with any accompanying pole or device which attaches it to the
17 building or structure, together with transmission cables, and an equipment cabinet,
18 which may be located either on the roof or inside/outside of the building or structure.
19 An attached wireless communications facility is considered to be an accessory use to
20 the existing principal use on a site. An Attached WCF includes distributed antenna
21 system (DAS) and small cell technologies.
22

23 *Concealed WCF*, sometimes referred to as a concealed or camouflaged facility,
24 means a WCF, ancillary structure, or WCF equipment compound that is not readily
25 identifiable as such, and is designed to be aesthetically compatible with existing and

1 proposed building(s), vegetation, natural features, and uses on a site. There are two
2 types of concealed WCFs: 1) attached and 2) freestanding. Examples of concealed
3 attached WCF include, but are not limited to, those designed to integrate or blend
4 with the building or structure upon which the facility is attached by the use of paint,
5 faux windows, dormers or other architectural features. Freestanding concealed WCFs
6 usually have a secondary, obvious function which may be, but is not limited to, the
7 following: church steeple, windmill, bell tower, clock tower, cupola, light standard,
8 flagpole with or without a flag, or faux tree.

9
10 *Freestanding WCF* means any manned or unmanned location for the
11 transmission and/or reception of radio frequency signals, or other wireless
12 communications, and usually consisting of an antenna or group of antennas, feed
13 lines, and equipment cabinets, and may include an antenna support structure. A
14 freestanding WCF includes, but is not limited to, the following: guyed, lattice, or
15 monopole support structures.

16
17 *Non-concealed WCF* means a wireless communication facility that is readily
18 identifiable as such and can be either freestanding or attached.

19
20 WCF Site means towers other than towers in the public rights-of-way, the current
21 boundaries of the leased or owned property surrounding the tower and any other access or
22 utility easements currently related to the site, and, for other eligible support structures,
23 further restricted to that area in proximity to the structures and to other transmission
24 equipment already deployed on the ground.
25

Section 4. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2015.

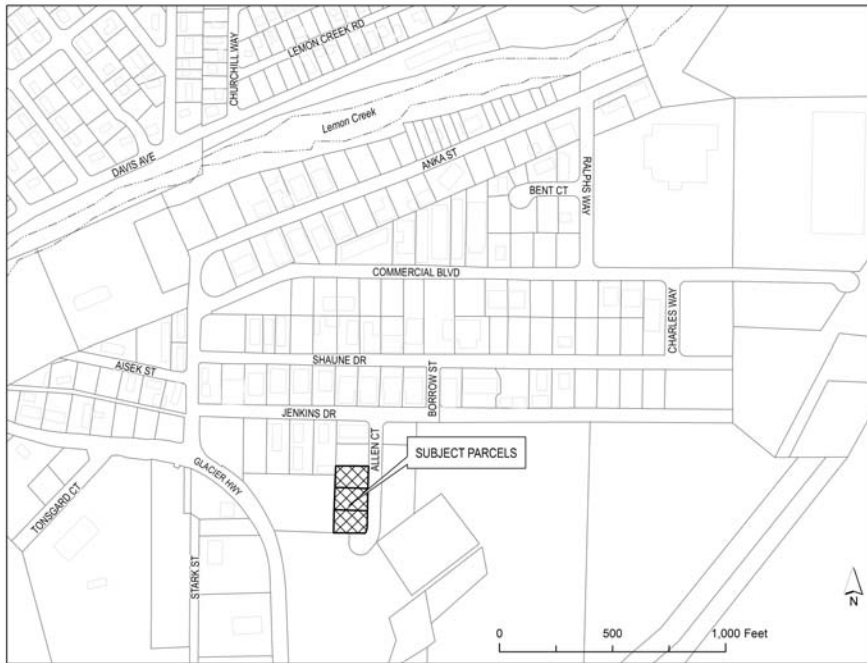
Merrill Sanford, Mayor

Attest:

Laurie J. Sica, Municipal Clerk



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: USE2015 0001: Conditional Use to allow 58 housing units plus office and clinic space to be developed in a GC zone.

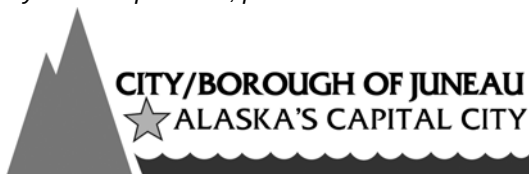
VAR2015 0001: A variance to reduce the parking requirement from 108 spaces to 37 spaces.

File No:	USE2015 001; VAR2015 001	Applicant:	MRV Architects
To:	Adjacent Property Owners	Property PCN:	5-B12-0-101-009-0; -010-0; -011-0
Hearing Date:	February 10, 2015	Owner:	Tlingit Haida Regional Housing Authority
Hearing Time:	7:00 PM	Lot Size:	44,906 Square Feet
Place:	Assembly Chambers	Zoned:	General Commercial
	Municipal Building	Site Address:	1944 Allen Court
	155 South Seward Street	Accessed Via:	Allen Court
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Beth.McKibben@juneau.org or at 586-0465.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.



Community Development

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

DATE: February 5, 2015

TO: Planning Commission

FROM: Beth McKibben, Planner *BME*
Community Development Department

FILE NO.: USE2015 0001

PROPOSAL: A Conditional Use Permit to allow 56 housing units plus office and clinic space to be developed in a General Commercial zone.

GENERAL INFORMATION

Applicant: MRV Architects & Glory Hole

Property Owner: Tlingit and Haida Regional Housing Authority

Property Address: 1944 Allen Court

Legal Description: Lemon Glacier 2 Lot 5, 4, FR 3

Parcel Code Number: 5-B12-0-101-009-0; 5-B12-0-101-010-0; 5-B12-0-101-011-0

Site Size: 44,906 Square Feet

Comprehensive Plan Future Land Use Designation: Commercial (Map H)

Zoning: General Commercial

Utilities: City water & sewer

Access: Allen Court

Existing Land Use: Vacant

Surrounding Land Use:

North	- Industrial/Commercial (I)
South	- Vacant/Residential (GC)
East	- Vacant/Residential (GC)
West	- Commercial/Industrial (GC)

Planning Commission
 File No.: USE2015 0001
 February 5, 2015
 Page 2 of 12

VICINITY MAP



ATTACHMENTS

- A – Email from Mariya Lovishchuk
- B – Email from Jeff Boehm
- C – Invitation to Neighborhood Meeting
- D – Sign-in sheet Neighborhood Meeting
- E – Neighborhood meeting notes
- F – Neighborhood meeting CDD PowerPoint
- G – Neighborhood meeting Applicant PowerPoint
- H – Emails – Bryce Johnson JPD, Robin Potter CBJ Assessor
- I – Floor plans
- J – Email from Kenny Scollan, Rural Cap
- K – Map of nearby bus stops

Planning Commission
File No.: USE2015 0001
February 5, 2015
Page 3 of 12

PROJECT DESCRIPTION

The applicant requests a Conditional Use permit for the development of 56 single room occupancy (SRO) units of multi-family housing and 2,100 square feet of clinic space, 7,200 square feet of office space and 1,100 square feet of dining and kitchen space. The development will provide permanent supportive housing for the chronically homeless. The residential units will be restricted by deed as housing for “vulnerable low income residents” for 20 years (attachment A). There will be paid staff on site 24 hours a day, seven days a week. There will be one half-time driver, who will be available to provide transportation for the residents. The kitchen and dining space will only be available for residents of the building. Sack lunches may be made in this kitchen and transported downtown for distribution to the homeless who are prohibited from entering the Glory Hole. Each SRO unit will have a full bathroom and a kitchen.

The proposed project is located on three lots, totaling 44,906 square feet in area, near the Tlingit and Haida Regional Housing Authority (THRHA) office. The site is zoned General Commercial. The site is currently vacant. It is accessed by Allen Street. The project will be managed by the Glory Hole or another organization that will be formed to operate and manage the facility. Ownership of the site will remain with THRHA and be leased to the managing entity. Upon approval of the Conditional Use Permit and the receipt of funding the lots will be consolidated into one lot. The exact area of land that will be leased for the Housing First project has not yet been decided, but it is planned to include all of Lots 4 & 5 and a fraction of Lot 3. It is anticipated that the final area will be 39,424 square feet.

The project is designed to be constructed in two phases. The Glory Hole will be seeking grant funding to begin construction of the first phase. If funding is approved construction of the first phase is anticipated to begin this upcoming building season. Phase 1 will consist of 32 SRO units, 2,100 square feet of clinic space, 400 square feet of office space and 1,100 of kitchen and dining space. Phase 2 will be constructed when funding is available. It will consist of 24 SRO units and 6,800 square feet of office space. The building is designed for this phasing, and there will be interior connections within the structure when Phase 2 is added.

The applicant is also seeking a variance to reduce the required parking. This variance request is addressed with staff report VAR2015 0001.

BACKGROUND

The lots are vacant and currently used as parking. For several years the Juneau Homeless Coalition has been working towards developing a Housing First project. The Housing First working group recently began meeting to further advance the project. In October 2014 the Glory Hole board voted to become the lead agency for the Juneau Housing First project. In November, 2014

Planning Commission
File No.: USE2015 0001
February 5, 2015
Page 4 of 12

THRHA donated the land for the development of the project. Housing First will provide permanent supportive housing for the chronically homeless.

The project requires a Conditional Use Permit as a major development of more than 12 multi-family units. All uses proposed for the development are permitted within the General Commercial zoning district.

Public Comment

At the time of the writing of this staff report only one written comment was received (attachment B). The concerns identified range from safety of pedestrians, particularly from high truck traffic, as well as the lack of sidewalks and lighting, to management of the facility, concern that the residents will impact the Alaskan Brewery facility, that the project will move the homeless “problem” from downtown to this area, as well the general process for how the proposal is being handled.

Public Outreach

On January 20, 2015 Community Development Department (CDD) staff held a neighborhood meeting at the Tlingit and Haida Regional Housing Authority office. Invitations were mailed to owners of property in the area identified in attachment C and the meeting was noticed in the newspaper with 10-day, 5-day and 1-day advertisements. This meeting was facilitated by CDD Senior Planner Beth McKibben. Chrissy McNally, Planner I and Allison Eddins, Planner I also attended to help and take notes. Community Development Director, Hal Hart, was also present. The meeting was well attended with about 19 members of the general public (attachment D). There were over 30 people at the meeting but many are associated with the project in some capacity. The meeting notes are found in attachment E.

The purpose of the meeting was to provide information, respond to questions, and to get a sense of concerns that the neighborhood might have so issues could be addressed in advance of the formal public hearing with the CBJ Planning Commission. CDD staff explained the Conditional Use and variance process and the applicant presented the conceptual drawings. The applicants also explained what “Housing First” is, what benefits are expected, why this location, and how the program will be managed. A copy of both the CDD PowerPoint presentation and the Housing First presentation are found as attachments F and G. Many questions were raised, some about the process, the majority about the project. The major concerns raised include: what are the rules for the tenants and what happens if they are caught using illegal drugs or committing crimes, the reason for this location, whether the project will result in an increase in homeless people in the area, and the impacts from the clinic.

Planning Commission
File No.: USE2015 0001
February 5, 2015
Page 5 of 12

Agency Comments

Staff solicited review by various CBJ Departments, State Agencies and utility providers (attachment H). The Juneau Police Department supports the project at this site. The Assessor has no concerns. No other comments or concerns were raised.

ANALYSIS

Project Site - The proposed project is located on 3 separate vacant parcels in a General Commercial zone, accessed via Allen Court. The General Commercial zoning district requires a 10 foot front yard setback, 10 foot side and rear yard setbacks, a 10 foot side street setback and a 55 foot maximum building height. As mentioned above, the three lots have an area of 44,906 square feet. Upon approval of the Conditional Use Permit and associated parking variance the applicant intends to consolidate the three lots into one lot. The exact area that will be dedicated to the project has not yet been decided. It will include all of Lots 4 and 5. However the exact area of Lot 3 to be included has yet to be determined. All setbacks, height and vegetative cover requirements will be met.

Project Design - The project consists of one three story building of 33,500 square foot building to be built in two phases. At the highest point the building will be 37'6" inches, well within the 55 foot height limit of the GC zoning district. The first floor of Phase 1 will have 2,100 square feet of clinic space for Front Street Clinic. There will be 1,100 square feet of kitchen/dining/common room area, and 400 square feet of office space (Attachment I). The second and third floors will have 16 single room occupancy units, four of which will be ADA accessible. Each SRO will have a total area of 250 square feet. They will each have a private bathroom and small kitchen with complete facilities. The total area of the building will be 16,500 square feet. The first floor of Phase 2 will have 6,800 square feet of non-profit agency space. It is anticipated that service agencies such as SAIL and JAMI will have office/service space. The second and third floors will have 24 SRO units identical to those in Phase 1 also with four ADA accessible units. The total building area of Phase 2 will be 17,500 square feet.

The building is situated so that entry into the SROs is through one controlled entrance. This will be maintained with the addition of Phase 2. The common areas, as well as many of the SRO's, are situated so as to look out on an open space that is accessible only to residents of the building. The common area will not be accessible to clinic patrons.

As stated above the residential units are intended to provide permanent housing for the chronically homeless. Housing First will have a 24-hour staff, seven days a week. There will be a director to oversee operations, a special projects coordinator who will oversee both the garden and labor program and facilitate the health and wellness of residents. The Housing Specialists will work in shifts to provide 24 hour staffing. There will be two Housing Specialists for each shift.

Planning Commission
File No.: USE2015 0001
February 5, 2015
Page 6 of 12

There will also be a part-time driver and a van. Housing Specialists may also help residents with transportation. The application indicates that there will be a phone line that community members can call at any time if they have questions, concerns or complaints. This phone will be answered only by staff.

Staff contacted Kenny Scollan, of Rural Cap, which operates Karluk Manor in Anchorage. He supplied a fact sheet of information that is being gathered by the University of Alaska and Alaska Mental Health Trust for Karluk Manor. His email is found as attachment J. Karluk Manor is a Housing First project, providing permanent supportive housing to the chronically homeless. The factsheet provides some data about the residents, how many served, and data about emergency services provided.

Traffic - Using the ITE Trip Generation Manual (ITE Manual), staff estimates the average daily traffic to be 478 trips per weekday for the aggregate of all uses and both phases of the project. Weekend estimated average daily trips are expected to be slightly lower, as offices are expected to be closed or have reduced staffing as is the clinic. For the residential estimate, staff used the land use category of "Congregate Care" to calculate the estimated number of trips. Congregate Care seems most similar because the ITE Trip Generation Manual describes this use as "independent living facilities that provide centralized amenities such as dining....transportation....." This accurately describes the intended use of the property. The ITE Manual does not offer "single room occupancy" as a land use. The ITE Manual does state for the land use category "apartments" there is a wide variation in the number of trips generated and that larger dwelling units and more expensive units had a higher rate of trip generation. Given the very small size of these units and their low cost one can assume they would generate fewer trips than the average rates identified in the ITE Manual. Furthermore, the units will be restricted by deed as housing for vulnerable low income residents for a minimum of 20 years.

Staff spoke with a transportation planner for the City of Seattle where several similar projects have been constructed. He stated that because the ITE Manual does not have a land use category that fits well with this use, they use information about the residents of the facility and how many of them own a car or are licensed to drive. For this case we do not yet know who will be living in the facility and do not have access to that information. The application materials describes that there will be driver and a van for transporting residents and that staff will also be able to drive residents to appointments as needed. The application indicates that it is anticipated that the residents will not have vehicles or drivers licenses. The operator of Karluk Manor in Anchorage, which is very similar to this proposed project, states that none of its residents own a car (attachment J).

Staff used the ITE Manual to calculate the number of trips generated by the clinic and office space. All estimates were calculated using the "per weekday" estimate.

Planning Commission
 File No.: USE2015 0001
 February 5, 2015
 Page 7 of 12

Land Use	Trip Ends (x2)	Total Trips per Week Day
Congregate Care	2.02 trips/DU	226
Office	11.01 trips/1000 sq. ft. gross floor area	159
Clinic	7.75 trips/employee	93
		478

CBJ 49.40.300 states that a traffic impact analysis may be required when a development is projected to generate between than 250 and 500 average trips in a day if the Director determines one is needed because of the type of development, its location, the likelihood of future expansion or other factors found relevant by the Director. Based on the above information and that the site is zoned General Commercial which allows for diverse and intense uses, the Director determined that a Traffic Impact Analysis is not required.

Parking and Circulation - CBJ 49.40.210—Table of Minimum Parking Standards requires 1 space per SRO unit and 1 space for every 4, which equates 1.25 parking spaces per unit. Additionally, one space for each 300 square feet of office space and 1 space per 200 square feet of clinic space is required. For this proposal 105 parking spaces are required as well as one loading space. Of the required 105 parking spaces, five must be van accessible. The site plan shows five accessible parking spaces and one loading space. The applicant has requested a variance to reduce the parking to 37 parking spaces. This is addressed in VAR2015 0001.

CBJ 49.40.230(d) requires parking areas to be suitably lighted and that all lighting fixtures be “full cutoff” styles and that direct light only onto the subject parcel. Staff will address this further under “Lighting”.

Noise - Surrounding development is a mix of vacant, commercial and industrial. The proposed development may be impacted by noise from the surrounding area. At the same time, the proposed development is not expected to create noise impacts to the neighborhood beyond those expected in the general commercial zone.

Landscaping - The General Commercial district requires 10% of the lot be maintained with live vegetative cover (CBJ 49.50.300). The application indicates that 20% of the site will have vegetated cover. There will be a central green space accessed from the dining hall. The applicants plan to also use this space for gardening. Staff recommends a condition that prior to issuance of a Certificate of Occupancy or a Temporary Certificate of Occupancy, a minimum of 10% of the lot must be planted with vegetation or the installation of vegetation must be bonded for. Staff further recommends a condition that the vegetative cover/landscaped areas shown on the plans submitted shall be maintained with live vegetative cover as shown in the approved plans.

Planning Commission
 File No.: USE2015 0001
 February 5, 2015
 Page 8 of 12

Exterior Lighting - A lighting plan was not submitted with the Conditional Use Permit. CBJ 49.15.330(g)(17) and CBJ 49.40.230(d) requires exterior lighting in parking areas, along pedestrian pathways, and immediately adjacent to the building. All exterior lighting should have appropriate cut-off optics and house-side shields to efficiently focus light in the desired areas and to minimize the impacts to adjacent neighbors. As a condition of approval staff recommends that prior to issuance of a Building Permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located and installed to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements at CBJ 49.40.230(d). Concerns were raised regarding the lack of street lighting in the area. Street lights for this area should be added to the CIP.

Signs - A separate permit process per CBJ 49.45, Signs, requires that all signs proposed by the development be submitted to CDD staff for review and approval.

Public Health or Safety - The structures meet all zoning requirements for height and setbacks and will meet all applicable building code requirements for fire safety. Concerns were raised regarding public health and safety during the neighborhood meeting and by the one written comment received. One of the concerns raised is the safety of residents as they walk. Allen Court and Jenkins Drive do not have sidewalks or street lights. There is a bus stop on Old Glacier Highway just north of the Anka Drive intersection and to the south across the street from Western Auto (attachment K). While the application indicates there will be a van and driver for residents and staff will be available to also help with transporting residents, it is very likely residents will walk to the bus stops. Attachment J states that there have been no pedestrian/vehicle accidents reported in the area of Karluk Manor in the 37 months they have been operating. Staff notes there are sidewalks and street lights in the Karluk Manor area. There are also multiple lanes of traffic (3 each direction) and the area experiences very high traffic volumes at all hours of the day.

The Juneau Non-Motorized Transportation Plan identifies a need for intersection improvements at Old Glacier Highway and Anka. Adding 56 units of housing creates a need for pedestrian improvements. Sidewalks and street lights for this area should be added to the CIP.

Habitat – Not applicable. There are no sensitive habitats in this area.

Property Value or Neighborhood Harmony - The Conditional Use Permit is for a mixed use development of 56 units of housing, clinic and office space in the GC zoning district. The purpose of the GC zoning district according to CBJ 49.25.230 is:

“...to accommodate most commercial uses. Commercial activities are permitted outright in the zone except for those uses that are listed as conditional uses to ensure compatibility.”

Planning Commission
 File No.: USE2015 0001
 February 5, 2015
 Page 9 of 12

CBJ 49.25.500 establishes residential density for the various zoning districts. The General Commercial zone allows for a maximum of 50 units per acre. CBJ 49.25.510(j)(2) allows for SRO's of less than 400 square feet to be calculated as one half a dwelling unit. Using the site area of 39,242 square feet at 50 units per acre the site can accommodate 46 units. By calculating the SRO's as one half unit the site could accommodate 91 SRO's.

Surrounding land uses are primarily industrial and commercial. As mentioned above, the CBJ Assessor reviewed the application materials and has indicated that she does not foresee a negative impact to neighboring property values from the proposed development (attachment H).

Conformity with Adopted Plans -- The 2013 Comprehensive Plan, Chapter 4, addresses Housing. This chapter strongly states the need for more housing in Juneau and states that Juneau is suffering a housing crisis.

Policy 4.1 To facilitate the provision and maintenance of safe, sanitary and affordable housing for its residents.

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.

Policy 4.6 To facilitate and assist in the development of affordable housing.

Chapter 10 of the 2013 Comprehensive Plan speaks to Land Use.

Policy 10.2 To allow flexibility and a wide range of creative solutions in residential and mixed use land development of affordable housing within the Urban Service Area.

Policy 10.3 To facilitate residential development of various types and densities that are appropriately located in relation to site conditions, surrounding lands uses, and capacity of public facilities and transportation systems.

Policy 10.13 To provide for and encourage mixed use development that integrates residential, retail and office use in downtown areas, shopping centers, along transit corridors and in other suitable areas.

The project is located in Subarea 5 (Map H). The future land use designation of this site is C – Commercial. The 2013 Comprehensive Plan describes Commercial, in part, as mixed retail/residential/office in one building. The Plan recommends residential densities of 18-60 units per acre.

Planning Commission
File No.: USE2015 0001
February 5, 2015
Page 10 of 12

There are fifteen guidelines and considerations listed. The ones that seem most relevant to this proposal include:

- 2. Provide for additional medium-to high density residential development in areas with access to arterial roadways from collector streets. Encourage the efficient use of land by allowing non-family housing, such as for students, single adults or seniors, in mixed use districts within shopping centers or malls. Increase building height limits and decrease or eliminate parking requirements for such residential developments where adequately served by public transit.*
- 4. Provide a safe pedestrian and bicycle circulation system in Lemon Creek and Switzer Creek areas.*

Granting a Conditional Use Permit for mixed use development in the GC district, with appropriate conditions, is consistent with the 2013 Comprehensive Plan.

FINDINGS

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

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

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

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

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

Planning Commission
 File No.: USE2015 0001
 February 5, 2015
 Page 11 of 12

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

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

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

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

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ 49.25.300, Section 1.300, 2.200 and 7.150 for the General Commercial zoning district.

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

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the January 30, 2015 and February 9, 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?

No. Based on the above analysis the proposed development, with conditions, 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, with conditions, 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, particularly Policies 4.1, 4.2, 4.6, 10.2, 10.3 and 10.13.

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

Planning Commission
File No.: USE2015 0001
February 5, 2015
Page 12 of 12

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

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

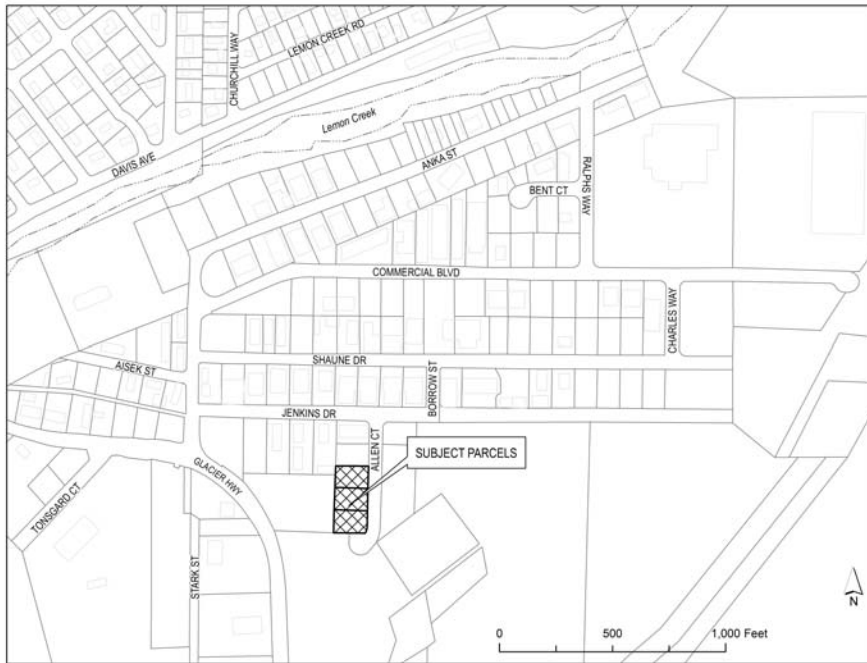
RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use Permit. The permit would allow the development of 56 housing units plus office and clinic space in a General Commercial zone. The approval is subject to the following conditions:

1. Prior to issuance of a Certificate of Occupancy or a Temporary Certificate of Occupancy, a minimum of 10% of the lot must be planted with vegetation or the installation of vegetation must be bonded for.
2. The vegetative cover/landscaped areas shown on the plans submitted shall be maintained with live vegetative cover as shown in the approved plans
3. Prior to issuance of a Building Permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed, located and installed to minimize offsite glare. Approval of the plan shall be at the discretion of the Community Development Department Director, according to the requirements at CBJ 49.40.230(d)



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: USE2015 0001: Conditional Use to allow 58 housing units plus office and clinic space to be developed in a GC zone.

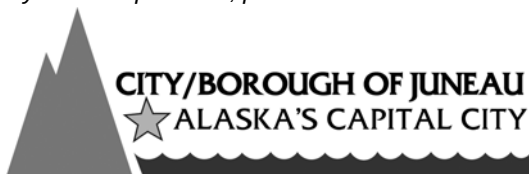
VAR2015 0001: A variance to reduce the parking requirement from 108 spaces to 37 spaces.

File No:	USE2015 001; VAR2015 001	Applicant:	MRV Architects
To:	Adjacent Property Owners	Property PCN:	5-B12-0-101-009-0; -010-0; -011-0
Hearing Date:	February 10, 2015	Owner:	Tlingit Haida Regional Housing Authority
Hearing Time:	7:00 PM	Lot Size:	44,906 Square Feet
Place:	Assembly Chambers	Zoned:	General Commercial
	Municipal Building	Site Address:	1944 Allen Court
	155 South Seward Street	Accessed Via:	Allen Court
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Beth.McKibben@juneau.org or at 586-0465.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

TO BE COMPLETED BY THE APPLICANT

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

DEVELOPMENT PERMIT APPLICATION

Project Number USE20150001	CITY and BOROUGH of JUNEAU	Date Received: 1/6/15
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT	Project Description		
	Phase I: 32 SRO's with 24 hour staffing, staff office space, plus designated adjacent space for Front Street Medical Clinic. Phase II includes 26 additional SRO's and office space for related non-profit organizations.		
	PROPERTY LOCATION		
	Street Address Allen Court		City/Zip 99801
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Lots 5, 4, and partial 3 in Lemon Glacier Subdivision No. 2		
	Assessor's Parcel Number(s) D090 101		
	LANDOWNER/ LESSEE		
	Property Owner's Name The Glory Hole		Contact Person: Mariya Lovishchuk
	Mailing Address 247 South Franklin Street Juneau, Alaska 99801		Work Phone: 907-586-4159
	E-mail Address info@feedjuneau.org		Home Phone: N/A
		Fax Number: -	
		Other Contact Phone Number(s): MRV Architects 907-586-1371	
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		1/6/15	
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 MRV Architects		Contact Person: Sherri von Wolfe	
Mailing Address 1420 Glacier Ave Suite 101		Work Phone: 907-586-1371	
E-mail Address sherri@mrvarchitects.com		Home Phone: -	
		Fax Number: 907-463-5544	
		Other Contact Phone Number(s): Mariya Lovishchuk 907-586-4159	
X		01/06/2015	
Applicant's Signature		Date of Application	

OFFICE USE ONLY BELOW THIS LINE					
STAFF APPROVALS	☒	Permit Type	--SIGN	Date Received	Application Number(s)
		Building/Grading Permit			
		City/State			
		Project Review and City Land Action			
		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)			
	X	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		1/6/15	USE20150001
		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

Allowable/Conditional Use Permit Application Instructions

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

Application: An application for an Allowable/Conditional Use Permit will not be accepted by the Community Development Department until it is determined to be complete. The items needed for a complete application are:

Forms: A completed Allowable/Conditional Use Permit Application and Development Permit Application form. The "land owner or lessee consent" signature and initials are mandatory on the Development Permit Application form.

Fees: The fee is dependent upon the class of the proposed use. Land Use fees generally range from \$300 to \$1,350. Any development, work or use done without a permit issued will be subject to double fees. All fees are subject to change.

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

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

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

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

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

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

Review: As part of the review process the Community Development Department will evaluate the application for consistency with all applicable City & Borough of Juneau codes and adopted plans. Depending on unique characteristics of the permit request the application may be required to be reviewed by other municipal boards and committees. During this review period, the Community Development Department also sends all applications out for a 15-day agency review period. Review comments may require the applicant to provide additional information, clarification, or submit modifications/alterations for the proposed project.

Hearing: All Allowable/Conditional Use Permit Applications must be reviewed by the Planning Commission. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting.

Public Notice Responsibilities: As part of the Allowable/Conditional Use permitting process, all permit requests must be given proper public notice, which consists of the following:

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

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED



Public Notice Sign Lease Agreement

Community Development Department

Case # USE20150001 Sign # _____ Hearing Date: _____
 Assessor's Parcel # SB1201010100 SB1201010090 Check # _____ Receipt # _____
 Applicant: MRV (please print) Phone #: 586-1371
 Application Received by: HJ Date: 1/6/15
 (CDD staff initials/name)

I, _____, in cooperation with the Community Development Department (CDD), have leased a Public Notice Sign and agree to the terms listed below:

CHARGE: \$50 Preparation Fee
 \$100 Refundable Deposit

RETURN TIME: The sign **MUST** be returned to the Community Development Department **by 4:30 p.m. on the Monday** following the scheduled hearing date. If the sign is returned later than the Monday after the Planning Commission meeting, but within two weeks of the meeting, \$50.00 may be refunded.

PENALTIES: The sign **MUST** be returned to the Permit Center Staff in the same condition it was taken: clean, undamaged, and with no attachments. **If a sign is not returned on time, or has been damaged, the \$100 deposit fee will be forfeited.**

POSTING REQUIREMENTS:

- The sign must be posted by the applicant/developer on the site at least 14 days prior to the hearing date.
- The sign must be clearly visible and readable from a public Right-of-Way.

 (Applicant Signature)

 (Date)

Sign Received by: _____ Date: _____ Staff Initials: _____

Sign Returned by: _____ Date: _____ Staff Initials: _____

REFUND INFORMATION:	Receipt Number: _____
Amount Refunded: _____	Method: _____ Date: _____ Staff Initials: _____
Refund Received by: _____	/mailed to: _____

MRV ARCHITECTS

1420 GLACIER AVENUE, JUNEAU, AK 99801 (907) 586-1371

Project: **Housing First Building**
Re: CBJ Conditional Use Application Information

To: Beth McKibben, Hal Hart
Cd: Mariya Lovishchuk, Bruce Denton, Scott Ciambor
By: Paul Voelckers
Date: January 6, 2015

MRV 1414

MRV Architects is working with the Glory Hole and other strategic partners in the development of a Housing First project. In addition to SRO or efficiency housing units, the facility will include a relocated "Front Street Clinic", support offices, commercial kitchen and dining, and Phase II non-profit agencies.

Population Served: The project will target Juneau's highly vulnerable chronic homeless population with substance abuse diagnosis. It is expected that many of these individuals will have co-occurring disorders (substance abuse and mental health disorders). The primary focus will be to ensure that this population enters into permanent housing and are provided the appropriate supports and resources to allow for the pursuit of recovery and to maintain safe and secure housing.

Description and Size: The building will be designed for phased construction, with an initial phase providing 32 individual rooms on floors two and three, with kitchen, clinic, and support spaces on the ground floor. The second phase will provide 26 rooms on floors two and three, and additional non-profit agency space, (such as JAMI, SAIL, etc.) on the first floor, and portions of the two upper floors. Phase I building area totals roughly 16,500 sq.ft., with Phase II adding 17,000 sq.ft. The total building total 33,500 sq.ft.

Site: The identified property will utilize lots 4 and 5, and fractions of Lot 3, Lemon Glacier Subdivision No. 2. The property will be offered to the Glory Hole with a 99-year lease. The total parcel measures 39,424 sq.ft., and is intended to be replatted to a single parcel prior to construction.

Zoning and Set-back Requirements: The property is zoned General Commercial. From CBJ Table 49.25.400, the minimum lot size is 2,000 sq.ft. Minimum property dimensions of 20' width and 60' depth are easily met. General Commercial maximum height is 45', with 10' setbacks on front, back, and sides. All site requirements are met per the attached site plan.

The CBJ Table of Permissible Uses, 49.25.300, identifies use descriptions, categories, and their associated approval process. The closest housing category to the proposed project is 1.300, Multi-family dwellings. The Housing First project will include single room occupancies measuring 250 sq.ft. in size. This use category, in General Commercial zoning, will require a Conditional Use permit from the CBJ Planning Commission.

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Density: 49.25.500: General Commercial zoning allows a maximum density of 50 units per acre. Special Density considerations listed under 49.25.510 j(2) allows SROs of less than 400 sq.ft. to count as one half unit. With the total area of 39,424 sq.ft., the maximum density derived is 91 SRO units, well over the design intent of 56 units.

Parking: Title 49.40.200 defines parking requirements, with efficiency apartments, stipulated to provide 1 stall per unit (with Downtown and Douglas lessened to 1 per 2 units).

Almost by definition, the parking needs for the served population will be very low. A parking variance will be requested from the Planning Commission to allow a lessened parking requirement based on realistic staffing and visitor load, rather than resident counts.

Per separate correspondence, a specific Variance Request has been identified which requests a reduced total parking count for the full facility of 37 parking spaces.

Vegetative Cover: As illustrated in the attached site plan, substantial green space and vegetative cover will be provided with the project totaling 20% of the combined lot. In addition to planted setbacks on the two sides and rear, the project will include a fenced interior court yard, providing a safe and attractive exterior space for facility residents.

This central green space will include a vegetable garden. The garden will provide a lovely and beautiful space, will supplement meals, and will give the residents opportunity for meaningful, therapeutic engagement.

Operational and Design Issues: The population served by the Housing First facility will rely heavily on a staff driver and van (profiled below), CBJ bus service and taxis rather than private vehicles. It will be important to define and establish efficient walking links to transit stops. Conversations are underway to develop a pedestrian link directly from the property to Glacier Highway, rather than route pedestrian traffic around Allen Court to Jenkins Drive. This route would need to cross private property, which is very close to acquisition by the SEAL trust. If this transfer is successful, the ability to create the pedestrian way is seen as very good.

The building itself will be efficient in layout and energy requirements, with a repetitive modular design for the housing units. Materials both inside and outside will be designed for low maintenance and operating costs. Interior finishes will be keyed to the population served, with heavy utilization of easily cleaned and damage-resistant finishes.

The driveway entrance to the building will be designed to handle drop-off traffic, such as taxis and community transportation services. The site plan will also develop some degree of independent identity at the building front for support operations, like the clinic and potential non-profit agencies, like SAIL. Such support functions are intended to support the community at large, in addition to residents of the facility.

Housing units will be located exclusively on floors 2 and 3, with reasonable separation from 1st floor occupancies. A single controlled entrance will be used for residents entering and leaving the building, with full-time housing specialists on-site. The commercial kitchen and

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

dining area on the first floor is anticipated to be heavily used as a shared social space for residents.

Staffing Assumptions: The Juneau Housing First project will have 24-hour staffing. The staff will consist of a facility director who will oversee the general operations of the facility. Housing specialists will work daily shifts to ensure that the residents are safe and the operations proceed smoothly. Most of the time, two housing specialists will be on staff.

The Juneau Housing First facility will not hire mental health professionals. However, contracts with existing mental health providers in the community will be in place in order to ensure that mental health services are available on site.

The housing specialists will also be responsible for driving the residents to necessary appointments. The staffing will include a driver. The driver will assist with transportation and the running of errands. There will also be a special projects coordinator to oversee the garden activities, the labor program, and to facilitate health and wellness in the lives of the residents.

The staff will include personnel responsible for ensuring that the residents are receiving benefits which they are entitled to, specifically SSI and SSDI benefits. Another point of note is that a 24/7 phone number will be available for the community to call if there is a problem with any of the residents. The phone will always be answered by the housing first staff and all reasonable concerns will be responded to immediately.

In addition to the staff described above, residents of the facility will be provided with opportunities to work. These opportunities will involve community clean ups, garden work, janitorial work, and food related activities.

In summary, the Lemon Creek location proposed, its property zoning, and existing adjacencies appear to support the Glory Hole Board's conclusion that this will be a highly successful location for the new Housing First facility. The suitability and location of property should allow this critical need for the community of Juneau to move forward.

RECEIVED

JAN 05 2015

PERMIT CENTER/CDD

Juneau Housing First Project

1. Request letter, Glory Hole
2. List of Organizations Providing Letters of Support
3. Exterior Architectural Rendering
4. Building Features, Size, and Construction Costs
5. Site Plan
6. First Floor Plan
7. Second and Third Floor Plans
8. Lemon Creek Vicinity Plan
9. Capital Budget, Phase I
10. Capital budget, Phase II
11. Operating Budget Estimated Expenses
12. Operating Budget Estimated Revenue
13. Facility Staffing Projection
14. City and Borough of Juneau Project Schedule
15. Attachments: Vulnerability Index Survey, Juneau Empire Article

Housing First - Glory Hole

12-29-14
Page 1

RECEIVED

JAN 06 2015

HERMIT CENTER/CDD



December 20, 2014

Dear Chris,

I hope you are doing well.

This is an update on the Juneau Housing First project as well as a request for funding assistance.

The Juneau Housing First Project is a top priority project for Juneau, and for the Southeast Alaska Region. The project will save money and it will save lives. The project is very far along and has a great deal of tangible support. We have been working on this project for over 3 years and it is very possible that construction can begin as early as July of 2015.

We are counting on the support from the Rasmuson Foundation to make this project a reality and are hoping that the Rasmuson Foundation will consider being a major funder, by contributing 1.75 million dollars, as a match to 1,625,000 committed by the City and Borough of Juneau, as well as anticipated Special Needs Housing Grant funds, Juneau Community Foundation funds, and other funding. Please see details in the budget attached to this packet.

We understand that we are asking for a significant amount, and that 1.75 million dollars is unprecedented for a Tier II grant. However, after significant research and project development, we believe that this project is absolutely essential to the health of our community and our region. In addition to saving lives and money, it will add a critical element to Juneau's housing stock.

1.75 million dollars from the Rasmuson Foundation will ensure that this project is built, that people can live in dignity, and that their families and community can have peace, knowing that those most vulnerable are cared for with respect and common sense, utilizing innovative best practices strategies. The project will provide a true home for the homeless and will create other fundamental and lasting changes, making the very fabric of our society kinder, better, and safer.

Project Details

The Juneau Housing First Project will be built in two independent Phases.

Phase I will include 32 units of permanent supportive housing, clinic, office space, community/meeting space, dining room, a commercial kitchen, and garden.

Phase II will include 24 units of permanent supportive housing, and space for non-profit offices, possibly for SAIL and United Way.

The project will facilitate on-site supportive services provided by Juneau Alliance for Mental Health and Rainforest Recovery Center, as well as other wellness and community activities, provided by other entities and volunteer organizations.

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Architectural planning and design has been underway for three months. Detailed renderings, site plan, and floor plans are attached for your review.

The project will be adequately staffed, with realistic operating budget. We have attached a proposed staffing matrix and operating budgets for your review.

Population to be served

The project will target individuals who have been chronically homeless in Juneau and Southeast Alaska. The resident selection criteria will rely heavily on research conducted throughout the Vulnerability Index Survey (attached to your packet) as well as emergency services utilization records.

UNBELIEVABLE COMMUNITY SUPPORT

As you may know, the Juneau Housing First project has been identified as one of the top community priorities by the City and Borough of Juneau, Downtown Improvement Group (compilation of downtown businesses and organizations), Tlingit and Haida Regional Housing Authority, Juneau Coalition on Housing and Homelessness (and all of its partner agencies), Bartlett Regional Hospital, the Juneau Police Department, Alaska Mental Health Trust Authority, Alaska Department of Behavioral Health, the Office of the Governor, as well as many other entities and members of the community.

I have included a list of all the organizations providing a letter of support for this project. All the letters will be available by January 15. **It is also important to high-light that the City and Borough of Juneau is contributing 1.5 million dollars to the project.** Additionally, there will be additional CBJ contributions of structural fill and staff time. Please see the attached article and list of news stories.

This project is of utmost strategic importance to the Juneau Region because housing first facilities bring a new and better approach for effective and sensible service delivery to those most in need. It will bring long term benefits to those most vulnerable in Juneau, as well as to social service agencies, emergency service providers, and the community as whole.

Land, site control, and zoning

Tlingit and Haida Regional Housing Authority has stepped up with a donation of flat land (this is amazing for Juneau!). The land size is perfect for the project. The City and Borough of Juneau has determined that the project use type qualifies for a multi-family housing definition.

The land is zoned advantageously as General Commercial, with multi-family SRO occupancy allowed with a very high density of 100 units per acre, easily accommodating the full phased design. The project requires a conditional use permit because all projects in general commercial zones with 12 units or more require a conditional use permit. The pre-application process just took place, and the permit should be granted on February 10th, at the scheduled Planning Commission Hearing.

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Lead Agency and Partnerships

In October, the Glory Hole voted to become the lead agency on the Juneau Housing First Project, and agreed to make our best effort to see if the project was feasible. Specifically, the Glory Hole Board gave its Executive Director the authority to explore whether enough capital and operational funding were available to create a viable project. The Glory Hole will own and operate the project in partnership with other agencies.

The project is being developed by a team consisting of Tlingit and Haida Regional Housing Authority; MRV Architects; the Glory Hole; Scott Ciambor, Chair of the Alaska Coalition on Housing and Homelessness, and a planner for the AMHTA AADB; Bruce Denton of Denton Development and a Representative of the Downtown Improvement Group; the City and Borough of Juneau; St. Vincent DePaul; JAMI; Bartlett Regional Hospital; Rainforest Recovery; and Southeast Alaska Independent Living (SAIL).

We conduct weekly community working group meetings to ensure that the community and key stake holders are involved. The meetings are attended by DHSS, Southeast Alaska Independent Living, representatives of the Juneau Delegation, AMHTA, the Juneau Police Department, and the entities mentioned above.

Our working group has also been in consultation with the Washington-based Downtown Emergency Center, an entity that operates numerous successful supportive housing projects, including East Lake 1811, in Seattle. Our out-reach includes contact with Rural Cap, other consulting firms, and housing first project operators to ensure that the Juneau project will be designed and operated in the most optimal and effective manner possible.

We are confident that we have assembled enough expertise and guidance to make this project a success.

Special Needs Housing Grant (SNGH)

In late November, Alaska Housing and Finance Corporation (AHFC) announced that this year's Special Needs Housing Grant Program (SNHG) will have capital funds to disperse. The Special Needs Housing Grant (SNHG) provides AHFC corporate dollars through competitive grants to nonprofit service providers and housing developers for construction of housing for the Alaskan special needs populations, primarily the beneficiaries of the Alaska Mental Health Trust Authority. As you know, SNGH covers capital, operating, and service costs. It is a competitive process with limited funds.

No units of permanent supportive housing have been created in Juneau for many years. It is very likely that a strong Juneau application will receive the SNHG Funding. In order to put in a strong application, the capital funding for the project has to be identified. Rasmuson Foundation funds are very important to this capital funding definition, and we are hoping that Rasmuson Foundation grant support will help this project succeed.

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Need and Savings

This project is a great investment for Juneau and for the Region. Housing First projects save money, save lives, and create better communities.

-Lives and Community

-Since the 2012 Vulnerability Index Survey, 8 people included in the survey have died on the street while homeless. It is possible that 2 of the people committed suicide. It is certain that when a person dies on the street, it has a negative impact on the entire community: It is depressing. It is unhealthy. It creates trauma.

-A disproportionate number of those experiencing homelessness are Alaska Native individuals, Senior Citizens, and Veterans. This is not the right way to deal with these groups.

-Housing first projects immediately show a reduction in emergency service utilization, medical emergencies, incarceration, and violence.

You are probably familiar with statistics demonstrating that housing first projects really work. In case you would like more statistics, please visit the Center for supportive housing website, www.csh.org, and the Alaska Coalition on Housing and Homelessness website, www.alaskahousing-homeless.org/home. The highly-successful 1811 East Lake project has detailed information on the City of Seattle website, www.seattle.gov/housing/homeless/1811. The statistics speak for themselves. We need housing first projects in Alaska and the Juneau Housing First project is ready to go.

Thank you again for reading this update/request. We have attached information about the project, including conceptual drawings, project description, a project summary, preliminary rough drafts of capital and operating budgets, a staffing matrix, a development schedule, the Vulnerability Index Survey, and a list of entities in support of this project.

Needless to say, the Rasmuson contribution will have a profound effect on this project, ensuring that the project becomes a reality. I ask that you consider our request for \$1.75 million dollars in order to help ensure that the community support, community will, and the subsequent momentum are transformed into a place of rest and dignity for the most vulnerable amongst us.

Please do not hesitate to contact me with any questions you may have.

Sincerely,



Mariya Lovishchuk

Executive Director, TGH

Vice-Chair Alaska Coalition on Housing and Homelessness

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Juneau Housing First Project, Supporting Organizations

- Juneau Coalition on Housing and Homelessness
- Bartlett Regional Hospital Received
- City and borough of Juneau
- Juneau Police Department
- Rainforest Recovery Center
- St. Vincent DePaul
- Juneau Alliance for Mental Health
- AWARE
- Gastineau Human Services
- Juneau Emergency Medicine Association
- Rep. Cathy Munoz Office
- Rep. Senator Egan Office
- Rep. Sam Kito Office
- CBJ Land and Public Works Department
- Bruce Denton
- Downtown Improvement Group
- Juneau Community Foundation
- Front Street Community Health Center
- REACH
- SERCC
- SEARHC
- Sealaska Corporation
- Goldbelt Corporation
- Tlingit and Haida Central Council
- Juneau Cooperative Church Council
- Juneau Bar Association
- Department of Health and Social Services
- Alaska Mental Health Trust Authority
- Alaska Housing and Development Corporation
- Southeast Alaska Independent Living
- Letter from a potential resident
- Letter from a potential resident

Housing First - Glory Hole

Page 2

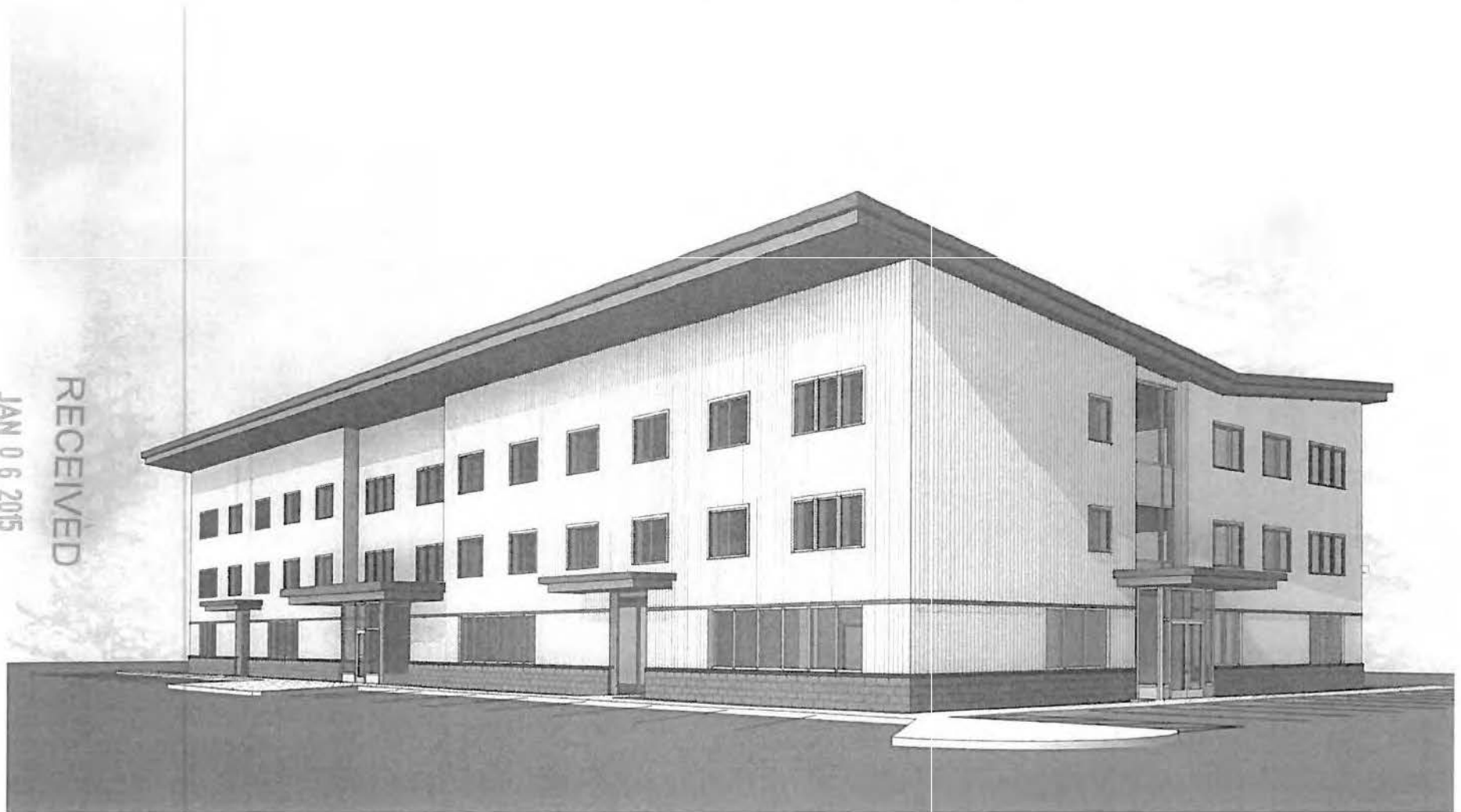
12-29-14

PERMIT CENTER/CDD

JAN 06 2015

RECEIVED

Exterior Architectural Rendering



RECEIVED
JAN 06 2015
PERMIT CENTER/CDD

Housing First - Glory Hole

Page 3

Building Features, Size, and Cost

Phase I - Housing - 32 SRO units at 250 sq.ft.; 8,000 sq.ft.

Phase I - "Front Street" Clinic; 2,100 sq.ft.

Phase I - Dining Room and Kitchen; 1,100 sq.ft.

Phase I - Support and Administrative Offices; 500 sq.ft.

16,500 sq.ft.

Phase I - Construction Cost; 16,500 x \$375/sq.ft.: \$6,225,000

Phase I - Construction Contingency @ 10%: 600,000.

Phase I Construction Estimate

\$6,825,000

Phase II - Housing – 24 SRO units at 250 sq.ft.; 6,000 sq.ft.

Phase II - Non-profit agency space; approx. 7,000 sq.ft.

(SAIL, ORCA, United Way, JAMI, etc. under discussion)

17,500 sq.ft.

Phase II- Construction Cost; 17,500 x \$350/sq.ft.: \$6,125,000

Phase II - Construction Contingency @ 10%: 600,000.

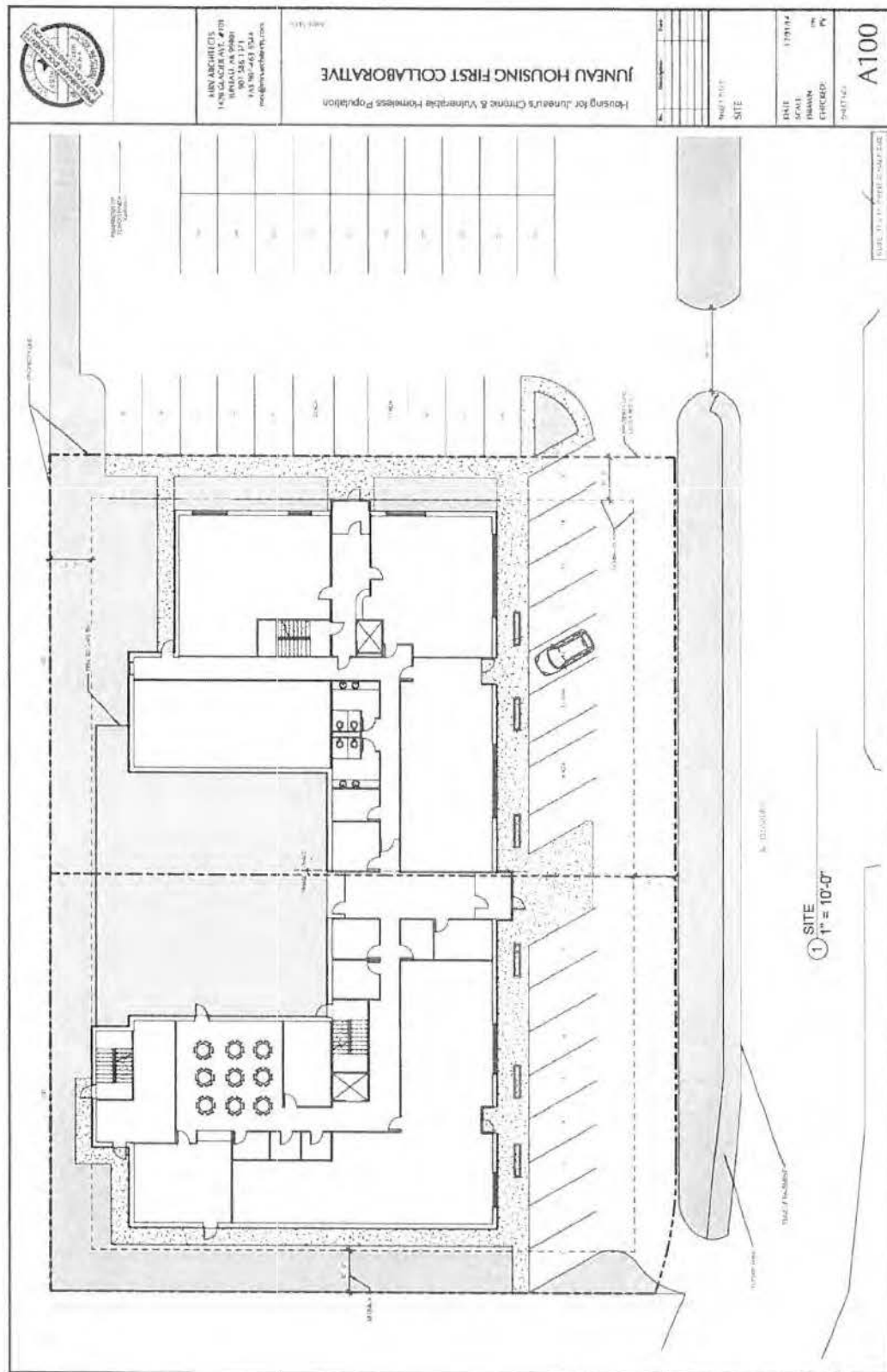
Phase II Construction Estimate

\$6,725,000

Housing First - Glory Hole

Page 4

Housing First Site Plan

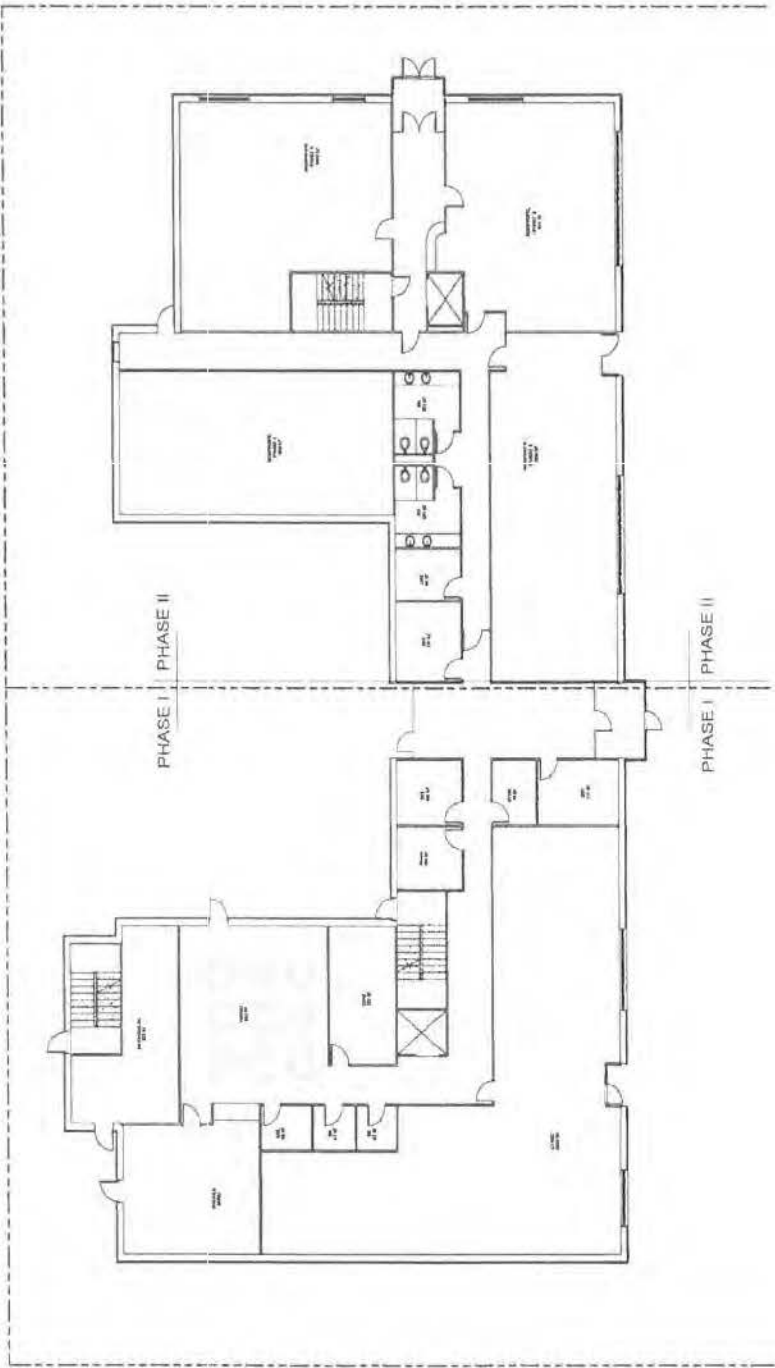


RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

First Floor Plan



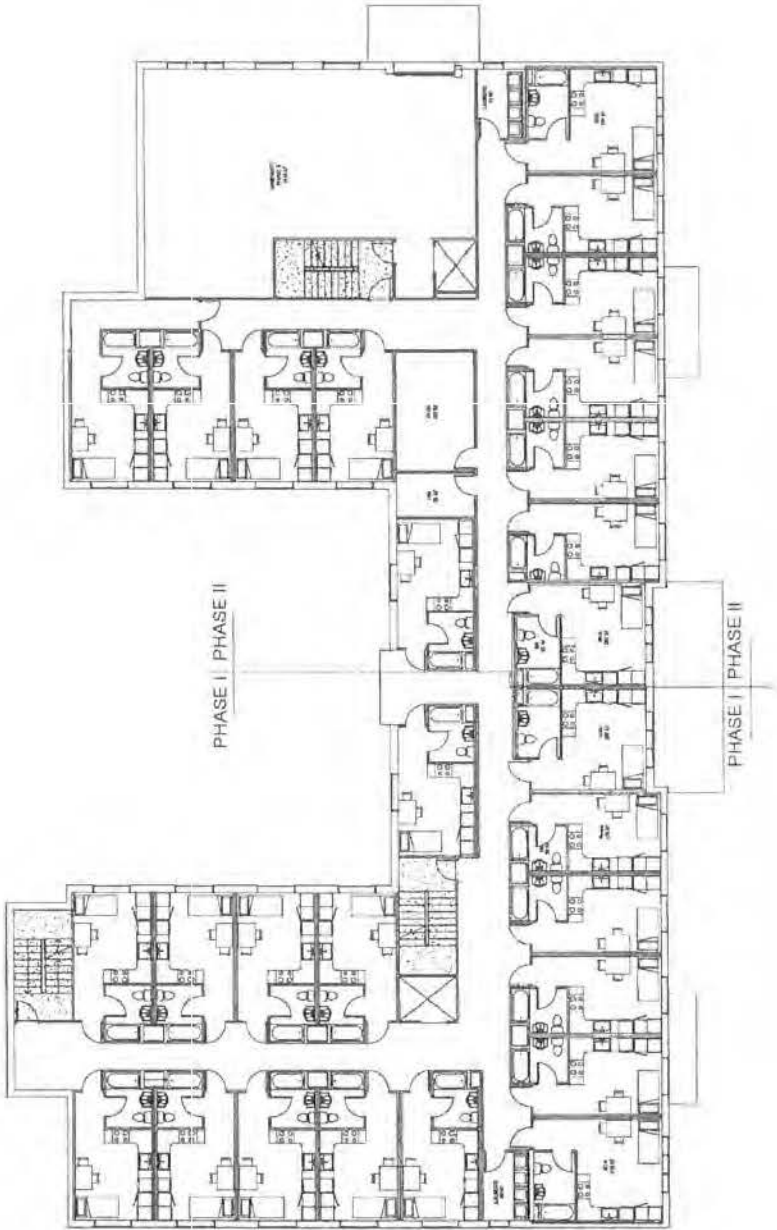
Housing First - Glory Hole

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

SRO Housing, Floors 2 & 3



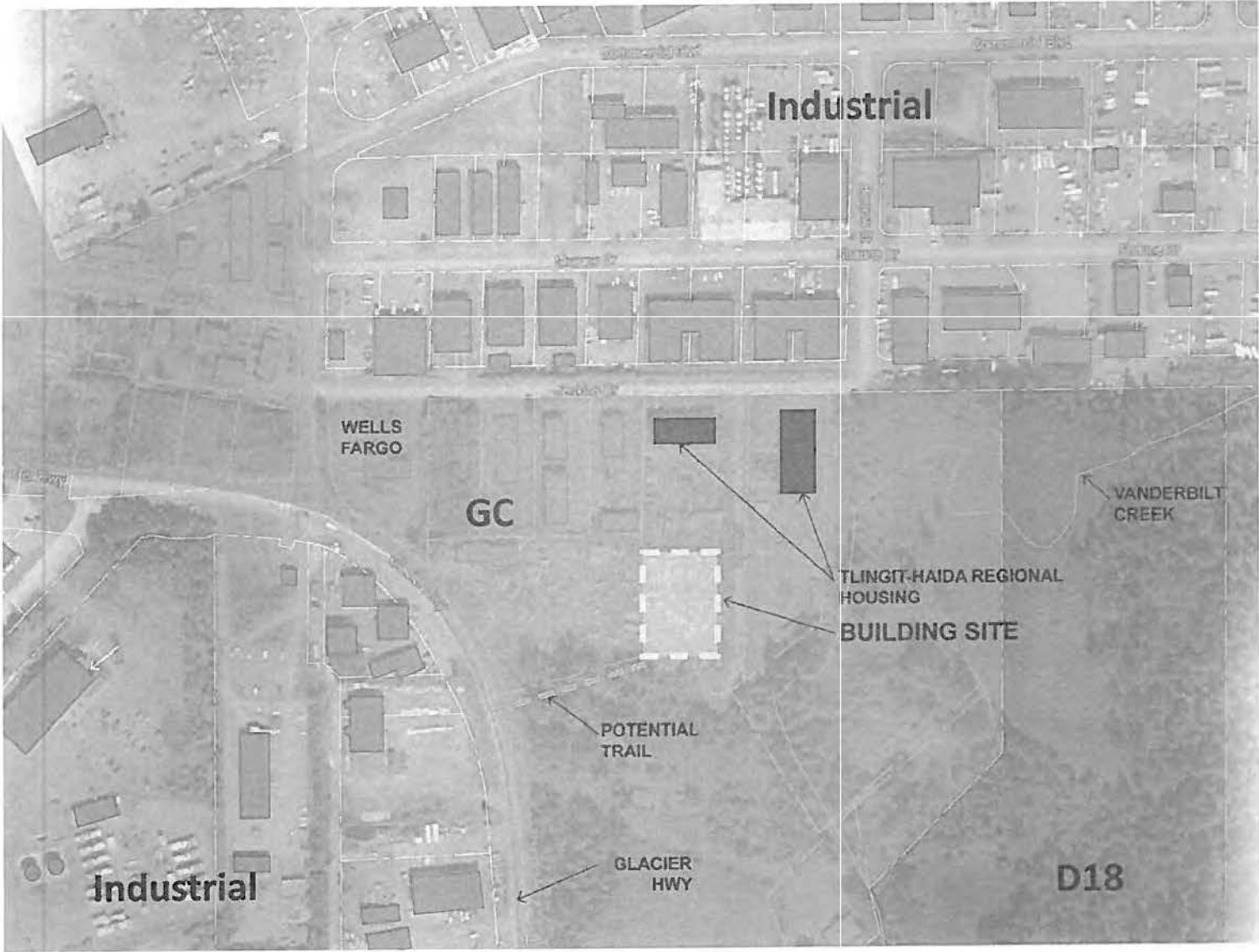
Housing First - Glory Hole

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Lemon Creek Vicinity Plan



Housing First - Glory Hole

RECEIVED
JAN 06 2015
PERMIT CENTER/CDD

Capital Project Budget, Phase I

Project Component	Est. Cost	Committed Funding	Requested Funding
Site	650,000	THRHA	650,000
Site Development	125,000	CBJ	125,000
Construction, Contingency	6,700,000	CBJ	1,500,000
			SNHG 3,105,000
			RAS 1,750,000
			JCF 345,000
Furnishing, Equip (clinic)	500,000		CDBG 500,000
Design and Admin	475,000	AMHTA, CBJ, JCF	JCF 255,000
Outreach, Client Prep	30,000	AMHTA, TGH	
Total	\$8,480,000		\$2,525,000 \$5,955,000

Abbreviations: Alaska Mental Health Trust: AMHTA; City and Borough of Juneau: CBJ; Juneau Community Foundation: JCF; The Glory Hole: TGH; Tlingit and Haida Regional Housing Authority: THRHA; Community Development Block Grant, Alaska: CDBG

Capital Project Budget, Phase II

Project Component	Est. Cost	Requested Funding
Site	0	
Site Development	125,000	CBJ 125,000
Construction, Contingency for 24 units	3,300,000	
		MURDOCH 450,000
		NAHASDA 850,000
		US HUD 850,000
		(Undetermined) 925,000
		JCF 225,000
Construction, Contingency for Non-Profit portions (allowance only)	3,300,000 ?	(by agencies, as determined)
Furnishing, Equip	75,000	CDBG 75,000
Design and Admin	375,000	JCF 375,000
Total	\$7,175,000	\$7,175,000

Abbreviations: Alaska Mental Health Trust: AMHTA; City and Borough of Juneau: CBJ; Juneau Community Foundation: JCF; The Glory Hole: TGH; Tlingit and Haida Regional Housing Authority: THRHA; Community Development Block Grant, Alaska: CDBG

RECEIVED
 JAN 06 2015
 PERMIT CENTER/CDD

Annual Operating Budget – Estimated Expenses

Staffing, payroll (including liabilities at 30%)	660,000
Heating/Electricity	32,000
Insurance	28,000
Maintenance and Repairs	18,000
Accounting, collections, audit	22,000
Water and Sewer	12,000
Garbage	7,000
Supplies and materials	11,000
Contract services (snow removal, janitorial, elevator, alarm)	18,000
Food for kitchen operation	25,000
Misc. taxes, fees, and permits	7,000

(Estimates based on St. Vincent De Paul, Glory Hole)

840,000

Housing First - Glory Hole

Page 11

RECEIVED
JAN 06 2015
PERMIT CENTER/CDD

12-29-14

Annual Operating Budget – Estimated Revenue

AHFC Vouchers	316,000
Rental Income	72,000
Basic Homeless Assistance Program	50,000
Juneau Community Foundation (HOPE Funds)	150,000
CBJ Block Grant	50,000
CBJ Water and Sewer Assistance	12,000
Depart of Health and Social Services Community Matching Grant	50,000
Alaska Mental Health Trust	25,000
Community Fundraising and Private Foundations	90,000
Department of Health and Social Services (Supportive Housing Assistance -new program)	40,000
Social Enterprise Venture	15,000
	870,000

Note: Costs for initial three-year operational start-up will be significantly under-written by SNHG Grant

RECEIVED
JAN 06 2015
PERMIT CENTER/CDD

Facility Staffing Projection

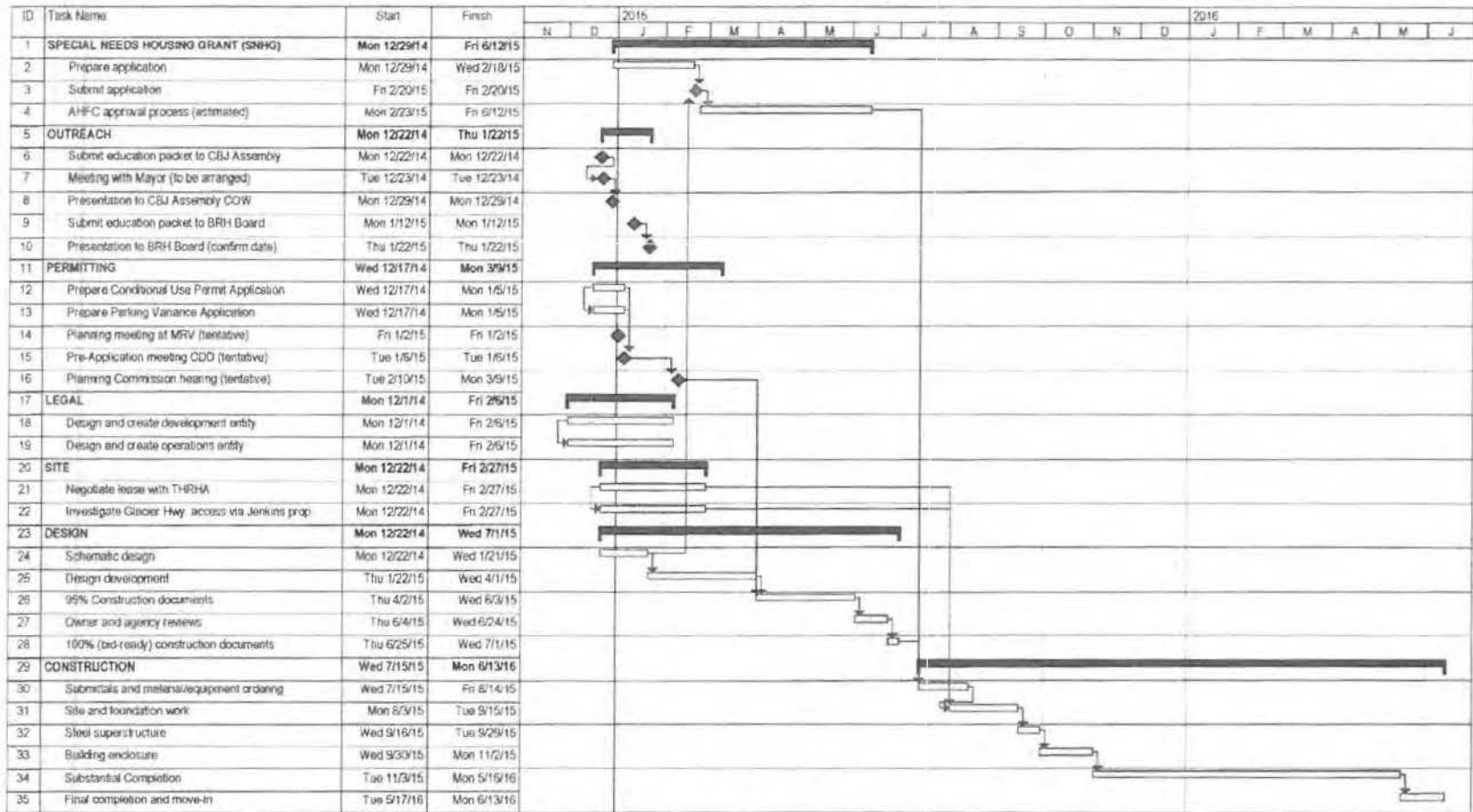
Facility Director	1 FTE
Housing Specialists	8 FTE
Driver	.5 FTE
Community Relations and Development	.5 FTE
Connections and Benefits	1.75 FTE
Special Project Coordinator	.75 FTE

12.5 Total Staff Projection

RECEIVED
JAN 06 2015
PERMIT CENTER/CDD

City and Borough of Juneau Project Schedule

JUNEAU HOUSING FIRST (DRAFT SCHEDULE)



Prepared December 16, 2014 by CBJ Engineering

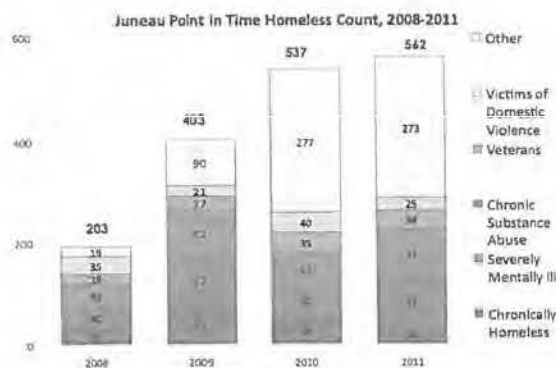
Housing First - Glory Hole

Juneau's Most Vulnerable Homeless Population

Homelessness in Juneau

The Juneau Homeless Coalition – an organization of twenty-four committed social service providers, non-profit housing agencies, and state and local planners –work together to further the goal of ending homelessness in our community.

In recent years the Coalition has taken steps to learn more about the local homeless population by emphasizing activities such as the annual Point In Time (PIT) Homeless Count and Project Homeless Connect.



In 2011, the Coalition determined that there were 562 persons in the community experiencing homelessness. Despite these outreach efforts, the Coalition realized that the communities most vulnerable homeless persons were not often being connected with -- either through the provision of services or through the annual PIT survey -- and thus were not accounted for or being assisted.

100,000 Homes Campaign, Registry Week, and the Vulnerability Index Survey

In February 2012, the Juneau Homeless Coalition joined the 100,000 Homes Campaign with the goal of joining the nationwide push to house the most long-term and vulnerable homeless people in the nation.

The first step was to organize a Registry Week and carry out the Juneau Vulnerability Index Survey. On March 26-29th, 35 volunteers and Coalition members canvassed Juneau in the early morning



hours to make contact with homeless people where they stayed, to deliver basic food and amenities, and to complete surveys.

In total, 55 people experiencing homelessness completed Vulnerability Index surveys.

Coalition members estimate that this was approximately 80 percent of the known vulnerable homeless population. The other 20 percent of this target population may have found temporary shelter, been out of town or incarcerated, or simply not found during the time of the survey.

Assessing Vulnerability in the Homeless Population

Studies have shown that people living homeless have a **3 to 4 times greater chance of dying prematurely** than the general population. Dr. Jim O'Connell, President of the Boston Health Care for the Homeless Program devised a system of identifying those most likely to die early on the street. The assessment takes into account factors such as:

- Age
- Length of time on the streets
- Internal illnesses such as hepatitis, liver disease, heart disease, kidney disease, cancer, HIV/Aids, and tuberculosis
- Mental Illness
- Substance Abuse
- Recent ER and Hospital Patterns

The 100,000 Homes Vulnerability Index Survey assesses each respondent's likelihood of premature death on the street on a scale of 0 to 5. While all people living without homes face challenges, those scoring >1 are identified as in highest need.

The average rating of the 55 Juneau respondents is 1.4, with 40 of the 55 assessed as Vulnerable.

This means that of Juneau's more than 500 citizens living without adequate shelter, approximately 8-10% experience conditions that

RECEIVED

JAN 08 2015

PERMIT CENTER/CDD

Juneau's Most Vulnerable Homeless Population

deem them Vulnerable.

Characteristics of Juneau's Most Vulnerable Homeless Population

Demographics

- 82% Male; 18% Female.
- Average Age: 48.
- Education: Over 50% of the respondents have either a high school diploma or GED.

Origin

- 75% of respondents were born, went to school, worked, or had family in Juneau.
- 87% report living in Juneau year-round.

Health

- 55% have or currently experience mental illness.
- 96% have in the past or currently experience substance abuse.
- 60% endure a serious health condition.
- 37% experience tri-morbidity, the combination of mental illness, substance abuse, and a third major health condition.
- 25% live with limited mobility.

Historical Trauma:

- 38% of those Vulnerable are veterans.
- 60% of those Vulnerable are Native Alaskan.
- 38% of those Vulnerable have been in foster care.

Results and Costs of Juneau's Current System of Care for the Homeless

Although Juneau's Continuum of Care – emergency shelter, affordable housing, healthcare, and other services – works for many low-income and homeless residents, it is clear that Juneau's vulnerable community is not adequately cared for by the current system.

- 62% of respondents in this survey **have been attacked violently** since becoming homeless;
- 85% of respondents are **chronically homeless** -- living without shelter for more than one year;
- **9.5 years** is the average length of time spent homelessness for Vulnerable individuals; and

- 84% of the respondents have been in jail, with 33% having been to jail 10 times or more.

Local Resources Utilized: Housing, Healthcare, and Income

Housing:

- 20% report sleeping on the streets or in cars;
- 16% reside in shelters;
- 10% live either under bridges or in the forest;

Healthcare:

- Primary care provider: 37% list the Ethel Lund Medical Center, 31% Front Street Clinic, and 13% Bartlett Regional Hospital.
- 40% of respondents have been in the emergency room 3 times or more in the last 3 months, or to the hospital 3 or more times in the last year.

Income:

While the vulnerable population is comprised of the most impoverished Juneau residents, they are not without income.

- 36% report working off the books; and
- 16% report working on the books

The vulnerable population sees income in the form of public assistance:

- 55% receive food stamps;
- 22% receive public assistance; and
- 42% receive Social Security or Disability benefits.

WHAT ARE THE SOLUTIONS?

1. Permanent Supportive Housing – Safe, stable housing is a primary need for the most vulnerable homeless population, especially housing that is targeted toward those with substance abuse/addiction issues.

2. Adjustments/Additions to Current Treatment Efforts Most vulnerable homeless people in Juneau are treatment resistant. An increase in treatment options, targeted case intervention, and innovation is needed to assist these individuals.

3. Emergency Shelter – The only current housing option for intoxicated individuals (BA of .1 or higher) that are homeless is Rainforest Recovery Center – a short-term, expensive option.

4. Cultural Healing – With a high rate of cultural, military, and family trauma that leads to marginalization, addiction, and homelessness -- a holistic approach to healing will be necessary to integrate the most vulnerable back into the community.

Juneau Homeless Coalition • <http://www.juneauhomelesscoalition.org>

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Housing First project moving forward

Assembly pledges \$1.5 million to supportive housing project

By MELISSA GRIFFITHS
JUNEAU EMPIRE

Time is of the essence for a proposed Housing First project in Juneau says Glory Hole Executive Director Mariya Lovishchuk, who has taken the lead on its organization.

The City and Borough of Juneau Assembly's Committee of the Whole on Monday evening pledged to support the supportive housing project with \$1.5 million, a key piece to moving the project forward.

"This is the first time we have had this many people come together on this project," Mayor Merrill Sanford told committee members. "I'm actually impressed they are only asking for \$1.5 million."

Representatives from Tlingit and Haida Housing Authority, Juneau Homeless Coalition, Alaska Coalition on Housing and Homelessness, Juneau Affordable Housing Commission, MRV Architects, AWARE and Glory Hole came together in an alliance for the project Monday night.

"Can we move funds around to meet that request?" Sanford asked his staff.

Committee members were unsure where funding would be pulled, but made the promise that it would happen.

Funding

"State funding and federal funding is going away as we know it," Lovishchuk said during a Dec. 24 interview. "I kind of feel like this is our last window of opportunity to build."

Lovishchuk is looking to the Special Needs Housing Grant Program, a program of the Alaska Housing Finance Corporation, for the bulk of their funding. AHFC announced in November that this year's program would have capital funds — though

only a limited amount.

"This is also the last year for SNHG capital funding," Lovishchuk wrote. "The SNHG grant allocation for FY16 was removed from Gov. Walker's most recent budget."

Lovishchuk said during the meeting Monday that the project could face years of delay if they did not act on their current momentum.

"I don't know how long (special needs grants) will be available due to the state's oil situation. The time to do this is now," she said.

The grant is described as "highly competitive," but Lovishchuk is optimistic that with a strong application, Juneau may receive the entire \$4.7 million available to get the project moving. Of the full amount, \$3.5 million would be capital funding and the remaining \$1.2 million would be operating funding. It would be distributed over three years.

The \$1.5 million the assembly committed is crucial to making Juneau's application competitive.

Some may see the financial commitment as outrageous, considering the city is currently scrambling to close the gap on a \$9.2 million deficit for FY16. The deficit for FY15 was \$6 million. Others consider it an investment in a better future for Juneau.

A worthy investment?

Proponents of the Housing First project would argue financial investments would have substantial returns in the form of savings to the city.

Nancy Burke, a senior program officer with the Alaska Mental Health Trust Authority, has described Housing First as permanent supportive housing for individuals who may experience developmental disabilities, mental illness, Alzheimer's, chronic addiction, and/or traumatic brain injuries.

"We will make sure ser-

vices will meet mental health needs through our partners (such as Rainforest Recovery) and we will not attempt to address them ourselves," Lovishchuk said.

During the Alaska Coalition on Housing and Homelessness Conference at the end of September she described a paradigm shift from a model asking people if they were ready for housing to a model that prioritizes housing as a necessary step to reaching other goals previously thought to be precursors to stable housing.

"The city would save a significant amount of money in emergency service costs, (Bartlett Regional Hospital)-related costs, lives of its citizens, clean-up costs and business dollars," Lovishchuk wrote.

Seattle's 1811 Eastlake is one facility Housing First advocates in Juneau have looked to as a model.

Within a year of opening, a \$4 million savings in emergency services was attributed to housing 100 individuals experiencing chronic homelessness and substance abuse.

Jail time and shelter usage also decreased significantly.

Mary O'Neal-Cole with the Juneau Coalition on Homelessness said during the Monday meeting that they have to put a real face on the problem; real men, women and children who need a safe place to sleep.

"We have all lost someone that we work with because they are living on the streets," she said.

At the Housing and Homelessness conference, University of Alaska Anchorage researchers with the Institute for Circumpolar Health Studies presented a cost evaluation of the Anchorage and Fairbanks Housing First projects, yielding generally positive results.

To evaluate costs, the researchers looked at 23 clients and the services most often used: emergency medical services, health care, mental health and corrections.

Shelter nights, police contact and use of costly emergency services all saw significant declines over the two-year study period.

Mary Catharine Marín reported in July that "it costs millions of dollars for Juneau to leave its chronically homeless, chronically inebriated residents to sleep under bridges and in the woods."

Martín interviewed Alaska Mental Health Board Planner Scott Ciambor, who looked at 10 chronically homeless individuals over the course of two months, estimating the total cost of care to be \$155,928.

Ciambor estimated at the time that it is a relatively small population that, if moved into permanent, supportive housing, could have an immense impact.

"The way to end chronic homelessness is to provide permanent and supportive

housing," Ciambor told the full chambers at Monday's meeting.

The big reveal

Included in the letter requesting funding from the city was information about the proposed site location, a plot of land Tlingit and Haida Regional Housing Authority has offered to donate adjacent to its offices in Lemon Creek, and illustrations and estimates for the project.

The location is ideal for the project, meeting the needs Lovishchuk had described at the Dec. 24 interview.

"It has to be free," Lovishchuk started, but it also "has to be flat, has to be on a bus line, has to have amenities adjacent or close by."

Ricardo Word of the Tlingit and Haida Regional Housing Authority told the Committee of the Whole Monday that they decided to donate this land because they saw it as the essential missing piece in the project.

"These agencies have done their homework and put together the essential pieces and we urge the assembly to help us out in finishing the project," Word said.

One important factor is that residents can't be isolated. Lovishchuk said they need to have a space where they can feel integrated in the community in meaningful and healthy ways.

MRV Architects completed initial conceptual design of the project.

In a letter signed by the firm's president, architect Paul Voeckers, the project will be completed in two phases, with 32 housing units and support spaces in phase one and 22 housing units and non-profit agency space in phase two.

Lovishchuk told Mayor Sanford at the meeting on Monday that they are focusing on completing phase one now, while they can, and will see what happens to phase two based on the increasing economic instability.

Typical units will be 260-square-foot efficiency apartments with a small kitchen and a full bathroom. There will be features to limit potential fires, like timers for the stove.

The support spaces would include a commercial kitchen and location for Front Street Community Health Center, currently located in the Miners' Mercantile building downtown.

Capital funding sources for the project — though not all are secured — are listed as the Special Needs Housing Grant, CBJ, Community Development Block Grant (for phase two), Rasmussen Foundation, Murdoch Charitable Trust (phase two), Juneau Community Foundation, Native American Housing Assistance and Self Determination Act and the private sector.

Committee of the Whole member Kate Troll said on Monday that she didn't want to see the project lose \$3.5 million in special needs grants just because they have not received a commitment from the city.

"CBJ is going to partner with all these organizations for \$1.5 million," Troll said. "This signals that we are serious and we want to continue this momentum."

"We're still in planning stages," Lovishchuk said, but the pieces are coming together and it may not be too long before some of Juneau's most vulnerable citizens are off the streets.

Reporter Stephanie Shov contributed to this story.

The way to end chronic homelessness is to provide permanent and supportive housing.

SCOTT CIAMBOR
Alaska Mental Health Board Planner

RECEIVED
JAN 06 2015
PERMIT CENTER/CDE



MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

Housing for Juneau's Chronic & Vulnerable Homeless Population

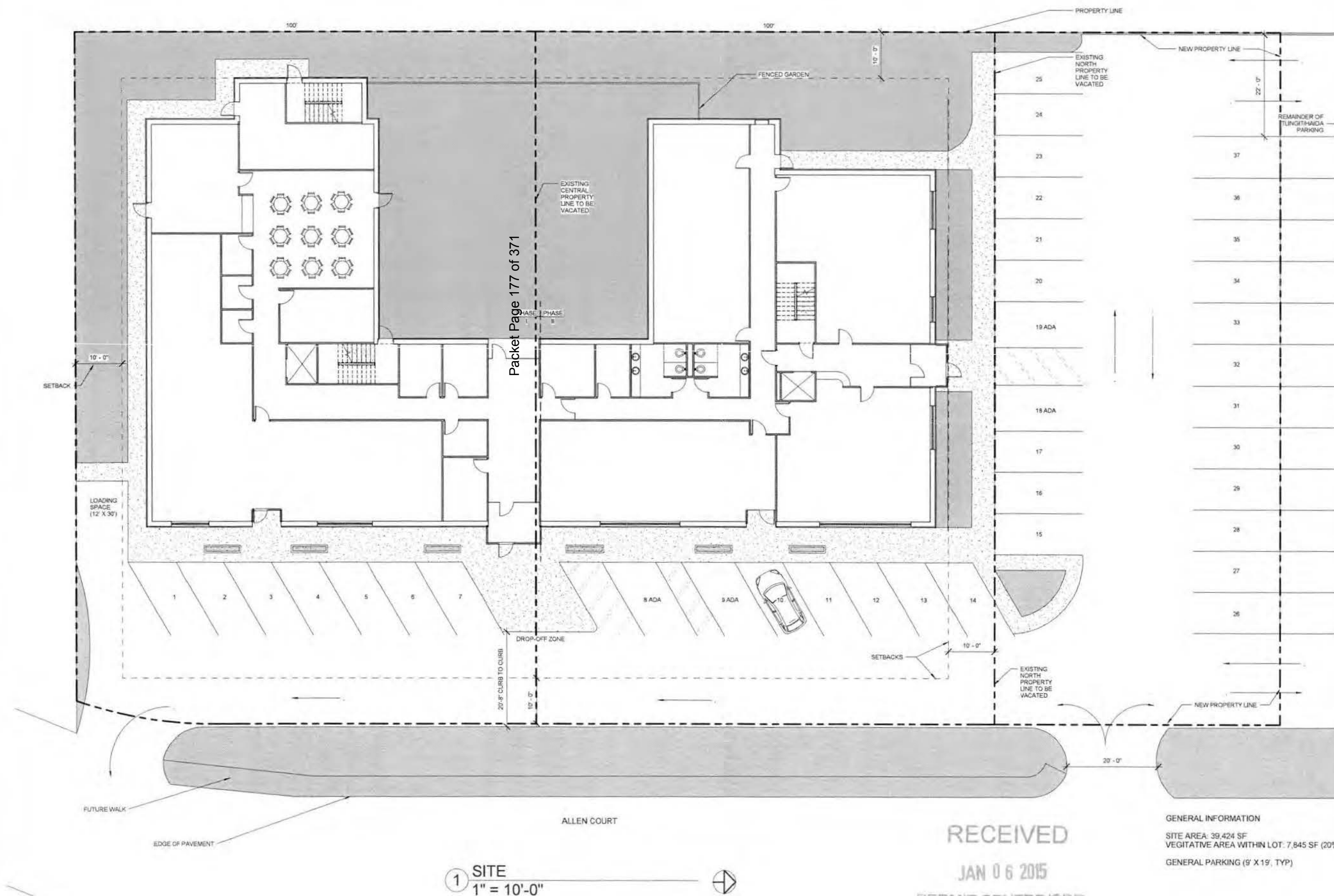
[illegible][illegible]

SHEET TITLE:
SITE

DATE:	12/31/14
SCALE:	
DRAWN:	mv
CHECKED:	PV

SHEET NO.

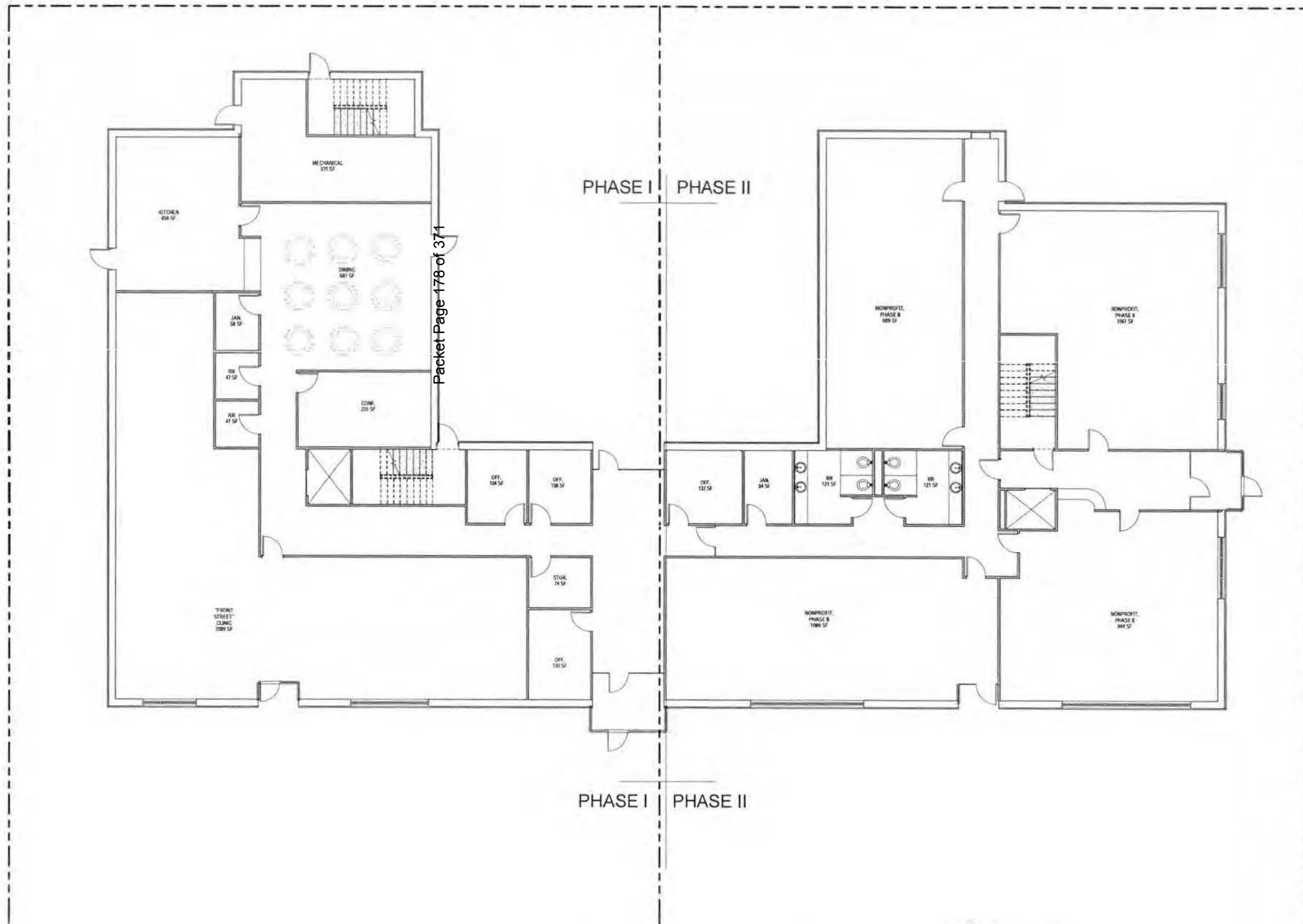
A100



GENERAL INFORMATION
SITE AREA: 39.424 SF
VEGETATIVE AREA WITHIN LOT: 7,845 SF (20%)
GENERAL PARKING (9' X 19', TYP)

RECEIVED
JAN 06 2015
PERMIT CENTER/CDD

NOTE: 11"x17" PRINT IS HALF SIZE



1 LEVEL 1
1/8" = 1'-0"

0' 4' 8' 16'



JAN 16 2015
PERMIT CENTER/CDD

NOTE: 11"x17" PRINT IS HALF SIZE



MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

Housing for Juneau's Chronic & Vulnerable Homeless Population
JUNEAU HOUSING FIRST COLLABORATIVE

MRV 1415

No.	Description	Date

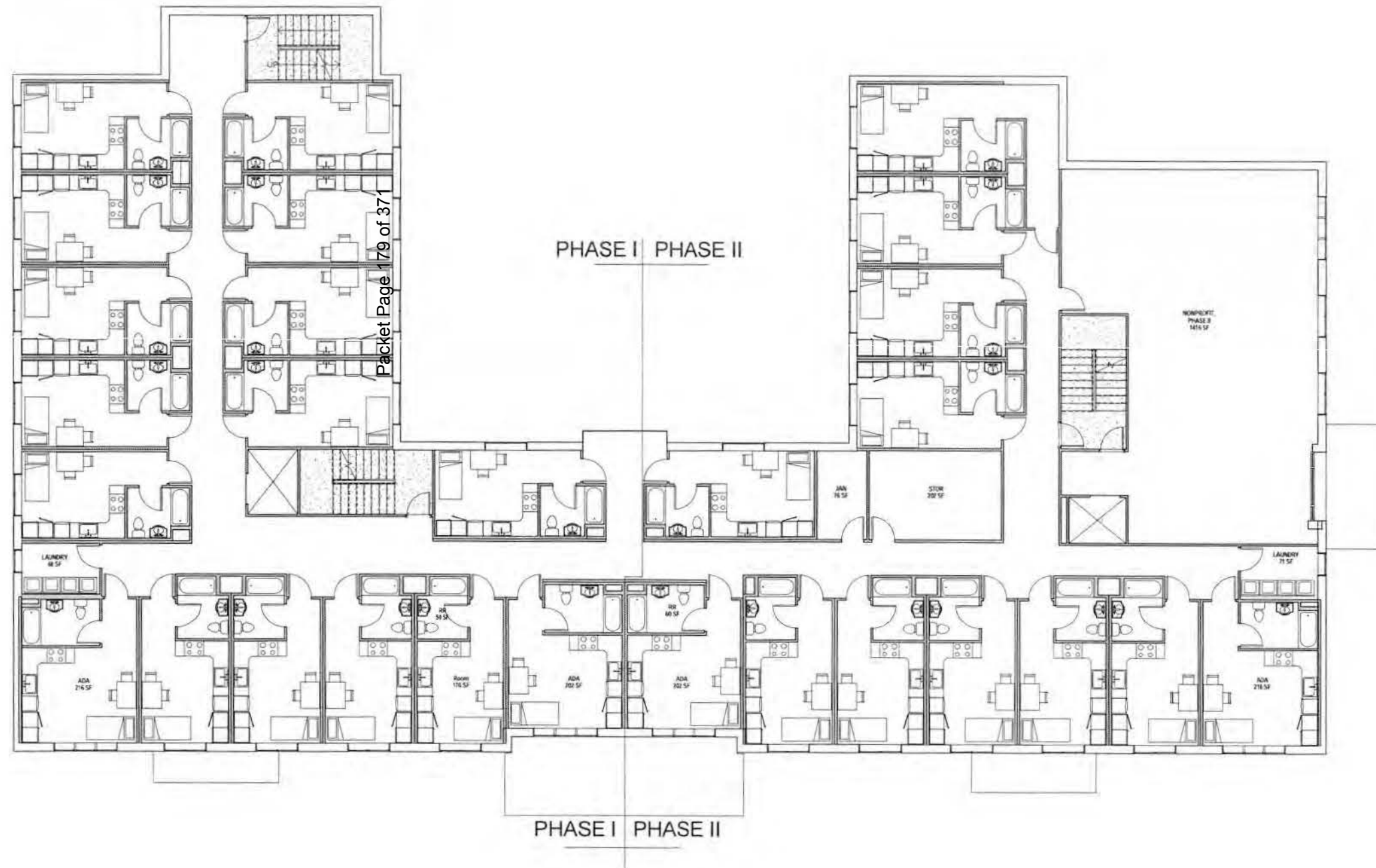
SHEET TITLE:
LEVEL 1

DATE: 12/16/14
SCALE:
DRAWN: mv
CHECKED: PV

SHEET NO.

A200

1/5/2015 4:20:27 PM C:\Users\lud\Documents\2014-12-01 Housing First minimized central_Sheri.rvt



1 LEVEL 2
1/8" = 1'-0"

0' 4' 8' 16'



RECEIVED
JAN 06 2015
PERMIT CENTER/CDI

NOTE: 11"x 17" PRINT IS HALF SIZE



MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

Housing for Juneau's Chronic & Vulnerable Homeless Population
JUNEAU HOUSING FIRST COLLABORATIVE

MRV 1415

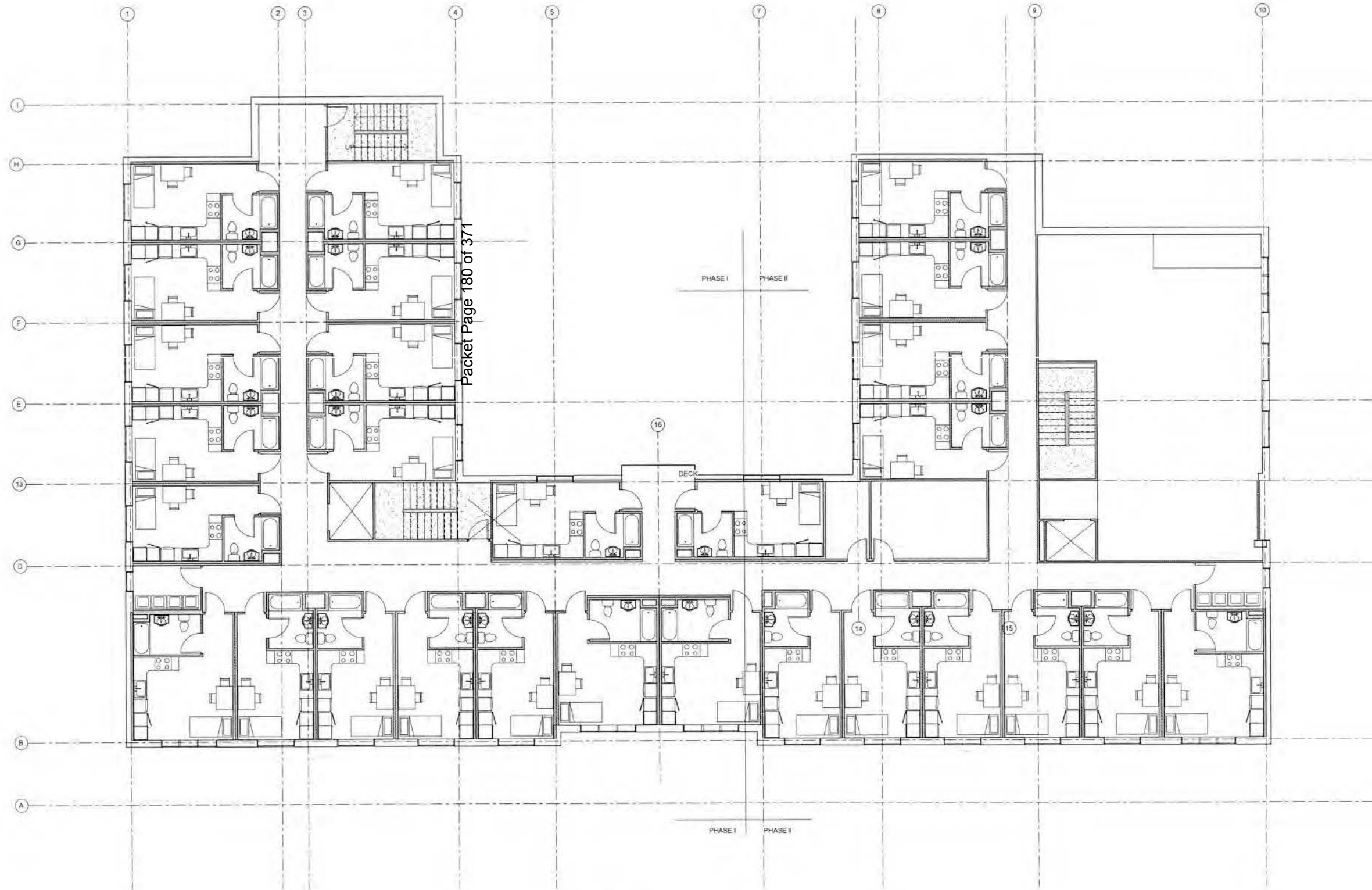
No.	Description	Date

SHEET TITLE:
LEVEL 2

DATE: 12/16/14
SCALE:
DRAWN: mv
CHECKED: pv

SHEET NO.

A201



1 LEVEL 3
1/8" = 1'-0"

0' 4' 8' 16'



RECEIVED
JAN 06 2015
PERMIT CENTER/CDD

NOTE: 11"x 17" PRINT IS HALF SIZE



MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

Housing for Juneau's Chronic & Vulnerable Homeless Population
JUNEAU HOUSING FIRST COLLABORATIVE

MRV 1415

No.	Description	Date

SHEET TITLE:
LEVEL 3

DATE: 12/16/14
SCALE:
DRAWN: mrv
CHECKED: PV

SHEET NO.

A202



Page 181 of 371

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Beth McKibben

From: Sherri von Wolfe <sherri@mrvarchitects.com>
Sent: Tuesday, January 27, 2015 4:24 PM
To: Beth McKibben
Subject: Re: another HF ?

Good question. That is only for Phase I.

Just to clarify where number of units are at right now on the plans:

Phase I: 4 ADA (2 on each floor) + 28 Fair Housing Accessible = 32 total Phase I units.

Phase II: 4 ADA (2 on each floor) + 20 Fair Housing Accessible = 24 total Phase II units.

Phase I + Phase II: 8 ADA + 48 Fair Housing Accessible = 56 total units

Sherri von Wolfe

ALA AIAA

MRV Architects

1420 Glacier Avenue, Suite 101
Juneau, Alaska 99801

office (907)586-1371
mrvm@mrvarchitects.com

On Tue, Jan 27, 2015 at 4:06 PM, Beth McKibben <Beth.McKibben@juneau.org> wrote:

Is that total for both phases?

Beth McKibben, AICP

Senior Planner, CDD

City & Borough of Juneau

[907.586.0465](tel:907.586.0465)



Please consider the environment before printing this email.

From: Sherri von Wolfe [<mailto:sherri@mrvarchitects.com>]
Sent: Tuesday, January 27, 2015 3:58 PM
To: Beth McKibben
Subject: Re: another HF ?

No worries. This one is easy.

For the rooms, 4 will be ADA accessible units with roll-in showers. (2 on each floor)

The remainder will be Fair Housing Accessible with tub.

Hope that helps.

Best,
Sherri

Sherri von Wolfe

AIA Assoc

MRV Architects

1420 Glacier Avenue, Suite 101
Juneau, Alaska 99801

office (907)586-1371
mrv@mrvarchitects.com

On Tue, Jan 27, 2015 at 3:42 PM, Beth McKibben <Beth.McKibben@juneau.org> wrote:

Sheri

I'm in the rush of the staff reports and I apologize in advance for peppering you w/miscellaneous questions – especially ones that are likely answered in the application....

How many ADA accessible units – all?

Beth McKibben, AICP

Senior Planner, CDD

City & Borough of Juneau

[907.586.0465](tel:907.586.0465)

Holly Kveum

From: Beth McKibben
Sent: Wednesday, February 04, 2015 4:46 PM
To: Holly Kveum
Subject: FW: Office size refinement

Beth McKibben, AICP
Senior Planner, CDD
City & Borough of Juneau
907.586.0465



Please consider the environment before printing this email.

From: Paul Voelckers [<mailto:paul@mrvarchitects.com>]
Sent: Wednesday, February 04, 2015 4:22 PM
To: Beth McKibben
Cc: Mariya Lovishchuk; Bruce Denton; Sherri von Wolfe
Subject: Office size refinement

Beth,

As we have discussed, the details of the Phase I and Phase II office areas have been revised slightly to work with identified parking counts.

The office space for Phase I will be 400 sq.ft., with Phase II totaling 6,800 sq.ft or less, with a total maximum office space of 7,200 sq.ft., and an associated parking calculation of 24.

Paul

Beth McKibben

From: Mariya Lovishchuk <lovishchuk.mariya@gmail.com>
Sent: Tuesday, February 03, 2015 5:16 PM
To: Beth McKibben
Subject: JHF variance

All residential units of the Juneau Housing First project will be restricted by deed as housing for vulnerable low income residents for a minimum of 20 years, in accordance with the restrictions placed on the project by the Alaska Housing Finance Corporation and the condition of the Special Needs Housing grant.

Below is from page 11 of the SNHG NOFA

11. Deed Restrictions Applicants awarded SNHG and / or HOME funds for acquisition, rehabilitation, or new construction will be required to execute a declaration of covenants, conditions and restrictions that limits the use of the property for a 20 year period to those purposes set forth in the grant agreement. Applicants will also be required to sign a note and deed of trust for the amount of the grant. In addition to the affordability and use provisions noted in the deed restrictions, applicants will be required to maintain appropriate property management capacity for the term of the deed.

Beth McKibben

From: Juneau U-Haul <juneauhaul@gmail.com>
Sent: Tuesday, January 27, 2015 8:35 PM
To: Beth McKibben
Subject: Allen Court Proposal

Beth McKibben AICP
 senior Planner, CDD
 City & Borough of Juneau

Beth:

We would like these comments included and written into the planning commission report packet for the Feb 10 hearing. It is our understanding that they will be written and included into that packet if submitted by January 28.

I am currently one of the co/owners of the Juneau U-Haul which leases property from Bobcat of Juneau at 5450 Glacier hwy. The following are some of our concerns about the proposed free/nearly free housing for homeless:

- The proximity to high truck traffic, this part of town is an industrial part of town that sees more truck traffic than any other part of town. We have at present over thirty U-Haul trucks on our lot alone, as an example of how busy we can be - on January 24, 2015 (last Saturday) we had twenty seven trucks leave and come back to our store. During the busy summer months we can see double that activity on most days nights and weekends. Combined with the two other moving companies trucks, a large active gravel and rock pit with huge dump and belly dump trucks, Home depot deliveries, skookum recycling and all the combined smaller contractors this is an extremely high truck traffic area. In my opinion the downtown area presently occupied by the glory hole only sees a small fraction of the truck traffic and only smaller trucks go thru that area. With the proposed homeless housing policy of allowing residents to be intoxicated and walking around all hours of the day or night. Combined with the inexperienced truck driver that most U-Haul truck renters are and the potential intoxicated or high person wandering into truck traffic you (you being the people planning this) have the potential for a very deadly accident.
- Poor sidewalk availability, street crossings and lighting. The city has not prepared for this project, the improvements needed to make this project safe are many and costly. as I previously stated truck traffic is high often times 24 hours a day. People wandering in the middle of the street because there is not a sidewalk or a crossing is extremely dangerous. Shame on the people in this city that are signing off on this project without considering the safety of the very people they say there building it for. It appears that CBJ is happy with moving the homeless from one part of town to another and putting the burden of safety on the public and local property owners which is wrong and backwards thinking.
- It has been stated that the residents of the shelter will not be allowed to go to the brewery. How will you stop them? How will the brewery people stop them? who pays for there extra security expenses? And if the brewery can designate that they don't want the shelter people at the brewery(which is probably illegal to discriminate against them and would fail in a court) Will other businesses be allowed to discriminate against them also? Its a panhandling, high felony-record crowd were talking about that will be staying at the shelter if one business doesn't want them because there asking for a drink can another business not want them because they ask for money? Be careful who you allow or don't allow to let these people visit.
- My research shows that businesses in the neighborhood of homeless shelters experience higher crime activity than other parts of town that do not have such shelters. Insurance companies charge more for insurance and unreported crimes are extremely high. the city is taking there eye off the problem by putting the burden on the property and business owners. Who pays for the higher insurance bills and the cost of that will incur as a result of the crimes committed by the residents of the shelter? Will there be a multitude of lawsuits because the

residents are allowed to roam in and out intoxicated freely in CBJ provided housing 24 hours a day? I believe its fiscally irresponsible and the wrong approach to solving this problem.

-Homeless people love the downtown areas of any town. They like the crowds and get security from the mass of people. Make a shelter somewhere else in town and you will soon have a full shelter and still have homeless in the downtown area. they love that part of town for a lot of reasons. How many trips a day will you be making because they always will migrate back to where homeless and dysfunctional people love to be. And to simply state that they should use the bus is fiscally irresponsible, we all pay for and subsidize the expensive bus system in this town. Most low income people can and already qualify for free or subsidized housing in many communities, but chose not to use these facilities. I am not saying your facility wont get used I am saying you wont get rid of your downtown homeless crowd. Moving your problem to a different part of town will only increase your problem in this instance. People in neighboring towns are already talking of sending there "problem" folks here, aren't you excited about that? The proposed shelter location is way to far from the location of where homeless people will always be (city center).Perhaps the burned out downtown building the city is about to take from its current owners would make way more economic sense.

-None of the examples of shelters that the housing team visited were in high native population areas. My research shows shelters in high native populated areas or where the percentage of homeless are native is somewhat different than portrayed by the housing team, not nearly as successful.

In conclusion the proposed location is extremely poor and ill planned. the project will cost the city way more than other locations closer to downtown. It is extremely unsafe and the people proposing this foolish proposal will have to answer for there poor choice when a shelter resident is run over by a truck because there passed out in a street. The rules are lax if not totally nonexistent at the proposed facility, Is that how we integrate people back into society - by enabling and coddling and allowing them to have no rules? Will breaking into a store be ok? Where does the "no rules" proposal stop? It was stated that the residents would not be evicted if caught doing illegal drugs does the city want that responsibility- illegal drug activity on a cbj sponsored project? the legal issues associated with this project go on forever.

Bad location, Incorrect research, Biased opinions by closed minded officials. Behind the scene politics and borderline corruption make this project a potential disaster for the city. The motive behind this is wrong and ill conceived. people want the homeless out of there part of town without any consideration for the well being of the homeless. Certain people are being demonized as the ones that don't want it in "there part of town" without any consideration that the proposed location presented is extremely expensive and unsafe. The thought of someone donating the land is overpowering reasonable thinking. CBJ has plenty of property ,the do not need donated property,certainly not property that will be taken off the tax rolls.

Thank You for recording my comments

Jeff Boehm

5450 Glacier Highway

Juneau AK



**NOTICE OF NEIGHBORHOOD MEETING
FOR CONDITIONAL USE PERMIT AND VARIANCE REQUEST**

Tlingit-Haida Regional Housing Authority
5446 Jenkins Drive
Tuesday, January 20, 2015, 5:30pm

January 6, 2015

Dear Resident,

The CBJ Community Development Department (CDD) has received an application for a Conditional Use permit for the Housing First project for a 58 unit multifamily building with offices and the Front Street Medical Clinic on Allen Court. The project also includes a request for a variance to the parking requirements.

CDD is hosting a neighborhood meeting to explain the CBJ Conditional Use and Variance processes and to allow the applicant to present the project. This meeting will be held on Tuesday, January 20, 2015 at 5:30 p.m. in the Tlingit-Haida Regional Housing Authority conference room.

The purpose of this meeting is to provide information, respond to questions, and to get a sense of concerns that the neighborhood might have, so issues may be addressed in advance of the formal public hearing with the CBJ Planning Commission. The project has been scheduled for review by the Planning Commission at the February 10th Regular Meeting. Prior to the meeting all landowners within 500 feet of the subject parcel will receive a separate notice with details on how and where to submit comments or testify on the proposal.

If you have questions or would like more information, please contact Beth McKibben, Community Development Planner, at 586-0465 or by email at beth.mckibben@juneau.org.

cc: File number USE2015 0001 & VAR2015 0001

ATTACHMENT C

Sign in sheet

Linda Thomas
 Norton Gregory
 Bill Shattenberg
 Dave Vautour
 PETE THORNTON
 Zane Jones
 Malory Clark
 Laci Boehm
 Jeff Bach
 X Tom Heininger Sr.
 X Cardy Heininger
 X Jeff Grant
 X Mary Lou Bushman (?)
 X TRAVIS MILLER
 X Geoff Larson
 X Scott Ciambor
 X Trevor Kelat
 X BRUCE DENTON
 X Lance Stevens
 X Lt. David Campbell SPD
 X Andy Kline
 X Mary Larson
 X PAUL VOELCKERS
 X SHERRI VON WOLFE
 X Phil Roche

Housing First Neighborhood Meeting
1/20/15

Attendees:

Beth McKibben, CDD
Allison Eddins, CDD
Chrissy McNally, CDD
Hal Hart, CDD
Mariya Lovishchuk, Glory Hole
Paul Voelckers, MRV Architects
Sherry von Wolfe, MRV Architects
Mary Larson
Andy Kline
Lt. David Campbell, JPD
Lance Stevens
Phi Rolfe
Bruce Denton
Trevor Kellar
Scott Ciambor
Geoff Larson
Travis Miller
Mary
Jeff Grant
Carolyn Greinier
Tom Greinier
Jeff Boehm
Tracay Lukas
Zane Jones
Peter
Dave Van Pool
Bill Shattenberg
Norton Gregory, THRHA
Richardo Worl, THRHA
Linda Thomas

5:30 Introductions

5:35 -6:00 Beth McKibben's presentation on CUP and Variance. Additional discussion on public participation.

6:00 – 6:30 Scott Ciambor – AK Mental Health Trust
Homeless Coalition Vulnerability Index

Q: What is the difference between a misdemeanor or a felony?

A: Mariya: A handout has been developed on the differences. You can contact her to get a copy.

A: Lt. Campbell, JPD: a misdemeanor can involve less than one year in prison

Q: What are the admission criteria?

A: Mariya: They will speak to the admission criteria later in the presentation.

Q: How many months were reflected in the individual cost at Rainforest Recovery?

A: Scott: One month

Q: How set are the basic rules for tenants? Can rules be added if necessary?

A: Mariya: Yes. Other projects (Anchorage, Fairbanks, Minnesota) have varied rules but violence and illegal activity were standard.

Scott gave the example that tenants will not be allowed in the AK Brew tasting room.

Q: How will you regulate it? Will the brewery have to regulate it?

A: Scott: Housing staff will monitor behavior and peer pressure will mitigate bad behavior.

Q: How do you deal with drug abuse?

A: Mariya – easy to identify, GH has a lot of experience identifying hard drug use. Legal marijuana will make one less thing to worry about

Scott – good monitoring and housing staff will see problems before they become problems

Q: What will it take to be discharged from facility?

A: Mariya – violence, disturbing neighbors, illegal drugs

Q BMC: what if a resident is found doing drugs in an apartment? Is that grounds for eviction?

Mariya: Likely, we will work with the tenant. It will be a case by case basis. The overall philosophy is to keep people in housing without risking safety of other residents.

Comment: Ricardo: Once homeless and inebriates were in stable lifestyle – hard issues; drugs/drinking tended to diminish or stabilize.

Scott: More and more funding going toward permanent housing. Shelter system doesn't work long term.

Q: What was the call for service reduction in Duluth?

JPD: 80% reduction as he recalled – if Juneau had even a 20% reduction it would help greatly

Q: What was the impact on area where everyone was relocated to in Duluth?

Scott: Duluth initially sent officers to patrol area, but they called it off because there was no activity.

JPD: There will be 24 hour staffing and a secure building

Q: in Duluth – still somewhere near downtown versus in Juneau being more isolated – effect on mobility, etc.

A: Mariya – 150 such projects exist in the US. Duluth's Housing First did happen to be downtown. The Vulnerability Index Survey had a question about location preference and the majority did not have a preference. Certain projects that are built in areas traditionally frequented by clients don't work as well; Karluk Manor in Anchorage for example

Scott: Duluth example has access to services and so does this location. Also goes back to available land.

Mariya: The project has been in the planning phase for very long time. This land fits all the criteria for the project. Staff will be onsite on a 24 hour basis with 3 or 4 onsite. Juneau Alliance on Mental Health will provide service and Front Street clinic will have services on site. There will also be a part time driver on site to transport tenants.

Mariya: A group from Juneau will be visiting Seattle Housing First projects in Seattle on January 30th. Anyone is welcome to attend.

Lt. Campbell: Detective Nick Garza visited Housing First sites in Duluth, MN and became a big supporter of this project. Nick is an unlikely supporter of the project. He was initially opposed to idea. Housing First is not simply moving the problem but solving it. Duluth is similar to Juneau. When the housing project started in Duluth calls for police service went down 80%. Housing has 24 hour staff. Duluth police stated that they typically are only called to the facility twice a year. People didn't stop drinking but consumed less and took pride in the unit where they lived so they didn't continue down path of alcoholism. They became part of neighborhood. JPD supports the project and location.

Q: I support the project, but am concerned about the small percentage of people that are kicked out and end up trespassing on property.

Lt. Campbell: Best to look at what other communities have experienced. As a neighbor, you can engage staff so you are on good terms and they know your concerns. Heartbreaking to see someone get on their feet and then fall back. This is a solution to that cycle. We know there is probably some fear but hopefully this will beat Duluth's ass.

Q: JPD provide same start up service as Duluth initially?

Lt. Campbell: JPD is right down the street and drive up and down 2-3 times a day now.

Mariya: Haven't discussed patrols yet, but it's something to consider as we hear neighborhood concerns.

Comment: people may end up living in the woods. People having to drink alone in the building will go outside to be with friends.

Mariya: We are hearing from the most vulnerable is that all they want is to get a lock on their door. People are not interested in partying with friends. Some people use alcohol to bribe others with rooms to get inside for the night.

Scott: Folks are ill and troubled, people have survival mechanisms and it takes them along time to adjust to normal daily life.

Q: How mobile are tenants? Increase in pedestrian traffic? There is heavy large vehicle traffic in Lemon Creek.

Bruce Denton: Negotiations with SEAL Trust for land south of Allen Ct for property. Owner has signed with SEAL Trust and the Housing First group has discussed designating a pedestrian easement to Glacier Highway.

Q: in terms of tent communities, is it the jurisdiction of JPD to evict those folks?

A: Lt. Campbell: No. It is the responsibility of the property owner

Q: How has Anchorage and Fairbanks fared when implementing these projects?

A: Scott: There was a lot of opposition in ANC. UAA is doing a study on the effectiveness of the project.

Mariya: Anchorage Housing First is in a converted hotel so it doesn't have some of the best practice design such as a commercial kitchen, which helps a project be very effective.

Q: Lt. Campbell: What happened to the DOT project on the nearby section of Glacier Highway?

Street lighting would have to be added otherwise.

Q: Could street lights be placed on CUP?

A: Beth: No

THRHA 7:00 Ricardo CEO

THRHA serves 300 tenants in Juneau and 4000 in region. All 46 employees of THRHA building supported project. Missing element has been the right piece of land.

7:10 MRV – Paul Voelckers

37 parking spaces are proposed on site. Developer is requesting a parking variance based on the fact that tenants will not have vehicles.

Front street clinic facility on first floor as well as commercial kitchen, dining room, several staff office areas. There is a single point of entry that is staffed 24 hours a day. Horseshoe building that will have outdoor area in horseshoe with garden.

Floor two and three will each have 16 units and laundry facility. Rooms are less than 300 square feet with bath and cooking facility.

THRHA has many 24 hour employees that will help with presence and monitoring.

Mariya: Juneau is competing with Anchorage project for AHFC grant therefore our projected operating budget had to be very credible to compete in this grant process.

Q: One time capital investments can help save on operating costs over time. Hospital has 10 acres to develop. This is a service and the hospital is a better location located near similar services. Why doesn't the city donate land? Locate it near similar services to lower operating costs.

Scott: The fifth tenant of Housing First is community integration and this location is better than the hospital with regard to community integration.

Comment: Safety is major concern to being adjacent to Industrial zoned land.

Comment: Clinics will bring more than just the tenants to area and those people will end up camping or hanging out in the woods.

Mariya: Front Street clinic patients are not necessarily homeless.

Comment: We are hearing a lot of "maybe's" with regard to safety and mobility. A part time driver is not enough and people will make their own trails through the woods. The area where people will cross Glacier Highway is low light and low visibility with industrial traffic.

Comment: AML has 30 vans a day, therefore 60 round trips on Old Glacier. 120 gravel loads a day come from the gravel pits.

Q: How often does City lead on capital improvements related to a development?

A: Beth: There is a history of placing improvements related to a change higher on the list of priorities.

Comment: If this model does not work financially and if turned into residential apartments in the future there will be no parking.

Comment: in first phase they will find out if model will work. May abort 2nd phase and be able to use that for parking.

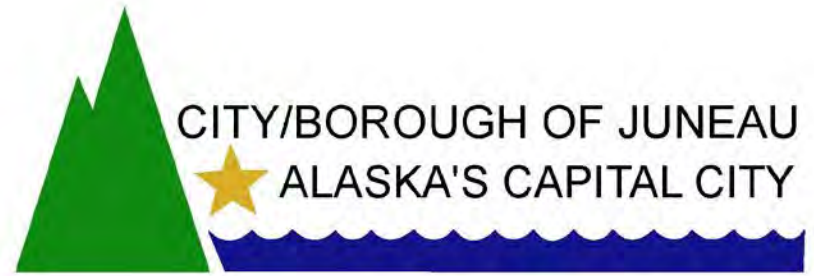
Beth: Not sure if there are any examples of single room occupancy buildings since that use was created. Will have to evaluate the life of the building and how it could change in the future.

Q: Can the project go ahead without CU?

A: Beth: Yes, but only 12 units, so unlikely. They could divide up the lot and have 11 units on each lot. But that doesn't make economic or practical sense.

Scott: Now is the time to get this project done. SNHG grant isn't in next year's budget. If funding is put back in it will only be for renewals. These type of Cap Development funds will not be available again for many years.

Mariya: 4 people have died in 4 months on the street.



Neighborhood Meeting

Conditional Use Permit and
Variance – Housing First, Inc. @
Allen Court

ATTACHMENT F

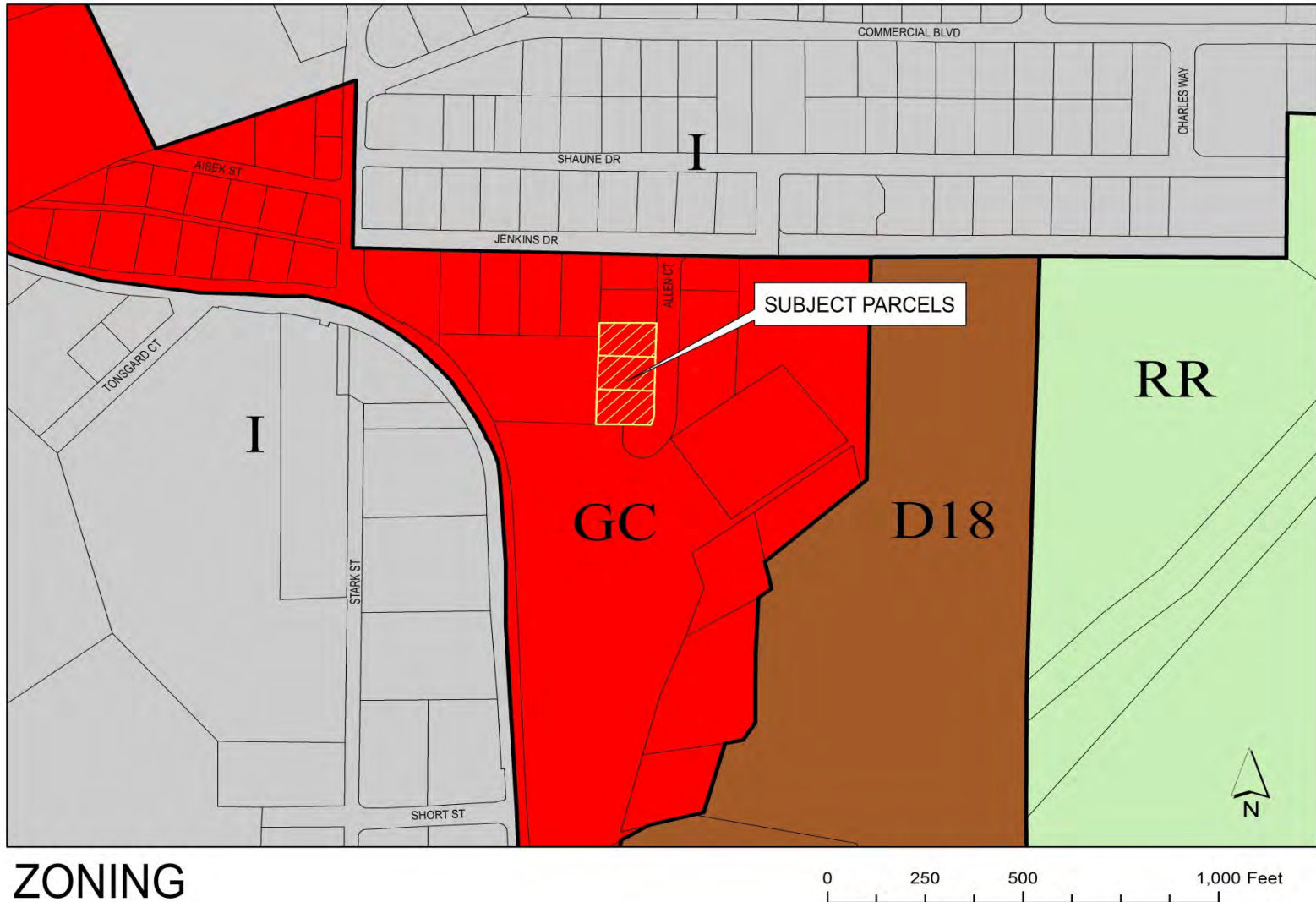
Location



Image date: June 2013

0 250 500 Feet

Area Zoning



Property Owner:	Tlingit –Haida Regional Housing Authority
Property Address:	1944 Allen Court
Legal Description:	Lemon Glacier 2 Lots 3,4 and 5
Total site size	39,424 square feet
Comprehensive Plan Future Land Use Designation:	Commercial (Map H)
Zoning:	General Commercial
Utilities:	City water & sewer
Access:	Allen Court
Existing Land Use:	Vacant

Use Requested

Mixed-use development consisting of 58 single room occupancy apartments on the upper floors with office and clinic space on the ground floor.

Project Description

- Phase I – 32 single room occupancy apartments, staff office space and Front Street Medical Clinic
- Phase II – 26 single room occupancy apartments and additional office space

Conditional Use Permit

CBJ 49.15.330

A conditional use is a use that may or may not be appropriate in a particular zoning district according to the character, intensity, or size of that or surrounding uses. The CU permit procedure is intended to provide the Commission the flexibility necessary to make determinations appropriate to individual sites.

Conditional Use Permit Process

- Agency review
- Public notice sign on site 2 weeks prior to public hearing
- Notices of public hearing mailed to property owners within 500 feet of proposed use
- Staff report written with evaluation and recommended findings (approval/denial) and recommended conditionals
- Planning Commission public hearing & decision

Director's review procedure

CBJ 49.15.330(d)(5)

Even if the proposed development complies w/all the requirements of this title and all recommended conditions of approval the director may nonetheless recommend denial if it is found that the development:

49.15.330 continued

- A. Will materially endanger the public health or safety;*
- B. Will substantially decrease the value of or be out of harmony with property in the neighboring area;*
- C. Will not be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.*

CBJ 49.15.330(e) the Commission to consider

- (A) Whether the proposed use is appropriate according to the table of permissible uses;*
- (B) Whether the application is complete;*
- (C) Whether the development as proposed will comply with other requirements of this chapter.*

Commission may deny or require conditions if it finds that the development will more probably than not:

- A. Materially endanger the public health or safety;*
- B. Substantially decrease the value of or be out of harmony with property in the neighboring area;*
- C. Lack general conformity with the land use plan, thoroughfare plan, or other officially adopted plans.*

Conditions may include

- Development schedule
- Use (restricted to that indicated in the application)
- Owners association
- Dedications
- Performance bonds
- Commitment letter
- Covenants
- Revocation of Permits
- Landslide and avalanche areas

Continued

- Habitat
- Sound
- Traffic mitigation
- Water access
- Screening
- Lot size or development size
- Drainage
- Lighting
- Other conditions (as may be reasonably necessary pursuant to standards listed in subsection (f) of this section.

Variance Requested

A parking variance request to reduce required parking from 108 spaces to 37 spaces

CBJ 49.20.200 Variance

A variance is required to vary dimensions or design standards

CBJ 49.40.210 Minimum Space and Dimension Standards for Parking

Parking Calculations

SRO Housing: 58 units @ 1.25 per unit	73 parking spaces
Clinic Space: 2,100 sq. ft. @ 1/200 sq. ft.	11 parking spaces
Office Space: 7,260 sq. ft. @ 1/300 sq. ft.	24 parking spaces
Total Parking Required	108 parking spaces

CBJ 49.40.250 (b) Grounds for Variance

Where hardship and practical difficulties result from an extraordinary situation of unique physical feature affecting only a specific parcel of property or structure lawfully existing and render it difficult to carry out the provisions of this title, the board of adjustment may grant a variance in harmony with the general purpose and intent of this title

CBJ 49.40.250 (b) Grounds for Variance cont.

A variance may vary any requirement or regulation of this title concerning dimensional and other design standards, but not those concerning the use of land or structures, housing density, lot coverage, or those establishing construction standards.

A variance may be granted after the Board of Adjustment has determined that:

1. *The relaxation applied for or a lesser relaxation would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners;*
2. *Relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare preserved;*

A variance may be granted.... (cont.)

- 3. *The authorization of the variance will not injure nearby property;*
- 4. *The variance does not authorize uses not allowed in the district involved;*

A variance may be granted.... (cont.)

5. *Compliance with the existing standards would:*

- A. *Unreasonably prevent the owner from using the property for a permissible principle use;*
- B. *Unreasonably prevent the owner from using the property in a manner which is consistent as to scale, amenities, appearance or features, with existing development in the neighborhood of the subject property;*

A variance may be granted.... (cont.)

- C. Be unnecessarily burdensome because unique features of the property render compliance with the standards unreasonable expensive; or*
 - D. Because of pre-existing non-conforming conditions on the subject parcel, the grant of the variance would not result in a net decrease in overall compliance with the land use code, Title 49, or the building code, Title 19, or both; and*
- 6. A grant of the variance would result in more benefits than detriments to the neighborhood.*

CBJ 49.20.260 Conditions of Approval

The board may attach to a variance conditions regarding location, character and other features of the proposed structures or uses as it finds necessary to carry out the intent of this title and to protect the public interest.

Planning Commission Decisions

- Can be appealed
- Notice of appeal must be filed within 20 days of the Notice of Decision is filed with the City Clerk
- Fee is paid

Housing First Permanent Supportive Housing In Juneau, Alaska

I. Understanding Juneau's Chronic Homeless Population



II. Finding the Solution: Housing First Permanent Supportive Housing



III. Development



**Housing First
Permanent Supportive Housing
In Juneau, Alaska**



Step One: Know Who is Out There

2011 Point In Time Homeless Count - 562 2012 Vulnerability Index Survey

35 volunteers canvassed the community for three days from 6am-9am

- Housing
- Period of homelessness
- Health/Social conditions

40 of 55 surveyed were vulnerable, likely to die on the streets. (80% Capture Rate)

Juneau's Vulnerability Index Survey Results

- **Vulnerable:** 40 of 55 Juneau residents surveyed assessed are considered vulnerable.
- **Juneau-based:** 75% were born, went to school, worked, or had family in Juneau.
- **Want to be housed:** 73% indicated a desire to live in a permanent supportive housing facility.
- **Working:** 36% work off the books, and 16% have jobs.
- **Alaska Native Population:** 60% of those surveyed were Alaska Native.

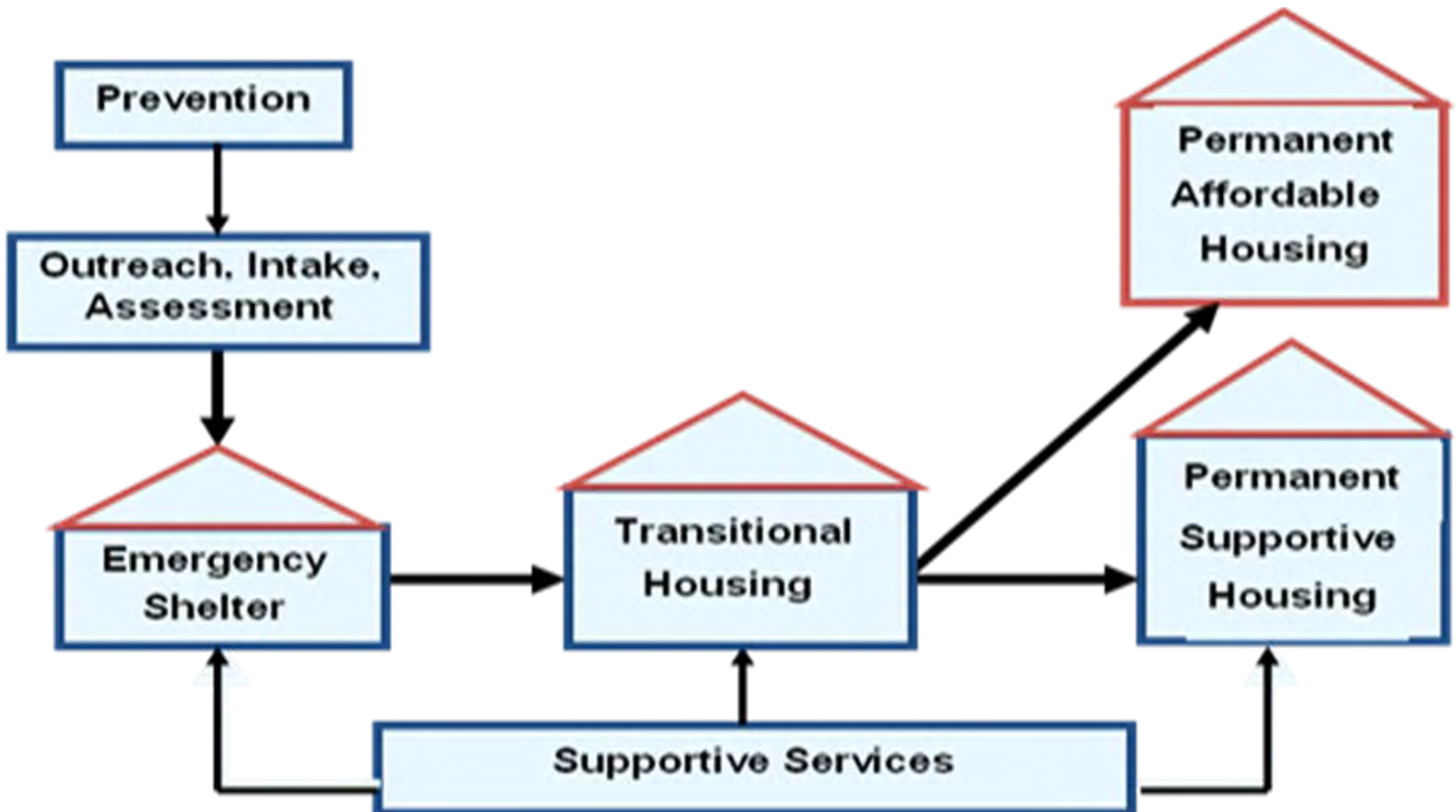


This Population is Extremely Vulnerable

- **Attacked:** 62% of respondents have been attacked violently since becoming homeless;
- **Chronically Homeless:** 85% of respondents are **chronically homeless** -- living without shelter for more than one year;
- **Homeless a long-time:** 9.5 years is the average length of time spent homelessness for vulnerable individuals; and
- **In and out of corrections:** 84% of the respondents have been in jail, with 33% having been to jail 10 times or more.



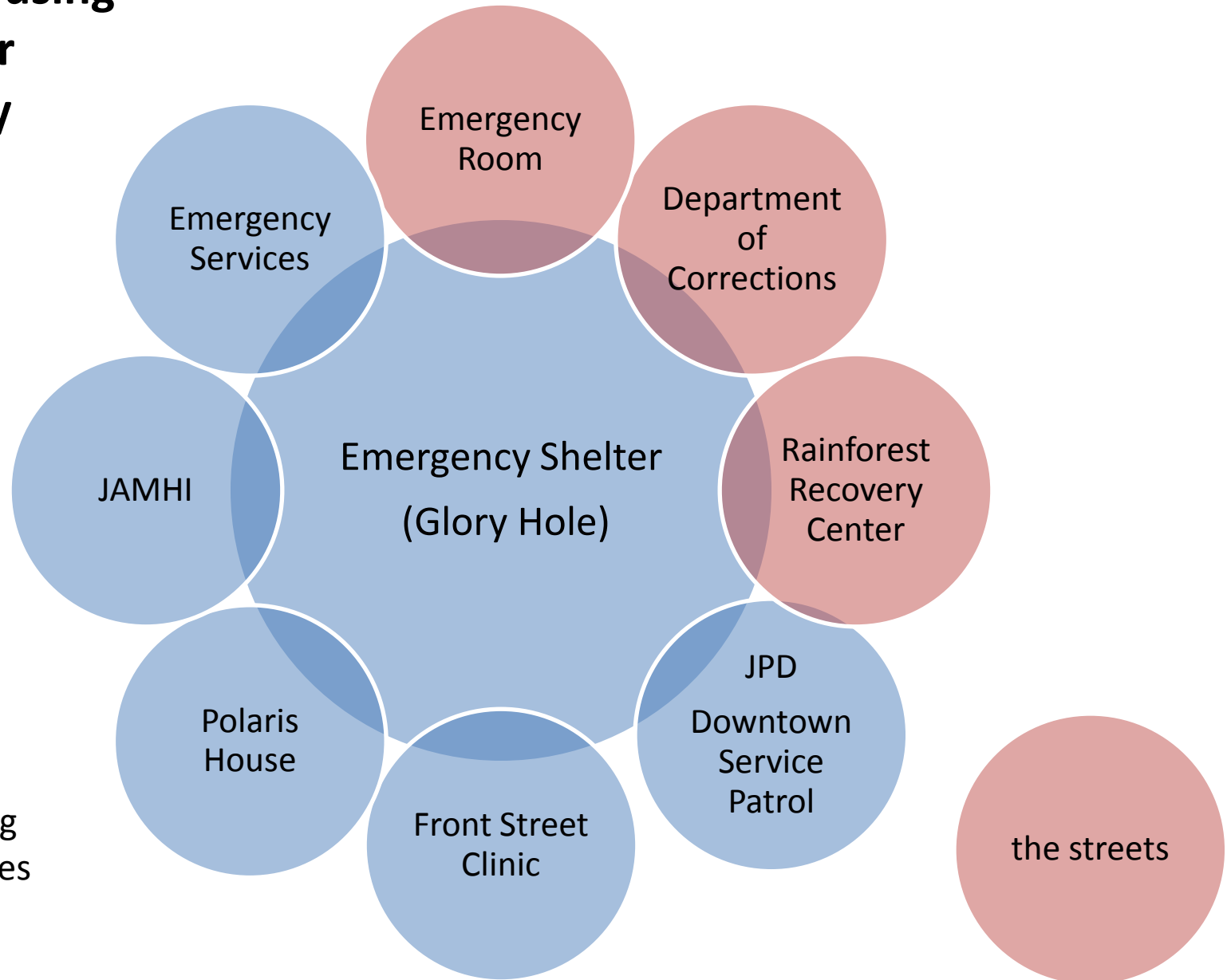
II. Finding the Solution: Housing First Permanent Supportive Housing



Difficulties with current options for the chronic homeless population

- Waitlists
- Mental Illness/Substance Abuse
- Cycled through programs or thrown out
- Have given up

current housing options for chronically homeless persons



Red = Housing
Grey = Services

Rainforest Recovery Center

Juneau's Million Dollar Murrrays

	# OF VISITS		# HOURS IN ESP		# ER VISITS		# MED DETOX DAYS		# INPT RRC DAYS		TOTAL COST
	AUG	SEPT	AUG	SEPT	AUG	SEPT	AUG	SEPT	AUG	SEPT	
CLIENT 1	17	19	180.0	210.1	16	20	0	0	0	0	\$ 33,604
CLIENT 2	12	21	77.5	155.3	6	0	5	0	4	0	\$ 24,612
CLIENT 3	15	11	190.6	138.1	2	5	0	0	0	0	\$ 16,648



Housing First Site Visit

- New San Marco
Apartments -Duluth,
Minnesota
August 28 & 29
- Anishinabe Wakiagun
Minneapolis,
Minnesota
August 30

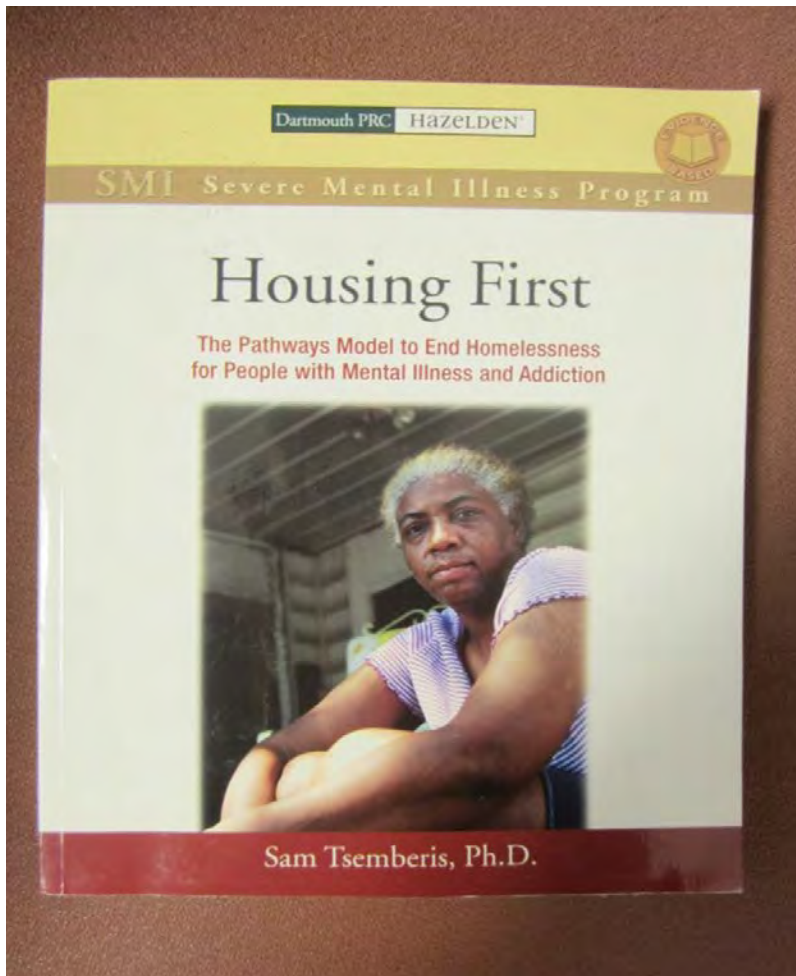
Attendees

1. Kim Kiefer, CBJ City Manager;
2. Doug Harris, Clinical Director, JAMHI;
3. Pam Watts, Executive Director, JAMHI;
4. Sandra Kohtz, Director of Rainforest Recovery, Bartlett Hospital;
5. Ann Weske, Tlingit-Haida Regional Housing Authority;
6. Craig Moore Tlingit-Haida Regional Housing Authority;
7. Officer Nick Garza, Juneau Police Department;
8. Scott Ciambor, Alaska Mental Health Board & Advisory Board on Alcoholism and Drug Abuse;
9. Nancy Burke, AMHTA Program Officer, housing focus area;

The Housing First Model

Housing First is a philosophy that dictates that the most vulnerable and chronic people experiencing homelessness be offered the choice to move into permanent housing combined with available supportive services right away.

The Housing First Model



First Step: Provide consumers what they need most – *an apartment of their own, free of treatment and sobriety conditions.*

The Housing First Model

Step Two: Once Housed – eliminating safety and security concerns – consumers can focus on things like:

- family reconnection
- employment
- chronic health problems
- shopping for food
- recovery from the stress of living on the streets
- Substance abuse issues

The Housing First Model

Step Three: Assertive Outreach: Encouraging the use of housing and other homeless services

Step Four: Continued effort to provide case management to make sure housing stability is maintained.

Step Five: Community Integration

What about alcohol & drug use?

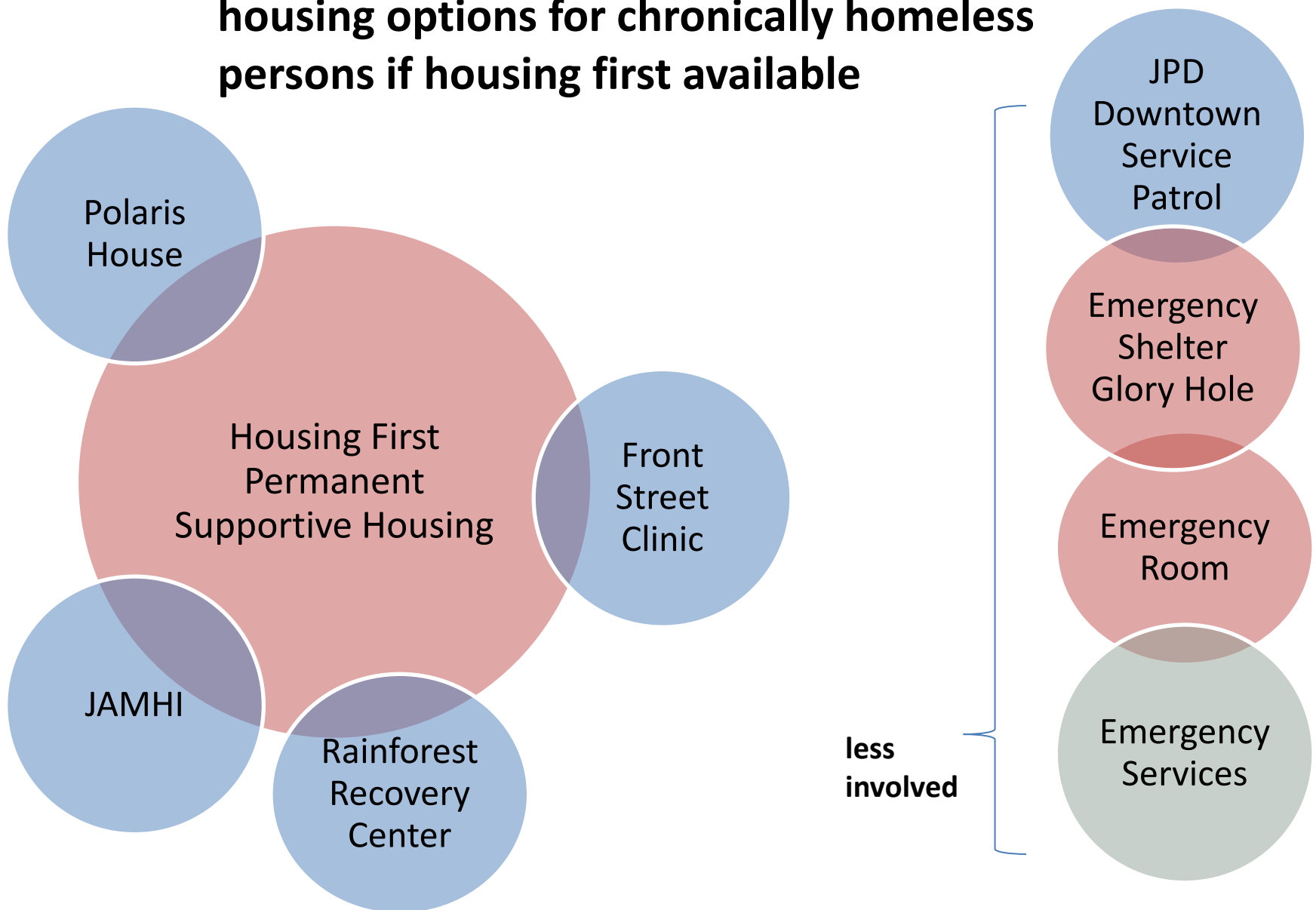
Housing First uses a **harm-reduction approach** when addressing mental health/substance abuse issues.

- Staff encourage participation in mental health and drug & alcohol treatment.
- If drug or alcohol abuse interfere with functioning – staff encourage them to make better decisions and lead healthy lives.

Basic Rules for Tenants

- Meet with program staff at least once a week.
- Tenants pay rent but eviction is seen as a last resort.
- Firm rules on violence/illegal activities.

housing options for chronically homeless persons if housing first available



New San Marco Apartments Duluth, Minnesota



Housing

70 units of permanent supportive housing

- 30 units of Single Room Occupancy (SRO) for individuals who are chemically dependent;
- 40 units have Project Based Section 8 rental assistance

Developer

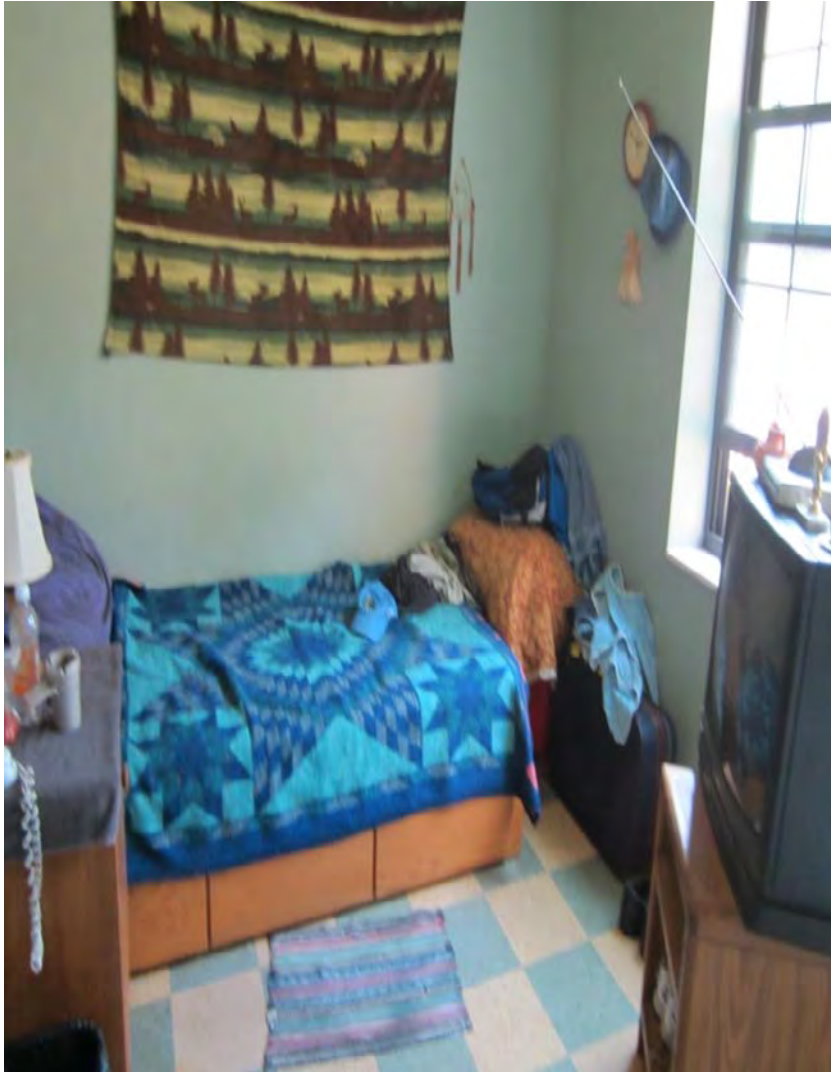
Center City Housing Corporation currently owns and operates 229 units of low-income affordable housing in Duluth.

Social Services

Partnership between two local non-profits that provide advocacy, mental health treatment, and alcohol and chemical dependency recovery

- Center for Alcohol and Drug Treatment (CADT)
- Human Development Center

**New San Marco Apartments
Duluth, Minnesota**



Housing + Services

"There is synergy in bringing housing and services under one roof" - Gary Olsen

Lisa's Bedroom

"When people are not afraid of losing housing, then they are willing to experiment with sobriety."

Duluth Police Department

A Duluth police officer

reported to the Alaska delegation that 5 years ago, when New San Marco was first opening, the police department thought it would be a total mess, a zoo, with much fighting.



What Really Happened

But they soon discovered the opposite, that the dedicated staff that handle many of the problems there internally, and even intervene in the field on behalf of the police when notified that a tenant is drunk in public. Staff and fellow tenants provide a “family support” team for tenants needing help.

More Outcomes

The police report that arrests for misdemeanors and admissions to detox centers have dropped dramatically since it opened.

Facility Staffing Projection

Facility Director	1 FTE
Housing Specialists	8 FTE
Driver	.5 FTE
Community Relations and Development	.5 FTE
Connections and Benefits	1.75 FTE
Special Project Coordinator	.75 FTE
12.5 Total Staff Projection	

Karluk Manor
Anchorage, Alaska



47 units

Project Home
Philadelphia, Pennsylvania



55 units

Center for Supported Housing, etc.

Case Studies of Housing First PSH projects across the country.

<http://www.csh.org/resources/>

- HUD has prioritized permanent supportive housing over shelter/transitional options for the homeless.
- Cities have passed legislation indicating Housing First as the primary approach for handling chronic homelessness.

III. Development





III. Development

Lead Agency: Glory Hole

Land Donation: Tlingit-Haida Regional Housing Authority

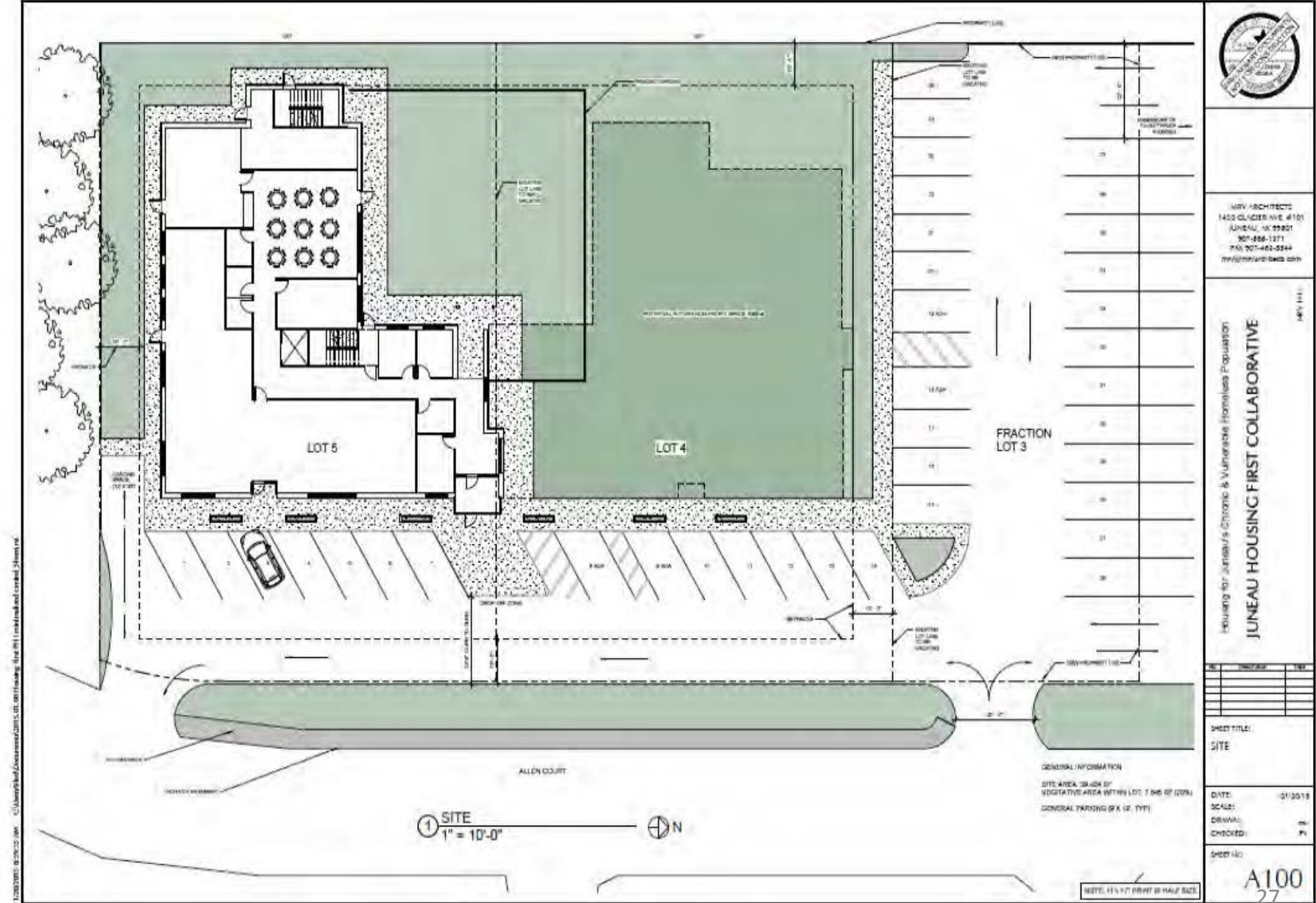
Architects: MRV Architects

Target:

Alaska Housing Finance Corporation Special Needs Housing Grant

\$3.5 million

Site



Level 1



Level 2



① LEVEL 2
3/16" = 1'-0"



MMV ARCHITECTS
1400 CLACIER AVE. #101
JANESVILLE, WI 53501
507-856-1271
FAX: 507-463-0344
mmv@mmvarchitects.com

Housing for Juneeva's Choice & Vulnerable Homeless Population
JUNEAU HOUSING FIRST COLLABORATIVE

SHEET TITLE:
LEVEL 2

DATE: 01/20/18
SCALE:
DRAWN:
CHECKED:

SHEET NO:

A201
29

NOTE: 11 1/2" 12" PRINT IS HALF SIZE

Level 3



① LEVEL 3
3/16" = 1'-0"



MRV ARCHITECTS
1420 CLACIER AVE #101
JUNEAU, AK 99801
907-486-1271
FAX: 907-486-8844
mrv@mrvad.com

Housing for Junau's Chronic & Vulnerable Homeless Population
JUNEAU HOUSING FIRST COLLABORATIVE

No.	Description	Date

SHEET TITLE:
LEVEL 3

DATE: 01/20/18
SCALE:
DRAWN: MY
CHECKED: PR

SHEET NO.

A202
30

NOT TO SCALE

Capital Project Budget, Phase I

Project Component	Est. Cost	Committed Funding		Requested Funding	
Site	650,000	THRHA	650,000		
Site Development	125,000	CBJ	125,000		
Construction, Contingency	6,700,000				
		CBJ	1,500,000		
				SNHG	3,105,000
				RAS	1,750,000
				JCF	345,000
Furnishing, Equip (clinic)	500,000			CDBG	500,000
Design and Admin	475,000	AMHTA, CBJ, JCF	220,000	JCF	255,000
Outreach, Client Prep	30,000	AMHTA, TGH	30,000		
Total	\$8,480,000		\$2,525,000		\$5,955,000

Abbreviations: Alaska Mental Health Trust: AMHTA; City and Borough of Juneau: CBJ; Juneau Community Foundation: JCF; The Glory Hole: TGH; Tlingit and Haida Regional Housing Authority: THRHA; Community Development Block Grant, Alaska: CDBG

Annual Operating Budget – Estimated Revenue

AHFC Vouchers	316,000
Rental Income	72,000
Basic Homeless Assistance Program	50,000
Juneau Community Foundation (HOPE Funds)	150,000
CBJ Block Grant	50,000
CBJ Water and Sewer Assistance	12,000
Depart of Health and Social Services Community Matching Grant	50,000
Alaska Mental Health Trust	25,000
Community Fundraising and Private Foundations	90,000
Department of Health and Social Services (Supportive Housing Assistance -new program)	40,000
Social Enterprise Venture	15,000
	870,000
Note: Costs for initial three-year operational start-up will be significantly under-written by SNHG Grant	

Beth McKibben

From: Bryce Johnson
Sent: Thursday, January 29, 2015 8:56 AM
To: Beth McKibben
Subject: RE: Review Requested USE2015 0001 and VAR 0001 Housing First

So sorry I missed this.

JPD is very supportive of housing first and the proposed site.

Thanks, Bryce

Chief Bryce Johnson
 Juneau Police Department
Integrity, Courage, Service, Respect
 (907) 500-0677



From: Beth McKibben
Sent: Tuesday, January 27, 2015 8:53 PM
To: Robin Potter; Bryce Johnson
Subject: FW: Review Requested USE2015 0001 and VAR 0001 Housing First
Importance: High

Hello Robin and Bryce
 I am trying to wrap up my staff report and I would very much appreciate your comments. Please give me a call if you have questions.

Thank you

Beth McKibben, AICP
 Senior Planner, CDD
 City & Borough of Juneau
 907.586.0465



Please consider the environment before printing this email.

From: Beth McKibben
Sent: Friday, January 16, 2015 3:34 PM
To: Charlie Ford; Dan Jager; Bryce Johnson; Robin Potter; Samantha Stoughtenger; Ron King; Ed Foster; Greg Chaney; Capital Transit; Darrell Wetherall (Darrell.Wetherall@aelp.com); eric.eriksen@aelp.com; Heidemann, Marie E (DOT)

Beth McKibben

From: Robin Potter
Sent: Wednesday, January 28, 2015 2:00 PM
To: Beth McKibben
Subject: RE: Review Requested USE2015 0001 and VAR 0001 Housing First

Good morning Beth,

My apologies for last minute response. I've been inundated since September between trying to get our assessment work done for the 2015 mail out of notices and taking care of business as well. Your request was on my radar, but kept slipping back in priority.

I managed to review both reports last night and check the location on GIS maps. I couldn't find anything negative to comment on. Location is good and the purpose should benefit both the occupants and CBJ.

Sincerely,
 Robin

Robin Potter
Assessor, Finance Department
City & Borough of Juneau
155 S. Seward Street
Juneau, AK 99801
907.586.0333
http://www.juneau.org/financeftp/assessor_main.php

Note new email address: Robin.Potter@juneau.org

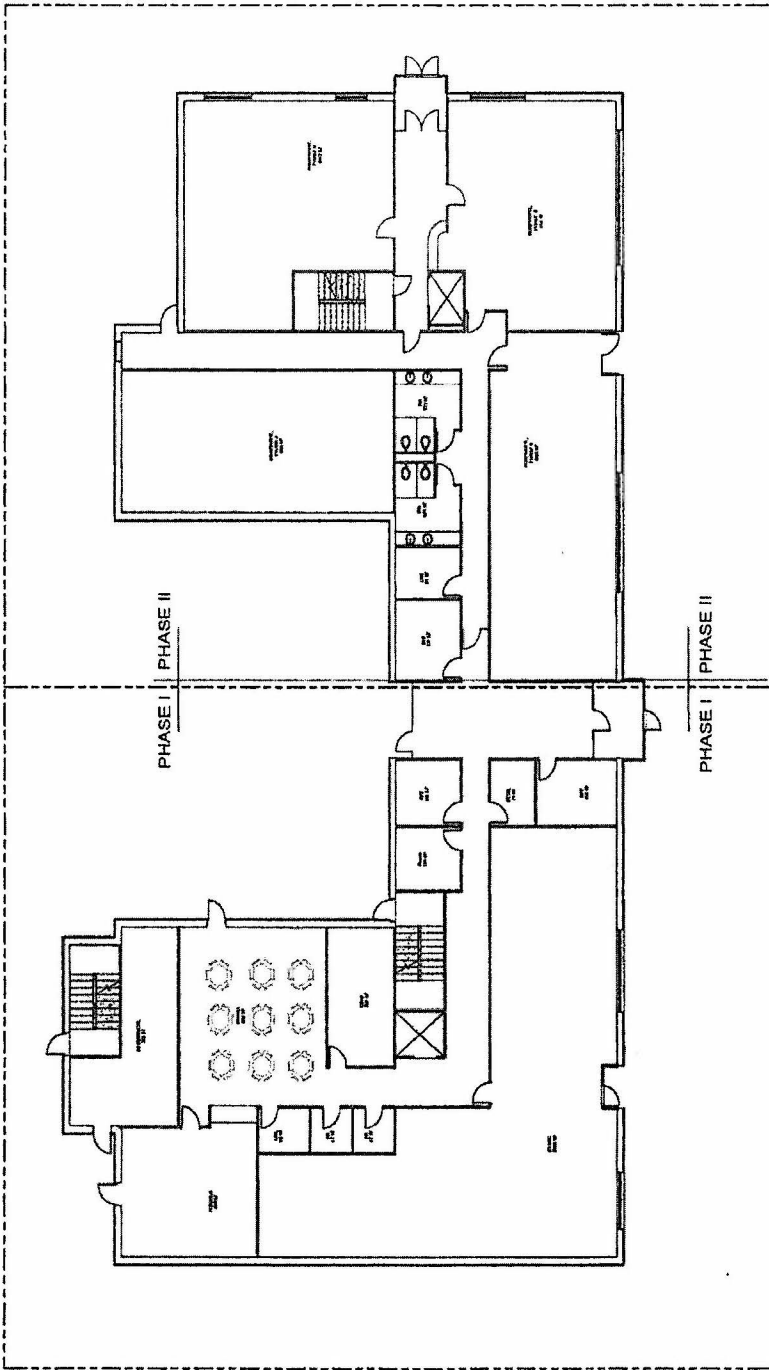
From: Beth McKibben
Sent: Tuesday, January 27, 2015 8:53 PM
To: Robin Potter; Bryce Johnson
Subject: FW: Review Requested USE2015 0001 and VAR 0001 Housing First
Importance: High

Hello Robin and Bryce
 I am trying to wrap up my staff report and I would very much appreciate your comments. Please give me a call if you have questions.

Thank you

Beth McKibben, AICP
 Senior Planner, CDD
 City & Borough of Juneau
 907.586.0465

First Floor Plan



Housing First - Glory Hole

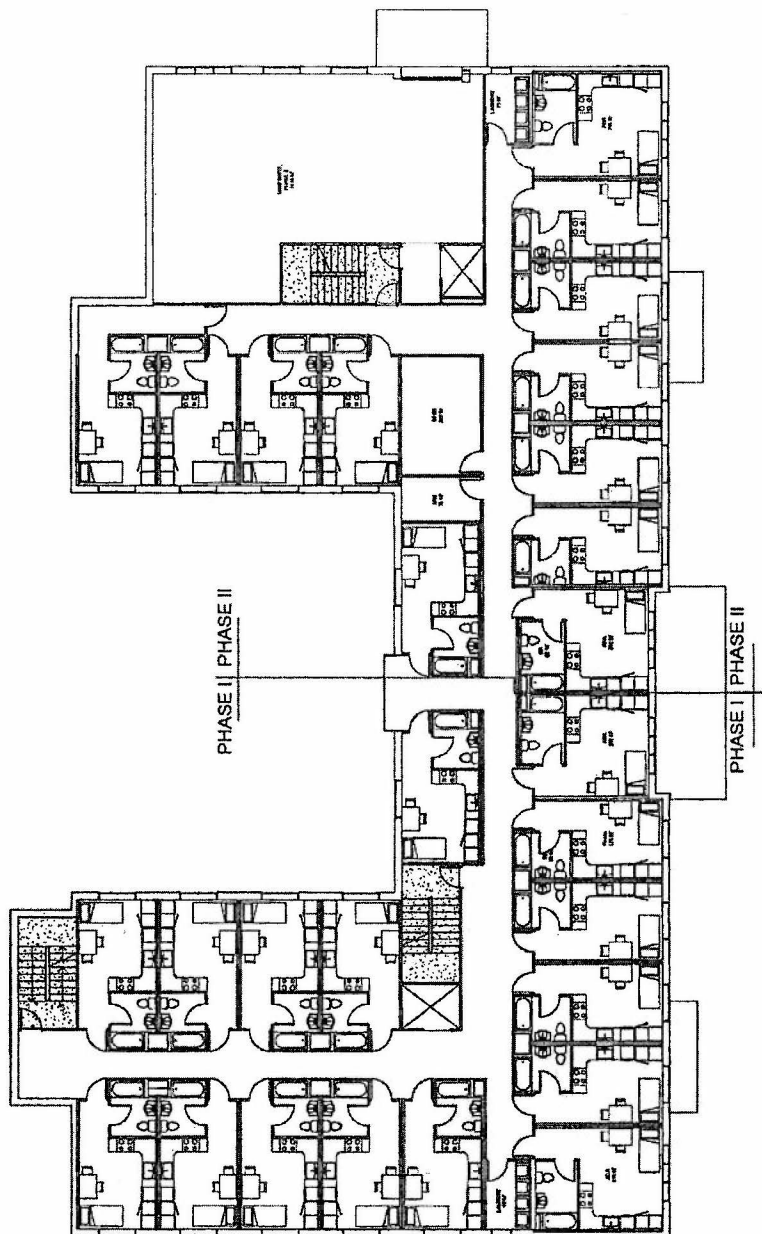
RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Attachment I

SRO Housing, Floors 2 & 3



Housing First - Glory Hole

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

Beth McKibben

From: Kenny Scollan <kscollan@ruralcap.com>
Sent: Thursday, January 29, 2015 5:02 PM
To: Beth McKibben
Cc: Burke, Nancy (DOR)
Subject: RE: [BULK] Housing First

Beth,

Just to follow up with our phone conversation here are some of the things we discussed; We have 46 residents at Karluk Manor, none of them own or drive a vehicle. One of the concerns of the community and city was that since Karluk Manor is situated between two major thoroughfares there would be increased pedestrian/vehicle accidents. We haven't gotten any reports of pedestrian/vehicle accidents around our facility and we have been in operation for 37 months. Our facility consists of two buildings totaling approximately 18,000 sf we are located in a B3 zoning district. We had to get a conditional use permit to operate the facility, that has since been deemed in violation of fair housing and has been repealed. Part of the CUP discussed parking, I believe the language stated that we needed one space for every 4 beds, we were permitted with 12 parking spaces. I'm sorry it is late in the day and I know I missing some things. I've attached a Karluk Manor fact sheet which contains some of the things we spoke about. Feel free to call me for any additional information @ 529-2798.
 Kenny

Karluk Manor

Factsheet

The University of Alaska Anchorage, with support from the Alaska Mental Health Trust Authority, is conducting a long-term three-year study about the outcomes of Karluk Manor, with an anticipated release of 2015. The following is a sampling of related information that RurAL CAP has collected over the first 30 months of operations.

Application Process:

- Tenants are chosen by the highest score for their ASP Pick-ups, Court View/Criminal History, Emergency Room Visits, and Provider's Assessment of Tri-Morbidity/Vulnerability (co-occurring disorder and serious health condition).
- The waiting list for Karluk Manor opened on October of 2011 and in less than 2 months RurAL CAP had over 150 people waiting for 46 total beds.
- The doors to Karluk Manor opened on December 11, 2011 and within 30 days Karluk Manor was at capacity.
- Guidelines for tenancy include policies such no violence, zero illegal activity, no damages to the building, paying rent on time, respecting staff, and adhering to visitation restrictions.

Tenant Information:

- 90% have lived at Karluk for at least 6 months.
- 78% have been in housing at least a year.
- 61% have been in housing at least 2 years.
- 100% are involved in intensive case management.
- 26 people have Medicaid with 5 pending claims.

- 22 have payee services for their Social Security Income.
- 9 have worked in the past 12 months.
- Over half had a mental health/substance abuse assessment in the past year.
- 12 people have had neuropsychological evaluations paid for by RurAL CAP to assist with documenting their disabling condition.
- 31 are on medication observation, as compared to 6 when the doors opened.

Emergency Call Information:

- In 2012 RurAL CAP tracked 92 emergency calls. It was reported by Lieutenant Parker that APD responded only 27 times in 2012. RurAL CAP made 15 calls for non-residents or people that came in for assistance.
- In 2013 the emergency calls were reduced to 73 calls with 20 calls for non-residents.
- RurAL CAP has counted 4,600 interactions by emergency services prior to the year entering Karluk Manor by tenants.

Summary of Past 30 months:

- 10 people have died.
- 19 have been evicted (most for violent behavior that needed additional treatment intervention).
- 75 people have received housing.

There have only been two written complaints since Karluk Manor opened its doors, and in the past 18 months RurAL CAP has not received any written complaints.

From: Beth McKibben [<mailto:Beth.McKibben@juneau.org>]

Sent: Thursday, January 29, 2015 1:21 PM

To: Kenny Scollan

Subject: [BULK] Housing First

Importance: Low

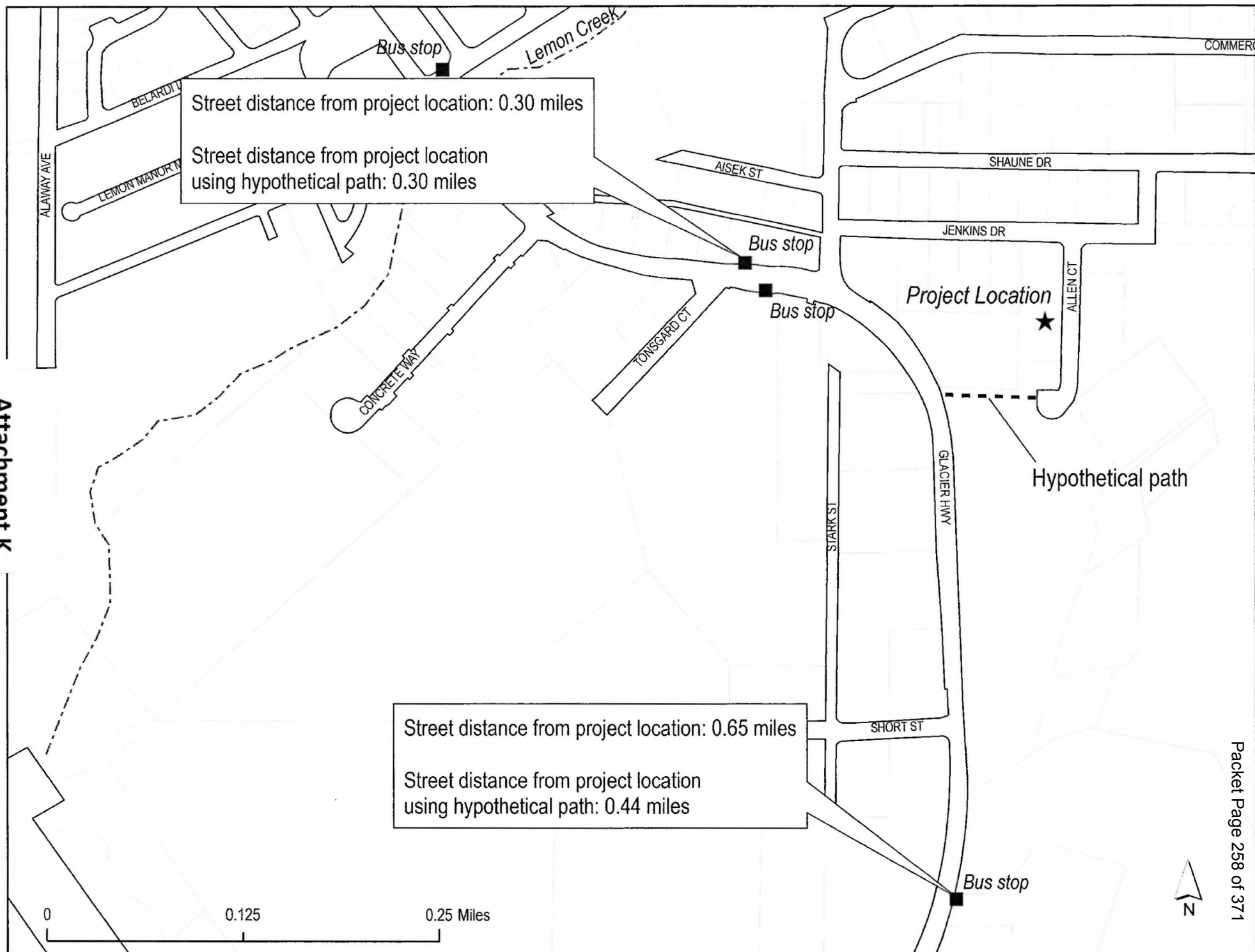
Ken
Nancy Burke put me in touch with you. I need to chat about traffic generation for permanent supportive housing for the chronically homeless – such as Karluk manor.

I'm in a bit of a crisis mode today. But at the moment I'm going to take a break and eat some lunch. Hope to hear from you later this afternoon. Thanks!

Beth McKibben, AICP
Senior Planner, CDD
City & Borough of Juneau
907.586.0465



Please consider the environment before printing this email.





NOTICE OF PUBLIC HEARING

Packet Page 259 of 371

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

Please visit
www.juneau.org/planncomm/
for more information.

SHIP TO:



PROPOSAL: Planning Commission review and recommendation of the Draft Auke Bay Area Plan to the Assembly.

File No:	AME2013 0012	Applicant:	City and Borough of Juneau
To:	Neighborhood Association	Property PCN:	Boroughwide
Meeting Date:	February 10, 2015		
Meeting Time:	7:00 PM		
Place:	Assembly Chambers Municipal Building 155 South Seward Street Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days 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 the Community Development Department at 586-0715.



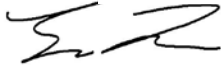
Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/planncomm.

Date notice was printed: January 14, 2015



Community Development

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

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

Thru: Hal Hart, Director 
Community Development Department

To: Planning Commission

File No.: AME2013 0012

Date: February 2, 2015

Re: Draft Auke Bay Area Plan

Attachment

Draft Auke Bay Area Plan

Draft Auke Bay Area Plan (Attachment A)

CDD staff provided an initial copy of the draft Auke Bay Area Plan to the Planning Commission on January 13, 2015. The Commission was informed that additional comments from the Auke Bay Steering Committee will be coming soon and recommended postponing discussion until the February 10th Planning Commission meeting.

Comments received from various groups

CDD's staff has received comments from various government/ non-government agencies. Their comments have been addressed in the latest version of the Draft Auke Bay Area Plan. Below is a list of agencies that submitted comments.

- Auke Bay Steering Committee
- CBJ Lands & Resources
- DOT/ PF
- CBJ Docks & Harbors.
- CBJ Planning Commission

Planning Commission
File No.: AME2013 0012
January 8, 2015
Page 2 of 2

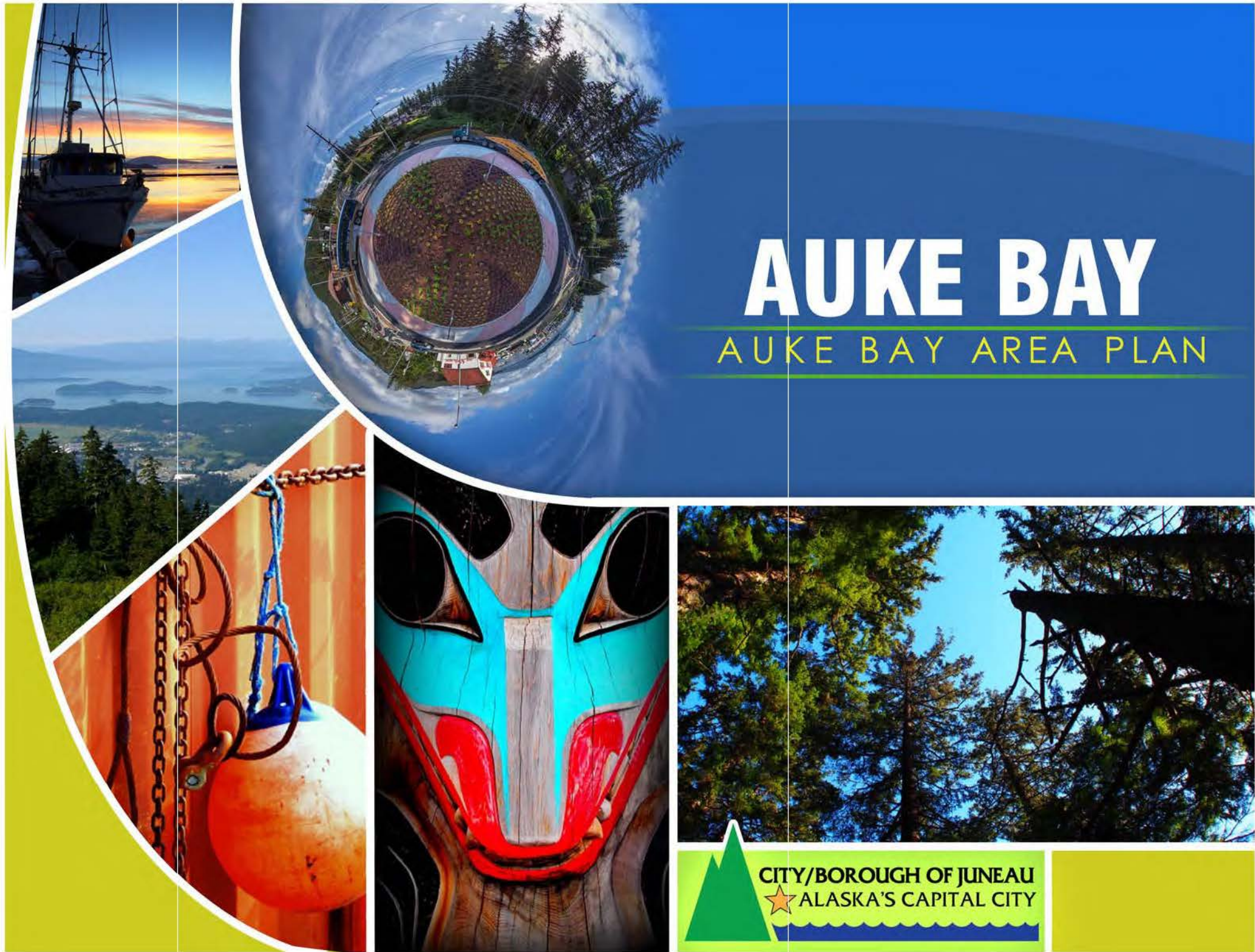
The Draft Auke Bay Plan in your packet can also be found at the following CBJ website:
<http://www.juneau.org/aukebayplan/>

Findings

With the proposed amendment to the Comprehensive Plan Land Use map for only the Auke Bay area, the Draft Auke Bay Area Plan will be consistent with the Comprehensive Plan. Further, the plan is consistent with Comprehensive Plan policies germane to the Auke Bay area.

Recommendation

Staff recommends the Planning Commission forward the Draft Auke Bay Area Plan to the Assembly with a recommendation of adoption.



AUKE BAY

AUKE BAY AREA PLAN

Cover Design
Glen Fairchild

Cover Photography
Dave Klein ▪ KleinDesigns
&
Pat McGonagel ▪ Didjuneau Fine Art Photography

Auke Bay Area Plan

Adopted (Month, Date, Year)
Assembly Ordinance 20XX-XX



City and Borough of Juneau
Community Development Department
Planning Division

Special Acknowledgements

For your passion for Auke Bay Community...

For your hard work and dedication...

For your ideas and creativity...

We Thank You

Auke Bay Steering Committee Members

Gerald Gotschall, AIA, Chair ▪ Dana Hanselman, Vice Chair ▪ Michele Grant, Recorder ▪ Sharyn Augustine ▪ David Haas ▪ Karla Hart ▪ Caroline Hassler ▪ Ric Iannolino ▪ Dave Klein ▪ Nathan Leigh ▪ Eric Lindegaard ▪ Joann Lott ▪ Brandilyn McDonald ▪ Mike Noel ▪ Lawrence Lee Oldaker ▪ Philip Rolfe ▪ Doug Scudder ▪ Linda Snow ▪ Alice Taff

Americans with Disability Committee ▪ Central Council of Tlingit & Haida Indian Tribes ▪ Corvus Design ▪ Did Juneau Photography ▪ CBJ Docks & Harbors ▪ Douglas Indian Association ▪ CBJ Engineering ▪ Friends of Auke Bay ▪ Haight & Associates ▪ Jensen Yorba Lott, Inc ▪ Klein Design ▪ CBJ Lands Department ▪ MRV Architects ▪ NorthWind Architects ▪ CBJ Parks & Recreation ▪ CBJ Public Works ▪ SAIL ▪ Sealaska Heritage Institute ▪ State of Alaska Department of Transportation ▪ University of Alaska Southeast ▪ United States Forest Service ▪ Area Business Owners

Karla & Steve Allwine ▪ James Bibb, AIA ▪ Pat Carroll, PE ▪ Jim Chen ▪ Bernadine DeAsis ▪ Gary Gillette, Architect ▪ Don Howell ▪ Kamal Lindoff ▪ Greg Lockwood ▪ Dr. David Logan ▪ John Morris ▪ Chris Myrtl, PLA ▪ Fred & Kathleen Pollard ▪ Mike Pollard ▪ Michelle Ridgeway ▪ Chuck Smythe ▪ Steve Soenksen ▪ Corey Wall, AIA ▪ Every Area Resident Who Attended a Meeting



Community Outreach Efforts

21 Auke Bay Steering Committee
Meetings

3 Open House Meetings

2 Design Charrettes

1,038 Households Notified by Direct Mail

150 Postcards Displayed

250 Flyers Posted

1 Initial Survey

54 Newspaper Advertisements

Message from the Chair

The Steering Committee's discussion of the Auke Bay area began with the development of a vision statement that came out of various 'statements of need' from the Committee and what Auke Bay represents in the larger Community. This led to discussions of how we envision the area growing and what the boundaries of the area growth might be.

Over the following months, the Committee heard presentations from the many agencies that have current and future projects in progress in the area and discussed how each project might affect the overall function, look, and feel of the greater Auke Bay area. We saw a wide variety of interested community members also show up and comment on the many issues being presented. Guided by City staff, we evaluated and discussed this wide range of presentation issues, as well as the many community comments culminating in the *Draft Auke Bay Area Plan* that you have before you. The Draft *Plan* was developed largely through a consensus-

driven model set against the collective Vision established early in the process.

In addition to agency presentations about what is planned, two community design charrettes were held to gather ideas for what should be planned. With the active participation from homeowners, landowners, developers, local business owners, neighbors and various others, ideas large and small were shared for improving the Auke Bay area. We heard ideas from the participants about everything from roads and sidewalks, bike lanes, harbor use, trail connections, public / private parks, school crossings, the delicate natural and cultural environments, to how buildings should address the street as they change from retail to commercial to residential uses, and where they should be on the map.

The charrette results were synthesized into the Community Charrette Map as a visual embodiment of ideas held in common by the mixed groups of Juneau Citizens.

We saw numerous similarities between the ideas collected from the charrette participants and those collected in the Steering Committee brainstorming discussions - thus reinforcing that we were all headed in the same direction with a common vision, and adequately representing our Community!

Next, the goals of the *Plan* were agreed to. We recognized that each goal represented an identified problem or opportunity raised by the community and that the list of policies were designed to address the responsible party, or the desired outcome or process needed to address the issue in the future.

We also recognize the *Plan* is not the end to the discussion, but a framework for its beginning. It is a working statement of where Auke Bay is today, and where we want to head for tomorrow, or 10

years from now. We recognize that the *Plan* will need continued attention to evolve, from both public and private participants. With major projects at the University, Department of Transportation, the private sector developers and Docks & Harbors yet to come, we see the area's evolution already set in motion. Unifying and connecting each of these projects together will be key in forming the aspects of the "community" that our participants were so passionate about.

Auke Bay is currently serving as a hub for numerous activities, residences, businesses, and an increasingly busy harbor. Preserving the beauty of Auke Bay and its natural setting, while accommodating all the desired and imagined future growth - both built and economic - will be a challenge.

This plan seeks to provide a guideline for this growth. We also see that there are a number of next-steps in the process that could not be addressed in our time on this effort.

Our many thanks from the members of the Steering Committee, to the many Auke Bay Residents, the members of the Borough Assembly and the Planning Commission, the Douglas Indian Association representatives, and Sealaska staff who attended as needed throughout the 12 month process. We would also like to thank the numerous representatives from DOT&PF, CBJ Docks and Harbors, University of Alaska Southeast, and many other participating organizations and institutions for their time and resource contributions that made this effort possible.

I look forward to the next steps!

Sincerely,

A handwritten signature in black ink, appearing to read 'Gerald Gotschall', with a large, stylized initial 'G'.

Gerald Gotschall, AIA
Chair of the Auke Bay Steering Committee

Table of Contents

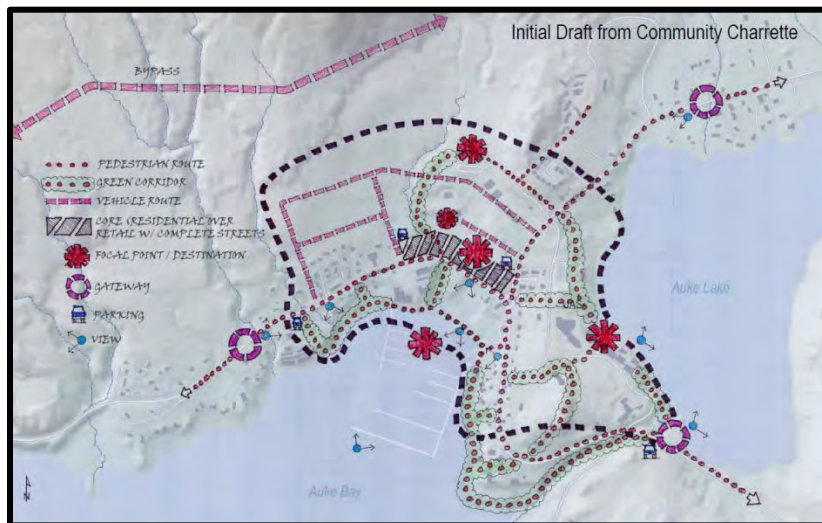
Inside Cover	i		
Special Acknowledgments	ii		
Community Outreach Efforts.....	iii		
Message from the Chair	iv		
Table of Contents	vi		
Introduction	vii		
Planning Area Definitions	xi		
 1. <i>Land Use & Facilities</i>			
Existing Conditions	1		
Vision	3		
Recommended Tools	6		
Goals and Policies	13		
 2. <i>Natural Resources, Hazards, and Habitat</i>			
Habitat Existing Conditions	16		
Habitat Vision	18		
Flooding Existing Conditions	18		
Flooding Vision	19		
Earthquake Existing Conditions	19		
Earthquake Vision.....	20		
Landslide/Avalanche Existing Conditions....	20		
Landslide/Avalanche Vision	20		
Goals and Policies.....	21		
 3. <i>Cultural and Historical Significance and Resources</i>			
Existing Conditions	24		
Vision	25		
Recommended Tools	26		
Goals and Policies	28		
 4. <i>Recreation</i>			
Existing Conditions	29		
Vision	30		
Goals and Policies	32		
 5. <i>Transportation</i>			
Existing Conditions	34		
Vision	39		
Recommended Tools	42		
Goals and Policies	45		
 6. <i>Implementation</i>	49		
Tools for Implementation.....	52		
Action Items.....	53		
 Appendix			
A Plan References.....	56		
B Capital Improvement Projects	57		
C Auke Bay Area Maps.....	60		

Draft Auke Bay Area Plan Introduction

Planning for Auke Bay's Future

Vision of Auke Bay:

"Auke Bay Community Offers: Gateways to many outdoor activities, including fishing, kayaking, boating, hiking, and bicycling; study and programs at the University of Alaska Southeast; and, history and cultural significance for the Aak'w Kwáan who have made Auke Bay their home for millennia."



Overlay drawing courtesy of Chris Mertl, PLA of Corvus Designs. See large version of Charrette Map in Appendix C

Auke Bay has grown from its early years as being home to the Áak'w Kwáan tribe and a fisheries port, to a much larger and more diverse economic hub of Southeast Alaska, located within the City & Borough of Juneau. Significant growth in the

resulted in increased demands in services, varied land regulations, mixture of new transportation challenges, and pressures on the environment. Coordinating and addressing these demands and challenges through the creation of an *Auke Bay Area Plan*, lead by Auke Bay citizens¹, will ensure future growth is responsible, sustainable, and desirable.

Auke Bay is home to many businesses, residents, students, and transient guests. The public and private harbors establish a strong and unique maritime component for not only commercial fisherman, but also local sport fisherman, sailors, and those traveling through Southeast Alaska.

There are pedestrian paths that offer spectacular views of the lake, bay, and nearby mountain tops. The University of Alaska Southeast (UAS) provides a breadth of higher education and outdoor programs that attract students from around the globe. The UAS campus shows growth in new dormitories and campus facilities. Auke Bay boasts a rich mixture of densities that can accommodate many housing needs, from detached homes to condominium. There continues to be a strong housing demand in the Auke Bay area. Businesses are attracted to meet the growing demands of Auke Bay by way of engineering, marine use, transportation, retail/ restaurants, services, and more. As Auke Bay grows, it will be important to

¹ Please reference the Outreach Efforts page in the front of the Auke Bay Area Plan for documentation on specifics of community involvement.

attract businesses that not only supply the demand in the area but also compliment the design of growth.

Throughout the public process of forming the Auke Bay Area Plan, the community came up with the following major goals for the future of Auke Bay. These goals are discussed in detail within each chapter of the plan.

- The Auke Bay Small Town Center provides a rich, mixed-use form of development where people live, work, and play.
- Pedestrians can move freely and safely throughout Auke Bay for recreation, education, enjoyment, or just destination linkages.
- Auke Bay is truly a special place as evidenced through gateways, wayfinding signage, art, lighting, events, etc.
- Culture and history in Auke Bay is rich through art, educational elements, events, and other social aspects.
- Auke Bay accommodates and provides an enjoyable place for commercial and recreational boaters.
- Major property owners, such as UAS, CBJ, business entities, DOT/PF, etc. coordinate development efforts to ensure smart planning.
- Multi-modal transportation facilities and routes are well connected, maintained, and efficient for various users.

The *Auke Bay Area Plan* consists of six chapters. Each chapter provides a set of Goals and Policies that form the neighborhood's *voice* when deciding how the Auke Bay area should grow.

Chapter 1 Land Use and Facilities describes the existing built and natural environments, establishes focused planning areas within the *Auke Bay Area Plan* boundary, and explains the public's involvement and process in creating the vision for Auke Bay's built landscape, such as building and street designs.

Chapter 2 Natural Resources, Hazards, and Habitat provides three categories that highlight the importance of maintaining marine- and land-based environments, utilizing smart building designs to lessen impacts from floods, mudslides etc., and preserving sensitive habitat such as eel grass.

Chapter 3 Cultural and Historical Significance and Resources identifies the early settlement of the Áak'w Kwáan tribe and the need to preserve historic artifacts and promote their rich heritage.

Chapter 4 Recreation promotes an integrated pedestrian and bicycle network, identifies land and water viewpoints, and encourages use of public art and signage to create a strong sense of place.

Chapter 5 Transportation establishes a need for a new by-pass road to allow the center of Auke Bay to be safer and better facilitate pedestrian access; a new Seawalk that links public and private uses; and new parking facilities.

Chapter 6 Implementation explains how this Plan will move forward; why additional changes to the Comprehensive Plan and Zoning Districts are needed to guide specific forms of

development; and how new designs for buildings, streetscapes and spaces will be critical for achieving the envisioned Small Town Center.

Not only was the Auke Bay Area Plan created and guided by local citizenry and the Auke Bay Steering Committee², it is also supported by the community-wide 2013 *Comprehensive Plan*. This Plan provides the following need for a future plan of Auke Bay:

Guideline and Consideration Subarea 3: Auke Bay, Mendenhall Peninsula, & West Mendenhall Valley – Page 178

- *Conduct an area plan or neighborhood plan for the Auke Bay area that would address residential and non-residential uses in the vicinity of the cove, harbor and University with the goal of creating a Marine Mixed Use, transit and pedestrian-oriented village in Auke Bay. Marine Mixed Use land uses could include: Water-related recreation, eco-tourism, commercial fisheries, sport fisheries, marine-related research and aquaculture, and other private and public use of the waters; shoreline and inland areas of Auke Bay including the University of Alaska Southeast (UAS) campus, student and faculty housing, neighborhood-*

² Please see the Outreach Efforts page in the front of the Auke Bay Area Plan for documentation on specifics of community involvement.

commercial needs, transportation systems, habitat protection, educational facilities, careful urban design, and viewshed protection measures. This study should address the needs of and should include the participation of all stakeholders including property owners, residents, business operators, University administration, student and faculty, the Alaska Department of Transportation and Public Facilities, all relevant CBJ Departments and Divisions, NOAA staff and researchers and residents of neighborhoods who regularly traverse the Auke Bay area. Emphasis added.

- *Protect and provide for continued water-dependent development at the Ferry Terminal and in Auke Bay. Identify suitable areas for float homes, boat houses, and/or live-aboard as affordable housing options; this may include dedicated portions of the harbor for these residences. Adopt design guidelines and development standards for the proposed Auke Bay neighborhood plan and Marine Mixed Use District. Emphasis added.*
- *Encourage high-density, transit-oriented residential and/or mixed use developments in the Auke Bay “village” area and around the University, particularly for student and faculty affordable housing. Emphasis added.*

Chapter 14 Community Education & Services – Page 216

Standard Operating Procedures

14.1– SOP 2: Work closely with the staff of UAS in neighborhood planning efforts for the Auke Bay area that considers the on- and off-site impacts and requirements associated with UAS expansion. This should include impacts on housing and on transit, vehicle, pedestrian and bicycle transportation systems. Emphasis added.

The *Auke Bay Area Plan* seeks to enrich the Alaskan heritage as Auke Bay progresses through the next several decades and meets the goals of local citizens and adopted plans. Here are some main goals of this Plan.

Draft Auke Bay Area Plan

Planning Area Definitions

There are three planning areas of the Auke Bay Area Plan: (1) the Planning Area Boundary, (2) the Hub, and (3) the Center. Each represents different types of anticipated growth based on public services, land use demands, and future needs of Auke Bay. Each area is described below. Detailed maps of these planning areas can be found in Appendix C of this *Plan*.

Planning Boundary Area

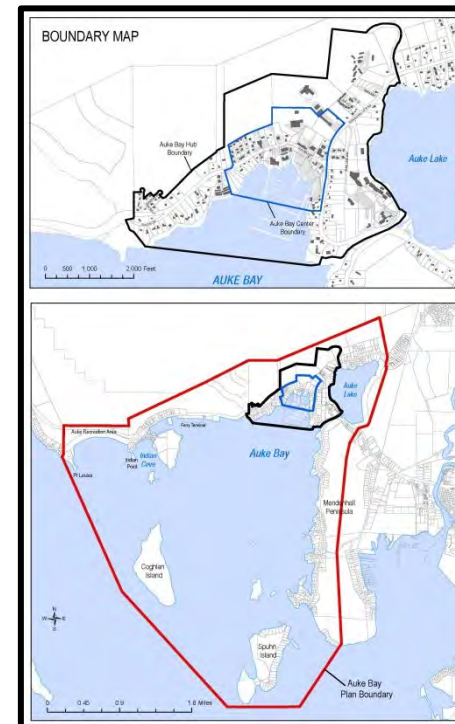
This represents the boundary of the Auke Bay Area Plan and encompasses the other two planning areas. The boundary stretches from the southern tip of Mendenhall Peninsula around Spuhn and Coghlan Islands north to Indian Point and east to around Auke Lake. Lands between this boundary line and the Hub contain few public services and consist of low development densities. The majority of uses are single-family housing. Most of the land is undeveloped forested areas or the bay area. Although some of this area is privately owned, most of it is publicly owned by the CBJ, State, or the Federal government, or by the University of Alaska Southeast (UAS).

Hub

The Hub is the next inside planning area and represents the town center setting of Auke Bay. This area stretches from the west end of Auke Nu Drive, east along Glacier Highway up Mendenhall Loop Road (Back Loop) to the UAS dormitories along University Drive and south to Chapel by the Lake along Glacier Highway. The Hub is served by public water and sewer services. It also consists of a mixture of housing types, UAS campus and recreation facility, CBJ Statter Harbor, and the western Auke Lake shoreline. The Hub is an area of expected growth due to many undeveloped lots having access to public utilities and services.

Center

This area is the focal point of Auke Bay, where all roads/ trails/ sidewalks and marine routes intersect. It is an area intended to create a setting for a new 'Small Town Center' containing multi-story buildings with a mixture of uses, with an emphasis of ground floor commercial and residential above. Although this area provides efficient vehicular access, it also provides safe and accessible pedestrian access to nearby uses such as Statter Harbor, UAS, and nearby neighborhoods. A new local grid street network is envisioned in the Center to provide a framework for future pedestrian-oriented building facades and streetscapes.



Appendix C- Planning Area Boundary Map

Draft Auke Bay Area Plan

Chapter 1: Land Use and Facilities



Photo courtesy of CBJ's Community Development Department

Existing Conditions

Auke Bay offers a mixture of land uses ranging from condominiums and single family housing to fish-processing facilities and educational centers. During the 20th century, Auke Bay started to develop into a key population node of the community. Three major roads converge in Auke Bay (Glacier Highway (north- & south-bound) and Mendenhall Loop Road) and bring people from all over the Borough. These roads carry a high volume of traffic. Commercial businesses, places of residence and boat harbors have all been developed along this highway.

Auke Bay also receives high marine traffic from commerce, private yachts, the State ferry dock, and recreational boaters. These facilities attract residents, workers and tourists from all over the state and beyond. Current educational opportunities

in Auke Bay include the University of Alaska Southeast, a public and a private elementary school, and a pre-school co-op.

Land use regulations in Auke Bay are fragmented due to the many different districts. This has resulted in some property's regulations promoting a suburban, auto-dependent setting with large parking lots and limited uses; while others promote a small downtown feel with a mix of uses and pedestrian-emphasized designs. Because of this, neighboring uses may easily conflict which can make coordination for future planned growth between land owners challenging.

The 2013 *Comprehensive Plan* describes Auke Bay and UAS as "Urban"¹ in form, "characterized by low- to mid-rise residential and commercial structures, often with the uses mixed within the same structure or with commercial uses lining the edges of residential neighborhoods. Typical mass and scale of these urban neighborhoods are 2 to 3-story structures separated by parking lots, roads, sidewalks and landscaping or small yards."² The *Comprehensive Plan* encourages in-fill development within the Urban Service Area in order to take advantage of existing urban services and utilities.

¹ The Auke Bay Area Plan is using the term 'urban' loosely to mean a Small Town Center that provides a mixture of residential and commercial uses in a small area. Throughout this Plan, Town Center is used to describe growth of this nature.

² Page 13, The City & Borough of Juneau 2013 Comprehensive Plan



Art courtesy of Hal Hart, Director of CBJ Community Development

Additionally, it promotes areas along transit routes to be developed as Transit-Oriented Development with a mixture of housing types, sizes, and prices in proximity to commercial uses and employment. The *Comprehensive Plan* makes a clear connection between land use and transportation with an emphasis on improving the relationship between buildings and the street, providing a safe and comfortable environment in which to walk or bicycle for shorter trips and to use transit for longer travel. The *Comprehensive Plan's* "Typical Elements of a Transit Oriented Development" and "Principles for Creating Livable Mixed Use Communities"³ provide guidance on how the 'Center' of Auke Bay should be developed to take advantage of its vacant and underutilized properties, existing cultural and civic amenities, public infrastructure, and natural assets.

³ Page 17, The City & Borough of Juneau 2013 Comprehensive Plan

The *State Land Management Plan*⁴ establishes specific goals for the Auke Bay area. The Department of Natural Resources (DNR) has set goals as general conditions and is attempting to achieve them through management actions. The DNR wants to provide opportunities for economic development through managing state land and resources; minimizing fiscal costs by locating development near sustainable economic bases with services; maintaining public health and safety; enhancing the public use of state lands; enhancing quality of life in the state; and providing opportunities for private ownership and leasing of state owned land.

One of the unique parts of Auke Bay is the surrounding fourteen islands in the Lynn Canal that make up the Channel Islands State Marine Park. The islands, which include Aaron, Battleship, Benjamin, Bird, Coghlan, Cohen, Gull, Indian, Lincoln, North, Portland, Ralston, Suedla, and a portion of Shelter are located approximately 25 miles northwest of downtown Juneau. The *Channel Island State Marine Park Management Plan*⁵ provides general information, goals and policies for park management, discusses potential areas for new recreation facilities and identifies actions to promote the importance of the natural recreation area and good stewardship.

⁴ State Land Management Plan – Department of Natural Resources
www.dnr.alaska.gov/mlw/planning/areaplans/juneau/

⁵ Channel Island State Marine Park Management Plan – Department of Natural Resources

The latest CBJ *Statter Harbor Master Plan* includes phased improvements: 1) Changes to moorage areas and relocation of the fuel float – completed. Replacement of DeHart’s Marina – not completed. 2) Construction of a new two-lane boat launch and parking facility - begin late 2014 and completed by mid-2016. 3) Construction of a new kayak and boat haul-out ramp with improvements to the boat yard - this phase does not yet have funding and is not yet scheduled for permitting or construction. 4) Construction of for hire charter float.

The University of Alaska Southeast (UAS) has its largest campus in Auke Bay, with administration, housing, and classrooms spread through the main campus between Glacier Highway and Auke Lake, with dormitories and Joint Use Facility on the north side of Mendenhall Loop Road, and other facilities in the center of Auke Bay. The UAS 2012 *Campus Master Plan*⁶ directs future capital investment in the main campus area. UAS’ recent selling of the Bill Ray Center in downtown Juneau reflects this new focus in investment. Although a significant portion of the growth in student enrollment at UAS is based on commuters or internet-based programs (eLearning), the number of existing traditional students remains strong. The UAS *Campus Master Plan* identifies both residential and support facilities for new students and current enrollment as high priorities for the plan horizon, but identifies the biggest spatial/facility deficits as those in the recreational/athletic/physical education and

⁶ Campus Master Plan – University of Alaska Southeast
www.uas.alaska.edu/facilities_services/docs/master-plan/masterplan.pdf

assembly categories. Campus housing and dining facilities are also identified as high priority improvements, although their relative size is dwarfed by the size of athletic or assembly spaces needed to serve the campus.



An artist's rendering of student transitional housing. Art courtesy of Richard Mullins with Presentation Art Studio and design by Grinstad & Wagner Architects.

Other educational centers in Auke Bay include public and private elementary school as well as a pre-school co-op.

Vision

“Auke Bay Community Offers: Gateways to many outdoor activities, including fishing, kayaking, boating, hiking, and bicycling; study and programs at the University of Alaska Southeast; and history and cultural significance for the Aak’w Kwáan who have made Auke Bay their home for millennia.”

From recreation to education, the vision statement lists uses that play major roles contributing to the Auke Bay community. Auke Bay is known to many as a destination and a gateway to the marine and mountainous environments that could arguably be a quintessential Alaskan experience to be had. Auke Bay, Auke Lake, and the upland wilderness play a cumulative role in giving the Auke Bay community its identity. It could be concluded that the existing uses such as retail, restaurants, boat harbors, etc. were built here because of the bounty offered in the Auke Bay area.

Design Charrette

The CBJ held a community design charrette in the summer of 2014 to help determine preferred future streetscapes, public places, and building form/ design elements. The first part of the charrette consisted of ranking scenes to from least to most desirable.

Images ranged from artistic renderings and photos of highly urbanized development in Europe and the United States; historic Main Streets throughout the Pacific Northwest; community events such as totem pole raisings and street markets; waterfront parks; multifamily and mixed-use development of varying scales; industrial and heavy commercial developments; and a number of distinctive facilities/art, such as skate parks, murals, community gardens, etc.

The image with the most desirable elements of a street scene was a photograph showing a portion of a street block in downtown Chicago, Illinois. See Figure 1.



Figure 1: Downtown Chicago, Illinois. Photo used with permission from Chris Mertl, PLA of Corvus Designs.

Comments submitted about this image indicated that they were attracted by the variety of visual textures, wide sidewalk, vegetation, mixture of uses along the road, the road's accommodation of multiple transportation modes (there is a bus stop right behind the pedestrian), and outdoor seating which all contributed to the high desirability of this street scene.

The second most desirable image was of a rendering of the proposed Schooner Cove development near Nanoose Bay, on

the east portion of British Columbia. This scene was favored as being a close fit for the future of Auke Bay because of its small harbor village consisting of a mixed-use, high-density community center adjacent to a boat harbor and various housing types and recreational facilities. See Figure 2.



Figure 2: Conceptual image of Nanoose Bay, British Columbia. Image used with permission from © Fairwinds Real Estate Management, Inc. 2014

The least desirable image was of a big-box store surrounded by a large parking lot (image not provided). This feedback reaffirms comments received throughout community charrette that the scale and design of development in Auke Bay concerns residents.

The second part of the charrette was a design exercise whereby the public split into small groups tasked with drawing their desired improvements/ preservations to the Auke Bay area. Each group used the same base map for this

exercise. Once completed, all similar elements and other agreed upon concepts were copied onto one map, called the Community Charrette map. See Figure 3. This map was the initial draft from the community and represents the long-range vision for the area. As the area develops and priorities evolve, the map will need to be reviewed and updated from time to time.



Figure 3: Overlay drawing courtesy of Chris Mertl, PLA or Corvus Designs. See large version of Charrette Map in Appendix C

The design charrette exercise helps to confirm and inform the vision statement; the public to see and experience a diverse, vibrant community with a mixture of uses at appropriate scales for the area, and thoughtfully designed.

Recommended Tools

The recommended tools described below will help direct future development to achieve the vision for the Auke Bay Center.

Consistency with the Comprehensive Plan Land Use map

The Comprehensive Plan Land Use map for Auke Bay needs to align with the goals and aspirations of creating a new Small Town Center envisioned in the Center planning area. The design charrette and various Auke Bay Steering Committee meetings helped guide the Committee to proposing an amendment to the existing Land Use map: Changing Marine/ Mixed Use (M/MU) to Traditional Town Center (TTC) up hill (north) of Glacier Highway in the Center planning area. The existing and amended land use maps are provided in Appendix C. This change retains mixed use along both sides of Glacier Highway while retaining a desired marine-focus along shoreline properties. This map amendment provides the initial stepping block in guiding future rezones for shaping the future Small Town Center.

Design Guidelines

New building and streetscape design standards are recommended for the Center planning area following the implementation of the *Auke Bay Area Plan*. These standards, roughly based upon those found in the *Willoughby District Land Use Plan*⁷, have been modified to reflect the specific

desires of the Auke Bay community. Specifically, the buildings/ streetscape standards seek to guide design decisions in return for providing development options that stimulate growth, provide opportunities, and that allow for innovative, flexible solutions. The desired *Auke Bay Area Plan* form standards include the following:

Build-To Line

Creating a walkable, safe, efficient, sense of place in the Auke Bay center is essential to the standards set forth by the Auke Bay Community. One way of achieving this is through a Build-To Line. Front yard setbacks should be small; less than 10' setback. The center planned area is encouraged to be developed in a small town center environment with buildings close to sidewalks that provides an attractive and safe place for pedestrians. The Build-To Line allows pedestrians to enjoy buildings' architectural elements and creates a human scale feeling. This is just one tool in creating a Town Center setting.

Large front yard setbacks tend to push buildings far away from the street. This often results in parking lots separating sidewalks and pedestrians from adjacent buildings, creating a more suburban feel. This could place pedestrians in areas that do not promote pedestrian safety and comfort, and can deter the creation of an Auke Bay Center setting with positive activity.

⁷ Willoughby District Land Use Plan – City & Borough of Juneau Division of Lands
www.juneau.org/lands/Willoughby_District.php

Building Height of at Least Two Stories

Encouraging multi-story buildings in the Center area will help achieve an environment where people can live, work, shop, and entertain. Multi-story buildings can provide a mixture of



MIXED USE COMMERCIAL AREA

Art courtesy of Hal Hart, Director of CBJ's Community Development Department

uses, such a ground-floor commercial businesses and upper-floor condos. This idea will attract shops and restaurants, providing more housing choices, etc. Alternatively, one-story buildings are limited in the amount of density and use of building space, cannot bring adequate demands for public transit, and may fall short in creating the desired small town center.

Buildings Oriented to the Street

Buildings located in the Auke Bay Center should be designed to front the street with a sidewalk and offer interesting architecture to attract customers. This will

help create an environment that provides a vibrant pedestrian setting and a sense of place.



Photo courtesy of CBJ Community Development. A local example of a mixed use building oriented to the street with a wide sidewalk and landscape buffer to the street.

Having a building's main entrance face the rear or side property lines, located away from sidewalks, or toward a parking lot makes travel inconvenient and unattractive for pedestrians. This will decrease the creation of a town center atmosphere.

Ground-floor Retail, Offices; Upper-story Residential; and Live Work Units

Mixed-use development having ground floor restaurant/retail/offices and upper floor residences is critical for establishing a small town center setting. The ground floor uses can create a vibrant and energetic street atmosphere. The upper floors provide a separated use away from street

noise and activity that is more appropriate for residential use. Mixed-use development may provide more affordable housing opportunities as density increases.

Create Interesting Building Facades for Enhancing Appearances

All building's facades should be designed with architectural features and designs that form and complement the unique setting of the Auke Bay Center. Emphasizing features such as windows, entrances, and rooflines can attract pedestrians. In turn, these features can act as a security element for pedestrians and businesses. Interesting building facades can enhance the civic nature, sense of place, and pedestrian-oriented character desired by the residents of Auke Bay. Long expanses of blank walls decrease the attraction and uniqueness of building facades in town center, and therefore, should be avoided.

Parking Should be Located at the Rear, Side or Under Buildings

Although parking is needed in a town center setting, these uses could be unattractive and unsafe for pedestrians, can discourage pedestrian travel between uses, and are areas of low land use efficiency. Therefore, parking should be located to the rear, side, or under buildings can create an attractive downtown setting. Since parking lots may not be adequately lit, especially during the winter, and sometimes feel unsafe to pedestrians, locating a parking lot between the sidewalk and a

building detracts from creating a vibrant town center. Further, large parking lots force pedestrians to dodge between cars.

Hidden Trash Receptacles, Loading Docks, Outdoor Mechanical and Electrical Equipment

Trash receptacles are often associated with foul odors, uncleanliness, and rodents/insects, and therefore, are perceived as unsightly appearances and can detract from creating an attractive neighborhood. Hiding or screening trash receptacles behind buildings and away from sidewalks can overcome this negative result.

Loading docks are often poorly lit, may appear unsafe, and are areas of relatively low activity. Therefore, they may detract from creating a vibrant pedestrian setting and are encouraged to be located at the back of buildings. Nearby uses should be taken into consideration when locating trash receptacles and loading bays to lessen noise problems due to their early and late hours of operation.

Outdoor mechanical and electrical equipment should be placed on rooftops or in the back of buildings to lessen noise problems and visual blight.

Key Auke Bay View Sheds

Protecting scenic vistas and view points from the effects of haphazard development can allow the Auke Bay area and community to preserve its unique charm, civic pride, and attract positive growth to the area. Preserving key view points can lead to many benefits such as higher property values,

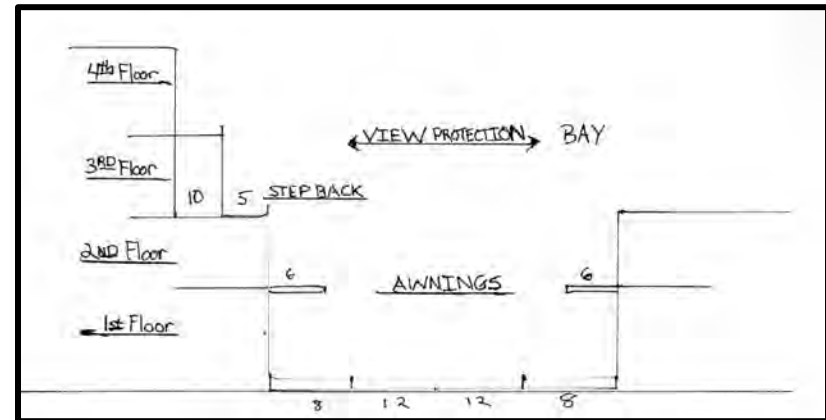
strengthening tourism, and contributing to the overall enjoyment of the area. Consideration for building orientation and height is needed to maintain important views, provide for air circulation, and avoid undesired building shadowing effect. The View Points Map⁸ identifies key views that originated from the June 2014 Community Charrette.

The key view points to maintain in the Auke Bay area are those from:

1. Looking toward Auke Bay from the intersection of Bayview and Glacier Highway.
2. From the sidewalk in front of Chan's restaurant and S.E. Waffle Company.
3. Auke Bay from the crest of the hill at Back Loop Road and continues to the round-a-bout.
4. Approaching the opening to UAS student housing and Auke Lake at 4300 University Drive.
5. UAS dock looking east across Auke Lake.
6. From Glacier Highway near Auke Lake parking area turnoff.
7. On Glacier Highway heading north as you approach round-a-bout into Auke Bay.
8. In Auke Bay looking towards the land and harbors.
9. From the bottom of Horton parking lot in front of Squires Restaurant building looking into Auke Bay.

⁸ Appendix C – View Points Map

These points are labeled on the View Point Map located in Appendix C.



The example above shows how as buildings get further from the waterfront they may have added height to allow for more water viewing opportunities.

Connected Street Grid Auke Bay Center

The Auke Bay Center is envisioned with a street grid that provides connection to shopping, businesses, residences, and parks⁹. An illustration of this grid is shown on the Community Charrette Map¹⁰. This street grid should be applied opportunistically where development of an additional driveway would be detrimental to public safety or where there is a feasible alternative. Such a grid can facilitate small lots and alleys and allow for pedestrian-friendly designs. Alleys and small streets should be required as a means for traffic calming.

⁹ Appendix C – Hub Overview Map

¹⁰ Appendix C – Community Charrette Map

Connected and Complete Streets

Streets should provide safe access for pedestrians, bicyclists, and transit. Users of all ages and abilities are able to move safely along and across a street that can accommodate all users, known as a *Complete Street*. Elements such as pedestrian routes, lighting, grades, canopies, etc. can add to the comfort and attraction of a street and, ultimately its usage. The proposed grid streets will provide access to and from surrounding neighborhoods, trails, and parks. Future streets will be able to distribute vehicle trips evenly and efficiently. Where awnings are to be incorporated along DOT&PF ROW, a ROW permit should be obtained from DOT&PF.

Narrow Streets, Wide Sidewalks, and On-Street Parking

The Auke Bay Center streets should be designed with narrow widths to decrease vehicular speeds and noise, and increase pedestrian and bicycle safety. Compared to a standard street width, narrow streets save on construction costs and decrease stormwater volume.



This photo is a good example of desirable, angle in parking. Photo courtesy of Karla Hart

Sidewalks provide pedestrians with a pleasant, safe, and convenient place to walk. Where buildings are abutting sidewalks, canopies should be provided to the great extent. Sidewalks that are too narrow are inconvenient, unsafe, and inadequate in areas of high foot traffic. New sidewalks in the Auke Bay area should be between 8 and 12 feet wide to accommodate multiple users. Due to the local climate, the maintenance and construction method of sidewalks is critical for pedestrian safety and accessibility.

On-street parking is encouraged because it buffers pedestrians from vehicle travel, results in safer traffic speeds, and provides convenient short-term parking for nearby businesses. On-street parking reduces the desire to build many surface parking lots.

Street Furniture, Banners, and Plantings

Planters, banners, street furniture, lighting, etc. are elements of a downtown street that can attract people, add energy and vibrancy, provide safety, and create a unique sense of place. The community is encouraged to promote and incentivize the installation of these street elements to make Auke Bay a distinct area.

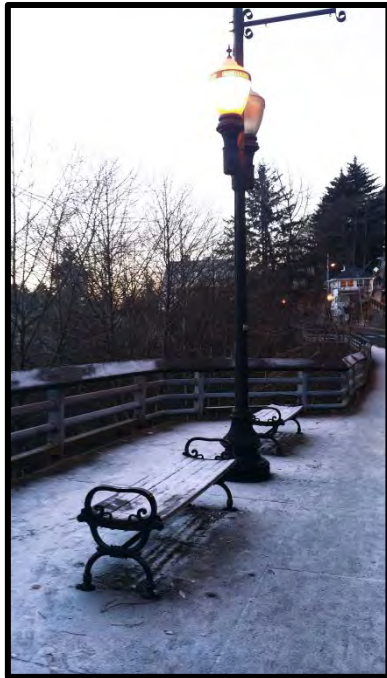


Photo courtesy of CBJ's Community Development Department

Park & Ride and Transit Services

'Park & Ride' and transit facilities should be efficiently located near the center of high intense uses, be designed with pedestrian linkages to nearby sidewalks and streets, and be designed with elements that complement the fabric and setting of a town center. These facilities are encouraged to be designed with other uses to

maximize the use of land and parking/ transit needs. They should connect to pedestrian/ bicycle routes linking major uses such as UAS, businesses, residences, and harbors. Special

care should be taken to ensure linkages are accessible to all pedestrians, i.e. ADA-accessible, children, etc.

These facilities should be designed in a way that they can be utilized for community events (such as marine, University, government, business community, non-profit, etc.) year-round.

Park Facilities Serving as Neighborhood Recreational and Community Events

Park facilities should:

- (1) Be consistent with the goals and objectives of the CBJ *Parks and Recreation Comprehensive Plan*¹¹;
- (2) Serve a significant proportion of the area's density within a quarter of a mile; and,
- (3) Be designed in such a way that it can be programmed for community events year-round.

Active Auke Bay Center

The Auke Bay Center area should be designed for a higher residential density to create a town center setting that would attract a mix of shopping, dining, arts, music, and marine- and education-related services and events. Without high density, the Center could not attract certain desirable types of uses nor achieve a desirable town center lifestyle and quality.

¹¹ City & Borough of Juneau's Parks and Recreation Comprehensive Plan - www.juneau.org/parkrec/PR-Plans

Highly populated areas are sometimes perceived as areas of traffic congestion, noise and odor nuisances, or of being unsafe, or unclear. Therefore, as Auke Bay grows with more housing and jobs, the area needs to be well planned and managed/ maintained to ensure it is safe, enjoyable, and a desirable place. Much of this effort can be accomplished through having multi-coordinated and well-communicated efforts among government and non-government organizations/ groups. Having a strong sense of community pride and neighborhood harmony can provide the foundation for many grassroots efforts.

Pedestrian Connections

Density of this nature lends itself to a variety of transportation opportunities and safety considerations. Wherever possible, linkages between properties are encouraged. Establishing these linkages can take a variety of forms including easements and public right-of-ways. Some of the linkages envisioned by the *Auke Bay Area Plan* include a seawalk which builds upon the work that the CBJ Docks and Harbors have identified in their planning processes. Other linkages are designed to tie into residential, commercial, recreational, and trail opportunities. The primary criteria for consideration includes the following:

1. The linkage should contribute to connecting residential development to either UAS the waterfront or the business community;
2. The location of the linkage should consider view opportunities;
3. The design of the linkage should foster additional opportunities for art, culture, education kiosks; and,
4. Design of the linkage should address all season weather and lighting conditions, consistent with recreation and transportation needs.

Goals and Policies

Goal 1: Develop Auke Bay into a community to live, learn, work, shop and recreate within.

Goal 2: Coordinate planning efforts with local, State, and Federal agencies, not-for-profits, and neighborhood groups on an ongoing basis.

Policies

2.1 The CBJ (CDD) recommends a coordinated annual capital plan meeting between area entities to include but not limited to Juneau School District, Coast Guard, NOAA, UAS, DOT&PF, Auke Bay neighborhood, and Docks and Harbors.

Goal 3: Coordinate and support the development of an Auke Bay hub that serves the needs of the University, the harbors, businesses, and residents.

Policies

3.1 Work with the Juneau Economic Development Council (JEDC), and the Auke Bay neighborhood to encourage the long term development of neighborhood businesses appropriate and consistent with the vision and goals of the *Auke Bay Area Plan*.

3.2 Businesses focused solely on drive-thru service are strongly discouraged within the Center. Drive-thru only development should only be allowed after it can be shown that there are no viable opportunities for walk-up or walk-in service.

Goal 4: Ensure zoning changes in the Auke Bay area conforms to the goals and policies of the *Auke Bay Area Plan*.

Goal 5: Provide notice of proposed land use activities/permits to a future Auke Bay neighborhood committee, group or association. Hold informational meetings with the organization early in the permitting process for large or potentially controversial land use activities.

Policies

5.1 Review the *Auke Bay Area Plan* when considering zone changes in the area.

5.2 Promote zone changes that conform to the *Plan* and further advance the goals and policies of the *Plan*.

- 5.3** Promote the *Auke Bay Area Plan* as the basis for making *Comprehensive Plan*¹² updates in the Auke Bay area.
- 5.4** Establish an Auke Bay Community Association or similar organization to have a unified voice in the Auke Bay area.

Goal 6: Identify and coordinate specific annual Capital Improvement Programs that are consistent with this *Plan* and further its goals and objectives.

Policies

- 6.1** Facilitate an annual community meeting to identify, update, and coordinate the community's Capital Improvement Program list.

Goal 7: Identify and provide for public space needs as the goals of the *Plan* are implemented, such as additional parks and gathering areas in the Center and parks in the Hub.

Policies

- 7.1** Promote and coordinate the creation and maintenance of public spaces for art.

Goal 8: Preserve unique views that make the Auke Bay area a truly special place.

Policies

- 8.1** Identify, map, and preserve key view points in the Auke Bay area, as depicted in Appendix C.
- 8.2** Limit and manage development on public lands that may block the view points as shown in the view points map, located in Appendix C.
- 8.3** New development should be evaluated for its impact on the view points shown on the map.
- 8.4** Amend zoning requirements to lessen impacts to mapped view points.
- 8.5** **Manage vegetation so the views specifically in Appendix C are maintained.**

Goal 9: New above ground utility poles (including WCFs) should not be easily visible within the Center planning area.

Policies

- 9.1** New Wireless Communication Facilities (WFC) should be built in a manner consistent with adopted WCF regulations and the adopted *WCF Master Plan*.

¹² City & Borough of Juneau 2013 Comprehensive Plan - www.juneau.org/cddftp/plansstudies

- 9.2** Coordinate with above ground transportation companies to lessen impacts to identified view points.

Draft Auke Bay Area Plan

Chapter 2: Natural Resources, Habitat and Hazards

Natural Resources and Habitat

The 2013 *Comprehensive Plan* addresses Natural Resources and Hazards in Chapter 7. This chapter includes many policies, development guidelines, and implementing actions that are relevant to the *Auke Bay Area Plan*. These policies include, in part: preservation of habitat and scenic corridors; protection of stream corridors and lake shorelines; protection of high-value wetlands; and, protection of biodiversity, which includes invasive species eradication. These policies are adopted into the *Auke Bay Area Plan* by reference.

The introduction to the Coastal Resources Planning section of the *Comprehensive Plan* refers to Auke Bay as an “environmentally-sensitive habitat and waterfront area...particularly subject to intense development pressures...” This chapter is intended to address these issues.

Habitat: Existing Conditions

Anadromous (salmon-bearing) habitat exists throughout the Auke Bay area. The Alaska Department of Fish and Game (ADF&G) notes four streams flowing into Auke Bay that have been officially catalogued as anadromous waters. Six additional cataloged streams supporting anadromous fish flow into Auke Lake, itself a cataloged lake. All of these waterbodies are protected by a minimum 50-foot, no development, habitat setbacks in the CBJ Land Use Code, section 49.70.310,

and are designated as Stream Corridor in the *Comprehensive Plan*.

Even with habitat setbacks, water quality in the streams flowing into Auke Bay and within the bay itself can be negatively impacted by non-point and point source pollution in the various watersheds which drain into Auke Bay. In addition to potential impacts of runoff, marine habitat has been directly impacted by

development. Critical habitats for keystone species such as eelgrass beds for herring have been destroyed both in Auk Nu Cove and in Auke Bay by intertidal fill. Due to habitat loss and other factors, the historic herring spawning that has occurred in the Auke Bay area has moved northward towards Bridget Cove and Berners Bay. However, the 2014 aerial surveys of herring spawning conducted by ADF&G documented herring schools and

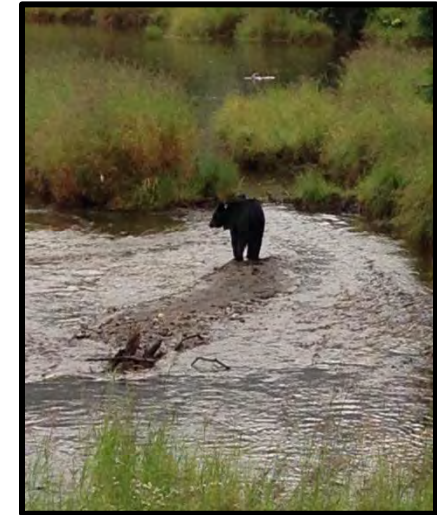


Photo courtesy of CBJ's Community Development

spawning in both Auke Bay and Auk Nu Cove.¹ If remaining habitat is protected and water quality preserved, the population of this important species could rebound in the Auke Bay area.

Although the possibility for a herring population rebound exists in this area, it will take a concerted effort to enable this stock to recover to levels where they can be commercially harvested. The nearby Lynn Canal herring fishery been closed since 1982², and the estimated biomass of the fishery has only exceeded the 5,000 ton threshold for reopening the commercial fishery twice since 1979, most recently in 2013, when 8,000 tons of spawning biomass was estimated. Spawning biomass reached an all-time low of 231 tons in 2005. With a threshold of 5,000 tons of spawning biomass for opening the fishery, and a history of very low biomass, ADF&G will not open the fishery in 2014. If this population were to rebound to commercially harvestable levels, an important and lucrative component of the commercial fisheries industry would be renewed in the Juneau area.

In addition to anadromous fish and keystone species, the Auke Bay area is home to a multitude of other species, such as fifty (50) documented Bald Eagle nests; moderate- to high-value summer bear habitat; and a full range of suitable winter

¹ Juneau Herring Update #10, Alaska Department of Fish & Game, May 8, 2014

² 2014 Southeast Alaska Sac Roe Herring Fishery Management Plan, Regional Information Report 1J14-02, ADF&G

habitat for deer, such as high-value habitat along the west side of the Mendenhall Peninsula and Pederson Hill, and along the flanks of Auke Mountain.³

Habitat: Reports and Studies

The last soil study for the Borough, including the Auke Bay area, was completed in 1974 by the U.S. Department of Agriculture (USDA). A full copy of this study is not available. USDA has been conducting new soil surveys in the borough and expects to release the results in early 2015.

The Juneau Watershed Partnership, a local non-profit organization, published the *Auke Lake Watershed Action Plan* in December 2009. This document provides an overview of the watershed resources in Auke Lake, potential threats such as pollution, habitat loss and degradation, and erosion and sedimentation. Recommended actions to address these threats include, in part, the following:

1. A long-term water quality monitoring plan;
2. Resource inventory and mapping;
3. Improved storm water management;
4. Advocacy for low-impact development to maintain natural hydrology;
5. Establishment of conservation areas in important habitat areas; and,
6. Habitat restoration in degraded areas.

³ WESPAK-SE, Southeast Alaska GIS Library, seakgis.alaska.edu/flex/wetlands

The 2008 *Juneau Wetlands Management Plan* (JWMP) provides minimal and outdated wetland information for the Auke Bay Area. The 2008 plan is based on wetland studies completed in the 1980s and includes the same wetland boundaries and assessments as the original JWMP that was adopted in 1992. The CBJ Community Development Department (CDD) is in the process of updating the JWMP. The new JWMP will provide updated wetland boundaries and wetland assessments for selected, vacant, public parcels in the Auke Bay area that are likely to be developed in the next ten (10) to twenty (20) years. The new JWMP will also include wetland assessment information for vacant, private, parcels where permission from private landowners may be obtained. An updated *Juneau Wetlands Management Plan* is expected in 2016.

Habitat: Vision

The *Auke Bay Area Plan* Vision Statement refers to Auke Bay as a gateway to outdoor activities. Although some of these activities could occur without healthy ecosystems and within fragmented habitat, much of the adventure and sense of wonder that Juneau residents experience while hiking or boating comes from their immersion in the untrammelled nature that surrounds us.

Protecting habitat corridors, critical habitat, and other aspects of the environment, from the icefield to the ocean, will result in healthier fish and wildlife populations and easier access to natural areas for future generations of Juneauites, while

respecting and supporting the subsistence traditions of the Áak'w Kwáan and other Tlingit peoples.

Natural Hazards

Due to the location, climate, and steep mountainous landscape, the City & Borough of Juneau can be affected by many natural hazards. The CBJ has adopted several natural hazard studies and regulations to help educate the public, map areas that are susceptible to natural hazards, and ensure safe development. Though there are many natural hazards that can affect the Borough, the following three are most critical to Auke Bay:

1. Floods,
2. Earthquakes, and
3. Landslides.

Flooding: Existing Conditions

Development in the Auke Bay area has largely occurred along the shorelines where flat ground is most prevalent and where maritime lifestyle was central to past settlements. Steep mountains and hillsides above the shorelines have pushed development close, toward the water. The Bay is relatively protected from large coastal waves and tsunamis due to the outlying islands, such as Spuhn Island, Portland Island, and Coghlan Island, as well as the meandering shorelines outlining the bay itself. Nonetheless, shoreline development may still be susceptible to flooding damage. The latest coastal storm occurred locally in 1984 during Thanksgiving Day. The Storm

produced intense wind and waves throughout the Borough and neighboring Southeast Alaskan communities. Auke Bay saw large rolling waves, which caused some boat owners to untie their boats to free them from being thrashed against the mooring floats.

The CBJ utilizes the 2013 *Flood Insurance Rate Map (FIRM)* To protect and educate the public and development in the Auke Bay area. The FIRM depicts areas that would be inundated by the 100-year storm event which would have the potential of producing +three-foot high waves or a wave run-up of two feet along shorelines. Future development in these areas is required to meet strict flood regulations.

Auke Bay commerce and lifestyle was and continues to have a critical connection to the water. Many marine uses exist and must be designed and renovated to withstand flooding forces so Auke Bay may continue its unique marine tradition.

Flooding: Vision

Awareness of areas susceptible to flooding and developing uphill from the mapped flood hazard can preserve the livelihood and economy of Auke Bay. Uses along the shoreline, such as seafood processing facilities, harbors, etc., should be carefully designed to withstand flooding forces.

Earthquakes: Existing Conditions

Eleven percent of all earthquakes in the world occur in Alaska, and fifteen percent of all earthquakes in Alaska occur in Southeast Alaska⁴. There are two nearby seismic faults where earthquakes can affect Juneau residents:

- 1) Queen Charlotte-Fairweather fault (west of Sitka)
- 2) Chatham Strait fault (along Favorite Channel and Lynn Canal).

These are both are slip-strike faults which tend to result in low tsunami occurrences, as compared to a Thrust fault or subduction earthquake. The Queen Charlotte-Fairweather fault has caused more earthquakes felt by Juneau residents than the Chatham Strait, despite the latter being within the Borough⁵. There is little, recorded, seismic history of the Chatham Strait fault, but it is still of concern.

One of the more recent and notable earthquakes affecting Juneau residents occurred on July 25, 2014⁶ and had a 5.9 magnitude. This earthquake disconnected a crucial ocean-laid

⁴ Page 71, The City & Borough of Juneau All-Hazards Mitigation Plan, August 12, 2012

⁵ Haeussler, Peter J. and Plafker, George, 'Historic Earthquakes, Active Faults, and Rupture Zones', Alaska Earthquake Information Center, Geophysical Institute, University of Alaska Fairbanks, http://www.aeic.alaska.edu/html_docs/historic_quakes_tectonics.html

⁶ Earthquake Track, USGS, <http://earthquaketrack.com/us-ak-juneau/recent>

fiber line carrying personal and commercial communication to Juneau for a 24-hour period⁷. This interrupted day to day business purchases and both cellular and landline communications. Earthquakes having a 6.0 magnitude or larger on the Richter scale are considered a ‘strong event’⁸. Based on studies by the U.S. Army Corps of Engineers and United States Geological Survey, the CBJ Building Code places Juneau in a Seismic Design Category D1, in which major damage to structures from an earthquake equal to or greater than 6.0 on the Richter scale may occur (previously known as a Seismic Zone 3)⁹.

Earthquakes: Vision

Earthquakes from the Chatham Strait and Queen Charlotte-Fairweather faults can affect the Auke Bay area. Extra care should be taken when building new structures or rehabilitating existing ones. Understanding the composition of the ground material and how buildings’ foundations connect to it, can help improve how buildings withstand seismic activity. Designing infrastructure in the Auke Bay to withstand high seismic activity will help preserve the way of life in the area.

⁷ “Update: Communications restored following earthquake caused disruption”, KTOO News Dept., <http://www.ktoo.org/2014/07/25/earthquake-felt-southeast-alaska-tsunami-expected/>

⁸ Page 70, The City & Borough of Juneau All-Hazards Mitigation Plan, August 12, 2012

⁹ Page 98, The City & Borough of Juneau 2013 Comprehensive Plan

Landslide / Avalanche Hazards: Existing Conditions

Development in the Borough has largely occurred along the narrow, flat land between the mountains and the ocean shoreline. This has resulted in linear stretches of development such as Auke Bay, Douglas, Twin Lakes residential neighborhoods, etc. Under severe rainfall or storm events, soil structures and snow loads may become loose and cause landslides or avalanches. This is especially true for development on hillsides and in valleys. It is important that property owners be aware of this natural hazard, and that hazards may also exist on shallow sloped areas.

Landslide / Avalanche Hazards: Vision

To understand where development may be in harm’s way of landslide/ avalanches hazards, the CBJ has adopted studies and maps to inform the community of these areas and adopted specific building and zoning regulations to ensure safe building practices. Although there are no mapped landslide/ avalanche hazards in Auke Bay, the community and developers should take special care when clearing vegetation on or near hillsides for future development.

Goals and Policies

Goal 1: Maintain healthy water quality in Auke Bay and Auke Lake.

Policies

- 1.1** Assess capacity and operation at the Auke Bay Wastewater Treatment Plant to ensure that the plant can meet future demands.
- 1.2** Utilize the CBJ *Manual of Stormwater Best Management Practices*
- 1.3** Identify key sources and locations of non-point pollution and develop solutions.
- 1.4** Identify sewer marine outfalls and priority areas for CBJ sewer extension.
- 1.5** Develop a water quality education pamphlet and signage for Statter Harbor users.

Goal 2: Protect and restore marine habitat in Auke Bay.

Policies

- 2.1** Evaluate habitat enhancement options, such as placement of herring spawning substrate, on

harbor infrastructure and other structures within the *Auke Bay Area Plan* area.

- 2.2** Develop a map of eelgrass beds and create a plan to reduce sedimentation and other impacts in these areas.
- 2.3** Pursue grant funding to research other habitat enhancement options.

Goal 3: Preserve natural areas along the shoreline and in publicly-owned uplands.

Policies

- 3.1** Develop tools for transferring density or development potential from high value wetlands and large forested tracts to other areas within the watershed or planning area.
- 3.2** Identify high-value wetland areas and streams for protection through conservation easements or as natural area park designations.
- 3.3** Develop the seawalk with consideration for protecting and preserving natural functions and characteristics of the shoreline where appropriate and feasible.

Goal 4: Preserve native vegetation.

Policies

4.1 Conduct an invasive species inventory.

4.2 Develop an eradication and prevention plan.

4.3 Seek funding and volunteer support to implement an eradication and prevention plan.

Goal 5: Encourage development of a stewardship plan by locally-based volunteer groups.

Draft Auke Bay Area Plan

Chapter 3: Cultural and Historical Significance and Resources



"Auk Village" Two men standing by large buildings on berm; beach in foreground. Present site of U.S.F.S. Auke Recreation Area, Juneau. Alaska State Library ASL-P226-206

Existing Conditions

The Auke Bay area has been the home of the Áak'w K̓wáan for hundreds of years. While archaeological documentation indicates that the Auke Bay area has been inhabited for as long as 750 - 900 years, traditional sources suggest use and habitation of this area for much longer. About a dozen sites are documented in the greater Auke Bay area that are directly associated with the Áak'w K̓wáan. The Áak'w K̓wáan takes its name from Auke Lake (Áak'w, "Little Lake"), and its original settlement was located at X'unáxi (Indian Point)¹. Auke Bay is

¹ See Auke Bay Boundary Map.

a Tlingit name referring to the lake of the same name, "Little Lake Bay." The area was rich in resources, which attracted and sustained the Áak'w K̓wáan for hundreds of years. The area was also known by other Tlingit communities that travelled through the bay.

Although this plan is not the place to reiterate the detailed history of the Auke Bay area in Tlingit culture, it is important to note that the area contains many sacred sites and features which should be protected from interference, including intentional and unintentional destruction as well as culturally-insensitive "improvements."

Many sites of cultural significance have been documented in the Auke Bay area, but due to the threat of vandalism, the location of most of these sites must remain confidential. The CBJ recognizes that the unintentional destruction of significant cultural features and artifacts, which can result from a simple lack of information, would threaten the sustainability of traditional values and relationships to the land in this area.

Europeans arrived to the area because of the fur trade. Gold prospecting also brought people to the area during the American period as it was found south of Auke Bay around 1880. The Auke Bay Salmon Company, owned by John Carlson, built a cannery in 1916. His son built a second cannery just to the south of the first one. Financial difficulties caused the

buildings to be sold during the mid-1920s. Remains of the buildings can still be found in the area.



"Auke Bay Cannery, 1920" Alaska State Library ASL-P01-2339

Vision

The Vision Statement for the *Auke Bay Area Plan* speaks directly to the importance of the Auke Bay area to the original inhabitants of the area, the Áak'w Kwáan:

Auke Bay Community Offers: Gateways to many outdoor activities, including fishing, kayaking, boating, hiking, and bicycling; study and programs at the University of Alaska Southeast; and historical and cultural significance for the Áak'w Kwáan who have made Auke Bay their home for millennia.

The vision of this plan regarding the cultural significance of the Auke Bay Area to not only the Áak'w Kwáan, but to all Tlingit and Alaska Native people, must be to protect the sacred sites in the Auke Bay area and surrounding environs.

An example of a culturally significant area to protect is Indian Point/Auke Cape. The Juneau Native Community has engaged in long term efforts to protect this sacred site from both government and private development, and has nominated the site to the National Register for inclusion.

Native concerns are compounded by conflicting policy stances like that of *Comprehensive Plan* Guideline and Consideration 13 for Subarea 3. It states:

The Parks and Recreation Comprehensive Plan, Chapter 8, recommends a number of parks, trail, community garden, and stream corridor improvements for this subarea. Those recommendations include: (a) develop a cultural park at Auke Cape/Indian Point that would include trails, interpretative panels and other low-impact structures; ...

This conflicts with Ordinance Serial Number 69-3 which rezoned the Auke Cape properties from R-12 Residential to P-Public Use, with Section 4 of that ordinance classifying and restricting the use and development of the subject lots:

Lots 3 and 4 of U.S. Survey 3811 are hereby classified as recreation land to be used in its natural state. This land shall be kept open and clear for unrestricted public access and enjoyment. Recreation development including campgrounds, picnic areas, trails and other improvements shall not be permitted on said land except as expressly authorized by the Assembly by ordinance.

Following the adoption of the 1984 *Comprehensive Plan*, the entire Land Use Code, CBJ 49, was re-written using an entirely new set of zoning designations. In this borough-wide rezoning, the Public Use zone district was eliminated with the thought that public uses should be located in areas where their impacts were appropriate for the surrounding zone. In this process, the Indian Point/Auke Cape area was rezoned to D3(T)D5, single-family/duplex residential zoning districts with respective densities of three and five dwelling units per acre².

While the rezoning ordinance appears to have only changed the zoning designation, it did not clearly carry forward the restrictions on development codified in CBJ Ordinance 69-3. This raises concerns that the area has been left vulnerable to damage by residential development and park improvements.

² See Auke Bay Zoning and Comprehensive Plan Designations Map



Historic Auk Village - Courtesy of Douglas Indian Association

Recommended Tools

Indian Point has been determined eligible for listing on the National Register of Historic Places based on its associations with:

- 1) The original habitation site of the Áak'w K̓wáan;
- 2) The location of events important in Áak'w history;
- 3) As a spiritual landscape important to the Tlingit community;
- 4) Historical herring fishing and other subsistence activities;
- 5) Efforts by the Native community to preserve the site's integrity since 1959;

- 6) The lives of persons significant in Áak'w Kwáan history; and,
- 7) Information important in prehistory or history of the Tlingit people.

The Sealaska Heritage Institute, with support from the Áak'w Kwáan community, the Douglas Indian Association, Central Council of Tlingit and Haida Indian Tribes of Alaska, Alaska Native Brotherhood, Alaska Native Sisterhood, Sealaska Corporation, Goldbelt Inc., City and Borough of Juneau, and the Alaska State Historic Preservation Office, has nominated Indian Point (Auke Cape) to the National Register of Historic Places, an important step in protecting this area. Designation of this area, and any other important sites, as locally-recognized historic resources would also provide a level of protection from encroaching development, such as destruction of archaeological sites and fill on private tidelands that destroys herring rearing areas or canoe runs which are located throughout Auke Bay.

Guideline and Consideration 13 for Subarea 3 in the 2013 *Comprehensive Plan* seems inconsistent with Alaska Native concerns, as the development of this area as a cultural park would be culturally insensitive, and such development is opposed by the people it was intended to honor.

It should also be deemed beneficial that the Indian Point/Auke Cape properties subject to ordinance 69-3 be re-zoned from D3(T)D5 to RR (or an equivalent restrictive zoning district) and

should be protected through recording of development restrictions such as a no-disturbance public access easement.

Title 49, the City and Borough of Juneau's Land Use Code, could be amended to include a review for historic sites and structures during the permitting process. Currently, such a review process does not exist.

The City and Borough of Juneau has a draft *Historic Preservation Plan*³. If this plan is formally adopted, it will give it official status and thus help provide a clear direction for historic preservation borough-wide through the identified goals.

Interested parties such as the Áak'w Kwáan, Douglas Indian Association, and Sealaska Heritage should be invited to provide the CBJ Community Development Department with a listing of sites which should be protected, or at least which should require notification to those agencies when development proposals are made for those properties. Such information would have to be maintained in confidentiality by the CBJ. This would help ensure that important sites would not be negatively impacted or destroyed through carelessness and a lack of information. The proposed goals and policies seek to address the historical and cultural issues and opportunities that have been identified in the Auke Bay area.

³ 1996 Draft Preservation Plan can be found at www.juneau.org/history

Goals & Policies

Goal 1 Identify Auke Bay’s historical sites and structures.

Policies

1.1 Conduct a detailed, historic survey of the Auke Bay plan area to identify cultural and historic sites and structures.

Goal 2 Preserve and protect Auke Bay’s history.

Policies

2.1 Preserve Indian Point through rezones, easements, or other preservation methods which limit activities allowed on the site, and amend the CBJ *Parks and Recreation Comprehensive Plan* to further limit activity at Indian Point.

2.2 Seek National Register recognition for significant sites.

Goal 3 Promote Auke Bay’s rich culture and history.

Policies

3.1 Include culturally compatible elements into Auke Bay’s gateway design.

3.2 Consider bilingual signage in the Auke Bay plan area.

3.3 Include interpretive signage along the Seawalk that details Auke Bay’s history and sites.

3.4 If an Auke Bay neighborhood committee is formed, include a cultural representative.

3.5 Consider the development of a cultural center at Auke Bay to promote the protection of Auke Bay’s rich culture and history, including its relationship to fisheries and sea life in Auke Bay, and resource management.

Draft Auke Bay Area Plan

Chapter 4: Recreation

Existing Conditions

A wealth of water-dependent and land-dependent recreational opportunity exists in and around Auke Bay. The 2013 *Comprehensive Plan*, Chapter 9, calls for providing public open space and habitat protection to support these recreational uses.



Photo courtesy of CBJ's Community Development

At the center of Auke Bay, Statter Harbor offers water access for sport fishing, whale watching and kayaking. Trails surrounding UAS connect students and residents to the surrounding area. The Auk Nu and Spaulding Meadows trails offer hiking, biking, and cross-country skiing opportunities. The surrounding plan boundary includes popular motorized

and non-motorized recreational uses at Auke Lake. Beach access and camping facilities are provided at the Auke Recreation Area, a short distance from the Auke Bay Hub¹.

The City and Borough of Juneau Parks & Recreation Department manages nine sites in the Auke Bay area, including Spaulding Meadows Trail. Most of the land managed by CBJ Parks and Recreation in the Auke Bay area surrounds Auke Lake. In 2004, CBJ Parks & Recreation, UAS, and Trail Mix identified the improvement and expansion of the Auke Lake trail with connections to the University as a priority. The proximity of Auke Lake to UAS and Auke Bay Center provides a seamless recreational area for many residents². According to the (not yet adopted) *Auke Lake Management Plan*, the completion of the Auke Lake trail has increased area usage by as much as sixty-eight (68) people per day.³

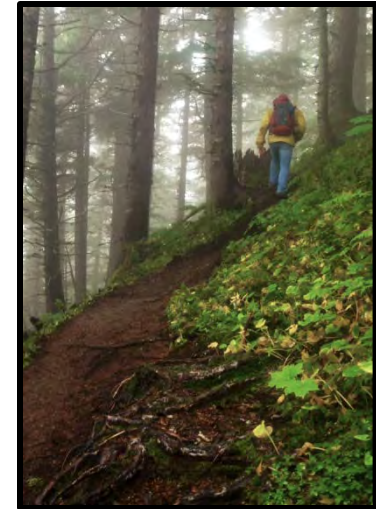


Photo courtesy of CBJ's Community Development

¹ See Boundary Map in Appendix C for reference points.

² See Hub Overview Map in Appendix C for reference points

³ Data taken from the 2013 Auke Lake Management Plan, Section 2.7 Social and Demographic Usage



Photo courtesy of CBJ's Community Development

Vision

Auke Bay should remain a place to live, work, learn and play. Chapter 8 of the *Parks & Recreation Comprehensive Plan* places Auke Bay in planning Subarea 2. Five goals were identified for the Auke Bay area:

1. Development of an Auke Lake Master Plan;
2. Trail connections between Auke Lake and the Mendenhall Greenbelt;
3. Partner with UAS to connect the trail around Auke Lake to the campus;

4. Develop a trail from the Auke Bay Elementary School to Spaulding Meadows trail; and,
5. Establish safe access to Rotary Park and shelter along the bay.

It should be noted that this park will be removed as part of the Don D. Statter Harbor expansion project. With the loss of this park, additional open space should be provided for Auke Bay residents and visitors to replace this recreational amenity.

6. Establish new community parks (one being in the Center planning area) that accommodates local events and activities; provides a safe, enjoyable place for children to play; and are places that are comfortable during all seasons of the year.

While not considered part of planning Subarea 2, the *Parks & Recreation Comprehensive Plan* calls for a cultural park at Indian Point that would include trails and shelters. As discussed in more detail in the Cultural and Historical Significance and Resources chapter of this plan, development of park infrastructure such as trails and shelters would be considered disrespectful by the Áak'w Kwáan (Small Lake Tribe) and other Tlingit peoples whom the park is intended to honor. Accordingly, this project should be removed from the *Parks & Recreation Comprehensive Plan* and from the 2013 *Comprehensive Plan*, or modified to specify that the area should remain in its natural state and not be developed with “campgrounds, picnic areas, trails or other improvements”.⁴

⁴ Greater Juneau Borough Ordinance Serial No. 69-3

The *Juneau Trails Plan* calls for increased access and trail improvements for cross-country skiing. No new access points to the Spaulding Meadows area are proposed at this time, but the Forest Service continues to make improvements to the Auk Nu trail by replacing bridges and installing graveled turnpikes.



Above is an example of a bilingual wayfinding sign in Auke Bay. The English and Tlingit words for bear are depicted on the sign. Photo courtesy of CBJ's Community Development.

Wayfinding signage for residents, students and visitors has been identified as an important asset to the Auke Bay area and is therefore highly encouraged. This will not only make navigation easier but also help capitalize on opportunities in the area. It is the vision of the community for wayfinding signage to not only exist, but also to be uniform, promote the many recreational opportunities, and to include bilingual

messages in celebration of Auke Bay's cultural and historical significance. Well designed and placed wayfinding signs will help to create an Auke Bay branding that represents the personality of the Auke Bay Community.

While Auke Bay Community wants a sign design that caters to its own personal character, this example serves to illustrate an area in town where wayfinding has already been achieved and is still actively being improved upon.

Goals and Policies

Goal 1 Seek opportunities to connect hiking and biking trails to provide for longer, interconnected loop systems that include connections to Auke Lake and beyond.

Policies

- 1.1** Provide direct and visible pedestrian connections at trailheads and street crossings.
- 1.2** Provide signage for pedestrian routes.
- 1.3** Seek pathways in the Auke Bay area to be ADA accessible during all seasons and properly maintained.
- 1.4** Develop a seawalk that connects Statter Harbor's Seawalk system to Auke Creek.
- 1.5** Ensure that future development enhances pedestrian access.
- 1.6** Inventory the paths, trails, and sidewalk connections within the subarea periodically (at least every six years), by CBJ. Gaps in the system should be assigned a priority and reported to the Planning Commission and

Assembly as a part of the annual Capital Improvement Program (CIP).

Goal 2

Develop a park and trail network.

Policies

- 2.1** Implement the goals of the *Juneau Parks and Recreation Comprehensive Plan*, which include additional access from behind the Auke Bay Elementary School to Spaulding Meadows.
- 2.2** Create space for programmable events and group use (such as those that exist in Savikko Park).
- 2.3** Provide an open space amenity (park) within the Auke Bay center that can be reached by all modes of transport.
- 2.4** Encourage the adoption of the *Juneau Parks and Recreation Auke Lake Management Plan*.

Goal 3 Develop a recreational wayfinding signage system for residents, students and visitors that will make navigation and access easier to the recreational areas of Auke Bay.

Policies

- 3.1** Ensure uniform typology among recreational wayfinding systems.
- 3.2** Encourage motorized traffic to acknowledge recreational use of the area through “Share the Road” signs and similar verbiage where appropriate.
- 3.3** Include a bilingual message celebrating Auke Bay’s culture significance on wayfinding to cultural resources, where possible.

Goal 4 Develop gateways within the *Auke Bay Area Plan* at the three entrance points; from the north and south on Glacier Highway and from Back loop Road.

Goal 5 Promote public art displays.

Policies

- 5.1** Establish a community art plan with specific locations for art within parks, along trails, and on the Seawalk and public facilities.
- 5.2** Incentivize private sector development to provide art within the Auke Bay area.

Draft Auke Bay Area Plan

Chapter 5: Transportation

The extent that an area's transportation infrastructure is able to serve its transportation needs, in terms of movement of people and goods, has a substantial impact on its livability and economic vitality. A successful transportation infrastructure design allows *safe* and *efficient* movement of both vehicles and pedestrians in an *attractive* setting. When all three features are present, it encourages people to visit and utilize the area rather than simply view it as part of route to somewhere else. If Auke Bay is to retain and develop its identity as a community hub, transportation has to be a key consideration.

Existing Conditions

This Plan comes at a time of change in the transportation infrastructure within the Auke Bay area. There are marine and upland transportation facilities planned for, or in the process of being, substantially redesigned and reconstructed. Projects underway at the time of the planning effort include the Alaska Department of Transportation and Public Facilities (DOT&PF) *Glacier Highway and Back Loop Road Intersection Safety Improvement* (AKA: the Round-a-bout), the *Glacier Highway Reconstruction – Fritz Cove Road to Seaview Avenue reconstruction*, and the CBJ's *Statter Harbor Improvements*.

Other projects scheduled in the short-term include the reconstruction of Fritz Cove Road, the paving of the Auke Lake parking lot, construction of a ten-foot-wide separated path on

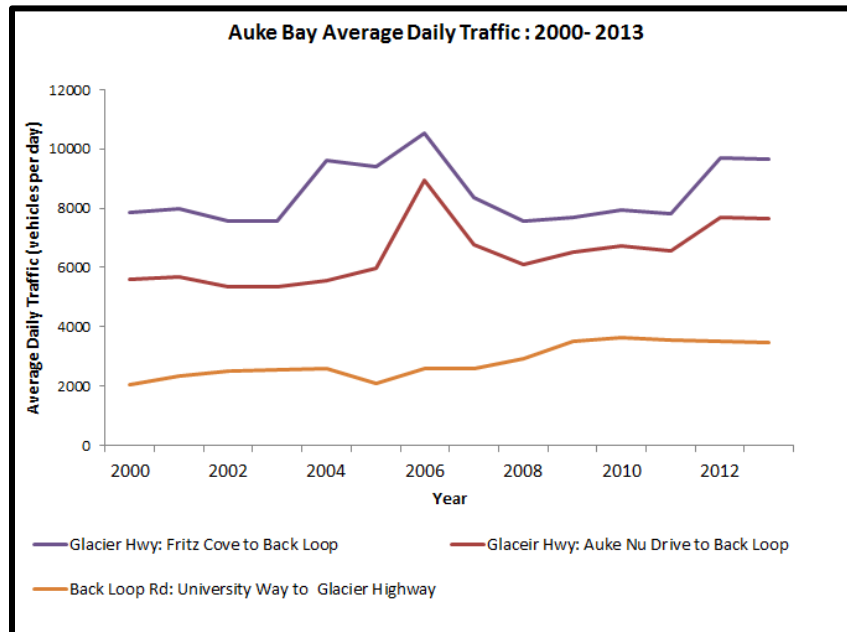
the north side of Glacier Highway from the Mendenhall River to the Auke Lake parking lot, and improvements at the Auke Bay terminal of the Alaska Marine Highway System.



Photo Courtesy of CBJ Docks and Harbors

The Don D. Statter Harbor Facility improvements (currently under construction, expected completion by end of summer 2016) will provide additional parking capacity for all users of the harbor. Mostly in the summer, many boaters use the Don D. Statter Harbor Facility and its boat ramp. Currently, they park their vehicles and trailers in the Auke Bay Elementary parking lot and on the hill of Back Loop Road due to the current parking lot being full - this raises safety and maintenance issues. The additional parking provided by the

harbor improvements will make parking more convenient and the launching of boats from the harbor much easier. It will also allow those businesses that operate out of Don D. Statter Harbor Facility to have increased customer parking; therefore, attracting more customers. Additionally, the improvements will lessen overflow of harbor parking in the area.



Source: Alaska Department of Transportation and Public Facilities annual Traffic Maps – Note that some spikes in the data trend reflect discrepancies in the counting procedure although the overall trend of increasing traffic is accurate.

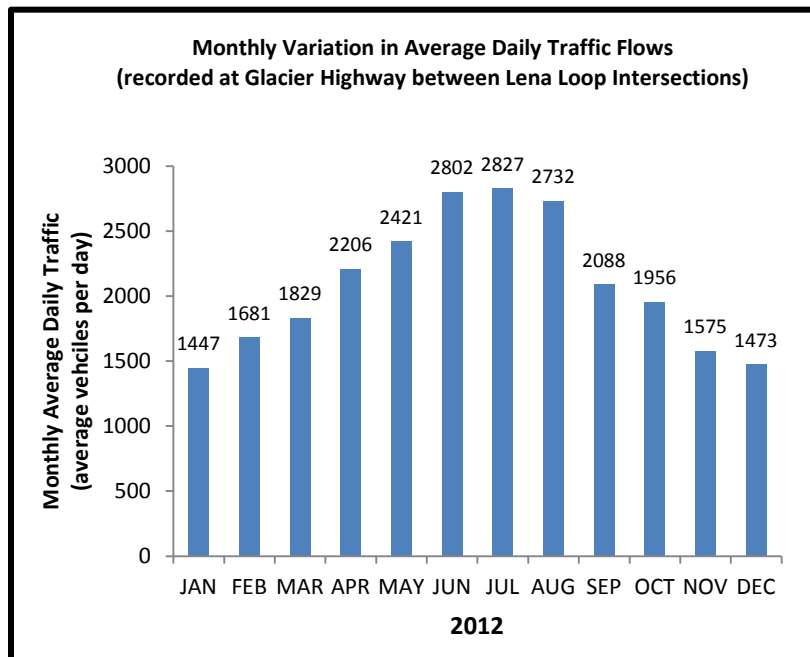
Other parking issues relate to commercial tourist operations. The Auke Bay area serves a number of tourist boat operators whose customers are transported to Statter Harbor by bus.

This may cause issues in terms of larger vehicles circulating the currently parked cars and also with staging locations when waiting to collect returning tours. Popular staging areas include the Auke Lake parking area and the UAS Recreation Facility.

Auke Bay serves as a traffic thru route for access between the areas North and the rest of Juneau. There are also a number of destinations within the area, in particular, UAS facilities, Statter Harbor, Fishermen's Bend Harbor and shops/businesses lining Glacier Highway. There is a significant variation in seasonal traffic flows and vehicle types both to and through the area due to the number of commercial tourist operations and commercial and private boat-related activities during the summer. Over the past decade, traffic on the roads approaching Auke Bay is estimated to have increased between 28% and 43%, dependent upon the section.

Residential, recreational, commercial and employment uses continue to expand north of the Auke Bay Plan Boundary. Therefore, traffic is expected to continue to increase through the Auke Bay Plan Boundary unless alternative routes are provided or significant changes to travel patterns occur. DOT&PF is currently examining options to increase travel efficiencies among Juneau, Skagway, and Haines. A preferred option would see the extension of Glacier Highway north to a new ferry terminal near the Katzeihin River delta. This option would result in a new day ferry service for those communities. *The 2014 Juneau Access Improvements Project Draft*

Supplemental Environmental Impact Statement, forecasted that the preferred route option will add over 1100 Average Daily Traffic (ADT)¹ in the summer of 2020 (expected year of opening). It is likely a significant portion of these vehicles will move through Auke Bay.



Source: Alaska Department of Transportation and Public Facilities. These figures give an indication of the seasonal variation in traffic flows through the Auke Bay area.

¹ The Draft Supplemental Environmental Impact Statement for the Juneau Access Project can be found at http://dot.alaska.gov/sereg/projects/juneau_access/documents.shtml

One of the fundamental realities of the vehicular transportation network in Auke Bay is that there is no network; that is, there are no alternative routes to, through, or around the area to Glacier Highway and its single intersection with the Mendenhall (Back) Loop Road. This means that all vehicular traffic, including passenger vehicles, heavy trucks, buses, and personal trucks with boat trailers must use the same roads, regardless of whether the vehicles are simply passing through the area, or beginning or ending their trip in the area. The increase in traffic and the resulting congestion poses a threat to many of the aspirations of the *Plan* by discouraging the easy movement of pedestrians and cyclists to the waterfront – a key amenity.

In recognition of the need to improve traffic safety and ultimately remove through traffic from Auke Bay, DOT&PF produced *2004 Auke Bay Corridor Study*.² The “Near-Term” goals suggested the improvements to Glacier Highway currently underway or recently completed. The study also outlines “Long-Term” goals for the area by completing a bypass of the Auke Bay community that would start at Industrial Blvd., follow the east side of Hill 560, cross Mendenhall Loop Road (Back Loop Road) at Goat Hill and continue behind the community of Auke Bay and connect to Glacier Highway near Auke Nu Creek.

² USKH Inc. prepared the *2004 Auke Bay Corridor Study*; read at http://dot.alaska.gov/sereg/projects/abcorr/assets/Main_Report.pdf

A connection would also be added, through a roundabout, from the proposed bypass to Back Loop Road at the North University of Alaska Southeast access. Sidewalks are proposed for both sides of the bypass connector from Back Loop Road to the UAS/National Guard Joint Use facility.

The *Pederson Hill Access Study*³ was prepared in 2010 for the CBJ to evaluate potential residential development areas and densities, as well as transportation access for future development of that area in both, the University of Alaska Southeast and the CBJ owned land on Pederson Hill. Potential routes identified in the study for an alternate Auke Bay corridor access include on top of Pederson Hill and along the north side of it, potentially connecting from Glacier Highway to Goat Hill Road. Development constraints, such as wetlands and existing steep topography, make the construction problematic. However, the study's preliminary routing identified that by using a series of switchbacks, acceptable road grades (< 10%) are possible. However, this can make the road longer and more expensive to construct.

Transportation in and through the Auke Bay area is discussed in Chapter 8 of the *2013 Comprehensive Plan* of the City and Borough of Juneau. In summary, the *Comprehensive Plan* calls for clustering residential density and destinations along transit routes, and for the provision of safe bicycle and pedestrian

³ The Pederson Hill Access Study can be found at <http://www.juneau.org/clerk/ASC/LC/Hill%20560/PedersonHillAccessStudy.php>

routes providing connections between transit and trip origins and destinations within the Urban Service Area Boundary. Auke Bay is identified for an “urban” treatment, with provision of safe bicycle and pedestrian facilities, including protected crossings of Glacier Highway, described as priorities in multiple locations in the plan.



Photo courtesy of CBJ's Capital Transit

The *2014 Transit Development Plan*⁴ for Capital Transit calls for a complete restructuring of transit service north of the Nugget Mall. Budget constraints precluded full implementation of the recommended service scenario in that plan.

However, at the time the plan was drafted, CBJ staff continued to work to develop interim changes to the system that can accomplish budgetary and service goals. Transit access to and from Auke Bay, especially to UAS, was recognized as an important service feature of the retained or strengthened. Transit service to the Alaska Marine Highway System ferry terminal in Auke Bay was listed by many community members and stakeholder groups as one of the most important destinations not currently served by Capital

⁴ The Juneau Transit Development Plan - www.juneautransitplan.org

Transit, and it remains a high priority for future service additions. Preserving a high frequency bus link to Auke Bay is a desired outcome of both the *2014 Transit Plan* as well as the earlier *2008 Transit Development Plan*,⁵ which additionally advocates a more significant service through Auke Bay to Lena Point.

Although UAS trails and non-motorized paths provide alternative routes for pedestrians and bicyclists, these routes are primarily designed and constructed to serve UAS students, faculty, and staff. There are unpaved trails between the Spaulding Meadows trail, Auke Bay Elementary School, and the Joint Use Facility. While the UAS trails are paved, maintained during the winter, lighted and provide emergency call boxes, the remainder of the Auke Bay trail network consists of dirt trails and boardwalks that do not meet the requirements of the Americans with Disabilities Act (ADA), which are not maintained in the winter, and which do not have lighting.

The 2009 *Non-Motorized Transportation Plan*⁶ (NMTP) provides guidance on such topics as traffic calming and design standards for non-motorized transportation facilities, including particular improvements in the Auke Bay area. Specific improvements are included in Appendix D of the *Non-*

Motorized Transportation Plan for areas of Auke Bay.⁷ Similar to the *Comprehensive Plan*, the NMTP calls for traffic calming, provision of improved pedestrian crossings of Glacier Highway in the Auke Bay area, and specific capital improvements that should be made to the area as funding becomes available.



Photo courtesy of CBJ's Community Development

Auke Bay Elementary School did not participate in the parent surveys used to collect information about other Juneau School District schools during the development of the 2012 *Safe Routes to Schools Plan*⁸. Observations of student arrivals and dismissals conducted for that plan occurred on a winter day with poor walking conditions; no students were documented

⁵ <http://www.juneau.org/capitaltransit/pdfs/adopted2.pdf>

⁶ The Non-Motorized Transportation Plan - www.juneau.org/parkrec/PR-Plans

⁷ Recommended Non-Motorized Infrastructure Improvements, By Area; November 2009 Juneau Non-Motorized Transportation Plan

⁸ Safe Routes to Schools Plan - www.juneau.org/cddftp/JuneauSafeRoutestoSchoolPlan

walking to or from school on the day of observations. CBJ staff and volunteers conducting bicycle and pedestrian counts in the school area on other dates have, however, documented children walking and biking to and from the school. The current catchment area for the school covers a wider area than most Juneau Elementary schools, with many children living beyond a reasonable walking or cycling distance; increasing the housing in the area will likely result in an increased number of children walking and cycling to the school.

This *Plan* identifies similar safety concerns and infrastructure/design shortcomings to those identified in other plans; namely, inadequate safe crossing opportunities across Glacier Highway, high vehicle speeds, and inadequate sidewalk and other non-motorized transportation route connectivity. Survivability of pedestrians during an collision with automobiles is only 15% when traffic speeds are at 40 mph, 55% when traffic speeds are at 30 mph; and 95% when traffic speeds are at 20 mph, according to the US Federal Highway Administration.

Snow removal and maintenance of non-motorized transportation routes has consistently been identified in all of the above-mentioned plans as a priority improvement. Typically, both CBJ and DOT&PF maintenance crews plow snow from the roadway onto the adjacent sidewalk or shoulder for temporary storage (generally one to seven days). This results in a situation where pedestrians must walk in the

street or “post-hole” through deep berms of snow. This situation not only discourages active transportation and use of transit, it may also result in keeping many elderly and mobility-impaired citizens in their homes during the winter months since sidewalks are unsafe.

Vision

The Vision describes what the community wants the Auke Bay Plan area to be. It captures how the housing, shops, businesses, recreation facilities and public amenities should be located in the area plus how they should be connected by physical infrastructure and transit services. The Vision was developed through a series of public meetings and brainstorming sessions with specific issues that should be incorporated in to the future Auke Bay design. The following are specific transportation-related features and aspirations identified in the Auke Bay Visioning exercise:

- Develop a transportation network sympathetic to the needs of all modes of transportation was raised repeatedly.
- New development should include new streets⁹ that provide a grid network of streets and sidewalks to the northeast of the intersection of Glacier Highway and Mendenhall Loop Road in the Auke Bay Center. Cul-de-sacs should be avoided except where topography or other features make through-streets impractical, and

⁹ See vision in Community Charrette Map in Appendix C

should be connected to adjacent streets, trails, and pathways with appropriate, non-motorized connections.



Photo courtesy of CBJ's Community Development Department

- Bicyclist and pedestrian safety in the Auke Bay area frequently surfaced as a primary goal. Bicyclist and pedestrian safety was voted as the most important aspect of an Auke Bay vision by the majority of survey respondents.¹⁰
- All trails and paths in the area should be connected to create a complete network, which eliminates the need for walkers and bikers to travel within major roadway corridors for most trips.
- Wayfinding signage and pedestrian-scale lighting (fixtures generally 12-15 feet tall) should be included

¹⁰ "Safe for bicyclists and pedestrians", selected by 58.3% of respondents, Auke Bay Vision Survey #1, Question 4.

on non-motorized routes and at pedestrian connections within the Auke Bay Center; maintenance, especially snow plowing, of these facilities is critical to their continued use.

- A bypass highway should be constructed to remove through-traffic from the Auke Bay area. This was a frequent, community suggestion. It was recognized that increased traffic through the Auke Bay area resulting from developments north of the area could have detrimental effects on safety in the Auke Bay Center. Use of the route envisioned in the DOT&PF's 2004 *Auke Bay Corridor* study was supported.
- Improve intersections at major Auke Bay roads including an additional intersection for Auke Bay Elementary School.
- Parking should cater for the needs of the expected growth of the Auke Bay area. Shared use of parking facilities by multiple organizations should be encouraged allowing space to be utilized by one activity when not used by another. These parking lots should be linked to allow walking to the various organizations' premises. A Park and Ride facility in conjunction with the transit system should be built for those living outside of the Auke Bay Center.
- Adapt parking requirements for new developments to encourage higher densities and to reflect closeness to Transit services.

- Capital Transit service connections to the Auke Bay Ferry terminal should be established. A new transit hub in Auke Bay should boost ridership (thereby reducing traffic) by improving the experience of those departing or arriving in Auke Bay via the Transit service.
- A seawalk providing for pedestrian movement through the Auke Bay Center¹¹ and waterfront area, with convenient and safe connections to and across Glacier Highway has been envisioned by many users of the area for some time. Although access across the United States Coast Guard's new facility may pose security/access conflicts, a public access easement across the only privately-owned Alaska Tidelands Survey between the harbor and Auke Creek ensures that the seawalk route could be on public tidelands, within dedicated right-of-way, or within an access easement and be key feature of an Auke Bay redevelopment.
- Gateway signage will demonstrate that the Auke Bay area is a community with its own identity, not just a thru route or a harbor.
- To reduce speeds in the Hub by transforming the character of the community to a safe, walkable Small Town Center.

¹¹ See Auke Bay Hub Overview Map in Appendix C for Auke Bay Center Boundaries.

During the visioning exercise, a project prioritization list was generated to help achieve the overall Vision. Projects were ranked by individuals according to when they should take place:

- Short Term (within 5 years)
- Mid-Term (5-10 years)
- Long Term (10-20 years),
- Beyond the Plan Horizon (20+ years)
- Not a Priority.

Using a weighted score that assigned higher points for near term votes and negative points for Not a Priority votes, the entire list of projects was ranked in priority. The list ranks projects by their weighted score, with a timeline assigned by staff based on votes. Thus, some short-term projects are deemed lower priorities.

By mid-October, that project list had been refined to clarify evolving ideas and reflect the input from the public and the Auke Bay Steering Committee. These changes include breakthrough ideas from the Community Charrette, examples of these ideas include a grid network of streets and a seawalk interconnected to the sidewalk and trail system in the Auke Bay Center and Hub. The refined list of capital projects, grouped by type of project, is included as Appendix B¹².

¹² Community priority list of Auke Bay Area Plan Capital Improvement Projects – Appendix B

The top ten project improvements are currently being addressed through DOT&PF improvements to Glacier Highway or CBJ improvements to Statter Harbor. The next highest priority projects belong to the core of the Auke Bay redevelopment and should be integrated in a timely manner as building developments occur.

Recommended Tools

To implement the *Vision* the following funding avenues approaches should be pursued to be the tools to ensure the Vision becomes a reality.

Capital Improvements

The primary tools for improving transportation systems are the Capital Improvement Program (CIP) at the local level, and the Statewide Transportation Improvement Program (STIP) at the state level. Projects are nominated to these programs and constructed based on support in adopted plans, public need, available funding, and public/staff advocacy. Simply adopting a project into a Program is not, in and of itself, enough to ensure that the project will be funded and constructed. The community's need for a project must be continually evaluated and promoted, sometimes for many years, before it may be funded. The capital projects listed within the plan are prioritized according to current conditions and perceptions, and can be expected to change as Auke Bay changes through both private and public investment.

Policies and Programs

The policies and programs identified below should be continuously pursued and updated at Auke Bay develops. There are some policies that should be at the forefront of development actions as they provide the infrastructure around which housing and commercial premises can be constructed.¹³

Scenic Byways

DOT&PF's Scenic Byways Program identifies access corridors that exhibit at least one of six qualities for Alaskan byways: scenic quality, natural quality, historic quality, cultural quality, archaeological quality, and recreational quality. The application process to nominate and adopt a byway into the State's program requires work by the community, but the designation can help the adopted corridor receive additional monies for potential improvements as well as ensure that the goals for the area are followed. This designation could be sought for Auke Bay area roads as they appear to meet a number of the required intrinsic qualities for the State's scenic byways.

¹³ Goals and Policies section located at the end of the Transportation Chapter



Panoramic view of a scenic view point. Photo courtesy of Dave Klein, KleinDesigns

Safe Routes to Schools

The Safe Routes to Schools¹⁴ program focuses on the “Five E’s”: Engineering, Encouragement, Education, Enforcement, and Evaluation. The Engineering component is covered under the capital projects discussed above; the other four E’s are policy or program components:

Encouragement: Support formal and grassroots campaigns that promote walking, bicycling, scooter-riding, skateboarding, and even skiing as fun and safe transportation choices to and from school.

Education: Develop materials and programs to educate parents, students, and the community about safe walking, cycling and driving practices and about the benefits of active transportation.

Enforcement: Increase enforcement of traffic laws around schools.

Evaluation: Monitor and document outcomes and trends through the collection of data.

The Safe Routes to Schools plan for Auke Bay Elementary School should be implemented. Some components, such as Education, Enforcement, and Evaluation could be implemented immediately, while it may be prudent to wait until the extensive roadway reconstruction projects currently underway have been completed and new infrastructure (Engineering) is in place before focusing on Encouragement.

Connectivity

The philosophy of connectivity should be engrained in all decisions to avoid a piecemeal application of the approach. As new development takes place in the Auke Bay Hub and Center, access roads should be designed to create a connected street, trail and path network including routes to the Transit stops. This theme of connectivity should be at the core of all development. The community vision for a connected street network is shown through their vision map for the Auke Bay, as the *Community Charrette Map*.¹⁵

¹⁴ 2012 Safe Routes to Schools Plan - www.juneau.org/cddftp/JuneauSafeRoutestoSchoolPlan

¹⁵ Auke Bay Community Charrette Map, Appendix C

Maintenance

Maintenance of roadways, sidewalks, and separated paths is a critical issue in Juneau, and deferment of maintenance has been cited as a barrier to access in many CBJ surveys.¹⁶ In the winter, snow removal is a particular concern. Streets and separated paths should be designed to facilitate maintenance and snow removal; however, the current practice of using roadway shoulders, bike lanes, and sidewalks for snow storage forces pedestrians and other non-motorized users to travel in the vehicular way, increasing their exposure to vehicle traffic. Alternative designs and maintenance practices, such as providing a vegetated buffer between the travel way and sidewalks, could provide snow storage capacity that does not interfere with non-motorized routes.

¹⁶ Community Transportation Needs Assessment, November 25, 2013; 2013 ADA Accessibility Survey; 2014 Transit Development Plan

Goals and Policies

Goal 1 Build an Auke Bay bypass road. Construction of the bypass should help lessen traffic volume, reduce traffic speeds, and maintain safety in the Auke Bay Center.

Policies

- 1.1** Preserve space for a future right-of-way for the DOT&PF bypass route north of the developed areas of Auke Bay.
- 1.2** As Auke Bay grows, ensure that development does not preclude DOT&PF's ability to locate a future bypass route to the north.
- 1.3** Future route considerations should include an evaluation of the impact of the scenic nature, views and value of Auke Bay.
- 1.4** Future DOT&PF's bypass routes should preserve or accommodate existing trails and provide pedestrian crossing amenities.

Goal 2 Create an appropriately scaled seawalk along the waterfront, linking residential, commercial, and recreational uses to the Statter Harbor Facility.

Policies

- 2.1** Encourage public and private partnerships to accomplish an Auke Bay seawalk for the common enjoyment of the community.
- 2.2** Encourage marine education, safety, artistic and cultural exhibits along the seawalk whenever feasible.
- 2.3** Encourage properties fronting on the seawalk to connect to the seawalk and to provide connections from seawalk to public rights-of-ways for pedestrian cross circulation.
- 2.4** The seawalk design should encourage and celebrate the bay's role in education, creativity, cultural heritage, and industry in the region.

Goal 3	Promote safe connections, at intervals, throughout Auke Bay consistent with both State and Federal standards.	pedestrian, bicyclists, and recreationalists.
Goal 4	Auke Bay will be a comfortable, inviting and safe place to walk and bicycle for everyone, including children, elderly, and school groups.	
Policies		
4.1	Safe highway crossings throughout Auke Bay should serve the community's interests:	
4.1a	Encourage safe routes between businesses, recreation, scenic viewpoints, residential neighborhoods and public or private schools.	
4.1b	Promote walkability to businesses from both sides of Glacier Highway.	
4.1c	Promote walkability between major employers including the University, Coast Guard and the Alaska Marine Highway port.	
4.1d	Be consistent with DOT&PF design standards that meet the needs of the	
4.2		Promote additional bicycle and pedestrian connections throughout the Auke Bay area and that provide connections between commercial and residential areas, scenic vistas and recreational pursuits.
4.3		Encourage, fund and develop pedestrian connections as identified in the <i>Auke Bay Area Plan</i> and other adopted plans.
4.4		Create a walkable community by encouraging, promoting, and investing in street furniture and safe lighting in higher density areas of the <i>Plan</i> .
4.6		Work closely with both public and private institutions and not-for-profit groups to develop a partnership to plan, construct, and where appropriate, maintain trail connections across City, State and Federal properties.
4.7		Create and adopt a way-finding and signage policy for the <i>Plan</i> area.

Goal 5 Promote the development of adequate parking to meet the needs of the growing community.

Policies

5.1 Promote an integrated parking management plan. This plan should encourage walking between the University, schools, and private and public sector parking areas. This plan should address season demands.

5.2 Create parking in conjunction with a transit hub.

Goal 6 Address intersection improvements in a prioritized fashion within the *Auke Bay Area Plan*.

Policies

6.1 Lighting and multi-modal safety issues should be inventoried.

6.2 Design aspects of each intersection in *Auke Bay Area Plan* should be inventoried and reviewed periodically. This should include review for ADA accessibility, walkability, and safety.

Goal 7 Improve the intersection at the entrance of Auke Bay Elementary School and Glacier Highway

Policies

7.1 Create a secondary access point for Auke Bay Elementary School that should help to promote better traffic flow entering and exiting Auke Bay Elementary School.

7.2 Work with School District to improve safe routes to school.

Goal 8 Develop a grid street network in the Auke Bay hub, as outlined in the *Community Charrette Map*¹⁷, which facilitates growth and improves circulation for both vehicles and pedestrians.

Policies

8.1 Encourage new development to dedicate grid street right-of-way consistent with the Auke Bay Area Plan.

8.2 Pedestrian-oriented designs should be used to capitalize on the opportunities presented at grid street corners.

¹⁷ Auke Bay Community Charrette Map – Appendix C

Goal 9 Encourage public transit connections from Auke Bay to other areas of Juneau.

Policies

9.1 Connect public transit with parking areas throughout the Auke Bay area.

9.2 Developing transit options within Auke Bay.

9.3 Develop a shuttle service from the Auke Bay core to the ferry terminal.

Goal 10 Auke Bay will be a comfortable, inviting and safe place to walk and bicycle for everyone, including children, elderly, and school groups.

Policies

10.1 Implement traffic calming measures to reduce traffic speeds.

10.2 Work with the DOT&PF to reduce the speed to a maximum of 30 mph in the Hub.

10.3 Until the bypass is built, encourage ways to reduce vehicular speed.

Goal 11 Explore the designation of Auke Bay area roads as Scenic Byways.

Goal 12 Snow removal will keep both non-motorized routes and motorized routes open during the winter.

Policy

12.1 Auke Bay Community, CBJ, and State should design and implement a plan for snow removal in the Auke Bay area to provides safe travel for motorized and non-motorized users.

Draft Auke Bay Area Plan

Chapter 6: Implementation

Recommendations for Auke Bay Area Plan's Implementation and Governance

Staff and the Steering Committee recommend that a committee, group or association be formed to build on the work that has been completed to date in the plan.

- The meetings should be quarterly and consist of a core group carrying the accumulated local planning knowledge forward. The Community is actively engaged and committed to moving the plan forward in the future.
- Agencies and groups including the University of Alaska Southeast, CBJ Dock and Harbors, State of Alaska Department of Transportation and Public Facilities, Áak'w Kwáan Tribe, Douglas Indian Association, area neighborhood associations, area condominium associations, area land owners and area businesses owners should be the key to the long term implementation of the elements of the plan.
- This proposed committee, group or association should provide a convening point for community dialogue and discussion to the implementation of the plan.

CIP/STIP Review and Input Opportunities

The City & Borough of Juneau should update the organized committee, group or association of annual CIP/STIP list in an effort to implement the Auke Bay Area Plan in the following ways.

- Coordinate with the organized committee, group or organization so they may comment upon both annual CIP

and STIP processes as well as any other relevant processes that may involve key action relative to implementation.

- Notify the group of any development within the planning area and seek comments to be brought before the Planning Commission.

Annual Plan Coordination and Information

Coordinating between multiple providers of infrastructure improvements requires the use of a convener role in Auke Bay on a quarterly or annual basis.

- Project Based Development – Neighborhood meetings would be called only as needed. It is the intent of this Plan to ensure that improved access to information is encouraged.
- Annual Coordination and Implementation – Project sharing meetings should be called to update the community on all public party implementation projects. Public parties could include CBJ Community Development, State of Alaska Department of Transportation and Public Facilities, CBJ Transit, CBJ Engineering, CBJ Lands & Resources, CBJ Docks and Harbors, Juneau School District, University of Alaska Southeast, etc. It is the intent for this sort of information sharing to lead to greater coordination and stronger public-private partnership that enhance opportunities for coordination of infrastructure financing.
- Maintain a web page for Auke Bay Plan Implementation.

Continue Monitoring and Collecting Data

Project implementation is a shared responsibility. Currently, CDD collects relevant transportation, parking, pedestrian and bicycle data community wide, including Auke Bay. With the adoption of the *Plan*, data is a key part of project implementation.

Several years' worth of coordination projects are in the works at the present time, including potential private projects, CBJ projects, University projects, and DOT&PF projects. Monitoring data as to annual parking patterns, parking needs, pedestrian use, and bicycle use is important to coordinate. Data collection through coordinated voluntary efforts from the Steering Committee would assist the Department in the Auke Bay implementation efforts.

Collected permit data relating to housing and sewer/ water hook ups within the Auke Bay area should be reported back to the organized group annually. This data should be shared with other departments and institutions to enhance project coordination.

Coordinating improvements in Demand Management (Access to transit, future park-and-ride, and coordinated parking strategies) is an important part of the *Plan*. Transportation and land use are closely tied together within the Auke Bay Planning Area, Hub, and Center. With improved regular service from Auke Bay to Downtown, future growth can be accommodated in a more efficient manner. Coordinating the location of this infrastructure with the expected growth patterns in Auke Bay, Out the Road, and at the University of Alaska Southeast is essential to maintaining the character of Auke Bay.

Coordinate with state and federal agencies in regard to environmental issues to ensure that negative impacts are mitigated when new development and uses are proposed. The health of the

Auke Bay community is largely dependent on ensuring the water, air, and natural habitat is vibrant and thriving.

Regulatory Changes

The Auke Bay Area Plan is largely aspirational in its approach to land use.

- To achieve the envisioned Small Town Center, the Auke Bay Steering Committee proposed amending the Comprehensive Plan Land Use designation in the Auke Bay up hill (north) of Glacier Highway from Marine/ Mixed Use (M/MU) to Traditional Town Center (TTC). The proposed amended and existing Comp. Plan Land Use maps are provided in Appendix C.
- The Steering Committee should play a role in the implementation of the necessary CBJ Land Use code amendments to carry out master planning and/or zoning components and incentives.
- Master Planning: Additional detailed master planning standards can aide in improving design and sense of place. The Master Planning should provide additional opportunities and incentives as well as collaborative public-private site development, or development agreements. This information will also improve the knowledge of Auke Bay with regards to building orientation to the streets, the bay, surrounding mountains, existing views and other buildings.
- Signage Improvements: Way-finding signage and three identified gateways identified in the *Plan* may require amendments to existing City Codes. These improvements include ways to address culturally sensitive signage, an example of which would be including Tlingit text on signage.

Public / Private Partnerships

Accomplishing the vision of the Auke Bay Area Plan will depend on partnerships between the public and private sector. The most common partnerships are the informal ones that exist because of the level of communication regarding the goals of the Auke Bay Area Plan and current regulations.

Tools for Implementation

Activity	Description/Lead Agency	Coordination
General Coordination	Establish a neighborhood committee, group or organization/coordinate with CDD/others as identified.	Quarterly and annual meetings.
Infrastructure Coordination	Work with CIP/STIP and other agencies on annual basis for strategic plan implementation.	Steering Committee implementation list.
Infrastructure Coordination	CDD to convene multi-agency meetings annually to coordinate Auke Bay infrastructure opportunities.	CDD with all participating agencies.
Data Collection	CDD working in coordination with the Steering Committee and any neighborhood group volunteers to continue collecting relevant neighborhood data.	Annually or as-needed, depending on identified information needs.
Regulatory Implementation	Short duration consisting of the existing Steering Committee for the next three to five months to continue working on the Plan implementation through guidelines and zone changes.	CDD and Steering Committee in coordination with interested agencies, property owners, investors and others.
Auke Bay Way Finding	CDD to convene multi-agency reviews as opportunities for new way-finding signage are presented.	CDD and community group coordination on way-finding projects, including communication standards.
Communication	CDD should update an Auke Bay Implementation web page. Official documents on data collection, CIP's and any relevant reports would be found here.	CDD coordination with the community.
All Other Projects	A number of other projects were identified in the Plan. Once these projects are moved from the 20 year plan into the six year CIP, a greater level of coordination could be expected through the capital planning process	CDD/Engineering/Coordination

Action Items: 2015 - 2016	Problem Solved/ Opportunity Enhanced
Change Zoning Districts within Center planning	Establish cohesive zoning district(s) to achieve the goals of a new Small Town Center. Too many existing districts results in a separated mixture of land use development. Owners have little certainty of future neighboring developments.
Create a new Town Center design standards plan	New design plan will help achieve the aesthetics of buildings, streetscapes, etc. Without a design plan, current/ future zoning districts cannot influence the form and function of streetscapes, buildings, and other spaces. A design plan can enhance aspects of space/ buildings, such as landscaping, parking lots, walkways, building facades, etc.
Action Items: 2017 - 2021	Problem Solved/ Opportunity Enhanced
Create new Gateways	Establish gateways along the main corridors into Auke Bay that provides a 'welcoming' aspect to the area. Creates a sense of place for Auke Bay.
Plan routes a future seawalk	Coordinate routes with shoreline properties. Routes should connect to future pedestrian pathways to ensure highest level of connectivity within Center planning area.
Plan routes for future grid streets in the Center planning area	By planning routes, the Small Town Center can better plan for future development. Coordinate with property owners to ensure future development doesn't prevent street route planning
Establish a new parking management plan	A parking plan will ensure parking will be efficiently planning in the Center planning area. This will provide a better understanding of where and when peak parking demand is needed. Without a parking plan, parking may not be effectively laid out or designed to meet the goals of the Small Town Center.
Establish a new park in the Center planning area	A park in the Center planning area can provide a wonderful place to enjoy and relax outside. A park can be an economic driver as it provide spaces for markets, concerts, art fairs, etc. A park can add value to adjacent residential and commercial properties.
Add Pedestrian-level lighting along streets in Center planning area	Pedestrian-level lighting illuminates more walking surfaces for safer walking conditions and feels safer. Without this level of lighting, pedestrians may feel less safe and may be less inclined to walk.
Explore CBJ Sewer renovations to accommodate growth in Auke Bay	Early coordination and planning about the demands on existing sewer capacity must occur with expected development of the new Town Center

Action Items: 2020 - 2035	Problem Solved/ Opportunity Enhanced
Construct seawalk	A seawalk provides a unique place to enjoy views of the water. A seawalk will provide a fun place to stroll, jog, and recreate. A seawalk can connect to existing pedestrian routes between water and upland developments
Construct future streets within the Center planning area	The new street grid will increase development potential. The new streets will create value in future business frontage. The streets will provide pedestrian connections throughout the future Small Town Center.
Analyze parking at Spaulding Meadow trailhead	This popular trailhead parking lot is undersized and needs to be re-examined Vehicles sometimes park too close to the road.
Analyze and construct a parking structure within the Small Town Center	Providing a central parking structure will lessen the parking demands of each use within the Town Center. This will reduce the amount of individual parking lots throughout the Town Center. A parking structure will increase the land use efficiency by allowing more flexibility in future developments.
Construct bicycle stations	Bicycle stations can reduce vehicular parking. Bicycle stations provide appropriate places to park bicycles instead of around street lights/ power poles. These will encourage recreational and healthy transportation choices.
Connect pathways around Auke Lake	A circular pedestrian route around the lake will provide more recreational choices. This will allow more people to enjoy the lake. This will allow pedestrians to reach the lake from their residence or work.

Action Items: 2020 - 2035 (continued)	Problem Solved/ Opportunity Enhanced
Construct a separated pathway from the Auke Bay Ferry Terminal to the Center planning area	No pedestrian connections.
Design wayfinding signage	Wayfinding signage directs people to destinations, i.e. harbors, parks, trails, etc. Signage creates a sense of place.
Explore a new CBJ Capital transit hub	A hub in the Auke Bay Center planning area will enable transportation options Allow residents to reach Auke Bay without using private automobiles Help strengthen the UAS campus Provides an economic value to Auke Bay
CBJ Sewer upgrades to serve increase development in Auke Bay	Existing sewer service to Auke Bay cannot serve proposed large development increases expected to create the Small Town Center.
Action Items: 2036 and Beyond	Problem Solved/ Opportunity Enhanced
Design a by-pass highway around Auke Bay	Alleviates existing high traffic volume. Allows Glacier Highway to be converted to a traditional 'Main Street' within the Central planning area. Will allow a reduce in traffic speeds.

Draft Auke Bay Area Plan: Appendix A

Referenced Published Plans and Studies

1984 Comprehensive Plan	Channel Island State Marine Park Management Plan
1996 Draft Preservation Plan	Historic Preservation Plan
2008 Juneau Wetlands Management Plan	Juneau Trails Plan
2012 UAS Campus Master Plan	Non-Motorized Transportation Plan
2013 Comprehensive Plan Update	Parks and Recreation Comprehensive Plan
2013 Flood Insurance Rate Map & Flood Insurance Study	Pederson Hill Access Study
2014 Southeast Alaska Sac Roe Herring Fishery Management Plan	Safe Routes to Schools Plan
ADF&G Juneau Herring Update #10	State Land Management Plan
All-Hazards Mitigation Plan	Statewide Transportation Improvement Program
Auke Bay Corridor Study	Statter Harbor Master Plan
Auke Lake Management Plan	Transit Development Plan
Auke Lake Watershed Action Plan	Willoughby District Land Use Plan
Capital Improvement Program	

Draft Auke Bay Area Plan: Appendix B

Capital Improvement List

Streets	Timeline
DOT/PF monitoring for traffic into and out of CBJ Statter Harbor/De Harts.	Mid Term
Construct a vehicle access to Auke Bay Elementary from Mendenhall Loop Road. (600 ft)	Short Term
Connect Glacier Hwy. to Loop Rd. via Pederson Hill (east of Auke Lake). (1.6 miles)	Long Term
Auke Bay By-pass (Auke Bay Corridor Plan 2003)	Long Term
Purchase ROW along conceptual Auke Bay By-pass routes such as the connection between Back Loop Road and the Auke Bay Ferry Terminal, and further east to the Goat Hill connection	Long Term
Grid Streets	
Grid Street running North/South at the Elementary school (600 feet)	Mid Term
Grid Street running North/South from the Elementary to the Joint Use Facility (1,000 feet total)	Mid Term
Middle Grid Street running North/South (south segment 600 feet)	Mid Term
Middle Grid Street running North/South (north segment 600 feet)	Mid Term
Eastern Grid Street running North/South (south segment 600 feet)	Mid Term
Eastern Grid Street running North/South (north segment 600 feet)	Mid Term
East/West Grid Street (Back Loop to elementary) (1000 feet)	Short Term
Mid Hill East/West Grid Street (elementary to middle)(600 feet)	Mid Term
Mid Hill East/West Grid Street (middle to eastern)(600 feet)	Mid Term
High hill East/West Grid Street (Joint Use Facility to middle)(600 feet)	Mid Term
High Hill East/West Grid Street (middle to eastern)(600 feet)	Mid Term
Parking	Timeline
Additional off-street parking on city land.	Short/ Mid Term
Additional parking at Auke Lake.	Short Term
Additional parking at Spaulding Meadows trail.	Mid Term
Additional parking at Spaulding Meadows trail on a grid street.	Mid Term
On-street parking on Glacier Hwy. from Loop Rd. to Fisherman's Bend after construction of By-pass.	Long Term
Construction of Auke Bay Center parking structure.	Long Term
On-street parking on Loop Rd. from Glacier Hwy. to UAS.	Not a Priority

Draft Auke Bay Area Plan: Appendix B

Capital Improvement List

Pedestrian/Trails	Timeline
Pedestrian crossings to harbor.	Short Term
Bike paths and lanes.	Short Term
Sidewalks where they don't exist or are not already planned.	Mid Term
Pedestrian crossings to seawalk extensions.	Long Term
UAS/Loop Road pedestrian crossing improvements.	Short Term
Glacier Highway crossing improvements for safety.	Mid Term
Improvements (signage, re-routing) on the Auke Bay Elementary/Joint Use Facility trail (coordinate with Auke Bay Elementary School)	Short Term
Overpass from UAS to the Anderson Building (former NOAA lab).	Long Term
Trail from joint use facility to Spaulding Meadows trail. (2,000 ft)	Mid Term
Pedestrian activated beacon at elementary school and other crossing locations on Glacier Highway.	Mid Term
Path/trail around entire lake. (2,000 ft on east)	Mid Term
Path/trail around entire lake. (1,000 ft by road)	Mid Term
Separated path to Alaska Marine Highway System ferry terminal.(.89 mi)	Long Term
Waterfront/Harbor/Seawalk	Timeline
Separate commercial and recreational vessel traffic.	Long Term
Seawalk: Fisherman's Bend to Statter Harbor.	Mid Term
Seawalk: Fisherman's Bend to Spaulding Meadows trailhead.	Long Term
Seawalk: Spaulding Meadows trailhead to the Alaska Marine Highway ferry terminal.	Long Term
Seawalk: Statter Harbor to Anderson Building (former NOAA Lab).	Mid Term
Seawalk: Anderson Building (former NOAA Lab) to Fritz Cove Rd.	Mid Term
Seawalk: Fritz Cove Rd. to Statter Harbor.	Mid Term
Other	Timeline
Transit service to the Alaska Marine Highway ferry terminal. (as consistent with Capital Transit plans)	Mid Term
Pedestrian friendly lighting on sidewalks within the Auke Bay Center.	Short Term
Wayfinding signage (directional signs)	Short Term
Signage & gateway treatment (Welcome to Auke Bay).	Short Term
Signage & gateway treatment (Welcome to Auke Bay).	Short Term

Draft Auke Bay Area Plan: Appendix B

Capital Improvement List

Other (continued)	Timeline
Signage & gateway treatment (Welcome to Auke Bay).	Short Term
Street trees.	Mid Term
Capital Transit projects (such as shelters adequately sized for demand).	Mid Term
Land trade with UAS for water front property to reduce pedestrian crossing on Glacier Hwy. (if consistent with UAS Master Plan).	Long Term
Vehicle connection thru UAS (re-establish).	Not a Priority
New CBJ Capital Transit hub in Auke Bay (Scaled to serve existing/anticipated demands and as consistent with Capital Transit plans)	Long Term
Sewer system expansion/upgrade	Mid Term

Definition of Terms

Short Term = 5 Years or Less ▪ Mid Term = 5 – 10 Years ▪ Long Term = 10 – 20 Years

Appendix C

Maps

Boundary Map

Community Charrette Map

Hub Overview Map

Maximum Allowable Height Map

Ownership Map

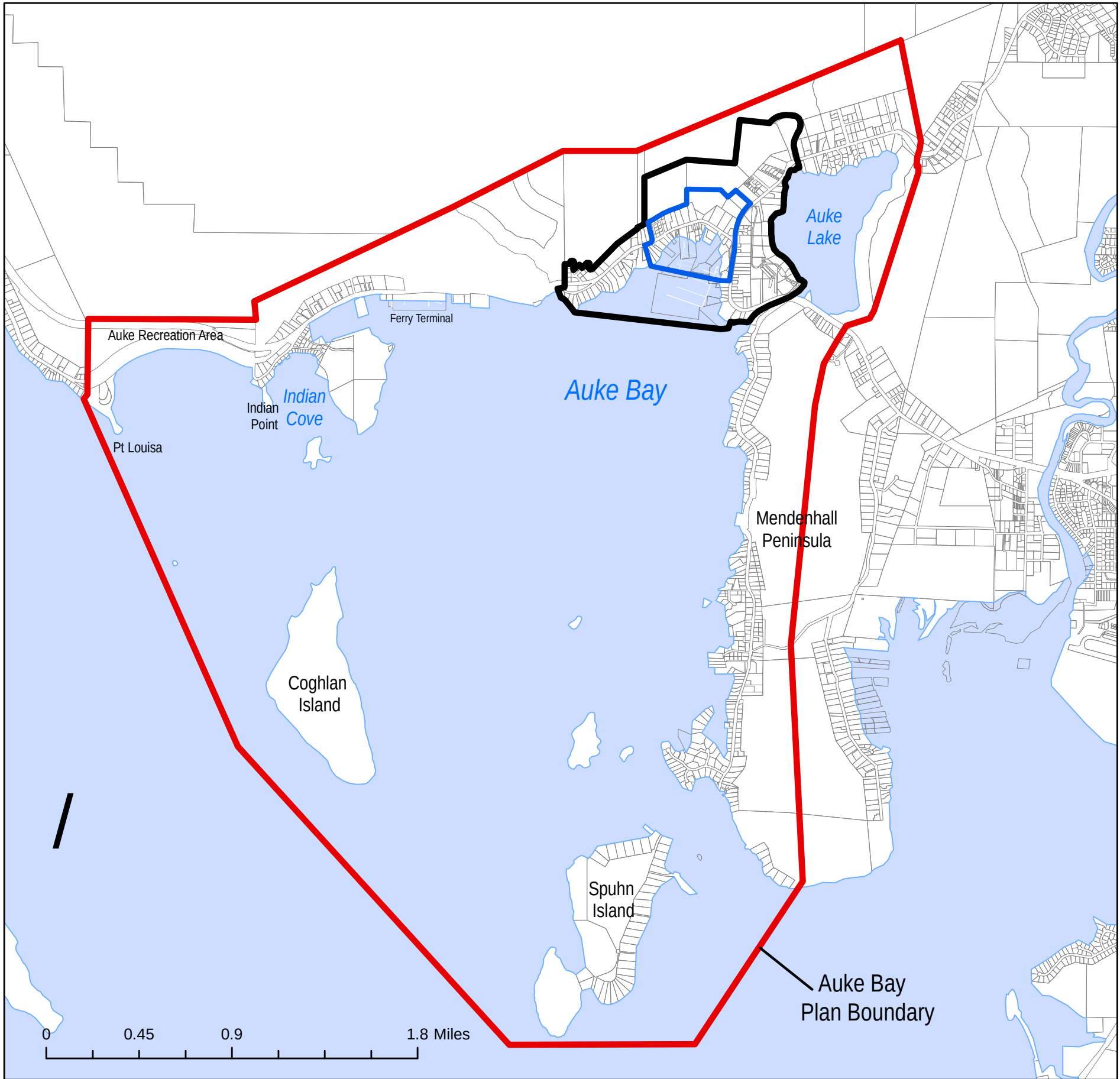
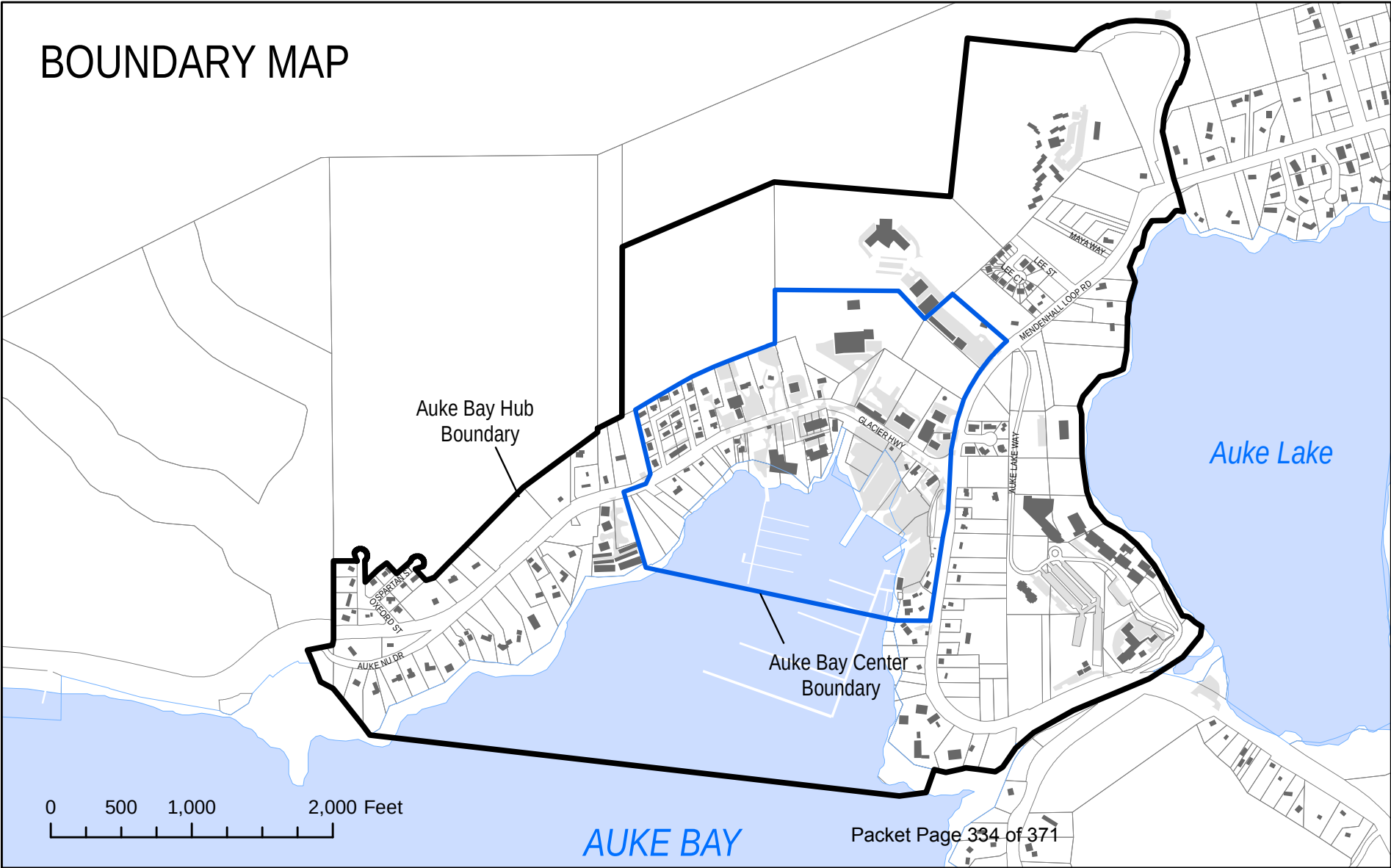
View Points Map

Existing & Proposed Comprehensive Plan

Land Use Designation Maps

Zoning Designation Map

BOUNDARY MAP



Initial Draft from Community Charrette



Hub Overview Map

Legend

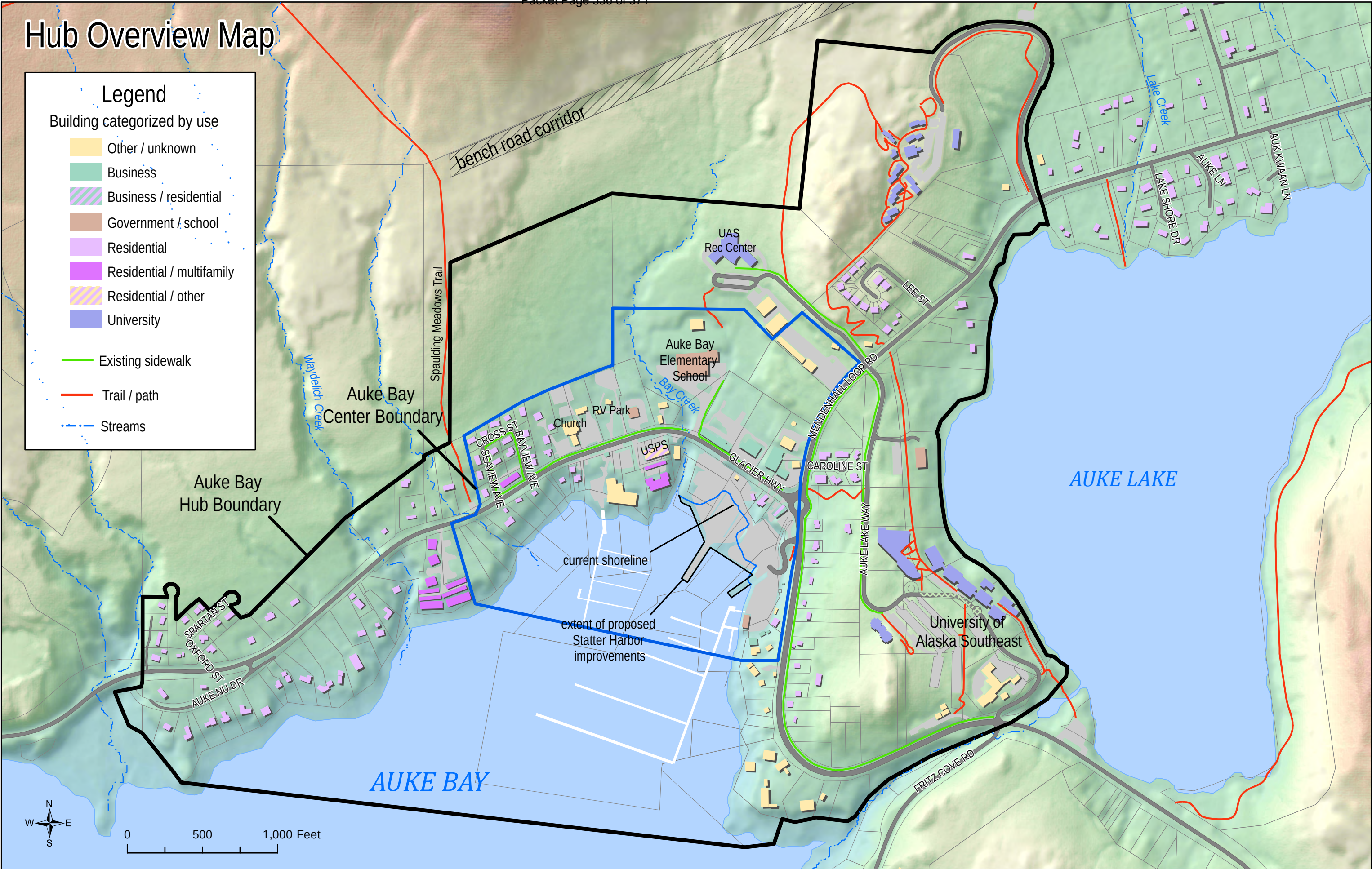
Building categorized by use

- Other / unknown
- Business
- Business / residential
- Government / school
- Residential
- Residential / multifamily
- Residential / other
- University

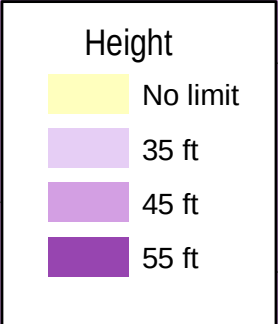
Existing sidewalk

Trail / path

Streams



Maximum Allowable Height Map



Auke Bay Hub Boundary

Auke Bay Center Boundary

Auke Lake

AUKE BAY

Auke Lake

Auke Bay

Auke Recreation Area

Ferry Terminal

Indian Point

Indian Cove

Pt Louisa

Mendenhall Peninsula

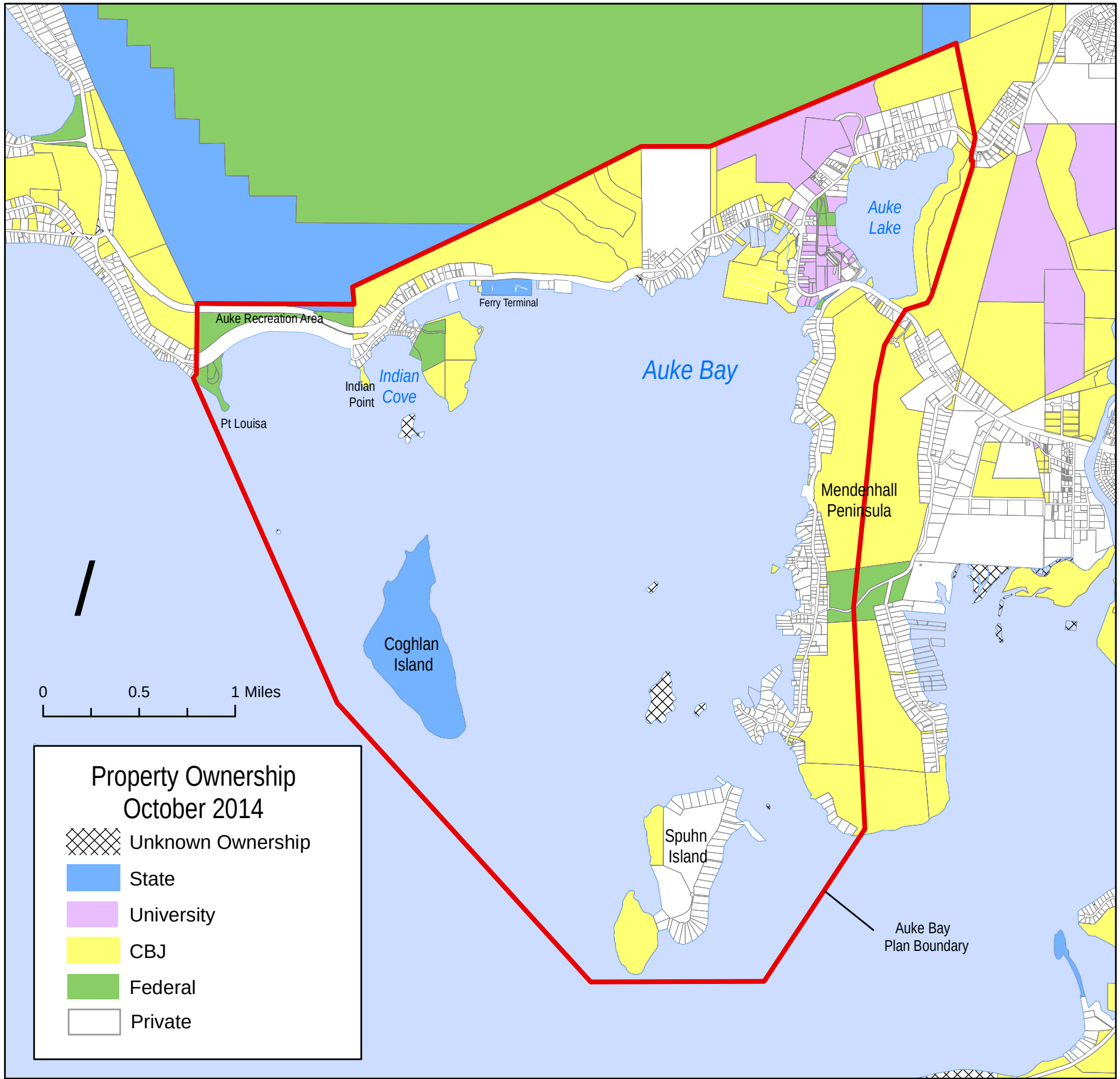
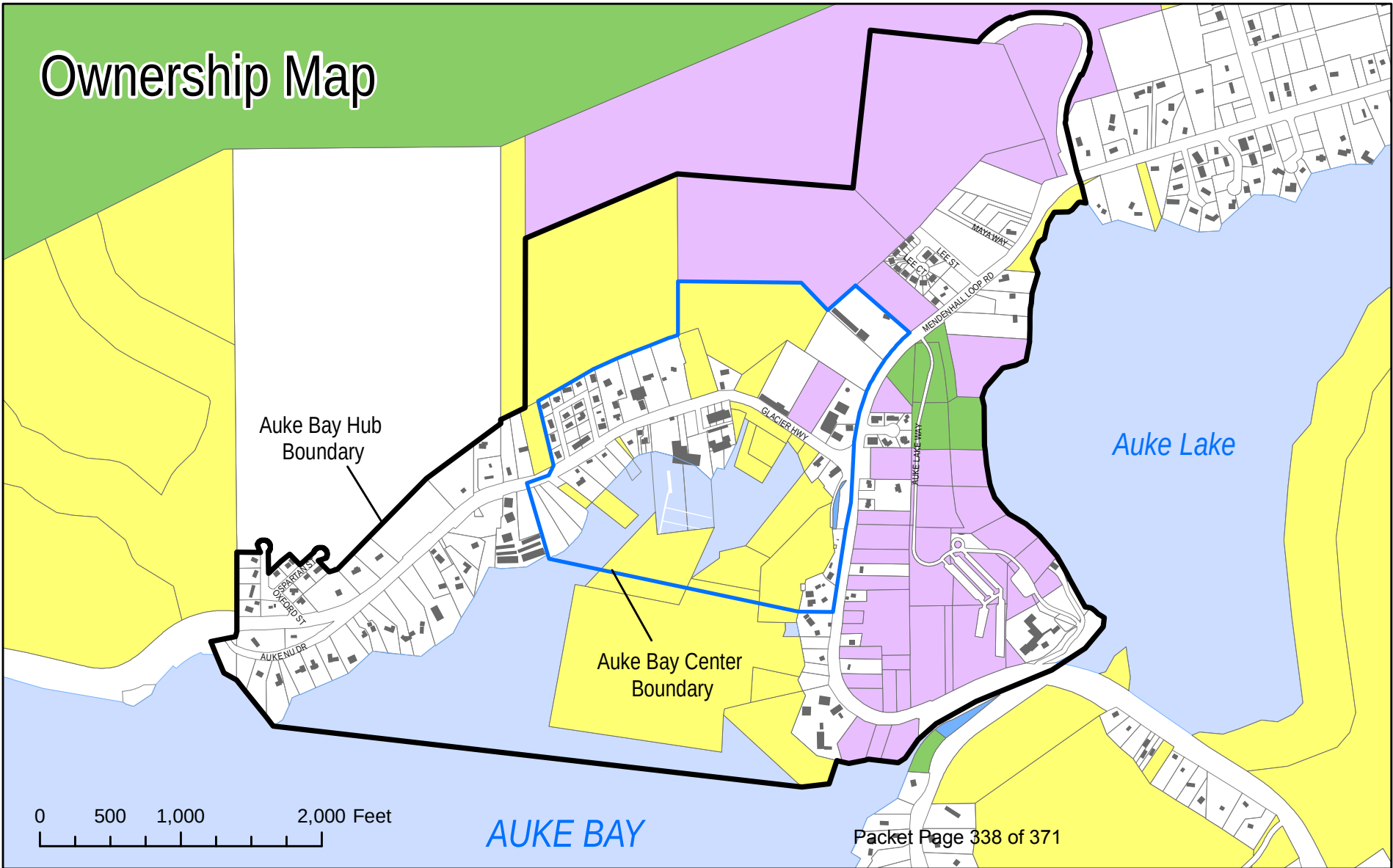
Coghlan Island

Spuhn Island

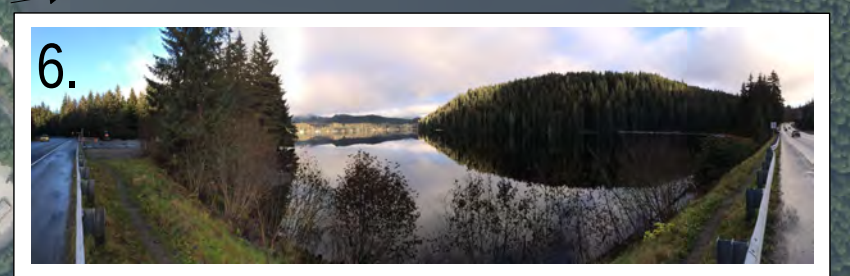
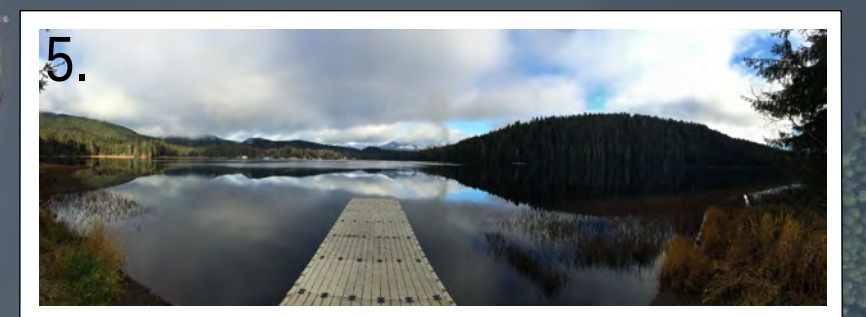
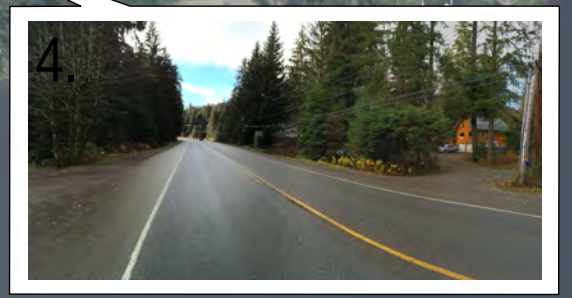
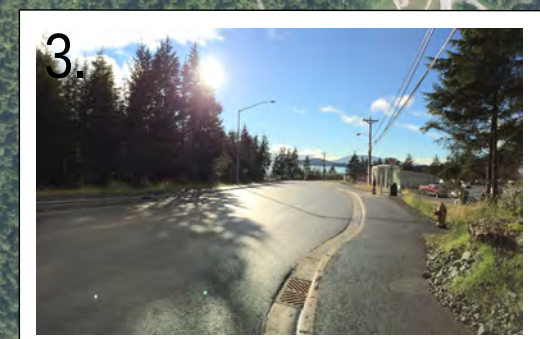
Auke Bay Plan Boundary

1

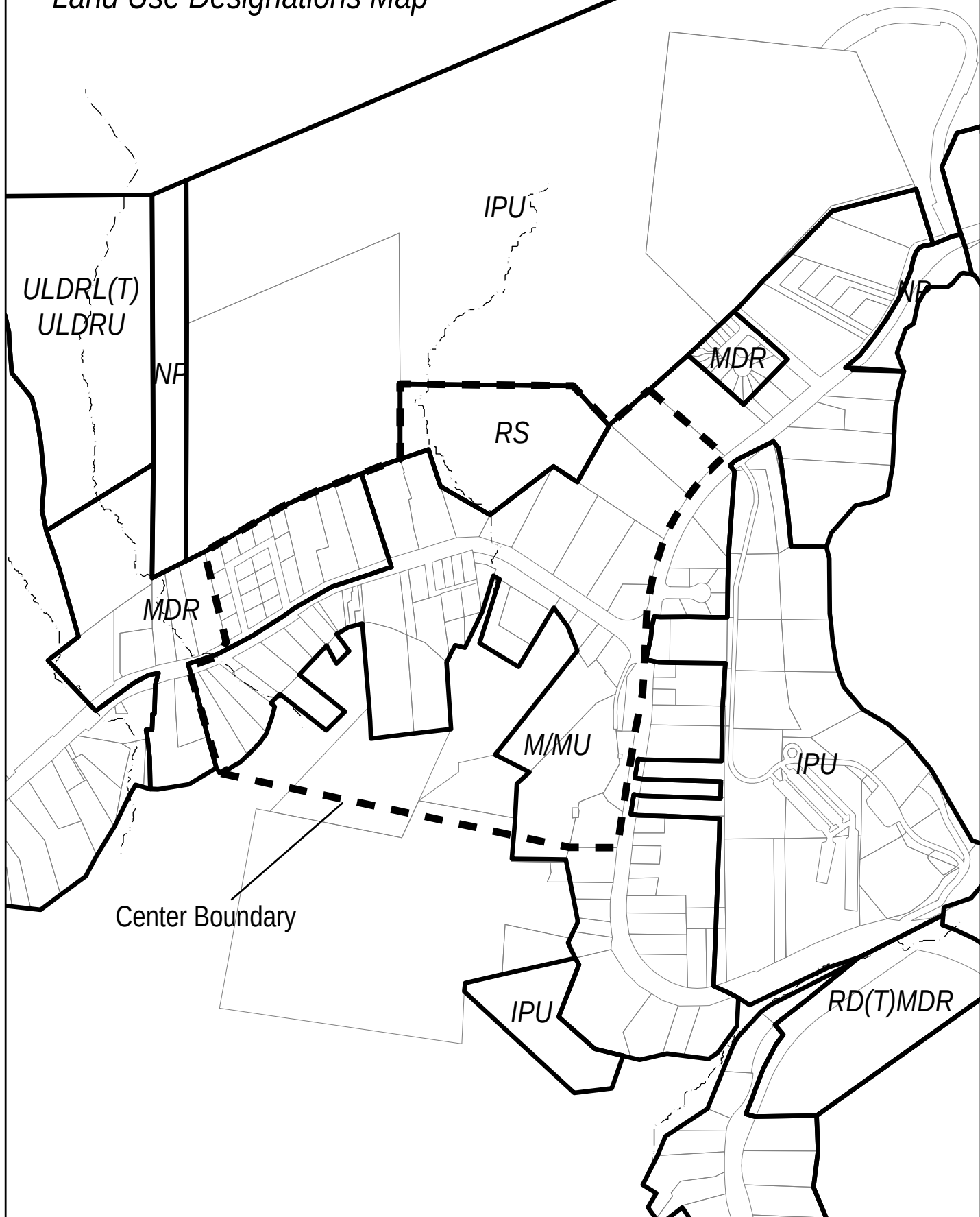
0 0.5 1 Miles



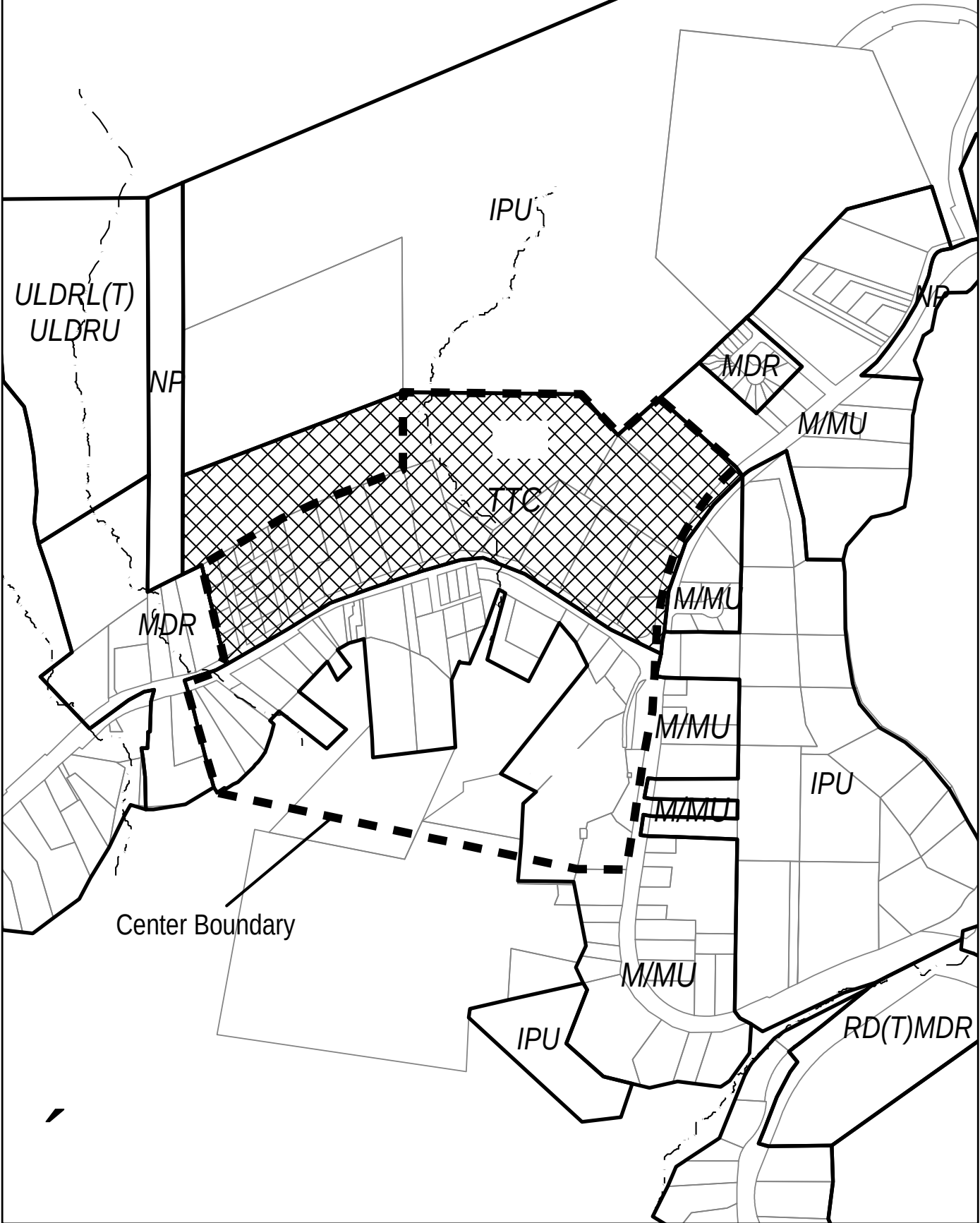
View Points Map



Existing Comprehensive Plan Land Use Designations Map

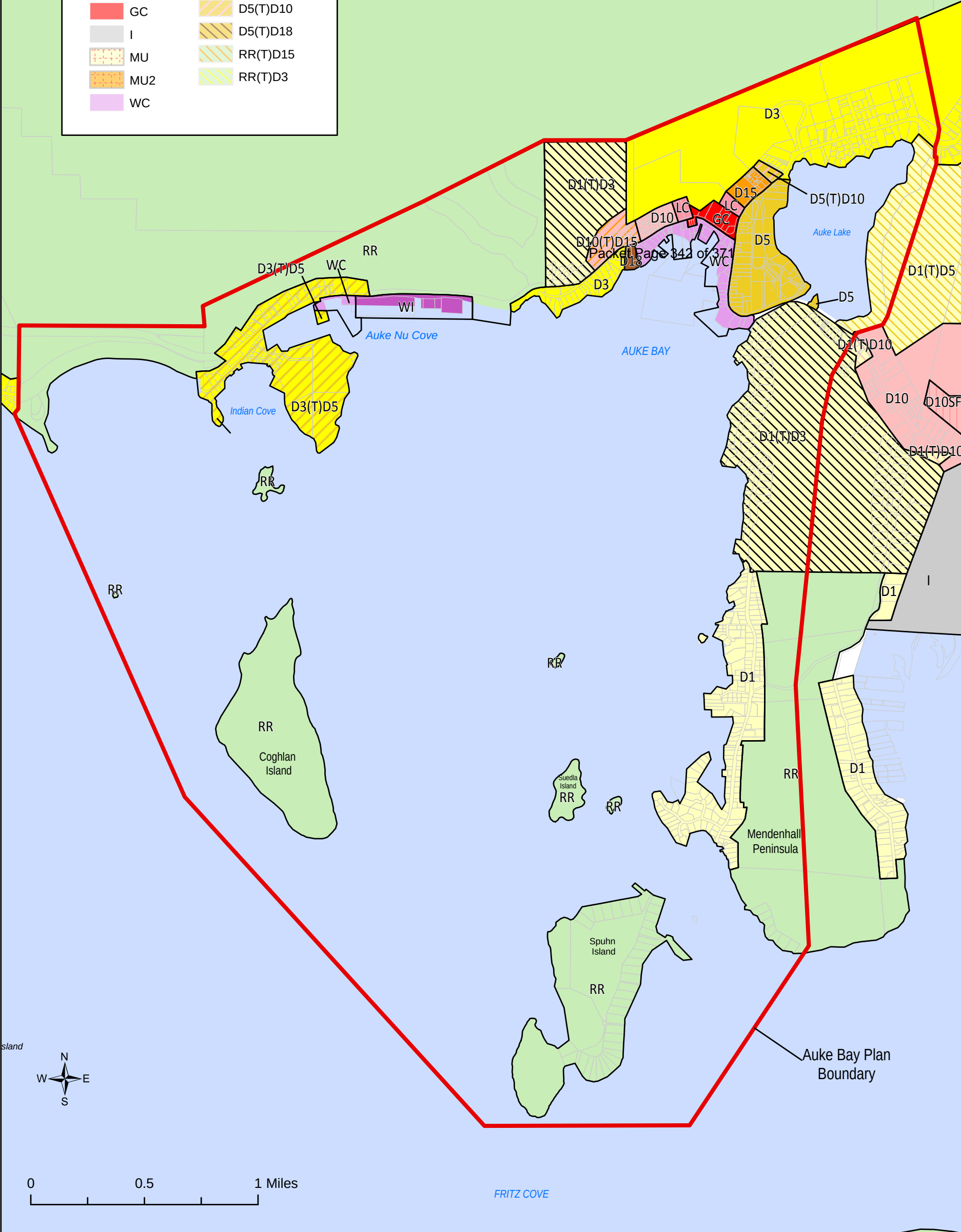


*Proposed Amendment to
Comprehensive Plan Land Use Map*



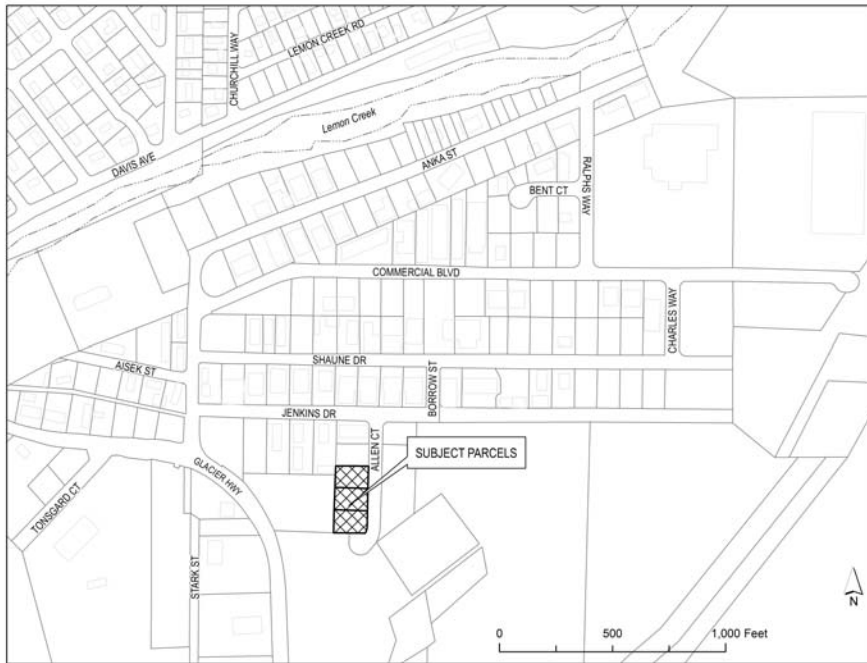
ZONING MAP

Zoning October 2014	
D1	WI
D3	RR
D5	D1(T)D3
D10	D1(T)D10
D10SF	D1(T)D5
D15	D10(T)D15
D18	D3(T)D18
LC	D3(T)D5
GC	D5(T)D10
I	D5(T)D18
MU	RR(T)D15
MU2	RR(T)D3
WC	





NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: USE2015 0001: Conditional Use to allow 58 housing units plus office and clinic space to be developed in a GC zone.

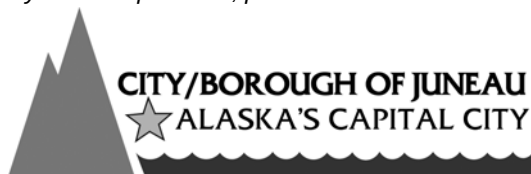
VAR2015 0001: A variance to reduce the parking requirement from 108 spaces to 37 spaces.

File No:	USE2015 001; VAR2015 001	Applicant:	MRV Architects
To:	Adjacent Property Owners	Property PCN:	5-B12-0-101-009-0; -010-0; -011-0
Hearing Date:	February 10, 2015	Owner:	Tlingit Haida Regional Housing Authority
Hearing Time:	7:00 PM	Lot Size:	44,906 Square Feet
Place:	Assembly Chambers	Zoned:	General Commercial
	Municipal Building	Site Address:	1944 Allen Court
	155 South Seward Street	Accessed Via:	Allen Court
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Beth.McKibben@juneau.org or at 586-0465.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.



Community Development

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

DATE: February 5, 2015

TO: Board of Adjustment

FROM: Beth McKibben, Planner *BME*
Community Development Department

FILE NO.: VAR2015 0001

PROPOSAL: A variance to reduce the parking requirements from 106 parking spaces to 37.

GENERAL INFORMATION

Applicant: MRV Architects and Glory Hole

Property Owner: Tlingit-Haida Regional Housing Authority

Property Address: 1944 Allen Court

Legal Description: Lemon Glacier 2 Lot 5, 4, FR 3

Parcel Code Number: 5-B12-0-101-009-0; 5-B12-0-101-010-0; 5-B12-0-101-011-0

Site Size: 44,906 Square Feet

Comprehensive Plan Future Land Use Designation: Commercial (Map H)

Zoning: General Commercial

Utilities: City water & sewer

Access: Allen Court

Existing Land Use: Vacant

Surrounding Land Use:
North - Industrial/Commercial (I)
South - Vacant/Residential (GC)
East - Vacant/Residential (GC)
West - Commercial/Industrial (GC)

Board of Adjustment
 File No.: VAR2015 0001
 February 5, 2015
 Page 2 of 8

VICINITY MAP



ATTACHMENTS

- A – Email from Paul Voelckers
- B – Email from Mariya Lovishchuk
- C – Email from Kenny Scollan

PROJECT DESCRIPTION

The applicant is requesting a parking variance for the reduction of required parking spaces from 106 spaces to 37 spaces for the development of a new building which will include 56 Single Room Occupancy (SRO) units and 9,200 square feet of clinic/office space. Initially the application materials indicated 58 SRO units but the plans show 56 SRO units. The applicant later revised the area of office space (attachment A).

The site is located on Allen Court. This variance proposal is in conjunction with the Conditional Use application, USE2015 0001. The applicant is seeking approval for a Conditional Use permit for the development of 56 single room occupancy (SRO) units of multi-family housing, 2,100 square feet of clinic space, 7,200 square feet of office space and 1,100 square feet of dining and kitchen space. The housing will provide permanent supportive housing for the chronically homeless. There will be paid staff on site 24 hours a day, seven days a week. There will be one half-time driver, who will be available to provide transportation for the residents. The kitchen and dining space will only be

Board of Adjustment
 File No.: VAR2015 0001
 February 5, 2015
 Page 3 of 8

available for residents of the building. Sack lunches may be made in this kitchen and transported downtown for distribution to the homeless who are prohibited from entering the Glory Hole. Each 250 square foot SRO unit will have a full bathroom and a kitchen. The residential units will be restricted by deed as housing for “vulnerable low income residents” for 20 years (attachment B).

The proposed Conditional Use cannot be approved as presented unless VAR2015 0001 is approved.

BACKGROUND

The lots are vacant and currently used as parking by Tlingit-Haida Regional Housing Authority (THRHA). For several years the Juneau Homeless Coalition has been working towards developing a Housing First project. The Housing First working group recently began meeting to further advance the project. In October 2014, the Glory Hole board voted to become the lead agency for the Juneau Housing First project. In November 2014, THRHA donated the land for the development of the project. Housing First will provide permanent supportive housing for the chronically homeless.

The project requires a Conditional Use permit for a major development that includes more than 12 multi-family units. All uses proposed for the development are permitted within the General Commercial zoning district. The Conditional Use is addressed in staff report USE2015 0001.

ANALYSIS

According to CBJ 49.40.210, Table (a), *Minimum Space and Dimensional Standards for Parking*, a total of 105 parking spaces are required (see table below). CBJ 49.40.200(2) requires that when two or more uses take place on the same lot the required parking is the sum of the requirements for each use.

	Per Table (a)	Required
Parking Calculations		
Office	1 per 300 square feet of gross floor area	24
SRO apartment	1 per unit plus 1 for each increment of 4	70
Clinic	1 per 200 square feet of gross floor area	11
Total Parking		105

Board of Adjustment
File No.: VAR2015 0001
February 5, 2015
Page 4 of 8

The applicant is able to provide 37 parking spaces on site five of which will be van accessible, and one loading space. Five van accessible spaces are the number required by the full 105 parking spaces.

The applicant indicates the parking shown on the site plans would provide all the required parking for the office and clinic spaces, as well as van accessible spaces provided for the full parking requirement. The applicant proposes that 2 parking spaces would be dedicated to the residential portion of the building. As stated previously, the housing will be for the chronically homeless. The applicant states that this population often has physical, legal and/or medical circumstances that make typical use of a vehicle unlikely. The applicant also points out that this population is unlikely to own a car.

Staff spoke with Kenny Scollan the operator of Karluk Manor, a Housing First project in Anchorage that also provides permanent supportive housing to the chronically homeless. They have been housing the chronically homeless for 37 months. None of their residents have owned a vehicle in the entire 37 months. Mr. Scollan indicated that while some of their residents may have made steps towards being able to obtain a driver's license or own a vehicle, the cost of obtaining the required insurance is prohibitive (attachment C). He also stated that Karluk Manor was required to provide one parking space per dwelling unit. If this standard was applied to the Juneau project, the residential parking requirement would be 14 spaces, reducing the total required parking to 49 spaces.

Variance Requirements

Under CBJ 49.20.250 where hardship and practical difficulties result from an extraordinary situation or unique physical feature affecting only a specific parcel of property or structures lawfully existing thereon and render it difficult to carry out the provisions of Title 49, the Board of Adjustment may grant a Variance in harmony with the general purpose and intent of Title 49. A Variance may vary any requirement or regulation of Title 49 concerning dimensional and other design standards, but not those concerning the use of land or structures, housing density, lot coverage, or those establishing construction standards. A Variance may be granted after the prescribed hearing and after the Board of Adjustment has determined:

- 1. That the relaxation applied for or a lesser relaxation specified by the Board of Adjustment would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners.***

The relaxation requested, for the reduction of required parking spaces, would give substantial relief to the owner of the property involved. The cost of land and the cost of constructing parking spaces is very high. By allowing for reduced parking, the property owner, Tlingit and Haida Regional Housing Authority, will be able retain a larger portion of Lot 3 for their use. Furthermore, the funds

Board of Adjustment
File No.: VAR2015 0001
February 5, 2015
Page 5 of 8

saved from developing the required parking will allow more funds to be directed towards the development of the structure. In 2005, the Home Depot received a variance to reduce the required number of parking spaces. There are no other land uses in Juneau that are equivalent to the proposed Housing First project. However in 1993, Fireweed Place, a senior affordable multi-family housing development on Willoughby Avenue, received a variance to reduce the required on-site parking. The St. Vincent de Paul housing facility on Alpine Avenue received a reduction in the required parking in 1993. In 2014, the St. Vincent de Paul low income senior housing also received a parking variance. Therefore granting the variance to parking is consistent to justice to other similar property owners.

Yes. Staff finds that criterion 1 is met.

2. *That relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare be preserved.*

The intent of Title 49 is to ensure that growth and development is in accord with the values of Juneau residents; to identify and secure the beneficial impacts of growth while minimizing negative impacts; to ensure that future growth is of appropriate type, design, and location; to provide adequate open space for light and air; and to recognize the economic value of land and encourage its proper and beneficial use.

Chapter 8 of the 2013 Comprehensive Plan addresses Transportation. Implementing Action 8.5.1A6 lists a variety of actions all aimed towards reducing the demand for “land consuming parking spaces”.

No evidence has been presented indicating that the requested reduction in parking spaces will have a negative impact on public safety and welfare.

Yes. Staff finds that criterion 2 is met.

3. *That the authorization of the Variance will not injure nearby property.*

No evidence has been presented showing the granting of the Variance will injure nearby property. A primary function of minimum parking standards is to prevent overflow parking from impacting adjacent property owners. The applicant has provided information that indicates the parking demand for the chronically homeless is very small. This is verified by the fact that none of the residents in the Anchorage Housing First project have owned a car in the 37 months of operation. The applicant has also indicated that a portion of the customers of the other uses in the building will be from the residents of the building. Furthermore a driver and van will be available to provide transportation to the residents. Application materials also indicate that staff will be available for some resident transportation. This housing will be restricted “vulnerable low income residents”

Board of Adjustment
 File No.: VAR2015 0001
 February 5, 2015
 Page 6 of 8

which have an even further reduced need for on-site parking.

Yes. Staff finds that criterion 3 is met.

4. *That the Variance does not authorize uses not allowed in the district involved.*

The proposed use is appropriate according to the Table of Permissible Uses. The proposed uses are listed at CBJ 49.25.300, Section 1.300, 2.200 and 7.150 for the General Commercial zoning district.

Yes. Staff finds that criterion 4 is met.

5. *That compliance with the existing standards would:*

(A) *Unreasonably prevent the owner from using the property for a permissible principal use;*

The proposed building, a mixed use facility with 56 units of SROs and 7,200 square feet of clinic/office space, is a permitted use in the GC district. The applicant is seeking a Conditional Use permit for the building. The applicant could build a smaller facility that would have a smaller parking demand.

No. Staff finds that sub-criterion 5(A) is not met.

(B) *Unreasonably prevent the owner from using the property in a manner which is consistent as to scale, amenities, appearance or features, with existing development in the neighborhood of the subject property;*

Existing development in the neighborhood is primarily zoned Industrial and varies in scale, amenities and appearance. The proposed development is consistent in the scale, amenities, appearance and features of existing development in the neighborhood.

Yes. Staff finds that sub-criterion B is met.

(C) *Be unnecessarily burdensome because unique physical features of the property render compliance with the standards unreasonable expensive;*

This is a flat lot and does not have any unique physical features that would make complying with the standards unreasonable expensive.

No. Staff finds that sub-criterion 5C is not met.

or

Board of Adjustment
File No.: VAR2015 0001
February 5, 2015
Page 7 of 8

(D) Because of preexisting nonconforming conditions on the subject parcel the grant of the Variance would not result in a net decrease in overall compliance with the Land Use Code, CBJ Title 49, or the building code, CBJ Title 19, or both.

There are no preexisting nonconforming conditions associated with this site.

No. Staff finds that sub-criterion 5 D is not met.

Yes. Staff finds that criterion 5 is met because sub-criterion 5 B is met.

6. That a grant of the Variance would result in more benefits than detriments to the neighborhood.

Currently the majority of the site is unused. Developing the area for a mixed use building will add vitality to the neighborhood. The applicant has shown that the residents of the building are unlikely to own cars and need on-site parking. The applicant has proposed to provide adequate parking for the projected parking demand of the non-residential uses of the project; therefore there will be no negative effects from the reduced parking requirement.

Yes. Staff finds that criterion 6 is met.

FINDINGS

1. Is the application for the requested Variance 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.

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

2. Will the proposed development comply with the Juneau Coastal Management Programs?

N/A. The JCMP does not apply to the development.

Board of Adjustment
File No.: VAR2015 0001
February 5, 2015
Page 8 of 8

3. *Does the variance as requested, meet the criteria of Section 49.20.250, Grounds for Variances?*

Yes. Based on the analysis above, staff has determined that the applicant has presented an argument that justifies the grounds for this Variance.

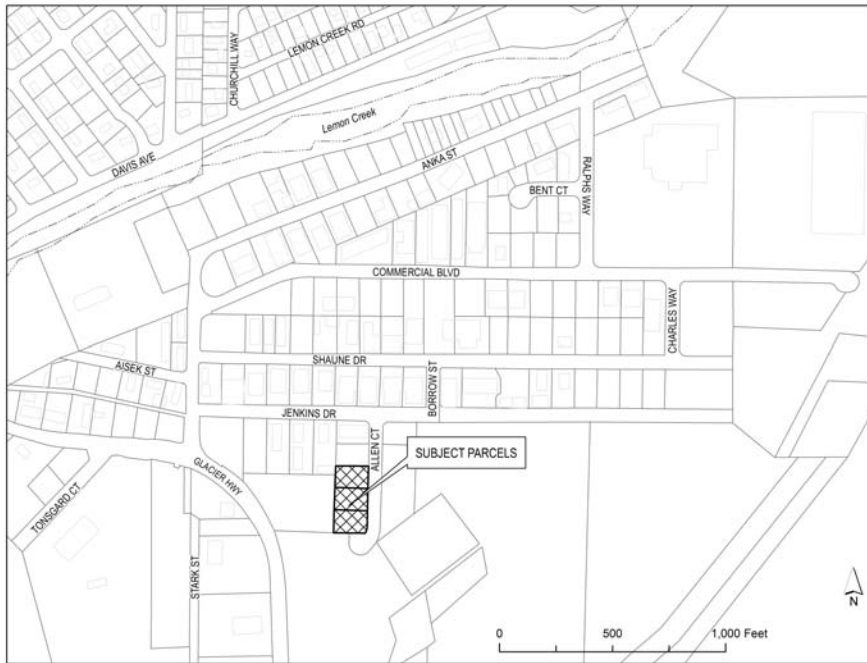
Criterion 1, 2, 3, 4, 5 and 6 are met.

RECOMMENDATION

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and approve the requested Variance, VAR2015 0001. The Variance permit would allow for the reduction in required parking spaces from 105 to 37 for 56 units of permanent supportive housing for the chronically homeless and 7,200 square feet of clinic/office space.



NOTICE OF PUBLIC HEARING



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

SHIP TO:



PROPOSAL: USE2015 0001: Conditional Use to allow 58 housing units plus office and clinic space to be developed in a GC zone.

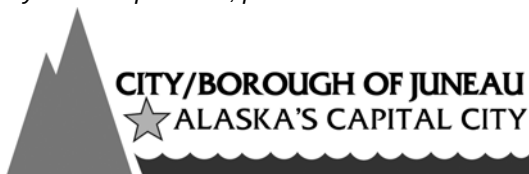
VAR2015 0001: A variance to reduce the parking requirement from 108 spaces to 37 spaces.

File No:	USE2015 001; VAR2015 001	Applicant:	MRV Architects
To:	Adjacent Property Owners	Property PCN:	5-B12-0-101-009-0; -010-0; -011-0
Hearing Date:	February 10, 2015	Owner:	Tlingit Haida Regional Housing Authority
Hearing Time:	7:00 PM	Lot Size:	44,906 Square Feet
Place:	Assembly Chambers	Zoned:	General Commercial
	Municipal Building	Site Address:	1944 Allen Court
	155 South Seward Street	Accessed Via:	Allen Court
	Juneau, Alaska 99801		

PROPERTY OWNERS PLEASE NOTE:

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

If you have questions, please contact Beth.McKibben@juneau.org or at 586-0465.



Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.

VARIANCE APPLICATION

Project Number	Project Name (15 characters)	Case Number VAR20150001	Date Received 1/6/2015																				
TYPE OF VARIANCE REQUESTED:																							
☐ Variance to the Sign Standard (VSG)		☐ Variance to Dimensional Standards (VDS)																					
☐ Variance to Habitat Setbacks (VHB)		☒ Variance to Parking Requirements (VPK)																					
☐ Variance to Setback Requirements (VSB)																							
DESCRIPTION OF ACTIVITY WHICH REQUIRES A VARIANCE: <u>The general CBJ parking requirements for SRO units do not accurately reflect the intended building usage. The building will provide SRO housing for a specific homeless population. Few, if any, of the served residents own an automobile or have a driver's license.</u>																							
Previous Variance Applications? ☐ YES ☒ NO Date of Filing: _____ Previous Case Number(s): _____ Was the Variance Granted? ☐ YES ☐ NO																							
UNIQUE CHARACTERISTICS OF LAND OR BUILDING(S): _____ <u>This lot is located at the end of a cul-de-sac, bordered by Allen Drive, wetlands, and Tlingit-Haida parking lot. It is a flat lot, designated GC.</u>																							
UTILITIES AVAILABLE: WATER: ☒ Public ☐ On Site SEWER: ☒ Public ☐ On Site																							
WHY WOULD A VARIANCE BE NEEDED FOR THIS PROPERTY REGARDLESS OF THE OWNER? <u>GC zoning allows for development of multifamily housing. However, the current parking requirements stipulate an excessive parking requirement, exceeding the available land base. See attached narrative for details.</u>																							
WHAT HARDSHIP WOULD RESULT IF THE VARIANCE WERE NOT GRANTED? <u>The donated site is one of few, if any, that can address the project requirements of dense housing, proximity to public transit, and compatible adjoining uses. A variance denial would likely stop the project while search for a different site or additional adjoining land was initiated.</u>																							
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 border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;">VARIANCE FEES</th> <th style="width: 15%;">Fees</th> <th style="width: 15%;">Check No.</th> <th style="width: 15%;">Receipt</th> <th style="width: 15%;">Date</th> </tr> </thead> <tbody> <tr> <td>Application Fees</td> <td>\$ <u>400⁰⁰</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Adjustment</td> <td>\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Total Fee</td> <td>\$ <u>400⁰⁰</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>			VARIANCE FEES	Fees	Check No.	Receipt	Date	Application Fees	\$ <u>400⁰⁰</u>	_____	_____	_____	Adjustment	\$ _____	_____	_____	_____	Total Fee	\$ <u>400⁰⁰</u>	_____	_____	_____
VARIANCE FEES	Fees	Check No.	Receipt	Date																			
Application Fees	\$ <u>400⁰⁰</u>	_____	_____	_____																			
Adjustment	\$ _____	_____	_____	_____																			
Total Fee	\$ <u>400⁰⁰</u>	_____	_____	_____																			

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

Project Number VAR 20150001	CITY and BOROUGH of JUNEAU	Date Received: 1/6/15
Project Name (City Staff to Assign Name)		

Project Description Phase I: 32 SRO's with 24 hour staffing, staff office space, plus designated adjacent space for Front Street Medical Clinic. Phase II includes 26 additional SRO's and office space for related non-profit organizations.		
PROPERTY LOCATION		
Street Address Allen Court	City/Zip 99801	
Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Lots 5, 4, and partial 3 in Lemon Glacier Subdivision No. 2		
Assessor's Parcel Number(s) D090 101		
LANDOWNER/ LESSEE		
Property Owner's Name The Glory Hole	Contact Person: Mariya Lovishchuk	Work Phone: 907- 586-4159
Mailing Address 247 South Franklin Street Juneau, Alaska 99801	Home Phone: N/A	Fax Number: -
E-mail Address info@feedjuneau.org	Other Contact Phone Number(s): MRV Architects 907-586-1371	
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	11/6/15 Date
X	Landowner/Lessee Signature	1-6-15 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 MRV Architects	Contact Person: Sherri von Wolfe	Work Phone: 907-586-1371
Mailing Address 1420 Glacier Ave Suite 101	Home Phone: -	Fax Number: 907-463-5544
E-mail Address sherri@mrvarchitects.com	Other Contact Phone Number(s): Mariya Lovishchuk 907-586-4159	
X	Applicant's Signature	01/06/2015 Date of Application

-OFFICE USE ONLY BELOW THIS LINE-

Permit Type	SIGN	Date Received	Application Number(s)
Building/Grading Permit			
City/State Project Review and City Land Action			
Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
Mining Case (Small, Large, Rural, Extraction, Exploration)			
Sign Approval (If more than one, fill in all applicable permit #'s)			
Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
X Variance Case (De Minimis and all other Variance case types)		1/6/15	VAR20150001
Wetlands Permits			
Zone Change Application			
Other (Describe)			

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

Comments:

Permit Intake Initials

Variance Application Instructions

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

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

Fees: The fee for a Variance Application is \$400.00. If the application is in conjunction with a major development permit a separate fee shall not be required. Any development, work or use done without a permit issued will be subject to double fees. All fees are subject to change.

Project Description: A detailed letter or narrative describing the hardship and/or practical difficulties that is the result of an extraordinary situation or unique physical feature affecting a specific parcel of land or structure. **Also include how the proposed project meets the variance criteria listed on the attached sheet.**

Plans: A site plan, drawn to scale, is required for all Variance Applications. The site plan should include the following information:

- A. The location of existing and proposed structures (i.e. buildings, fences, signs, parking areas, etc.); and
- B. The location of existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.).

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

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

Please consult with the Community Development Department to discuss whether additional information may be required for your application. The "Planner-On-Call" can be reached by contacting the Permit Center at 586-0770 or via e-mail at Permits@ci.juneau.ak.us.

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

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

Hearing: All Variance Applications must be reviewed by the Board of Adjustment. Once an application has been deemed complete and has been reviewed by all applicable parties the Community Development Department will schedule the requested permit for the next appropriate meeting.

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

Community Development Department: Will give notice of the pending Planning Commission meeting and its agenda in the local newspaper a minimum of 10-days prior to the meeting. Furthermore, the department will mail abutters notices to all property owners within 500-feet of the project site. A "Public Notice Sign" is not required to be posted on the site.

PLEASE NOTE: As provided by CBJ Land Use code section on Variances (CBJ§49.20.200), a Variance may vary any requirement or regulation of this title concerning dimensional and other design standards, but **NOT** those concerning the use of land or structures, housing density, lot coverage, or those establishing construction standards.

Variance Approval Criteria

A variance may be granted after the prescribed hearing and after the Board of Adjustment has determined the following criteria are met. Include in your project narrative a detailed description about how your proposal meets each of the criteria listed below:

- (1) *The relaxation applied for or a lesser relaxation specified by the board of adjustment would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners;*
- (2) *Relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare preserved;*
- (3) *The authorization of the variance will not injure nearby property;*
- (4) *The variance does not authorize uses not allowed in the district involved;*
- (5) *Compliance with the existing standards would:*
 - (A) *Unreasonably prevent the owner from using the property for a permissible principal use;*
 - (B) *Unreasonably prevent the owner from using the property in a manner which is consistent as to scale, amenities, appearance or features, with existing development in the neighborhood of the subject property;*
 - (C) *Be unnecessarily burdensome because unique physical features of the property render compliance with the standards unreasonably expensive; or*
 - (D) *Because of preexisting nonconforming conditions on the subject parcel, the grant of the variance would not result in a net decrease in overall compliance with the land use code, title 49, or the building code, title 19, or both; and*
- (6) *A grant of the variance would result in more benefits than detriments to the neighborhood.*

PLEASE NOTE: As provided by CBJ Land Use code section on Variances (CBJ§49.20.200), a Variance may vary any requirement or regulation of this title concerning dimensional and other design standards, but **NOT** those concerning the use of land or structures, housing density, lot coverage, or those establishing construction standards.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

MRV ARCHITECTS

1420 GLACIER AVENUE, JUNEAU, AK 99801 (907) 586-1371

Project: **Housing First Building**
Re: CBJ Parking Variance Application

To: Beth McKibben, Hal Hart
Cd: Mariya Lovishchuk, Bruce Denton, Scott Ciambor
By: Paul Voelckers
Date: January 5, 2015

MRV 1414

VARIANCE REQUEST: A parking variance request to reduce required project parking from 108 spaces to 37 parking spaces.

PROJECT DESCRIPTION

MRV Architects is working with the Glory Hole and other strategic partners in the development of a Housing First project. The building will be mixed-use, focused on providing small SRO (single resident occupancy) housing units for the chronically homeless.

The building will be designed for phased construction, with an initial phase providing 32 SRO units on floors two and three, with commercial kitchen, clinic, and office support spaces on the ground floor. The Phase I building area totals roughly 16,500 sq.ft.

The second phase will provide an additional 26 SRO units on floors two and three, as well as non-profit agency office space (related service providers such as JAMI or SAIL are potential occupants), on the first floor, and portions of the two upper floors. Phase II adds 17,000 sq.ft., for a 33,500 sq.ft. combined facility.

The calculated parking requirement for the full building is 108 spots, derived as follows per CBJ Table 49.40.210:

1.	SRO Housing: 58 units at 1.25 per unit.	73 parking spaces
2.	Clinic Space: 2,100 sq.ft. at 1/200 sq.ft.	11 parking spaces
3.	Office space: 7,260 sq.ft at 1/300 sq.ft.	<u>24 parking spaces</u>
		108 parking spaces

BACKGROUND and JUSTIFICATION

This project will provide housing for Juneau's highly vulnerable chronic homeless population with substance abuse diagnosis. It is expected that many of these individuals will have co-occurring disorders, such as substance abuse and mental health disorders.

The primary focus of this project will be to ensure that this homeless population enters into

RECEIVED

1

JAN 06 2015

PERMIT CENTER/CDD

permanent housing and are provided the appropriate supports and resources to allow for the pursuit of recovery and to maintain safe and secure housing.

Virtually by definition, this target population will not be driving. The majority will have physical, legal, and/or medical circumstances that make typical use of a vehicle very unlikely. Further, the distressed circumstances that match individuals to this housing type are seldom, if ever, consistent with owning a car.

A related issue concerns the difficult development economics for this project type. A Housing First project for Juneau has been pursued for years, delayed by the difficulties of finding appropriately-sized and located property, and in securing construction funds. It is critical, therefore, that administrative and planning requirements used for the project are commensurate with the legitimate needs and impacts of the facility and its occupants.

SPECIFIC VARIANCE REQUEST

Given the specific nature of the residential SRO use for this project, a variance is requested to drop the SRO calculated parking requirement from 73 to 2. Full parking as stipulated in 49.40.210 would be provided for both the clinic and office portions. Those parking numbers would be 11 and 24, respectively.

A reduced requirement of 37 parking spaces identified in the variance is still likely to be conservative, given that both the clinic and the non-profit agencies will draw a meaningful percentage of their use from the SRO residents who live in the building, without use of a car.

VARIANCE REQUIREMENTS

Under CBJ §49.20.250, “where hardship and practical difficulties result from an extraordinary situation and render it difficult to carry out the provisions of Title 49, the Board of Adjustment may grant a Variance in harmony with the general purpose and intent of Title 49”.

A Variance may be granted after a prescribed hearing and after the Board of Adjustment has determined that the following six criteria have been satisfied. A Housing First response for each criterion is included, following the item:

1. *That the relaxation applied for or a lesser relaxation specified by the Board of Adjustment would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners.*

The variance requested is proposed to balance the reality of the parking needed for the SRO residential portions of the project with site and development costs for this critical project. This variance will provide substantial relief to the Owner agency by avoiding unnecessary costs for excessive parking, and under-utilizing a critical land resource. This goal and responsibility of correctly designating appropriate parking levels for a given use is consistent with justice to other property owner.

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

2. *That relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare be preserved.*

As identified above, the variance requested will lessen parking for only those portions of the building where such parking is not justified by the intended population group. Given this, the intent of Title 49 will be observed and public safety and welfare preserved.

Other mixed-use components of the building, including clinic and offices, will be provided with full code-designated parking levels, even though the vehicular use of these other areas is also likely to be lessened by a larger walk-in audience that draws from the building SRO occupants.

3. *That the authorization of the Variance will not injure nearby property.*

Potential injury to nearby property owners would only be triggered by excess parking demand which overflowed onto streets or into other private parking lots, creating a management issues. Again, the variance request drops parking for only those portions of the building where a specific group exists with a demonstrated lack of parking need. Consequently, adjoining properties will not be injured.

4. *That the Variance does not authorize uses not allowed in the district involved.*

Yes. The variance requested will have no effect to authorize or otherwise initiate other uses not allowed in the district.

5. *That compliance with the existing standards would: (address 1 of 4, min)*

- (A) *Unreasonably prevent the owner from using the property for a permissible principal use;*

Yes. Meeting the requirement for 108 parking spaces requires an inappropriately large development parcel, inconsistent with the unique requirements of the SRO housing project. Parking of this magnitude would require a property nearly double the size of the property donation of 39,424 sq.ft. Such a parcel likely doesn't exist in Juneau in any practical setting that is zoned appropriately and located near public transit.

- (B) *Unreasonably prevent the owner from using the property in a manner which is consistent as to scale, amenities, appearance or features, with existing development in the neighborhood of the subject property;*

No. Other than the scale of parking required, and the economic burden that places on

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

property development for this unique occupancy, no other limitations are present.

(C) *Be unnecessarily burdensome because unique physical features of the property render compliance with the standards unreasonably expensive;*

No. There are no unique physical features associated with this site.
or

(D) *Because of preexisting nonconforming conditions on the subject parcel the grant of the Variance would not result in a net decrease in overall compliance with the Land Use Code, CBJ Title 49, or the building code, CBJ Title 19, or both.*

No. There are no non-conforming conditions associated with this site.

6. *That a grant of the Variance would result in more benefits than detriments to the neighborhood.*

Yes. As evidenced by the overwhelming support illustrated for the Housing First project by the City and Borough of Juneau, this project will help solve one of the most critical and protracted needs in the community. The project recently received financial support from the City and Borough Assembly, as well as letters of support representing 26 service and support organizations from across the local spectrum, including the Juneau Coalition on Housing and Homelessness, the Juneau Police Department, Rainforest Recovery Center, the Downtown Improvement Group, Sealaska Corporation, and many more.

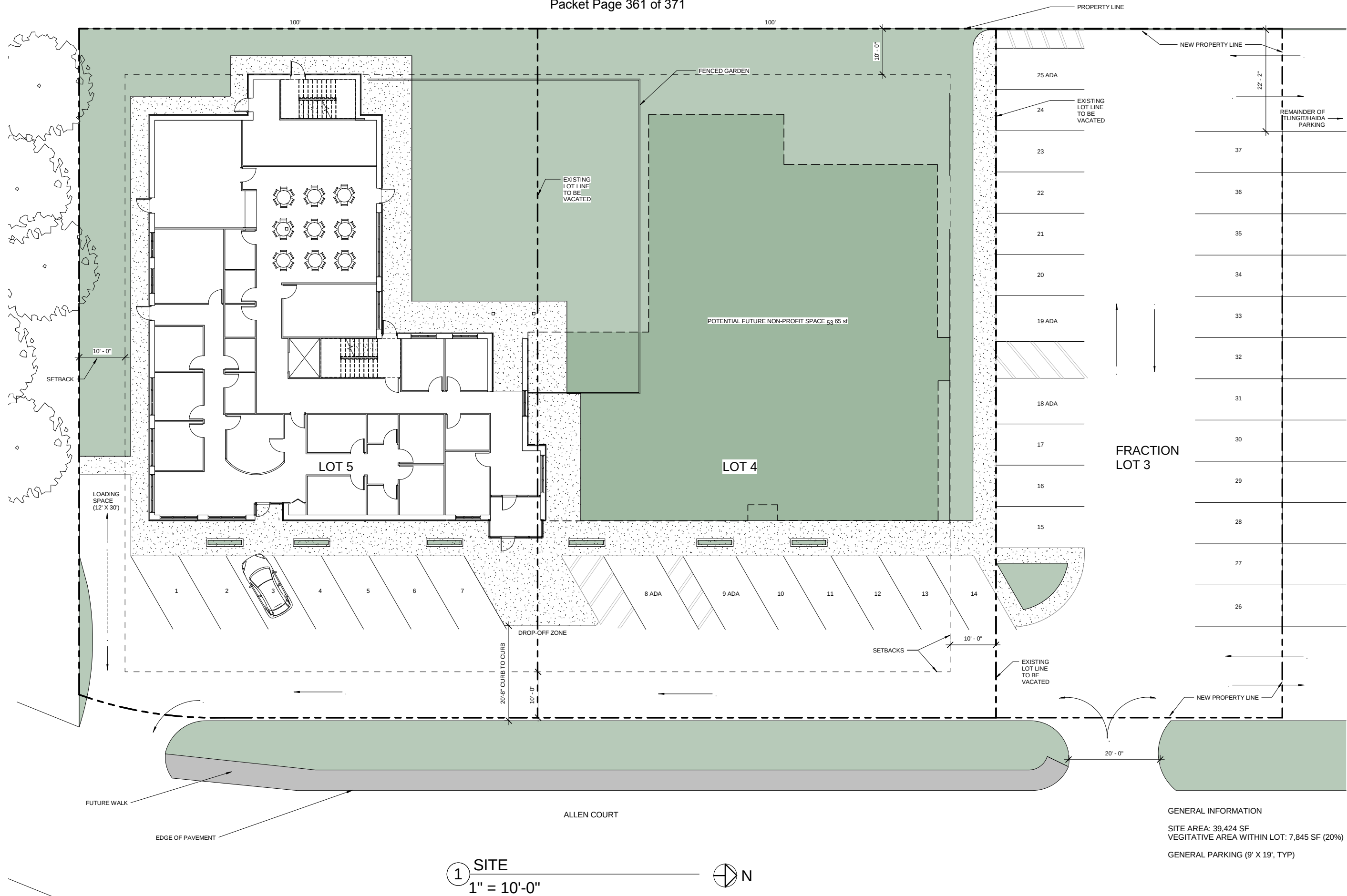
The aggregate benefits to the community are manifold, while the detriments associated with reducing an inappropriate parking calculation should be minor to non-existent.

RECEIVED

JAN 06 2015

PERMIT CENTER/CDD

1/29/2015 9:31:33 AM C:\Users\Vlad\Documents\2015.01.08 Housing First PH I minimized central_Sheri.rvt



MRV ARCHITECTS
1420 GLACIER AVE. #101
JUNEAU, AK 99801
907-586-1371
FAX 907-463-5544
mrv@mrvarchitects.com

Housing for Juneau's Chronic & Vulnerable Homeless Population
JUNEAU HOUSING FIRST COLLABORATIVE

MRV 1415

No.	Description	Date

SHEET TITLE:
SITE

DATE: 01/20/15
SCALE:
DRAWN: mv
CHECKED: PV

SHEET NO.

A100

GENERAL INFORMATION
SITE AREA: 39,424 SF
VEGETATIVE AREA WITHIN LOT: 7,845 SF (20%)
GENERAL PARKING (9' X 19', TYP)

NOTE: 11"x 17" PRINT IS HALF SIZE

Beth McKibben

From: Paul Voelckers <paul@mrvarchitects.com>
Sent: Wednesday, February 04, 2015 4:22 PM
To: Beth McKibben
Cc: Mariya Lovishchuk; Bruce Denton; Sherri von Wolfe
Subject: Office size refinement

Beth,

As we have discussed, the details of the Phase I and Phase II office areas have been revised slightly to work with identified parking counts.

The office space for Phase I will be 400 sq.ft., with Phase II totaling 6,800 sq.ft or less, with a total maximum office space of 7,200 sq.ft., and an associated parking calculation of 24.

Paul

Beth McKibben

From: Mariya Lovishchuk <lovishchuk.mariya@gmail.com>
Sent: Tuesday, February 03, 2015 5:16 PM
To: Beth McKibben
Subject: JHF variance

All residential units of the Juneau Housing First project will be restricted by deed as housing for vulnerable low income residents for a minimum of 20 years, in accordance with the restrictions placed on the project by the Alaska Housing Finance Corporation and the condition of the Special Needs Housing grant.

Below is from page 11 of the SNHG NOFA

11. Deed Restrictions Applicants awarded SNHG and / or HOME funds for acquisition, rehabilitation, or new construction will be required to execute a declaration of covenants, conditions and restrictions that limits the use of the property for a 20 year period to those purposes set forth in the grant agreement. Applicants will also be required to sign a note and deed of trust for the amount of the grant. In addition to the affordability and use provisions noted in the deed restrictions, applicants will be required to maintain appropriate property management capacity for the term of the deed.

Beth McKibben

From: Kenny Scollan <kscollan@ruralcap.com>
Sent: Thursday, January 29, 2015 5:02 PM
To: Beth McKibben
Cc: Burke, Nancy (DOR)
Subject: RE: [BULK] Housing First

Beth,

Just to follow up with our phone conversation here are some of the things we discussed; We have 46 residents at Karluk Manor, none of them own or drive a vehicle. One of the concerns of the community and city was that since Karluk Manor is situated between two major thoroughfares there would be increased pedestrian/vehicle accidents. We haven't gotten any reports of pedestrian/vehicle accidents around our facility and we have been in operation for 37 months. Our facility consists of two buildings totaling approximately 18,000 sf we are located in a B3 zoning district. We had to get a conditional use permit to operate the facility, that has since been deemed in violation of fair housing and has been repealed. Part of the CUP discussed parking, I believe the language stated that we needed one space for every 4 beds, we were permitted with 12 parking spaces. I'm sorry it is late in the day and I know I missing some things. I've attached a Karluk Manor fact sheet which contains some of the things we spoke about. Feel free to call me for any additional information @ 529-2798.
 Kenny

Karluk Manor

Factsheet

The University of Alaska Anchorage, with support from the Alaska Mental Health Trust Authority, is conducting a long-term three-year study about the outcomes of Karluk Manor, with an anticipated release of 2015. The following is a sampling of related information that RurAL CAP has collected over the first 30 months of operations.

Application Process:

- Tenants are chosen by the highest score for their ASP Pick-ups, Court View/Criminal History, Emergency Room Visits, and Provider's Assessment of Tri-Morbidity/Vulnerability (co-occurring disorder and serious health condition).
- The waiting list for Karluk Manor opened on October of 2011 and in less than 2 months RurAL CAP had over 150 people waiting for 46 total beds.
- The doors to Karluk Manor opened on December 11, 2011 and within 30 days Karluk Manor was at capacity.
- Guidelines for tenancy include policies such no violence, zero illegal activity, no damages to the building, paying rent on time, respecting staff, and adhering to visitation restrictions.

Tenant Information:

- 90% have lived at Karluk for at least 6 months.
- 78% have been in housing at least a year.
- 61% have been in housing at least 2 years.
- 100% are involved in intensive case management.
- 26 people have Medicaid with 5 pending claims.

- 22 have payee services for their Social Security Income.
- 9 have worked in the past 12 months.
- Over half had a mental health/substance abuse assessment in the past year.
- 12 people have had neuropsychological evaluations paid for by RurAL CAP to assist with documenting their disabling condition.
- 31 are on medication observation, as compared to 6 when the doors opened.

Emergency Call Information:

- In 2012 RurAL CAP tracked 92 emergency calls. It was reported by Lieutenant Parker that APD responded only 27 times in 2012. RurAL CAP made 15 calls for non-residents or people that came in for assistance.
- In 2013 the emergency calls were reduced to 73 calls with 20 calls for non-residents.
- RurAL CAP has counted 4,600 interactions by emergency services prior to the year entering Karluk Manor by tenants.

Summary of Past 30 months:

- 10 people have died.
- 19 have been evicted (most for violent behavior that needed additional treatment intervention).
- 75 people have received housing.

There have only been two written complaints since Karluk Manor opened its doors, and in the past 18 months RurAL CAP has not received any written complaints.

From: Beth McKibben [<mailto:Beth.McKibben@juneau.org>]

Sent: Thursday, January 29, 2015 1:21 PM

To: Kenny Scollan

Subject: [BULK] Housing First

Importance: Low

Ken

Nancy Burke put me in touch with you. I need to chat about traffic generation for permanent supportive housing for the chronically homeless – such as Karluk manor.

I'm in a bit of a crisis mode today. But at the moment I'm going to take a break and eat some lunch. Hope to hear from you later this afternoon. Thanks!

Beth McKibben, AICP
Senior Planner, CDD
City & Borough of Juneau
907.586.0465



Please consider the environment before printing this email.



Community Development

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

DATE: January 14, 2015

TO: CBJ Assembly Human Resources Committee

FROM: Teri Camery, Senior Planner 
Community Development Department

SUBJECT: Wetlands Review Board Annual Report 2014

BACKGROUND

The City and Borough of Juneau Wetlands Review Board was established in 1992 to implement the Juneau Wetlands Management Plan (JWMP). The Board also acts as a technical advisory body to the Assembly, Planning Commission, and CBJ Community Development Department on a variety of wetland and riparian area issues, including comments on Corp of Engineers' wetlands fill permits, Comprehensive Plan updates, and federal, state, and local projects and land disposals that affect wetlands, streamside areas, and other sensitive habitats.

2014 BOARD MEETINGS AND MEMBERSHIP

During 2014 the Board held seven regular meetings. Planning Commission members on the Board were Gordon Jackson and Dan Miller. Andrew Campbell served as Board chair throughout the year while Brenda Wright served as vice-chair. Brenda Wright's term expires in January 2015, and she has re-applied for her seat.

Following is a list of 2014 members with their area of expertise.

Gordon Jackson, Manager, Planning Commission Member
Dan Miller, Developer, Planning Commission Member
Dr. Hal Geiger, Fisheries Biologist
Amy Sumner, Marine Biologist
Dr. Lisa Hoferkamp, Chemistry Professor
Brenda Wright, Fisheries Biologist
Nina Horne, Hydrologist, Administrator
Andrew Campbell, Admiralty Construction
Jerry Medina, Business and Land Use Manager

Regarding Board membership, the Juneau Wetlands Management Plan states the following:

“The Board is composed of seven members of the public at large and two representatives of the CBJ Planning Commission. Board members are appointed by the Assembly. When making appointments, the Assembly is required to consider obtaining the ‘broadest possible representation from those technical fields with knowledge of the values, functions and uses of wetlands, such as fish or wildlife biology, geology, hydrology, land use planning, and engineering.”

As noted, Board members (except for Planning Commission representatives) are required to have technical expertise in wetlands in one of the fields listed. Current Board representation in these fields includes the following:

Fish or Wildlife Biology	Represented by three biologists and one chemist
Geology	None represented
Hydrology	One represented
Land Use Planning	indirectly represented by Planning Commissioners and one member
Engineering	One represented indirectly, through wetland restoration expertise in the construction industry

The Board is specifically lacking representation from a geologist.

MAJOR BOARD REVIEWS FOR 2014

Project Reviews:

- Advisory review of the Auke Lake Multi-Use Path
- Advisory review of a subdivision adjacent to an anadromous stream
- Advisory review of a 36-unit housing development adjacent to an anadromous pond
- Advisory review of a re-zone application involving high-value wetlands
- Preliminary review of the Switzer Creek and Pederson Hill residential subdivisions, proposed by the CBJ Lands Department.

Wetland Assessment Method and Juneau Wetlands Management Plan Update review:

- The Board formally approved the WESPAK-SE wetland assessment method for use in the Juneau Wetlands Management Plan Update
- The Board received frequent updates on development of the Juneau Wetlands Management Plan Update Request for Proposals process
- The Board received frequent updates on the Juneau Wetlands Management Plan 2014 wetland assessment field season. This culminated in a 2014 Field Season Presentation and Discussion with Bosworth Botanical Consulting and nationally-recognized wetland scientist Dr. Paul Adamus at the August 21, 2014 meeting

COASTAL IMPACT ASSISTANCE PROGRAM MAPPING GRANT

The Habitat Mapping Project is a four-year project funded through the federal Coastal Impact Assistance Program (CIAP). CBJ is authorized to receive \$1.6 million from the CIAP Program, through a 2010 state legislative authorization, for habitat mapping within the Borough. Federal CIAP funds are managed through cooperation with the State of Alaska Department of Commerce and Department of Natural Resources. No local match is required for the funds.

The CBJ Habitat Mapping Project has two components: 1) new accurate mapping of salmon streams through high-resolution aerial photography; and 2) a major update of the Juneau Wetlands Management Plan with updated and expanded wetland mapping and categorical analysis of wetland values through the use of aerial photography and on-site “ground-truthing.” The project will map salmon streams and wetlands, with an emphasis on properties near proposed development and along the road system. New LiDAR and imagery were acquired under contract in May-June 2013. The WESPAK-SE wetland assessment method was finalized and formally approved, with major revisions to address Southeast Alaska conditions, in January 2014.

The Juneau Wetlands Management Plan Update contract was awarded to Bosworth Botanical Consulting (BBC) in April 2014. The contract includes a partnership with nationally recognized wetland scientist Dr. Paul Adamus. BBC completed the first field season of wetland assessments in October 2014. BBC’s work has been exemplary and is far ahead of the schedule outlined in the contract. Approximately 90 percent of the proposed assessments have been completed in one season, and the final field work is expected to be complete by May 2015.

Stream Mapping

CBJ has a 50-foot no-development setback from anadromous (salmon-bearing) streams and lakes in the Land Use Code. However sometimes there is confusion regarding exact stream location, and at exactly what location the stream ceases to support salmon. CBJ and the Alaska Department of Fish and Game (ADF&G) have developed different stream maps over time, and in some cases these maps show the streams in different locations. Without accurate maps, it may be difficult to judge how the 50-foot setback applies on a particular property.

To address this issue through the Habitat Mapping Project, CBJ has acquired aerial imagery and LiDAR through the grant (completed in June 2013). This information will be utilized to map streams in currently developed areas and areas with the highest potential for development. A combination of LiDAR and aerial imagery is the most efficient way to acquire information on streams over large areas, and to map these areas at the level of individual property boundaries. This directly addresses the problem of inaccurate maps by acquiring the highest quality images available and integrating those images into our existing digitized GIS (Geographic Information System) mapping system and parcel database.

ADF&G currently has a complementary mapping project to determine the salmon-bearing limits of streams. CBJ and ADF&G will be able to share information from these projects to develop accurate and compatible stream maps. Once the mapping is completed, the Community Development Department (CDD) will work through the formal approval process with the Planning Commission and Assembly to adopt these new stream maps into the Land Use Code.

Using these maps, CDD will be able to help citizens and developers avoid costly permits or violations, and streamline development reviews. The part of the project is approximately 80 percent complete. CDD expects to present draft stream maps to the Planning Commission in summer 2015.

JUNEAU WETLANDS MANAGEMENT PLAN

Current Wetlands Plan

CBJ conducted wetland analysis and mapping in the mid-1980s, which resulted in adoption of the Juneau Wetlands Management Plan (JWMP) in 1992. The plan identified high value (Category A and B) and low value (Category C and D) wetlands within the developing areas of the borough at that time. The plan has been used continuously for over 20 years, and identifies approximately 160 individual wetland units. (An additional 54 wetland units were identified in a small 2006 study.) Each wetland unit has a separate, detailed scientific analysis of wetland functions to support the high or low value wetland category. Until 2006, CBJ had permitting authority over low-value C and D wetlands through a special agreement with the U.S. Army Corps of Engineers, with an expedited review process to encourage development in these areas. State and federal agencies must also consider JWMP rankings and scientific analysis in their permit reviews, and thus allow for less restrictive development in low value areas.

Before implementation of the JWMP, scientific information on individual wetland areas was limited or unavailable, and all wetlands considered equal by permitting agencies. Adoption of the JWMP, among the first of its kind in the U.S., changed this approach by identifying wetland areas that are suitable for development. In the first ten years following adoption of the JWMP, the plan worked exactly as intended: wetlands categorized in low value areas were quickly developed.

This great benefit of the JWMP is now diminished precisely because the vast majority of C and D wetlands have been filled. CBJ has received and approved only two Category C or D wetland fill applications in the last 12 years. The scientific information supporting the JWMP is 25 years old, and CBJ has changed substantially in that time period due to development and natural factors such as glacial uplift. New development and infrastructure have also altered drainage patterns and changed wetland boundaries. As a result, the JWMP is inaccurate in many areas.

The developing area of the CBJ has also expanded far beyond the boundaries of the original plan.

Wetlands Plan Update

A comprehensive update of the JWMP through the Habitat Mapping Project will address these issues and restore the JWMP as a scientifically-supported wetland management plan that both promotes development and provides wetland protection in critical areas.

For the wetland mapping effort, CDD, in cooperation with a CBJ and inter-agency Habitat Mapping Working Group, first determined the most appropriate methodology for wetland scientific analysis. This was an important step because in order for the project to be acceptable to permitting agencies it must be valid according to current science. Another critical issue to consider is that the original JWMP categorized freshwater wetlands only. The JWMP did not categorize saltwater or estuarine wetlands, because evaluation of saltwater wetlands at that time required a different methodology. CBJ now has a strong need for scientific information on estuarine wetlands.

The new methodology, which was finalized in January 2014 following a multi-year agency review process, addresses saltwater as well as freshwater wetlands. CBJ's final revision process on the wetland assessment method (conducted from May through October 2013 with grant funding) capitalized and expanded on recent wetland methodology studies from the Southeast Alaska Land Trust and local state and federal resource agencies, to maximize the use of grant funds.

CDD released a Request for Proposals for the Juneau Wetlands Management Plan Update in January 2014, and awarded the contract to Bosworth Botanical Consulting BBC in April 2014. The contract includes a partnership with nationally-recognized wetland scientist Dr. Paul Adamus. As noted earlier, BBC's work has been exemplary and is far ahead of the schedule outlined in the contract. Approximately 90 percent of the proposed assessments have been completed in one season, and the final field work is expected to be complete by May 2015. A draft Juneau Wetlands Management Plan, subject to Planning Commission and Assembly approval, will be developed in late 2015 and early 2016. Grant funding is available through June 2016. The intent of the JWMP Update is to provide a consistent and standard scientific method of wetland prediction and evaluation throughout the CBJ.

The Habitat Mapping Project is fully funded by the four-year, \$1.6 million grant, and does not require any additional expenditure of CBJ funds.

Teri Camery, Senior Planner; teri.camery@juneau.org 586-0755
Christine McNally, Planner I; chrstine.mcnally@juneau.org 586-0761

Staff will continue to provide periodic updates as the project develops.

January 16, 2014
February 20, 2014
March 20, 2014
May 15, 2014
June 19, 2014
July 17, 2014
August 21, 2014

2014 Wetlands Review Board Attendance

	1/16	2/20	3/20	5/15	6/19	7/17	8/21	regular missed	regular attended
	Reg	Reg	Reg	Reg	Reg	Reg	Reg		
Campbell	X	0	X	X	X	X	X	1	6
Wright	X	X	X	0	X	X	0	2	5
Sumner	X	X	X	X	0	X	X	1	6
Horne	0	X	X	0	X	X	X	2	5
Hoferkamp	0	X	X	0	X	X	X	2	5
Miller	X	X	X	X	0	X	X	2	5
Jackson	0	X	X	0	X	0	X	3	4
Medina	X	X	X	X	0	0	X	2	5
Geiger	X	X	X	X	X	X	0	1	6