

Agenda

Committee of the Whole

City and Borough of Juneau

Ben Haight, Chair

September 13, 2016

Assembly Chambers

5:00 PM

I. **ROLL CALL**

II. **REGULAR AGENDA**

A. Overview of the Capital Improvement Program

B. Title 49, Land Use Code: Proposed revisions regarding shared access

III. **OTHER BUSINESS**

IV. **REPORT OF REGULAR AND SPECIAL COMMITTEES**

V. **ADJOURNMENT**

City & Borough of Juneau, Alaska



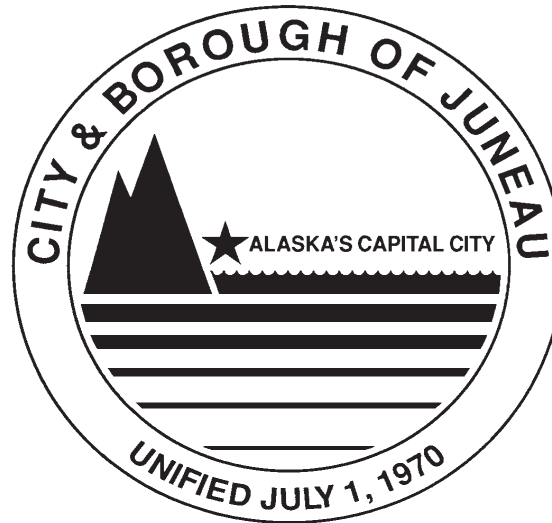
Northland Street Reconstruction

Capital Improvement Program

Fiscal Years 2017 through 2022

**CITY AND BOROUGH OF JUNEAU
CAPITAL IMPROVEMENT PROGRAM**

FISCAL YEARS 2017-2022



Prepared By
City and Borough of Juneau
Engineering & Public Works Department
June 1, 2016

INTRODUCTION

Each year, the City and Borough of Juneau (CBJ) adopts a Capital Improvement Program (CIP). The legal requirements applicable to the CIP are set forth in Section 9 of the CBJ Charter. In general, the CIP is a plan of capital improvements proposed for a six-year period, together with an estimated cost of each improvement and the proposed method of financing it. The CIP serves as the overarching strategic plan for improving the public infrastructure of Juneau and is collectively developed by the CBJ Assembly, its boards and commissions, CBJ staff, and the citizens of CBJ.

The CBJ Charter requires the City Manager to assemble and submit a Preliminary CIP to the Assembly by April 5 of each year. The Charter further requires this document to be available for public inspection. This document is available from the CBJ Engineering Department at the third floor of the Marine View Building, or online at http://www.juneau.org/engineering/CIP_Process.php.

By May 1st, the Charter requires the Assembly to hold a public hearing on the CIP. In addition to the Charter requirement, the Assembly holds public hearings at its Public Works and Facilities Committee. The Planning Commission reviews it for conformance with the Area Wide Comprehensive Plan. The meetings are announced in the Juneau Empire, on the CBJ's Web Pages, and the public access channel. Citizens are encouraged to provide their comments at these meetings.

The Planning Commission discussed and made recommendations to the CIP at the January 12, 2016, meeting. The Assembly Public Works and Facilities Committee (PWFC) introduced the CIP at the February 1st meeting and forwarded the CIP to the Assembly Finance Committee at the February 22nd PWFC meeting. The CIP resolution was introduced at the Special Assembly meeting on April 4 and referred to the Assembly Finance Committee (AFC), reviewed at the April 13 AFC meeting, open for public comment during the Special Assembly meeting on April 27, and referred back to the AFC for review at the meeting on May 11th. The AFC approved Resolution 2742(b) as amended and referred it to the full Assembly for adoption.

By June 15th, the Assembly must adopt its own CIP or the City Manager's CIP. In practice, the Assembly uses the Manager's CIP as the starting point, adjusts it during the public comment period, and adopts its own CIP at the same time it adopts the budget in early June. The Assembly approved this CIP on May 23, 2016, and Resolution 2742(b) was adopted.

FY 2017 CIP IMPROVEMENTS

This section of the CIP lists capital improvements approved by the Assembly for FY 2017. Resolution number 2742(b) adopting the City and Borough Capital Improvement Program for fiscal years 2017 through 2022, and establishing the capital improvement project priorities for fiscal year 2017 is shown along with a table that shows the name of each improvement, the department recommending the improvement, and the amount and type of funding approved by the Assembly. Some of the projects listed herein are not CIP projects but have been inserted for clarity of fund distribution.

A summary table at the end of the section lists all funding sources, and the total amount recommended for expenditure in each fund.

The following criteria is used in determining approval of capital improvement projects:

Support: Projects that are a high priority of the Department or Committee proposing it, as well as the general public.

Consistency: Projects that are consistent with applicable CBJ plans or policies.

Health and Safety: Projects that will address an imminent or expected threat or danger to users or occupants.

Maintenance or Repair of Existing Property: Projects that will prevent further deterioration or damage to property.

Local Match for Federal/State Grants: Funds required to match federal or state capital project funds.

Maintenance Impact: Projects that will increase efficiency and reduce on-going operating costs.

Economic Development Stimulus: Projects that directly or indirectly stimulate economic development in the community.

Anticipated Need: Projects that enhance or expand an existing facility or service to accommodate increased public use.

Recreational: Projects that establish, enhance or expand a facility or service to accommodate new or increase public use.

Funding Alternatives: Funding alternatives are explored for each project.

Presented by: The City Manager
 Introduced: 4/4/2016
 Drafted by: Engineering & Public Works Department

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2742(b)

A Resolution Adopting the City and Borough Capital Improvement Program for Fiscal Years 2017 Through 2022, and Establishing the Capital Improvement Project Priorities for Fiscal Year 2017.

WHEREAS, the CBJ Capital Improvement Program is a plan for capital improvement projects proposed for the next six fiscal years; and

WHEREAS, the Assembly has reviewed the Capital Improvement Program for Fiscal Year 2017 through Fiscal Year 2022, and has determined the capital improvement project priorities for Fiscal Year 2017.

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

Section 1. Capital Improvement Program.

(a) Attachment A, entitled "City and Borough of Juneau Capital Improvement Program, Fiscal Years 2017 - 2022," dated June 1, 2016, is adopted as the Capital Improvement Program for the City and Borough.

(b) The following list, as set forth in the "City and Borough of Juneau Capital Improvement Program, Fiscal Years 2017 - 2022," are pending capital improvement projects to be undertaken in FY17:

FISCAL YEAR 2017		
GENERAL GOVERNMENT FUNDING IMPROVEMENTS		
DEPARTMENT	PROJECT	FY17 BUDGET
School District	School District Deferred Maintenance	\$ 600,000
Manager's Office	CBJ Facility Infrastructure Deferred Maintenance	\$ 696,800
	General Government Funding Improvements Total	<u>\$ 1,296,800</u>

**FISCAL YEAR 2017
GENERAL SALES TAX IMPROVEMENTS**

DEPARTMENT	PROJECT	FY17 BUDGET
Manager's Office	I.T. Software Updates & Upgrades	\$ 250,000
Eaglecrest	Deferred maintenance /Mountain Operations Improvements	265,000
Parks & Recreation	Park & Playground Repairs	250,000
Parks & Recreation	Sports Field Resurfacing & Repairs	235,000
General Sales Tax Improvements Total		\$ 1,000,000

**FISCAL YEAR 2017
AREAWIDE SALES TAX PRIORITIES**

DEPARTMENT	PROJECT	FY17 BUDGET
Manager's Office	Vehicle and Equipment Wash Bays Planning and Design	100,000
Parks & Recreation	Deferred Bldg. Maint - Augustus Brown Pool Short Term Repai	\$ 515,000
Parks & Recreation	Deferred Building Maintenance - Centennial Hall Floor	125,000
Street Maintenance	Whittier Street	1,300,000
Street Maintenance	Pavement Management	810,000
Street Maintenance	East Street - 5th to 6th Street Improvements	400,000
Street Maintenance	McGinnis Subdivision Improvements - Ph. 2	1,000,000
Street Maintenance	Blueberry Hill Road Reconstruction	900,000
Street Maintenance	Areawide Drainage Improvements	250,000
Street Maintenance	Downtown Street Improvements (Front, Franklin, Dt Core) Ph.	1,100,000
Street Maintenance	Douglas Side Streets - F St. (3rd to 5th)	500,000
Street Maintenance	Sidewalk & Stairway Repairs	200,000
Street Maintenance	Aspen Ave Improvements (Mend Blvd to Portage)	1,000,000
Libraries / Museums	City Museum Exhibit Case Replacement	100,000
Parks & Recreation	Kax Trail Bridge River Bank Stabilization	200,000
Capital Transit	Bus Shelters/Interim Valley Transit Center Improvements	150,000
Capital Transit	Capital Transit Maintenance Shop Parking Lot Paving	200,000
Engineering	Stephen Richards / Riverside Intersection DOT Match	100,000
Areawide Sales Tax Priorities Total		\$ 8,950,000

**FISCAL YEAR 2017
TEMPORARY 1% SALES TAX PRIORITIES
Voter Approved Sales Tax 10/01/13 - 09/30/18**

DEPARTMENT	PROJECT	FY17 BUDGET
Airport	SREF Match	\$ 800,000
Manager's Office	Bonded Debt Service	2,030,000 *
Manager's Office	Budget Reserve	1,400,000 *
Manager's Office	Willoughby Arts Center	300,000 *
Capital Transit	Maintenance Shop Renovation	2,750,000
Parks & Recreation	Deferred Building Maintenance	820,000
Parks & Recreation	Jensen-Olson Arboretum Parking Lot & Conservatory	75,000
Parks & Recreation	Twin Lake Park and ADA repairs	57,000
Parks & Recreation	Riverside Rotary Park Repairs and Safety Improvements	250,000
Parks & Recreation	Chicken Yard Park Safety Improvements	93,000
Parks & Recreation	Treadwell Mine and Historic Park Preservation	150,000
Parks & Recreation	Treadwell Ditch Trail Repairs and Bridges	150,000
Parks & Recreation	Horse Tram Trail Repairs	125,000
Temporary 1% Sales Tax Priorities Total		\$ 9,000,000

FISCAL YEAR 2017

MARINE PASSENGER FEE PRIORITIES (draft - Manager not done with list yet)

DEPARTMENT	PROJECT	FY17 BUDGET
Street Maintenance	Downtown Street Improvements (Franklin, Front, DT Core)	\$ 900,000
Docks	Real Weather/Current Monitoring System-Phase III	\$ 97,500
Harbors	Cruise Berth Improvements (Tug Assists)	\$ 70,000
Engineering	Waterfront Seawalk - Subport to Gold Creek	234,700
Marine Passenger Fee Priorities Total		\$ 1,302,200

FISCAL YEAR 2017

STATE MARINE PASSENGER FEE PRIORITIES

DEPARTMENT	PROJECT	FY17 BUDGET
Harbors	Cruise Berth Improvements	\$ 4,600,000
State Marine Passenger Fee Priorities Total		\$ 4,600,000

FISCAL YEAR 2017

WATER ENTERPRISE FUND

DEPARTMENT	PROJECT	FY17 BUDGET
Water Utility	Pavement Management Utility Adjustments	20,000
Water Utility	McGinnis Subdivision Utility Adjustments	30,000
Water Utility	Whittier Ave Improvements	150,000
Water Utility	East Street - 5th to 6th Street Improvements	70,000
Water Utility	W 8th St Reconstruction (Egan to Bridge park)	70,000
Water Utility	Downtown Street Improvements (Franklin, Front, DT Core)	150,000
Water Utility	Blueberry Hill Road - Pioneer to End	200,000
Water Utility	SCADA System Upgrades / Improvements	150,000
Water Utility	Douglas Side Streets - F St. (3rd to 5th)	50,000
Water Enterprise Fund Total		\$890,000

FISCAL YEAR 2017

WASTEWATER ENTERPRISE FUND

DEPARTMENT	PROJECT	FY17 BUDGET
Wastewater Utility	Pavement Management Utility Adjustments	\$ 20,000
Wastewater Utility	McGinnis Subdivision Utility Adjustments	20,000
Wastewater Utility	East Street - 5th to 6th Street Improvements	50,000
Wastewater Utility	SCADA	150,000
Wastewater Utility	Douglas Side Streets - F St. (3rd to 5th)	100,000
Wastewater Utility	Aspen Avenue - Mendenhall to Portage	100,000
Wastewater Utility	JD and Mendenhall TP Headworks	110,000
Wastewater Enterprise Fund Total		\$ 550,000

FISCAL YEAR 2017

DOCKS AND HARBORS ENTERPRISE FUND

DEPARTMENT	PROJECT	FY17 BUDGET
Harbors	Aurora Harbor Rebuild	\$ 2,000,000
Harbors	Statter Harbor Breakwater Safety Improvements	333,000
Docks and Harbors Enterprise Fund Total		\$ 2,333,000

FISCAL YEAR 2017

LANDS FUND

DEPARTMENT	PROJECT	FY17 BUDGET
Lands	Stabler Quarry Infrastructure and Expansion	\$ 180,000
Lands	Pederson Hill 80 Lot Subdivision and Infrastructure	1,500,000
LANDS Enterprise Fund Total		\$ 1,680,000

**FISCAL YEAR 2017
HOSPITAL ENTERPRISE FUND**

DEPARTMENT	PROJECT	
Hospital	Operating Room Renovation	\$ 2,000,000
Hospital	Child and Adolescent Mental Health Unit	1,000,000
Hospital	Information Services Facility	1,000,000
Hospital	Roof for Medical Arts Building	250,000
Hospital	Roof Replacement - RRC	300,000
HOSPITAL Enterprise Fund Total		\$ 4,550,000

ORDINANCE 2016-09 CAPITAL PROJECTS FUNDING TOTAL	\$ 32,422,000
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ORDINANCE 2016-09 OPERATIONS PROJECTS FUNDING TOTAL	\$ 3,730,000 *
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(c) The following list, as set forth in the "City and Borough of Juneau Capital Improvement Program, Fiscal Years 2017-2022," are capital improvement projects identified as priorities proposed to be undertaken beginning in FY17, but are dependent on other unsecured funding sources. As the sources are secured, the funds will be appropriated:

**FISCAL YEAR 2017
AIRPORT UNSCHEDULED FUNDING**

DEPARTMENT	PROJECT	
Airport	Exit Lane Improvements	\$ 450,000
Airport	Passenger Terminal Parking Lot Repairs	100,000
Airport	Elevator/Misc Terminal ADA Improvements	900,000
Airport	Old Dining Room Reconfiguration	50,000
Airport	First Floor Restroom Renovation	100,000
Airport	Terminal East End Doors / Vestibule	75,000
Airport	Admin/Badging Office Reconfiguration	100,000
Airport	Main Stairwell Lighting Upgrades	35,000
Airport	RSA (Ph 12) Construct NE/NW Areas	6,586,667
Airport	Design Taxiway A and E-1 Rehab	1,280,000
Airport	Tenant Space Reconfiguration (2nd Floor North)	80,000
Airport Funding Total		\$ 9,756,667

**FISCAL YEAR 2017
UNSCHEDULED FUNDING REQUESTS**

DEPARTMENT	PROJECT	
(State Priority Requests)		
Wastewater Utility	Biosolids Long Term Treatment and Disposal	\$ 5,000,000
Fire	Platform Ladder Truck	700,000
Parks & Recreation	Auke Lake Wayside Launch Ramp and Trail System Conn.	400,000
Harbors	Phase II Aurora Harbor Rebuild	11,000,000
(Other Requests)		
Wastewater Utility	Biosolids and Treatment Plant Headworks - ADEC Loan	\$ 10,000,000
Capital Transit	Valley Transit Center (FTA Grant)	\$ 800,000
Manager's Office	Court Plaza Building Canopy	\$ 120,000
Unscheduled Funding Total		\$ 28,020,000

Section 2. Fiscal Year 2017 Budget. It is the intent of the Assembly that the capital improvement project budget allocations as set forth in the FY17 pending Capital Improvements List in Section 1(b), above, not already appropriated, shall become a part of the City and Borough's Fiscal Year 2017 Budget.

Section 3. State and Federal Funding. To the extent that a proposed CIP project, as set forth in Section 1(c), above, includes state funding, federal funding, or both, the amount of funding for that project is an estimate only, and is subject to appropriation contingent upon final funding being secured. It is the intent of the Assembly that once funding is secured, these items will be brought back to the Assembly for appropriation.

Section 4. Effective Date. This resolution shall be effective immediately upon adoption.

Adopted this 23rd day of May, 2016.

Kendell D. Koelsch
Kendell D. Koelsch, Mayor

Attest:
Laurie J Sica
Laurie J Sica, Municipal Clerk

FY 2017 CIP IMPROVEMENTS					
Department	Division	Priority	Project	Funding Source	Amount
Administration	Manager's Office	1	I.T. Software Updates & Upgrades	General Sales Tax Improvements	\$ 250,000
		2	Vehicle & Equipment Wash Bays Planning & Design	Areawide Sales Tax Priorities	\$ 100,000
		3	Bonded Debt Service	Temporary 1% Sales Tax - 10/01/13 - 09/30/18	\$ 2,030,000
		4	Budget Reserve	Temporary 1% Sales Tax - 10/01/13 - 09/30/18	\$ 1,400,000
		5	Willoughby Arts Center	Temporary 1% Sales Tax - 10/01/13 - 09/30/18	\$ 300,000
		6	CBJ Facility Infrastructure Deferred Maintenance	General Government Funding Improv	\$ 696,800
		7	Court Plaza Building Canopy	Unscheduled - Other Requests	\$ 120,000
Administration Total Funding:					\$ 4,896,800
Airport		1	SREF Match	Temporary 1% Sales Tax - 10/01/13 - 09/30/18	\$ 800,000
		2	Exit Lane Improvements	Airport Unscheduled Funding	\$ 450,000
		3	Passenger Terminal Parking Lot Repairs	Airport Unscheduled Funding	\$ 100,000
		4	Elevator/Misc Terminal ADA Improvements	Airport Unscheduled Funding	\$ 900,000
		5	Old Dining Room Reconfiguration	Airport Unscheduled Funding	\$ 50,000
		6	First Floor Restroom Renovation	Airport Unscheduled Funding	\$ 100,000
		7	Terminal East End Doors / Vestibule	Airport Unscheduled Funding	\$ 75,000
		8	Admin/Badging Office Reconfiguration	Airport Unscheduled Funding	\$ 100,000
		9	Main Stairwell Lighting Upgrade	Airport Unscheduled Funding	\$ 35,000
		10	RSA (Ph 12) Construct NE/NW Areas	Airport Unscheduled Funding	\$ 6,586,667
		11	Design Taxiway A and E-1 Rehab	Airport Unscheduled Funding	\$ 1,280,000
		12	Tenant Space Reconfiguration (2nd Floor North)	Airport Unscheduled Funding	\$ 80,000
Airport Total Funding:					\$ 10,556,667
BRH		1	Operating Room Renovation	Hospital Enterprise Fund	\$ 2,000,000
		2	Child & Adolescent Mental Health Unit	Hospital Enterprise Fund	\$ 1,000,000
		3	Information Services Facility	Hospital Enterprise Fund	\$ 1,000,000
		4	Roof for Medical Arts Building	Hospital Enterprise Fund	\$ 250,000
		5	Roof Replacement - RRC	Hospital Enterprise Fund	\$ 300,000

FY 2017 CIP IMPROVEMENTS					
Department	Division	Priority	Project	Funding Source	Amount
				BRH Total Funding:	\$ 4,550,000
Docks & Harbors	Docks	1	Real Weather/Current Monitoring System - Ph III	Marine Passenger Fee Priorities	\$ 97,500
		Harbors	1	Aurora Harbor Rebuild - Ph II	Docks and Harbors Enterprise Fund
				Unscheduled - State Priority Requests	\$ 11,000,000
	2		Statter Harbor Breakwater Safety Improvements	Docks and Harbors Enterprise Fund	\$ 333,000
	3		Cruise Berth Improvements (Tug Assists)	Marine Passenger Fee Priorities	\$ 70,000
	4		Cruise Berth Improvements	State Marine Passenger Fee Priorities	\$ 4,600,000
	Docks & Harbors Total Funding:			\$ 18,100,500	
Eaglecrest		1	Mountain Operations Improvements-Deferred Maint.	General Sales Tax Improvements	\$ 265,000
	Eaglecrest Total Funding:			\$ 265,000	
Fire Department		1	Platform Ladder Truck	Unscheduled - State Priority Requests	\$ 700,000
	Fire Department Total Funding:			\$ 700,000	
Lands & Resources		1	Stabler Quarry Infrastructure and Expansion	Lands Enterprise Fund	\$ 180,000
		2	Pederson Hill 80 Lot Subdivision and Infrastructure	Lands Enterprise Fund	\$ 1,500,000
	Lands & Resources Total Funding:			\$ 1,680,000	
Library	City Museum	1	City Museum Exhibit Case Replacement	Areawide Sales Tax Priorities	\$ 100,000
		Library Total Funding:			\$ 100,000
Parks & Recreation	Bldg Maintenance	1	Deferred Building Maintenance	Temporary 1% Sales Tax - 10/01/13 - 09/30/18	\$ 820,000
		1	Centennial Hall Floor	Areawide Sales Tax Priorities	\$ 125,000
	Rec Buildings	1	Augustus Brown Pool Short Term Repairs	Areawide Sales Tax Priorities	\$ 515,000
		Parks/Rec Areas	1	Park & Playground Repairs	General Sales Tax Improvements
	2		Sports Field Resurfacing & Repairs	General Sales Tax Improvements	\$ 235,000
	3	Jensen-Olson Arboretum Parking Lot & Conservatory	Temporary 1% Sales Tax - 10/01/13 - 09/30/18	\$ 75,000	

FY 2017 CIP IMPROVEMENTS				
Department	Division	Priority	Project	Funding Source
		4	Twin Lake Park and ADA Repairs	Temporary 1% Sales Tax - 10/01/13 - 09/30/18
		5	Riverside Rotary Park Repairs and Safety Improvements	Temporary 1% Sales Tax - 10/01/13 - 09/30/18
		6	Chicken Yard Park Safety Improvements	Temporary 1% Sales Tax - 10/01/13 - 09/30/18
		7	Treadwell Mine and Historic Park Preservation	Temporary 1% Sales Tax - 10/01/13 - 09/30/18
		8	Auke Lake Wayside Launch Ramp and Trail System Conn.	Unscheduled - State Priority Requests
	Trail Maintenance	1	Kax Trail Bridge River Bank Stabilization	Areawide Sales Tax Priorities
		2	Treadwell Ditch Trail Repairs and Bridges	Temporary 1% Sales Tax - 10/01/13 - 09/30/18
		3	Horse Tram Trail Repairs	Temporary 1% Sales Tax - 10/01/13 - 09/30/18
Parks & Recreation Department Total Funding:				\$ 3,445,000
Public Works and Engineering Department				
Capital Transit				
		1	Bus Shelters/Interim Valley Transit Center Improvements	Areawide Sales Tax Priorities
		2	Capital Transit Maintenance Shop Parking Lot Paving	Areawide Sales Tax Priorities
		3	Maintenance Shop Renovation	Temporary 1% Sales Tax - 10/01/13 - 09/30/18
		4	Valley Transit Center (FTA Grant)	Unscheduled - Other Requests
	Engineering	1	Stephen Richards / Riverside Intersection DOT Match	Areawide Sales Tax Priorities
		2	Waterfront Seawalk - Subport to Gold Creek	Marine Passenger Fee Priorities
	Streets	1	Whittier Street	Areawide Sales Tax Priorities
		2	Pavement Management	Areawide Sales Tax Priorities
		3	East Street - 5th to 6th Street Improvements	Areawide Sales Tax Priorities
		4	McGinnis Subdivision Improvements - Ph II	Areawide Sales Tax Priorities
		5	Blueberry Hill Road Reconstruction	Areawide Sales Tax Priorities
		6	Areawide Drainage Improvements	Areawide Sales Tax Priorities
		7	Downtown Street Imprvmts (Front, Franklin, Dt Core) Ph I	Areawide Sales Tax Priorities
			Marine Passenger Fee Priorities	Areawide Sales Tax Priorities

FY 2017 CIP IMPROVEMENTS							
Department	Division	Priority	Project	Funding Source	Amount		
	Wastewater Utility	8	Douglas Side Streets - F St. (3rd to 5th)	Areawide Sales Tax Priorities	\$ 500,000		
		9	Sidewalk & Stairway Repairs	Areawide Sales Tax Priorities	\$ 200,000		
		10	Aspen Ave Improvements (Mend Blvd to Portage)	Areawide Sales Tax Priorities	\$ 1,000,000		
		1	Pavement Management Utility Adjustments	Wastewater Reserves Fund	\$ 20,000		
		2	McGinnis Subdivision Utility Adjustments	Wastewater Reserves Fund	\$ 20,000		
		3	East Street - 5th to 6th Street Improvements	Wastewater Reserves Fund	\$ 50,000		
		4	SCADA	Wastewater Reserves Fund	\$ 150,000		
		5	Douglas Side Streets - F St. (3rd to 5th)	Wastewater Reserves Fund	\$ 100,000		
		6	Aspen Ave Improvements (Mend Blvd to Portage)	Wastewater Reserves Fund	\$ 100,000		
		7	JD and Mendenhall TP Headworks	Wastewater Reserves Fund	\$ 110,000		
	Water Utility	8	Biosolids Long Term Treatment & Disposal	Unscheduled - State Priority Requests	\$ 5,000,000		
		9	Biosolids & Treatment Plant Headworks - ADEC Loan	Unscheduled - Other Requests	\$ 10,000,000		
		1	Pavement Management Utility Adjustments	Water Reserves Fund	\$ 20,000		
		2	McGinnis Subdivision Utility Adjustments	Water Reserves Fund	\$ 30,000		
		3	Whittier Ave Improvements	Water Reserves Fund	\$ 150,000		
		4	East Street - 5th to 6th Street Improvements	Water Reserves Fund	\$ 70,000		
		5	W 8th St Reconstruction (Egan to Bridge Park)	Water Reserves Fund	\$ 70,000		
		6	Downtown Street Improvements (Franklin, Front, DT Core)	Water Reserves Fund	\$ 150,000		
		7	Blueberry Hill Road - Pioneer to End	Water Reserves Fund	\$ 200,000		
		8	SCADA System Upgrades/Improvements	Water Reserves Fund	\$ 150,000		
		9	Douglas Side Streets - F St. (3rd to 5th)	Water Reserves Fund	\$ 50,000		
		Public Works & Engineering Department Total Funding:					\$ 29,034,700
Schools		1	School District Deferred Maintenance	General Government Funding Improv	\$ 600,000		

SUMMARY OF FY 2017 CAPITAL IMPROVEMENT PROJECTS FUNDING SOURCES		
FUNDING SOURCES	General Sales Tax Priorities	\$ 1,000,000
	Areawide Sales Tax Priorities	\$ 8,950,000
	Temporary 1% Sales Tax Priorities - Voter Approved Sales 10/01/13 - 09/30/18	\$ 9,000,000
	Marine Passenger Fee Priorities	\$ 1,302,200
	State Marine Passenger Fee Priorities	\$ 4,600,000
	Water Enterprise Funding	\$ 890,000
	Wastewater Enterprise Fund	\$ 550,000
	Docks and Harbors Enterprise Fund	\$ 2,333,000
	Lands Enterprise Fund	\$ 1,680,000
	BRH Enterprise Funding	\$ 4,550,000
	Airport Unscheduled Funding	\$ 9,756,667
	Unscheduled Funding	\$ 28,020,000
	General Government Funding Improvements	\$ 1,296,800

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS

This section of the CIP shows the capital improvement plan for each CBJ department for fiscal years 2017 – 2022. The plans were submitted by the director of the department and were developed in conjunction with a governing board or committee. For example, the Docks and Harbors plan was submitted by the Port Director and developed by the Port Director and the Docks and Harbors Board.

The projects identified for 2017 are those approved by the Assembly for funding in FY 2017. Projects identified in years 2018 and 2019 will be recommended for funding in the coming fiscal years. Those projects identified for funding beyond 2019 provide a general direction of capital spending in those years, not a specific direction.

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future	
Administration	Manager's Office									
		1	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000		
		2	\$ 100,000	\$ 900,000						
		3	\$ 2,030,000	\$ 2,755,000	\$ 1,040,000					
		4	\$ 1,400,000	\$ 1,050,000	\$ 400,000					
		5	\$ 300,000	\$ 700,000						
		6	\$ 696,800							
		7	\$ 120,000							
		8		\$ 150,000	\$ 950,000					
		9							\$ 5,500,000	
		10								\$ 200,000
		11							\$ 100,000	
		12							\$ 250,000	
		13								\$ 250,000
		14								\$ 5,000,000
		15								\$ 1,500,000
		16							\$ 500,000	
		17	\$ 4,896,800	\$ 5,805,000	\$ 2,640,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 103,300,000	
	Administration Total:									
Airport	SREF Match	1	\$ 800,000							
		2	\$ 450,000							
		3	\$ 100,000							
		4	\$ 900,000							
		5	\$ 50,000							
		6	\$ 100,000							
		7	\$ 75,000							
		8	\$ 100,000							
		9	\$ 35,000							
		10	\$ 6,586,667							
		11	\$ 1,280,000							
		12	\$ 80,000							
		13		\$ 15,000,000						
		14		\$ 4,000,000						
		15			\$ 600,000					
		16			\$ 15,000,000					
		17			TBD					
		18			\$ 3,000,000					
		19			\$ 100,000					

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future	
	Replace Snow Removal Equipment	20			\$ 5,000,000					
	SREF Building Phase III Sand & Chemical Storage	21				\$ 10,000,000				
	Design Terminal Renovation Ph III (Knuckle)	22								\$ 2,000,000
	Construct Terminal Renovation Ph III (Knuckle)	23								\$ 23,000,000
	Design & Reconstruct Alex Holden Way & Utilities	24								\$ 2,200,000
	Parking Garage	25								\$ 20,000,000
	Terminal Area (121) Apron Rehab	26								\$ 3,500,000
	Terminal Area (135) Apron Rehab	27								\$ 6,000,000
	Replace Ramp Lighting at Gates 2-6	28								\$ 50,000
	Multi-Model Feasibility Planning	29								\$ 10,000
	Acquire Wetlands Access Vehicle (w/CCFR)	30								\$ 250,000
	Civil Air Patrol Hangar Relocation	31								TBD
	Fish & Wildlife Service Hangar Relocation	32								TBD
	Executive Parking Lot	33								\$ 200,000
	Relocate FAA ATCT	34								\$ 50,000,000
Airport Total:			\$ 10,556,667	\$ 19,000,000	\$ 23,700,000	\$ 10,000,000	\$ -	\$ -	\$ -	\$ 107,210,000
BRH										
	Operating Room Renovation	1	\$ 2,000,000		\$ 10,000,000					
	Child & Adolescent Mental Health Unit	2	\$ 1,000,000	\$ 3,000,000	\$ 13,000,000					
	Information Services Facility	3	\$ 1,000,000		\$ 1,500,000					
	Roof for Medical Arts Building	4	\$ 250,000							
	Roof Replacement - RPC	5	\$ 300,000							
	Maintenance Building for Equipment	6			\$ 1,500,000					
	Road Replacement	7			\$ 1,000,000					
BRH Total:			\$ 4,550,000	\$ 3,000,000	\$ 27,000,000	\$ -	\$ -	\$ -	\$ -	\$ -
Docks & Harbors										
Docks	Real Weather/Current Monitoring System - Ph III	1	\$ 97,500							
	Auke Bay Passenger For Hire Facility	2		\$ 4,600,000						
	Steamship Wharf Cathodic Protection - Ph II	3		\$ 600,000						
	Visitor Kiosk Replacement Planning / Design	4		\$ 25,000	\$ 120,000					
	Downtown Restrooms	5		\$ 500,000						
	Archipelago Property Deck Over	6		\$ 3,000,000						
	Shore Power at Cruise Ship Berths	7								
Docks Total:			\$ 97,500	\$ 8,725,000	\$ 120,000	\$ -	\$ -	\$ -	\$ 8,000,000	\$ 8,000,000
Harbors										
	Aurora Harbor Rebuild - Ph II	1	\$ 13,000,000		\$ 333,000					
	Statter Harbor Breakwater Safety Improvements	2	\$ 333,000	\$ 333,000	\$ 333,000					
	Cruise Berth Improvements (Tug Assists)	3	\$ 70,000							
	Cruise Berth Improvements	4	\$ 4,600,000							
	Area Wide Anode Installation	5		\$ 1,200,000						
	Amalga Harbor Fish Cleaning Float	6		\$ 300,000						

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future	
	Auke Bay Net Repair Float	7		\$ 300,000						
	Aurora Harbor Dredging	8		\$ 350,000						
	Wayside Float Maintenance Dredging	9		\$ 350,000						
	Taku Harbor Deferred Maintenance	10		\$ 200,000						
	Aurora Harbormaster Building & Shop	11								\$ 3,000,000
	Douglas Harbor Uplands Improvements	12								\$ 2,000,000
	North Douglas Boat Ramp Improvements	13								\$ 1,000,000
	Juneau Fisheries Terminal Development	14								\$ 10,000,000
	Fish Sales Facility/Seaplane Float	15								\$ 1,000,000
	Harris Harbor Public Restrooms/Shower/s	16								\$ 250,000
	Harbors Total:		\$ 18,003,000	\$ 3,033,000	\$ 333,000	\$ -	\$ -	\$ -	\$ -	\$ 17,250,000
	Docks & Harbors Total:		\$ 18,100,500	\$ 11,758,000	\$ 453,000	\$ -	\$ -	\$ -	\$ -	\$ 25,250,000
Eaglecrest Ski Area	Mountain Operations Improvements-Deferred Maint	1	\$ 265,000							
	Lodge Maintenance/Improvements	2		\$ 50,000	\$ 50,000	\$ 50,000	\$ 75,000	\$ 75,000		
	Lift Operations - Misc Lift Parts	3		\$ -	\$ 15,000	\$ -	\$ 15,000	\$ 15,000		
	Mountain Operations - Trail Conditioning	4		\$ -	\$ 15,000	\$ -	\$ 15,000	\$ 15,000		
	Mountain Operations - Hiking Trails	5		\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000	\$ 15,000		
	Mountain Operations - Trail Maintenance	6		\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000		
	Mountain Operations - Snowmaking & Water Line Replacement/Improvement	7		\$ 40,000	\$ 40,000	\$ 40,000	\$ -	\$ -		
	Mountain Operations - Night Lighting	8		\$ -	\$ 30,000		\$ 75,000	\$ 75,000		
	Mountain Operations - Caretaker Shack	9			\$ 30,000					
	Lift Operations- Ptarmigan Ramp	10		\$ 75,000						
	Mountain Operations - Nordic Improvements	11		\$ -		\$ 40,000	\$ 40,000			
	Mountain Operations - Septic System Upgrades	12		\$ -	\$ -	\$ 40,000	\$ -			
	Lift Operations - Black Bear Motor	13		\$ 50,000	\$ 75,000	\$ 75,000	\$ -	\$ 75,000		
	Lift Operations - Magic Carpet	14			\$ -					
	Lift Operations - Remove Mid Hooter Fuel Tank	15				\$ -				
	Eaglecrest Ski Area Total:		\$ 265,000	\$ 260,000	\$ 270,000	\$ 290,000	\$ 265,000	\$ 270,000	\$ 270,000	\$ -
Fire	Platform Ladder Truck	1	\$ 700,000							
	Fire Department Master Plan	2		\$ 75,000						
	Millennium Door Security System	3		\$ 65,000						
	Glacier Station Classroom Technology Upgrade	4		\$ 65,000						
	Lemon Creek Fire Station Design	5		\$ 950,000						
	SCBA Airpak Replacement	6			\$ 773,900					
	Station Alerting System for Volunteer Stations	7			\$ 120,000					
	New Roof & Siding At Glacier Fire Station	8				\$ 1,550,000				
	Replace Domestic Plumbing at Juneau Station	9				\$ 800,000				

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS									
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future
	New Roof at Juneau Fire Station	10					\$ 700,000		
	Hagevig Regional Training Center Improvements	11					\$ 1,500,000		
	Lemon Creek Fire Station Construction & Permits	12							\$ 12,000,000
	Auke Bay Live in Quarters	13							\$ 1,250,000
	Fire Department Total:		\$ 700,000	\$ 1,155,000	\$ 893,900	\$ 2,350,000	\$ 2,200,000	\$ -	\$ 13,250,000
Lands & Resources	Stabler Quarry Infrastructure and Expansion	1	\$ 180,000						
	Pederson Hill 80 Lot Subdivision and Infrastructure	2	\$ 1,500,000		\$ 3,500,000		\$ 5,000,000		
	Willoughby Parking	3		\$ 3,500,000					
	Future Rock Quarry	4			\$ 100,000				
	Switzer Land Development 3A (50 Lot Subdivision)	5			\$ 4,000,000				
Lands & Resources Total:			\$ 1,680,000	\$ 3,500,000	\$ 7,600,000	\$ -	\$ 5,000,000	\$ -	\$ -
Library	Replace Downtown Library Windows	1		\$ 162,000					
	Upgrade Douglas Library Meeting Room	2		\$ 87,000					
	MPG/Downtown Library Elevator Lobby Remodel	3		\$ 45,000					
	Valley Library and Aquatic Center Outdoor Space Upgrade	4			TBD				
	Replace Douglas Library Carpeting - Main Area	5			\$ 65,000				
City Museums	JDCM Exhibit/Remodel Display Cases	1	\$ 100,000						
	Library & City Museums Total:		\$ 100,000	\$ 294,000	\$ 65,000.00	\$ -	\$ -	\$ -	\$ -
Parks & Recreation	Deferred Building Maintenance	1	\$ 820,000	\$ 1,100,000	\$ 700,000				
	Building Maintenance Total:		\$ 820,000	\$ 1,100,000	\$ 700,000	\$ -	\$ -	\$ -	\$ -
	Centennial Hall Floor	1	\$ 125,000						
	Entrance Door Renovation including ADA Door Operators, Egan Drive and Parking Lot Entrance	2							
	Courtyard Landscaping and Hardscape	3		\$ 165,000					
	Meeting Room Renovation	4		\$ 105,000					
	Exterior Door Replacement For Courtyard/Lawn Area	5		\$ 148,000					
	Interior/Exterior Lighting	6		\$ 50,000					
	Ballroom Black Curtain Replacement	7		\$ 225,000					
	HVAC/Controls Replacement	8		\$ 45,000					
Centennial Hall Total:			\$ 125,000	\$ 738,000	\$ 1,400,000	\$ -	\$ -	\$ -	\$ -
Land Acquisition	Montana Creek Greenbelt/Trail Corridors	1		\$ 420,000					
	Outer Point Waterfront	2		\$ 210,000					
	West Juneau Waterfront Application	3			\$ 998,000				
	West Mendenhall Valley Wetlands	4				\$ 455,000			
	Smith/Honsinger (Bicknell) Property	5					\$ 788,000		

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future	
Rec Buildings	Peterson Creek/Outer Point	6							\$	1,400,000
	North Bridget Cove	7							\$	500,000
	Land Acquisition Total:									
	Augustus Brown Pool Short Term Repairs	1	\$ 515,000	\$	998,000	\$ 455,000	\$ 788,000	\$ -	\$	1,900,000
	Treadwell Arena Refrigeration Controls Replacement	2		\$ 60,000						
	Treadwell Ice Arena - Custom Bleachers & Storage Unit	3		\$ 15,000	\$ 80,000					
	Augustus Brown Major Renovations (Design)	4		\$ 320,000						
	Augustus Brown Major Renovations (Exterior) Replacement	5			\$ 1,700,000					
	Augustus Brown Major Renovations (Interior)	6			\$ 1,500,000					
	Treadwell Arena - Parking Lot Paving	7				\$ 1,600,000	\$ 1,600,000			
Parks/Rec Areas	Recreation Buildings Total:									
	Park & Playground Repairs	8	\$ 515,000	\$ 395,000	\$ 3,280,000	\$ 1,600,000	\$ 1,875,000	\$ -	\$	-
	Sports Field Resurfacing & Repairs	1	\$ 250,000	\$ 265,000	\$ 270,000	\$ 275,000	\$ 280,000	\$ 285,000	\$	290,000
	Jensen-Olson Arboretum Parking Lot & Conservatory	2	\$ 235,000	\$ 240,000	\$ 245,000	\$ 250,000	\$ 255,000	\$ 260,000	\$	265,000
	Twin Lake Park and ADA Repairs	3	\$ 75,000							
	Riverside Rotary Park Repairs and Safety Improvements	4	\$ 57,000	\$ 70,000						
	Chicken Yard Park Safety Improvements	5	\$ 250,000	\$ 250,000						
	Treadwell Mine and Historic Park Preservation	6	\$ 93,000							
	Auke Lake Wayside Launch Ramp and Trail System Conn.	7	\$ 150,000							
	Lemon Creek Neighborhood Park	8	\$ 400,000							
	Parks Deferred Maintenance	9		\$ 30,000						
	Melvin Park Restroom/Concession Renovation	10		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$	50,000
	Adair Kennedy Park Improvements	11		\$ 250,000						
	Jackie Renninger Skate Park Roof Replacement	12		\$ 500,000						
	Adair-Kennedy Park Press Box Repairs	13		\$ 125,000						
	Arboretum Building Repairs	14		\$ 50,000						
	Thane Campground Health & Safety Improvements	15		\$ 125,000						
	Adair-Kennedy Park Track Replacement	16		\$ 60,000						
	Cope Park Improvements Phase 3	17		\$ 500,000						
	Arboretum Multi Purpose Room, Public Restroom (Grant)	18		\$ 350,000						
	Adair-Kennedy Field Lighting Repairs	19		\$ 500,000						
	Amalga Meadows Public Use Cabin	20		\$ 50,000						
	Savikko Park paving, sidewalk, & drainage repairs	21		\$ 75,000						
	Jackie Renninger Skate Park Parking Lot Paving	22		\$ 275,000						
	Jackie Renninger Skate Park Ramp Replacement	23		\$ 275,000						
	Melvin Park Field Lighting Repairs	24		\$ 250,000						
	Capital School Park Repairs & Safety Improvements	25		\$ 500,000						
	Melvin Park Paving Repairs	26		\$ 500,000						
		27			\$ 275,000					

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future	
Trail Maintenance	Savikko Park Lighting Replacement & Treadwell Arena Parking Area Lights	28			\$ 400,000					
	Homestead Park Repairs & ADA Improvements	29			\$ 450,000					
	Auke Lake Wayside Restrooms, Dock, and Picnic Shelter	30			\$ 550,000					
	Adair-Kennedy Memorial Park Tennis Court & Basketball Court Repairs	31			\$ 350,000					
	Spaulding Meadows Snow machine Trail Parking Lot Expansion	32				\$ 200,000				
	False Outer Point Campground & Vault Toilet	33				\$ 125,000				
	Adair-Kennedy Memorial Park Artificial Turf Baseball & Softball Fields	34				\$ 8,200,000				
	Evergreen Cemetery Headstone Restoration for Founding Figures (Juneau, Harris, Kowee)	35				\$ 30,000				
	Adair-Kennedy Memorial Park Equipment Storage Expansion	36					\$ 350,000			
	Blueberry Hills Snow machine Trail Parking Lot Expansion	37					\$ 200,000			
	Arboretum ADA Walkways	38						\$ 75,000		
	Dimond Park Softball Field Lighting	39						\$ 600,000		
	Riverside Rotary Park Permanent Restroom	40							\$ 275,000	
	Auke Cape/X'unaxi Master Plan	41							\$ 45,000	
	Parks/Rec Areas Total:									
	Kax Trail Bridge River Bank Stabilization	1	\$ 1,510,000	\$ 5,290,000	\$ 2,590,000	\$ 9,130,000	\$ 1,135,000	\$ 1,270,000	\$ 1,270,000	\$ 925,000
	Treadwell Ditch Trail Repairs and Bridges	2	\$ 200,000							
	Horse Tram Trail Repairs	3	\$ 150,000							
	Montana Creek Trail Repairs	4		\$ 150,000						
	Perseverance Trail Repairs	5		\$ 125,000						
	Kaxdigowu Heen Dei Trail Reroute	6		\$ 500,000	\$ 500,000					
	Dupont Trail Bridge Replacement	7		\$ 25,000	\$ 150,000					
	Brotherhood Park Cross-Country Running/Skiing Trails	8		\$ 250,000	\$ 500,000					
	Treadwell Ditch Trail - Bonnie Brae Access	9		\$ 150,000						
	Mt. Jumbo Trail Improvements	10				\$ 125,000				\$ 150,000
	Mendenhall Peninsula Trail Development	11								\$ 150,000
	Auke Cape/X'unaxi Trail Improvements	12								\$ 300,000
	Trail Maintenance Total:									
			\$ 475,000	\$ 1,200,000	\$ 1,150,000	\$ 125,000	\$ -	\$ -	\$ -	\$ 3,125,000
	Parks & Recreation Department Total:									
			\$ 3,445,000	\$ 9,353,000	\$ 10,118,000	\$ 11,310,000	\$ 3,798,000	\$ 1,270,000	\$ 1,270,000	\$ 3,125,000
Police Department										
	Radio Console Upgrades	1		\$ 350,000						
	Pederson Hill tower & Generator	2		\$ 120,000						
	SWAT Personal Protective Equipment	3		\$ 29,700						
	Roof, Gutter and Building Cleaning	4		TBD						
	Body Cameras	5		\$ 57,000						

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS											
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future		
	Radio Backup Plan/Portable Radios	6		\$ 225,000							
	RMS System Upgrade	7		\$ 27,000							
	Thermal Imagers and Night Vision Gear	8		\$ 14,000							
	EOD Vehicle	9		\$ 300,000							
	CAD System Replacement	10		\$ 171,000							
	RADAR	11		\$ 48,000							
	Communications Center Furniture	12		\$ 65,000							
	Bike Rodeo Kit	13		\$ 15,000							
	Recruiting Kiosk	14		\$ 10,000							
	Building Air Rebalancing	15		\$ 30,000							
	Building Carpet Replacement	16			TBD						
	Bear Cat Vehicle	17				\$ 300,000					
	Weapons Training Simulator	18				\$ 500,000					
	Encrypted Radio Channel	19				\$ 200,000					
	Simulcast and Crow Hill/Marine View Repeater	20				\$ 250,000					
	Phone System Replacement	21				\$ 30,000					
	Replace Covered Carport	22								TBD	
	Car Wash Bay at 7 Mile Shop	23								833,000	
	Police Department Total:			\$ -	\$ 1,461,700	\$ -	\$ 1,280,000	\$ -	\$ -	\$ 833,000	
	Public Works & Engineering										
	Capital Transit	Bus Shelters/Interim Valley Transit Center Improvements	1	\$ 150,000	\$ 150,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000		
		Capital Transit Maintenance Shop Parking Lot Paving	2	\$ 200,000							
Maintenance Shop Renovation		3	\$ 2,750,000								
Valley Transit Center		4	\$ 800,000								
Capital Transit Total:			\$ 3,900,000	\$ 150,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ -		
Engineering	Stephen Richards / Riverside Intersection DOT Match	1	\$ 100,000	\$ 100,000							
	Waterfront Seawalk - Subport to Gold Creek	2	\$ 234,700	\$ 4,500,000	\$ 500,000	\$ 500,000					
Engineering Department Total:			\$ 334,700	\$ 4,600,000	\$ 500,000	\$ 500,000	\$ -	\$ -	\$ -		
Streets	Whittier Street	1	\$ 1,300,000								
	Pavement Management	2	\$ 810,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000	\$ 1,200,000			
	East Street - 5th to 6th Street Improvements	3	\$ 400,000								
	McGinnis Subdivision Improvements - Ph II	4	\$ 1,000,000	\$ 1,000,000	\$ 1,000,000						
	Blueberry Hill Road Reconstruction	5	\$ 900,000								
	Areawide Drainage Improvements	6	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000					
	Downtown Street Improvements (Front, Franklin, Downtown Core) Ph. I	7	\$ 2,000,000	\$ 1,100,000							
	Douglas Side Streets - F St. (3rd to 5th)	8	\$ 500,000								
	Sidewalk & Stairway Repairs	9	\$ 200,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000	\$ 250,000		
	Aspen Ave Improvements (Mend Blvd to Portage)	10	\$ 1,000,000								
	Birch Ln Improvements-Mendenhall Blvd to Dogwood	11		\$ 650,000							
	River Road Reconstruction LID	12		\$ 1,100,000	\$ 1,000,000						

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future	
	Shaune Drive Improvements - Anka to Borrow	13		\$ 800,000						
	Birch Ln Improvements-Mendenhall Blvd to Julep	14		\$ 1,100,000						
	Capital Avenue, Willoughby to 9th Street	15		\$ 1,000,000						
	Pinewood Drive Improvements	16		\$ 500,000						
	Calhoun Ave Improvements - Main to Gold Creek	17		\$ 1,200,000	\$ 1,000,000					
	Douglas Side Streets - E Street (3rd to 4th)	18		\$ 400,000						
	Douglas Side Streets - D Street (3rd to 2nd)	19		\$ 400,000						
	Abbey Way Improvements - Mountainside Estates	20			\$ 1,000,000					
	Meirose Street Reconstruction & Drainage	21			\$ 1,100,000					
	Radcliffe Road - Berner's to the End	22			\$ 750,000					
	Sharon Street - Killewich to Riverside	23			\$ 1,200,000					
	Poplar Ave (Mendenhall Blvd to Woodduck)	24			\$ 700,000					
	Starlight Court & Misty Lane Improvements - Bayview Sub	25			\$ 950,000					
	West 9th Street & Indian Street Improvements	26			\$ 1,100,000					
	Columbia Blvd (Mendenhall Blvd to Birch)	27			\$ 1,000,000					
	Delta Dr Improvements	28				\$ 950,000				
	Park Place Improvements	29				\$ 1,100,000				
	Lawson Creek Road	30				\$ 950,000				
	Hospital Drive	31				\$ 1,200,000				
	Foster Avenue Improvements	32				\$ 1,200,000				
	Savikko Road Improvements (3rd St to End)	33				\$ 1,000,000				
	Nowell Ave Improvements (South of Cordova)	34					\$ 1,200,000			
	Behrends Ave Improvements	35					\$ 1,100,000			
	Marilyn Ave Improvements	36					\$ 900,000			
	Snipe Ct Reconstruction	37					\$ 300,000			
	Conifer Lane Reconstruction	38					\$ 400,000			
	Goodwin Road Improvements	39					\$ 1,100,000			
	Cedar Court Improvements	40					\$ 700,000			
	Tongass Blvd Improvements -Sidewalks (Forrest to Mend Loop)	41					\$ 1,000,000			
	Chelsea Court Reconstruction	42					\$ 600,000			
	Retaining Wall Repairs	43						\$ 200,000		
	Troy Avenue Improvements	44						\$ 1,100,000		
	Thunder Mountain Road Improvements	45						\$ 1,100,000		
	Parkview Court Reconstruction	46						\$ 500,000		
	Center Court Reconstruction	47						\$ 400,000		
	Lakeview Court Reconstruction	48						\$ 600,000		
	Crow Hill Drive Improvements	49						\$ 1,100,000		
	Dogwood Lane Improvements	50						\$ 1,100,000		
	Streets Division Total:		\$ 8,360,000	\$ 10,950,000	\$ 12,500,000	\$ 8,100,000	\$ 8,750,000	\$ 7,550,000	\$	-
Wastewater Utility	Biosolids Long Term Treatment and Disposal - State	1	\$ 5,000,000							
	Legislative Grant									

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS

Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future
	Biosolids & Treatment Plant Headworks - ADEC Loan	2	\$ 10,000,000						
	Pavement Management Utility Adjustments	3	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 60,000
	McGinnis Subdivision Utility Adjustments	4	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000			
	East Street - 5th to 6th Street Improvements	5	\$ 50,000						
	SCADA	6	\$ 150,000	\$ 100,000	\$ 100,000	\$ 100,000			
	Douglas Side Streets - F St. (3rd to 5th)	7	\$ 100,000						
	Aspen Ave Improvements (Mend Blvd to Portage)	8	\$ 100,000						
	JD and Mendenhall TP Headworks	9	\$ 110,000						
	MMWWTP Treatment analysis	10		\$ 250,000					
	Auke Bay Tank Repairs	11		\$ 300,000					
	Calhoun Ave Imp - W 8th to Gold St	12		\$ 50,000					
	River Road Reconstruction LID - Utility Adjustments	13		\$ 50,000	\$ 25,000				
	Birch Lane Improvements	14		\$ 200,000	\$ 200,000				
	Shaune Drive Improvements	15		\$ 75,000					
	Douglas, Side Streets - "D" and "E" Streets	16		\$ 200,000					
	Energy Efficiency Improvements	17		\$ 100,000					
	Downtown - W 9th and Indian St Improvements	18			\$ 150,000				
	Poplar Ave (Mendenhall Blvd to Woodlucky)	19			\$ 100,000				
	Radcliffe Road - Berner's to the End	20			\$ 35,000				
	Columbia Boulevard Improvements	21			\$ 300,000				
	Mountainside Estates, Abbey Way Improvements	22			\$ 100,000				
	Pine Street Improvements	23			\$ 45,000				
	Bayview s/d Starlight and Misty Improvements	24			\$ 100,000				
	JDTP Vactor Dump	25			\$ 250,000				
	JDTP Back up power supply	26			\$ 900,000				
	JDTP Aeration Basin Repairs and Treatment Upgrades	27			\$ 3,500,000				
	Delta Drive	28				\$ 75,000			
	Park Place Improvements	29				\$ 100,000			
	Hospital Drive	30				\$ 35,000			
	Foster Avenue Improvements	31				\$ 75,000			
	JDTP Facility Structural and Painting Projects	32				\$ 100,000			
	JDTP Office/Lab Building Updates	33				\$ 100,000			
	MMWWTP Site Improvements (Lighting, Security, Access)	35				\$ 150,000			
	Pump & Motors Improvements/Lift Station Upgrades	37				\$ 150,000			\$ 150,000
	ABTP Disinfection Upgrades	38				\$ 450,000			
	ABTP Generator/Backup Power	39				\$ 900,000			
	ABTP Facility Structural and Painting Projects	40					\$ 100,000		
	MMWWTP Above Ground Fuel System	41					\$ 150,000		
	MMWWTP Furnace Oil Supply Upgrades	42					\$ 150,000		
	Street Rehab/DOT Projects Pipeline Upgrades	43					\$ 650,000	\$ 650,000	
	ABTP Instrumentation Upgrades	44					\$ 50,000	\$ 50,000	
	ABTP SCADA Upgrades	45						\$ 75,000	
	JDTP SCADA Upgrades	46						\$ 80,000	

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future	
Water Utility	JDTP Instrumentation Upgrades	47						\$ 100,000		
	MWWTP Instrumentation	48						\$ 775,000		
	MWWTP SBR Basin Repairs (Structural)	49							\$ 1,600,000	
	JDTP Site Improvements (Lighting, Security, Access)	50							\$ 120,000	
	MWWTP Facility Structural & Painting Projects	51							\$ 500,000	
	Wastewater Utility All Facilities Plan Update	52							\$ 675,000	
	Wastewater Utility Division Total:									
	Pavement Management Utility Adjustments	1	\$ 15,550,000	\$ 1,365,000	\$ 5,845,000	\$ 2,275,000	\$ 1,070,000	\$ 1,750,000	\$ 3,105,000	
	McGinnis Subdivision Utility Adjustments	2	\$ 20,000	\$ 20,000	\$ 20,000	\$ 22,000	\$ 22,000	\$ 24,000	\$ 77,000	
	Whittier Ave Improvements	3	\$ 30,000	\$ 20,000	\$ 20,000	\$ 20,000				
	East Street - 5th to 6th Street Improvements	4	\$ 150,000							
	W 8th St Reconstruction (Egan to Bridge Park)	5	\$ 70,000							
	Downtown Street Improvements (Franklin, Front, DT Core)	6	\$ 70,000							
	Blueberry Hill Road - Pioneer to End	7	\$ 150,000	\$ 50,000	\$ 50,000	\$ 50,000				
	SCADA System Upgrades/Improvements	8	\$ 200,000							
	Douglas Side Streets - F St. (3rd to 5th)	9	\$ 150,000	\$ 150,000	\$ 150,000	\$ 150,000				
	Last Chance Basin Well Field Upgrades	10	\$ 50,000							
	Birch Lane Utility Adjustments	11		\$ 750,000	\$ 1,000,000					
	River Road Reconstruction LID	12		\$ 20,000	\$ 20,000					
	Shaune Drive Utility Adjustments	13		\$ 20,000	\$ 20,000					
	Douglas Highway Water Replacement	14		\$ 750,000	\$ 750,000	\$ 1,500,000				
	Capital Avenue, Willoughby to 9th Street	15		\$ 150,000						
	Pinewood Drive Improvements	16		\$ 100,000						
	Calhoun, West 8th to Gold Creek	17		\$ 200,000						
	Metering System Upgrades, MIU's Replacement 10 year Life Span 1500 MIU's	18								
	Douglas Side Streets D and E Streets	19		\$ 225,000						
	Well #3 Onsite Chlorine Generation Replacement	20		\$ 100,000						
	Areawide Water Repairs / Replacement	21		\$ 225,000						
	Lee Street Pump Station Upgrades to Provide Fire Flows 4" VFD's	22		\$ 100,000						
	Crow Hill Reservoir Pax Mixer and improvements	23			\$ 200,000					
	Abby Way	24			\$ 140,000					
	Melrose Street Reconstruction & Drainage	25			\$ 50,000					
	Radcliffe Road - Berner's to the End	26			\$ 22,000					
	Columbia Boulevard Mendenhall to Birch	27			\$ 22,000					
	W 9th and Indian St	28			\$ 100,000					
	Bayview s/d Starlight and Misty Improvements	29			\$ 150,000					
	Sharon Street - Killewich to Riverside	30			\$ 22,000					
	La Perouse Avenue and Ladd St	31			\$ 50,000					
	Poplar Ave (Mendenhall Blvd to Woodduck)	32			\$ 100,000					
	Cedar Park Pump Station Improvements/Backup Generator	33				\$ 400,000				

SIX-YEAR DEPARTMENT IMPROVEMENT PLANS										
Division	Project	Priority	FY17	FY18	FY19	FY20	FY21	FY22	Future	
	Savikko Road Waterline Replacement	34				\$ 200,000				
	Melissa Drive	35				\$ 50,000				
	Mendenhaven Watermain/Services Replacement	36				\$ 500,000				
	PRV Station Improvements/Upgrades, Crowhill, 5th Street Douglas	37				\$ 500,000				
	Bonnie Brae Pump Station VFD's For Fire Flows	38				\$ 200,000				
	Last Chance Basin Well Rehab	39				\$ 75,000	\$ 100,000	\$ 100,000	\$ 125,000	\$ 125,000
	MOV Installations & Communications Mill Tunnel, W. Juneau, Crowhill	40				\$ 800,000				
	Lawson Creek Road, Watermain, Services, Hydrant	41				\$ 180,000				
	Egan Drive Water Crossings, Norway Point, Highland Drive, Salmon Creek P.S.	42					\$ 500,000			
	Water Utility GIS Mapping/GPS Improvements	43					\$ 300,000			
	9th Street, Behind Gov. Mansion, and Federal Building Mainline Replacement	44					\$ 350,000			
	Street CIPs	45					\$ 1,000,000	\$ 500,000	\$ 500,000	\$ 500,000
	Outer Drive Watermain Replacement Main Street South To Admiral Way/S. Franklin	46						\$ 250,000	\$ 500,000	\$ 500,000
	Metering Upgrades, Radio Read, Master Station, Mobile Pack	47						\$ 500,000		
	Mill Tunnel PRV Station Access	48						\$ 85,000	\$ 250,000	\$ 250,000
	Cope Park Pump Station Upgrades, Pumps, Motors, and Communications	49						\$ 200,000		
	Salmon Creek Onsite Chlorine Generation Replace/Upgrade	50						\$ 260,000		
	Glacier Hwy Replace 12" mainline with 30" HDPE Mainline Highland Dr. to Hosp.	51							\$ 1,800,000	
	Downtown Stainway/Easements 3rd St. Franklin to Gold Street	52							\$ 220,000	
	4th Street Douglas Watermain Replacement	53							\$ 250,000	
	I Street Douglas Watermain Replacement	54							\$ 185,000	
	First Street Douglas from D Street to H Street Watermain Replacement	55							\$ 300,000	
	Harris Street 4th to 5th Watermain Replacement	56							\$ 140,000	
Water Utility Division Total:			\$ 890,000	\$ 2,900,000	\$ 3,036,000	\$ 4,647,000	\$ 2,272,000	\$ 1,919,000	\$ 4,347,000	
Public Works & Engineering Department Total:			\$ 29,034,700	\$ 19,965,000	\$ 21,931,000	\$ 15,572,000	\$ 12,142,000	\$ 11,269,000	\$ 7,452,000	
Schools										
	School District Deferred Maintenance	1	\$ 600,000	\$ 500,000	\$ 500,000	\$ 600,000	\$ 600,000	\$ 700,000		
Schools Total:			\$ 600,000	\$ 500,000	\$ 500,000	\$ 600,000	\$ 600,000	\$ 700,000	\$ -	

FY 2017 CIP PROJECT DESCRIPTIONS			
Department	Division	Priority	Project Description
Administration	Manager's Office	1	I.T. SOFTWARE UPDATES & UPGRADES - Necessary updates & upgrades to the City's financial & information management system.
		2	VEHICLE & EQUIPMENT WASH BAYS PLANNING & DESIGN - This project will construct environmentally friendly wash bays for all CBJ vehicles and equipment to be washed. There is currently no specific location for departments to wash and care for the vehicle and equipment that CBJ has spent millions of dollars purchasing. It is imperative this equipment be cleaned and cared for to prevent corrosion and premature failures. This facility will not only provide a needed location to clean equipment but will also provide a wash facility that will contain the run off from such activity.
		3	BONDED DEBT SERVICE - These funds will be used for bond debt repayment.
		4	BUDGET RESERVE - These funds will be used to increase the City's budget reserve.
		5	WILLOUGHBY ARTS CENTER - Funds to be used to incorporate and upgrade the existing Juneau Arts and Culture Center (JACC) and will include a community theatre with a maximum of 300 seats and array of spaces that support the theater, enhance the experience for clientele, and augment revenue generations potential.
		6	CBJ FACILITY INFRASTRUCTURE DEFERRED MAINTENANCE - Under direction of the Manager, this project would fund facility maintenance and replacement projects including exterior envelopes, energy system efficiencies, mechanical and electrical systems, IT infrastructure and software replacement and upgrades, interior finishes, site paving, concrete patching and other site improvements.
		7	COURT PLAZA BUILDING CANOPY - These funds are CBJ's portion of the State of Alaska DOA project to remove and replace the siding on the Court Plaza Building (aka the Spam Can). The original exterior wall is failing and is in need of repair.
Airport		1	SREF MATCH - Phase I-a will construct a heated garage of approximately 37,000 sf for the Airport's snow removal equipment in accordance with Federal Aviation Administration (FAA) requirements. The FAA will fund 93.75% of eligible costs; a local match is required to fund the remaining 6.25%. Phase 1-b is not eligible for FAA funding. It includes critical vehicle maintenance and operational components that will be constructed from existing funds. Future phases will be added as funding becomes available. The non-FAA-eligible portion of the building is approximately 17,500 s.f.
		2	EXIT LANE IMPROVEMENTS - The arriving passengers exit lane that connects the secure departure lounge to the non-secure waiting lobby on the second floor of the airport terminal must be upgraded to meet security requirements. This project reconfigures the exit lane with a series of automatic doors to reduce the chance of security breaches.

FY 2017 CIP PROJECT DESCRIPTIONS		
Department	Division	Project Description
		PASSENGER TERMINAL PARKING LOT REPAIRS - The public parking lots on the north side of the terminal will be reconfigured to improve safety and accessibility, and repairs will be made to deteriorated drainage and surfaces. This project addresses critical repairs only; a future reconstruction will be needed to upgrade drainage, replace lighting, improve the public transit stop, and add amenities such as a covered walkway.
		ELEVATOR/MISC TERMINAL ADA IMPROVEMENTS - An elevator is needed on the secure side (departure lounge) of the terminal to provide accessibility to the ground level. Other accessibility improvements in toilet rooms and general airport signage are needed to enhance services at the airport for people with disabilities and travelers who need assistance.
		OLD DINING ROOM RECONFIGURATION - Existing spaces on the second floor of the terminal will be reconfigured for tenant lease and possible public meeting space.
		FIRST FLOOR RESTROOM RENOVATION - The restrooms near the up-direction escalator will be upgraded to meet ADA and will receive new interior finishes. This area of the terminal is identified for replacement in the terminal master plan, but funding for the complete replacement has not been scheduled. This modest renovation of the restrooms will allow their continued use until replacement can be achieved.
		TERMINAL EAST END DOORS/VESTIBLE - Wind-driven rain on the east end wall of the terminal (first floor) has brought moisture into the wall system. The existing door opening will be enclosed with a vestibule to reduce water infiltration, energy costs, and door maintenance.
		ADMIN/BADGING OFFICE RECONFIGURATION - This project consolidates the badging office and airport administrative support spaces to allow greater staff efficiencies and increased service to airport users who require security badging. A portion of the old kitchen space on the second floor will be remodeled for these functions. This area of the terminal is identified for replacement in the terminal master plan, but funding for the complete replacement has not been scheduled. This modest renovation will provide needed administrative spaces until the replacement project can be achieved.
		MAIN STAIRWELL LIGHTING UPGRADE - The stairway and up-direction escalator will have new interior finishes and lighting. This area of the terminal is identified for replacement in the terminal master plan, but funding for the complete replacement has not been scheduled. This modest renovation will improve safety, reduce energy costs, and improve maintenance access until the replacement project can be achieved.

FY 2017 CIP PROJECT DESCRIPTIONS			
Department	Division	Priority	Project Description
		10	RSA (PH 12) CONSTRUCT NE/NW AREAS - This project is a continuation of the RSA series of projects to construct aircraft parking in the NE Development Area and the NW Development area. These areas were filled during previous phases of the RSA projects. This phase will include additional utility relocations, drainage system installation, final grading, and paving some of the areas. Future phases of construction will be needed to complete the development of the two areas.
		11	DESIGN TAXIWAY A AND E-1 REHAB - Taxiway A is in need of reconstruction after the accelerated pavement deterioration caused by use of the taxiway as a temporary runway. Three connector taxiways do not meet current design standards and may need to be reconfigured. In addition, Taxiway D has been placed on a national list by FAA in the Runway IncurSION Mitigation program (RIM). Final design and construction will occur in future years.
		12	TENANT SPACE RECONFIGURATION (2ND FLOOR NORTH) - Portions of the former kitchen and serving areas on the second floor of the terminal will be reconfigured to allow tenant leases. This area of the terminal is identified for replacement in the terminal master plan, but funding for the complete replacement has not been scheduled. This modest renovation will allow short-term tenant leases until the replacement project can be achieved.
BRH		1	OPERATING ROOM RENOVATION - Bartlett is engaging an architectural firm in FY17 to lead the multi-year re-design (patient and clinical flow), remodeling and upgrade of its surgical services.
		2	CHILD & ADOLESCENT MENTAL HEALTH UNIT - Bartlett is evaluating the need for an in-patient mental health facility for children and adolescents. The project will include architectural design in FY17 followed by construction documents, RFPs, etc. over the next years.
		3	INFORMATION SERVICES FACILITY - Bartlett's Information Technology Department and its I.T. infrastructure must be relocated to a new facility to provide the needed redundancy, security, environmental safeguards and additional work space.
		4	ROOF FOR MEDICAL ARTS BUILDING - The building's roof is 28 years old and past its useful life.
		5	ROOF REPLACEMENT - RRC - The building's roof was a replacement "overlay" 12 years ago. The roof is deteriorating and must be replaced.
Docks & Harbors			
		1	REAL WEATHER/CURRENT MONITORING SYSTEM - PH III - this project is to establish wind and current monitoring sensors at the various dock locations to offer real time information from navigation purposes. The system would be broadcast over radio, internet or other public media to be available to all cruise ships navigating in the immediate area.

FY 2017 CIP PROJECT DESCRIPTIONS		
Department	Division	Project Description
	Harbors	AURORA HARBOR REBUILD - PHASE II - Phase II will replace the head float; main floats E, F, & G; electrical; domestic water, and a new fire suppression system.
		STATTER HARBOR BREAKWATER SAFETY IMPROVEMENTS - to infill the open areas of the breakwater structure with fiberglass reinforced plastic grates that would close the open cells to allow pedestrian traffic yet allow the structure to adequately provide wave reduction to the overall harbor.
		CRUISE BERTH IMPROVEMENTS - Tug Assists: The new floating docks, (16B) are being constructed adjacent to the Franklin Dock. The new docks may impact vessel approaches and departures from the Franklin Dock under certain weather and traffic conditions. In these cases it may be necessary for the vessel to use a tug in order to preserve the safety and security of the vessel and dock structures in the harbor. These funds would be used to reimburse if tug assists are needed only for the Franklin Dock. Cruise Ship Berths: The project consists of constructing two new floating berths adjacent to the existing fixed dock. The first floating berth is complete and the second one will be under construction in fall 2016 with completion slated for May 2017. The current dock cannot handle the loading of newer larger ships that call on the Port of Juneau. The new berths would be accessed at two security controlled locations thereby eliminating the need for the current yellow barriers along the dock thus improving public access along the waterfront. The construction contract was \$54M for both phases of the project. A funding strategy was approved by the Assembly to utilize state impact fees and local port development fees to pay off obligation bonds that would support the needed cash flow for construction. This request for state passenger fees would partially fund construction of the North Berth.
Eaglecrest		
	1	LIFT/MOUNTAIN OPERATIONS IMPROVEMENTS - which include the following projects: Lodge Maintenance/Improvements - Continued funding of small to medium projects that ensure the building remains in serviceable condition until the lodge undergoes a major remodel. In the near term this includes roof maintenance, new flooring and deck repair and ramp replacement. (\$50,000) Lift Operations- Misc Lift Parts - As one of the key components of Eaglecrest Operations the lifts require regular purchase and installation of major capital intensive parts to include but not limited to sheave assemblies, motors and gearboxes. These parts will be purchased and installed on a regular program keeping safety and structural integrity as the number one priority. (\$15,000)
		Mountain Operations- Trail Conditioning - Remove stumps and other obstacles from ski runs allowing Eaglecrest to open with less snow fall. (\$15,000)

FY 2017 CIP PROJECT DESCRIPTIONS			
Department	Division	Priority	Project Description
			Mountain Operations – Hiking Trails – The Master Plan outlines hiking trails/multi-use trails as a top priority for the future of Eaglecrest. We will continue a multi-year plan to create more hiking/multi-use trails within the CBJ/Eaglecrest Boundary. (\$15,000)
			Mountain Operations -- Trail Maintenance -- The trail network at Eaglecrest has started to become overgrown after many years of little annual maintenance. We have begun a program of yearly maintenance to reclaim the ski trail network enabling Eaglecrest to open as early as possible with the safest conditions possible. This will include cutting and trimming by hand all trails at Eaglecrest on a rotating basis. (\$30,000)
			Mountain Operations – Snowmaking & Water Line Replacement/Improvement - We will begin multi-year plan to repair/replace the current snowmaking system and increase snowmaking coverage of the lower mountain. This snowmaking will allow Eaglecrest to better handle low snow years and open as early as possible. In addition the snowmaking lines feed the Hydroelectric system which significantly lowers our electric usage annually. The pipeline from Cropley Lake is showing increasing signs of decay and patching and welding is becoming less effective. The plan calls for replacement with new pipe in sections over the next few years. (\$50,000)
Finance		1	AUKE BAY PASSENGER FOR HIRE FACILITY - this project includes installation of a boarding float, gangway, and passenger loading zone to serve cruise ship passengers connecting with whale watching and fish charter operators.
Fire Department		1	PLATFORM LADDER TRUCK - .
Lands & Resources		1	STABLER QUARRY INFRASTRUCTURE AND EXPANSION - This project will work towards updating infrastructure and expanding the permitted area of the Stabler Point Rock Quarry.
		2	PEDERSON HILL 80 LOT SUBDIVISION AND INFRASTRUCTURE - This phase Pederson Hill subdivision will address Juneau’s significant housing shortage. The CBJ recently traded land and gained an access route to the property, and water, sewer and utilities now reach the new property line. The next step requires bringing utility access and infrastructure to the first phase of residential lots (around 80 lots).
Library	City Museum	1	CITY MUSEUM EXHIBIT CASE REPLACEMENT - Replace 1950s era exhibit cases in the City Museum with cases that have better security, lighting, operational standards (less time consuming for staff to install/de-install exhibits), and ensure proper environmental standards for long-term survival of Museum artifacts.
Packaging			

FY 2017 CIP PROJECT DESCRIPTIONS			
Department	Division	Priority	Project Description
Parks & Rec	Bldg Maintenance	1	DEFERRED BUILDING MAINTENANCE - Funds are for on-going capital funded projects to repair CBJ buildings. Reduce maintenance costs and enhance building components by correcting a backlog of problems that have surfaced from aging of buildings.
	Centennial Hall	1	CENTENNIAL HALL FLOOR - Remove Centennial Hall Ballroom end grain wood floor and provide new ballroom floor system as part was damaged beyond repair by a broken sprinkler pipe.
	Rec Buildings	1	AUGUSTUS BROWN POOL SHORT TERM REPAIRS - Funds will be used to repair various structural, plumbing, mechanical and operational components at the Augustus Brown Pool.
			PARK AND PLAYGROUND REPAIRS - This CIP funds repairs to park facilities throughout Juneau, including replacement of playground equipment that has outlived its useful life. Many of Juneau's playgrounds are more than 25 years old. Due to their age, these playgrounds do not comply with modern safety standards or the Americans with Disabilities Act.
	Parks/Rec Areas	1	SPORTS FIELD RESURFACING & REPAIRS - This CIP funds repairs and replacement of sports fields throughout Juneau, including softball, baseball, soccer, and football fields. Sports fields require repair and replacement as surfacing is worn away and drainage problems develop. If fields surfaces are not properly maintained, adult and student athletes will suffer injuries and Juneau will not be eligible to host tournaments. High-priority projects include resurfacing Melvin Park Field #1 and Adair-Kennedy Field #1, as well fence repairs.
			JENSEN OLSEN ARBORETUM PARKING LOT AND CONSERVATORY - Repair exterior walls repairs and window replacement. The sunroom suffers from extensive rot, water leaks, drafts, and peeling paint. The sunroof has been wrapped in visqueen for several years. All single pane sash windows would need to be replaced with energy efficient windows. The poor condition of this building stands in stark contrast to the otherwise beautiful setting of the Arboretum. The Jensen-Olson Arboretum receives more than 1,000 visitors each month during the summer tourist season, and hosts educational activities for local schools year-round. Approximately 80% of operations are funded through an endowment; an administrative agreement requires CBJ to maintain the property and buildings.
		4	TWIN LAKE PARK AND ADA REPAIRS - Project includes shoring up the foundation for the fishing pier, trail and asphalt repairs and lighting upgrades.

Project Description

Department	Division	Priority	Project Description
		5	RIVERSIDE ROTARY PARK REPAIRS & SAFETY IMPROVEMENTS - Construct a restroom and replace playground equipment. Voters in 2013 approved upgrades for Riverside Rotary Park as part of the temporary 1% sales tax extension. Phase 1 includes constructing a restroom and replacing the playground equipment. Currently a portable sanitation unit are brought in spring and removed in the fall. The playground equipment was built in 1991 and has reached the end of its life cycle. Additional funding is needed to complete Phase 2. Phase 2 includes constructing small decks to protect riparian areas from erosion of embankments and replacement of park lighting.
		6	CHICKEN YARD PARK SAFETY IMPROVEMENTS - Project will address safety issues and update park amenities.
		7	TREADWELL MINE AND HISTORIC PARK PRESERVATION - Project includes trail enhancements, improved gateway, reduce overgrown vegetation, protective shelter for the Five-Stamp Mill, improved connections to Sandy Beach, and develop a Master Plan to coordinate future improvements.
		8	AUKE LAKE WAYSIDE LAUNCH RAMP & TRAIL SYSTEM CONN - The funds requested will allow for the transportation related improvements to Auke Lake Wayside after AK DOT completes the paving of the wayside parking lot. These include a pedestrian trail, bathroom, stairs, and floating dock. The trail will connect the multiuse path to the boat launch ramp, the wayside and the University of Alaska. The restroom facility will serve boat launch ramp users in the summertime when the launch ramp is open. Additionally, stairs down to the lake alongside the boat launch ramp will access a floating dock to serve the boat and lake users.
	Trail Maintenance	1	KAX TRAIL BRIDGE RIVER BANK STABILIZATION - Stabilize Montana Creek embankment around the bridge. The extremely popular Kaxdigoowu Heen Dei Trail is one of only two paved, wheelchair-accessible trails in Juneau. It provides a critical, three-mile-long non-motorized transportation corridor through the Mendenhall Valley, connecting neighborhoods with schools, shopping, recreation, and transit. A 90-foot-long bridge spans Montana Creek near the trail's midpoint. The embankment surrounding the bridge is eroding away due to recent year's high water events and needs to be stabilized. If the embankment is not stabilized, this bridge will be closed in the near future, cutting off non-motorized access for bicyclists, pedestrians, and equestrian users.
		2	TREADWELL DITCH TRAIL REPAIRS AND BRIDGES - Construct bridges to connect to Douglas, Mt. Jumbo Trail, and Crow Hill. Rehabilitate 1.5 miles of trail to resolve drainage and access problems.
		3	HORSE TRAM TRAIL REPAIRS - This project will construct a one mile long handicap accessible trail along the historic route. This trail will connect the Eagle River Boy Scout Camp with Amalga Meadows Park, Eagle Valley Center and Amalga Harbor creating new opportunities for loops in this popular recreation area.

FY 2017 CIP PROJECT DESCRIPTIONS			
Department	Division	Priority	Project Description
Public Works and Engineering Department			
Capital Transit		1 & 4	BUS SHELTERS/INTERIM VALLEY TRANSIT CENTER IMPROVEMENTS - Funds will be used for planning, design, and construction of bus shelter repairs and/or replacements on Capital Transit routes. Work is to provide for necessary major maintenance repairs to existing transit shelters to provide safe and protected waiting shelters or transit passengers. Work will also include planning efforts for locating and implementing an interim Valley Transit Center.
		2	CAPITAL TRANSIT MAINTENANCE SHOP PARKING LOT PAVING - This funding will be used to pave the remaining gravel apron and parking areas around the Capital Transit facility after the completion of the Maintenance Shop Renovation.
		3	MAINTENANCE SHOP RENOVATION - Funds will be used to renovate the Capital Transit maintenance facility in the Mendenhall Valley. Partial funding for this project is also from G.O. bonds approved by the Voters in 2013.
Engineering		1	STEPHEN RICHARDS / RIVERSIDE INTERSECTION DOT MATCH - provide 9.45% funding match for AK DOT Congestion Mitigation and Air Quality (CMAQ)funding to reconstruct this intersection. This project would construct a signalized intersection if warranted.
		2	DOWNTOWN SEAWALK - GOLD CREEK TO SUBPORT - This project will provide funding to continue the design, examination of right-of-way issues, pedestrian access and safety, and construction of the seawalk in accordance with the Waterfront Development Plan.
Streets		1	WHITTIER STREET - The project will replace the water line, repair sewer/storm sewer lines and structures as needed, replace street lighting with efficient LED components and replace sidewalks which will include new ADA compliant accessible ramps. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt.
		2	PAVEMENT MANAGEMENT - This is an on-going pavement management program to provide chip seal, asphalt overlays, and other preventative maintenance treatments to CBJ streets. Pavement maintenance is required to extend the functional life of the road surfaces an additional 5 to 10 years. The program also provides capital funding to purchase and repair specialized asphalt maintenance equipment and to purchase necessary paving materials (oil, aggregates, chemicals) for pavement maintenance.
		3	EAST STREET - 5TH TO 6TH STREET IMPROVEMENTS - Reconstruct roadway, sidewalk and curb and gutter. Replace water main, valves and service connects. Replace sewer main and service connects. Evaluate street light coverage and possible need for additional lights or move existing. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt.

FY 2017 CIP PROJECT DESCRIPTIONS		
Department	Division	Project Description
		MCGINNIS SUBDIVISION IMPROVEMENTS, PHASE II - This project will continue with the improvements to streets within the McGinnis subdivision. Improve the road sub-base and improve drainage systems as needed.
		BLUEBERRY HILL ROAD RECONSTRUCTION - Reconstruct roadway and improve drainage. Evaluate street light coverage and possible need for additional lights or move existing. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied. Water utility main line, valves and service connects will also need replaced.
		AREAWIDE DRAINAGE IMPROVEMENTS - This is a multi-phase project that involves permitting, design, and construction of storm drainage improvements to both surface and underground infrastructure throughout the Juneau area to reduce the impacts from seasonal flooding and ground water damage to private and public property. Failure to repair or replace failing culverts and storm sewer piping may result in significant damage to roadways and adjacent private properties.
		DOWNTOWN STREET IMPROVEMENTS - FRONT, FRANKLIN, DOWNTOWN CORE, PHASE I - Reconstruct roadway, replace storm drain system, replace street lighting and improve pedestrian facilities and pedestrian movement.
		DOUGLAS SIDE STREETS - F STREET, 3RD TO 5TH - Reconstruct roadway, improve drainage and replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.
		SIDEWALK AND STAIRWAY REPAIRS - Funds will be used to reconstruct and repair areawide stairs and sidewalks. Programmed repair of sidewalks and stairs reduces maintenance costs and promotes pedestrian safety.
		ASPEN AVENUE IMPROVEMENTS (MENDENHALL BLVD TO PORTAGE) - Reconstruct roadway and improve drainage. Add sidewalk, curb and gutter and evaluate street light coverage and possible need for additional lights or moving existing. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.
	Wastewater Utility	PAVEMENT MANAGEMENT UTILITY ADJUSTMENTS - Adjust existing manhole lids and other minor improvements to the wastewater infrastructure in the streets being repaved.
		MCGINNIS SUBDIVISION IMPROVEMENTS, PHASE II - This project will continue with the improvements to streets within the McGinnis subdivision. Improve the road sub-base and improve drainage systems as needed.

FY 2017 CIP PROJECT DESCRIPTIONS		
Department	Division	Project Description
		3 EAST STREET - 5TH TO 6TH STREET IMPROVEMENTS - Reconstruct roadway, sidewalk and curb and gutter. Replace water main, valves and service connects. Replace sewer main and service connects. Evaluate street light coverage and possible need for additional lighting.
		4 SCADA - Evaluate and upgrade WW treatment plant SCADA physical hardware and software programming. Provide project scoping, scheduling, budgeting, and implementation of system improvements.
		5 DOUGLAS SIDE STREETS - F STREET, 3RD TO 5TH - Reconstruct roadway, improve drainage and replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.
		6 ASPEN AVENUE IMPROVEMENTS (MENDENHALL BLVD TO PORTAGE) - Reconstruct roadway and improve drainage. Add sidewalk, curb and gutter and evaluate street light coverage and possible need for additional lights or moving existing. Roadway base to be excavated a
		7 JD AND MENDENHALL TP HEADWORKS - Provide improvements to the influent piping network and pretreatment of the wastewater entering the Juneau Douglas & Mendenhall treatment plants to provide for better treatment efficiency.
		8 BIOSOLIDS LONG TERM TREATMENT & DISPOSAL - this State Grant request will provide partial funding for the design and construction of the Biosolids drying facility.
		9 BIOSOLIDS & TREATMENT PLANT HEADWORKS - ADEC LOAN - This State Loan request will provide partial funding for both the Biosolids dryer facility and the long needed Treatment Plant Headworks upgrades. The headworks at both treatment plants are in need of replacement to continue improving treatment and reducing operating costs.
		1 PAVEMENT MANAGEMENT UTILITY ADJUSTMENTS - adjust existing valve boxes and other minor improvements to the water infrastructure in the streets being repaved.
		2 MCGINNIS SUBDIVISION UTILITY ADJUSTMENTS - This project will continue with the improvements to streets within the McGinnis subdivision. Improve the road sub-base and improve drainage systems as needed.
Water Utility		3 WHITTIER AVE IMPROVEMENTS - The project will replace the water line, repair sewer/storm sewer lines and structures as needed, replace street lighting with efficient LED components and replace sidewalks which will include new ADA compliant accessible ramps. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt.

FY 2017 CIP PROJECT DESCRIPTIONS		
Department	Division	Project Description
		EAST STREET - 5TH TO 6TH STREET IMPROVEMENTS - Reconstruct roadway and improve drainage. Replace water main, valves and service connects. Replace sewer main and service connects. Evaluate street light coverage and possible need for additional lights or move existing lights. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.
		W 8TH STREET RECONSTRUCTION (EGAN TO BRIDGE PARK) - Excavate substandard material and back fill to eliminate settling and road failure. Apply a shot rock base and pave. Evaluate and repair underground utilities.
		DOWNTOWN STREET IMPROVEMENTS (FRANKLIN, FRONT, DOWNTOWN CORE) - Reconstruct roadway, replace storm drain system, replace street lighting and improve pedestrian facilities and pedestrian movement.
		BLUEBERRY HILL ROAD - PIONEER TO END - Reconstruct roadway, and improve drainage. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied. Water Utility main line, valves and service connects will also need replacing.
		SCADA SYSTEM UPGRADES/IMPROVEMENTS - Evaluate and upgrade Water Dept SCADA physical hardware and software programming. Provide project scoping, scheduling, budgeting, and implementation of system improvements.
		DOUGLAS SIDE STREETS - F STREET, 3RD TO 5TH - Reconstruct roadway, improve drainage and replace utilities as needed. Roadway base to be excavated and replaced with shot rock to improve drainage under roadway and new asphalt applied.
Schools		SCHOOL DISTRICT DEFERRED MAINTENANCE - to fund ongoing civil, architectural, mechanical and electrical deferred maintenance and small projects.

FINANCIAL SUMMARY OF CURRENT PROJECTS

This section of the CIP provides a financial summary for the capital improvements that were active on June 2, 2016. A table is presented showing the project name, budget, commitments, expenditures to date, and the funds available to complete each improvement. This financial information is obtained from Infor (formally known as Lawson), CBJ’s official accounting system.

CAPITAL IMPROVEMENT PROJECTS Financial Summary as of June 2, 2016						
Activity	Project Name	Budget	Commitments	Actuals	Funds Available	
A50-001	Airport CIP Project Design	\$ 305,331.00	\$ 116,896.42	\$ 144,844.01	\$ 43,590.57	
A50-031	Airport Construction Cont. Res	\$ 47,151.00	\$ -	\$ -	\$ 47,151.00	
A50-061	Airport Water/Sewer Extension	\$ 1,107,695.00	\$ 5,185.00	\$ 1,078,238.55	\$ 24,271.45	
A50-068	Part 121 Ramp Recon. Ph I	\$ 2,347,707.69	\$ 27,833.02	\$ 1,977,725.67	\$ 342,149.00	
A50-071	Purchase Land/Airport Expansion	\$ 1,000,000.00	\$ -	\$ 20,834.49	\$ 979,165.51	
A50-073	Airport Terminal Expansion	\$ 29,554,545.06	\$ 83,332.78	\$ 22,100,235.60	\$ 7,370,976.68	
A50-074	Runway Safety Area Construction	\$ 61,927,258.39	\$ 23,875.26	\$ 58,604,587.74	\$ 3,298,795.39	
A50-077	Design/Construct Snow Removal Equipment Facility	\$ 6,495,667.00	\$ 743,826.12	\$ 2,445,733.74	\$ 3,306,107.14	
A50-078	Runway Safety Area (RSA)	\$ 26,334,250.00	\$ 45,672.33	\$ 26,219,035.96	\$ 69,541.71	
A50-079	Runway Rehabilitation	\$ 23,689,281.82	\$ 267,032.67	\$ 22,519,223.28	\$ 903,025.87	
A50-080	Master Plan Study	\$ 787,789.00	\$ 340,793.93	\$ 426,121.46	\$ 20,873.61	
A50-081	Runway 26 MALSR	\$ 93,750.00	\$ 10,000.00	\$ 1,950.28	\$ 81,799.72	
A50-082	ARFF Truck	\$ 690,638.00	\$ 654,638.00	\$ 15,459.95	\$ 20,540.05	
A50-083	ARFF Building Modifications	\$ 288,066.20	\$ 90,438.00	\$ 104,834.02	\$ 92,794.18	
A50-084	RSA Phase IIB & Fence	\$ 868,025.00	\$ 544,340.90	\$ 164,208.38	\$ 159,475.72	
A50-085	New Terminal Renovation	\$ -	\$ 56,029.56	\$ -	\$ (56,029.56)	
B55-059	Child & Adolescent Mental Heal	\$ 5,000,000.00	\$ -	\$ -	\$ 5,000,000.00	
D12-016	PRISM Core Financial Conversion	\$ 6,100,000.00	\$ 460,987.36	\$ 5,629,599.69	\$ 9,412.95	
D12-027	Cultural Gateway	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	
D12-045	Manager's Energy Efficiency	\$ 434,339.00	\$ 2,169.37	\$ 234,441.73	\$ 197,727.90	
D12-070	Open Space Waterfront Land Acquisition	\$ 4,015,296.00	\$ -	\$ 2,023,840.36	\$ 1,991,455.64	
D12-081	Gastineau Apartments Demo	\$ 1,800,000.00	\$ 13,912.55	\$ 1,589,204.52	\$ 196,882.93	
D14-019	Lemon Creek 2nd Access	\$ 300,000.00	\$ -	\$ 130,441.03	\$ 169,558.97	
D14-020	Lemon Creek Gravel Scale Replacement	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	
D14-037	North Lemon Creek Gravel Source	\$ 787,265.00	\$ 26,281.50	\$ 486,458.82	\$ 274,524.68	
D14-050	Lemon Creek Subdivision	\$ 50,000.00	\$ 1,538.75	\$ 5,684.44	\$ 42,776.81	
D14-051	Pederson Hill Land Survey & Plan	\$ 3,407,229.04	\$ 9,113.35	\$ 203,921.09	\$ 3,194,194.60	
D14-060	N. Douglas Highway Extension	\$ 2,972,785.02	\$ 12,022.75	\$ 318,338.65	\$ 2,642,423.62	
D14-096	Stabler Quarry Infr & Expansion	\$ 200,000.00	\$ 20,000.00	\$ 29,751.88	\$ 150,248.12	
D15-023	City Hall Generator/UPS	\$ 406,650.00	\$ -	\$ 360,174.49	\$ 46,475.51	
D24-001	AJ Mine	\$ 250,000.00	\$ -	\$ 140,615.45	\$ 109,384.55	

CAPITAL IMPROVEMENT PROJECTS Financial Summary as of June 2, 2016						
Activity	Project Name	Budget	Commitments	Actuals	Funds Available	
D24-010	Contaminated Sites Reporting	\$ 176,951.00	\$ 4,101.51	\$ 99,179.71	\$ 73,669.78	
D24-043	Stormwater Management Standard	\$ 240,000.00	\$ -	\$ 197,914.25	\$ 42,085.75	
D28-054	Mountain Operations and Lift	\$ 1,528,132.00	\$ 67,099.00	\$ 1,173,320.28	\$ 287,712.72	
D28-097	Eaglecrest Learning Center	\$ 3,558,963.97	\$ 50,646.55	\$ 3,452,652.42	\$ 55,665.00	
D44-049	Juneau Arts & Culture Center	\$ 600,000.00	\$ -	\$ 569,990.83	\$ 30,009.17	
D71-053	Capital Transit Bus Shelters	\$ 482,980.00	\$ 4,296.47	\$ 313,371.37	\$ 165,312.16	
D71-084	Capital Transit-Transit Plan	\$ 175,000.00	\$ -	\$ 169,220.13	\$ 5,779.87	
D71-085	Capital Transit Maintenance Shop	\$ 6,338,301.00	\$ 4,061,371.13	\$ 682,409.38	\$ 1,594,520.49	
D71-086	Transit Technology	\$ 100,000.00	\$ 22,810.00	\$ 43,696.31	\$ 33,493.69	
D71-087	DT Passenger Trans Improvements	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	
F21-036	Glacier Fire Station	\$ 104,448.00	\$ 75,550.00	\$ 29,245.35	\$ (347.35)	
F21-037	Central Fire Station Paving	\$ 350,000.00	\$ -	\$ 271,153.35	\$ 78,846.65	
H51-074	AB Loader Facility/Statter Elec. Upgrades	\$ 11,324,740.76	\$ -	\$ 11,322,903.28	\$ 1,837.48	
H51-083	Marine Park/Steamship Wharf II	\$ 210,000.00	\$ -	\$ 159,336.58	\$ 50,663.42	
H51-085	Juneau Harbors Deferred Maintenance.	\$ 19,056,229.60	\$ 5,200,059.00	\$ 12,902,560.98	\$ 953,609.62	
H51-091	Waterfront Seawalk	\$ 9,164,456.00	\$ 197,904.14	\$ 8,322,329.74	\$ 644,222.12	
H51-092	Waterfront Seawalk II	\$ 15,000,000.00	\$ 4,949,046.07	\$ 5,762,710.47	\$ 4,288,243.46	
H51-093	Statter Harbor Loading Facility	\$ 27,003,700.00	\$ 4,705,489.04	\$ 20,969,117.99	\$ 1,329,092.97	
H51-095	Downtown Cruise Ship Berth Enhancements	\$ 11,443,081.88	\$ 21,003.25	\$ 11,326,842.40	\$ 95,236.23	
H51-100	Aurora Harbor Improvements	\$ 11,641,940.88	\$ 237,179.96	\$ 11,165,394.28	\$ 239,366.64	
H51-101	Cruise Berth Improvements	\$ 73,757,482.12	\$ 13,151,388.09	\$ 55,455,304.93	\$ 5,150,789.10	
H51-103	Weather Monitor & Communications	\$ 75,000.00	\$ -	\$ 62,634.65	\$ 12,365.35	
H51-104	Dock Catholic Protection	\$ 500,000.00	\$ 212,798.00	\$ 8,560.02	\$ 278,641.98	
H51-105	Amalga Fish Cleaning Station	\$ 50,000.00	\$ -	\$ 7,963.12	\$ 42,036.88	
L23-058	Dimond Park Library Planning	\$ 13,551,999.00	\$ 140,061.83	\$ 13,345,950.99	\$ 65,986.18	
M14-062	Switzer Area Muni Land Development	\$ 1,550,000.00	\$ 721,901.11	\$ 375,356.75	\$ 452,742.14	
M15-001	New Technology Implementation.	\$ 100,000.00	\$ -	\$ 99,917.65	\$ 82.35	
M15-002	IT Infrastructure Modernization	\$ 730,300.00	\$ 198,777.50	\$ 391,923.38	\$ 139,599.12	
P41-027	Fish Creek Improvements	\$ 319,432.00	\$ -	\$ 279,143.67	\$ 40,288.33	
P41-059	Parks & Playground Improvement	\$ 3,551,716.00	\$ 835,180.95	\$ 2,338,458.54	\$ 378,076.51	
P41-085	Sportfield Repairs	\$ 1,308,139.00	\$ 3,628.75	\$ 1,028,415.63	\$ 276,094.62	

CAPITAL IMPROVEMENT PROJECTS Financial Summary as of June 2, 2016						
Activity	Project Name	Budget	Commitments	Actuals	Funds Available	
P41-088	Outer Point Trail	\$ 145,000.00	\$ 15,797.00	\$ 102,192.86	\$ 27,010.14	
P41-089	Restrooms, Paving, & Concession	\$ 1,307,788.99	\$ 697,396.05	\$ 153,971.90	\$ 456,421.04	
P41-090	Bridge Park	\$ 675,000.00	\$ 73,415.22	\$ 221,172.88	\$ 380,411.90	
P42-075	Jensen-Olson Arboretum	\$ 91,000.00	\$ -	\$ 88,240.12	\$ 2,759.88	
P44-073	Deferred Bldg Maintenance III	\$ 6,870,502.99	\$ 799,250.87	\$ 5,559,158.44	\$ 512,093.68	
P44-085	Mt Jumbo Gym Roof	\$ 250,000.00	\$ -	\$ -	\$ 250,000.00	
P46-047	Montana Creek Bike Trail	\$ 65,524.00	\$ 3,025.00	\$ 56,592.28	\$ 5,906.72	
P46-058	Auke Lake Trail ADA Upgrades	\$ 227,640.00	\$ -	\$ 226,915.86	\$ 724.14	
P46-067	JDCM Remodel/New Exhibit	\$ 1,161,015.00	\$ 16,185.80	\$ 1,144,501.51	\$ 327.69	
P46-069	Auke Lake Wayside DOT/PF Match	\$ 170,000.00	\$ 22,821.33	\$ 74,117.09	\$ 73,061.58	
P46-070	LCB Mining Museum Pedestrian Bridge	\$ 100,000.00	\$ -	\$ 83,567.07	\$ 16,432.93	
P46-078	Treadwell Historic Plan & Construction	\$ 128,001.19	\$ -	\$ 101,287.94	\$ 26,713.25	
P46-079	Dimond Park Swimming Pool	\$ 21,750,000.00	\$ 124,497.76	\$ 21,162,968.23	\$ 462,534.01	
P46-089	Bicycle Racks	\$ 50,000.00	\$ -	\$ 40,646.63	\$ 9,353.37	
P46-090	OHV Park Site Analysis	\$ 245,000.00	\$ -	\$ 94,670.06	\$ 150,329.94	
P46-091	Under Thunder Trail	\$ 100,000.00	\$ -	\$ -	\$ 100,000.00	
P46-094	Bridget Cove Trail	\$ 80,000.00	\$ 16,883.50	\$ 42,219.19	\$ 20,897.31	
P46-096	ZGYC Kitchen Remodel	\$ 67,000.00	\$ -	\$ 60,353.58	\$ 6,646.42	
P46-097	Empty Chair Project	\$ 106,000.00	\$ -	\$ 58,945.52	\$ 47,054.48	
P46-098	AJ Mine Power Tower Stabilization	\$ 31,736.00	\$ 729.32	\$ 11,129.57	\$ 19,877.11	
P46-099	Parks & Rec Department Review	\$ 90,000.00	\$ -	\$ 64,479.44	\$ 25,520.56	
P46-100	Augustus Brown Pool HVAC	\$ 330,000.00	\$ 278,084.00	\$ 8,571.98	\$ 43,344.02	
P46-101	ZGYC & AB Pool Improvements	\$ 55,000.00	\$ -	\$ -	\$ 55,000.00	
P46-102	Trail Improvements	\$ 200,000.00	\$ -	\$ -	\$ 200,000.00	
P47-072	Centennial Hall Renovation	\$ 3,820,230.49	\$ 137.99	\$ 3,787,076.76	\$ 33,015.74	
P48-087	Willoughby District Parking	\$ 1,574,466.00	\$ -	\$ 131,511.89	\$ 1,442,954.11	
P48-088	Downtown Parking Management	\$ 575,000.00	\$ -	\$ -	\$ 575,000.00	
P71-055	DT Transportation Center	\$ 18,004,200.00	\$ 754,031.64	\$ 17,029,825.09	\$ 220,343.27	
R72-004	Pavement Management	\$ 10,430,457.33	\$ 660,128.10	\$ 9,441,582.83	\$ 328,746.40	
R72-035	Sidewalk & Stairway Repairs	\$ 780,000.00	\$ 628.00	\$ 693,838.35	\$ 85,533.65	
R72-038	Valley Snow Storage Permitting	\$ 1,791,562.00	\$ -	\$ 1,633,283.73	\$ 158,278.27	

CAPITAL IMPROVEMENT PROJECTS Financial Summary as of June 2, 2016						
Activity	Project Name	Budget	Commitments	Actuals	Funds Available	
R72-041	West Juneau-Douglas Hwy Access Study	\$ 275,000.00	\$ -	\$ 142,744.39	\$ 132,255.61	
R72-043	Lemon Flats 2nd Access ROW	\$ 86,510.00	\$ -	\$ 4,750.00	\$ 81,760.00	
R72-048	Montana Creek Road Closure/Parking Modifications	\$ 100,000.00	\$ -	\$ 85,701.41	\$ 14,298.59	
R72-053	Eagles Edge Utility LID	\$ 3,792,856.30	\$ 1,111,170.00	\$ 2,398,545.57	\$ 283,140.73	
R72-056	Areawide Drainage Improvements	\$ 891,736.00	\$ 455.00	\$ 685,468.89	\$ 205,812.11	
R72-058	2nd Street - Douglas	\$ 2,025,000.00	\$ -	\$ 1,987,549.42	\$ 37,450.58	
R72-059	Main Street 2nd to 7th	\$ 3,287,605.00	\$ 1,596.97	\$ 3,283,172.71	\$ 2,835.32	
R72-060	City Shop Demolition/Removal	\$ 300,000.00	\$ -	\$ 192,139.10	\$ 107,860.90	
R72-061	Industrial Boulevard Match	\$ 1,365,428.00	\$ -	\$ 81,669.08	\$ 1,283,758.92	
R72-081	Streets Maintenance Shop Design - New Location	\$ 13,941,135.00	\$ 78,902.28	\$ 13,730,527.98	\$ 131,704.74	
R72-101	Glacier Ave Intersection	\$ 15,000.00	\$ -	\$ -	\$ 15,000.00	
R72-103	Flood Plain Mapping Tech Assist	\$ 150,000.00	\$ 4,000.00	\$ 53,258.40	\$ 92,741.60	
R72-104	Lakewood Subdivision Reconstruction	\$ 3,033,322.00	\$ 608,152.69	\$ 2,152,578.57	\$ 272,590.74	
R72-107	Meadow Lane Improvements	\$ 1,600,000.00	\$ 465,833.25	\$ 760,901.18	\$ 373,265.57	
R72-109	Vactor Dump	\$ 150,000.00	\$ -	\$ 146,591.34	\$ 3,408.66	
R72-110	Areawide Snow Storage Facility	\$ 250,000.00	\$ -	\$ -	\$ 250,000.00	
R72-111	Distin/W. 8th Streets Reconstruction	\$ 1,600,000.00	\$ 901,488.00	\$ 128,559.39	\$ 569,952.61	
R72-112	McGinnis Sub LID Ph 1	\$ 1,675,000.00	\$ 1,085,745.00	\$ 204,078.43	\$ 385,176.57	
R72-113	Scott Drive Improvements	\$ 550,000.00	\$ 154,237.48	\$ 365,336.06	\$ 30,426.46	
R72-114	Blueberry Hills Road	\$ 1,654,908.00	\$ 28,224.80	\$ 991,486.79	\$ 635,196.41	
R72-115	Dunn Street	\$ 250,000.00	\$ 8,318.25	\$ 52,748.00	\$ 188,933.75	
R72-116	Downtown Street Improvements	\$ 350,000.00	\$ 5,786.50	\$ 274,854.02	\$ 69,359.48	
R72-117	DOT Riverside/Stephen Richards	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00	
R72-118	SRTS - Gastineau Elem.	\$ 50,000.00	\$ -	\$ -	\$ 50,000.00	
R72-119	Front St. Douglas	\$ 900,000.00	\$ 638,218.00	\$ 65,171.48	\$ 196,610.52	
R72-120	River Rd Reconstruct LID	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	
R72-121	Bridge Repairs	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	
R72-122	Retaining Wall Repairs	\$ 150,000.00	\$ -	\$ 5,943.21	\$ 144,056.79	
R72-123	West 8th Street Reconstruction	\$ 650,000.00	\$ -	\$ -	\$ 650,000.00	
R72-124	Whittier Street	\$ 1,700,000.00	\$ 780,040.01	\$ 534,359.33	\$ 385,600.66	
S02-094	Gastineau Elem Reno	\$ 13,283,129.00	\$ 27,188.68	\$ 13,088,941.01	\$ 166,999.31	

CAPITAL IMPROVEMENT PROJECTS Financial Summary as of June 2, 2016						
Activity	Project Name	Budget	Commitments	Actuals	Funds Available	
S02-095	Auke Bay Elementary Site Reno	\$ 22,338,819.21	\$ 6,795.00	\$ 22,224,365.65	\$ 107,658.56	
S02-099	DZ Roof Replacement	\$ 9,555.33	\$ -	\$ 7,587.65	\$ 1,967.68	
S02-100	Mendenhall River Community School Reno	\$ 50,000.00	\$ -	\$ 48,772.05	\$ 1,227.95	
S02-101	JSD Facilities Reno and Repair	\$ 140,934.73	\$ 466.00	\$ 124,662.84	\$ 15,805.89	
S02-102	JSD Def Maintenance and Minor Improvements	\$ 500,000.00	\$ 129,385.00	\$ 46,732.46	\$ 323,882.54	
S02-103	JSD Comprehensive Facility Planning	\$ 300,000.00	\$ -	\$ 27,122.55	\$ 272,877.45	
U76-001	Energy Efficiency & Sec. Improvements	\$ 275,000.00	\$ -	\$ 269,982.95	\$ 5,017.05	
U76-003	Lawson Creek Lift Station Design	\$ 1,402,530.51	\$ -	\$ 1,402,604.67	\$ (74.16)	
U76-004	Wastewater SCADA Improvements	\$ 662,284.21	\$ -	\$ 102,112.73	\$ 560,171.48	
U76-012	Incinerator Repairs/Biosolids	\$ 3,393,883.00	\$ 615,469.00	\$ 1,873,805.42	\$ 904,608.58	
U76-014	Auke Bay Sewer Extension	\$ 75,000.00	\$ -	\$ 49,782.04	\$ 25,217.96	
U76-015	JD Plant Infrastructure Improvements	\$ 204,245.00	\$ 339.20	\$ 144,653.63	\$ 59,252.17	
U76-094	Outer Drive & N Juneau Pump St Repairs	\$ 550,000.00	\$ -	\$ 352,178.65	\$ 197,821.35	
U76-100	Glacier Hwy Sewer-Anka to Walmart	\$ 1,505,766.00	\$ 41,550.00	\$ 46,250.77	\$ 1,417,965.23	
U76-103	Facilities Planning	\$ 250,000.00	\$ -	\$ -	\$ 250,000.00	
U76-104	Areawide Sewer Cleanout Replacement	\$ 150,000.00	\$ -	\$ -	\$ 150,000.00	
U76-105	Long Run Drive Lift Station Improvements	\$ 300,000.00	\$ -	\$ -	\$ 300,000.00	
U76-106	Treatment Plants Headworks Improvements	\$ 1,428,000.00	\$ 290,495.60	\$ 137,116.64	\$ 1,000,387.76	
U76-107	MWWTP Instrumentation Upgrades	\$ 300,000.00	\$ -	\$ -	\$ 300,000.00	
U76-108	MWWTP Roof Repair	\$ 500,000.00	\$ -	\$ -	\$ 500,000.00	
W75-034	Pump Station and System Improvements	\$ 850,000.00	\$ 5,000.00	\$ 801,645.91	\$ 43,354.09	
W75-036	Areawide Watermain Repairs	\$ 440,433.00	\$ 35,000.00	\$ 335,718.21	\$ 69,714.79	
W75-037	Last Chance Basin Hydro-Geo Inv	\$ 6,269,136.00	\$ 10,706.27	\$ 3,419,330.25	\$ 2,839,099.48	
W75-039	Jordan Creek/East Valley Res Rest	\$ 853,623.02	\$ 41,477.38	\$ 753,185.83	\$ 58,959.81	
W75-041	Reservoir Painting & Repairs	\$ 850,000.00	\$ -	\$ 720,031.21	\$ 129,968.79	
W75-043	Water Utility Shop & Office EE	\$ 457,597.00	\$ 912.50	\$ 441,471.76	\$ 15,212.74	
W75-044	Salmon Creek Secondary Disinfect.	\$ 7,147,000.00	\$ 421,907.07	\$ 4,825,288.36	\$ 1,899,804.57	
W75-046	SCADA Upgrades	\$ 220,000.00	\$ 9,036.25	\$ 78,740.82	\$ 132,222.93	
W75-047	JD-Bridge Waterline	\$ 330,000.00	\$ -	\$ 238,271.90	\$ 91,728.10	
W75-048	Back Loop Rd Auke Bay Waterline	\$ 926,575.54	\$ -	\$ 284,248.99	\$ 642,326.55	
W75-050	Egan Drive Water - Main to Tenth	\$ 2,080,939.00	\$ 582,408.00	\$ 122,536.41	\$ 1,375,994.59	

CAPITAL IMPROVEMENT PROJECTS						
Financial Summary						
as of June 2, 2016						
Activity	Project Name	Budget	Commitments	Actuals	Funds Available	
W75-051	Brotherhood Bridge Waterline	\$ 50,000.00	\$ -	\$ 26,338.97	\$ 23,661.03	
W75-052	Crow Hill Reservoir Improvements	\$ 700,000.00	\$ 492,738.51	\$ 74,440.69	\$ 132,820.80	
W75-053	W Juneau Reservoir Improvement	\$ 140,000.00	\$ -	\$ -	\$ 140,000.00	
		\$ 576,953,787.27	\$ 50,462,266.24	\$ 451,771,360.28	\$ 74,720,160.75	



Community Development

City & Borough of Juneau • Community Development
155 S. Seward Street • Juneau, AK 99801
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DATE: September 8, 2016

TO: Planning Commission

FROM: Laura A. Boyce, AICP, Planner
Community Development Department

FILE NO.: AME2015 0012

PROPOSAL: Consideration of Title 49 Amendments regarding private access roads

At the Planning Commission's Committee of the Whole (COW) meeting on July 12, 2016, CDD staff presented proposed changes to Title 49 regarding private shared access road requirements. In the July 12th memo (see Attachment B), staff detailed the proposed changes as well as outlined policy implications and sought direction from the Planning Commission.

Based upon discussion and direction from the Planning Commission at its July 12th meeting, the following changes were made to the proposed ordinance:

Surface Type

The shared access surface type is proposed to be a paved surface instead of being unpaved. Discussion regarding surface type included the point that potential neighbor disputes regarding maintenance may be allayed by having a paved surface which requires less long-term, ongoing maintenance.

Public Improvements - Future Extension Potential

Based upon discussion at the COW July 12th meeting, the draft ordinance has been revised to state that public improvements must be designed and constructed to allow *for the potential* for future extension. This makes the distinction that future extension is a possibility rather than a requirement. The change is included on Page 3 of the ordinance.

Easement Width

Based upon direction from the Planning Commission, in the proposed draft the required easement width was reduced from 50 feet to 40 feet. Also, the easement width reduction amount was changed from 10 feet to 20 feet. This means that with an approved reduction by the director, the easement width may be as narrow as 20 feet. However, staff strongly recommends that the easement width be no less than 40 feet. This minimum width ensures

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that if the easement were to be improved to CBJ standards and accepted for maintenance in the future, there is enough width to accommodate needed right-of-way improvements.

Staff recommends the width be 50 feet wide initially and may be reduced by no more than 10 feet which would result in a 40 foot easement. Staff asks the Planning Commission to reconsider the easement width.

The following components of the ordinance were discussed, but no consensus was reached; therefore, no changes were made to the draft ordinance regarding these items. Staff seeks input on the following:

Number of Lots

Four lots were discussed as the maximum number of parcels to share an access, but consensus was not reached. The draft ordinance remains with the original three lots as proposed by staff. If the Planning Commission wishes to increase this to four or more lots, we will amend the draft ordinance accordingly.

Use and Zone District Limitations

Should uses be limited to residential uses only? On lots using private shared access, the draft ordinance limits uses to a single family home and an accessory apartment. No other uses would be allowed. In order to limit these uses, staff proposes that only single-family zone districts be allowed to share access (RR, D-1, D-3, D-5, and D-10SF).

While discussion ensued regarding additional zone districts being included as eligible for shared access, no consensus was reached. Also, should the uses be limited? Staff seeks input from the Planning Commission regarding this question.

Hardship or Allowed Outright

The draft ordinance allows for private shared access when either an access point to a publicly maintained right-of-way is limited or when access would create a safety hazard, as determined by the director. At the July 12th, 2016 Committee of the Whole meeting, the Planning Commission discussed adding a third factor for consideration - difficult topography - but no consensus was reached and so the ordinance was not changed.

Applying “difficult topography” as a standard is challenging to regulate. When we reference difficult topography as a standard for consideration, it seems we really are talking about the development costs involved to construct access. The director cannot base a decision on whether or not the applicant has the ability to pay for the improvements. Additionally, all access, whether private or public, may not exceed 15% grade. If the topography conditions limit meeting this standard, then subdivision may not be an option for those properties since construction of the easement or the road wouldn’t be possible. According to the discussion at

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the meeting, the Planning Commission would like more flexible options for development. Staff recommends considering whether the will is to allow private shared access outright for all small subdivisions. If so, then remove the limitation factors and allow private shared access as an additional development option for smaller subdivisions.

Due to the difficulty of applying a topography standard, if the will of the Planning Commission is to allow private shared access as an allowable option for all small subdivisions, then staff recommends amending the draft ordinance to allow them outright.

Attachments

Attachment A: Revised Proposed Ordinance

Attachment B: July 12, 2016 Meeting Materials including staff memo and draft ordinance

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

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2016-26

An Ordinance Amending the Land Use Code Relating to Access Standards.

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. Repeal of Section. CBJ 49.15.424 Access, is repealed and reserved.

Section 3. Repeal of Division. CBJ 49.15 Article IV, Division 4, Privately Maintained Access in Rights-of-way, is repealed and reserved.

Section 4. Amendment of Section. CBJ 49.15.442 Improvement Standards is amended to read:

49.15.442 Improvement standards.

The following improvement standards apply to remote subdivisions:

- (1) CBJ 49.35.250 ~~49.15.424~~ Access.
- (2) CBJ 49.35.240, Improvement standards.
- (3) CBJ 49.35.310, Water systems.
- (4) CBJ 49.35.410, Sewer systems.

Attachment A

Section 5. Amendment of ~~Section~~Chapter. CBJ 49.15.620 Planned unit development review process, is amended to read:

(a) *General procedure.* A proposed planned unit development shall be reviewed according to the requirements of section 49.15.330, conditional use permit, and in the case of an application proposing a change in the number or boundaries of lots, section 49.15.402 ~~49.15.430~~, major subdivisions, except as otherwise provided in this article. Approval shall be a two-step process, preliminary plan approval and final plan approval. In cases involving a change in the number or boundaries of lots, the preliminary and final plat submissions required by section 49.15.402 ~~49.14.430~~ shall be included with the preliminary and final plan submissions required by this chapter.

Section 6. Amendment of ~~Section~~Chapter. CBJ 49.15.630 Preliminary planned unit development plan approval, is amended to read:

(a) *Application.* The developer shall submit to the department one copy of a complete planned unit development application, which shall include an application form, the required fee, any information required in subsection 49.15.402 ~~49.15.430~~(1), the information required by this section, and any other information specified by the director.

Section 7. Amendment of Chapter. CBJ 49.35 Public Improvements, is amended to read:

Chapter 49.35 Public and Private Improvements

Attachment A

Section 8. Amendment of Section. CBJ 49.35.110 Purpose, is amended to read:

49.35.110 - Purpose.

The purpose of this chapter is to:

- (1) Establish design and development criteria for public and private improvements; and
- (2) Outline the procedures and responsibilities of the developer for furnishing plans and completing the improvements.

Section 9. Amendment of Sections. CBJ 49.35.120 Public improvements;

generally, is amended to read:

49.35.120 ~~Public~~ Improvements; generally.

- (a) The developer must install all of the required improvements within the boundaries of the development, and may be required to make improvements beyond the development boundary in order for all of the improvements to function properly. In addition, improvements must be designed and constructed to allow the potential ~~provide~~ for future extension to adjoining lands.
- (b) If a publicly-maintained street serves an area outside the roaded service area boundary as a result of a subdivision, the roaded service area boundary, and if appropriate, the fire service area, shall be extended to include the roaded area and newly-created subdivision.

Section 10. Amendment of Table. 49.35.240 Table of roadway construction

standards, is amended to read:

<i>Avg. Daily Trips (ADT)</i>	<i>Adopted Traffic Impact Analysis Required</i>	<i>Sidewalks</i>	<i>Travel Way width</i>	<i>Street lights</i>	<i>ROW Widthⁱⁱ</i>	<i>Paved Roadway Required</i>	<i>Publicly maintained</i>
≥ 500	Yes	Both sides	26 ft.	At all intersections	60 ft. <u>Public ROWⁱⁱ</u>	Yes	Yes
212 to 499	Maybe	One side	24 ft.	At all intersections	60 ft. <u>Public ROWⁱⁱ</u>	Yes	Yes
0 to 211	No	Not required	22 ft.	At intersection of subdivision street(s) and external street system	60 ft. <u>Public ROWⁱⁱ</u>	Yes	Yes
0 to 211	No	Not required	20 ft. ⁱ	At intersection of subdivision street(s) and external street system	60 ft. <u>Public ROWⁱⁱ</u>	No, if outside the urban service area ⁱⁱⁱ	No
<u>0 to 50</u>	<u>No</u>	<u>Not required</u>	<u>20 ft. ⁱ</u>	<u>No</u>	<u>450 ft. private easement</u>	<u>NoⁱⁱⁱYes</u>	<u>No</u>

Notes:

ⁱ Or as required by the Fire Code at CBJ 19.10.

ⁱⁱ ROW width may be reduced as prescribed at CBJ. 49.35.240.

~~ⁱⁱⁱ Paving of roadway is required for any street type located within the urban service area or within the Juneau PM-10 Non Attainment Area Maintenance Area Boundary map.~~

Attachment A

Section 11. Amendment of Article. CBJ 49.35, Article II, is amended by adding a new section to read:

49.35.250 Access.

(a) *Principal access to the subdivision.* Except as provided below, the department shall designate one right-of-way as principal access to the entire subdivision. Such access, if not already accepted for public maintenance, shall be improved to the applicable standards for public acceptance and maintenance. It shall be the responsibility of the subdivider to pay the cost of the right-of-way improvements.

(1) Principal access to remote subdivisions. The department shall designate the principal access to the remote subdivision. Such access may be by right-of-way.

(b) *Publicly maintained access within a subdivision.* Unless otherwise provided in this section or in 49.15.420(a)(1), all lots must satisfy the minimum frontage requirement and have direct and practical access to the right-of-way through the frontage. The minimum frontage requirement on a right-of-way is 30 feet or the minimum lot width for the zoning district or use as provided in CBJ 49.25.400. These requirements for frontage and access can be accomplished by:

(1) Dedication of a new right-of-way with construction of the street to public standards. This street must connect to an existing publicly maintained street;

(2) Use of an existing publicly maintained street;

(3) Upgrading the roadway within an existing right-of-way to public street standards. This existing right-of-way must be connected to another publically maintained street; or

(4) A combination of the above.

(c) *Privately maintained access within a subdivision.* Lots shall front and have direct access to a publically maintained street except as:

(1) *Privately maintained public access.* A subdivision may create new lots served by a privately maintained access within a public right-of-way not maintained by an agency of government as provided by CBJ 49.35, Article II, Division 2. All lots must have either a minimum of 30 feet of frontage on a right-of-way, or the minimum lot width for the zoning district or use as provided in CBJ 49.25.400.

(2) *Private shared access.* A lot in a subdivision is exempt from having the minimum frontage on a public right of way when a new access point is prohibited or when a new access point would likely result in a traffic safety hazard as determined by the director. A lot without frontage on a right-of-way is required to be served by a shared access as provided by CBJ 49.35, Article II, Division 1. All lots served by a shared access shall have a minimum of 30 feet of frontage on the shared access.

(d) *Remote subdivisions accessible by navigable waterbodies.* All lots in a remote subdivision solely accessible by navigable waterbodies must have a minimum of 30 feet of frontage on, and direct and practical access to, either the navigable water or a right-of-way. The right-of-way must have direct and practical access to the navigable water.

(e) *Access within remote subdivisions accessible by pioneer paths.* All lots must either have direct and practical access with a minimum of 30 feet of frontage on the right-of-way, or the minimum lot width for the zoning district or use as provided in CBJ 49.25.400.

Section 12. Amendment of Article. CBJ 49.35, Article II, is amended by adding a new division to read:

DIVISION 1. PRIVATE SHARED ACCESS

49.35.260 Purpose.

- (a) A subdivision shall be designed to minimize lots without frontage on a publicly maintained right-of-way.
- (b) If a new access point is prohibited or if traffic safety concerns warrant restricting access to a public right-of-way, then shared access serving three or fewer lots not having frontage on a right-of-way may be constructed within a private easement consistent with this division.

49.35.261 Application.

An applicant must submit the following to request shared access:

- (1) A preliminary plan and profile of the proposed shared access; and
- (2) A proposed access easement, drainage and utility agreement

49.35.262 Standards.

- (a) *Agency Review.* The director shall forward the complete application to the fire department and to the engineering and public works department for review.
- (b) *Approval criteria.* The director may approve a subdivision, with or without conditions, that has a shared access if all of the following criteria are met:
 - (1) A new access point is prohibited or a new access point would likely result in a traffic safety hazard.

(2) The shared access will be located in a private easement completely on the lots served.

(3) The shared access serves three or fewer lots. If a subsequent common wall residential subdivision is intended to be served by shared access, the common wall parent lot shall count as two lots.

(4) The shared access does not endanger public safety or welfare.

(5) The shared access complies or can be improved to comply with the emergency service access requirements of CBJ 19.10.

(6) The use of each lot served by the shared access shall be limited to one single family residence and an accessory apartment.

(7) Shared access is only allowed in RR, D-1, D-3, D-5, and D-10 SF zoning districts

(8) Shared access is prohibited if street connectivity would be impaired

(9) Shared access is prohibited if the subdivision abuts a parcel that does not have alternative and practical frontage on a publicly maintained right-of-way.

(10) The portion of the shared access in the right-of-way or the first 20 feet from the edge of the public roadway shall be paved, whichever length is greater.

(11) Lots must meet the minimum standards for the zone district according to the Table of Dimensional Standards excluding the shared access easement. A buildable area must exist without the need for a variance.

(c) *Approval Process.*

(1) Upon preliminary plat approval by the director, the applicant shall construct the shared access pursuant to the corresponding standard in Table 49.35.240 for a roadway

with 0 to 50 average daily trips. A financial guarantee cannot be used as a condition of construction.

(2) The shared access easement shall be recorded.

(3) The following shall be noted on a plat or in a recorded decision that contains a shared access:

(i) The private easement is for access, drainage, and utilities and shall be specifically identified.

(ii) The owner(s) of the lots served by the private access easement acknowledge the City and Borough of Juneau is not obligated and will not provide any maintenance or snow removal in the private easement.

(iii) The owner(s) of the lots served by the private access easement shall be responsible and liable for all construction and maintenance of the shared access from the edge of the publically maintained travel lane.

(iv) Except a subsequent common wall subdivision depicted on this plat, the lots served by the private access easement are prohibited from subdividing unless the access is upgraded to a public street, dedicated to, and accepted by the City and Borough of Juneau.

(v) Owner of a lot served by the private access easement shall automatically abandon all rights to and usage of the private access easement except for utilities, if any, if a publically maintained street serves that lot.

(vi) A lot with frontage on a public street and on the shared access is prohibited from having vehicular access to accessing the public street except through the shared access.

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49.35.263 Other Shared Access Requirements.

- (a) If a shared access is approved, the applicant must apply for and receive a right-of-way permit to construct the shared access.
- (b) If the director determines that a street sign is required for a health, safety, or welfare reason, the applicant shall install a street sign provided by the City and Borough at the applicant's expense.
- (c) The front yard setback shall be measured from the shared access easement.
- (d) The width of the shared access easement may be reduced up to 240 feet if the director finds there is sufficient area for the provision of utilities, drainage, and snow storage.
- (e) The director shall determine the placement location of mailboxes. The director may require additional improvements and design changes to enable efficient mail delivery and minimize traffic interferences.
- (f) Parcels that are served by an existing shared access and made nonconforming by the adoption of this division shall be allowed to construct a single family residence, including an accessory apartment if otherwise allowed, and any previously approved development permit. All other development shall be prohibited unless consistent with this division.

Section 13. Amendment of Article. CBJ 49.35, Article II, is amended by adding a new division to read:

DIVISION 2. PRIVATELY MAINTAINED ACCESS IN A RIGHT-OF-WAY

49.35.270 Purpose.

A privately maintained access road serving 13 or fewer lots located outside the urban service

area may be constructed within a public right-of-way and constructed to less than full public street construction standards.

49.35.271 Application.

On a preliminary plat application, the applicant must submit the following to request approval for a privately maintained access in a right-of-way:

- (1) A preliminary plan and profile of the proposed privately maintained access road and any proposed public or private utilities; and
- (2) A proposed access agreement as required by 49.35.272.

49.35.272 Access agreement.

(a) An access agreement must be executed between the City and Borough and all property owners proposed to be served by a privately maintained access road. The agreement must identify the parties and the property, all signatures must be notarized, and the agreement must include the following provisions:

- (1) In exchange for the grantee not being required to construct a road that can be accepted for maintenance by the City and Borough, and for the City and Borough of Juneau not being responsible for maintaining the privately maintained access road, the parties execute this agreement with the intent for it to run with the land and bind all heirs, successors, and assigns consistent herein;
- (2) The grantee acknowledges that the City and Borough is not obligated to provide any maintenance, including snow removal, for the privately maintained access. The grantee is required to arrange for year-round reasonable maintenance for the privately

maintained access, including snow removal, sufficient to meet weather conditions and to allow for safe vehicular traffic;

(3) The grantee and the grantee's heirs, successors, and assigns will defend, indemnify, and hold harmless the City and Borough from any claim or action for any injury, loss, or damage suffered by any person arising from the location, design, maintenance, or use of the privately maintained access;

(4) The grantee will ensure that use of the privately maintained access road will not block vehicular or pedestrian access by the public in the right-of-way;

(5) The City and Borough will have unimpeded access in the right-of-way.

(6) The grantee is required to arrange for maintenance of the right-of-way. The grantee and the grantee's heirs, successors, and assigns will maintain the privately maintained access road and public right-of-way according to the conditions established in this agreement;

(7) The City and Borough will record a copy of the agreement, at the grantee's expense, with the state recorder's office for each lot or parcel of land either, in the case of existing lots, those adjoining the segment of right-of-way in which the privately maintained access is to be located; or, in the case of lots created by subdivision and served by the privately maintained access, those lots so created;

(8) The owners of the lots subject to this agreement are required to pay for right-of-way upgrades when existing or proposed development served by the privately maintained access exceeds 211 average daily trips as determined by the director;

Attachment A

(9) The owners of the lots subject to this agreement are prohibited from subdividing unless the privately maintained access is upgraded or all the property owners served by the privately maintained access execute a new access agreement;

(10) Any development that increases the estimated traffic above 211 average daily trips, as determined by the director, shall pay a proportionate share of the costs of the right-of-way upgrades, which will offset the costs imposed on the existing owners served by the privately maintained access. The proportionate share shall be the percentage increase in average daily trips;

(11) The owners of the lots subject to this agreement authorize the City and Borough to amend this access agreement by adding a new owner only upon presentation of a written and fully executed maintenance agreement between all the existing property owners subject to the original access agreement and the new property owner proposing to be served by the existing privately maintained access. Any amended access agreement supersedes an existing access agreement. After recording, the new access agreement shall be sent to all the owners subject to it; and

(12) The owners agree to maintain in full force and effect any insurance policy required by the City and Borough until and unless the roadway is accepted for maintenance by the City and Borough.

(b) Prior to the City and Borough executing the access agreement:

(1) The owners of the lots subject to the agreement shall create an owner's association for the purpose of continuing the duties contained in the agreement; and

(2) The association shall obtain liability insurance of a type and in the amount deemed necessary by the City and Borough to provide coverage for claims arising out of or

Attachment A

related to the use, occupancy, and maintenance of the privately maintained access road.
The City and Borough shall be named as an additional insured on any required policy.

49.35.273 Standards.

(a) *Agency review.* The director shall forward the complete application to the fire department and to the engineering and public works department for review.

(b) *Approval criteria.* A subdivision may be approved, with or without conditions, that has a privately maintained access in a public right-of-way if all of the following criteria are met:

(1) If the subdivision is located outside of the Urban Service Boundary; and

(2) If the proposed privately maintained access would abut and provide access to 13 or fewer lots each limited to a single-family residence, or the proposed access road could serve 13 or fewer primary dwelling units; and

(3) The proposed privately maintained access will be located in a public right-of-way that has not been accepted for public maintenance; and

(4) The proposed privately maintained access does not endanger public safety or welfare; and

(5) The proposed privately maintained access will be improved to provide for emergency service access; and

(6) A privately maintained access shall only serve property in which the maximum allowable residential density uses do not exceed 211 average daily trips as determined by the director; and

(7) Property served by the privately maintained access shall include accessory apartment traffic, if allowed with or without a conditional use permit, even if accessory

apartments are not currently proposed.

(c) *Approval Process.*

(1) All of the requirements of this Title and the conditions identified in the preliminary plat notice of decision have been satisfied.

(2) Area for the right-of-way has been dedicated to the City and Borough of Juneau. The privately maintained access has been constructed consistent with corresponding standard in 49.35.240 for a roadway with 0 to 211 average daily trips.

(3) The access agreement is recorded prior to recording the final plat.

(4) The director may impose conditions necessary for public, health, safety, and welfare upon approving the subdivision.

49.35.274 Other requirements.

(a) If a preliminary plat with a privately maintained access in the public right-of-way is approved, the applicant must apply to the engineering and public works department for a permit to construct the privately maintained access as required by CBJ 62.05, accompanied by final construction plans. Additional fees and bonding may be required for final plan review, inspection, and construction of the access road and utilities.

(b) The applicant shall install a street sign, to be provided by the City and Borough, which shall indicate that the privately maintained access is not maintained by the City and Borough.

c) The director shall determine the placement location of mailboxes. The director may require additional improvements and design changes to enable efficient mail delivery and minimize traffic interferences.

Section 14. Amendment of Section. CBJ 49.80.120 is amended by the addition of the following definitions to be incorporated in alphabetical order:

Access point means any improvement designed for a motor vehicle to travel from or onto a right of way including, a driveway, a parking area, or street that intersects an existing street, and any similar improvements.

Grade (maximum grade for access) means the maximum percentage slope of the finished surface measured every 10 feet.

Travel way means the portion of the roadway for the movement of vehicles, exclusive of shoulders.

Section 15. Amendment of Section. CBJ 49.80.120 is amended to read as follows:

Common driveway means a commonly shared or used pedestrian or vehicular way that connects or serves two or more properties within a common wall development.

...

Roadway means that portion of a street intended for vehicular traffic, including shoulders. ~~where curbs are laid, the portion of the street between the back of the curbs. The sum of the traveled way and shoulder widths constitutes the roadway width.~~

...

~~*Roadway width* is measured as the paved section of a paved street or from shoulder to shoulder on a gravel street.~~

Section 16. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this ____ day of _____, 2016.

Kendell D. Koelsch, Mayor

Attest:

Laurie J. Sica, Municipal Clerk

DRAFT



Community Development

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

DATE: July 12, 2016

TO: Planning Commission

FROM: Laura A. Boyce, AICP, Planner
 Community Development Department

FILE NO.: AME2015 0012

PROPOSAL: Consideration of Title 49 Amendments regarding private access roads

The Community Development Department is proposing changes to Title 49, the Land Use Code, regarding private shared access road requirements. A major Land Use Code update concerning subdivisions became effective in September, 2015. During the Code update process, we became aware that the CBJ's common practice of allowing shared driveways to gain access to properties was not codified. Rather than delay the subdivision code update process to include shared driveway access legislation, it was decided that this proposed Code amendment would travel separately. The Assembly directed staff to codify the existing practice. The intent of the private shared access requirements are to regulate the shared portion of the access, to ensure that public health, safety, and welfare standards are met.

The proposed changes to the Land Use Code are discussed below. Staff seeks input on key policy direction as noted below.

Shared private access (private road)

The CBJ wants to provide flexibility with development options, but also provide for well-designed neighborhoods that link to other properties, providing a network of safe accesses and places to live. The overuse of shared accesses can result in haphazard development and hinder or prohibit future development. The proposed draft shared access concepts attempt to balance these concerns, yet provide options for shared access within subdivisions.

The key shared access options considered are as follows:

- The proposed access option would allow lots in new subdivisions to be exempt from the frontage requirement along a maintained right-of-way when a new access point is prohibited or when it could result in a traffic safety hazard, as determined by the director. This would result in privately maintained access within a private easement.

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- How this differs from current practice is that all of the resulting lots from a subdivision would no longer be required to have frontage on a publicly maintained right-of-way. The long standing practice of CBJ has been to approve shared driveways when all of the lots have frontage on a publicly maintained street.
- Shared access in private easements may be considered for subdivisions of three or fewer lots that do not have frontage on a publicly maintained right-of-way with approval of a permit as follows:
 - Frontage of lots may be along the private easement;
 - No more than three lots may share the easement;
 - The easement may be constructed to less than full public street construction standards;
 - Is limited to subdivisions or portions of subdivisions in which traffic safety restricts access to a public right-of-way;
 - Only applies to residential lots in single-family zone districts (RR, D-1, D-3, D-5, and D-10SF);
 - The primary use of each lot served by the shared access is limited to one single family residence which may have an accessory apartment; and
 - Is only allowed if street connectivity would not be impaired by the proposed subdivision.
- Shared access standards include the following:
 - Fifty foot wide easement (may be reduced by up to 10 feet with Director approval);
 - May be unpaved (unless located in the Mendenhall Valley which is a PM10 limited maintenance area);
 - Must meet minimum International Fire Code (IFC) standards;
 - Yard setbacks would be measured from the easement rather than the property boundary;
 - Minimum lot size requirements must be met exclusive of the access easement; and
 - Provide a plat note that states the following:
 - Further subdivision is not allowed unless access is upgraded to a public street;
 - Acknowledgement that the owners are responsible for snow and access maintenance, not the CBJ;

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- Identifies presence of access easement and which lots are served by it; and
 - Owners shall automatically abandon all rights and duties to the private access easement when a publicly maintained street serves the lot.
- Required submittals for consideration of shared private access approval include the following:
 - A preliminary plan and profile of the proposed access along with any proposed public or private utilities;
 - A proposed utility easement if utilities are proposed to be located within the shared easement;
 - An access agreement; this will be reviewed to ensure it meets access requirements but not reviewed for legal sufficiency; and
 - Review by the Fire and Engineering and Public Works Departments with approval by the CDD Director, who may specify conditions.

Previous Subdivision Review Committee Review Comments

CBJ staff met with the Subdivision Review Committee (SRC) on Wednesday, July 22, 2015, to discuss shared access driveways and solicit input as to whether this subdivision option should be continued. Three of the five SRC members attended the meeting, with one of the absent members sending in his comments prior to the meeting. A representative from DOT&PF attended, as well as CBJ staff from the Manager's office, CDD, and the Law Department.

The Subdivision Review Committee members unanimously agreed that this subdivision option should be continued. They believe this is an opportunity to provide additional development options for parcels that may not be able to be subdivided otherwise. Also, in these cases, many times the public welfare is better served by providing an alternate access. While direct and practical access from each lot to a dedicated street is ideal, due to site constraints, such as topography or limited access points to the roadway, it may not be practical.

Practical access to subdivided lots can be achieved through shared driveways in private easements while also ensuring that the public's health, safety, and welfare are protected. The SRC would like to see this practice continued, but with limitations. Their suggested limitations include the following:

- Shared driveways in private easements are only available for residential subdivisions;
- The subdivision can generate no more than 70 ADT which is approximately four lots assuming one single-family lot with one accessory apartment for each lot;

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- The subdivision cannot create a landlocked parcel;
- If there is foreseeable future development beyond the proposed subdivision, as determined by the director, this option isn't available;
- Lots won't be required to provide frontage on a dedicated right-of-way;
- The driveway grade cannot exceed 15%;
- The CBJ must consider the driveway safe for access;
- An owner's association must provide for continued maintenance of the driveway;
- The minimum width of the driveway is 20 feet or as determined by the Fire Department; and
- The width of the easement should be 50 feet, but may be reduced by up to 20 feet, when approved by the Director;

For these smaller subdivisions, dedicating right-of-way and constructing a street isn't financially feasible and the SRC felt that unless a "relief valve" such as this shared driveway easement option is made available, subdivision would not occur on these smaller properties and additional housing wouldn't be provided. With rezonings to higher density zone districts occurring as water and sewer are extended, utilization of these services won't be realized as planned unless additional subdivision options are available. The topography of many remaining vacant properties makes it difficult to construct a connecting street system. Shared parking area easements and stairways to properties might be the most practical access for some of these lots. The SRC believes that the health, safety, and welfare of the owners of those lots could be assured with this access option. They cited many examples where shared driveways already work.

Private Road Standards in other Alaskan Communities

- Kodiak Borough – private roads in a private easement can be approved for access to a subdivision (16.40.080 Private roads)
- Municipality of Anchorage – a variance for private streets can be approved by the Platting Board when the following can be demonstrated:
 - Why a private street is appropriate and preferable to a publicly dedicated street;
 - That a private party is willing and able to maintain a private street to public standards; and
 - That a private street presents no conflict or obstruction to the orderly expansion of the public street system. (21.08.040)
- Mat-Su Borough – allows gated subdivisions with private roads when the following criteria are met:
 - Roads are constructed to Borough standards;
 - Emergency service access is provided; and

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- Alternate legal access to adjoining properties is available.
- Fairbanks North Star Borough – allows for private access in an easement which meets the following requirements:
 - It is an easement appurtenant without limits on transferability to future subdivided parcels;
 - It is perpetual and irrevocable;
 - It is recorded;
 - It allows for construction, improvements and maintenance to borough standards;
 - It prohibits the use of any interest retained by the grantor which would be incompatible with its use as a road easement to the parcel being subdivided.
- Sitka – provides for substandard public roads and allows private access:
 - No more than four lots can use a single common access road constructed to less than the regular municipal street standards;
 - Subdivisions of up to three lots may have access easements rather than public street access; easements must be constructed to city standards;
- Ketchikan – Planning Commission can permit private access:
 - Every lot shall have frontage on a public street except the Planning Commission may determine that adequate access by public stairways or pedestrian trails, waterways, or private drives is available;
 - Where driveway access from an arterial is necessary for several adjoining lots, the Planning Commission may require that the lots be served by a shared access drive;

Key policy issues for discussion

- Is frontage on a publicly maintained right-of-way essential? CBJ's long standing practice of allowing shared driveways for multiple properties when all lots have frontage on a publicly maintained street meant that if the shared driveway situation failed for some reason, then the property owner still has the option to gain access through the frontage of the property to the street. Even though the topography of the lot may not be conducive for driveway access, stairways and a parking pad could possibly be developed. Allowing lots to have frontage solely along the private road easement means that the property owners must work together to maintain safe access to the properties. If for some reason the neighbors don't work together, no other access option remains.
- Should we limit uses for those properties that share private road accesses and shared driveways? The proposed changes include limiting uses to residential uses only.
- Should we limit private access roads to no more than three lots? Staff proposes no more than three as a way to limit the traffic along the shared access road. The Subdivision Review Committee previously suggested no more than four lots share access. At an April

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Planning Commission meeting after considering a variance to frontage and access, the Commission expressed interest in revisiting the number of lots that would share common access.

- Staff has proposed that a shared private access road can be a gravel surface instead of paved. In the Mendenhall Valley, the private access road must be paved to mitigate dust within the PM10 attainment area. Is extending the paving requirement throughout the Urban Service Area desired instead?

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

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2016-26

An Ordinance Amending the Land Use Code Relating to Access Standards.

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. Repeal of Section. CBJ 49.15.424 Access, is repealed and reserved.

Section 3. Repeal of Division. CBJ 49.15 Article IV, Division 4, Privately Maintained Access in Rights-of-way, is repealed and reserved.

Section 4. Amendment of Section. CBJ 49.15.442 Improvement Standards is amended to read:

49.15.442 Improvement standards.

The following improvement standards apply to remote subdivisions:

- (1) CBJ 49.35.250 ~~49.15.424~~ Access.
- (2) CBJ 49.35.240, Improvement standards.
- (3) CBJ 49.35.310, Water systems.
- (4) CBJ 49.35.410, Sewer systems.

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Section 5. Amendment of Chapter. CBJ 49.15.620 Planned unit development review process, is amended to read:

(a) *General procedure.* A proposed planned unit development shall be reviewed according to the requirements of section 49.15.330, conditional use permit, and in the case of an application proposing a change in the number or boundaries of lots, section 49.15.402 ~~49.15.430~~, major subdivisions, except as otherwise provided in this article. Approval shall be a two-step process, preliminary plan approval and final plan approval. In cases involving a change in the number or boundaries of lots, the preliminary and final plat submissions required by section 49.15.402 ~~49.14.430~~ shall be included with the preliminary and final plan submissions required by this chapter.

Section 6. Amendment of Chapter. CBJ 49.15.630 Preliminary planned unit development plan approval, is amended to read:

(a) *Application.* The developer shall submit to the department one copy of a complete planned unit development application, which shall include an application form, the required fee, any information required in subsection 49.15.402 ~~49.15.430~~(1), the information required by this section, and any other information specified by the director.

Section 7. Amendment of Chapter. CBJ 49.35 Public Improvements, is amended to read:

Chapter 49.35 Public and Private Improvements

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Section 8. Amendment of Section. CBJ 49.35.110 Purpose, is amended to read:

49.35.110 - Purpose.

The purpose of this chapter is to:

- (1) Establish design and development criteria for public and private improvements; and
- (2) Outline the procedures and responsibilities of the developer for furnishing plans and completing the improvements.

Section 9. Amendment of Sections. CBJ 49.35.120 Public improvements;

generally, is amended to read:

49.35.120 Public Improvements; generally.

- (a) The developer must install all of the required improvements within the boundaries of the development, and may be required to make improvements beyond the development boundary in order for all of the improvements to function properly. In addition, improvements must be designed and constructed to provide for future extension to adjoining lands.
- (b) If a publicly-maintained street serves an area outside the roaded service area boundary as a result of a subdivision, the roaded service area boundary, and if appropriate, the fire service area, shall be extended to include the roaded area and newly-created subdivision.

Section 10. Amendment of Table. 49.35.240 Table of roadway construction

standards, is amended to read:

<i>Avg. Daily Trips (ADT)</i>	<i>Adopted Traffic Impact Analysis Required</i>	<i>Sidewalks</i>	<i>Travel Way width</i>	<i>Street lights</i>	<i>ROW Widthⁱⁱ</i>	<i>Paved Roadway Required</i>	<i>Publicly maintained</i>
≥ 500	Yes	Both sides	26 ft.	At all intersections	60 ft. <u>Public ROW</u>	Yes	Yes
212 to 499	Maybe	One side	24 ft.	At all intersections	60 ft. <u>Public ROW</u>	Yes	Yes
0 to 211	No	Not required	22 ft.	At intersection of subdivision street(s) and external street system	60 ft. <u>Public ROW</u>	Yes	Yes
0 to 211	No	Not required	20 ft. ⁱ	At intersection of subdivision street(s) and external street system	60 ft. <u>Public ROW</u>	No, if outside the urban service area ⁱⁱⁱ	No
<u>0 to 50</u>	<u>No</u>	<u>Not required</u>	<u>20 ft. ⁱ</u>	<u>No</u>	<u>50 ft. private easement</u>	<u>Noⁱⁱⁱ</u>	<u>No</u>

Notes:

ⁱ Or as required by the Fire Code at CBJ 19.10.

ⁱⁱ ROW width may be reduced as prescribed at CBJ. 49.35.240.

ⁱⁱⁱ Paving of roadway is required ~~for any street type located within the urban service area or within the Juneau PM-10 Non-Attainment Area - Maintenance Area Boundary map.~~

Section 11. Amendment of Article. CBJ 49.35, Article II, is amended by adding a new section to read:

49.35.250 Access.

(a) *Principal access to the subdivision.* Except as provided below, the department shall designate one right-of-way as principal access to the entire subdivision. Such access, if not already accepted for public maintenance, shall be improved to the applicable standards for public acceptance and maintenance. It shall be the responsibility of the subdivider to pay the cost of the right-of-way improvements.

(1) Principal access to remote subdivisions. The department shall designate the principal access to the remote subdivision. Such access may be by right-of-way.

(b) *Publicly maintained access within a subdivision.* Unless otherwise provided in this section or in 49.15.420(a)(1), all lots must satisfy the minimum frontage requirement and have direct and practical access to the right-of-way through the frontage. The minimum frontage requirement on a right-of-way is 30 feet or the minimum lot width for the zoning district or use as provided in CBJ 49.25.400. These requirements for frontage and access can be accomplished by:

(1) Dedication of a new right-of-way with construction of the street to public standards. This street must connect to an existing publicly maintained street;

(2) Use of an existing publicly maintained street;

(3) Upgrading the roadway within an existing right-of-way to public street standards. This existing right-of-way must be connected to another publically maintained street; or

(4) A combination of the above.

1
2 (c) *Privately maintained access within a subdivision.* Lots shall front and have direct access
3 to a publically maintained street except as:

4 (1) *Privately maintained public access.* A subdivision may create new lots served by
5 a privately maintained access within a public right-of-way not maintained by an agency of
6 government as provided by CBJ 49.35, Article II, Division 2. All lots must have either a
7 minimum of 30 feet of frontage on a right-of-way, or the minimum lot width for the zoning
8 district or use as provided in CBJ 49.25.400.

9
10 (2) *Private shared access.* A lot in a subdivision is exempt from having the minimum
11 frontage on a public right of way when a new access point is prohibited or when a new
12 access point would likely result in a traffic safety hazard as determined by the director. A
13 lot without frontage on a right-of-way is required to be served by a shared access as
14 provided by CBJ 49.35, Article II, Division 1. All lots served by a shared access shall have
15 a minimum of 30 feet of frontage on the shared access.

16 (d) *Remote subdivisions accessible by navigable waterbodies.* All lots in a remote subdivision
17 solely accessible by navigable waterbodies must have a minimum of 30 feet of frontage on, and
18 direct and practical access to, either the navigable water or a right-of-way. The right-of-way
19 must have direct and practical access to the navigable water.

20
21 (e) *Access within remote subdivisions accessible by pioneer paths.* All lots must either have
22 direct and practical access with a minimum of 30 feet of frontage on the right-of-way, or the
23 minimum lot width for the zoning district or use as provided in CBJ 49.25.400.

Section 12. Amendment of Article. CBJ 49.35, Article II, is amended by adding a new division to read:

DIVISION 1. PRIVATE SHARED ACCESS

49.35.260 Purpose.

- (a) A subdivision shall be designed to minimize lots without frontage on a publicly maintained right-of-way.
- (b) If a new access point is prohibited or if traffic safety concerns warrant restricting access to a public right-of-way, then shared access serving three or fewer lots not having frontage on a right-of-way may be constructed within a private easement consistent with this division.

49.35.261 Application.

An applicant must submit the following to request shared access:

- (1) A preliminary plan and profile of the proposed shared access; and
- (2) A proposed access easement, drainage and utility agreement

49.35.262 Standards.

- (a) *Agency Review.* The director shall forward the complete application to the fire department and to the engineering and public works department for review.
- (b) *Approval criteria.* The director may approve a subdivision, with or without conditions, that has a shared access if all of the following criteria are met:
 - (1) A new access point is prohibited or a new access point would likely result in a traffic safety hazard.

(2) The shared access will be located in a private easement completely on the lots served.

(3) The shared access serves three or fewer lots. If a subsequent common wall residential subdivision is intended to be served by shared access, the common wall parent lot shall count as two lots.

(4) The shared access does not endanger public safety or welfare.

(5) The shared access complies or can be improved to comply with the emergency service access requirements of CBJ 19.10.

(6) The use of each lot served by the shared access shall be limited to one single family residence and an accessory apartment.

(7) Shared access is only allowed in RR, D-1, D-3, D-5, and D-10 SF zoning districts

(8) Shared access is prohibited if street connectivity would be impaired

(9) Shared access is prohibited if the subdivision abuts a parcel that does not have alternative and practical frontage on a publicly maintained right-of-way.

(10) The portion of the shared access in the right-of-way or the first 20 feet from the edge of the public roadway shall be paved, whichever length is greater.

(11) Lots must meet the minimum standards for the zone district according to the Table of Dimensional Standards excluding the shared access easement. A buildable area must exist without the need for a variance.

(c) *Approval Process.*

(1) Upon preliminary plat approval by the director, the applicant shall construct the shared access pursuant to the corresponding standard in Table 49.35.240 for a roadway

with 0 to 50 average daily trips. A financial guarantee cannot be used as a condition of construction.

(2) The shared access easement shall be recorded.

(3) The following shall be noted on a plat or in a recorded decision that contains a shared access:

(i) The private easement is for access, drainage, and utilities and shall be specifically identified.

(ii) The owner(s) of the lots served by the private access easement acknowledge the City and Borough of Juneau is not obligated and will not provide any maintenance or snow removal in the private easement.

(iii) The owner(s) of the lots served by the private access easement shall be responsible and liable for all construction and maintenance of the shared access from the edge of the publically maintained travel lane.

(iv) Except a subsequent common wall subdivision depicted on this plat, the lots served by the private access easement are prohibited from subdividing unless the access is upgraded to a public street, dedicated to, and accepted by the City and Borough of Juneau.

(v) Owner of a lot served by the private access easement shall automatically abandon all rights to and usage of the private access easement except for utilities, if any, if a publically maintained street serves that lot.

(vi) A lot with frontage on a public street and on the shared access is prohibited from accessing the public street except through the shared access.

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49.35.263 Other Shared Access Requirements.

- (a) If a shared access is approved, the applicant must apply for and receive a right-of-way permit to construct the shared access.
- (b) If the director determines that a street sign is required for a health, safety, or welfare reason, the applicant shall install a street sign provided by the City and Borough at the applicant's expense.
- (c) The front yard setback shall be measured from the shared access easement.
- (d) The width of the shared access easement may be reduced up to 10 feet if the director finds there is sufficient area for the provision of utilities, drainage, and snow storage.
- (e) The director shall determine the placement location of mailboxes. The director may require additional improvements and design changes to enable efficient mail delivery and minimize traffic interferences.
- (f) Parcels that are served by an existing shared access and made nonconforming by the adoption of this division shall be allowed to construct a single family residence and any previously approved development permit. All other development shall be prohibited unless consistent with this division.

Section 13. Amendment of Article. CBJ 49.35, Article II, is amended by adding a new division to read:

DIVISION 2. PRIVATELY MAINTAINED ACCESS IN A RIGHT-OF-WAY

49.35.270 Purpose.

A privately maintained access road serving 13 or fewer lots located outside the urban service area may be constructed within a public right-of-way and constructed to less than full public

street construction standards.

49.35.271 Application.

On a preliminary plat application, the applicant must submit the following to request approval for a privately maintained access in a right-of-way:

- (1) A preliminary plan and profile of the proposed privately maintained access road and any proposed public or private utilities; and
- (2) A proposed access agreement as required by 49.35.272.

49.35.272 Access agreement.

(a) An access agreement must be executed between the City and Borough and all property owners proposed to be served by a privately maintained access road. The agreement must identify the parties and the property, all signatures must be notarized, and the agreement must include the following provisions:

- (1) In exchange for the grantee not being required to construct a road that can be accepted for maintenance by the City and Borough, and for the City and Borough of Juneau not being responsible for maintaining the privately maintained access road, the parties execute this agreement with the intent for it to run with the land and bind all heirs, successors, and assigns consistent herein;
- (2) The grantee acknowledges that the City and Borough is not obligated to provide any maintenance, including snow removal, for the privately maintained access. The grantee is required to arrange for year-round reasonable maintenance for the privately

maintained access, including snow removal, sufficient to meet weather conditions and to allow for safe vehicular traffic;

(3) The grantee and the grantee's heirs, successors, and assigns will defend, indemnify, and hold harmless the City and Borough from any claim or action for any injury, loss, or damage suffered by any person arising from the location, design, maintenance, or use of the privately maintained access;

(4) The grantee will ensure that use of the privately maintained access road will not block vehicular or pedestrian access by the public in the right-of-way;

(5) The City and Borough will have unimpeded access in the right-of-way.

(6) The grantee is required to arrange for maintenance of the right-of-way. The grantee and the grantee's heirs, successors, and assigns will maintain the privately maintained access road and public right-of-way according to the conditions established in this agreement;

(7) The City and Borough will record a copy of the agreement, at the grantee's expense, with the state recorder's office for each lot or parcel of land either, in the case of existing lots, those adjoining the segment of right-of-way in which the privately maintained access is to be located; or, in the case of lots created by subdivision and served by the privately maintained access, those lots so created;

(8) The owners of the lots subject to this agreement are required to pay for right-of-way upgrades when existing or proposed development served by the privately maintained access exceeds 211 average daily trips as determined by the director;

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(9) The owners of the lots subject to this agreement are prohibited from subdividing unless the privately maintained access is upgraded or all the property owners served by the privately maintained access execute a new access agreement;

(10) Any development that increases the estimated traffic above 211 average daily trips, as determined by the director, shall pay a proportionate share of the costs of the right-of-way upgrades, which will offset the costs imposed on the existing owners served by the privately maintained access. The proportionate share shall be the percentage increase in average daily trips;

(11) The owners of the lots subject to this agreement authorize the City and Borough to amend this access agreement by adding a new owner only upon presentation of a written and fully executed maintenance agreement between all the existing property owners subject to the original access agreement and the new property owner proposing to be served by the existing privately maintained access. Any amended access agreement supersedes an existing access agreement. After recording, the new access agreement shall be sent to all the owners subject to it; and

(12) The owners agree to maintain in full force and effect any insurance policy required by the City and Borough until and unless the roadway is accepted for maintenance by the City and Borough.

(b) Prior to the City and Borough executing the access agreement:

(1) The owners of the lots subject to the agreement shall create an owner's association for the purpose of continuing the duties contained in the agreement; and

(2) The association shall obtain liability insurance of a type and in the amount deemed necessary by the City and Borough to provide coverage for claims arising out of or

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related to the use, occupancy, and maintenance of the privately maintained access road.
The City and Borough shall be named as an additional insured on any required policy.

49.35.273 Standards.

(a) *Agency review.* The director shall forward the complete application to the fire department and to the engineering and public works department for review.

(b) *Approval criteria.* A subdivision may be approved, with or without conditions, that has a privately maintained access in a public right-of-way if all of the following criteria are met:

(1) If the subdivision is located outside of the Urban Service Boundary; and

(2) If the proposed privately maintained access would abut and provide access to 13 or fewer lots each limited to a single-family residence, or the proposed access road could serve 13 or fewer primary dwelling units; and

(3) The proposed privately maintained access will be located in a public right-of-way that has not been accepted for public maintenance; and

(4) The proposed privately maintained access does not endanger public safety or welfare; and

(5) The proposed privately maintained access will be improved to provide for emergency service access; and

(6) A privately maintained access shall only serve property in which the maximum allowable residential density uses do not exceed 211 average daily trips as determined by the director; and

(7) Property served by the privately maintained access shall include accessory apartment traffic, if allowed with or without a conditional use permit, even if accessory

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apartments are not currently proposed.

(c) *Approval Process.*

(1) All of the requirements of this Title and the conditions identified in the preliminary plat notice of decision have been satisfied.

(2) Area for the right-of-way has been dedicated to the City and Borough of Juneau. The privately maintained access has been constructed consistent with corresponding standard in 49.35.240 for a roadway with 0 to 211 average daily trips.

(3) The access agreement is recorded prior to recording the final plat.

(4) The director may impose conditions necessary for public, health, safety, and welfare upon approving the subdivision.

49.35.274 Other requirements.

(a) If a preliminary plat with a privately maintained access in the public right-of-way is approved, the applicant must apply to the engineering and public works department for a permit to construct the privately maintained access as required by CBJ 62.05, accompanied by final construction plans. Additional fees and bonding may be required for final plan review, inspection, and construction of the access road and utilities.

(b) The applicant shall install a street sign, to be provided by the City and Borough, which shall indicate that the privately maintained access is not maintained by the City and Borough.

c) The director shall determine the placement location of mailboxes. The director may require additional improvements and design changes to enable efficient mail delivery and minimize traffic interferences.

Section 14. Amendment of Section. CBJ 49.80.120 is amended by the addition of the following definitions to be incorporated in alphabetical order:

Access point means any improvement designed for a motor vehicle to travel from or onto a right of way including, a driveway, a parking area, or street that intersects an existing street, and any similar improvements.

Grade (maximum grade for access) means the maximum percentage slope of the finished surface measured every 10 feet.

Travel way means the portion of the roadway for the movement of vehicles, exclusive of shoulders.

Section 15. Amendment of Section. CBJ 49.80.120 is amended to read as follows:

Common driveway means a commonly shared or used pedestrian or vehicular way that connects or serves two or more properties within a common wall development.

...

Roadway means that portion of a street intended for vehicular traffic, including shoulders. ~~where curbs are laid, the portion of the street between the back of the curbs. The sum of the traveled way and shoulder widths constitutes the roadway width.~~

...

~~*Roadway width* is measured as the paved section of a paved street or from shoulder to shoulder on a gravel street.~~

Section 16. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this ____ day of _____, 2016.

Attest: _____
Kendell D. Koelsch, Mayor

Laurie J. Sica, Municipal Clerk

DRAFT

Private Shared Access

**Planning Commission
Committee of the Whole
September 13, 2016**

Atwater Estates on Douglas Island

Access is from Douglas Highway through a shared driveway easement on adjacent property to the four common wall dwelling units and to single-family lots beyond



Bellevue Subdivision – Common Walls

**Shared Access
for these lots
that have
frontage on r/w,
but access is
steep**

Zoned D-18

**6 Lots share
access**

**HOA is
established for
maintenance**



Forest Edge Condominiums

**Access
easement is on
another property
with separate
ownership**

Zoned D-18

**32 condos share
private driveway**

**HOA is
established for
maintenance
and common
ownership**

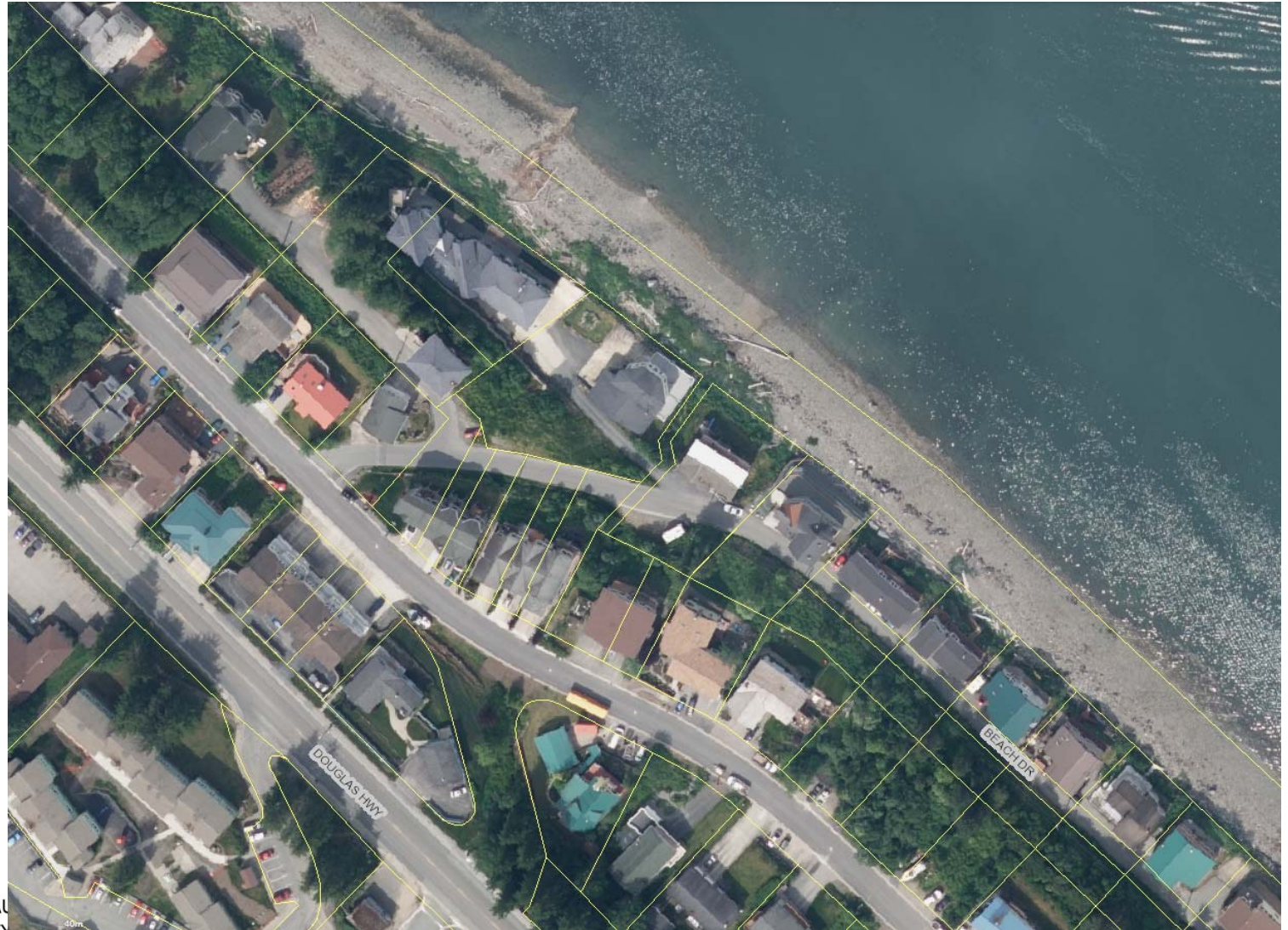


Beach Drive Single Family Homes

Beach Drive is a privately owned street

Zoned D-18

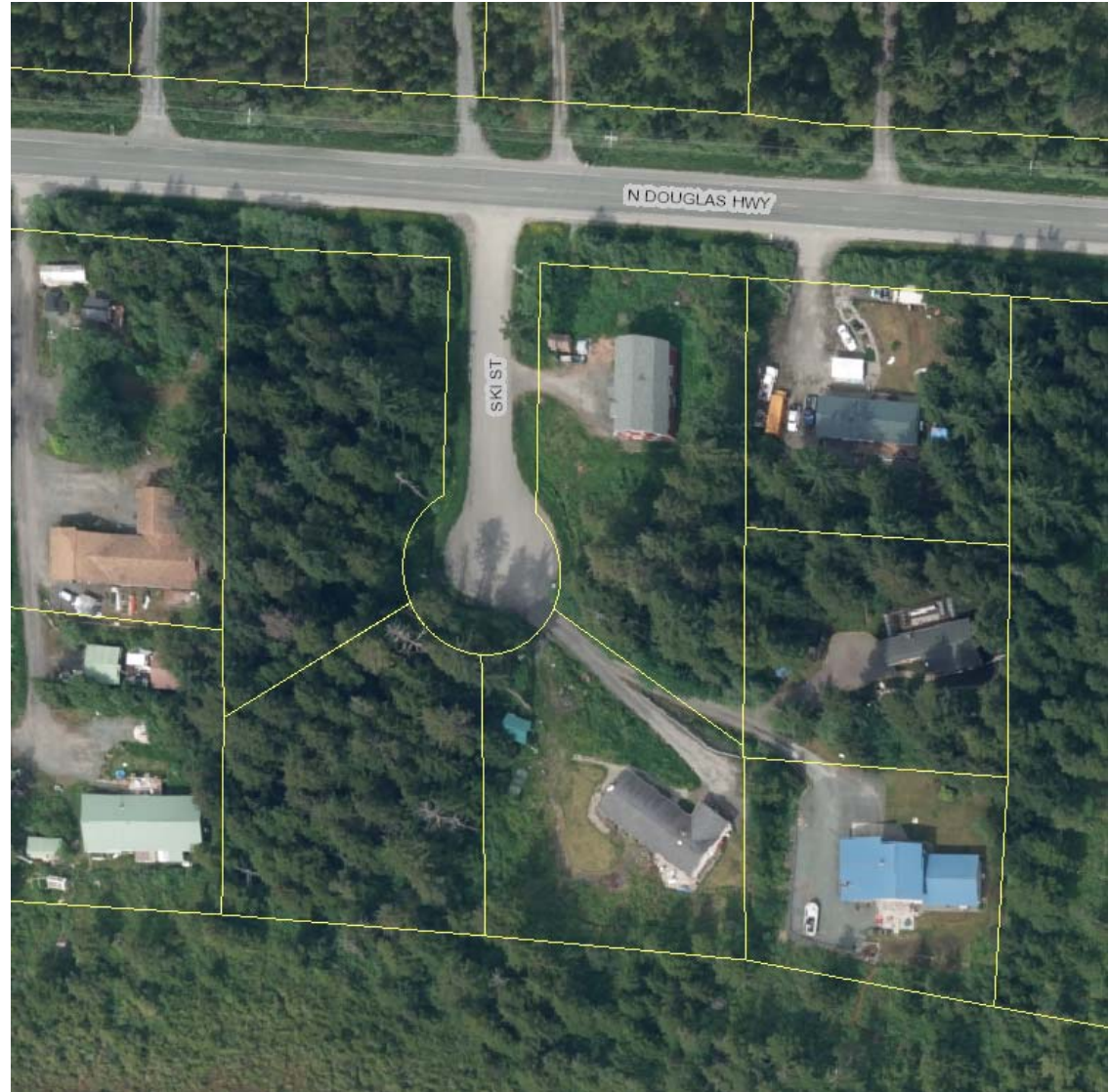
Street is privately maintained



North Douglas Single Family Homes

Zoned D-1

**Access
easement
from Ski
Street**



Nine Mile Creek Road Homes

**3 lots
share
access**

Zoned D-1

**14 foot
gravel
access
road**

**Easement
for access
and water
utilities**

**Easement
agreement
in place**



Peterson Creek Subdivision – Single Family

9 lots share access

Zoned RR

**40 foot wide private
access easement to
properties**

**15 foot access and
utility easement within
subdivision**

**HOA maintains
easement**



Amalga Harbor Area – Single Family

Zoned RR

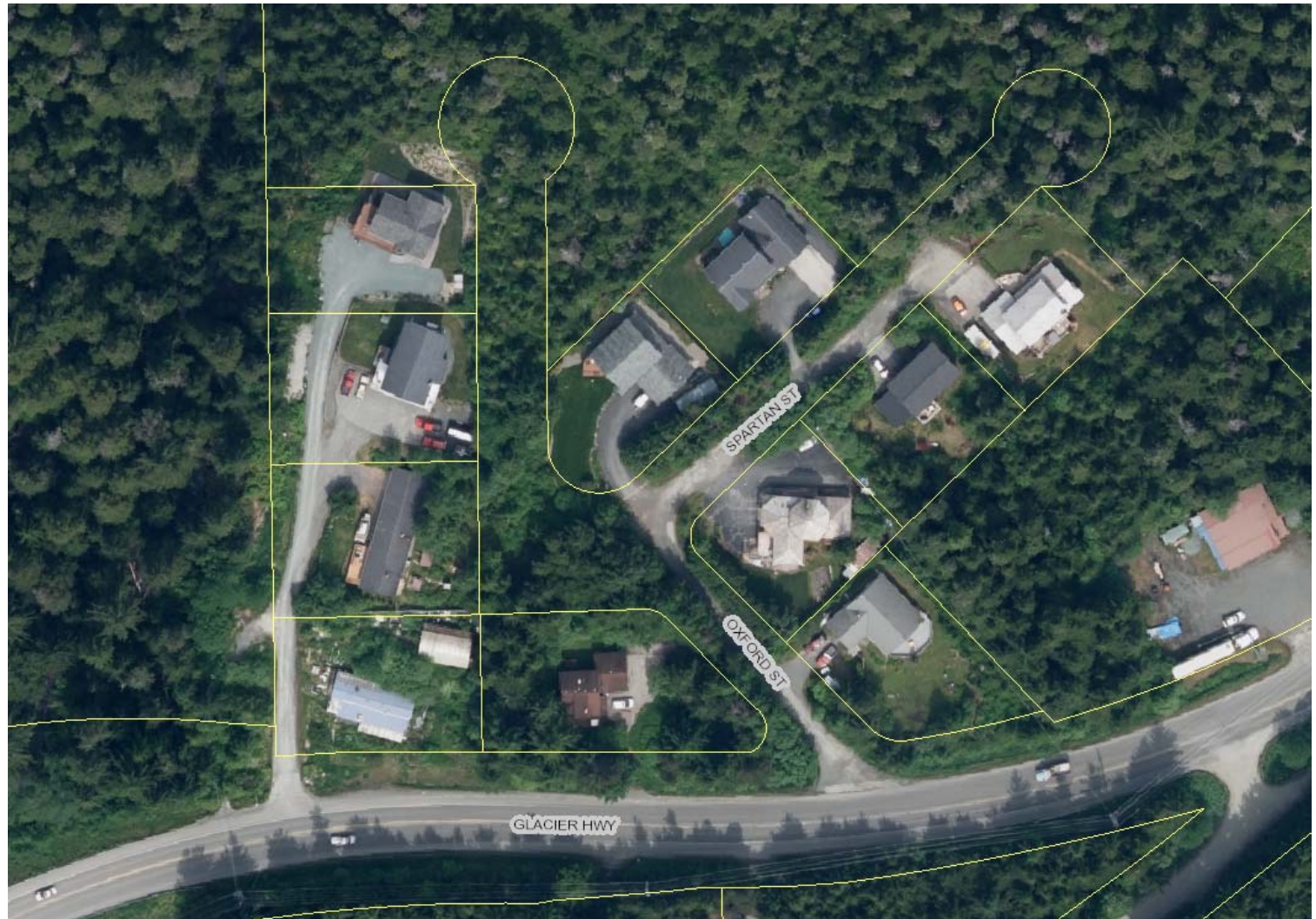


Glacier Highway Single Family

**4 lots share
access**

**Zoned
D1(T)D3**

**25 foot wide
access
easement**



Thane Road Example

7 lots share access

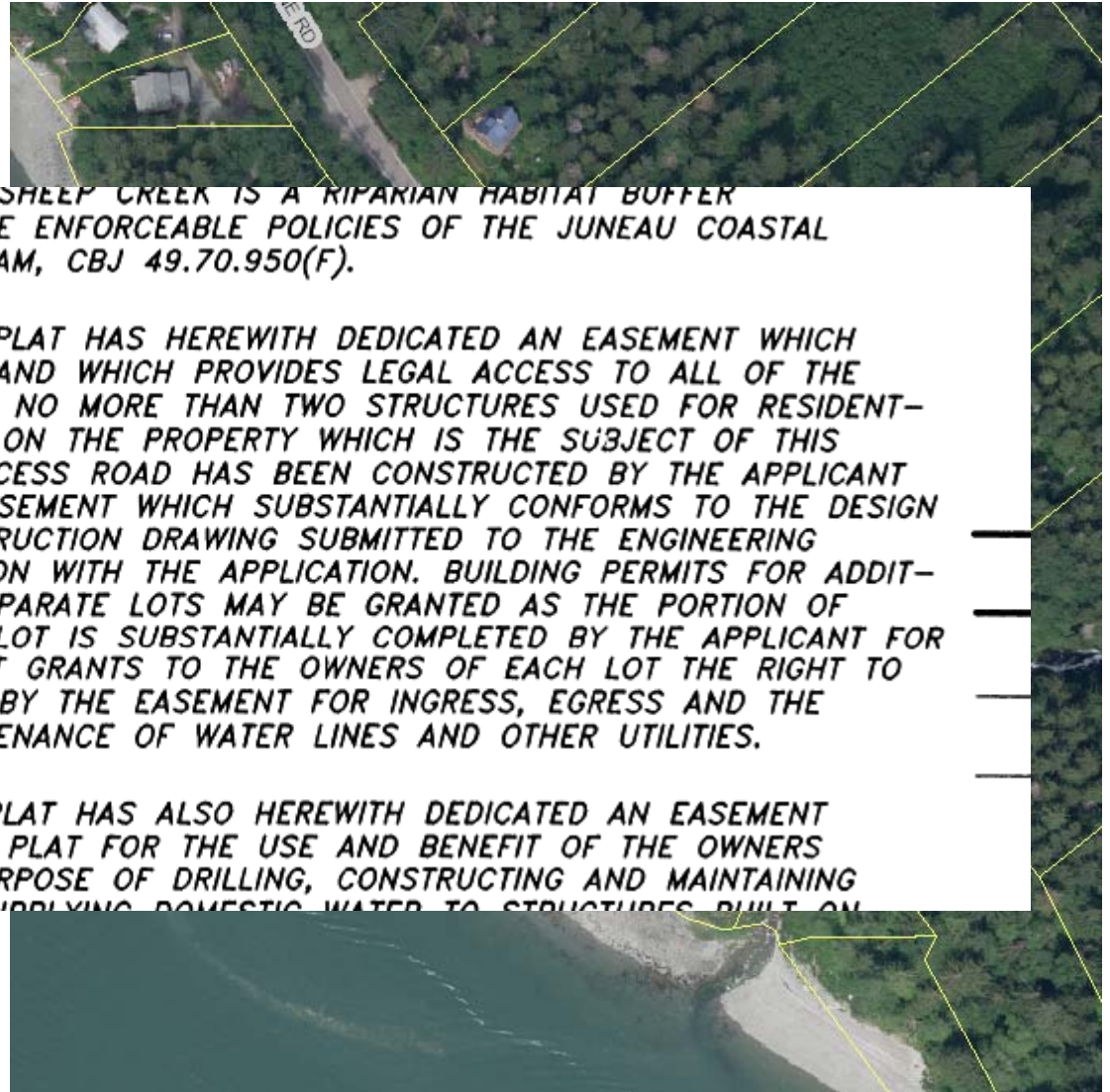
Zoned D1,

30 foot
access
and
easement

Direct
Discretionary
example

Fire access
requirement

1. THE SET-BACK ON LITTLE SHEEP CREEK IS A RIPARIAN HABITAT BUFFER IMPOSED PURSUANT TO THE ENFORCEABLE POLICIES OF THE JUNEAU COASTAL ZONE MANAGEMENT PROGRAM, CBJ 49.70.950(F).
2. THE APPLICANT FOR THIS PLAT HAS HERewith DEDICATED AN EASEMENT WHICH IS SHOWN ON THIS PLAT AND WHICH PROVIDES LEGAL ACCESS TO ALL OF THE LOTS IN THE SUBDIVISION. NO MORE THAN TWO STRUCTURES USED FOR RESIDENTIAL PURPOSES MAY EXIST ON THE PROPERTY WHICH IS THE SUBJECT OF THIS APPLICATION UNTIL AN ACCESS ROAD HAS BEEN CONSTRUCTED BY THE APPLICANT FOR THIS PLAT IN THE EASEMENT WHICH SUBSTANTIALLY CONFORMS TO THE DESIGN SET FORTH IN THE CONSTRUCTION DRAWING SUBMITTED TO THE ENGINEERING DEPARTMENT IN CONNECTION WITH THE APPLICATION. BUILDING PERMITS FOR ADDITIONAL STRUCTURES ON SEPARATE LOTS MAY BE GRANTED AS THE PORTION OF THE ROAD SERVING THAT LOT IS SUBSTANTIALLY COMPLETED BY THE APPLICANT FOR THIS PLAT. THIS EASEMENT GRANTS TO THE OWNERS OF EACH LOT THE RIGHT TO USE THE AREA OCCUPIED BY THE EASEMENT FOR INGRESS, EGRESS AND THE CONSTRUCTION AND MAINTENANCE OF WATER LINES AND OTHER UTILITIES.
3. THE APPLICANT FOR THIS PLAT HAS ALSO HERewith DEDICATED AN EASEMENT WHICH IS SHOWN ON THIS PLAT FOR THE USE AND BENEFIT OF THE OWNERS OF EACH LOT FOR THE PURPOSE OF DRILLING, CONSTRUCTING AND MAINTAINING WELLS AND WATERLINES SUPPLYING DOMESTIC WATER TO STRUCTURES BUILT ON



Dock Street – Single Family Homes

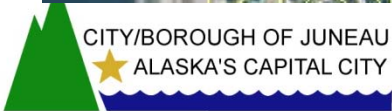
**4 sets of home
share accesses**

Zoned D1

**30 foot r/w
easements – 12
feet on each
property**



Tee Harbor Area – Pt. Stephens Road



Industrial Zoned Property

**Four lots share
a 20 foot wide
access
easement**

**The other five
lots share
another 20 wide
access
easement**



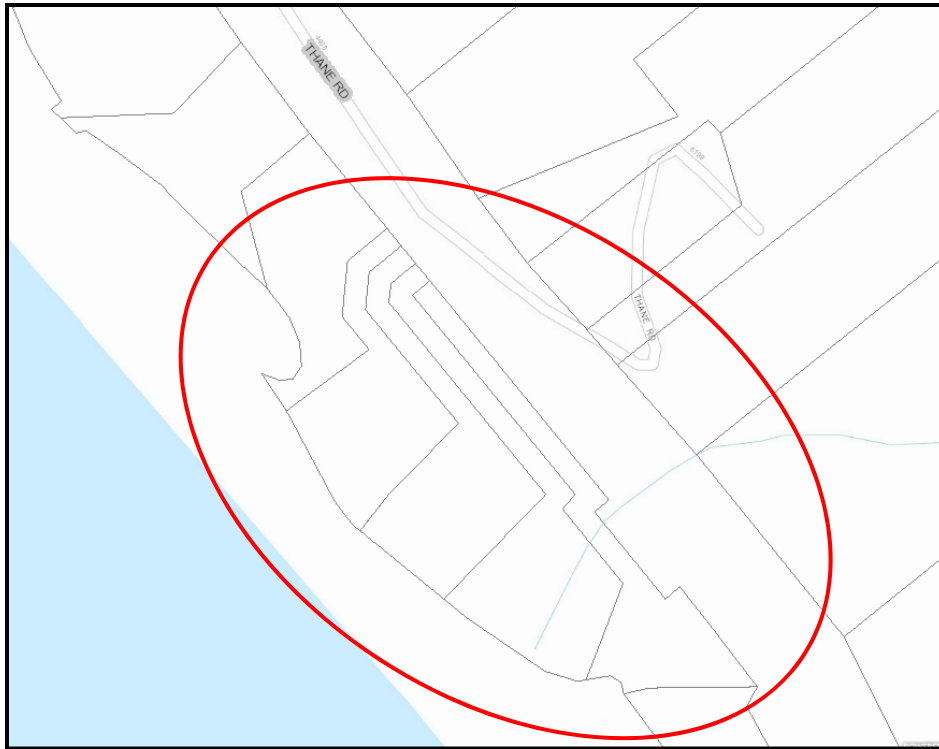
Industrial Zoned Property

**Curtis
Avenue –
privately
maintained
access for
industrial lots**

**Zoned
Industrial**



Director's Discretion Examples



Average Daily Trips (ADT)

Use	ITE Trip Generation Manual - 9 th Edition ADT
Single-family detached (210)	9.52
Apartment (220)	6.65
Low-rise Apartment (221)	6.59
Residential Condo/Townhouse (230)	5.81
Day Care Center per 1000 sf gross floor area	74.06
Manufacturing per 1000 sf gross floor area	3.82
Warehousing per 1000 sf gross floor area	3.56
Hardware/Paint Store per 1000 sf gross floor area	51.29

Right-of-Way Widths

Right-of-way minimum width reductions –

- the Director or Commission may reduce the required right-of-way width

Type	Requirement	May be reduced up to
Collector	60 feet	10 feet
Other streets < 500 ADT	60 feet	25 feet
Alleys	20 feet	5 feet
Stairways & other non-motorized access routes	15 feet	5 feet

- **Number of lots?**
- **Use Restrictions?**
- **Zone Districts?**
- **Hardship or allowed out right?**
- **Should we allow these?**

Table of Roadway Construction - DRAFT

<i>Avg. Daily Trips (ADT)</i>	<i>Adopted Traffic Impact Analysis Required</i>	<i>Sidewalks</i>	<i>Travel Way width</i>	<i>Street lights</i>	<i>ROW Widthⁱⁱ</i>	<i>Paved Roadway Required</i>	<i>Publicly maintained</i>
≥ 500	Yes	Both sides	26 ft.	At all intersections	60 ft. <u>Public ROW</u>	Yes	Yes
212 to 499	Maybe	One side	24 ft.	At all intersections	60 ft. <u>Public ROW</u>	Yes	Yes
0 to 211	No	Not required	22 ft.	At intersection of subdivision street(s) and external street system	60 ft. <u>Public ROW</u>	Yes	Yes
0 to 211	No	Not required	20 ft. ⁱ	At intersection of subdivision street(s) and external street system	60 ft. <u>Public ROW</u>	No, if outside the urban service area ⁱⁱⁱ	No
0 to 50	<u>No</u>	<u>Not required</u>	<u>20 ft.ⁱ</u>	<u>No</u>	<u>50 ft. private easement</u>	<u>Noⁱⁱⁱ</u>	<u>No</u>

Notes:



Questions?