

**ASSEMBLY AGENDA/MANAGER'S REPORT
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

March 22, 2021 7:00 PM

Zoom Webinar/Telephonic/FB Livestream

Meeting No. 2021-07; To participate in the Meeting use Zoom link
<https://juneau.zoom.us/j/98062691299> or call 1-346-248-7799 and enter Webinar ID
98062691299

Submitted By:

Duncan Rorie Watt, City Manager

I. FLAG SALUTE

II. ROLL CALL

III. SPECIAL ORDER OF BUSINESS

A. Instruction for Public Participation

Anyone wishing to provide public comment during the meeting is asked to call the Municipal Clerk's public testimony request phone line at 586-0215 by 3 p.m. the day of the meeting or send an email to City.Clerk@juneau.org providing their name, email address, and phone number they will be calling from. Testimony time will be limited by the Mayor based on the number of participants. The public is encouraged to send comments in advance of the meeting to BoroughAssembly@juneau.org.

If you have not notified the Clerk's Office ahead of time you may still be able to participate. When attending the zoom webinar [login info listed at top of agenda] to speak on an item up for public hearing or a non-agenda item please hit the 'raise hand' button if participating via a computer/tablet; if participating by phone press *9 on your phone; this will place a 'raised hand' icon next to your phone number and will add you to the queue.

IV. APPROVAL OF MINUTES

A. July 1, 2020 Special Assembly Meeting 2020-35 Draft Minutes

B. January 4, 2021 Regular Assembly Meeting 2021-01 Draft Minutes

C. January 25, 2021 Regular Assembly Meeting Draft Minutes

V. MANAGER'S REQUEST FOR AGENDA CHANGES

VI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

VII. CONSENT AGENDA

- A. Public Requests for Consent Agenda Changes, Other Than Ordinances for Introduction
- B. Assembly Requests for Consent Agenda Changes
- C. Assembly Action

1. Ordinances for Introduction

- a. **Ordinance 2021-12 An Ordinance Amending the Uniform Alaska Remote Seller Sales Tax Code.**

The Alaska Remote Seller Sales Tax Commission adopted revisions to the Uniform Remote Seller Sales Tax Code at its February 24, 2021 meeting. In accordance with the intergovernmental agreement that established the Commission, all member municipalities must adopt the revised Uniform Code within 120 days to remain a member in good standing. This ordinance implements a number of clerical and technical clarifications to the Uniform Code, and it also clarifies that all services are subject to sales tax at their destination jurisdiction. This change to the Uniform Code will induce a corresponding adjustment to Juneau's local sales tax code in a separate forthcoming ordinance.

The Assembly Finance Committee reviewed this request at the February 23, 2021 meeting.

The City Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

- b. **Ordinance 2020-09(AR) An Ordinance Appropriating \$17,000 to the Manager as Funding for a COVID-19 Economic Impacts and Recovery Plan; Funding Provided by the General Fund's Fund Balance.**

This ordinance would appropriate \$17,000 for a COVID-19 Economic Impacts and Recovery Plan, as proposed by McKinley Research Group, LLC. This plan would provide an overview of economic impacts in Juneau as a result of the pandemic, outlook for economic recovery by sector, and recommendations for pandemic-related economic recovery initiatives.

Funding for this request would be provided by the General Fund's fund

balance.

The Assembly Finance Committee reviewed this request at the March 3, 2021 meeting.

The City Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

- c. **Ordinance 2020-09(AS) An Ordinance Appropriating \$203,028 to the Manager as Funding for the Taxiway A&E Rehabilitation Capital Improvement Project; Funding Provided by Airport CARES Act Funding.**

This ordinance would appropriate \$203,028 to the Taxiway A&E Rehabilitation CIP (A50-098). This funding will be used for airfield lighting regulator upgrades. These upgrades are considered maintenance-related and are therefore eligible under the Airport's CARES Act grant.

The Airport Board approved this request at the March 17, 2021 special meeting.

The City Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

- d. **Ordinance 2020-09(AT) An Ordinance Appropriating \$21,624,000 to the Manager as Funding for the Planning, Design, and Construction of Bond-Funded Capital Improvement Projects; Funding Provided by General Obligation Bond Proceeds.**

This ordinance would appropriate \$21,624,000 for the planning, design, and construction of bond-funded capital improvement projects.

This appropriation of project funding is consistent with the intent of the \$15 million general obligation bond package approved by voters in the October 6, 2020 municipal election and the \$7 million general obligation bond package approved by voters in the October 1, 2019 municipal election.

Funding for this request would be provided by General Obligation Bond Proceeds.

The Public Works & Facilities Committee reviewed this request at its November 9, 2020 meeting. The Assembly Finance Committee reviewed this request at its December 9, 2020 meeting.

The City Manager recommends the Assembly introduce this

ordinance and set it for public hearing at the next regular Assembly meeting.

2. Resolutions

a. **Resolution 2944 A Resolution Reestablishing the Juneau Commission on Aging and Repealing Resolution 2802.**

This resolution would eliminate the sunset provisions in the Juneau Commission on Aging. The Human Resources Committee reviewed this matter on March 1, 2021.

The City Manager recommends the Assembly adopt this resolution.

3. Bid Award

a. **Bartlett Regional Hospital Behavioral Health Facility BE21-149**

This project includes demolition of the existing facility and construction of a new 14,500 gross square foot facility comprised of outpatient offices, inpatient residential care suites, general storage, and underground parking.

Bids were opened on this project on March 16, 2021. The bid protest period expired at 4:30 p.m. on March 18, 2021. Results of the bid opening are as follows:

	Dawson Construction	Architect/Engineer Estimate
Basic Bid Schedule A	\$8,959,200	\$7,737,163
Basic Bid Schedule B	No Bid	\$7,737,163
Deductive Alternate No. 1 UV Air Purification	<\$25,000> Not Accepted	<\$78,842>
Deductive Alternate No. 2 Relights Interior Offices	<\$9,000> Not Accepted	<\$9,141>
Deductive Alternate No. 3 2nd Floor Patient Area Benches/Planters	<\$7,500> Not	<\$10,019>

	Accepted	
Deductive Alternate No. 4 2nd Floor Patient Area Casework	<\$20,000> Not Accepted	<\$43,057>
Deductive Alternate No. 5 2nd Floor Skylights	<\$18,000> Not Accepted	<\$13,134>
Deductive Alternate No. 6 Enhanced Finishes Grp. 1	<\$42,000> Not Accepted	<\$5,722>
Deductive Alternate No. 7 Enhanced Finishes Grp. 2	<\$28,000> Not Accepted	<\$69,595>
Deductive Alternate No. 8 Marine Coating and Warranty	<\$5,000> Not Accepted	<\$3,303>
Deductive Alternate No. 9 USGBC LEED submittal requirements	<\$500,000> Accepted	<\$400,000>
TOTALS	\$8,454,200	\$7,104,350

The City Manager recommends award of this project, Base Bid A and Deductive Alternate 9 for the total amount bid of \$8,454,200.

4. Other Items for consent

a. **CSP 2020-0011 Calhoun Reconstruction**

The Planning Commission recommended APPROVAL of CSP2020 0011 Calhoun Avenue project at its March 9, 2021 regular meeting. See meeting agenda items at: <https://packet.cbjak.org/CoverSheet.aspx?ItemID=9649&MeetingID=1451>

This project replaces the failing water system. The project replaces aged combined sewer with separated sanitary and storm sewer systems in

accordance with Alaska Department of Environmental Conservation and U.S. Environmental Protection Agency standards. CBJ Engineering & Public Works (EPW) worked with interested neighbors on a matrix of roadway enhancements, evaluating which warranted inclusion on this project. Proposed roadway reconstruction includes improved pedestrian accommodations with sidewalk as wide as possible given the limited historical right-of-way (ROW) and minimum vehicle lane widths (ROW platted 1914). Colored crosswalks, similar to those on Twelfth Street, are recommended. The intersection at West Eighth and Calhoun Avenue will be modified to improve sight distance. Signage will be added to reduce speed to 15 miles an hour and remind users to share the road. The Commission recommends the Assembly direct staff to work with neighbors on a means for undergrounding utilities. The Commission supports acquisition of private property to expand the ROW and increase sidewalk width to a minimum of 5 feet throughout the corridor, recognizing that if negotiations are not successful the sidewalks would be narrowest in the pinch point near West Eighth Street but still ADA compliant.

The City Manager recommends that implementation of the project details be referred to the PWFC.

VIII PUBLIC HEARING

A. Ordinance 2020-10(B) An Ordinance Appropriating \$302,929 from the Treasury for FY21 School District Operations.

The Juneau School District's (JSD) projected student enrollment has decreased by 570 students in FY21. This decrease in enrollment has triggered the Hold Harmless provision of the Alaska Department of Education and Early Development's Foundation Formula. As a result, JSD anticipates an additional \$245,620 in foundation funding and a slight increase to Quality Schools Grant program funding of \$663, for total additional state support of \$246,283. As a result of this increase in funding, CBJ may choose to provide an additional \$56,646 from the General Fund's fund balance for general school operations.

This request was reviewed by the JSD Board on January 12, 2021. This request was reviewed by the Assembly Finance Committee at the March 3, 2021 meeting.

The City Manager recommends the Assembly adopt this ordinance.

B. Ordinance 2020-09(AM) An Ordinance Appropriating \$2,500,000 to the Manager as Funding for the Purchase of a Building at 3225 Hospital Drive; Funding Provided by Bartlett Regional Hospital Fund's Fund Balance.

This ordinance would appropriate \$2,500,000 for the purchase of a building at 3225 Hospital Drive. The Bartlett Surgical & Specialty Clinic occupies approximately half of the space in the building and pays \$181,000 in rent annually. Bartlett

Regional Hospital (BRH) has grown its operations over the years and available space for continued growth is short and at a premium. The purchase of the building would save BRH leasing costs with the opportunity for tenant rental income, with an estimated return on investment of ten years. The proposed building purchase price is below an appraised value of \$3,100,000.

Funding for this request would be provided by Bartlett Regional Hospital Fund's fund balance.

This request was reviewed by the BRH Board on January 26 and February 23, 2021. This request was reviewed by the Lands, Housing, and Economic Development Committee at its February 1, 2021 meeting.

The City Manager recommends the Assembly adopt this ordinance.

C. Ordinance 2020-09(AO) An Ordinance Appropriating \$2,399,725 to the Manager as Funding for the Valley Transit Center Capital Improvement Project; Grant Funding Provided by the Alaska Department of Transportation and Public Facilities.

This ordinance would appropriate \$2,399,725 to the Valley Transit Center CIP. Grant funding is comprised of Federal Transit Administration funds passed through the Alaska Department of Transportation and Public Facilities. The local match requirement of \$599,931 is being met by an in-kind match from the land purchase funded by previously appropriated capital improvement project funding from the Valley Transit Center CIP (D71-089).

The Public Works and Facilities Committee reviewed this request at the January 7, 2021 meeting.

The City Manager recommends the Assembly adopt this ordinance.

D. Ordinance 2020-09(AP) An Ordinance Appropriating \$92,000 to the Manager as Funding for Snow Removal Equipment for Capital Transit; Grant Funding Provided by the Alaska Department of Transportation and Public Facilities, with Local Match Funding Provided by the Equipment Replacement Reserve Fund's Fund Balance.

This ordinance would appropriate \$92,000 for the purchase of snow removal equipment for Capital Transit to maintain access to bus shelters. Grant funding in the amount of \$73,600 is comprised of Federal Transit Administration funds passed through the Alaska Department of Transportation and Public Facilities. The local match requirement of \$18,400 is provided by the Equipment Replacement Reserve Fund's fund balance. This funding will purchase two snow removal equipment trailers and replace a truck that has exceeded its useful life and is scheduled for replacement.

The Public Works and Facilities Committee reviewed this request at the January 7,

2021 meeting.

The City Manager recommends the Assembly adopt this ordinance.

- E. **Ordinance 2020-09(AQ) An Ordinance Transferring \$1,275,193 from Various Capital Improvement Projects to CIP D14-051 Pederson Hill Land Survey & Plan, CIP R72-151 Robbie Rd., Ling Ct. & Laurie Ln., CIP R72-156 Harris St. Reconstruction, CIP R72-149 Meadow Lane Improvements, CIP R72-137 Gold Creek Flume Repairs, and CIP R72-154 4th St. Drainage/F-I & Side Streets.**

This ordinance transferring \$1,275,193 would accommodate current priority project needs of Streets and Lands and Resources. Nearly all of the proposed transfers are reallocating funds from completed projects to ongoing work in need of additional funding. Additional funding for construction will be prioritized and funded by the FY22 CIP request. This transfer consists of \$1,105,634 sales tax and \$169,559 Lands Fund funding.

The Public Works and Facilities Committee reviewed this request at the February 1, 2021 meeting.

The City Manager recommends the Assembly adopt this ordinance.

IX. UNFINISHED BUSINESS

X. NEW BUSINESS

XI. STAFF REPORTS

XII. ASSEMBLY REPORTS

- A. Mayor's Report
- B. Committee Reports, Liaison Reports, Assembly Comments and Questions
- C. Presiding Officer Reports

1. Status of Appeal 2020-02 Sealaska Heritage Institute vs. Planning Commission

On May 13, 2020, the CBJ Planning Commission granted a conditional use permit to the Sealaska Heritage Institute (SHI) for an arts campus building and plaza. SHI appealed. The Assembly stayed the appeal as the parties sought a settlement. At its regular meeting on March 9, 2021, the Planning Commission approved a modification to the conditional use permit. Now, the parties have requested the Assembly dismiss this appeal.

The City Attorney recommends the Assembly grant the requested dismissal.

2. Status of Appeal 2020-03 Wille and Weldon v. Planning Commission and CCTHITA

This appeal relates to a Planning Commission decision granting a conditional use permit for transitional housing at 6205 Alaway Avenue (Lemon Creek/Midtown) for the Central Council of the Tlingit and Haida Indian Tribes of Alaska. The Hearing Officer held oral arguments on March 8. On March 17, the Hearing Officer issued an order for supplemental briefing to be completed by March 26.

No Assembly action is needed at this time.

XIII CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

XIV. EXECUTIVE SESSION

XV. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org

THE CITY AND BOROUGH OF JUNEAU, ALASKA
SPECIAL ASSEMBLY MEETING
DRAFT Meeting Minutes – July 1, 2020

Meeting No. 2020-35: The Special Assembly Meeting of the City and Borough of Juneau Assembly, convened immediately following the Special Assembly Human Resources Committee meeting, was held virtually via Zoom, and called to order by Deputy Mayor Maria Gladziszewski at 6:13p.m.

I. CALL TO ORDER / ROLL CALL

Assemblymembers Present: Deputy Mayor Maria Gladziszewski, Rob Edwardson, Loren Jones, Wade Bryson, Michelle Hale, Alicia Hughes-Skandijs,

Assemblymembers Absent: Mayor Weldon, Carole Triem, and Greg Smith

Staff Present: Municipal Clerk Beth McEwen, Deputy Clerk Diane Cathcart, Port Director Carl Uchtyl

II. APPROVAL OF AGENDA

Hearing no objections, the agenda was approved as presented.

III. AGENDA TOPICS

A. Docks and Harbors Board Appointments

There were three open terms on the Docks and Harbors Board; those of incumbents Don Etheridge, Mark Ridgway and E. Budd Simpson's seats. Mr. Simpson was ineligible for reappointment due to term limits. Mr. Etheridge and Mr. Ridgway each applied for reappointment and there was one other applicant, David Larkin.

MOTION by Human Resources Committee Chair Wade Bryson for the Assembly to make the following appointments to the Docks and Harbors Board:

- Reappointment of Don Etheridge and Mark Ridgway to terms July 1, 2020-June 30, 2023
- Appointment of David Larkin to a term July 1, 2020-June 30, 2023.

Hearing no objection, the motion passed by unanimous consent.

IV. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

V. EXECUTIVE SESSION

None.

VI. ADJOURNMENT

With no further business to come before the Assembly, the meeting was adjourned at 6:15 p.m.

Signed: _____
 Elizabeth J. McEwen
 Municipal Clerk

Signed: _____
 Beth A. Weldon
 Mayor

THE CITY AND BOROUGH OF JUNEAU, ALASKA
REGULAR ASSEMBLY MEETING
DRAFT Meeting Minutes – January 4, 2021

MEETING NO. 2021-01: The Regular Assembly Meeting of the City and Borough of Juneau Assembly was held telephonically via Zoom Meetings, and was called into order by Mayor Beth Weldon at 7:00p.m.

I. FLAG SALUTE

II. ROLL CALL

Assemblymembers Present: Maria Gladziszewski, Wade Bryson, Loren Jones, Carole Triem, Alicia Hughes-Skandijs, Christine Woll, Greg Smith, Michelle Hale, and Mayor Beth Weldon.

Assemblymembers Absent: None.

Staff Present: City Manager Rorie Watt, Deputy City Manager Mila Cosgrove, City Attorney Robert Palmer, Municipal Clerk Beth McEwen, Deputy Clerk Diane Cathcart

III. SPECIAL ORDER OF BUSINESS

A. Instructions for Public Participation

Municipal Clerk McEwen provided the public with instructions on how to participate in tonight's meeting telephonically.

IV. APPROVAL OF MINUTES

A. August 24, 2020 Regular Assembly Meeting #2020-40 DRAFT Minutes

MOTION by Ms. Hale for the Assembly to approve of the August 24, 2020 Regular Assembly Meeting Minutes and asked for Unanimous Consent. *Hearing no objections, the minutes were approved by unanimous consent.*

V. MANAGER'S REQUEST FOR AGENDA CHANGES

The City Manager did not have any requests for Agenda changes.

VI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Emily Ferry, a Downtown resident, spoke to the reconstruction project on Calhoun Avenue. She feels that concerns regarding safety and improving pedestrian and bike-ability aspects have not been taken into consideration, given the scope of the project. Ms. Ferry stated that over thirty residents and neighbors have signed a petition encouraging the CBJ Planning Commission to expand the scope of the project to include pedestrian safety and bike-ability aspects of the road.

Katherine Miller, a Valley resident, spoke to the indirect effects on the Mendenhall Loop Road due to the US Forest Service Plan to expand the Mendenhall Glacier Visitor Center. She shared

that the current project plan does not include the number of visitors that it could hold, but mentioned that the Visitor Center building has a capacity of up to 4,000 people. Ms. Miller expressed concern regarding the amount of buses potentially congesting Mendenhall Loop Road while transporting thousands of tourists to the glacier in the summer.

David Summers, a Lemon Creek resident, expressed his concerns regarding the exclusion of year-round sole proprietor businesses from the Extreme Hardship Business Grant program. Ms. Hale asked Mr. Summers if he had received funding from the other CBJ grant programs for businesses. Mr. Summers said that his businesses received some of those grants, but did not receive the Extreme Hardship Grant.

VII. CONSENT AGENDA

A. Public Requests for Consent Agenda Changes, Other Than Ordinances for Introduction
None.

B. Assembly Requests for Consent Agenda Changes
None.

C. Assembly Action

MOTION by Mr. Jones for the Assembly to adopt the Consent Agenda, and asked for unanimous consent. *Hearing no objections, the Consent Agenda was approved by unanimous consent.*

1. Ordinances for Introduction

- a. **Ordinance 2020-60 An Ordinance Authorizing the Manager to Convey Approximately 22,000 Square Feet of Property Located at Lot 2, USS 3559 to the Owners of the Adjacent Property Located at 11259 North Douglas Highway.**
Dwight Scott Williams and Carol Colp have submitted an application to purchase City property on USS 3559 LT 2, which is adjacent to their property located at 11259 N. Douglas Highway. At the November 9, 2020 meeting, the Lands Committee provided a motion of support for this land disposal. The Planning Commission provided a positive recommendation with the condition that the new lot created by this sale meet the dimensional requirements of the Rural Reserve zoning district. The purchase price of the property shall be the fair market value, which has been determined to be \$34,600.00.
The City Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

2. Resolutions

- a. **Resolution 2936 A Resolution Authorizing the Manager to Apply to the State of Alaska for the Acquisition of the Property Located at Telephone Hill.**
In 2019, the Governor published a Property Disposal Directive Report, which listed the Telephone Hill properties for divestment by the State.

At the Assembly COW on December 2, 2019, staff gave a history of the properties and received direction to start the process to acquire the properties from the State. As the long-term management partner for the Telephone Hill properties, the City supports the goal of economic development of these properties and requests that the State convey the property to advance the shared goals of the City and the Administration.

On December 7, 2020, the Lands and Resources Committee provided a motion of support for a resolution in favor of the City applying to acquire the Telephone Hill properties from the State. The Telephone Hill properties were acquired jointly by CBJ and the State of Alaska approximately 35 years ago for the purpose of providing for an improved Capitol campus. Many improvements to the Capitol have been accomplished since then. Acquisition of these properties will allow CBJ to continue to play a central role in improvements to the Capitol and in the development of these properties.

This resolution would authorize the CBJ to submit an application to the State of Alaska, which would likely be an application for public and charitable use to the Department of Natural Resources (AS 38.05.810).

The City Manager recommends the Assembly adopt this resolution.

3. Other Items for Consent

a. CSP 20-08 Goodwin Road Reconstruction

This road reconstruction project includes replacement of the water system, partial replacement of the sewer system, and improved drainage. Road will be constructed and paved to full existing width, with two 14-foot travel lanes. Both water and sewer have exceeded their service life. An existing pedestrian path on the uphill side of Goodwin Road will be realigned to better match a crosswalk on Blueberry Hills Road.

The City Manager recommends the Assembly approve this project consistent with the Planning Commission's recommendation.

4. Transfers

a. **Transfer Request T-1034 A Transfer of \$5,273,237 from Various Capital Improvement Projects to CIP U76-103 Facilities Planning, CIP U76-122 Outer Drive & W. Juneau Station Improvements, CIP U76-112 JD New Vector Dump, and CIP U76-100 Glacier Highway Sewer-Anka to Walmart.**

This transfer of \$5,273,237 would accommodate current priority project needs of the wastewater utility. Many of the proposed transfers are reallocation of funds from completed projects to ongoing work in need of additional funding. The ongoing projects that are providing funding for the priority CIPs will retain sufficient funding to continue developing and building within those CIPs. Additional funding for construction will be prioritized and funded by the Wastewater Utility FY22 CIP request.

The Public Works and Facilities Committee reviewed this request at the December 7, 2020 meeting.

The City Manager recommends approval of this transfer.

VIII. PUBLIC HEARING

A. Ordinance 2020-09(AA) An Ordinance Appropriating \$45,000 to the Manager for Parks and Recreation’s Fiscal Year 2021 Dimond Park Field House Operating Costs; Funding Provided by the General Fund’s Fund Balance.

This ordinance would appropriate \$45,000 for Parks and Recreation’s FY21 Dimond Park Field House (DPFH) operating costs, estimated to be allocated for the following purposes:

Facilities Maintenance	\$20,000
<u>Immediate Repairs to Fire System/Building</u>	<u>\$25,000</u>
TOTAL	\$45,000

This supplemental appropriation is needed as a result of the transference of management of DPFH from Eaglecrest to Parks and Recreation beginning January 1, 2021.

The Parks and Recreation director briefed the Parks and Recreation Advisory Committee (PRAC) on this transfer at its meeting on November 3, 2020. Funding for this request would be provided by the General Fund’s fund balance.

The Assembly Finance Committee reviewed this request at its December 9, 2020 meeting.
The City Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Woll for the Assembly to adopt Ordinance 2020-09(AA) and asked for unanimous consent.

Objection by Mr. Jones. Mr. Jones spoke to his objection, stating that he is not sure that the Assembly has done their due diligence around this issue. He also expressed concerns about the uncertainty regarding CBJ’s ownership of the property, and whether it should be sold back to the CBJ.

Objection by Mayor Weldon. Mayor Weldon agreed with Mr. Jones’ comments, and expressed concern about acquiring a new building without much discussion on the matter.

Roll Call Vote for Ordinance 2020-09(AA):

Ayes: Woll, Bryson, Hale, Smith, Gladziszewski.

Nays: Hughes-Skandijs, Jones, Triem, Mayor Weldon.

Motion passed. Five (5) Ayes, Four (4) Nays.

B. Ordinance 2020-09(AB) An Ordinance Appropriating \$376,000 to the Manager for the Planning and Design of Bond-Funded Capital Improvement Projects; Funding Provided by General Obligation Bond Proceeds.

This ordinance would appropriate \$376,000 for the planning and design of bond-funded capital improvement projects, estimated to be allocated to the full design phase of the following projects:

Crest Avenue Reconstruction (R72-155)	\$175,000
Eagle Valley Center Improvements (P46-115)	\$ 51,000
Downtown and Glacier Fire Stations - <u>Mechanical/Electrical Upgrades (F21-041)</u>	<u>\$150,000</u>
TOTAL	\$376,000

This appropriation of project funding is consistent with the intent of the \$15 Million general obligation bond package approved by voters in the October 6, 2020 Municipal Election. Funding for this request would be provided by General Obligation Bond Proceeds.

The Public Works and Facilities Committee reviewed this request at the December 7, 2020 meeting. The Assembly Finance Committee reviewed this request at the December 9, 2020 meeting.

The City Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Mr. Smith for the Assembly to adopt Ordinance 2020-09(AB) and asked for Unanimous Consent.

Objection by Mr. Bryson. Mr. Bryson spoke to his objection, stating that this is the wrong timing for the Crest Avenue project. He said that he is in favor of improving the area, but mentioned the multiple other changes that will be implemented within the next 12 months near that road. Mr. Bryson said that he does not oppose this ordinance, he is concerned with potentially putting the cart before the horse, taking the several changes that will be made to Crest Avenue in the coming months. He suggested possibly taking this ordinance back to Committee of the Whole for discussion.

Mr. Palmer explained that Mr. Bryson had the option to move to refer the ordinance to the COW if he chose to do so.

Mr. Bryson asked Mayor Weldon if it was possible to bifurcate the ordinance, to keep the two other projects intact and move the Crest Avenue project to COW. Mr. Palmer said that Mr. Bryson could do that by amending the motion that would strike the Crest Avenue project from this ordinance.

Mr. Watt mentioned that the Assembly could reduce the appropriation amount which would delay the Crest Avenue project, or to pass the ordinance and ask for an update at a Public Work and Facilities Committee (PWFC) meeting. Mr. Bryson said that he would remove his objection if the Assembly could receive an update on the project at the PWFC meeting.

Ms. Gladziszewski clarified that this is the planning and design of Crest Avenue, and that Mr. Bryson's concerns will be addressed in the design process. Mr. Watt confirmed Ms. Gladziszewski's clarification, and explain that the process will involve PWFC gathering a scope of the project and proposing improvements with the Planning Commission. He added that PWFC would give regular updates to the Assembly to ensure that they were moving in the right direction.

Mr. Bryson removed his objection.

Hearing no further objections, Ordinance 2020-09(AB) was adopted by unanimous consent.

C. Ordinance 2020-38(b) An Ordinance Authorizing Docks and Harbors to Execute a Reservation Agreement with Goldbelt, Inc. for Seadrome Dock and the Merchant's Wharf Float.

This ordinance would allow Docks and Harbors to manage the reservations on behalf of Goldbelt, Inc. at the Seadrome Dock for the 2021 season. Title 85 only allows Docks and Harbors "the development and marketing of municipality owned facilities", which includes the Intermediate Vessel Float, the Port Field Office Float and Statter Harbor Breakwater.

This authorization would allow Docks and Harbors to evaluate, alongside with Goldbelt, whether a moorage reservation call center operated by Docks and Harbors would provide efficiencies and cost savings for the two entities.

The Docks and Harbors Board favorably recommended this matter at its meeting on February 27 and again on November 19, 2020. The Assembly Human Resources Committee favorably recommended this matter at its meeting on July 1, 2020.

The original intent was to execute this authorization in calendar year 2020. However because of the pandemic, both parties agreed to wait until 2021 to evaluate opportunities.

The City Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Hughes-Skandijs for the Assembly to adopt Ordinance 2020-38(b) and asked for unanimous consent. *Hearing no objections, Ordinance 2020-38(b) was adopted by unanimous consent.*

IX. UNFINISHED BUSINESS

None.

X. NEW BUSINESS

A. Regulation 05 CBJAC 20.044 Active Fishing Vessel Discount at Statter Harbor

This regulation would allow fishing vessels that maintain reserved moorage at Statter Harbor to moor up to 20 days per year at the downtown harbors. The Docks and Harbors Board recommended approval of this regulation amendment.

The Assembly's review is guided by CBJC 01.60.260. Notably, the Assembly cannot amend the regulations tonight. However, the Assembly may do one of the following:

1. Not take up consideration of the regulations by moving the regulations with orders of the day, which means the regulations are approved;
2. Discuss the regulations and move to adopt the regulations;
3. Discuss the regulations and direct the Manager to consider reasons to review the regulations again; or
4. Direct the Attorney to prepare an ordinance or resolution for consideration of the substance of the regulations.

The City Manager recommends the Assembly approve the regulations by moving for orders of the day.

Public Comment:

None.

Assembly Action:

MOTION by Mr. Jones for the Assembly to move orders of the day.

Ms. Triem asked if this regulation change was specifically directed at commercial fishing vessels. Mr. Uchytel confirmed that the purpose of this regulation change was primarily intended for commercial fishing vessels. *Hearing no objections, the orders of the day passed by unanimous consent*

XI. STAFF REPORTS

EOC Incident Commander Mila Cosgrove provided an update to the Assembly on the status of the COVID-19 vaccine rollout. She clarified that vaccine distribution and prioritization decisions are being made by the State of Alaska for most Alaskans; and tribal organizations are developing

vaccine strategies for tribal members. She explained that vaccines are limited and are not available to everyone at the moment, so the State is distributing them in a phased approach as they become available.

Ms. Cosgrove said we are currently in Phase 1a, which is separated into three tiers: Tiers 1 through 3 predominantly consist of healthcare workers and emergency responders. Last Thursday, the State released the allocations for Phase 1b. Tier 1 of Phase 1b will include individuals who are over the age of 65 years old. The State is opening registration for this Tier on Wednesday, January 6 at 12:00 p.m.

Ms. Cosgrove asked the public to be patient with the process, and assured that vaccines will be distributed throughout the community as they have been identified. She shared that EOC staff have been working on ways to get the word out to those in the community who may be included this tier, but are not connected to electronic communications or social media resources. Ms. Cosgrove also explained that the EOC does not have insight on how many people in Juneau have received the vaccine. The State is working on a mechanism to report those numbers, but that information has not been given to the EOC at this time.

Mr. Bryson asked Ms. Cosgrove if she had any insight on when they would receive more vaccines, and the number of vaccines that would be in the next batch. Ms. Cosgrove explained that the State of Alaska receives a monthly allocation of vaccines to distribute to communities. The EOC will receive an allocation of vaccines every month, but the amount of vaccines expected in each monthly allocation has not been made available at this time.

Ms. Gladziszewski thanked Ms. Cosgrove and the EOC for their efforts in providing as much information as possible during a time in which there is limited information available. Ms. Cosgrove said that new information is included in the Daily EOC Update and the weekly COVID-19 Update, in addition to the State website.

XII. ASSEMBLY REPORTS

A. Mayor's Report

Mayor Weldon said she hoped that everyone had a good holiday season, and that 2021 would be a better year for everyone. She said the Clerk's office is currently accepting applications for the Systemic Racism Review Committee. Applications are due by January 10. She also mentioned that CBJ is providing Christmas tree chipping service on Saturday, January 9.

B. Committee Reports, Liaison Reports, Assembly Comments and Questions

Committee of the Whole Chair Jones shared that the COW has not met since the last two Assembly meetings. There is a COW meeting scheduled for Monday, January 11.

Lands, Resources, Housing and Economic Development Committee Chair Gladziszewski reported that the committee has not met since the last Assembly meeting. The next meeting is scheduled for Monday, January 11.

Public Works and Facilities Committee Chair Hale shared that PWFC has also not met since the last Assembly meeting. The next meeting is scheduled for Monday, January 11.

Human Resources Committee Chair Bryson forwarded a motion from the HRC to appoint Gretchen Bishop to the Juneau Commission on Sustainability for a term beginning immediately and ending June 30, 2023. Hearing no objections, Ms. Bishop was appointed by unanimous consent.

Mr. Bryson reported that the HRC met just prior to the Assembly meeting and discussed the future of CBJ Elections and passed a motion to direct the Clerk to present election options at a future COW meeting for the 2021 Election.

MOTION by Mr. Jones made to forward to the COW that the Assembly consider a hybrid election for the 2021 Election. This could include an emphasis on absentee voting, or the utilization of the Municipality of Anchorage's Voting Center. *Hearing no objection, the motion passed by unanimous consent.*

Mr. Bryson also mentioned the HRC's discussion of the BRH Board vacancy, and referenced the Executive Session scheduled at the end of this Assembly meeting to discuss filling that vacancy.

Assembly Finance Committee (AFC) Chair Triem reported that there has not been a recent AFC meeting, however some agenda items passed tonight were brought forth by the AFC. The next scheduled meeting is Wednesday, January 13.

Liaison Reports and Assembly Comments

Ms. Woll shared that she attended the Juneau Commission on Aging (JCOA) meeting, where they discussed the 2019 Senior Needs Survey. She said that it featured a thorough analysis of the needs present in our community, and the JCOA will evaluate the needs and make a recommendation to the Assembly sometime in the near future.

Mr. Smith reminded the listening public of the free asymptomatic testing, and to fill out this year's PFD application. He wished everyone a Happy New Year.

Ms. Hughes-Skandijs shared that the Docks & Harbors Board recently met, and the agenda item they brought to the Assembly was moved for orders of the day earlier in tonight's meeting. Docks & Harbors also reviewed and forwarded their comments to the Assembly on the final draft of the Visitor Industry Task Force (VITF) recommendations. She also wished everyone a Happy New Year.

Ms. Hale suggested holding a joint meeting between the BRH Board and the Assembly to discuss community health strategies. She added that the Behavioral Health group had been reaching out to the residents of Haines to provide emotional support in the aftermath of the December landslides.

Ms. Triem shared that the Aquatics Board did not meet in December, but they will meet this month to discuss their budget recommendations for the upcoming fiscal year. The aquatics systems has a new online reservation system that is significantly less clunky than the old one. She encouraged the public to try and use the new system for the pools.

Ms. Gladziszewski shared that the School Board has not had a meeting recently.

Mr. Jones shared that the Planning Commission has not met, and are still working on their list of recommendations. He attended the last Bartlett meeting. He did not attend the last Blueprint Downtown meeting. He reminded the Assembly that there is a COW meeting scheduled for next week.

C. Presiding Officer Reports

1. Wille and Weldon v. Planning Commission and CCTHITA

This appeal relates to a Planning Commission decision granting a conditional use permit for transitional housing at 6205 Alaway Avenue (Lemon Creek/Midtown) for the Central Council of the Tlingit and Haida Indian Tribes of Alaska. The Assembly accepted this appeal and appointed Mr. Bryson as the Presiding Officer.

Ms. Weldon filed a motion to disqualify Mr. Bryson from participating in this appeal. A motion to disqualify is governed by CBJC 01.50.100.

The City Attorney recommends the Assembly recess into executive session to discuss this quasi-judicial matter.

Mayor Weldon recused herself from this discussion due to family ties.

MOTION by Ms. Gladziszewski for the Assembly to recess into Executive Session to discuss this matter.

Mr. Bryson asked if it would be possible to recuse himself from this issue to make this matter go smoothly. Mr. Palmer told Mr. Bryson that he could make that decision if he wanted to. Mr. Bryson withdrew himself as Presiding Officer from this appeal. Ms. Gladziszewski withdrew her motion for Executive Session.

MOTION by Ms. Gladziszewski for the Assembly to appoint a Hearing Officer to this appeal. *Hearing no objections, the motion passed.*

Mr. Palmer said that he would notify the involved parties of this decision.

2. Sealaska Heritage Institute v. Planning Commission

On May 13, 2020 the CBJ Planning Commission granted a conditional use permit to the Sealaska Heritage Institute for an arts campus building and plaza. The parties are trying to resolve this case and have until March 15, 2021 to provide an update to the Assembly.

No action is needed at this time.

Mr. Palmer noted that this appeal was still pending, and there is no action needed at this time.

XIII. EXECUTIVE SESSION

A. Bartlett Regional Hospital Boardmember Vacancy

The Full Assembly as the Human Resources Committee met on December 15, 2020 to interview for the three Bartlett Regional Hospital Board seats with terms ending December 31, 2020. Out of seven applicants interviewed, the three incumbents were reappointed.

On December 23, 2020 the City Clerk's Office was notified that a board member with an unexpired term resigned. The board member's seat is for a term ending December 31, 2021.

Depending on the recommendation from the January 4, 2021 Assembly Human Resources Committee, the Assembly may choose to recess into Executive Session to consider the applications of those individuals who were interviewed at the December 15, 2020 HRC meeting.

MOTION by Ms. Triem for the Assembly to move into Executive Session to discuss items that might have a tendency to prejudice the reputation/character of any persons, specifically applicants for the Bartlett Regional Hospital Board, and asked for unanimous consent. *There being no public objection or comment to the Assembly recessing into Executive Session, the Assembly recessed into Executive Session at 8:13p.m. and returned from Executive Session at 8:31p.m.*

MOTION by Mr. Jones for the Assembly appoint Hal Geiger to the vacant seat on the Bartlett Regional Hospital Board of Directors to a term beginning immediately and expiring December 31, 2021. *Hearing no objections, the motion passed by unanimous consent.*

Mayor Weldon asked if there was any other business to come before the Assembly before they adjourned. Mr. Jones reported that the next meeting of the Downtown Blueprint Committee was scheduled to meet on Saturday, January 30, 2021 from 8:30a.m.-12:30p.m.

XIV. ADJOURNMENT

There being no further business to come before the Assembly, the meeting was adjourned at 8:33p.m.

Signed: _____

Elizabeth J. McEwen
Municipal Clerk

Signed: _____

Beth A. Weldon
Mayor

**THE CITY AND BOROUGH OF JUNEAU, ALASKA
REGULAR ASSEMBLY MEETING**

DRAFT Meeting Minutes – January 25, 2021

MEETING NO. 2021-04: The Regular Meeting of the City and Borough of Juneau Assembly held virtually via Zoom webinar was called to order by Mayor Beth Weldon at 7:00p.m.

I. ROLL CALL

Assemblymembers Present: Maria Gladziszewski, Wade Bryson, Loren Jones, Carole Triem, Alicia Hughes-Skandijs, Christine Woll, Greg Smith, Michelle Hale, and Mayor Beth Weldon.

Assemblymembers Absent: None.

Staff Present: City Manager Rorie Watt, Deputy City Manager Mila Cosgrove, City Attorney Robert Palmer, Municipal Clerk Beth McEwen, Deputy Clerk Diane Cathcart

II. SPECIAL ORDER OF BUSINESS

A. Instruction for Public Participation

Municipal Clerk McEwen explained the process for anyone from the public comment wishing to provide public testimony.

B. Update on COVID-19 Vaccine Strategy by Alison Gottschlich, Public Health Nurse Manager, State of Alaska, Division of Public Health

Ms. Cosgrove addressed the community's questions regarding vaccines and vaccine distribution. She introduced Alison Gottschlich, the Public Health Nurse Manager for Juneau's local Division of Public Health (DPH), and the team lead for the COVID-19 Vaccine Task Force.

Ms. Gottschlich provided an update on the vaccine rollout process, and said that Juneau has received 4,700 first doses of the vaccine, and 1,100 people who have received the two dosages. She said that DPH anticipates to receive more vaccines every month. Due to the limited number of available vaccines, vaccine rollout is being administered through a phased approach. There is a state allocation committee that reviews national recommendations for vaccine eligibility, and adapts those recommendations for Alaska's vaccine distribution. Alaska is currently in Phase 1b, Tier 1, which includes healthcare workers, those in long-term care facilities, and individuals over the age of 65 years old. The next phase will be Phase 1b, Tier 2 which will include essential workers who are over the age of 50 years old, as well as people living and working in congregate settings. Ms. Gottschlich said that there is not yet an anticipated date for when that tier will open.

Ms. Gottschlich shared that there is a local vaccine planning committee that is comprised of the Juneau Public Health Center, CBJ, BRH, CCTHA, SEARHC, and CCFR. Ms. Gottschlich said that they are all working together on coordinating local vaccine efforts. She described the general process for vaccine rollout as local providers submitting a survey to the Alaska Department of Health and Social Services that requests the amount of vaccines they want to receive; then the

Federal Government informing the AKDHSS on how many vaccines they will receive for the allocation for that month. AKDHSS then determines how they will disperse the vaccines to each Alaskan community, however this responsibility is being shifted to the local vaccine task force. As of right now, Ms. Gottschlich does not know how many vaccines will be included in the February allocation.

Ms. Gottschlich explained that there is a list of local providers on the CBJ Vaccine website and the State Vaccine website. The State has requested providers to update their vaccine eligibility information on the Vaccine websites every Wednesday, and she recommended those looking to get a vaccine to check the websites regularly.

Mr. Smith asked if Ms. Gottschlich could speak to vaccine safety and the reactions that people may have after receiving the vaccine. Ms. Gottschlich assured the public that the process in developing this vaccine was thorough, and DHSS is confident in the safety of the vaccine. She said that twenty-two million doses of this vaccine has been administered throughout the United States, and it is being closely monitored to ensure safety and efficiency. The CDC has reported 11 cases of anaphylactic shock per million doses. She added that anaphylaxis is a reaction that occurs almost immediately, and can be effectively treated with epinephrine.

Ms. Gladziszewski mentioned the difference between Federal Vaccine Regulations (which include those with pre-existing conditions) and State Vaccine Regulations (which do not include those with pre-existing conditions). She asked Ms. Gottschlich if the State would consider changing their vaccine allocation regulations, or is that regulation set until the next Tier opening. Ms. Gottschlich said that was a difficult question, and that the State has determined the allocation to those with pre-existing during the Tier 3 phase. She recommended those interested in the reasoning behind that decision to review the recent DHSS meeting minutes.

Mayor Weldon thanked Ms. Gottschlich for joining the Assembly meeting, and expressed appreciation for the information she provided.

III. APPROVAL OF MINUTES

- A. January 15, 2020 Special Assembly Meeting with BRH Board Draft Minutes**
- B. June 24, 2020 Special Assembly Meeting #2020-33 Draft Minutes**
- C. October 1, 2020 Special Assembly Meeting #2020-43 Draft Minutes**
- D. November 23, 2020 Regular Assembly Meeting #2020-46 Draft Minutes**
- E. December 14, 2020 Regular Assembly Meeting #2020-47 Draft Minutes**
- F. December 15, 2020 Special Assembly Meeting #2020-48 Draft Minutes**

MOTION by Ms. Hale to approve the aforementioned Assembly meeting minutes.
Hearing no objections, the minutes were approved with Unanimous Consent.

IV. MANAGER'S REQUEST FOR AGENDA CHANGES

None.

V. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Mary Ellefson and Tom Wagner, Juneau residents. Ms. Ellefson spoke as a member of the Glory Hall Board, and shared that the Glory Hall seeks to improve their efforts to provide food, shelter, and compassion to those in need. She provided a brief update on the new Glory Hall project, which she reported as proceeding as planned with their target opening date being July 1, 2021. They have raised nearly \$4 Million and are about \$250,000 away from their goal. They anticipate to reach that fundraising goal by May 2021. She added that they are continuing seven day a week trash pickup downtown, and have collaborated with the Juneau Coalition on Housing and Homelessness to coordinate in providing services. Mr. Wagner shared that they are grateful to JPD and BRH staff for their help and support. He thanked CBJ and the citizens of Juneau for their support, and looked forward to providing further updates in the future.

Ms. Gladziszewski asked Mr. Wagner to describe the services that are being offered at the current Glory Hall facility. Mr. Wagner said that the current Glory Hall is housing sixteen people per night and providing meals for anyone who visits the facility. He explained that social distancing protocols have limited the number of people they are able to house in the facility. The new facility will be able to house up to 40 individuals.

Mr. Bryson asked Mr. Wagner if the capacity of the new Glory Hall would increase after COVID-19 protocols are lifted in the future. Mr. Wagner explained that the Glory Hall is designed for 40 individuals, and later stated that the Executive Director had just informed him that there are 12 additional overflow housing spaces available in the new location.

VI. CONSENT AGENDA

A. Public Requests for Consent Agenda Changes, Other Than Ordinances for Introduction
None.

B. Assembly Requests for Consent Agenda Changes
None.

C. Assembly Action

MOTION by Mr. Jones for the Assembly to approve of the Consent Agenda, and asked for unanimous consent.

Mr. Smith noted for the record that he does contract work for the Alaskan Kush Company, and is abstaining from that portion of the Consent Agenda. *Hearing no objections, the Consent Agenda was approved by unanimous consent with Mr. Smith recused from the Alaskan Kush Company vote.*

1. Ordinances for Introduction

a. Ordinance 2020-09(AH) An Ordinance Appropriating \$75,000 to the Manager for Consulting Services to Explore the Joint Facility and Expansion Concept at Centennial Hall; Funding Provided by the General Fund's Fund Balance.

This ordinance would appropriate \$75,000 for consultant services to explore the expansion of Centennial Hall into a joint facility with the Juneau Arts and Culture Center (JACC). The consultant will develop conceptual options for an expansion of Centennial Hall into a joint facility that serves as a performing arts, civic, and convention center including a professional cost estimate. The information obtained from the consultant would enable the Assembly to make an informed decision whether to proceed with the expansion concept.

Funding for this request would be provided by the General Fund's fund balance.

The Public Works and Facilities Committee reviewed this request at the December 7, 2020 meeting. The Assembly Finance Committee reviewed this request at the January 6, 2021 meeting.

The City Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

b. Ordinance 2020-09(AI) An Ordinance Appropriating \$75,000 to the Manager for a Homeless Youth Navigator Position; Grant Funding Provided by the Alaska Department of Labor and Workforce Development.

This ordinance would appropriate \$75,000 for a homeless youth navigator position to assist youths struggling with housing issues, food insecurity and unemployment. This position would provide support to youths at the Zach Gordon Youth Center (ZGYC) and Hurlock youth shelter, dependent upon operational funding for the latter. This position is an expansion of existing services currently provided by ZGYC, with the added benefit of available rental assistance through a partnership with Tlingit Haida Regional Housing Authority.

Funding for this request would be provided by a grant from the Alaska Department of Labor and Workforce Development.

The Assembly Finance Committee reviewed this request at the January 6, 2021 meeting.

The City Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

c. Ordinance 2020-09(AJ) An Ordinance Appropriating \$325,000 to the Manager to Operate a Youth Shelter and Rapid Rehousing Facility; Grant Funding Provided by the U.S. Department of Health and Human Services, Juneau Community Foundation, and Friends of Zach Gordon Youth Center.

This ordinance would appropriate \$325,000 to operate a youth shelter and rapid rehousing facility at the Hurlock Street property. The Zach Gordon Youth Center (ZGYC) and Tlingit Haida Regional Housing Authority (THRHA) are partnering to help address the community need for emergency sheltering and rapid rehousing for runaway and homeless youth. This initiative is endorsed by the CBJ Assembly Taskforce on Homelessness.

Grant funding for this request would be provided by the following organizations:

U.S. HHS Family and Youth Services Bureau	\$200,000
Juneau Community Foundation	\$100,000
Friends of ZGYC	\$ 25,000

The Committee of the Whole reviewed this request at the November 9, 2020 meeting. The Assembly Finance Committee reviewed this request at the January 6, 2021 meeting.

The City Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

d. Ordinance 2020-09(AK) An Ordinance Amending Ordinance 2019- 06(AI) Related to the Appropriation Fund Source for COVID-19 Testing Equipment.

This ordinance would shift the cost of COVID-19 testing equipment from CBJ's CARES Act funding to Bartlett Regional Hospital's CARES Act funding. This reappropriation of funds would increase the unobligated funds available in CBJ's CARES Act Special Revenue Fund.

This ordinance is necessary to maximize CBJ's allocation of CARES Act funding for utilization in other programs.

The Assembly reviewed this request at the December 22, 2020 Special Assembly meeting. The Assembly Finance Committee reviewed this request at the January 6, 2021 meeting.

The City Manager recommends the Assembly introduce this ordinance, refer it to the Assembly Finance Committee, and set it for public hearing at the next Assembly meeting.

e. Ordinance 2020-09(AL) An Ordinance Appropriating \$700,000 to the Manager as Supplemental Funding for the COVID-19 Emergency Individual Assistance Grant Program; Funding Provided by the CARES Act Special Revenue Fund.

If the Assembly adopts Ordinance 2020-09(AK) deappropriating \$700,000 from CBJ's CARES Act funding, the Assembly has financial capacity to approve a supplemental appropriation for the Individual Assistance Program.

2,348 people have applied for this program. The current \$2,000,000 appropriation is estimated to provide grants for 943 applicants.

Approximately 1,405 applicants remain eligible for Individual Assistance, but there are insufficient funds. The proposed supplemental appropriation of \$700,000 would provide awards to approximately 330 additional applicants.

The Assembly Finance Committee reviewed this request at the January 6, 2021 meeting.

The City Manager recommends the Assembly introduce this ordinance, refer it to the Assembly Finance Committee, and set it for public hearing at the next Assembly meeting.

f. Ordinance 2021-01 An Ordinance Providing for a Property Tax Abatement Program to Incentivize the Development of Housing in Downtown Juneau.

This ordinance would use the existing tax abatement structure created for assisted living units to create a downtown Juneau tax abatement program, which is an Assembly goal. To qualify for this program, at least four new residential units would need to be added to a parcel in the downtown Juneau area. Any condemned or uninhabitable existing dwelling unit that is renovated up to current code for a residential dwelling unit would qualify as a new unit for this program. For the purposes of this ordinance, the downtown Juneau area is the same as the Title 49 Fee in lieu of parking map.

This topic has been reviewed by numerous Assembly committees since the spring of 2018. Most recently, the Lands and Resources Committee reviewed tax abatement for downtown on August 10, 2020, December 7, 2020, and January 11, 2021.

The City Manager recommends the Assembly introduce this ordinance and set it for public hearing at the next regular Assembly meeting.

2. Resolutions

a. Resolution 2938 A Resolution Authorizing the Manager to Convey a Utility Easement across Chicken Yard Park in Lots 5 and 6, Block 113, Juneau Townsite.

The owners of 626 Fifth Street were granted parking and access easements across the city-owned property known as Chicken Yard Park by the Assembly in 2019. The CBJ received an application from this property owner for a supplemental easement across City property to install an electric car charging station within the existing parking easement. On September 1, 2020, the Parks and Recreation Advisory Committee provided a recommendation in favor of granting this easement. At its November 9, 2020 meeting the Lands and Resources Committee passed a motion of support to the Assembly for granting this easement.

The City Manager recommends this Assembly adopt this resolution.

3. Liquor License

a. Liquor License Renewals for Licenses: 188, 1690 and 828

These liquor license actions are before the Assembly to either protest or waive its right to protest the license action.

Liquor License Renewal

License Type: Restaurant Eating Place, License #188

Licensee: Bullwinkle's, Inc. d/b/a Bullwinkle's Pizza

Location: 318 Willoughby Ave, Juneau

License Type: Restaurant Eating Place, License #1690

Licensee: Bullwinkle's, Inc. d/b/a Bullwinkle's Pizza

Location: 9108 Mendenhall Mall Rd., Juneau

License Type: Package Store, License #828

Licensee: Thibodeau's Market Inc., d/b/a Thibodeau's Douglas Depot

Location: 1017 3rd Street, Douglas

Staff from the Police, Finance, Fire, Public Works (Utilities), and Community Development departments have reviewed the above licenses and recommend the Assembly waive its right to protest the applications. Copies of the documents associated with these licenses are available in hardcopy upon request to the Clerk's office.

The City Manager recommends the Assembly waive its right to protest the above-listed liquor license renewals.

4. Other Items for consent

a. Marijuana License Transfer for License 16213

CBJ received notice of the following Alcohol Marijuana Control Office (AMCO) marijuana license transfer of controlling interest application [Copies of all documents relating to a license are available upon request from the Municipal Clerk's Office]:

MARIJUANA LICENSE TRANSFER

License Type: Retail Marijuana License, License #16213

Licensee: Alaskan Kush Company, LLC d/b/a Alaskan Kush Company

Location: 159 S. Franklin St., Juneau

CBJ staff from the Police, Fire, Finance, and Community Development departments reviewed this transfer application for compliance with CBJ laws and regulations and recommends the Assembly waive its right to protest the issuance of this license transfer of controlling interest. In the event the Assembly does protest the issuance of a license, CBJ Code 20.30 requires notice, with specificity regarding the nature and basis of the protest, to be sent to the licensee and

provides the licensee an opportunity to exercise its right to an informal hearing before the Assembly.

The City Manager recommends the Assembly waive its right to protest the transfer of AMCO license 16213.

b. CSP-2020-0009 CBJ Delta Drive, Tongass Boulevard, and Douglas 4th Street

These are CBJ projects to improve infrastructure in and near Delta Drive, Tongass Boulevard, and Douglas' 4th Street. The projects include: sidewalk additions on Delta Drive and Tongass Boulevard, drainage improvements on Tongass Boulevard, and utility repairs on Douglas' 4th Street.

The Planning Commission recommended approval of these projects at its meeting on January 12, 2021.

The City Manager recommends the Assembly approve these projects.

c. CSP-2020-0010 ADOT/PF Vanderbilt Hill Road Resurfacing

This is an Alaska DOT/PF project to repair Vanderbilt Hill Road between Egan Drive and Glacier Highway. The project includes minor structural improvements, drainage repairs, resurfacing, replacement and repair of guardrail, striping, and new signs. The project is estimated to cost \$1.8 million and will be completed during the spring through fall of 2021. Typical road sections for the project show a 56-foot-wide travel way, with no sidewalks, and lighting dispersed throughout the project area and concentrated near intersections. The existing right-of-way width varies from 190 feet to 90 feet.

The Planning Commission tentatively approved this project at its meeting on January 12, 2021. CBJC 49.15.580(b). Pursuant to AS 35.30.010(c), the Assembly may modify or disapprove of this project, by resolution, prior to March 4, 2021.

The City Manager recommends the Assembly affirm the Planning Commission's decision to approve this project.

d. CSP 2020-0011 CBJ Calhoun Reconstruction

On January 12, 2021, the Planning Commission recommended denial of this project. The Planning Commission recommends the Assembly direct and fund a traffic study of Calhoun Avenue and surrounding area, including pedestrian, bicycle, vehicle, and emergency vehicle movements, and consideration of one-way operations.

As presented to the Planning Commission, this project would have included replacement of the water utility, replacement of the combined sewer and storm water systems, widening of the sidewalk when possible, construction of a curb separating the sidewalk from the driving surface, and resurfacing for two-way traffic.

The City Manager recommends the Assembly refer this project to the Public Works and Facilities Committee.

5. Transfers

a. Transfer Request T-1035 A Transfer of \$500,000 from Various Capital Improvement Projects to CIP P47-073 Centennial Hall Renovation Phase II.

This transfer of \$500,000 to the Centennial Hall Renovation Phase II CIP will provide for the completion of the design of renovations to Centennial Hall. The transfer consists of sales tax funding and comes from the following projects:

<u>Project</u>	<u>Sales Tax</u>
Mt. Jumbo Gym Roof	\$250,000
Deferred Bldg. Maintenance	\$250,000
Transfer Total	\$500,000

The Assembly Finance Committee reviewed this request at its January 6, 2021 meeting. The Public Works and Facilities Committee reviewed this request at its January 11, 2021 meeting.

The City Manager recommends approval of this transfer.

b. Transfer Request T-1032 A Transfer of \$304,398 from Various Capital Improvement Projects to CIP P46-114 DPAC Maintenance.

This transfer of \$304,398 to a new DPAC Maintenance CIP will provide for maintenance and repairs relating to the pool deck, lighting, and other damaged areas. The transfer closes out three completed CIPs, and consists of the following funding:

<u>Project</u>	<u>Sales Tax</u>	<u>Bond Proceeds</u>	<u>Total</u>
Dimond Loop			
Field Repair	\$0	\$149,220	\$149,220
ZGYC & AB Pool			
Improvements	\$55,000	\$0	\$55,000
AB Pool Covers	\$100,178	\$0	\$100,178
Transfer Total	\$155,178	\$149,220	\$304,398

The Parks and Recreation Aquatics Board is in agreement with the proposed closeouts and transfer of funds to the new CIP to address the maintenance needs of the Dimond Park Aquatic Center.

The Public Works and Facilities Committee reviewed this request at the January 7, 2021 meeting.

The City Manager recommends approval of this transfer.

VII. PUBLIC HEARING

A. Ordinance 2020-60(b) An Ordinance Authorizing the Manager to Convey Approximately 22,000 Square Feet of Property Located at Lot 2, USS 3559 to the Owners of the Adjacent Property Located at 11259 North Douglas Highway.

Dwight Scott Williams and Carol Colp submitted an application to purchase City property on USS 3559 LT 2, which is adjacent to their property located at 11259 N. Douglas Highway.

At the November 9, 2020 meeting, the Lands Committee provided a motion of support for this land disposal. The Planning Commission provided a positive recommendation with the condition that the new lot created by this sale meet the dimensional requirements of the Rural Reserve zoning district.

The purchase price of the property shall be the fair market value, which has been determined to be \$34,600.00.

The City Manager recommends the Assembly adopt this ordinance.

Public Comment:

None.

Assembly Action:

MOTION by Ms. Woll for the Assembly to adopt Ordinance 2020-60(b) and asked for unanimous consent. *Hearing no objections, Ordinance 2020-60(b) was adopted by unanimous consent.*

VIII. UNFINISHED BUSINESS

A. Junk Cars at 4650 River Road

A property owner on River Road (Back Loop area) has been illegally operating a junk yard for a number of years. The Community Development Department tried different strategies to encourage the property owner to abate the various Title 49 violations to no avail. In 2019, the CBJ filed suit to resolve the Title 49 violations. Despite the property owner's promises to abate the junkyard in various court filings, no substantial change has occurred. There are approximately 350 cars and large vehicle parts on the property. The Superior Court in Juneau recently granted the CBJ's motion for summary judgment, attached, which resolves any lingering arguments about the Title 49 violations. The CBJ is now in a position to let a public contract to partially clean up the property and then recover the public funds expended through a trust account and lien process.

The City Manager recommends the Assembly, by motion, authorize use of the junk vehicle fund to initially cover the cost of partially removing vehicles from the property.

MOTION by Ms. Gladziszewski to direct the Manager to prepare an appropriating ordinance in the amount of \$150,000 from the waste management fund to be used for this purpose.

Ms. Triem asked Mr. Watt to clarify how much this fund would cover the removal of junk cars from the property. Mr. Watt said that it is difficult to determine the market price for the disposal of junk vehicles. The intent would be to do a solicitation with \$150,000 from the waste management fund. The “wild card” to consider in this process in determining the value of scrap and junk metal.

Ms. Hale mentioned that the Assembly has received complaints from residents in the area regarding loud activity late at night. She asked Mr. Palmer if the neighbors would have the option to enforce the CBJ Noise Ordinance.

Mr. Palmer said that there are a couple options available: they are in a court process right now, and if there are identifiable concerns in the neighborhood, those are issues they could potentially raise in the court process. He believes that there is a good need for the Assembly to continue going after this issue, and he will work with the PC and CDD attorney to take action next week.

Mr. Smith asked for a reminder as to when this all began. He said this could explain to the listening public that the property owner has had many opportunities to fix this issue. Mr. Palmer said that neighbors have reported that this has been ongoing issue for at least seven years. CDD previously tried enforcement measures to get the owner to voluntarily comply, but that did not work. CBJ sued the property owner in the spring of 2019. Through a stipulation of promises and agreements, the property owner vowed to clean up his property by agreed-upon deadlines that were never met. Mr. Palmer said that some vehicles had been removed, but later it was discovered that they were just moved to other illegal junkyard properties. The property owner received a Summary Judgement Order from the Superior Court in November because the property owner had numerous opportunities to stop and change this conduct, and failed to do so.

Mr. Watt added that CBJ does not desire to take cleanup action on private property, this is a last resort effort. He explained that this issue has gone on for a number of years, and has used up lot of valuable staff and attorney resources. Mr. Watt said that they have found themselves in a situation in which it is appropriate to use heavy force to uphold Title 49 code on private property, to protect the neighbors in the area.

Mr. Bryson wished to express the frustration experienced by the neighbors and CBJ staff. He echoed Mr. Watt’s sentiments of not wanting to be in this position, and said that if the Assembly does not act definitively it would send a message to the community that they will not enforce their own regulations. Mr. Bryson believes that the Assembly failed a year and a half ago when this issue was brought up, and felt that they should have forced the cleanup at that time. He referenced the multiple instances of the property owner failing to comply with City instructions, and it is time for the City to step in.

Ms. Gladziszewski echoed Mr. Bryson's concerns, and recalled when she received her first email on this issue six years ago when she first joined the Assembly.

Hearing no objections, the motion passed by unanimous consent.

B. Lemon Creek Park Planning

Staff provided a memo on Lemon Creek Park planning at the PWFC on January 11, 2021.

The City Manager requests a motion of support to expend existing CIP funds on the Eagles Edge playground in accordance with the memo to the PWFC.

MOTION by Mr. Jones pass a motion to support expending existing CIP funds on the Eagle's Edge playground in accordance with the memo to the PWFC in the packet, and asked for unanimous consent. *Hearing no objection, the motion passed by unanimous consent.*

C. Systemic Racism Review Committee Process Recommendations from HRC

Mr. Bryson shared that the HRC agreed to interviewing all SRRC applicants on Saturday, February 6, starting at 9a.m. during which they would hold 14 minute interviews. They decided the next step after Executive Session that day, they would choose candidates to move onto the second interview. HRC proposed a second round of interviews on either Tuesday, February 9, Wednesday, February 10, or Thursday, February 11 which would feature nine minute interviews. The HRC is still deciding on what questions to ask during interviews. Mr. Bryson advised Assemblymembers to submit five proposed interview questions to Deputy Clerk Di Cathcart, with the intention to formulate five to seven consistent interview questions.

MOTION by Mr. Bryson for the Assembly to submit their top five questions from the list provided by First Alaskan Institute or their own suggested questions to the Deputy Clerk by Sunday, January 31.

Ms. Gladziszewski said that she recalled the motion at the HRC meeting included Mr. Bryson creating a list from the submitted questions, then presenting that list to be voted on by the Assembly. Mr. Bryson said that sounded correct, and after the questions were compiled he would get them to the Assembly to vote on.

Ms. Hale said that she thought that there was already a compiled list. Mr. Bryson explained that the list she was referring to was the written question list for applicants.

Amendment #1 by Ms. Gladziszewski to add that Mr. Bryson will compile the submitted interview questions, and create a list to present to the Assembly for consideration. Mr. Bryson agreed to add the amendment to his motion, as that was his intention. *Hearing no objections, the motion, as amended, passed by unanimous consent.*

MOTION by Mr. Bryson for the fourteen minute initial interviews to take place on Saturday, February 6 at 9:00a.m., followed by Executive Session to determine who would move forward to secondary interviews and he asked for unanimous consent. *Hearing no objections, the motion passed by unanimous consent.*

Assemblymembers discussed the scheduling for the secondary interviews.

MOTION by Mr. Bryson for the secondary interviews to take place on Tuesday, February 9, and asked for unanimous consent.

Objection by Mr. Jones. In speaking to his objection, he said that while either date would interfere with other meetings, February 11 would only conflict with one meeting – the Airport Board, whereas February 9 would interfere with two meetings - the School Board and the Planning Commission meetings.

Amendment 1 by Mr. Bryson to change the date of the motion to Thursday, February 11. *Hearing no objections, the motion passed by unanimous consent.*

IX. NEW BUSINESS

No new business.

X. STAFF REPORTS

No staff reports.

XI. ASSEMBLY REPORTS

A. Mayor's Report

Mayor Weldon shared that she wrote a letter to the Governor and Senator Murkowski, Sullivan, and Representative Young to ask for their support in pushing the CDC guidance of cruise ships. She said that she appreciated the Racial Equity training, and added that the training featured good discussions and encouraged self-reflection. She appreciated First Alaskans Institute for their help and support, and thanked them.

Mayor Weldon reminded the Assembly that there will be a presentation on income tax considerations for the Alaska Municipal League on February 2 at 12:00pm. Mayor Weldon also participated in a cocktail hour with the Four A's, an AIDS awareness group, where they discussed their clean syringe program. She and the Assembly had a Zoom meeting in place of the usual breakfast meeting with the Juneau Delegation, and she later went to the Alaskan Committee annual meeting.

B. Committee Reports, Liaison Reports, Assembly Comments and Questions

Committee of the Whole Chair Jones shared that the COW last met on January 11 and reviewed the Visitor Industry Task Force (VITF) report, and the City Manager gave a report on

the Cruise Protocol issue. There was also a discussion regarding the Juneau Economic Plan. The next COW meeting is scheduled on February 1 and the first hour will be a joint meeting with the Docks & Harbors Board. There will also be a discussion afterwards for the process on the Norwegian Cruise Line project.

Assembly Finance Committee Chair Triem reported that the AFC forwarded two CARES Act funding ordinances that were introduced tonight to be referred back to the AFC. The AFC will discuss those ordinances at their next scheduled meeting on February 3.

Lands, Housing, and Economic Development Committee Chair Gladziszewski reported that LHEDC last met in January 11 to discuss Downtown tax abatement, and forwarded that ordinance to the Assembly. They also reviewed the Housing Action Plan. The next scheduled meeting is February 1.

Public Works and Facilities Committee Chair Hale shared that PWFC last met on January 11 to discuss transfers and funding for Lemon Creek Park, as well as curbside electric vehicle charging. The next scheduled meeting is February 1, and they have a work session scheduled on February 8.

Human Resources Committee Chair Bryson shared that the HRC met prior to tonight's Assembly meeting to discuss the Systemic Racism Review Committee, specifically regarding SRRC member appointments.

The Human Resources Committee recommended the following appointments:

- Travis Mead to Seat-3A to the LEPC, with a term beginning immediately and ending December 31, 2022.
- Scott Griffith to the Glacier Swim Club Representative Seat on the Aquatics Board with a term beginning immediately and ending June 30, 2022.
- Elizabeth Peterson to the Utility Advisory Board with a term beginning immediately and ending May 1, 2022.
- Stuart Cohen to the Utility Advisory Board with a term beginning immediately and ending May 1, 2023.

Hearing on objections, the committee members were appointed by unanimous consent.

The Human Resources Committee discussed an ordinance that would updated the Marijuana Code and forwarded it to the Assembly for introduction.

Assembly Liaison Reports, Comments and Questions

Ms. Woll shared that the Juneau Commission on Aging met last week, and continue to refine an executive summary to go with their Senior Survey. Travel Juneau met last week and reported that their website has seen an uptick in activity ever since the start of vaccine rollout.

The Downtown Business Association also met this month but she missed that meeting, but she heard they held officer elections. Ms. Woll also attended the Eaglecrest Board meeting this

month, and said that they are doing a great job with developing COVID-19 mitigation strategies. Eaglecrest has reported record-breaking sales for season passes.

Mr. Smith shared that he attended Chamber Board of Directors retreat where they discussed the CBJ budget, CARES Act expenditures, and Downtown homelessness. LEPC met and talked about the Roche machine at BRH and the vaccination process. They also highlighted that the state has opened up individual assistance for homeowners that had significant damage from the storms at the beginning of last December. The next scheduled meeting is February 10.

Mr. Smith reported that the Airport Board met and talked about the float pond and baggage conveyor belt repairs. Ms. Woll sat in on the meeting. The next scheduled meeting is on February 11, although that may have to change due to the SRRC Assembly HRC joint meeting. Mr. Smith also attended the Governor's Arts and Humanities Awards, and was impressed with the amount of entries that were from Juneau. Bill Legere from KTOO received an award for Distinguished Service to the Humanities Leadership Award, Kathy Ruddy posthumously received the Lifetime Achievement in Humanities Award, the City and Borough of Juneau received the Leadership in the Arts Award, Dale D'Armond posthumously received an award, and the Juneau Radio Center received the Arts Business Leadership Award. Mr. Smith said it was really great to see Juneau recognized for its commitment to the arts.

He also mentioned that he was glad to see a peaceful transition of power last week, in reference to the Presidential Inauguration.

Ms. Hughes-Skandijs attended the Juneau Commission on Sustainability retreat where they reorganized their officers and committees; she noted similarities between the JCOS retreat and the Assembly retreat last November.

She reported that the Docks & Harbors Operations Committee met on January 20 and reviewed several projects to consider under the Governor's proposed bond initiative. They will meet on January 28, and their newly-appointed member, Ms. Derr will be joining that meeting. Ms. Hughes-Skandijs said she could not attend the UAS Campus Council as she was attending a PWFC meeting, though she looked forward to meeting with them in March. She shared that she got to go skiing this weekend, but otherwise she mostly attended lots of Zoom meetings.

Mr. Bryson shared that PRAC met earlier this month and received a report on the Mendenhall Glacier Visitor's Center, and the USFS has reopened public comment on the project. The Amalga Cabin is now available for rental recreational use. Mr. Bryson thanked Ms. Woll for sitting in on his behalf at the Eaglecrest Board Meeting so he could spend time with visiting family members.

Ms. Hale attended the Fred Meyer Intersection meeting on January 7 with people from many different agencies. The Department of Transportation informed them that they will be

implementing short term safety improvements for that intersection. She shared that DOT has been considering the bike path near the McNugget intersection as a possible access road. DOT will have more information in March or April.

Ms. Hale also attended the Housing and Homelessness Coalition meeting on January 21. Jesse Perry will be doing Point in Time count on January 28, and will specifically focus on those who are in locations that are not intended for human habitation: cars, bridges, etc. They also had a discussion determining which services will still need to be provided at the Downtown Glory Hall after the opening of the new Glory Hall on July 1.

Ms. Hale reminded the Assembly that there is a BRH Board meeting on January 26, and reported that she attended on BRH testing equipment meetings. She reported that the Roche machine is operational, but they do not have connectivity to the hospital data systems. She said that Mr. Barr has done an extraordinary job in trying to get this up and running.

Ms. Triem reported that the Aquatics Board met on January 6 to review their budget recommendations. Ms. Triem attended the Racial Equity Dialogue and found it very positive. She also attended the Municipal Climate Change Planning Cohort on January 22, which she described as a series of meetings focused on community involvement. She also shared that she did quite a bit of cross-country skiing last week.

Ms. Gladziszewski reported that the Juneau School Board met the day following the introduction of more in-person schooling. Superintendent Weiss thanked everyone for stepping up to make it happen, including the community for keeping cases low to allow this to happen. David Means will be doing the budget again this year. The School Board passed their legislative budget priorities, which included “early, adequate, and predictable funding of public education”. The next School Board meeting is scheduled for February 9.

Ms. Gladziszewski reported that the Sister Cities Committee met for first time in many months, and they are looking forward to getting back to work. Ms. Gladziszewski shared that she did some cross-country skiing at Eaglecrest.

Mr. Jones reported that the Planning Commission met couple weeks ago and the next meeting is scheduled for January 26. At the previous meeting, the PC denied the Calhoun Avenue project process, which was referred to PWFC by Assembly Action at tonight’s meeting. There will be a Title 49 meeting on January 28 at 12:00pm to finish up parking regulations. Mr. Jones attended the JEDC Visitor’s Product Cluster meeting on January 19, they discussed vendors who are trying to plan for the summer without cruise ships. The next Visitor’s Product Cluster meeting is scheduled on February 16. Downtown Blueprint will have a meeting on January 30 to review all the chapters and prepare to send their report to the Planning Commission.

Mr. Jones said he attended a number of AML meetings over the past week regarding the historical aspect of the state budget. He also reminded Assemblymembers to register for Southeast Conference, which will be held from February 9 to February 11 via Zoom.

Mayor Weldon said that all Assemblymembers can attend the Southeast Conference and to contact Ms. Phillips to register. Ms. Hale noted that there will be an AML Board meeting tomorrow. Mayor Weldon reported that the Alaska Conference of Mayors will meet tomorrow as well.

C. Presiding Officer Reports

1. Wille and Weldon v. Planning Commission and CCTHITA

This appeal relates to a Planning Commission decision granting a conditional use permit for transitional housing at 6205 Alaway Avenue (Lemon Creek/Midtown) for the Central Council of the Tlingit and Haida Indian Tribes of Alaska. This appeal has been referred to a hearing officer.

No action is needed at this time.

Mr. Palmer reported that Mr. Scott Brandt-Erichsen was hired as the hearing officer for this appeal and no action was needed at this time.

2. Sealaska Heritage Institute v. Planning Commission

On May 13, 2020, the CBJ Planning Commission granted a conditional use permit to the Sealaska Heritage Institute for an arts campus building and plaza. The parties are trying to resolve this case and have until March 15, 2021, to provide an update to the Assembly.

No action is needed at this time.

XII. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

None.

XIII. ADJOURNMENT

There being no further business to come before the Assembly, the meeting was adjourned at 8:36p.m.

Signed: _____
Elizabeth J. McEwen
Municipal Clerk

Signed: _____
Beth A. Weldon
Mayor

Presented by: The Manager
Presented: 03/22/2021
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-12

An Ordinance Amending the Uniform Alaska Remote Seller Sales Tax Code.

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

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

Section 2. Amendment of Chapter. Chapter 69.06 Uniform Alaska Remote Seller Sales Tax is amended to read:

69.06.010 Interpretation.

(a) In order to prevent evasion of the sales taxes and to aid in its administration, it is presumed that all sales and services by a person or entity engaging in business are subject to the sales tax.

(b) The application of the tax ~~levied~~ to be collected under this chapter shall be broadly construed and shall favor inclusion rather than exclusion.

(c) Exemptions from the tax ~~levied~~ to be collected under this chapter ~~or from the taxing jurisdiction~~ shall be narrowly construed against the claimant and allowed only when such exemption clearly falls within an exemption ~~defined in this chapter or~~ in the taxing member jurisdiction's code.

(d) The scope of this chapter shall apply to remote sellers or marketplace facilitators, delivering products or services into member municipalities adopting this Code, within the State of Alaska.

69.06.020 Title to collected sales tax.

Upon collection by the remote seller or marketplace facilitator, title to collected sales tax vests in the commission for remittance to the ~~taxing~~ member jurisdiction. The remote seller or marketplace facilitator remits collected sales tax to the commission on behalf of the taxing jurisdiction, from whom that power is delegated, in trust for the ~~taxing~~ member jurisdiction and is accountable to the commission and ~~taxing~~ member jurisdiction.

69.06.030 ~~Imposition~~Collection; rate.

(a) To the fullest extent permitted by law, ~~a~~the sales tax ~~is~~ levied and assessed by the member jurisdiction shall be collected on all remote sales where delivery is made within the ~~local taxing jurisdiction(s) that is a member~~ member jurisdiction, within the state of Alaska.

(b) The applicable tax shall be added to the sales price as provided in the member jurisdiction's sales tax code, based on point of delivery.

(c) The tax rate added to the sale price shall be the tax rate for the ~~taxing~~ member jurisdiction(s) where the property or product is sold or service that was rendered is received, and based on the date the property or product was sold or the date the service rendered was received.

(d) An address and tax rate database will be made available to remote sellers and marketplace facilitators, indicating the appropriate tax rate to be applied.

(e) The tax assessed shall be consistent with relevant jurisdictional tax caps, single unit sales, and exemptions.

(f) When a sale is made on an installment basis, the applicable sales tax shall be collected at each payment, calculated at the sales tax rate in effect, and with the cap applied, at the time of the original sale or the date the service is rendered, based on the ~~local~~member jurisdictions' code(s).

(g) When a sales transaction involves placement of a single order with multiple deliveries made at different points in time that are separately invoiced, the applicable sales tax shall be collected on each separately invoiced delivery, calculated at the sales tax rate in effect, and with the cap applied, at the time of the original sale or the date the service is rendered.

69.06.040 Obligation to collect tax; threshold criteria.

(a) Any remote seller or marketplace facilitator must collect and remit sales tax in compliance with all applicable procedures and requirements of law, provided the remote seller or marketplace facilitator has met one of the following threshold criteria ("threshold criteria") in the current or previous calendar year:

- (1) The remote seller's statewide gross sales, including the seller's marketplace facilitator's statewide gross sales, from the sale(s) of property, products or services delivered into the state meets or exceeds one hundred thousand dollars (\$100,000);
or
- (2) The remote seller, including the seller's marketplace facilitator, sold property, products, or services delivered into the state in two hundred (200) or more separate transactions.

(b) For purposes of determining whether the threshold criteria are met, remote sellers or marketplace facilitators shall include all gross sales, from all sales of goods, property, products, or services rendered within the state of Alaska.

69.06.050 Reporting and remittance requirements for local and remote sales.

(a) Sellers with a physical presence in a member jurisdiction conducting only local sales shall report and remit to, and comply with standards of, including audit authority, the member jurisdiction.

(b) Sellers with a physical presence in a member jurisdiction that also have remote or internet-based sales where the point of delivery is in a different member jurisdiction shall (i) report and remit the remote or internet sales to the commission; and ii) report and remit the local sales to the member jurisdiction.

(c) Sellers with a physical presence in a member jurisdiction that also have remote or internet-based sales where the point of delivery is in the same member jurisdiction shall report and remit those remote sales to the member jurisdiction.

(d) Sellers and marketplace facilitators that do not have a physical presence in a member jurisdiction must report and remit to the commission all remote sales where the point of delivery is in a member jurisdiction.

(e) A marketplace facilitator is considered the remote seller for each sale facilitated through its marketplace and shall collect, report, and remit sales tax to the commission. A marketplace facilitator is not considered to be the remote seller for each sale or rental of lodging facilitated through its marketplace, wherein the seller is considered to have a physical presence in the member jurisdiction.

69.06.0560 No retroactive application.

The obligations to collect and remit sales tax required by this chapter are applicable at the effective date of the member jurisdiction's ordinance adopting the Alaska Remote Seller Sales Tax Code.

69.06.0670 Payment and collection.

Pursuant to this chapter, taxes imposed shall be due and paid by the buyer to the remote seller or marketplace facilitator at the time of the sale of property or product or date service is rendered, or with respect to credit transactions, at the time of collection. It shall be the duty of each remote seller or marketplace facilitator to collect the taxes from the buyer and to hold those taxes in trust for the taxing authority of the ~~taxing~~ member jurisdiction. Failure by the remote seller or marketplace facilitator to collect the tax shall not affect the remote seller's, or marketplace facilitator's, responsibility for payment to the commission.

69.06.0780 Remote seller and marketplace facilitator registration requirement.

(a) If a remote seller's gross statewide sales ~~within the last calendar year~~ meets or exceeds the threshold criteria under CBJ 69.06.040, the remote seller shall register with the commission. If the remote seller is a marketplace seller and only makes sales in Alaska through a marketplace, the marketplace seller is not required to register with the commission. The marketplace seller must submit an affidavit attesting to these facts on a form provided by the commission.

(b) If a marketplace facilitator's gross statewide sales ~~within the last calendar year~~ meets or exceeds the threshold criteria under CBJ 69.06.040, the marketplace facilitator shall register with the commission.

~~(b)~~ (c) A remote seller or marketplace facilitator meeting the threshold criteria shall apply for a certificate of sales tax registration within thirty (30) calendar days of the effective date of this chapter or within thirty (30) calendar days of meeting the threshold criteria, whichever occurs second. Registration shall be to the commission on forms prescribed by the commission.

~~(e)~~ (d) An extension may be applied for and granted based on criteria established by the commission, based on evidence produced to describe time necessary to update software or other technical needs, not to exceed ninety (90) days.

~~(d)~~ (e) Upon receipt of a properly executed application, the commission shall confirm registration, stating the legal name of the remote seller or marketplace facilitator, the primary address, and the primary sales tax contact name and corresponding title. The failure of the commission to confirm registration does not relieve the remote seller or marketplace facilitator of its duty to collect and remit sales tax.

~~(e)~~ (f) Each business entity shall have a sales tax registration under the advertised name.

~~(f)~~ (g) The sales tax certificate is non-assignable and non-transferable.

(h) The sales tax certificate satisfies a member jurisdiction's requirement to obtain a municipal business license, provided the remote seller does not have a physical presence in that member jurisdiction.

69.06.0890 Tax filing schedule.

(a) All remote sellers or marketplace facilitators subject to this chapter shall file a return on a form or in a format prescribed by the commission and shall pay the tax due.

(b) Filing of sales tax returns are due monthly; quarterly or less frequent filing is optional upon application and approval by the commission, consistent with the code of the ~~local~~ member jurisdiction.

(c) A remote seller or marketplace facilitator who has filed a sales tax return will be presumed to be making sales in successive periods unless the remote seller or marketplace facilitator files a return showing a termination or sale of the business in accordance with this chapter.

(d) The completed and executed return, together with the remittance in full for the tax due, shall be transmitted to and must be received by the commission on or before midnight Alaska Standard Time on the due date. Monthly returns are due the last day of the immediate subsequent month. Quarterly returns are due as follows:

Quarter 1 (January – March)	April 30
Quarter 2 (April – June)	July 31
Quarter 3 (July – September)	October 31
Quarter 4 (October – December)	January 31

(e) If the last day of the month following the end of the filing period falls on a Saturday, Sunday, federal holiday, or Alaska state holiday, the due date will be extended until the next business day immediately following.

1
2 (f) Any remote seller or marketplace facilitator holding a remote seller registration shall file a
3 sales tax return even though no tax may be due. This return shall show why no tax is due. If
4 the remote seller or marketplace facilitator intends to continue doing business a return shall be
5 filed reflecting no sales and a confirmation of the intent to continue doing business and shall
6 continue to do so each filing period until the entity ceases doing business or sells the business.
7 If the remote seller or marketplace facilitator intends to cease doing business, a final return
8 shall be filed along with a statement of business closure.
9

10 (g) The remote seller or marketplace facilitator shall prepare the return and remit sales tax to
11 the commission on the same basis, cash or accrual, which the remote seller or marketplace
12 facilitator uses in preparing its federal income tax return. The remote seller or marketplace
13 facilitator shall sign the return, and transmit the return, with the amount of sales tax and any
14 applicable penalty, interest, or fees that it shows to be due, to the commission.

15 (h) Remote sellers and marketplace facilitators failing to comply with the provisions of this
16 chapter shall, if required by the commission and if quarterly filing has been chosen, file and
17 transmit collected sales taxes more frequently until such time as they have demonstrated to the
18 commission that they are or will be able to comply with the provisions of this chapter. Six (6)
19 consecutive on-time sales tax filings, with full remittance of the sales taxes collected, shall
20 establish the presumption of compliance and return to quarterly filing.
21

22 (i) The preparer of the sales tax return shall keep and maintain all documentation supporting
23 any and all claims of exempted sales and purchases. Documentation for exempted sales should
24 include the number of the exemption authorization card presented by the buyer at the time of
25 the purchase, the date of the purchase, the name of the person making the purchase, the
organization making the purchase, the total amount of the purchase, and the amount of sales

1 tax exempted. This documentation shall be made available to the commission upon request.

2 Failure to provide such documentation may invalidate that portion of the claim of exemption for
3 which no documentation is provided.
4

5
6 **69.06.090100 Estimated tax.**

7 (a) In the event the commission is unable to ascertain the tax due from a remote seller or
8 marketplace facilitator by reason of the failure of the remote seller or marketplace facilitator to
9 keep accurate books, allow inspection, or file a return, or by reason of the remote seller or
10 marketplace facilitator filing a false or inaccurate return, the commission may make an
11 estimate of the tax due based on any evidence in their possession.
12

13 (b) Sales taxes may also be estimated, based on any information available, whenever the
14 commission has reasonable cause to believe that any information on a sales tax return is not
15 accurate.
16

17 (c) A remote seller's or marketplace facilitator's tax liability under this chapter may be
18 determined and assessed for a period of ~~six (6)~~ three (3) years after the date the return was filed
19 or due to be filed with the commission. No civil action for the collection of such tax may be
20 commenced after the expiration of the ~~six~~three-year period except an action for taxes, penalties,
21 and interest due from those filing periods that are the subject of a written demand or
22 assessment made within the ~~six~~three-year period, unless the remote seller or marketplace
23 facilitator waives the protection of this section.

24 (d) The commission shall notify the remote seller or marketplace facilitator, in writing, that
25 the commission has estimated the amount of sales tax that is due from the remote seller or
marketplace facilitator. The commission shall serve the notice on the remote seller or

marketplace facilitator by delivering the notice to the remote seller's or marketplace facilitator's place of business, or by mailing the notice by certified mail, return receipt requested, to the remote seller's or marketplace facilitator's last known mailing address. A remote seller or marketplace facilitator who refuses the certified mail will be considered to have accepted the certified mail for purposes of service.

(e) The commission's estimate of the amount of sales tax that is due from a remote seller or marketplace facilitator shall become a final determination of the amount that is due unless the remote seller or marketplace facilitator, within thirty (30) calendar days after service of notice of the estimated tax:

- (1) Files a complete and accurate sales tax return for the delinquent periods supported by satisfactory records and accompanied by a full remittance of all taxes, interest, penalties, costs, and other charges due; or
- (2) Files a written notice with the commission appealing the estimated tax amount in accordance with the appeal procedures under the provisions of CBJ 69.06.160.
- (3) Arguments or reasons for failure to timely file a return and remit taxes collected shall not be considered a valid basis or grounds for granting an appeal. The basis and grounds for granting an appeal of an assessment are:
 - (A) The identity of the remote seller or marketplace facilitator is in error;
 - (B) The amount of the debt is erroneous due to a clerical error (and the nature and extent of the error is specified in the request for appeal); or
 - (C) The remote seller or marketplace facilitator disputes the denial of exemption(s) for certain sales.

(f) The amount of sales tax finally determined to be due under this section shall bear interest and penalty from the date that the sales tax originally was due, plus an additional civil penalty of fifty dollars (\$50) for each calendar month or partial month for which the amount of sales tax that is due has been determined.

69.06.1010 Returns; filing contents.

(a) Every remote seller or marketplace facilitator required by this chapter to collect sales tax shall file with the commission upon forms furnished by the commission a return setting forth the following information ~~with totals rounded to the nearest dollar~~:

- (1) Gross sales rounded to the nearest dollar;
- (2) The nontaxable portions separately stating the amount of sales revenue attributable to each class of exemption rounded to the nearest dollar;
- (3) Computation of taxes to be remitted;
- (4) Calculated discount (if applicable) based on ~~taxing member~~ jurisdiction's code; and
- (5) Such other information as may be required by the commission.

(b) Each tax return remitted by a remote seller or marketplace facilitator shall be signed (digital or otherwise) by a responsible individual who shall attest to the completeness and accuracy of the information on the tax return.

(c) The commission reserves the right to reject a filed return for failure to comply with the requirements of this Code for up to three (3) months from the date of filing. The commission shall give written notice to a remote seller or marketplace facilitator that a return has been rejected, including the reason for the rejection.

69.06.11~~20~~ Refunds.

- (a) Upon request from a buyer or remote seller or marketplace facilitator, the commission shall provide a determination of correct tax rate and amount applicable to the transaction. In the case of an overpayment of taxes, the remote seller or marketplace facilitator shall process the refund and amend any returns accordingly.
- (b) If the claimant is a remote seller or marketplace facilitator, and the tax refund is owed to any buyer, the remote seller or marketplace facilitator submits, and the commission approves, a refund plan to all affected buyers.
- (c) Interest will not be paid on tax refund requests filed with the commission.
- (~~d~~e) The ~~taxingmember~~ jurisdictions may allow a buyer to request a refund directly from the ~~taxingmember~~ jurisdiction.

69.06.12~~30~~ Amended returns.

- (a) A remote seller or marketplace facilitator may file an amended sales tax return, with supporting documentation, and the commission may accept the amended return, but only in the following circumstances:
 - (1) The amended return is filed within one (1) year of the original due date for the return; and
 - (2) The remote seller or marketplace facilitator provides a written justification for requesting approval of the amended return; and
 - (3) The remote seller or marketplace facilitator agrees to submit to an audit upon request of the commission.

(b) The commission shall notify the remote seller or marketplace facilitator in writing (by email or otherwise) whether the commission accepts or rejects an amended return, including the reasons for any rejection.

(c) The commission may adjust a return for a remote seller or marketplace facilitator if, after investigation, the commission determines the figure included in the original returns are incorrect; and the commission adjusts the return within ~~two~~ three (23) years of the original due date for the return.

(d) A remote seller or marketplace facilitator may file a supplemental sales tax return, with supporting documentation, and the commission may accept the supplemental return, but only in the following circumstances:

- (1) The remote seller or marketplace facilitator provides a written justification for requesting approval of the supplemental return; and
- (2) The remote seller or marketplace facilitator agrees to submit to an audit upon request of the commission.

69.06.1340 Extension of time to file tax return.

Upon written application of a remote seller or marketplace facilitator, stating the reasons therefor, the commission may extend the time to file a sales tax return but only if the commission finds each of the following:

- (1) For reasons beyond the remote seller's or marketplace facilitator's control, the remote seller or marketplace facilitator has been unable to maintain in a current condition the books and records that contain the information required to complete the return;

- (2) Such extension is a dire necessity for bookkeeping reasons and would avert undue hardship upon the remote seller or marketplace facilitator;
- (3) The remote seller or marketplace facilitator has a plan to cure the problem that caused the remote seller or marketplace facilitator to apply for an extension and the remote seller or marketplace facilitator agrees to proceed with diligence to cure the problem;
- (4) At the time of the application, the remote seller or marketplace facilitator is not delinquent in filing any other sales tax return, in remitting sales tax to the commission or otherwise in violation of this chapter;
- (5) No such extension shall be made retroactively to cover existing delinquencies.

69.06.1450 Audits.

- (a) Any remote seller or marketplace facilitator who has registered with the commission, who is required to collect and remit sales tax, or who is required to submit a sales tax return is subject to a discretionary sales tax audit at any time. The purpose of such an audit is to examine the business records of the remote seller or marketplace facilitator in order to determine whether appropriate amounts of sales tax revenue have been collected by the remote seller or marketplace facilitator and remitted to the commission.
- (b) The commission is not bound to accept a sales tax return as correct. The commission may make an independent investigation of all retail sales or transactions conducted within the State or ~~taxing~~ member jurisdiction.

1
2 (c) The records that a remote seller or marketplace facilitator is required to maintain under
3 this chapter shall be subject to inspection and copying by authorized employees or agents of the
4 commission for the purpose of auditing any return filed under this chapter, or to determine the
5 remote seller's or marketplace facilitator's liability for sales tax where no return has been filed.

6 (d) In addition to the information required on returns, the commission may request, and the
7 remote seller or marketplace facilitator must furnish, any reasonable information deemed
8 necessary for a correct computation of the tax.
9

10 (e) The commission may adjust a return for a remote seller or marketplace facilitator if, after
11 investigation or audit, the commission determines that the figures included in the original
12 return are incorrect, and that additional sales taxes are due; and the commission adjusts the
13 return within ~~two~~ three (23) of the original due date for the return.

14 (f) For the purpose of ascertaining the correctness of a return or the amount of taxes owed
15 when a return has not been filed, the commission may conduct investigations, hearings, and
16 audits, and may examine any relevant books, papers, statements, memoranda, records,
17 accounts, or other writings of any remote seller or marketplace facilitator at any reasonable
18 hour on the premises of the remote seller or marketplace facilitator, and may require the
19 attendance of any officer or employee of the remote seller or marketplace facilitator. Upon
20 written demand by the commission, the remote seller or marketplace facilitator shall present
21 for examination, in the office of the commission, such books, papers, statements, memoranda,
22 records, accounts, and other written material as may be set out in the demand unless the
23 commission and the person upon whom the demand is made agree to presentation of such
24 materials at a different place.
25

(g) The commission may issue subpoenas to compel attendance or to require production of relevant books, papers, records, or memoranda. If any remote seller or marketplace facilitator refuses to obey any such subpoena, the commissioner may refer the matter to the commission's attorney for an application to the superior court for an order requiring the remote seller or marketplace facilitator to comply therewith.

(h) Any remote seller, marketplace facilitator, or person engaged in business who is unable or unwilling to submit their records to the commission shall be required to pay the commission for all necessary expenses incurred for the examination and inspection of their records maintained outside the commission.

(i) After the completion of a sales tax audit, the results of the audit will be sent to the business owner's address of record.

(j) In the event the commission, upon completion of an audit, discovers more than five hundred dollars (\$500) in additional sales tax due from a remote seller or marketplace facilitator resulting from a remote seller's or marketplace facilitator's failure to accurately report sales and taxes due thereupon, the remote seller or marketplace facilitator shall bear responsibility for the full cost of the audit. The audit fee assessment will be in addition to interest and penalties applicable to amounts deemed to be delinquent by the commission at the time of the conclusion of the audit.

69.06.1560 Audit or estimated tax protest.

(a) If the remote seller or marketplace facilitator wishes to dispute the amount of the estimate, or the results of an examination or audit, the remote seller or marketplace facilitator must file a written protest with the commission, within thirty (30) calendar days of the date of

the notice of estimated tax or results of an audit or examination. The protest must set forth:

- (1) The remote seller's or marketplace facilitator's justification for reducing or increasing the estimated tax amount, including any missing sales tax returns for the periods estimated; or
- (2) The remote seller's or marketplace facilitator's reasons for challenging the examination or audit results.

(b) In processing the protest, the commission may hold an informal meeting or hearing with the remote seller or marketplace facilitator, either on its own or upon request of the remote seller or marketplace facilitator, and may also require that the remote seller or marketplace facilitator submit to an audit, if one was not previously conducted or a more formal audit, if an estimation audit was previously performed.

(c) The commission shall make a final written determination on the remote seller's or marketplace facilitator's protest and mail a copy of the determination to the remote seller or marketplace facilitator.

(d) If a written protest is not filed within thirty (30) days of the date of the notice of estimated tax or the result of a review, audit, or examination, then the estimated tax, review, audit, or examination result shall be final, due and payable to the commission.

69.06.1670 Penalties and interest for late filing.

(a) A late filing fee of twenty-five dollars (\$25) per month, or fraction thereof, shall be added to all late-filed sales tax reports, until a total of one hundred dollars (\$100.00) has been reached.
~~(or quarter) shall be added to all late-filed sales tax reports in addition to interest and penalties.~~ An incomplete return shall be treated as the filing of no return.

(b) Delinquent sales tax bear interest at the rate of fifteen percent (15%) per annum until paid.

(c) In addition, delinquent sales tax shall be subject to an additional penalty of five percent (5%) per month, or fraction thereof, until a total of twenty percent (20%) of delinquent tax has been reached. The penalty does not bear interest.

(d) Penalties and interest shall be assessed and collected in the same manner as the tax is assessed and collected, and applied first to penalties and interest, second to past due sales tax.

(e) The filing of an incomplete return, or the failure to remit all tax, shall be treated as the filing of no return.

(f) A penalty assessed under this section for the delinquent remittance of sales tax or failure to file a sales tax return may be waived by the commission, upon written application of the remote seller or marketplace facilitator accompanied by a payment of all delinquent sales tax, interest, and penalty otherwise owed by the remote seller or marketplace facilitator, within forty-five (45) calendar days after the date of delinquency. A remote seller or marketplace facilitator may not be granted more than one (1) waiver of penalty under this subsection in any one calendar year, in accordance with the commission's penalty waiver policy. The commission shall report such waivers of penalty to the ~~taxing~~ member jurisdiction, in writing.

69.06.180 Remote Reseller Certificate of Exemption.

(a) A remote seller with no physical presence in a member jurisdiction purchasing goods or services for the express purpose of resale to buyer(s) located in that member jurisdiction shall apply for a resale certificate through the commission.

(b) The Remote Reseller Certificate of Exemption will expire at the end of the calendar year it is issued.

69.06.1790 Repayment plans.

(a) The commission may agree to enter into a repayment plan with a delinquent remote seller or marketplace facilitator. No repayment plan shall be valid unless agreed to by both parties in writing.

(b) A remote seller or marketplace facilitator shall not be eligible to enter into a repayment plan with the commission if the remote seller or marketplace facilitator has defaulted on a repayment plan in the previous two (2) calendar years.

(c) The repayment plan shall include a secured promissory note that substantially complies with the following terms:

- (1) The remote seller or marketplace facilitator agrees to pay a minimum of ten percent (10%) down payment on the tax, interest, and penalty amount due. The down payment shall be applied first to penalty, then to accumulated interest, and then to the tax owed.
- (2) The remote seller or marketplace facilitator agrees to pay the balance of the tax, penalty and interest owed in monthly installments over a period not to exceed two (2) years.
- (3) Interest at a rate of fifteen percent (15%) per annum shall accrue on the principal sum due. Interest shall not apply to penalties owed or to interest accrued at the time the repayment plan is executed or accruing during the term of the repayment plan.

- (4) If the remote seller or marketplace facilitator is a corporation or a limited liability entity the remote seller or marketplace facilitator agrees to provide a personal guarantee of the obligations under the repayment plan.
- (5) The remote seller or marketplace facilitator agrees to pay all future tax bills in accordance with the provisions of this chapter.
- (6) The remote seller or marketplace facilitator agrees to provide a security interest in the form of a sales tax lien for the entire unpaid balance of the promissory note to be recorded by the commission at the time the repayment plan is signed. The remote seller or marketplace facilitator shall be responsible for the cost of recording the tax lien.

(d) If a remote seller or marketplace facilitator fails to pay two (2) or more payments ~~as required by~~ in accordance with the terms of the repayment plan agreement, the remote seller or marketplace facilitator shall be in default and the entire amount owed at the time of default shall become immediately due. The commission will send the remote seller or marketplace facilitator a notice of default. The commission may immediately foreclose on the sales tax lien or take any other remedy available under the law.

69.06.18200 Remote seller or marketplace facilitator record retention.

Remote sellers or marketplace facilitators shall keep and preserve suitable records of all sales made and such other books or accounts as may be necessary to determine the amount of tax that the remote seller or marketplace facilitator is obliged to collect. Remote sellers or marketplace facilitators shall preserve suitable records of sales for a period of ~~six~~three ~~(63)~~ years from the date of the return reporting such sales, and shall preserve for a period of

1
2 ~~six~~three (63) years all documentation supporting exempted sales invoices of goods and
3 merchandise or services purchased for resale, and all such other books, invoices, and records as
4 may be necessary to accurately determine the amount of taxes which the remote seller or
5 marketplace facilitator was obliged to collect under this chapter.
6

7
8 **69.06.19210 Cessation or transfer of business.**

9 (a) A remote seller or marketplace facilitator who sells, leases, conveys, forfeits, assigns, gifts,
10 or otherwise transfers, or assigns (collectively, a "transfer") the majority of their business
11 interest, including to a creditor or secured party, shall make a final sales tax return within
12 thirty (30) days after the date of such conveyance.

13 (b) At least ten (10) business days before any such ~~sale~~ transfer is completed, the remote seller
14 or marketplace facilitator shall send to the commission, by approved communication (email
15 confirmation, certified first-class mail, postage prepaid) a notice that the remote seller's or
16 marketplace facilitator's interest is to be conveyed and shall include the name, address, and
17 telephone number of the person or entity to whom the interest is to be conveyed.
18

19 (c) Upon notice of ~~sale~~ transfer and disclosure of buyer, the commission shall be authorized to
20 disclose the status of the remote seller's or marketplace facilitator's sales tax account to the
21 named buyer or assignee.

22 (d) Upon receipt of notice of a ~~sale or~~ transfer, the commission shall send the transferee a copy
23 of the Uniform Alaska Remote Seller Sales Tax Code with this section highlighted.

24 (e) Neither the commission's failure to give the notice nor the transferee's failure to receive
25 the notice shall relieve the transferee of any obligations under this section.

1
2 (f) Following receipt of the notice, the commission shall have sixty (60) days in which to
3 perform a final sales tax audit and assess sales tax liability against the remote seller or
4 marketplace facilitator of the business. If the notice is not mailed at least ten (10) business days
5 before the sale transfer is completed, the commission shall have twelve (12) months from the
6 date of the completion of the sale transfer or the commission's knowledge of the completion of
7 the sale transfer within which to begin a final sales tax audit and assess sales tax liability
8 against the remote seller or marketplace facilitator of the business. The commission may also
9 initiate an estimated assessment if the requirements for such an assessment exist.
10

11 (g) A person acquiring any interest of a remote seller or marketplace facilitator in a business
12 required to collect the tax under this chapter assumes the liability of the remote seller or
13 marketplace facilitator for all taxes due the commission, whether current or delinquent,
14 whether known to the commission or discovered later, and for all interest, penalties, costs, and
15 charges on such taxes.

16 (h) Before the effective date of the transfer, the transferee of a business shall obtain from the
17 commission an estimate of the delinquent sales tax, penalty, and interest, if any, owed by the
18 remote seller or marketplace facilitator as of the date of the transfer, and shall withhold that
19 amount from the consideration payable for the transfer, until the remote seller or marketplace
20 facilitator has produced a receipt from the commission showing that all tax obligations imposed
21 by this chapter have been paid. A transferee that fails to withhold the amount required under
22 this subsection shall be liable to the commission and taxing jurisdiction for the lesser of the
23 amount of delinquent sales tax, penalty, and interest due from the remote seller or marketplace
24 facilitator as of the date of transfer, and the amount that the transferee was required to
25 withhold.

(i) In this section, the term “transfer” includes the following:

- (1) A change in voting control, or in more than fifty percent (50%) of the ownership interest in a remote seller or marketplace facilitator that is a corporation, limited liability company, or partnership; or
- (2) A sale of all or substantially all the assets used in the business of the remote seller or marketplace facilitator; or
- (3) The initiation of a lease, management agreement, or other arrangement under which another person becomes entitled to the remote seller’s or marketplace facilitator’s gross receipts from sales, rentals, or services.

(j) Subsection (h) of this section shall not apply to any person who acquires their ownership interest in the ongoing business as a result of the foreclosure of a lien that has priority over the commission’s sales tax lien.

(k) Upon termination, dissolution, or abandonment of a ~~corporate~~ business entity, any officer having control or supervision of sales tax funds collected, or who is charged with responsibility for the filing of returns or the payment of sales tax funds collected, shall be personally liable for any unpaid taxes, interest, administrative costs, and penalties on those taxes if such ~~officer~~ person willfully fails to pay or cause to be paid any taxes due from the corporation. In addition, regardless of willfulness, each director, member, or general partner of the ~~corporation~~ entity shall be jointly and severally liable for unpaid amounts. The ~~person~~ officer shall be liable only for taxes collected which became due during the period he or she had the control, supervision, responsibility, or duty to act for the corporation. This section does not relieve the ~~entity~~ corporation of other tax liabilities or otherwise impair other tax collection remedies afforded by law.

(l) A remote seller or marketplace facilitator who terminates the business without the benefit of a purchaser, successor, or assign shall make a final tax return and settlement of tax obligations within thirty (30) days after such termination. If a final return and settlement are not received within thirty (30) days of the termination, the remote seller or marketplace facilitator shall pay a penalty of one hundred dollars (\$100), plus an additional penalty of twenty-five dollars (\$25) for each additional thirty-day period, or part of such a period, during which the final return and settlement have not been made, for a maximum of six (6) additional periods.

69.06.2200 Use of information on tax returns.

(a) Except as otherwise provided in this chapter, all returns, reports, and information required to be filed with the commission under this chapter, and all information contained therein, shall be kept confidential and shall be subject to inspection only by:

- (1) Employees and agents of the commission and member taxing-jurisdiction whose job responsibilities are directly related to such returns, reports, and information;
- (2) The person supplying such returns, reports, and information; and
- (3) Persons authorized in writing by the person supplying such returns, reports, and information.

(b) The commission will release information described in subsection (a) of this section pursuant to subpoena, order of a court or administrative agency of competent jurisdiction, and where otherwise required by law to do so.

(c) Notwithstanding subsection (a) of this section, the following information is available for public inspection:

- (1) The name and address of sellers and marketplace facilitators;
- (2) Whether a business is registered to collect taxes under this chapter;
- (3) The name and address of businesses that are sixty (60) days or more delinquent in filing returns or in remitting sales tax, or both filing returns and remitting sales tax, and if so delinquent, the amount of estimated sales tax due and the number of returns not filed.

(d) The commission may provide the public statistical information related to sales tax collections, provided that no information identifiable to a particular remote seller or marketplace facilitator is disclosed.

(e) Nothing contained in this section shall be construed to prohibit the delivery to a person, or their duly authorized representative, of a copy of any return or report filed by them, nor to prohibit the publication of statistics so classified as to prevent the identification of particular buyers, remote sellers, or marketplace facilitators, nor to prohibit the furnishing of information on a reciprocal basis to other agencies or political subdivisions of the state or the United States concerned with the enforcement of tax laws.

(f) Nothing contained in this section shall be construed to prohibit the disclosure through enforcement action proceedings or by public inspection or publication of the name, estimated balance due, and current status of payments, and filings of any remote seller or marketplace facilitator or agent of any remote seller or marketplace facilitator required to collect sales taxes or file returns under this chapter, who fails to file any return and/or remit in full all sales taxes due within thirty (30) days after the required date for that business. Entry into any agreement

whether pursuant to the provisions of this chapter or otherwise shall not act as any prohibition to disclosure of the records of that remote seller or marketplace facilitator as otherwise provided in this chapter.

(g) A prospective lessee or purchaser of any business or business interest may inquire as to the obligation or tax status of any business upon presenting to the commission a release of tax information request signed by the authorized agent of the business.

(h) Except as otherwise provided herein, All returns referred to in this chapter, and all data taken therefrom, shall be kept secure from public inspection, and from all private inspection.

69.06.2130 Violations.

(a) A remote seller or marketplace facilitator that fails to file a sales tax return or remit sales tax when due, in addition to any other liability imposed by this chapter, shall pay to the commission all costs incurred by the commission to determine the amount of the remote seller's or marketplace facilitator's liability or to collect the sales tax, including, without limitation, reviewing and auditing the remote seller's or marketplace facilitator's business records, collection agency fees, and actual reasonable attorney's fees.

(b) A person who causes or permits a corporation of which the person is an officer or director, a limited liability company of which the person is a member or manager, or a partnership of which the person is a partner, to fail to collect sales tax or to remit sales tax to the commission as required by this chapter shall be liable to the commission for the amount that should have been collected or remitted, plus any applicable interest and penalty.

(c) Notwithstanding any other provision of law, and whether or not the commission initiates an audit or other tax collection procedure, the commission may bring a declaratory judgment action against a remote seller or marketplace facilitator believed to meet the criteria to establish that the obligation to remit sales tax is applicable and valid under local, state, and federal law. The action shall be brought in the judicial district of the member-taxing jurisdiction.

(d) The commission may cause a sales tax lien to be filed and recorded against all real and personal property of a remote seller or marketplace facilitator where the remote seller or marketplace facilitator has:

- (1) Failed to file sales tax returns for two (2) consecutive filing periods as required by the chapter; or
- (2) Failed within sixty (60) days of the end of the filing period from which taxes were due to either (a) remit all amounts due or (b) to enter into a secured payment agreement as provided in this chapter.
- (3) Prior to filing a sales tax lien, the commission shall cause a written notice of intent to file to be mailed to the last known address of the delinquent remote seller or marketplace facilitator.

(e) In addition to other remedies discussed in this chapter, the commission may bring a civil action to:

- (1) Enjoin a violation of this chapter. On application for injunctive relief and a finding of a violation or threatened violation, the superior court shall enjoin the violation.
- (2) Collect delinquent sales tax, penalty, interest and costs of collection, either before or after estimating the amount of sales tax due.

(3) Foreclose a recorded sales tax lien as provided by law.

(f) All remedies hereunder are cumulative and are in addition to those existing at law or equity.

69.06.2240. Penalties for violations.

(a) In the event that a penalty provided below is different from the same penalty in a member jurisdiction's sale tax code, the penalty prescribed in the member jurisdiction's sales tax code will apply.

(~~a~~b) A buyer, remote seller, or marketplace facilitator who knowingly or negligently submits false information in a document filed with the commission pursuant to this chapter is subject to a penalty of five hundred dollars (\$500).

(~~b~~c) A remote seller or marketplace facilitator who knowingly or negligently falsifies or conceals information related to its business activities with the commission or taxing jurisdiction is subject to a penalty of five hundred dollars (\$500).

(~~e~~d) A person who knowingly or negligently provides false information when applying for a certificate of exemption is subject to a penalty of five hundred dollars (\$500).

~~(d) Any remote seller or marketplace facilitator who fails to file a return required under this chapter by the due date, regardless of whether any taxes were due for the reporting period for which the return was required, shall be subject to a penalty of twenty five dollars (\$25) for the first sales tax return not timely filed. The filing of an incomplete return shall be treated as the filing of no return.~~

(e) A remote seller or marketplace facilitator who fails or refuses to produce requested records or to allow inspection of their books and records shall pay to the commission a penalty equal to three (3) times any deficiency found or estimated by the commission with a minimum penalty of five hundred dollars (\$500).

(f) A remote seller or marketplace facilitator who falsifies or misrepresents any record filed with the commission is guilty of an infraction and subject to a penalty of five hundred dollars (\$500) per record.

(g) Misuse of an exemption card is a violation and subject to a penalty of fifty dollars (\$50) per incident of misuse.

(h) Nothing in this chapter shall be construed as preventing the commission from filing and maintaining an action at law to recover any taxes, penalties, interest and/or fees due from a remote seller or marketplace facilitator. The commission may also recover attorney's fees in any action against a delinquent remote seller or marketplace facilitator.

~~69.06.230 Remote sellers with a physical presence in the taxing jurisdiction.~~

~~(a) Sellers with a physical presence in a Taxing Jurisdiction and no remote or internet based sales shall report, remit, and comply with standards, including audit authority, of the Taxing Jurisdiction.~~

~~(b) Sellers with a physical presence in a Taxing Jurisdiction that also have remote or internet-based sales where the point of delivery is in a different Taxing Jurisdictions shall (i) report and remit the remote or internet sales to the commission; and ii) report and remit the in-store sales to the Taxing Jurisdiction.~~

~~(e) Sellers with a physical presence in a Taxing Jurisdiction that also have remote or internet-based sales where the point of delivery is in the same Taxing Jurisdictions shall report and remit those remote sales to the Taxing Jurisdiction.~~

~~(d) Remote Sellers and marketplace facilitators that do not have a physical presence in a Taxing Jurisdiction must report and remit all remote sales to the commission.~~

~~(e) For all purchases the tax rate added to the sale price shall be as provided in the Taxing Jurisdiction's sales tax code, based on the point of delivery.~~

~~(f) A marketplace facilitator is considered the remote seller for each sale facilitated through its marketplace and shall collect, report, and remit sales tax to the commission. A marketplace facilitator is not considered to be the remote seller for each sale or rental of lodging facilitated through its marketplace, wherein the seller is considered to have a physical presence in the Taxing Jurisdiction.~~

69.06.2450 Remittance of tax; remote seller held harmless.

(a) Any remote seller or marketplace facilitator that collects and remits sales tax to the commission as provided by law may use an electronic database of state addresses that is certified by the commission pursuant to subsection (c) of this section to determine the member jurisdictions to which tax is owed.

(b) Any remote seller or marketplace facilitator that uses the data contained in an electronic database certified by the commission pursuant to subsection (c) of this section to determine the jurisdictions to which tax is owed shall be held harmless for any tax, charge, or fee liability to any member ~~taxing~~ jurisdiction that otherwise would be due solely as a result of an error or omission in the database.

(c) Any electronic database provider may apply to the commission to be certified for use by remote sellers or marketplace facilitators pursuant to this section. Such certification shall be valid for three years. In order to be certified, an electronic database provider shall have a database that satisfies the following criteria:

- (1) The database shall designate each address in the state, including, to the extent practicable, any multiple postal address applicable to one location and the taxing jurisdictions that have the authority to impose a tax on purchases made by purchasers at each address in the state.
- (2) The information contained in the electronic database shall be updated as necessary and maintained in an accurate condition. In order to keep the database accurate, the database provider shall provide a convenient method for member taxing jurisdictions that may be affected by the use of the database to inform the provider of apparent errors in the database. The provider shall have a process in place to promptly correct any errors brought to the provider's attention.

69.06.260 Savings Clause.

If any provision of CBJ 69.06, Uniform Alaska Remote Seller Sales Tax, and CBJ 69.05, Uniform Sales Tax, is determined by the commission or an adjudicatory body of competent jurisdiction to discriminate against a remote seller in favor of a local seller with a physical presence in the member jurisdiction, the discriminatory provision shall continue in effect only to the extent such provision does not discriminate against a remote seller, and the comparable code provision applicable to a local seller will apply to a remote seller, and the remainder of CBJ 69.06 and CBJ 69.05 shall continue in full force and effect.

69.06.2570 Definitions.

Adoption of definitions does not compel an individual municipality to exempt certain defined items. Each municipality should specifically adopt definitions necessary for consistency to implement both brick-and-mortar sales tax code and provisions related to remote sellers or marketplace facilitators. For definitions that have no applicability to brick-and-mortar sales tax code, municipality may choose to either include definitions in the definitional section of general sales tax ordinance or adopt the common definitions by reference.

Buyer or purchaser means a person to whom a sale of property or product is made or to whom a service is furnished.

Commission means the Alaska ~~Intergovernmental~~ Remote Seller Sales Tax Commission established by agreement between local government taxing jurisdictions within Alaska, and the delegated tax collection authority.

Delivered electronically means delivered to the purchaser by means other than tangible storage media.

Delivery charges means charges by the seller of personal property or services for preparation and delivery to a location designated by the purchaser of personal property or services including, but not limited to, transportation, shipping, postage, handling, crating and packing.

Entity-based exemption means an exemption based on who purchases the product or who sells the product. An exemption that is available to all individuals shall not be considered an entity-based exemption.

Goods for resale means:

- (1) The sale of goods by a manufacturer, wholesaler, or distributor to a retail vendor, and sales to a wholesale or retail dealer who deals in the property sold for the purpose of resale by the dealer.
- (2) The sale of personal property as raw material to a person engaged in manufacturing components for sale, where the property sold is consumed in the manufacturing process of, or becomes an ingredient or component part of, a product manufactured for sale by the manufacturer.
- (3) The sale of personal property as construction material to a licensed building contractor where the property sold becomes part of the permanent structure.

Lease or rental means any transfer of possession or control of tangible personal property for a fixed or indeterminate term for consideration. A lease or rental may include future options to purchase or extend.

Local sale means a sale by a seller with a physical presence in a taxing jurisdiction, where the point of delivery is a location within the same taxing jurisdiction.

Marketplace means a physical or electronic place, platform or forum, including a store, booth, internet website, catalog or dedicated sales software application, where products or services are offered for sale.

Marketplace facilitator means a person that contracts with remote sellers to facilitate for consideration, regardless of whether deducted as fees from the transaction, the sale of the remote seller's property, product, or services through a physical or electronic marketplace operated by the person, and engages:

- (a) Directly or indirectly, through one or more affiliated persons, in any of the following:
 - (1) Transmitting or otherwise communicating the offer or acceptance between the buyer and remote seller;
 - (2) Owning or operating the infrastructure, electronic or physical, or technology that brings buyers and remote sellers together;
 - (3) Providing a virtual currency that buyers are allowed or required to use to purchase products from the remote seller; or
 - (4) Software development or research and development activities related to any of the activities described in (b) of this subsection (3), if such activities are directly related to a physical or electronic marketplace operated by the person or an affiliated person; and
- (b) In any of the following activities with respect to the seller's products:
 - (1) Payment processing services;
 - (2) Fulfillment or storage services;
 - (3) Listing products for sale;

- (4) Setting prices;
- (5) Branding sales as those of the marketplace facilitator;
- (6) Order taking;
- (7) Advertising or promotion; or
- (8) Providing customer service or accepting or assisting with returns or exchanges.

Marketplace seller means a person that makes retail sales through any physical or electronic marketplace that is operated by a marketplace facilitator.

Member jurisdiction means a taxing jurisdiction that is a signatory of the Alaska Remote Seller Sales Tax Intergovernmental Agreement, thereby members of the commission, and who have adopted the Uniform Alaska Remote Seller Sales Tax Code.

Monthly means occurring once per calendar month.

Nonprofit organization means a business that has been granted tax-exempt status by the Internal Revenue Service (IRS). ~~An association, corporation, or other organization where no part of the net earnings of the organization inures to the benefit of any member, shareholder, or other individual, as certified by registration with the IRS.~~

Person means an individual, trust, estate, fiduciary, partnership, limited liability company, limited liability partnership, corporation, or any other legal entity.

Physical presence for the purposes of CBJ 69.06.050 means a seller who establishes any one or more of the following within a member~~local~~~~taxing~~ jurisdiction:

- (1) Has any office, distribution or sales house, warehouse, storefront, or any other place of business within the boundaries of the member~~local~~~~taxing~~ jurisdiction;
- (2) Solicits business or receiving orders through any employee, agent, salesman, or other representative within the boundaries of the member~~local~~~~taxing~~ jurisdiction ~~or engages in activities in this state that are significantly associated with the seller's ability to establish or maintain a market for its products in this state;~~
- (3) Provides services or holds inventory within the boundaries of the member~~local~~~~taxing~~ jurisdiction;
- (4) Rents or Leases property located within the boundaries of the member~~local~~~~taxing~~ jurisdiction.

A seller that establishes a physical presence within the member~~local~~~~taxing~~ jurisdiction in any calendar year will be deemed to have a physical presence within the local taxing jurisdiction for the following calendar year.

Point of delivery means the location at which property or a product is delivered or service rendered.

- (1) When the product is not received or paid for by the purchaser at a business location of a remote seller in a member~~local~~~~taxing~~ jurisdiction, the sale is considered delivered to the location where receipt by the purchaser (or the purchaser's recipient, designated as such by the purchaser) occurs, including the location indicated by instructions for delivery as supplied by the purchaser (or recipient) and as known to

the seller;

(2) When the product is received or paid for by a purchaser who is physically present at a business location of a remote seller in a taxing jurisdiction the sale is considered to have been made in the member local taxing jurisdiction where the purchaser is present even if delivery of the product takes place in another member local taxing jurisdiction. Such sales are reported and tax remitted directly to the member local taxing jurisdiction and not to the commission;

(3) When the service is not received by the purchaser at a business location of a remote seller, the service is considered delivered to the location where the purchaser receives the service.

(4) For products or services transferred electronically, or other sales where the remote seller or marketplace facilitator lacks a delivery address for the purchaser, the remote seller or marketplace facilitator shall consider the point of delivery of the sale to be the billing address of the buyer.

Product-based exemptions means an exemption based on the description of the product and not based on who purchases the product or how the purchaser intends to use the product.

Professional services means services performed by architects, attorneys-at-law, certified public accountants, dentists, engineers, land surveyors, surgeons, veterinarians, and practitioners of the healing arts (the arts and sciences dealing with the prevention, diagnosis, treatment and cure or alleviation of human physical or mental ailments, conditions, diseases, pain or infirmities) and such occupations that require a professional license under Alaska Statute.

Property and *product and good* means both tangible property, an item that can be seen, weighed, measured, felt, or touched, or that is in any other manner perceptible to the senses; and intangible property, anything that is not physical in nature (i.e.; intellectual property, brand recognition, goodwill, trade, copyright and patents).

Quarter means trimonthly periods of a calendar year; January-March, April-June, July-September, and October-December.

Receive or receipt for the purposes of CBJ 69.06.030 and the definition of Point of Delivery means

- (1) Taking possession of property or product;
- (2) Making first use of services;
- (3) Taking possession or making first use of digital goods, whichever comes first.

The terms “receive” and “receipt” do not include temporary possession by a shipping company on behalf of the purchaser.

Remote sales means sales of goods or services by a remote seller or marketplace facilitator.

Remote seller means a seller or marketplace facilitator making sales of goods or services delivered within the State of Alaska, without having a physical presence in a ~~taxing~~ the member jurisdiction in which delivery is being made, or conducting business between taxing jurisdictions, when sales are made by internet, mail order, phone or other remote means. A

~~marketplace facilitator shall be considered the remote seller for each sale facilitated through its marketplace.~~

Resale of services means sales of intermediate services to a business the charge for which will be passed directly by that business to a specific buyer.

Sale or retail sale means any transfer of property for consideration for any purpose other than for resale.

Sales price or purchase price means the total amount of consideration, including cash, credit, property, products, and services, for which property, products, or services are sold, leased, or rented, valued in money, whether received in money or otherwise, without any deduction for the following:

- (1) The seller's cost of the property or product sold;
- (2) The cost of materials used, labor or service cost, interest, losses, all costs of transportation to the seller, all taxes imposed on the seller, and any other expense of the seller;
- (3) Charges by the seller for any services necessary to complete the sale, other than delivery and installation charges;
- (4) Delivery charges;
- (5) Installation charges; and
- (6) Credit for any trade-in, as determined by state law.

Seller means a person making sales of property, products, or services, or a marketplace facilitator facilitating sales on behalf of a seller.

Services means all services of every manner and description, which are performed or furnished for compensation, and delivered electronically or otherwise ~~outside~~into the taxing member jurisdiction ~~(but excluding any that are rendered physically within the taxing jurisdiction,~~ including but not limited to:

- (1) Professional services;
- (2) Services in which a sale of property or product may be involved, including property or products made to order;
- (3) Utilities and utility services not constituting a sale of property or products, including but not limited to sewer, water, solid waste collection or disposal, electrical, telephone services and repair, natural gas, cable or satellite television, and Internet services;
- (4) The sale of transportation services;
- (5) Services rendered for compensation by any person who furnishes any such services in the course of his trade, business, or occupation, including all services rendered for commission;
- (6) Advertising, maintenance, recreation, amusement, and craftsman services.

Tax cap means a maximum taxable transaction.

Taxing jurisdiction means a local government in Alaska that has a sales tax ~~and is a member of the Alaska Remote Sellers Sales Tax Commission.~~

Transferred electronically means obtained by the purchaser by means other than tangible storage media.

69.06.2680 Supplemental definitions.

For purposes of CBJ 69.06, the commission shall may promulgate supplemental definitions that are incorporated into this Remote Seller Sales Tax Code, provided they are not in conflict with or contrary to the definitions set forth in CBJ 69.05. Supplemental definitions are available at www.arsstc.org/code. Provisions of the supplemental definitions that are amended, deleted, or added prior to or after the effective date of the latest amendment to this chapter shall be applicable for purposes of this chapter on the effective date provided for such amendments, deletions, or additions, including retroactive provisions.

Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this ____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



To: ARSSTC Members

From: Clinton Singletary, Statewide Municipal Sales Tax Director

Re: Uniform Code Updates – March 2021

Over the months of December & January, Commission staff met weekly with representatives from member jurisdictions to discuss and work through numerous code updates that Commission staff have been accumulating over the last year. Many of these needed updates are more clerical in nature, but several are more substantive and will have a clear impact on the Commission and/or member jurisdictions.

Following is a breakdown of the more substantive updates that were agreed upon by the Code Update Working Group, including a brief justification / background of why the update is being recommended.

At its February 24, 2021 meeting, the ARSSTC Board of Directors formally approved the proposed updates to the Uniform Code.

Code Section	Description	Justification / Background
Section 040(A)	Threshold calculation updated to include current year, not just previous calendar year.	Not as limiting a timeframe since there are now two time windows to be examined in determining threshold.
Section 050	Was the old Section 230; renamed section to more accurate description; included language for local sale.	No change to the original intent of this section. Section title better describes goal of section and inclusion of “local sale” better describes the type of transaction. “Local Sale” was also added as a new definition.
Section 080 A & B	Remove registration requirement for marketplace sellers who only sell on marketplaces.	Tax would already be collected by the marketplace, the seller would have nothing to report. Versions of this can be found in other states. Added affidavit requirement.
Section 080 (H)	Member jurisdiction business license clarification	Add language explaining that registration as remote seller satisfies jurisdiction business license requirements, but only if seller does not have physical presence in jurisdiction. Common question from sellers.
Section 090 (B)	Allow for annual filing frequency, dependent on member jurisdiction code allowances.	Will be modifying filing frequency change policy to only grant annual if no taxable sales.
Section 110 (A)	Clarifies rounding language	Specifies that only gross sales and exempt sales should be rounded.
Section 120 (C)	Interest on refund requests	Specifies that the Commission will not pay interest on refund requests.



Section 170 (A)	Late Filing fee language	Update late filing fee to max out at 4 months, same as penalty in C.
Section 170 (F)	Penalty Waivers	The code specifies the timeframe in which a waiver can be requested and limits the waiver to one a year. Waiver policy will be developed to fine-tune the number of waivers allowed and the circumstances that will qualify for a waiver.
Section 180	Remote Reseller Certificate	Codifies the existence of the remote reseller certificate
Section 240	Penalty cleanup / clarification	Paragraph A was added to defer to member jurisdiction penalties if the member penalty is different. Removed old paragraph E on late filing fees since that is a duplicate of Section 170.
Section 260	Savings Clause	Provides discrimination protection.
Section 270 – Definitions		
	Local sale	Used in Section 050
	Marketplace	Used in conjunction with definition of marketplace seller, for purposes of Section 080
	Marketplace Seller	For purposes of Section 080
	Point of Delivery	Added paragraph C specific to POD for services
	Remote Seller	Cleaned up definition to focus on a seller making sales into jurisdiction where the seller does not have physical presence. Applies to both in-state & out of state sellers.
	Services	Updated definition to specify any service provided which is delivered into a member jurisdiction.

Other Changes throughout the Uniform Code

- Throughout the code the use of the term jurisdiction was updated to focus on either taxing jurisdiction or member jurisdiction. These definitions were updated such that taxing jurisdiction is just a jurisdiction in Alaska with a sales tax. Member jurisdiction is a taxing jurisdiction that has adopted the Uniform Code.
- Sections 100(C), 130(C), 150(E), and 200 were all standardized for a 3-year timeframe, instead of the varying years.



To: ARSSTC Members

From: Clinton Singletary, Statewide Municipal Sales Tax Director

Re: Uniform Code Updates Adoption Process-March 2021

At its February 24th meeting, the ARSSTC Board of Directors approved the proposed updates to the Uniform Remote Seller Sales Tax code. Under the Intergovernmental Agreement, which all member jurisdictions passed by resolution, any updates or amendments to the Uniform Code must be adopted by member jurisdictions within 120 days of passage by the ARSSTC Board.

As you may recall, member jurisdictions were given the option of either adopting the Uniform Code in its entirety or adopting the Uniform Code by reference when the member first adopted the Uniform Code. The method by which a member originally adopted the Uniform Code will dictate what steps the member must now take to adopt these updates.

Original Adoption by Reference

A number of members originally adopted the Uniform Code by reference, with a clause similar to *“as the code currently exists, and as may hereafter be amended”*. If you are a member that originally adopted the Uniform Code in this manner, you do not need to take any additional action to adopt these Uniform Code updates.

With that said, I found that several members adopted some modifications to their local sales tax code to better align with some of the provisions of the Uniform Code. If you still desire full alignment between your local sales tax code and the Uniform Code, you will want to examine these updates to check for continued alignment.

Original Adoption in its entirety

A majority of members originally adopted the Uniform Code in its entirety, adding the full text of the Uniform Code to their Code of Ordinances. These members will need to adopt the Uniform Code updates in the same manner within 120 days of passage by the ARSSTC Board as explained above.

Members who adopted modifications to their local sales tax code for better alignment with the original Uniform Code should review these updates to check for continued alignment in those desired areas.

Once your local governing body has adopted the updates, please forward a signed copy of the adopting ordinance to the ARSSTC for our records.

MEMORANDUM

Client: Alaska Municipal League

Date: March 2, 2021

From: Matt Mead
Karl Kaufman

Re: Remote Sales Taxation of Services

The current definition of “Services” in the Uniform Remote Seller Sales Tax Code (the Code) has been updated by the Commission to eliminate the risk that the Code’s Services definition inadvertently discriminates against remote sellers.

1. The Current Definition of Services

The changes to the Uniform Code are as follows (additions are in blue and underlined font and deletions are in ~~strikethrough~~ font):

“Services” means all services of every manner and description, which are performed or furnished for compensation, and delivered electronically or otherwise into a member jurisdiction ~~outside the taxing jurisdiction (but excluding any that are rendered physically within the taxing jurisdiction,~~ including but not limited to:

- A. Professional services;*
- B. Services in which a sale of property or product may be involved, including property or products made to order;*
- C. Utilities and utility services not constituting a sale of property or products, including but not limited to sewer, water, solid waste collection or disposal, electrical, telephone services and repair, natural gas, cable or satellite television, and Internet services;*
- D. The sale of transportation services;*
- E. Services rendered for compensation by any person who furnishes any such services in the course of his trade, business, or occupation, including all services rendered for commission;*
- F. Advertising, maintenance, recreation, amusement, and craftsman services.*

“Services” means all services of every manner and description, which are

The prior definition of “services” raised questions under the U.S. Supreme Court’s Internal Consistency Doctrine established as part of the Commerce Clause discrimination test.

2. The Internal Consistency Doctrine.

The United States Supreme Court has held that a tax violates the Commerce Clause of the United States Constitution if it “discriminates against interstate commerce.” According to the Supreme Court, discrimination “simply means differential treatment of in-state and out-of-state economic interests that benefits the former and burdens the latter.” One aspect of the discrimination test is called the “internal consistency doctrine.”

Under the internal consistency doctrine, a tax must be structured so that if every State were to impose an identical tax, no multiple taxation would result.”¹ In other words, if every State were to adopt the Code, would a tax result in multiple states on the same sale? Consider the following example:

Accounting Firm A is located in Seattle and provides audit services to a client in a member jurisdiction. Under the internal consistency doctrine, we assume that every state has adopted the Code. If Washington adopted the Code’s prior definition of “Services” (as described above), the accounting firm would be taxed twice:

- First, Accounting Firm A would be taxed by Washington on the audit services it physically rendered within Washington.
- Second, Accounting Firm A would be taxed by the Alaska member jurisdiction on the remote audit services it delivered into that member jurisdiction.

In contrast, if Accounting Firm B was located in an Alaska member jurisdiction, it would only be taxed once on the provision of audit services.

The prior version of the “Services” definition is internally inconsistent because, if every state were to adopt the Code, an interstate service provider would be taxed twice while an Alaska service provider (making sales only in Alaska) would be taxed once.

¹ The Commerce Clause also requires a tax to be “fairly apportioned”—meaning that state may tax only its fair share of a multi-interstate transaction. The internal consistency doctrine is separately analyzed under the apportionment test.

The driving concern here is that the prior definition of Services results in alternate taxes. (For example, if a seller is a remote seller of services delivering into Alaska, it is taxed on a destination-basis but if a seller is an Alaska seller of services, it is taxed on an origin basis.) A number of cases throughout the United States have struck down alternated taxes under the internal consistency doctrine.

For example, a New York State sales tax on services with alternate taxable events was struck down due to the internal consistency doctrine. New York imposed a sales tax on the gross receipts from the service of (i) picking up, (ii) transporting, and (iii) disposing of waste. The tax applied if any one of the three alternate taxable events occurred. The New York Tax Appeals Tribunal considered a case where the taxpayer's waste was picked up in New York and transported to Arkansas, where it was disposed by incineration.

The tribunal struck down the tax under the internal consistency doctrine. The tribunal observed that, on the assumption that every state had adopted New York's scheme, "Arkansas could also impose a tax on both the transportation and waste treatment charges paid by petitioner." The scheme would thereby subject the taxpayer to twice the tax imposed on an operation occurring only within New York with an identical volume of gross receipts.

3. Conclusion

The Commission amended the Code to clearly define remote Services so as to be taxed to the place of destination. This change is intended to resolve the risk that the Code inadvertently discriminates against remote sellers.

Presented by: The Manager
Introduced: March 22, 2021
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-09(AR)

An Ordinance Appropriating \$17,000 to the Manager as Funding for a COVID-19 Economic Impacts and Recovery Plan; Funding Provided by the General Fund's Fund Balance.

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

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$17,000 as funding for a COVID-19 Economic Impacts and Recovery Plan.

Section 3. Source of Funds

General Fund's Fund Balance	\$17,000
-----------------------------	----------

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Introduced: March 22, 2021
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-09(AS)

An Ordinance Appropriating \$203,028 to the Manager as Funding for the Taxiway A&E Rehabilitation Capital Improvement Project; Funding Provided by Airport CARES Act Funding.

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

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$203,028 as funding for the Taxiway A&E Rehabilitation Capital Improvement Project (A50-098).

Section 3. Source of Funds

Airport CARES Act Funding	\$203,028
---------------------------	-----------

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth A. McEwen, Municipal Clerk

Presented by: The Manager
 Introduced: March 22, 2021
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-09(AT)

An Ordinance Appropriating \$21,624,000 to the Manager as Funding for the Planning, Design, and Construction of Bond-Funded Capital Improvement Projects; Funding Provided by General Obligation Bond Proceeds.

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

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$21,624,000 as funding for the planning, design, and construction of the following bond-funded capital improvement projects:

School Roof Repair/Replacement	\$ 5,000,000
Crest Street Reconstruction	\$ 2,825,000
Melvin Park Lighting Repair/Replacement	\$ 1,000,000
Glacier/Downtown Fire Stations – Mech/Elec Upgrades	\$ 1,450,000
Treadwell Arena Roof Replacement	\$ 1,100,000
Capital School Park Reconstruction	\$ 1,500,000
Eagle Valley Center Improvements	\$ 499,000
Savikko Park Improvements	\$ 1,050,000
Hank Harmon Rifle Range Improvements	\$ 200,000
Centennial Hall Renovations and Improvements	\$ 7,000,000

Section 3. Source of Funds

General Obligation Bond Proceeds	\$21,624,000
----------------------------------	--------------

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Presented: 03/22/2021
Drafted by: R. Palmer III

RESOLUTION OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2944

**A Resolution Reestablishing the Juneau Commission on Aging and
Repealing Resolution 2802.**

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

Section 1. Commission reestablished. The Juneau Commission on Aging (JCOA) is reestablished.

Section 2. Membership. The JCOA shall consist of nine voting members appointed from the general public. Members shall be appointed to staggered two-year terms. Incumbents serving on the JCOA at the time this resolution is adopted may continue to serve the remainder of their present term and are eligible for reappointment. The assembly shall appoint members from a diverse population of people with knowledge of issues relating to aging or with expertise on health, housing, transportation, finances, insurance, and other areas of concern for seniors in Juneau. At least five public members shall be 65 years of age or older. Four public members shall serve without restriction as to age.

Section 3. Purpose and mission. The purpose of the JCOA is to advise the Assembly on issues regarding seniors in Juneau and to promote awareness of Juneau's senior population, the quality of life of seniors, and the role of seniors in the social and economic life of Juneau.

Section 4. Powers and Duties: The JCOA's powers and duties may include the following:

- a. Promote senior citizen participation in the planning and development of programs which benefit and enhance the health, safety, and welfare of senior citizens in the City and Borough of Juneau.
- b. Build a coalition among established groups and support programs working to address the needs of seniors. Assess and identify gaps in the senior service delivery system. Share information within the coalition and report findings to the Assembly.
- c. Act to support the Assembly's Economic Plan as it relates to the senior economy.

1 d. Collect facts and statistics, and make studies of the conditions and problems
 2 pertaining to the employment, health, financial security, social welfare, and other
 3 factors that bear upon the well-being of older Juneauites. Act as plan manager and
 4 facilitator of the Juneau Senior Needs Survey.
 5

6 e. Coordinate events in the month of May highlighting Older Americans Month.
 7

8 **Section 5. Procedures.** The Commission's procedures shall be governed by the Rules
 9 of Procedure for Assembly Advisory Boards, as amended from time to time.
 10

11 **Section 6. Staff Assistance.** The Manager or Manager's designee shall provide such
 12 staff support and assistance for the Commission to the extent funds are available for such
 13 support.
 14

15 **Section 7. Reserved. Duration.** ~~The duration of the Commission shall be as~~
 16 ~~follows:~~
 17

18 ~~a. If the Assembly is unable to appoint a qualified slate of commissioners to serve~~
 19 ~~on the JCOA by December 31, 2017, then the JCOA will sunset as of that date.~~
 20

21 ~~b. If the Commission does not sunset due to the Assembly's inability to appoint~~
 22 ~~qualified members, the Commission shall sunset three years from the effective date~~
 23 ~~of this resolution.~~
 24
 25

26 **Section 8. Repeal of Resolution.** Resolution 2802 is repealed in its entirety.
 27

28 **Section 9. Effective Date.** This resolution shall be effective immediately after its
 29 adoption.
 30

31 Adopted this _____ day of _____, 2020.
 32

33 _____
 34 Beth A. Weldon, Mayor
 35

36 Attest:
 37

38 _____
 39 Elizabeth J. McEwen, Municipal Clerk



Engineering and Public Works Department
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-0800 Facsimile: 463-2606

DATE: March 17, 2021
TO: Mayor Weldon & Assembly
FROM: Nathan Coffee, City Architect
THROUGH: Rorie Watt, City Manager, Katie Koester, Engineering & Public Works Director
SUBJECT: BRH Behavioral Health Facility Bid Award

CBJ opened bids for the BRH Behavioral Health Facility yesterday and received only one bid from Dawson Construction. This bid exceeded the available construction budget by approximately \$800,000, but included a deductive alternate to eliminate the LEED Certification requirements from the construction contract. Contractors who opted not to bid the project cited concerns over the specified LEED certification path. Dawson Construction also expressed concerns regarding the financial impact of the LEED certification requirement and provided a deductive alternate cost of \$500,000 to eliminate LEED certification as specified in the construction documents.

The building design accounts for ~3/4 of the LEED certification points and this work is nearly complete, so there is a considerable investment toward LEED accreditation to date and BRH sees the value in completing the process, especially at a mental health facility. It is the CBJ's intent to work with Dawson Construction to identify some construction cost savings strategies and, using Dawson's LEED expert, develop a less costly path to achieve LEED certification. However, it is possible that LEED Certification may not be achievable within the project budget. If this occurs, an exemption from LEED Certification as outlined in 49.35.800 (c) shall be requested, but as many LEED improvements as practicable will be retained to meet the intent of 49.35.800.

Action Requested

In an effort to keep this project moving forward, the CBJ Engineering Department and BRH recommend that the Assembly award the project to Dawson Construction without including the \$500,000 fee associated with LEED certification.

MEMORANDUM

CITY/BOROUGH OF JUNEAU

155 SOUTH SEWARD STREET, JUNEAU, ALASKA 99801

TO: Rorie Watt
City and Borough Manager

FROM: Greg Smith
Contract Administrator

SUBJ: BID RESULTS:
BRH Behavioral Health Facility
Contract No. BE21-149

DATE: March 19, 2021

File No.: 2023

Bids were opened on the subject project on March 16, 2021. The bid protest period expired at 4:30 p.m. on March 18, 2019. Results of the bid opening are as follows:

	DAWSON CONSTRUCTION	Architects/Engineers Estimate
Basic Bid Schedule A	\$8,959,200.00	\$7,737,163
Basic Bid Schedule B	No Bid	\$7,737,163
Deductive Alternate No. 1 – UV Air Purification	<\$25,000> Not Accepted	<\$78,842>
Deductive Alternate No. 2 – Relights Interior Offices	<\$9,000> Not Accepted	<\$9,141>
Deductive Alternate No. 3 – 2nd Floor Patient Area Benches / Planters	<\$7,500> Not Accepted	<\$10,019>
Deductive Alternate No. 4 – 2nd Floor Patient Area Casework	<\$20,000> Not Accepted	<\$43,057>
Deductive Alternate No. 5 – 2nd Floor Skylights	<\$18,000> Not Accepted	<\$13,134>
Deductive Alternate No. 6 – Enhanced Finished Grp 1	<\$42,000> Not Accepted	<\$5,722>
Deductive Alternate No. 7 – Enhanced Finishes Grp 2	<\$28,000> Not Accepted	<\$69,595>
Deductive Alternate No. 8 – Marine Coating and Warranty	<\$5,000> Not Accepted	<\$3,303>
Deductive Alternate No. 9 – USGBC LEED submittal requirements	<\$500,000> Accepted	<\$400,000>
TOTALS	\$8,454,200.00	\$7,104,350.00

Project Manager: Jeanne Rynne,

Project Description: The project includes demolition of the existing facility and construction of a new 14,500 gross square foot facility comprised of outpatient offices, inpatient residential care suites, general storage, and underground parking. The work will include but not be limited to: site improvements including water, sewer, storm drainage, electrical, landscaping, paving, related earthwork; concrete foundations, wood structure, fiberglass windows, rain screen exterior wall systems, membrane roof system, doors, door hardware, carpet, sheet flooring, ceramic tile, painting, interior relites, wall coverings, specialty ceiling systems, an elevator, plumbing systems, HVAC systems, DDC controls, electrical power and lighting, and special electrical systems including data, fire alarm, security, and access control systems. The building will be constructed atop a shot rock pad with the daylight basement housing storage and parking areas. A three-stop elevator will provide access from the basement level to the first floor outpatient office and the second floor inpatient care.

Funding Source: DHSS BRH/Sobering Grant - \$500,000; F550 BRH Fund \$9,000,000

Total Project Funds: \$9,500,000

CIP No. B55-080

Construction Encumbrance: \$8,459,200

Construction Contingency: \$845,920

Design: \$800,000

Contract Administration/Inspection: \$405,000

CBJ Administrative costs: \$253,776

Staff recommends award of this project, Base Bid A and Deductive Alternate 9 for the total amount bid of **\$8,454,200.00**.

Approved: _____
Duncan Rorie Watt, City & Borough Manager

Date of Assembly Approval:

C: CBJ Purchasing



Planning Commission

(907) 586-0715
PC_Comments@juneau.org
www.juneau.org/plancomm
155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION NOTICE OF RECOMMENDATION

Date: March 11, 2021
File No.: CSP2020 0011

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

Proposal: Planning Commission recommendation to the City and Borough Assembly regarding complete street and underground utility maintenance (and replacements as necessary) for Calhoun Avenue

Property Address: Calhoun Avenue

ROW name: Calhoun Avenue

Parcel Code No.: Not Applicable

Hearing Date: March 9, 2021

The Planning Commission, at its regular public meeting on March 9, 2021, recommended that the Assembly **APPROVE** CSP2020 0011 regarding complete street and underground utility maintenance (and replacements as necessary) for Calhoun Avenue,

- As described in the project description and drawings submitted with the application; and
- Incorporating recommendations proposed by ProHNS and the supplemental Design Alternatives Study Matrix and Area Map:
 - Consistent and narrow traffic lanes.
 - Raising sidewalk elevation above the road.
 - Colored crosswalk.
 - Concrete curb at the rock walls.

City and Borough of Juneau
 CBJ Assembly
 File No.: CSP2020 0011
 March 11, 2021
 Page 2 of 3

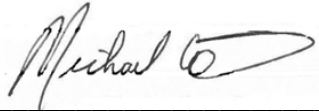
- Traffic striping.
- Thickened-edge sidewalk.
- Reconfiguration of the West Eighth Street intersection.
- Widened sidewalks.
- Traffic signage.
- Updated street lighting.
- Painted markings.
- Easement and right-of-way acquisition if able.
- ❖ The consultant engineer recommended against right turns off of Goldbelt Avenue; the Planning Commission recommends right turns be allowed to continue.
- ❖ Additionally, the Planning Commission recommended that the Assembly direct staff to work with the neighborhood on possibility of burying the utilities.

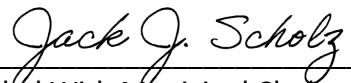
Attachments: January 5, 2021 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding CSP2020 0011.

March 5, 2021 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding "Revised materials and recommendation," including:

- March 5, 2021 memo from Lucas Chambers, P.E., ProHNS
- Decision and Design Alternatives Study Matrix
- Project Area Map

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


 Michael LeVine, Chair
 Planning Commission


 Filed With Municipal Clerk

March 12, 2021
 Date

March 12, 2021
 Date

City and Borough of Juneau
CBJ Assembly
File No.: CSP2020 0011
March 11, 2021
Page 3 of 3

cc: Plan Review

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



(907) 586-0715
CDD_Admin@juneau.org
www.juneau.org/CDD
155 S. Seward Street • Juneau, AK 99801

March 1, 2021

MEMO

From: Irene Gallion, Senior Planner

To: Mike Levine, Chair

Through: Jill Maclean, AICP, Director

Case Number: CSP2020 0011: Calhoun Avenue Reconstruction

RE: The Return of Calhoun

At the regular Planning Commission meeting on January 12, 2021, the Commission recommended Assembly **DENIAL** of this project. The Commission recommended that a full traffic study of Calhoun Avenue traffic operations should be conducted prior to reconstruction.

As directed by the Assembly, the Commission will be revisiting this project at the March 9, 2021 Regular Planning Commission meeting.

This memo and the attached documents are intended to provide you a survey of the discussions regarding this project since it was originally moved through the Commission.

January 25, 2021: By consent agenda, the project was referred to the Public Works and Facilities Committee (PWFC).

- **Attachment A** is the Manager's Report from the Consent Agenda.

February 1, 2021: the PWFC hears the project and takes public testimony. The project was continued until the February 8, 2021 PWFC meeting.

- **Attachment B** is an excerpt from the transcript.
- **Attachment C** is the meeting minutes.
- **Attachment D** is meeting materials, including a memo from the City Manager recommending a course of action.

February 8, 2021: The PWFC forwarded Manager Recommendations B and C to the full Assembly.

B: That the Assembly remove the concept of turning Calhoun Avenue into a one-way street from further consideration or study.

C: That the reconstruction proposal go back to the Planning Commission for review.

- **Attachment E** is an excerpt from the transcript.
- **Attachment F** is the meeting minutes.
- **Attachment G** is the meeting materials, including the “Life of a Street Reconstruction Project” memo from J. Sanbei.

February 11, 2021: Note that this Regular Assembly meeting would usually take place the evening of February 8 (Monday), but the meeting was rescheduled to February 11 (Thursday) due to an area-wide power outage. During “Assembly Reports” on “Committee Reports,” Chair Hale shared the Committee’s decision with the full Assembly as a motion. The Assembly passed the motion, eight in favor, one opposed.

- **Attachment H** is an excerpt from the transcript.

February 25, 2021: ProHNS, the contracted design firm, held a workshop for neighbors via Zoom webinar.

- **Attachment I** is the meeting materials shared with neighbors.
- **Attachment J** is screen shots from the workshop.

Note that transcripts were done using Siri-style speech recognition and natural language processing. These transcripts can be both entertaining and baffling. Edits were made in the spirit of clear communications wherever possible.

At the Planning Commission Regular Meeting on March 9, 2021, staff will present a summary of the February 25 neighborhood workshop and proposed Calhoun Avenue Reconstruction plan modifications proposed, and make a recommendation for action by the Commission.

Meeting materials from January 12, 2021 are attached for your convenience, and include:

- **Attachment K**, the staff report and Notice of Decision.
- **Attachment L**, the PowerPoint presented at the meeting.
- **Attachment M**, the additional materials for the meeting (which includes comments on the Calhoun Avenue project that were received after the staff report was completed).
- **Attachment N**, minutes from the meeting.

February 27, 2021: CDD received a public comment regarding the Calhoun Avenue proposed reconstruction.

- **Attachment O**, comment received from Jeremy Bauer.

Staff had originally recommended APPROVAL of the project. That recommendation may be revised after Engineering and Public Works provides their proposed revisions. The Commission should anticipate a summary memo and recommendation the Friday before the regular meeting, March 5, 2021.

The City Manager recommends the Assembly affirm the Planning Commission's decision to approve this project.

d. **CSP 2020-0011 CBJ Calhoun Reconstruction**

On January 22, 2021, the Planning Commission recommended denial of this project. The Planning Commission recommends the Assembly direct and fund a traffic study of Calhoun Avenue and surrounding area including pedestrian bicycle, vehicle, and emergency vehicle movements and consideration of one-way operations.

As presented to the Planning Commission this project would have included replacement of the water utility replacement of the combined sewer and storm water systems widening of the sidewalk when possible construction of a curb separating the sidewalk from the driving surface, and resurfacing for two-way traffic.

The January 2, 2021 Planning Commission materials including Staff Report, are located at: <http://novus.cbjak.org/CoverSheet.aspx?ItemID=9362&MeetingID=412>

The City Manager recommends the Assembly refer this project to the Public Works and Facilities Committee.

. Transfers

a. **Transfer Request T-1035 A Transfer of \$500,000 from Various Capital Improvement Projects to CIP P47-073 Centennial Hall Renovation Phase II.**

This transfer of \$500,000 to the Centennial Hall Renovation Phase II CIP will provide for the completion of the design of renovations to Centennial Hall. The transfer consists of sales tax funding and comes from the following projects:

Project	Sales Tax
Mt. Jumbo Gym Roof	\$250,
Deferred Bldg. Maintenance	\$250,
Transfer Total	\$500,000

The Assembly Finance Committee reviewed this request at its January 6, 2021 meeting. The Public Works and Facilities Committee reviewed this request at its January 2021 meeting.

The City Manager recommends approval of this transfer.

b. **Transfer Request T-1032 A Transfer of \$304,398 from Various**

Excerpt From Transcript: 2/1/2021 Public Works and Facilities Meeting

Items for Action: Calhoun Avenue Reconstruction

Edited by Irene Gallion

Michelle Hale: Ms. Koester, Calhoun Avenue Reconstruction, and I will let the audience know that you can go ahead and start raising your hand if you have a public testimony but first we will hear from Ms....

Janet Sanbei: Ms. Hale sorry just for a second, there is one more person who's come on the phone i'd like to reread that statement, so they are aware of what they need to do, please. Okay, so to provide testimony please hit the raise hand button if participating via a computer or tablet. If participating by phone press star nine on your phone, this will place a raised hand icon next to your phone number and we'll add you to the queue. When you are called upon you will be allowed to speak via zoom, or you will want to press star six to unmute your telephone, in order to speak.

Michelle Hale: Thank you, Ms. Sanbei. Ms. Koester.

Katie Koester: Thank you Chair Hale, for the opportunity to briefly go over the project and kind of where we are and how we got here. I do think that the public testimony and the committee discussion is going on here and I do think that will have a lot of really good and input as well, so here's my attention being very brief, I will encourage you to read the planning Commission packet we included a link in your packet there's a lot of detail there, but if you like, the detail there's great detail, and a lot of really good comments from the public as well.

So where are we? The Planning Commission recommended denial of the Calhoun Ave Reconstruction project, and recommended a traffic study. They did not address the waiver, which we were also requesting a waiver from AASHTO standards to make a narrow lane with. I will go over briefly what that means. How did we get here? Well Calhoun was identified in this CIP as a priority and it was prioritized further because of the failing infrastructure under, really the utility infrastructure. Specifically, water has failed, many times and we are worried that the next time it feels and we go out to repair it we won't be able to repair it. Then, that will be, that will mean a failure for about a dozen homes that depend on this infrastructure along Calhoun for their water. Also, the sewer and storm drainage needs to be separated per EPA regulations, and it is good practice to not put stormwater into the sewer system.

I think that any trip by car, by school on foot, will show you that Calhoun has a lot of issues. It's a really narrow corridor, and some of those issues are easy to fix and some of them really are not easy to fix. I want to acknowledge that no one argues that there are really big challenges with Calhoun and the corridor are there, so you know engineering staff see it, see city staff see it, and I knew that you guys all do, too. I would argue that this is a well-designed project with creative solutions within the corridor. We really have had to think through, and the design isn't over, we don't stop design and then we don't finalized design and then take it to the Planning Commission and the neighborhood for approval.

We really need direction from the Planning Commission so within the quarter or end of the project, I think there's been a lot of really great solutions proposed and a lot of really good conversation and it's really now to the Assembly decide if to expand that scope right and expanding in any direction means more dollars sense and just means more money. Of course, really good direction from the body is

helpful. We, Engineering, like the process of a project began going door to door in late August early September on this project. We have hosted design meetings. The Planning Commission and, as I mentioned, there, there is more opportunity for design as we work through all the details of this project. And I just want to, I feel like Engineering has maybe been remiss and talking through some of the things that have been proposed, because the one-way conversation has dominated the project. And so I just would like to briefly highlight some of the things that I, as a pedestrian who uses Calhoun, I'm excited about, and we will be raising proposals to raise the sidewalk and to install a curb and gutter, and this will provide a visual separation. Though the difference in the color of the concrete and the asphalt, will also narrow that lane, which will provide traffic calming. That's a technique that that we use all over and so you'll have your three and a half feet of the narrowest point, three and a half feet of sidewalk, six inches of curb, and then one-and-a-half feet of gutter, and then a 16 foot lane, and then another six inches of curb. That helped me really trying to visualize that that curb and gutter is there to provide more separation between the pedestrian and the motors.

That being said, there's still challenges, and cyclists, it's not a great road for cycling. The gutter, you know, provide some issues for cyclists. We've looked at signage, things like sharrows, really educational things like that, to try to improve that rubric for cyclists. We will be adding a crosswalk, so we'll add a crosswalk at Goldbelt, and we'll move the crosswalk at CopePark, so it matches up with the sidewalk there, so it makes it a much more natural crosswalk. Those are the things that we have proposed, but I think haven't been able to really talk about because the one right has told me the conversation so just wanted to. There will be more things that come forward as we work through the project details. We have heard from the public about underground utilities about things like speed bumps for traffic calming, and there are, you know, a lot of challenges: underground utilities space, funding. Speed bumps are really not meant for a collector, a major street like Calhoun, and provide a lot of maintenance challenges.

So, I guess, I would, I would like to reiterate what I said it when we introduce this project to the last Public Works and Facilities meeting that, you know, this project does not preclude a one-way in the future, is not concluded by doing these needed improvements now. The recommendation from staff is to proceed with this project. We don't recommend a study at this time, because it would take a lot of, it would be very expensive, it's going to be hundreds of thousands of dollars, we can't do anything until next tourist season, probably, right, because we need real traffic data. That puts the project back multiple years. I think that we could do the utilities and not fix the roadway, but that would be a missed opportunity. Because the perspective that we're presenting to you today is to really prioritize moving this project forward without excluding future possibilities. Thank you for the opportunity to go over that, the kind of "where we've been," and I'm happy to answer any questions and looking forward to listening to public testimony and community discussion.

Michelle Hale: Thank you, Ms. Koester, and before we take questions from the Committee, we will hear public testimony, but I also wanted to make sure, Mr Watt didn't have anything additional that he wanted to add.

Rorie Watt: Thank you Chair, just a few things. There's also a memo from myself, packet page 12, where I give you some specific recommendations. As you can imagine I'm not excited about recommending that the Assembly reject recommendations from the Planning Commission, that's not a regular course of activity. In reading between the lines, though, I think what, in some ways, what the

Planning Commission did is they were reviewing a reconstruction project, which is do the best you can within the circumstances that you have. They had comments from the public that said, do something different than that reconstruction project, and that's really, that's really an Assembly choice. And I think it's become complicated because of the suggestion of the one-way, because the one-way really is much larger in scope, you really would look in a much bigger planning area. I just don't think the idea of a one-way street would survive. I think there's a lot of complexity in that, and in the end we would spend a lot of time and not do it. I think the right course of action is to take the one-way idea off the table send it back to the Planning Commission, and then the question becomes what's the best that we can do within the footprint of this road, given that we've got a lot of limitations? So I just wanted to highlight those recommendations that I made the bottom of packet page twelve, thank you.

Michelle Hale: Thank you, Mr Watt, and I think with that we will take public testimony on this project. Ms. Sanbei will have her iPhone showing the time we'll have two minutes each for each testimony. Ms. Leach, if you could, if maybe Ms. Sanbei could bring you over and we can listen to your testimony. Please state your name and the area of town in which you live and then go ahead.

Frances Leach: I thank you so much, my name is Francis Leach and I live at nine to five Calhoun Avenue I'm right at the start of this project, right where Goldbelt and Calhoun meet, as if you were coming up the hill from Cope Park. I also work on Calhoun avenue at 410 Calhoun Avenue, which means I walk this stretch of road several times a day, as do my three children, who catch the school bus at Rainbow Food. In June of 2018 I wrote City Manager Rory Watt an email expressing my concerns about the safety of the pedestrians after seeing a man nearly struck by a vehicle. In that email, I express that myself and my children have also had some very close calls while walking on the sidewalk, as vehicles drive by so closely their side view mirrors hanging out over the sidewalk. One has to be extremely cognizant, we're walking on Calhoun and I worry daily about my children's and other people's safety. Mr. Watt replied to my email with words such as don't despair that nothing will happen, and that there would be opportunities to talk about sidewalks and traffic calming. His comment was good news, the road and sidewalks are already being programmed to be upgraded. Fast forward two and a half years, and now we are hearing that he is recommending against proceeding with the Planning Commission's recommendation to further study this project. This is a blatant disrespect for the pedestrians that live on and use Calhoun Avenue, there has been a public outcry for improvements for the sole purpose of safety. We want to be safe, when we want our children to be safe. Living at nine two five Calhoun I have a bird's eye view of the many people who walk the stretch, from preschool kids to Alaska state legislators. This is heavily used. Just the other day I just saw Representative Laddie Shaw nearly taken out by a car. We hear three and a half feet, 48 inches, is actually the average width of the sidewalk That means, you have to step in the road when you're passing somebody with three and a half feet. I understand I'm out of time, but I encourage everyone to take a walk down Calhoun avenue and see for yourself the safety concerns that we are expressing Thank you.

Michelle Hale: Thank you very much Ms. Leach for your testimony, are there any questions from committee members? Seeing none, we will move on to the phone number that ends in 2632 if you could come over, and I believe it star six to unmute yourself you've got it please state your name in the area of town in which you live, and you have two minutes.

Emily Ferry: Hi, this is Emily Ferry, can you hear me okay?

Michelle Hale: Yes, Emily, we can thank you.

Emily Ferry: Great Thank you so much. Again, Emily Ferry at 836 Calhoun Avenue, thanks for your time today and your attention to so many important issues, including the pipes that service our house. That truly is important but also important is the safety of our kids and our neighbors. And I've written many letters on this project, including putting a straw man out there in terms of the one-way proposal. I want to be clear that I am not committed to that nor is my husband, we were just trying to have a conversation starter and we'd really like to engage with the city in a conversation about what this project could be. We feel that that haven't happened yet. What I'd really like to see is a neighborhood where our kids can safely bike to school. In this proposal, that that can't happen for many kids. I'd like my daughter, to be able to walk on the sidewalk without a policeman stopping to tell her it's dangerous to walk on the sidewalk to our house, again, this current design does not does not improve that. And I'd like us to walk our talk in terms of creating a walkable pedestrian friendly active transportation community. We have so many plans that speak to that. I'd really love to see us take that opportunity to make that happen, and this super important project, and I say super important because it is only one of three corridors...*(inaudible)*

Michelle Hale: Ms. Ferry, you broke up after corridors, one of three corridors. Ms. Ferry, we are having a hard time hearing you. Ms. Ferry, your time is up, and we lost about the last twenty seconds of it. You're welcome to submit letters. Thank you, your time is up, Ms. Ferry. Thank you, I'm not sure what happened with that but, again, we do accept letters. Mr. Metcalfe, if we could pull him over please. Mr. Metcalfe, please state your name in area of town in which you live, and you have two minutes.

Peter Metcalfe: Peter Metcalfe, my wife Sandy and I live at 354 just in right behind the governor's mansion, lived there for almost 30 years.

We access Calhoun both on foot, of course, but also by vehicle, and West Eighth is a dangerous intersection. There's nothing in this plan current plan that addresses that. Ms. Koester suggested speed bumps are kind of off the table, if I heard that right, and to me it's very easy to do. If nothing else put speed bumps, and because there's two blind corners and countless times i've had to back away from entering Calhoun because of people speeding around those blind corners. We've had other testimonies of people talking about near accidents, and there's been several major accidents, because of those blind corners. Bottom line here is we just don't feel that we're being taken seriously, our comments and suggestions are dismissed out of hand, or they become like Emily said a straw man, they start beating on and we just want you to take these seriously and respond seriously and not just dismiss this so. You have a disgruntled neighborhood due to this lack of process. I'd appreciate, if you would take the Planning Commission's suggestion, you don't need a gold plated study. Let's just do something that we can take care of in a month or so, engaged with the neighborhood, listen to us, that's what would I ask, thank you.

Michelle Hale: Thank you, Mr. Metcalfe, are there questions from committee members? I see no questions from committee members, I also wanted to double check because I forgot to do that with Ms. Ferry are there questions for Ms. Ferry from committee members? Seeing none, thank you Mr. Metcalfe, I appreciate that, and we will move on to Mr. Choate. Mr. Choate you have two minutes, please state your name and the area in which you live.

Mark Choate: My name is Mark Choate I live at 230 West Eighth with my wife. We own one of the largest, I guess, links of that roadway, and I just have two separate issues to talk about. The first is safety. Our stone wall has been hit three times since we've owned our home, the last one did more than \$100,000 of damage, and the driver sideswiped pedestrian. But for the grace of God that pedestrian would have been killed or seriously injured, and you know I know what i'm talking about when I talk about city liability for dangerous conditions. You've got one there, and you've had it for years, and nothing has been done. That's the first issue. I'll support what Emily and Peter have said. The other issue is the process has been more than dismal in terms of lip service for the for the neighborhood, but each time the pushback has been, you really don't need to pay attention to the neighborhood, we've got this under control. We were told, initially, that it was just a reconstruction, so there wasn't the opportunity for us to participate in any real, meaningful matt manner. I know a lot about the street, because i've lived there for 30 years more than 30 i've walked it I think an estimate of 20,000 times. We paid to have the fire hydrant put in on Wednesday, this part of a remodel I have a good sense of what the water system is like, and this, oh, my gosh, we need to do something immediately, I can tell you that the water system needs work. But it hasn't been failing it for us, and we would know because we live there. So I'm totally, I have to tell you the process, the due process and listening to the neighborhood, is one of the, it's been disturbing to me for how bad it is. Having spent six years on the school board, I have a sense of what the way you need to do it, then it has not happened to date. So I'd ask you please to not push this forward but, rather, give the neighborhood an opportunity. We've got an active group, and we will respond quickly on this, but so far the Engineering Department and this project in my mind, is it a D minus in terms of its responsiveness to the Community, thank you.

Michelle Hale: Thank you for your testimony Mr. Choate. Are there questions...

Mark Choate: I can't hear you at all.

Michelle Hale: Mr. Choate, can you hear me?

Mark Choate: I hear you, I'm sorry.

Michelle Hale: Oh, okay, are there questions from the Committee for Mr. Choate? There are no questions from the Committee for Mr. Choate, we are having a little bit of connectivity issues, thank you and we will move on to Marilyn Holmes. Ms. Holmes, please state your name and area of town in which you live, and you have two minutes.

Marilyn Holmes: Hello, thank you for the audience. I've lived in the same house, which is right on the corner of Goldbelt and Calhoun, for 32 years, and raised infants and children in that area. It has to be one of the most hazardous intersections of the city. The entire process of trying to walk down the section you're thinking about remodeling is, even thinking of taking a bike on it, and I like to ride and so it's really, I agree with everybody so far, about the hazardous quality of this area, and the need for it to be redesigned properly. Not just for people and bikes but for cars and any kind of utility or emergency vehicle, so that's that's number one.

Number two, in Goldbelt Avenue, where I live, where it intersects Calhoun, was under a major reconstruction in July of 2004, and we all got together as neighbors and we paid AEL&P to put the conduit underground for the utilities. So it's possible to take those overhead lines down in our

neighborhood and put them into conduit. And what I would suggest, if you do nothing else with expanding this project at the moment, from where it stands and I understand Jon Bohan is telling us that we need to redo the water system immediately and that's that's the primary motivation here, but I would like to see at least some conduit put underneath this surface so that eventually the power lines going through this area can be taken down and a lot of people in my neighborhood want that.

Michelle Hale: Ms. Holmes, you are out of time, can you wrap up?

Marilyn Holmes: Well that's enough.

Michelle Hale: Thank you, Ms. Holmes, are there questions from committee members for Ms. Holmes? I see no questions, so we move on to Sean, and this is the last person from whom we will take testimony Sean you have two minutes, please state your name and area of town in which you live, okay?

Mary Alice McKeen: So this is Mary Alice McKeen, Sean is my son, who set that off. I live at 212 West Ninth Street, I've lived here for 39 years, and so I know I've walked this area every single day two or three times a day. The first is, I don't really think this city has meaningfully considered the public input, I don't think they've really made any changes in the project. The only thing they say will be traffic calming mostly is making a defined curb. When this project began, we began emailing, and this is what someone emailed back because we're saying, hey, we have ideas and they said, these are interesting ideas, good luck getting the city to take any of these suggestions. From my limited experience they're pretty unreceptive to Community suggestions.

And I think though there's been lip service paid to, oh, yeah, we appreciate your input. I don't think there's really been meaningful changes in the project, and of course the Engineering Department said they didn't have the scope to widen it.

Secondly, the status quo is that there are three foot wide sidewalks. If you were starting from scratch, you would not make Calhoun two ways and have three feet sidewalks, you just wouldn't do it. And I do think that the one-way should be considered, because the one-way option is the only way you would have a bike lane and reasonable sidewalk access, so I don't think it should be taken off the table. I think it's disingenuous to say, oh, we can't consider this because it would be hundreds of thousands of dollars, I think that's just making it sound way too hard. And I just think that's disingenuous to sort of threaten you with, oh my gosh, this is going to be \$200,000. Final thing is, so I'd like it studied, I'd like all of these things, study and I have six seconds left, so I just think that the allegation that the fire department, that it can't be changed is really questionable. Just on page three of your memo that it says the CCFRr emergency paragraph, I couldn't even understand that, because it seems to be saying that the fire trucks can't fit up Ninth Street. So I think there are ways to address that and they should be studied, so thank you very much.

Michelle Hale: Thank you very much, Ms. McKeen, are there questions from committee members? I see no questions, we will bring this back to the committee, thank you for everyone that testified and thank you for everyone that has sent letters. We've received quite a few emails on this subject as well, we really appreciate the input and I know it's been very difficult for everyone. We will bring this back to the committee, and I will just remind the committee that we will go until 110 we're about to lose one member, but at by one we will lose a second so we'll just go into 110 today are there questions from committee members. Ms. Hughes-Skandijs and then Ms. Wall.

Alicia Hughes-Skandijs: I think, thank you Madam chair, I have a couple, and I maybe i'll just say them, both because they're pretty short questions to Ms. Koester. It sort of sounded to me like the speed bumps were not considered a useful tool, or like off the table, so is that the case? Is that our current thought and then? Could you remind me the number of public meetings that we've had? Or, sort of chances to engage with the neighborhood?

Katie Koester: Sure, the first question about that speed bumps, Engineering staff will probably never recommend speed bumps because they are real nightmare for maintenance and for plowing, for keeping streets clean. It's also very busy street and collector street. And that would be the other reason why we wouldn't recommend them. It doesn't mean that they don't go in, sometimes, but, but that it would not be a staff recommendation. So let's see, in your second question was about public meetings, so we have, in the Planning Commission packet, there's a list of public contact with all of the neighborhood and so on, and every household was approached two to four times at the beginning of the project to talk through a lot of their individual you know concerns, and also have their particular approach. We had a public meeting in December, and Planning Commission meeting in January and, of course, this was before the Assembly, at the last meeting, on and when it was referred to the UFC.

Michelle Hale: Ms. Hughes-Skandijs, is that sufficient?

Alicia Hughes-Skandijs: Yes, thank you, Madam, Chair. I have more, but I saw there's a hand up.

Michelle Hale: Thank you, Ms. Wall.

Christine Woll: Thank you, Madam chair, and I'm happy to let Ms. Hughes-Skandijs continue to ask questions if she's about to leave.

Michelle Hale: Ms. Hughes-Skandijs.

Alicia Hughes-Skandijs: And thank you very much, as well, and I was wondering if you could talk a little bit about...I understand that we wouldn't be able to do a study with the height of traffic, I walked, I've spent a lot of time on that street, so I know it picks up quite a bit in the summer. But it keeps coming up and letters, the moving the utilities underground while we have that up, and I was wondering if you could comment on the cost of that.

Katie Koester: Thank you, I don't really know the exact cost estimate, you see in your packet that we approach AEL&P about the cost for just power, and that was anywhere from \$150,000 to \$400,000. Of course, you have other utilities there and then you have other issues with still needing to have above ground infrastructure. And just being such a limited right of way, traditionally, and CBJ projects, are the neighborhood pays for that, I think one of the people commenting said they hadn't remembered a time with her neighborhood paid for that. So while there's nothing to preclude the neighborhood from coming together and paying for those improvements, they are normally not included as part of a CBJ project.

Michelle Hale: Ms. Hughes-Skandijs, did you have follow up?

Alicia Hughes-Skandijs: I'm looking my little list here...No, I think I think I'll monitor that, I'll be listening when I sign off here.

Michelle Hale: Thank you Ms. Hughes-Skandijs, Ms. Woll and then Ms. Triem.

Christine Woll: Thank you, Madam Chair, my question is for Mr. Voelckers, I you know also don't take lightly the idea of potentially rejecting the record recommendations by the Planning Commission that Mr. Manager is suggesting here, I'd love to hear from you, why you think that rejection was being made and what you heard from the Commissioners.

Michelle Hale: And before we before we make that make that shift. Mr. Watt, I just want to make sure that we are keeping our lines right, where they need to be bright, and is that appropriate?

Rorie Watt: I think that's just fine.

Michelle Hale: Thank you. Mr. Voelckers.

Paul Voelckers: Thank you, complex topic, thanks for the query. What I would offer is that I think you heard some testimony about what the nature of a study might be, about whether that was a \$300,000 study or 30 days study or something, and I think the Commission did not have a big, thorough conversation on this, I think. Trying to hazard a generalization I think that the majority of the Commission felt like the project wasn't ready yet to approve. We had dozens of people testify. I think every single person was opposed and raised a variety of concerns many of what you've heard today. And it did, I think, appear to a majority of the Commissioners that there had not been sufficient analysis of options, and I think it would be fair to say that people were not necessarily persuaded that there was an easy one-way couplet that would solve this thing. But they did think that that might be a fair question. Another question was, but I think troubled Commissioners, was on the basic width of the roadway that there's a strong likelihood that it may just need to stay a two way road but what's proposed gets the width of the lanes down so critically narrow that we were not sure that it was even possible to approve an AASHTO waiver over the driving widths of the of the road lane. So that's a sort of thing when we say traffic study, just the sense that, what are the alternatives that maybe got a little more with to the roadway rather than focusing on just the below grade utilities. So hopefully that gives you a little sense of some of the questions that were in playing Commissioners minds mostly that we hadn't seen a lot of option analysis, thank you.

Michelle Hale: Thank you, Mr. Voelckers. Ms. Wall, did you have any follow up? Ms. Triem? We are running short on time, sorry.

Carole Triem: Thanks Madam Chair, and actually I have a lot of questions so my motion was going to be, since we are running short on time, can we, do we have to make a decision in the next four minutes? Because I don't know that I'm ready to do that, so that's my first question.

Michelle Hale: Ms. Triem, we have a recommendation from the City Manager and it's a four part recommendation, it's at the bottom of page 12. And, and the City Manager is recommending that we reject both recommendations. I'll just let you read the rest, but again it's at the bottom of page 12, and forward our discussion decision on the recommendations to the Assembly. So if we make those recommendations today, then the entire body of the Assembly will address this topic there.

Carole Triem: Right, I don't know that I am ready to make a decision, even in the Committee on any of those. I do have quite a few questions, so I mean, is it a problem if we keep this in committee for another meeting to keep discussing it?

Michelle Hale: I suppose one potential, and I'll pose this to Mr. Manager and Ms. Koester, because we are meeting on February 8 to work on our goals. One potential would be that we could forward, we could continue this to that February 8 meeting and perhaps, Mr. Manager, I will ask your perception of that idea.

Rorie Watt: Thank you, sure, I think I think that's fine, I mean, I think there's always within CBJ's capital plan, we're generally on a one year cycle to fund in July, we're trying to build in the following spring. So we are, we're you know, for better or worse, for lots of good reasons that we move quickly, but I think it's fine that the committee hold it until next Monday.

Michelle Hale: Thank you and Ms. Triem, thank you for expressing those concerns, and if it is the will of, both Ms. Wall and Ms. Hughes-Skandijs, I believe are not able to participate any longer, we will we will continue this until the eighth of February. Ms. Woll, do you agree with that?

Thank you so that then is what we will do and we will take this up first at that meeting, we won't take public testimony at that meeting, we will just continue the conversation with committee members, so that we can take a vote and Ms. Triem, looks like your hand is raised.

Carole Triem: Yes, thank you, Madam Chair, just one more quick thing. I am happy to ask my majority of my questions offline but I thought it might be helpful. In the memo it addresses the one-way proposal from the neighborhood residents, I was wondering if maybe we could get something written up of the other kind of ideas we talked about verbally, the speed bumps today, just have, like, maybe a little table of here's some ideas and here's pros and cons or something like that, so that we can work off of. Ms. Koester, is that something that you could do? And I'm happy to talk with you about it.

Michelle Hale: Ms. Triem, I hesitate to further complicate the jobs of Ms. Koester and her department, but I see Mr. Watt has his hand up. I will remind the committee that this will go to the full Assembly as well. Mr. Watt.

Rorie Watt: I think that's the kind of thing that belongs to the Planning Commission, I think that's kind of what the Planning Commission was getting at. And I think it's what some of the neighbors have been getting at, so in my in my recommendation, I think, discussion of those ideas becomes a lot clearer if you remove the one-way concept. But, but I really fundamentally do believe that the Planning Commission is the right body to get into the details with staff and the neighborhood.

Michelle Hale: Thank you, Ms. Triem, does that work for you? Thank you, thank you, Ms. Triem. Thank you for everybody who has provided information, I appreciate that.

And we unfortunately cannot make it to the information items on the agenda.....

**PUBLIC WORKS & FACILITIES COMMITTEE
MINUTES – REGULAR MEETING
Zoom Webinar
February 1, 2021**

I. CALL TO ORDER

The meeting was called to order at 12:00 PM.

Members Present: Ms. Hale, Ms. Triem, Ms. Woll, Ms. Hughes-Skandijs and Paul Voelckers, Planning Commission Liaison. Mayor Weldon and Assembly Members Loren Jones and Greg Smith were also in attendance.

Staff Members Present: Katie Koester, Janet Sanbei, Lori Sowa, Irene Gallion, Jill Maclean, Rorie Watt, John Bohan, Alexandra Pierce, Greg Smith, Jeff Rogers, Alan Steffert, Carl Uchytel, Erich Schaal, John nelson, Joshua Midgett, Keri Williamson, Dan Bleidorn, Jeanne Rynne, and Michael Eich.

II. APPROVAL OF MINUTES

A. January 11, 2021 – Regular Virtual Meeting

Ms. Hale submitted her changes prior to the meeting.

Minutes Approved.

III. PUBLIC PARTICIPATION & NON-AGENDA ITEMS

None.

IV. ITEMS FOR ACTION

A. 2021 Legislative Priority List

Ms. Koester gave a brief summary as to the purpose of the list.

Discussion ensued.

Ms. Hughes-Skandijs moved to hold in Committee for further review and discussion; and forward to the Planning Commission with direction to suggest projects from neighborhood plans.

No objection, motion passed.

B. CIP transfers and Closeouts

Ms. Koester stated there are several projects which have completed or are not being constructed for various reasons. The funds from these projects are before the Committee to request these funds being transferred to the projects listed in the memo from Mr. Bohan.

Ms. Woll moved forward to the full assembly for approval the transfers and closeouts contained in the memo and asked for unanimous consent.

No objections. Motion passed.

C. Recommendations for the 1% Sales Tax in the FY21 CIP

Ms. Koester gave brief update on the plan of addressing and responding to anticipated Sales Tax and Hotel-Motel Tax shortfalls due to the pandemic. She stated the voters approved a \$7 Million bond for work on Centennial Hall. There is also a voter approved \$4.5 Million use of Hotel-Motel Tax for additional work on Centennial Hall. The plan is to move the \$4.5 Million to the Bond and remove the \$7 Million Bond off the CIP for the time being.

Discussion ensued regarding the funds for Centennial Hall.

The Augustus Brown Renovation was put on hold in the spring of 2020 until the FY21 fiscal year. The Augustus Brown Renovations are included in the FY22 CIP document going to the Assembly during the budget process this year.

Ms. Triem moved the Committee forward the Manager's recommendation on the 1% CIP to the Finance Committee and asked for unanimous consent.

D. Calhoun Avenue Reconstruction

Ms. Koester gave the Committee background on the Planning Commission decision to ask the Assembly to deny the project. They also requested a traffic study be conducted for this corridor. They did not address the waiver of AASHTO standards for a narrower lane. There has been a lot of public comment on this project. There have been several public meetings available for design comment on this project. Traffic calming measures have been taken, including narrowing lanes, raising sidewalks, and adding curb and gutter.

Mr. Watt gave an explanation of his memo included in the packet, stating he is not in the habit of encouraging the Assembly to reject the Planning Commission's recommendation. He stated doing a traffic study or something different than what has been planned for the reconstruction at this time is costly and takes time. He feels a One Way road would not last. He feels if it were put in, later on it would be removed again. His advice for the best course of action is to take the One Way idea off the table, send it back to the Planning Commission, and then the question becomes..."What is the best we can do within the footprint of this road, given we have a lot of limitations?".

Public Comment

Ms. Frances Leach, 925 Calhoun Ave. She is right at the start of this project at the corner of Goldbelt and Calhoun, just up from Cope Park. She also works at 410 Calhoun Ave. She and her children walk this corridor to work and the bus stop regularly. She stated in 2018 she wrote City Manager Watt an email expressing her concerns for the safety of pedestrians after seeing a man nearly struck by a vehicle. She also stated she and her children have had some very close calls while walking on the sidewalk as vehicles drive by very closely. The side view mirrors of vehicles hang over the sidewalk, which means pedestrians need to be alert of traffic on the street. She put in the email she is very concerned for the safety of her family and others. Mr. Watt reassured her stating the good news is the road and sidewalk

are already in the planning stages for being upgraded. She feels his recommendation to reject the Planning Commission's decision to do a traffic study is a blatant disrespect of the concerns from citizens of the neighborhood. She doesn't feel 40 inches is big enough for a sidewalk. She stated if passing another pedestrian one would need to step in the street to get by. She asked staff to take a walk down Calhoun Ave. to see the concerns the neighborhood is expressing.

Ms. Emily Ferry, 836 Calhoun Ave. She agrees the improvements to the road and utilities are important, but pedestrian and bicycle safety is also very important. She would really like to engage with the City in what the One Way would really look like and the issues that may preclude it from happening. She said this hasn't happened yet. She would like to see from this project a way for children to bike to school safely. Currently, and the way the project is designed at this time, that can't happen. She would also like pedestrians to be able to walk on the sidewalk without police officers stopping to tell them it isn't safe to walk on the sidewalk. This design doesn't allow for safe walking within the corridor. She would like the City to "Walk the Talk" about making the community a pedestrian friendly community. There are so many plans that speak to that. She would love to see the City take the opportunity to make this happen in this very important corridor. It is a very important corridor because it is 1 of only 3 corridors in and out of downtown Juneau. (At this time Ms. Ferry's phone stopped transmitting her comments. Ms. Hale stated her time was up and asked her to send in a letter.)

Peter Metcalf, 354 Distin Ave. He stated they access Calhoun both on foot and by vehicle. They access Calhoun on W. 8th St. This is a very dangerous intersection. It has blind corners from both directions. People frequently speed around those blind corners. He concurred with others, saying there have been several accidents because of the dangers in this corridor. He said he doesn't feel Staff has been receptive of the comments made. He feels they have been dismissed and not recognized as important. He would like to see Staff take the comments seriously and comment accordingly. The neighborhood is disgruntled. He would like the City to go forward with the Planning Commission recommendation and complete a study. He doesn't feel it needs to be extravagant, but something that will give information. He just asks that Staff listen to the neighborhood.

Mr. Mark Choate, 230 W. 8th St. He stated he has 2 issues to address. The first, is safety. His stone wall has been hit 3 times since he purchased the property. The most recent did an extensive amount of damage and sideswiped a pedestrian. He said the City has a liability for dangerous conditions and this location is dangerous. He feels the City has done nothing to resolve the danger. The second issue is he feels the process has been more than dismal. The City has been providing lip service with comments such as "We have this under control, don't worry about it.", but there has been a lot of push back from Staff. There has been no opportunity to participate in any meaningful manner. He feels he knows the area quite well, as he has lived in this location for more than 30 years. He paid to install a fire hydrant on his property. He feels he knows the water system and he has had no problems with the water at his location. He has spent 6 years as a School Board Member and understands the process of public participation. He asks that the City not move forward and let the neighborhood respond. It is an active group and they will respond quickly. He feels the Engineering Department and the project is at a D- in terms of its responsiveness to the community.

Ms. Marilyn Holmes, corner of Goldbelt and Calhoun. This has to be one of the most hazardous intersections in the City. The process of walking down the portion of Calhoun to be reconstructed is absolutely harrowing. She would not even think about riding a bike on this stretch of road...she likes to ride. She agrees with other comments as this is a dangerous corridor. She agrees it needs to be redesigned, but not just for people and bikes, but also for any utility or other type of emergency vehicle. In 2004 a section of Calhoun that intersects with Goldbelt was under construction. The neighbors all got together and they paid for AEL&P to put the conduit underground for the utilities. She says it is possible to put the lines within conduit and underground. She would like to see the City add conduit installed for putting the utility lines underground. So eventually the power lines could be taken down.

Mary Alice McKeen, 212 W. 9th Street. She has lived here for 39 years. She doesn't feel the City has made any effort to consider the neighborhood's concerns for this street. She stated when the project began the neighborhood started emailing with each other discussing suggestions. One individual wrote back saying..."These are interesting ideas. Good luck getting the City to take any of these suggestions. From my limited experience, they are pretty unreceptive to community suggestions." She feels there has been lip service paid, but there has not been any meaningful response to community concerns or suggestions. She said the Engineering Department responded saying they didn't have the scope to widen the road. She feels making the street 2-way and 3 foot sidewalks is not being safety conscious. She really feels the 1-way should be seriously considered. This is the only way to have reasonably wide sidewalks, a bike lane and traffic on this street. She feels the City has threatened the neighborhood by saying a traffic study would be too expensive. She thinks this is disingenuous for the City to say. She would like all of these studied. She feels the allegation of the fire department not being able to get a fire truck up 9th Street is false. She would like all of these items studied.

Discussion ensued.

This topic will be taken up again as the 1st item on the February 8, 2021, Work Session. Public comment will not be taken at this work session.

V. INFORMATION ITEMS – Due to a lack of time, Information Items were not heard at this meeting.

- A. ADEC Compliance Order by Consent
- B. Electric Bus Roll Out
- C. Capital Improvement Plan

VI. CONTRACTS DIVISION ACTIVITY REPORT

- A. January 8, 2021 to January 26, 2021

VII. ADJOURNMENT

The meeting adjourned at 1:11 PM.

- A. Next meeting will be a Work Session, February 8, 2021, 12:00 PM.

Members of the Public Present:

Frances Leach
Emily Ferry
Duff Mitchell
Frankie Pillifant
Garret Gladsjo
Keith Gerken
Kirby Day
Kollin Monahan
Laurie Berg
Laurie Craig
Lucas Chambers
Marilyn Holmes
Mark Choate
Peter Metcalfe
Mary Alice McKeen (Sean)

Members of the Press Present:

Jeremy Hsieh, KTOO
Pete Carran

**ASSEMBLY STANDING COMMITTEE
PUBLIC WORKS AND FACILITIES COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

February 1, 2021 12:00 PM
Regular Meeting - Zoom Webinar

Please click the link below to join the webinar: <https://juneau.zoom.us/j/92281024470> Or Telephone:
Dial(for higher quality, dial a number based on your current location): US: +1 253 215 8782 or +1 346
248 7799 or +1 669 900 6833 or +1 301 715 8592 or +1 312 626 6799 or +1 929 436 2866 Webinar ID:
922 8102 4470

I. CALL TO ORDER

II. APPROVAL OF MINUTES

- A. [January 11, 2021 - Regular Meeting](#)

III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS

IV. ITEMS FOR ACTION

- A. [2021 Legislative Priority List](#)
- B. [CIP Transfers and Closeouts](#)
- C. [Recommendations for the 1% Sales Tax in the FY21 CIP](#)
- D. [Calhoun Avenue Reconstruction](#)

V. INFORMATION ITEMS

- A. [ADEC Compliance Order by Consent](#)
- B. [Electric Bus Roll Out](#)
- C. [Capital Improvement Plan](#)

VI. CONTRACTS DIVISION ACTIVITY REPORT

- A. [January 8, 2021 to January 26, 2021](#)

VII. ADJOURNMENT

- A. [Next Meeting - Work Session - February 8, 2021 - 12:00 Noon](#)

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City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-5240 | Facsimile: 586-5385

TO: Chair Hale and Assembly Public Works and Facilities Committee

DATE: January 20, 2021

FROM: Rorie Watt, City Manager

RE: Calhoun Avenue

As is detailed in your packet the proposed reconstruction of Calhoun Avenue has been forwarded to the PWFC by the Assembly. The Planning Commission made two recommendations:

1. That the Assembly DENY the project as designed
2. That a full traffic study be conducted prior to reconstruction.

One way to look at the Commission recommendations is to realize that the Commission tendered a policy question back to the Assembly – “Should CBJ proceed with a reconstruction of the roadway, while making practical improvements to pedestrian improvements and maintaining two way driving access or should the CBJ proceed with a traffic study prior to reconstructing?”

A significant amount of background to these recommendations is the request from one or more neighbors to consider making Calhoun Avenue a One-Way street. I strongly do not support studying the One-Way study idea any further as it is likely to use up staff time, municipal funds and would support what I think is an unrealistic expectation that it is a possible outcome.

A short list of problematic consequences of making the road One-Way include:

- Limits Downtown to only one Two-Way access road (Egan)
- Large vehicle movements - Fire, garbage, fuel, construction, moving vehicles need both accesses.
- Traffic diversions – Making a road one-way usually means that traffic is diverted onto other roads.
- Winter routes – Diverted traffic may have to use steeper alternatives.

By policy and action, CBJ and its staff are very supportive of providing non-motorized amenities and accesses on every project that is developed. In this case, the One-Way idea obscures consideration of what is a well-developed reconstruction project that has to navigate the limitations of our goals and historic property and rights of way lines.

Recommendations: I recommend the following:

- A. That the Assembly reject both recommendations by the Planning Commission.
- B. That the Assembly remove the concept of turning Calhoun Avenue into a One-way street from further consideration or study.
- C. That the reconstruction proposal go back to the Planning Commission for review.
- D. If the Commission wants to propose a traffic study, then it should propose a scope of study, being mindful of the limits on staff and financial resources and considering other important unfunded priorities, like updating the Comprehensive Plan.

The PWFC should forward its decision on these recommendations to the Assembly.

The Planning Commission staff report and presentation may be viewed here:

<https://packet.cbja.org/2021-03-09/PlanningCommissionMeetingAgenda>

Excerpt From Transcript: 2/8/2021 Public Works and Facilities Meeting

Items for Action: Calhoun Avenue Reconstruction

Edited by Irene Gallion

Michelle Hale: I will call to order the Standing Committee of the public works of facilities committee at 12 noon Ms. Sanbei, will you please note the roll. We have two items for action on the agenda, are there any agenda changes? Thank you, we will move right into the first agenda item, and that is Calhoun Avenue Reconstruction. This item has been continued from the meeting on February 1 a week ago, we will not be taking public comment, there is some information about public comment that came in at the meeting last week, so the public comment is closed. But we had to end the meeting last week before we had a full discussion of the topic so I wanted to open this back up to committee members who may have concerns or items of discussion and or questions, and so I will open it back up to committee members. We have any questions from committee members? Seeing no questions from committee members do we have a motion from a committee member relative to this item? Ms. Hughes-Skandijs.

Alicia Hughes-Skandijs: I thank you, Madam chair. Now that I see that nobody had any questions. For more information um I think my question is in regards to how to most simply get the motion put together and maybe this is directed at both Ms. Kuster and Mr. Manager. Looking at the recommendations on the memo I think that personally I am fine with removing the concept of turning Calhoun into one-way and returning it back to the Planning Commission, but I would also like to communicate, and maybe it's enough just to say that, that when sending this back to the Planning Commission I would like it if the Planning Commission was presented with more information as to what other traffic calming measures that are concrete before speed bumps were mentioned. For the city, for Public Works to work with the Planning Commission to present them with some options. And that's a very long winded thing that's not really a great motion so...

Michelle Hale: That's understandable. Mr. Manager.

Rorie Watt: Thank you, Madam Chair. So, in hindsight, if I had written the January 20 memo I probably would have written it better, and I would have framed it a little differently, and I think that I think really the recommendation is under my A, B, C, D. Recommendations B and C and D are appropriate, I mean I think it's unnecessary to reject the recommendations from the Planning Commission, I think they forwarded you a little bit of a hot potato, and I think what needs to happen is, if everybody on the Assembly is in agreement, that we remove the one-way concept, then we get back to a discussion of what can we do and we get back to discussions about, okay, we have this rock wall near one family's home, should that rock wall be moved to make the sidewalk wider? Discussion the pros and cons of lane with and speed humps or bumps which not favored but still should be discussed. So I think the recommendation that I would say, if you like, that approach is forward managers recommendation B and C to the Assembly tonight and during committee reports Chair Hale can say that's what the committee decided to do, and see if there was objection from the Assembly. And then giving that Mr. Voelckers is here, I think he understands your intent as well, and he can help communicate. When we get back to the Commission Ms. Koester and I can help provide the Commission with a more expansive packet that will put some of those ideas in context.

Paul Voelckers: Thank you, through the chair and just point verification, I think that all sounds good, Mr. Manager. You have any quick thoughts on the AASHTO waiver aspect? Because the Planning Commission didn't even get to that because, but I can tell you that that was certainly going to be a weighty topic about waiving some national waivers.

Michelle Hale: If before Mr. Manager answers I might raise a very small point of order, I just actually don't know that the Public Works and Facilities Committee is actually the right place to discuss the AASHTO waver and Mr. Manager, I'll just put that out there, and you can answer Mr. Voelcker's question, since we haven't had it come before us at all.

Rorie Watt: Thank you Chair, I think, that is, I think that belongs at the Planning Commission, so I think the Planning Commission should ask questions if they're concerned and uncomfortable about that, and I think staff should be prepared to answer those questions in great detail about why one approach or another is more or less appropriate than another.

Michelle Hale: Thank you, Mr. Voelckers, are you good with that? Thank you, Ms. Hughes-Skandijs, I will return to you. Hearing what the Manager has said, essentially basically to forward recommendations B and C to the full Assembly, and I can bring that up at my report tonight, are you comfortable than with that motion?

Alicia Hughes-Skandijs: Yes, thank you Chair, I think Mr. Manager encapsulated exactly what my concerns were so I would move in that case that we for recommendations B and C to the full Assembly and ask for unanimous consent.

Michelle Hale: Are there any objections? Seeing no objections, that motion will take action, and I will report that in my report tonight, and we will move on, then to item be on our agenda, the pw FC assembly goals and work plan...

EDITOR'S NOTE: The Assembly Meeting that night was cancelled due to an area-wide power outage, and rescheduled for Thursday, February 11, 2021.

**PUBLIC WORKS & FACILITIES COMMITTEE
WORK SESSION – ZOOM MEETING
February 8, 2021
12:00 Noon**

I. CALL TO ORDER

The Meeting was called to order at 12:00 Noon.

Committee Members Present: Chair Michelle Hale, Carole Triem, Christine Woll, Alicia Hughes-Skandjis, Paul Voelckers-Planning Commission Liaison. Assembly Member Loren Jones was also in attendance.

Staff Present: Rorie Watt, Katie Koester, John Bohan, Irene Gallion, Jeanne Rynne, Jeff Rogers, John Nelson, Lori Sowa, Nathan Coffee, Janet Sanbei, Jill Maclean, and Dan Bleidorn.

II. ITEMS FOR ACTION

A. Calhoun Avenue Reconstruction

Ms. Hughes-Skandjis motioned to forward Recommendations B-The Assembly remove the concept of turning Calhoun Avenue into a one-way street from further consideration or study & C-The reconstruction proposal go back to the Planning Commission for review, to the full Assembly and asked for unanimous consent.

No objections, motion passed.

WORK SESSION – Minutes are not taken during work sessions.

B. PWFC Assembly Goals and Work Plan

Discussion ensued.

III. ADJOURNMENT

Meeting adjourned at 1:23 pm. Next regular meeting to be held on February 22, 2021.

**ASSEMBLY STANDING COMMITTEE
PUBLIC WORKS AND FACILITIES COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

February 8, 2021 12:00 PM
Work Session - Virtual Meeting

Please copy and paste the link to join the webinar: <https://juneau.zoom.us/j/97671295070> Or iPhone one-tap : US: +13462487799,,97671295070# or +16699006833,,97671295070# Or Telephone: Dial(for higher quality, dial a number based on your current location): US: +1 346 248 7799 or +1 669 900 6833 or +1 253 215 8782 or +1 312 626 6799 or +1 929 436 2866 or +1 301 715 8592 Webinar ID: 976 7129 5070

I. CALL TO ORDER

II. ITEMS FOR ACTION

- A. [Calhoun Avenue Reconstruction](#)
- B. [PWFC Assembly Goals and Work Plan](#)

III. ADJOURNMENT

- A. [February 22, 2021 - Regular Meeting - 12:00 Noon](#)

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MEMORANDUM

ENGINEERING & PUBLIC WORKS
230 S. Franklin Street, Suite 315
Juneau AK 99801

DATE: February 4, 2021

TO: Katie Koester
Director of Engineering & Public Works

FROM: Janet Sanbei
Administrative Officer I

RE: Calhoun Avenue Reconstruction

Life of a Street Reconstruction Project

Most projects are initiated because of failing infrastructure. Generally, projects are prioritized and scheduled in the 6 - year Capital Improvement Program. There are typically four to eight street reconstruction projects that follow this process each year. A project may sit on the list for many years before receiving funding...or it may never be funded due to changes in priorities or availability of funding. Once the project comes forward for funding and is approved by the Assembly, then the action to move forward with formal design and construction is put into place. Generally, the approved projects are scheduled to begin design at the beginning of the fiscal year they receive funding (July, August); and construction begins the following spring.

A design consultant is selected for the project. Their typical initial tasks are scoping, research, site surveying, schematic design (35%) and preparing a rough estimate. The design consultant reaches out to the individuals within the neighborhood multiple times and works to maintain an "open door" policy. A mail out is first sent to the neighborhood informing of the start of design work and the project contacts. The designer works to meet with each neighborhood property owner in person, during the early on-site reconnaissance and survey, by going door to door to meet and discuss the project with each neighbor (typically this is the best source of information for little idiosyncrasies of an area). If contact is not made, a door hanger is provided with the project contact information again, hoping for neighbors to reach out and discuss concerns. The intent of the early and often designer contact is to create an open dialogue and rapport with the neighborhood to facilitate communication. If the schematic design plans fit available funding, the consultant continues further detailed design. The designer and staff conduct a neighborhood meeting about half way between the completion of the schematic design and final bidding (roughly 50% design development). At this time, the design has progressed enough for the designer to have an understanding of the project area limitations, specific details of the underground municipal utility replacements and impacts to the final configuration of the reconstruction project. The neighborhood meeting is the opportunity to present the more specific details of the project, receive neighborhood comment, concern, criticism and continue the discussion with the neighborhood about what the final project details can look like and what comments and concerns can be incorporated into the final design. Final design is completed with incorporation of applicable neighborhood comments, the project tendered for bid, the lowest bidding contractor awarded the project and construction commences.

The Planning Commission City State Project review (CSP) has typically occurred following the neighborhood public meeting to incorporate the applicable public concerns raised. A CSP review by the Planning Commission determines consistency with Title 49 for CIP projects over \$500,000.

In order to assist the Committee in discussing the ideas presented at the February 1, 2021, PWFC meeting, I have included the comments from those who testified.

Calhoun Public Comment

Ms. Frances Leach, 925 Calhoun Ave. She is right at the start of this project at the corner of Goldbelt and Calhoun, just up from Cope Park. She also works at 410 Calhoun Ave. She and her children walk this corridor to work and the school bus stop regularly. She stated in 2018 she wrote City Manager Watt an email expressing her concerns for the safety of pedestrians after seeing a man nearly struck by a vehicle. She also stated she and her children have had some very close calls while walking on the sidewalk as vehicles drive by very closely. The side view mirrors of vehicles hang over the sidewalk, which means pedestrians need to be alert of traffic on the street. She put in the email she is very concerned for the safety of her family and others. Mr. Watt reassured her with a comment that good news is the road and sidewalk are already in the planning stages for being upgraded. She feels his recommendation to reject the Planning Commission's decision to do a traffic study is a blatant disrespect of the concerns from citizens of the neighborhood. She doesn't feel 40 inches is big enough for a sidewalk. She stated if passing another pedestrian one would need to step in the street to get by. She asked staff to take a walk down Calhoun Ave. to see the concerns the neighborhood is expressing.

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Excerpt From Transcript: 2/11/2021 Regular Assembly Meeting

Assembly Reports: Committee Reports

Edited by Irene Gallion

Michelle Hale: Thank you, Madam Mayor, the public works in facilities committee met on February 1 and then again on February 8 and I will be very clear and very specific about a recommendation about Calhoun Avenue, because this affects the Assembly. We heard public testimony on Calhoun Avenue on February 1 we ran out of time to fully consider that issue, and so we continued them that to the meeting on February 8, the meeting had already been set for February 8.

So the committee voted unanimously on February eight to wreck forward recommendations B and C in Manager Watts January 20 2021 memo to the full assembly, namely be that the Assembly remove the concept of turning Calhoun avenue into a one way street from further consideration or study and see that the reconstruction proposal go back to the planning Commission for review, so this is that forward to the Assembly.

Beth Weldon: Any questions? Mr Jones.

Loren Jones: So, on your first part on Calhoun, is that a referring a motion to the Assembly that we need to act on tonight, or is that saying that that'll be on a further agenda on the Assembly?

Michelle Hale: Mr Jones I will refer to Mr. Watt, but I believe that that referral means that it will come before the Assembly at a future meeting. Mr. Manager, is that correct?

Beth Weldon: Mr Manager, I would assume that was correct.

Rorie Watt: My thought is that the Chair would report out the Public Works recommendation and there was no objection from the Assembly that we would proceed in that manner tonight.

Beth Weldon: All right, thank you for that. Mr Jones do you have follow up.

Loren Jones: Oh yeah if the Manager was assuming that there was going to be a recommendation, if there was no objection, I just want to make sure if it does, that is the case, I will object.

Maria Gladziszewski: I was wanting to clarify the same thing, if Ms. Hale is moving that I would. And we're talking about it, not which I assumed, we were assuming that's what we're going to do just decide whether we were going to agree with their recommendation. If we did, it would be go to the manager and if we didn't, I guess, we could talk about it again, or something, but I would speak in favor of what the committee recommended.

Beth Weldon: Alright, so we have a motion on the floor, we have an objection anybody else wish to speak to this item.

Beth McEwen: Thank you Mayor Weldon, I missed the motion, if Ms. Hale could restate the motion.

Michelle Hale: The motion is that the Assembly remove the concept of turning Calhoun Avenue into a one way street from further consideration or study, and that the reconstruction proposal go back to the Planning Commission for review.

Beth Weldon: And I think you said this Ms. Hale, but it was two for the recommendations B and C to the Assembly, if that helps amount of work.

Michelle Hale: That is being safe, see the January 20 2021 memo from Mr Manager to the public works and facilities committee.

Beth Weldon: Thank you, Mr Jones.

Loren Jones: Thank you. I didn't speak to my objection, and I would like to. The planning Commission, in their memo which they're required to do to send to the Assembly, basically, recommended that the Assembly deny the CBJ staff to design and build a project. And that they recommend to the Assembly that a full study of the Calhoun Avenue traffic operations should be conducted prior to reconstruction. The Manager's memo says that, one, we should reject both recommendations, or we could accept their recommendations. And that we then remove the concept of the one way and that we returned the reconstruction back to the planning Commission for review.

We have not formally rejected the recommendation of the planning Commission which was to deny. We, by doing this, I believe we're going to put the Planning Commission in an untenable position, and they are to review the project that was presented to them. They are not supposed to be negotiating with engineering to change the project. That is part of their study and they didn't do that, they just rejected the proposal.

The Planning Commission has a regulatory body that implements Title 49 looks at the conditional use permits does the city state project reviews. They are not the body to hold public hearings on whether a project is designed correctly or not. And so, I don't quite understand why it would go back, I understand that there's probably a reason not to involve us at this point, and to throw it back on the Planning Commission and maybe I understand that, but unless the Public Works and Engineering is going to revise the proposal I don't know how the Planning Commission can reach any other discussion or decision.

The first motion that the Planning Commission made was to accept staff findings and approve the project and that failed on a four to five vote. They then voted to deny the CSP review and to recommend to the Assembly that study be done, that passed on a five to four vote.

In my mind this is now in the Assembly's ballpark. The Planning Commission ... they have referred it to the Assembly, and we have not yet rejected what the planning Commission recommended. We're sending it back, I just think we have not thought through what we're asking the Planning Commission to do. We have not given very good instructions for what we want the Planning Commission to do and I'm not sure that the full assembly understands what we're asking the Planning Commission to do, which I think is a disadvantage to the planning Commission, thank you.

Beth Weldon: Thank you, Mr Jones. Ms. Huges-Skandijs and Ms. Hale.

Alicia Hughes-Skandijs: Thank you, Madam Mayor, and thank you, Mr Jones for those points. I will readily confess that my own understanding of what is fully in the Planning Commission's purview, I may be misunderstanding and I definitely don't want to put them in a situation where we're asking them or I'm expecting them to do something that they're not supposed to be doing.

I thought, and this is where I can just demonstrate my ignorant ignorance, for the world, but in my memory, I thought I had received things at the Assembly level before that were projects where the Planning Commission had suggested modifications, rather than just an up or down vote. And so, that is the sort of thing that I think when voting this out of committee, at least that's what I had sort of imagined we did, communicate with staff within Public Works and things that we would like staff to present to the Planning Commission and that wasn't completed. That came in that formal recommendation, but it was more along the lines of when we accept or reject a Manager's, one of the Manager's recommendations, and we ask staff, do you think you have enough, do you have a full understanding of what we'd like you to do here? And so, within that, when it was in front of us at public works, we did ask for instance for public works on facilities to present them with a list of potential modifications or a menu of items and why engineering said, yes or no. That's kind of the process that I was picturing when we voted out of there. I'm just providing that for backstory, but I could certainly be convinced that perhaps this is wrong motion, thank you.

Beth Weldon: It can, Ms. Hale.

Michelle Hale: Oh, thank you, Madam, Madam mayor before I speak, additionally, I wonder if Manager could be, would be able to speak to some of what Mr Jones had said, and then I can add to that.

Beth Weldon: Thank you Ms. Hale, I was actually going to him next.

Rorie Watt: Thank you, Madam Chair. I think it's fair to say, this is an unusual situation and, and I think it is important that the, I guess, from my perspective, the Planning Commission can add value in can assistant public process. And I think what happened when they heard the project is that they were dissatisfied with the project as presented and rather than get into discussion about what could be done to make the project acceptable they opted to tell the Assembly to do this broader undefined traffic's that the problem with the traffic study is there was no scope to it. Really, my recommendation to you is, if you if you take the concept of a one way street out, that traffic study then necessarily comes back to what can we specifically do within the geographical limitations of this this road, which is, I think what the neighborhood wants to talk about, it's what the engineers want to talk about, and it's what I think the Planning Commission can help make recommendations and ultimately find a way to recommend a project back to the Assembly, maybe not be specific, detailed project that was initially presented, but maybe with with some slight modifications. So I think that, had the planning Commission held it for another hearing this process wouldn't happen. But they sent it to you with the request for the traffic study and now that, if you agree to limit that traffic study we're back to the new image.

Beth Weldon: All right, thank you for that, Mr Watt, that was very helpful.

Michelle Hale: Thank you.

Beth Weldon: Any other comments? Ms. Hale.

Michelle Hale: Thank you. Yeah if, if I may, and I think that recommendation be which is rejecting the one way that clarifies for the Planning Commission what their job is, as the Manager said, in my mind this this this project is appropriately at the Planning Commission and it, I think it short circuited some process and came to the Public Works and Facilities Committee. And it's that's just not the appropriate place at this stage of the project, which I believe is what Ms. Hughes-Skandijs was saying, as well.

Beth Weldon: Thank you, Ms. Hale any further comment before we have a vote? Mr Jones.

Loren Jones: Thank you. I don't know if it was appropriate to go the Public Works and Facilities Committee or not. But the memo, the formal transmission of the recommendation from the Planning Commission, says the Planning Commission at its regular meeting recommend it to the Assembly deny CBJ staff to design this project. Whether or not it ends up in Public Works or the COW or before the Assembly, the formal recommendation from the Planning Commission was, we deny it. Rather than tell the Planning Commission no we don't accept your recommendation we're just going to send it back, and I just think that the Planning Commission did it wrong, I don't want to see the Assembly do it wrong at the same time.

Beth Weldon: Thank you, Mr Jones. Ms. Gladziszewski.

Maria Gladziszewski: Thank you Madam Mayor. I think, by sending it back with this record, with these words, we are saying that we're not taking their recommendation and I don't know if technically, we have to say something different, and Mr Palmer could opine on that, but this seems like a reasonable thing to do. To make it clear that we're not interested in expanding the entire project and starting from possible one way street, narrowing the scope for them so they can know what we're willing to do. If Mr. Palmer has a different technical step we should take, he would have said it, I assume.

Robert Palmer: So this is one of those times, where you have a lot of discretion, so this is a legislative type decision on what you want to do, and so, you know I definitely hear Mr Jones and I, and I think his comments are valuable and I think it's really a question of what the intent of the Assembly is, and I, my understanding the intent, based on Ms. Hale's motion from pw FC is just reject the one way concepts, send it back to the Planning Commission to consider approval without that without the one way option. So if you want something else you can definitely do it, if you want to be more specific, you can definitely do that. But I think you're in a decent spot if that's the intent of the body.

Beth Weldon: All right, thank you, Mr Palmer so we'll bring it back to Ms. Hale. Do you feel your motion does what you need to do or do you need to say, specifically that about the traffic study?

Michelle Hale: I feel that the motion does what it needs to do, I think it removes the one way consideration. Public Works and Engineering will work with the Planning Commission and I feel that the motion is sufficient.

Beth Weldon: Right, thank you for that sale, so any further comments before we go to a vote? Mr Bryson.

Wade Bryson: Thank you Madam Mayor, I'm sorry I wasn't near as confused when we first started talking about this, if we vote yes to the motion. That is indicating that we do not approve of the one way and the process kind of goes back to that starting spot? Okay if we said no, what would a no vote on this motion mean then?

Beth Weldon: Mr Palmer I would guess it's still at Public Works, but...

Robert Palmer: So great question, Mr Bryson, and then it's kind of gets a little bit to what Mr. Jones was suggesting and a no vote just means that this current motion dies, and another motion would be necessary to figure out what to do.

Wade Bryson: Thank you.

Beth Weldon: Thank you, Mr Palmer Okay, see no hands battle clipper you follow.

Beth McEwen: So for Ms. Hale's motion: To forward Mr. Watts memo items B and C and removing the one way, one way street option and sending this to the Planning Commission for the reconstruction proposal. Ms. Hale?

Yes: Hale, Wall, Smith, Hughes-Skandijs, Bryson, Triem, Gladziszewski, Weldon

No: Jones

Irene Gallion

From: John Bohan
Sent: Wednesday, February 24, 2021 3:01 PM
To: Irene Gallion; Jill Maclean; Alexandra Pierce
Subject: FW: Calhoun Public meeting
Attachments: Calhoun Ave Public Meeting 2 25 21 packet.pdf

Fyi

Thanks
John Bohan, PE
 CBJ Chief CIP Engineer
 155 S. Seward St
 Juneau AK 99801
 (907)586-0876 fax 463-2606

From: John Nelson <John.Nelson@juneau.org>
Sent: Wednesday, February 24, 2021 3:00 PM
To: 'alidabus@gmail.com' <alidabus@gmail.com>; 'emily.ferry@gmail.com' <emily.ferry@gmail.com>; 'Demian A. Schane' <dschane@gmail.com>; 'Frankie Pillifant' <frankiepillifant@gmail.com>; 'Grey Pendleton' <gwpendleton@gmail.com>; 'lamb.melinda@gmail.com' <lamb.melinda@gmail.com>; 'joyanneb@gmail.com' <joyanneb@gmail.com>; 'linda rosenthal' <linda.rosenthal@gmail.com>; 'holmesm@gci.net' <holmesm@gci.net>; 'Mark Choate' <mark.choate@gmail.com>; 'rdm@sonosky.net' <rdm@sonosky.net>; 'kingfisher' <rsm@yahoo.com>; 'sally.schlichting@gmail.com' <sally.schlichting@gmail.com>; 'Peter Metcalfe' <petermmetcalfe@gmail.com>; 'Sandra R Metcalfe' <sandymetcalfe5@gmail.com>; 'Marc Wheeler & Jessica Paris' <wheelerparis@gmail.com>; 'jrsjno@yahoo.com' <jrsjno@yahoo.com>; 'alaskaterra93@gmail.com' <alaskaterra93@gmail.com>; 'ryanconarrow@gmail.com' <ryanconarrow@gmail.com>; 'memichels.ak@gmail.com' <memichels.ak@gmail.com>; 'tomjan@gci.net' <tomjan@gci.net>; 'blmecum@gmail.com' <blmecum@gmail.com>; 'betonnessen@gmail.com' <betonnessen@gmail.com>; 'robbrose@gci.net' <robbrose@gci.net>; 'dkh@gci.net' <dkh@gci.net>; 'reid.t.harris@gmail.com' <reid.t.harris@gmail.com>; 'karenamurice@gmail.com' <karenamurice@gmail.com>; 'Angela & Richard' <amrod921@gmail.com>; 'Carol & Keith Gerken' <wkg@gci.net>; 'kday@hagroup.com' <kday@hagroup.com>; 'Jim & Jean Alter' <jimjeanalter@hotmail.com>; 'Larry Woolford' <larry@woolford.com>; 'Rob Cadmus' <robcadmus@gmail.com>; 'Sandy Parr' <sandra.parr405@gmail.com>; 'Tony & Linda Newman' <newman@alaska.net>; 'clark branch' <cbranch@gci.com>; 'Jeremy Bauer' <jeremy@bauerclifton.com>; 'haydarsuyun@att.net' <haydarsuyun@att.net>; John Bohan <John.Bohan@juneau.org>; Katie Koester <Katie.Koester@juneau.org>; 'Lucas Chambers (lucas@prohns.com)' <lucas@prohns.com>; Rorie Watt <Rorie.Watt@juneau.org>; 'Ethan Roemeling' <ethan@prohns.com>; 'Karen Garcia' <karen@prohns.com>
Subject: Calhoun Public meeting

Hello Calhoun Neighborhood Residents...

Just a reminder that the CBJ and ProHNS will be holding a virtual public meeting for the Calhoun Avenue Reconstruction project tomorrow, Thursday February 25, 2021 at 6:00pm.

I have included a matrix of possible alternatives for you to review and discuss at tomorrow's meeting. I really hope to see you all there and thank you for your continued patience and participation. Please do not hesitate to call or email me if you have any questions.

John Nelson
 CBJ Project Manager

907 957-2187

John.nelson@juneau.org



City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801

Telephone: 586-5240 | Facsimile: 586-5385

TO: Calhoun Neighborhood
DATE: February 23, 2021
FROM: John Bohan, Chief CIP Engineer
RE: Calhoun Avenue

Thank you for your interest in the Calhoun Project. As an effort to facilitate an informed and productive alternative and ideas workshop on Thursday evening we are providing a matrix of the alternatives that have been evaluated to date and a CBJ philosophical project approach memo from City Manager Watt. The matrix lists the design and safety issues we have identified and hopefully all the ideas and concerns we have gathered from the public input we have heard to date.

We encourage your participation in Thursday's meeting. Should you wish to comment in writing on the alternatives matrix or other alternatives presented at the meeting, please do so via email to CBJ Project Manager John Nelson – john.nelson@juneau.org – prior to the end of the day on Monday March 1, 2021 so we may include your comments in the Planning Commission information. In your email, please identify the specific item number from the alternative matrix your comment addresses.

The Planning Commission will be reviewing the Calhoun project on Tuesday March 9, 2021 at their 7:00 pm regular meeting.

Thank you.

Attachments: Memo from City Manager Rorie Watt
Alternatives Matrix



City and Borough of Juneau
City & Borough Manager's Office
155 South Seward Street
Juneau, Alaska 99801
Telephone: 586-5240 | Facsimile: 586-5385

TO: Director Koester, Engineering & Public Works Department
DATE: February 23, 2021
FROM: Rorie Watt, City Manager
RE: Calhoun Avenue

To date, there have been several barriers to determining the most appropriate design for a reconstructed Calhoun Avenue. I offer the following comments which I hope are helpful to the process.

Philosophical Approach:

CBJ's long standing approach to road reconstructions in the downtown (very non-standard) area has been to find the best accommodation of historic developments, longstanding neighborhood uses and modern infrastructure standards.

Calhoun Avenue is the only secondary access to downtown and is a neighborhood road. For perfectly good reasons, the goals of CBJ and the neighborhood may not be aligned. Because the goals may not be aligned, there has been some sense that CBJ isn't listening to the neighborhood. I caution that not listening and having different goals are very different situations. CBJ should be more explicit in its goals and philosophical approach. Our philosophical approach includes:

1. Minimize disruption to existing uses.
2. Avoid infringement on scarce private property.
3. Balance all needs, including construction costs.
4. Meet or increase safety for all users.

CBJ's Goals include:

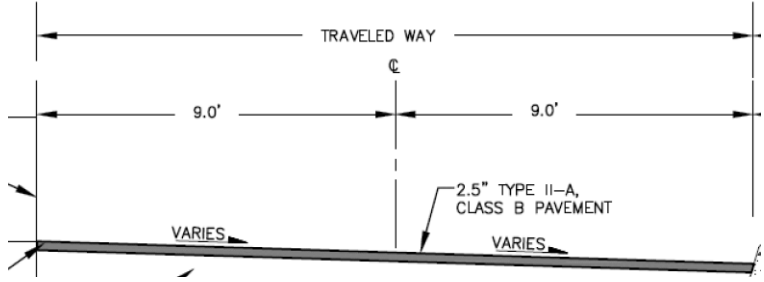
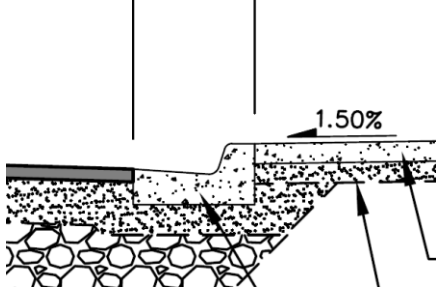
- A. Maintain two-way traffic.
- B. To the extent appropriate, accommodate neighborhood desires.
- C. Upgrade buried utility systems to modern standards.
- D. To the extent possible and appropriate, meet modern standards.

Neighborhood Meeting 2/25:

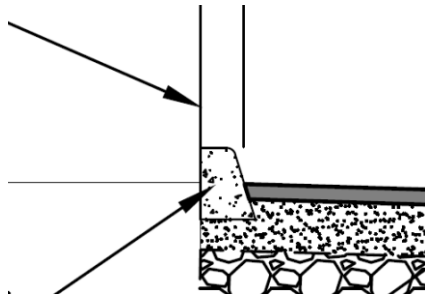
For the meeting later this week, I recommend that the design team present all ideas suggested or considered to date. However, please caution the neighborhood that discussion of considered ideas does not mean that some or all of these ideas are recommended or possible for staff or the design team to recommend. However, there is still merit in discussing them – those discussions help answer questions for the Assembly, Commission and public.

The approach for the meeting is to present this suite of ideas, with corresponding pro's and con's and to listen to public comment. Subsequently, staff and the design team will present a revised project submission to the Planning Commission for review.

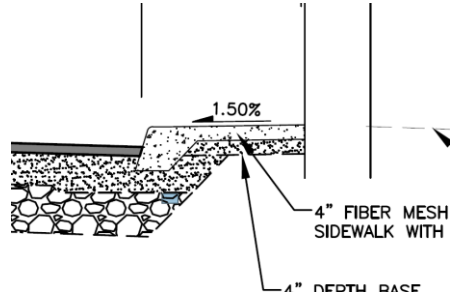
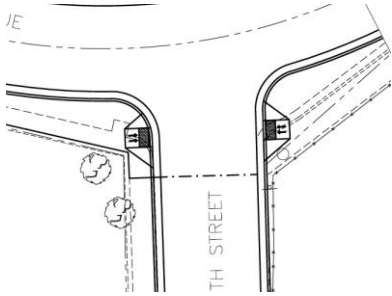
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Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

#	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
1	Traffic Calming Geometric Constraint Pedestrian Safety	Consistent and narrow traffic lanes	Reduce Lane Width to minimum 9' along entire Calhoun Avenue corridor	•Provides consistency through the corridor. •Narrowing traffic lanes is an identified method of traffic calming. •Reduced vehicle speeds and increased safety. •Additional space for pedestrian facilities (except at locations of limited ROW/geometric constraint).	•Areas with limited ROW/geometric constraint force narrow sidewalks. •Not compatible with the use of curb and gutter due to geometric constraint.		
2	Traffic Calming Pedestrian Safety	Raising sidewalk elevation above road	Raise sidewalks to standard 6" above road grade along entire Calhoun project corridor	•Provides 6" high barrier between vehicles and pedestrians. •Provides visual barrier that roadway is narrower	•Doesn't allow local neighbors to park on the lower existing sidewalk of roadway when off street parking is full.		
3	Traffic Calming Pedestrian Safety	Raising sidewalk elevation above road	Raise sidewalks to 9" above road grade along entire Calhoun project corridor	•Provides 9" high barrier between vehicles and pedestrians. •Provides visual barrier that roadway is narrower	•Doesn't allow local neighbors to park on the lower existing sidewalk of roadway when off street parking is full. •Non-standard curb height increases tripping hazard •Vehicle strike could redirect it into oncoming traffic.	\$\$	
4	Traffic Calming Pedestrian Safety	Raised Crosswalks	Install raised crosswalks across Calhoun Avenue	•Raised crosswalks are an identified method of traffic calming. •Enhances crosswalk visibility. •Makes crossing easier for pedestrians.	•Creates a maintenance issue for snow removal. •Requires additional consideration to ensure roadway drainage. •Reduces comfort of ride for vehicles and bicycles. •Potential traffic risk for low clearance/long wheelbase vehicles. •Increased construction and maintenance cost compared to standard crosswalks. •Not standard for use in collector streets.	\$\$	
5	Traffic Calming Pedestrian Safety	Colored Crosswalks	Install colored sidewalks across Calhoun Avenue	•Colored traffic crossings are an identified method of traffic calming. •enhance crosswalk visibility.	•Reduced effectiveness in winter conditions. •Increased construction cost compared to standard crosswalks.	\$\$	

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Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
6	Traffic Calming Pedestrian Safety	Concrete Curb at Wall	Install concrete curb along existing stone retaining walls	•Visually narrows the road reducing traffic speed. • Protects existing stone walls. •Reduces wall maintenance.	•Requires additional horizontal space which is limited in areas.	\$\$	
7	Traffic Calming	Traffic Striping	Traffic/sidewalk striping on Calhoun Avenue	•Painted traffic markings are an identified method of traffic calming. •Delineates lanes for vehicular safety. •Enhance crosswalk visibility. •Provides visuals for vehicles, pedestrians and bicyclists increasing safety.	•Reduced effectiveness in winter conditions. •Increased construction and maintenance cost.	\$	
8	Traffic Calming	Stop Controlled Intersection	Three way stop controlled intersection at Calhoun Avenue and W. 8th Street	•Would require vehicles to stop at intersection slowing traffic and limiting speeds around the existing blind corner.	•Potential conflicts with sidewalk locations due to limited ROW. •If perceived as unwarranted, may not be followed by vehicles. •Not warranted by MUTCD. •Unwarranted stop signs create liability for accidents.	\$\$\$\$\$	
9	Geometric Constraint	Easements/ROW acquisition	Use easements or acquire ROW at geometric constraint location at 230 W. 8th Street and 826 Calhoun to relocate a section of the existing stone wall	•Increased pedestrian safety. •Increased vehicular safety. •Allows for 5' wide sidewalks at choke point with accommodation of 9' AASHTO travel lanes with or without curb and gutter.	•Requires acquisition of private property. •Significantly ncreased construction cost. •Increase in project timeline. •Requires all property owners to agree to ROW widening in order to be effective.	\$\$\$\$\$	
10	Geometric Constraint	Wall removal and replacement – Easements/ROW acquisition	Remove existing stone retaining wall below 825 Calhoun avenue and 214 W 8th Street and replace with new wall that is set back from road	•Increased pedestrian safety. •Increased vehicular safety.	•Requires acquisition of private property. •Increased design cost. •Significantly increased construction cost. •Increase in project timeline. •Access required to 825 Calhoun Avenue. •Construction may not be possible due to location of existing home foundations. •Moving walls back far enough to achieve desired corridor width would likely require acquisition of homes above retaining walls.	\$\$\$\$\$	

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Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
11	Geometric Constraint	Thickened Edge Sidewalk	Remove curb/gutter and replace with thickened edge sidewalk	- Allows for more lane width and more sidewalk width by removing curb and gutter. - Allows roadway width to meet AASHTO minimum recommendations.	- Loss of gutter reduces offset/protection of pedestrians from vehicles. - potential maintenance issues with water flowing against joint - requires specialized bicycle safe drainage.	\$\$	
12	Traffic Safety	Eliminate Blind Corner	Eliminate north turn on/off of Goldbelt off/on Calhoun Avenue	- Removes blind turn at steep slope. - Increased vehicular safety.	- Reroutes additional traffic south on Calhoun and down W.8th Street. - Increases route driving distance for residents on Goldbelt to access cope park/flats.	\$	
13	Traffic Safety Pedestrian Safety	Provide Loading Zone	Include Loading Parking and Loading Zone in W. 9 th Street ROW	- Allows on-street parking for residents. - Provides loading/unloading zone for residents, deliveries, etc. - Leaves sidewalk open for pedestrian use.	- Loading zone limits available residential parking within undeveloped right-of-way. - Disrupts neighborhood parking pattern.	\$\$	
14	Traffic Safety Pedestrian Safety	Reconfigure Intersection	Add curb "bulb out" at intersection of Calhoun Avenue and West 8 th . Relocate fire hydrant to the south side of West 8 th .	- Increases vehicle sight distance turning onto Calhoun from W. 8th St on. - Provides widened sidewalk and alternative location for FH on W. 8th that would still facilitate ADA access. - Provides ADA access from W. 8th sidewalk onto the Calhoun sidewalk. - Takes advantage of wider sidewalk on South side of W 8th St. - Traffic calming due to reduced lane width.		\$\$\$	
15	Pedestrian safety	Widen Sidewalks	Widen sidewalks, minimize the locations where sidewalks are narrower than 5' wide	- Increase pedestrian safety. - Improves walkability of corridor.	Geometric constraints limit ability to achieve this option without removing curb/gutter, a ROW acquisition, non AASHTO compliant road width, etc.	\$\$	

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Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
16	Pedestrian safety Bicycle Safety Traffic Calming	Traffic Signage	Traffic signage (vehicle, pedestrian and bicycle). Such as “Pedestrian Crossing”, “Bicycles may use full lane”, “Slow”, “Road Narrows” on Calhoun Avenue.	•Traffic signage is an identified method of traffic calming. •Provides visuals for vehicles, pedestrians and bicyclists increasing safety.	•Potential conflicts with sidewalk locations due to limited ROW. Sing posts limit walk ability.	\$\$	
17	Pedestrian safety	Update Street Lighting	Update existing street lighting to newer, brighter, larger coverage area LED street lights	•Provides improved visuals for vehicles and pedestrians in low light conditions.	•Limited locations for light poles - additional poles would create potential conflicts with sidewalk locations due to ROW Limitations. •Adds light pollution inside local residences.	\$\$\$	
18	Bicycle Safety	Traffic Painting	Traffic striping, including "Sharrows" on Calhoun Avenue	•Provides visuals for vehicles and bicyclists increasing safety. •Reinforces legitimacy of bicycle traffic on the street. •Requires no additional street space. •Reduces the incidence of sidewalk riding. •Reduces the incidence of wrong-way bicycling.	•Reduced effectiveness in winter conditions •Increased maintenance cost. •Promotes Calhoun Avenue (collector street) as a bicycle corridor.	\$\$	
19	Bicycle Safety	Uphill bike lane	Bike lane in uphill direction between Capitol Ave and Goldbelt Avenue intersection	•Allows bicycles traveling uphill at slower speeds a separate lane. •Increased bicycle safety •Allows vehicles to maintain normal traffic speed traveling uphill. •Narrows perceived road corridor resulting in traffic calming.	•Reduced effectiveness in winter conditions. •Increased maintenance cost. •Promotes Calhoun Avenue (collector street) as a bicycle corridor. •Negatively effects geometric road layout, effecting the right turn ability off Goldbelt Avenue.	\$\$\$	
20	Bicycle Safety	Bike passing/waiting zone	Create a bike passing pullout/zone at corner near W. 8th St to allow bikes to pull off road and allow vehicles to pass	•Increased bicycle safety. •Allows vehicles to safely pass bicycles.	•Requires additional signage to inform bicyclists and vehicles. •Only available on one side at one location on entire corridor. •Create maintenance issues.	\$\$	

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Decision and Design Alternatives Study Matrix– Calhoun Avenue Reconstruction

	Categories	Method	Description	Advantages	Disadvantages	Cost Increase	Graphic
21	Bicycle Safety	Bike passing/waiting zone	Stripe a bike passing pullout/zone at corner near W. 8th St to allow bikes to pull off road and allow vehicles to pass	•Increased bicycle safety. •Allows vehicles to safely pass bicycles.	•Requires additional signage to inform bicyclists and vehicles. •Only available on one side at one location on entire corridor.	\$	
22	Bicycle Safety	Advisory Bike Lanes	Remove centerline striping and create shared direction center lane with advisory bike lanes on either side	•Allows for bicycle travel in both directions along Calhoun Avenue. •Reduces the incidence of sidewalk riding.	•Reduced effectiveness in winter conditions. •Requires additional horizontal width, which is limited by geometric constraints. •Experimental method requires use approval per MUTCD and FHWA. •Poor sight distance is not recommended for advisory bike lane use. •Not intended for use on a collector roadway. •Not intended for a street that is used by trucks and busses.	\$	

Assumptions/exclusions:

One-way option not included per direction from CBJ assembly.
Realignment of existing concrete retaining wall across from W. 8th Street (STA 17+00 to 19+00) not considered, cost exceeds project budget and construction may not be possible given existing homes above the wall.

Cost Increase Key:

\$ <\$1,000
\$\$ \$1,000 -\$10,000
\$\$\$ \$10,000 -\$50,000
\$\$\$\$ \$50,000 -\$100,000
\$\$\$\$\$ >\$100,000

Resources:

FHWA Course on Bicycle and Pedestrian Transportation - Traffic Calming
Portland Bicycle Plan - Bikeway Design - Best Practices
NACTO - Urban Bikeway Design Guide - Shared Lane Markings
NACTO - Urban Bikeway Design Guide - Bike Route Wayfinding Signage and Markings System
Multi-way Stops – The Research Shows the MUTCD is Correct
ALTA – Advisory Bike Lanes in North America

6:00 pm attendees

Participants (30)

Find a participant

J

jb (Me)

KG

Karen Garcia (Host)

LC

Lucas Chambers

JN

John Nelson (Co-host)

Dan Burden

DO

Dana Owen

DH

Dave Harris

DI

Demian's iPhone

EF

Emily Ferry

ER

Ethan Roemeling

IG

Irene Gallion, Community Development

JM

Jill Maclean, Community Development

J

johnconnolly

Jl

John's iPad (2)

J

joyanneb2

Jl

Joyce's iPad

JN

Julie Nielsen

Participants (30)

Q Find a participant

	John's iPad (2)	 
	joyanneb2	 
	Joyce's iPad	 
	Julie Nielsen	 
	Katie Koester	 
	Keith Gerken	 
	Mandy Cole	 
	Maria Gladziszewski	 
	Marilyn Holmes	
	Mark Choate	 
	Paul Voelckers	 
	Sherri Layne	 
	Steve	 
	tompaul	 
	Travis Arndt	 
	19072094903	
	Jeremy Bauer	

From [Emily Ferry](#) to [Everyone](#):

In terms of response to options, I would also worry greatly about a 9 inch curb - that sounds like a perfect set-up for kids to tumble into traffic.

To: [Everyone](#) ▾



From [tompaul](#) to [Everyone](#):

Without yellow center line I suspect there would be accidents at that blind corner with people from both directions using the middle of the road.

From [Frankie Pillifant](#) to [Everyone](#):

It's pretty much functioning that way already, people just ignore the yellow lines to achieve a better sight line.

From [Emily Ferry](#) to [Everyone](#):

Tom: removing the centerline would pretty much function like 9th street in front of your house does now. Studies show that ambiguity can actual help slow traffic and make things safer.

From [tompaul](#) to [Everyone](#):

There's no blind curve on 9th St, Emily. People can mostly see others coming and adjust accordingly. Just seems like you are asking for trouble and reducing safety by eliminating a safety "cue" like a center line around a blind curve.

From [tompaul](#) to [Everyone](#):

That said, I admit there is no center line on the blind curve going up the 9th St. hill.

From [Marilyn Holmes](#) to [Everyone](#):

07:25 PM

What about the use of electronic signage: for speed, alert to pedestrian traffic?

From Me to [Frankie Pillifant](#): (Direct Message)

hi Frankie, John Bohan here. I didn't see you on our email list, are you on it? do you want to be? Did you receive our alternative study matrix? If you send me your email I can forward our information to you and include you in the contact list if you want.

From [Frankie Pillifant](#) to Me: (Direct Message)

Thanks John, I would appreciate that. email: frankiepillifant@gmail.com

From [Emily Ferry](#) to [Everyone](#):

This is how the road is used now. With a stop sign at 8th this could create the slow speeds needed to navigate the curve safely.

From [tompaul](#) to [Everyone](#):

I'm in favor of the stop signs at 8th.

From Frankie Pillifant to Everyone:

Thank you for the interactive conversation.

From Emily Ferry to Everyone:

Totally agree with burying the powerlines! That space could be used in so many better ways.

8:00 pm attendees

✓

Participants (34)

Find a participant

KG	Karen Garcia (Host)			
LC	Lucas Chambers			
EF	Emily Ferry			
JN	John Nelson (Co-host)			
C	CBranch			
C	Chris			
	Dan Burden			
DO	Dana Owen			
DH	Dave Harris			
DI	Demian's iPhone			
ER	Ethan Roemeling			
FP	Frankie Pillifant			
G	G2			
	George Schaaf			
IG	Irene Gallion, Community Development			
JB	Jeremy Bauer			
JM	Jill Maclean, Community Development			

	Jill Maclean, Community Development	 
	johnconnolly	 
	John's iPad (2)	 
	Joyce's iPad	 
	Julie Nielsen	 
	Katie Koester	 
	Keith Gerken	 
	Marilyn Holmes	 
	Mark Choate	 
	Paul Voelckers	 
	Sherri Layne	 
	Steve	 
	Terra Stark Dean	 
	tompaul	 
	Travis Arndt	 
	Zoom user	 
	19072094903	

From [johnconnolly](#) to [Everyone](#):

My facetious answer (shared with Frankie), make wider sidewalks by moving utility poles into the street as a calming feature.

From [CBranch](#) to [Everyone](#):

I would wholeheartedly agree with migrating the power lines underground!

New York City buried their lines 150 years ago!

From [Emily Ferry](#) to [Everyone](#):

08:11

How do we know that it's outside the budget if there's been no information about costs? Also I'm not sure how you will even do the project without taking down some of the poles that are in the middle of the sidewalk.

From [Emily Ferry](#) to [Everyone](#):

New York City buried their lines 150 years ago!

From [CBranch](#) to [Everyone](#):

That's a great point Jeremy. What about all the buses and tours that are driven along Calhoun by the Governor's Mansion in addition to the foot traffic?



Planning Commission

(907) 586-0715
PC_Comments@juneau.org
www.juneau.org/plancomm
155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION NOTICE OF RECOMMENDATION

Date: January 15, 2021
File No.: CSP2020 0011

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

Proposal: Planning Commission Recommendation to the City and Borough Assembly regarding complete street and underground utility maintenance (and replacements as necessary) for Calhoun Avenue

Property Address: Calhoun Avenue

ROW name: Calhoun Avenue

Parcel Code No.: Not Applicable

Hearing Date: January 12, 2021

The Planning Commission, at its regular public meeting, recommended that the Assembly DENY CBJ staff to design and build the project as described in the project description and drawings submitted with the application.

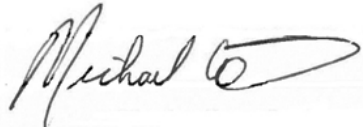
The Planning Commission recommended to the Assembly that a full traffic study of Calhoun Avenue traffic operations should be conducted prior to reconstruction.

Attachments: January 5, 2021 memorandum from Irene Gallion, Community Development, to the CBJ Planning Commission regarding CSP2020 0011.

This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even

City and Borough of Juneau
CBJ Assembly
File No.: CSP2020 0011
January 15, 2021
Page 2 of 2

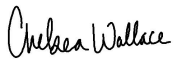
if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of CBJ 01.50.020(b).



Michael LeVine, Chair
Planning Commission

January 20, 2021

Date



Filed With Municipal Clerk

January 21, 2021

Date

cc: Plan Review

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



PLANNING COMMISSION STAFF REPORT
STATE PROJECT REVIEW CSP2020 0011
HEARING DATE: JANUARY 12, 2021

(907) 586-0715
 CDD_Admin@juneau.org
 www.juneau.org/CDD
 155 S. Seward Street • Juneau, AK 99801

DATE: January 5, 2021
TO: Michael LeVine, Chair, Planning Commission
BY: Irene Gallion, Senior Planner 
THROUGH: Jill Maclean, Director, AICP

PROPOSAL: Applicant requests a City Project Review of Calhoun Avenue Reconstruction.

STAFF RECOMMENDATION: ADOPTION of the CSP analysis and findings with a recommendation to the Assembly for APPROVAL, and APPROVAL of a road standards waiver.

KEY CONSIDERATIONS FOR REVIEW:

- Water and sewer in poor condition, increases maintenance costs and risk of failure.
- Roadway evolved from pre-1914 origins, limited right-of-way for improvements.

GENERAL INFORMATION	
Property Owner	City & Borough of Juneau (CBJ)
Applicant	CBJ Engineering and Public Works (E&PW)
Property Address	Calhoun Avenue
Legal Description	Not applicable
Parcel Number	Not applicable
Zoning	D18/D10/MU/MU2
Land Use Designation	Traditional Town Center and Medium Density Residential
Lot Size	Not applicable
Water/Sewer	CBJ
Access	Calhoun Avenue, Main Street & 12 th Street
Existing Land Use	Roadway
Associated Applications	None

ALTERNATIVE ACTIONS:

1. **Amend:** amend the recommendation to include conditions and recommend approval to the Assembly.
2. **Deny:** recommend denial of the proposed project. Planning Commission must make its own findings.
3. **Continue:** continue the hearing to a later date if determined that additional information or analysis is needed to make a decision, or if additional testimony is warranted.

ASSEMBLY ACTION REQUIRED:

A Notice of Recommendation will be forwarded to the Assembly for further action.

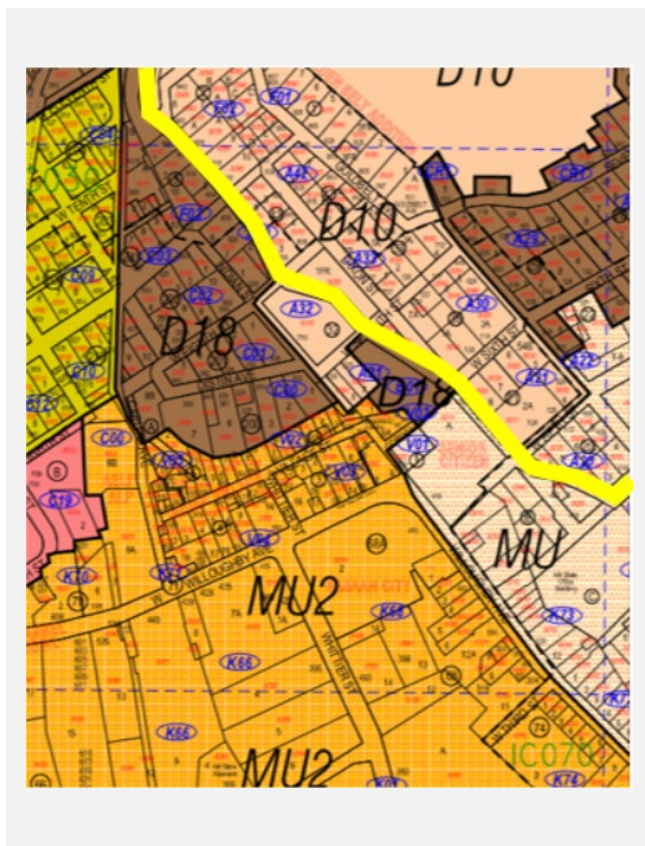
STANDARD OF REVIEW:

- Quasi-judicial decision
- Requires five (5) affirmative votes for approval
- Code Provisions:
 - 49.15.580(b)
 - 49.35 Table 240
 - 49.35.240(i)(4)(B)
 - 49.80

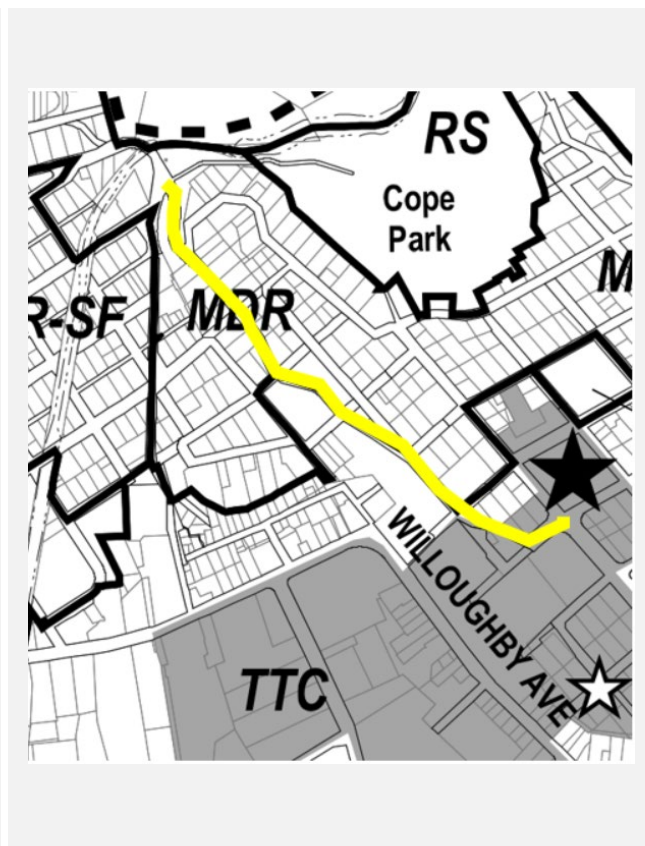
The Commission shall hear and decide the case per CBJ 49.15.580(a) - CBJ Project Review: *The commission shall review all proposed City and Borough capital improvement projects estimated to cost \$500,000 or more for consistency with this title. The commission may review, at the director's discretion, all proposed City and Borough capital projects estimated to cost more than \$250,000 but less than \$500,000. The commission may recommend conditions on and modifications to any project reviewed by the commission through a notice of recommendation. The notice of recommendation shall be forwarded to the assembly for further action.*

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

CURRENT ZONING MAP



LAND USE DESIGNATION MAP



SURROUNDING LAND USES AND ZONING

Direction	Zoning District	Land Use
North	D10/MU	Residential
South	D18, D10, MU2, MU	Residential, Government
East	MU	City center
West	D18, D5	Residential

BACKGROUND INFORMATION

Project Description – This project will rehabilitate the road prism and drainage, replace the water and sewer systems that have exceeded expected service life, replace sidewalks and repave the roadway. Phase 1 is from the Governor’s Mansion to Cope Park. Phase 2 is from the Governor’s Mansion to Main Street, and only requires minor utility improvements (**Attachment A**).

An existing high-pressure ductile iron water line will be replaced with high-density polyethylene pipe. The low pressure line will be replaced and looped into the West 8th Street system, improving water quality, flow and pressure, and reducing freezing.

The sewer replacement will separate the sanitary and storm sewer systems to reduce load on treatment facilities.

The sanitary sewer replacement will connect to Goldbelt Avenue and go up Calhoun Avenue, redirecting flow toward West 8th Street. The sewer is trenched in bedrock, and CBJ Engineering & Public Works (E&PW) would like to use the current trenching for the new line. Manholes with fiberglass liners will reduce back-up.

The storm sewer system will include additional catch basins and underdrains.

Surface improvements include widening the sidewalk as much as possible. Pinch points in front of 214 West 8th Street and 911 Calhoun Avenue limit vicinity sidewalk to three feet wide, which meets ADA standards. For the remainder of the project, the sidewalk varies between four feet and five feet. The existing crosswalks at Cope Park will have ADA accessible ramps with minimum slope landings. Back of sidewalk will be matched at tie-in points. Curb and gutter will put the sidewalk six inches above the roadway.

This project was originally an element of CSP2020-0009, which combined road and utility maintenance projects. Calhoun Avenue has been given its own CSP due to public interest in the project.

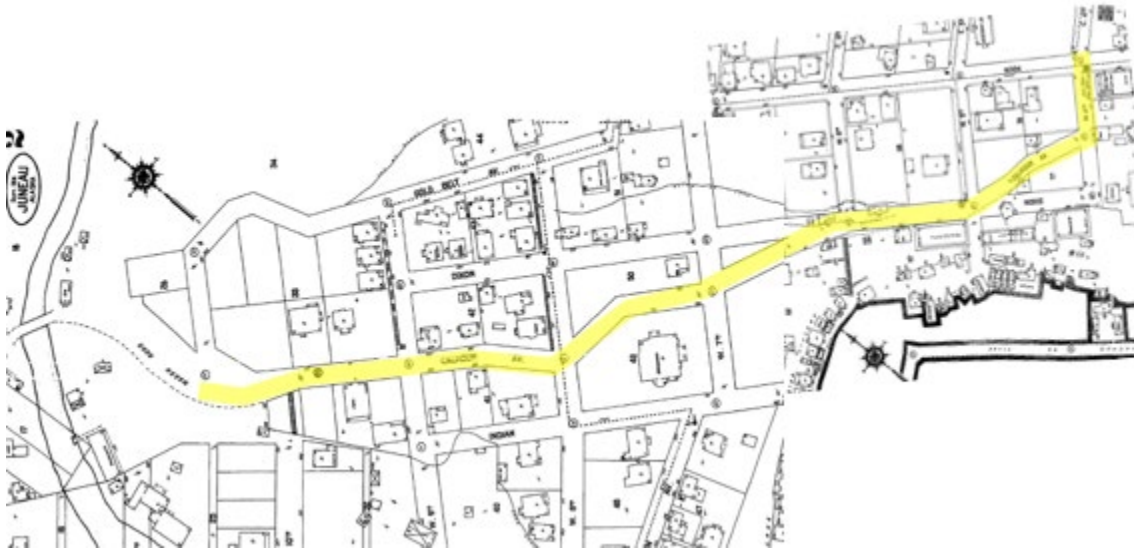
Members of the public expressed interest in making Calhoun Avenue one way in order to widen sidewalks and provide bike accommodations. During E&PW investigations of the option, Capital City Fire and Rescue (CCFR) expressed opposition to the plan due to the following reasons:

- CCFR uses Calhoun Avenue to access the upper downtown in the event that Egan Drive or Main Street is blocked.
- CCFR needs egress as well as access in the event that multiple emergency calls come in at once.
- West 9th Street and Indian Street are too narrow for a ladder truck.

In order to accommodate CCFR vehicles along West 9th Street and Indian Street, private land would need to be taken and 17 on-street parking spaces would be eliminated (**Attachment B**). The Fire Chief has emphasized Calhoun Avenue’s importance to CCFR’s downtown operations. Heavy summer traffic makes Calhoun Avenue the faster route to the Capitol building area, then provides a straight shot to Gastineau Avenue without a three-point-turn. The route has been used during 4th of July parades and other downtown events. Calhoun Avenue provides access to upper downtown when construction blocks other routes and provides an alternate route for downtown residents in the event of a blockage on Egan Drive. Finally, CCFR uses the route for most structure fires downtown in order to get above and closer to the fire without having to walk multiple blocks.

Given this life safety concern, E&PW continued the project with improvements to the existing two-way traffic configuration. Multiple plans recognize the importance of walkability in the area, and E&PW have expanded pedestrian accommodations within the constraints of limited right-of-way and two-lane traffic.

Background – Calhoun Avenue is on the Sanborn Maps from 1914, terminating in a wagon trail about 130 linear feet from crossing Gold Creek (**Attachment C**). The road was built prior to the prevalence of automobiles with less right-of-way or road width than current standards require. Construction dates of single-family structures on the uphill side of the road range from 1893 (835 Calhoun Avenue) to 1929. On the downhill side, single-family structure construction dates range from 1911 to 1950. Structures along this route were built before zoning was established in 1956. Residences, stone fences, retaining walls, and other structures were built within modern-day setbacks of Calhoun Avenue.



Road development construction included a reinforced concrete roadway. Due to the difficulties of removing it, subsequent paving projects covered it. The depth of asphalt has created a situation where the roadway is flush with the adjoining sidewalk. Utilities will be replaced in the current trenched location to reduce expensive and difficult concrete removal. The engineer consultant, ProHNS, has used Ground Penetrating Radar to determine the extents of the concrete and designed utility replacements accordingly.

The section between the Governor's Mansion and Main Street was reconstructed in 1994 and included repairs to the viaduct. Utilities were undergrounded because they had to be moved for construction.

The table below summarizes relevant history for the proposed development.

Item	Summary
Calhoun (Avenue) Bridge Water Line Replacement and Intertie	1995, CBJ and AEL&P constructed
Proposed Widening of Calhoun Avenue	1972
Calhoun Avenue Bridge Waterline Reconstruction	E99-485: Water line replacement for Calhoun Avenue and West 8 th Street
Calhoun Avenue Retaining Wall	E88-145: Retaining wall in front of 214 West 8 th Street
Calhoun Avenue Reconstruction	E94-305: Reconstruction of West 7 th Street to Main Street, including repair of viaduct

Current Conditions – The existing water line is in poor shape. Surges, from turning water on and off for the addition of services or pipe maintenance, damage pipes and create leaks that need repair.

The sewer system has exceeded its design life. It also has a combined system for sanitary sewer and storm sewer. This routes all storm sewer through the treatment plant, increasing loads, reducing life span and increasing costs.

Multiple asphalt lifts have created a roadway flush with the sidewalk. Parts of the sidewalk show regular tire wear. Driving lanes are undefined. Curbs would usually divert low-speed traffic from the sidewalk. Sidewalk width varies from three feet to five feet.

ZONING ANALYSIS

49.05.100 - Purpose and intent. The purpose and Intent of Title 49 Land Use Code is:

(1) To achieve the goals and objectives, and implement the policies, of the Juneau comprehensive plan, and coastal management program;

(2) To ensure that future growth and development in the City and Borough is in accord with the values of its residents;

(3) To identify and secure, for present and future residents, the beneficial impacts of growth while minimizing the negative impacts;

(4) To ensure that future growth is of the appropriate type, design and location, and is served by a proper range of public services and facilities such as water, sewage, and electrical distribution systems, transportation, schools, parks and other public requirements, and in general to promote public health, safety and general welfare;

(5) To provide adequate open space for light and air; and

(6) To recognize the economic value of land and encourage its proper and beneficial use.

Roadway Construction Standard Waivers – Public improvements must meet the standards of 49.35 Table 240 or receive a waiver. This project requires a Planning Commission waiver [CBJ 49.35.2240(i)(4)(B), Roadway construction standards waivers].

Public improvements include any construction incidental to servicing or furnishing facilities to a development.

Calhoun Avenue does not meet the standards outlined in 49.35 Table 240 due to the historic nature of the road and neighborhood.

According to the Alaska Department of Transportation and Public Facilities 2019 data, Calhoun Avenue has an average annual daily traffic (AADT) of 2,877.

The Commission may waive roadway standards if:

(i) The existing roadway does not comply with the roadway construction standards identified in Table 49.35.240;

Table 240 requires 26-foot roadway and sidewalks on both sides of the street. Existing width varies from 17 feet to 18 feet, though Calhoun Avenue looks wider in areas because the gutter pan (not included in lane width calculations) has been paved over. Sidewalk runs the length of the downhill side, and in isolated areas on the uphill side.

(ii) There are unique circumstances that make compliance with the requirements of the table unreasonable;

The original road was constructed before 1914 and the prevalence of the automobile, and has inadequate right-of-way to conform to established modern standards. Structures have been built in a manner that does not provide for acquiring additional land to increase the existing right-of-way.

(iii) The proposed project will not aggravate the intent of the requirements of this chapter; and

The design meets the intent of Title 49, the 2013 Comprehensive Plan, and other adopted plans that recognize Calhoun as an important emergency and pedestrian corridor by:

- Rehabilitating existing sidewalks;
- Raising sidewalks;
- Widening sidewalks where able;
- Meeting ADA standards;
- Providing improvements to water and sewer system;
- Preserving the historic features of downtown when integrating modern standards; and
- Providing reasonable access for public safety vehicles.

(i) Unique circumstances make compliance with the American Association of State Highway and Transportation Officials' guidelines unreasonable, and the commission requires sufficient safeguards to protect public health, safety, and welfare under the circumstances.

AASHTO recognizes that practical considerations of the built environment and terrain constrain old roads in urban areas. This often limits available right-of-way [AASHTO Policy on Geometric Design of Highways and Streets, 7th Edition, 2018, page 5-13]. Where available right-of-way imposes severe limitations, nine-foot lanes can be used in residential areas.

At West 8th Street a “pinch point” may result in lane widths of eight feet.

Roadway Classification Maps – Calhoun Avenue is classified a “collector” on Juneau’s Roadway Classification Map, adopted under Ordinance 2013-9.



COMMUNITY SERVICES

Service	Summary
Urban Service Boundary	Yes
Water/Sewer	CBJ
Fire Service Area	Yes – CCFR uses the route for secondary access to upper downtown.
Schools	Discovery Preschool, Harborview Elementary, Juneau Community Charter, Juneau Douglas High School
Recreation	Cope Park

ENVIRONMENTAL, CONSERVATION, HISTORIC, AND ARCHEOLOGICAL RESOURCES

The below table summarizes possible Conservation, Historic, and Archeological Resources this project may impact.

Resource	Summary
Environmental	Access to areas of downtown in the moderate and severe hazard area
Wetlands	No
Anadromous	No
Impaired Waterbodies	No
Historic	While built before 1914, Calhoun Avenue is outside of Juneau’s Historic District. Structures along the route date from the late 1800s to the mid-1950s.
Archeological	None known
Comprehensive Plan View sheds	No

CONFORMITY WITH ADOPTED PLANS

2013 COMPREHENSIVE PLAN VISION: *The City and Borough of Juneau is a vibrant State Capital that values the diversity and quality of its natural and built environments, creates a safe and satisfying quality of life for its diverse population, provides quality education and employment for its workers, encourages resident participation in community decisions and provides an environment to foster state-wide leadership.*

2013 COMPREHENSIVE PLAN -			
Chapter	Page No.	Item	Summary
5	45	IA5.2-IA1(D)	Preserve the visual dominance of historic features when integrating modern standards.
8	109	3,5	Recognizes incomplete and dangerous pedestrian and bicycle systems, including inadequate sidewalks during tourist season. Recognizes lack of coordination of transportation plans among local agencies and private operators.
8	110	DG3	Designate corridors for subsequent site-based studies.
8	111	IA6	Develop a multi-agency "Downtown Transportation Management Program, including provision of safe pedestrian and bicycle routes through downtown. (Also IA3 on page 117).
12	197-98	SOP2	CIP is an important tool in determining priority, timing and funding of needed facilities, the "urban glue." Use the six-year CIP for this purpose.
12	201	IA4	Separate sanitary and storm drain systems.
12	208	SOP1	Consider proposed parking reductions in light of area demand, land use, and physical restrictions.

2012 Safe Routes to Schools			
Chapter	Page No.	Item	Summary
Harborview Audit	49	Enforcement	Periodic police reinforcement of the 20 mph speed limit on Calhoun (<i>Avenue</i>) is needed.
Juneau Community Charter Audit	104	Issues	Calhoun (<i>Avenue</i>) is narrow and difficult for cyclists, has short sight distances, and traffic moves relatively quickly. Up to 9 percent of Juneau Charter School students ride their bikes to school.
Juneau Community Charter Audit	106	Improvement/Action	Rehabilitate the rundown sections of sidewalk along Calhoun Avenue from Cope Park to Main Street. Raise sidewalks to provide more contact between street and sidewalk, widen where possible.

2009 Nonmotorized Transportation Plan			
Chapter	Page No.	Item	Summary
7.3	57	Mid/Low Priority	Calhoun Avenue: Traffic calming to increase safety of pedestrians, including narrower lanes, reducing speed limit and adding signs.
Apx D	95	#78, Mid	Improvements for pedestrians needed on Calhoun Avenue.

2001 Areawide Transportation Plan			
Chapter	Page No.	Item	Summary
	4-5	Mission Statement	Paramount concern is public safety, transportation choice is important, pedestrian travel should be safe and convenient.

The Historic and Cultural Preservation Plan (2020) focuses on structures other than roads.

Plans that address pedestrian connections and walkability include:

- 2004 Long Range Waterfront Plan
- 2004 Downtown Tourism Transportation Study
- 2012 Willoughby District Land Use Plan
- 2008 Capital Transit Development Plan

While the Blueprint Downtown Area Plan is still in development, the Steering Committee recommended, “Implement traffic calming through streetscape design and/or enforcement to provide improved walking environment and safer crossing opportunities. Willoughby Avenue, Glacier Avenue from Willoughby to Highland Drive, W 10th Street, Egan Drive in the vicinity of harbors, Calhoun Avenue, Basin Road, Main Street.” The importance of walkability downtown is a theme throughout the Blueprint Downtown Area Plan.

AGENCY REVIEW

CDD conducted an agency review comment period from December second to December 14, 2020. No comments were received on the two-way traffic option in the Commissioner’s packet. CCFR comments opposing one-way traffic were gathered from subsequent communications and public meetings.

PUBLIC COMMENTS

Abutters notices were sent out to neighbors within 500 feet of the proposed project Calhoun Avenue. (**Attachment D**). A public notice sign was posted (**Attachment E**). E&PW hosted a public meeting for the Calhoun Avenue project on December 22, 2020 (**Attachment F**). Public comments can be found in **Attachment G**, and are summarized below. ProHNS has made personal contact with 14 people (**Attachment H**).

Name	Summary
Joyanne Bloom	Consider single lane, tourist circulation, and burying utilities.
Rebecca Braun	Broaden scope and study options for walkability.
Downtown Juneau Neighborhood Association	Prioritize walkability, and pedestrian and bike safety. Consider one-way operations and traffic calming measures.
W. Keith Gerken	Need expert analysis of options, current info inadequate.

Name	Summary
Dave Harris	Adjust the location of the crosswalk. Opposed to one-way.
Melinda Lamb	Safe walking and biking should be a priority for this rebuild project.
Peter and Sandy Metcalfe	Make the section people-friendly, do a traffic study.
Dana Owen and Joyce Thoresen	Unsafe corridor needs redesign to correct problems.
Jacob Resneck	Upgrade sidewalk and shoulder to improve non-motorized safety.
Rob Welton	Prioritize 60" sidewalk over lane width. Consider 3-way stop at W 8 th .
Demian Schane	Widen sidewalk to five feet wherever possible. Do traffic study.

FINDINGS

In accordance with CBJ 49.15.580 staff finds the proposed Calhoun Avenue Reconstruction Project complies with Title 49 Land Use Code and conforms with adopted plans, specifically the 2013 Comprehensive Plan, 2012 Safe Routes to Schools Plan, the 2009 Non-motorized Plan, and 2001 Area-wide Transportation Plan.

RECOMMENDATION

Staff recommends the Planning Commission:

- **ADOPT** the Director's analysis and findings, and forward a **RECOMMENDATION OF APPROVAL** to the CBJ Assembly for the Calhoun Avenue Reconstruction Project.
- **APPROVE** the waiver of road construction standards for the Calhoun Avenue Reconstruction Project.

STAFF REPORT ATTACHMENTS

Item	Description
Attachment A	Application Packet
Attachment B	CCFR maneuverability and impacts
Attachment C	Sanborn Maps for the area
Attachment D	Abutters Notice
Attachment E	Public Notice Sign
Attachment F	Public Meeting Notes
Attachment G	Public Comments
Attachment H	ProHNS contact list

DEVELOPMENT PERMIT APPLICATION

NOTE: Development Permit Application forms must accompany all other Community Development Department land use applications.

To be completed by Applicant	PROPERTY LOCATION		
	Physical Address Delta Drive, Tongass Boulevard, Calhoun Ave, Crest Street, Douglas 4th Street - specific locations identified by project titles and attached descriptions		
	Legal Description(s) (Subdivision, Survey, Block, Tract, Lot)		
	Parcel Number(s)		
	This property located in the downtown historic district This property located in a mapped hazard area, if so, which _____		
	LANDOWNER/ LESSEE		
	Property Owner CBJ	Contact Person Bohan	Phone Number(s) 0876
	Mailing Address		
	E-mail Address john.bohan@juneau.org		
	LANDOWNER/ LESSEE CONSENT Required for Planning Permits, not needed on Building/ Engineering Permits		
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X _____ Landowner/Lessee Signature		11/17/20 Date	
X _____ Landowner/Lessee Signature		_____ Date	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME"			
Applicant CBJ Engineering	Contact Person "SAME"	Phone Number(s) "SAME"	
Mailing Address			
E-mail Address "SAME"			
X _____ Applicant's Signature		_____ Date of Application	

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

CSP2020-0011, MARCH 9, 2021 PLANNING COMMISSION

ATTACHMENT K, PAGE 13

Intake Initials <i>Amg</i> 11/19/2020
Case Number CSP20-0011
Date Received 11/19/20



CITY/STATE PROJECT AND LAND ACTION REVIEW APPLICATION

See reverse side for more information regarding the permitting process and the materials required for a complete application.

NOTE: Must be accompanied by a DEVELOPMENT PERMIT APPLICATION form.

To be completed by Applicant	PROJECT SUMMARY Complete street and underground utility maintenance (and replacements as necessary) on the following streets: Delta Drive, Tongass Boulevard, Calhoun Ave, Crest Street, Douglas 4th Street
	TYPE OF PROJECT REVIEW: ☒ City Project Review ☐ City Land Acquisition /Disposal ☐ State Project Review
	PROJECT NUMBERS ASSOCIATED WITH PROPOSAL: Is this project associated with any other Land Use Permits? YES Case No.: _____ NO Capital Improvement Program # (CIP) YES -see attached narrative _____ Local Improvement District # (LID) _____ State Project # _____
	ESTIMATED PROJECT COST: \$ n/a
	ALL REQUIRED MATERIALS ATTACHED ☒ Complete application ☐ Pre-Application notes (if applicable) ☒ Narrative including: ☒ Current use of land or building(s) ☐ Proposed use of land or building(s) ☐ How the proposed project complies with the Comprehensive Plan ☐ How the proposed project complies with the Land Use Code (Title 49) ☐ Site Plan (details on page 2)

NOTE: This application is required even if the proposed project is associated with other Land Use permits.

-----DEPARTMENT USE ONLY BELOW THIS LINE-----

CITY/STATE PROJECT FEES	Fees	Check No.	Receipt	Date
Application Fees	\$ _____			

This form and all documents associated with it are public record once submitted.

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

For assistance filling out this form, contact the Permit Center at 586-0770.

CSP2020-0011, MARCH 9, 2021 PLANNING COMMISSION

ATTACHMENT K, PAGE 14

Case Number	Date Received
CSP20-009	11/19/20

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

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

1. **Forms:** Completed City/State Project Review Application and Development Permit Application forms.
2. **Fees:** No fee required for projects that cost less than \$2.5 million. For projects costing more than this amount, the fee is \$1,600.00. All fees are subject to change.
3. **Project Narrative:** A detailed narrative describing the project.
4. **Plans:** All plans are to be drawn to scale and clearly show the items listed below:
 - a. Plat, site plan, floor plan and elevation views of existing and proposed structures and land;
 - b. Existing and proposed parking areas, including dimensions of the spaces, aisle width and driveway entrances;
 - c. Proposed traffic circulation within the site including access/egress points and traffic control devices;
 - d. Existing and proposed lighting (including cut sheets for each type of lighting);
 - e. Existing and proposed vegetation with location, area, height and type of plantings; and,
 - f. Existing physical features of the site (i.e. drainage, eagle trees, hazard areas, salmon streams, wetlands, etc.)

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

1. Electronic copies in the following formats: .doc, .txt, .xls, .bmp, .pdf, .jpg, .gif, .xlm, .rtf (other formats may be preapproved by the Community Development Department).
2. Paper copies 11" X 17" or smaller (larger paper size may be preapproved by the Community Development Department).

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

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

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

INCOMPLETE APPLICATIONS WILL NOT BE ACCEPTED

CSPs – Street and CBJ Utilities’ maintenance projects proposed for 2021 construction season

~~**Delta Drive (R72-148):** segment: Valley Boulevard to end. Add sidewalk to one side, rehabilitate road prism, and drainage, replace underground water and sewer systems that have exceeded expected service life, repave roadway~~

~~**Tongass Boulevard(R72-152)** segment: Jennifer Drive north to end at Loop Road: Add second sidewalk as identified by SRTS, rehabilitate road prism and drainage, replace underground water and sewer systems that have exceeded expected service life, replace existing sidewalk and repave roadway~~

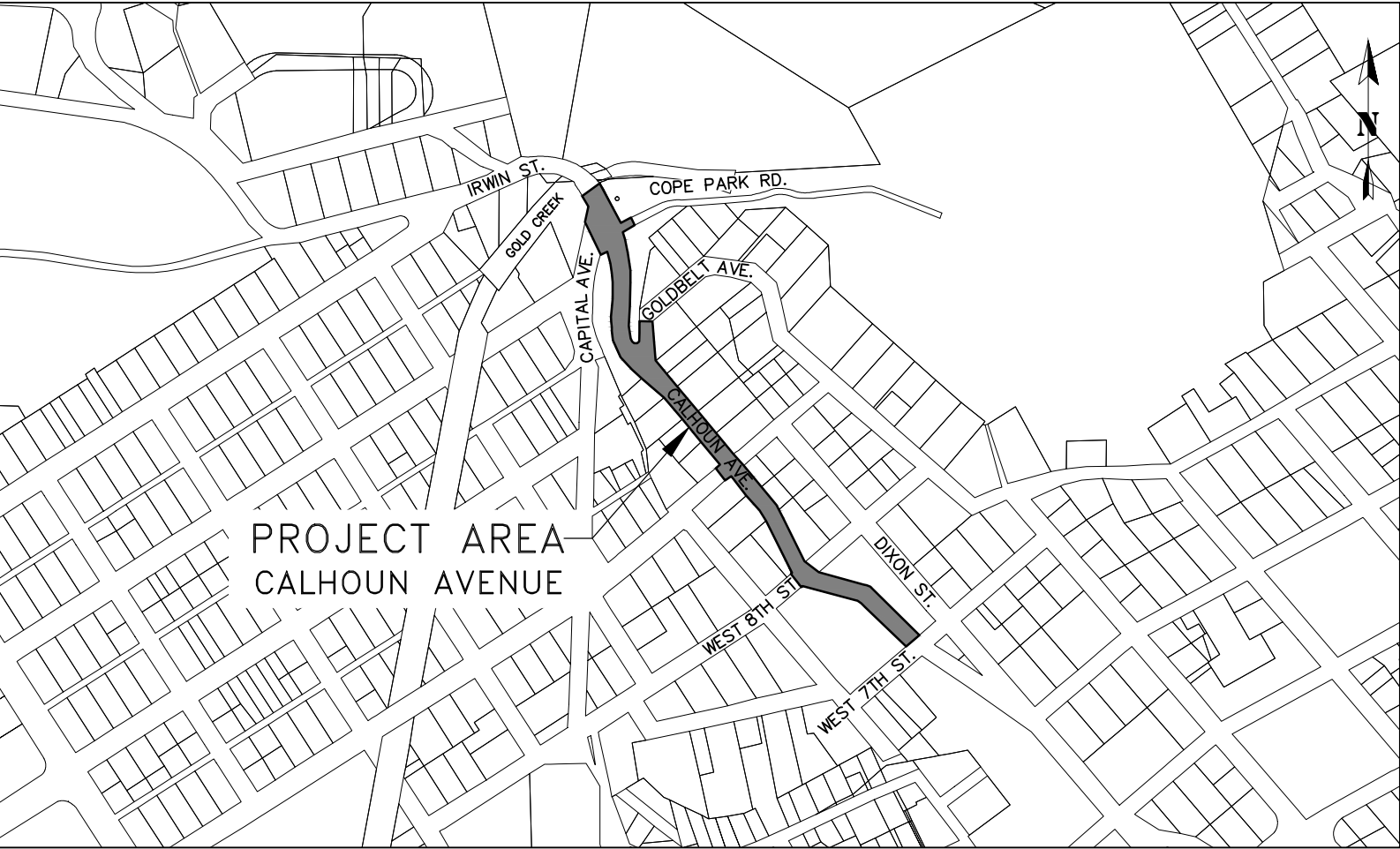
Calhoun Avenue(R72-132): [2 phases] – 1. Governor’s house to Cope Park: Rehabilitate road prism and drainage, replace water and sewer system that have exceed expected service life, replace sidewalks and repave roadway – scheduled for summer 2021
2. Main Street to Governor’s House: Rehabilitate road prism and repave roadway minor utility improvements as identified during design – scheduled for summer 2022

~~**Crest Street(COVID Bond project – CIP number not assigned yet):** segment: Old Dairy Rd to Yandukin. Add sidewalk to one side, rehabilitate road prism and drainage, replace water and partial sewer system that have exceed expected service life, repave roadway~~

~~**Douglas 4th Street F to I and Side Streets Improvements (R72-154):** segment: F to I Streets. Replace existing water and sewer infrastructure, which have exceeded expected service life, improve drainage infrastructure within these existing gravel roadways. Paving of these gravel roadways is not funded at this time.~~

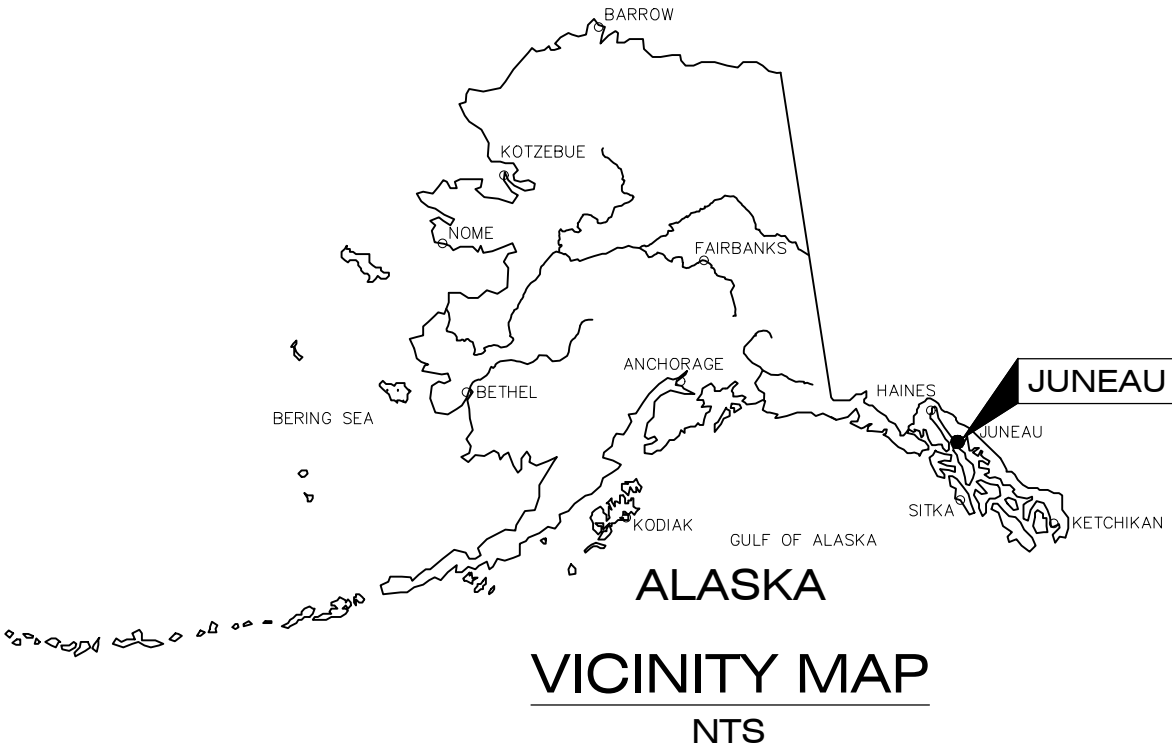
CALHOUN AVENUE RECONSTRUCTION

CBJ PROJECT NO. BE21-117
CITY & BOROUGH OF JUNEAU, ALASKA



PROJECT LOCATION MAP
NTS

SHEET INDEX	
SHEET NO.	DESCRIPTION
1	COVER SHEET
2	LEGEND, ABBREVIATIONS & GENERAL NOTES
3-4	TYPICAL SECTIONS
5	PROJECT PHASING AND COORDINATION PLAN
6-11	DETAILS
12	SUMMARY TABLES
13	GRADING - BOP TO 12+90
14	GRADING - 12+90 TO 15+75
15	GRADING - 15+75 TO 18+40
16	GRADING - 18+40 TO 20+75
17	PLAN - BOP TO 12+90
18	PLAN - 12+90 TO 15+75
19	PLAN - 15+75 TO 18+40
20	PLAN - 18+40 TO 20+75
21	PROFILE - BOP TO 15+75
22	PROFILE - 15+75 TO EOP



PRELIMINARY
PLANS

RECORD OF REVISIONS			
No.	DATE	DESCRIPTION	BY

CERTIFICATE OF AUTHORIZATION
#100662

DRAWN BY: E. ROEMELING
DESIGNED BY: E. ROEMELING
CHECKED BY: L. CHAMBERS

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JUNEAU, AK 99801

CSP2020-00111, MARCH 9, 2021 PLANNING COMMISSION
ENGINEERING & PUBLIC WORKS
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ALASKA'S CAPITAL CITY

CALHOUN AVENUE
RECONSTRUCTION

COVER SHEET

SHEET NUMBER	
1	OF
22	

LEGEND				ABBREVIATIONS		GENERAL NOTES	
DESCRIPTION	EXISTING	REMOVE	PROPOSED	AC ACP BOP BTM BVC CB CBJ CL CMP CPP CONC CTE DIP DIA EL EOP EVC EX FG FRP GV HDPE HP INV LP LT LVC MH MIN MTE NIC NO NTS PC PCC PRC PSI PT PVC PVI RP RT ROW SDMH SSMH STA STD TBC TBG TBM TP TYP UD VPC VPT	ASPHALT CONCRETE ASBESTOS CEMENT PIPE BEGINNING OF PROJECT BOTTOM BEGIN VERTICAL CURVE CATCH BASIN CITY & BOROUGH OF JUNEAU CENTERLINE CORRUGATED METAL PIPE CORRUGATED POLYETHYLENE PIPE CONCRETE CONNECT TO EXISTING DUCTILE IRON PIPE DIAMETER ELEVATION END OF PROJECT END VERTICAL CURVE EXISTING FINISHED GRADE FIBERGLASS REINFORCED PLASTIC GATE VALVE HIGH DENSITY POLYETHYLENE HIGH PRESSURE INVERT LOW PRESSURE LEFT LENGTH OF VERTICAL CURVE MANHOLE MINIMUM MATCH TO EXISTING NOT IN CONTRACT NUMBER NOT TO SCALE POINT OF CURVATURE POINT OF COMPOUND CURVATURE POINT OF REVERSE CURVATURE POUNDS PER SQUARE INCH POINT OF TANGENT POLYVINYL CHLORIDE PIPE POINT OF VERTICAL INTERSECTION RADIUS POINT RIGHT RIGHT-OF-WAY STORM DRAIN MANHOLE SANITARY SEWER MANHOLE STATION STANDARD TOP BACK OF CURB TOP BACK OF GUTTER TEMPORARY BENCHMARK TOP OF PAVEMENT TYPICAL UNDERDRAIN VERTICAL POINT OF CURVATURE VERTICAL POINT OF TANGENCY	1. CBJ ENGINEERING STANDARD DETAILS BOOK FOR CIVIL ENGINEERING PROJECTS AND SUBDIVISION IMPROVEMENTS FOURTH ADDITION DATED AUGUST, 2011 AND CBJ ENGINEERING STANDARD SPECIFICATIONS DATED DECEMBER, 2003 ARE MADE A PART OF THIS CONTRACT, INCLUDING ALL ERRATA (NOS. 1–16) AND CURRENT REVISIONS AS APPLICABLE. 2. CALL 586–1333 BEFORE YOU DIG FOR UNDERGROUND POWER, TELEPHONE AND CABLE. CALL 811 ALASKA DIGLINE BEFORE YOU DIG FOR UNDERGROUND ACS & GCI. LOCATIONS AND ELEVATION OF EXISTING UNDERGROUND WATER, SEWER, POWER, TELEPHONE AND CABLE TELEVISION SHOWN ON THE PLANS WERE DERIVED FROM CBJ AS–BUILTS AND FIELD LOCATES. THE ACTUAL LOCATION OF UTILITIES MAY VARY FROM THOSE SHOWN. THE CONTRACTOR IS RESPONSIBLE FOR LOCATING, PROTECTING AND MAINTAINING THE UTILITIES THROUGHOUT THE CONSTRUCTION OF THE PROJECT. ANY DAMAGE TO THE UNDERGROUND UTILITIES DURING CONSTRUCTION SHALL BE PAID FOR BY THE CONTRACTOR AND SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT. 3. THE ESTIMATED TOTAL AREA OF DISTURBANCE RESULTING FROM THESE IMPROVEMENTS IS APPROXIMATELY 0.8 ACRES. 4. THE ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION (DEC) HAS IDENTIFIED SEVERAL CONTAMINATED SITES WITHIN 1,500 FEET OF THE PROJECT LIMITS THAT ARE CURRENTLY IN "ACTIVE" OR "INSTITUTIONAL CONTROL" CLEANUP STATUS. THE ONLY SITE IN THE IMMEDIATE PROJECT AREA IS THE GOVERNORS RESIDENCE, WHICH IS LISTED AS "ACTIVE" AND "CLEANUP COMPLETE – INSTITUTIONAL CONTROLS". IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONSULT DEC AND OBTAIN ALL NECESSARY PERMITS REQUIRED TO PERFORM THE WORK. 5. FINISHED GRADE AND ALIGNMENT ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. LOCATION OF PROPOSED WATER, SEWER AND STORM DRAINAGE FACILITIES ARE SUBJECT TO MINOR REVISIONS BY THE ENGINEER. 6. PROPERTY LINE LOCATIONS USED IN THESE PLANS ARE DERIVED FROM RECORD PLATS AND DO NOT REPRESENT BOUNDARY SURVEY. 7. THE CONTRACTOR SHALL PERFORM A CLOSED LEVEL LOOP THROUGH ALL TBM'S TO VERIFY ELEVATIONS PRIOR TO BEGINNING ANY WORK. 8. CONTRACTOR SHALL REFERENCE ALL EXISTING PROPERTY CORNER MONUMENTS (I.E. BRASS CAP MONUMENTS, REBARS, CONCRETE NAILS, CHISELED X'S) PRIOR TO CONSTRUCTION AND REMONUMENT AFTER SURFACING IS REPLACED. EXISTING SURVEY MONUMENTS MAY NOT BE SHOWN ON THE DRAWINGS. ALL WORK SHALL BE DONE BY, OR UNDER THE DIRECTION OF, AN ALASKA REGISTERED LAND SURVEYOR. 9. CONTRACTOR SHALL ENSURE GARBAGE PICKUP, PRIVATE AND BUSINESS DELIVERIES, AND DAILY MAIL SERVICE WILL BE UNINTERRUPTED TO ALL BUSINESS AND RESIDENCES AFFECTED BY THIS PROJECT. 10. THE CONTRACTOR SHALL NOTIFY EACH PROPERTY OWNER OF EACH DRIVEWAY CLOSURE 48 HOURS PRECEDING THE DAY THE DRIVEWAY IS TO BE CLOSED TO VEHICULAR ACCESS. THE PROPERTY OWNER SHALL BE INFORMED OF THE PERIOD OF TIME THE CLOSURE WILL BE IN EFFECT. NO DRIVEWAY CLOSURES WILL BE PERMITTED UNTIL THIS REQUIREMENT HAS BEEN MET TO THE SATISFACTION OF THE ENGINEER. 11. THE CONTRACTOR SHALL NOT STORE MATERIALS OR EQUIPMENT, OR OPERATE EQUIPMENT WITH ITS TRACKS OR WHEELS PLACED ON PRIVATE PROPERTY, WITHOUT THE WRITTEN APPROVAL OF THE PROPERTY OWNER. 12. THE CONTRACTOR SHALL NOTIFY CBJ WATER UTILITIES (LONI VANKIRK AT 723–4975) OF PROPOSED WATER SERVICE INTERRUPTION AND SUBMIT THE "WATER SYSTEM SPECIAL USE PERMIT" TO CBJ WATER UTILITIES SUPERINTENDENT FOR APPROVAL AT LEAST 48 HOURS PRIOR TO SHUTDOWN OR FLUSHING OF MAINLINE WATER PIPE. NO WATER SERVICE INTERRUPTION MAY PROCEED UNTIL THIS APPROVAL IS OBTAINED. THE CONTRACTOR SHALL NOT SHUT OFF WATER SUPPLY TO SERVICES FOR MORE THAN 4 HOURS AT ONE TIME. 13. ALL MATERIALS PROPOSED FOR THE WATER SYSTEM THAT COME IN DIRECT CONTACT WITH THE WATER SHALL BE CERTIFIED BY AN ANSI ACCREDITED ORGANIZATION TO CONFORM WITH ANSI/NSF STANDARD 61 OR AN ANSI/NSF STANDARD WITH EQUIVALENT HEALTH REQUIREMENTS. 14. THE MATERIALS USED FOR THIS PROJECT SHALL COMPLY WITH THE NEW LEAD FREE REQUIREMENTS INCLUDING NOT MORE THAN 0.2% WHEN USED WITH RESPECT TO SOLDER AND FLUX AND NOT MORE THAN A WEIGHTED AVERAGE OF 0.25% LEAD WHEN USED WITH RESPECT TO THE WETTED SURFACES OF PIPES, PIPE FITTINGS, PLUMBING FITTINGS AND FIXTURES. 15. THE CONTRACTOR SHALL VERIFY LOCATION AND DEPTH OF EXISTING WATER PIPES, INCLUDING ALL SERVICES ALONG THE STORM DRAIN AND WATER PIPE ALIGNMENTS TO DETERMINE PIPE INSULATION LOCATIONS AND TO ENSURE DAMAGE DOES NOT OCCUR TO THE SERVICE PIPES. 16. ONLY HORIZONTAL ELBOW FITTINGS (BENDS) ARE SHOWN (NOT ALL ARE LABELED) ON DRAWINGS. ADDITIONAL FITTINGS WILL BE REQUIRED FOR VERTICAL DEFLECTIONS NEAR CONNECTIONS TO EXISTING PIPES, AND AT OTHER LOCATIONS REQUIRING GRADE CHANGES TO AVOID CONFLICTS. 17. THE PLAN DRAWINGS DO NOT SHOW ALL PLANTINGS AND OTHER LANDSCAPING THAT WILL BE ENCOUNTERED DURING CONSTRUCTION ACTIVITIES. NO PLANTINGS OR LANDSCAPING ARE TO BE REMOVED OR DAMAGED, UNLESS SHOWN ON THE DRAWINGS OR DIRECTED BY THE ENGINEER. 18. ALL ITEMS DESIGNATED TO BE REMOVED SHALL BE DISPOSED OF OFF–SITE, EXCEPT AS NOTED IN THE CONTRACT DOCUMENTS. 19. ALL ASPHALT PAVEMENT TO BE REMOVED AND DISPOSED OF SHALL BE DELIVERED TO A STOCKPILE AREA AT THE LEMON CREEK CITY PIT AT A LOCATION TO BE DESIGNATED BY THE ENGINEER. CONTACT THE ENGINEER FOR THE EXACT LOCATION OF THE STOCKPILE. 20. ALL OTHER MATERIALS TO BE REMOVED AND DISPOSED OF SHALL BECOME THE PROPERTY OF THE CONTRACTOR, INCLUDING CONCRETE, UNSUITABLE SOILS, WATER PIPE, SEWER PIPE, CULVERT, STORM AND SEWER STRUCTURES, SIGN POSTS AND ETC. 21. ALL EXISTING STORM DRAINAGE PIPES, CULVERTS AND STRUCTURES WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND DISPOSED OF IN THEIR ENTIRETY UNLESS OTHERWISE INDICATED IN THE CONTRACT DOCUMENTS. WATER AND SANITARY SEWER PIPE CALLED OUT ON THE DRAWINGS FOR REMOVAL SHALL BE REMOVED AND DISPOSED OF IN THEIR ENTIRETY.	
ASPHALT	EDGE OF ASPHALT		HATCHED AREA				
BOLLARDS	• •	⊗ ⊗	• •				
BUILDING							
CONCRETE							
CURB & GUTTER							
CURB – NO GUTTER							
FENCE	× × × × ×						
FIRE HYDRANT							
MONUMENT							
PROPERTY LINE							
SANITARY SEWER CLEANOUT							
SANITARY SEWER PIPE	PIPE SIZE & TYPE						
SANITARY SEWER MANHOLE							
SIDEWALK RAMP							
SAWCUT & MTE LIMITS							
SIGN							
STORM DRAIN CATCH BASIN							
STORM DRAIN PIPE	PIPE SIZE & TYPE SD	PIPE SIZE & TYPE SD	SD P=1 SD				
STORM DRAIN UNDERDRAIN	UD		UD				
STORM DRAIN MANHOLE, GRATE							
STORM DRAIN MANHOLE, SOLID LID							
TREES							
UNDERGROUND PIPE CAP							
UTILITY POLE							
UTILITY POLE WITH LUMINAIRE							
WATER LINE PIPE	PIPE SIZE & TYPE	PIPE SIZE & TYPE					
WATER VALVE BOX							

PRELIMINARY
PLANS

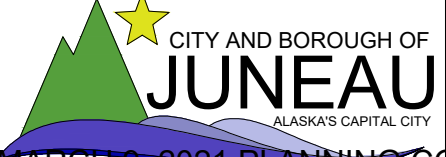
RECORD OF REVISIONS			
No.	DATE	DESCRIPTION	BY



CERTIFICATE OF AUTHORIZATION
#100662

DRAWN BY: E. ROEMELING
DESIGNED BY: E. ROEMELING
CHECKED BY: L. CHAMBERS

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CITY AND BOROUGH OF
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ALASKA'S CAPITAL CITY

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ATTACHMENT K, PAGE 16

BE21-117

CALHOUN AVENUE
RECONSTRUCTION

LEGEND,
ABBREVIATIONS &
GENERAL NOTES

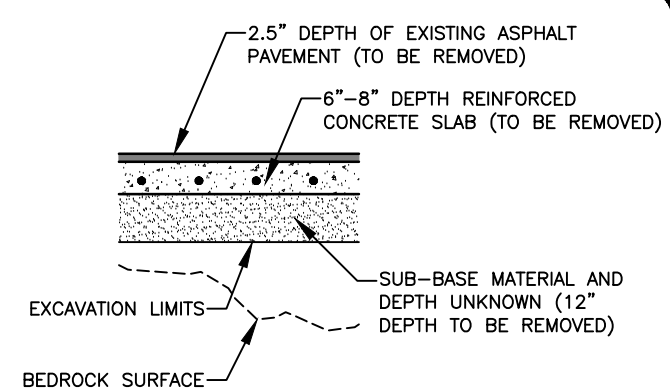
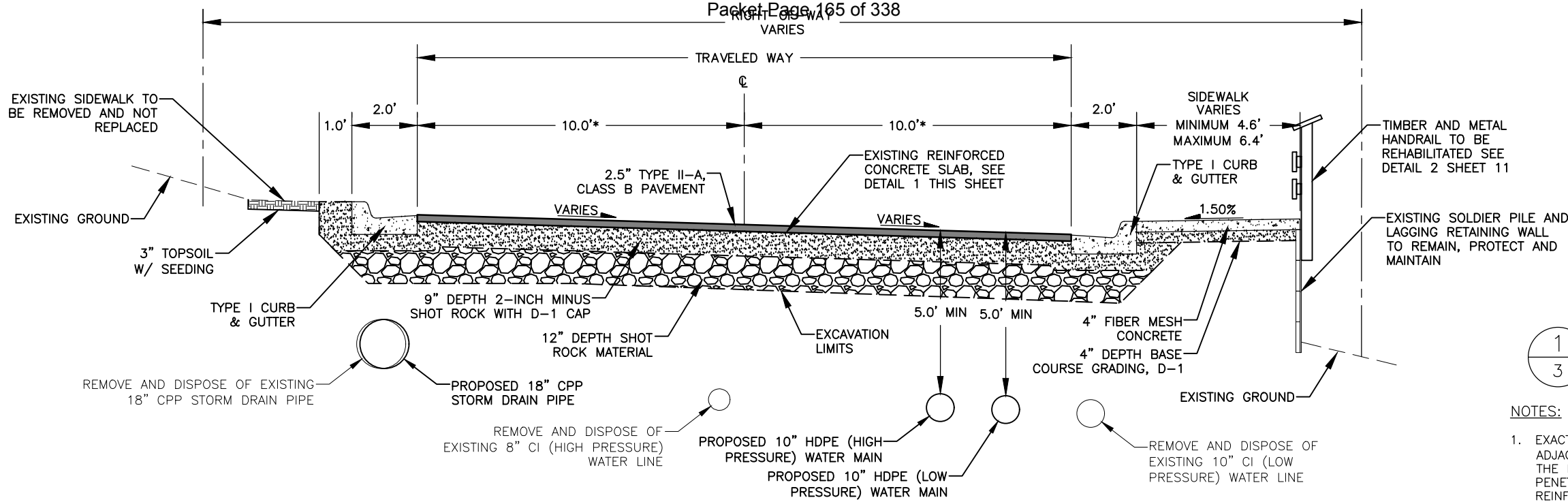
SHEET NUMBER

2

OF

22

C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBJ Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_LAG.dwg December 16, 2020



CALHOUN AVENUE TYPICAL SECTION STATION RANGE 10+75 TO 13+50

NTS

*WIDTH VARIES AT INTERSECTIONS

CALHOUN AVENUE TYPICAL SECTION STATION RANGE 13+50 TO 15+90

NTS

*WIDTH VARIES AT INTERSECTIONS

EXISTING ROADWAY SECTION

SCALE: NOT TO SCALE

NOTES:

1. EXACT LIMITS OF REINFORCED CONCRETE SLAB UNKNOWN. FROM RECENT ADJACENT CBJ ROAD RECONSTRUCTION PROJECT FILES, WHAT'S VISIBLE AT THE ROADWAY SURFACE, AND RESULTS OBTAINED FROM A GROUND PENETRATING RADAR INVESTIGATION PERFORMED FOR THIS PROJECT THE REINFORCED CONCRETE SLAB IS ASSUMED TO EXIST FROM THE BOP TO EOP FROM EXISTING CURB TO EXISTING CURB.
2. EXACT ELEVATION OF BEDROCK UNKNOWN. FROM DISCUSSIONS WITH CBJ WATER DEPARTMENT STAFF ABOUT SHALLOW BURY DEPTH OF EXISTING 4" STEEL WATER LINE AND RESULTS OBTAINED FROM GROUND PENETRATING RADAR INVESTIGATION PERFORMED FOR THIS PROJECT IT IS BELIEVED THAT BEDROCK EXISTS WITHIN UTILITY TRENCHING LIMITS.
3. EXCAVATION OF BEDROCK TO INSTALL SHOT ROCK WILL NOT BE REQUIRED.

TYPICAL SECTION NOTES

1. TOP OF ASPHALT ALONG NEW GUTTER SHALL BE 1/4-INCHES ABOVE LIP OF GUTTER.
2. THE LIMITS OF USABLE MATERIAL, BASE COURSE GRADING D-1 AND TOPSOIL BEHIND THE PROPOSED CURB & GUTTER/VALLEY GUTTER VARY IN DISTANCE. PLACE AND GRADE THESE MATERIALS TO PROVIDE A SMOOTH, WELL-DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.
3. PLACE AND GRADE TOPSOIL AND BASE COURSE GRADING, D-1 USED TO MATCH TO EXISTING GROUND TO PROVIDE A SMOOTH, WELL DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.
4. EXISTING OVERHEAD ELECTRICAL LINES ARE NOT SHOWN IN PLAN VIEWS. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND MAINTAINING THE UTILITY THROUGHOUT CONSTRUCTION OF THE PROJECT.
5. BACKFILL TRENCHES AND VOIDS FROM EXISTING UTILITY REMOVALS WITH NATIVE MATERIAL TO EXCAVATION LIMITS. PLACE AND COMPACT MAX 12 INCH THICK LIFTS TO SATISFACTION OF THE ENGINEER.

PAVING SEQUENCE NOTES

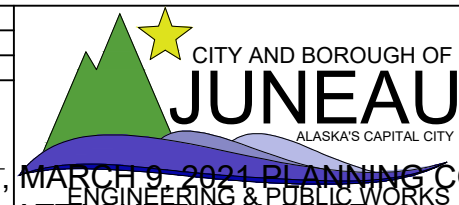
1. LAYDOWN OPERATIONS SHALL BE CONDUCTED IN A MANNER WHICH ENSURES THAT THE MINIMUM TEMPERATURE ALONG THE CENTERLINE EDGE OF THE FIRST PAVED LANE DOES NOT FALL BELOW 200°F BEFORE THE SECOND LANE IS PAVED.

PRELIMINARY
PLANS

RECORD OF REVISIONS			
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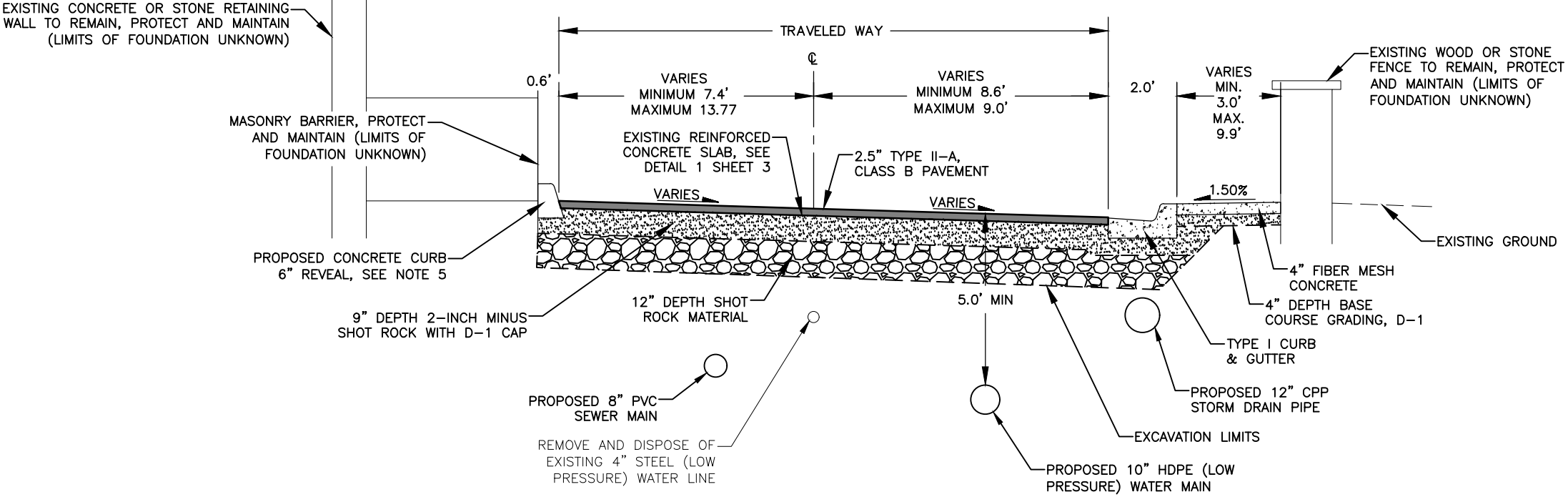
DRAWN BY: E. ROEMELING
DESIGNED BY: E. ROEMELING
CHECKED BY: L. CHAMBERS
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CSP2020-0011, MARCH 9, 2021 PLANNING COMMISSION
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CALHOUN AVENUE
RECONSTRUCTION
BE21-117

TYPICAL SECTIONS - 1

SHEET NUMBER	
3	OF
22	



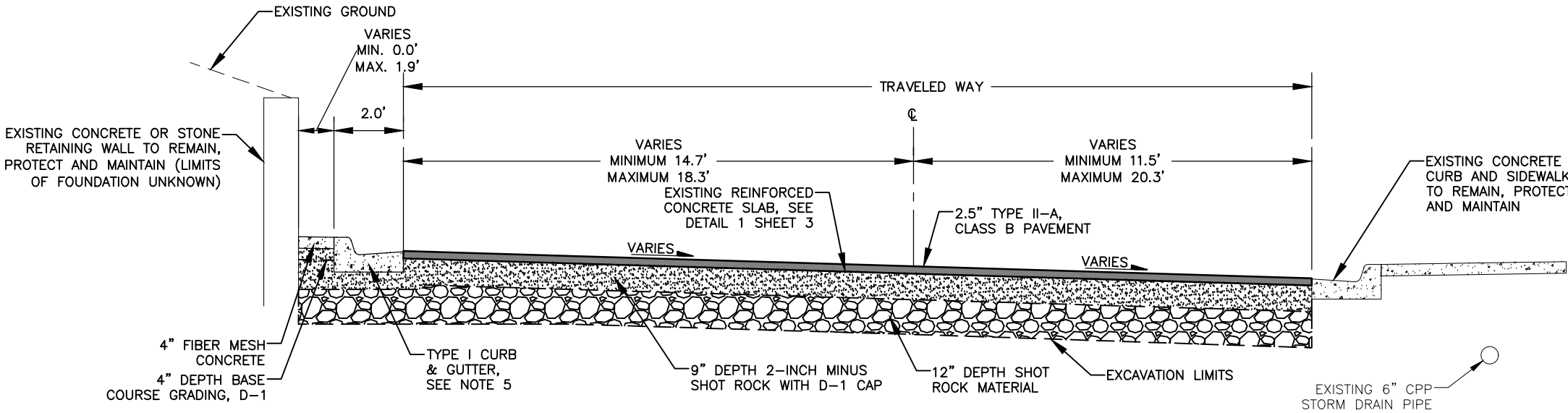
CALHOUN AVENUE TYPICAL SECTION STATION RANGE 15+90 TO 18+00
NTS

TYPICAL SECTION NOTES

1. TOP OF ASPHALT ALONG NEW GUTTER SHALL BE 1/4-INCHES ABOVE LIP OF GUTTER.
2. THE LIMITS OF USABLE MATERIAL, BASE COURSE GRADING D-1 AND TOPSOIL BEHIND THE PROPOSED CURB & GUTTER/VALLEY GUTTER VARY IN DISTANCE. PLACE AND GRADE THESE MATERIALS TO PROVIDE A SMOOTH, WELL-DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.
3. PLACE AND GRADE TOPSOIL AND BASE COURSE GRADING, D-1 USED TO MATCH TO EXISTING GROUND TO PROVIDE A SMOOTH, WELL DRAINED TRANSITION TO EXISTING GRADES, AS DIRECTED BY THE ENGINEER.
4. EXISTING OVERHEAD ELECTRICAL LINES ARE NOT SHOWN IN PLAN VIEWS. THE CONTRACTOR IS RESPONSIBLE FOR PROTECTING AND MAINTAINING THE UTILITY THROUGHOUT CONSTRUCTION OF THE PROJECT.
5. EXISTING CURB TO REMAIN FROM STA 16+95 TO 18+95, PROTECT AND MAINTAIN.
6. BACKFILL TRENCHES AND VOIDS FROM EXISTING UTILITY REMOVALS WITH NATIVE MATERIAL TO EXCAVATION LIMITS. PLACE AND COMPACT MAX 12 INCH THICK LIFTS TO SATISFACTION OF THE ENGINEER.

PAVING SEQUENCE NOTES

1. LAYDOWN OPERATIONS SHALL BE CONDUCTED IN A MANNER WHICH ENSURES THAT THE MINIMUM TEMPERATURE ALONG THE CENTERLINE EDGE OF THE FIRST PAVED LANE DOES NOT FALL BELOW 200°F BEFORE THE SECOND LANE IS PAVED.



CALHOUN AVENUE TYPICAL SECTION STATION RANGE 18+00 TO 20+25
NTS

PRELIMINARY
PLANS

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CERTIFICATE OF AUTHORIZATION
#100662

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CITY AND BOROUGH OF
JUNEAU
ALASKA'S CAPITAL CITY

CALHOUN AVENUE
RECONSTRUCTION

BE21-117

TYPICAL SECTIONS - 2

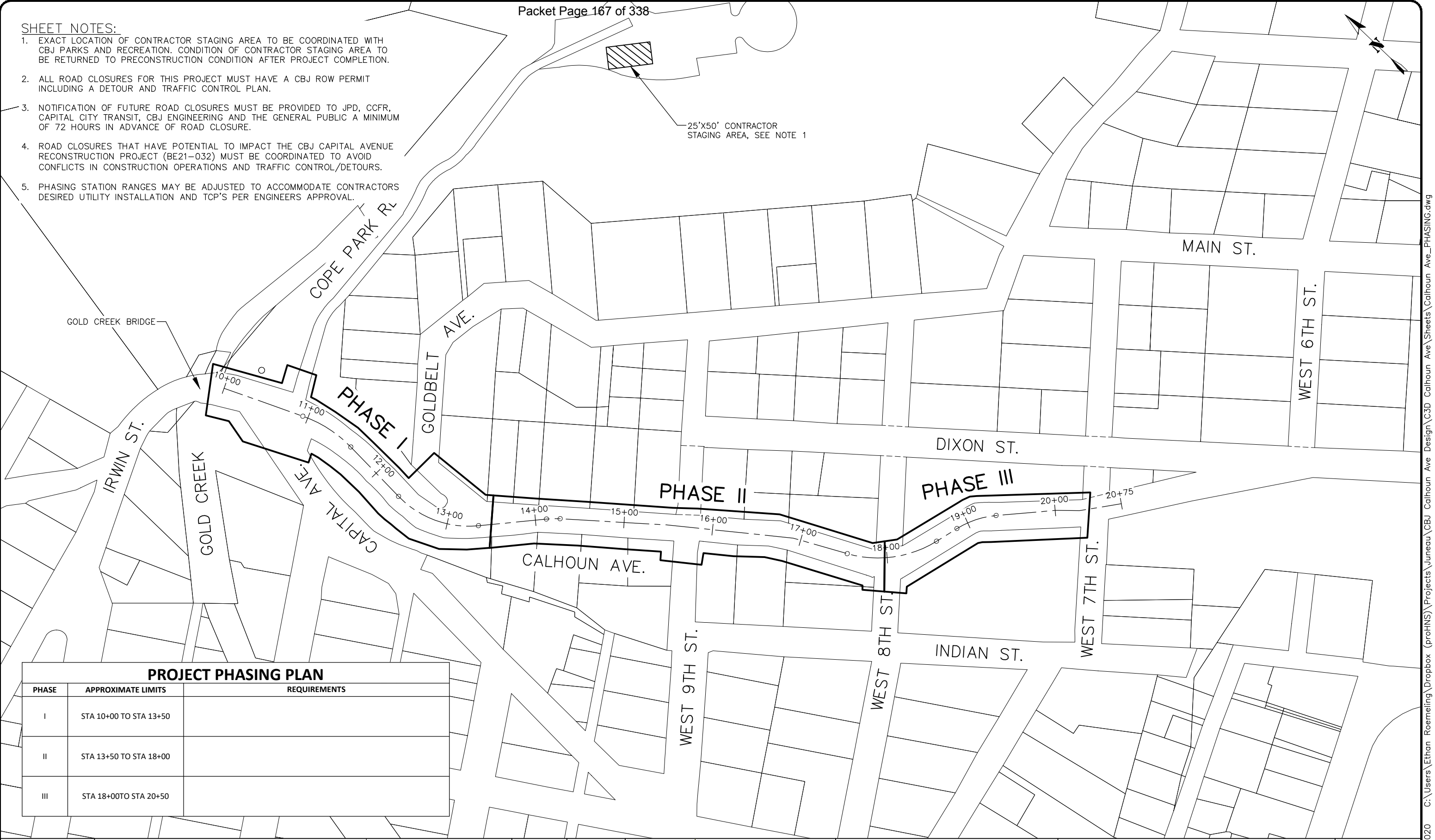
SHEET NUMBER

4
OF
22

SHEET NOTES:

- 1. EXACT LOCATION OF CONTRACTOR STAGING AREA TO BE COORDINATED WITH CBJ PARKS AND RECREATION. CONDITION OF CONTRACTOR STAGING AREA TO BE RETURNED TO PRECONSTRUCTION CONDITION AFTER PROJECT COMPLETION.
- 2. ALL ROAD CLOSURES FOR THIS PROJECT MUST HAVE A CBJ ROW PERMIT INCLUDING A DETOUR AND TRAFFIC CONTROL PLAN.
- 3. NOTIFICATION OF FUTURE ROAD CLOSURES MUST BE PROVIDED TO JPD, CCFR, CAPITAL CITY TRANSIT, CBJ ENGINEERING AND THE GENERAL PUBLIC A MINIMUM OF 72 HOURS IN ADVANCE OF ROAD CLOSURE.
- 4. ROAD CLOSURES THAT HAVE POTENTIAL TO IMPACT THE CBJ CAPITAL AVENUE RECONSTRUCTION PROJECT (BE21-032) MUST BE COORDINATED TO AVOID CONFLICTS IN CONSTRUCTION OPERATIONS AND TRAFFIC CONTROL/DETOURS.
- 5. PHASING STATION RANGES MAY BE ADJUSTED TO ACCOMMODATE CONTRACTORS DESIRED UTILITY INSTALLATION AND TCP'S PER ENGINEERS APPROVAL.

25'X50' CONTRACTOR STAGING AREA, SEE NOTE 1



PROJECT PHASING PLAN

PHASE	APPROXIMATE LIMITS	REQUIREMENTS
I	STA 10+00 TO STA 13+50	
II	STA 13+50 TO STA 18+00	
III	STA 18+00 TO STA 20+50	

PRELIMINARY PLANS

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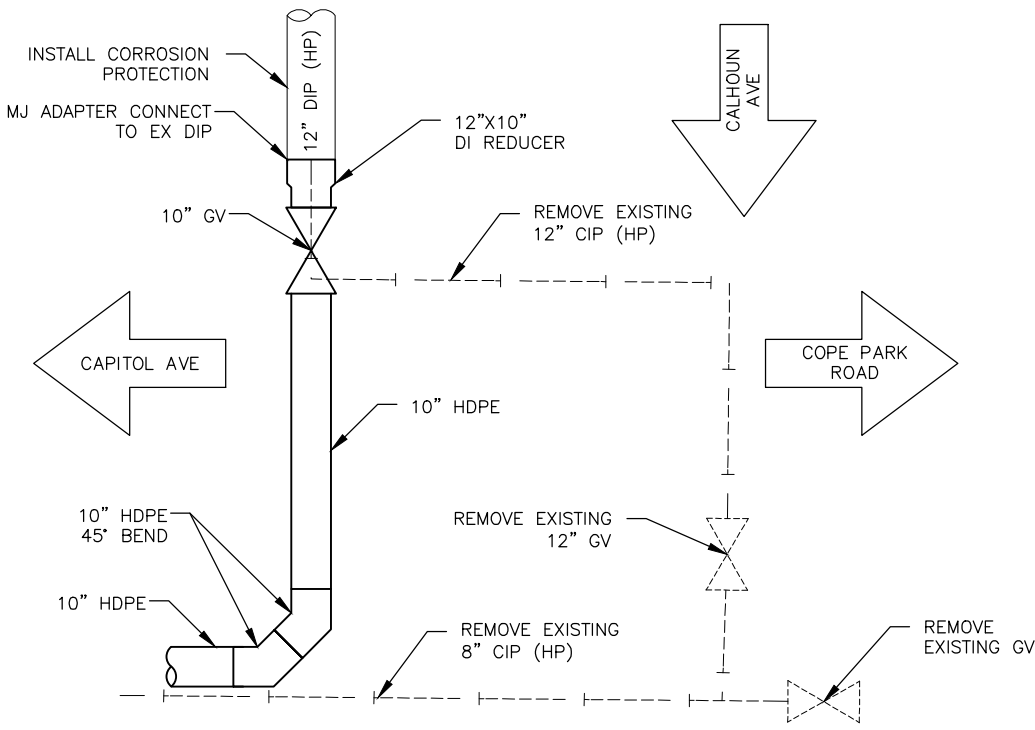
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ATTACHMENT K, PAGE 21

CALHOUN AVENUE RECONSTRUCTION

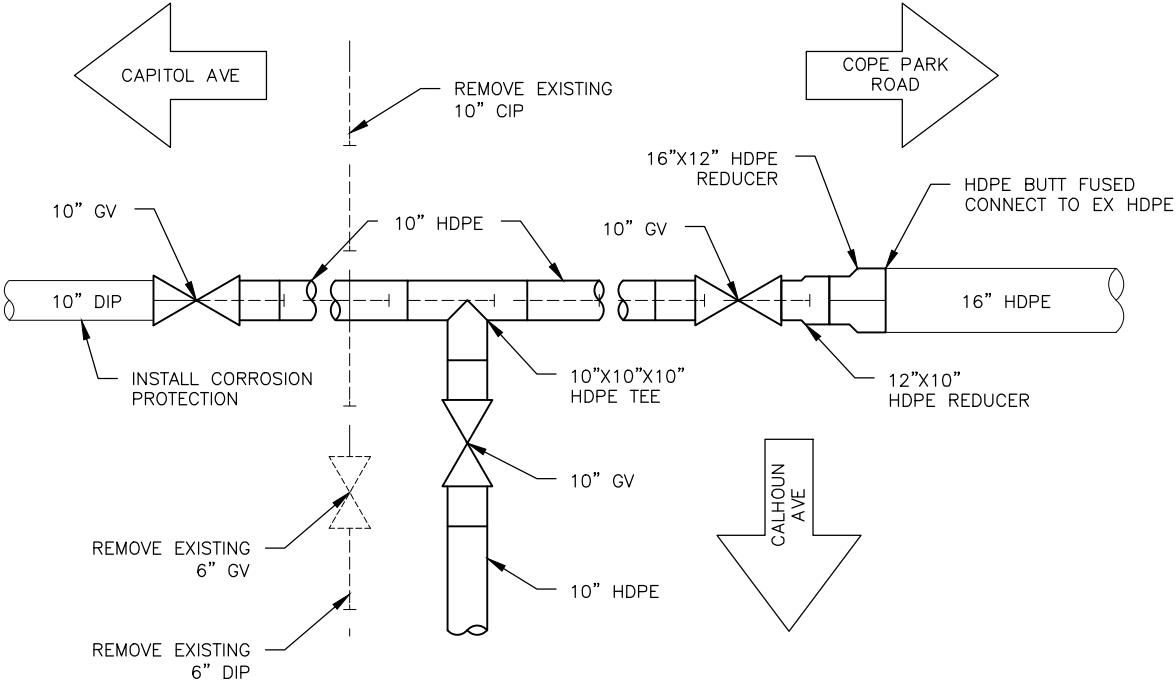
BE21-117

PROJECT PHASING AND COORDINATION PLAN

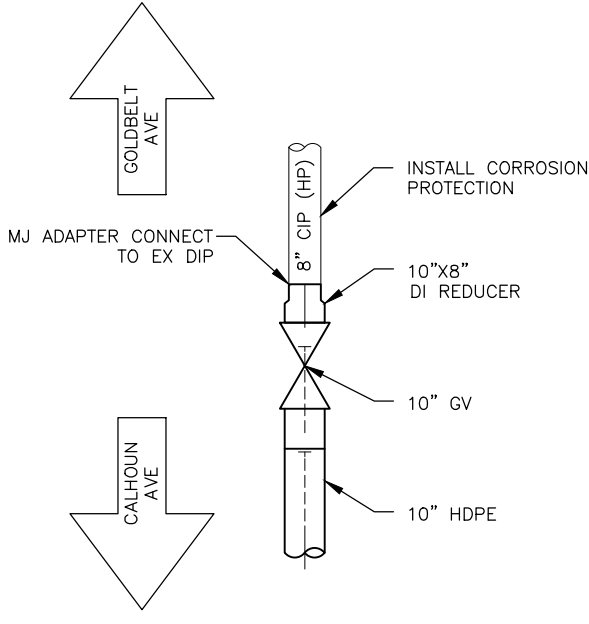
SHEET NUMBER
5
OF
22



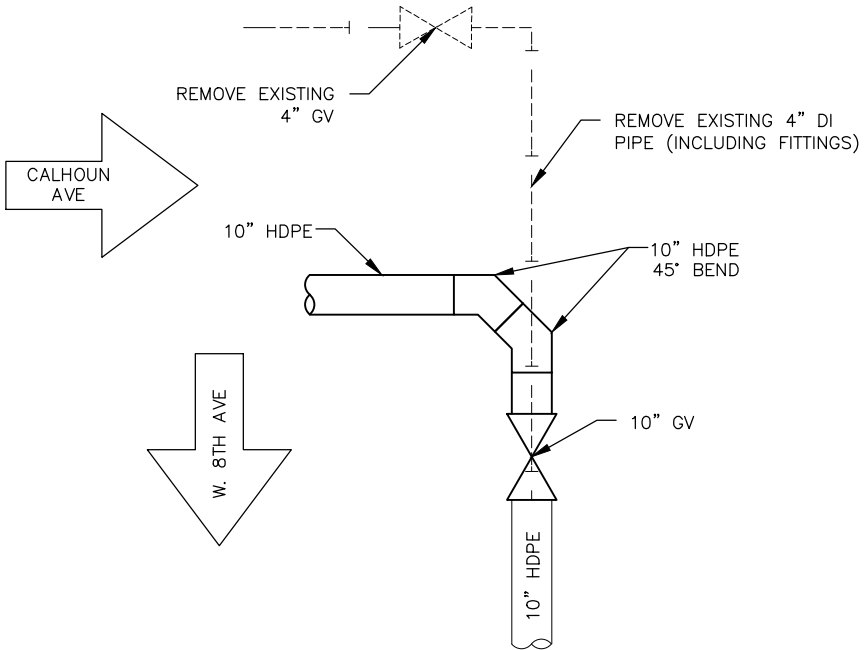
HP WATERLINE CONNECTION
DETAIL ~STA 10+78
SCALE: NOT TO SCALE



LP WATERLINE CONNECTION
DETAIL ~STA 10+88
SCALE: NOT TO SCALE



HP WATERLINE CONNECTION
DETAIL ~STA 13+24
SCALE: NOT TO SCALE



LP WATERLINE CONNECTION
DETAIL ~STA 18+98
SCALE: NOT TO SCALE

- SHEET 6 NOTES:
- 1. ALL DI CONNECTIONS SHALL BE MEGALUGGED OR CONNECTED WITH LOCKING FIELD GASKETS. ALL HDPE CONNECTIONS SHALL BE BUTT FUSED, ELECTROFUSION COUPLERS ARE DISCOURAGED AND SHALL ONLY BE ALLOWED WITH PRIOR, WRITTEN APPROVAL OF THE ENGINEER.

PRELIMINARY
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JUNEAU
ALASKA'S CAPITAL CITY

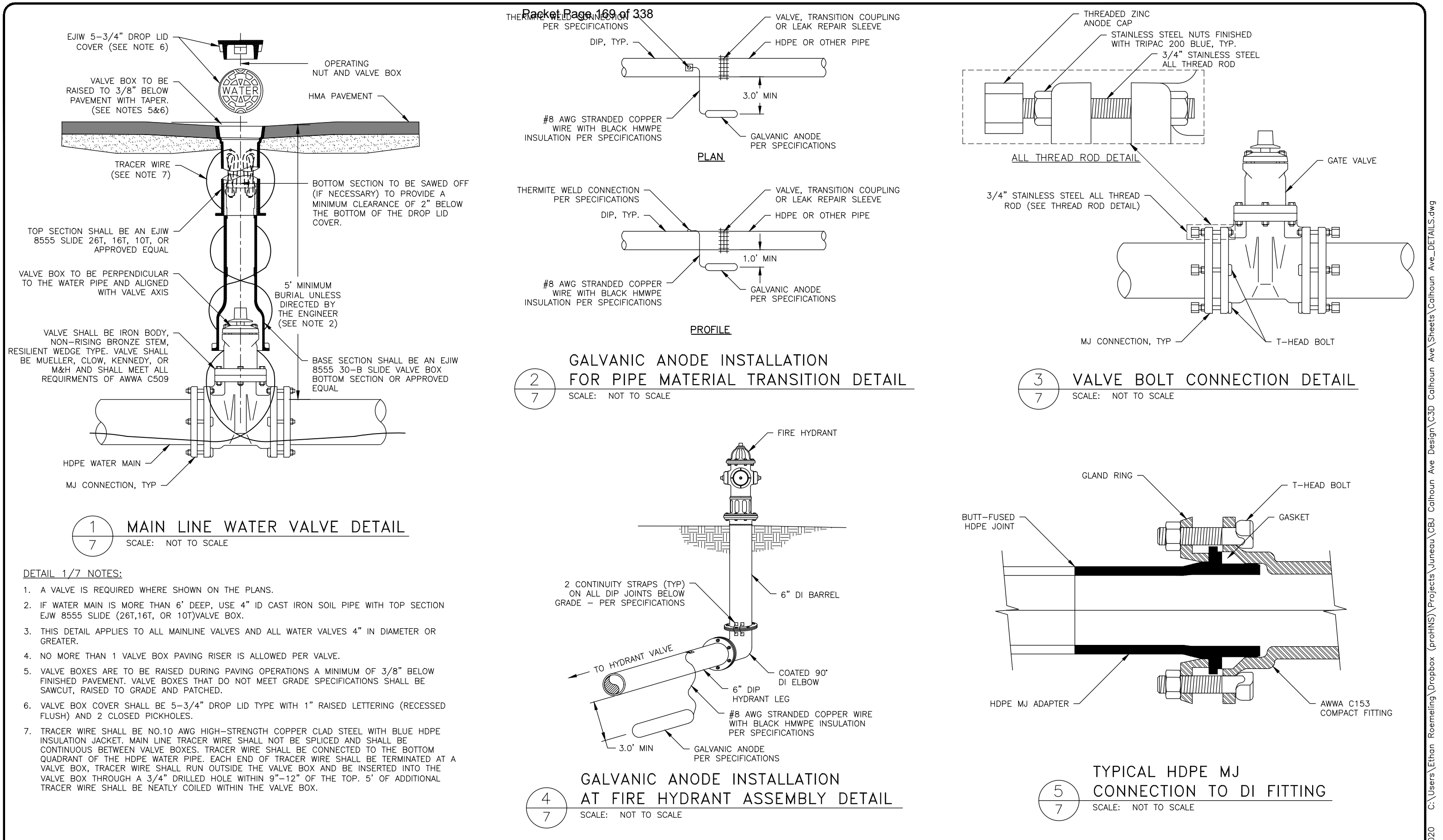
ENGINEERING & PUBLIC WORKS

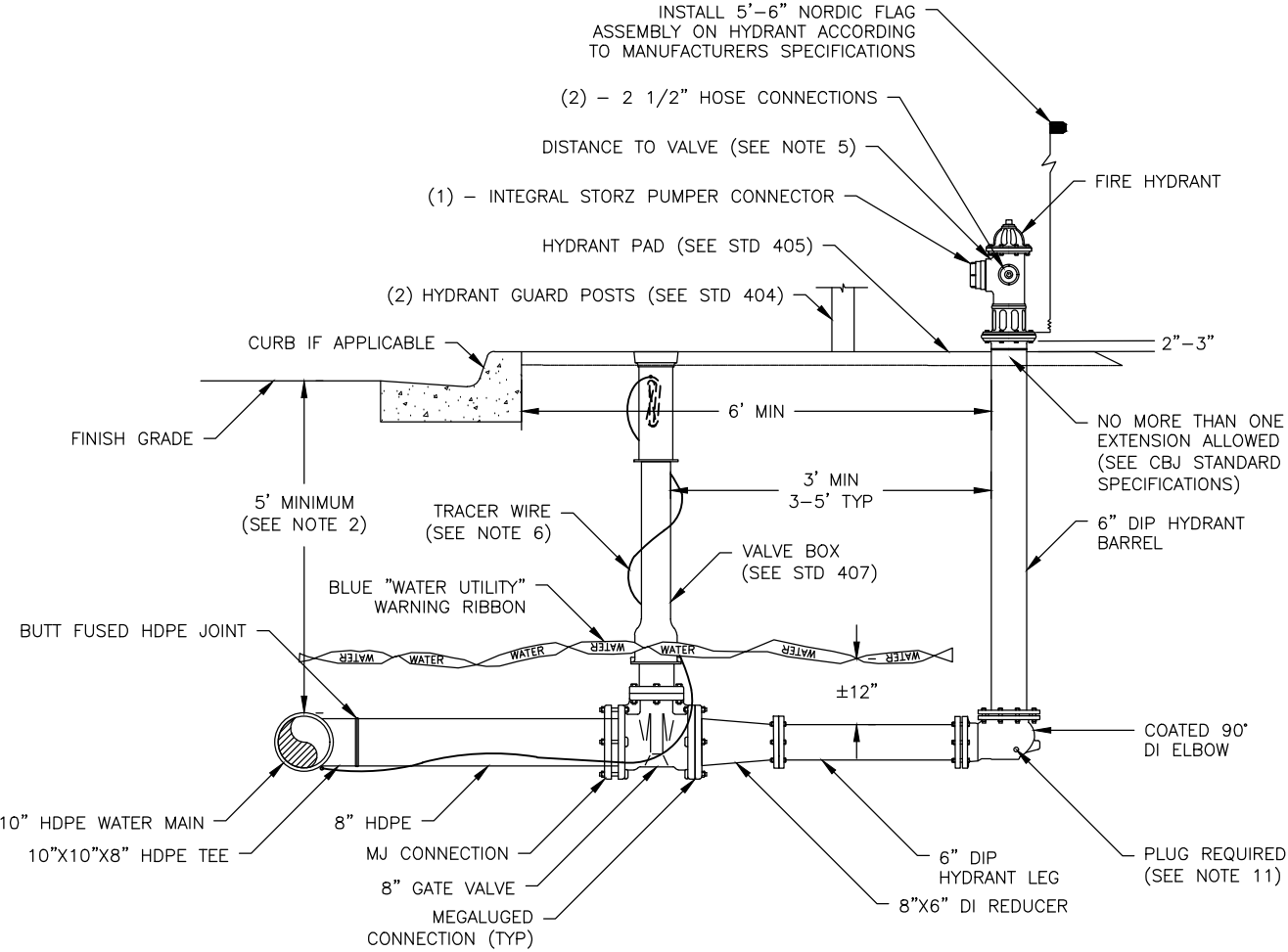
CALHOUN AVENUE
RECONSTRUCTION

BE21-117

**WATER LINE
CONNECTION
DETAILS**

SHEET NUMBER	
6	OF
22	

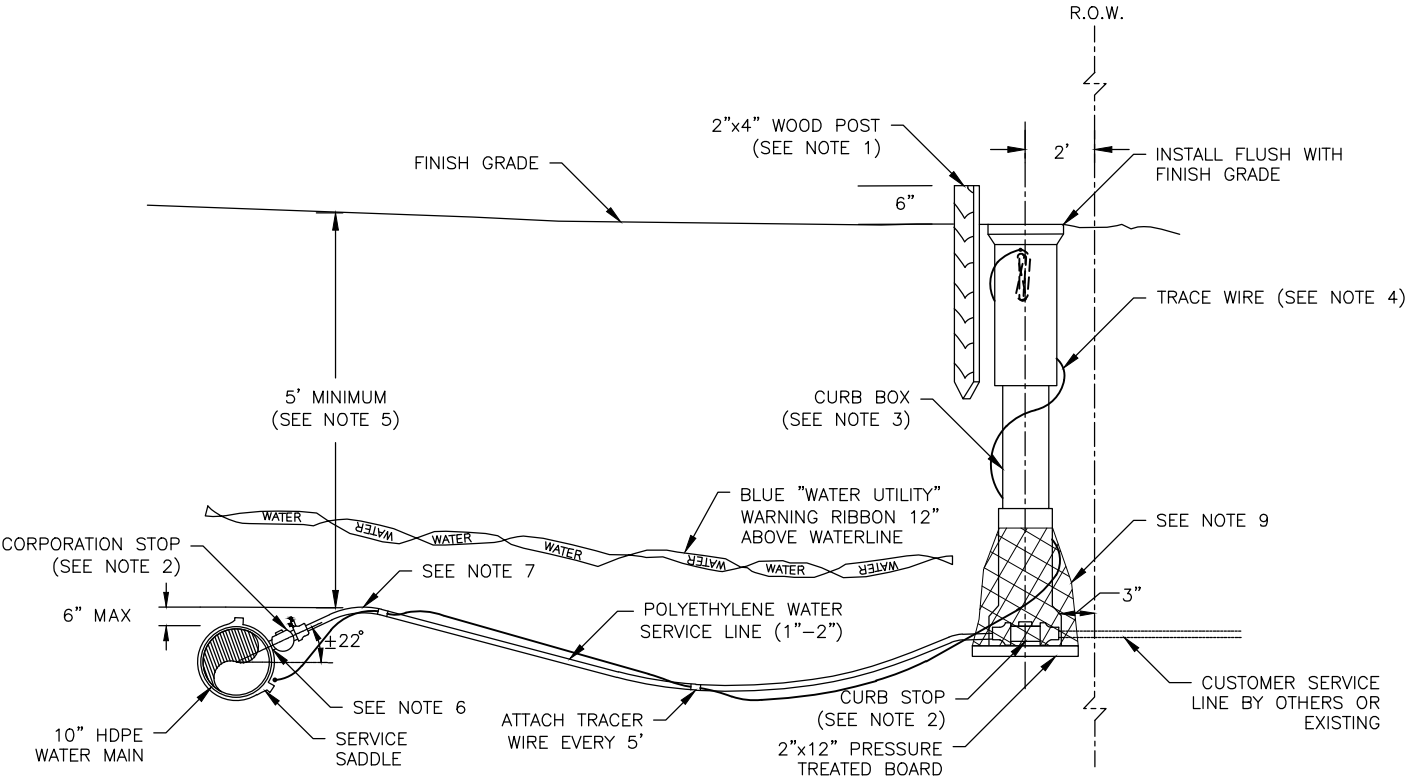




1 FIRE HYDRANT ASSEMBLY DETAIL
8 SCALE: NOT TO SCALE

DETAIL 1/8 NOTES:

- HYDRANT BARREL AND VALVE BOX SHALL BE PLUMB.
- GROUND COVER SHALL BE 5' MINIMUM. ADDITIONAL COVER (MORE THAN 5') MAY BE REQUIRED BY THE ENGINEER.
- ALL DI CONNECTIONS SHALL BE MEGALUGGED OR CONNECTED WITH LOCKING FIELD GASKETS. ALL HDPE CONNECTIONS SHALL BE BUTT FUSED, ELECTROFUSION COUPLERS ARE DISCOURAGED AND MAY ONLY BE ALLOWED WITH PRIOR, WRITTEN APPROVAL OF THE ENGINEER.
- BENDS BETWEEN THE HYDRANT AND THE MAIN SHALL NOT EXCEED 11 1/4" UNLESS APPROVED BY THE ENGINEER.
- ALL HYDRANTS SHALL BE PAINTED CATEPILLAR YELLOW, AND THE NUMBER OF FEET TO THE VALVE SHALL BE PRINTED IN BLACK 1/2" BLOCK LETTERS JUST BELOW THE TOP BONNET. PORT CAPS SHALL BE COLOR CODED PER NFPA STANDARD 291 AS DIRECTED BY THE CBJ WATER UTILITIES DEPARTMENT.
- TRACER WIRE SHALL BE NO.10 AWG HIGH-STRENGTH COPPER CLAD STEEL WITH BLUE HDPE INSULATION JACKET. MAIN LINE TRACER WIRE SHALL NOT BE SPLICED AND SHALL BE CONTINUOUS BETWEEN VALVE BOXES. SERVICE AND HYDRANT LEGS SHALL USE WATERPROOF DIRECT BURY SPLICE CONNECTION LUGS. TRACER WIRE SHALL BE CONNECTED TO THE BOTTOM QUADRANT OF THE HDPE WATER PIPE. EACH END OF TRACER WIRE SHALL BE TERMINATED AT A VALVE BOX, TRACER WIRE SHALL RUN OUTSIDE THE VALVE BOX AND BE INSERTED INTO THE VALVE BOX THROUGH A 3/4" DRILLED HOLE WITHIN 9"-12" OF THE TOP. 5' OF ADDITIONAL TRACER WIRE SHALL BE NEATLY COILED WITHIN THE VALVE BOX.
- INSTALL A PAVED HYDRANT PAD PER STANDARD 405 AND GUARD POSTS PER STANDARD 404.
- HYDRANT SHALL BE MUELLER CENTURION 200 OR 250 WITH INTEGRAL STORZ PUMPER CONNECTION OR APPROVED EQUAL. CLOW F2500 SERIES HYDRANTS ARE NO LONGER ACCEPTED BY CBJ.
- THIS STANDARD TO BE USED FOR ALL HYDRANTS AND BLOW-OFFS. ALTERNATE BLOW-OFF TYPE HYDRANTS ARE NO LONGER ACCEPTED BY CBJ.
- FIRE HYDRANT TO THE VALVE SHALL BE TESTED TO A MINIMUM OF 200 PSI FOR TWO (2) HOURS PER STANDARD SPECIFICATION SECTION 02601 ARTICLE 3.5 PARAGRAPH B 2.
- CBJ WATER UTILITIES DEPARTMENT SHALL DETERMINE FOR EACH HYDRANT INSTALLATION IF HYDRANT PLUGS SHALL BE REMOVED FOR SELF DRAINING. DO NOT BLOCK PLUG WITH THE THRUST BLOCK.



2 POLYETHYLENE WATER SERVICE DETAIL
8 SCALE: NOT TO SCALE

DETAIL 2/8 NOTES:

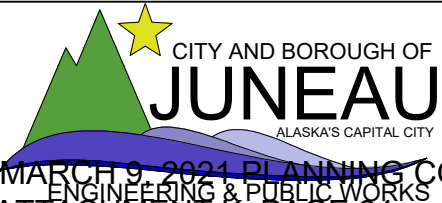
- AT CURB STOP MARK CURB BOX WITH BLUE 2"x4" WOOD POST OR MARK "W" ON CONCRETE CURB ABOVE THE SERVICE LINE OR CONNECT TO EXISTING LINE.
- USE MUELLER CORPORATION STOP NO. B25025, FORD CORPORATION STOP NO. FB700-4, OR APPROVED EQUAL. USE MEULLER CURB STOP NO. H15201, OR NO. H15204, FORD CURB STOP B22-444 OR APPROVED EQUAL.
- CURB BOX SHALL BE KEJRIWAL PACIFIC 145R 49"-62" LID, TOP, MIDDLE AND BOTTOM OR APPROVED EQUIVALENT.
- TRACER WIRE SHALL BE NO.10 AWG HIGH-STRENGTH COPPER CLAD STEEL WITH BLUE HDPE INSULATION JACKET. MAIN LINE TRACER WIRE SHALL NOT BE SPLICED AND SHALL BE CONTINUOUS BETWEEN VALVE BOXES. SERVICES SHALL USE WATERPROOF DIRECT BURY SPLICE CONNECTION LUGS. TRACER WIRE SHALL BE CONNECTED TO THE BOTTOM QUADRANT OF THE HDPE WATER PIPE. EACH END OF TRACER WIRE SHALL BE TERMINATED AT A VALVE BOX, TRACER WIRE SHALL RUN OUTSIDE THE VALVE BOX AND BE INSERTED INTO THE VALVE BOX THROUGH A 3/4" DRILLED HOLE WITHIN 9"-12" OF THE TOP. 5' OF ADDITIONAL TRACER WIRE SHALL BE NEATLY COILED WITHIN THE VALVE BOX.
- ALL SERVICES MUST HAVE A MINIMUM OF 5' OF COVER BELOW EXISTING CULVERTS AND DITCHES. ADDITIONAL DEPTH MAY BE REQUIRED BY THE ENGINEER. INSULATE SERVICE LINES PER CBJ STD 412 WHERE NEEDED.
- HOLE DRILLED IN THE MAIN FOR THE CORPORATION STOP SHALL BE THE SAME DIAMETER AS THE SERVICE PIPE.
- PROVIDE AN ADDITIONAL 12" OF SERVICE PIPE BEYOND STRAIGHT LINE LENGTH REQUIRED. LOOP AS SHOWN AT THE CORP STOP. MAINTAIN 5' MINIMUM BURIAL AT HIGH POINT OF SERVICE LINE.
- MAINTAIN A MINIMUM OF 18" OF SEPARATION BETWEEN VALVE BOXES, AND BETWEEN VALVE BOXES AND OTHER STRUCTURES.
- WRAP BOTTOM OF CURB BOX WITH FABRIC OR PLASTIC PRIOR TO BACKFILLING TO KEEP MATERIAL FROM INFILTRATING THE BOX.
- SERVICE BOXES SHALL BE LOCATED 2 FEET INSIDE OF THE RIGHT-OF-WAY LINE.
- CONTRACTOR TO SUPPLY ALL NECESSARY PARTS AND FITTINGS TO CONNECT THE PROPOSED 1"-2" WATER SERVICES TO THE EXISTING WATER SERVICES AFTER THE CURB STOP.

PRELIMINARY
PLANS

RECORD OF REVISIONS			
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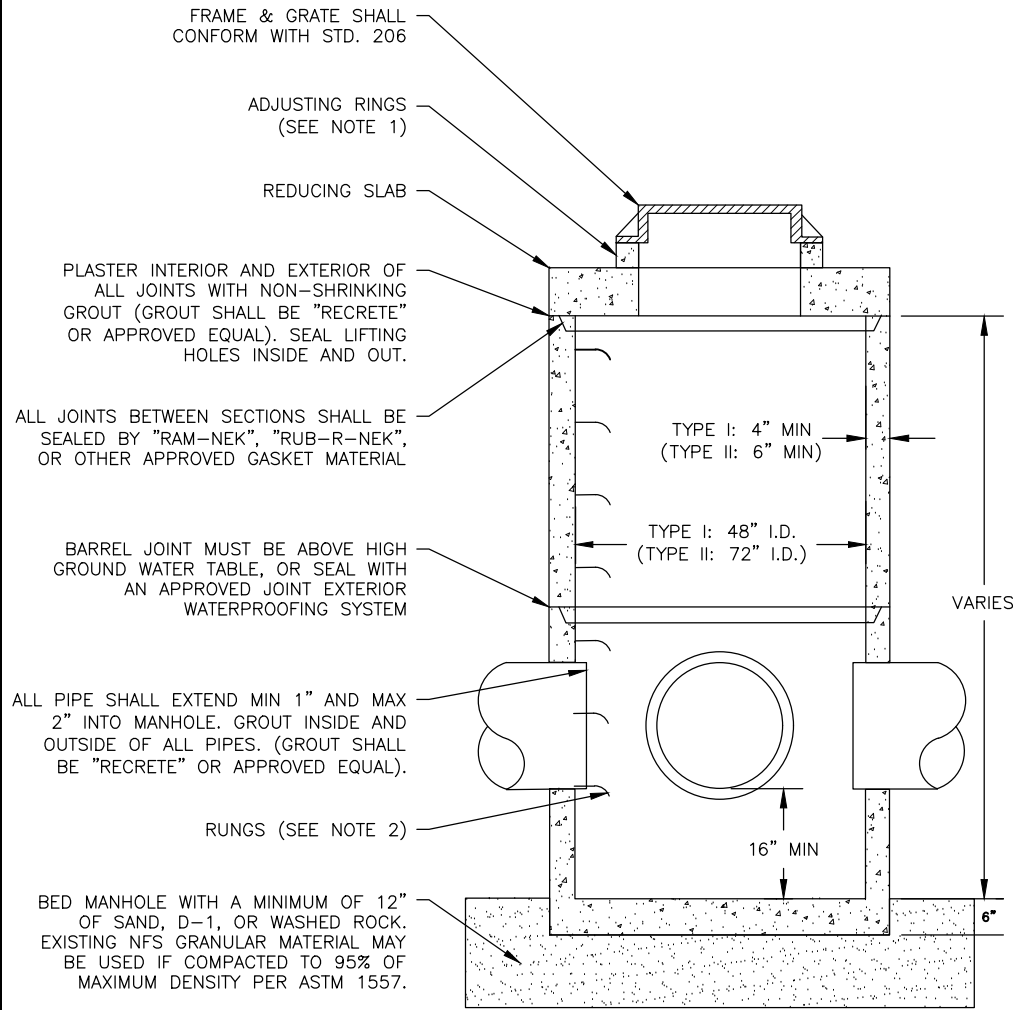
DRAWN BY: E. ROEMELING
DESIGNED BY: E. ROEMELING
CHECKED BY: L. CHAMBERS
1945 ALEX HOLDEN WAY #101
JUNEAU, AK 99801
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CALHOUN AVENUE
RECONSTRUCTION

WATER LINE DETAILS

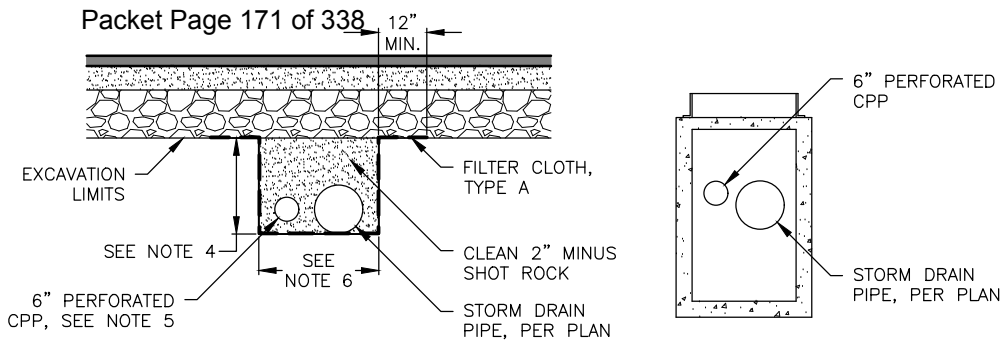
SHEET NUMBER	
8	OF
22	



1
9 CONCENTRIC STORM DRAIN MANHOLE WITH REDUCING SLAB – TYPES I & II
SCALE: NOT TO SCALE

DETAIL 1/9 NOTES:

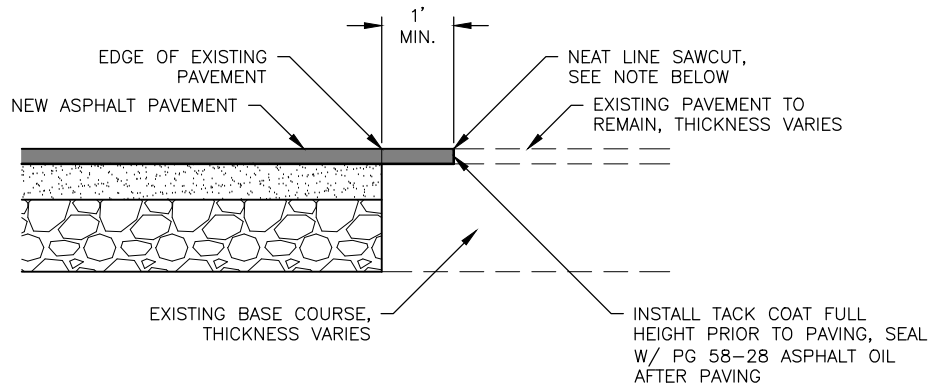
1. THE AREA BETWEEN THE TOP OF THE CATCH BASIN AND THE FRAME SHALL BE FILLED WITH CONCRETE MEETING THE REQUIREMENTS OF CBJ SPECIFICATION 03302-CONCRETE STRUCTURES. NO BRICKS, WOOD, STONES, ADJUSTING RINGS, OR OTHER GRADE ADJUSTMENT DEVICES SHALL BE USED. TEMPORARY FORM WORK SHALL BE CONSTRUCTED TO PROVIDE A SMOOTH INSIDE EXPOSED SURFACE FREE OF VOIDS AND PROJECTIONS. THE CONSTRUCTED FRAME SUPPORT MUST MATCH THE INTERIOR OF THE FRAME INSTALLED AS APPROVED BY THE ENGINEER.
2. RUNGS TO BE PLACED 12" O.C. ON UNOBSTRUCTED SIDE OF MANHOLE. LAST RUNG SHALL BE 18" MAX FROM BOTTOM OF MANHOLE, AND TOP RUNG SHALL BE 6" MAXIMUM FROM TOP OF CONE. IF UNOBSTRUCTED SIDE NOT AVAILABLE, LAST RUNG SHALL BE PLACED 6" OVER SMALLEST PIPE. REFER TO A.S.T.M. C-478 FOR DESIGN REQUIREMENTS AND C-478-69 FOR MINIMUM STEEL FOR BARREL. BARREL SHALL BE IMBEDDED IN BASE SO THAT FIRST BARREL SECTION IS CONNECTED WITH BASE.
3. FOR TYPE I MANHOLE, PRIMARY LEADS SHALL NOT EXCEED 30" C.M.P. OR 27" R.C.P. WITH INCLUDED ANGLE BETWEEN LEADS NO LESS THAN 135°. OR PRIMARY LEAD NOT TO EXCEED 24" C.M.P. OR 21" R.C.P. WITH INCLUDED ANGLE LESS THAN 135°.
4. FOR TYPE II MANHOLE, PRIMARY LEADS SHALL NOT EXCEED TWO 42" C.M.P. OR 36" R.C.P. WITH INCLUDED ANGLE BETWEEN LEADS NE LESS THAN 135° OR PRIMARY LEADS NOT TO EXCEED TWO 36" C.M.P. OR R.C.P. WITH INCLUDED ANGLE BETWEEN LEADS LESS THAN 135°.



2
9 6-INCH CPP UNDERDRAIN
SCALE: NOT TO SCALE

DETAIL 2/9 NOTES:

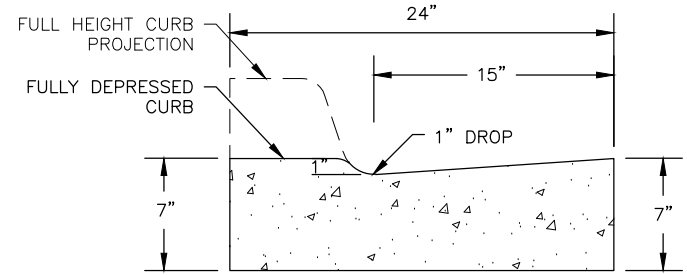
1. OUTFALL CONNECTIONS WILL BE INTO CATCH BASINS.
2. BOTH ENDS OF PIPES SHALL BE CONNECTED IN STORM DRAIN STRUCTURES OR CAPPED, SEE PLANS. FILTER CLOTH SHALL BE FOLDED AND OVERLAPPED TO SEAL END OF DRAIN ROCK SECTION.
3. PROVIDE KNOCK OUTS IN STORM DRAIN STRUCTURES LARGE ENOUGH TO ACCOMMODATE BOTH UNDERDRAIN AND STORM DRAIN PIPE.
4. DEPTH VARIES SEE PLAN OR PROFILE SHEETS.
5. MINIMUM PIPE SLOPE SHALL BE 1.00%.
6. TRENCH WIDTH SHALL BE 3'-2" WIDE AT 18" STORM PIPE CROSSINGS AND 1'-6" WIDE WHEN NO STORM DRAIN PIPE IS PRESENT.



3
9 PAVEMENT MATCH JOINT
SCALE: NOT TO SCALE

DETAIL 3/9 NOTES:

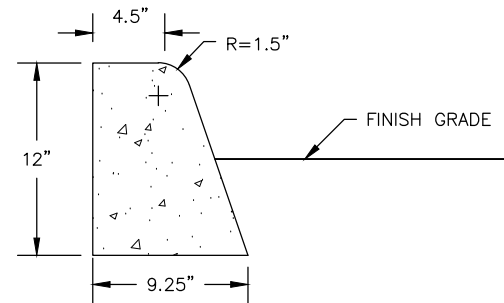
1. FINAL SAWCUT OF EXISTING ASPHALT SHALL NOT BE MADE UNTIL 24 HOURS PRIOR TO PAVING.



4
9 DRIVEWAY CURB & GUTTER CUT DETAIL
SCALE: NOT TO SCALE

DETAIL 4/9 NOTES:

1. DRIVEWAY CURB CUT DETAIL SHALL BE USED ONLY IN DRIVEWAYS WHERE SPECIFIED ON THE PLANS. SEE CBJ STANDARD DETAIL 105 FOR ADDITIONAL CURB CUT INFORMATION.
2. SEE CBJ DETAIL 111A FOR FULL HEIGHT TYPE I CURB & GUTTER.
3. USE A SMOOTH TRANSITION BETWEEN FULL HEIGHT CURB AND FULLY DEPRESSED CURB.

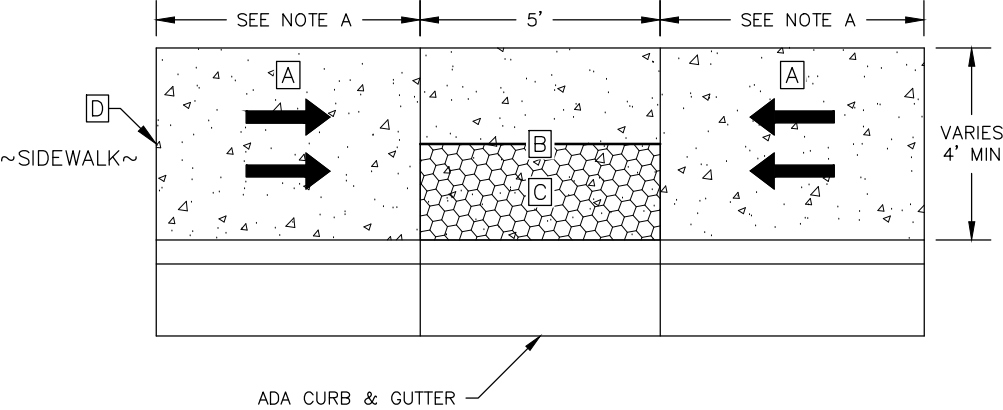


5
9 CONCRETE CURB NO GUTTER DETAIL
SCALE: NOT TO SCALE

DETAIL 5/9 NOTES:

1. CURB – NO GUTTER DETAIL SHALL BE USED ONLY IN DRIVEWAYS WHERE SPECIFIED ON THE PLANS.
2. SEE CBJ DETAIL 111A FOR ADDITIONAL CONCRETE INFORMATION REGARDING REINFORCEMENT, CURING, JOINTS, FINISHING, ETC.

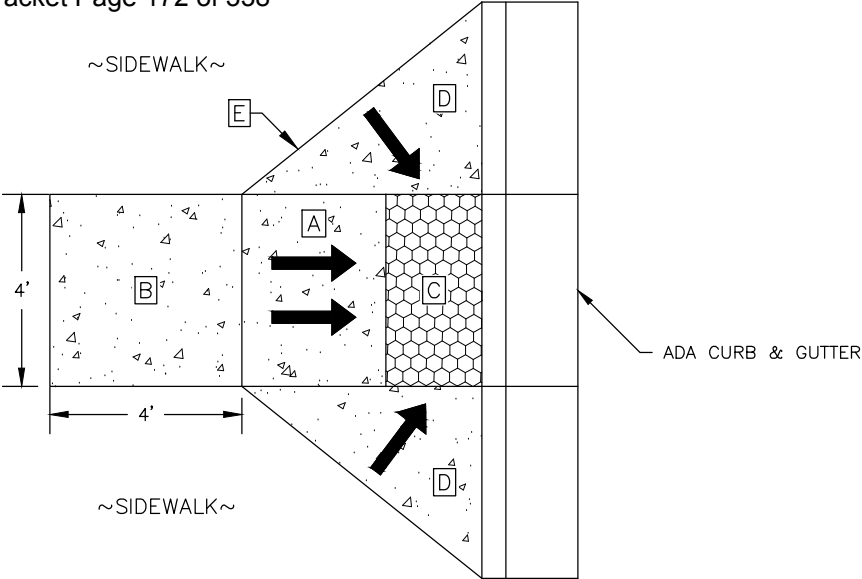
PRELIMINARY PLANS	RECORD OF REVISIONS				 CERTIFICATE OF AUTHORIZATION #100662	DRAWN BY: E. ROEMELING DESIGNED BY: E. ROEMELING CHECKED BY: L. CHAMBERS 1945 ALEX HOLDEN WAY #101 JUNEAU, AK 99801 CS2020-0011, MARCH 9, 2021 PLANNING COMMISSION www.proHNS.com	 CITY AND BOROUGH OF JUNEAU ALASKA'S CAPITAL CITY ENGINEERING & PUBLIC WORKS ATTACHMENT K, PAGE 25	CALHOUN AVENUE RECONSTRUCTION BE21-117	STORM AND STREET DETAILS	SHEET NUMBER
	No.	DATE	DESCRIPTION	BY						
										9 OF 22



1
10 ADA CURB RAMP DETAIL – TYPE I
SCALE: NOT TO SCALE

DETAIL 1/10 NOTES:

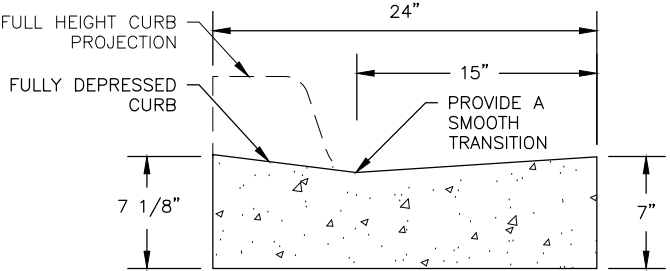
- A. CONSTRUCT RAMP SLOPES AT 7.70% NOMINAL GRADE, OR FLATTER. RAMP SLOPES MAY BE INCREASED TO A MAXIMUM 8.33% WHEN SITE CONDITIONS WARRANT IT. 1.50% CROSS SLOPE (MAXIMUM 2.0%).
- B. LANDING AREA – 4'x4' MIN DIMENSIONS AND 1.50% SLOPE IN ALL DIRECTIONS (MAXIMUM 2.0%). GRADE TO DRAIN TOWARD GUTTER FLOW LINE.
- C. 2'x5' DETECTABLE WARNING TILE.
- D. ALL CONCRETE SHALL BE 4" IN DEPTH.



2
10 ADA CURB RAMP DETAIL – TYPE II
SCALE: NOT TO SCALE

DETAIL 2/10 NOTES:

- A. CONSTRUCT RAMP SLOPES AT 7.70% NOMINAL GRADE, OR FLATTER. RAMP SLOPES MAY BE INCREASED TO A MAXIMUM 8.33% WHEN SITE CONDITIONS WARRANT IT. 1.50% CROSS SLOPE (MAXIMUM 2.0%).
- B. LANDING AREA – 4'x4' MIN DIMENSIONS AND 1.50% SLOPE IN ALL DIRECTIONS (MAXIMUM 2.0%). GRADE TO DRAIN TOWARD GUTTER FLOW LINE.
- C. 2'x4' DETECTABLE WARNING TILE.
- D. 8.00% TO 10.00% WALKABLE FLARE.
- E. ALL CONCRETE SHALL BE 4" IN DEPTH.



3
10 ADA CURB & GUTTER DETAIL
SCALE: NOT TO SCALE

DETAIL 3/10 NOTES:

- 1. ADA CURB & GUTTER DETAIL SHALL BE USED ONLY WHERE SPECIFIED ON THE PLANS. SEE CBJ STANDARD DETAIL 106 FOR ADDITIONAL INFORMATION.
- 2. SEE CBJ DETAIL 111A FOR FULL HEIGHT TYPE I CURB & GUTTER.
- 3. USE A SMOOTH TRANSITION BETWEEN FULL HEIGHT CURB AND FULLY DEPRESSED CURB.

PRELIMINARY
PLANS

RECORD OF REVISIONS			
No.	DATE	DESCRIPTION	BY



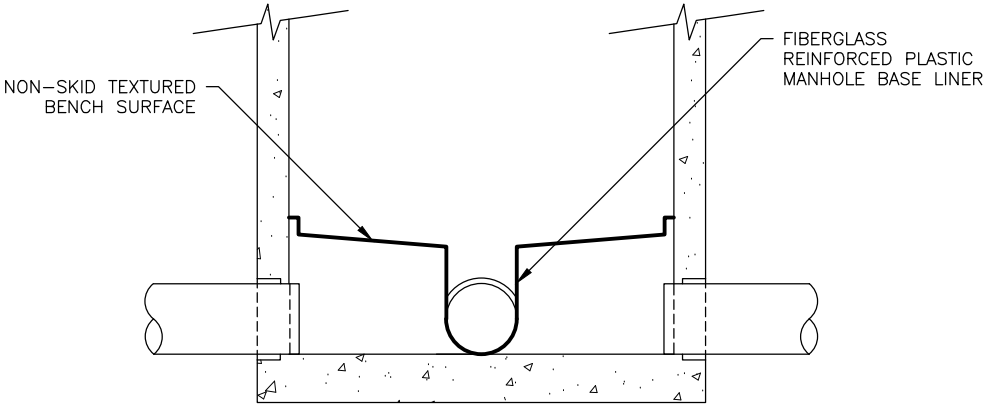
DRAWN BY: E. ROEMELING
DESIGNED BY: E. ROEMELING
CHECKED BY: L. CHAMBERS
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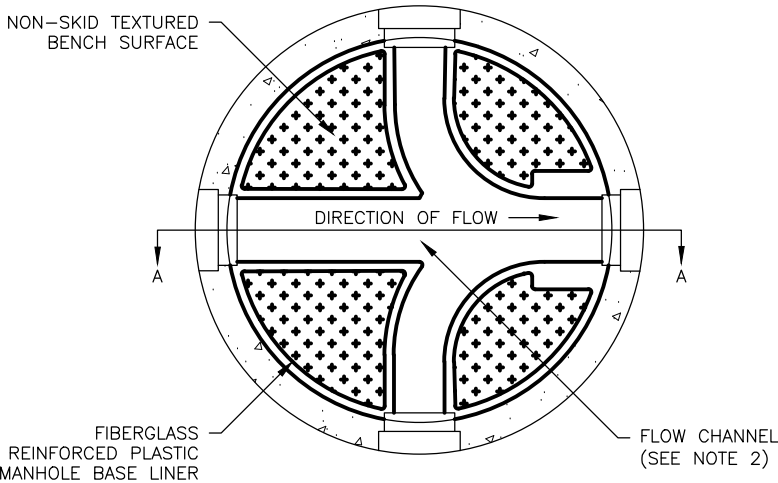
CALHOUN AVENUE
RECONSTRUCTION

ADA RAMP DETAILS

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SECTION A-A



PLAN

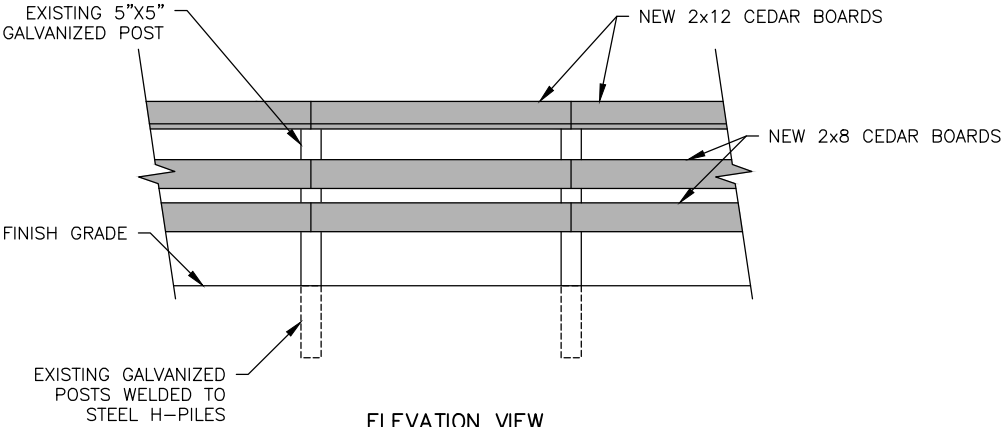
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11

PRECAST MANHOLE WITH FIBERGLASS REINFORCED PLASTIC BASE LINER DETAIL

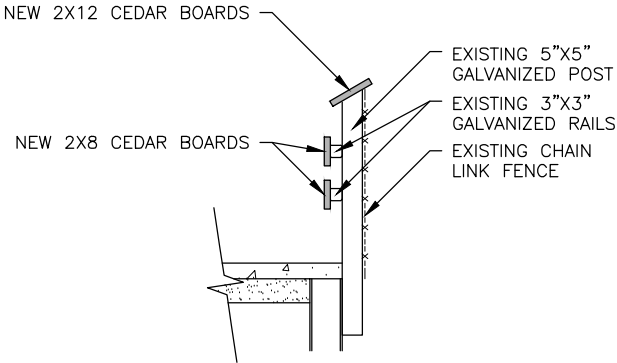
SCALE: NOT TO SCALE

DETAIL 1/11 NOTES:

1. THE MANHOLE BASE LINER SHALL BE FIBERGLASS REINFORCED PLASTIC (FRP) OR APPROVED EQUAL.
2. FRP BASE LINER SHALL HAVE A MINIMUM DROP OF 0.1' BETWEEN INLET AND OUTLET PIPES.
3. FRP BASE LINER SHALL BE PRE MANUFACTURED TO MATCH THE PIPE SIZES, ANGLES, SLOPES AND INVERTS AS SHOWN IN THE DESIGN DRAWINGS.
4. WHERE EXISTING PIPES ARE TO BE TIED INTO NEW MANHOLE WITH A FRP BASE LINER, CONTRACTOR SHALL FIELD CONFIRM REQUIRED PIPE ANGLES, SLOPES AND INVERTS PRIOR TO ORDERING THE FRP MANHOLE BASE LINER.
5. NOTES AND REQUIREMENTS IN CBJ DETAIL 203 FOR STANDARD SANITARY SEWER MANHOLE TYPE I & II APPLY TO THIS DETAIL.



ELEVATION VIEW



SECTION VIEW

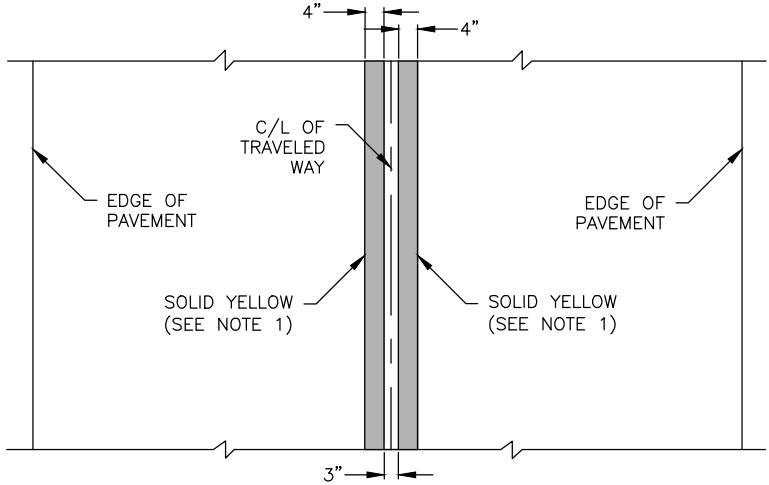
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11

HAND RAIL REHABILITATION DETAIL

SCALE: NOT TO SCALE

DETAIL 2/11 NOTES:

1. ALL EXISTING WOOD MEMBERS TO BE REMOVED AND DISPOSED OF.
2. CHAIN LINK FENCE TO REMAIN, NOT SHOWN IN ELEVATION VIEW FOR CLARITY. REMOVE AND REINSTALL AS NECESSARY TO REHABILITATE HAND RAIL.
3. ALL EXISTING GALVANIZED POSTS AND RAILS TO REMAIN. CONTRACTOR TO CLEAN EXISTING METAL SURFACES. ANY DAMAGE OR VISIBLE CORROSION TO BE WIRE BRUSHED TO REMOVE RUST AND PAINTED WITH COLD GALVANIZING COMPOUND.
4. ALL EXISTING WOOD BOARD FASTENERS AND HARDWARE TO BE REMOVED AND REPLACED. NEW FASTENERS AND HARDWARE TO BE GALVANIZED OR STAINLESS STEEL AND MATCH EXISTING SIZE, MATERIAL AND SPACING OF ORIGINAL HARDWARE.
5. 1/2" ROUTERED RADIUS ON ALL EXPOSED TIMBER EDGES REQUIRED.



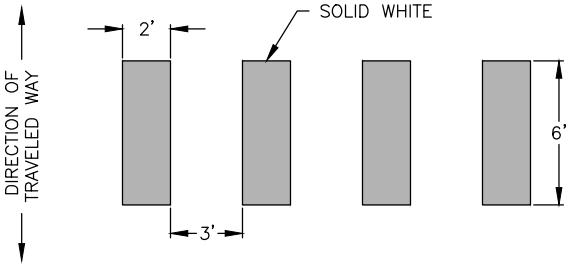
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11

CENTERLINE PAVEMENT MARKING DETAIL

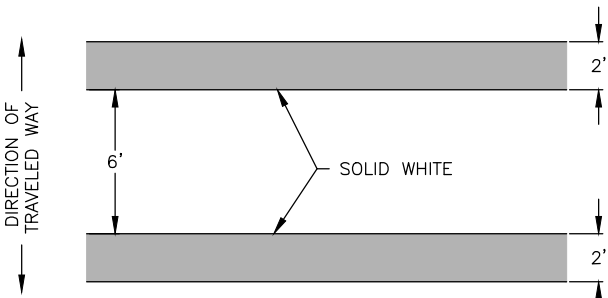
SCALE: NOT TO SCALE

DETAIL 3/11 NOTES:

1. DISCONTINUE CENTERLINE PAVEMENT MARKINGS AT INTERSECTIONS, AS SHOWN IN THE GRADING PLANS.



CONTINENTAL CROSSWALK



STANDARD CROSSWALK

4
11

CROSSWALK MARKING DETAIL

SCALE: NOT TO SCALE

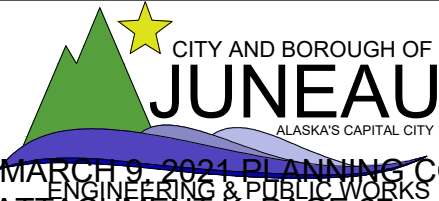
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DRAWN BY:	E. ROEMELING
DESIGNED BY:	E. ROEMELING
CHECKED BY:	L. CHAMBERS

1945 ALEX HOLDEN WAY #101
JUNEAU, AK 99801
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CALHOUN AVENUE
RECONSTRUCTION

CONSTRUCTION
DETAILS

SHEET NUMBER	
11	OF
22	

WATER SERVICE SUMMARY

SERVICE TO	STATION & OFFSET	SIZE/TYPE	REMARKS
924 & 928 CALHOUN AVENUE	14+23.25, 13.49 RT	2" POLY	SEE NOTE 1
925 CALHOUN AVENUE	14+54.02, 14.47 LT	1" POLY	SEE NOTE 1
914 CALHOUN AVENUE	14+96.01, 13.71 RT	2" POLY	SEE NOTE 1
904 CALHOUN AVENUE	15+26.12, 14.02 RT	1" POLY	SEE NOTE 1
911 CALHOUN AVENUE	15+41.41, 12.97 LT	1" POLY	SEE NOTES 1 & 2
911 CALHOUN AVENUE	15+43.41, 12.91 LT	1" POLY	FOR FUTURE CONNECTION
212 WEST 9TH STREET	15+68.49, 63.54 RT	1" POLY	SEE NOTE 1
835 CALHOUN AVENUE	15+80.23, 14.98 LT	1" POLY	SEE NOTE 1
836 CALHOUN AVENUE	15+84.81, 48.25 RT	1" POLY	SEE NOTES 1 & 2
826 CALHOUN AVENUE	16+55.58, 12.49 RT	1" POLY	SEE NOTE 1
825 CALHOUN AVENUE	16+75.12, 8.48 LT	1" POLY	SEE NOTE 1
214 WEST 8TH STREET	16+86.89, 7.31 LT	1" POLY	SEE NOTE 1

NOTES:
1. INSTALL NEW WATER SERVICE AND CURB BOX PER DETAIL 2 SHEET 8, CONNECT TO EXISTING WATER SERVICE. STATION AND OFFSET ARE GIVEN TO THE CENTER OF VALVE BOX. REMOVE AND DISPOSE OF EXISTING CURB BOX AND CURB STOP IF EXISTING.
2. THIS WATER SERVICE BOX WAS NOT FIELD LOCATED. CONTRACTOR SHALL DETERMINE THE LOCATION OF THE EXISTING WATER SERVICE, PRIOR TO INSTALLING NEW WATER SERVICE.

SEWER SERVICE SUMMARY

SERVICE TO	STATION & OFFSET	SIZE/TYPE	REMARKS
925 CALHOUN AVENUE	14+45.05, 14.58 LT	6" PVC	SEE NOTE 1
911 CALHOUN AVENUE	15+58.03, 13.18 LT	6" PVC	SEE NOTE 1
911 CALHOUN AVENUE	15.58.68, 21.80 LT	6" PVC	FOR FUTURE CONNECTION
835 CALHOUN AVENUE	15+84.64, 21.02 LT	6" PVC	SEE NOTES 1 & 2
825 CALHOUN AVENUE	16+91.31, 6.87 LT	6" PVC	SEE NOTES 1 & 2
816 DIXON STREET	17+17.14, 10.48 LT	6" PVC	SEE NOTES 1 & 2

NOTES:
1. INSTALL NEW SEWER SERVICE AND CLEANOUT CBI STANDARD DETAIL 213, CONNECT TO EXISTING SEWER SERVICE. STATION AND OFFSET ARE GIVEN TO THE CENTER OF CLEANOUT.
2. THIS SEWER SERVICE WAS NOT FIELD LOCATED. CONTRACTOR SHALL DETERMINE THE LOCATION OF THE EXISTING SEWER SERVICE, PRIOR TO INSTALLING NEW SEWER SERVICE.

SIGN ASSEMBLY SUMMARY

SIGN NO.	STATION & OFFSET	MUTCD DESIGNATION	LEGEND & REMARKS
1	10+62.13, 25.01 LT	R1-1	"STOP" (30"X30")
2	10+97.85, 27.99 RT	R1-1	"STOP" (30"X30")
3	10+51.09, 14.00 LT	W11-2	PEDESTRIAN
4	13+22.37, 20.93 LT	R1-1	"STOP" (30"X30")
5	13+42.37, 17.98 RT	R7-1D W11-2	"NO PARKING ANY TIME" (12"X18") DOUBLE ARROW PEDESTRIAN
6	13+82.87, 21.77 LT	R7-1D	"NO PARKING ANY TIME" (12"X18") DOUBLE ARROW
7	14+61.45, 15.57 LT	W11-2	PEDESTRIAN
8	15+39.18, 13.23 LT	R7-1D	"NO PARKING ANY TIME" (12"X18") DOUBLE ARROW
9	15+45.09, 15.39 RT	R7-1D	"NO PARKING ANY TIME" (12"X18") DOUBLE ARROW
10	16+30.82, 15.00 RT	W11-2	PEDESTRIAN
11	19+23.63, 18.73 LT	W11-2	PEDESTRIAN

STORM DRAIN PIPE REMOVAL SUMMARY

SIZE	PIPE TYPE	INLET STATION & OFFSET	OUTLET STATION & OFFSET	APPROXIMATE LINEAR FOOTAGE
18"	CPP	11+07.64, 18.90 LT	10+13.42, 22.82 LT	96
18"	CPP	12+26.56, 11.41 LT	11+07.64, 18.90 LT	125
12"	CPP	11+16.36, 15.28 RT	11+15.05, 21.04 RT	6
18"	CPP	13+29.24, 21.03 LT	12+26.56, 11.41 LT	94
18"	CPP	13+24.14, 25.83 LT	13+29.24, 21.03 LT	6
12"	CPP	13+78.77, 17.03 LT	13+29.24, 21.03 LT	49
8"	AC	12+56.22, 9.36 LT	15+66.96, 8.99 LT	11
8"	AC	15+58.21, 11.09 RT	15+67.72, 12.40 RT	10
8"	CPP	17+87.28, 15.59 RT	18+07.88, 21.75 RT	24
12"	CPP	18+11.58, 10.61 LT	18+07.53, 25.88 RT	37
12"	CPP	20+14.98, 13.88 LT	20+24.79, 14.10 RT	30

STORM DRAIN STRUCTURE FRAME & GRATE SUMMARY

STRUCTURE NO.	EAST JORDAN, OLYMPIC FOUNDRY CO., NEENAH FOUNDRY, CBI STANDARD NO., OR APPROVED EQUAL
S-1	EJ 7701, T2 HOOD & 7700 M3 GRATE
S-2	EJ 7701, T2 HOOD & 7700 M3 GRATE
S-3	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-4	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-5	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-6	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-7	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-8	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-9	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-10	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-11	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-12	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-13	CBI STD 306 (NON-SKID W/OUT LUGS)
S-14	EJ 7701, T2 HOOD & 7700 M2 GRATE
S-15	EJ 7701, T2 HOOD & 7700 M2 GRATE

NOTES:
1. CATCH BASIN TOP SLAB OPENINGS SHALL BE DIMENSIONED TO FIT THE FRAME DIMENSIONS. ALL GRATES SHALL BE HEAVY DUTY CONSTRUCTION & BICYCLE SAFE. ALL FRAMES & GRATES TO BE DUCTILE IRON.

SANITARY SEWER MANHOLE RECONSTRUCTION SUMMARY

MANHOLE NUMBER	STATION & OFFSET	LID ELEVATION	INVERT ELEVATION	STRUCTURE DEPTH	REMARKS
SS-EX-4	13+64.35, 10.30 LT	125.06	120.63	4.43	SEE NOTES 1 & 2

NOTES:
1. REMOVE EXISTING COVER AND FRAME AND REPLACE WITH NEW, SEE CBI STANDARD DETAIL 206A. INSTALL NEW COVER AND FRAME USING AN INFRA-RISER (RECYCLED RUBBER) GRADE RING.
2. EXISTING SANITARY SEWER MANHOLE SHALL BE WATERPROOFED AT EACH EXISTING JOINT WITH MIRADRI WATERPROOFING SYSTEM, OR APPROVED EQUAL.

STRUCTURE REMOVAL SUMMARY

STRUCTURE TYPE	STATION & OFFSET
CATCH BASIN	11+07.64, 18.90 LT
CATCH BASIN	11+16.36, 15.28 RT
CATCH BASIN	12+26.56, 11.41 LT
STORM DRAIN MAHMHOLE	13+29.24, 21.03 LT
CATCH BASIN	13+78.77, 17.03 LT
CATCH BASIN	15+56.22, 9.36 LT
CATCH BASIN	15+86.21, 11.09 RT
SANITARY SEWER MANHOLE	15+67.18, 0.35 RT
CATCH BASIN	17+87.21, 15.51 RT
SANITARY SEWER MANHOLE	18+04.66, 2.87 LT
CATCH BASIN	18+11.58, 10.63 LT
CATCH BASIN	20+17.98, 13.89 LT

FIRE HYDRANT SUMMARY

REMARKS	STATION & OFFSET
INSTALL NEW HYDRANT WITH GATE VALVE & BOLLARDS	11+15.57, 24.40 LT
INSTALL NEW HYDRANT WITH GATE VALVE & BOLLARDS	13+56.31, 27.09 LT

ANODES SUMMARY

INSTALLED ON	STATION & OFFSET
EX 12" DIP (HP) AT COPE PARK ROAD	10+76.63, 40.71 LT
EX 10" DIP (LP) AT CAPITOL AVENUE	10+88.62, 19.98 RT
NEW FIRE HYDRANT	11+14.50, 21.05 LT
EX 8" CIP (HP) AT GOLDBELT AVENUE	13+28.98, 32.33 LT
NEW FIRE HYDRANT	13+55.61, 23.58 LT



proHNS LLC
1945 ALEX HOLDEN WAY #101
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CS#20200011, BE21-117
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ATTACHMENT K, PAGE 26

CALHOUN AVENUE
RECONSTRUCTION

SUMMARY TABLES

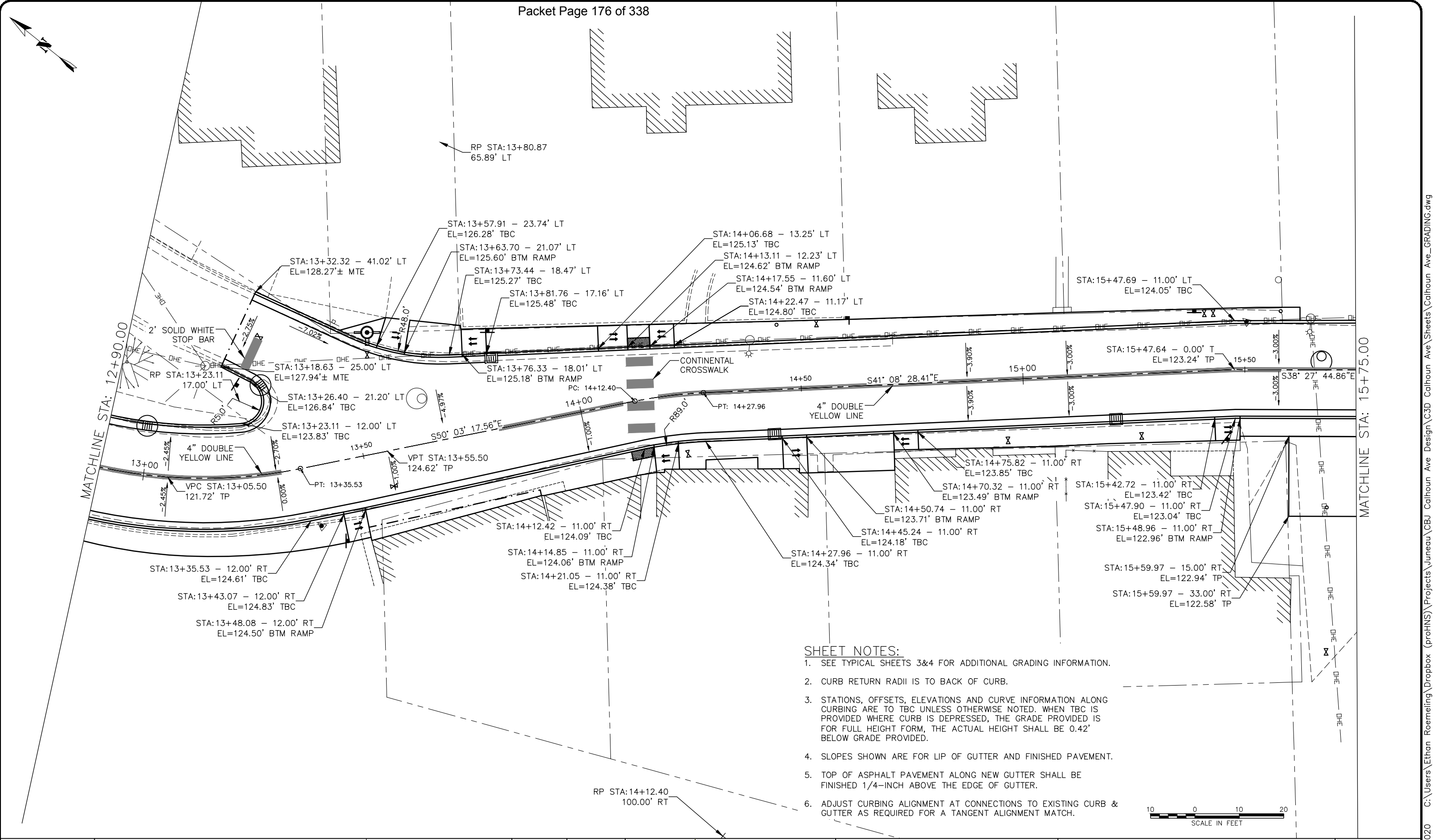


CITY AND BOROUGH OF
JUNEAU
ALASKA'S CAPITAL CITY

MARCH 9, 2021 PLANNING C
ENGINEERING & PUBLIC WORKS

GRADING - BOP TO
12+90

SHEET NUMBER
13
OF
22



- SHEET NOTES:**
1. SEE TYPICAL SHEETS 3&4 FOR ADDITIONAL GRADING INFORMATION.
 2. CURB RETURN RADII IS TO BACK OF CURB.
 3. STATIONS, OFFSETS, ELEVATIONS AND CURVE INFORMATION ALONG CURBING ARE TO TBC UNLESS OTHERWISE NOTED. WHEN TBC IS PROVIDED WHERE CURB IS DEPRESSED, THE GRADE PROVIDED IS FOR FULL HEIGHT FORM, THE ACTUAL HEIGHT SHALL BE 0.42' BELOW GRADE PROVIDED.
 4. SLOPES SHOWN ARE FOR LIP OF GUTTER AND FINISHED PAVEMENT.
 5. TOP OF ASPHALT PAVEMENT ALONG NEW GUTTER SHALL BE FINISHED 1/4-INCH ABOVE THE EDGE OF GUTTER.
 6. ADJUST CURBING ALIGNMENT AT CONNECTIONS TO EXISTING CURB & GUTTER AS REQUIRED FOR A TANGENT ALIGNMENT MATCH.



PRELIMINARY
PLANS

RECORD OF REVISIONS			
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CERTIFICATE OF AUTHORIZATION
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CALHOUN AVENUE
RECONSTRUCTION

BE21-117

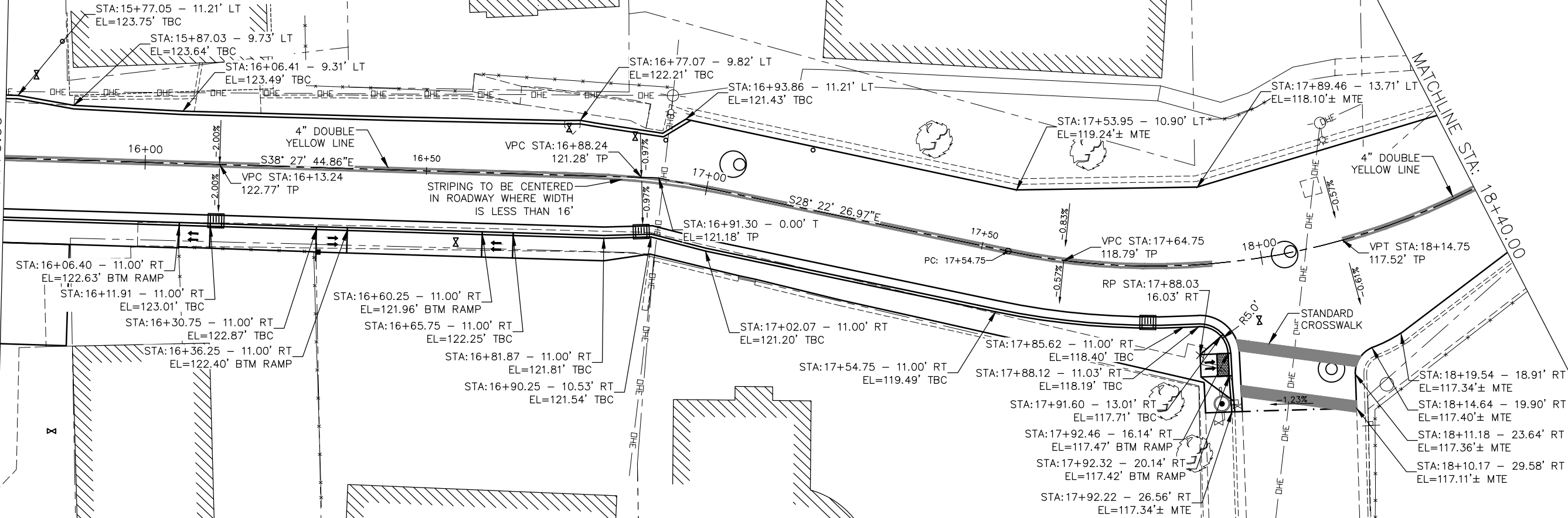
GRADING - 12+90 TO
15+75

SHEET NUMBER	
14	OF
22	

RP STA:17+47.64
125.00' LT

MATCHLINE STA: 15+75.00

MATCHLINE STA: 18+40.00



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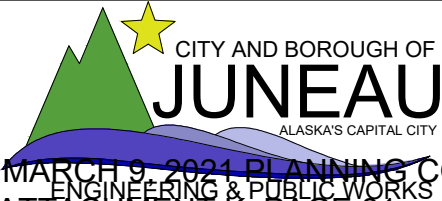


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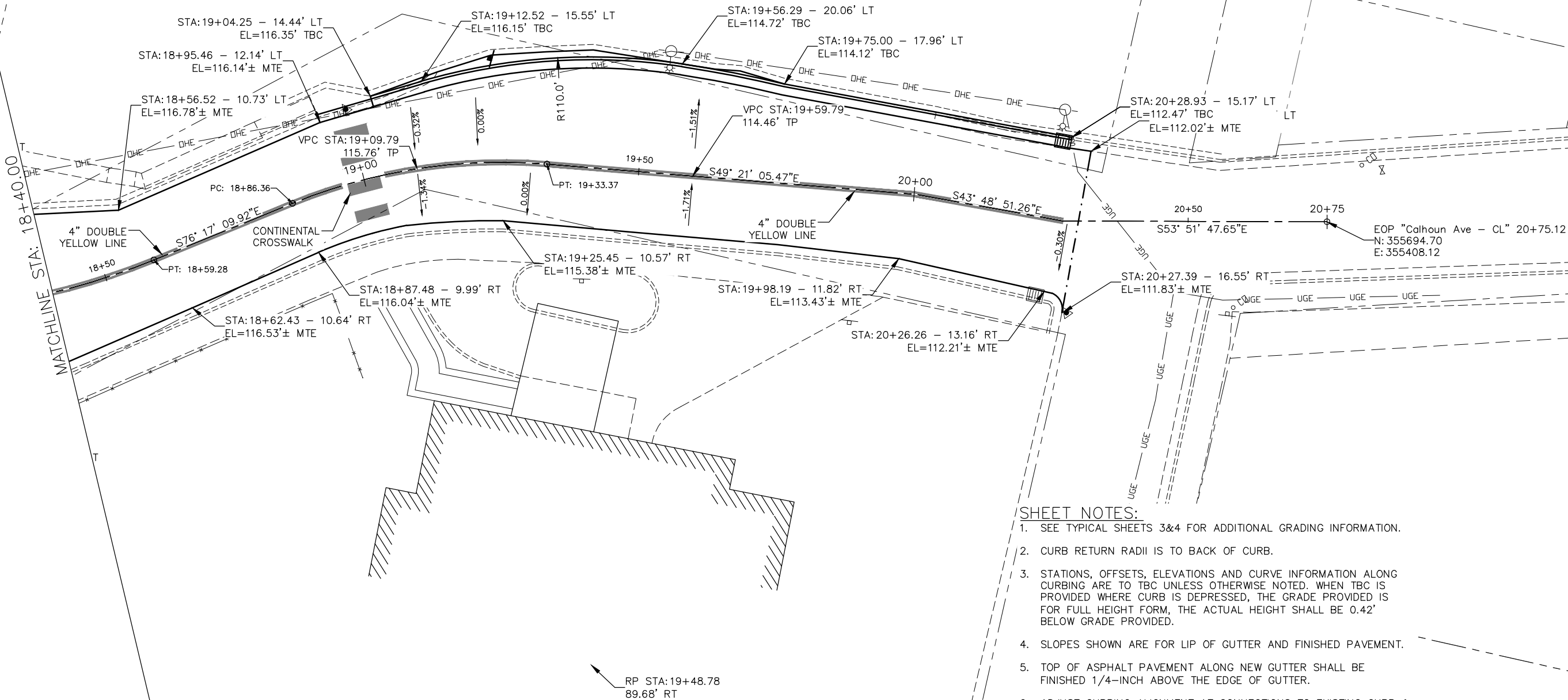
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CALHOUN AVENUE
RECONSTRUCTION

GRADING - 15+75 TO
18+40

SHEET NUMBER	
15	OF
22	



- SHEET NOTES:**
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PLANS

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**CITY AND BOROUGH OF
JUNEAU**
ALASKA'S CAPITAL CITY

ENGINEERING & PUBLIC WORKS

**CALHOUN AVENUE
RECONSTRUCTION**

**GRADING - 18+40 TO
20+75**

SHEET NUMBER	
16	OF
22	

SS-EX-1 (Q27)	
STA: 10+68.13	OFF: 111.14 LT
FRAME EL=	105.10
SP-EX-1	99.86
SP-EX-2	99.78

S-1 TYPE IV CB	
STA: 10+69.12	OFF: 23.21 LT
FRAME EL=	100.99
P-1	97.79
P-2	97.89

S-2 TYPE I SDMH	
STA: 11+10.61	OFF: 19.84 LT
FRAME EL=	101.48
P-2	98.26
P-3	98.36
6" EX PVC CONNECT	99.22

S-3 TYPE IV CB	
STA: 11+10.61	OFF: 19.84 LT
FRAME EL=	104.32
P-3	101.27
P-4	101.37
6" UD	101.37

S-EX-15 CB	
STA: 12+14.69	OFF: 55.47 LT
FRAME EL=	135.37
P-EX-7	131.47

SS-EX-3 (UNK1)	
STA: 12+29.84	OFF: 50.72 LT
FRAME EL=	133.36
SP-EX-4	128.26
SP-EX-5	128.26

S-EX-1 SDMH	
STA: 10+13.42	OFF: 22.82 LT
FRAME EL=	101.81
P-EX-1	97.31
P-1	97.51

REMOVE AND REPLACE EXISTING GUARD RAIL PER CBJ STD 110 WITH STEEL POST AND TYPE 2 END SECTION
STA 10+001.75, 18.11 LT
STA 10+33.90, 18.50 LT

PROTECT & MAINTAIN

WATER LINE CONNECTION
SEE DETAIL 1 SHEET 6

CONNECT TO EXISTING 8" PVC

WATER LINE CONNECTION
SEE DETAIL 2 SHEET 6

INSTALL FIRE HYDRANT ASSEMBLY
STA: 11+15.57
OFFSET: 24.40 LT

10"X10"X10" HDPE TEE
STA: 10+88.76
OFFSET: 8.00 RT

10"X10"X8" HDPE TEE
STA: 11+09.65
OFFSET: 8.00 RT

WATER LINE CONNECTION
SEE DETAIL 2 SHEET 6

CONNECT TO EXISTING 12" CPP

REHABILITATE EXISTING HANDRAIL
SEE DETAIL 2 SHEET 10

SHEET NOTES:

- PIPE LENGTHS ARE TO CENTER OF STRUCTURE. PIPE SLOPES ARE MEASURED TO ENDS OF PIPES.
- STORM DRAIN STRUCTURES STATION AND OFFSET ARE GIVEN TO THE CENTER OF THE STRUCTURE. LID ELEVATION IS GIVEN TO CENTER OF STRUCTURE. FRAME ELEVATION IS GIVEN TO THE TOP, FRONT OF FRAME.
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- HDPE PIPE DEFLECTIONS SHALL NOT EXCEED PIPE MANUFACTURERS RECOMMENDATIONS.
- THE CONTRACTOR CANNOT SHUT OFF WATER SUPPLY TO SERVICES FOR MORE THAN 4 HOURS AT ONE TIME.
- SEE STANDARD SPECIFICATIONS, ERRATAS AND SPECIAL PROVISION SECTION 02601 WATER PIPE FOR WATERLINE INSTALLATION FOR TESTING, DISINFECTION & INSTALLATION REQUIREMENTS.
- ALL STORM DRAIN CROSSINGS WITH WATERLINE SHALL BE PRESSURE TESTED.
- MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN PROPOSED WATER PIPE AND ALL STORM OR SANITARY SEWER PIPE CROSSINGS.

SS-EX-2 (Q25)	
STA: 10+77.74	OFF: 54.26 RT
FRAME EL=	99.72
SP-EX-2	94.72
SP-EX-3	94.52

S-EX-7 CB	
STA: 11+07.07	OFF: 48.07 RT
FRAME EL=	97.86
P-EX-9	95.25

S-15 TYPE III CB	
STA: 11+16.14	OFF: 15.53 RT
FRAME EL=	100.47
PE-EX-9 CONNECT	98.09
6" UD	98.19

STORM DRAIN PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
P-1	18"	55.703	CPP	0.50%
P-2	18"	43.991	CPP	0.85%
P-3	18"	55.142	CPP	5.28%
P-4	18"	66.402	CPP	11.28%
P-5	18"	65.772	CPP	12.92%

S-4 TYPE IV CB	
STA: 12+26.38	OFF: 11.00 LT
FRAME EL=	111.92
P-4	108.87
P-5	108.97
6" UD	108.97

SANITARY SEWER PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
SP-1	8"	60.29	PVC	3.05%



PRELIMINARY
PLANS

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CALHOUN AVENUE
RECONSTRUCTION

PLAN - BOP TO 12+90

SHEET NUMBER	
17	OF
22	

SS-EX-4		(T27C)
STA: 13+64.35		OFF: 10.30 LT
FRAME EL=		125.06
SP-EX-5		120.66
SP-2		120.63

KERRY CROCKER, FRANCES
& PERRY LEACH
925 CALHOUN AVE.

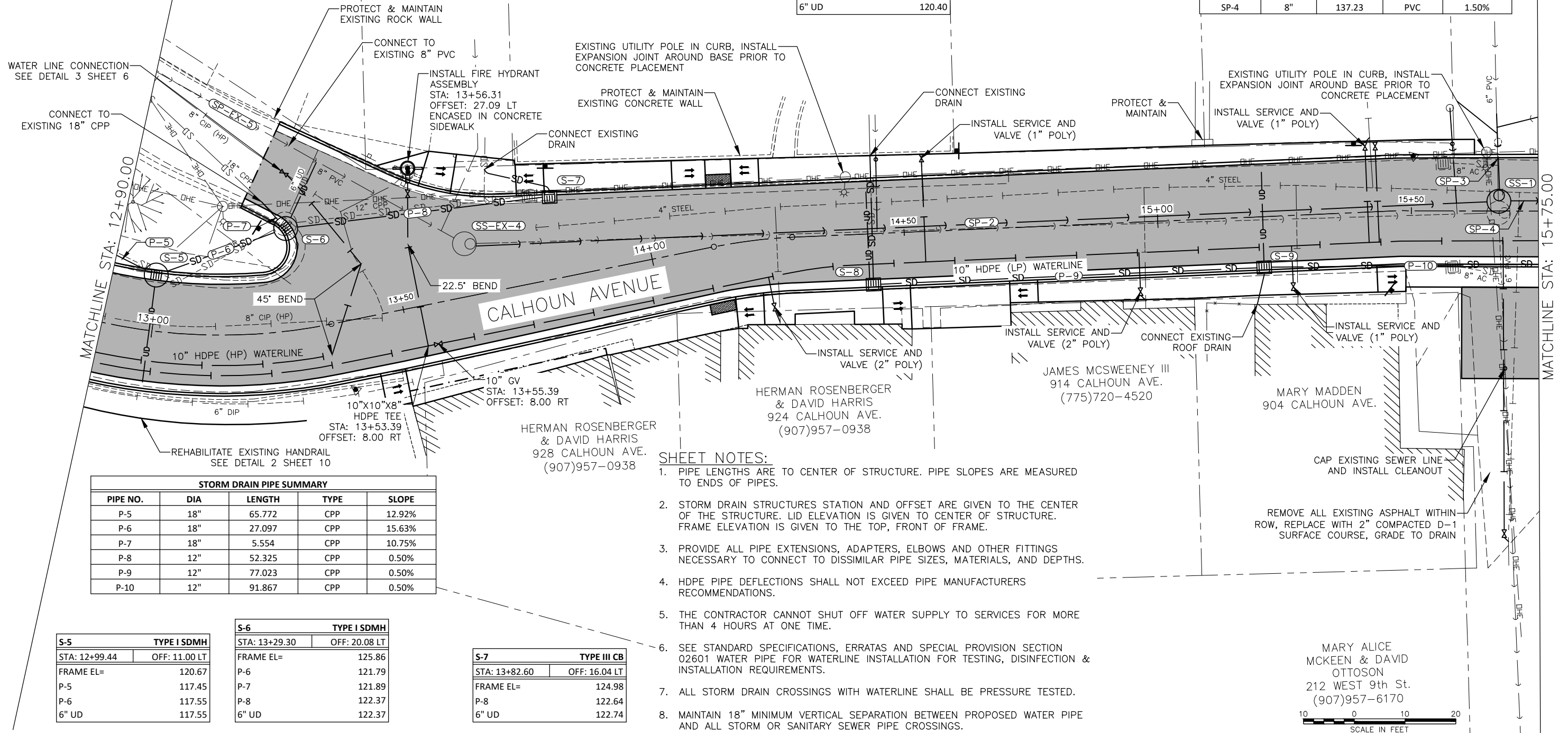
S-8		TYPE III CB	
STA: 14+43.52		OFF: 10.00 RT	
FRAME EL=		123.78	
P-9		120.30	
6" PVC		120.40	
6" UD		120.40	

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911 CALHOUN AVE.
(907)209-1174

S-9		TYPE III CB
STA: 15+20.54		OFF: 10.00 RT
FRAME EL=		123.16
P-9		119.92
P-10		119.82
6" PVC		119.92
6" UD		119.92

SS-1	TYPE I SSMH*
STA: 15+67.23	OFF: 1.92 LT
FRAME EL=	123.15
SP-2	118.59
SP-3	119.02
SP-4	118.49
*WITH FRP BASE LINER	

SANITARY SEWER PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
SP-2	8"	203.90	PVC	1.00%
SP-3	8"	17.22	PVC	0.50%
SP-4	8"	137.23	PVC	1.50%



- ## SHEET NOTES:
1. PIPE LENGTHS ARE TO CENTER OF STRUCTURE. PIPE SLOPES ARE MEASURED TO ENDS OF PIPES.
 2. STORM DRAIN STRUCTURES STATION AND OFFSET ARE GIVEN TO THE CENTER OF THE STRUCTURE. LID ELEVATION IS GIVEN TO CENTER OF STRUCTURE. FRAME ELEVATION IS GIVEN TO THE TOP, FRONT OF FRAME.
 3. PROVIDE ALL PIPE EXTENSIONS, ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS, AND DEPTHS.
 4. HDPE PIPE DEFLECTIONS SHALL NOT EXCEED PIPE MANUFACTURERS RECOMMENDATIONS.
 5. THE CONTRACTOR CANNOT SHUT OFF WATER SUPPLY TO SERVICES FOR MORE THAN 4 HOURS AT ONE TIME.
 6. SEE STANDARD SPECIFICATIONS, ERRATAS AND SPECIAL PROVISION SECTION 02601 WATER PIPE FOR WATERLINE INSTALLATION FOR TESTING, DISINFECTION & INSTALLATION REQUIREMENTS.
 7. ALL STORM DRAIN CROSSINGS WITH WATERLINE SHALL BE PRESSURE TESTED.
 8. MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN PROPOSED WATER PIPE AND ALL STORM OR SANITARY SEWER PIPE CROSSINGS.

STORM DRAIN PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
P-5	18"	65.772	CPP	12.92%
P-6	18"	27.097	CPP	15.63%
P-7	18"	5.554	CPP	10.75%
P-8	12"	52.325	CPP	0.50%
P-9	12"	77.023	CPP	0.50%
P-10	12"	91.867	CPP	0.50%

S-5		TYPE I SDMH
STA: 12+99.44		OFF: 11.00 LT
FRAME EL=		120.67
P-5		117.45
P-6		117.55
6" UD		117.55

S-6		TYPE I SDMH
STA: 13+29.30		OFF: 20.08 LT
FRAME EL=		125.86
P-6		121.79
P-7		121.89
P-8		122.37
6" UD		122.37

S-7	TYPE III CB
STA: 13+82.60	OFF: 16.04 LT
FRAME EL=	124.98
P-8	122.64
6" UD	122.74

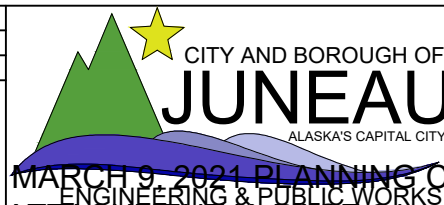
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CALHOUN AVENUE RECONSTRUCTION

PLAN - 12+90 TO
15+75

SHEET NUMBER
18
OF
22

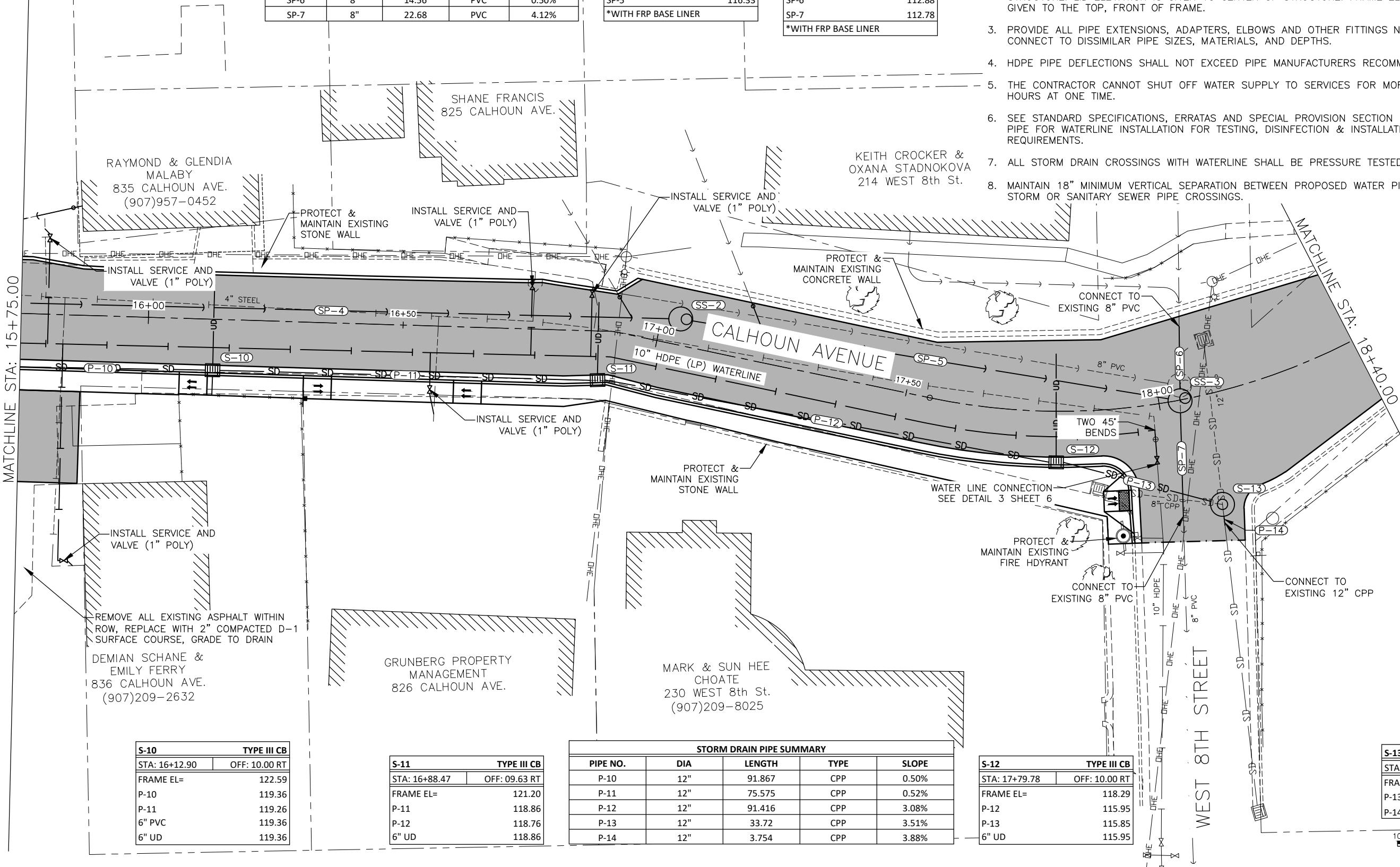
SANITARY SEWER PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
SP-4	8"	137.23	PVC	1.50%
SP-5	8"	99.29	PVC	3.47%
SP-6	8"	14.56	PVC	0.50%
SP-7	8"	22.68	PVC	4.12%

SS-2	TYPE I SSMH*
STA: 17+03.75	OFF: 5.11 LT
FRAME EL=	120.91
SP-4	116.43
SP-5	116.33
*WITH FRP BASE LINER	

SS-3	TYPE I SSMH*
STA: 18+04.16	OFF: 0.15 RT
FRAME EL=	117.72
SP-5	112.88
SP-6	112.88
SP-7	112.78
*WITH FRP BASE LINER	

SHEET NOTES:

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7. ALL STORM DRAIN CROSSINGS WITH WATERLINE SHALL BE PRESSURE TESTED.
8. MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN PROPOSED WATER PIPE AND ALL STORM OR SANITARY SEWER PIPE CROSSINGS.



S-10	TYPE III CB
STA: 16+12.90	OFF: 10.00 RT
FRAME EL=	122.59
P-10	119.36
P-11	119.26
6" PVC	119.36
6" UD	119.36

S-11	TYPE III CB
STA: 16+88.47	OFF: 09.63 RT
FRAME EL=	121.20
P-11	118.86
P-12	118.76
6" UD	118.86

STORM DRAIN PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
P-10	12"	91.867	CPP	0.50%
P-11	12"	75.575	CPP	0.52%
P-12	12"	91.416	CPP	3.08%
P-13	12"	33.72	CPP	3.51%
P-14	12"	3.754	CPP	3.88%

S-12	TYPE III CB
STA: 17+79.78	OFF: 10.00 RT
FRAME EL=	118.29
P-12	115.95
P-13	115.85
6" UD	115.95

S-13	TYPE I SDMH
STA: 18+07.88	OFF: 21.75 RT
FRAME EL=	117.27
P-13	114.67
P-14	112.61

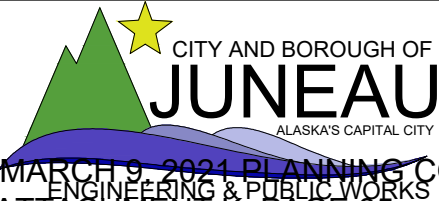


PRELIMINARY
PLANS

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DESIGNED BY: E. ROEMELING
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JUNEAU, AK 99801
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CALHOON AVENUE
RECONSTRUCTION

PLAN - 15+75 TO
18+40

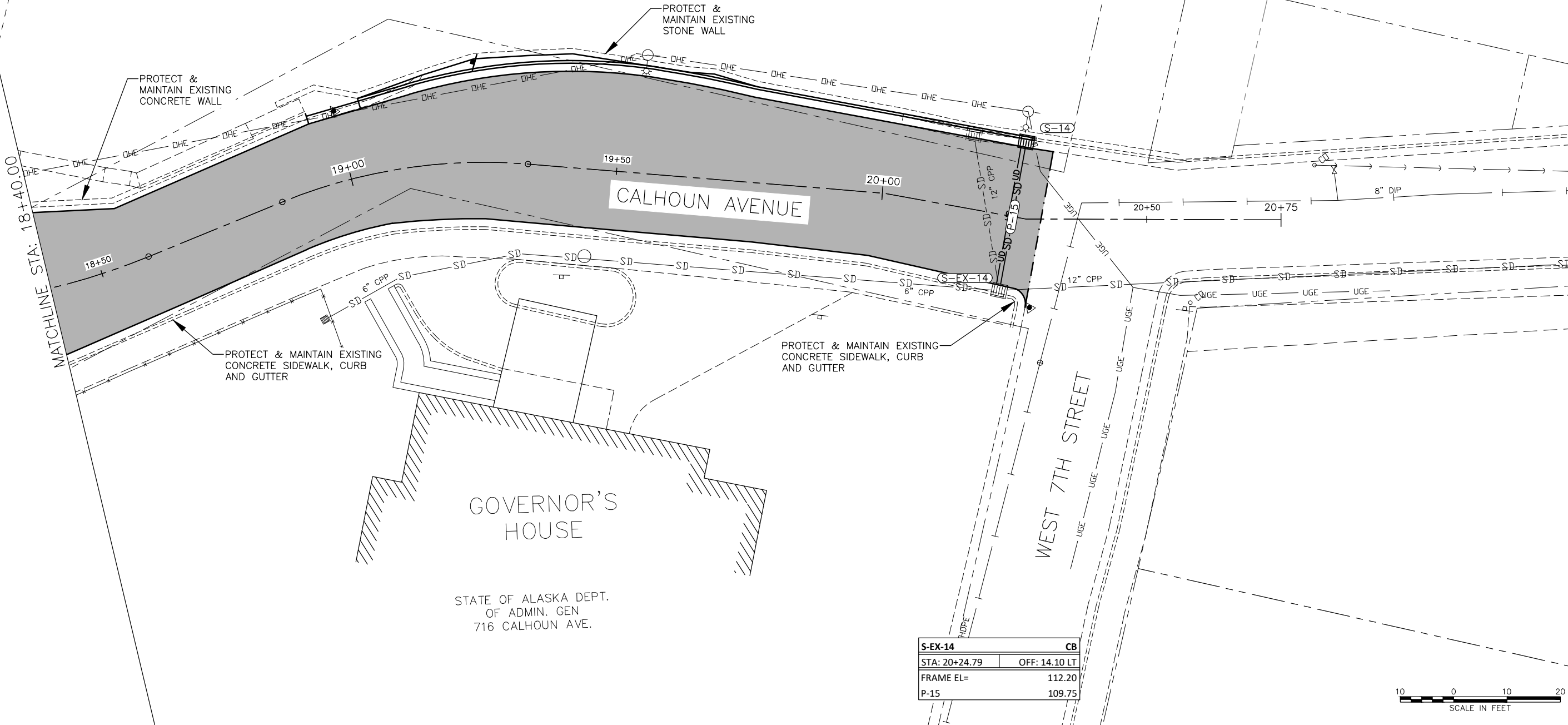
SHEET NUMBER	
19	OF
22	

SHEET NOTES:

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- 3. PROVIDE ALL PIPE EXTENSIONS, ADAPTERS, ELBOWS AND OTHER FITTINGS NECESSARY TO CONNECT TO DISSIMILAR PIPE SIZES, MATERIALS, AND DEPTHS.

STORM DRAIN PIPE SUMMARY				
PIPE NO.	DIA	LENGTH	TYPE	SLOPE
P-15	12"	28.063	CPP	0.50%

S-14	TYPE III CB
STA: 20+24.84	OFF: 14.22 LT
FRAME EL=	112.09
P-15	109.85
6" UD	109.95



S-EX-14	CB
STA: 20+24.79	OFF: 14.10 LT
FRAME EL=	112.20
P-15	109.75



PRELIMINARY PLANS

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1945 ALEX HOLDEN WAY #101
JUNEAU, AK 99801

CS2020-00111, MARCH 9, 2021 PLANNING COMMISSION
ENGINEERING & PUBLIC WORKS
ATTACHMENT K, PAGE 36

CITY AND BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

CALHOUN AVENUE RECONSTRUCTION

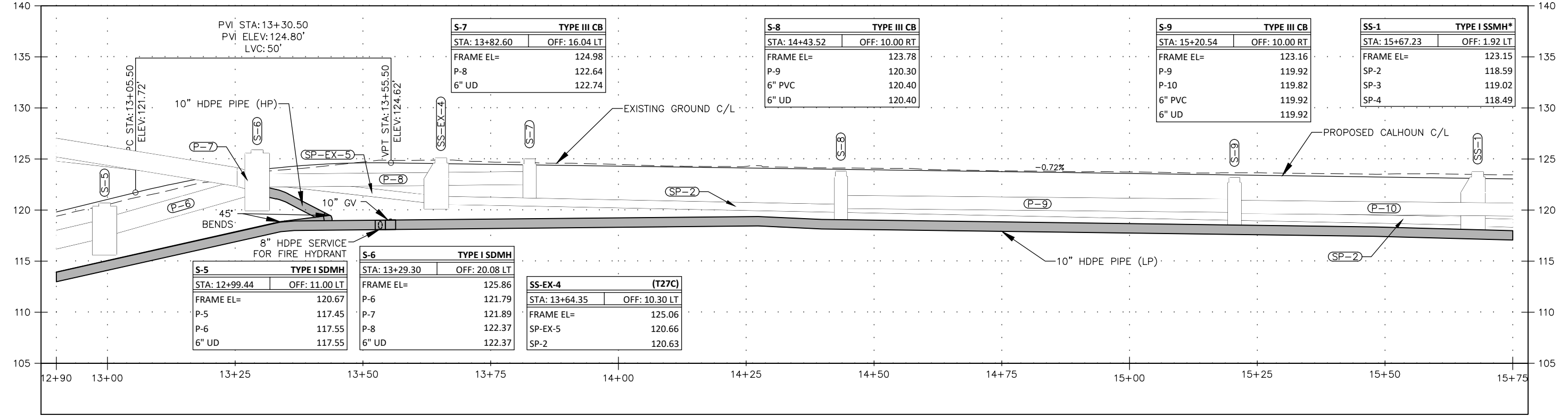
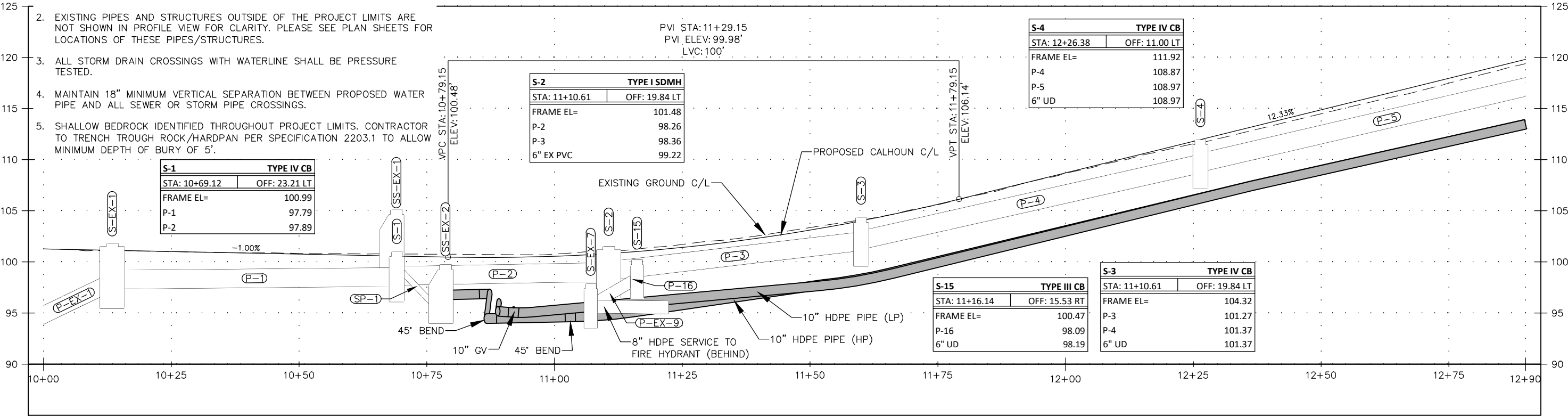
BE21-117

PLAN - 18+40 TO 20+75

SHEET NUMBER	
20	OF
22	

SHEET NOTES:

1. A MINIMUM OF 5' OF COVER IS REQUIRED FOR THE WATERLINE. INSULATION SHALL BE USED WHERE OBTAINING 5' OF COVER IS NOT PRACTICAL.
2. EXISTING PIPES AND STRUCTURES OUTSIDE OF THE PROJECT LIMITS ARE NOT SHOWN IN PROFILE VIEW FOR CLARITY. PLEASE SEE PLAN SHEETS FOR LOCATIONS OF THESE PIPES/STRUCTURES.
3. ALL STORM DRAIN CROSSINGS WITH WATERLINE SHALL BE PRESSURE TESTED.
4. MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN PROPOSED WATER PIPE AND ALL SEWER OR STORM PIPE CROSSINGS.
5. SHALLOW BEDROCK IDENTIFIED THROUGHOUT PROJECT LIMITS. CONTRACTOR TO TRENCH TROUGH ROCK/HARDPAN PER SPECIFICATION 2203.1 TO ALLOW MINIMUM DEPTH OF BURY OF 5'.



PRELIMINARY
PLANS

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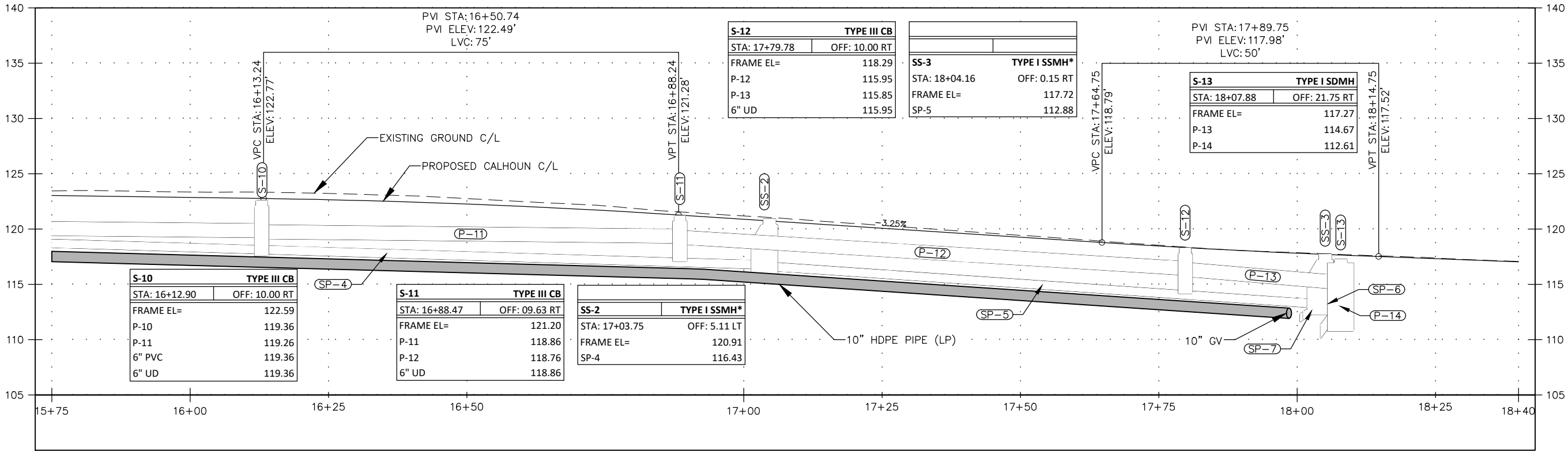
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CALHOUN AVENUE
RECONSTRUCTION

PROFILE - BOP TO
15+75

SHEET NUMBER	
21	OF
22	



- SHEET NOTES:**
1. A MINIMUM OF 5' OF COVER IS REQUIRED FOR THE WATERLINE. INSULATION SHALL BE USED WHERE OBTAINING 5' OF COVER IS NOT PRACTICAL.
 2. EXISTING PIPES AND STRUCTURES OUTSIDE OF THE PROJECT LIMITS ARE NOT SHOWN IN PROFILE VIEW FOR CLARITY. PLEASE SEE PLAN SHEETS FOR LOCATIONS OF THESE PIPES/STRUCTURES.
 3. ALL STORM DRAIN CROSSINGS WITH WATERLINE SHALL BE PRESSURE TESTED.
 4. MAINTAIN 18" MINIMUM VERTICAL SEPARATION BETWEEN PROPOSED WATER PIPE AND ALL SEWER OR STORM PIPE CROSSINGS.
 5. SHALLOW BEDROCK IDENTIFIED THROUGHOUT PROJECT LIMITS. CONTRACTOR TO TRENCH TROUGH ROCK/HARDPAN PER SPECIFICATION 2203.1 TO ALLOW MINIMUM DEPTH OF BURY OF 5'.

PRELIMINARY
PLANS

RECORD OF REVISIONS			
No.	DATE	DESCRIPTION	BY

CERTIFICATE OF AUTHORIZATION
#100662

DRAWN BY: E. ROEMELING
DESIGNED BY: E. ROEMELING
CHECKED BY: L. CHAMBERS

1945 ALEX HOLDEN WAY #101
JUNEAU, AK 99801

CSB2020-00111, MARCH 9, 2021 PLANNING COMMISSION
www.proHNS.com

CITY AND BOROUGH OF
JUNEAU
ALASKA'S CAPITAL CITY

CALHOUN AVENUE
RECONSTRUCTION

BE21-117

PROFILE - 15+75 TO
EOP

SHEET NUMBER	
22	OF
22	

December 16, 2020 C:\Users\Ethan Roemeling\Dropbox (proHNS)\Projects\Juneau\CBU Calhoun Ave Design\C3D Calhoun Ave\Sheets\Calhoun Ave_PROFILE.dwg

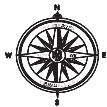
pinch point. barely able to maneuver engine around this corner - would not be able to get ladder or tanker trucks around this corner

Lose 4 - 5 parking spaces here

lose 7 on street parking spaces here

lose 2 parking spaces here

lose 3 on street parking spaces here



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CSP2020 0011, MARCH 9, 2021 PLANNING COMMISSION
ATTACHMENT K, PAGE 40



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CSP2020 0011, MARCH 9, 2021 PLANNING COMMISSION
ATTACHMENT K, PAGE 41

[illegible]

ATTACHMENT K, PAGE 42

Irene Gallion

From: John Nelson
Sent: Monday, December 28, 2020 3:05 PM
To: Irene Gallion
Cc: John Bohan
Subject: Planning commission notice

Posted...





Sent from my iPhone

Calhoun Public Meeting

December 22, 2020

Notes by Irene Gallion, Planner

Presentation by the team: Lucas Chambers (ProHNS), John Bohan, and John Nelson

BOP: Beginning of Project

CBJ: City and Borough of Juneau

CCFR: Capital City Fire and Rescue

DI: Ductile Iron

DOT: Alaska Department of Transportation and Public Facilities

EOP: End of Project

EPW: City and Borough of Juneau Engineering and Public Works Department

HDPE: High Density Polyethylene Pipe

24 attendees

Intro by Bohan, meeting is being recorded

Calhoun is the second way into town. CBJ ran into a challenge while coordinating with DOT on their Egan Drive project (10th and Main Street). CBJ did not want to block traffic during their construction. Their initial plan was for a two season project. DOT let CBJ know in mid-July that they'd be done by this fall. CBJ hit the ground running, got ProHNS in July/August.

Calhoun is identified by the Assembly for reconstruction of failing infrastructure (water, sewer, storm, pavement and sidewalks). Currently sanitary and storm sewer are combined, increasing flow to treatment plant. Water is way past design life with a significant number of failures, especially when turning on and off to tie in. After years of additional pavement the sidewalk is nearly flush with the road, cars drive over the sidewalks. Maintenance requires reconstruction of these systems.

Early on ProHNS looked at one-way traffic. The concern is fire access. CCFR use Calhoun as a redundant safety feature. CCFR had informed EPW that they were unable to support converting Calhoun to one way due to challenges of running down 9th Street, and the hill and sharp corner on Indian. CCFR tried to drive the proposed one way route, but it was very tight and very challenging even with a smaller engine. They'd not be able to get the ladder truck through there. At that point CBJ shelved the one way analysis, returned to "repair and replace" mission. EPW Reached out to CDD to discuss pertinent adopted plans and studies. SRTS, Non-Motorized and Downtown Blueprint pertaining to Calhoun. Address traffic calming, signage, and improvements to walking environment and improve crossing opportunities.

Capital Avenue will become a one way street uphill towards Cope Park. That one way was a success story for safer pedestrian access. It is currently narrow with no pedestrian facilities. One-way operations improved the intersection safety at Capital and Willoughby.

We've heard through social media that community might like further investigation of one-way operations on Calhoun in order to widen sidewalks and perhaps add a bike lane. The consultant has done some analysis. Ultimately moving forward with the proposal would be a Planning Commission

decision. None of the plans identified changes to configuration of the neighborhood or the traffic orientation. The proposed change is beyond Engineering's charge due to the impacts. The Planning Commission could make a recommendation to the Assembly, who would authorize further study of reconfiguration. That would require traffic studies and planning, and require additional funding.

The project presented tonight, with two-way traffic, will be before the Planning Commission on January 12th, 2020.

ZOOM protocols discussed.

Project overview:

The topographic and ROW survey got the ball rolling in July. Soon after that in August was a scoping meeting with Water, Sewer and Streets. Water and sewer are in pretty horrible shape. Need to separate storm drainage and sewer. During this ProHNS suggested ground-penetrating radar to see what was under ground and might hamper the design. We identified better locations for water and storm. The roadway section will be excavated at least 24", replace with rock to improve base and draw water down, then repaved with 2.5" of asphalt. We are proposing removal of the north sidewalk at Goldbelt/Cope Park to allow a larger roadway prism. Curb and gutter will be added to separate pedestrians and vehicles. Curb and gutter also defines the roadway, gives some traffic calming to roadway when there is a defined edge. We propose adding some access ramps in a few locations, three at the intersection of Capital, Cope and W 8th.

This meeting is part of the process, we are not at a final product. We would like to hear from you. (Shares graphic) Overview of area, show BOP at Cope Park and EOP at intersection with West 7th. This project ties in to projects done over the last 20 years. Goldbelt was reconstructed in 2004. Distin and West 8th have been redone. Calhoun is the missing piece.

We are limited with our ROW and features right against side of the road such as homes, fences, and retaining walls. CBJ is working hard to maintain access to private driveways and staircases. Pedestrian, vehicle and bicycle safety are a priority, and CCFR uses the route as an alternative to Egan when they need to get to the upper part of downtown.

In particular, right before West 8th, there is lots of congestion and very narrow.

ProHNS looked at one-way into and out of town. One-way in allows 11 foot traffic lane, bike lane and full width sidewalk. Engineers were not able to balance this layout with the needs of CCFR. Other negatives: In order to make it work, would have to make some changes on W 9th and Indian. Tight corner would have to be reworked. Parking is a big concern, loose about 17 spots in the area.

Chief Ethridge; When turning right on the corner of Indian, quite often have to do a 3 point turn due to parking or snow removal. Slows things down. Where it says "pinch point" on the graphic, that 90 degree turn is a steep one we don't do in winter due to hazards. Traffic conflicts on Indian are regular. Area directly behind the Governor's mansion is a pinch point.

ProHNS – a couple of questions coming in via chat will be addressed as we go through. A big part of the project is the underground utilities. Whatever way the traffic gets configured, nomatter what goes on there will need to be a lot of underground work. From Capitol Avenue intersection over to the Governor's Mansion we will replace asphalt. There is a reinforced concrete slab under the

pavement, not something we usually see. We saw signs of that with other projects, so GPR confirmed reinforced concrete throughout the corridor. It needs to be removed for the new utilities.

Currently there is a high pressure water line from Cope Park to upper Goldbelt neighborhood. We propose replacing DI with HDPE to increase service life, and will move the fire hydrant off the high pressure line. We will replace a regular pressure line that services Calhoun residents. The existing water service ends at Goldbelt, so we will tie it into Capital Ave for water service the whole length up to 8th Street. That will create a "loop" system, should improve water quality and reduce freezing, will also upsize water line and increased flow and pressure. Each home between Goldbelt and 8th Street will get a new curb stop.

With the services being so old, this might be a good time for residents to look at the line from the road to your home, it might be a good time to replace or maintain since the sidewalk is ripped up.

Sewer line: As part of Goldbelt project they replaced the cement pipe, we will pick up that replacement at the bottom of Goldbelt and go up Calhoun. Would like to put sewer back where it is because we know otherwise there is a lot of bedrock. We will redirect main sewer flows to West 8th. Fiberglass liner man holes will reduce back-up.

Drainage: CBJ is adding catch basins to pick up surface flow and reduce flooding, get water off the road. Including some underdrains.

Above-ground changes include widening existing sidewalk and adding some dedicated crosswalks at Cope Park. Ramps are ADA accessible with minimum slope landing areas. In some areas we can widen the sidewalk. Uphill neighbors like the sidewalk access to their homes, so we will maintain as is where able, it is narrow. On the downhill side we are getting the sidewalk up against buildings, and narrowing traffic lanes. For the project we have a minimum four foot sidewalk, in some places we can get to 5-6 feet. ADA requirements make it navigable for all users. One thing we look at is slope. ADA requires minimum three feet width, ideally four to five feet. The private staircase is particularly constrained, and in that location we can maintain three feet with eight foot lanes. At crossing locations improvements include more general ramps and landing areas. Will be installing with a six inch curb and gutter, which will improve safety and make it unlikely for cars to drive across. We have had the question, if CBJ raises the sidewalk, what does that mean for my home access? We will need to remove the concrete slab to lower road and ideally won't raise back of sidewalk at tie-in points. This is important for old homes with close access, and directing water away from private property into drainage system. We will replace the wooden hand rail, and will install new striping and signage for crossings, narrow areas.

From 8th in front of the Governor's Mansion is basically just new asphalt.

Realignment of Cope Park crosswalk: We will add ADA crossing ramps and will have two crossings. One on the river side to Capital Avenue, then one across Capital Avenue. Pulling in that corner and increasing radii of that turn, shortens crossing distance and improves conditions for people coming out of Cope Park.

QUESTIONS AND COMMENTS

Q: Would widening the sidewalk require reconfiguring traffic and getting Planning Commission approval?

A: We are limited by the right of way available, especially in specific narrow locations. Will look at the overall plan view after this initial round of questions. There are a couple of locations with retaining walls and substantial private structures that don't allow widening the road.

Q: I live on property above the sidewalk you intend to take out, basically a cliff held in place by trees. What is the impact of taking out that sidewalk and removing it have on the hillside? Do you care? Just a little bit of taking out of dirt and part of that cliff will bring down trees and part of my lot and then my house. Sounds dramatic, but it is dramatic.

A: CBJ would not perform work that jeopardizes your property. As contractors pull the sidewalk it will give us an opportunity to develop a better "catch" at the bottom and reduce the steepness of the slope. Especially with recent storms, yours are valid concerns. The sidewalk is above the ground so can pull out without disturbing the slope behind, or existing vegetation that holds it in place. We will have stipulations for contractor to minimize earth disturbing activities. We know we are working around old retaining walls, older homes, and want to minimize damage to structure. Definitely taking steps to do that.

Q: Has there been any consideration of a retaining wall in that location?

A: Not at this point. We've not seen failures of that area in particular, so it is not a risk we are trying to mitigate. We will continue the dialogue.

Q: Would it be within EPW authority to ensure sidewalk is ADA accessible?

A: Yes, as discussed during the project overview.

Q: Are plans available for viewing?

A: We do not have a full set yet, but can put on our web site tomorrow. Preliminary plans are available to the public.

Comment submitted on chat: Planning Commission comments due by December 28th.

Q: Had a neighbor presentation on that at the last BluePrint committee meeting. Committee had not looked at this. Really no way to make it one way unless going to build another road there is no way to get emergency equipment to and from town. Right?

A: We need the Planning Commission to open up the scope if we are going to take a more detailed look at one-way operations.

Q: Maybe Beth McKibben would be interested in seeing the plans. Committee might like to look at those.

A: We've worked with Alix and she will know what we do moving forward.

Q: Just want to dig into the needs of the CCFR. I have seen them come up 9th Street in the summer. Based on concerns raised, if there was a one-way loop starting at Choate and looping to Capital and up 9th Street? Would there be concerns there?

A: Ethridge - When we have fires in the downtown area, with Main Street shut down, if there are additional calls or injuries we need to get in and OUT as well.

Q: Hypothetically, if 9th one way it would ease access issues because it is a terrible corner, if Choate to Cope one way would it be worth considering?

A: This would require a whole downtown study to do this. The charge is to reconstruct, and Ethridge has pointed out the issues with the current one-way proposal. At this point would put into the Planning Commission's court to look at a larger study. This would involve condemnation of property, roadways built against houses, and changes would impact residents of all of downtown. These are significant changes, and we don't have the charge.

Comment: Everyone saying "not our job" to look at one-way traffic. This route is the ONLY way that kids can bike to school.

Q: Undergrounding power, phone or cable?

A: Not the City's intent or job. That is up to those private entities.

Q: There is a question about how people will walk from Goldbelt to Calhoun.

A: The sidewalk between Goldbet and Cope is challenging to maintain during the winter. Right now we show elimination of that sidewalk, and creating a mid-block crossing up the hill, which allows for better sight distance for cars and pedestrians. Good to know if that makes sense to the user, so comments welcomed.

Q: Questions about sidewalk between Goldbelt and Cope Park. Concerns about removing it, as it is used to avoid bears or dogs. Also, human nature is to take the shortest route. Between Cope Park and Goldbelt could the project possibly include a small segment of bike lane? How much room will sidewalk removal free up?

A: About four feet. It would be a challenge to create a bike lane on both sides. Need to evaluate that sidewalk a little further.

Q: Can we turn one cross walk into a rainbow?

A: There is a process for that, there is a downtown partnership with a local group for private maintenance and funding. Reach out to Bohan for details.

Q: Right now it looks like both sidewalks coming off of Goldbelt – there is no beginning. One is a cliff, the other is a rock wall. I don't understand what they are supposed to be doing. Above Goldbelt, is there a crosswalk at the end? I don't know about these sidewalks, I don't see them being very functional. How to cross and where to go? A lot of children walk up there and have to skirt a rock wall. I'm questioning if this has been through.

A: We are not dealing with a perfect scenario. Having multiple crosswalks in a short stretch is not ideal. These sidewalks touch on the challenges of this section. We don't have anything to tie into as we go up to Goldbelt. The proposed crossing pulls it away from that steep intersection and blind corner. That is why it is located where it is. People want to take the shortest route, so we made it as close to the intersection as possible. Good point on no beginning and no end, homeowners

desire to keep the sidewalk in place. It will be impossible to put sidewalk on both sides at the retaining wall. Don't have a sidewalk on Goldbelt to hook into.

Comment: Removing the sidewalk and creating a bike lane will create a problem, which you might not know if you don't live here. Consider it carefully.

Comment: Seems to me in terms of safety of roadway the only real thing is to continue the status quo with sidewalks with a curb, but that misses the ongoing problem that the City uses Calhoun as the uphill arterial into and out of the city at high speeds and it is very narrow. Since we've lived here since 91 cars have hit the wall three times, and you can see cars hitting the retaining wall on the uphill side of the street. Whether or not you do a one way, CBJ needs to figure out a way to slow traffic, not just street signs. People in a hurry, people leaving bars, all impact a walking neighborhood. Need to look at a one way option or more dramatic means of reducing speeds. It is just pure luck that people are not killed on the roadway. It is inconsistent with the City's values to have that speed. Concerns that Bud Carpenetti will get flattened and we'll lose one of our greatest justices. Almost a guarantee that we will have bad things in the future.

A: Agree on traffic calming, curb and gutter will help with perceptions. We need to do enforcement. Narrow the road up and maximize what we can do safely.

Comment: Safety of the neighborhood is the main concern. Unless traffic is slowed considerably with speed bumps or stop signs we will have these issues. I've seen the trucks trying to get around the corner by our house, but it is a tight environment, something will have to give to make it safer. There is no need for people to race in or out of town. Things that physically slow traffic will be an improvement.

A: Speed humps are not installed for traffic calming. They are a hazard and impossible to maintain. We can look at road geometry or islands. Need to take into account our users for safety and slower traffic. Traffic calming may reduce traffic if people don't like the slower road.

Anticipate when this is constructed there will be some impacts to through traffic, which will be limited during construction. We will be able to maintain local traffic for trash pick up and mail delivery.

Q: Flashing lights at crosswalk?

A: Not typically something we will do but we will look into it

Q: Underground electric: Already SOB to Governor's house, why not continue?

A: That was during reconstruction of the viaduct the utilities were in the way and very old. There were few services on it so that was the most effective and efficient way to do that at that time. We would accommodate work being done, but would not pay for it.

COMMENT: TBMP weighs in: TBMP does not use this corridor for tourism traffic. We'll reach out to Kirby just to make sure there are no concerns.

Q: Surprised that a complete ban in the city on use of speed bumps. Some in University, some on back roads.

A: Most are private or state agencies. We have the ones in the Back Loop area and they've not worked out. Policy not to install.

Q: Seems the speed humps slow traffic down. I am concerned about walkability on this stretch of road. I sent in a photo of how much the sidewalk is worn down, also concerned about bike-ability. Unsafe, but people do it. This project does not meaningfully help bicyclists. Do you think this promotes bike-ability and how?

A: Best we can do is to reduce speed on the narrow road we are stuck with. We don't discount that people cycle on it, need better awareness of traffic calming and traffic speed. If larger than what we are doing, we need direction. We have limited infrastructure that needs maintenance.

Q: The way you describe what the PC needs to do would be humungous, you make it sound impossible. If it is presented like this huge thing, decreases the likelihood of it happening. What did you mean Chicken Ridge?

A: Star Hill and Chicken Ridge use this route, an informal priority route. We have to consider all the users and all the connections. Basically, serves upper downtown.

Q: Lucas, is there any hope for cyclists in this project?

A: Great to get feedback. Space is constrained. We will look at accommodations. Slowing some speeds down can help bikes use traffic lane, for higher level users. It is a matter of who gets the space at this point.

Q: Can you have some conversation about narrowing the street to calm traffic?

A: Narrowing makes someone feel like they are in a confined space. The more confined, the more likely to drive slowly, especially knowing curves. It is a proven industry-accepted standard.

Q: Stop signs for speed control?

A: An unwarranted stop sign is actually a liability.

Comment: The Goldbelt area is part of Chicken Ridge.

Q: Can conduit be laid for future lines?

A: No, the utilities are aware of the project, they are not interested in undergrounding and have no need to upgrade their system.

Q: Stop sign 8th Street intersection by Governor's Mansion?

A: Not warranted. Not a traffic implement that requires a stop sign.

Planning Commission comments can be provided:

- To staff by December 28,
- To Commission by January 11,
- Testify on the 12th.

Comment: I do appreciate water sewer, safer roadway and sidewalk. Could be more conversation with homeowners on what they'd contribute to the project if more space is needed. If that could make for a better, safer project, we would be willing to have a conversation about donating land.

Conclusion: Just because we focused on the two way, doesn't mean it is a done deal. We just need to look at a larger project that evaluates the project more thoroughly. It would require that we reconfigure not just this street, but the neighborhood to accommodate the different needs.

December 24, 2020

Dear Planning Commission,

Calhoun Avenue has been my family's walking route to school, Cope Park and the Flats for decades. It is also our bike route, getting off our hill, and my preferred driving route home to Basin Road. I appreciate CBJ's plan to upgrade the road, sidewalks and utilities. I sincerely hope it will be done the best possible way to improve safety. I have three points to share:

- At the 12/22/20 CBJ Public Works and Engineering Departments meeting, it was emphasized that narrow streets equate to slower traffic. I asked for an explanation of that concept and was told that studies show, narrowness causes cars to drive with more care. Narrowing the road is the most compelling reason to create one lane traffic. It will allow for wider sidewalks to meet recommended, not just acceptable, ADA standards. It will also allow for designated bike lanes. Pedestrian and bike safety were the two biggest concerns of the neighbors.
- CBJ is looking for "avenues" to expand cruise ship visitor offerings in anticipation of larger than ever numbers in the coming years. Tourists need to spread out. I envision more tourists using a pedestrian friendly Calhoun to go beyond the Governor's House walking to Gold Creek, visiting the burial sites of Joe Juneau and Richard Harris and circling back to the docks by way of the whale sculpture. (The newly installed sidewalks for visitors along Egan Drive are eight feet wide!)
- When Basin Road went through the same "big dig" that is planned for Calhoun, burying utilities was not in the original plan. However, when the CBJ engineers and Assembly Member John McKinnon saw how straightforward it would be to bury wires once the road was dug up, it happened. I was told following the business district's burying of wires to make the area more attractive for tourists was the best plan. (That rationale was in addition to the reasons all new Juneau developments require underground utilities.)

Thank you for considering my input in your decision making.

Sincerely,

Joyanne Bloom

From: Rebecca Braun <rebeccabraun71@gmail.com>
Sent: Monday, December 28, 2020 12:27 PM
To: PC_Comments
Cc: Borough Assembly

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To Members of the Planning Commission:

I'm writing to respectfully request you broaden the scope of the Calhoun Avenue project in order to address safety, particularly for pedestrians.

I live in the Highlands neighborhood and (in better times) am a regular walk-commuter to the downtown core via Calhoun. It's a beautiful walk and I enjoy it, but at times it is definitely hairy, especially when it's icy and dark. I have flattened myself against buildings when large or fast-moving vehicles approach, and regularly step into the street to pass others on the sidewalk. When my children were smaller, walking Calhoun was especially nerve-wracking, and I have witnessed many close calls. It is just too narrow to safely and comfortably support all the vehicles, walkers and bikers that use it.

This project offers a rare opportunity to improve walkability, safety, and quality of life for Calhoun Avenue residents, neighbors, and visitors. I hope you will take time and bring an open mind to study the options and find the best way to maximize this opportunity.

Thank you,

Rebecca Braun
136 Behrends Ave.
Juneau

Downtown Juneau Neighborhood Association

Statement of Interest regarding the reconstruction of Calhoun Avenue

The reconstruction of Calhoun Avenue is a once-in-a-generation opportunity to make improvements to the safety and design of our community.

The design of this project impacts nearly every resident of downtown Juneau, as well as state office workers, legislators, tourists, pre-kindergarten, and school classes.

Calhoun has been a well-documented safety concern for at least two decades, with a sidewalk and roadway that is too narrow for safe multi-user passage.

Calhoun Avenue is one of only three corridors connecting downtown offices, restaurants, shops, and residences with the schools, parks, and greater geographic area that includes homes in the Flats, Behrends, Starr Hill, Chicken Ridge and Highlands neighborhoods. The other two routes - Egan Drive and Willoughby Ave - are not options for most walkers or cyclists as they experience higher vehicle speeds nearby and are more circuitous.

The residents of our neighborhood have hundreds of years of lived experience observing and experiencing the safety issues on Calhoun.

Therefore we respectfully request that the City and Borough of Juneau pursue:

- Design choices that prioritize walkability and pedestrian and bike safety including sidewalks that are fully compliant with the Americans with Disabilities Act's (ADA) standards and recommendations, and are at least five feet wide, even through the most narrow sections of the corridor.
- A study of car, pedestrian, and bike traffic which includes speed and motor vehicle crash data as well as trip purposes for all users.
- Opportunities for the neighborhood and general public to meaningfully inform the design of this project and more generally the holistic plan for flow and structure of streets in our neighborhood. Projects that primarily serve residents should receive the same attention as those intended to serve tourists.
- Consideration of traffic-calming measures like stop signs, speed bumps, and other well-known neighborhood friendly design choices that keep the roadway speeds slow.
- Consideration of one-way routing paired with bike lanes and burying the powerlines to give the necessary space for safe passage by anyone walking, rolling, or biking through the corridor.

Alida Bus
90 Spruce St. #303

Amy Dressel / Carol VanHorn
954 Goldbelt Ave

Amy Paige and John Dunker
592 Seater Street

Catherine Reardon and Mark Handley
630 Dixon Street

Dana Owen and Joyce Thoresen
949 Goldbelt Ave

Emily Ferry & Demian Schane
836 Calhoun Ave

Frances Leach & Kerry Crocker
925 Calhoun Ave

Frankie Pillifant
512 6th Street

Grey Pendleton
329 Distin Ave

Ian Fisk
923 A Street

Iris Matthews & Matthew Rogers
717 Dixon Street

Jeremy Bauer
943 Calhoun

John "Jonas" & Melinda Lamb
638 Gold

Joyanne Bloom
883 Basin Road

Ke Mell
850 Basin Road

Kevin Maier
570 Seater Street

Laurie Berg & John Connolly
911 Calhoun

Linda & Paul Rosenthal
342 Distin Ave

Marilyn Holmes
969 Goldbelt Ave

Mark and Sun Choate
230 W. 8th Street

Mary Alice McKeen and David Ottoson
212 W. 9th St.

Mary Sweeney
3rd Street

Michael & Ann Dombkowski
239 West 7th Street

Odin Brudie
512 6th Street

Rebecca Braun
136 Behrends Ave.

Richard Monkman & Tina Kobayashi
957 Goldbelt

Robin Stratton MacDonad
965 Goldbelt Avenue

Sally Schlichting & Bob King
419 Kennedy Street

Sandy and Peter Metcalfe
354 Distin

Sonia Nagorski
319 6th Street

Steve Krall
875 Basin Rd

December 28, 2020

Planning Commission

RE: Calhoun Avenue street and utility reconstruction

The proposal to change a portion of Calhoun Avenue to one-way vehicular traffic is likely to have complex impacts not just on the Calhoun neighborhood but also other downtown neighborhoods and traffic into and out of downtown. This proposal should not proceed without expert analysis beyond the sincere but insufficient discussion that has happened so far.

Without further analysis it is difficult to weigh the impacts versus the benefits of this traffic change.

Of particular concern would be the transfer of one-half of the Calhoun vehicular traffic to 9th street. As someone who has used 9th street on a routine basis for over 40 years, I am very familiar with the deficiencies of that route. The steepness and the blind 90 degree turn midway require caution in the best of circumstances, and avoidance in poor winter weather.

The general idea of including better accommodation of pedestrian and bicycle users is great. And this has been happening incrementally around the Borough in past few years. But this specific proposal to eliminate one vehicle lane to create a bike lane and wider sidewalk, would apply to just a one or two block distance with no apparent means for extending this configuration. While incremental improvements are often the only practical approach to change, those incremental improvements should be done within the context of a larger plan.

I urge the commission to take the time to evaluate both the benefits, costs and impacts of all of the options that exist to make this portion of Calhoun more amenable to all its users.

Irene Gallion

From: Lucas Chambers <lucas@prohns.com>
Sent: Monday, December 28, 2020 8:23 AM
To: John Bohan
Cc: John Nelson; Irene Gallion; Alexandra Pierce
Subject: RE: Calhoun Reconstruction - crosswalk

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Received. Thanks.

Lucas Chambers, P.E.
 Cell: (907) 738-7384
 Office: (907) 780-4004

From: John Bohan <John.Bohan@juneau.org>
Sent: Thursday, December 24, 2020 1:57 PM
To: Irene Gallion <Irene.Gallion@juneau.org>; Alexandra Pierce <Alexandra.Pierce@juneau.org>; Lucas Chambers <lucas@prohns.com>
Cc: John Nelson <John.Nelson@juneau.org>
Subject: FW: Calhoun Reconstruction - crosswalk

FYI

Thanks
John Bohan, PE
 CBJ Chief CIP Engineer
 155 S. Seward St
 Juneau AK 99801
 (907)586-0876 fax 463-2606

From: Dave Harris <dkh@gci.net>
Sent: Thursday, December 24, 2020 1:51 PM
To: John Nelson <John.Nelson@juneau.org>; John Bohan <John.Bohan@juneau.org>
Subject: Calhoun Reconstruction - crosswalk

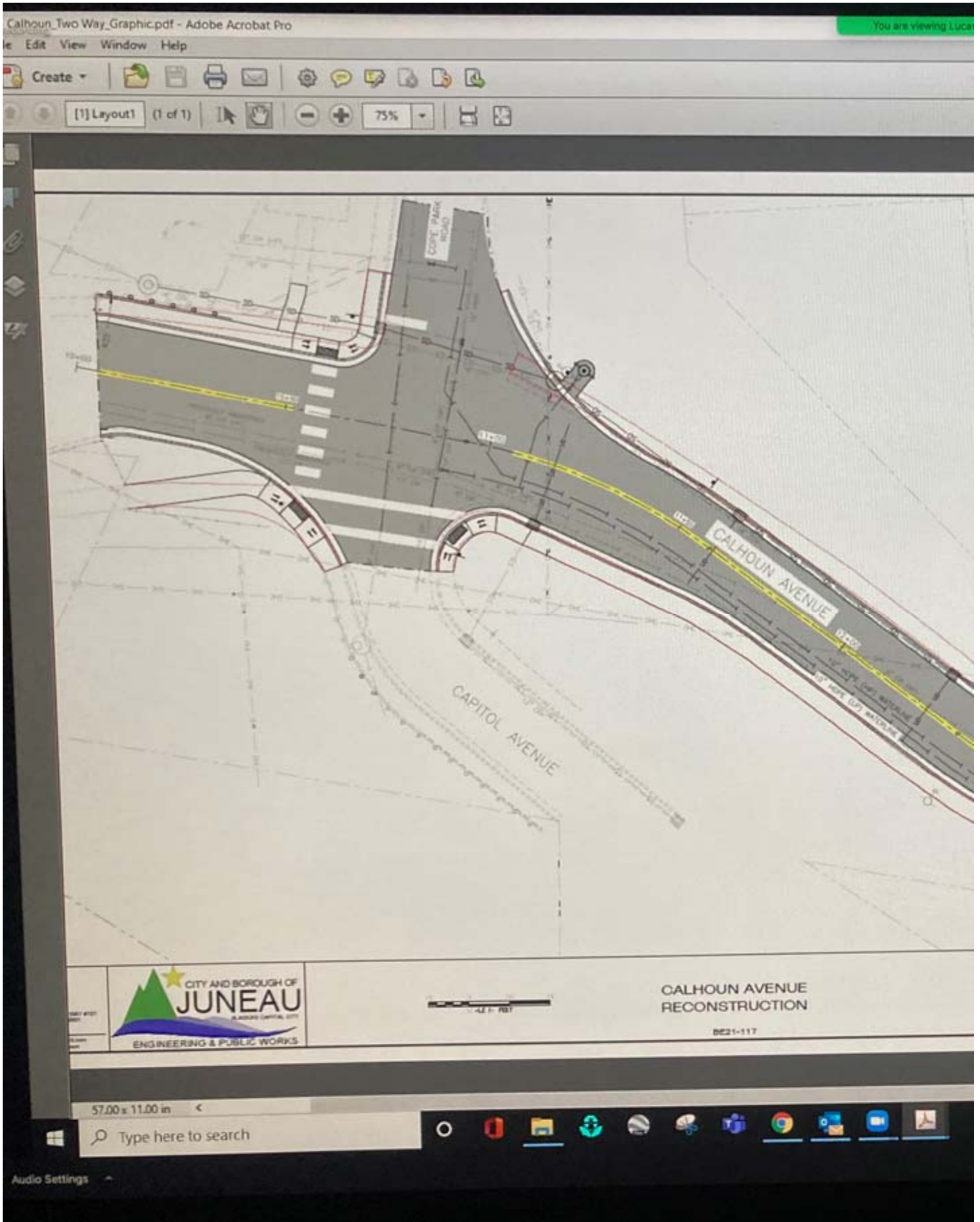
EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello, I'm Dave Harris and my brother in law Herman Rosenberger and I own the property at 924 and 928 Calhoun. I observed the Dec 22 zoom meeting. Thank you, it was very informative. We discussed the information and have a couple of comments. We see the cross walk close to Goldbelt is shown leading directly into the private passageway between our buildings. In order to maintain privacy and security for our tenants, we would like to see the cross walk shifted towards Goldbelt, I believe it was stated there was room to move it a bit either way. It could it could land in the middle of the wall of 928, between the passageway and the door to the street level apartment. We are not in favor of flashing lights at this cross walk as it would create a visual disturbance to our tenants with street facing windows. As a frequent pedestrian in the area coming and going from Cope Park, I use the uphill side walk and usually cross right at the crest of the hill as this gives you the best view of traffic coming both ways; up the hill as well as coming down Calhoun. With respect to the discussion about changing to a one way street we are opposed. As a matter of practicality, having the street be

two way helps our tenants negotiate our carport (the portion of 928 closest to Cope Park) and provides efficient access to the rest of town.

Thanks for your time, and please share these comments with Lucas Chambers.

Dave Harris
924&928 Calhoun
dkh@gci.net



From: Melinda Lamb <lamb.melinda@gmail.com>
Sent: Monday, December 28, 2020 9:49 AM
To: PC_Comments; lucas@prohns.com; John Nelson; Borough Assembly
Subject: Prioritize walking and biking for Calhoun rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I'm a downtown Juneau homeowner and resident at 638 Gold St. I have lived in this neighborhood for 15 years and believe more integration of one-way streets would significantly improve driving in downtown. I value the Calhoun corridor and believe it should have a safer sidewalk and bike lane. I have felt uncomfortable walking with my small children on portions of the Calhoun sidewalk due to its narrow width and proximity to cars. I also feel uncomfortable with the current biking option along that road as the only real option is to ride bikes in the traffic lanes. My children age 9 and 13 use that road daily for their commute to school but I have never felt there is a truly safe option for them to independently bike. I would love safe biking and walking to be a priority for the Calhoun corridor in this rebuild project.

Thank you for your consideration,

Melinda Lamb

Peter & Sandy Metcalfe

354 Distin Ave, Juneau AK 99801 — 907-723-3483

To: Juneau Community Development Department

December 28, 2020

Re: Calhoun Ave. Rebuild Project

Since 1992, my wife and I have been residents of a neighborhood bordering Calhoun Ave. In those 28 years, we've witnessed or seen the results of numerous accidents and close calls, such as the several vehicle collisions that have damaged and in one case, destroyed a section of the Choate's stone wall along Calhoun, and an uncounted number of occasions when, upon entering Calhoun from W 8th, we've had to stop our car abruptly to barely avoid vehicles racing around the blind curves.

So far as I can see from the plans, the project will rebuild but not change Calhoun Ave. It is focused on the efficiency of vehicular traffic without any meaningful design changes to accommodate and protect pedestrians and bicyclers.

I believe it is time to reconsider such corridor rebuilds. We have an opportunity to, at little cost, make this section of downtown more people friendly with minimal impact on traffic efficiency.

I encourage a traffic study followed by a presentation of alternative designs that include speed bumps, possible one-way changes, and other improvements so that the Planning Commission and CBJ Assembly are presented with choices rather than a fete accompli.

For most of us who live in proximity to Calhoun, this is a once in a lifetime opportunity to influence a positive change in the traffic that passes through this corridor.

Respectfully,

A handwritten signature in black ink, appearing to read "Peter Metcalfe". The signature is fluid and cursive, with the first name "Peter" and last name "Metcalfe" clearly distinguishable.

From: Dana Owen <danaowen48@gmail.com>
Sent: Sunday, December 27, 2020 10:41 PM
To: PC_Comments
Subject: Calhoun Ave rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Members of the Planning Commission,

As you consider the proposed renovation of Calhoun Avenue, please bear in mind what residents and other users of this neighborhood have long understood. Namely, that this transportation corridor is unsafe and way overdue for redesign. The proposed upgrade of utilities and repaving of the street presents an opportunity to correct these decades old problems. It would be an unfortunate and costly mistake to pass this opportunity by. We support expanding the scope of work to include

- safer passage for pedestrians and bicycles,
- traffic calming design to slow cars that often exceed the posted speed limit,
- traffic design that treats Calhoun as a neighborhood street and discourages its use as an arterial means of travel by commuters who can otherwise use Egan.

A walk down Calhoun from 12th to downtown, especially during morning, midday and afternoon should convince any interested observer of how important this corridor is for pedestrians and cyclists. It is common for walkers to have to step into the street where the sidewalks are so narrow as to make it difficult for people to pass each other. It goes without saying that this is not a safe condition, particularly if adults are shepherding children. Ditto for cyclist having to squeeze between the curb and possibly two lanes of autos,

People have suffered these difficult and dangerous conditions for at least as long as the more than thirty years that we've lived in this neighborhood. It's past time to address this issue.

Thank you for your work on the commission and your consideration of the wishes and needs of the people of the Calhoun neighborhood.

Dana Owen and Joyce Thoresen
949 Goldbelt Ave.
907-209-9913

From: Jacob Resneck <j@jacobresneck.com>
Sent: Sunday, December 27, 2020 10:44 PM
To: PC_Comments
Subject: Calhoun Rebuild - pedestrian/bicycle upgrades

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I lived at 332 W. 12th for a year and walked/cycled to work downtown daily. I can attest that Calhoun Avenue is heavily trafficked by both bicycles and pedestrians. I would also observe foot traffic from cruise ship passengers. I would ask that the Planning Commission take this into account and upgrade the sidewalks/shoulder to make it safer for non-motorized traffic. Thank you, Jacob Resneck, Douglas

--

Signal: +1 707 874-8704 | Skype: yojaco | Twitter: @jacobresneck

"But what is the difference between literature and journalism? Journalism is unreadable and literature is not read. That is all." -- Oscar Wilde (1854 - 1900)

Irene Gallion

From: John Nelson
Sent: Monday, December 28, 2020 9:52 AM
To: Irene Gallion; Alexandra Pierce
Cc: John Bohan; Katie Koester; Lucas Chambers (lucas@prohns.com)
Subject: FW: Calhoun Ave Project Comments- Revised

FYI

From: robbrose@gci.net <robbrose@gci.net>
Sent: Monday, December 28, 2020 6:56 AM
To: John Nelson <John.Nelson@juneau.org>
Cc: Rob/Rose Welton <robbrose@gci.net>; 'Frankie Pillifant' <frankiepillifant@gmail.com>
Subject: RE: Calhoun Ave Project Comments- Revised

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello,

I walked the course yesterday, and took a measuring tape to see how wide the sidewalk is. Doing so gave me a revised view of what a safe width is for the sidewalk. Around the Governor's Mansion, and also on the climb up from Cope Park, the sidewalk is roughly 60" wide. That's pretty good. But from the top of the hill to the 8th street intersection the broken down sidewalk averages 40-45" wide. I now think that's too narrow. Can CBJ find a way to ensure a 60" sidewalk width through the whole project area? In our Zoom meeting you mentioned narrowing traffic lanes to slow down traffic. If we narrowed the lanes from the 8th street to Goldbelt, it would provide right of way to widen sidewalks to 60". That would make things better for pedestrians. The narrower traffic lanes would allow sidewalk widening without taking right of way from any of the local residents.

Narrowing lanes would also reduce speed differential, and help with bike safety. I would also like to suggest adding a stop sign at Calhoun and 8th. This would lessen speeds through this section, and make it safer for bikes. Adding a stop sign would have an additional benefit. Whenever I drive up Indian Street, go left on 8th and stop on Calhoun, right now you face a blind corner and rock wall. So you have to inch out and hope for the best. Putting in a stop sign would help cars merge onto Calhoun. I believe adding a stop sign would help local residents as well, much like the three way stop signs in the valley, at the corner of Berners and Muir Street.

Thanks for considering my reflections on how to optimize the project. Rob Welton

From: robbrose@gci.net <robbrose@gci.net>
Sent: Wednesday, December 23, 2020 10:23 AM
To: john.nelson@juneau.org
Cc: Rob/Rose Welton <robbrose@gci.net>
Subject: Calhoun Ave Project Comments

Hi Mr. Nelson,

First, thanks for taking time for a Zoom meeting last night, to explain the broad outlines of the Calhoun Avenue project. I'd like to share a few thoughts with you on it:

In a perfect world, there would be right of way for AASHTO-compliant traffic lanes, bike lanes and sidewalks. I understand that the terrain is too constrained for a "perfect solution". If I have comments on a strategic change in the road, I'll forward them to the Planning Commission.

It would be great to enable a one way road on Calhoun, but understand it poses emergency access challenges. Would it be possible to make Calhoun a one way street, but add a system where signals and lights could stop traffic and allow emergency vehicles to drive against the normal traffic direction? This would allow safe bike-ped access, and potentially solve the emergency access problem. I'd love to know your thoughts on the feasibility of this;

One of the nice aspects of the current road is the pull-out by the museum. When riding toward Cope Park, if there is a car behind me I'll pull my bike into this and let cars pass before entering Calhoun. Adding a pull-out to the Cope Park end, for riders coming towards downtown would be a nice enhancement. Adding a bike lane to the uphill side of the street would be a bad idea. Since bikes go fast downhill, the speed differential between bikes and pedestrians would be unsafe. If forced to choose, put a pull out on the downhill side. On a related note, I agree with removing the uphill sidewalk between Cope Park and Goldbelt Ave.

The most hazardous part of Calhoun is near the 8th avenue intersection, where the road bends slightly around a rock wall. If riding toward Cope Park, there is a short section where bike riders are potentially invisible to cars coming from behind. This needs to be mitigated, one way or another. Perhaps by straightening out the curve and rock wall? Finding a way to do this would be the best fix possible given the space constraints. Perhaps it's more feasible to narrow the road on both sides of this constriction. This traffic calming would reduce speed differential and thus hazard;

Improved signage would also help communicate the need for slower speeds and awareness of cyclists and pedestrians. I haven't inventoried what's there, but a study of signage is warranted. I'd be glad to be a sounding board on this.

Anything that can be done to lessen the grade of the climb up from Cope Park to Goldbelt Ave will be helpful. It slows down bikers going up, and speeds them up going down. Not sure how much leeway CBJ has in this regard. Even a small change would help.

On a related note, though it's outside the scope of this project, lessening the grade on Indian Street would be helpful. So would softening the radius of the very steep corner there. Not sure how feasible any of this is, but it would help provide redundant access;

Adding mirrors or something to the curve below Cope Park may help all traffic see each other as they merge onto Calhoun Ave;

It is laudable that CBJ plans on widening sidewalks to the greatest extent possible. Sidewalk width should never go under 48", even at the 8th avenue dogleg/chokepoint. If some right of way is required to make this happen, that's what should be done. "where there is a will, there is a way". Let's find a way to improve this critical section.

That's all the comments that come to mind. Thanks again for taking time to get me and others up to speed on the project. Also, Merry Christmas! Rob Welton

Irene Gallion

From: PC_Comments
Sent: Tuesday, November 17, 2020 3:16 PM
To: Irene Gallion
Cc: Chelsea Wallace
Subject: FW: Calhoun Ave, Capital Ave, and community planning
Attachments: Traffic.pdf

Hey Irene,

We just received this comment, which I assume goes with CSP20-01? Is this anything that we need to bother with?

Jack Scholz | Administrative Assistant I

Community Development Department | City & Borough of Juneau, AK

Location: 230 S. Franklin Street, 4th Floor Marine View Building

Main Line: 907.586.0715 | Personal Line: 907.586.0736



Fostering excellence in development for this generation and the next.

From: Demian Schane <dschane@gmail.com>
Sent: Tuesday, November 17, 2020 2:19 PM
To: PC_Comments <PC_Comments@juneau.org>; Borough Assembly <BoroughAssembly@juneau.org>
Cc: Rorie Watt <Rorie.Watt@juneau.org>; Katie Koester <Katie.Koester@juneau.org>; Jill Maclean <Jill.Maclean@juneau.org>; John Nelson <John.Nelson@juneau.org>; Alan Steffert <Alan.Steffert@juneau.org>; Beth McKibben <Beth.McKibben@juneau.org>; Ethan Roemeling <ethan@prohns.com>; Emily Ferry <emily.ferry@gmail.com>
Subject: Re: Calhoun Ave, Capital Ave, and community planning

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Good evening, and thanks for the feedback we've received thus far.

Continuing this conversation, I attach a recent picture of a group from Discovery Preschool out for a walk and having to navigate Calhoun Avenue's narrow sidewalk. It highlights the importance of widening them so that groups such as this do not have to walk so closely to the vehicles moving up the street and so that there would be room for passers-by coming in the opposite direction. Understandably, if we were designing the city from scratch, we'd all have sidewalks like those in front of Harborview Elementary. Those are very pedestrian friendly and encourage travel on foot. That said, the city should take every opportunity to improve the walkability of this town and widen its existing sidewalks to at least 5 feet whenever feasible.

I am also attaching a rudimentary sketch of our proposal to improve traffic flow by making it move in a circular fashion in our neighborhood. Our understanding is that Capital Avenue will become one-way, heading north from Willoughby Avenue. We encourage CBJ to undertake a traffic study, focusing on ways to make our streets safer (especially the steep street up Indian from 9th Street), keep traffic on the main arteries to/from downtown, and promote pedestrian friendly neighborhoods.

Thank you for your time and consideration.

Demian
209-2632

From: **Emily Ferry** <emily.ferry@gmail.com>
Date: Sun, Nov 8, 2020 at 10:09 PM
Subject: Calhoun Ave, Capitol Ave, and community planning
To: <pc_comments@juneau.org>, <BoroughAssembly@juneau.org>
Cc: Rorie Watt <Rorie.Watt@juneau.org>, <Katie.Koester@juneau.org>, Jill Maclean <Jill.Maclean@juneau.org>, <john.nelson@juneau.org>, Alan Steffert <Alan.Steffert@juneau.org>, <Beth.McKibben@juneau.org>, <ethan@prohns.com>

Good evening,

My husband and I submit the attached comments concerning Juneau's impending road reconstruction and coordination in our neighborhood.

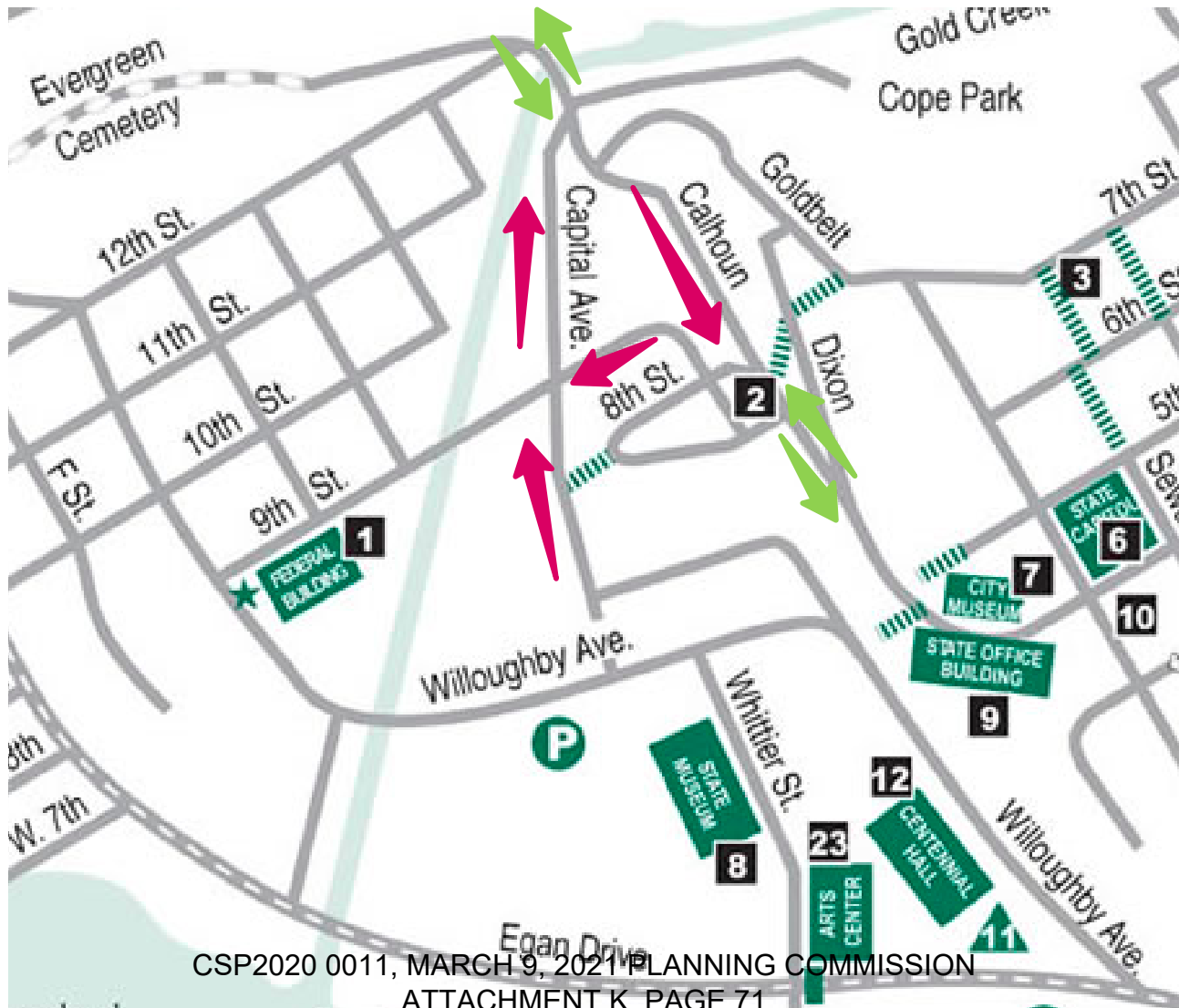
Thank you for your time and consideration.

Sincerely,

Emily and Demian
907-723-6599 / 907-209-2632



Proposal for revised traffic patterns on Capital & Calhoun Aves



From: Demian Schane <dschane@gmail.com>
Sent: Monday, December 28, 2020 10:38 PM
To: PC_Comments
Subject: comments on the reconstruction of Calhoun Ave

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commissioners:

I write to comment on the reconstruction of Calhoun Avenue. On December 22, 2020, the CBJ Engineering Department presented a helpful overview of the project. During that presentation, it became clear to me that the city would benefit greatly from a more in-depth study of this and adjacent projects.

First, there is strong interest in weighing alternatives that would provide for better and safer pedestrian passage and bicycle lanes. CBJ indicated that it had considered this option (though it did not take public comment or otherwise discuss this option beyond the 2-hour presentation), but CBJ dismissed it because it could be done only by making a portion of Calhoun Ave one-way and that change created concerns from the Fire Department. However, as a landowner along the route, CBJ did not discuss the possibility of widening the sidewalk onto our property (and adjacent ones) and how we might be able to adjust to that. Further, even with the one-way option, the information that CBJ presented was somewhat confusing. At times, they indicated that in order for the fire engines to use Ninth and Indian streets as one-way routes, they would need to condemn certain private property above the intersection of Capitol Ave and Ninth Street. But, the street is currently two-way and the fire department is using it without such condemnation. CBJ did not make clear why converting that portion of Ninth to a one-way street would require the condemnation of private property. If it's the direction of traffic that lead CBJ to that conclusion, could it consider the other direction?

Second, reconstruction projects like this one happen once every 20-40 years. Calhoun Avenue is a major corridor for pedestrians and cyclists as it connects residents to their schools, parks, and downtown businesses. The city has been working to make Juneau more walkable for tourists (adding signs, widening other sidewalks, etc.). Indeed, nearly every planning document describes CBJ's interest in maximizing pedestrian safety. And there is a great opportunity to do that here. It might take some creative effort, but a primary goal should be to have 5' sidewalks for as much of Calhoun Ave as is possible.

Finally, the city is currently planning the construction of Capitol Avenue. These two projects of highly used access streets (and perhaps there are others) afford the city the chance to look wholistically at the downtown neighborhoods and analyze what options exist to make the downtown streets more user friendly to pedestrians and cyclists, while making traffic flow efficient and focused on the main arterial roads (Egan Dr. and Glacier Highway). While the city is fortunate that its contractors completed the reconstruction on Egan Dr. early, thereby making this project feasible for the summer of 2021. However, rather than move quickly to get it done, the city should explore all alternatives to come up with the safest, most efficient design for all the corridor's user groups.

Thank you for the opportunity to comment.

Demian Schane
 836 Calhoun Ave

From: Rob and Rose Welton <robbrose@gci.net>
Sent: Monday, December 28, 2020 7:12 AM
To: PC_Comments
Cc: Rob and Rose Welton
Subject: Comments for CSP2020 0011 Calhoun Ave

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I'd like to make a few comments about the proposed repair and repaving of Calhoun Avenue, project CSP2020 0011.

In a perfect world it would be nice to add bike lanes and a wider sidewalk to the project area, but there isn't enough right of way for this. One solution would be converting Calhoun to one way, going from Cope Park to downtown. This would complicate emergency medical and Fire Department access, and also disrupt parking and traffic in the neighborhood. That seems like too much disruption. So I suggest CBJ make a few less dramatic changes that will improve safety for the neighborhood residents, motorists, pedestrians and cyclists.

As a cyclist, the narrow road and speed differential with cars make it never wracking to ride. The CBJ Project Engineer John Nelson suggests narrowing traffic lanes through the project area, which will lower motorist speeds. I applaud this as a constructive change. This change will yield additional right of way that will allow CBJ to widen sidewalks through the project area to 60 inches throughout. That will be a nice improvement.

I also recommend CBJ approve adding a three-way stop sign to the intersection of 8th avenue and Calhoun. The lower speeds will benefit the local residents, like the three way stop at Berners and Muir Streets in the airport area. The intersection is a bit of a blind corner. So adding a three way stop will make merging less of a gamble. Plus, it will lower speeds which will improve safety for cyclists and pedestrians.

This project will enhance safety in the neighborhood, and while it won't offer the perfect solution for all modes of access, it represents a good compromise and nice improvement. Thank you

Robert Welton
Douglas

1945 Alex Holden Way #101	Juneau, AK 99801	907-780-4004	solutions@proHNS.com
219 Main Street #13	Haines, AK 99827	907-419-6070	www.proHNS.com

Resident Correspondence Summary

Calhoun Avenue Reconstruction

BE21-117

943 Calhoun Ave

Kent & Jenny Dawson

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 9/29/20 - Owner discussed project concerns with proHNS (email)
- 9/30/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 11/2/20 – Provided ROW encroachment approval to proHNS (email)

928 Calhoun Ave

Herman Rosenberger

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 9/8/20 - Owner discussed project concerns with proHNS (telephone call)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 10/21/20 – Provided ROW encroachment approval to proHNS (email)

925 Calhoun Ave

Kerry Crocker, Frances & Perry Leach

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

924 Calhoun Ave

Herman Rosenberger

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 9/8/20 - Owner discussed project concerns with proHNS (telephone call)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 10/21/20 – Provided ROW encroachment approval to proHNS (email)

914 Calhoun Ave

James McSweeney III

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

911 Calhoun Ave

John & Laurie Berg

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 9/1/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/5/20 - Owner discussed project concerns with proHNS (email)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 11/2/20 – Provided ROW encroachment approval to proHNS (email)

904 Calhoun Ave

Mary Madden

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

212 West 9th Street

Mary Alice McKeen & David Ottoson

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

836 Calhoun Ave

Demian Schane & Emily Ferry

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)
- 10/14/20 - Owner discussed project concerns with proHNS (email)
- 10/15/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/15/20 – Provided ROW encroachment approval to proHNS (email)

835 Calhoun Ave

Raymond & Glendia Malaby

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

825 Calhoun Avenue

Shane Francis

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

26 Calhoun Avenue

Grunberg Property Management

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

230 West 8th Street

Mark and Sun Hee Choate

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 8/31/20 - Owner discussed project concerns with proHNS (in person meeting)
- 9/9/20 - Owner discussed project concerns with proHNS (email/telephone call)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)

214 West 8th Street

Keith Crocker & Oxana Stadnokova

- 8/31/20 - Received public notice *Calhoun Avenue Reconstruction Design* (hard copy hand delivered)
- 10/13/20 - Received public notice *Calhoun Avenue Road Closure* (hard copy hand delivered)



Photo by Pat McGonegal

Page 627 of your packet

1

CSP2020 0011

Calhoun Avenue Reconstruction

- Water Utility Replacement
- Sewer Utility Replacement – sanitary and storm
- Roadway Reconstruction – including pedestrian improvements



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2

Commission duties

CBJ 49.15.580(a)

- Review for consistency with Title 49 land use code
- Recommend conditions and modifications to the Assembly

CBJ 49.35.240(i)(4)(B)

- Waive roadway construction standards for unique circumstances that may not meet AASHTO guidance.



3

Your recommendation to the Assembly

- Does the route deserve more study?
- Should this project go forward as is or with mods?
- Why didn't E&PW do more?

7

CALHOUN AVE IMPROVEMENTS, Phase I - MAIN ST TO GOLD CREEK - Reconstruct roadway, sidewalk and curb and gutter. Replace Water Main, valves and services connects as needed. Replace sewer main and service connects as needed. 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.

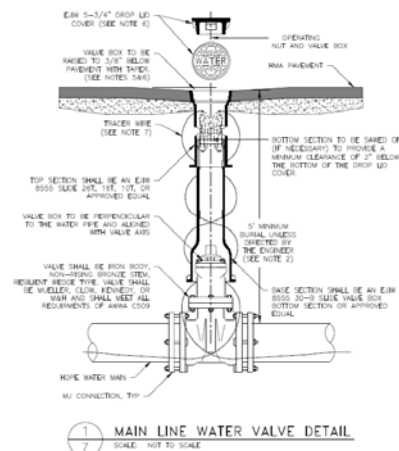


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4

Brief touch on utilities

- Water system in poor condition
- Combined sewer needs separation into sanitary and storm



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5

Possible one-way operations



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6

How does CCFR use Calhoun?

- Access to upper downtown if Egan is blocked
 - Construction
 - 4th of July
 - Celebration
 - Tourist season
- Egress in the event of multiple calls
- Access to Gastineau
- “Get above” downtown fires quickly



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7

CCFR maneuverability requirements



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Maximizing sidewalk

- ADA min 3' wide
- Pinch point in W 8th area
- Otherwise, sidewalks are 4-5 feet wide
- Include curb and gutter
- Bikers share the road

Photo by Pat McGonegal



8

9

Pinch point



CITY AND BOROUGH OF
JUNEAU
ALASKA'S CAPITAL CITY

10

Shared roadway



CITY AND BOROUGH OF
JUNEAU
ALASKA'S CAPITAL CITY

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11

Need for road waiver [CBJ49.35.240(i)(4)(B)]

Existing roadway does not comply

- 26 foot required, 18 feet available

Unique circumstances

- Historic route, established before 1914

Will not aggravate intent of Title 49

- Adopted plans recognize need to improve pedestrian improvements in the limited ROW

AASHTO compliance unreasonable

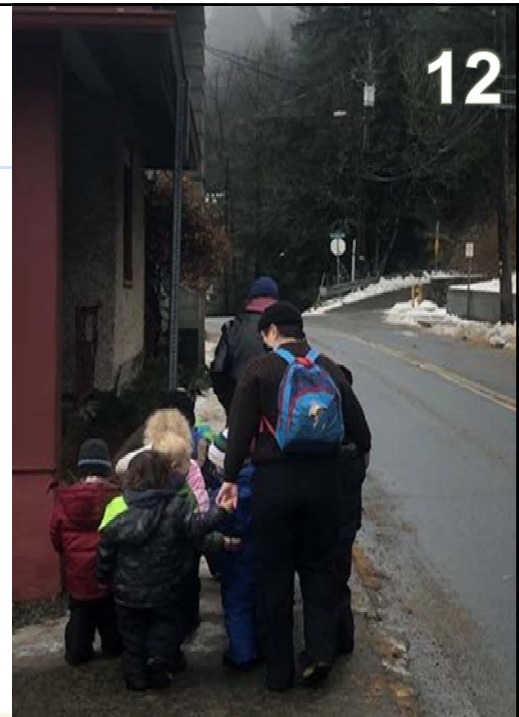
- Recommend 9 foot lanes min. Pinch point has 8 foot lanes plus gutter



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Public comments

- Do broader study of walkability, bike accommodations
- Consider one way traffic
- Prioritize sidewalks over lane width
- Consider burying utilities
- Find bike lanes



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13

Plans

- Raise and rehab sidewalks where able
- Improvements for pedestrians needed
- Make ped travel safe and convenient
- Downtown Transportation Management Program
- Designate corridors for study



Photo by Pat McGonegal



14

Why approve?

- CCFR response capabilities need two way traffic at this time
- Historic ROW limits improvements
- Pedestrian safety improved with 6 inch curb
- Water needs replacement
- Sewer needs separation
- E&PW operating within scope of CIP
- If subsequent studies support, one-way ops could be accommodated with mods to sidewalks and paint



Photo by Pat McGonegal

Recommend planning effort?

Supported by Comp Plan

- Designate corridors for subsequent site-based studies
- Develop "Downtown Transportation Management Program"

Challenges

- Zero based budget
- Reduced tax revenue due to COVID-19



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16

RECOMMENDATIONS

- **ADOPT** the Director's analysis and findings, and forward a **RECOMMENDATION OF APPROVAL** to the CBJ Assembly for the Calhoun Avenue Reconstruction Project.
- **APPROVE** the waiver of road construction standards for the Calhoun Avenue Reconstruction Project.

Thank You!



Additional Materials

Regular Planning Commission Meeting

Virtual Meeting Only

7:00pm

Meeting Date: January 12, 2021

- ~~1. **ARP2020 0001 & SMP2020 0004:**~~
 - ~~a. **Correction Memo from Jill Maclean**~~

- ~~2. **CSP2020 0009:**~~
 - ~~a. **Public Comment Karl Bausler, received 1.7.21**~~

- 3. CSP2020 0011:**
 - a. Public Comment – Marna Schwartz, received 12.29.20
 - b. Public Comment – Frankie Pillifant, received 1.3.21
 - c. Public Comment – Abbey Janes, received 1.3.21
 - d. Public Comment – Doug Edgar, received 1.4.21
 - e. Public Comment – Mark Choate, received 1.5.21
 - f. Public Comment – Peter Metcalfe, received 1.5.21
 - g. Public Comment – Emily Ferry, received 1.5.21
 - h. Public Comment – John Bohan, CBJ Engineering, response to Emily Ferry, received 1.6.21
 - i. Public Comment – Kristin Garot, received 1.6.21
 - j. Public Comment – Michael Hekkers, received 1.7.21
 - k. Public Comment – Darren Snyder, received 1.7.21
 - l. Public Comment – Emily Ferry, received 1.7.21
 - m. Public Comment – Demian A. Schane, received 1.8.21
 - n. Public Comment – Britt Tonnessen, received 1.9.21
 - o. Public Comment – Alida Bus, received 1.10.21
 - p. Public Comment – Sally Schlichting, received 1.10.21
 - q. Public Comment – Barb Mecum, received 1.10.21
 - r. Public Comment – Tom Paul, received 1.10.21
 - s. Public Comment – Claire Fordyce, received 1.10.21
 - t. Public Comment – Morgan Michels, received 1.10.21
 - u. Public Comment – Linda Rosenthal, received 1.10.21
 - v. Public Comment – Robin Stratton MacDonald, received 1.10.21
 - w. Public Comment – Marilyn Holmes, received 1.11.21
 - x. Public Comment – Ryan Conarro, received 1.11.21
 - y. Public Comment – Richard D. Monkman, received 1.11.21
 - z. Public Comment – Terra Stark, received 1.11.21

- aa. Updated Statement of Interest from the Downtown Juneau
Neighborhood Association, received 1.11.21

From: Marna Schwartz <marna_schwartz@hotmail.com>
Sent: Tuesday, December 29, 2020 10:24 AM
To: PC_Comments
Subject: Calhoun Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

I currently live at 308 7th St in downtown Juneau. I have lived on 7 th Street since 2007 and on 5th St from 1998-92.

Living downtown has its benefits and limitations. Choosing to live in an older neighborhood means living in a higher density community with challenging terrain and more limited options when it comes to space related considerations. Legislature related parking, tourist travel and weather complexities are all issues that are somewhat unique to living in this area and places limitations on activities that in other parts of town may be enjoyed with fewer safety issues.

Personally, I think the highest priority for downtown movement should be for walking. Our system of stairs is well maintained and allows for better options (both from an aesthetic and a safety perspective) for those wanting to avoid more heavily traveled roads. I am less concerned about the ability to bike through crowded downtown neighborhoods, my main concern is that residents sometimes believe that it is ok or appropriate to ride a bike on the sidewalk which unfortunately is not a safe choice for the rider or the walker. Perhaps having no ride areas in places that are an unsafe combination of riders and walkers would be a good option at this point, especially when roadways are too narrow to accommodate wider sidewalks or bike paths. This may be the situation on Calhoun.

If the community is interested in considering the impact of making more streets in the downtown area one way, I think it would be more appropriate to discuss this as a whole downtown proposal rather than to have it come on a piece meal basis related to individual projects. It makes me uneasy to think a far reaching proposal to make significant changes in downtown traffic flow would come out of a public comment period on one specific planned upgrade of a heavily trafficked roadway. I am hopeful that comments requesting significant changes in traffic flow would be entertained in another forum rather than on a piece meal basis.

Thank you for the service you all provide to this community.

Marna Schwartz
308 7th St.
Juneau AK 99801

Irene Gallion

From: John Nelson
Sent: Monday, January 4, 2021 8:03 AM
To: Irene Gallion; Alexandra Pierce
Cc: John Bohan; Lucas Chambers (lucas@prohns.com)
Subject: FW: Calhoun Ave Project Comments- Revised

Another FYI

From: Frankie Pillifant <frankiepillifant@gmail.com>
Sent: Sunday, January 3, 2021 10:58 AM
To: John Nelson <John.Nelson@juneau.org>
Cc: robbrose@gci.net
Subject: Re: Calhoun Ave Project Comments- Revised

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello Mr. Nelson,

I attended the Zoom meeting you conducted online a few weeks ago and have been thinking and reviewing the project since then and want to add my thoughts for your consideration. I have Cc'd Rob as we often discuss projects around the CBJ with regard to bicycle and pedestrian safety, and ADA. Together we have decades of experience as car drivers, bicyclists on roadways, and of course, we're all pedestrians. Though neither of us are in need of ADA considerations, those are often enhance safety for all users of a transportation route.

Calhoun has been, and continues to be, an integral part of my active transportation route off of 6th street in downtown. I raised two children in Juneau and they are both safe bicyclists and my 11 year old grandson is now learning the rules of the road. As a driver, and bicyclist, off the 6th street area of downtown I often use Calhoun to bypass the higher use area of Main Street intersections and Egan Drive. (Though I love the new bike lane along Egan there are still some maneuvers to be made by bicyclists to get over the left turn lane for the bridge crossing and into the left turn lane at Main).

I am intrigued by the idea of creating a looped one-way route and would love to see that explored. If that isn't possible at this time, I would like to ask you if you can recommend the implementation of well established tools for improving safety of all users on the Calhoun Avenue rebuild. Tools commonly in use for decades around the country, Alaska and Juneau, include signage for 'Share the Road', painted instructions on the roadway for sharing, speed limit signage, 'Pedestrians present', 'Children present', etc. I'm not a fan of speed bumps but understand their use. I do think a stop sign at 8th will be irritating for through Calhoun traffic (including bicyclists) but will send a strong message of 'take it easy, this is a very local road'.

I appreciate your consideration of my thoughts and your time helping the Planning Commissioners understand the tools already available that cost effectively improve safety in short order. Please let me know if you have any questions regarding my comments.

Regards,

Frankie Pillifant
 Juneau, Alaska

From: Abbey Janes <abbey_lu@icloud.com>
Sent: Sunday, January 03, 2021 7:36 PM
To: PC_Comments
Subject: Calhoun project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To whom it may concern,

It has come to my attention that Calhoun Ave downtown is in line for a rebuild soon and that currently, the plan does not include modifications to make it more safe for pedestrians and cyclists. In my opinion, this is a grave mistake, kicking the can down the road, and continuing to allow a street with very high foot traffic to prioritize only motorized vehicles. My family regularly uses Calhoun to bike to town, and my children attend a school in the flats school complex, using Calhoun regularly for field trips to Basin Road, Capitol Park, Cope Park, the Capitol, and the City Museum. Even when driving, it is currently extremely difficult to get through if two cars are passing. Please consider this opportunity to include all user groups and make Calhoun a safer option for everyone.

Sincerely,
Abbey Janes

From: douglas.w.edgar@gmail.com
Sent: Monday, January 04, 2021 7:57 AM
To: PC_Comments
Subject: Calhoun Avenue - complete street and underground utility maintenance comments

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To the Planning Commission:

It would be a big improvement if the sidewalk on Calhoun Avenue between Goldbelt and the Governor's house could be widened. There is a significant amount of pedestrian traffic on Calhoun from Cope Park to downtown, with cars and trucks passing them within inches in places. During tourist season the danger is increased by bus and construction traffic.

I realize there is only a small width in that area to put two lanes of traffic and a sidewalk but even a 12 inch increase in sidewalk width would help.

Doug Edgar
108 6th Street #2
Juneau, AK 99801
907-321-5131

From: Mark Choate <mark.choate@gmail.com>
Sent: Tuesday, January 05, 2021 5:01 PM
To: PC_Comments; Emily Ferry; Peter Metcalfe
Subject: Calhoun Avenue Rebuild - Comments

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission;

I live on the corner of West 8th and Calhoun and am very familiar with the road and the hazards that exist because of (1) failure to maintain the sidewalks and (2) general problems of speed on what has become the main arterial to access the upper part of downtown Juneau.

Calhoun is a significant safety problem - certainly the worst problem downtown - with traffic rushing in and out of the downtown on a narrow and twisting roadway. There are three main types of risk. First, pedestrians are at risk because the sidewalk curb is non-existent for much of the street, disappearing as car tires have driven over it and the layers of asphalt have been added to the street without consideration for the curb. It simply is not safe to walk on the sidewalk near our home and along on Calhoun. It is equivalent to walking on the street.

Second, bicyclists on Calhoun are at imminent risk of being struck by fast-moving cars especially heading northbound at the Governor's where there is an S-Curve that hides bicycles in the same lane.

Third, there's a risk of property damage as vehicles leave the roadway and crash into the properties adjoining Calhoun. I can remember the fence being hit with a vehicle traveling all the way across the yard and out the other side. We have had 3 vehicle strikes while we've owned our home. Each has caused significant damage - the most recent did almost \$100,000 in property damage plus hit a pedestrian as he bounced off the wall across from the Governor's and came into our property.

I do not believe the solution proposed by the planners - to basically replace the existing roadway with some curbing is a good fix for what is a consistent problem. The sidewalk along the street should be at least as wide as the one from the Capital to the Governors. There should be plans to slow traffic that include making part of the roadway one-way. No one really has much reason to rush in Juneau with the exception of emergency vehicles. Calhoun is perhaps one of the most walked, biked, stroller-pushed, pet exercised streets in Juneau. While there are few ways to make the street effectively any wider, slowing or limiting traffic will not decrease anyone's transit time by much while it will make the street safer and decrease the risk of serious injury or death that Calhoun has represented for the last couple of decades.

Mark Choate
 230 W. 8th Street
 Juneau, Alaska 99801
 Tel: (907) 586-4490
 EFax: (206) 424-9705
 Email: mark@choatelawfirm.com

From: Peter Metcalfe <petermmetcalfe@gmail.com>
Sent: Tuesday, January 05, 2021 7:02 PM
To: PC_Comments
Cc: Emily Ferry; lemannbluff@gmail.com; Jim & Jean Alter; clark branch; Jake Carpenter; markchoate@gmail.com; Erik Emert; Ann Dombkowski; Carol & Keith Gerken; carol Gerken; Grey Pendleton; Sandra R Metcalfe; Tony & Linda Newman; Sandy Parr; jessica.quintero@alaska.gov; Angela & Richard; linda rosenthal; Paul Rosenthal; Larry Woolford; Noelle Dersé; Rob Cadmus; lindoff31@gmail.com; Juanita Coronell; Frances Field; ottokeen@gmail.com; cscott11@alumni.nd.edu; Mark Handley; Staci Malaby; Meilani Schijvens; Rebecca Braun; Aurah Landau; Michelle Kissling; Mary Aparazuk Schlosser; Marc Wheeler & Jessica Paris; Naomi Davidson; Iris Matthews; Marilyn Holmes; <roblingray@gmail.com>; Elizabeth Davis; Patrick Race; Ian Fisk; Kate Glover; Bill Glude; Demian A. Schane; Kim Metcalfe; Mark Choate
Subject: Calhoun Ave. Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To the Planning Commission:

Before the rebuild plan for Calhoun Ave. was drafted, we as a neighborhood had no opportunity to express our concerns. So far as I know, the only opportunity for us to do so was during the Zoom meeting with the planning department days before Christmas. Conflicting holiday plans made it difficult to participate.

One of our neighbors, who lives in the Fosbee Apartments, was away that week, and asked me for an update. After I described the plan to rebuild Calhoun, she remarked, "Given the opportunity, why would the City not make that street more safe?" This young woman is a state employee who, like so many others, walks that street every work day on her way to and from the State Office Building.

From our house at 354 Distin, we have to enter Calhoun at the intersection with W 8th. All too often I have to stop abruptly to avoid cars racing through blind curves.

As our neighbor, Mark Choate, expressed in his remarks to you, curbs do not answer our concerns.

In long term plans, the CBJ has committed to make downtown streets more friendly to pedestrians and bicyclists. This is a golden opportunity to *walk the talk*. Let's not ignore our community's commitment to safer, user-friendly streets for the sake of expediency.

Sincerely,

Peter Metcalfe
Metcalfe Communications
354 Distin Ave., Juneau, AK 99801
P.O. Box 021145, Juneau, AK 99802
907-723-3483

Irene Gallion

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Tuesday, January 5, 2021 7:35 PM
To: Irene Gallion
Cc: Beth McKibben; Alexandra Pierce; Demian A. Schane
Subject: Re: Calhoun Ave planning process

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Irene,

Thanks for the very thorough rundown of this process.

I'm wondering what a process might look like that would include meaningful public dialog and planning about this corridor and the residential areas of downtown. As I think we've established, Calhoun Ave is not just a neighborhood street; it is a major pedestrian arterial and a weak link the infrastructure needed to make Juneau a safe walkable, bikeable community. Certainly, if this was a state-owned route there would be a full EIS, a range of alternatives, and more opportunities for meaningful engagement during the planning process. I don't anticipate that the city would mimic that process per se, but I'm wondering if there are other examples of planning processes that actually entail taking a broader look at the needs, impacts, community design, traffic flow, safety of non-motorized, and desire of residents.

Take care,
 - Emily

On Tue, Jan 5, 2021 at 9:29 AM Irene Gallion <Irene.Gallion@juneau.org> wrote:

Hi Emily,

Thanks for checking in!

The staff report to the Planning Commission for the Calhoun Avenue Reconstruction project recommends approval of the project as presented by CBJ Engineering and Public Works.

Public comments received by noon on Friday, January 8th, will be bundled and sent to the Planning Commissioners for review over the weekend. They will also be posted on the agenda site (more later). This is the preferable option as it gives the Commissioners the weekend to consider the comments.

Comments received between noon on Friday, January 8th and noon on Monday, January 11th, will be provided to the Commissioners before the meeting. This does not give them as much time to review the comments.

When the project comes before the Commission, they have three options:

- Accept the staff recommendation and recommend the Assembly approve the project as presented.
- Accept the staff recommendation and recommend the Assembly approve the project with conditions.
- Recommend denial of the project.

They may also “continue” the project to another meeting if they feel they need more information or analysis.

The staff report, when completed, will be posted on the Assembly Minutes and Agenda

Site: <https://juneau.org/assembly/assembly-minutes-and-agendas>

Scroll down to the meeting on January 12, 2021. All meeting materials and zoom info will be posted here in either the online agenda or a downloadable .pdf agenda.

Meetings	Items						
Meeting Date	Meeting Type	Meeting Location	Online Agenda	Download Agenda	Minutes Recap	Legal Minutes	Board Details
01/26/21	Planning Commission - Regular Meeting	Virtual Meeting Only					
01/12/21	Planning Commission - Regular Meeting	Virtual Meeting Only					
01/06/21	Assembly Finance Committee	Zoom Webinar & FB Live Stream					

We anticipate posting the staff report by the middle of the week.

Public testimony will be taken at the Planning Commission meeting on January 12th. It will be in the “Zoom Webinar” format, which varies slightly from a regular Zoom meeting in that the public can listen, but need to be given permission to speak. This is similar to the project meeting held on December 22nd, but more formal. If participating via Zoom, an individual can raise their hand (icon at the bottom of the screen) to comment, and will be given permission in the order which they raised their hand. Phone participants can raise their hand by pressing *9, and can unmute themselves by pressing *6.

After the Planning Commission makes a recommendation, that will go to the Assembly and be placed on the “Consent Agenda.” The Consent Agenda is a group of actions that need to be addressed publicly but that tend to be routine. Before the Consent Agenda is approved, the public and the Assembly have the opportunity to remove items from the Consent Agenda. Then, those items will be the first thing heard during “Public Hearing.”

Thank you,

Irene Gallion | Senior Planner

[Community Development Department](#) | City & Borough of Juneau, AK

Location: 230 S. Franklin Street | 4th Floor Marine View Building

Office: 907.586.0753



Fostering excellence in development for this generation and the next.

From: Emily Ferry <emily.ferry@gmail.com>

Sent: Friday, January 1, 2021 1:23 PM

To: Irene Gallion <Irene.Gallion@juneau.org>; Beth McKibben <Beth.McKibben@juneau.org>; Alexandra Pierce <Alexandra.Pierce@juneau.org>

Cc: Demian A. Schane <dschane@gmail.com>

Subject: Calhoun Ave planning process

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi Irene, Alex, and Beth,

Thanks for chatting with me recently. I wanted to confirm my understanding of the Calhoun Rebuild process before sharing with my neighbors:

*Community Development will be recommending that the Planning Commission approve the reconstruction of Calhoun Ave as proposed by the Engineering Department. The public has until Jan. 11th to submit comments. Publicly available information is [here](#).**

The Engineering Department has said it is up to the Planning Commission and/or Assembly to decide if the scope of this project should include a broader look at safety upgrades necessary to address the bike and pedestrian issues that have been identified along this corridor for the past two decades.

The Planning Commission can choose to approve, deny, or approve the project with modifications. From there, the Commission will make a recommendation to the Assembly.

Is this summary accurate?

I also have a few additional questions:

1) * This site contains very little information about the project making it exceedingly difficult for the general public to comment. I also looked at the parcel viewer but did not quite see how that would inform anyone about what the scope of the project is. Am I missing something?

2) What happens after the Assembly makes their decision?

3) When (if ever) will there be an opportunity for meaningful public input? Did any of you have the chance to attend the meeting hosted by the Engineers on Dec. 22nd? While it was helpful to get a better overview of the project, especially since I haven't succeeded in finding any online, it clearly wasn't designed to solicit or incorporate the concerns of the neighborhood. The discussion with the Fire Department, for example, added confusion rather than clarity and was cut short rather than allowing us to more deeply understand the fire department's needs. Simply put, their presentation about condemning property did not make sense. While there were many good ideas shared, I highly doubt that any changes were incorporated in the one to two working days between the meeting on Dec. 22nd and when comments were due to incorporate into the staff report on Dec. 28th.

[This map from Juneau Rides](#) illustrates well Calhoun is indeed a Bike Boulevard. Numerous parents have said they won't let their kids bike to school because Calhoun is unsafe for cyclists. Proceeding with a rebuild of the corridor as-is seems to be inconsistent with the desire for walkability, bikeability, sustainability and active transportation laid out in the comprehensive plan and just about every other planning document.

Again, thank you for helping me understand this process and how neighbors and other users can make sure it is an investment that gets us a step closer to the community we envision.

Take care,

- Emily

723-6599

Irene Gallion

From: John Bohan
Sent: Wednesday, January 6, 2021 4:38 PM
To: Irene Gallion
Subject: FW: Calhoun: Additional questions and bike design ideas

Fyi.

Thanks
John Bohan, PE
 CBJ Chief CIP Engineer
 155 S. Seward St
 Juneau AK 99801
 (907)586-0876 fax 463-2606

From: John Bohan
Sent: Wednesday, January 6, 2021 3:55 PM
To: Emily Ferry <emily.ferry@gmail.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Nelson <John.Nelson@juneau.org>; 'Lucas Chambers' <lucas@prohns.com>
Subject: RE: Calhoun: Additional questions and bike design ideas

Emily, I would like to add a little more information to Lucas's response so you don't feel like you are getting the run around.

Engineering did look into Calhoun as a one way and quickly came up against the CCFR access challenges. Addressing these impacts, and the impacts to how traffic moves through Downtown Juneau, is a bigger project that requires additional traffic and engineering study, additional public process to allow all impacted users the opportunity to comment, and further decision making by the Planning Commission (PC) and Assembly on the ultimate outcome. The Calhoun Reconstruction project as approved for funding by the Assembly in the Capital Improvement Program, is an infrastructure maintenance project to repair the existing worn out, failing infrastructure, make betterments within the limitations of the existing space, and is the limit of the current project's scope.

If the PC and Assembly decide to broaden the scope of the Calhoun project we would begin the additional public outreach, forums, meetings, brainstorming for creative alternatives, and analysis needed to look at all the opportunities, benefits and impacts created by turning Calhoun into a one-way road. All of this information would be compiled into a presentation to the Planning Commission for them to provide their recommendations to the Assembly to ultimately decide the path forward. It is important to note that proceeding on reconstructing Calhoun, which is a in large part replacing failing utility infrastructure underground, does not preclude Calhoun from becoming a one way in the future (even near future). The policy question, and necessary public process surrounding it, can proceed with Assembly direction in concert with those improvements. Changing signage, striping and widening the sidewalk is only a small portion of the project cost.

Thank you for your input, commitment and involvement on this project. It is nice to work with individuals and neighborhoods that are engaged and care about the project outcomes and want to make things better.

Thanks
John Bohan, PE

CBJ Chief CIP Engineer
 155 S. Seward St
 Juneau AK 99801
 (907)586-0876 fax 463-2606

From: Lucas Chambers <lucas@prohns.com>
Sent: Wednesday, January 6, 2021 1:40 PM
To: Emily Ferry <emily.ferry@gmail.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Bohan <John.Bohan@juneau.org>; John Nelson <John.Nelson@juneau.org>
Subject: RE: Calhoun: Additional questions and bike design ideas

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Emily,

The one way option was originally considered as an alternative to provide the corridor with wider sidewalks, bike lanes and eliminate the pinch point in the vehicle lanes between the rock fence and rock retaining wall/ staircase near the location of your property. It is not the current alternative being presented and became the not preferred option after CCFR said they would appose it because it would cause a reduction in access. So to your first point it is more accurate to say that the one way option on its face could fit into the scope of the project, but the other infrastructure improvements to make the one way option work for CCFR are outside the current scope of the project.

If the scope is expanded to allow for additional infrastructure improvements the one way option along with several other options including many that you have identified would be on the table for consideration. So to your second point if I am reading it correctly is correct.

Thanks,

Lucas Chambers, P.E.
 Cell: (907) 738-7384
 Office: (907) 780-4004

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Wednesday, January 6, 2021 12:14 PM
To: Lucas Chambers <lucas@prohns.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Bohan <John.Bohan@juneau.org> <john.bohan@juneau.org>; john.nelson@juneau.org
Subject: Re: Calhoun: Additional questions and bike design ideas

Thanks Lucas,

So to be clear, it is accurate to say a oneway is not being considered right now because it is not part of the scope of the project.

It would not be accurate to say that the fire department's concerns exclude any discussion of oneway options if the scope is expanded.

Is that correct?

Thanks for clarifying,

Emily

On Wed, Jan 6, 2021 at 12:01 PM Lucas Chambers <lucas@prohns.com> wrote:

Emily,

I am simply passing along the reasons why CCFR apposes making portions of Calhoun a one way without making other modifications to the streets in the neighborhood or greater downtown area. At this point those other modifications are outside the current scope of this project. The Planning Commission will need to recommend to the Assembly the scope of the project be expanded and the Assembly would need to approve that recommendation for the scope of the project to expand or change. We are currently waiting to see what comes of that process and will move the project forward accordingly.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Emily Ferry <emily.ferry@gmail.com>

Sent: Tuesday, January 5, 2021 7:10 PM

To: Lucas Chambers <lucas@prohns.com>

Cc: Demian Schane <dschane@gmail.com>; john.nelson@juneau.org; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; Ethan Roemeling <ethan@prohns.com>

Subject: Re: Calhoun: Additional questions and bike design ideas

Hi Lucas,

The text shows up ok, but the response still doesn't make sense to us.

The trucks currently come up 9th street and head downtown via Calhoun. Under the scenario attached (one developed after learning of the Fire Department's concerns of making 9th oneway going downhill)) the fire department would still come up 9th street and head downtown via Calhoun. From downtown it is unlikely that they would need to race back to the firehouse; it's more likely that they would need quick access to the hospital.

In the very unlikely scenario that Egan *and* 9th were unavailable (so unlikely that there is no record of that ever happening), the oneway stretch of Calhoun could be constructed to allow for wrong-way access by the ladder truck and/or a smaller truck could shoot up 9th and stop traffic at the intersection of 8th and Calhoun while the ladder truck made its way toward town via 12th and Calhoun.

In fact, one could easily argue that the traffic pattern proposed here could make for easier, faster fire access. Chief Etheridge mentioned during our meeting - and I've observed - times when firefighters had to stop on 9th-Indian hill/curve, get out of their trucks, and wait until cars could reverse out of the corridor because the truck could not get past with two way traffic around those tight corners. A oneway would remove this known problem and create faster access to downtown. Similarly, a truck could move more quickly from town to the hospital via Calhoun if needed. Here's a picture of fire trucks cruising down Calhoun during Santa's tour of town this December. Note that the trucks are straddling the centerline.

Instead of focusing on "we can't" I'd love to have a meaningful conversation that looks at what the actual needs are and how we can meet them while improving safety for the many people who use this route every day.

Take care,

- Emily

[Calhoun Ave map.pdf](#)

On Tue, Jan 5, 2021 at 11:38 AM Lucas Chambers <lucas@prohns.com> wrote:

Emily and Demian,

It was brought to my attention that the text might not have shown up in red so I have pulled it out separately for clarity.

CCFR's needs and concerns are that they need an alternative route into and out of the downtown and Thane area of Juneau in the event that Egan Drive is unavailable. Currently Calhoun Ave is that alternative route. The fire engine truck can use W. 9th and W. 8th or W. 7th to enter or exist downtown, but can barely make the sharp 90 degree steep turn on W. 9th where it is confined by a concrete staircase on one side and a concrete retaining wall on the other side and is limited during winter weather conditions due to ice and snow berms. It also is required to do a multiple point turn leaving downtown on the corner of W. 7th and Indian St when cars are parked there. CCFR's ladder and tanker trucks cannot make the sharp turn on W. 9th Street. So their concern is a loss of access to this area in an emergency.

1. What is it about making 9th street one-way going up from Capitol Ave to Indian and on to 8th that creates the need to condemn private property on 9th, 7th, or any of those streets behind the Governor's House?

In order to allow for CCFR's ladder and tanker trucks to make the sharp 90 degree turn on W. 9th the roadway would need to be widened which would require acquiring Right-of-Way (ROW) from either of the adjacent private properties. There could be a need to eliminate parking spaces or create parking restrictions on the streets behind the Governor's House to facilitate turning movements of CCFR's fleet, but would not require acquiring ROW.

2. Has anyone collected information on how often, on average, the fire department uses 9th street each year and does it exhibit a preference for going up or down it? How often and in what instances does the department need to use Calhoun?

No specific data on how often CCFR uses the streets in question has not been collected as part of this project. It would only take one instance where Egan Drive is unavailable and the alternative route is need and Calhoun Ave is no longer available for this to be an issue. So the concern is not how often, but if the scenario did happen.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Lucas Chambers

Sent: Tuesday, January 5, 2021 11:25 AM

To: Demian Schane <dschane@gmail.com>; Emily Ferry <emily.ferry@gmail.com>

Cc: john.nelson@juneau.org; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; Ethan Roemeling <ethan@prohns.com>

Subject: RE: Calhoun: Additional questions and bike design ideas

Demian and Emily,

Please see my responses below in **RED** to your inquiries about CCFR's concerns and needs.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Demian Schane <dschane@gmail.com>

Sent: Friday, January 1, 2021 1:22 PM

To: Emily Ferry <emily.ferry@gmail.com>

Cc: Lucas Chambers <lucas@prohns.com>

Subject: Re: Calhoun: Additional questions and bike design ideas

Hi Lucas and happy new year. I would like to expand on Emily's question concerning the Fire Department's concerns and ask two specific questions.

CCFR's needs and concerns are that they need an alternative route into and out of the downtown and Thane area of Juneau in the event that Egan Drive is unavailable. Currently Calhoun Ave is that alternative route. The fire engine truck can use W. 9th and W. 8th or W. 7th to enter or exist downtown, but can barely make the sharp 90 degree steep

turn on W. 9th where it is confined by a concrete staircase on one side and a concrete retaining wall on the other side and is limited during winter weather conditions due to ice and snow berms. It also is required to do a multiple point turn leaving downtown on the corner of W. 7th and Indian St when cars are parked there. CCFR's ladder and tanker trucks cannot make the sharp turn on W. 9th Street. So their concern is a loss of access to this area in an emergency.

When CBJ and you were discussing the complications of making Calhoun Ave one-way, there was a discussion with the Fire Chief about 9th Street. I believe John Bohan discussed the need for condemning private property at the curve on 9th and I think you mentioned the need for condemning private property along 7th Street where cars currently park.

At present, 7th street is one way and 9th street is two-way. Fire trucks often come up 9th street; we rarely see them going the other direction.

1. What is it about making 9th street one-way going up from Capitol Ave to Indian and on to 8th that creates the need to condemn private property on 9th, 7th, or any of those streets behind the Governor's House?

In order to allow for CCFR's ladder and tanker trucks to make the sharp 90 degree turn on W. 9th the roadway would need to be widened which would require acquiring Right-of-Way (ROW) from either of the adjacent private properties. There could be a need to eliminate parking spaces or create parking restrictions on the streets behind the Governor's House to facilitate turning movements of CCFR's fleet, but would not require acquiring ROW.

2. Has anyone collected information on how often, on average, the fire department uses 9th street each year and does it exhibit a preference for going up or down it? How often and in what instances does the department need to use Calhoun?

No specific data on how often CCFR uses the streets in question has not been collected as part of this project. It would only take one instance where Egan Drive is unavailable and the alternative route is need and Calhoun Ave is no longer available for this to be an issue. So the concern is not how often, but if the scenario did happen.

Thanks in advance for your thoughts.

On Fri, Jan 1, 2021 at 12:35 PM Emily Ferry <emily.ferry@gmail.com> wrote:

Hi Lucas,

Thanks for chatting earlier this week. My husband and I were chatting and realized that we still don't have a good handle on the Fire Department's needs and concerns. Their explanation during the public meeting added to confusion and was cut-off before we could get more clarity. Do you have a clear understanding of their needs and concerns?

I've also been looking at some transportation planning resources. Again, we understand that the scope of this would need to be expanded in order for your firm to put more time and energy towards these ideas, but I wanted to share a few that might be worth exploring if the scope is indeed expanded.

On the uphill side of the street a slightly raised/colored bike lane or shared use path might be the best use of what is now a raised sidewalk with very limited use. [This design manual](#) from the Oregon Dept of Transportation has a lot of great info. Page 14 has some good images/examples. This might make it easier to plow and clear, and meet more needs (a landing spot for the homeowners on the uphill side as they exit their stairs, occasional pedestrian use, and a space for bikes to move over so cars can pass.)

A design that could visually mark the space for bikers and pedestrians but would allow for bikes to roll on to it could also potentially allow for a small pull-over space/loading zone on the uphill side. Right now homeowners, delivery trucks including heating fuel trucks either pull up on to the downhill sidewalk or stop in the middle of the road. Designing the corridor to accommodate this use could also help keep traffic flowing.

If we were able to carve out space for a loading zone, it would be very helpful to have the powerlines buried. I've included an email from Steve Benke with the Juneau Commission on Sustainability, which expands on that issue.

As for other features that could make it safer for bikes, "sharrows" might help indicate that the route is a bike boulevard; it is ok and expected that bikes take the lane, especially between the Governor's house and main street and along 12th st. from Cope Park to Glacier Ave. [NACTO](#) has another good manual with lots of ideas.

If a one lane loop is to be further indicated, I think a contra-flow bike lane would make the most sense. In other words, bikes could travel in both directions. Page 11 of the Oregon manual describes this well.

Take care,

- Emily

From Steve Behnke:

They're probably too detailed for this phase, but I can think of 2 things relating to both the climate action plan and the Juneau Renewable Energy Strategy that should be considered:

1) Conduit/wiring should be incorporated for public EV chargers — esp. for places that don't have off-street parking. We're trying to get the CBJ to consider this whenever they tear up stuff downtown, and they're starting to work on a policy.

2) Access/chases for either hot water pipes for a future district heating system or for "warm" water piping for individual ground-source heat pumps. There's nothing really in the works for either of these, but they would make sense, and just having them mentioned would be useful.



From: Kristin Garot <garotk@gmail.com>
Sent: Wednesday, January 06, 2021 9:16 PM
To: PC_Comments
Subject: Calhoun Ave considerations

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission Members,

I urge you to consider options for developing safer routes for students and staff traveling to and from school.

For almost 20 years I traversed Calhoun Ave from my home on Gastineau Ave to my place of employment on Glacier Ave -- I understand firsthand the dangers that section of road presents to all its users - folks walking, biking, driving are all put in danger on the narrow streets and sidewalks.

In my current role, I know this is a street students in my school use regularly traveling to and from school and home, where students at my school pass through on field trips to the capitol or city museum.

As you plan for the rebuild of Calhoun Ave, we encourage the City and Borough of Juneau Assembly, Planning Commission, and Engineering Department to consider creative options for enhancing safe, active transportation options for our students and our community.

Sincerely,

Kristin Garot

From: Michael Hekkers <mikehekkers@yahoo.com>
Sent: Thursday, January 07, 2021 8:53 AM
To: PC_Comments
Subject: Calhoun Ave Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Please consider the narrowness of the road and the lack of bike lanes and adequate sidewalk width.
My son has risked his life biking in that corridor to school. Some people speed through there too. Speeds should be reduced maybe through speed humps?
Mike Hekkers
423 3rd St.
Downtown

From: Darren Snyder <darrengsnyder@gmail.com>
Sent: Thursday, January 07, 2021 11:36 AM
To: PC_Comments
Subject: Calhoun Ave project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Greetings Planning Commission Members,

From my decades of experience as a regular user of Calhoun Ave, I find that this vital corridor is too narrow to safely, simultaneously, accommodate two-way vehicle traffic, pedestrians, bikers and disabled persons. This is apparent to all who go through that area. It was simply not originally designed to the necessary scale and, since widening it enough is not an option, something has to give.

The best option that I have been made aware of is a one-way vehicular traffic route which accommodates every identified need and provides improvement in safety while also improving health and wellbeing of our citizens by promoting more walking, biking and other non-vehicular transportation. The increased time impact to vehicular commuters with this option is minimal and well worth the benefits to all of the users positively impacted.

In the interest of your time, I will end here, but am happy to expound on specific impacts, needs, etc if contacted to do so.

Thank you for your important work for our community.

Best,

Darren Snyder
527 5th St.,
Douglas, AK 99801

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Thursday, January 07, 2021 11:22 PM
To: PC_Comments
Subject: Additional Comments on Calhoun Ave Reconstruction

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Members of the Planning Commission,

My husband and I first shared a letter regarding the Calhoun Avenue Reconstruction process in early November. Since then we've talked, messaged, and emailed with dozens of neighbors and city officials. We've examined every aspect of the road and how people use it. I'm writing now to share what we've learned in order to help inform your decision-making process.

I'll focus on several key points and share a lot of supporting information in the form of emails and photos.

1) Calhoun is a critical artery for our community; it is one of only three ways to move among the shops and restaurants downtown and the schools, parks, and residences. Calhoun is the preferred route for walkers and bikers as it is more direct, less hilly and relatively speaking has less traffic than Egan or Willoughby. Groups of preschoolers, state office workers, kids going to and from school, and residents from Wildflower Court walk this route daily. In the spring, legislators and staffers walk to the Capitol Building, and in the summer maps and signs direct tourists to the Governor's House, Cope Park, and Evergreen Cemetery. And even more kids are riding their bikes and braving the narrow roadway to access the new pump park at Cope Park. Unfortunately - though understandably - there are many parents who won't allow their kids to ride their bikes to school or the park simply because Calhoun is too dangerous.

Below are some pictures to illustrate our concerns.



A group of kids from Discovery Preschool going to Cope Park. Note that the car passing them is straddling the center line to pass safely.

Image from the Juneau Rides bike map. Note that Calhoun, while being the most direct and flat route for bike riders - especially kids headed from downtown neighborhoods to schools - is also shown in yellow as a weak and dangerous link in our bike infrastructure.



A commercial truck straddled the sidewalk for over an hour forcing anyone walking home from school or work to step into the sidewalk as cars come up the hill and around the corner at fairly high speeds. With limited parking for the apartments along the corridor, it's not uncommon for commercial trucks or residents dropping off groceries to fill the lane or take the sidewalk.

2) Safety and other issues along the route have been well-documented for years. Juneau has at least 10 different planning documents calling for walkability, sustainability, non-motorized, and active transportation:

- 2001 Area-wide Transportation Plan
- 2004 Long Range Waterfront Plan
- 2004 Downtown Tourism Transportation Study
- 2008 Capital Transit Development Plan
- 2009 Juneau Non-Motorized Transportation Plan
- 2011 Juneau Climate Action and Implementation Plan
- 2012 Willoughby District Land Use Plan
- 2012 Safe Routes to Schools
- 2013 Juneau Comprehensive Plan
- 202? Blueprint Downtown

At least four of those specifically name Calhoun as a safety concern and/or make recommendations for improving it:

[2001 Area-wide Transportation Plan](#)

Sidewalks in the Flats neighborhood are too narrow in general; Calhoun Avenue specifically is too narrow for bicyclists and vehicles to share the street.

[2009 Juneau Non-Motorized Transportation Plan](#)

Sidewalks and streetscape improvements: Traffic calming to increase safety for pedestrians. Options include narrowing travel lanes, reducing the speed limit, and adding signs.

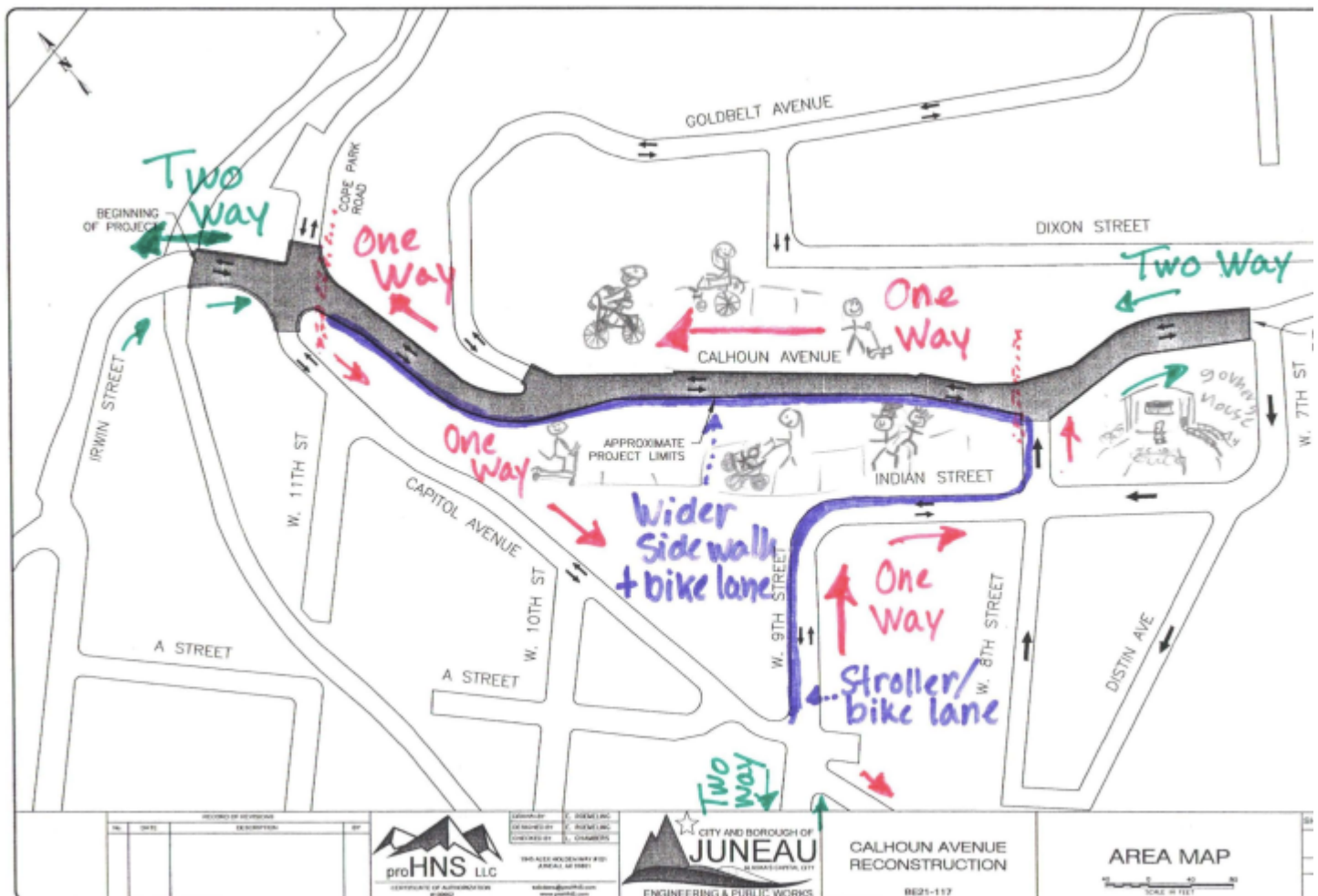
[2012 Safe Routes to Schools](#)

Calhoun is a narrow winding road with narrow sidewalks in spots. This is a “short-cut” to bypass Egan that many vehicles take in the fall, winter, and spring, and frequently exceed the speed limit according to parent observations.

2020 Blueprint Downtown

Implement traffic calming through streetscape design and/or enforcement to improve walking environment and provide safer crossing opportunities.

3) There has been no planning process to specifically address the safety and design concerns of the neighborhood. The Willoughby District Plan excluded the Calhoun Neighborhood and the Blueprint Downtown has been largely focused on accommodating the tourism industry and does not include a blueprint for residential neighborhoods. While downtown residents shared a number of creative suggestions during the project presentation from the Engineering Department on December 22nd, the Department has made it abundantly clear that they are not going to consider any suggestions unless directed to do so by the Planning Commission and/or Assembly. The engineers from ProHNS who were contracted to work on this project were the first to suggest a one-way option as a way to improve safety in an incredibly narrow right of way. We tried to envision what a one-way “loop” that could keep traffic flowing and maintain critical fire access might look like and, with the help of our ten-year old daughter, came up with this concept.



We're not sure if this is the best design, but we whole-heartedly believe that this and other more simple design considerations warrant a meaningful and well-considered evaluation. For example, bike passing zones on the hill, "sharrows" that identify the lane is to be shared with bikes, and a stop sign by the Governor's House at the intersection with 8th Street could improve safety. What's more, my husband and I would be willing to engage in a conversation about letting the city use more of our property in order to create passing zones on the sidewalk.

I'd also like to note that we understand that the fire department needs quick access to downtown and to the hospital. We want that too. However, the Engineering Department's claim that one-way routes cannot be considered due to the Fire Department's concerns simply does not make sense to us. When we asked for further explanation, we were essentially told that the Planning Commission would have to expand the scope of the project in order to address our questions. (Our email chain is copied below.)

4) Capital Ave and a portion of Calhoun Ave are supposed to be rebuilt this summer, with the second portion of Calhoun Ave to be rebuilt in the following summer. Why these three projects, which all influence the safety, feel and flow of the neighborhood, were not considered together is a bit baffling. What's more, if construction is happening on both Calhoun and Capital in the same summer, that will create a bit of a nightmare scenario for residents and truly limit fire access to downtown. These projects should be considered and planned in a comprehensive way.

In closing, we do not believe this project as currently designed and presented aligns with the Comprehensive Plan, the Non-motorized Transportation Plan, or the eight other plans that call for increased walkability, sustainability, and active transportation. Raising the height of the sidewalk is simply not enough to address the significant safety issues, and the planning process up to this point has not been at all reflective of the processes and policies outlined in CBJ's planning documents. We urge you to expand the scope of this project to address the needs expressed in 20 years worth of plans as well as the concerns and hopes of current residents.

Sincerely,

- Emily Ferry

836 Calhoun Ave

907 723-6599

Excerpts of a recent exchange with project Engineers re: CCFR's concerns and project scope (best read from the bottom up)

Emily Ferry <emily.ferry@gmail.com>

Jan 6, 2021, 6:47 PM (1 day ago)

to John, Demian, Ethan, John, Lucas

Thanks for this John and Lucas,

To be clear, we are not committed to a oneway road per se, but do believe that this corridor is too critical and too unsafe to be rebuilt in essentially the same way.

And while I appreciate the "we could always do that in the future" sentiment, the truth is that residents nearly had to bring about a trump-style siege of city hall just to get the mirror drivers use to make the turn off of goldbelt replaced. It's hard to imagine this road will get a second look after construction is complete.

Take care,
Emily

On Wed, Jan 6, 2021 at 3:55 PM John Bohan <John.Bohan@juneau.org> wrote:

Emily, I would like to add a little more information to Lucas's response so you don't feel like you are getting the run around.

Engineering did look into Calhoun as a one way and quickly came up against the CCFR access challenges. Addressing these impacts, and the impacts to how traffic moves through Downtown Juneau, is a bigger project that requires additional traffic and engineering study, additional public process to allow all impacted users the opportunity to comment, and further decision making by the Planning Commission (PC) and Assembly on the ultimate outcome. The Calhoun Reconstruction project as approved for funding by the Assembly in the Capital Improvement Program, is an infrastructure maintenance project to repair the existing worn out, failing infrastructure, make betterments within the limitations of the existing space, and is the limit of the current project's scope.

If the PC and Assembly decide to broaden the scope of the Calhoun project we would begin the additional public outreach, forums, meetings, brainstorming for creative alternatives, and analysis needed to look at all the opportunities, benefits and impacts created by turning Calhoun into a one-way road. All of this information would be compiled into a presentation to the Planning Commission for them to provide their recommendations to the Assembly to ultimately decide the path forward. It is important to note that proceeding on reconstructing Calhoun, which is a in large part replacing failing utility infrastructure underground, does not preclude Calhoun from becoming a one way in the future (even near future). The policy question, and necessary public process surrounding it, can proceed with Assembly direction in concert with those improvements. Changing signage, striping and widening the sidewalk is only a small portion of the project cost.

Thank you for your input, commitment and involvement on this project. It is nice to work with individuals and neighborhoods that are engaged and care about the project outcomes and want to make things better.

Thanks

John Bohan, PE

CBJ Chief CIP Engineer

[155 S. Seward St](#)

[Juneau AK 99801](#)

(907)586-0876 fax 463-2606

From: Lucas Chambers <lucas@prohns.com>
Sent: Wednesday, January 6, 2021 1:40 PM
To: Emily Ferry <emily.ferry@gmail.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Bohan <John.Bohan@juneau.org>; John Nelson <John.Nelson@juneau.org>
Subject: RE: Calhoun: Additional questions and bike design ideas

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Emily,

The one way option was originally considered as an alternative to provide the corridor with wider sidewalks, bike lanes and eliminate the pinch point in the vehicle lanes between the rock fence and rock retaining wall/ staircase near the location of your property. It is not the current alternative being presented and became the not preferred option after CCFR said they would appose it because it would cause a reduction in access. So to your first point it is more accurate to say that the one way option on its face could fit into the scope of the project, but the other infrastructure improvements to make the one way option work for CCFR are outside the current scope of the project.

If the scope is expanded to allow for additional infrastructure improvements the one way option along with several other options including many that you have identified would be on the table for consideration. So to your second point if I am reading it correctly is correct.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Wednesday, January 6, 2021 12:14 PM
To: Lucas Chambers <lucas@prohns.com>
Cc: Demian Schane <dschane@gmail.com>; Ethan Roemeling <ethan@prohns.com>; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; john.nelson@juneau.org
Subject: Re: Calhoun: Additional questions and bike design ideas

Thanks Lucas,

So to be clear, it is accurate to say a oneway is not being considered right now because it is not part of the scope of the project.

It would not be accurate to say that the fire department's concerns exclude any discussion of oneway options if the scope is expanded.

Is that correct?

Thanks for clarifying,

Emily

On Wed, Jan 6, 2021 at 12:01 PM Lucas Chambers <lucas@prohns.com> wrote:

Emily,

I am simply passing along the reasons why CCFR apposes making portions of Calhoun a one way without making other modifications to the streets in the neighborhood or greater downtown area. At this point those other modifications are outside the current scope of this project. The Planning Commission will need to recommend to the Assembly the scope of the project be expanded and the Assembly would need to approve that recommendation for the scope of the project to expand or change. We are currently waiting to see what comes of that process and will move the project forward accordingly.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

From: Emily Ferry <emily.ferry@gmail.com>
Sent: Tuesday, January 5, 2021 7:10 PM
To: Lucas Chambers <lucas@prohns.com>
Cc: Demian Schane <dschane@gmail.com>; john.nelson@juneau.org; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; Ethan Roemeling <ethan@prohns.com>
Subject: Re: Calhoun: Additional questions and bike design ideas

Hi Lucas,

The text shows up ok, but the response still doesn't make sense to us.

The trucks currently come up 9th street and head downtown via Calhoun. Under the scenario attached (one developed after learning of the Fire Department's concerns of making 9th oneway going downhill)) the fire department would still come up 9th street and head downtown via Calhoun. From downtown it is unlikely that they would need to race back to the firehouse; it's more likely that they would need quick access to the hospital.

In the very unlikely scenario that Egan *and* 9th were unavailable (so unlikely that there is no record of that ever happening), the oneway stretch of Calhoun could be constructed to allow for wrong-way access by the ladder truck and/or a smaller truck could shoot up 9th and stop traffic at the intersection of 8th and Calhoun while the ladder truck made its way toward town via 12th and Calhoun.

In fact, one could easily argue that the traffic pattern proposed here could make for easier, faster fire access. Chief Etheridge mentioned during our meeting - and I've observed - times when firefighters had to stop on 9th-Indian hill/curve, get out of their trucks, and wait until cars could reverse out of the corridor because the truck could not get past with two way traffic around those tight corners. A oneway would remove this known problem and create faster access to downtown.

Similarly, a truck could move more quickly from town to the hospital via Calhoun if needed. Here's a picture of fire trucks cruising down Calhoun during Santa's tour of town this December. Note that the trucks are straddling the centerline.

Instead of focusing on "we can't" I'd love to have a meaningful conversation that looks at what the actual needs are and how we can meet them while improving safety for the many people who use this route every day.

Take care,

- Emily

From: Lucas Chambers
Sent: Tuesday, January 5, 2021 11:25 AM
To: Demian Schane <dschane@gmail.com>; Emily Ferry <emily.ferry@gmail.com>
Cc: john.nelson@juneau.org; John Bohan (John.Bohan@juneau.org) <john.bohan@juneau.org>; Ethan Roemeling <ethan@prohns.com>
Subject: RE: Calhoun: Additional questions and bike design ideas

Demian and Emily,

Please see my responses below in **RED** to your inquiries about CCFR's concerns and needs.

Thanks,

Lucas Chambers, P.E.

Cell: (907) 738-7384

Office: (907) 780-4004

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Take care,

- Emily

836 Calhoun Avenue
Juneau, AK 99801

January 8, 2021

Planning Commission
The City & Borough of Juneau,
Department of Community Development
155 S. Seward St.
Juneau, AK 99801

Submitted via Email

Re: Comments on the Calhoun Avenue Rebuild Project (CSP2020 0011)

Dear Commissioners:

I previously submitted comments on the above-referenced project via email, and I submit these additional comments to express my concern that the proposed Calhoun Avenue Rebuild Project does not comply with the 2013 Comprehensive Plan of the City & Borough of Juneau (Comprehensive Plan). That plan “adopted as an addendum” the 2009 Non-Motorized Transportation Plan (NMTP). Comp. Plan at 115. Accordingly, a failure to comply with the Non-Motorized Transportation Plan constitutes a failure to comply with the Comprehensive Plan.

The Comprehensive Plan provides that one of the top six priorities for Juneau’s 2001 Area Wide Transportation Plan is the establishment and maintenance of “bicycle lanes, pathways, sidewalks and bus stops where they are needed.” Comp. Plan at 101. The Comprehensive Plan explains (at p. 115):

Improved pedestrian and bicycle movement within and between major shopping and employment centers, schools and other concentrations of population are needed. Pedestrian and bicycle facilities are needed to provide safer and more efficient movement within and between neighborhoods and major concentrations of population. These facilities are also important as an aspect of recreation and can contribute to community health by facilitating active transportation and recreation.

In the Non-Motorized Transportation Plan, the first three of the plan’s five goals are (p. 1):

1. Use new approaches to street design that focus on working together early in project design to plan and build transportation projects that address the needs of all users: pedestrians, cyclists, public transit riders and motorists.
2. Encourage an increase in bicycling, walking and other active forms of transportation by providing safe, efficient and easy-to-use facilities that connect activity centers.

3. Improve Juneau’s non-motorized transportation network and decrease the number of bicycle and pedestrian related accidents by identifying unsafe conditions, network gaps and deficiencies and making necessary improvements to sidewalks, bike lanes, paved shoulder lanes, separated paths, intersections and crosswalks.

As a general matter, the failure to widen the sidewalks or explore bike safety infrastructure in the Calhoun Ave rebuild project is inconsistent with these goals.

Similarly, the Non-Motorized Transportation Plan provides that “Sidewalks should be a minimum of 5 feet wide and meet the requirements of the American Disabilities Association for providing barrier free access.” NMP at 41. Here, the sidewalks will be rebuilt only to 4 feet; therefore, the project is not consistent with Comprehensive Plan’s recommendation on sidewalk width.

Further, the Non-Motorized Transportation Plan specifically identifies Calhoun Avenue as a medium priority for “Sidewalk and Streetscape Improvements” in the downtown area, highlighting the need for “[t]raffic calming to increase safety for pedestrians.” NMTP at 57. Such calming measures may include “narrowing travel lanes, reducing speed limit, [and] adding signs.” *Id.* Here, CBJ is proposing none of those options. Indeed, the only “traffic calming” measure that it has proposed is to rebuild the sidewalk to its initial height. I submit that that hardly constitutes a traffic calming measure. In short, the design of the project fails to meet the spirit and specific guidelines of the Non-Motorized Transportation Plan, as contained in and adopted by the Comprehensive Plan.

Finally, the process through which CBJ developed the rebuild project is inconsistent with the Non-Motorized Transportation Plan. The plan sets forth a policy for municipal projects and directs CBJ to “[i]mprove the process for Planning Commission review of CBJ projects to allow timely comment on non-motorized infrastructure and routes.” NMTP at 68. The plan explains that this policy aims to “ensure consideration is given early in the project design to the recommended infrastructure improvements, policies and actions in this Non-Motorized Transportation Plan when the CBJ is designing or upgrading streets, sidewalks, trails, harbors and other projects that pedestrians and bicyclists will use. Waiting until the design is already significantly underway, complete or the project is ready to bid is too late for meaningful review and modification.” NMTP at 69.

Here, the project under the Commission’s review is too far along to permit serious consideration on ways to incorporate potential infrastructure improvements needed for pedestrian and bicycle safety. For example, as a resident of Calhoun Avenue who already allows the city to use 0.5 feet of my private land for sidewalk use, CBJ has never engaged me in a discussion of whether I would permit a larger use to accommodate a wider sidewalk. I am confident we could reach an agreement for that.

Similarly, when CBJ invited residents to discuss the project and ask questions, we raised the possibility of making a portion of Calhoun Avenue a one-way street. CBJ explained, however, that that option is not on the table. I understand that CBJ had considered it earlier in time but dismissed it from further or detailed consideration because the Fire Department expressed

opposition, principally on the ground that it would like to preserve two-way access on all of Calhoun Avenue so that that street can serve as an alternate route to downtown and Thane when Egan Drive is closed or otherwise unavailable.

I do not have a firm grasp of the Fire Department's concerns and obviously believe they deserve significant consideration. At this point, however, I do not believe there has been a meaningful review of a one-way option, including the safety risks that that would create balanced with the pedestrian/cyclist safety risks that that would improve.

In light of the above inconsistencies with the Comprehensive Plan, I respectfully request that the Planning Commission direct the City's planning staff to cure those defects by expanding the scope of the project in order to explore with the Commission and public ways to improve pedestrian and bicycle movement and institute traffic calming measures along Calhoun Avenue. I personally would like the City to widen the sidewalk along Calhoun Avenue to five feet (at least along as many sections as feasible), include bicycle safety infrastructure, and include measures to encourage vehicular through-traffic to use the main and wider artery, Egan Drive.

Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Demian Schane".

Demian A. Schane

From: Britt Tonnessen <betonnessen@gmail.com>
Sent: Saturday, January 09, 2021 9:36 PM
To: PC_Comments
Subject: Calhoun Ave

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission,

I've recently heard about the Calhoun Ave project and the potential to increase the project for further developments including potentially making it a one way street.

As a home owner and resident in the Highlands and previously a tenant in the Flats, I believe this would significantly impact our access to downtown. I also believe it would significantly cram up traffic downtown in the summer. I would recommend, before starting anything or moving further, seeking the input house to house in the communities directly affected and other communities about how this would impact them. There are many many people who do not follow social media or are otherwise out of the digital loop and to be inclusive on the decision i believe requires extra care.

I'm all about pedestrian friendly and bikes but this is one of the two major entrances year round in to downtown.

Thank you for your consideration and time.

Kind regards,
Britt Tonnessen

Thank you for your consideration.

Sent from my iPhone

From: Alida Bus <alidabus@gmail.com>
Sent: Sunday, January 10, 2021 8:05 AM
To: PC_Comments
Subject: Calhoun

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello,

I've walk- and bike- commuted via Calhoun for a little over a decade. Sidewalks are narrow for walking and the street is narrow for cycling. I'm supportive of expanding the scope of the rebuild to consider safety and improvements for walkability and cycling, including widening the sidewalks.

Thanks for all you do for our community by serving on the Planning Commission.

Best,

--

Alida Bus
(907) 209-9128
alidabus@gmail.com

From: sally.schlichting@gmail.com
Sent: Sunday, January 10, 2021 10:01 AM
To: PC_Comments
Subject: Calhoun Ave project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission,

Thank you for embarking on this complex project. I am a downtown resident who walks and drives Calhoun on a daily basis, in both directions. I am not a fan of speed bumps, but I think a speed limit sign should be posted, but not sure what other traffic calming solutions are feasible. Speed bumps aren't the worst idea if nothing else seems appropriate.

I also bike Calhoun in the summer. This is an important bike route for getting to and from downtown because it's safer and shorter than going along Egan Drive. A bike lane doesn't seem possible without making the street one-way, and if it was one way, then theoretically, I couldn't bicycle Calhoun either out or coming back. I would like this thoroughfare to remain two-way if at all possible. But I wonder if there are other solutions, like signs instructing cars to yield to bikes and pedestrians, in lieu of that. I, like most pedestrians probably, would also like the sidewalk in front of the Choate residence to be wider and higher, especially here:



Thank you for considering my comments on this challenging project. Calhoun is one of the most pleasant streets in downtown Juneau, whether walking, driving or bicycling. I hope we can preserve that character.

Sally Schlichting
419 Kennedy Street

From: Barb Mecum <blmecum@gmail.com>
Sent: Sunday, January 10, 2021 3:22 PM
To: PC_Comments
Subject: Calhoun Ave. Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi,
Hoping the Calhoun Ave. rebuild can be done in a way to take into consideration bicycle and pedestrian traffic.
Thank you for your consideration,
Barb Mecum

From: Tom Paul <tomjan@gci.net>
Sent: Sunday, January 10, 2021 4:11 PM
To: PC_Comments
Subject: Calhoun Ave rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Planning Commission members:

We live at 525 W 9th St in the “Flats” and have been in our home here for 27 years. We are concerned about some ideas that are being floated about the Calhoun Ave. rebuild scheduled for this summer. Whereas we are all for improving safety for pedestrians, bicyclists, residents and drivers, we are also concerned that some proposals would drastically and adversely impact traffic flow between our neighborhood and downtown including on 9th St.

Before any changes such as one-way traffic or bike lanes are made, it is important for the city to do a full and complete study about how such changes affect not just the few residents on Calhoun and the immediate area, but also those of us who regularly depend on that artery for access to and from downtown and others living elsewhere who pass through the neighborhoods around that street.

At this point we are not convinced that making Calhoun one-way would be a good thing. It is likely that would move considerable traffic to the already unsafe 9th Street hill and curve by the Governor’s House. We believe, based on our decades of experience driving in downtown Juneau, two-way traffic on narrow streets naturally inspires more caution in drivers than when they are on one-way streets.

We strongly support rebuilding the sidewalk on the west side of Calhoun to a safer width and elevating it to a safe height above the roadway. We also hope the mirror at the Goldbelt intersection will be replaced with one that is big enough to be useful.

If the street is too narrow to accommodate a standard safe sidewalk width, perhaps the sidewalk on the east side of Calhoun between Distin and the Goldbelt intersection could be removed. A safe sidewalk on one side of the street is better than two unsafe ones on both sides. Access from the three eastside residences to the sidewalk on the west side could be accomplished by installing marked crosswalks perhaps even with flashing lights.

Another improvement to safety might be installing speed bumps as well as posting a lower speed limit. While we understand that the Street Division doesn’t typically favor speed bumps, there is precedent for their use, as they have been installed in sensitive traffic areas to reduce speeding and are effective (e.g., Riverside Dr./Mint Way, Auke Recreation Area).

No downtown street currently has bike lanes. Bike lanes make sense where there is room to construct them. Adding a bike lane to an already constricted right-of-way does not make sense to us.

We understand and share the desire to make Calhoun Ave. a safer thoroughfare for nearby residents and all Juneauites. We also know it will be difficult to do. We hope any solutions will be arrived at only after thorough study and consideration of the needs of all residents.

Tom Paul
 Jan Caulfield

From: Claire Fordyce <clairefordyce@hotmail.com>
Sent: Sunday, January 10, 2021 5:52 PM
To: PC_Comments
Subject: Calhoun Ave considerations

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello Planning Commission members,

Thank-you for this opportunity to weigh in on the important and timely topic of planning for Calhoun Ave.

Just yesterday after descending the stairs to Calhoun Ave, I stopped at the Pedestrian Crossing by the Governor's House, looked left, right and left again. 4 Pedestrians ran in both direction across Calhoun to safety just ahead of cars traveling at 30 mph in both directions. Cars do not consider it a Pedestrian crossing and pedestrians know better. When the Ave is coated in snow and ice, it is not able to be traversed by adult pedestrians with speed. Most neighbors have stories of a near hit, and the peril their children and dogs face using this crossing, and both intersections either side of the Governor's House. I was traveling to visit my daughter and shop at IGA on a cold Saturday afternoon in January. Consider how much greater the threat is for children walking or cycling to and from school, or for locals when buses transporting tourists careen along winding Calhoun Ave. It is not straight or wide enough to be safe.

I support research, analysis and planning to improve safe pedestrian use of Calhoun Ave. In the context of increased housing density that addresses Juneau's housing shortage, it is savvy development.

Reconfiguring Calhoun is a rare opportunity and the chance to do it right, is before the Planning Commission.

Kind Regards

Claire Fordyce

From: Morgan Michels <memichels.ak@gmail.com>
Sent: Sunday, January 10, 2021 7:04 PM
To: PC_Comments
Subject: Public Comment: Calhoun Ave Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission,

My name is Morgan Michels and I am writing to encourage the Planning you to expand the scope of this once-in-a-generation rebuild to consider bike and pedestrian safety. This is a chance to improve a weak link in our biking infrastructure in Juneau.

So many in Juneau, myself included have the opportunity to ride to work as distances are relatively short from the surrounding residential areas of twin lakes or west Juneau however, safety for riders and pedestrians is a real concern as there is often high traffic and not a lot of room or riding on the road is the only option, please direct the engineering department to include bike safety in their planning.

Best,

Morgan Michels

4016 Ridge Way Juneau, AK 99801

From: linda rosenthal <linda.rosenthal@gmail.com>
Sent: Sunday, January 10, 2021 8:46 PM
To: PC_Comments
Subject: Calhoun Ave Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To The Planning Commission:

We are writing to urge you to look at alternatives to the plan that is currently under consideration. We, like our neighbors, are concerned about the safety of pedestrians as well as the safety of drivers who enter the notoriously dangerous intersection at Calhoun Ave. and W. 8th St.

We ask that you please give serious consideration to all proposals that come before you.

Thank you for your time and attention

Linda and Paul Rosenthal
342 Distin Ave
Juneau, AK 99801
907-586-1934

From: Robin Stratton MacDonald <kingfisher_rsm@yahoo.com>
Sent: Sunday, January 10, 2021 10:42 PM
To: PC_Comments
Subject: Calhoun project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To whom it may concern:

My family and I reside at 965 Goldbelt Ave, just a couple of houses up from the Calhoun- Goldbelt intersection. We have lived at this address for just over 9 years and I wish to share my thoughts on the Calhoun project that is being planned.

Based on my daily observations, Calhoun (and Goldbelt) is a very heavily used area, both by pedestrians and cyclists of all ages. I strongly encourage you to examine this project more thoroughly before simply replacing what currently exists. Now is the time to make Calhoun safer for pedestrian traffic. While the present plan is one choice, I believe the best path forward is further study and identification of other viable choices that focus on safety. Calhoun is one of the most used pedestrian corridors in the downtown Juneau area, and deserves more planning attention.

Thank you very much,
Robin Stratton MacDonald
907-321-7132

Sent from my iPhone

From: Marilyn Holmes <holmesm@gci.net>
Sent: Monday, January 11, 2021 12:34 AM
To: PC_Comments
Subject: Finding Space to Make Calhoun A One Way St.

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

For the consideration of the Planning Commission:

When considering turning Calhoun Ave into a one way street between The Mansion and Cope Park, two issues arose for the fire department:

The fire chief claims

- 1.) that the proposed new access route through the 9th street pinch point is too difficult for their larger trucks to



travel

- 2.) that parked cars on Indian St and 8th St would prevent fire trucks from accessing Calhoun.



So here are a couple of ideas - *both of which will require purchases of private property by the City.*

This project might, therefore, be done in stages, in order to have time to procure the necessary funding.

First, widen the curve at the pinch point on 9th St. by moving the wall back, creating an area for trucks to



Second, purchase the property from Grunberg Management and replace the current structure with a two-level covered parking garage with entrances on Calhoun and Indian St.



Here is where residents are currently parking ON Calhoun (only a few yards away from the proposed parcel):



Respectfully yours,
Marilyn Holmes
907 957-1901
969 Goldbelt Ave
Juneau, 99801

From: Ryan Conarro <ryanconarro@gmail.com>
Sent: Monday, January 11, 2021 7:30 AM
To: PC_Comments
Subject: Calhoun Avenue concerns

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

To the Juneau Planning Commission,

My name is Ryan Conarro. I'm a long-time Juneau artist and citizen, and I write to ask you to carefully consider the need to widen the sidewalks along Calhoun Avenue, in order to protect the safety of pedestrians, bikers, and neighborhood residents at large.

Since 2014 I have not lived in Juneau full-time; when I'm fortunate enough to spend time back in Juneau, I often live with friends Emily Ferry and Demian Schane and their children on Calhoun Avenue. In the weeks and months I've spent there, I've experienced and witnessed first-hand how the narrowness of the sidewalks and streets creates hazards for residents and pedestrians--particularly children.

As a citizen-artist, I've been fortunate to contribute to CBJ's downtown wayfinding signage project, co-creating with Lillian Petershoare a series of audio installations that link to the signs. (For much of the period of creating this project in 2019-20, I was living on Calhoun Avenue.) I understand that the new wayfinding signage includes encouragement for downtown visitors to walk to the Governor's Mansion and Cope Park. ...I'm excited about the signage system and its encouragement to visitors to more fully experience Juneau. But, along with the inducement for more people to traverse Calhoun Avenue, I hope you will consider that it's necessary to plan adequate sidewalk improvements to make the street safe for all-- most importantly, for its residents and children.

Thank you,
Ryan Conarro
907-321-2888

From: Richard D. Monkman <rdm@sonosky.net>
Sent: Monday, January 11, 2021 9:12 AM
To: PC_Comments
Subject: Calhoun Street Rebuild

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Dear Planning Commission:

First, I am very glad that CBJ is going to improve Calhoun Street. It's about time!

That said I have concerns that the current plan does not adequately address the public safety issues on this busy street.

By background, we have lived on Goldbelt Avenue, which meets Calhoun just south of Cope Park, since June 1985.

I work downtown and have walked, run, biked, and driven on Calhoun Street several times every day since then (excepting when out of town). That's 3 or 4 times a day for 36 years, something on the order of **50,000** trips up or down that stretch of Calhoun St., in all kinds of weather, in all seasons, and with and without our family members and our dog.

Calhoun St is dangerous for pedestrians.

- It is heavily used by commuters going in and out of town. Many of them barrel through like they're on Egan Drive.
- There are four blind corners in this short stretch of road: our intersection, where Goldbelt meets Calhoun; the 8th Ave intersection, between the Choate's house and the Governor's House; the Dixon St./Calhoun St. intersection; and at the large retaining wall on the east side of the street just north of 8th St. Drivers can't see cross traffic or pedestrians easily.
- The sidewalks from Goldbelt to 8th St are worn-down and narrow, often blocked by parked cars or trash cans, and heavily used by pedestrians including school children. People often have to step into the roadway to get around cars and trash cans in this stretch.
- I have had cars brush past me going at good speeds literally inches from me. I have seen cars fly by groups of children and pedestrians, again very close to hitting them.
- Not long ago there was a crash that knocked down part of the Choate's stone wall. A north-bound car went out of control, crossed the road, and smashed into the Choate's wall. If a child or other pedestrian had been walking on the sidewalk then, they would have been killed or seriously injured.

I strongly urge the Planning Commission to direct CBJ Engineering to expand the scope of this project to consider pedestrian safety in a more meaningful way. This is our only chance for the next few decades to improve safety on this dangerous stretch of road. I request in particular that the CBJ consider:

- Making Calhoun Street one way in the stretch from Cope Park to 8th St.
- Widening the sidewalks more than proposed and elevating them from the roadbed.

- Adding a dedicated bike lane.
- Consider additional stop signs and other measures to slow traffic, like the stop sign that CBJ added on 12th at C St. down in the flats. That simple expedient slowed traffic on 12th considerably.

Thanks for your consideration of these comments! Let me know if I can provide any other information.

Richard D. Monkman
957 Goldbelt Ave
Juneau, AK 99801
907.586.5880 (w)

From: Terra Stark <alaskaterra93@gmail.com>
Sent: Monday, January 11, 2021 10:31 AM
To: PC_Comments; Borough Assembly; John Nelson; lucas@prohns.com
Subject: Calhoun Avenue Project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

January 11, 2021

Dear Planning Commission Members,

I urge you to consider options for developing safer routes for students and staff traveling to and from school.

I am a parent of two who lives in the flats, with my own parents (my children's grandparents) living around Calhoun from us, over on 5th Street.

Our school is located in the old Marie Drake building, part of the five school complex that also includes Harborview Elementary School, Yaakoosge Daakahidi High School, Juneau Community Charter School, and Juneau Douglas High School: Yadaa.At Kalé.

Calhoun Avenue is one of the only ways that students who live in the Capitol Hill, Starr Hill, Gastineau Ave and other downtown neighborhoods can bike to and from school. Unfortunately, many parents do not allow their children to bike to school or nearby parks because there is no space for bikes along the Calhoun corridor.

Calhoun is also one of the few routes our students can use for walking field trips like visits to the State Capitol or City Museum. The sidewalk is so narrow that it makes it difficult for groups of students and teachers to confidently make these field trips.

As you plan for the rebuild of Calhoun Ave, I encourage the City and Borough of Juneau Assembly, Planning Commission, and Engineering Department to consider creative options for enhancing safe, active transportation options for our students and our community.

Sincerely,

Terra Stark Dean
Concerned Citizen and Parent

CC: CBJ Assembly Members, BoroughAssembly@juneau.org
CBJ Engineer John Nelson, john.nelson@juneau.org
ProHNS Lucas Chamber, lucas@prohns.com

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Downtown Juneau Neighborhood Association

Statement of Interest regarding the reconstruction of Calhoun Avenue

The reconstruction of Calhoun Avenue is a once-in-a-generation opportunity to make improvements to the safety and design of our community.

The design of this project impacts nearly every resident of downtown Juneau, as well as state office workers, legislators, tourists, pre-kindergarten, and school classes.

Calhoun has been a well-documented safety concern for at least two decades, with a sidewalk and roadway that is too narrow for safe multi-user passage.

Calhoun Avenue is one of only three corridors connecting downtown offices, restaurants, shops, and residences with the schools, parks, and greater geographic area that includes homes in the Flats, Behrends, Starr Hill, Chicken Ridge and Highlands neighborhoods. The other two routes - Egan Drive and Willoughby Ave - are not options for most walkers or cyclists as they experience higher vehicle speeds nearby and are more circuitous.

The residents of our neighborhood have hundreds of years of lived experience observing and experiencing the safety issues on Calhoun.

Therefore we respectfully request that the City and Borough of Juneau pursue:

- Design choices that prioritize walkability and pedestrian and bike safety including sidewalks that are fully compliant with the Americans with Disabilities Act's (ADA) standards and recommendations, and are at least five feet wide, even through the most narrow sections of the corridor.
- A study of car, pedestrian, and bike traffic which includes speed and motor vehicle crash data as well as trip purposes for all users.
- Opportunities for the neighborhood and general public to meaningfully inform the design of this project and more generally the holistic plan for flow and structure of streets in our neighborhood. Projects that primarily serve residents should receive the same attention as those intended to serve tourists.
- Consideration of traffic-calming measures like stop signs, speed bumps, and other well-known neighborhood friendly design choices that keep the roadway speeds slow.
- Consideration of one-way routing paired with bike lanes and burying the powerlines to give the necessary space for safe passage by anyone walking, rolling, or biking through the corridor.

Alida Bus
90 Spruce St. #303

Amy Dressel / Carol VanHorn
954 Goldbelt Ave

Amy Paige and John Dunker
592 Seater Street

Catherine Reardon and Mark Handley
630 Dixon Street

Dana Owen and Joyce Thoresen
949 Goldbelt Ave

Emily Ferry & Demian Schane
836 Calhoun Ave

Frances Leach & Kerry Crocker
925 Calhoun Ave

Frankie Pillifant
512 6th Street

Grey Pendleton
329 Distin Ave

Ian Fisk
923 A Street

Iris Matthews & Matthew Rogers
717 Dixon Street

Jeremy Bauer
943 Calhoun

John "Jonas" & Melinda Lamb
638 Gold

Joyanne Bloom
883 Basin Road

Ke Mell
850 Basin Road

Kevin Maier
570 Seater Street

Laurie Berg & John Connolly
911 Calhoun

Linda & Paul Rosenthal
342 Distin Ave

Marilyn Holmes
969 Goldbelt Ave

Mark and Sun Choate
230 W. 8th Street

Mary Alice McKeen and David Ottoson
212 W. 9th St.

Mary Sweeney
3rd Street

Michael & Ann Dombkowski
239 West 7th Street

Odin Brudie
512 6th Street

Rebecca Braun
136 Behrends Ave.

Richard Monkman & Tina Kobayashi
957 Goldbelt

Robin Stratton MacDonad
965 Goldbelt Avenue

Sally Schlichting & Bob King
419 Kennedy Street

Sandy and Peter Metcalfe
354 Distin

Sonia Nagorski
319 6th Street

Steve Krall
875 Basin Rd

Alex Hildebrand
546 Hemlock St.

Bradelle Padon & Nicholas Hatch
740 5th St

Cecile Elliott
510 Kennedy St.

Claire Fordyce & Clay Good
313 7th St #4

Darrin Kelly & Megan Gahl
1780 Evergreen Ave

Rosanne Schmitz
612 10th St.

Jennifer Lefing
434 7th St

Steve Suewing
423 East St.

Marc Wheeler
427 W. 9th Street

Suzanne & Bob Sauerteig
318 Coleman St.

Mike Hekkers & Di Johnson
423 3rd St.

Minutes
Planning Commission
Regular Meeting
 CITY AND BOROUGH OF JUNEAU
 Michael LeVine, Chairman
 January 12, 2021

I. ROLL CALL

Michael LeVine, Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held virtually via Zoom Webinar and telephonically, to order at 7:02 p.m.

Commissioners present: All Commissioners present via video conferencing – Michael LeVine, Chairman; Nathaniel Dye, Vice Chairman; Paul Voelckers, Clerk; Travis Arndt, Assistant Clerk; Ken Alper; Dan Hickok; Mandy Cole; Josh Winchell; Erik Pedersen

Commissioners absent: None

Staff present: Jill Maclean, CDD Director; Irene Gallion, CDD; Alix Pierce, CDD; Sherri Layne, LAW

Assembly members: Loren Jones

Motion: by Vice Chairman Dye to operate under COVID rules as effective 9/8/2020.

The motion passed with no objection.

Ms. Layne swore Mandy Cole into the Commission

II. REQUEST FOR AGENDA CHANGES AND APPROVAL OF AGENDA –

Motion: by Mr. Dye to add an item to the Agenda (III) to appoint new Committee Officers.

The motion passed with no objection.

III. APPOINTMENT OF NEW OFFICERS

Motion: by Mr. Dye to name Michael LeVine Chair.

Motion: by Mr. LeVine to amend Original Motion to continue all officers in their current positions.

The motion to amend passed with no objection.

The amended motion passed with no objection.

IV. APPROVAL OF MINUTES

A. December 8, 2020 Draft Minutes – Planning Commission Regular Meeting

MOTION: by Mr. Voelckers to approve the Planning Commission Regular Meeting December 8, 2020 minutes.

The motion passed with no objection.

V. BRIEF REVIEW OF THE RULES FOR PUBLIC PARTICIPATION – Chairman LeVine explained the rules for public members participating via Zoom format.

VI. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

VII. ITEMS FOR RECONSIDERATION - None

VIII. CONSENT AGENDA

USE2020 0024: Conditional Use Permit for a marijuana retail store
Applicant: The Mason Jar LLC
Location: 613 & 619 W. Willoughby Ave.

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE the requested Special Use Permit. The permit would allow the development of a marijuana retail facility.

The approval is subject to the following conditions:

1. All waste containing marijuana product shall be stored in a locked enclosure until transported to the CBJ landfill.
2. Prior to the issuance of a temporary certificate of occupancy, the applicant shall install screening to ensure no marijuana product is visible to the general public from the right-

of-way.

3. Prior to operation, the applicant must receive the required State License; by approval of this special use permit, the Planning Commission does not take a position as to whether the application to the State satisfies the requirements of the State License, including if the facility is within 500 feet of a school.

MOTION: *by Mr. Dye to accept staff's findings, analysis and recommendations and approve USE2020 0024.*

The motion passed with no objection.

~~**SMP2020 0003:** Modification of plat of Pederson Hill subdivision to eliminate restrictions on driveways on to Karl Reishus Blvd.~~

Moved to Regular Agenda by request of Mr. Arndt

~~**ARP2020 0001:** Preliminary Plan Approval for an Alternative Residential Subdivision creating 15 lots~~

Moved to Regular Agenda by request of Mr. Dye

~~**SMP2020 0004:** Preliminary Plat Approval for an Alternative Residential Subdivision creating 15 lots~~

Moved to Regular Agenda by request of Mr. Dye

CSP2020 0009: Complete street and underground utility maintenance (and replacement as necessary) on 4th Street, Delta Drive, and Tongass Boulevard.

Applicant: City and Borough of Juneau

Location: 4th Street (in Douglas), Delta Drive, Tongass Boulevard

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and forward a recommendation of **APPROVAL WITH CONDITION** to the CBJ Assembly for the proposed complete street and underground utility maintenance (and replacements where necessary) for Delta Drive, Tongass Boulevard, and 4th Street in Douglas.

Condition #1: CBJ Engineering and Public Works must submit a hydrologic or hydraulic analysis to the Flood Plain Manager indicating that reconstruction of Tongass Boulevard would not result in increase in flood levels during the occurrence of a base flood discharge. The analysis will be conducted by an engineer licensed in the State of Alaska, in accordance with standard engineering practices acceptable to the Federal Emergency Management Agency.

MOTION: *by Mr. Dye to accept staff's findings, analysis and recommendations and approve CSP2020 0009.*

The motion passed with no objection.

Prior to introduction of CSP2020 0010, Mr. Pedersen declared he has a financial or other conflict and would not participate on this item. There was no objection and he did not participate on that item.

CSP2020 0010: Resurface Vanderbilt Hill Road from Glacier Highway/Lemon Road to Egan Drive
Applicant: State of Alaska
Location: Vanderbilt Hill Road from Glacier Highway/Lemon Road to Egan Drive

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and forward a Notice of Decision of **APPROVAL** to the CBJ Assembly for the State Project Review for Vanderbilt Hill Road Resurfacing.

MOTION: *by Mr. Dye to accept staff's findings, analysis and recommendations and approve CSP2020 0010.*

The motion passed with no objection.

IX. UNFINISHED BUSINESS - None

X. REGULAR AGENDA

ARP2020-0001 and **SMP2020-0004** were presented together

ARP2020 0001: Preliminary Plan Approval for an Alternative Residential Subdivision creating 15 lots

Applicant: Bicknell, Inc.

Location: 4090 Delta Drive

Staff Recommendation

Staff recommends the Planning Commission adopt the director's analysis and findings and APPROVE the preliminary plan for the Delta Drive Subdivision, an Alternative Residential Subdivision creating 14 unit-lots and one (1) parent lot. This permit would allow the applicant to submit for the final plan.

This approval is subject to the following conditions:

1. Prior to approval of the Final Alternative Residential Subdivision Plan, the applicant shall submit homeowners' association, or similar, documents that comply with the requirements of 49.15.950(b);
2. Prior to the issuance of the ~~first~~ **eleventh** temporary certificate of occupancy for the development, access to and within the development shall be paved;
3. Prior to the issuance of the first temporary certificate of occupancy, ~~each dwelling unit shall be connected to public sewer and water, and~~ a master meter for water shall be installed by the developer; and
4. Per CBJ 49.15.920(o), the final mailbox location shall be reviewed and approved by the CDD Director, and installed prior to the issuance of the first temporary certificate of occupancy.

SMP2020 0004: Preliminary Plat Approval for an Alternative Residential Subdivision creating 15 lots

Applicant: Bicknell, Inc.

Location: 4090 Delta Drive

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and APPROVE the preliminary plat for the Delta Drive Subdivision, an Alternative Residential Subdivision creating 14 unit-lots and one (1) parent lot. This permit would allow the applicant to submit for the final plat.

This approval is subject to the following conditions:

4. Prior to approval of the final plat, Certification from the CBJ Treasurer is required showing that all real property taxes and special assessments levied against the property for the year of recording have been paid.
5. Prior to approval of a final plat, the applicant shall submit a complete set of construction plans for all required improvements to the Community Development Department for review by the director of E&PW for compliance with CBJ 49.35.140.
6. Prior to approval of the final plat, the developer shall submit a final drainage plan to be approved by CBJ Engineering & Public Works. This drainage plan must be prepared by an Alaskan licensed engineer in accordance with CBJ 49.35.510.
7. Prior to approval of the final plat, the applicant shall submit a revised preliminary plat with the following revisions:
 - a. Add the following plat note:

- i. ACCESS TO LOTS SHALL BE VIA ACCESS EASEMENTS SHOWN ON THIS PLAT AND IS SUBJECT TO THE REQUIREMENTS IN THE “[private common driveway access, utility, and maintenance agreement – edit title as appropriate]” RECORDED WITH THIS SUBDIVISION.
- b. Show a five-foot perimeter buffer along the southwest lot line bordering Delta Acres Addition 1 Lot 8.
- c. Include bearing labels for:
 - i. The eastern lot line of Lot 6
 - ii. The lot lines between lots 7 and 8 and 9 and 10
- d. Per sheet C203, Grading Plan, a drainage easement should be added to the following locations:
 - i. Eastern side of the development in the 10-foot perimeter buffer
 - ii. Rear of Lot 11
- 8. Prior to the issuance of the first temporary certificate of occupancy, each dwelling unit shall be connected to public sewer and water, and a master meter for water shall be installed by the developer.
Prior to the issuance of the first temporary certificate of occupancy for the development, access to and within the development shall be paved.

Staff Presentation – Director Maclean presented **ARP2020 0001** and **SMP2020 0004**

Questions for Staff

Mr. LeVine clarified the questions staff referred to in the supplemental memo were questions posed by Commissioners and not agency comment or questions from the public. He continued to state, for the record, that it is not unusual to have some questions from Commissioners to CDD during the process.

Mr. Dye asked if each foundation must be plumbed prior to issuing the Temporary Certificate of Occupancy (TCO). Ms. Maclean explained that water, sewer and paving must be completed prior to the TCO being issued because CBJ is not permitted to and will not go onto private property to finish utility work or infrastructure work, including paving, once the TCO has been issued. Should anything happen or the developer not finish the work, the CBJ would not be able to come in. For that reason, they have the condition that the master meter for water, sewer connection, and paving should all be completed before a TCO will be issued.

Mr. Dye clarified his question stating that he was asking at which stage is a dwelling considered complete. Ms. Maclean said she wanted to be sure she understood the question and would get back to him on that.

Mr. Hickok asked if the project will be condos. Ms. Maclean it could be but for this project, the homeowners would privately own the land and the units built on them but would share ownership of the land for the parking lot.

Mr. Voelckers asked for clarification on condition number 6 saying he had understood the driveways would be graveled. Ms. Maclean said per Ordinance, they would be required to be paved.

Mr. Pedersen noticed the easement width proposed is 30 feet with 20 feet paved which is not in conformance with the table of roadway construction standards and asked to confirm if 49.15.920f is where that is allowed. Ms. Maclean said she would look up the reference during the Applicant Presentation.

Mr. Alper said this looks like a conventional subdivision and asked, “why is the applicant here?”. Ms. Maclean deferred to the applicant.

Applicant Presentation

David Blommer – Bicknell Inc. – Mr. Blommer explained a traditional subdivision would not have worked in the case of this project due to the driveway requirements. The ARS method would allow for residents to own their own land with an HOA for driveway and parking area

Commissioner Questions for the Applicant

Mr. Dye asked Mr. Blommer’s position on paving at the end of the project. Mr. Blommer explained it is not necessarily a cost issue but is a time restraint issue because before they could sell the first unit, the entire loop would need to be paved. Their preference would be to do a percentage approach to allow a number of units to be completed and paved rather than require all of them to be.

Ms. Cole asked if Mr. Blommer had any objection to condition of the paving requirement. Mr. Blommer answered they do not object but would prefer a phased, percentage or timeframe approach to the paving.

Public Testimony – None

Continuation of Questions for Staff

Ms. Maclean addressed the questions from earlier in the meeting. As per Mr. Dye's question regarding paving, she said she would leave that to the Commission to discuss. For the question regarding the water, sewer, and master meter, CDD would insist that prior to the first TCO, that the master meter for the water be installed. She explained the reason for this is because if it is not, there really is not any incentive once people start living there to connect into it as they will be receiving free water. The sewer, however, could be tied to each individual TCO.

Mr. Alper asked if there would be a single water meter for the subdivision and paid for by the HOA. Ms. Maclean answered that was correct and that is why they had the condition regarding the water meter be installed.

Ms. Maclean referred back to the question posed by Mr. Pedersen regarding the 49.15.920f Frontage and Access and explained that generally, the ARS only needs to comply with emergency access requirements found in CBJ Title 19.10. In this instance, the developer is proposing a 30-foot Right of Way for paving.

Mr. Arndt asked if including the requirement to have a paved roadway in the HOA documents provide the assurance the CDD is looking for. Ms. Maclean explained once the HOA is recorded, CBJ does not have authority to enforce the HOA.

MOTION: by Mr. Dye to accept staff's findings, analysis and recommendations and approve **ARP2020 0001** with changes to Condition # 3 striking ", each dwelling unit shall be connected to public sewer and water, and" and changing Condition #2 replacing "first" with "eleventh structure".

MOTION: by Mr. Arndt to amend the original motion to replace "eleventh" to "final."

Ms. Maclean spoke to remind the commission there have been issues where homeowners have lived on unpaved roads for a decade or more as the developer can choose to take as long as they want to complete a development.

Mr. Alper spoke against Mr. Arndt's motion.

Mr. Winchell spoke to say he would prefer Condition number 2 be fifty percent instead of the seventy-five percent suggested by Mr. Dye.

Mr. Dye spoke against Mr. Arndt's motion for the reasons stated by Ms. Maclean.

Roll Call Vote on the motion to Amend

Yes: Arndt, Hickok

No: Cole, Pedersen Alper, Winchell, Voelckers, LeVine, Dye

Motion Failed

Mr. Winchell spoke to say he is for phasing and he felt fifty percent (seven) would be preferable to the seventy-five percent (eleven) in Mr. Dye's motion. Mr. Winchell did not offer an amendment.

The original motion passed with no objection.

MOTION: by Mr. Dye to accept staff's findings, analysis and recommendations and approve **SMP2020 0004** with the changes in the correction memo of correction and changes in conditions consistent with those made to **ARP2020 0001**.

Mr. Winchell reiterated for the record that it is perceivable that a lower percentage would be advisable in this tenuous economy.

The motion passed with no objection.

SMF2020 0003: Modification of plat of Pederson Hill subdivision to eliminate restrictions on driveways on to Karl Reishus Blvd.
Applicant: City and Borough of Juneau
Location: Pederson Hill subdivision; Karl Reishus Blvd.

Staff Recommendation

Staff recommends the Planning Commission adopt the Director's analysis and findings and **APPROVE** the requested final plat. The permit would allow the final plat approval for the modification of the plat in a D10-SF zone to eliminate restrictions on driveways on to Karl Reishus Boulevard.

Staff Presentation - Ms. Gallion presented **SMF2020 0003**.

Questions for Staff

Mr. Voelckers asked how did CBJ get into this situation. Ms. Gallion answered this could be attributed to a time when different departments did not communicate completely with each other.

Mr. Dye asked if the process that came about was similar to what a developer would go through or was it special to CBJ because all of the departments involved are part of the same entity (CBJ). Ms. Gallion answered the process is comparable to what happens with other developers. She added a strong project manager more familiar with developing a subdivision might have noticed and addressed the issue earlier in the process. Ms. Maclean added the subdivision Ordinance was rewritten in 2015 which made changes to Chapter 35. As more projects come through by developers, we may see more of these.

Mr. Dye asked if they were to change from a major to a minor collector in the plat notes, would it then become consistent with code. Ms. Gallion explained that while a minor collector would be able to have driveways on it, the concern is the plat notes state driveway access is restricted without specifying the cause for the restriction being major/minor collector.

Mr. Hickok asked if the lots are already sold. Ms. Gallion answered that they have been. Ms. Maclean added CDD has been in close contact with all of the property owners and they are aware of the situation.

Mr. Winchell noticed undeveloped side streets in the plat and asked if there was intent to use those as access points. Ms. Gallion believed so but deferred to the applicant.

Mr. LeVine asked if it is fair to say there was an error made when the plat was originally approved or are we changing something ex post facto. Ms. Gallion said that is hard to say as they do not have clear history and records to support one way or the other. Ms. Maclean explained since the original plat, there is a new CDD Director, New Director of public works, new planners and they are trying to correct these going forward.

Mr. Arndt asked if they could not simply change the designation to a minor collector and then would the plat notes be correct. Ms. Maclean deferred to the Sponsor.

Applicant Presentation

Dan Bleidorn - CBJ Land Manager - Mr. Bleidorn explained he believes this was an error made during the planning process and it should have been a minor collector. His office has been working on this issue since October. They are requesting the road be made into a minor collector rather than a major collector as he believes it was improperly labeled when the Planning Commission originally approved it.

Questions for the Applicant

Mr. Winchell asked if the corner lots would still be accessible by the cutouts. Mr. Bleidorn

answered there are three lots in question and said the topography makes it difficult or dangerous for those to cut out on a side street.

Mr. Dye referred to the original Plat review and asked what the total potential build out was. Mr. Bleidorn answered that the original plat plan has proven a little unrealistic. It is not likely the lots will be built as originally planned.

Public Testimony

Dave Hanna – 11495 Mendenhall Loop – Mr. Hanna said they should keep driveways off of Karl Reishus Boulevard. He added that if this had been a private developer he did not think they would be awarded a variance easily and asked the PC to give the matter consideration before making a decision on this for the City.

Wayne Coogan – 3000 Fritz Cove – Mr. Coogan suggested the Engineering department study extending Yan street to allow the driveway cuts to go to side streets.

Commissioner Questions

Mr. Voelckers asked if Mr. Bleidorn agreed to Ms. Gallion's assessment that the road would not grow beyond a certain length. Mr. Bleidorn agreed saying it would be cost prohibitive to extend it further uphill.

Mr. Arndt asked why some of the driveways were treated as if this were a minor collector but other driveways were not. Mr. Bleidorn said he does not have a good answer to the question of how we got here. All of the documentation and construction drawings presented to the PC at the time it was originally approved showed the driveways where they were built.

Ms. Gallion explained the reason some of the driveways are on Karl Reishus Boulevard instead of Yan is because the land nearby is very steep.

Mr. Arndt commented that it felt like the CBJ is trying to get too many lots in there without considering appropriate land development and asked if Mr. Bleidorn agreed. Mr. Bleidorn answered he did not think they were trying to push through too many lots. Rather, it was an oversight and if they were to do it again, they may have made this a minor collector so the driveways could be built where they were.

Mr. Winchell asked if we were to extend the roads out, would it be perceivable to then allow conformity with the original plat. Mr. Bleidorn said extending the road could mean another plat amendment.

Mr. Winchell asked if Mr. Bleidorn is aware of the Davis area. Mr. Bleidorn was aware of that road and it is a minor collector.

Mr. Arndt said as a taxpayer he appreciates the cheap solution but asked if the CBJ departments had explored any other options and taken them off the table. If they had, what was considered and why were they not chosen. Mr. Bleidorn explained other options had been considered and this was not their first choice but this seemed the best way to correct the mistakes that were made.

COMMISSIONER QUESTIONS FOR STAFF

Mr. Dye asked for clarification for how to interpret the total build out capacity and how to define the road as major versus minor based on the application. Ms. Gallion was unsure but she said Phase one is eighty-nine units but Phases two and three are on steep uphill and she is not sure of the likelihood of those being built in the near future.

Mr. Arndt noted the plat notes and asked how did the CBJ give building permits allowing access through the right of way when it violates Code. Ms. Maclean reiterated that the current staff was not part of that approval process and had no more information they could add.

MOTION: *by Mr. Voelckers to accept staff's findings, analysis and recommendations and approve SMF2020 0003.*

Mr. Voelckers spoke in support of the motion saying the City has tried to be careful and judicious in this process and the requested corrections seem reasonable.

Mr. Winchell objected saying he believes this is a matter of resources and money to get other roads built. He added that while there was no malfeasance on the part of CBJ, if it were a private party making this request would it be approved?

Mr. Dye spoke against the motion stating he has concerns about the process and it seems there are feasible options to fix the lots by extending the road.

Mr. Arndt said he is torn on this issue saying he is leaning against the motion saying it feels like a developer building something and then coming for a variance after the fact.

Ms. Cole said she understands the request is to modify two specific plat notes to address the immediate problem. For that reason, she supports the motion.

Mr. Alper asked what would happen if the permit were to fail. Mr. LeVine said he remembers Mr. Bleidorn had said if that were to happen, they would work to find another option but he did specify Lot 11 was the biggest challenge.

Mr. LeVine spoke to say he believes they are fixing an error and will support the motion.

Roll Call Vote

Yes: Cole, Hickok, LeVine, Voelckers

No: Alper, Pedersen, Winchell, Dye, Arndt

Motion fails

At Ease - 9:32 p.m. - 9:43 p.m.

Mr. LeVine and Mr. Alper declared potential conflicts of interest but felt they could be fair and impartial. Both were allowed to continue.

CSP2020 0011: Complete street and underground utility maintenance (and replacements as necessary)
Applicant: City and Borough of Juneau
Location: Calhoun Ave.

Staff Recommendation

Staff recommends the Planning Commission:

- **ADOPT** the Director's analysis and findings, and forward a **RECOMMENDATION OF APPROVAL** to the CBJ Assembly for the Calhoun Avenue Reconstruction Project.
- **APPROVE** the waiver of road construction standards for the Calhoun Avenue Reconstruction Project.

Staff Presentation Ms. Gallion presented **CSP2020 0011**

Questions For Staff

Mr. Voelckers asked about the budget and if there had been analysis of if property could be acquired to widen the pinch points. Ms. Gallion deferred both questions to the applicant.

Mr. Dye asked how does the finances of CBJ affect the decision-making process. Ms. Gallion said it is not something she would normally bring up, but the current fiscal situation is pertinent.

Mr. Hickok asked if CDD is asking for approval with or without the study. Ms. Gallion answered she is asking for approval as presented.

Mr. Voelckers referred to the AASHTO waiver and asked what happens if the CBJ goes below the allowed minimums and then there is an accident? Is the CBJ liable? Ms. Gallion deferred to LAW. Ms. Layne offered to look into it if needed but did not have an answer on hand.

Mr. LeVine asked what does it mean that the project “won’t aggravate the intent” of the code and is this something the Director could approve it without the PC involvement. Ms. Gallion explained she does not believe this project aggravates the intent of Title 49. The Director could approve it if it did not require an AASHTO waiver. Because the AASHTO waiver is needed, it must come before the PC

Applicant Presentation

John Bohan, CBJ Public Works/Engineering, spoke to Mr. Voelckers' question regarding budget stating there is not an unlimited budget for the project. This is essentially an infrastructure rebuild project within the confines of the right of way.

Richard Etheridge, CBJ Fire Chief, said this section of roads have been a problem due to the steepness and narrowness making access with CCFR apparatus tricky.

Mr. Voelckers asked if the apparatus would fit through an eight-foot lane. Mr. Etheridge said the trucks are exactly eight feet wide so if they go slowly and very carefully, they can get through those areas.

Mr. Arndt asked about the possibility of a signal light that could be tripped by the emergency vehicles. Mr. Etheridge has not heard of any plans for that, if it was a possibility, he would like to consider it but currently there is nothing like that in CBJ.

Mr. Arndt asked Mr. Bohan about the estimated remaining life on the water and sewer system. Mr. Bohan said he recommends replacing it this year. It is a severe hazard that has already failed multiple times. The sewer system is also in a state of operational disrepair and needs to be replaced concurrently with the road repair.

Mr. Dye cited the Comp Plan and SOP 10.6 and asked when a project scope like this would typically be added to the CIP project list. Mr. Bohan answered it is part of the Capital Improvement Program and he explained the public can participate when the projects are brought before the assembly with very generalized scope. The CBJ does not typically reach out to the neighborhood on particular programs until the project is approved by the assembly and funded with the Capital Improvement Program. At the point of starting the design phase, they reach out. This project has taken on a bigger life then when originally scoped. The CBJ is looking to PC for guidance regarding possibly rescoping the project due to the traffic flow and other concerns.

Mr. Voelckers asked for clarification of the plans for replacing the utilities and what costs were expected. Mr. Bohan answered they are trying to mitigate costs while still making the needed improvements.

Public Testimony

Emily Ferry, 836 Calhoun Avenue – Ms. Ferry said she finds it shocking that the CBJ said they were not aware of the problem. The one-way loop proposal makes sense to her as a safety improvement for the Fire Department access. She added this is a route where bicycles and pedestrians should be prioritized.

Mr. Alper asked Ms. Ferry if the sketch she suggested works with the proposal before them tonight. Ms. Ferry said that really all she was asking was for there to be more dialogue about alternatives that could improve traffic, pedestrian, and bike safety in the area.

Frankie Pillifant, 512 6th Street – Ms. Pillifant is interested in the idea of the looped one-way route. She added that currently as presented the project is not consistent with the Comp Plan as she understands it. She would like to see the utilities put underground.

Mary Alice McKeen, 212 W 9th Street – Ms. McKeen said the proposed improvement will improve the water system but the improvement for biking and pedestrians is minimal. She also feels the waiver should not be approved. She would like to see more options considered to include the one-way option and a bike lane.

Peter Metcalfe, 354 Distan Avenue – Mr. Metcalfe would like to see traffic calming devices such as speed bumps and signal lights in the area and said there is nothing in the plan currently that makes him feel safer. He stated support for the one-way option.

Mark Choate, 230 W 8th Street – Mr. Choate has lived in the area for 30 years and walks it regularly. Mr. Choate described the area identified in the plans as a ‘pinch point’ and said it is really a blind corner and is very dangerous.

Amy Dressel, 954 Goldbelt Avenue – She agrees the project needs to be looked at more in depth. Ms. Dressel spoke to the safety issues on Calhoun. Those issues include narrow, uneven sidewalks and blind corners on the roads.

Demian Schane, 836 Calhoun Avenue – Calhoun is a major pedestrian thoroughfare and he supports a comprehensive pedestrian study in the area.

Jill Ramiel, 526 Seward Street – Ms. Ramiel owns the Silverbow Inn, disclosed she is married to Commissioner Alper, and spoke on behalf of the Downtown Business Association (DBA). Ms. Ramiel said this project is very important to the DBA for getting residents to their businesses and, as such, they would like to see more study put into it.

Jeremy Bauer, - supports widening the sidewalk and burying the utility lines.

John Dunker, 592 Cedar Street – Mr. Dunker urged expanding the consideration along with Capital Avenue to relieve some of the pedestrian and vehicular pressure in the area. He felt the opportunity to bury utilities should not be passed up.

Motion: by Mr. Dye to extend the meeting to 11:15 p.m.

The motion passed with no objection.

Applicant Response

Mr. Bohan said this has been on the priority list for several years and due to COVID, the Egan drive project finished early giving CBJ the opportunity to move this project forward early. He

agrees a pedestrian/traffic study in the area is needed. He feels that the best time to do such a study would be during a regular tourist season to actually see the impacts of that traffic. But he felt the project should not be held up waiting for tourism to come back. He added signage and traffic calming are built into the plans.

Mr. Etheridge said he would like to reiterate having the second access into downtown is vital. As such, emergency access needs to be taken into consideration.

Questions for the Applicant

Mr. Winchell asked if getting to the fire is more important than leaving the fire. Mr. Etheridge answered that would be true if there was only one fire call at the time. However, often, there are multiple emergencies at a single time making it just is important to get to as to get away from locations.

Mr. Dye asked if there is any value in just replacing the water system for now and going forward with other parts later. Mr. Bohan said that would require a large and intrusive project in the neighborhood and he would prefer to not have to tear up the road to replace the water then replace it and have to tear it up again to complete the project.

Commissioner Discussion

Mr. Voelckers commented saying there may be a critical need for more study. Ms. Pierce reminded the PC what is being proposed is critical infrastructure which is in accordance with the Comp Plan. If the PC wanted to recommend a traffic study or a pedestrian study in the future, that could be a future phase of the project.

Mr. Dye asked if the PC recommended to the Assembly for Denial, what options would the Assembly have. Ms. Maclean answered the decision tonight is a recommendation to the Assembly. They have the option to take the recommendation or not or they could modify it.

Mr. LeVine clarified that Ms. Maclean's answer was correct for the recommendation of the project to the Assembly but for the waiver, if the PC denies or grants the waiver, that gives the right of appeal.

Mr. Arndt wondered if they could move the project forward and include a recommendation to the assembly to get the infrastructure replaced and include a study at the same time.

Motion: by Mr. Dye to extend the meeting to 11:25 p.m.

The motion passed with no objection.

Mr. Winchell agreed with Mr. Voelckers and added that it is important to make that corridor safe.

MOTION: by Mr. Pedersen to

- **ADOPT** the Director's analysis and findings, and forward a **RECOMMENDATION OF APPROVAL** of **CSP2020 0011** to the CBJ Assembly for the Calhoun Avenue Reconstruction Project.
- ~~**APPROVE** the waiver of road construction standards for the Calhoun Avenue Reconstruction Project. (removed on amendment)~~
- **RECOMMEND** to the CBJ Assembly that they authorize further study for reconfiguration of Calhoun Avenue

Mr. Winchell said it would be ideal to bury the utility concurrent with the water replacement but would not offer an amendment.

Mr. Alper wanted it on record he was disappointed with the outcome of the Egan project and does not want to be disappointed with this as well. For that reason, he cannot support the motion as it stands.

Mr. Voelckers reluctantly opposes the motion and cited the Fire Chief's comment that the apparatus is the same width as the roadway and was concerned about the safety issues.

Mr. Dye cited the AASHTO waiver and would oppose on that.

Motion to Amend: by Mr. LeVine to **STRIKE** the waiver from the original motion.

The motion to amend passed with no objection.

Mr. LeVine spoke against the original Motion saying there is significant public interest in the project and a perception that better public process is needed. Better public process and additional consideration by the City and Engineering Department could ensure more effective compliance with the Comp Plan, Title 49, and non-motorized transportation plan. The best way to achieve those goals will be through one process rather than a series of processes, and that he doesn't take any pleasure in making that motion. Mr. LeVine said it is a very difficult question, and he is not at all convinced what the best way is forward, believes that the question about broader investigation is one that's appropriately before the assembly and so the purpose is to make a recommendation to the assembly and enable them to take up our best thinking on it. That's the justification for the motion, that he would make.

Roll Call Vote

Yes: Pedersen, Arndt, Hickok, Dye

No: Cole, Alper, Winchell, Voelckers, LeVine

Motion fails

Motion: by Mr. Dye to extend the meeting to 11:30pm

The motion passed with no objection.

MOTION: by Mr. LeVine to forward a **RECOMMENDATION OF DENIAL** of **CSP2020 0011** to the CBJ Assembly for the Calhoun Avenue Reconstruction Project and recommend Engineering to conduct a traffic analysis study.

Mr. Hickok expressed concerns that they would be pushing off an imminent failure of the waterline. Mr. Arndt also has concerns with the risk to the water main. Mr. Pedersen spoke in agreement with Mr. Arndt and Mr. Hickok saying a waterline break could have devastating outcomes.

Roll Call Vote

Yes: LeVine, Cole, Alper, Winchell, Voelckers

No: Arndt, Pedersen, Hickok, Dye

Motion passes

At this point, the meeting ran out of time and the meeting ended at 11:31 p.m.

~~XI. BOARD OF ADJUSTMENT~~

~~XII. OTHER BUSINESS~~

~~XIII. STAFF REPORTS~~

~~XIV. COMMITTEE REPORTS~~

~~XV. LIAISON REPORTS~~

~~XVI. CONTINUATION OF PUBLIC PARTICIPATION ON NON-AGENDA ITEMS~~

~~XVII. PLANNING COMMISSION COMMENTS AND QUESTIONS~~

~~XVIII. EXECUTIVE SESSION~~

XIX. ADJOURNMENT – 11:31 p.m.

From: Jeremy Bauer <jeremy@bauerclifton.com>
Sent: Saturday, February 27, 2021 4:11 PM
To: Lucas Chambers (lucas@prohns.com); John Nelson; Ethan Roemeling; PC_Comments
Subject: Calhoun Reconstruction Project

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello,

I think there has been some really great conversation about possibilities to look at Calhoun reconstruction as an opportunity to fix problems that have been present for most of all of our lifetimes. The community meeting on Thursday was very informative and I trust that some of these ideas make it into the final scope of the project. I think that when we hear the words "we can't" from the city officials, it is better interpreted into "we don't want to" or "that's too much effort" believe me when I say that there is a wonderful reward of putting effort into a great design. I built my career on it and what we do is never the easy road. I'm not trying to build myself up but to be sympathetic in the fact I know first hand it is harder, it takes more thought, and a lot more effort to come up with a great design. I'm wanting to encourage you to listen to a wonderful group of individuals who have politely encouraged you to look past the concept of "get it done" and give you the encouragement to "get it done right".

I'm really disappointed in the lack of design in this project and the fact options to bring the community concerns and the needs of the city together have seemed to be overlooked. An expense this large and permanent should not be overlooked as an option to make a huge difference in the experience of downtown. This is an opportunity to really do something great. I also feel that the importance of tourism may have finally sunk in after this summer and the grim look of recovering by this coming summer. This street heavily services the visitor community as well. I believe a look at a solution that accommodates the needs of all of these groups is critical. This street helps establish our history as much or more than downtown with the popularity of the Governor's house and Cope Park with their tours and individuals out on a walk to experience the town. Every town has "the street" that everyone knows about, everyone who visits the town drives or walks down to see. This is that street.

We all know we have some restraints and I think if we look at opening up the design process to include some solutions that may have not been considered we could get to a position that makes a larger group of citizens happy and most importantly heard. Like I've said, I've driven this street daily for the last 12 years and I've walked it many times. It is narrow for anyone both in the car and on foot. It is restricted by a stone fence in one pinch point and some electrical poles on the opposite side. It appears the landowners near the stone fence would be open to talking about moving the fence inward to give just a little more space. While we won't be able to get all the room needed to fully meet code, you could get enough to maintain consistency of the same clearances that are offered a little further down the street as you move towards cope

park. If the stone fence is moved it should be rebuilt to mimic what is there exactly as this is a historic attribute of this neighborhood. Mr. Chote pointed out, designing this street smaller than the ASHTO 9' minimum width is just opening the city up to a possible lawsuit that would far exceed the costs that the project managers are trying to save by looking past the inadequacies of this street.

Besides moving the stone fence, the next logical change would be to remove the power poles to open up the street and improve the visual appearance of the street. I think it would be a travesty to not bury the power and cable lines during this reconstruction. This street acts as a gateway into and out of downtown and is not only enjoyed by a significant amount of citizens, it is heavily walked and toured by visitors. Burying cables at any time besides a reconstruction does not make sense and these opportunities only come around once in a generation. These power lines also pose a problem by restricting the sidewalks. If the sidewalk servicing the uphill homes which there are three could be reduced to minimal access to come from their steps and offer a 24" sidewalk landing to be able to cross the street, you may be able to gain about 18"-24" to add to the downhill side. This extra space could be dedicated to the opposite side's sidewalk and offer a continual connection from Cope park up to the Governor's house. This solution incorporates wants from neighbors wanting the visual gone, helps neighbors who want more room on the sidewalks, this solution works in line with the many comprehensive plans that are in place promoting walkability and helps promote the historical integrity expected by the visitor industry.

All of these suggestions are improvements to get closer to providing a better solution. But realizing we won't get the entire way is no reason to not even try and to improve what you are planning to do. We need to look at what we can do within the limitations of the space for the greatest change. This isn't the first time this situation has occurred and it reminds me of the streets I've walked in Paris, and Amsterdam that have the exact same conditions and I look to their solutions. It is common to install bollards to separate the street from the sidewalk. These could (should) be historic in design and do a great job of creating a sense of separation and safety. Lamp posts matching what was just installed in the downtown's street reconstruction could be a great way to tie in the historic charm that has been implied downtown to a continuation of the historic neighborhood. I assume new lamp posts between the capitol and the Governor's house will match the downtown lamps (or they should) during the reconstruction of that street. The street post should really continue down this street to Cope Park and it would be nice to tie the bridge lights into this as well if not to just repaint the post to black so that they match the color concept set forth on the previous downtown reconstruction of Front and Franklin.

A quick search to show a concept of a historic bollard is shown here.



These are just a few ideas that could improve safety and the overall look of a project and this neighborhood.

- work with homeowners to buy and reconstruct their fences to give more room at pinch points
- remove power poles and bury power under the street to give more space to the continual sidewalk on the downhill side
- install historic bollard and lamp posts on the downhill side to separate foot traffic from vehicular and to give a sense of a narrower street which will help with traffic calming
- A stop sign could be installed at one of the intersections off Calhoun to help control speed (flashing lights are not in keeping with the historic nature of the neighborhood)
- Add 6" curbs to help separate vehicular traffic and pedestrian traffic while also helping the road seem smaller and help calm traffic

I appreciate you taking the time to consider the options of this project and look forward to a well-designed outcome.

Sincerely,



**BAUER/CLIFTON
INTERIORS**

JEREMY BAUER
principal designer / IDS professional

p: 907.789.9120 x 5 m: 907.209.4903
119A second st. juneau, ak 99801
www.bauerclifton.com

Presented by: The Manager
 Introduced: February 8, 2021
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-10(B)

An Ordinance Appropriating \$302,929 from the Treasury for FY21 School District Operations.

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Estimated Funding Sources. This Ordinance will make the following changes to the City and Borough of Juneau School District Operating Budget for the fiscal year beginning July 1, 2020 and ending June 30, 2021.

Estimated Revenue	
State Support:	\$ 246,283
CBJ General Fund Support:	<u>\$ 56,646</u>
Total Changes	\$ 302,929

Section 3. Appropriation. The following amounts are hereby changed for the fiscal year beginning July 1, 2020, and ending June 30, 2021.

General Operations:	\$ 302,266
Quality Schools:	<u>\$ 663</u>
Total Changes	\$ 302,929

Section 4. Effective Date. This ordinance shall become effective immediately upon adoption.

Adopted this _____ day of _____, 2021.

 Beth A. Weldon, Mayor

Attest:

 Elizabeth J. McEwen, Municipal Clerk

CITY AND BOROUGH OF JUNEAU SCHOOL DISTRICT

BOARD AGENDA ITEM

DEPARTMENT: ADMINISTRATIVE SERVICES 7.3

_____ INFORMATION
 X ACTION

TITLE: FY 2021 BUDGET REVISION #3 (FINAL READING)

STRATEGIC INITIATIVE:
 N/A Operational

BACKGROUND

Operating Fund: The District submitted its FY 2021 OASIS report to the Alaska Department of Education & Early Development (DEED) on November 5. Duplicate students were reconciled on December 21. The reports from DEED are attached. We have decrease of 570 students under projected enrollment for this year, rounded to the nearest whole number. The initial enrollment count for intensive students matches projected.

The decrease in enrollment has triggered the Hold Harmless provision of the DEED Foundation Formula. As a result of the decreased enrollment and Hold Harmless provision, we anticipate an additional \$245,620 in foundation funding and a slight increase to Quality Schools funding of \$663 for a total of \$246,283 in additional state funds. The City & Borough of Juneau may choose to provide an additional \$56,646 for general school operations. The total of additional education funding available is \$302,929.

There is also a final adjustment to PERS/TRS On-behalf as a result of corrections made during the DEED budget submission process in July 2020.

The original Juneau Community Charter School budget calculation contained a value for the proposed FY21 Legislative Operating Grant that was vetoed by the governor.

Some vacant elementary and special education teacher positions are not being filled.

The increase in HomeBRIDGE enrollment created a subsequent increase in student allocation expenditures. There is not usually a line item for this cost.

School non-personnel budgets are reduced according to reduced enrollment.

Instructional supplies and technology increase from Revision #2 are being transferred to CARES funding.

The district has procured a new accounting software vendor. Implementation will occur in FY21, so funds previously committed for this purpose can be released.

Grants and Programs: The DEED Transportation grant revenue is expected to be reduced due to the decrease in enrollment. Final DEED Transportation revenue was released in December.

The District has received additional grant funding due to the COVID-19 pandemic. A summary appears below.

FUNDING SOURCE	FY21 GRANT AMOUNT
DEED CARES GRANT	925,000
DEED CONTACT TRACING	103,000
CBJ CARES GRANT	<u>2,953,000</u>
TOTAL	\$3,981,000

CURRENT ISSUE BEFORE THE BOARD:

Whether to approve the attached budget revision.

RECOMMENDATION:

The administration recommends approving this budget revision.

PROS/CONS:

This budget revision is an adjustment for changes in revenues and expenditures since budget revision #2 was approved.

EQUITY CONSIDERATIONS:

N/A

BUDGET IMPLICATIONS:

Recognition of changes to revenues and expenditures.

NEXT STEPS:

If approved, the administration will submit the revision to the Assembly for approval and appropriation.

MOTION: *I move to approve the FY21 Budget Revision #3 as presented.*

Attachments

October 2020 Enrollment, reconciled
FY21 ADM Foundation and Local Calc
FY21 Budget Revision #3 – Operating Fund
FY21 Budget Revision #3 – Grants & Programs
DEED OASIS Update Report

FY21 October Count (reconciled) compared to Projected Enrollment

Oct 16th	K	1	2	3	4	5	6*	7	8	9	10	11	12	Subtl	Sped PK	Total	Proj.	+/- Proj.
AB	25	36	35	31	43	43								213	7	220	373	-153
GA	27	38	43	36	29	38								211	6	217	291	-74
GV	26	42	33	43	45	38								227	10	237	350	-113
HV	27	30	38	24	36	31								186	5	191	244	-53
TCLL	10	12	13	10	12	12								69	0	69	65	4
MR	31	37	35	33	49	35								220	20	240	311	-71
RB	34	40	41	39	47	36								237	13	250	319	-69
JCCS		6	12	6	11	9	8	10	7	12				81		81	93	-12
MONT	5	20	20	16	19	14	13	13	18					138	1	139	182	-43
DH							138	130	140					408		408	516	-108
FD							127	112	108					347		347	432	-85
JD										151	133	145	109	538		538	632	-94
TM										157	135	142	138	572		572	655	-83
YD/JYS										3	10	20	50	83		83	74	9
HB	38	42	34	37	28	28	30	36	38	24	29	28	18	410		410	35	375
JYC*								1		2	3	4	10	20		20	20	0
TOTAL	223	303	304	275	319	284	316	302	311	349	310	339	325	3960	62	4022	4592	-570
Projected	344	374	346	326	361	318	366	335	361	377	323	366	335	4532	60	4592		
+/- Proj	-121	-71	-42	-51	-42	-34	-50	-33	-50	-28	-13	-27	-10	-572	2	-570		

*JYC ADM set by DEED, adjusted to actual in 12th grade

Prepared 01/06/21 after reconciliation to DEED report

Foundation and Local Funding

		PROJECTED	WITH HOLD	FY21+HH	FY21+HH
	FY20	FY21	FY21	less FY21 Proj	less FY20
Enrollment	4620	4592	4021.50	(571)	(599)
ADM (w/o Corr.)	4590.26	4557	3612.70	(944)	(978)
Multiplied by various school formulas					
School Adjusted ADM	5396.00	5363.48	5151.94	(212)	(244)
District Cost Factor	1.145	1.145	1.145		
	6178.42	6141.18	5898.98		
Special Needs Factor	1.2	1.2	1.2		
	7414.1	7369.42	7078.78		
CTE Factor	1.015	1.015	1.015		
	7525.31	7479.96	7184.96	\$ (1,749,350)	\$ (2,018,276)
Intensive Count x 13	96 1248	93 1209	93 1209	-	(231,270)
Correspondence Count x 0.90	29.75 26.78	35 31.50	408.8 367.92	1,994,971	2,022,960
District Adjusted ADM	8800.09	8720.46	8761.88	\$ 245,621	\$ (226,585)
Foundation Calculation					
Basic Need (AADM x \$5930)	\$ 52,184,534	\$ 51,712,328	\$ 51,957,948	245,620	(226,586)
Required Local Contribution	(14,508,530)	(14,916,199)	(14,916,199)	-	(407,669)
State Aid	37,676,004	36,796,129	37,041,749	245,620	(634,255)
Additional State Aid	1,016,893	-	-	-	(1,016,893)
Total State Aid	\$ 38,692,897	\$ 36,796,129	\$ 37,041,749	245,620	(1,651,148)
Local Contribution Calculation					
	FTV 2018	FTV 2019	FTV 2019		
CBJ Full & True Value	5,474,917,000	5,628,754,200	5,628,754,200		
Multiplied by 2.65 mills					
Required Local Contribution	\$ 14,508,530	\$ 14,916,199	\$ 14,916,199	-	407,669
Determination of Cap					
23% of Basic Need	12,002,443	11,893,835	11,950,328	56,493	(52,115)
23% of Quality Schools	32,384	32,091	32,244	153	(140)
23% Additional State Aid	233,885	-	-	-	(233,885)
Additional allowable local contribution	12,268,712	11,925,926	11,982,572	56,646	(286,140)
Maximum Local Appropriation (Cap)	\$ 26,777,242	\$ 26,842,125	\$ 26,898,771	56,646	121,529
Total Foundation and Local Contribution	\$ 65,470,139	\$ 63,638,254	\$ 63,940,520		
Quality Schools Grants (ADM*16)	140,801	139,527	140,190	663	(611)
Change in funding				\$ 302,929	\$ (1,530,231)

Prepared 01/06/2021 after duplicate count reconciliation, verified to DEED report prepared 12/18/2020

FY 2021 Operating Budget

	Original				Revised
	Operating	Revision 1	Revision 2	Revision 3	Operating
REVENUES					
State Foundation Program	36,796,100			245,600	37,041,700
Quality Schools	139,500			700	140,200
CBJ General Fund Appropriation	26,842,100			56,600	26,898,700
CBJ Restricted Fund Appropriation	-				-
PERS/TRS On-behalf	5,400,000	500,000		263,000	6,163,000
Other Revenues	727,000				727,000
OTHER FINANCIAL SOURCES					
Release of Committed Funds - Accounting Software	-			230,000	230,000
Use of fund balance	1,217,600	-	267,400	(237,400)	1,247,600
Total Funding Sources	71,122,400	500,000	267,400	558,500	72,448,200
	+100 rounding				

EXPENDITURES

REQUIRED OPERATING EXPENDITURES

Insurance: Property, Liability, etc.	995,900				995,900
Learn to Swim	50,400				50,400
Recovery of Indirect Costs	(260,000)				(260,000)
Utilities	1,966,100				1,966,100
Certificated Payment for Leave	45,000				45,000
Teacher Discretionary	50,400				50,400
Student Activities—Elementary	57,800				57,800
JSAA Professional Development	56,100				56,100
Juneau Community Charter School	1,343,300			(21,000)	1,322,300
Grants Administrator	4,800				4,800
Payments to Retirement Systems by State	5,400,000	500,000		263,000	6,163,000
Subtotal Required Operating Expenditures	9,709,800	500,000		242,000	10,451,800

ESSENTIAL EXPENDITURES

Formula Driven Allocations

Elementary Teachers	11,160,100			(487,800)	10,672,300
Middle School Teachers	4,685,100		30,000		4,715,100
High School Teachers	7,216,100				7,216,100
Montessori Teachers	1,273,100				1,273,100
HomeBRIDGE Teacher	54,200				54,200
HomeBRIDGE Student Allocations	-			1,000,000	1,000,000
Principals	1,650,000				1,650,000
Assistant Principals	600,000				600,000
Increased Sub Pay	77,200				77,200
Classified Staffing	3,417,300				3,417,300
Cultural Education Paraeducators	318,900				318,900
Health Services	775,000				775,000
Health Services Supplies and Support	17,400				17,400
School Non-personnel Budgets	527,800			(105,500)	422,300
Total Formual Driven Allocations	31,772,200	-	30,000	406,700	32,208,900

Program Based Allocations

Special Education	16,089,800			(326,900)	15,762,900
English Learner	1,126,800				1,126,800
English Learner Supplies	13,500				13,500
Talented Enrichment Development	653,400				653,400
Talented Enrichment Supplies	15,300				15,300
Teaching and Learning District Staff and Supplies	329,500				329,500
Native Student Success Staff	99,600				99,600

FY 2021 Operating Budget	Original				Revised
	Operating	Revision 1	Revision 2	Revision 3	Operating
Assessment Staff and Supplies	531,100				531,100
PowerSchool Services	29,700				29,700
Career and Technical Education Staff and Supplies	161,200				161,200
Guidance Counselor Supplies	3,500				3,500
Instructional Technology	871,500		43,000	(43,000)	871,500
Total Program Based Allocations	19,924,900	-	43,000	(369,900)	19,598,000
Administration					
Board of Education	73,800				73,800
Office of Superintendent	351,600				351,600
Chief of Staff and Communications	231,400				231,400
Administrative Services and Fiscal Services	1,274,900			230,000	1,504,900
Human Resources	736,300				736,300
Total Administration	2,668,000	-	-	230,000	2,898,000
Total Facility & Information Technology	6,474,700	-	-	-	6,474,700
Subtotal Essential Expenditures	60,839,800	-	73,000	266,800	61,179,600
DISCRETIONARY SERVICES					
Supplemental Instructional					
Instructional Supplies, Library support	232,400		194,400	(194,400)	232,400
SAT/ACT/WorkKeys	18,000				18,000
High School Credit Recovery	30,000				30,000
Total Supplemental Instructional	280,400	-	194,400	(194,400)	280,400
Total Staff Services	216,800	-	-	-	216,800
Total District Level Enrichment	15,000	-	-	-	15,000
Total Professional Development	60,600	-	-	-	60,600
Subtotal Discretionary Services	572,800	-	194,400	(194,400)	572,800
Total Expenditures	71,122,400	500,000	267,400	314,400	72,204,200
Projected Change in Fund Balance	-	-	-	244,100	244,000
Total Funding Sources	71,122,400				72,448,200
Required Expenditures	9,709,800				10,451,800
Essential Expenditures	60,839,800				61,179,600
Other Essential Expenditures	572,800				572,800
Total Operating Expenditures	71,122,400				72,204,200
Funding Sources less Expenditures	-				244,000

FY21 Grants and Program Budgets

	FY21 Budget	Revision 3	FY21 Revised
REVENUES			
CBJ Restricted Fund Appropriations & CARES	2,055,100	2,953,000	5,008,100
Pupil Transportation	3,035,000	(629,400)	2,405,600
CARES	-	1,028,000	1,028,000
Other Revenues	9,435,000		9,435,000
OTHER FINANCIAL SOURCES			
Total Unassigned Fund Balance	531,000	-	531,000
Total Funding Sources	15,056,100	3,351,600	18,407,700
EXPENDITURES			
ESSENTIAL EXPENDITURES			
Formula Driven Allocations			
Health Services		103,000	103,000
Total Formual Driven Allocations	855,000	103,000	958,000
Program Based Allocations			
Instructional Technology		1,330,000	1,330,000
Total Program Based Allocations	1,645,000	1,330,000	2,975,000
Facility & Informational Technology			
Maintenance	-	325,000	325,000
Total Facility & Information Technology	-	325,000	325,000
Subtotal Essential Expenditures	2,500,000	1,758,000	4,258,000
DISCRETIONARY SERVICES			
Supplemental Instructional			
Instructional Supplies, Library support	-	1,073,000	1,073,000
Total Supplemental Instructional	100,000	1,073,000	1,173,000
Total District Level Enrichment	52,500	-	52,500
Total Student Activities	1,201,500	-	1,201,500
Targeted Assistance Programs			
Total Targeted Assistance Programs	2,702,000	-	2,702,000
Total Professional Development	530,000	-	530,000
Total Student Services	73,000	-	73,000
Ancilliary Services			
Pupil Transportation	3,035,000	(629,400)	2,405,600
Meal Transportation		300,000	300,000
Community Schools	395,000		395,000
Food Service	2,378,600	250,000	2,628,600
RALLY	1,515,000	600,000	2,115,000
Total Ancilliary Services	7,323,600	520,600	7,844,200
Subtotal Discretionary Services	11,982,600	1,593,600	13,576,200
Total Expenditures	14,482,600	3,351,600	17,834,200
Projected Ending Fund Balance	573,500	-	573,500
Total Funding Sources	15,056,100	3,351,600	18,407,700
Essential Expenditures	2,500,000	1,758,000	4,258,000
Discretionary Services	11,982,600	1,593,600	13,576,200
Total Operating Expenditures	14,482,600	3,351,600	17,834,200
Funding Sources less Expenditures	573,500	-	573,500



THE STATE
of **ALASKA**
GOVERNOR MIKE DUNLEAVY

Finance & Support Services
801 West 10th Street, Suite 200
P.O. Box 110500
Juneau, Alaska 99811-0500
Main: 907.465.2261
Mindy.Lobaugh@alaska.gov

TO: Superintendent

FROM: Mindy Lobaugh
School Finance Specialist

A handwritten signature in blue ink, appearing to read "M. Lobaugh".

DATE: December 21, 2020

SUBJECT: FY 2021 Foundation Update – OASIS

Districts submitted FY2021 Fall OASIS data through the State Report Manager (SRM) for counting average daily membership (ADM). On November 10, 2020 each district was emailed regarding the duplicate listings, errors, or conflicts including information on how to correct the student data.

Attached is the reconciled FY2021 OASIS Update Foundation Report and the District Foundation Summary. Please note, this is not the *Closeout* Foundation Report as the impact aid vouchers continue to be applied through the end of February 2021 as well as the intensive student reviews have not yet been finalized by the Special Education (SPED) Division. This information is anticipated to be in the closeout notification of the FY2021 Foundation Entitlement that is sent mid-March 2021, along with an updated foundation payment schedule.

If the district does not agree with the Department of Education & Early Development's reconciled ADM's, a written appeal may be submitted to the department, as outlined in regulation 4 AAC 40. The appeal must provide evidence that demonstrates money to which the district is entitled to has been denied or withheld by the department; and the appeal must be postmarked no later than 30-days from the above date.

If there are any questions regarding the attached information, you may contact me at Mindy.Lobaugh@alaska.gov or at the above phone number.

Attachment: FY2021 OASIS Update Foundation Report
District Foundation Summary of Student Counts

cc: Elwin Blackwell, School Finance Manager
Business Manager

School District	\$5,930 Basic Need	Minimum Required Local Effort	Eligible Federal Impact Aid Total prior to applying %	Impact AID Percent	Deductible Impact AID 90%	BSA State AID	Quality Schools	FY2021 Total State Entitlement
Alaska Gateway	9,187,290	0	356,572	100.00%	320,915	8,866,375	24,789	8,891,164
Aleutian Region	1,417,507	0	20,185	100.00%	18,167	1,399,340	3,825	1,403,165
Aleutians East	5,920,334	518,791	1,761,726	45.84%	726,818	4,674,725	15,974	4,690,699
Anchorage	436,473,203	108,008,941	14,709,937	50.01%	6,620,796	321,843,466	1,177,668	323,021,134
Annette Island	6,188,726	0	1,722,950	100.00%	1,550,655	4,638,071	16,698	4,654,769
Bering Strait	42,295,369	0	12,399,481	100.00%	11,159,533	31,135,836	114,119	31,249,955
Bristol Bay	1,962,296	969,279	63,309	54.52%	31,064	961,953	5,295	967,248
Chatham	3,340,843	0	101,313	100.00%	91,182	3,249,661	9,014	3,258,675
Chugach	4,961,512	0	4,041	100.00%	3,637	4,957,875	13,387	4,971,262
Copper River	7,007,659	0	372,637	100.00%	335,373	6,672,286	18,908	6,691,194
Cordova	4,820,675	877,505	40,220	46.26%	16,745	3,926,425	13,007	3,939,432
Craig	7,131,537	456,422	558,668	59.65%	299,921	6,375,194	19,242	6,394,436
Delta/Greely	10,254,393	0	311,927	100.00%	280,734	9,973,659	27,668	10,001,327
Denali	9,127,219	963,260	3,772	34.41%	1,168	8,162,791	24,627	8,187,418
Dillingham	6,934,898	767,188	482,191	55.39%	240,377	5,927,333	18,711	5,946,044
Fairbanks	146,502,429	30,283,537	19,399,460	61.49%	10,735,855	105,483,037	395,285	105,878,322
Galena	51,337,374	97,845	186,805	13.08%	21,991	51,217,538	138,516	51,356,054
Haines	4,198,499	1,154,820	0	71.29%	0	3,043,679	11,328	3,055,007
Hoonah	2,852,686	215,318	16,409	43.99%	6,496	2,630,872	7,697	2,638,569
Hydaburg	2,504,298	50,089	0	37.36%	0	2,454,209	6,757	2,460,966
Iditarod Area	6,372,378	0	516,635	100.00%	464,972	5,907,406	17,194	5,924,600
Juneau	51,957,948	14,916,199	0	55.48%	0	37,041,749	140,190	37,181,939
Kake	2,234,958	92,305	299,592	58.42%	157,519	1,985,134	6,030	1,991,164
Kashunamiut	6,098,649	0	2,313,849	100.00%	2,082,464	4,016,185	16,455	4,032,640
Kenai Peninsula	104,428,190	28,329,664	0	56.12%	0	76,098,526	281,762	76,380,288
Ketchikan Gateway	31,495,713	4,915,414	0	44.95%	0	26,580,299	84,980	26,665,279
Klawock	2,658,478	180,024	664,159	81.64%	487,997	1,990,457	7,173	1,997,630
Kodiak Island	33,537,115	4,492,198	2,720,734	47.65%	1,166,787	27,878,130	90,488	27,968,618
Kuspuk	8,666,161	0	2,934,557	100.00%	2,641,101	6,025,060	23,383	6,048,443
Lake & Peninsula	9,747,615	458,226	645,053	21.58%	125,282	9,164,107	26,300	9,190,407
Lower Kuskokwim	80,351,263	0	19,637,317	100.00%	17,673,585	62,677,678	216,799	62,894,477
Lower Yukon	43,741,518	0	12,660,010	100.00%	11,394,009	32,347,509	118,021	32,465,530
Mat-Su	206,050,718	32,944,658	0	52.38%	0	173,106,060	555,955	173,662,015
Nenana	11,773,481	81,065	0	73.64%	0	11,692,416	31,767	11,724,183
Nome	10,354,670	1,241,891	60,833	37.52%	20,542	9,092,237	27,938	9,120,175
North Slope	36,287,212	16,139,142	5,487,306	38.77%	1,914,686	18,233,384	97,908	18,331,292
Northwest Arctic	41,729,351	2,014,033	5,391,697	40.12%	1,946,834	37,768,484	112,592	37,881,076
Pelican *	499,543	37,094	0	98.67%	0	462,449	1,348	502,158
Petersburg	7,304,989	1,178,855	0	63.19%	0	6,126,134	19,710	6,145,844
Pribilof	1,429,130	0	697,999	100.00%	628,199	800,931	3,856	804,787
Saint Mary's	3,751,555	88,003	0	46.96%	0	3,663,552	10,122	3,673,674
Sitka	16,114,182	3,448,307	55,510	48.47%	24,215	12,641,660	43,478	12,685,138
Skagway	2,223,216	793,905	0	49.22%	0	1,429,311	5,999	1,435,310
Southeast Island	4,325,757	0	0	100.00%	0	4,325,757	11,672	4,337,429
Southwest Region	13,986,261	0	4,234,986	100.00%	3,811,487	10,174,774	37,737	10,212,511
Tanana	837,790	39,547	10,024	81.84%	7,383	790,860	2,260	793,120
Unalaska	5,593,828	1,886,365	10,545	57.40%	5,448	3,702,015	15,093	3,717,108
Valdez	9,392,053	3,993,757	6,917	44.81%	2,790	5,395,506	25,341	5,420,847
Wrangell	3,876,975	583,830	913	90.58%	744	3,292,401	10,461	3,302,862
Yakutat	1,582,717	215,360	16,795	34.49%	5,213	1,362,144	4,270	1,366,414
Yukon Flats	6,556,979	0	1,688,578	100.00%	1,519,720	5,037,259	17,692	5,054,951
Yukon/Koyukuk	30,779,902	0	1,348,552	100.00%	1,213,697	29,566,205	83,049	29,649,254
Yupit	10,260,738	0	3,959,856	100.00%	3,563,870	6,696,868	27,685	6,724,553
Mt. Edgecumbe	4,184,030	0	0	100.00%	0	4,184,030	11,289	4,195,319
TOTALS:	1,574,603,810	262,432,837	117,874,020		83,319,971	1,228,851,002	4,248,512	1,259,165,175

*Pelican's funding floor is included in the State Entitlement

School Distr.	FY2021 ADM	FY2021 Corresp. ADM	FY2021 Total ADM	Before School Size Adjust HH	School Size ADM; HH included where eligb.	District Cost Factor	Adjusted for Cost Factor	Special Needs Factor 1.20	CTE Factor 1.015	SPED Intsv.	Adjust for SPED Intsv *13.00	Students + Intensive Special Education	District Corresp 90%	District Adjusted ADM
Alaska Gatew	332.90	62.80	395.70	594.78	594.78	1.594	948.08	1,137.70	1,154.77	26	338	1,492.77	56.52	1,549.29
Aleutian Reg	24.95	-	24.95	79.20	79.20	1.939	153.57	184.28	187.04	4	52	239.04	0.00	239.04
Aleutians Eas	206.25	-	206.25	379.53	379.53	1.991	755.64	906.77	920.37	6	78	998.37	0.00	998.37
Anchorage	38,505.94	2,814.00	41,319.94	44,058.10	48,222.21	1.000	48,222.21	57,866.65	58,734.65	949	12337	71,071.65	2532.60	73,604.25
Annette Islan	313.40	-	313.40	448.94	448.94	1.338	600.68	720.82	731.63	24	312	1,043.63	0.00	1,043.63
Bering Strait	1,742.15	-	1,742.15	2,802.66	2,802.66	1.998	5,599.71	6,719.65	6,820.44	24	312	7,132.44	0.00	7,132.44
Bristol Bay	95.33	16.00	111.33	148.67	168.59	1.478	249.18	299.02	303.51	1	13	316.51	14.40	330.91
Chatham	139.50	1.00	140.50	249.55	259.16	1.576	408.44	490.13	497.48	5	65	562.48	0.90	563.38
Chugach	80.85	567.55	648.40	164.58	164.58	1.496	246.21	295.45	299.88	2	26	325.88	510.80	836.68
Copper River	268.53	141.55	410.08	444.54	495.56	1.316	652.16	782.59	794.33	20	260	1,054.33	127.40	1,181.73
Cordova	262.30	26.38	288.68	388.32	438.58	1.234	541.21	649.45	659.19	10	130	789.19	23.74	812.93
Craig	207.81	668.51	876.32	319.12	356.02	1.206	429.36	515.23	522.96	6	78	600.96	601.66	1,202.62
Delta/Greely	533.67	239.64	773.31	753.22	898.13	1.241	1,114.58	1,337.50	1,357.56	12	156	1,513.56	215.68	1,729.24
Denali	163.70	1,032.55	1,196.25	299.98	351.86	1.332	468.68	562.42	570.86	3	39	609.86	929.30	1,539.16
Dillingham	410.60	-	410.60	555.65	578.53	1.346	778.70	934.44	948.46	17	221	1,169.46	0.00	1,169.46
Fairbanks	10,338.20	933.10	11,271.30	12,662.86	14,551.60	1.070	15,570.21	18,684.25	18,964.51	377	4901	23,865.51	839.79	24,705.30
Galena	141.50	8,923.01	9,064.51	230.53	354.45	1.391	493.04	591.65	600.52	2	26	626.52	8030.71	8,657.23
Haines	201.40	63.10	264.50	310.98	365.51	1.200	438.61	526.33	534.22	9	117	651.22	56.79	708.01
Hoonah	128.89	-	128.89	213.65	213.65	1.399	298.90	358.68	364.06	9	117	481.06	0.00	481.06
Hydaburg	67.90	96.70	164.60	112.27	126.25	1.504	189.88	227.86	231.28	8	104	335.28	87.03	422.31
Iditarod Area	168.25	136.83	305.08	348.00	348.00	1.846	642.41	770.89	782.45	13	169	951.45	123.15	1,074.60
Juneau	3,612.70	408.80	4,021.50	4,419.78	5,151.95	1.145	5,898.98	7,078.78	7,184.96	93	1209	8,393.96	367.92	8,761.88
Kake	92.14	-	92.14	144.62	168.19	1.459	245.39	294.47	298.89	6	78	376.89	0.00	376.89
Kashunamiut	306.85	-	306.85	442.43	442.43	1.619	716.29	859.55	872.44	12	156	1,028.44	0.00	1,028.44
Kenai Penins	6,012.16	1,743.75	7,755.91	8,138.48	9,478.36	1.171	11,099.16	13,318.99	13,518.77	194	2522	16,040.77	1569.38	17,610.15
Ketchikan Ge	1,905.27	168.62	2,073.89	2,381.17	2,580.58	1.170	3,019.28	3,623.14	3,677.49	114	1482	5,159.49	151.76	5,311.25
Klawock	116.50	-	116.50	195.79	208.92	1.302	272.01	326.41	331.31	9	117	448.31	0.00	448.31
Kodiak Islan	2,015.58	230.10	2,245.68	2,555.21	2,658.86	1.289	3,427.27	4,112.72	4,174.41	98	1274	5,448.41	207.09	5,655.50
Kuspuk	350.75	-	350.75	630.40	630.40	1.734	1,093.11	1,311.73	1,331.41	10	130	1,461.41	0.00	1,461.41
Lake & Penir	312.55	5.70	318.25	647.94	647.94	1.994	1,291.99	1,550.39	1,573.65	5	65	1,638.65	5.13	1,643.78
Lower Kusko	4,008.75	-	4,008.75	5,957.92	5,957.92	1.663	9,908.02	11,889.62	12,067.96	114	1482	13,549.96	0.00	13,549.96
Lower Yukon	2,029.69	-	2,029.69	2,978.92	2,978.92	1.861	5,543.77	6,652.52	6,752.31	48	624	7,376.31	0.00	7,376.31
Mat-Su	14,495.12	3,390.00	17,885.12	17,180.66	18,864.36	1.070	20,184.87	24,221.84	24,585.17	547	7111	31,696.17	3051.00	34,747.17
Nenana	115.00	1,685.68	1,800.68	192.84	271.40	1.338	363.13	435.76	442.30	2	26	468.30	1517.11	1,985.41
Nome	624.40	62.70	687.10	785.04	838.98	1.450	1,216.52	1,459.82	1,481.72	16	208	1,689.72	56.43	1,746.15
North Slope	1,941.95	-	1,941.95	2,680.00	2,680.00	1.791	4,799.88	5,759.86	5,846.26	21	273	6,119.26	0.00	6,119.26
Northwest Ar	1,929.59	22.96	1,952.55	2,837.91	2,837.91	1.823	5,173.51	6,208.21	6,301.33	55	715	7,016.33	20.66	7,036.99
Pelican	11.00	-	11.00	39.60	39.60	1.477	58.49	70.19	71.24	1	13	84.24	0.00	84.24
Petersburg	425.99	-	425.99	613.11	650.00	1.244	808.60	970.32	984.87	19	247	1,231.87	0.00	1,231.87
Pribilof	52.00	6.00	58.00	88.58	95.45	1.691	161.41	193.69	196.60	3	39	235.60	5.40	241.00
Saint Mary's	192.85	-	192.85	300.12	300.12	1.624	487.39	584.87	593.64	3	39	632.64	0.00	632.64
Sitka	1,065.88	77.83	1,143.71	1,352.29	1,443.72	1.195	1,725.25	2,070.30	2,101.35	42	546	2,647.35	70.05	2,717.40
Skagway	131.00	-	131.00	216.73	216.73	1.174	254.44	305.33	309.91	5	65	374.91	0.00	374.91
SE Island	145.25	0.80	146.05	300.74	357.99	1.403	502.26	602.71	611.75	9	117	728.75	0.72	729.47
Southwest Re	605.25	-	605.25	1,022.53	1,022.53	1.685	1,722.96	2,067.55	2,098.56	20	260	2,358.56	0.00	2,358.56
Tanana	29.55	-	29.55	55.07	58.97	1.786	105.32	126.38	128.28	1	13	141.28	0.00	141.28
Unalaska	386.90	-	386.90	530.05	530.05	1.441	763.80	916.56	930.31	1	13	943.31	0.00	943.31
Valdez	541.50	111.30	652.80	751.47	840.42	1.170	983.29	1,179.95	1,197.65	22	286	1,483.65	100.17	1,583.82
Wrangell	178.80	-	178.80	282.28	398.67	1.159	462.06	554.47	562.79	7	91	653.79	0.00	653.79
Yakutat	71.40	25.00	96.40	117.49	126.99	1.412	179.31	215.17	218.40	2	26	244.40	22.50	266.90
Yukon Flats	196.25	-	196.25	351.84	398.76	2.116	843.78	1,012.54	1,027.73	6	78	1,105.73	0.00	1,105.73
Yukon/Koyuk	301.85	3,945.30	4,247.15	559.17	559.17	1.835	1,026.08	1,231.30	1,249.77	30	390	1,639.77	3550.77	5,190.54
Yupit	498.90	-	498.90	793.53	793.53	1.723	1,367.25	1,640.70	1,665.31	5	65	1,730.31	0.00	1,730.31
Mt. Edgecum	372.15	-	372.15	444.59	484.75	1.195	579.28	695.14	705.57	0	0	705.57	0.00	705.57

TOTALS:	99,409.54	27,607.26	127,016.80	125,553.43	136,912.36		165,085.61	198,102.74	201,074.28	3,047	39,611	240,685.28	24,846.56	265,531.84
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School District	2019 Full Values	FY2020 prior year Basic Need	.00265 x 2019 Full Value	45% of PY Basic Need	Required Minimum Local Effort [Lesser of .00265 or 45%]
Alaska Gateway	-	9,232,773	-	0	-
Aleutian Region	-	1,340,417	-	0	-
Aleutians East	195,770,298	5,677,145	518,791	2,554,715	518,791
Anchorage	40,758,090,887	443,427,610	108,008,941	199,542,425	108,008,941
Annette Island	-	5,190,648	-	0	-
Bering Strait	-	41,745,480	-	0	-
Bristol Bay	446,600,753	2,153,954	1,183,492	969,279	969,279
Chatham	-	3,520,226	-	0	-
Chugach	-	4,062,347	-	0	-
Copper River	-	6,800,702	-	0	-
Cordova	331,134,027	4,699,051	877,505	2,114,573	877,505
Craig	172,234,643	5,597,149	456,422	2,518,717	456,422
Delta/Greely	-	10,315,294	-	0	-
Denali	363,494,308	7,931,197	963,260	3,569,039	963,260
Dillingham	289,504,895	6,931,933	767,188	3,119,370	767,188
Fairbanks	11,427,749,901	150,104,430	30,283,537	67,546,994	30,283,537
Galena	36,922,615	30,232,800	97,845	13,604,760	97,845
Haines	435,781,192	3,872,527	1,154,820	1,742,637	1,154,820
Hoonah	81,252,007	2,714,220	215,318	1,221,399	215,318
Hydaburg	18,901,623	1,837,173	50,089	826,728	50,089
Iditarod Area	-	6,084,477	-	0	-
Juneau	5,628,754,202	52,184,534	14,916,199	23,483,040	14,916,199
Kake	34,832,176	2,317,622	92,305	1,042,930	92,305
Kashunamiut	-	5,525,040	-	0	-
Kenai Peninsula	10,690,439,310	106,276,452	28,329,664	47,824,403	28,329,664
Ketchikan Gateway	1,854,873,241	30,108,211	4,915,414	13,548,695	4,915,414
Klawock	67,933,467	2,930,962	180,024	1,318,933	180,024
Kodiak Island	1,695,168,901	32,644,947	4,492,198	14,690,226	4,492,198
Kuspuk	-	8,892,747	-	0	-
Lake & Peninsula	172,915,580	9,716,364	458,226	4,372,364	458,226
Lower Kuskokwim	-	80,443,593	-	0	-
Lower Yukon	-	42,716,755	-	0	-
Mat-Su	12,431,946,561	201,569,832	32,944,658	90,706,424	32,944,658
Nenana	30,590,529	9,278,375	81,065	4,175,269	81,065
Nome	468,638,188	9,981,435	1,241,891	4,491,646	1,241,891
North Slope	22,209,401,546	35,864,759	58,854,914	16,139,142	16,139,142
Northwest Arctic	760,012,531	41,317,631	2,014,033	18,592,934	2,014,033
Pelican	13,997,761	499,543	37,094	224,794	37,094
Petersburg	444,851,060	7,261,285	1,178,855	3,267,578	1,178,855
Pribilof	-	1,380,030	-	0	-
Saint Mary's	33,208,499	3,666,875	88,003	1,650,094	88,003
Sitka	1,301,247,929	15,882,023	3,448,307	7,146,910	3,448,307
Skagway	409,473,580	1,764,234	1,085,105	793,905	793,905
Southeast Island	-	5,098,495	-	0	-
Southwest Region	-	13,520,222	-	0	-
Tanana	14,923,545	1,116,145	39,547	502,265	39,547
Unalaska	711,835,683	5,955,914	1,886,365	2,680,161	1,886,365
Valdez	2,427,238,746	8,875,016	6,432,183	3,993,757	3,993,757
Wrangell	220,313,378	4,355,882	583,830	1,960,147	583,830
Yakutat	81,268,037	1,602,938	215,360	721,322	215,360
Yukon Flats	-	6,909,873	-	0	-
Yukon/Koyukuk	-	17,229,971	-	0	-
Yupit	-	9,674,795	-	0	-
Mt. Edgecumbe	-	4,299,606	-	0	-
TOTALS:	116,261,301,599	1,534,333,659	308,092,448	562,657,575	262,432,837

School District	FY2021 Basic Need	Additional Local .002 Mills of Current F/V	23% of Basic Need + Quality Schools AADM	Additional Local Contribution [Greater of .002 or 23% subtotal]	MAXIMUM LOCAL: Required plus additional Local Contribution
Alaska Gateway	9,187,290	-	-	-	-
Aleutian Region	1,417,507	-	-	-	-
Aleutians East	5,920,334	391,541	1,365,351	1,365,351	1,884,142
Anchorage	436,473,203	81,516,182	100,659,700	100,659,700	208,668,641
Annette Island	6,188,726	-	-	-	-
Bering Strait	42,295,369	-	-	-	-
Bristol Bay	1,962,296	893,202	452,546	893,202	1,862,481
Chatham	3,340,843	-	-	-	-
Chugach	4,961,512	-	-	-	-
Copper River	7,007,659	-	-	-	-
Cordova	4,820,675	662,268	1,111,747	1,111,747	1,989,252
Craig	7,131,537	344,469	1,644,679	1,644,679	2,101,101
Delta/Greely	10,254,393	-	-	-	-
Denali	9,127,219	726,989	2,104,925	2,104,925	3,068,185
Dillingham	6,934,898	579,010	1,599,330	1,599,330	2,366,518
Fairbanks	146,502,429	22,855,500	33,786,474	33,786,474	64,070,011
Galena	51,337,374	73,845	11,839,455	11,839,455	11,937,300
Haines	4,198,499	871,562	968,260	968,260	2,123,080
Hoonah	2,852,686	162,504	657,888	657,888	873,206
Hydaburg	2,504,298	37,803	577,543	577,543	627,632
Iditarod Area	6,372,378	-	-	-	-
Juneau	51,957,948	11,257,508	11,982,572	11,982,572	26,898,771
Kake	2,234,958	69,664	515,427	515,427	607,732
Kashunamiut	6,098,649	-	-	-	-
Kenai Peninsula	104,428,190	21,380,879	24,083,289	24,083,289	52,412,953
Ketchikan Gateway	31,495,713	3,709,746	7,263,559	7,263,559	12,178,973
Klawock	2,658,478	135,867	613,100	613,100	793,124
Kodiak Island	33,537,115	3,390,338	7,734,349	7,734,349	12,226,547
Kuspuk	8,666,161	-	-	-	-
Lake & Peninsula	9,747,615	345,831	2,248,000	2,248,000	2,706,226
Lower Kuskokwim	80,351,263	-	-	-	-
Lower Yukon	43,741,518	-	-	-	-
Mat-Su	206,050,718	24,863,893	47,519,535	47,519,535	80,464,193
Nenana	11,773,481	61,181	2,715,207	2,715,207	2,796,272
Nome	10,354,670	937,276	2,388,000	2,388,000	3,629,891
North Slope	36,287,212	44,418,803	8,368,578	44,418,803	60,557,945
Northwest Arctic	41,729,351	1,520,025	9,623,647	9,623,647	11,637,680
Pelican	499,543	27,996	115,205	115,205	152,299
Petersburg	7,304,989	889,702	1,684,681	1,684,681	2,863,536
Pribilof	1,429,130	-	-	-	-
Saint Mary's	3,751,555	66,417	865,186	865,186	953,189
Sitka	16,114,182	2,602,496	3,716,262	3,716,262	7,164,569
Skagway	2,223,216	818,947	512,719	818,947	1,612,852
Southeast Island	4,325,757	-	-	-	-
Southwest Region	13,986,261	-	-	-	-
Tanana	837,790	29,847	193,212	193,212	232,759
Unalaska	5,593,828	1,423,671	1,290,052	1,423,671	3,310,036
Valdez	9,392,053	4,854,477	2,166,001	4,854,477	8,848,234
Wrangell	3,876,975	440,627	894,110	894,110	1,477,940
Yakutat	1,582,717	162,536	365,007	365,007	580,367
Yukon Flats	6,556,979	-	-	-	-
Yukon/Koyukuk	30,779,902	-	-	-	-
Yupit	10,260,738	-	-	-	-
Mt. Edgecumbe	4,184,030	-	-	-	-
TOTALS:	1,574,603,810	232,522,602	293,625,596	333,244,800	595,677,637

Schedule A: 23% of Basic Need + Quality Schools.

School District	Required Local	FY2021 Basic Need	AADM Quality Schools grant x 23%	23% of Basic Need + Grants issued on AADM
Alaska Gateway	-	9,187,290	-	-
Aleutian Region	-	1,417,507	-	-
Aleutians East	518,791	5,920,334	15,974	1,365,351
Anchorage	108,008,941	436,473,203	1,177,668	100,659,700
Annette Island	-	6,188,726	-	-
Bering Strait	-	42,295,369	-	-
Bristol Bay	969,279	1,962,296	5,295	452,546
Chatham	-	3,340,843	-	-
Chugach	-	4,961,512	-	-
Copper River	-	7,007,659	-	-
Cordova	877,505	4,820,675	13,007	1,111,747
Craig	456,422	7,131,537	19,242	1,644,679
Delta/Greely	-	10,254,393	-	-
Denali	963,260	9,127,219	24,627	2,104,925
Dillingham	767,188	6,934,898	18,711	1,599,330
Fairbanks	30,283,537	146,502,429	395,285	33,786,474
Galena	97,845	51,337,374	138,516	11,839,455
Haines	1,154,820	4,198,499	11,328	968,260
Hoonah	215,318	2,852,686	7,697	657,888
Hydaburg	50,089	2,504,298	6,757	577,543
Iditarod Area	-	6,372,378	-	-
Juneau	14,916,199	51,957,948	140,190	11,982,572
Kake	92,305	2,234,958	6,030	515,427
Kashunamiut	-	6,098,649	-	-
Kenai Peninsula	28,329,664	104,428,190	281,762	24,083,289
Ketchikan Gateway	4,915,414	31,495,713	84,980	7,263,559
Klawock	180,024	2,658,478	7,173	613,100
Kodiak Island	4,492,198	33,537,115	90,488	7,734,349
Kuspuk	-	8,666,161	-	-
Lake & Peninsula	458,226	9,747,615	26,300	2,248,000
Lower Kuskokwim	-	80,351,263	-	-
Lower Yukon	-	43,741,518	-	-
Mat-Su	32,944,658	206,050,718	555,955	47,519,535
Nenana	81,065	11,773,481	31,767	2,715,207
Nome	1,241,891	10,354,670	27,938	2,388,000
North Slope	16,139,142	36,287,212	97,908	8,368,578
Northwest Arctic	2,014,033	41,729,351	112,592	9,623,647
Pelican	37,094	499,543	1,348	115,205
Petersburg	1,178,855	7,304,989	19,710	1,684,681
Pribilof	-	1,429,130	-	-
Saint Mary's	88,003	3,751,555	10,122	865,186
Sitka	3,448,307	16,114,182	43,478	3,716,262
Skagway	793,905	2,223,216	5,999	512,719
Southeast Island	-	4,325,757	-	-
Southwest Region	-	13,986,261	-	-
Tanana	39,547	837,790	2,260	193,212
Unalaska	1,886,365	5,593,828	15,093	1,290,052
Valdez	3,993,757	9,392,053	25,341	2,166,001
Wrangell	583,830	3,876,975	10,461	894,110
Yakutat	215,360	1,582,717	4,270	365,007
Yukon Flats	-	6,556,979	-	-
Yukon/Koyukuk	-	30,779,902	-	-
Yupit	-	10,260,738	-	-
Mt. Edgecumbe	-	4,184,030	-	-
TOTALS:	262,432,837	1,574,603,810	3,435,272	293,625,596

District Foundation Summary

Fall 2020 OASIS Collection from State Report Manager

School Year 2020-2021

Prepared 12/18/2020

	Certified/Submitted SRM Data as of 11/6/2020				Reconciled/Processed OASIS Data as of 12/18/2020				Change
	Elementary (PK-6)	Secondary (7-12)	Total (PK-12)	Intensive	Elementary (PK-6)	Secondary (7-12)	Total (PK-12)	Intensive*	in ADM
Juneau Borough School District									
Auke Bay Elementary (220010)	219.60	0.00	219.60	4	220.35		220.35	4.00	0.75
Dzantik'i Heeni Middle School (220020)	137.75	270.00	407.75	9	137.75	270.00	407.75	9.00	0.00
Floyd Dryden Middle School (220030)	127.20	223.75	350.95	3	127.20	219.75	346.95	3.00	(4.00)
Harborview Elementary (220060)	260.50	0.00	260.50	13	260.50		260.50	13.00	0.00
HomeBRIDGE (228010)	236.80	173.00	409.80	4	236.80	172.00	408.80	4.00	(1.00)
Johnson Youth Center (227020)	0.00	16.15	16.15	0		20.00	20.00		3.85
Juneau Community Charter School (229010)	62.35	18.65	81.00	0	62.35	18.65	81.00		0.00
Juneau-Douglas High School: Yadaa.at Kalé (220070)	0.00	538.45	538.45	8		538.45	538.45	8.00	0.00
Mendenhall River Community School (220140)	240.46	0.00	240.46	17	239.96		239.96	17.00	(0.50)
Montessori Borealis Public Alternative School (227030)	108.00	31.00	139.00	1	107.60	31.00	138.60	1.00	(0.40)
Riverbend Elementary (220100)	250.25	0.00	250.25	16	250.10		250.10	16.00	(0.15)
Sayéik: Gastineau Community School (220040)	218.00	0.00	218.00	2	217.05		217.05	2.00	(0.95)
Sit' Eetí Shaanáx - Glacier Valley Elementary (220050)	238.15	0.00	238.15	1	236.75		236.75	1.00	(1.40)
Thunder Mountain High School (220150)	0.00	572.34	572.34	15		572.34	572.34	15.00	0.00
Yaakoosge Daakahidi Alt. H.S. (227010)	0.00	82.90	82.90	0		82.90	82.90		0.00
Total	2099.06	1926.24	4025.30	93	2,096.41	1,925.09	4,021.50	93.00	(3.80)

Presented by: The Manager
Introduced: February 8, 2021
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-09(AM)

An Ordinance Appropriating \$2,500,000 to the Manager as Funding for the Purchase of a Building at 3225 Hospital Drive; Funding Provided by Bartlett Regional Hospital Fund's Fund Balance.

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

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$2,500,000 for the purchase of a building at 3225 Hospital Drive.

Section 3. Source of Funds

Bartlett Regional Hospital Fund's Fund Balance	\$2,500,000
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Introduced: March 1, 2021
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-09(AO)

An Ordinance Appropriating \$2,399,725 to the Manager as Funding for the Valley Transit Center Capital Improvement Project; Grant Funding Provided by the Alaska Department of Transportation and Public Facilities.

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

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$2,399,725 as funding for the Valley Transit Center Capital Improvement Project (D71-089).

Section 3. Source of Funds

Alaska Department of Transportation and Public Facilities	\$2,399,725
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Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth A. McEwen, Municipal Clerk

Presented by: The Manager
Introduced: March 1, 2021
Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-09(AP)

An Ordinance Appropriating \$92,000 to the Manager as Funding for Snow Removal Equipment for Capital Transit; Grant Funding Provided by the Alaska Department of Transportation and Public Facilities, with Local Match Funding Provided by the Equipment Replacement Reserve Fund's Fund Balance.

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

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Appropriation. There is appropriated to the Manager the sum of \$92,000 as funding for snow removal equipment for Capital Transit.

Section 3. Source of Funds

Alaska Department of Transportation and Public Facilities	\$73,600
Equipment Replacement Reserve Fund's Fund Balance	\$18,400

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth A. McEwen, Municipal Clerk

Presented by: The Manager
 Introduced: March 1, 2021
 Drafted by: Finance

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2020-09(AQ)

An Ordinance Transferring \$1,275,193 from Various Capital Improvement Projects to CIP D14-051 Pederson Hill Land Survey & Plan, CIP R72-151 Robbie Rd., Ling Ct. & Laurie Ln., CIP R72-156 Harris St. Reconstruction, CIP R72-149 Meadow Lane Improvements, CIP R72-137 Gold Creek Flume Repairs, and CIP R72-154 4th St. Drainage/F-I & Side Streets.

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

Section 1. Classification. This ordinance is a noncode ordinance.

Section 2. Transfer of Appropriation. It is hereby ordered by the Assembly of the City and Borough of Juneau, Alaska, that \$1,275,193 be transferred:

From: CIP

D12-081	Gastineau Apartments Demo	(\$ 107,932)
D14-019	Lemon Creek 2 nd Access	(\$ 169,559)
R72-053	Ealges Edge Utility LID	(\$ 53,365)
R72-130	Shaune Dr. Impr. – Anka to Barrow	(\$ 396,893)
D12-046	Capitol Plaza Planning	(\$ 25,000)
R72-101	Glacier Avenue Intersection	(\$ 15,000)
R72-111	Distin/W. 8 th St. Reconstruction	(\$ 46,484)
R72-127	East St. – 5 th to 6 th	(\$ 119,247)
R72-112	McGinnis Sub LID Ph. 1	(\$ 25,024)
R72-115	Dunn Street	(\$ 20,138)
R72-120	River Rd. Reconstruction LID	(\$ 197,737)
R72-131	Birch Lane Sewer Replacement	(\$ 75,000)
R72-122	Retaining Wall Repairs	(\$ 5,545)
D24-044	Stormwater Mgmt Standard II	(\$ 9,057)
R72-133	Douglas Side Streets – D and E	(\$ 4,406)
R72-134	Sitka Street Reconstruction	(\$ 4,806)

To: CIP

D14-051	Pederson Hill Land Survey & Plan	\$ 277,491
R72-151	Robbie Rd., Ling Ct. & Laurie Ln.	\$ 450,258
R72-156	Harris St. Reconstruction	\$ 205,731
R72-149	Meadow Lane Improvements	\$ 317,899

R72-137	Gold Creek Flume Repairs	\$	5,545
R72-154	4 th St. Drainage/F-I & Side Streets	\$	18,269

Section 3. Source of Funds.

Sales Tax	\$1,105,634
Lands Fund	\$ 169,559

Section 4. Effective Date. This ordinance shall become effective upon adoption.

Adopted this _____ day of _____, 2021.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk



Engineering and Public Works Department
 155 South Seward Street
 Juneau, Alaska 99801
 Telephone: 586-0800 Facsimile: 463-2606

DATE: February 1, 2021

TO: Michelle Hale, Chair
 Public Works and Facilities Committee

FROM: John Bohan, Chief CIP Engineer

SUBJECT: CIP Transfers and Closeouts

The attached list of CIPs are ready to be closed and funds transferred to the next identified priorities. There are 16 CIPs requested to be closed and transfer a total of \$1.26 million dollars to the identified CIPs. The transfer requests are to move the money to similar projects, and in similar locations within the community when possible.

The work has been completed for each of the listed CIPs for closure except for Birch lane, which has only minor punch list work to occur in the spring and a final change order to be executed. Ample funding (approximately \$50k) has been left in the Birch Lane CIP to cover the remaining expenses associated with close-out. Please note, the final transfer amounts may vary slightly due to the final accounting upon closeout. A summary of the CIPs receiving funding is listed below.

Pederson Hill CIP – has been identified by the LANDs Department as their priority project to receive \$277k in funding from the development related and LANDs Department funded CIPs requested to be closed and transferred.

Robbie Road, Harris Street, Meadow Lane Reconstructions - These FY 22 nominated Street reconstruction CIPs receive partial funding from this closeout and transfer request and would receive the balance of necessary funding through the approval of the FY22 CIP. Robbie Road and Meadow Lane Reconstruction projects were deferred from the FY21 CIP due to the COVID budget reduction. Harris Street has become a recent high priority due to the discovery of a failed sewer main, which has also been found to be combined with the storm drainage system and the poor condition of the street and water system infrastructure.

Gold Creek Flume Repairs - this ongoing project is working to rehabilitate the concrete structure from Cope Park to the Willoughby Avenue bridge below the Federal Building. This project will continue to be incrementally repaired as funding, creek flow and weather allow.

4th Street Douglas Utilities and Drainage Improvements – this transfer will help pay for additional drainage repairs needed in 4th street discovered during the design investigations. This work includes replacing a 72" diameter culvert carrying Bear Creek under 4th Street. It was initially thought to only need repairs, but further investigations determined the culvert needs to be replaced prior to replacing the water and wastewater utilities in the roadway above it. The culvert is 18' below the surface of the roadway. It is anticipated this CIP will be bid this spring for construction during this summer.

Action Requested

Staff requests the attached Transfers and Closeouts be forwarded to the full Assembly for approval.

CIP CLOSEOUTS AND TRANSFERS - FEBRUARY 1, 2021

	transfer to D 14-051- Pederson Hill	<u>Amount</u>	<u>notes</u>
D12-081	Gastineau Apartments Demo	107,932	project completed - transfer remaining funds - close CIP
D14-019	Lemon Creek 2nd Access	169,559	project completed - transfer remaining funds - close CIP
total transfer to D14-051		277,491	additional funds will be used to continue development of the next phase of Pederson Hill Subdivision

	transfer to R72-151 Robbie, Ling and Laurie Reconstruction	<u>Amount</u>	
R72-053	Eagles Edge Utility LID	53,365	project completed - transfer remaining funds - close CIP
R72-130	Shaune Dr Imprv-Anka to Barrow	386,393	project completed - transfer remaining funds - close CIP
total transfer to R72-151		439,758	additional funding will be used to help fund upcoming FY22 CIP Funded reconstruction project

	transfer to Harris St Reconstruction - NEW CIP	<u>Amount</u>	
D12-046	Capitol Plaza Planning	25,000	project completed - transfer remaining funds - close CIP
R72-101	Glacier Ave Intersection	15,000	project completed - transfer remaining funds - close CIP
R72-111	Distin/W. 8th St. Reconstructi	46,484	project completed - transfer remaining funds - close CIP
R72-127	East Street-5th to 6th	119,247	project completed - transfer remaining funds - close CIP
total transfer to Harris St Reconstruction- NEW CIP		205,731	additional funding will be used to help fund upcoming FY22 CIP Funded reconstruction project

	transfer to R72-149 Meadow Lane Reconstruction	<u>Amount</u>	
R72-112	McGinnis Sub LID Ph 1	25,024	project completed - transfer remaining funds - close CIP
R72-115	Dunn Street	20,138	project completed - transfer remaining funds - close CIP
R72-120	River Rd Reconstruct LID	187,246	project completed - transfer remaining funds - close CIP
R72-131	Birch Lane Sewer Replacement	75,000	minor punch list and final Change Order remain prior to closing, \$50k remains in CIP to cover expenses
total transfer to R72-149		307,407	additional funding will be used to help fund upcoming FY22 CIP Funded reconstruction project

	transfer to R72-137 Gold Creek Flume repairs	<u>Amount</u>	
R72-122	Retaining Wall Repairs	5,623	project completed - transfer remaining funds - close CIP
total transfer to R72-137		5,623	additional funding will be used to help fund upcoming Gold Creek flume concrete restoration project

	transfer to R72-154 4th St Utilities and Drainage Improvements	<u>Amount</u>	
D24-044	Stormwater Mgmt Standard II	9,057	project completed - transfer remaining funds - close CIP
R72-133	Douglas Side Streets -D and E	11,988	project completed - transfer remaining funds - close CIP
R72-134	Sitka Street Reconstruction	4,805	project completed - transfer remaining funds - close CIP
total transfer to R72-154		25,850	additional funding needed to help fund additional drainage infrastructure replacement expenses discovered during the design scoping of the project.

Total funds requested to be transferred: 1,261,861

BEFORE THE ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU

SEALASKA HERITAGE INSTITUTE,

Appellant,

v.

CBJ PLANNING COMMISSION,

Appellee.

Appeal of:
Notice of Decision
CDD File No. USE2020-0007

STIPULATION OF DISMISSAL

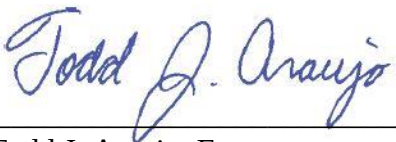
The parties have settled this appeal and hereby stipulate to dismiss the above-captioned matter.

DATED this 11th day of March 2021.

Simpson, Tillinghast, Sheehan & Araujo, P.C.
Attorneys for APPELLANT

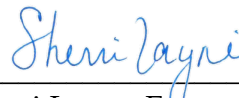
City and Borough of Juneau
Attorney for APPELLEE

By: _____



Todd J. Araujo, Esq.
ABA No. 0806040

By: _____



Sherri Layne, Esq.
ABA No. 1306042

ORDER GRANTING DISMISSAL

IT IS SO ORDERED that this case is dismissed.

DATED this _____ day of _____ 2021.

ASSEMBLY OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

By: _____
Beth Weldon
Mayor