

SYSTEMIC RACISM REVIEW COMMITTEE THE CITY AND BOROUGH OF JUNEAU, ALASKA

February 8, 2022 12:00 PM

Zoom Webinar

<https://juneau.zoom.us/j/92303909454> or: 1-253-215-8782 Webinar ID: 923 0390 9454

AGENDA

I. CALL TO ORDER

II. LAND ACKNOWLEDGEMENT

III. ROLL CALL

IV. APPROVAL OF AGENDA

V. APPROVAL OF MINUTES

A. September 28, 2021 SRRC Minutes-Draft

B. January 3, 2022 SRRC Minutes-Draft

VI. PUBLIC PARTICIPATION

VII. CONSENT AGENDA

A. Legislation Introduced at February 7, 2022 Regular Assembly Meeting

The following ordinances were up for introduction on the February 7, 2022 Regular Assembly Meeting. the SRRC checklists associated with each ordinance are in the SRRC packet. Ordinances and material associated with the ordinances are located in the Assembly packet {copy/paste link into preferred web browser for access to Assembly agenda webpage}:

<https://juneau.org/assembly/assembly-minutes-and-agendas>

- **Ordinance 2022-04** An Ordinance Amending the Parking Requirements of the Land Use Code.
- **Ordinance 2022-10** An Ordinance Amending the Land Use Code Regarding Marijuana Establishment Requirements.
- **Ordinance 2022-11** An Ordinance Amending the Street Vending Requirements of Title 62 Regarding Parking.
- **Ordinance 2022-12** An Ordinance Amending the Comprehensive Plan Related to the Long Range Waterfront Plan.

- **Ordinance 2022-13** An Ordinance Repealing the Confidentiality Provision for Real Estate Transaction Disclosures and Establishing a Penalty for Failure to Disclose a Real Estate Transaction.
- **Ordinance 2021-08(b)(am)(W)** An Ordinance Transferring \$720,504 from CIP B55-078 RRC Detox Additions, CIP B55-082 Hospital Deferred Maintenance, and CIP W75-061 Douglas Highway Water - David to I St. to CIP R72-141 Hospital Drive and Site Improvements.
- **Ordinance 2021-08(b)(am)(X)** An Ordinance Appropriating \$20,000,000 to the Manager for the Planning, Design, and Construction of Bond-Funded Capital Improvement Projects at Bartlett Regional Hospital, and Deappropriating \$4,000,000 from the Manager for the Crisis Stabilization Capital Improvement Project; Funding Provided by Hospital Revenue Bond Proceeds.
- **Ordinance 2021-08(b)(am)(Y)** An Ordinance Appropriating \$25,000 to the Manager for a Grant to Sealaska Heritage Institute for the 2022 Celebration Event; Funding Provided by General Funds.
- **Ordinance 2021-08(b)(am)(Z)** An Ordinance Appropriating up to \$2,000,000 to the Manager for the Purchase of a Used Gondola for Eaglecrest Ski Area; Funding Provided by General Funds.

VIII. ITEMS FOR DISCUSSION

IX. STAFF REPORTS

X. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

XI. NEXT MEETING DATE

XII. SUPPLEMENTAL MATERIALS

A. Additional Material Related to Ordinance 2022-04

XIII. 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

SYSTEMIC RACISM REVIEW COMMITTEE

September 28, 2021 12:00 PM

Zoom Webinar

MINUTES

I. CALL TO ORDER

Chair Worl called the Systemic Racism Review Committee to order at 12:01 p.m.

II. ROLL CALL

Present: Chair Lisa Worl, Gail Dabaluz, Kelli Patterson, Carla Casulucan, Dominic Branson, Grace Lee

Absent: David Russell-Jensen

Staff/Other: Robert Barr, Di Cathcart, Adam Gottschalk, Robert Palmer and Assembly Liaison Christine Woll

Others in attendee mode: Jill Maclean, Sherri Layne, Alexandra Pierce, Dan Bleidorn, George Schaaf, Katie Koester, Scott Ciambor and Assemblymember Loren Jones

III. APPROVAL OF AGENDA

Agenda approved as presented.

IV. APPROVAL OF MINUTES

None, minutes will be added to the next Systemic Racism Review Committee meeting.

V. PUBLIC PARTICIPATION

None

VI. AGENDA TOPICS

VII. ITEMS FOR ACTION

A. Ordinance 2021-42 An Ordinance Reestablishing the City & Borough of Juneau COVID-19 Mitigation Strategies and Providing for a Penalty

Ordinance 2021-42 was introduced at the September 13, 2021 Regular Assembly Meeting and is up for Public Hearing at a Special Assembly Meeting on September 29, 2021.

Mr. Barr walked committee members through the checklist for Ordinance 2021-42 and the changes to the ordinance with the potential inclusion of the fines being reinstated and extending the effective date through June 1, 2022.

Chair Worl opened the discussion up to the committee.

Ms. Lee, all throughout the ordinance there is individual, a person who violates but violations can be done by companies or organizations. Looking for clarity on the use of the language. Mr. Barr, the first section of the clause would be for someone not wearing a mask but the education piece would come first. Mr. Gottschalk person vs. business in Title 69 the preamble starts with the person; this ordinance was drafted in a similar style to Title 69 and person v. business would be interchangeable. Not sure if there is CBJ definitions showing that difference.

Ms. Dabaluz, under section E. violations. How do you foresee violations being handled and addressing them? Mr. Barr, we don't have the capacity to do broad enforcement. We use education and communication as the first tool to come into compliance. Our practice has been so far that they can reach out to us letting us know and we will follow up with the entity, so far that has largely been successful.

Chair Worl, appreciate the clarifications and focusing on the preventions. Appreciate the overview and reviewing the Assembly's most recent discussions on this ordinance.

Committee members walked through the SRRC checklist.

Ms. Patterson, it has the potential to but we haven't used the violation which could target certain groups and could then cause systemic racism. The violation could be used as a tool against certain groups.

Ms. Lee need a 3rd option in the first question in the probability that it may disadvantage some groups.

Ms. Casulucan, address the concerns that were raised in step 2 of the checklist.

Mr. Branson, it's hard when it comes to penalties because it depends on how it's enforced.

Ms. Dabaluz, agree with Mr. Branson that this is a no and agree with Ms. Lee of adding a step and agree with Ms. Patterson on unintended consequences.

Chair Worl, leaning towards no but do see the concern, may want to consider for item 2a and step 4 can do proposed revised language. Consideration of access – testing and vaccinations. Does the EOC receive input from SEARHC? Mr. Barr, yes we have worked with SEARHC multiple times during the pandemic especially around vaccination clinics. Cross promote with SEARHC on messaging and where to get vaccinated or tested. Chair Worl, my recommendation would be to make sure regular discussion is happening with SEARHC.

Ms. Patterson, recommend the violation section have a clear procedure that is distributed equally among the community of Juneau since this could potentially cause systemic racism and staff come up with a plan or mitigation measure to avoid that potential.

Ms. Lee, clarify who we are talking about persons and businesses, needs to apply to everyone equally and would ask the city revise the language.

Chair Worl, recommends that SEARHC and Indian Health Services are included in the conversation since they are large service providers in the community.

VIII. ITEMS FOR DISCUSSION

A. Foundations Training - Major CBJ Plans

Mr. Barr gave an overview of the PowerPoint included in the packet outlining CBJ Major Plans and the standard practice of how plans move through the process for final adoption.

Comprehensive Plan: overview on the Comprehensive Plan was given by Community Development Department Director Jill Maclean. The Comprehensive Plan is the high-level view of what the community of Juneau wants the city to look like for the next 20-30 years. The Comprehensive Plan predates most of the area plans so many times they will conflict. CBJ is behind in updating the Comprehensive Plan due to the pandemic.

Capital Project Plan (CIP) Public Works/Engineering Director Katie Koester

outlined the CIP process and how it is reviewed every year. A good portion of the CIP is directed towards deferred maintenance of CBJ facilities and infrastructure.

Running long on time the additional plans: Housing Action Plan, Juneau Economic Plan, P&R Plan, and Transit Development Plans postponed to a future meeting.

Chair Worl, as we go through some of the different ordinances if it addresses the various plans it would be good for the committee to have them available as a reference.

IX. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

None

X. NEXT MEETING DATE

A. October 12, 2021 @ 12pm via Zoom

XI. ADJOURNMENT

There being no further business to come before the committee, meeting adjourned at 1:01 p.m.

SYSTEMIC RACISM REVIEW COMMITTEE

January 3, 2022 12:00 PM

Zoom Webinar

MINUTES

I. CALL TO ORDER

Chair Worl called the Systemic Racism Review Committee to order at 12:01 p.m.

II. ROLL CALL

Present: Chair Lisa Worl, Vice Chair Grace Lee, Dominic Branson, Kelli Patterson, Carla Casulucan

Absent: None

Staff/Other: Robert Barr, Robert Palmer, Di Cathcart, Adam Gottschalk, Jill Maclean

Other staff in attendee mode: Sherri Layne, Deb Senn, Joseph Meyers (CDD)

III. APPROVAL OF AGENDA

Agenda approved as presented.

IV. PUBLIC PARTICIPATION

None

V. AGENDA TOPICS

VI. ITEMS FOR ACTION

- A. Ordinance 2021-26(am) An Ordinance Amending the Official Zoning Map by Rezoning Channel View, Lot 1, Located near 4650 North Douglas Highway from D-15 to Light Commercial.**

Mr. Barr read the ordinance title into the record and highlighted the path this ordinance has taken through the Community Development Department

(CDD), Planning Commission and Assembly Committee of the Whole. CDD Director Maclean outlined how rezones work; the main difference between Light Commercial (LC) and general Commercial being that LC requires a public hearing before the Planning Commission. Under the current D-15 designation, the only zoning use allowed is for housing.

Ms. Lee asked if the applicant has stated what they plan on using the land for. Ms. Maclean stated that staff and the Planning Commission are not allowed to ask what the stated use is for however the applicant has stated they would like to create boat storage but not the housing/boat storage option that has been built in other locations within Juneau. The applicant is Constellation Development, owned by Travis Arndt. Mr. Arndt built the condominiums along Riverside Drive as well as similar condos along Breese Street and Cinema Drive and currently sits as a member of the Planning Commission.

Chair Worl walked the committee through the legislative SRRC toolkit.

1a: Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism? YES

1b: Does the legislation work to mitigate and/or eliminate structural racism? NO

2a-h: How does the legislation perpetuate systemic racism?

Discussion by committee members regarding 2a-h.

Ms. Lee noted that anything that will potentially take away housing due to a rezone, especially if it is going to take away housing is systemic racism. Ms. Lee asked about any public input received and if so, what were those comments. Ms. Maclean said that sixteen (16) abutters notices were sent out notifying property owners within a 500' radius of the proposed rezone; this did not include the mobile home park that is over 500' away from the property. A public meeting was held on March 11, 2021 as well as a public hearing before the Planning Commission. One public comment was emailed to the Planning Commission noting concerns related to the blind curve that the entrance to the property is located on. Other than the one email and comments from the property owner and Mandy Cole, a current planning commissioner, no other public comments were received. Chair Worl noted the concern that more public comment had not been received.

Ms. Patterson asked if housing staff had input on this rezone request. Ms. Maclean stated this is not something housing staff would review. The committee noted that housing was one of the Assembly 2022 goals. Ms.

Maclean commented that regarding this particular property, staff flagged this with some concerns around housing and traffic flow when bringing this to the Planning Commission.

Ms. Lee asked if when the Planning Commission is looking at a request for rezone is that material in the packet somewhere or is it a case-by-case basis. Ms. Maclean, the comprehensive plan is the vision document and the planning commission is what gets us there. Staff reviews the request to see if it fits within the comprehensive plan and bring that forward to the Planning Commission.

Mr. Branson stated that if the rezone were successful it could increase the density for housing and staff noted that past projects Mr. Arndt has done included housing development. Light Commercial would double at 30 units per acre. Ms. Maclean noted the only time CBJ can condition a rezone is as it relates to access and safety elements. You cannot do it by the type of development; you have to be comfortable with all the potentials allowed within the new zoning district.

3a-d: Who is affected by the proposed legislation?

Chair Worl stated that North Douglas and West Juneau area residents would be affected and asked if there is a benefit to a specific group does it come at the detriment of another group. Ms. Lee stated it only benefits those who have boats as well as the developer and other who wish to store their boats there and not necessarily a benefit to the neighborhood.

Ms. Patterson asked how many other D-15 locations were available in Douglas/North Douglas; stating that if the property is 50% of what's currently available at D-15 that could be a problem. If CBJ cannot control how the property is used it has the potential for systemic racism if POC are potentially losing areas if others that can afford things vs. another group that cannot.

Ms. Lee, if you look at the statics lists for West Juneau and North Douglas, 28% minority and 15% minority, it's not insignificant the type of impact it could have. 15 acres is a large enough of space. If we have a situation of housing possibly taken away vs. boat storage. I think asking the question – does this perpetuate racism – yes and need additional public comment and the assembly should be aware.

Chair Worl, agreed with Ms. Lee, that question 3d – benefits a particular group and had concerns around possible loss of housing; there is only so much buildable land for housing. Chair Worl suggested the Assembly gather additional public input, especially around the neighborhoods potentially

impacted.

4: What solutions could remedy the legislation's implications on perpetuating systemic racism?

Committee members recommended the Assembly request additional public testimony and input from the community, noting the SRRC is tasked with the goal of looking at the community overall.

VII. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

None

VIII. NEXT MEETING DATE

A. January 11, 2022 at 12:00pm via zoom

IX. ADJOURNMENT

There being no further business to come before the committee, meeting adjourned at 1:21 p.m.

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title: **Ordinance 2022-04** Land Use Downtown Parking

Introduced: 2/7/2022 Public Hearing Date: 02/28/2022 SRRC Review Date: 2/8/2022

Presented By: Jill Maclean Drafted By: Scott Ciambor/CDD

Department/Division: Community Development Lead Staff Contact: Jill Maclean

Purpose of Legislation (background/summary of intent):

The Planning Commission recommended approval of the proposed parking ordinance amendment at their regular meeting on January 25, 2022. The Assembly had asked the Commission to prioritize consideration of “global parking amendments.” Proposed code includes a map showing a proposed No Parking Required Area that is based on the historic district. The map also shows a proposed Town Center Parking Area, where parking is approximately 40 percent of that required in other areas, depending on the use. Parking waivers will be allowed downtown under this amendment, fee-in-lieu remains an option for non-ADA spaces, and the code is brought into compliance with ADA requirements. The proposed ordinance was developed through 11 Title 49 Committee Meetings, one Planning Commission Committee of the Whole, and two Planning Commission Regular Meetings.

Connection to existing legislation:

LAND USE CODE AMENDED	
49.40 Article 2, Parking and Loading	Reorganization and rewrite
49.65.530, Standards (Convenience Stores)	Modify to recognize off-street parking requirements for the Traditional Town Center Parking Area
49.80.120, Definitions	Add definition of “mobile food vendor” and “open air food service”
49.85, Fees for Land Use Actions	Add fees for off-street parking waiver and fee-in-lieu. Housekeeping modification to clarify Public Notice Sign Fee from Commercial Sign Permit.
62.10.050, Street Vendors (covered in detail under separate analysis)	<i>In current code vendors cannot park in parking spaces in PD2 but can in PD1 with appropriate permitting. Proposed change is for PD2 to NPRA, and PD1 to TCPD.</i>

Connection to adopted planning documents:

The proposed text amendment complies with the 2013 Comprehensive Plan, 2016 Housing Action Plan, and 2015 Economic Development Plan.

Step One: What is the impact of the proposed legislation?

- **Better, higher use of downtown land.** The 2015 Juneau Economic Development Plan recognizes that downtown generates the highest property tax return per acre. The average lot in Mixed Use zoning generates 17 times the tax of a D1 lot, and 13 times D18.
- **Mixed use redevelopment (including housing) downtown.** The 2016 Housing Action Plan as well as two recent proposed developments (Eagle Rock Ventures, The Archipelago Project) have indicated parking requirements as an impediment to project completion.
- **NOTE: ADA spaces required cannot be reduced, waived, or addressed with fee-in-lieu.**

The record for development of this code can be found here: <https://juneau.org/community-development/short-term-projects>

- | YES | NO |
|-----|----|
| | |
- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?
If No, review is completed. If yes, go on to the next question:
- | | |
|--|--|
| | |
|--|--|
- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

Step Two: How does the legislation perpetuate systemic racism?

- What are potential unintended consequences?
- What benefits may result?
- What is the potential long term impact of the proposed legislation?

Details:

- What quantitative and qualitative evidence of inequality exists?

Details:

- What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details:

- Has public input been received?
- If public comment has been received, what is the substance of that comment?

Details:

Step Three: Who is affected by the Proposed Legislation?

- Who are the impacted group(s)?

☐ White ☐ Black or African American ☐ American Indian or Alaska Native

☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority								Economic Considerations		
Census Tract/Block Groups		Minority Pop.	Census Tract/Block Groups		Minority Pop.	Census Tract/Block Groups		Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road			CT 3: Mendenhall Valley Airport/ East Valley			CT 5: Downtown			Gastineau	Title 1
BG1: Out the road		11.9%	BG1: N. of Jennifer		42.5%	BG 1: Highlands		20.6%	Harborview	Title 1
BG2: Lena area		15.5%	BG 2: Glacier Valley S		39.8%	BG2: DT/Starr Hill		24.8%	Glacier Valley	Title 1
BG3: Montanna Creek		14.5%	BG 3: Airport		40.8%	BG 3: Flats/Village		30.8%	Mendenhall River	
BG4: Fritz Cove area		10.1%	BG 4: Radcliffe		24.6%				Riverbend	Title 1
									Auke Bay	
CT 2: Mendenhall Valley withn the Loop			CT 4: Salmon Creek/Lemon Creek			CT 5: Douglas Island			Lower Income Housing Areas	
BG1: Mendenhall Taki		27.8%	BG 1: DZ/Freds		60.9%	BG 1: North Douglas		15.9%	Chinook/Coho	
BG2: Upper Riverside		23.1%	BG 2: Davis		45.0%	BG 2: West Juneau		28.0%	Cedar Park Area	
BG 3: Portage/McGinn		33.7%	BG 3: Belardi Costco		63.8%	BG 3: Crow Hill/ DT C		27.6%	Gruening Park Area	
BG 4: Long Run		19.6%	BG 4: Twin Lakes		25.9%				Switzer Area	
BG 5: Glacierwood/Vir		41.2%							Kodzhoff Area	
									Douglas Hwy Corridor	

c. Is there a benefit to a specific census block district/neighborhood/school zone?
If Yes, does it come at the detriment of another?

Details:

YES	NO

d. Is there a benefit to an individual, group of individuals, or business/organization?
If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

<input type="checkbox"/>	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
<input type="checkbox"/>	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
<input type="checkbox"/>	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
<input type="checkbox"/>	Recommend the proposed legislation not move forward.
<input type="checkbox"/>	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?
Program strategies?
Policy Strategies?
Partnership Strategies?

ATTACHMENT: Staff report with Notice of Decision

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title: **Ordinance 2022-10** An Ordinance Amending the Land Use Code Regarding Marijuana Establishment Requirements.

Introduced: 2/7/2022 Public Hearing Date: 02/28/2022 SRRC Review Date: 2/08/2022

Presented By: JILL MACLEAN Drafted By: BETH McKIBBEN
Department/Division: CDD Lead Staff Contact: JILL MACLEAN

Purpose of Legislation (background/summary of intent):

The proposed code amendment will remove the requirement for a five-year review of conditional use permits issued to marijuana establishments. The proposed amendment establishes that conditional use permits issued to marijuana businesses will expire if the Community Development Director determines the use has been abandoned for six months.

Connection to existing legislation:

N/A

Connection to adopted planning documents:

Ordinance 2022-10 is in compliance with the [2013 Comprehensive Plan](#), the [2015 Economic Development Plan](#). Details on how this ordinance conforms to these plans can be found on page 3 of the attached staff report.

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next question:

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

<input type="checkbox"/>	<input type="checkbox"/>
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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may result?
- c. What is the potential long term impact of the proposed legislation?

Details: Removing the requirement for the Planning Commission to review all Conditional Use Permits for marijuana establishments every five years will ease the permitting burden for business owners and

treat marijuana establishments similarly to other businesses permitted through the Conditional Use Permit process. Establishing that conditional use permits issued to marijuana establishments will expire if the Community Development Director determines the use has been abandoned for six months will provide some additional oversight to these types of business. Furthermore, an annual inspection will continue to be required, and state and borough licenses must be renewed after passing annual inspections.

d. What quantitative and qualitative evidence of inequality exists?

Details: Removing the requirement for a five-year review of all conditional use permits issued to marijuana establishments will ease the permitting burden for business owners and treat marijuana establishments similarly to other businesses permitted through the Conditional Use Permit process.

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details:
This a borough wide ordinance that applies to all zoning districts where marijuana businesses may be established with an approved conditional use permit. Public health, safety and welfare, as well as neighborhood character and harmony, are evaluated by CDD staff and presented to the public and the commission.

- g. Has public input been received?
- h. If public comment has been received, what is the substance of that comment?

Details:
A public hearing was noticed and opportunity to provide public comment was offered. No public comment was received.

Step Three: Who is affected by the Proposed Legislation?

- a. Who are the impacted group(s)?
 - ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
 - ☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other
- b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority								Economic Considerations	
Census Tract/Block Groups	Minority Pop.		Census Tract/Block Groups	Minority Pop.		Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road			CT 3: Mendenhall Valley Airport/ East Valley			CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%		BG1: N. of Jennifer	42.5%		BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%		BG 2: Glacier Valley	39.8%		BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%		BG 3: Airport	40.8%		BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%		BG 4: Radcliffe	24.6%				Riverbend	Title 1
								Auke Bay	
CT 2: Mendenhall Valley withn the Loop			CT 4: Salmon Creek/Lemon Creek					Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%		BG 1: DZ/Freds	60.9%		CT 5: Douglas Island		Chinook/Coho	
BG2: Upper Riverside	23.1%		BG 2: Davis	45.0%		BG 1: North Douglas	15.9%	Cedar Park Area	
BG 3: Portage/McGinr	33.7%		BG 3: Belardi Costco	63.8%		BG 2: West Juneau	28.0%	Gruening Park Area	
BG 4: Long Run	19.6%		BG 4: Twin Lakes	25.9%		BG 3: Crow Hill/ DT D	27.6%	Switzer Area	
BG 5:Glacierwood/Vir	41.2%							Kodzhoff Area	
								Douglas Hwy Corridor	

c. Is there a benefit to a specific census block district/neighborhood/school zone?

If Yes, does it come at the detriment of another?

	YES	NO

Details:

Marijuana related businesses may be permitted, with an approved conditional use permit, in a wide range of zoning districts, including RR, D1, LC, GC, MU, MU2 and I.

These zoning districts exist in the Auke Bay area, Mendenhall Valley/Airport area, Downtown, Lemon Creek and Douglas Island areas.

d. Is there a benefit to an individual, group of individuals, or business/organization?

If yes, does that come at a detriment of others?

Details:

Anyone may apply for a conditional use permit for a marijuana related business and may operate such business in accordance with the requirements of CBJ 49.65 Article XI, and state and borough licensing.

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

<input type="checkbox"/>	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
<input type="checkbox"/>	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
<input type="checkbox"/>	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
<input type="checkbox"/>	Recommend the proposed legislation not move forward.
<input type="checkbox"/>	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?

Program strategies?

Policy Strategies?

Partnership Strategies?

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title: **Ordinance 2022-11** Street Vending Regarding Parking

Introduced: 2/7/2022 Public Hearing Date: 2/28/2022 SRRC Review Date: 2/8/2022

Presented By: Jill Maclean Drafted By: Scott Ciambor/CDD

Department/Division: Community Development Lead Staff Contact: Jill Maclean

Purpose of Legislation (background/summary of intent):

Part 62 of CBJ code includes provisions to regulate street vending [CBJ 62.10.050]. Those regulations cross reference Part 49 parking requirements, which are proposed to be rewritten under AME2021 0003.

CBJ 62.10.050(e) bases street vending permits on PD1 and PD2 parking districts. Staff proposes replacing the PD2 restriction with a “No Parking Required Area” (NPRA) restriction, and the PD1 restriction with a “Town Center Parking Area” (TCPA) restriction.

Vending carts and vending vehicles may not be located in any on-street vehicle parking space in the ~~PD-2 zoning~~ No Parking Requirement Area parking district. Carts and vehicles with a valid permit may park in a single space within the ~~PD-1 zoning~~ Town Center Parking Area parking district or outside the ~~PD-2 zoning~~ No Parking Requirement Area parking district. The manager may place additional parking and location restrictions on a permit if the manager determines that the size, location, and operation of the cart or vehicle will create a safety hazard. Overnight parking is prohibited.

Connection to existing legislation:

LAND USE CODE AMENDED	
62.10.050, Street Vendors	In current code vendors cannot park in parking spaces in PD2 but can in PD1 with appropriate permitting. Proposed change is for PD2 to NPRA, and PD1 to TCPD.
<i>Parking Code Revisions, covered in detail under a separate analysis</i>	
49.40 Article 2, Parking and Loading	<i>Reorganization and rewrite</i>
49.65.530, Standards (Convenience Stores)	<i>Modify to recognize off-street parking requirements for the Traditional Town Center Parking Area</i>
49.80.120, Definitions	<i>Add definition of “mobile food vendor” and “open air food service”</i>
49.85, Fees for Land Use Actions	<i>Add fees for off-street parking waiver and fee-in-lieu. Housekeeping modification to clarify Public Notice Sign Fee from Commercial Sign Permit.</i>

Connection to adopted planning documents:

The proposed text amendment for parking code complies with the 2013 Comprehensive Plan, 2016 Housing Action Plan, and 2015 Economic Development Plan. This code amendment makes the Street Vendor code terms consistent with the proposed parking code rewrite terms.

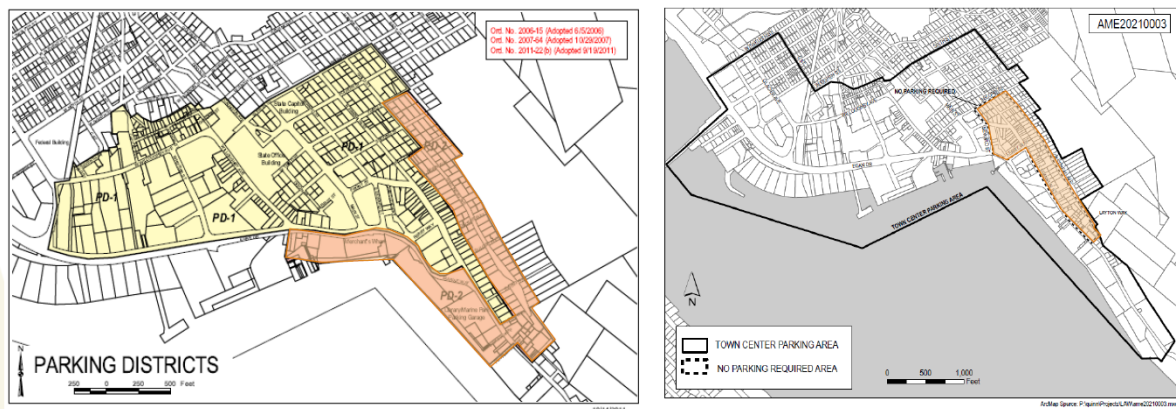
Step One: What is the impact of the proposed legislation?

Street vendors cannot park in a street space:

- CURRENT CODE: Parking District 2 (below left, highlighted in orange)
- PROPOSED CODE: The NPRA (below right, highlighted in orange)
- The area is reduced from approximately 26 acres to approximately 16 acres.
- Current code excludes Franklin and Front Streets from this provision. Proposed code includes Franklin and Front Streets (basically the Historic District).

With proper permitting, street vendors can park in a street space:

- CURRENT CODE: Parking District 1 (below left, yellow highlight)
- PROPOSED CODE: The TCPA, excluding the No Parking Required Area (below right – heavy black outline, excluding the orange highlighted area).
- The area is increased from approximately 85 acres to 235 acres.



- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?
If No, review is completed. If yes, go on to the next question:
- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

YES	NO

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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may result?
- c. What is the potential long term impact of the proposed legislation?

Details:

d. What quantitative and qualitative evidence of inequality exists?

Details:

e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?

f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details:

g. Has public input been received?

h. If public comment has been received, what is the substance of that comment?

Details:

Step Three: Who is affected by the Proposed Legislation?

a. Who are the impacted group(s)?

- ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.		Census Tract/Block Groups	Minority Pop.		Census Tract/Block Groups	Minority Pop.
CT 1: Auke Bay/Out the Road			CT 3: Mendenhall Valley Airport/ East Valley			CT 5: Downtown	
BG1: Out the road	11.9%		BG1: N. of Jennifer	42.5%		BG 1: Highlands	20.6%
BG2: Lena area	15.5%		BG 2: Glacier Valley	39.8%		BG2: DT/Starr Hill	24.8%
BG3: Montanna Creek	14.5%		BG 3: Airport	40.8%		BG 3: Flats/Village	30.8%
BG4: Fritz Cove area	10.1%		BG 4: Radcliffe	24.6%			
CT 2: Mendenhall Valley withn the Loop			CT 4: Salmon Creek/Lemon Creek				
BG1: Mendenhall Taki	27.8%		BG 1: DZ/Freds	60.9%		CT 5: Douglas Island	
BG2: Upper Riverside	23.1%		BG 2: Davis	45.0%		BG 1: North Douglas	15.9%
BG 3: Portage/McGinnr	33.7%		BG 3: Belardi Costco	63.8%		BG 2: West Juneau	28.0%
BG 4: Long Run	19.6%		BG 4: Twin Lakes	25.9%		BG 3: Crow Hill/ DT D	27.6%
BG 5: Glacierwood/Vir	41.2%						
						Elementary School Boundaries	
						Gastineau	Title 1
						Harborview	Title 1
						Glacier Valley	Title 1
						Mendenhall River	
						Riverbend	Title 1
						Auke Bay	
						Lower Income Housing Areas	
						Chinook/Coho	
						Cedar Park Area	
						Gruening Park Area	
						Switzer Area	
						Kodzhoff Area	
						Douglas Hwy Corridor	

c. Is there a benefit to a specific census block district/neighborhood/school zone?
 If Yes, does it come at the detriment of another?

Details:

YES	NO

d. Is there a benefit to an individual, group of individuals, or business/organization?
 If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation’s implications in perpetuating systemic racism? Check all that apply:

<input type="checkbox"/>	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
<input type="checkbox"/>	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
<input type="checkbox"/>	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
<input type="checkbox"/>	Recommend the proposed legislation not move forward.
<input type="checkbox"/>	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

- What are the indicators and progress benchmarks?
- Program strategies?
- Policy Strategies?
- Partnership Strategies?

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title: Long Range Waterfront Plan Amendment

Introduced: 2/7/22 Public Hearing Date: 3/14/22 (extra public testimony 2/28/22) SRRC Review Date: 2/8/22

Presented By: Alexandra Pierce Drafted By: Alexandra Pierce (or Palmer?)

Department/Division: Manager's Office/Tourism Lead Staff Contact: Alexandra Pierce

Purpose of Legislation (background/summary of intent):

Amend the Long Range Waterfront Plan Area B – Subport to allow for a large cruise ship dock. This legislation will amend a small portion of the Long Range Waterfront Plan to allow a cruise ship dock at the Subport. All other recommendations in the Long Range Waterfront Plan remain the same, including development guidelines for the uplands area of the Subport which include mixed use zoning that allows for multi-level development with housing. The Assembly will have an opportunity to more thoroughly review the proposed development at the Subport through the tidelands lease negotiation.

The public process for the LRWP amendment started in 2019 with the Visitor Industry Task Force (VITF), which recommended approval of a dock development with eight recommended criteria. At the VITF's recommendation, CBJ hired McKinley Research to conduct a random sample, statistically valid phone survey and self-selected online survey with two questions asking residents about a proposed cruise ship dock at the Subport. Additionally, CBJ staff held a public meeting about the proposed Long Range Waterfront Plan amendment on January 11, 2022 and received about 70 public comments.

Connection to existing legislation:

Adopting Ordinance – Long Range Waterfront Plan 2004-40

Connection to adopted planning documents:

Long Range Waterfront Plan

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next question:

YES	NO
	X

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

	X
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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may result?
- c. What is the potential long term impact of the proposed legislation?

Details:

- d. What quantitative and qualitative evidence of inequality exists?

Details:

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details:

- g. Has public input been received?
- h. If public comment has been received, what is the substance of that comment?

Details:

Step Three: Who is affected by the Proposed Legislation?

- a. Who are the impacted group(s)?

- ☐ White
 ☐ Black or African American
 ☐ American Indian or Alaska Native
 ☐ Asian
 ☐ Native Hawaiian or Pacific Islander
 ☐ Two or more races
 ☐ Other

- b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road		CT 3: Mendenhall Valley Airport/ East Valley		CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%	BG1: N. of Jennifer	42.5%	BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%	BG 2: Glacier Valley	39.8%	BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%	BG 3: Airport	40.8%	BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%	BG 4: Raddcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley within the Loop		CT 4: Salmon Creek/Lemon Creek				Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%	BG 1: DZ/Freds	60.9%	CT 5: Douglas Island		Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 1: North Douglas	15.9%	Cedar Park Area	
BG 3: Portage/McGinr	33.7%	BG 3: Belardi Costco	63.8%	BG 2: West Juneau	28.0%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%	BG 3: Crow Hill/ DT C	27.6%	Switzer Area	
BG 5: Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

- c. Is there a benefit to a specific census block district/neighborhood/school zone?
If Yes, does it come at the detriment of another?

Details:

YES	NO

- d. Is there a benefit to an individual, group of individuals, or business/organization?
If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

<input type="checkbox"/>	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
<input type="checkbox"/>	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
<input type="checkbox"/>	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
<input type="checkbox"/>	Recommend the proposed legislation not move forward.
<input type="checkbox"/>	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?
Program strategies?
Policy Strategies?
Partnership Strategies?

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title: Ordinance 2022-13 An Ordinance Repealing the Confidentiality Provision for Real Estate Transaction Disclosures and Establishing a Penalty for Failure to Disclose a Real Estate Transaction.

Introduced: 2/7/22 Public Hearing Date: 2/28/22 SRRC Review Date: 2/8/22

Presented By: Manager Drafted By: Law

Department/Division: Finance Lead Staff Contact: Jeff Rogers

Purpose of Legislation (background/summary of intent):

In late 2020, Ordinance 2020-47 was enacted and it generally required buyers to disclose property sale information to the CBJ Assessor, who was then required to keep those sale disclosures confidential. The confidentiality provision was included to encourage disclosures. Unfortunately, property sale disclosure rates have not increased, and the confidentiality provision has created inequities. This ordinance repeals the confidentiality provision and imposes a civil penalty of \$50 per day if a property sale disclosure is not provided within 90 days. The ultimate goal of property sale disclosures is still to ensure assessments comply with state statute and property taxation is equitable.

Connection to existing legislation:

This ordinance repeals the confidentiality provision under Ordinance 2020-47.

Connection to adopted planning documents:

N/A

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next question:

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

<input type="checkbox"/>	<input type="checkbox"/>
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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may result?
- c. What is the potential long term impact of the proposed legislation?

Details: This legislation will help ensure the Assessor has sufficient data available to accurately assess properties at their true and fair market value. The ultimate goal of property sale disclosures is still to ensure assessments comply with state statute and property taxation is equitable.

d. What quantitative and qualitative evidence of inequality exists?

Details: N/A

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: The Juneau Chamber of Commerce requested that the confidentiality provision in Ordinance 2020-47 be repealed. The Assembly Finance Committee reviewed this request at the 2/2/22 meeting.

- g. Has public input been received?
- h. If public comment has been received, what is the substance of that comment?

Details: Public hearing on this ordinance will be held on 2/28/22.

Step Three: Who is affected by the Proposed Legislation?

a. Who are the impacted group(s)?

- ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
- ☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road		CT 3: Mendenhall Valley Airport/ East Valley		CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%	BG1: N. of Jennifer	42.5%	BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%	BG 2: Glacier Valley	39.8%	BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%	BG 3: Airport	40.8%	BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%	BG 4: Radcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley withn the Loop		CT 4: Salmon Creek/Lemon Creek		CT 5: Douglas Island		Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%	BG 1: DZ/Freds	60.9%	BG 1: North Douglas	15.9%	Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 2: West Juneau	28.0%	Cedar Park Area	
BG 3: Portage/McGinr	33.7%	BG 3: Belardi Costco	63.8%	BG 3: Crow Hill/ DT D	27.6%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%			Switzer Area	
BG 5: Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

c. Is there a benefit to a specific census block district/neighborhood/school zone?

If Yes, does it come at the detriment of another?

Details:

d. Is there a benefit to an individual, group of individuals, or business/organization?

YES	NO

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If yes, does that come at a detriment of others?

--	--

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

<input type="checkbox"/>	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
<input type="checkbox"/>	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
<input type="checkbox"/>	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
<input type="checkbox"/>	Recommend the proposed legislation not move forward.
<input type="checkbox"/>	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?

Program strategies?

Policy Strategies?

Partnership Strategies?

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title: Ordinance 2021-08(b)(am)(X) An Ordinance Appropriating \$20,000,000 to the Manager for the Planning, Design, and Construction of Bond-Funded Capital Improvement Projects at Bartlett Regional Hospital, and Deappropriating \$4,000,000 from the Manager for the Crisis Stabilization Capital Improvement Project; Funding Provided by Hospital Revenue Bond Proceeds.

Introduced: 2/7/22 Public Hearing Date: 2/28/22 SRRC Review Date: 2/8/22

Presented By: Manager Drafted By: Finance

Department/Division: Bartlett Regional Hospital Lead Staff Contact: Jeff Rogers

Purpose of Legislation (background/summary of intent):

This ordinance would appropriate \$20,000,000 of bond proceeds for the planning, design, and construction of the following projects at Bartlett Regional Hospital (BRH):

Emergency Department Addition (CIP B55-083)	\$12,000,000
Crisis Stabilization Center (CIP B55-080)	\$ 8,000,000

This ordinance deappropriates \$4,000,000 of BRH fund balance was previously appropriated to partially fund the Crisis Stabilization CIP. The net effect is a shift of costs from BRH fund balance to bond proceeds, which preserves BRH fund balance for other uses.

Connection to existing legislation:

As a supplemental appropriation, this ordinance amends FY22 CBJ Budget Ordinance 2021-08(b)(am). This ordinance also deappropriates funding that was previously appropriated under Ordinance 2020-09(AX) and FY21 CBJ Budget Ordinance 2020-09.

Connection to adopted planning documents:

Capital Improvement Plan
Bartlett Regional Hospital Facilities Master Plan

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next question:

YES	NO

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

--	--

Step Two: How does the legislation perpetuate systemic racism?

- What are potential unintended consequences?
- What benefits may result?
- What is the potential long term impact of the proposed legislation?

Details: This appropriation will fund two key hospital projects with tax-exempt revenue bond debt rather than hospital reserves. This allows the hospital to maintain a healthy reserve balance for other uses which would not be eligible for tax-exempt debt financing.

- What quantitative and qualitative evidence of inequality exists?

Details: N/A

- What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: The Hospital Board and Assembly Finance Committee have approved the debt issuance, which is expected to close in mid-April.

- Has public input been received?
- If public comment has been received, what is the substance of that comment?

Details: Public hearing on this ordinance will be held on 2/28/22.

Step Three: Who is affected by the Proposed Legislation?

- Who are the impacted group(s)?

☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

- Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road		CT 3: Mendenhall Valley Airport/ East Valley		CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%	BG1: N. of Jennifer	42.5%	BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%	BG 2: Glacier Valley	39.8%	BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%	BG 3: Airport	40.8%	BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%	BG 4: Raddcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley within the Loop		CT 4: Salmon Creek/Lemon Creek		CT 5: Douglas Island		Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%	BG 1: DZ/Freds	60.9%	BG 1: North Douglas	15.9%	Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 2: West Juneau	28.0%	Cedar Park Area	
BG 3: Portage/McGinn	33.7%	BG 3: Belardi Costco	63.8%	BG 3: Crow Hill/ DT C	27.6%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%			Switzer Area	
BG 5: Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

- c. Is there a benefit to a specific census block district/neighborhood/school zone?
If Yes, does it come at the detriment of another?

YES	NO

Details:

- d. Is there a benefit to an individual, group of individuals, or business/organization?
If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
	Recommend the proposed legislation not move forward.
	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?
Program strategies?
Policy Strategies?
Partnership Strategies?

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title: Ordinance 2021-08(b)(am)(W) An Ordinance Transferring \$720,000 from CIP B55-078 RRC Detox Additions, CIP B55-082 Hospital Deferred Maintenance, and CIP W75-061 Douglas Highway Water - David to I St. to CIP R72-141 Hospital Drive and Site Improvements.

Introduced: 2/7/22 Public Hearing Date: 2/28/22 SRRC Review Date: 2/8/22

Presented By: Manager Drafted By: Finance

Department/Division: CIP ENG Lead Staff Contact: John Bohan

Purpose of Legislation (background/summary of intent):

This request would provide \$720,000 in funding to repair multiple water and wastewater issues associated with the upper hospital campus from the Rainforest Recovery Center to the new Behavioral Health Facility, prior to the new facility's completion. Nearly all of the proposed transfers are reallocating funds from completed projects; the only ongoing project will retain sufficient funding to cover remaining project work.

Connection to existing legislation:

As a supplemental appropriation, this ordinance amends FY22 CBJ Budget Ordinance 2021-08(b)(am).

Connection to adopted planning documents:

Capital Improvement Plan

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next question:

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

<input type="checkbox"/>	<input type="checkbox"/>
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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may result?
- c. What is the potential long term impact of the proposed legislation?

Details: This legislation benefits all of Juneau's community by ensuring safe water accessibility at hospital facilities, and replaces aging wastewater infrastructure.

d. What quantitative and qualitative evidence of inequality exists?

Details: N/A

e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?

f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: The Public Works and Facilities Committee reviewed this request at the 1/24/22 meeting.

g. Has public input been received?

h. If public comment has been received, what is the substance of that comment?

Details: Public hearing on this ordinance will be held on 2/28/22.

Step Three: Who is affected by the Proposed Legislation?

a. Who are the impacted group(s)?

- ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road		CT 3: Mendenhall Valley Airport/ East Valley		CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%	BG1: N. of Jennifer	42.5%	BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%	BG 2: Glacier Valley	39.8%	BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%	BG 3: Airport	40.8%	BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%	BG 4: Radcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley withn the Loop		CT 4: Salmon Creek/Lemon Creek				Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%	BG 1: DZ/Freds	60.9%	CT 5: Douglas Island		Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 1: North Douglas	15.9%	Cedar Park Area	
BG 3: Portage/McGinnr	33.7%	BG 3: Belardi Costco	63.8%	BG 2: West Juneau	28.0%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%	BG 3: Crow Hill/ DT D	27.6%	Switzer Area	
BG 5: Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

c. Is there a benefit to a specific census block district/neighborhood/school zone?
 If Yes, does it come at the detriment of another?

Details:

YES	NO

d. Is there a benefit to an individual, group of individuals, or business/organization?
 If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

<input type="checkbox"/>	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
<input type="checkbox"/>	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
<input type="checkbox"/>	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
<input type="checkbox"/>	Recommend the proposed legislation not move forward.
<input type="checkbox"/>	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

- What are the indicators and progress benchmarks?
- Program strategies?
- Policy Strategies?
- Partnership Strategies?

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title: Ordinance 2021-08(b)(am)(Y) An Ordinance Appropriating \$25,000 to the Manager for a Grant to Sealaska Heritage Institute for the 2022 Celebration Event; Funding Provided by General Funds.

Introduced: 2/7/22 Public Hearing Date: 2/28/22 SRRC Review Date: 2/8/22

Presented By: Manager Drafted By: Finance

Department/Division: Mayor and Assembly Lead Staff Contact: Jeff Rogers

Purpose of Legislation (background/summary of intent):

This ordinance would appropriate \$25,000 of general funds for a grant to Sealaska Heritage Institute to support the 2022 Celebration event. Due to uncertainty surrounding the pandemic, this grant was removed from the fiscal year 2022 budget. Prior to this fiscal year, funding for this event has been included biennially in past budgets, and a similar grant will be included biennially in future budgets.

Connection to existing legislation:

As a supplemental appropriation, this ordinance amends FY22 CBJ Budget Ordinance 2021-08(b)(am).

Connection to adopted planning documents:

N/A

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

If No, review is completed. If yes, go on to the next question:

YES	NO
<input type="checkbox"/>	<input type="checkbox"/>

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

<input type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------

Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
- b. What benefits may result?
- c. What is the potential long term impact of the proposed legislation?

Details: This ordinance promotes cultural diversity in Juneau through supporting the biannual Sealaska Heritage Celebration event, which is one of the largest gatherings of Southeast Alaska Native

peoples. Additionally, this ordinance has a positive impact on Juneau's economy, as Celebration generates an estimated economic impact of up to \$2 million.

d. What quantitative and qualitative evidence of inequality exists?

Details: N/A

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
- f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details: Sealaska Heritage Institute requested this funding, and the Assembly Finance Committee reviewed this request at the 2/2/22 meeting.

- g. Has public input been received?
- h. If public comment has been received, what is the substance of that comment?

Details: Public hearing on this ordinance will be held on 2/28/22.

Step Three: Who is affected by the Proposed Legislation?

a. Who are the impacted group(s)?

- ☐ White ☐ Black or African American ☐ American Indian or Alaska Native
- ☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

b. Are there impacts on specific geographic areas?

Race Considerations - Total Community is 69.7% White Only - 30.3% Minority						Economic Considerations	
Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Census Tract/Block Groups	Minority Pop.	Elementary School Boundaries	
CT 1: Auke Bay/Out the Road		CT 3: Mendenhall Valley Airport/ East Valley		CT 5: Downtown		Gastineau	Title 1
BG1: Out the road	11.9%	BG1: N. of Jennifer	42.5%	BG 1: Highlands	20.6%	Harborview	Title 1
BG2: Lena area	15.5%	BG 2: Glacier Valley	39.8%	BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%	BG 3: Airport	40.8%	BG 3: Flats/Village	30.8%	Mendenhall River	
BG4: Fritz Cove area	10.1%	BG 4: Radcliffe	24.6%			Riverbend	Title 1
						Auke Bay	
CT 2: Mendenhall Valley withn the Loop		CT 4: Salmon Creek/Lemon Creek		CT 5: Douglas Island		Lower Income Housing Areas	
BG1: Mendenhall Taki	27.8%	BG 1: DZ/Freds	60.9%	BG 1: North Douglas	15.9%	Chinook/Coho	
BG2: Upper Riverside	23.1%	BG 2: Davis	45.0%	BG 2: West Juneau	28.0%	Cedar Park Area	
BG 3: Portage/McGinr	33.7%	BG 3: Belardi Costco	63.8%	BG 3: Crow Hill/ DT D	27.6%	Gruening Park Area	
BG 4: Long Run	19.6%	BG 4: Twin Lakes	25.9%			Switzer Area	
BG 5: Glacierwood/Vir	41.2%					Kodzhoff Area	
						Douglas Hwy Corridor	

c. Is there a benefit to a specific census block district/neighborhood/school zone?
If Yes, does it come at the detriment of another?

Details:

d. Is there a benefit to an individual, group of individuals, or business/organization?
If yes, does that come at a detriment of others?

YES	NO

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

<input type="checkbox"/>	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
<input type="checkbox"/>	Recommend that the legislation move forward with accountability measures (sunset provisions, 6 mo./annual review of impacts/implications for system racism.) to monitor impact.
<input type="checkbox"/>	Propose revised language to strengthen the legislation or the legislation or regulations cross-referenced within the proposed legislation.
<input type="checkbox"/>	Recommend the proposed legislation not move forward.
<input type="checkbox"/>	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRRC will provide a written report to the Assembly that includes consideration of the provisions below:

What are the indicators and progress benchmarks?
 Program strategies?
 Policy Strategies?
 Partnership Strategies?

Systemic Racism Review Committee Legislation Review Summary

Serial Number/Title:

Introduced: 2-7-22 Public Hearing Date: Not currently set SRRC Review Date: _____

Presented By: Wade Bryson Drafted By: Rob Palmer

Department/Division: Eaglecrest Ski Area Lead Staff Contact: Dave Scanlan

Purpose of Legislation (background/summary of intent):

This legislation is for the purchase of a used Gondola Ski Lift from Austria. A Gondola Ski Lift has a series of enclosed cabins to transport recreationalists and visitors up the mountain protected from the elements. This legislation is moving faster than typical legislation to allow Eaglecrest / CBJ to acquire this Gondola out of a very competitive market of used Chair Lifts and Gondolas. The majority of second hand Gondolas that become available do not have the ability to load and unload half way up the lift which will be the key component that will allow Eaglecrest to increase it's accessibility in the winter while also creating more resiliency to climate change. The purpose of this acquisition is to increase accessibility of Eaglecrest to serve a wider segment of the Juneau population in all seasons.

Process and Public Engagement:

Eaglecrest has been working on this project since the summer of 2019 and have evaluated many development alternatives. Some of these alternatives contemplated the purchase of a brand new Gondola. Due to recent, demand for ski lift replacements and inflationary pressures on materials the price for new lifts have increased by 25% bringing the cost of a new Gondola that has the same capabilities as the Gondola contemplated in the ordinance up to \$23 Million. The contemplated Gondola is a very solid and affordable machine that will have a 30 year life span allowing Eaglecrest to affordably increase accessibility to the mountain 12 months out of the year.

During the last Eaglecrest Master Plan update in 2012 the McDowell Group performed extensive public surveys through online, telephone and mail with over 1200 respondents. One of the top responses received was for more summer activities. When Eaglecrest began our planning process on this project in 2019 we performed an online survey that received 147 total respondents to solicit feedback on the project and understand top activities of users in summer and winter.

Below is a list of all public meetings in which public comment on the Gondola and Summer Operations plan have been held since the start of our planning process in 2019.

Public Meeting Schedule

- July 1st 2019 - City and Borough of Juneau Public Works Committee
- July 1st 2019 – North Douglas Neighborhood Association
- July 11th 2019 – Juneau Chamber of Commerce
- July 16th 2019 – Public Meeting and Work Session at Peratrovich Hall (80 people in attendance with 40 minutes spent in small break out work groups)
- July 18th 2019 – Public Meeting and Work Session at the Valley Library (50 people in attendance with 40 minutes spent in small break out work groups)
- July 25th 2019 – Capital Chat Morning Talk Radio
- October 9th 2019 – Douglas Island Advisory Committee
- October 29th 2019 – Gastineau Rotary

Eaglecrest Board of Directors Planning Committee (public noticed meetings)

- June 12th 2019
- June 26th 2019
- August 21st 2019
- September 12th 2019
- June 16th 2020
- July 9th 2020
- August 27th 2020
- March 25th 2021
- April 22nd 2021
- July 15th 2021
- January 27th 2020

City and Borough of Juneau's Eaglecrest Summer Operations Task Force (appointment by Mayor Beth Weldon)

- October 14th 2019 Task Force Formation documents accepted
- December 19th 2019
- January 2nd 2020
- March 5th 2020
- August 26th 2021

Demographics and Programming geared toward Accessibility:

The hopes of this expansion project is to allow Eaglecrest to create more part time and year around job openings. We do not currently have detailed demographic information from our users and employee base. We do typically have a number of minorities that are employed as lift operators, summer laborers and Snowsports instructors. Eaglecrest provides a free daily employee shuttle to transport employees to and from the mountain with pickup locations around all sections of town.

We have numerous programs dedicated to providing accessibility to at risk youth and minorities. The Books to Boards program provide free buss transportation to and from the mountain, lift tickets, ski and snowboard rentals, ski and snowboard lessons and accessibility to all winter clothing needed to have a fun day on the mountain. Average annual enrollment is 60 to 80 students annually. The program has been running for over 10 years. Some of the early students enrolled in the program have become returning employees and have now found a new welcoming community based on healthy activities and life styles.

Eaglecrest also has the 5th grade passport program, which ensures that Eaglecrest is accessible to all 5th graders by allowing free skiing and snowboarding for the entire 5th grade year for all youth in Juneau. The program also provides one lesson at the start of the season to ensure the youth get started out with the basic skills to navigate the slopes. Many studies have been done showing that during this age range youth have the good dexterity and are able to quickly learn the basic skills quickly.

This year Eaglecrest is sponsoring 14 students from the Yaakoosgé Alternative High School to learn skiing and snowboarding as an alternative to traditional physical education. The program is geared toward creating a positive physical outlet to promote mental health and well being. Eaglecrest introduces these youth to an entirely new segment of the community that is inclusive and supportive.

All school groups typically visit Eaglecrest for a field trip day and have the chance to try Skiing and Snowboarding at extremely discounted rates to ensure accessibility to Juneau youth of all ages.

Eaglecrest has specific programs with the girls and boys Lighthouse program that gives accessibility to the at risk youth enrolled with the Lighthouse program.

Eaglecrest has a working relationship with the Tlingit and Haida youth program to ensure accessibility to them and teach them the skills to ski and snowboard and bond with nature in a new way.

When the youth that are engaged in all of the above programs come with their friends and find the freedoms of being on the mountain, teachers and counselors have notice very positive changes in their mental health and engagement in their school work and peers. Often times their ski and snowboard Instructors continue to mentor them and become new friends and the first support structure that they have at the mountain. The snow bus that runs on weekends and holidays throughout town ensures ongoing accessibility to these youth after their initial experience without needing a parent or guardian with a vehicle to get them to the mountain.

The ski and snowboard community is very unique in this day in age as it is a true melting pot and cross section of the population that come up to share in the joys of skiing and snowboarding despite political beliefs social status or other orientations. Our users are all bonded together by the unity they achieve with nature and the experiences they share together.

New Expanded Accessibility:

Installation and operation of this Gondola will create the ability for new activities that will be low cost and accessible to all walks of life in all seasons. In the winter, we plan to bring back our snow tubing park that will be at the midway load and unload station of the Gondola. Being that the Gondola is an enclosed cabin non skiers will be able to ride up and down year around. Snow tubing is a thrilling ride that does not require any skill physical fitness that is accessible to all ages and demographics.

Eaglecrest will also be grooming a new network of Nordic Ski trails at the midway loading station that will have the most dependable snow conditions in Juneau. Nordic Skiing equipment is much more affordable than alpine ski and snowboard equipment and is easier to learn making this a winter sport that is very accessible to all walks of life.

During the Summer the Gondola will have low cost daily lift tickets and will provide access to the high alpine ridgeline were a network of casual hiking trails will be located.

Revenue Generated from sightseeing rides to summer cruise tourist will allow Eaglecrest to continue expanding our outreach and discounted school programing in the winter as well as the spring summer and summer seasons. Developing a new summer revenue stream will also allow Eaglecrest to keep all of the existing pricing where it is at which is well below ski industry average pricing.

Connection to existing legislation:

no

Connection to adopted planning documents:

Eaglecrest 2012 Master Plan

Step One: What is the impact of the proposed legislation?

- a. Does the proposed legislation negatively impact or unduly advantage a particular racial/ethnic group or otherwise perpetuate systemic racism?

YES	NO

If No, review is completed. If yes, go on to the next question:

- b. Does the legislation work to mitigate and/or eliminate structural racism
If Yes, review is completed. If No, or Undetermined, continue through the remaining steps.

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Step Two: How does the legislation perpetuate systemic racism?

- a. What are potential unintended consequences?
b. What benefits may result?
c. What is the potential long term impact of the proposed legislation?

Details:

- d. What quantitative and qualitative evidence of inequality exists?

Details:

- e. What steps has the department or legislation sponsor taken to notify those impacted of the proposed changes?
f. Have key stakeholders who could be potentially impacted by the proposed legislation been engaged?

Details:

- g. Has public input been received?
h. If public comment has been received, what is the substance of that comment?

Details:

Step Three: Who is affected by the Proposed Legislation?

- a. Who are the impacted group(s)?

☐ White ☐ Black or African American ☐ American Indian or Alaska Native
☐ Asian ☐ Native Hawaiian or Pacific Islander ☐ Two or more races ☐ Other

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BG2: Lena area	15.5%		BG 2: Glacier Valley S	39.8%		BG2: DT/Starr Hill	24.8%	Glacier Valley	Title 1
BG3: Montanna Creek	14.5%		BG 3: Airport	40.8%		BG 3: Flats/Village	30.8%	Mendenhall River	
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CT 2: Mendenhall Valley withn the Loop			CT 4: Salmon Creek/Lemon Creek					Lower Income Housing Areas	
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BG 5:Glacierwood/Vir	41.2%							Kodzhoff Area	
								Douglas Hwy Corridor	

- c. Is there a benefit to a specific census block district/neighborhood/school zone?
If Yes, does it come at the detriment of another?

Details:

YES	NO

- d. Is there a benefit to an individual, group of individuals, or business/organization?
If yes, does that come at a detriment of others?

Details:

Step Four: What solutions could remedy the legislation's implications in perpetuating systemic racism? Check all that apply:

<input type="checkbox"/>	Recommend additional public input be gathered (Neighborhood/census block meetings, assembly/ committee meetings)
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<input type="checkbox"/>	Other: (explain)

Step Five: Further Feedback to the Assembly on systemic racism implications

The SRRC will forward to the Assembly any additional questions that arose during the legislation review that the committee feels may be important for the Assembly to consider.

If a systemic racism implication is identified, the SRRC will provide a written report to the Assembly that includes consideration of the provisions below:

- What are the indicators and progress benchmarks?
- Program strategies?
- Policy Strategies?
- Partnership Strategies?



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 26, 2022

Case No.: AME2021 0003

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

Proposal: Planning Commission Recommendation to the City and Borough Assembly regarding parking code amendment, which includes reorganization of this chapter of code, establishing a “town center” parking standard, revised parking district boundaries, and allowing parking waivers downtown.

Property Address: Downtown Juneau

Hearing Date: January 25, 2022

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated January 19, 2022, and recommended that the City and Borough Assembly adopt staff's recommendation for parking code amendment, which includes reorganization of this chapter of code, establishing a “town center” parking standard, revised parking district boundaries, and allowing parking waivers downtown. Modifications to the proposed ordinance include:

1. Make edits agreed to in the line-by-line review.
2. Revise the Town Center Parking Area boundary from C Street to D Street.
3. Include the entire Parking Space table provided in “Additional materials.”
4. Under 49.40.210(a), make the following change: “The number of spaces must be calculated and rounded down to the nearest whole number.”
5. In the table under 49.40.210, for the use “Senior housing,” change the calculation text on spaces to 0.6 general spaces per dwelling unit. In the Town Center Parking Area column, change the calculation text on spaces to 0.3 general spaces per dwelling unit.
6. In the table under 49.40.210, for the use “Sobering center,” change sobering center parking to 1 per 12 beds (deleting the visitor space) for all of Juneau. In the Town Center Parking Area require two spaces.

City and Borough Assembly
Case No.: AME2021 0003
January 26, 2022
Page 2 of 2

7. Under 49.40.220(a)(2)(B), make the following change: “Provision for alternative transportation or transit improvements vetted through CBJ Capital Transit.”

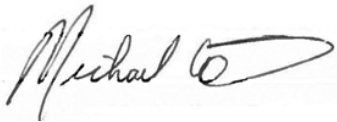
This recommendation maintains the No Parking Required Area as presented in the draft map, without changes proposed in the staff report.

The Commission takes no position on Chapter 62 edits, and requests that the Assembly take appropriate action to make the Chapter consistent with parking code changes.

Attachments: January 19, 2022 memorandum from Irene Gallion, Senior Planner, Community Development, to the CBJ Planning Commission regarding AME2021 0003.

Additional Materials: Memo dated January 21, 2022.

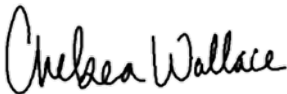
This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of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



Michael LeVine, Chair
Planning Commission

January 28, 2022

Date



Filed With City Clerk

January 31, 2022

Date

cc: Plan Review

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



PLANNING COMMISSION STAFF REPORT
TEXT AMENDMENT AME2021 0003
HEARING DATE: JANUARY 25, 2022

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

DATE: January 19, 2022
TO: Michael LeVine, Chair, Planning Commission
BY: Irene Gallion, Senior Planner *Irene Gallion*
THROUGH: Jill Maclean, Director, AICP

PROPOSAL: Parking code amendment, which includes: Reorganization of this chapter of code, establishing a “town center” parking standard, revised parking district boundaries, and allowing parking waivers downtown.

STAFF RECOMMENDATION: Forward the proposed ordinance amendment with a recommendation of APPROVAL to the Assembly.

KEY CONSIDERATIONS FOR REVIEW:

- Establishes a No Parking Required Area;
- Establishes a Town Center Parking Area;
- Repeals Parking Districts 1 and 2 (PD1 and PD2);
- 60 percent parking reduction in the Town Center Parking Area;
- Waivers available borough-wide, including Town Center Parking Area;
- Fee-in-lieu may be used in combination with a waiver.

GENERAL INFORMATION	
Applicant	City and Borough of Juneau
Initiated By	Assembly
Property Affected	Borough-wide

LAND USE CODE AMENDED	
49.40 Article 2, Parking and Loading	Reorganization and rewrite
49.65.530, Standards (Convenience Stores)	Modify to recognize off-street parking requirements for the Traditional Town Center Parking Area
49.80.120, Definitions	Add definition of “mobile food vendor” and “open air food service”
49.85, Fees for Land Use Actions	Add fees for off-street parking waiver and fee-in-lieu. Housekeeping modification to clarify Public Notice Sign Fee from Commercial Sign Permit.

ALTERNATIVE ACTIONS:

1. **Amend:** modify the proposed ordinance and recommend approval to the Assembly.
2. **Deny:** recommend denial of the proposed ordinance to the Assembly. 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:

Assembly action is required for this text amendment. The Commission’s recommendation will be forwarded to the assembly for final action.

STANDARD OF REVIEW:

- Quasi-legislative decision
- Requires five (5) affirmative votes for approval
- Code Provisions:
 - 49.10.170(d)

The Commission shall hear and decide the case per 49.10.170(d) Planning Commission Duties. *The commission shall make recommendations to the assembly on all proposed amendments to this title, zonings and rezoning, indicating compliance with the provisions of this title and the comprehensive plan.*

Record documents have been collected at <https://juneau.org/community-development/short-term-projects>. The table below summarizes what occurred at each meeting.

Date	Event summary
January 28, 2020	Regular Planning Commission meeting to hear VAR2019 0005, to reduce off-street parking requirements to zero. Meeting continued.
February 4, 2020	VAR2019 0005 denied; findings recognize pushing parking into neighborhoods is a detriment.
February 18, 2020	Applicant writes letter to the Assembly.
February 24, 2020	Assembly member requests discussion of the letter at a future Committee of the Whole.
March 2, 2020	Assembly Committee of the Whole: direction to Planning Commission.
March 19, 2020	CBJ in lock down due to COVID pandemic.
April 14, 2020	Regular Planning Commission meetings resume.
September 10, 2020	First post-lockdown Title 49 Meeting; no quorum. Initial meeting to review parking code, fee-in-lieu maps, Downtown Parking Management Plan (2010), Planning Commission minutes, and Assembly minutes.
October 8, 2020	Title 49 review of options: no change, modification to parking districts, development of new standards, modify or eliminate fee-in-lieu, or eliminating off-street parking minimums for a geographic area. Reviewed Downtown Parking Management Plan actions for applicability.
October 29, 2020	Title 49 review of information requested at the previous meeting: fee-in-lieu data, existing mapped areas, off-street parking variance, and off-street parking waiver data.
November 24, 2020	Title 49 first draft of modifications to code. Included parking district boundary review, various reductions by-right, and criteria for further reductions.
December 17, 2020	Title 49, draft ordinance review in light of research on the intent of parking districts and fee-in-lieu, and review of response to previous comments. Parks and Recreation Department provided empty space counts for city garages and lots in 2019 and partial information for 2020.
January 28, 2021	Title 49 review of draft code and parking district boundaries.
February 18, 2021	Title 49 review of draft code and parking district boundaries.
April 1, 2021	Title 49 final review before sending to the Commission.
May 25, 2021	Regular Planning Commission – review of proposed ordinance.
June 10, 2021	Title 49 modification to ADA off-street parking requirements.
June 24, 2021	Title 49 review of Town Center Parking Area (TCPA) standards and loading zone modifications.
August 26, 2021	Title 49 review of proposed changes, including definitions.
September 14, 2021	Committee of the Whole review of changes and intent language. Asked staff to consider a No Parking Required Area (NPRA).
November 30, 2021	Title 49 review of possible NPRA.
December 14, 2021	Regular Planning Commission information item on changes made and sent to CBJ Law Department for review.

Attachments:

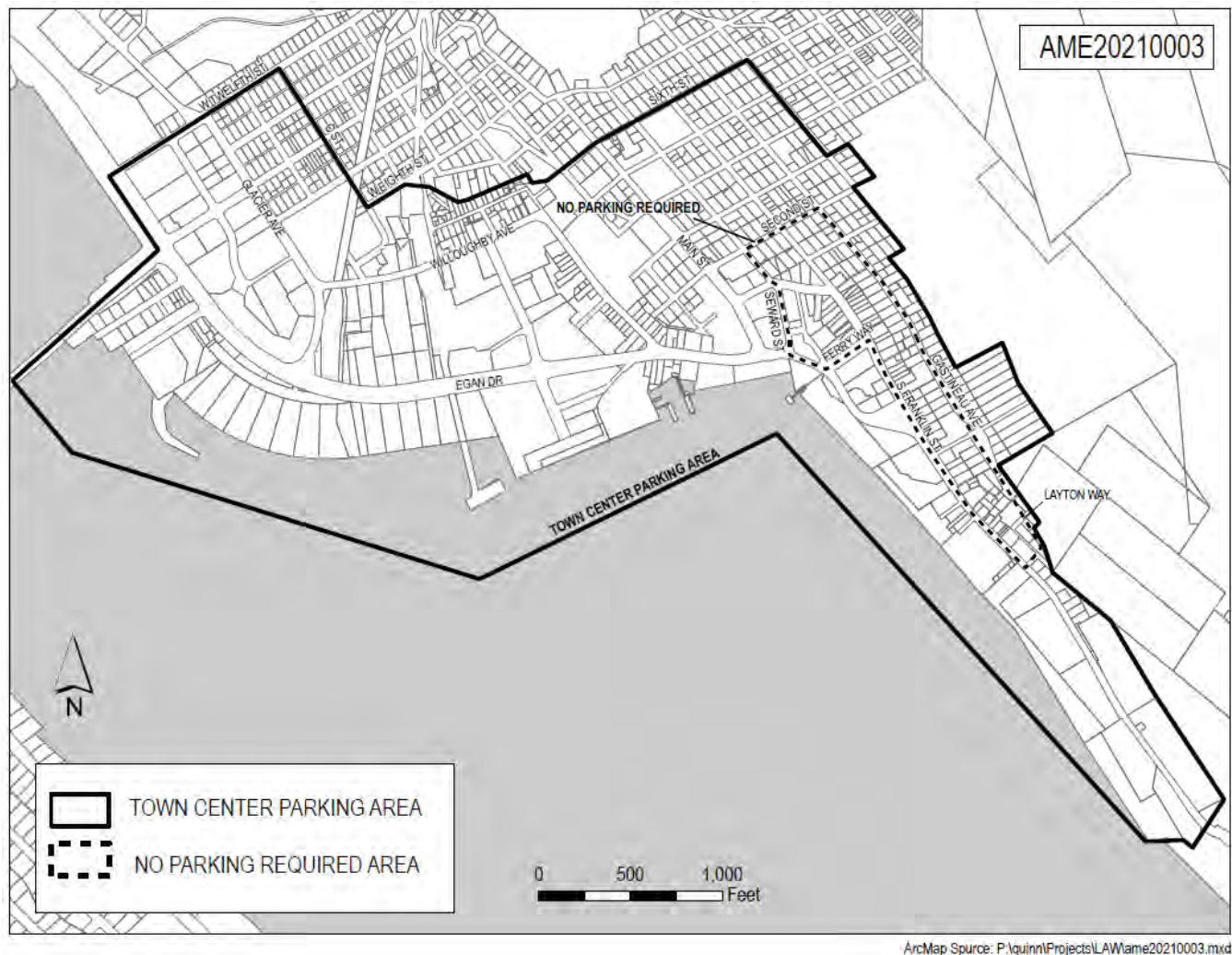
- Proposed Parking Code: 49.40 Article II (**Attachment A**)
- Proposed boundaries for the TCPA and NPRA (**Attachment B**).
- Proposed modification to Convenience Store Standards for consistency with proposed reductions in required off-street parking in the TCPA [CBJ 49.65.530, **Attachment C**].
- Proposed definitions, including “mobile food vendor” and “open air food service” [CBJ 49.80.120, **Attachment D**].
- Proposed fees for off-street parking waiver and fee-in-lieu. Housekeeping modification to clarify Public Notice Sign Fee from Commercial Sign Permit [CBJ 49.85.100, **Attachment E**].

DISCUSSION

Background – Record documents can provide the detailed discussion regarding notable features of the code rewrite:

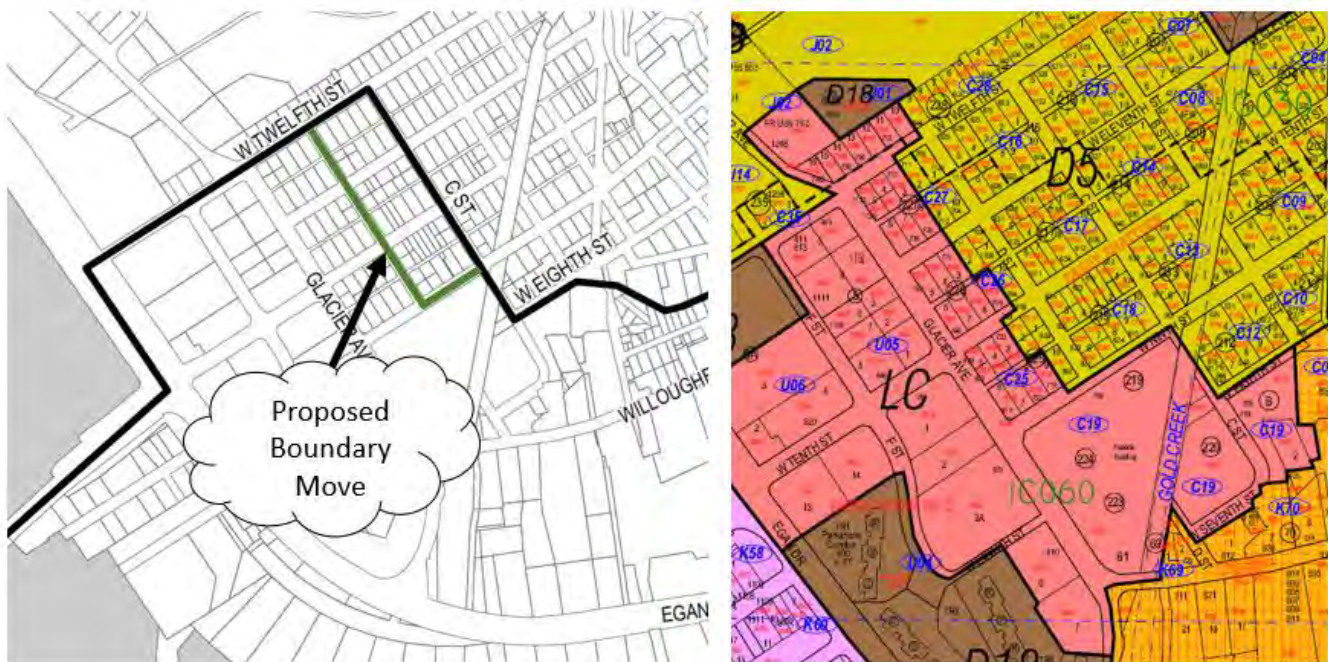
- **NEW: Creation of a NPRA.** This area was developed based on historic development. Further fine-tuning is discussed in “Property Affected,” below.
- **Creation of a TCPA.** Reductions of 60 percent would apply to the mapped area. This change aligns the proposed parking regulations eventually to correspond to areas mapped in the revised Comprehensive Plan as a “Town Center.”
- **Allowing parking waivers downtown.** Until this revision, properties in the parking districts were ineligible to apply for parking waivers.
- **Fee-in-lieu of constructed parking.** After reductions have been applied, a TCPA developer can pay a fee rather than construct required off-street parking spaces, excluding ADA spaces.
- **“Town Center Parking Area” map revision.** Reviewed above under “Property Affected.”
- **Consistency with federal law on ADA accommodations.** Contrary to federal regulations, CBJ’s current code allows the number of ADA spaces to be based on reduced parking requirements, or be addressed with fee-in-lieu. Revisions bring code in alignment with federal regulations.

Property Affected – The image below can be found in **Attachment B**.

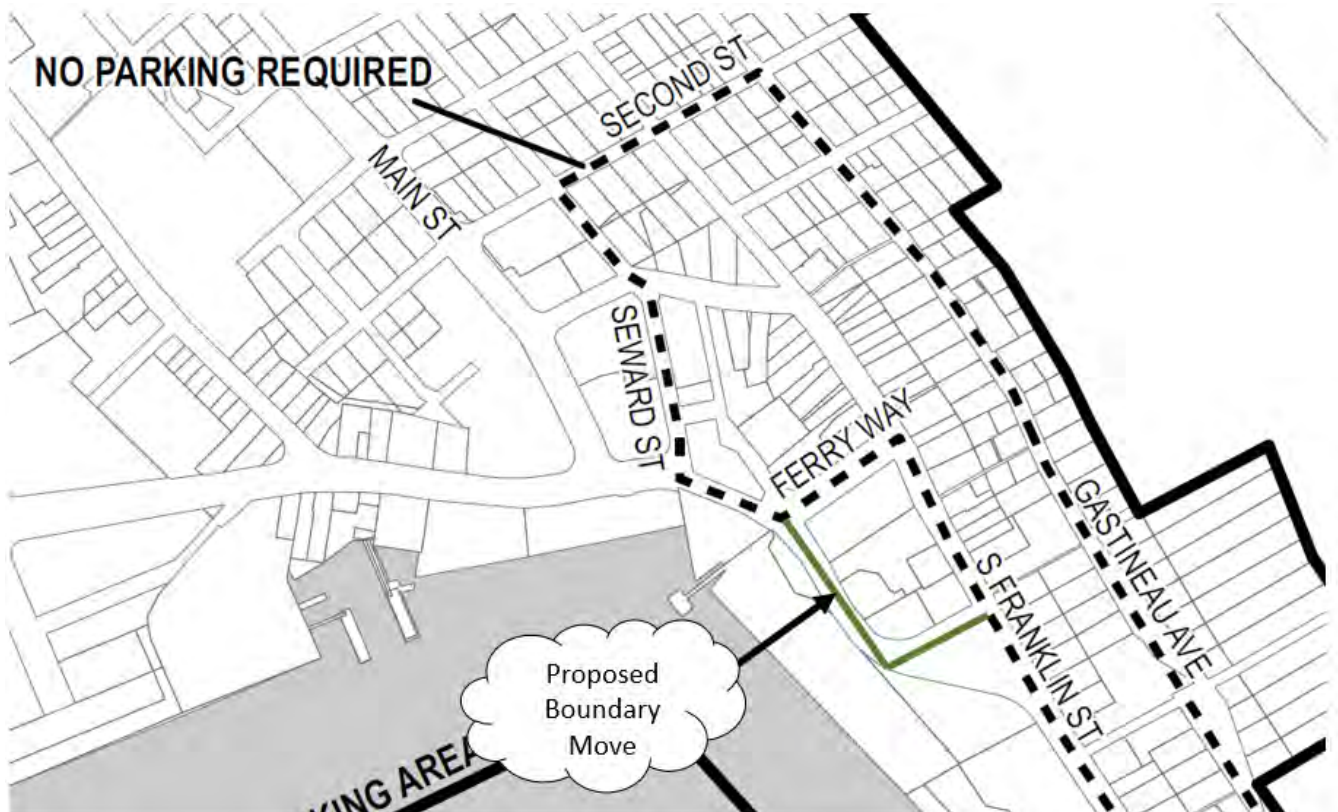


Further Considerations

(a) Consider moving the “C Street line” to B Street to better approximate the zoning boundary between Light Commercial and D5 (image below, left). The actual zoning boundary is jagged, (image below, right) and not easy to discern.



(b) Clarification: Is the current NPRA boundary at Ferry Way correct? Or did the Commission intend for the boundary to encompass Manilla Square?



(c) Be advised that 310 Second Street, at the corner of North Franklin and Second Street, lies outside of the NPRA. This property had been considered for multi-use development, including housing. The most recent proposal was from Eagle Rock Ventures. Providing parking on-site has been a detriment to development of the lots.



(d) Proposed code outlines relevant information that the Director or Commission may consider in granting an off-street parking waiver. One item is, "Provision for alternative transportation or transit improvements approved by CBJ Capital Transit" [Proposed Code 49.40.220(a)(2)]. CBJ Engineering and Public Works (E&PW) has indicated it is impractical to approve proposed transit facilities. Most transit facilities would be located in the right-of-way, rather than on private property. Additionally, E&PW might not want a transit facility where a developer would like to provide one.

Staff recommends modification of this proposed code:

Provision for alternative transportation ~~or transit improvements approved by CBJ Capital Transit.~~

Changes made since the Commission last saw the proposed code – At the December 14, 2021 Regular Planning Commission meeting, the Commission received a summary of the ordinance as presented to CBJ's Law Department for review. Substantive modifications made during the review process include:

- ADA for residential structures: If a residential facility provides off-street visitor parking spaces, they need to provide an ADA space regardless of how many spaces are provided for the residents. A residential development with fewer than ten required off-street spaces and no visitor spaces provides an ADA space if a resident requests [Proposed Code 49.40.210(b)(1)].
- "Modifications" was changed to "Parking Alternatives" [Proposed Code 49.40.215].
- The differences in fee-in-lieu payment between new development and expansion have been removed. In both cases, the fee-in-lieu must be paid before the issuance of a Temporary Certificate of Occupancy [Proposed Code 49.40.220(b)].

Related Proposed change

CBJ 62.10.050(e) bases street vending permits on PD1 and PD2 parking districts. Staff proposes replacing the PD2 restriction with an NPRA restriction, and the PD1 restriction with a TPCA restriction.

Vending carts and vending vehicles may not be located in any on-street vehicle parking space in the ~~PD-2 zoning~~ No Parking Requirement Area parking district. Carts and vehicles with a valid permit may park in a

single space within the ~~PD-1 zoning~~ Town Center Parking Area parking district or outside the ~~PD-2 zoning~~ No Parking Requirement Area parking district. The manager may place additional parking and location restrictions on a permit if the manager determines that the size, location, and operation of the cart or vehicle will create a safety hazard. Overnight parking is prohibited.

COMPLIANCE WITH TITLE 49

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.*

TITLE 49 – The proposed text amendment complies with CBJ Title 49 Land Use Code. Additionally, the proposed amendment will not create any inconsistencies in Title 49.

Code Reference	Item	Summary
49.40 Article 2	Parking and Loading	Reorganization and rewrite
49.65.530	Standards for Convenience Stores	Modify to recognize off-street parking requirements for the Traditional TCPA
49.80.120	Definitions	Add definition of “mobile food vendor” and “open air food service.”
49.85	Fees for Land Use Actions	Add fees for off-street parking waiver and fee-in-lieu. Housekeeping modification to clarify Public Notice Sign Fee from Commercial Sign Permit.

COMPLIANCE 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 The proposed text amendment complies with the 2013 Comprehensive Plan.

Chapter	Page No.	Item	Summary
4, Housing	39	4.3-IA1	Reduce off-street parking requirements for areas served by transit.
5, Economic Development	49	5.5-IA3(F)	Eliminate or reduce off-street parking requirements for downtown residences.
5, Economic Development	58	5.11-SOP1	Develop parking policies that encourage and support local businesses.
8, Transportation	104	8.1-IA2	Improve parking.
10, Land Use	130	10.2-IA2	Reduce off-street parking requirement for residences.
10, Land Use	140	10.13-SOP1	Encourage mixed use with lower off-street parking requirements.
11, Land Use Maps	186	B	Do not induce demolition of historic structures to accommodate off-street parking.
11, Land Use Maps	186	C	Parking alternatives, like shared off-street parking, should be accommodated.
11, Land Use Maps	186	H	Eliminate off-street parking requirements for affordable downtown units.
12, Utilities and Facilities	208	Policy 12.10	Manage on-street parking integrally to the road system.
12, Utilities and Facilities	208	12.10-SOP1	Consider demand and land use when establishing off-street parking requirements for an area.

2016 HOUSING ACTION PLAN The proposed text amendment complies with the 2016 Housing Action Plan.

Chapter	Page No.	Item	Summary
2	51	Address parking	Demand management, leverage development for off-street parking, use transit to mitigate need.

2015 Economic Development Plan The proposed text amendment complies with the 2016 Housing Action Plan.

Page No.	Item	Summary
90	Community Support for the Initiative	Downtown parking is an issue in need of attention.

2015 Economic Development Plan The proposed text amendment complies with the 2016 Housing Action Plan.		
AP A-6	Juneau Land Consumption, Land use, and Municipal Revenue	Development in the Mixed Use zoning district generates about \$72,000 per acre, or 17 times more in property tax than D1, and 13 times higher than D18.

AGENCY REVIEW

During the code development process the Community Development Department reached out to impacted agencies. Comments received are outlined below, and provided in **Attachment F**. CBJ's Parks and Recreation Department manages off-street public parking (Note: Juneau Police Department manages on-street public parking). They attended code development meetings when able.

Agency	Summary
Nathan Leigh, University of Alaska Southeast	Retain ability to present supporting information (parking study, for instance) to modify requirements.
Katie Koester, CBJ Engineering and Public Works	E&PW approval of transit facilities proposed to reduce off-street parking requirements is impractical.

PUBLIC COMMENTS

Public notice consisted of regular meeting protocols, including newspaper advertising and press releases. Staff reached out to business owners understood to be interested in order to gauge certain developments. Feedback is summarized below and provided in **Attachment G**.

Name	Summary
Blake Rider	Assure that "mobile food vendor" includes bars.
David McCasland	Clarify "zero parking," don't let off-street parking be a barrier to development.
Jeff Wilson	Questions about impacts to 6 th Street area of downtown.
Noel Schweers, Morris Communications	Project goals being re-evaluated.
Steve Soenksen	Will look at the proposal in more detail. Issue is important to downtown, especially housing.

FINDINGS

1. Does the proposed text amendment comply with the Comprehensive Plan and other adopted plans?

Analysis: The proposed amendment balances the varied Comprehensive Plan policies and is consistent with the overall vision.

Finding: Yes. The proposed text amendment complies with the 2013 Comprehensive Plan, the 2016 Housing Plan, and the 2015 Economic Development Plan.

2. Does the proposed text amendment comply with Title 49 – Land Use Code?

Analysis: The proposed amendment was drafted with the purpose and intent of Title 49 taken into account. If approved as drafted, it will be consistent with the above purposes.

Finding: Yes. The proposed development complies with the purpose and intent of Title 49. Additionally, the proposed amendments do not create any inconsistencies within the code.

RECOMMENDATION

Staff recommends the Planning Commission adopt the Director's analysis and findings and make a recommendation to the Assembly to **APPROVE** the parking code revision, which includes reorganization, establishing a “town center” parking standard, revised parking district boundaries, and allowing parking waivers downtown. This recommendation includes staff proposals to (CHOOSE AS APPROPRIATE):

1. Move the “C Street line” to B Street.
2. Modify the No Parking Requirement Area boundary to encompass Manilla Square.
3. Include 310 Second Street, at the corner of North Franklin and Second Street, in the No Parking Requirement Area (or, document other boundary modifications).
4. Modify proposed code 49.40.220(a)(2) regarding Director and Commission review of items that may influence granting an off-street parking waiver: *Provision for alternative transportation ~~or transit~~ improvements approved by CBJ Capital Transit.*
5. Modify CBJ 62.10.050(e) to replace the PD2 restriction with a No Parking Requirement Area restriction, and the PD1 restriction with a Town Center Parking Area restriction.

STAFF REPORT ATTACHMENTS

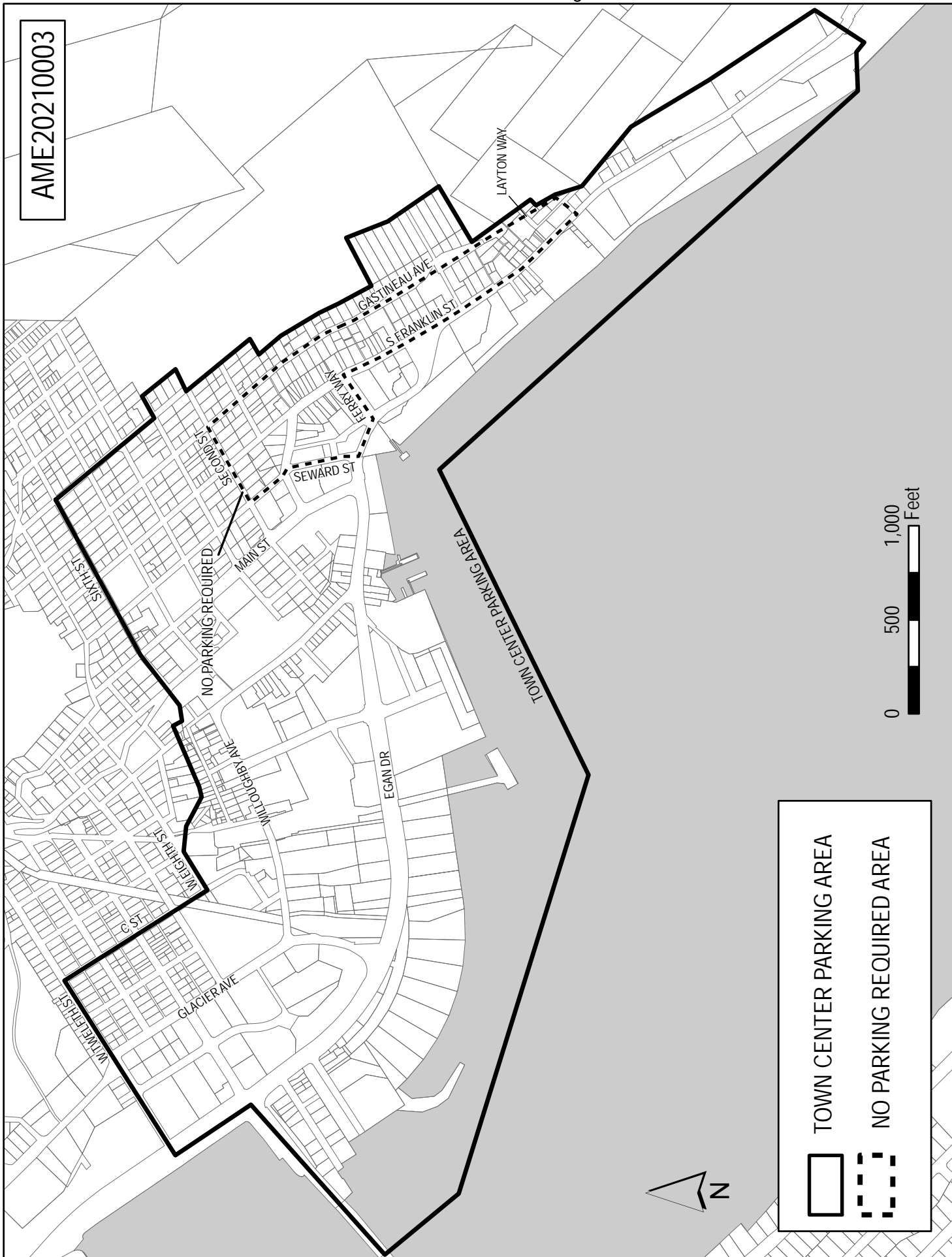
Item	Description
Attachment A	Proposed Parking Code: 49.40 Article II
Attachment B	Proposed Boundaries of Town Center Parking Area and No Parking Requirement Area
Attachment C	Modifications to Convenience Store Standards, CBJ 49.65.530
Attachment D	Modifications to Definitions, CBJ 49.80.120
Attachment E	Modifications to Fees, CBJ 49.85.100
Attachment F	Agency Comments
Attachment G	Public Comments

ATTACHMENT A

Proposed Parking Code: 49.40 Article II

PENDING

Anticipate in the Friday folder



ATTACHMENT C

Modifications to Convenience Store Standards, CBJ 49.65.530

PENDING

Anticipate in the Friday folder

ATTACHMENT D

Modifications to Definitions, CBJ 49.80.120

PENDING

Anticipate in the Friday folder

ATTACHMENT E

Modifications to Fees, CBJ 49.85.100

PENDING

Anticipate in the Friday folder

Irene Gallion

From: Nathan Leigh <nleigh1@alaska.edu>
Sent: Wednesday, July 28, 2021 9:05 AM
To: Irene Gallion
Subject: RE: Parking Standards Review

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Thank You

From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Wednesday, July 28, 2021 8:53 AM
To: Nathan Leigh <nleigh1@alaska.edu>
Subject: RE: Parking Standards Review

Hi Nathan,

Attached is the draft parking table, and you'll see university uses beginning on page 2 of three and extending onto page 3.

Parking waivers will be considered under the new code, and a parking study would provide strong support for reductions.

When we get the ordinance hammered out I'll send it over for your enjoyment, and keep you posted on Planning Commission meetings regarding the ordinance.

Thanks for your time!

IMG

From: Nathan Leigh <nleigh1@alaska.edu>
Sent: Wednesday, July 28, 2021 8:44 AM
To: Irene Gallion <Irene.Gallion@juneau.org>
Subject: RE: Parking Standards Review

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Also, will there still be the acceptance of doing a parking study. Good example is that most of our students do not have vehicles and take public transportation.

From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Tuesday, July 27, 2021 6:48 PM
To: nleigh1@alaska.edu
Subject: Parking Standards Review

Hi Nathan,

Juneau's Planning Commission is revising parking code, and using this opportunity to revisit standards. What do you think of these requirements for college parking? Do you feel they work, or are too stringent or too lenient? Attached is a map showing the parking district boundaries.

Use	Spaces Required in All Other Areas	Spaces Required in Parking District
College, main campus	1 per 500 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 1,250 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, 0.4 per four seats, whichever is greater
College, satellite facilities	1 per 300 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, one per four seats, whichever is greater	1 per 750 square feet of gross floor area of an enclosed area, or, where auditorium or general assembly area is available, 0.4 per four seats, whichever is greater

Thank you for any feedback you have.

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 X2



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Irene Gallion

From: Katie Koester
Sent: Friday, January 14, 2022 9:55 AM
To: Irene Gallion
Subject: FW: AME21-03: Parking Code Revision - EPW considerations

Hi Irene,

Transit thoughts below.

I guess our conclusion is this seems like an imperfect fix – I see as an unlikely scenario where things would work out, but I guess we don't have an objection to it. Seems like a feel good thing now that will not be practical in application.

Katie

From: Denise Koch <Denise.Koch@juneau.org>
Sent: Thursday, January 13, 2022 6:07 PM
To: Katie Koester <Katie.Koester@juneau.org>; Rich Ross <Rich.Ross@juneau.org>
Subject: RE: AME21-03: Parking Code Revision - EPW considerations

My only thought is the obvious one....at some point a developer will want to waive the parking requirements and set up a bus stop but we may not want/need it at that location...and there will be lots of pressure to add a bus stop. We'd just have to be able to say "no" if it doesn't make sense.

I don't have a sense for how prominent this Capital Transit provision will be in this parking waiver process. If there aren't many other ways to get a waiver, then we may get more requests than we want. If it's one of multiple options, it's probably less problematic.

Denise

From: Katie Koester <Katie.Koester@juneau.org>
Sent: Thursday, January 13, 2022 4:55 PM
To: Denise Koch <Denise.Koch@juneau.org>
Cc: Rich Ross <Rich.Ross@juneau.org>
Subject: FW: AME21-03: Parking Code Revision - EPW considerations

Thoughts on this email chain?

From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Thursday, January 13, 2022 4:21 PM
To: Katie Koester <Katie.Koester@juneau.org>
Subject: RE: AME21-03: Parking Code Revision - EPW considerations

Tomorrow would be nice. Tuesday at the latest. If we need to punt...meh, we will punt.

From: Katie Koester <Katie.Koester@juneau.org>
Sent: Thursday, January 13, 2022 4:20 PM
To: Irene Gallion <Irene.Gallion@juneau.org>

Cc: Jill Maclean <Jill.Maclean@juneau.org>

Subject: RE: AME21-03: Parking Code Revision - EPW considerations

I think so...not sure how much building there is. The bus stop itself would be in ROW, so that is ours. A shelter costs about \$9k right now...

I will chat with Denise and Rich to make sure I am not missing anything. Timeline?

K

From: Irene Gallion <Irene.Gallion@juneau.org>

Sent: Thursday, January 13, 2022 3:59 PM

To: Katie Koester <Katie.Koester@juneau.org>

Cc: Jill Maclean <Jill.Maclean@juneau.org>

Subject: AME21-03: Parking Code Revision - EPW considerations

Hi Katie,

We are rewriting parking requirements, and we need to know if you are ok with some proposed language.

In discussing relevant information for Commissioner review when considering a waiver, we state they may consider "provision for alternative transportation or transit improvements approved by CBJ Capital Transit."

In other words, if Capital Transit wants a bus stop and the developer wants to provide it, the developer can get some spaces waived. If Capital Transit DOES NOT want the stop, we do not need the developer to build it.

Thoughts? Does that work for you?

Thanks!

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 X2



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Irene Gallion

From: Steven Soenksen <SSoenk@yahoo.com>
Sent: Friday, May 21, 2021 7:35 AM
To: Irene Gallion
Subject: Re: Downtown Parking Code - proposed revisions

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello Irene:

Thank you for this letter And the opportunity to provide input to the decision making. It is good to hear from you!

It is a most important topic that impacts anything downtown, especially housing. I would like to look at the proposal ideas in more detail and provide input for the discussions.

As you may know, I have studied planning And access issues in other communities and in Detail through architecture. There are some good possibilities that could apply here and for the future of our community.

Please feel free to contact me in this issue or on other topics related to downtown housing.

Sincerely,
Steve Soenksen
9072090709

On May 20, 2021, at 1:47 PM, Irene Gallion <Irene.Gallion@juneau.org> wrote:

Hi Steve,

Scott Ciambor in our Housing Office recommended I let you know about this meeting.

Juneau's Planning Commission will be looking at proposed parking district changes at their meeting on May 25th. Proposed ideas include:

- 60% parking reduction in a downtown parking district.
- Waiver application in downtown (currently, downtown properties cannot pursue waivers).
- Continuing fee-in-lieu for the downtown area. Note that the fee is proposed at \$10,000 per space, and contrary to current code, there is no reduction for residential development.

The parking information is the second item on the Regular Agenda. <https://packet.cbjak.org/MeetingView.aspx?MeetingID=1494&MinutesMeetingID=-1&dctype=Agenda>

If interested you can watch it on Zoom.

This is the Commission's introduction to the changes proposed by the Title 49 Committee. They will be taking testimony.

Let me know if you have questions,

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

Our telephone system is changing. Beginning May 3rd I can be reached by dialing 586-0753, extension #2.

<image001.jpg>

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Irene Gallion

From: Jeff Wilson <jwilson@wileng.net>
Sent: Friday, May 28, 2021 5:29 PM
To: Irene Gallion
Cc: Karen E Wilson; Gina Spartz
Subject: Parking master plan revision

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Irene,

We live on 6th Street above the Capitol School Playground. How does this Parking zone change to include 6th Street impact the residents here? It is confusing!

Thank you!

Jeff

Jeffrey W. Wilson
175 S. Franklin Street, Suite 300
Juneau, Alaska. 99801
907-586-2100, (cell) 321-3210
jwilson@wileng.net

Irene Gallion

From: Schweers, Noel <noel.schweers@morris.com>
Sent: Thursday, June 3, 2021 11:01 AM
To: Irene Gallion
Subject: RE: Juneau Downtown Parking Code - Proposed Revisions

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Unfortunately, it always is. Thanks again.

From: Irene Gallion [mailto:Irene.Gallion@juneau.org]
Sent: Thursday, June 3, 2021 2:20 PM
To: Schweers, Noel <noel.schweers@morris.com>
Subject: RE: Juneau Downtown Parking Code - Proposed Revisions

I'd say it is fair. "Tweak" may be open to interpretation, but the intent is a new parking ordinance.

IMG

From: Schweers, Noel <noel.schweers@morris.com>
Sent: Thursday, June 3, 2021 9:55 AM
To: Irene Gallion <Irene.Gallion@juneau.org>
Subject: Re: Juneau Downtown Parking Code - Proposed Revisions

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Thanks.

It sounds like the ordinance is likely to be enacted, subject to some tweaks. Is that a fair read?

Noel Schweers
Morris Communications Company, LLC
(706) 823-3492

On Jun 3, 2021, at 1:46 PM, Irene Gallion <Irene.Gallion@juneau.org> wrote:

Hi Noel,

No major decisions or actions. The code will be sent back to Committee for clarification on how ADA spaces are required, and some mop-up operations on details of shared parking and loading spaces.

IMG

From: Schweers, Noel <noel.schweers@morris.com>
Sent: Tuesday, June 1, 2021 10:49 AM
To: Irene Gallion <Irene.Gallion@juneau.org>
Subject: RE: Juneau Downtown Parking Code - Proposed Revisions

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Irene:

I hope you had an enjoyable holiday. I thought I would check in to see what happened at the Planning Commission. Did they reach any conclusion on how to proceed? Thanks.

Noel

From: Irene Gallion [<mailto:Irene.Gallion@juneau.org>]
Sent: Friday, May 21, 2021 12:13 PM
To: Schweers, Noel <noel.schweers@morris.com>
Subject: RE: Juneau Downtown Parking Code - Proposed Revisions

Hi Noel,

I'll be around all day except for a meeting at 10:00 our time. I am not the planner who worked on the original project so may be lacking some details, but happy to discuss and see how to approach next steps.

IMG
(907) 586-0753 press 2

From: Schweers, Noel <noel.schweers@morris.com>
Sent: Friday, May 21, 2021 2:57 AM
To: Irene Gallion <Irene.Gallion@juneau.org>
Subject: Re: Juneau Downtown Parking Code - Proposed Revisions

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Irene:

Bob retired at the end of last year, so his email was forwarded to me to respond. I appreciate your efforts in getting this before the Planning Commission. However, due to the delay in our project and the issues related to COVID, we are in the process of reevaluating our plans for the property. If you are available sometime this morning (your time), I would like to discuss the situation with you. Is there a time that would be convenient?

Thanks.

Noel

J. Noel Schweers III
General Counsel
Morris Communications Company, LLC
725 Broad Street
Augusta GA 30901
Office: (706) 823-3492
Cell: (706) 825-3602
Fax: (706) 722-7125

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From: Irene Gallion <Irene.Gallion@juneau.org>
Sent: Wednesday, May 19, 2021 1:39 PM
To: Schweers, Noel <noel.schweers@morris.com>
Subject: Juneau Downtown Parking Code - Proposed Revisions

Hello Mr. Kuhar,

I know you've been interested in pursuing development in Juneau, so wanted to let you know that our Planning Commission will be looking at proposed parking district changes at their meeting on May 25th. Proposed ideas include:

- 60% parking reduction in a downtown parking district.
- Waiver application in downtown (currently, downtown properties cannot pursue waivers).
- Continuing fee-in-lieu for the downtown area. Note that the fee is proposed at \$10,000 per space, and contrary to current code, there is no reduction for residential development.

The parking information is the second item on the Regular Agenda. <https://packet.cbjak.org/MeetingView.aspx?MeetingID=1494&MinutesMeetingID=-1&doctype=Agenda>

If interested you can watch it on Zoom.

This is the Commission's introduction to the changes proposed by the Title 49 Committee. They will be taking testimony.

Let me know if you have any questions,

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
Our telephone system is changing. Beginning May 3rd I can be reached by dialing 586-0753, extension #2.
<image001.jpg>

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Irene Gallion

From: David McCasland <davidmccasland907@gmail.com>
Sent: Tuesday, August 17, 2021 8:49 AM
To: Irene Gallion
Subject: Re: Downtown Parking - feedback

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hello Irene!

Thanks for the consideration, that's incredible nice of you. The definition seemed great. Can you please elaborate on what "zero parking" means?

In my opinion A private entity trying to start a new project shouldn't be hindered by "fees in Lou" I think the city should be promoting new development and the rehabilitation of the downtown area. I think every building should be brand new looking from 100 years ago.

Allowing developments to occur, allows money to flow through City through different business, taxes and contractors.

Just my thought. People can find parking and walk or take a cab.

David

On Tue, Aug 17, 2021 at 8:33 AM Irene Gallion <Irene.Gallion@juneau.org> wrote:

Hi Dave,

As you may recall, I am working with the Planning Commission's subcommittee on parking revisions for downtown.

Note that we are proposing zero parking for two downtown entities: Mobile Food Vendors and Seasonal Open Air Food Service. I suspect the latter is where Deckhand Dave's current establishment would fall.

The challenge is defining the two uses. Please take a look at the definitions below and let me know if you see any critical errors, or any modifications that would make common sense.

Mobile Food Vendor: A mobile food vendor is a type of food service that is located in a vehicle, trailer or cart and is capable of moving easily daily. Unless a push cart, these units must be capable of being licensed by the state as a motor vehicle, and can be moved without special conditions (such as a pilot car, flagging, or restricted hours of movement). Mobile units must completely retain their mobility at all times.

Seasonal Open Air Food Service: A seasonal open air food service is a type of food service located in a structure that does not have a permanent means of heat. (Note that woodstoves are not considered a

permanent means of heat by building code officials). The food service operates for 210 days or less. A zoning official can extend the operation period for cause, such as extended tourist season, community event, or emergency provisions.

Thanks!

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 X2



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Irene Gallion

From: Blake Rider <blake@rmces.com>
Sent: Sunday, October 17, 2021 4:54 PM
To: Irene Gallion
Subject: Re: Downtown Parking

EXTERNAL E-MAIL: BE CAUTIOUS WHEN OPENING FILES OR FOLLOWING LINKS

Hi again, Irene!

I think this actually seems pretty good for us but we're not a mobile food vendor or open air *food* service company. I think the 210 days would work for us as long as it was inclusive of bars?

Thanks again!
Blake

On Tue, Aug 17, 2021 at 8:35 AM Irene Gallion <Irene.Gallion@juneau.org> wrote:

Hi Blake!

As you may recall, I am working with the Planning Commission's subcommittee on parking revisions for downtown.

Note that we are proposing zero parking for two downtown entities: Mobile Food Vendors and Seasonal Open Air Food Service. I suspect the latter is where Griz Bar would fall.

The challenge is defining the two uses. Please take a look at the definitions below and let me know if you see any critical errors, or any modifications that would make common sense. The main question I have is regarding your operations – I think you guys are operating year round?

Mobile Food Vendor: A mobile food vendor is a type of food service that is located in a vehicle, trailer or cart and is capable of moving easily daily. Unless a push cart, these units must be capable of being licensed by the state as a motor vehicle, and can be moved without special conditions (such as a pilot car, flagging, or restricted hours of movement). Mobile units must completely retain their mobility at all times.

Seasonal Open Air Food Service: A seasonal open air food service is a type of food service located in a structure that does not have a permanent means of heat. (Note that woodstoves are not considered a

permanent means of heat by building code officials). The food service operates for 210 days or less. A zoning official can extend the operation period for cause, such as extended tourist season, community event, or emergency provisions.

Thanks!

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 X2



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

January 21, 2022

MEMO

From: Irene Gallion, Senior Planner

To: Michael Levine, Chair

Through: Jill Maclean, AICP, Director

Case Number: AME2021 0003 Parking Revisions

RE: Friday packet materials in advance of the January 25, 2022 Regular Planning Commission Meeting

Attached in this packet are two documents.

- **ATT A,C,D,E** – This is the draft ordinance for
 - Proposed Parking Code: 49.40 Article II (**Attachment page 1**)
 - Proposed modification to Convenience Store Standards for consistency with proposed reductions in required off-street parking in the TCPA [CBJ 49.65.530, **Attachment Page 15**].
 - Proposed definitions, including “mobile food vendor” and “open air food service” [CBJ 49.80.120, **Attachment page 17**].
 - Proposed fees for off-street parking waiver and fee-in-lieu. Housekeeping modification to clarify Public Notice Sign Fee from Commercial Sign Permit [CBJ 49.85.100, **Attachment page 18**].
- **ADDITIONAL MATERIALS** – An Ordinance Amending the Street Vending Requirements of Title 62 Regarding Parking. This is support documentation for the issue discussed on page 9 of your packet.

Presented by:
Presented:
Drafted by:

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-04 vPC1

An Ordinance Amending the Parking Requirements of the Land Use Code, Title 49.

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 Section. CBJ 49.40 Parking and Traffic, Article II Parking and Loading, is repealed and reenacted to read:

ARTICLE II: PARKING AND LOADING

49.40.200 General Applicability

Off-street parking spaces for automobiles must be provided in accordance with the requirements set forth in this chapter at the time any structure is erected, expanded, or when there is a change in the principal use.

(a) **No Parking Required Area.** The lots within the area bound by Gastineau Avenue, Second Street, Seward Street, Egan Drive, Ferry Way, South Franklin Street, and Layton Way and specifically depicted in the “No Parking Required Area” of Ordinance 2022-04 are excluded from the parking requirements of this chapter. No additional parking is required for development in this area.

- 1
- 2 (b) *Developer responsibility.* Developer must submit documentation to demonstrate that
- 3 applicable parking code requirements have been met, in conformance with this chapter.
- 4 (c) *Owner/occupant responsibility.* The provision and maintenance of off-street parking
- 5 and loading spaces required in this chapter is a continuing obligation and joint responsibility of
- 6 the owner and occupants.
- 7 (d) *Determination.* The determination of whether these requirements are met, with or
- 8 without conditions, and deemed necessary for consistency with this title, must be made by the
- 9 Director for minor development and; the Commission for major development; and the
- 10 Commission if the development application relates to a series of applications for minor
- 11 developments that, taken together, constitute major development, as determined by the
- 12 Director.
- 13 (e) *Expansion.* In cases of expansion of a structure on or after the effective date of
- 14 Ordinance 2022-04,
- 15
 - 16 (1) The number of additional off-street parking spaces required must be based on the
 - 17 gross floor area added.
 - 18 (2) No additional parking spaces are required if the additional spaces would amount to
 - 19 less than ten percent of the total required for the development and amount to two or
 - 20 less_spaces.
 - 21 (3) For phased expansion, the required off-street parking spaces is the amount required
 - 22 for the completed development, as determined by the Director.
 - 23
- 24 (f) *Change in use.* In cases of a change in use on or after the effective date of Ordinance
- 25 2022-04, the number of spaces required will be based on this chapter.

(g) *Replacement and reconstruction of certain nonconforming structures.* Off-street parking requirements for the replacement and reconstruction of certain nonconforming structures in residential districts must be governed by chapter 49.30.

(h) *Mixed occupancy.* Mixed occupancy is when two or more of the parking uses in 49.40.210 share the same lot(s). For mixed occupancy, the total requirement for off-street parking facilities is the sum of the requirements for the several uses computed separately.

(i) *Uses not specified.* The requirements for off-street parking in 49.20.320 are based on the requirements for the most comparable use specified, as determined by the Director for minor development or by the Commission for major development.

(j) *Location.* Off-street parking facilities must be located as provided in this chapter. If a distance is specified, such distance is the walking distance measured from the nearest point of the parking facility to the nearest point of the building it is required to serve. Off-street parking facilities for:

- (1) Single-family dwellings and duplexes must be on the same lot as the building served;
- (2) Multifamily dwellings may not be more than 100 feet distant, unless compliant with section 49.40.215; and
- (3) Uses other than those specified above, may be not more than 500 feet distant, unless compliant with section 49.40.215.

(k) *Off-street parking requirements for a lot accessible by air or water only.* Off-street parking requirements do not apply to a lot if it is accessible only by air or water. If the Director determines that public access by automobile to the lot later becomes physically available, the

owner of the property must be given notice and within one year must provide the required off-street parking.

(l) *Town Center Parking Area.* The Town Center Parking Area, as depicted in Ordinance 2022-04 is adopted.

49.40.210 Number of Off-Street Parking Spaces Required

(a) *General.* The minimum number of off-street parking spaces required must be as set forth in the following table. The number of spaces must be calculated to the nearest whole number:

Use	Spaces Required in All Other Areas	Spaces Required in Town Center Parking Area
Single-family and duplex	2 per each dwelling unit	1 per each dwelling unit
Multifamily units	1.0 per one bedroom unit	0.4 per one bedroom unit
	1.5 per two bedroom unit	0.6 per two bedroom unit
	2.0 per three or more bedroom unit	0.8 per three or more bedroom unit
Roominghouse, boardinghouse, single-room occupancies with shared facilities, bed and breakfast, halfway house, and group home	1 per 2 bedrooms	1 per 5 bedrooms
Single-room occupancies with private facilities	1 per each single-room occupancy plus 1 additional per each increment of four single-room occupancies with private facilities	1 per 5 single-room occupancies, plus 1 per each increment of ten single-room occupancies with private facilities.
Accessory apartment	1	0 per each unit
Motel	1 per each unit in the motel	1 per each 12 units in the motel
Hotel	1 per each four units	1 per each 12 units
Hospital and nursing home	2 per bed OR one per 400 square feet of gross floor area	2 per bed OR one per 400 square feet of gross floor area
Senior housing	0.6 parking spaces per dwelling unit, plus 1 guest parking space for each 10 units, plus 0.05 employee parking spaces per unit.	1 per four dwelling units, plus 1 guest parking spaces per 10 units, plus 0.05 employee parking spaces per unit.
Assisted living facility	0.4 parking spaces per maximum number of residents	0.4 parking spaces per maximum number of residents

Use	Spaces Required in All Other Areas	Spaces Required in Town Center Parking Area
Sobering center	1 parking space per 12 beds, plus 1 visitor parking space	1 parking space, plus 1 visitor parking space
Theater	1 for each four seats	1 for each 10 seats
Church, auditorium, and similar enclosed places of assembly	1 for each four seats in the auditorium	1 for each 10 seats in the auditorium
Bowling alley	3 per alley	1.2 per alley
Bank, office, retail commercial, salon and spa	1 per 300 square feet of gross floor area	1 per 750 square feet of gross floor area
Medical or dental clinic	1 per 200 square feet of gross floor area	1 per 400 square feet of gross floor area
Funeral Home	1 per six seats based on maximum seating capacity in main auditorium	1 per 15 seats based on maximum seating capacity in main auditorium
Warehouse, storage, and wholesale businesses	1 per 1,000 square feet of gross floor area	1 per 2,500 square feet of gross floor area
Restaurant and alcoholic beverage dispensary	1 per 200 square feet of gross floor area	1 per 750 square feet of gross floor area
Swimming pool serving general public	1 per four persons based on pool capacity	1 per 10 persons based on pool capacity
Shopping center and mall	1 per 300 square feet of gross leasable floor area	1 per 750 square feet of gross floor area
Convenience store	49.65 Article V	1 per 750 square feet of gross floor area
Watercraft moorage	1 per three moorage stalls	2 per 15 moorage stalls
Manufacturing uses; research, testing and processing, assembling, industry	1 per 1,000 square feet gross floor area except that office space must provide parking as required for offices	1 per 2,500 square feet gross floor area except that office space must provide parking as provided for offices.
Library and museum	1 per 600 square feet gross floor area	1 per 1,500 square feet of gross floor area
School, elementary	2 per classroom	2 per classroom
Middle school or junior high	1.5 per classroom	1.5 per classroom
High school	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom	A minimum of 15 spaces per school; where auditorium or general assembly area is available, one per four seats; one additional space per classroom

(b) *Accessible parking spaces.* Accessible parking spaces must be provided as part of the required off-street parking spaces, according to the following table (Table 49.40.210(b)). Except,

Accessible parking spaces are not required for residential uses that require fewer than ten parking spaces and no visitor parking spaces.

Table 49.40.210(b)	
Total Parking Spaces in Lot	Required Minimum Number of Accessible Parking Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1,000	2 percent of total spaces
1,001 and over	20 plus 1 space for each 100 spaces over 1100 total spaces in lot

(c) *Facility loading spaces.* In addition to the required off-street parking requirements, a development must provide loading spaces as set forth in the following table:

Use	Gross Floor Area in Square Feet		Loading Space Required
	All other areas	Town Center Parking District	
Motels and hotels	5,000—29,999	6,000-60,000	One
	30,000—60,000		Two
	Each additional 30,000	Each additional 30,000	One
Commercial	5,000—24,999	6,000-50,000	One

	Gross Floor Area in Square Feet		
Use	All other areas	Town Center Parking District	Loading Space Required
	25,000—50,000		Two
	Each additional 30,000	Each additional 30,000	One
Industrial, manufacturing, warehousing, storage, and processing	5,000—24,999	6,000-50,000	One
	25,000—50,000		Two
	Each additional 30,000	Each additional 30,000	One
Hospital	5,000—40,000	6,000-40,000	One
	Each additional 40,000	Each additional 40,000	One
School	For every two school buses		One
Home for the aged, convalescent home, correctional institution	More than 25 beds		One

49.40.215 Parking Alternatives

A developer may apply for one or more parking alternatives. Parking alternatives may be combined with approved reductions. The developer must present to the Director a written instrument, proposed by the parties concerned, providing for joint use of off-street parking facilities. Upon approval by the Director, such instrument must be recorded by the developer and documentation of recording provided to the Director.

(a) *Loading spaces off-site.* The required loading space(s) may be met by an alternative private off-site loading parking space, if the alternate space is determined by the Director to be of adequate capacity and proximity. In no case will the distance exceed standards established in 49.40.200(i).

(b) *Joint use.* Joint use occurs when the same off-street parking space is used to meet the parking requirement of different uses at different times. Joint use of off-street parking spaces may be authorized when the developer demonstrates there is no substantial conflict in the principal operating hours of the structures and uses involved and subject to the following requirements:

- (1) Any structure or use sharing the off-street parking facilities of another structure or use must be located within 500 feet of such parking facilities, unless a lesser radius is identified in this chapter. A developer may apply to provide off-street parking in an area greater than 500 feet distant, if approved by the Commission.
- (2) The developer demonstrates with appropriate analysis or data that there is no substantial conflict in the principal operating hours of the structures or users for which joint use of off-street parking facilities is proposed; and

49.40.220 Parking Reductions

Developer may apply for one or more parking reductions. Accessible parking spaces must not be reduced and must be provided in accordance with subsection 49.40.210(b). Loading spaces must not be reduced and must be provided in accordance with subsection 49.40.210(c).

(a) *Parking waivers.* The required number of parking spaces required by this chapter may be reduced if the requirements of this section are met.

- (1) *Standards.* Any waiver granted under this section must be in writing and must include the following required findings and any conditions, such as public amenities, imposed by the Director or Commission that are consistent with the purpose of this title:

 - (A) The effect of granting a waiver would result in more benefits than detriments to the neighboring area and community as a whole as identified by the comprehensive plan; and
 - (B) The effect of granting a waiver will not materially endanger public health, safety, or welfare.
- (2) *Relevant information.* The following information may be relevant for the Director or Commission's review:

 - (A) Analysis or data relevant to the intended use and related parking demands.
 - (B) Provision for alternative transportation.
 - (C) Traffic mitigation measures supported by industry standards.
 - (D) Bicycle and pedestrian amenities.
- (3) *Applications.* Applications for parking waivers must be on a form specified by the Director and must be accompanied by a one-time fee as provided in 49.85.
- (4) *Public notice.* The Director must mail notice of any complete parking waiver application to the owners of record of property located within a 250-foot radius of the site seeking the waiver. If the parking waiver application is filed in conjunction with a major development permit, notice of both applications should be made concurrently in accordance with CBJ 49.15.230.
- (5) *Expiration.* An approved parking waiver expires upon a change in use.

(b) *Town Center Parking Area, Fee-In-Lieu of off-street parking spaces.* In the Town Center Parking Area, a developer may pay a one-time fee in lieu of providing off-street parking spaces to satisfy the minimum parking requirements of this chapter. Fee in lieu can be used in any combination with other parking provisions of this chapter. Any fee in lieu due must be paid in full prior to the issuance of a temporary certificate of occupancy.

49.40.225 Dimensions and signage for Required Off-Street Parking Spaces.

(a) *Standard spaces.*

- (1) Except as provided in this section, each standard parking space must consist of a generally rectangular area at least 8½ feet by 17 feet. Lines demarcating parking spaces may be drawn at any angle to curbs or aisles so long as the parking spaces so created contain within them the rectangular area required by this section.
- (2) Spaces parallel to the curb must be no less than 22 feet by 6½ feet.

(b) *Accessible spaces.*

- (1) Each accessible parking space must consist of a generally rectangular area at least 13 feet by 17 feet, including an access aisle of at least 5 feet by 17 feet. Two accessible parking spaces may share a common access aisle.
- (2) One in every eight accessible parking spaces, but not less than one, must be served by an access aisle with a width of at least eight feet and must be designated "van-accessible."
- (3) Accessible parking spaces must be designated as reserved by a sign showing the symbol of accessibility. "Van-accessible" parking spaces must have an additional sign designating the parking space as "van-accessible" mounted below the symbol of

accessibility. A sign must be located so it cannot be obscured by a vehicle parked in the space.

- (4) Access aisles for accessible parking spaces must be located on the shortest accessible route of travel from parking area to an accessible entrance.

(c) *Facility loading spaces.*

- (1) Each off-street loading space must be not less than 30 feet by 12 feet, must have an unobstructed height of 14 feet 6 inches, and must be permanently available for loading.

49.40.230 Parking area and site circulation review procedures.

(a) *Purpose.* The purpose of these review procedures is to ensure that proposed parking and related site access areas provide for adequate vehicular and pedestrian access and circulation; that parking spaces are usable, safe, and conveniently arranged; that sufficient consideration has been given to off-street loading and unloading; and that the parking area will be properly drained, lighted, and landscaped.

(b) *Plan submittal.* Development applications must include plans for parking and loading spaces. Major development applications must include plans prepared by a professional engineer or architect. These plans may be part of a plan submission prepared in conjunction with the required review of another aspect of the proposed development.

- (1) *Contents.* The plans must contain the following information:

- (A) Parking and loading space plans drawn to scale and adequate to show clearly the circulation pattern and parking area function;

- (B) Existing and proposed parking and loading spaces with dimensions, traffic patterns, access aisles, and curb radii;

- (C) Improvements including roads, curbs, bumpers and sidewalks indicated with cross sections, designs, details, and dimensions;
- (D) A parking schedule indicating the number of parking spaces required, the number provided, and how such calculations were determined;
- (E) Topography showing existing and proposed contour intervals; and
- (F) Landscaping, lighting and sign details, if not provided in conjunction with the required review of another aspect of the proposed development.

(2) *Waiver of information.* The director may waive submission of any required exhibits.

(c) *Review procedure.* Plans must be reviewed and approved according to the procedures of this chapter and chapter 49.15.

(d) *Public improvements required.* As a condition of plan approval, the department may require a bond approved as to form by the city attorney for the purpose of ensuring the installation of off-site public improvements. As a condition of plan approval, the applicant is required to pay the cost of providing reasonable and necessary public improvements located outside the property limits of the development but necessitated by construction or improvements within such development.

49.40.230 - Parking and circulation standards.

(a) *Purpose.* Provisions for pedestrian and vehicular traffic movement within and adjacent to the site must address layout of parking areas, off-street loading and unloading needs, and the movement of people, goods, and vehicles from access roads, within the site, and between buildings and vehicles. Parking areas must be landscaped and must feature safely-arranged parking spaces.

(b) *Off-street parking and loading spaces; design standards.*

- (1) Access. There must be adequate ingress and egress from parking spaces. The required width of access drives for driveways must be determined as part of plan review depending on use, topography and similar considerations.
- (2) Size of aisles. The width of aisles providing direct access to individual parking stalls must be in accordance with the following table. Other angles may be approved by the Director that satisfy the needs of this chapter.

Parking Angle	0°	30°	45°	60°	90°
One-way traffic aisle width	13'	11'	13'	18'	24'
Two-way traffic aisle width	19'	20'	21'	23'	24'

- (3) Location in different zones. No access drive, driveway or other means of ingress or egress may be located in any residential zone if it provides access to uses other than those permitted in such residential zone.
- (4) Sidewalks and curbing. Sidewalks must be provided with a minimum width of four feet of passable area and must be raised six inches or more above the parking area except when crossing streets or driveways. Guardrails and wheel stops permanently anchored to the ground must be provided in appropriate locations. Parked vehicles must not overhang or extend over sidewalk areas, unless an additional sidewalk width of two feet is provided to accommodate such overhang.
- (5) Stacked parking. Stacked parking spaces may only be counted as required parking spaces for single-family residences, duplexes, and as otherwise specified for specific

uses. In the case of single-family residences and duplexes with or without accessory uses and child care homes in a residential district, only a single parking space per dwelling unit may be a stacked parking space.

- (6) Back-out parking. Parking space aisles must provide adequate space for turning and maneuvering on-site to prevent back-out parking onto a right-of-way. If the Director or the Commission, when the Commission has authority, determines back-out parking would not unreasonably interfere with the public health and safety of the parking space aisles and adjacent right-of-way traffic, back-out parking is allowed in the following circumstance:

- (A) In the case of single-family dwellings and duplexes with or without accessory uses located in residential and rural reserve zoning districts;
- (B) Where the right-of-way is an alley; or
- (C) In the case of a child care home in a residential district.

(c) *Drainage.*

- (1) Parking areas must be suitably drained.
- (2) Off-site drainage facilities and structures requiring expansion, modification, or reconstruction in part or in whole as the result of the proposed development must be subject to off-site improvement requirements and standards as established by the city.

(d) *Lighting.* Parking areas must be suitably lighted. Lighting fixtures must be "full cutoff" styles that direct light only onto the subject parcel.

(e) *Markings and access.* Parking stalls, driveways, aisles and emergency access areas and routes must be clearly marked.

(f) *General circulation and parking design.*

- (1) Parking space allocations must be oriented to specific buildings. Parking areas must be linked by walkways to the buildings they serve.
- (2) Where pedestrians must cross service roads or access roads to reach parking areas, crosswalks must be clearly designated by pavement markings or signs. Crosswalk surfaces must be raised slightly to designate them to drivers, unless drainage problems would result.

Section 3. Amendment of Section. CBJ 49.65.530 Standards, is amended to read:

49.65.530 Standards.

- (a) Stores may be approved in each of the areas shown on the convenience store use area maps A—B.
- (b) Video rentals, a laundromat, and an automatic teller machine may be permitted as accessory uses. Automobile fuel sales may be permitted as an accessory use in locations with adequate space for queuing. The retail area for liquor sales may occupy no more than 50 percent of the gross floor area. Automotive service and exterior merchandising shall not be permitted. Drive-up window service may be permitted only if vehicle queues will not extend into adjacent streets.
- (c) Except as authorized by the bonus provisions of this article, gross floor area shall be limited to 3,000 square feet.
- (d) Vehicle access must be directly from an arterial or collector, and not from a local street.

(e) Height shall be limited to one story except that a second story may be allowed for residential use and for accessory office and storage uses, provided that any storage use must relate directly to the primary permitted use.

(f) The site perimeter and parking area shall be landscaped and screened with live material installed within ten months of the date of final construction permit approval or issuance of a certificate of occupancy, whichever is the later. The Commission may authorize on any bond or other security or collateral required pursuant to CBJ 49.15.330(g)(5) a provision specifying that the bond shall be forfeit if landscaping is not complete by the time required or if any plants dying within one year of installation are not replaced. Development abutting a lot zoned for residential use shall include landscaped strips or landscape boxes at least five feet wide unless the applicant demonstrates that a narrower landscape strip meets the intent of this section. The strips shall be covered with ground cover and shall be maintained throughout the year such that:

- (1) On a property line shared with the residential lot the strip shall include a continuous shrub screen, fence, or both, six feet high and 95% opaque. The screen shall include one tree at least six feet high at installation per 30 lineal feet;
- (2) On a property line adjacent to a street the strip shall include a continuous low shrub screen on a berm or other raised facility which is at least five feet wide, landscaped at a slope not greater than the natural angle of repose, and consistent with sight distance requirements for vehicle egress. The strip width may be reduced to not less than 18 inches to accommodate planter boxes and sight obscuring fences. The screen shall include one tree per 30 lineal feet;

(3) On all other property lines except those along driveways the strip shall include a continuous low shrub screen with one tree per 30 lineal feet at least six feet high at installation.

(g) The minimum off-street parking requirement shall be one space per 250 square feet of gross floor area outside of the Town Center Parking Area.

(h) Exterior bear-resistant public litter cans shall be provided.

(i) The exterior building appearance, including siding, roof line, windows, paint colors and building massing shall be compatible on all sides with surrounding uses.

(j) Exterior lighting may not shed light or glare above the roofline of the building or beyond the property line of the site.

(k) The building shall be set back from any property line shared with a residentially zoned parcel by a distance of 20 feet or the distance required by the underlying zoning district, whichever is greater.

(l) No more than 80 percent of the lot shall be covered by an impervious surface.

(m) The layout of the store shall provide for views from the cash register of bicycle racks, telephones, seating areas, and other exterior public amenities.

(n) The parking lot shall be paved and striped with spaces and a circulation pattern.

(o) Headlight glare shall not be permitted onto residentially-zoned lots adjacent to the site.

(p) Liquor sales shall not be permitted from drive-in window(s).

Section 4. Amendment of Section. CBJ 49.80.120 Definitions, is amended to include the following new definitions in alphabetical order, to read:

49.80.120 Definitions.

The following words, terms and phrases, when used in this title, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

...

Mobile food vendor means a type of food service that is located in a vehicle, trailer or cart and is capable of moving easily daily. Unless a push cart, these units must be capable of being licensed by the state as a motor vehicle, and can be moved without special conditions (such as a pilot car, flagging, or restricted hours of movement). Mobile units must completely retain their mobility at all times.

...

Open air food service means a food service located in a structure or area that does not have a permanent means of heat. (Note that woodstoves are not considered a permanent means of heat by the building code official). . The director can extend the operation period for cause, such as extended tourist season, community event, or emergency provisions.

...

Section 5. Amendment of Section. Section 49.85.100 is amended to read:

49.85.100 Generally.

Processing fees are established for each development, platting and other land use action in accordance with the following schedule. If a public notice sign is required by the Director, the fee is \$150 for the first sign, and \$25 for each additional sign. \$100 of the sign fee can be refunded if the sign is returned within two (2) weeks of the decision being issued.

...

(21) Parking waiver, \$400. If the application is filed in conjunction with a major development permit the fee shall be reduced by 20 percent.

(22) Fee in lieu, \$10,000 per off-street parking space required.

Section 6. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk

Presented by: The Manager
Presented:
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-11

**An Ordinance Amending the Street Vending Requirements of Title 62
Regarding Parking.**

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 Section. CBJC 62.10.050(e) is amended to read:

62.10.050 Street vending; permit required.

...

(e) Vending carts and vending vehicles may not be located in any on-street vehicle parking space in the No Parking Requirement Area (NPRA) ~~PD-2 zoning~~ parking district. Carts and vehicles with a valid permit may park in a single space within the Town Center Parking Area ~~PD-1 zoning~~ parking district or outside the NPRA ~~PD-2 zoning~~ parking district. The manager may place additional parking and location restrictions on a permit if the manager determines that the size, location and operation of the cart or vehicle will create a safety hazard. Overnight parking is prohibited.

...

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

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk