

**ASSEMBLY STANDING COMMITTEE
LANDS, HOUSING & ECONOMIC DEVELOPMENT COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA**

February 14, 2022, 5:00 PM.

Assembly Chambers/Zoom Webinar

5:00pm: Assembly Lands Housing and Economic Development Committee

<https://juneau.zoom.us/j/94215342992> or 1-253-215-8782 Webinar ID: 942 1534 2992

AGENDA

I. CALL TO ORDER

II. LAND ACKNOWLEDGEMENT

III. ROLL CALL

IV. APPROVAL OF AGENDA

V. APPROVAL OF MINUTES

A. January 24, 2022 Minutes

VI. PUBLIC PARTICIPATION

The LHED Committee follows COVID protocols in accordance with CDC guidelines, CBJ ordinances & resolutions, and COVID mitigation strategies at the time of a meeting. Assemblymembers will meet in person, to the extent possible. In-person public participation will be limited on a first come, first served basis in accordance with room capacity protocols. **All attendees will be required to wear a mask regardless of vaccination status.** Attendees in excess of the room capacity protocols may be requested to participate via Zoom webinar. Public testimony is generally not taken during work sessions but may be allowed at the call of the Chair. Members of the public are encouraged to send their comments in advance of any meetings to BoroughAssembly@juneau.org.

When attending the zoom webinar [login info listed at top of agenda] to speak on an item up for public hearing or a non-agenda item please hit the 'raise hand' button if participating via a computer/tablet; if participating by phone press *9 on your phone; this will place a 'raised hand' icon next to your phone number and will add you to the queue.

VII. AGENDA TOPICS

A. Franklin Foods Request to Purchase City Property at 139 S. Franklin St.

B. Ord. 2022-04 An Ordinance Amending the Parking Requirements of the Land Use Code.

This ordinance would repeal and replace large portions of the parking regulations in the CBJ. Notably, the existing parking districts would change, and the proposed downtown parking district would no longer have parking requirements. Additionally, this ordinance expands the applicability of parking waivers and fee-in-lieu for most parking requirements.

This ordinance was developed through eleven Title 49 Committee meetings, one Planning Commission Committee of the Whole, and two Planning Commission regular meetings. On January 25, 2022, the Planning Commission recommended the Assembly adopt this ordinance.

C. Ord. 2022-11 An Ordinance Amending the Street Vending Requirements of Title 62 Regarding Parking.

The CBJ regulates street vending to specific parking districts with a permit. This is a companion ordinance to the parking ordinance (Ordinance 2022-04) to keep the parking district names consistent. If the new parking districts maps are adopted in Ordinance 2022-04, then this ordinance would amend the street vending opportunities to be consistent with the new parking districts.

This ordinance topic was included in the January 25, 2022, Planning Commission meeting.

VIII INFORMATION ITEMS

A. Community Development Department Information

IX. STAFF REPORTS - Household Hazardous Waste Facility Disposal Verbal Update

X. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

XI. NEXT MEETING DATE - March 7, 2022

XII. 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

**ASSEMBLY STANDING COMMITTEE MINUTES
LANDS HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE
THE CITY AND BOROUGH OF JUNEAU, ALASKA
January 24, 2022, 5:00 P.M.**

I. CALL TO ORDER

II. LAND ACKNOWLEDGEMENT

III. ROLL CALL - Chair Smith called the meeting to order at 5:00 pm.

Members Present: Acting Chair Greg Smith, Wade Bryson, Wáahlaal Gíidaak

Members Absent: Michelle Hale

Liaisons Present: Chris Mertl, Parks and Recreation; Lacey Derr, Docks and Harbors

Liaisons Absent: Dan Hickok, Planning Commission

Other Assembly Members Present

Some Members of the Public Present: Brian Maller, Loren Jones

Staff Present: Dan Bleidorn, Lands Manager; Roxie Duckworth, Lands & Resources Specialist; Jill Maclean, CDD Director

IV. APPROVAL OF AGENDA – The agenda was approved as presented.

V. APPROVAL OF MINUTES - November 29, 2021 Draft Minutes were approved as presented.

VI. PUBLIC PARTICIPATION - No public participation.

VII. AGENDA TOPICS

A. 2021 City Foreclosure Property Disposal

Mr. Bleidorn discussed this topic. Wáahlaal Gíidaak asked when making contact, how often and by what means. Mr. Bleidorn replied that our involvement at Lands is that we are not involved until we have the Clerks deed. Prior to that it is with the City tax office, in which they try to do whatever they can to get a hold of the property owners, Lands does the same. For example, last week I received a name of somebody who might know the property in the Flats. This came in as we were evaluating the property and we do everything we can to reach out to the previous owners or anybody who would know anything about them. Our goal is to get the property tax value back, and if we can avoid foreclosing or if the previous owners can work with another entity to come to an agreement with property taxes, we generally try to go that approach, and then, if all else fails, then we will sell the property.

Mr. Mertl asked if we make this motion does it automatically trigger the disposal or are the various City staffs consulted first, is that just that concept encapsulated into the motion. Mr. Bleidorn replied that we've already spoken with the City departments and the motion we're requesting tonight is based on those comments. It has been determined that there's no real public use for the City to retain these properties and we are requesting a motion to work towards disposal.

Motion passed to direct the attorney to draft and introduce ordinances that authorize disposal of these properties because of delinquent property taxes. No objections.

B. Maller Request to Purchase City Property

Mr. Bleidorn discussed this topic. Wáahlaal Gíidaak asked to clarify this in terms of our land use plan, if this doesn't impact anything that we have planned moving forward or if we are clear in terms of any plans we have for the City property, as it looks like it carves out like an interesting

chunk of the large area that the City owns. Mr. Bleidorn replied that is a significant piece of property when you are looking at it closely up but looking at the topography it still makes sense. It doesn't negatively affect what we plan on doing out there in the long term. I can see some roads on the spine of the Mendenhall Peninsula and with housing and future City needs with design, I don't see this negatively affecting that.

Mr. Mertl asked who manages this land. Mr. Bleidorn replied to Lands and Resources. Mr. Mertl asked if access is off of Fritz Cove Road, as you go up it becomes steep as you move from left to right across the yellow piece of property. Is it their intent to put their house on the yellow property or their house on the red because I am not quite tracking the request that getting this upper piece of property is going to allow them to put in better driveway access. Mr. Bleidorn replied that based on the topography of the property, having more square footage would allow to better meander the driveway up there, whereas without this, you have to use a majority of the lot for the driveway. I'm not certain if the house will be built on what is currently City property now or built on what is the current yellow outline privately held property. That being said, it doesn't necessarily change my opinions of this property, if the house ends up being built on the flat area that is the City property towards the top or if it's somewhere between the two. Mr. Mertl followed up by commenting that as a planner and a landscape architect he sees that this person likely is going to put a house up in this red area, it is not being used for a driveway that is his gut feeling could be wrong. Is it possible to request a preliminary site plan so we understand why we are potentially selling this piece of property. I guess I just get concerned that this sets up, in my mind, a precedence that we're now going to start getting a flurry of land sale requests on City property from people to expand and develop their residential lots. We've been difficult with other people in the past, having been on this Committee for many years, where we have not allowed development because lot sizes are too small. I'm all for housing development, but I'm concerned about the precedence, this may set for selling additional City properties so people can use it for development.

Mr. Bryson commented that he agrees with Mr. Mertl and from an Assembly seat, as people have requested small slivers of land to make their project or their property more developable, we have set the precedence, or have generally tried to work with the original applicants, at least during my time on the Assembly. This was common to some of the other request that we have had. There was one on North Douglas where we added a sliver land. Reading the brief description of this proposal, and it does say that he is going to increase his driveway size so it will not be as steep and to allow safe access to the higher elevation of the property to build a home. He is saying that he is going to build up there and the additional land will allow for a lower angle driveway, which is what was in the description from Mr. Bleidorn.

Wáahlaal Gíidaak commented that she appreciates the points raised and hadn't considered those. She wanted to know how much land is being considered. Mr. Bleidorn replied that he's requesting about an acre, which is a significant amount and not a sliver of land like the examples on Douglas.

Mr. Bleidorn addressed some of Mr. Mertl's comments. There have been times in the past, where the City was apprehensive to work with an adjacent neighbor if the City property is managed by the Parks and Recreation. We have people who are adjacent to public parklands, open spaces, or green belts that encroach onto City property. They push their fence line in or other issues, and it is not appropriate to cut away at parkland in that manner. If this property was managed by Parks and Rec, I would be recommending against because we don't create saw tooth property lines and we don't

slowly peck away at parkland. Generally speaking, if it's property that's on our disposal list, managed by Lands, and it's made available for future developments, we try to work with the property owners. For new Committee members, when we sell property it goes into the Lands Fund, which can be used to supplement affordable housing or to work on other developments. As much as this is probably a high value property, the funds from it can be used to help facilitate Assembly goals towards workforce housing.

Wáahlaal Gíidaak followed up to ask if the lots to the left and the right of this property can also make this request to also have an extension into city property and would that negatively impact our land use plan or have an impact at all, because I can see, neither of those properties are developed either, and could have the potential to also make this similar request if the terrain is similar to the property and question. Mr. Bleidorn replied that when determining how to move forward with this that is something that we consider. Looking down the whole line of houses, that's something that we would allow for, and I think in this situation, yes, and a lot of times it's almost better when you have a few applicants that have a shared property line because, for them, they can share costs. For us it doesn't create this saw tooth property line. We occasionally get phone calls from people who are curious about this and it's not uncommon for us to field those questions. As this moves forward, we'll do some public notice, and we might have people call us and requesting information on that. If people come forward and want to do something similar, I think, in this case, it would be welcomed, and we will work with them as well.

Motion passed that the Lands, Housing and Economic Development Committee forward this application to the Assembly with a motion of support for working with the original proposer for the negotiated sale of City property. No objections.

VIII. STAFF REPORTS - No Staff Reports

IX. COMMITTEE MEMBER/LIAISON COMMENTS AND QUESTIONS - None

X. STANDING COMMITTEE TOPICS

A. Status of Title 49 Update – Ms. Maclean gave an update. There will be a Planning Commission meeting on Tuesday, January 25, 2022, that will take up downtown parking, a topic the Assembly has been excited to see worked on, I'm happy to report that it is moving forward and hopefully it will be well received when it gets to the Assembly. We have a couple of last questions for the Commission to sort out in tomorrow evening, but I do expect it to be forwarded on to the Assembly. The Planning Commission will also be taking up the Housing and Development Task Force that CDD and Law have worked on updating the pre-application ordinance at the request of some of the developers. The ordinance is being amended to make pre-application conferences optional and not mandatory. Ms. Maclean does have some concerns and will be discussing those more at the Planning Commission. It is the intent that it will streamline the permitting process, my concerns lay mostly with the developers or the applicants if they don't know or understand the process upfront, their applications may not be complete which then may inadvertently extend the review time or the intake process. We'll work through that tomorrow evening, and we'll see how the Committee feels about that.

The other item that we have taken up is an ordinance to amend the marijuana ordinance. Staff is recommending that the five year renewal for conditional use permits for marijuana be

stricken to be deleted. We went through, last year, the first five-year review period and I can appreciate when that marijuana ordinance was written that there were concerns about what the potential impacts would be to the neighbors and other businesses. Working through this process now for over five years with the annual inspection and the renewal of city and state licenses each year, I think that more than ensures that the businesses are operating appropriately and complying. Any instances we've had have been resolved before the five year renewal. My hope is that we can strike that because every time they come up, we have to write a staff report. The applicants have to apply, we have to schedule it on the Planning Commission agenda, and it just takes up time that could be better used elsewhere.

I would also like to make the committee aware that we are still continuing to work on the stream ordinance and hoping to wrap that up, or at least have it before the Planning Commission, probably March. We are continuing to work on coastal zone management at the Title 49 Committee and we will be looking at that on March 3. It's spaced out a little bit because we continue to work on streams and we're onboarding a lot of new staff. I have some travel coming up and we are just trying to wrap up what we have on our plates before we start on new items. We are continuing to work on the accessory apartment ordinance, and you should be seeing that soon, probably around the March timeline for the Planning Commission.

Scott Ciambor has been promoted to Planning Manager. We are really excited to have that position filled and with someone of Scott's caliber. We have now completely filled every staff position that we had vacant we have just hired a brand new permit tech that will be starting in a couple of weeks. We have our two new planners, one the plat reviewer and a Planner II. We now Breckan Hendricks as our new administrative officer who's also just a rock star so she's working on a great permitting presentation, so hopefully we'll have some real numbers for you soon on the number of building permits issued, the number of single family homes, accessory apartments, and everything you've been asking for that we just haven't been able to get to and so I'm really excited that all of this is starting to come together and, hopefully, in a few more months when all the new staff is trained up we'll just keep pushing ahead and getting work done on Title 49.

B. Status of Housing Initiatives - None

XI. NEXT MEETING DATE – February 14, 2022

XII. ADJOURNMENT - Chair Smith adjourned the meeting at 5:30 PM.

MEMORANDUM

CITY/BOROUGH OF JUNEAU

Lands and Resources Office
155 S. Seward St., Juneau, Alaska 99801
Dan.Bleidorn@juneau.org
(907) 586-5252

TO: Michelle Hale, Chair of the Assembly Lands Housing and Economic Development Committee

FROM: Dan Bleidorn, Lands and Resources Manager *Daniel Bleidorn*

SUBJECT: Franklin Foods Request to Purchase City Property at 139 S. Franklin St.

DATE: February 10, 2022

In June of last year, David McCasland of Franklin Foods LLC submitted an application to purchase City property located at 139 S. Franklin St. This property was formally Gunakadeit Park, is currently being leased to Franklin Foods as part of a food court and is roughly 4,000 square feet. McCasland is the owner of the former Gastineau Apartments property located at 127 S. Franklin St., which is adjacent to the City's property, and is also part of the food court.

In 2018, the Division of Lands and Resources received a similar application to buy this property from Franklin Foods LLC. During the 2018 Assembly review, Assembly Member Jones noted that if the purchase of the neighboring property did go through that it would be worth approaching the Assembly again to request another proposal to purchase Gunakadeit Park at that time. The Assembly, at the November 5, 2018 meeting, directed the City Manager to negotiate a fair market value lease of Gunakadeit Park. The current lease agreement is for one year and has two additional one-year terms remaining.

City Code 53.09.260(b) states that "after review by the planning commission for disposals other than leases, after review by the assembly lands committee, and authorization by the assembly by ordinance, the manager may conclude arrangements for the lease, sale, exchange, or other disposal of City and Borough land."

The LHED Committee forwarded this application to the Parks and Recreation Advisory Committee (PRAC) at the July 19 2021 meeting. The Parks and Recreation Advisory Committee reviewed this request at the September 7th, 2021 meeting and provided a recommendation in favor of disposal. The Planning Commission reviewed this proposed disposal of the CBJ property at its meeting on January 11, 2022, and recommended that the Assembly direct CBJ staff to proceed with the sale of Lot 9, Block 13. The Assembly reviewed this request as New Business at the October 25, 2021 meeting and passed a motion of

support to work with the original proposer towards the disposal of CBJ property through a negotiated sale.

An appraisal was completed by Reliant Appraisers and Advisors LLC. in October of 2021 to determine the fair market value of this property. The market value for an as-is sale was determined to be \$171,000.

Staff request that the Lands, Housing and Economic Development Committee forward this application to the Assembly with a motion of support for disposal of City property to Franklin Foods LLC. for fair market value as determined by appraisal.

Attachments:

1. Draft Ordinance
2. Plat 1985-148
3. Appraisal Excerpt

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

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2021-14

An Ordinance Authorizing the Manager to Convey Lot 9, Block 13, Juneau Townsite, Located at 139 South Franklin Street in Downtown Juneau, to Franklin Foods LLC.

WHEREAS, the City and Borough of Juneau (CBJ) owns real property located at 139 South Franklin Street with the legal description of Lot 9, Block 13, Juneau Townsite; and

WHEREAS, David McCasland (“applicant”) currently leases 139 S. Franklin Street from the CBJ and has requested to purchase it from the CBJ; and

WHEREAS, the Parks and Recreation Advisory Committee reviewed this request at the September 7th, 2021 meeting and provided a recommendation in favor of disposal; and

WHEREAS, the Planning Commission reviewed this proposed disposal of the CBJ property at its meeting on January 11, 2022, and recommended that the Assembly direct CBJ staff to proceed with the sale of Lot 9, Block 13, Juneau Townsite; and

WHEREAS, the Assembly reviewed this request as New Business at the October 25, 2021 meeting and passed a motion of support to work with the original proposer towards the disposal of CBJ property through a negotiated sale; and

WHEREAS, the Manager has determined, based on an October 2021 appraisal, the fair market value of the CBJ property to be \$171,000.

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

Section 1. Classification. This ordinance is a non-code ordinance.

Section 2. Authorization to Convey. The Manager is authorized to negotiate and execute the sale of Lot 9, Block 13, Juneau Townsite, Juneau Recording District, First Judicial District, State of Alaska, constituting 4,078 square feet more or less, as shown on the attached Exhibit A.

Section 3. Purchase Price. The purchase price of the property shall be the fair market value, which has been determined by appraisal to be \$171,000. The Applicant has the opportunity to elect to utilize CBJ financing with a minimum of 10% down, 10% interest for a maximum term of 10 years.

Section 4. Other Terms and Conditions. The Manager may include such other terms and conditions as may be in the public interest and in accordance with CBJ Title 53.

Section 5. 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

RELIANT

LLC



Appraisal Assignment of:

Gunakadeit Park

**139 S Franklin St
Juneau, Alaska 99801**

Latitude: 58.300701, Longitude: -134.405422

Reliant Reference Number: 21-1240

As of: October 23, 2021

**Prepared for:
Deckhand Dave's**

Appraisers | Advisors



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Appraisers | Advisors



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Letter of Transmittal

November 26, 2021

Mr. David McCasland
Deckhand Dave's
3294 Pioneer Ave
Juneau, Alaska 99801

RE: **Gunakadeit Park**
139 S Franklin St
Juneau, AK 99801

Dear Mr. McCasland:

At your request, an appraisal of the above referenced property has been prepared. The results of the assignment are presented in *Appraisal Report* format. The purpose of the assignment is to estimate the market value of the real estate in its current As Is condition. The *Fee Simple* interest in the subject has been analyzed, subject to an easement and detrimental conditions. Improvements are specifically excluded from the value estimate.

The client(s) of this assignment is Deckhand Dave's. The intended user(s) of the report is the Client and the City/Borough of Juneau, for the intended use of prospective acquisition purposes. Although other parties may in some cases obtain a copy of this report, it should not be relied upon by anyone other than the intended user(s), or for anything other than the intended use.

This assignment has been prepared and presented in conformance with the scope of work developed in consultation with the client, the current Uniform Standards of Professional Appraisal Practice (USPAP) as promulgated by the Appraisal Standards Board of the Appraisal Foundation, as well as the bylaws of the Appraisal Institute.

The subject is a 4,077 sq. ft. pocket park located on the northeast side of S Franklin St, near the intersection with Front St. A site and neighborhood observation has been made, and photographs taken. Market information and data regarding other similar real estate has been obtained. This data has been analyzed using appropriate techniques and methodologies necessary to develop a credible and reliable estimate of market value.



RE: **Gunakadeit Park**

As a result of research and analysis, the value estimate(s) for the subject is/are as follows:

FINAL MARKET VALUE ESTIMATE	
Gunakadeit Park	
Property Rights	Fee Simple
Condition	As Is
Effective Date of Appraisal	October 23, 2021
Final Market Value Estimate	\$171,000

The value estimates are based on a marketing period of approximately 6 months and an exposure period of approximately 6 months. The value opinion reported above is qualified by certain assumptions, limiting conditions, certifications, and definitions, which are set forth in the body of the report. This letter is invalid as an opinion of value if detached from the report, which contains the text, exhibits and Addendum. Thank you for the opportunity to be of service. If you have any questions, please feel free to call.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Kim M. Wold'.

Kim Wold
Senior Appraiser


kim@reliantadvisory.com



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MEMO

To: Chair Hale, and Assembly Lands, Housing, and Economic Development Committee

From: Jill Maclean, Director, AICP 

Date: February 9, 2022

RE: Downtown Parking Ordinances

Attached, please find the proposed Town Center Parking Area, an ordinance amending parking requirements of the Land Use Code, for discussion. This amendment includes reorganization of the parking chapter of Title 49, establishing a "town center" parking standard, revised parking district boundaries, and allowing parking waivers downtown.

Key Considerations:

- 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.

Recommendation

Staff recommends the LHEDC recommend the full assembly adopt these ordinances.

Presented by: The Manager
Presented: 02/07/2022
Drafted by: R. Palmer III

ORDINANCE OF THE CITY AND BOROUGH OF JUNEAU, ALASKA

Serial No. 2022-04

An Ordinance Amending the Parking Requirements of the Land Use Code.

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

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

Section 2. Amendment of 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.

Developers must provide off-street parking spaces for automobiles 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) Special Parking Areas.

- (1) *Town Center Parking Area.* The Town Center Parking Area, as depicted in Ordinance 2022-04 is adopted. The Town Center Parking Area consists of the lots within the area bound by West Tenth Street, Egan Drive, West Twelfth Street, D Street, West Ninth Street, C Street and its projection, West Eight Street and its

projection, the rear lot lines of property between 370 through Distin Avenue, Sixth Street and its projection, Harris Street, projection of Third Street, projection of East Street, projection of Second Street, projection of Harris Street, the rear lot lines of property between 143 and 400 Gastineau Avenue, the rear lot lines of property between 511 and 889 South Franklin Street, and Gastineau Channel.

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

(b) *Conforming parking.* The requirements, alternatives and reductions of this chapter can be combined to meet parking requirements of a development.

(c) *Developer responsibility.* Developer must submit documentation to demonstrate that applicable parking code requirements have been met, in conformance with this chapter.

(d) *Owner/occupant responsibility.* The provision and maintenance of off-street parking and loading spaces required in this chapter is a continuing obligation and joint responsibility of the owner and occupants.

(e) *Determination.* The determination of whether the parking requirements of this chapter are satisfied, with or without conditions, and deemed necessary for consistency with this title, must be made by:

- (1) The director for minor development;
- (2) The commission for major development; or

(3) The commission if the development application relates to a series of applications for minor developments that, taken together, constitute major development, as determined by the director.

(f) *Expansion.* In cases of expansion of a structure on or after the effective date of Ordinance 2022-04,

(1) The number of additional off-street parking spaces required must be based on the gross floor area added.

(2) No additional parking spaces are required if the additional spaces would amount to less than ten percent of the total required for the development and amount to two or less spaces.

(3) For phased expansion, the required off-street parking spaces is the amount required for the completed development, as determined by the director.

(g) *Change in use.* In cases of a change in use on or after the effective date of Ordinance 2022-04, the number of spaces required will be based on this chapter.

(h) *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.

(i) *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 uses computed separately.

(j) *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.

(k) *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 building being served to the parking provision. 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.

(l) *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 available, the owner of the property must be given notice and within one year must provide the required off-street parking.

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 and rounded down 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 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	1 per 2 bedrooms	1 per 5 bedrooms

Use	Spaces Required in All Other Areas	Spaces Required in Town Center Parking Area
shared facilities, bed and breakfast, halfway house, and group home		
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 per each unit	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	0.3 spaces per dwelling unit
Assisted living facility	0.4 parking spaces per maximum number of residents	0.4 parking spaces per maximum number of residents
Sobering center	1 parking space per 12 beds	2 parking spaces
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

Use	Spaces Required in All Other Areas	Spaces Required in Town Center Parking 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
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 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
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 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
Repair/service station	5 spaces per bay. For facilities with two or more bays, up to 60% of the required non-accessible parking spaces may be in a stacked parking configuration.	3 spaces per bay. All but two of the required non-accessible parking spaces may be in a stacked configuration.
Post office	1 per 200 square feet gross floor area	1 per 500 square feet of floor area.
Childcare Home	49.65 Article X, cannot be varied or FIL	49.65 Article X, cannot be varied or FIL
Childcare Center	49.65 Article X, cannot be varied or FIL	49.65 Article X, cannot be varied or FIL
Indoor sports facilities, gyms	1 per 300 square feet gross floor area	1 per 750 square feet gross floor area
Mobile Food Vendors	No parking requirement	No parking requirement.
Open air food service (TPU 8.3)	1 per 400 square feet of gross floor area.	Zero

(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 there are 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	1
	30,000—60,000		2
	Each additional 30,000	Each additional 30,000	1

	Gross Floor Area in Square Feet		
Use	All other areas	Town Center Parking District	Loading Space Required
Commercial	5,000—24,999	6,000-50,000	1
	25,000—50,000		2
	Each additional 30,000	Each additional 30,000	1
Industrial, manufacturing, warehousing, storage, and processing	5,000—24,999	6,000-50,000	1
	25,000—50,000		2
	Each additional 30,000	Each additional 30,000	1
Hospital	5,000—40,000	6,000-40,000	1
	Each additional 40,000	Each additional 40,000	1
School	For every two school buses		1
Home for the aged, convalescent home, correctional institution	More than 25 beds		1

49.40.215 Parking alternatives.

Parking alternatives are methods of accommodating required parking without building parking on site. A developer may apply for one or more parking alternatives. Parking alternatives may be combined with approved reductions.

(a) *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.

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.

(b) *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 of adequate capacity and proximity. In no case will the distance exceed standards established in 49.40.200(k).

49.40.220 Parking reductions.

A parking reduction reduces the required off-street parking spaces for a development. A 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 municipal 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 a bond or other security or collateral required pursuant to CBJ 49.15.330(g)(5) a provision specifying that the bond shall be forfeited 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) Outside of the Town Center Parking Area, the minimum off-street parking requirement shall be one space per 250 square feet of gross floor area.

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

- (i) The exterior building appearance, including siding, roofline, 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.

...

Walking distance is the distance measured by the shortest route, using pedestrian facilities, from the public entrance of the building in which a use occurs to the outer boundaries of another use.

...

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. One hundred dollars 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

AME20210003

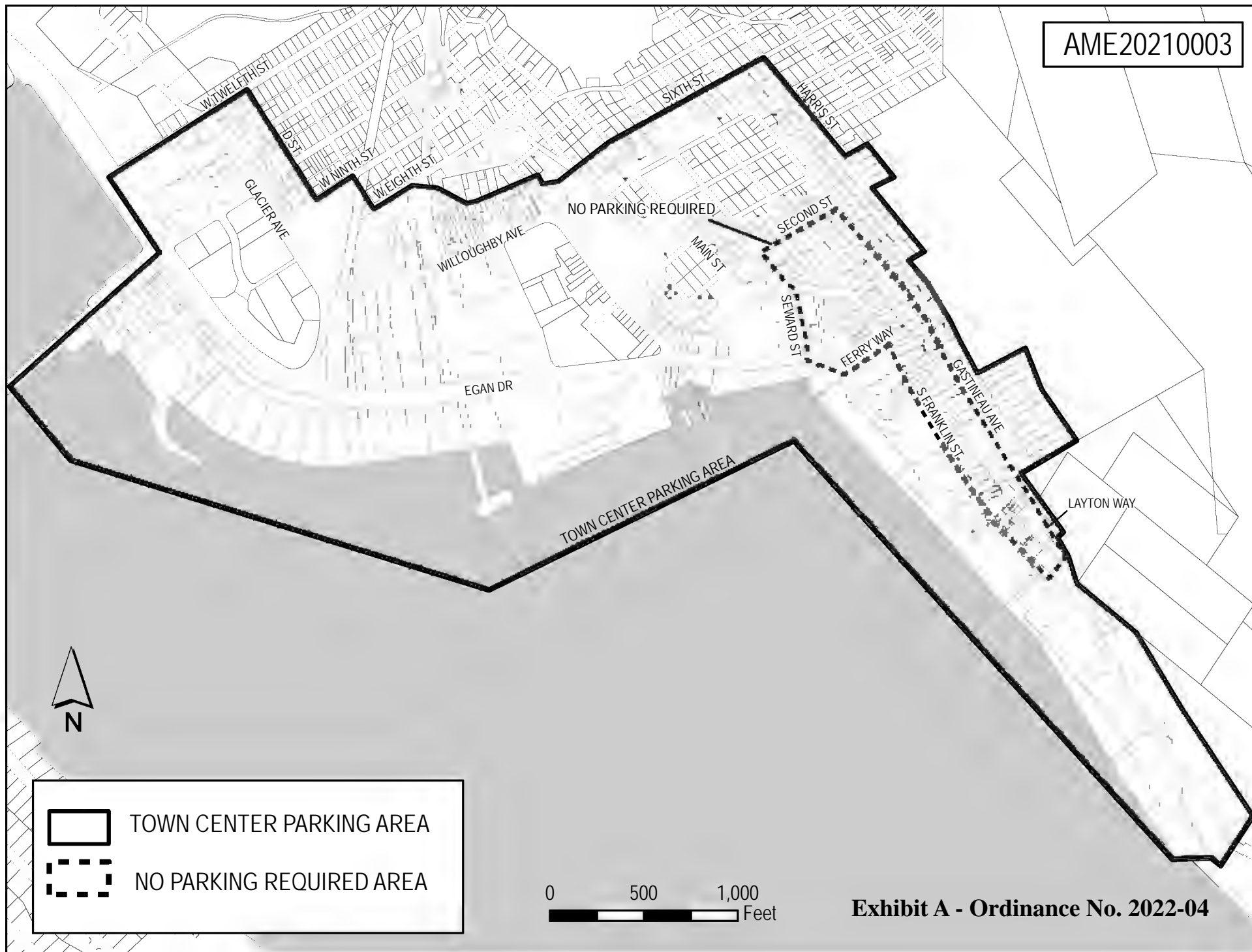


Exhibit A - Ordinance No. 2022-04

Presented by: The Manager
Presented: 02/07/2022
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 Street vending; permit required, is amended at subsection (e), 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.

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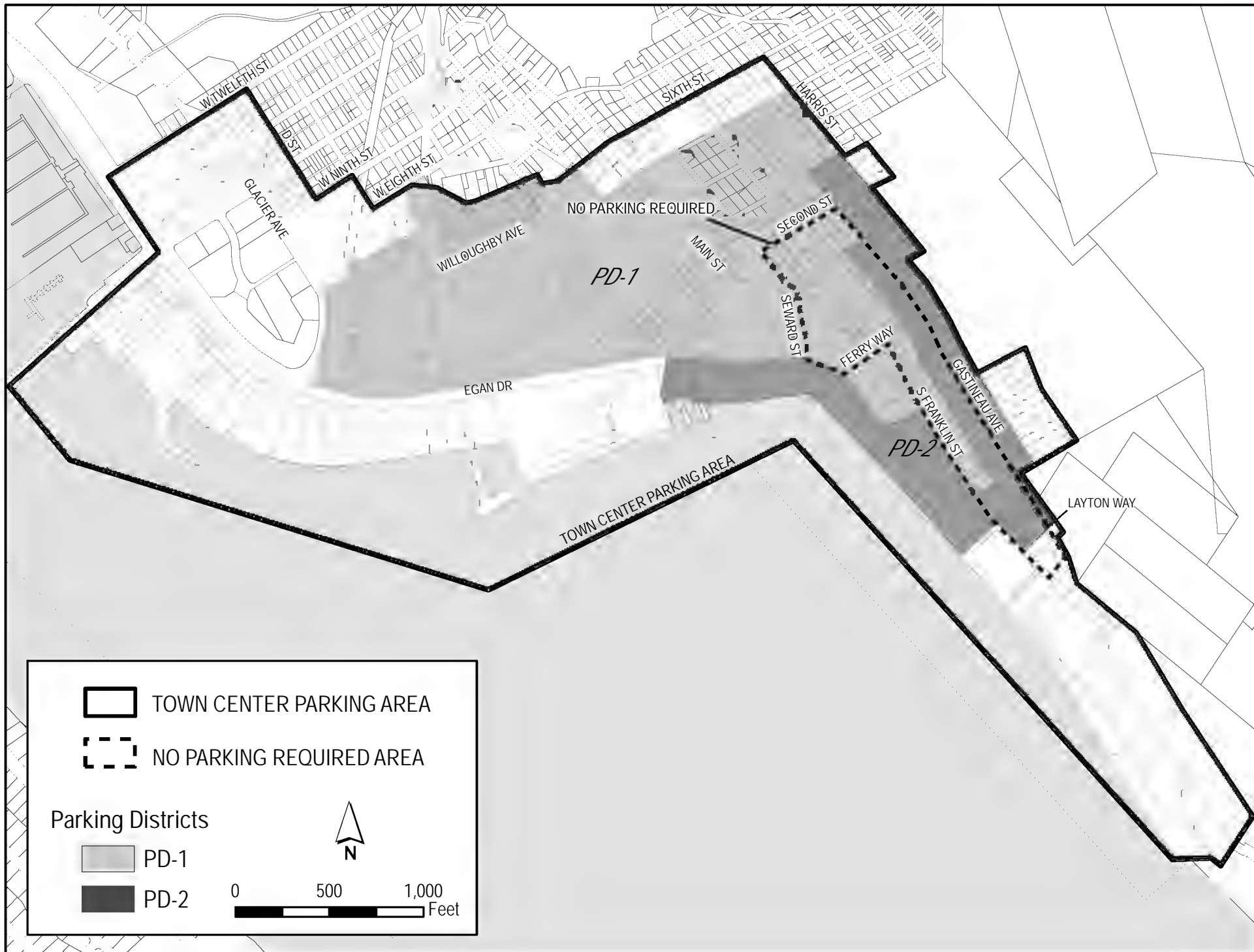
Section 3. Effective Date. This ordinance shall be effective 30 days after its adoption.

Adopted this _____ day of _____, 2022.

Beth A. Weldon, Mayor

Attest:

Elizabeth J. McEwen, Municipal Clerk





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.”

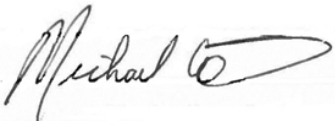
This recommendation maintains the No Parking Required Area as presented in the draft map, without changes proposed in the staff report.

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.

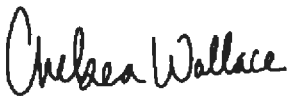
This Notice of Recommendation constitutes a recommendation of the CBJ Planning Commission to the City and Borough Assembly. Decisions to recommend an action are not appealable, even if the recommendation is procedurally required as a prerequisite to some other decision, according to the provisions of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

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:

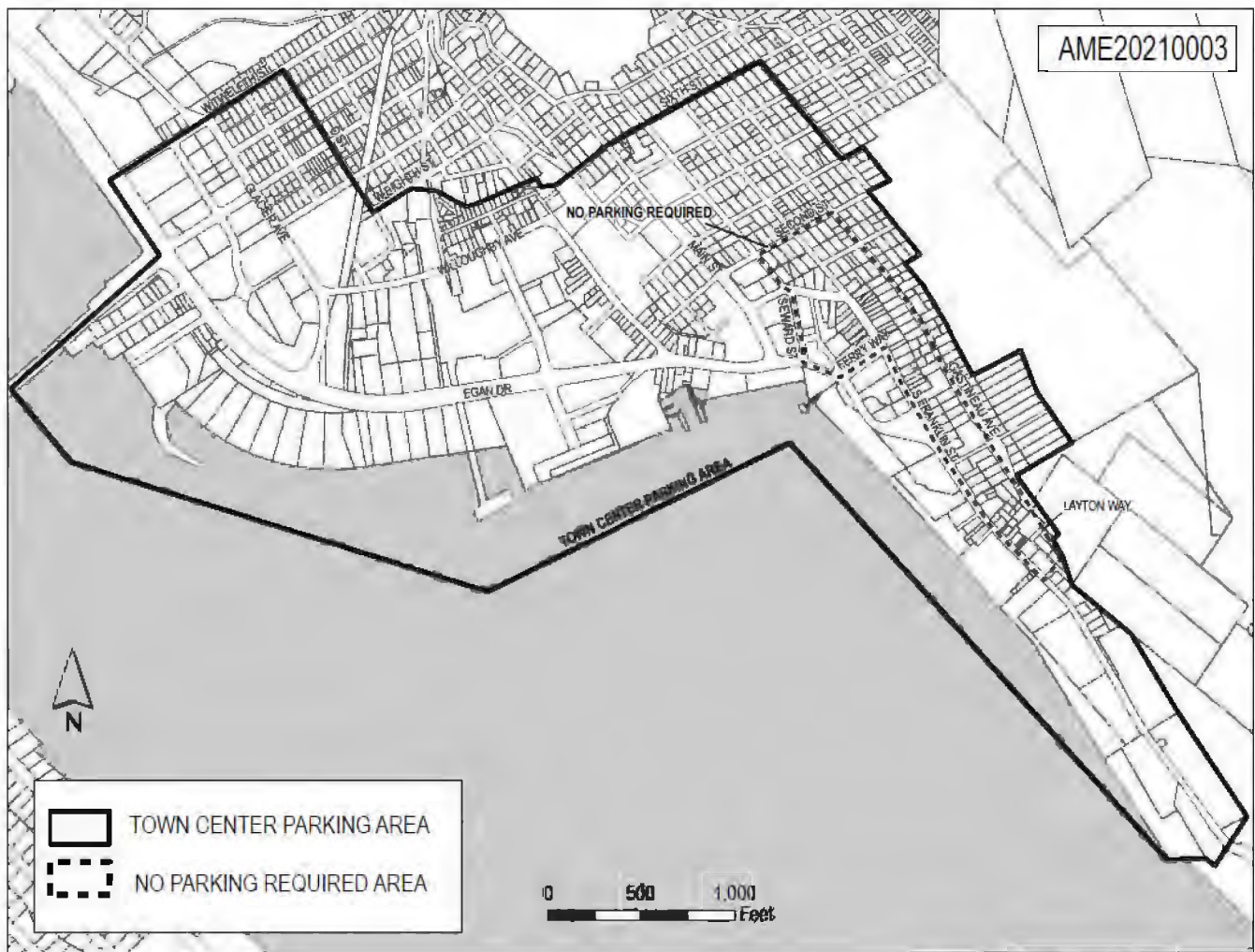
- Proposed Parking Code: 49.40 Article II (**Attachment A**)
- Proposed boundaries for the TCPA and NPRA (**Attachment B**).
- Proposed modification to Convenience Store Standards for consistency with proposed reductions in required off-street parking in the TCPA [CBJ 49.65.530, **Attachment C**].
- 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**.

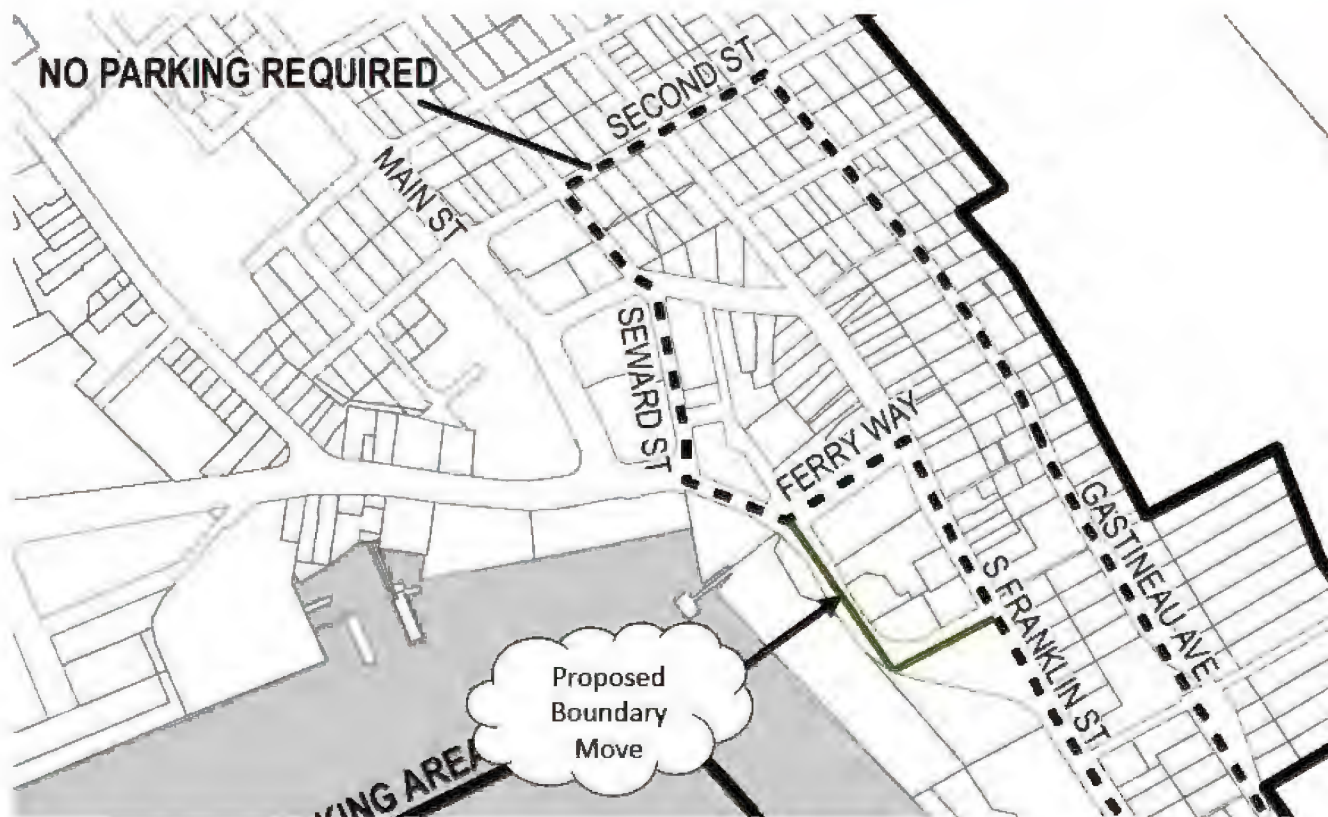


Further Considerations

(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

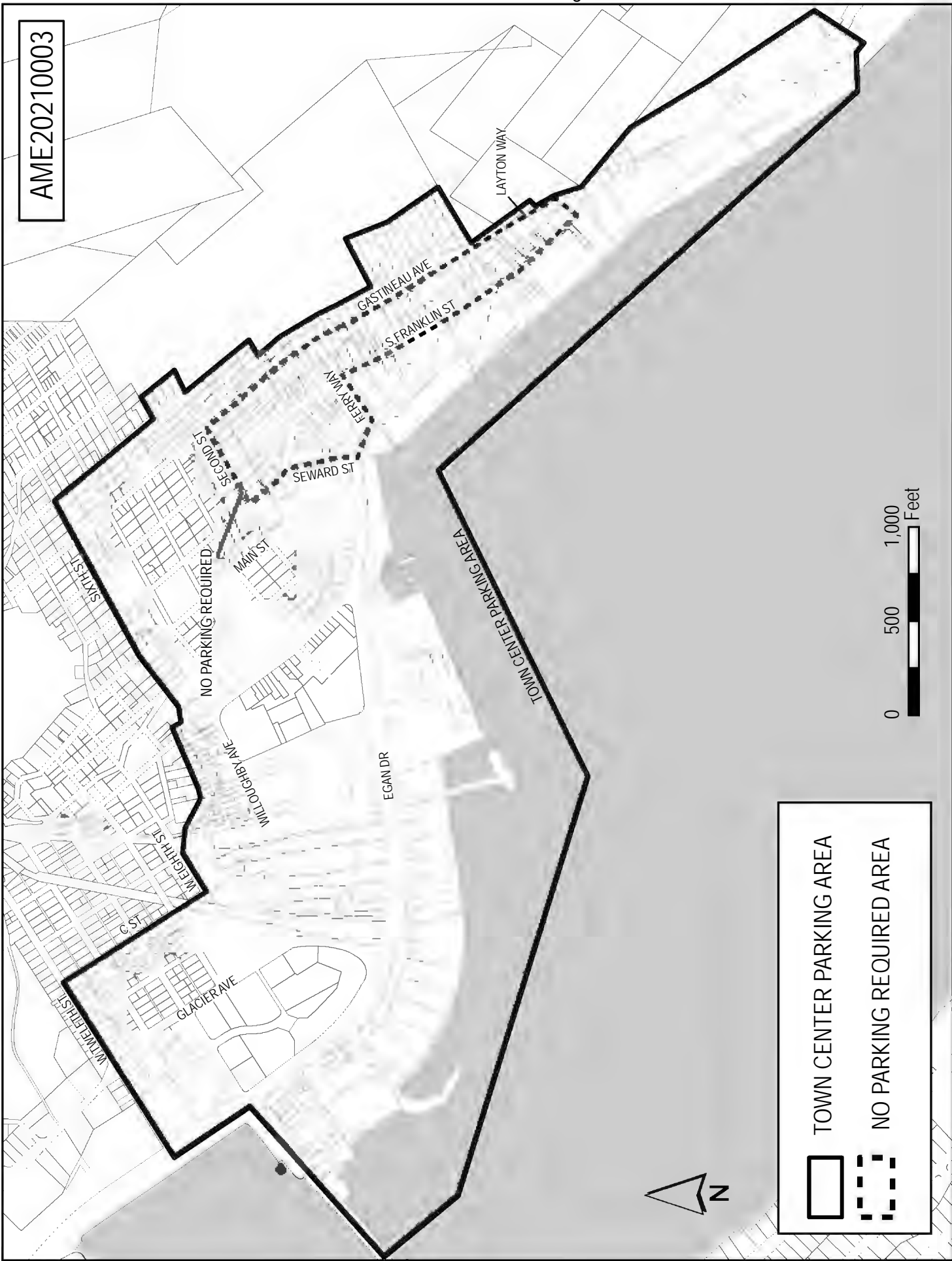
Item	Description
Attachment A	Proposed Parking Code: 49.40 Article II
Attachment B	Proposed Boundaries of Town Center Parking Area and No Parking Requirement Area
Attachment C	Modifications to Convenience Store Standards, CBJ 49.65.530
Attachment D	Modifications to Definitions, CBJ 49.80.120
Attachment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



Fostering excellence in development for this generation and the next.

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>

Fostering excellence in development for this generation and the next.

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>

Fostering excellence in development for this generation and the next.

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



Fostering excellence in development for this generation and the next.

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
- 8 (d) *Determination.* The determination of whether these requirements are met, with or
- 9 without conditions, and deemed necessary for consistency with this title, must be made by the
- 10 Director for minor development and; the Commission for major development; and the
- 11 Commission if the development application relates to a series of applications for minor
- 12 developments that, taken together, constitute major development, as determined by the
- 13 Director.
- 14 (e) *Expansion.* In cases of expansion of a structure on or after the effective date of
- 15 Ordinance 2022-04,
- 16 (1) The number of additional off-street parking spaces required must be based on the
- 17 gross floor area added.
- 18
- 19 (2) No additional parking spaces are required if the additional spaces would amount to
- 20 less than ten percent of the total required for the development and amount to two or
- 21 less_spaces.
- 22 (3) For phased expansion, the required off-street parking spaces is the amount required
- 23 for the completed development, as determined by the Director.
- 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:

	Gross Floor Area in Square Feet		
Use	All other areas	Town Center Parking District	Loading Space Required
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



(907) 586-0757
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155 S. Seward Street • Juneau, AK 99801

MEMO

From: Jill Maclean, Director, All 

To: Chair Jones, and Housing and Development Taskforce

CC: Chair Hale, Assembly Lands, and Housing and Economic Development Committee

Date: February 10, 2022

RE: Community Development Department Information

This memo provides background information on the Community Development Department (CDD), its essential functions, and recent strategies to improve customer service and assist housing and overall development in the community.

Mission of Community Development Department

The Community Development Department facilitates sustainable and responsible development that respects and preserves the history and cultures of Juneau.

Key Functions

CDD currently has 23 employees within three divisions: Administration, Building / Compliance, and Planning. Staff performs a wide-range of tasks that includes permitting, inspections, and code compliance; writing code amendments and ordinances related to the Land Use code; staffing numerous CBJ committees; and facilitating a range of public outreach, including developing short and long-term plans with community groups (**Organizational Chart, Attached**).

Highlights – Maintain Operations throughout COVID-19

Despite the challenges with COVID-19, CDD takes pride in having continued operations amid uncertainty.

- CDD never closed and moved to online operations within three days. While closed to walk-in customers for several months, the Permit Center still accepted dropped off plans, answered phones and emails.
- CDD never stopped conducting plan reviews, site visits, processing permit types, performing code enforcement, and inspections, which included entering businesses and residences at the height of the pandemic.

- The Director, Building Official, Planning Manager, and a minimum of two inspectors and a permit tech and several planners were present in the office through the height of the pandemic.
- The Planner on Call (POC) and Inspector on Call (IOC) services have been available consistently and continuously throughout the pandemic – shifting to four days a week since October 2021. Staff anticipates reopening the Permit Center on Friday's beginning March 4, 2022.

There was not an interruption in CDD in its role as facilitator of boards, commissions, committees, task forces, and community groups during the pandemic. In fact, this role increased during this timeframe with additional responsibilities managing the Economic Stabilization Taskforce, the CARES Act Building Solicitation, and the Housing and Development Taskforce; and as a member of the Juneau Economic Development Council Developers Committee and the Aak'w Village Arts District Steering Committee.

Community Development Department: Details

CDD is a high-volume workplace with many official and unofficial contacts with elected officials, the development community, and the general public. Below are some details of note.

Total Actions and Permitting Data

Data shows that total official actions within the department has ranged between 4,100 and 4,425 actions per year over the past four years. These actions include 28 different activities captured in the CBJ Govern database including, building permits, utility permits, conditional use permits, city state project reviews, accessory apartment grant incentive applications, and more.

CDD	CY18	CY19	CY20	CY21
Total Actions	4375	4425	4104	4277

Building permits are the largest category of activity each year. The following is the breakout:

	CY18	CY19	CY20	CY21
CO or TCO Issued	528	582	338	320
Issue Building Permit	1247	1279	1052	1261
Application Complete	1206	1223	1296	1311
	2981	3084	2686	2892

Note: These numbers do not include general inquiries or POC or IOC activity that does not result in a CDD official action.

Code Ordinances and Resolutions

Staff support to craft ordinances and amendments to the Land Use Code requires significant staff time, technical expertise, alignment and prioritization of a number of CBJ departments (Manager's Office, Law) and decision-making bodies (Title 49 Subcommittee, Planning Commission, Assembly) in order to bring to fruition.

A table of code ordinances from 2016 to 2022 is included with the packet. A sample of more current ordinances to the Planning Commission and Title 49 (2020 to 2022) is below. **(Table of Ordinances, Attached)**

Code Ordinances to Planning Commission and Title 49 Committee - 2020 to 2022 YTD	Meeting	Meeting
CDD-210204-1 Ordinance 2022-04 Land Use Downtown Parking	Planning Commission	
CDD-191126-1 Ordinance 2021-35 Creating NC and MU3 zoning districts and standards	Planning Commission	2/25/2020
CDD-191211-1 Ordinance 2020-XX Common Walls Residential and Mixed Use	Planning Commission	3/24/2020
CDD-210518-1 Ordinance 2021-26(am) Rezone Channel View Lot 1 North Douglas D15 to LC	Planning Commission	5/11/2021
CDD-210728-1 Ordinance 2021-36 Alternative Development Overlay District ADOD	Planning Commission COW	6/10/2021
CDD-191126-1 Ordinance 2021-35 Creating NC and MU3 zoning districts and standards	Planning Commission	6/22/2021
CDD-210728-3 Ordinance 2021-21 Accessory Apartments Land Use Code Amended	Planning Commission	6/22/2021
CDD-210521-1 Ordinance 2021-32 Title 49 Landscaping and Vegetative Cover	Planning Commission	6/22/2021
CDD-210204-1 Ordinance 2022-04 Land Use Downtown Parking	Title 49 Committee	6/24/2021
CDD-210728-3 Ordinance 2021-21 Accessory Apartments Land Use Code Amended	Planning Commission	7/27/2021
CDD-210728-1 Ordinance 2021-36 Alternative Development Overlay District ADOD	Planning Commission	7/27/2021
CDD-210812-1 Ordinance 2021-41 Landslide and Avalanche Area	Planning Commission	8/10/2021
CDD-210204-1 Ordinance 2022-04 Land Use Downtown Parking	Planning Commission COW	9/14/2021
CDD-210728-3 Ordinance 2021-21 Accessory Apartments Land Use Code Amended	Planning Commission	9/14/2021
CDD-210204-1 Ordinance 2022-04 Land Use Downtown Parking	Planning Commission	9/28/2021
CDD-210728-3 Ordinance 2021-21 Accessory Apartments Land Use Code Amended	Planning Commission	9/28/2021
ASM-211015-1 Ordinance 2022-05 Title 49 Pre-application Conference	Title 49/PC	12/14/2021
CDD-210204-1 Ordinance 2022-04 Land Use Downtown Parking	Planning Commission	1/25/2022
ASM-211015-1 Ordinance 2022-05 Title 49 Pre-application Conference	Planning Commission	1/25/2022
CDD-220113-1 Ordinance 2022-10 Marijuana Establishments Repealing Five-Year Review	Planning Commission	1/25/2022
CDD-220120-2 Ordinance 2022-11 Street Vending Regarding Parking	Planning Commission	1/25/2022
CDD-210728-1 Ordinance 2021-36 Alternative Development Overlay District ADOD	Planning Commission - Plac	2/22/2022
ASM-211020-1 Ordinance 2022-09 Land Use Habitat re Anadromous Water	Planning Commission - Plac	2/22/2022
ASM-211015-1 Ordinance 2022-05 Title 49 Pre-application Conference	Title 49 Committee - Placel	3/3/2022

Additionally, CDD staff often participates in code ordinances passed through other CBJ Departments. (**Example:** *JPD-190607-1 Ordinance 2019-30 Chronic Nuisance Properties* - staff support from the Director, Building Official, and Code Compliance Officer).

Working with the Planning Commission and the Title 49 Subcommittee is a primary focus of CDD Planning Division and CDD Administration Division work. Since 2016, there have been 156 Planning Commission meetings and an additional 70 Title 49 subcommittee meetings to work on ordinances and code amendments (226 meetings total).

Planning Commission Meetings				Title 49 Committee	
Year	Regular/Special	w/COW	Total	Year	Meetings
2016	21	5	26	2016	12
2017	18	5	23	2017	11
2018	17	5	22	2018	15
2019	22	6	28	2019	10
2020	21	5	26	2020	6
2021	24	4	28	2021	14
2022	3	0	3	2022	2
Totals	126	30	156	Total	70

Staffing for CBJ Committees, Commissions, Community Outreach, and Plans: CDD staff continue to provide public outreach and engagement for core CBJ commissions and committees, in addition to other community and Assembly driven initiatives. Below is a sample of activity for the past five years:

Staffing for CBJ Committees, Commissions, Community Outreach, and Plans		
Planning Commission	Downtown Blueprint	Juneau Economic Stabilization Taskforce
Title 49 Committee	Douglas West Juneau Plan	CARES Act Building Solicitation
CBJ Building Code Advisory	Lemon Creek Area Plan	
Wetlands Review Committee	Auke Bay Area Plan	
Juneau Commission on Sustainability	Aak'w Village Arts District Steering Committee	
Historic Resources Advisory Committee	Juneau Trails Master Plan	
	Landslide and Avalanche Assessment	
	Community Development Block Grant	

Notes on Staffing: Staffing levels for the department are determined by the Assembly through the budget process. In the past two years, the Assembly cut two FTE (Plan Reviewer, Building Division; Planner I/II Planning Division) from the CDD budget as the pandemic ensued. Additionally, around 2017 a separate Planner I/II FTE was cut; and around 2014 the Code Compliance Officer was cut and then reestablished around 2016.

Recognizing the impact of those cuts, the Assembly recently funded a Plat Reviewer (Planner II) position, which is taking on duties of plat review from both CDD and some duties that were previously conducted by General Engineering.

Staff turnover is a consistent challenge to recruiting and maintaining a high performing staff with specific technical skills and department and community institutional knowledge. Each turnover and recruitment results in a minimum two to three month hiring process (including relocation) followed by a six month to one year period of training a new employee.

Staff cite the following as reasons for leaving CBJ:

- High cost of living with comparatively low salaries
- Lack of advancement opportunities
- Lack of higher value retirement packages

Over the past several years, CDD has succeeded in:

- Promoting from within CBJ and CDD – Permit Tech to Planner I; Permit Tech to Compliance Officer; Permit Tech to Building Inspector; Administrative Assistant III to Administrative Officer
- CDD staff are often credited for assistance in understanding complex processes and for project assistance. A sample of comments from the last week:
 - “Thank you, this has indeed been a pleasant experience.” – field engineer
 - “(Staff) really took the time to walk him through the issues. He also acknowledged that his situation might not be in favor, but (staff) was great to work with and has great customer service.” – property owner
 - “On behalf of our staff at AT&T, I would like to express our gratitude. Attached is a letter acknowledging your staff’s professionalism and dedication. Please extend our thanks to your

CDD Staff Recruitments	
Year	# of recruitments
FY16	4
FY17	3
FY18	4
FY19	4
FY20	3
FY21	2
FY22	7

team. We look forward to working with you in 2022.” – director external and legislative affairs AT&T

- “New staff report format is great, helped present the information clearly.” – city manager

Response to the Development Community

In addition to following the guidance of the Assembly and the Planning Commission—through the Manager’s Office—CDD has been at the heart of ongoing public discussion for the past ten years.

- Affordable Housing Commission (2008-2018)
- 2012-2014 Assembly Ad-Hoc Housing Committee
- CDD organized Housing Forums (2013-2017, 2019)
- Housing and Development Taskforce (current)

Many of the recommendations from the Ad-Hoc Committees’ Housing Matrix were adopted (Land Use code changes to accessory apartments, rezoning procedures, hiring a code compliance officer, etc.) or were incorporated into the [Housing Action Plan](#) (HAP) that was adopted in December 2016. CDD related land use ordinances associated with the Housing Action Plan are included on the attached list.

Included in the 2014 housing matrix effort was a development fee comparison with other Alaskan communities.

	Anchorage	Fairbanks	Ketchikan	Juneau
<u>\$350,00 Single Family Dwelling</u>				
Permit Fee	\$3,150.00	\$1,962.00	\$2,393.75	\$2,033.34
Plan Review Fee	\$1,977.50	\$1,472.00	-	\$1,016.67
Total	\$5,127.50	\$3,434.00	\$2,393.75	\$3,050.01
<u>\$750,000 4-Plex</u>				
Permit Fee	\$6,000.00	\$4,155.00	\$7,500.00	\$3,716.34
Plan Review Fee	\$3,712.50	\$4,570.50	\$4,875.00	\$2,415.62
Total	\$9,712.50	\$8,725.50	\$12,375.00	\$6,131.96

Housing Forums

CDD organized Housing Forums (2013-2017, 2019, and 2020) where one-day events were held to engage with the development committee, provide updated guidance on land use code changes, and take feedback. Covid-19 halted organization of a 2021 forum and CDD staff are targeting 2023 for the next event. **One perk provided by CDD was obtaining accreditation of the forum sessions to provide continuing education credits for both developers and real estate agents.**

Moving Forward: Work to Be Done

CDD staff recognize that there is continued work to be done to meet the overall mission of the department and to improve service for the community.

Some specific recommendations based on experience with development, applying the land use code, and the Housing and Economic Development Taskforce discussions on the need for the land use code to be more flexible, include:

1. Undertake new Comprehensive Plan
2. Review and amend Table of Permissible Uses, working through line by line
3. Review permit threshold levels, particularly what constitutes a minor vs. major development
4. Review and amend Table of Dimensional Standards line by line and make recommendations for flexibility
5. Review and update permit fee schedule
6. Enact the Transition Zones that meet the condition to be up-zoned
7. Review application submittal requirements
8. Review plat review requirements and standards
9. Evaluate whether denser multi-family zoning (above D10) should be more flexible, including consideration of bonus provisions

Much of the land use code work may be accomplished through focused staff attention, respect for prioritization of work, and the Planning Commission/Title 49 Subcommittee structure that is in place within the City and Borough of Juneau.

Given the success and work completed in the past ten years, there is a path to make similar impact over the next few years. However, factors such as staffing and volume of other work will determine how quickly this can be accomplished. Final decision-making authority is through the Planning Commission and CBJ Assembly.



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 155 S. Seward Street • Juneau, AK 99801

February 10, 2022

Re: Code Ordinances 2016-2022 as of 02.07.2022

Code Ordinances 2016 - 2022 (02/07/2022)	Dept	Status
CDD-161228-1 Ordinance 2018-31 Title 49 Sobering Centers and Emergency Shelters	CDD	Completed
CDD-170823-1 Title 49 TPU Livestock Keeping Amendment AME17-11	CDD	Completed
CDD-170925-1 Ordinance 2018-04(b) Title 49 Variances Amendment	CDD	Completed
CDD-171228-1 Ordinance 2019-37 Title 49 Nonconforming Development Repeal Reenact	CDD	Completed
CDD-180321-1 Ordinance 2018-22 Rezone Auke Bay AME17-13	CDD	Completed
CDD-180406-1 Ordinance 2018-26 Title 19 IPMC 2012 Edition Update	CDD	Completed
CDD-180410-1 Ordinance 2018-28 Mining Land Use Code Amended	CDD	Completed
CDD-180604-1 Ordinance 2018-36 Rezone North Douglas USS 2305 Lot 9 and USS 2335	CDD	Completed
CDD-180905-1 Ordinance 2020-04 Accessory Apartments (RENUMBERED 2021-XX)	CDD	Completed
CDD-181003-1 Ordinance 2018-41(c) Alternative Residential Subdivisions	CDD	Completed
CDD-190604-1 Ordinance 2019-25 - Thunder Mtn Rd Lots Comp Plan Map Amendment	CDD	Completed
CDD-190604-1 Ordinance 2019-27 T49 Juneau ADOD sunset	CDD	Completed
CDD-190604-2 Ordinance 2019-26 Thunder Mountain Rezone	CDD	Completed
CDD-190605-1 Ordinance 2019-28 Rezone Emerald 3 Subdivision	CDD	Completed
CDD-190729-1 Ordinance 2019-XX Marijuana Establishments Amended	CDD	Completed
CDD-190823-1 Ordinance 2019-39 Rezone Glacier Lands Subdivision	CDD	Completed
CDD-191120-2 Ordinance 2020-11 Private Shared Access Ordinance Review	CDD	Completed
CDD-191126-1 Ordinance 2021-35 Creating NC and MU3 zoning districts and standards	CDD	Pending
CDD-191126-2 Ordinance 2020-XX Auke Bay Overlay District	CDD	Completed
CDD-191211-1 Ordinance 2020-XX Common Walls Residential and Mixed Use	CDD	Pending
CDD-191212-1 Ordinance 2020-06 Title 49 Subdivision Review Committee Repeal 49.10.400	CDD	Completed
CDD-200113-1 Ordinance 2020-07 - Juneau Historic and Cultural Preservation Plan	CDD	Completed
CDD-200429-1 Ordinance 2021-06 Land Use Floodplain Code Amendments (was 2020-39)	CDD	Completed
CDD-200610-1 Ordinance 2020-XX Alternative Development Overlay District Land Use Code	CDD	Completed
CDD-200617-1 Ordinance 2020-28(b) Alternative Development Overlay District Sunset Date Extended	CDD	Completed
CDD-200728-1 Ordinance 2020-42 Land Use Flood Maps	CDD	Completed
CDD-210204-1 Ordinance 2022-04 Land Use Downtown Parking	CDD	Pending
CDD-210518-1 Ordinance 2021-26(am) Rezone Channel View Lot 1 North Douglas D15 to LC	CDD	Pending
CDD-210521-1 Ordinance 2021-32 Title 49 Landscaping and Vegetative Cover	CDD	Pending
CDD-210630-1 Ordinance 2021-13 Land Use Code Coastal Management and Habitat Provisions	CDD	Completed
CDD-210706-1 Ordinance 2021-19 Amending Board of Adjustment to Planning Commission	CDD	Completed
CDD-210715-2 Ordinance 2021-28 Land Use Lot Depth	CDD	Completed
CDD-210728-1 Ordinance 2021-36 Alternative Development Overlay District ADOD	CDD	Pending
CDD-210728-2 Ordinance 2021-34 Alternative Development Overlay Districts ADOD Sunset Date Extended	CDD	Completed
CDD-210728-3 Ordinance 2021-21 Accessory Apartments Land Use Code Amended	CDD	Pending
CDD-210811-1 Ordinance 2021-38 Rezone Ordinance Honsinger Pond	CDD	Completed
CDD-210812-1 Ordinance 2021-41 Landslide and Avalanche Area	CDD	Pending
CDD-220113-1 Ordinance 2022-10 Marijuana Establishments Repealing Five-Year Review	CDD	Pending
CDD-220120-2 Ordinance 2022-11 Street Vending Regarding Parking	CDD	Pending

Eagle Nest Buffer Revision	CDD	Completed
Emergency Shelters Definition and Parking Recommendation	CDD	Completed
FAILED CDD-181024-1 Ordinance 2018-49 Rezone Sherwood Lane I to LC	CDD	Completed
FAILED CDD-210518-2 Ordinance 2021-27 Comprehensive Plan Land Use Designation Map Channel View Lot	CDD	Completed
FAILED Ordinance 2017-23(c) Essential Public Facilities Amending Land Use Code	CDD	Completed
LAN-171009-1 Title 49 Amendment: Salvage Yards and Recycling Operations	CDD	Completed
Ordinance 2016-43 Title 49 Sobering Facilities and Emergency Shelters	CDD	Completed
Ordinance 2017-01 Amending the Building Regulations Code (2012 Title 19).	CDD	Completed
Ordinance 2017-09(b) Honsinger Pond Rezone	CDD	Completed
Ordinance 2017-11 Wireless Communication Facilities Setback Requirements	CDD	Completed
Ordinance 2017-16 Overlay Districts Alternative Development	CDD	Completed
Ordinance 2017-25 Title 49 Panhandle Lots Amendment	CDD	Completed
Ordinance 2017-28 Rezone Fifth and Sixth Street and Gold and Harris Streets Downtown	CDD	Completed
Ordinance 2017-29 Land Use Code Development Near Eagle Nests and Eagle Habitat	CDD	Completed
Ordinance 2017-30 Rezone 824 Front Street Douglas	CDD	Completed
Ordinance 2017-31 Comprehensive Plan Land Use Map Amendment Fifth and Sixth Street	CDD	Completed
Ordinance 2017-34 Comprehensive Plan Amendment Lemon Creek Area Plan	CDD	Completed
Ordinance 2018-06 Title 49 Yard Setbacks for Energy Efficiency Improvements	CDD	Completed
Ordinance 2018-08 Title 49 Roadway Construction Standards	CDD	Completed
Panhandles CBJ 49.15.423	CDD	Completed
Rezone Proposal: USMS 164 Downtown Douglas	CDD	Completed
Title 49 Streets Reconstruction	CDD	Completed

Community Development
Organizational Chart
Last Updated 2/10/2022

