



Community Development

(907) 586-0715

PC_Comments@juneau.org

www.juneau.org/plancomm

155 S. Seward Street • Juneau, AK 99801

PLANNING COMMISSION NOTICE OF RECOMMENDATION

Date: July 5, 2017

File No.: CSP2017 0006

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

Proposal: Planning Commission Recommendation to the City and Borough Assembly regarding a City Project Review for construction of new mooring and loading floats, uplands development, kayak launch ramp, restrooms and covered shelter with potential second floor retail space, and removal and replacement of a section of the moorage facility

Property Address: 11520 Auke Bay Harbor Road

Legal Description or ROW name: Lot 3C, USS2664 and ATS 16

Parcel Code No.: 4B2801010032

Hearing Date: June 27, 2017

The Planning Commission, at the June 27, 2017 regular public meeting, adopted the analysis and findings listed in the attached memorandum dated June 19, 2017, and recommended that the City Manager direct CBJ staff to design and build the project in accordance with the following recommendations:

1. Prior to issuance of a building permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. All exterior lighting fixtures shall be of a "full cutoff" design.

At the June 27, 2017 Planning Commission meeting, the Commission amended project

recommendations to including the following:

2. Construction of the proposed retail space shall not use public money.

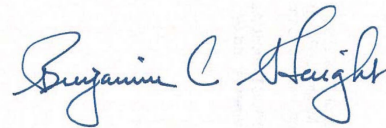
Attachments: June 19, 2017 memorandum from Teri Camery, Community Development, to the CBJ Planning Commission regarding CSP2017 0006.

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

Project Planner:



Teri Camery, Senior Planner
Community Development Department



Benjamin Haight, Chair
Planning Commission



Filed With City Clerk

July 5, 2017

Date

cc: Plan Review

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



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

DATE: June 19, 2017

TO: Planning Commission 

FROM: Teri Camery, Senior Planner
Community Development Department

FILE NO.: USE2017 0008 and CSP2017 0006

PROPOSAL: A Conditional Use Permit and City Project Review for construction of new mooring and loading floats, uplands development, kayak launch ramp, restrooms and covered shelter with potential second floor retail space, and removal and replacement of a section of the moorage facility

GENERAL INFORMATION

Applicant: City & Borough of Juneau, Docks and Harbors

Property Owner: City & Borough of Juneau

Property Address: 11520 Auke Bay Harbor Road

Legal Description: Lot 3C, USS 2664 & ATS 16

Parcel Code Number: 4-B28-0-101-003-2

Site Size: 60,874 square feet

Comprehensive Plan Future Land Use Designation: Marine Mixed Use

Zoning: Waterfront Commercial

Utilities: CBJ Water and Sewer

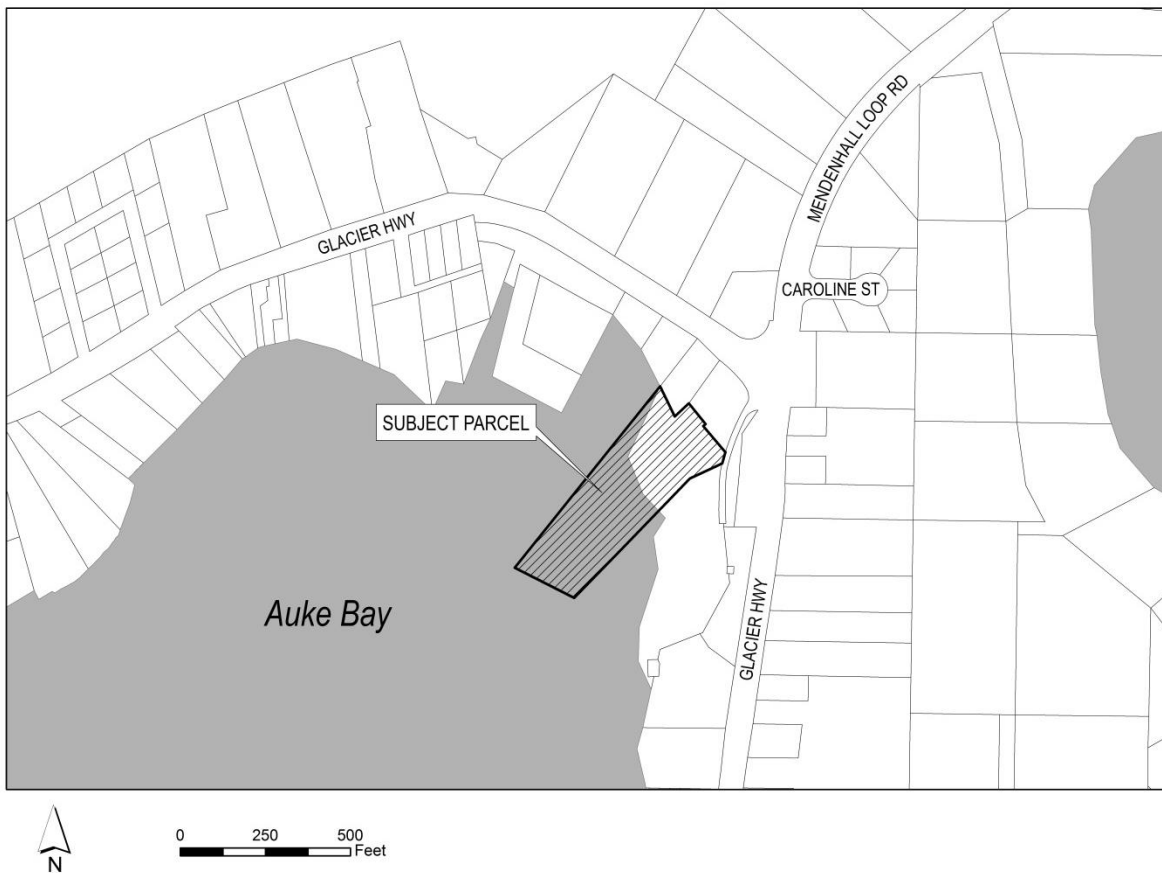
Access: Glacier Highway

Existing Land Use: Statter Harbor

Surrounding Land Use:

- North - Glacier Highway; General Commercial
- South - Auke Bay
- East - Statter Harbor Upland Facility; Waterfront Commercial
- West - Bay Creek; Auke Bay Towers Condominiums; Waterfront Commercial

VICINITY MAP



ATTACHMENTS

Attachment 1 - Development Permit Application
Attachment 2 - Conditional Use Permit Application
Attachment 3 - Project Narrative
Attachment 4 - Statter Harbor Plans:

- 4A Statter Harbor Master Plan Development Phases
- 4B Statter Harbor Master Plan Proposed Project—Phases III, IV, and Future Phase
- 4C Phase III Project Components
- 4D Phase IV Project Components
- 4E Future Phase Project Components
- (NOTE: there is no 4F Attachment)*
- 4G Phase III Tour Vehicle Circulation and Staging
- 4H Phase III Parking
- 4I Phase III Vegetative Cover/Landscaping

Attachment 5 - Restroom/shelter/commercial space site plans

PROJECT DESCRIPTION

The applicant, CBJ Docks and Harbors, requests a Conditional Use Permit for the development of new moorage and loading floats, uplands development, a kayak launch ramp, a restroom and covered shelter area with potential second floor commercial space, and removal and replacement of a section of the moorage facility. The proposed project is Phase III and IV of the Statter Harbor Master Plan, except for removal and replacement of part of the moorage facility, which is labeled as “Future Phase” on plan drawings. Site plans demonstrating the details of each of these phases are included in Attachments 4C-4G. Drawings of the restroom/shelter facility with potential commercial space are included in Attachment 5.

As in previous phases, the goals of these projects are to improve safety, reduce congestion, and increase efficiency at the facility. The proposed development improves pedestrian and vehicular access and further separates user groups to reduce conflict.

The development consists of a series of improvements including new loading floats for the charter fleet that serves cruise ship passengers on whale-watching and fishing tours; an upland staging area for charter bus loading and unloading; and an upland building with an open shelter, restrooms, and potential second floor commercial space. The charter fleet facility would include approximately 866 lineal feet of side tie moorage as well as a new fuel dispensary. A separate kayak ramp will also be constructed to reduce conflicts with boaters. Lastly, the development provides a new “Bay Walk,” a continuation of the seawalk that was developed in the previous phase along the perimeter of the parking area (Attachments 4B-4D).

The “Future Phase” moorage replacement would remove and replace the oldest section of Statter Harbor moorage floats, known as the Horseshoe Area (Attachment 4E). This section of the harbor is near the end of its useful life.

Construction of the project is contingent on full funding and is anticipated to be conducted under three contracts. Dredging and fill disposal would begin in the fall of 2017. Concurrently, a second contract would be established to manufacture and install the float system, beginning in

the winter of 2017. The third contract, for constructions, restroom/shelter building, and parking/staging area, would begin in the fall of 2018. Phase IV and the Future Phase would construct additional moorage stalls and remove and replace existing ones. No funds have yet been identified for this work.

BACKGROUND

Page 2 of the Project Narrative (Attachment 3) provides background on the history of the project and previous phases of development. USE2013-0005, a Conditional Use Permit for construction of a two-lane boat ramp and associated parking, was approved in June, 2013.

The applicant notes that in 2015, the Docks and Harbors Board decided to move the boat service yard at Statter Harbor to the Auke Bay Loading Facility at Auke Nu Cove to allow more efficient use of Statter upland areas for the charter fleet floats and bus staging. The current proposal was presented to the public at special Docks and Harbors meetings on January 13, 2016, and July 21, 2016. Docks and Harbors held four more public meeting meetings at the Docks and Harbors Operations Planning Committee (June 22, 2016 and November 9, 2016) and at the Docks and Harbors Board Meetings (June 30, 2016 and November 17, 2016).

Staff notes that the proposed restroom is within a special flood hazard zone. This component of the proposed development is contingent on approval of a Flood Zone Exception, FZE 2017 0001, which will also be before the Commission at the June 27, 2017 hearing.

Staff further notes that CSP2017 0002, A City Project Review for acquisition of submerged lands, also before the Commission on June 27, 2017, does not relate to the current USE permit. These submerged lands are for construction of the two-lane boat launch ramp, which was approved in June 2013. Ramp construction was completed in May 2017.

CDD staff conducted an Agency Review Period from March 29, 2017 through April 14, 2017. No comments were received from the CBJ Lands Division, CBJ Building Division, CBJ Assessors Office, CBJ Fire Department, CBJ Streets Division, the U.S. Fish and Wildlife Service, or the Alaska Department of Transportation.

CBJ Engineering and Public Works stated, "General Engineering has no issues or negative findings in reference to the CUP application."

The Alaska Department of Environmental Conservation Wastewater Discharge Program responded with information on permitting requirements, however these requirements were pertinent to previous Statter Harbor Phases, rather than the current ones. Permitting requirements will be addressed in the Habitat Section.

The Alaska Department of Fish and Game stated, "We have no comments on this proposal and

no fish habitat permits will be required for work.”

Alaska Electric Light & Power (AEL&P) stated that they do not see any issues with power in the application.

ANALYSIS

Project Site and Design -

The charter float moorage facilities would be constructed similarly to recent improvements at Aurora and Douglas Harbors. Electrical power and lighting, water, and fire suppression systems would be included. The floats would provide loading and unloading during the day and overnight moorage during the summer season. During the winter, the area could be used for general moorage. The fueling station would serve only the charter fleet, thereby reducing congestion at the main fuel float. A close-up of this section of the proposal has been provided in Attachment 4D.

The uplands adjacent to the charter fleet facility would accommodate bus staging for loading and unloading of charter passengers. Some new parking spaces would be developed to serve the charter fleet employees. The new 14,400 square foot restroom and shelter, with potential second floor commercial space, would serve the charter fleet facility as well as users of the new launch ramp facility, recently completed under Phase II of the Statter Harbor Master Plan (Attachments 4C and 5).

The new “BayWalk” section would connect the recently completed “BayWalk” that was part of the launch ramp project. The walkway would connect along the remaining perimeter of the harbor to the Harbor Office.

The new at-grade kayak launch ramp would be developed to replace the current launch ramp that is now closed. The ramp would be a similar design to the kayak ramp at Amalga Harbor, with concrete pavers extending into the water to allow access at lower tidal ranges.

The area adjacent to the Dehart’s property would be developed for better access to the fuel tanks and construction of a storage building. The building would replace existing shipping containers that provide space for spill response equipment and harbor-related storage (Attachment 4C).

Traffic, Parking and Circulation –

Vehicular Access and Circulation. Phase III and IV improvements are not expected to generate a significant amount of new traffic, because these improvements are accommodating existing uses at the harbor. All vehicular traffic will be routed through a single access point, at the

recently constructed driveway across from Squires Rest. The applicant has explained that the driveway location was coordinated with and supported by the Alaska Department of Transportation and Public Facilities (ADOT/PF) through the development of the Statter Harbor Master Plan. ADOT/PF will soon enter the construction phase of a project that would create a center turn lane from Glacier Highway into the new harbor facility, which will significantly improve egress. The existing driveway access to Statter Harbor, next to Deharts and leading to harbor offices, will continue to serve the general moorage area but will not provide vehicular access to launch ramp areas and the main parking area across from Squires Rest. The Attachment 4G site plan provides more details on tour vehicle circulation and staging. The ADOT/PF did not provide comments during the agency review period for this application, as noted in the Background section.

Pedestrian Access. The Phase II development of the two-lane boat launch ramp and parking area created a BayWalk pathway along the water's edge, with viewpoints. Phase III will extend this BayWalk through the next section of the harbor to connect with the moorage area so as to provide a safe pedestrian way to connect the various elements of the full Statter Harbor facility.

Vessel Access. The applicant's Project Narrative explains that one of the primary goals of the Statter Harbor Master Plan has been to separate uses so congestion is reduced on both land and water. Accordingly, the fairways for all harbor facilities provide for safe vessel maneuvering and exceed minimum recommended engineering standards for vessel navigation. Phase III development provides a separate launch ramp and moor location for charter fleet vessels and also a second fueling station to further reduce congestion.

Parking. The applicant has provided a detailed parking analysis on page six of the Project Narrative (Attachment 3). This table addresses CBJ code requirements for moorage and retail space and references general parking standards for boat launch ramps, which CBJ code does not provide. The table demonstrates that the Statter Harbor facility provides 310 parking spaces with the three zones, while 278 spaces are required and/or recommended according to CBJ code and boating standards. The harbor also meets all code requirements for ADA accessible spaces. Staff agrees with the applicant's analysis. Attachment 4H shows these parking spaces in detail.

Noise –

The proposed development will not generate noise that is significantly different from existing sound at the site. As noted earlier, an active boat yard existed at the site until recently, when it was moved to the Auke Bay Loading Facility. Daily noise will consist of uses that have always been conducted at the site, such as vehicle and marine vessel traffic, loading, and unloading.

During the Docks and Harbors public meetings, the public expressed concern regarding the back-up alarms on buses. The proposed plan reduces this noise by allowing a pull-through configuration staging plan, thereby limiting back-up maneuvers that trigger the alarms.

Construction activity, including dredging, filling, truck hauling, and pile-driving for the floats, will generate significant short-term noise in the area. Construction activities must comply with the CBJ Noise Ordinance, which limits construction hours to 7:00 a.m. through 10:00 p.m., Monday through Friday, and 9:00 a.m. through 10:00 p.m., Saturday and Sunday,

Lighting –

Page 8 of the applicant's Project Narrative (Attachment 3) provides a description of the lighting proposed for Phase III and IV developments. Lighting would be controlled by photo cells, and focused downward to reduce glare.

Staff recommends the following condition, which was included in the Notice of Decision for USE2013-0005, Phase Two Statter Harbor Development for the two-lane boat launch ramp and parking:

1. Prior to issuance of a building permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. All exterior lighting fixtures shall be of a "full cutoff" design.

Public Health or Safety –

The proposed development may provide public safety benefits by separating user groups, by improving pedestrian and vehicular access, and by reducing marine vessel congestion. The fairways to current and planner harbor facilities exceed the minimum recommended engineering standards for vessel navigation. No evidence indicates that the proposed development will negatively affect public health or safety.

Habitat –

The project requires a U.S. Army Corps of Engineers permit to dredge approximately 24,000 cubic yards of material to achieve a depth of -16 feet in the float basin, off-shore disposal of dredge materials, and approximately 10,000 cubic yards of fill for upland development. The development also requires an Alaska Department of Environmental Conservation (ADEC) Clean Water Certificate, which ADEC addresses through the Corps' permitting process. ADEC also requires a Stormwater Pollution Prevention Plan (SWPPP) at the time of construction.

Stormwater management will be addressed through a system of oil/water separators on the site, as recommended in the CBJ Manual of Stormwater Best Management Practices. ADEC will also review the stormwater management plan through its Permanent Stormwater Management Control Plan review process.

The proposed development does not affect any sensitive marine habitat and is not adjacent to any salmon streams. Because of this, CDD did not take the project to the CBJ Wetlands Review Board for their advisory review.

CBJ Land Use Code Habitat Policies. The project is located in a Special Waterfront Area (SWA). These areas are designated in the Juneau Coastal Management Plan for commercial and industrial development. (The Juneau Coastal Management Plan is still in effect in the CBJ Land Use Code, even though the state program no longer exists.) SWAs are exempt from the prohibition on intertidal fill for expansion of upland areas per CBJ Code (49.70.905(13)), however the fill footprint must be limited to the size necessary for the use, per the following section:

49.70.960(2). *Fill proposals within the special waterfront areas are not subject to the fill prohibition of subsection 49.70.905(13) relating to coastal development. Each fill proposal shall be individually reviewed to ensure that configuration, timing, composition and construction practices will minimize impacts on habitats and meet the water quality standards and other Juneau Coastal Management Plan provisions. The size of any fill shall not exceed that necessary for the use unless a larger fill is needed to maintain integrity of the fill, maintain or enhance habitat values, or to fulfill other enforceable provisions of this section.*

The fill footprint was minimized significantly, by approximately 14,500 square feet, by the Docks and Harbors' decision to move the boat yard to the Auke Bay Loading Facility. The current fill footprint is the minimum necessary to address parking and circulation needs for this phase.

Other habitat policies from the CBJ Land Use Code under review include the following:

49.70.950 (C)(3) *Wetlands and tideflats shall be managed so as to ensure adequate waterflow, nutrients, and oxygen levels, to avoid the adverse effects on natural drainage patterns, the destruction of important habitat, and the discharge of toxic substances;*

Impacts to intertidal wetlands have been minimized, and the fill does not exceed the necessary size. Based on this analysis, the project substantially conforms with CBJ Land Use Code Policies 49.70.960(2) and 49.70.950(c)(3).

Property Value or Neighborhood Harmony –

Statter Harbor is zoned Waterfront Commercial. The Waterfront Commercial zoning district encompasses all properties on the water side of Glacier Highway from the UAS Anderson Building (adjacent to the former NOAA Lab) to properties beyond the former Fishermen's Bend store. The proposed charter floats, additional moorage, additional parking, and harbor-related amenities are consistent with Waterfront Commercial uses. The previous phase of Statter Harbor development, construction of the two-lane boat launch ramp and parking area, was located immediately adjacent to residential uses, the Auke Bay Towers Condominiums. This phase, in contrast, is in the central area of the harbor, surrounded by harbor uses on all sides.

The development will utilize non-glare lighting in conformance with standard CBJ lighting conditions. Traffic will not increase as a result of the development; instead it will be more efficiently routed. Noise will temporarily increase during construction; however construction must comply with the CBJ Noise standards as noted in the previous section. Lastly, staff notes that the CBJ Assessor's Office did not provide comments during the agency review. Staff concludes that there is no evidence that the proposed development will have any significant impacts on property value or neighborhood harmony.

CONFORMITY WITH ADOPTED PLANS

2015 Auke Bay Area Plan

Both the 2013 Juneau Comprehensive Plan and 2015 Auke Bay Area Plan designate Statter Harbor as Marine Mixed Use, defined as follows:

These lands are characterized by high density residential and non-residential land uses in areas in and around harbors and other water-dependent recreational or commercial/industrial areas. Typically, neighborhood-serving and marine-related retail, marine industrial, personal service, food and beverage services, recreational services, transit and transportation services should be allowed and encouraged, as well as medium- and high-density residential uses at densities ranging from 10 to 60 residential units per acre. Ground floor retail space facing roads with parking behind the retail and housing above would be an appropriate and efficient use of the land. Float homes, live-a-boards, and house boats, if necessary services (such as sewer) are provided to berthing locations, are appropriate for these areas.

The proposed development substantially conforms to this designation as a harbor that serves many diverse user groups. Potential second floor commercial space above the restroom and shelter facility further implements elements of this designation by creating an option for food and beverage services or retail space.

The Auke Bay Area Plan contains the following goals and policies relevant to this development:

Chapter One, Land Use and Facilities

- **Goal 1:** Develop Auke Bay into a community to live, learn, work, shop and recreate within.
- **Goal 3:** Coordinate and support the development of an Auke Bay hub that serves the needs of the University, the harbors, businesses, and residents.
- **Goal 8:** Preserve unique views that make the Auke Bay area a truly special place.

Policies

8.1 Identify, map, and preserve key view points in the Auke Bay area, as depicted in Appendix C.

8.2 Limit and manage development on public lands that may block the view points as shown in the viewpoints map, located in Appendix C.

8.3 New development should be evaluated for its impact on the viewpoints shown on the map.

Chapter Two, Natural Resources, Habitat, and Hazards

- **Goal 1:** Maintain healthy water quality in Auke Bay and Auke Lake.
- **Goal 2:** Protect and restore marine habitat in Auke Bay.
- **Goal 3:** Preserve natural areas along the shoreline and in publicly-owned uplands.

Policy

3.3 Develop the seawalk with consideration for protecting and preserving natural functions and characteristics of the shoreline where appropriate and feasible.

Chapter Four, Recreation

- **Goal 1** Seek opportunities to connect hiking and biking trails to provide for longer, interconnected loop systems that include connections to Auke Lake and beyond.

Policies

1.1 Provide direct and visible pedestrian connections at trailheads and street crossings.

1.2 Provide signage for pedestrian routes.

1.3 Seek pathways in the Auke Bay area to be ADA accessible during all seasons and properly maintained.

1.4 Develop a seawalk that connects Statter Harbor's Seawalk system to Auke Creek.

1.5 Ensure that future development enhances pedestrian access.

Chapter Five, Transportation

- **Goal 2:** Create an appropriately scaled seawalk along the waterfront, linking residential, commercial, and recreational uses to the Statter Harbor Facility.

Policies

- 2.1** Encourage public and private partnerships to accomplish an Auke Bay seawalk for the common enjoyment of the community.
- 2.2** Encourage marine education, safety, artistic and cultural exhibits along the seawalk whenever feasible.
- 2.3** Encourage properties fronting on the seawalk to connect to the seawalk and to provide connections from seawalk to public rights-of-ways for pedestrian cross circulation.
- 2.4** The seawalk design should encourage and celebrate the bay's role in education, creativity, cultural heritage, and industry in the region.

The proposed development complies with these policies by developing the Statter Harbor facility to accommodate a wide variety of local and commercial user groups. The potential second floor commercial space above the restroom/shelter facility promotes key goals of the Auke Bay plan regarding promotion of mixed uses and new restaurant/shopping developments.

The proposal expands the "BayWalk" seawalk to extend along the full perimeter of the harbor and provides viewpoints and accessibility to the shore. The proposed development will not block the viewpoints noted in Appendix C of the plan. Lastly, the development protects water quality and marine habitat in Auke Bay through the Stormwater Pollution Prevention Plan required by ADEC and compliance with the CBJ Manual of Stormwater Best Management Practices.

2015 Juneau Economic Development Plan

The 2015 Juneau Economic Development Plan is incorporated into the Comprehensive Plan in CBJ Code 49.05.200(b)(1)(N).

The Plan does not specifically address Statter Harbor facilities in any of its chapters. However the project indirectly addresses the economic development initiative to "Enhance Essential Infrastructure." Page three of the plan identifies outdoor recreation opportunities and "popular cruise and independent visitor destination" as two of "Juneau's Assets and Competitive Advantages." Outdoor recreation opportunities are directly addressed and promoted through Statter Harbor facilities, and the facility also supports many visitor-related activities, including many independent travelers.

2013 Juneau Comprehensive Plan

As noted earlier, the 2013 Juneau Comprehensive Plan designates Statter Harbor as Marine Mixed Use. The 2015 Auke Bay Area Plan has the same designation. The previous analysis indicates substantial conformance with this designation.

The 2013 Juneau Comprehensive Plan, Chapter Five, Economic Development, includes the following Policies, Development Guidelines, and Implementing Actions related to the proposed development:

Policy 5.9 To facilitate availability of sufficient and suitable water-based facilities and associated land-based acreage to support water-dependent uses, and to work closely with the public and private sectors to facilitate sustainable marine commerce, commercial fishing, seafood processing, recreation, public access to the shoreline, and enjoyment of the waterfront through development of well-designed port facilities.

Development Guideline 5.9 – DG 1. Assure public access to the shoreline and water when reviewing development applications.

Development Guideline 5.0 DG 2. To the greatest extent practicable, orient new structures and facilities located on the waterfront in such a way as to preserve views of the water from public roadways and vista points.

Implementing Action 5.9 -1A3. Assist with coordination of cruise ship traffic and commercial fishing operations minimize conflicts.

Implementing Action 5.9 1A5. Docks & Harbors should work closely with the commercial fishing and seafood packaging industries to ensure that the unique needs of these groups are met at local facilities.

The proposed development addresses these policies and actions by developing Statter Harbor in a manner that promotes safe and efficient use by a variety of user groups, by providing viewpoints and walkways along the shoreline, and by separating commercial fishing, tourists, and local recreational users.

FINDINGS

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

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

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

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

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

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

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

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

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

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

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

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

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the June 16, 2017 and June 26, 2017 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. A second notice was made to all property owners within 500 feet with a revised project description.

Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public right-of-way. Furthermore, the proposed development will comply with CBJ 49.70.960(2) and 49.70.950(c)(3)

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

No. No evidence indicates that the proposed development will materially endanger public health or safety. The development will facilitate separation of uses to reduce congestion and improve safety.

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

No. No evidence indicates that the proposed development will substantially decrease the value of or be out of harmony with property in the neighboring area. The development is surrounded by other Waterfront Commercial uses and will not impact views or generate significant new noise or traffic.

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

Yes. The proposed development conforms to the 2013 Juneau Comprehensive Plan, the 2015 Juneau Economic Development Plan, and the 2015 Auke Bay Area Plan by safely accommodating different users groups, by developing a seawalk and coastal viewpoints, and expanding basic harbor infrastructure.

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

7. Will the proposed development comply with the Juneau Coastal Management Program?

Yes. The development has minimized intertidal fill, implements stormwater management measures, and does not affect any sensitive marine habitat.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use for construction of new mooring and loading floats, uplands development, kayak launch ramp, restrooms and covered shelter with potential second floor commercial space, and removal and replacement of a section of the moorage facility, subject to the following conditions:

1. Prior to issuance of a building permit, the applicant shall submit a lighting plan

illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. All exterior lighting fixtures shall be of a “full cutoff” design.

Staff recommends that the Planning Commission find that the proposed city project for construction of new mooring and loading floats, uplands development, kayak launch ramp, restrooms and covered shelter with potential second floor commercial space, and removal and replacement of a section of the moorage facility, is consistent with adopted plans of the CBJ, and to endorse the city project as required by CBJ Code 49.15.540 and AS 35.30.010, with the following conditions:

1. Prior to issuance of a building permit, the applicant shall submit a lighting plan illustrating the location and type of exterior lighting proposed for the development. Exterior lighting shall be designed and located to minimize offsite glare. All exterior lighting fixtures shall be of a “full cutoff” design.

DEVELOPMENT PERMIT APPLICATION

Project Number USE 2016 - 0008	CITY and BOROUGH of JUNEAU	Date Received: 3/21/17
Project Name (City Staff to Assign Name)		

Project Description Construction of new moorage and loading floats; uplands development; kayak launch ramp; restroom and covered shelter area.		
PROPERTY LOCATION		
Street Address 11520 Auke Bay Harbor Road	City/Zip Juneau, 99801	
Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Statter Harbor Lot 3C, USS 2664 : ATS 16		
Assessor's Parcel Number(s) 4B2801010032		
LANDOWNER/ LESSEE		
Property Owner's Name CBJ Docks and Harbors	Contact Person: Gary Gillette	Work Phone: 586-0398
Mailing Address 155 S Seward St, Juneau, AK 99801	Home Phone:	Fax Number:
E-mail Address gary.gillette@juneau.org	Other Contact Phone Number(s):	
LANDOWNER/ LESSEE CONSENT		
****Required for Planning Permits, not needed on Building/ Engineering Permits****		
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:		
A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.		
B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.		
X	 Landowner/Lessee Signature	3/20/17 Date
X	 Landowner/Lessee Signature	Date
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.		
APPLICANT		
If the same as OWNER, write "SAME" and sign and date at X below		
Applicant's Name CBJ Docks and Harbors	Contact Person: Gary Gillette	
Mailing Address 155 S Seward St, Juneau, AK 99801	Home Phone:	
E-mail Address gary.gillette@juneau.org	Work Phone: 586-0398	
Other Contact Phone Number(s):		
X	 Applicant's Signature	Date of Application

STAFF APPROVALS				OFFICE USE ONLY BELOW THIS LINE	
Permit Type	***SIGN	Date Received	Application Number(s)		
Building/Grading Permit					
City/State Project Review and City Land Action		3/21/17	CS 17-006		
Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)					
Mining Case (Small, Large, Rural, Extraction, Exploration)					
Sign Approval (If more than one, fill in all applicable permit #'s)					
Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)					
Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		3/21/17	CS 17-008		
Variance Case (De Minimis and all other Variance case types)					
Wetlands Permits					
Zone Change Application					
Other (Describe)					
***Public Notice Sign Form filled out and in the file.					
Comments:			Permit Intake Initials		
			TJP		

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

I:\FORMS\2010 Applications

Revised November 2009

Attachment 1 - DPA

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number <i>USE 17-008</i>	Date Received <i>3/21/17</i>
----------------	------------------------------	----------------------------------	---------------------------------

TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED

☐ Accessory Apartment*** (AAP)

☐ Driveway in Right-of-Way (ADW)

☒ Use Listed in \$49.25.300 (USE)
 (Table of Permissible Uses)

Please list the Table of Permissible Uses Category: 9.600

***An Accessory Apartment Application will also be required.

DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED.
 Construction of new mooring and loading floats; uplands development; kayak launch ramp; restrooms and covered shelter; potential 2nd floor commercial space.

IS THIS A MODIFICATION OF AN EXISTING APPROVAL?

☒ NO ☐ YES – Case # _____

CURRENT USE OF LAND OR BUILDING(S): _____
 Temporary parking

PROPOSED USE OF LAND OR BUILDING(S): _____
 Charter Fleet Facility

UTILITIES PROPOSED: **WATER:** ☒ Public ☐ On Site **SEWER:** ☒ Public ☐ On Site

SITE AND BUILDING SPECIFICS:

Total Area of Lot 60,984 square feet

Total Area of Existing Structure(s) 0 square feet

Total Area of Proposed Structure(s) 2,800 / 5,600 square feet

EXTERNAL LIGHTING:

Existing to remain ☐ No ☐ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

Proposed ☐ No ☒ Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures

PROJECT NARRATIVE AND SUBMITTAL CHECKLIST:

☐ Site Plan
☐ Floor Plan of proposed buildings
☐ Elevation view of existing and proposed buildings
☐ Proposed Vegetative Cover

☐ Existing and proposed parking areas (including dimensions) and proposed traffic circulation
☐ Existing Physical Features of the site (drainage, habitat, hazard areas, etc.)

For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side. If you need any assistance filling out this form, please contact the Permit Center at 586-0770.	<table style="width:100%; border-collapse: collapse;"> <tr> <th style="text-align: left; font-size: small;">ALLOWABLE/CONDITIONAL USE FEES</th> <th style="text-align: center; font-size: small;">Fees</th> <th style="text-align: center; font-size: small;">Check No.</th> <th style="text-align: center; font-size: small;">Receipt</th> <th style="text-align: center; font-size: small;">Date</th> </tr> <tr> <td>Application Fees</td> <td style="text-align: right;">\$ <u>750</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Admin. of Guarantee</td> <td style="text-align: right;">\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Adjustment</td> <td style="text-align: right;">\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Pub. Not. Sign Fee</td> <td style="text-align: right;">\$ <u>50</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Pub. Not. Sign Deposit</td> <td style="text-align: right;">\$ <u>100</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Total Fee</td> <td style="text-align: right;">\$ <u>900</u></td> <td style="text-align: center;"><i>via pnc</i></td> <td>_____</td> <td style="text-align: center;"><i>3/24/17</i></td> </tr> </table>	ALLOWABLE/CONDITIONAL USE FEES	Fees	Check No.	Receipt	Date	Application Fees	\$ <u>750</u>	_____	_____	_____	Admin. of Guarantee	\$ _____	_____	_____	_____	Adjustment	\$ _____	_____	_____	_____	Pub. Not. Sign Fee	\$ <u>50</u>	_____	_____	_____	Pub. Not. Sign Deposit	\$ <u>100</u>	_____	_____	_____	Total Fee	\$ <u>900</u>	<i>via pnc</i>	_____	<i>3/24/17</i>
ALLOWABLE/CONDITIONAL USE FEES	Fees	Check No.	Receipt	Date																																
Application Fees	\$ <u>750</u>	_____	_____	_____																																
Admin. of Guarantee	\$ _____	_____	_____	_____																																
Adjustment	\$ _____	_____	_____	_____																																
Pub. Not. Sign Fee	\$ <u>50</u>	_____	_____	_____																																
Pub. Not. Sign Deposit	\$ <u>100</u>	_____	_____	_____																																
Total Fee	\$ <u>900</u>	<i>via pnc</i>	_____	<i>3/24/17</i>																																

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM



Port of Juneau

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

Application for a Conditional Use Permit and City/State Project Review

for

Statter Harbor Improvements
Phase III (Charter Fleet Facility)
Phase IV (Permanent Moorage)
Future Phase (“Horseshoe” Replacement)

PROJECT NARRATIVE

Submitted by:
Gary Gillette, Port Engineer
On Behalf of the Applicant
CBJ Docks and Harbors
Phone: 907-586-0398
Fax: 907-586-0295
gary.gillette@juneau.org

June 6, 2017

INTRODUCTION

The City and Borough of Juneau (CBJ) Docks and Harbors (D&H) proposes improvements at Don D. Statter Harbor to include new charter fleet loading floats; new moorage floats; new restrooms and shelter structure; improved bus staging and circulation; kayak launch ramp; a pedestrian access “BayWalk;” and potential commercial space above shelter structure. The proposed project is Phase III and IV of the Statter Harbor Master Plan. A future phase would remove and replace existing infrastructure at the current “horseshoe” section of the moorage facility. See Attachment A for Master Plan and Phased Construction.

BACKGROUND

Improvements at Statter Harbor have been a topic of the Docks and Harbors Board and the community at large for many years. The planned improvements have been phased in accordance with available funding. Completed in 2014, Phase I removed the former DeHart’s Marina and fuel float which was then replaced with new moorage slips and a new fuel float. Phase II was completed in 2016 and includes a two lane launch ramp; associated parking lot; “BayWalk;” and covered shelter. Phase III, subject of this permit, will develop a new charter fleet facility. Phase IV would develop additional permanent moorage. A future phase will remove and replace the “horseshoe” area of the existing harbor facility.

In 2015 the Docks and Harbors Board decided to move the boat service yard at Statter Harbor to the Auke Bay Loading Facility at Auke Nu Cove. This action allows more efficient use of the Statter upland areas for the charter fleet floats and bus staging. The proposed project was presented to the public at special meetings on January 13, 2016 and July 21, 2016. Public comments received were considered in further development of the plan and presented to the public at four subsequent meetings: D&H OPS/Planning Committee (June 22, 2016 and November 9, 2016); and D&H Board (June 30, 2016 and November 17, 2016).

SCOPE OF PROPOSED PROJECT

The proposed project, subject of this permit application, is to continue upgrading Statter Harbor to improve safety, reduce congestion, and increase efficiency at the facility (see Attachment B). The goals are to provide safe vehicular access to the facility; improve pedestrian access; provide adequate onsite staging and parking; and reduce conflicts between various uses. The proposed development consists of a series of improvements including: Phase III (see Attachment C) - new loading floats for the charter fleet that serve cruise ship passengers experiencing whale watching, fishing, or other marine based activities; an upland staging area for charter vehicle loading and unloading; an upland building featuring an open air shelter, restrooms, and potential second level commercial space; a kayak launch ramp; and continuation of the Statter Harbor “BayWalk;” Phase IV (see Attachment D) - additional permanent moorage slips tied to the existing Statter Harbor facility; and a Future Phase (see Attachment E) – remove and replace “Horseshoe” area of existing facility.

The charter fleet facility (Phase III) would include approximately 866 lineal feet of side tie moorage; new fuel dispensary; upland bus staging and vehicular parking; public restrooms and covered pedestrian area; a new kayak launch ramp; “BayWalk;” and support area for storage, fuel tanks, and

associated uses. There is also the potential to include commercial space for restaurant or water related retail use on a second level above the restrooms and shelter structure.

The new moorage floats (Phase IV) would be developed as funding allows providing approximately eleven new forty-two foot slips and approximately 234 lineal feet of side tie moorage and/or loading space. The “Horseshoe area (Future Phase) would remove and replace the oldest section of Statter Harbor moorage floats that is nearing its end of useful life.

PROJECT DESCRIPTION

The charter float system (Phase III) would be constructed similar to other recent harbor facility improvements at Statter, Aurora and Douglas Harbors. Electrical power and lighting; domestic water; and fire suppression system would be included. The floats would provide loading and unloading during the day and overnight moorage for the charter fleet during the summer season. During the winter it could be used for general moorage. A fuel dispensary outlet would be located at the end of the most seaward float. This fueling station would serve the charter fleet thereby reducing congestion at the main fuel float.

The uplands immediately adjacent to the charter fleet facility would be developed to accommodate bus staging for loading and unloading of charter passengers. Some new parking spaces would be developed to serve the charter fleet employees. A new public restroom facility would be developed to serve the charter fleet facility as well as the new launch ramp facility. An open air shelter would be constructed for use by charter passengers waiting to load vessels and the general public to use for observing harbor activities. A new “BayWalk” section would be constructed to connect the recently completed “BayWalk” that was part of the launch ramp project and continue to the existing “BayWalk” adjacent to the moorage facility and harbor office.

A new at-grade kayak launch ramp would be developed to replace the current launch ramp that is now closed. The kayak ramp would be similar in design as Amalga Harbor with concrete pavers extending into the water thus accessible at a variety of tidal ranges. The area adjacent to the DeHart’s property would be developed for better access to the fuel tanks and construction of a storage building. The building would replace existing shipping containers that provide space for spill response equipment and harbor related storage.

PERMITTING

The proposed project requires a number of permits and reviews prior to construction including an Army Corps of Engineers (ACOE) permit; an Alaska Department of Environmental Conservation (ADEC) clean water certificate; a City and Borough of Juneau (CBJ) City/State Project Review; a CBJ Conditional Use Permit; and CBJ Building Permit. Due to shoreline construction work a Stormwater Pollution Prevention Plan (SWPPP) will be required at the time of construction.

The ACOE permit has been applied for and is currently under review. The work covered under this permit would be dredging approximately 24,000 cubic yards to achieve a depth of -16 foot elevation in the float basin; off shore disposal of dredge materials; deposit of approximately 10,000 cubic yards of clean fill for uplands development; and installation of piles for floats. Concurrent with the ACOE process, ADEC would review the project for potential impacts to water quality.

PND Engineers has performed environmental sampling and submitted the information to ACOE who, in turn, has determined the dredge material is eligible for off shore disposal. The exact location, method of disposal, and other considerations will be determined through the ACOE permitting process. ACOE will also review and analyze potential impacts resulting from fill material being deposited in tidal areas at the shore side edge of the project.

The Planning Commission would review the project for a CBJ Conditional Use Permit and a City/State Project Review. A local building permit would be sought once final design is completed and prior to construction of the facility. The elevation of the lowest floor of the proposed restroom building would be below the base flood elevation as currently established by Federal Emergency Management Administration (FEMA). After discussion with CDD, planners advised seeking an exception to the flood elevation standard. A separate exception application (FZE2017 0001) has been submitted for this project.

NEIGHBORHOOD HARMONY

The proposed launch ramp project is allowed with a conditional use permit and found in the Table of Permissible Uses at 9.600 - Marine commercial facilities including fisheries support, commercial freight, and passenger traffic. One of the conditional use permit standards of review for development projects is whether the project substantially decreases the value of or is out of harmony with property in the neighboring area.

The proposed project is within an area that has a land use designation of Marine Mixed Use (M/MU). The Comprehensive Plan identifies these lands as being characterized by high density residential and nonresidential land uses in areas in and around harbors and other water-dependent recreational or commercial/industrial areas. The proposed charter fleet floats and additional moorage are consistent with the MMU land use designation of the Comprehensive Plan.

Zoning of the project property is Waterfront Commercial (WC) which encompasses all properties water side of Glacier Highway extending from the UAS Anderson Building (adjacent to the former NOAA Lab) to two properties beyond the former Fishermen's Bend Store. Generally uses in this zoning district require a conditional use permit approved by the Planning Commission and must be water-dependent, water-related, or water-oriented. The proposed charter fleet floats and additional moorage are consistent with the WC zoning district.

AUKE BAY AREA PLAN

The CBJ Assembly adopted the *Auke Bay Area Plan* in 2015. The plan envisions a cohesive community on the shores of Auke Bay and adjacent uplands. A certain level of community currently exists in the area with private, state, federal, and city infrastructure serving higher education; recreation; retail businesses; an active harbor; offices; and residences all contributing to vitality of this popular and naturally beautiful area. Docks and Harbors endeavors to build on the sense of community as new projects are developed. A pedestrian "BayWalk" is being developed that will provide vital links to harbor facilities from Glacier Highway through the site along the water's edge and onto the publically accessible float system.

The Phase III proposed project has the potential to provide a unique opportunity for commercial development. The covered gathering area and restroom building proposed for the project may include a second story for water related commercial uses (see Attachment F). The size of the facility would be approximately 2,800 square feet on each floor. The waterfront commercial zone allows a variety of water-dependent, water-related, or water-oriented uses including restaurant, retail, office, or community oriented space. Based on the parking calculations discussed above there would be adequate parking available within the Statter Harbor complex to support a second story use. Docks and Harbors is investigating the potential to provide the commercial space to support goals of the Auke Bay Area Plan and thereby contributing to the overall vitality of the community at Auke Bay. Funding for such development might include public private partnerships; leasing developable air rights; D&H developed space for lease, or other options.

VESSEL ACCESS

One of the primary goals of the Statter Harbor Master Plan from its beginning in 2005 has been to separate uses so congestion is reduced both on land and on water. The fairways to current and planned harbor facilities are adequate for safe vessel maneuvering and exceed the minimum recommended engineering standards for vessel navigation. The proposed project provides a separate location for charter fleet vessels with adequately designed access and maneuverability. A fueling station to serve the charter vessels is planned as shown on the site plan.

VEHICULAR and PEDESTRIAN ACCESS

The Statter Harbor Master Plan identified primary access to the new launch ramp and bus loading area to be the recently constructed driveway at Glacier Highway across from Squires Rest and the former UAS Bookstore (see Attachment G). This driveway location was coordinated with and supported by the Alaska Department of Transportation and Public Facilities (ADOT/PF) through the development of the Statter Harbor Master Plan. ADOT/PF is entering into the construction phase of a project that would create a center turn lane from Glacier Highway into the new boat launch facility thereby significantly improving ingress to this facility. The existing driveway access to Statter Harbor (adjacent to DeHart's Store) will continue to serve the general moorage area.

During public comment an issue was raised regarding the number of buses transiting through the boat launch area and in front of the adjacent residence. The commenter preferred that the buses use the existing entry as is currently used. AutoTurn, a computer modeling program, was used to analyze maneuvering requirements for a variety of vehicles. The program was used to model maneuvering configurations for the largest of the motor coaches that frequent Statter Harbor in the transfer of passengers from cruise ships to charter activities. The modeling shows that large motor coaches (45^{+/-} feet) are not able to make safe ingress or egress from the existing driveway entrance to Statter Harbor. While smaller vans and buses (25 feet or less) may be able to maneuver through the existing "S" curve driveway, limited sight distances and the close proximity of the roundabout causes concerns for safe use of the existing driveway for transfer buses and vans. It is planned that all commercial transfer buses use the entry/exit across from Squires Rest.

The launch ramp project created a dedicated pedestrian BayWalk which would be extended along the water's edge through this project and connect to the moorage area. This will create a safe pedestrian way connecting the various elements of the overall Statter Harbor facility.

PARKING

With the completion of Phase II of the Statter Harbor Master Plan (Launch Ramp) the number of parking spaces has increased dramatically. The former truck/trailer spaces near the Harbormaster's Building have been converted to regular vehicle spaces thereby increasing parking capacity for the overall Statter Harbor facility. Parking for Statter Harbor is provided in three zones (see Attachment H): 1) Zone A is adjacent to the Harbormaster's Building; Zone B is located at the Launch Ramp; and Zone C is located at the proposed charter fleet facility. An analysis was performed using requirements of the CBJ zoning code and general harbor engineering standards from States Organization for Boating Access (SOBA).

The table below shows existing and proposed facilities; the parking requirement or engineering standard for each use; and the number of spaces provided for each use. The analysis shows that the number of spaces provided at Statter Harbor exceeds the requirements/standards.

Existing Facilities:			Parking Required/Recommended:	
Permanent Moorage Stalls	70		Requirement for Permanent Moorage (2)	23.3
Side Tie Transient Moorage (1)	286		Requirement for Transient Moorage (2)	95.3
Launch Ramps	2		Truck/Trailer Parking Recommended (3)	100
Launch Ramps	2		Car Parking Stalls for Launch Ramp (4)	30
Proposed New Facilities:				
Permanent Moorage Stalls	11		Requirement for Permanent Moorage (2)	3.6
Side Tie Transient Moorage (6)	7		Requirement for Transient Moorage (2)	2.3
Side Tie Charter Float Moorage (7)	28		Requirement for Charter Float Moorage (2)	9.3
Potential 2 nd Floor Commercial (8)	2,800 sq.ft.		Potential 2 nd Floor Commercial (5)	14
			Total Parking Required/Recommended	277.8
Parking Provided				
Zone A				
Vehicle Spaces				115
ADA Van Spaces				1
ADA Spaces				4
Zone B				
Truck/Trailer Spaces				95
Vehicle Spaces				78
ADA Van Spaces				1
ADA Spaces				5
Zone C				
Vehicle Spaces				10
ADA Van Spaces				1
			Total Parking Provided	310
Notes:	(1) 10,000 Ln. Ft. / 35' Average Vessel Length			
	(2) CBJ Code Requires 1 Parking Space for Every Three Moorage Stalls			
	(3) SOBA Recommends 50 stalls per launch lane			
	(4) SOBA Recommends 30% of Truck/Trailer Stalls			
	(5) CBJ Code Requires 1 Parking Space for Every 200 Square Feet			
	(6) 234 Ln. Ft. / 35' Average Vessel Length			
	(7) 866 Ln. Ft. / 35' Average Vessel Length			
	(8) 2,800 sq. ft. / 200 sq. ft. per space			

STORMWATER MANAGEMENT

The proposed project includes upland development of impervious surfaces for pedestrian walkways, pedestrian plazas, and asphalt paving in the staging and parking areas. Landscape features within the project area will catch rainwater and filter through the soils below. Storm water management of the impervious areas (walkways, plazas, parking, and staging) would be through a system of oil/water separators. The proposed oil/water separators will be part of stormwater management for the project site. ADEC will review the stormwater management plan through its Permanent Stormwater Management Control Plan Review process. This is similar to what has occurred in past projects such as the new Launch Ramp.

The CBJ Manual of Stormwater Best Management Practices recommends oil/water separators as a BMP for addressing oil control in stormwater management systems. The proposed project will be designed with oil/water separators in accordance with best management practices.

VEGETATIVE COVER

In the Waterfront Commercial zoning district Title 49 of the City Code requires 10% of the project area to be retained in vegetative cover. This particular project consists of uplands and submerged lands. The project area for vegetative cover purposes was calculated on the area of uplands only (see Attachment I). The uplands area of the proposed project is approximately 74,922 square feet. The total vegetative cover shown on the plan is approximately 7,553 square feet or 10.1% thus meeting the code requirement. In addition, there is approximately 3,500 square feet of landscaped plaza area which will feature planters and other amenities such as benches and tables.

SOUND

Activities associated with the proposed charter fleet float project are not expected to generate sounds dissimilar from those that exist today. Until recently an active boat yard existed on the site. The boat yard has since been moved to the Auke Bay Loading Facility thus sound generated by that activity no longer occurs on the site.

During public comments a concern was raised regarding the sound of back-up alarms on buses that would be staging at the proposed charter fleet facility. Two options for orientation of the bus staging area were considered. One had head-in angled spaces for buses while the other provided pull-through spaces. The pull-through configuration was chosen to reduce the need for back-up maneuvers that would trigger back-up alarms.

During construction it is anticipated that sound levels would increase relative to current background conditions. Trucks and equipment performing construction of the facility would be expected to increase the duration of sound but the levels would likely not rise significantly. Distinct sound generators during construction would be activities associated with dredging; hauling and placing rock for fill; and driving of piles for the floats. Probably the highest level of sound during construction would be the back-up signals on equipment and trucks. These signals are required by OSHA and must not be disconnected.

Measures would be taken to minimize generation of sound during construction. Piling would be vibrated or drilled first then only driven with impact hammers for the last portion to reach final loading capacity. CBJ code provides guidance on working hours for certain sound generating activities¹ and it is planned that work would take place within these hours unless certain construction activities that may be tide related requiring construction outside the normal working day.

LIGHTING

The proposed charter fleet float facility will include site lighting and lighting on the floats to provide safe operations during dark conditions. The lighting design has not been completed at this time but the overall concept is to provide adequate lighting for safe and convenient operations during dark periods of the day but not cause glare or light pollution onto adjacent properties.

Lighting would be controlled by photo cells thus only lit when dark conditions occur. D&H embraces a concept of adequate but not over lighting a facility. Luminaires would be mounted on light standards at a height for adequate light distribution and would be focused downward so not to cause glare beyond the areas to be illuminated. Light standards would be painted flat black so not to cause undesirable light reflection and glare. Specific fixtures have not been selected at this point in the design process but will be submitted with a building permit for the facility. Lighting for the proposed development would be similar to those used at the newly completed launch ramp.

SCHEDULE

Phase III of the project is anticipated to be constructed under three contracts. The first contract would complete dredging and disposal of dredged material to begin in fall 2017. Concurrently a second contract would be let to manufacture and install the float system beginning in winter 2017. In this scenario the charter float system would be operational in spring of 2018. The third contract would begin in fall 2018 and be completed in spring 2019. This work will include a gangway to the floats; development of the restroom/shelter building; and construction of the parking/staging area. Work of Phase IV and the Future Phase is dependent on available funding thus does not have a specific schedule at this time.

ATTACHMENTS

- | | |
|--------------------------------------|---|
| A. Statter Harbor Master Plan | F. Building Concept Drawings |
| B. Proposed Project | G. Tour Vehicle Circulation and Staging |
| C. Phase III – Project Components | H. Parking Zones |
| D. Phase IV – Project Components | I. Vegetative Cover and Landscaping |
| E. Future Phase – Project Components | |

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

[illegible]

Phase II – Completed 2016

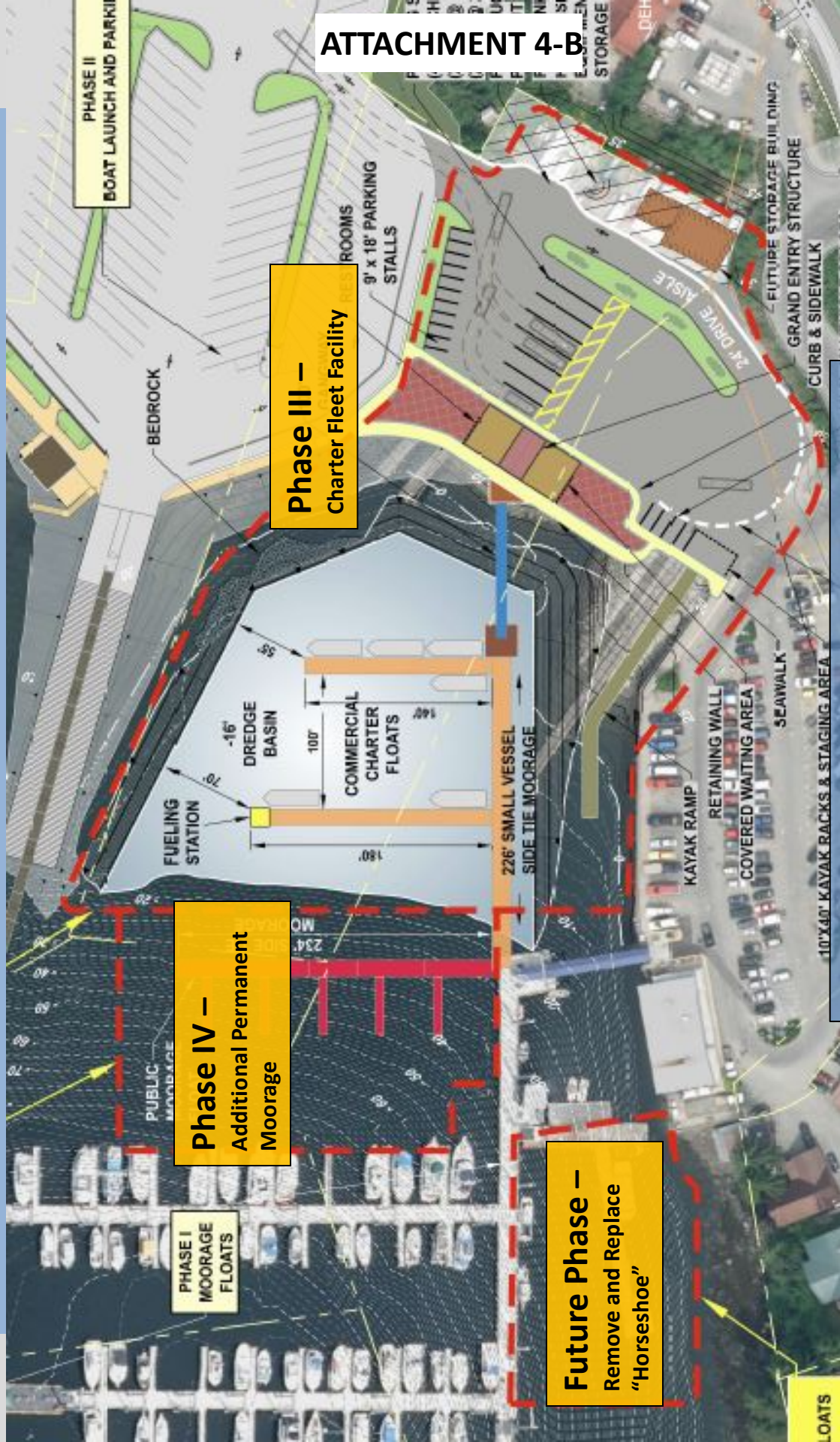
Phase IV

Phase I – Completed 2014

Future Phase

Attachment 4

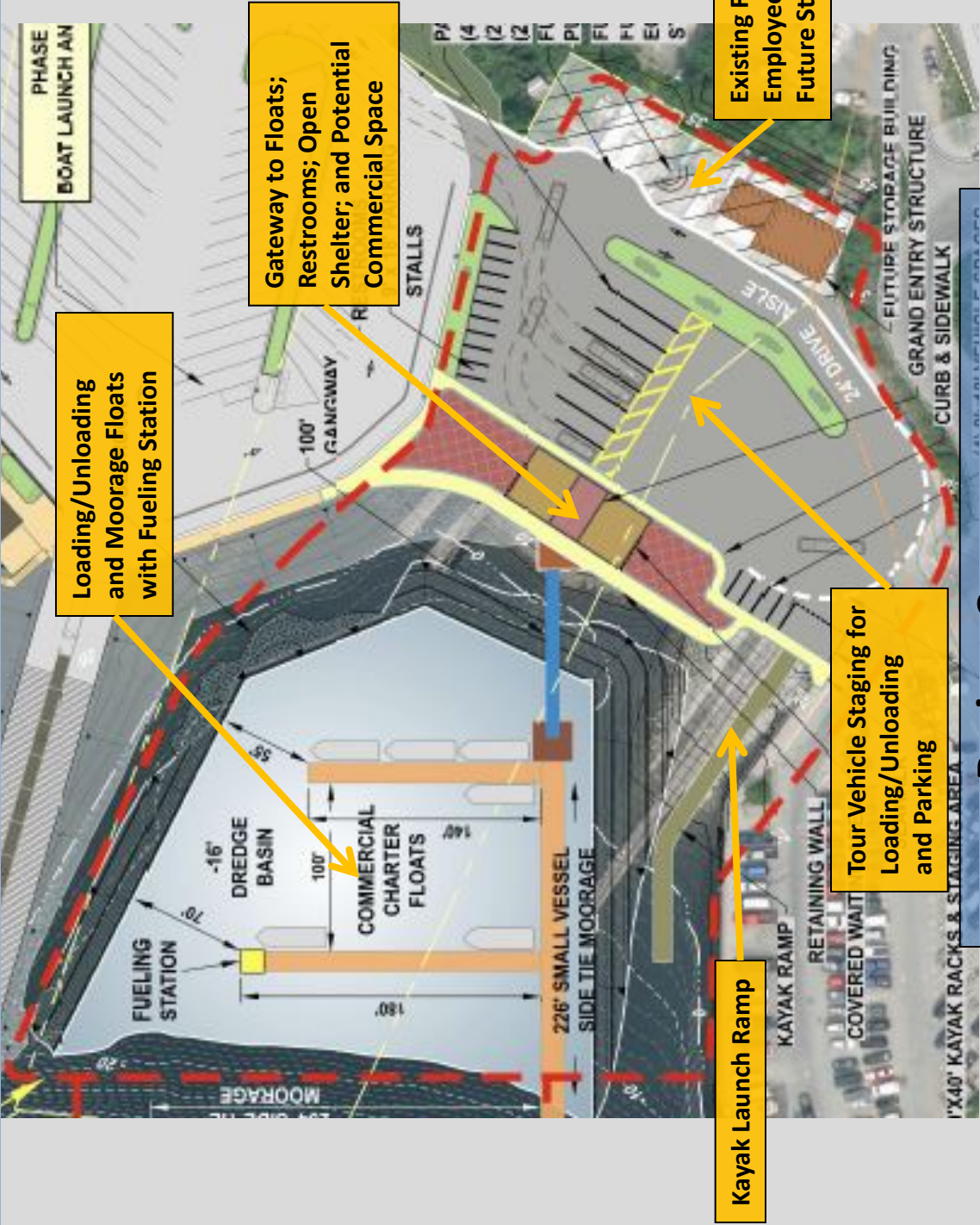
Statter Harbor Master Plan



ATTACHMENT 4-B

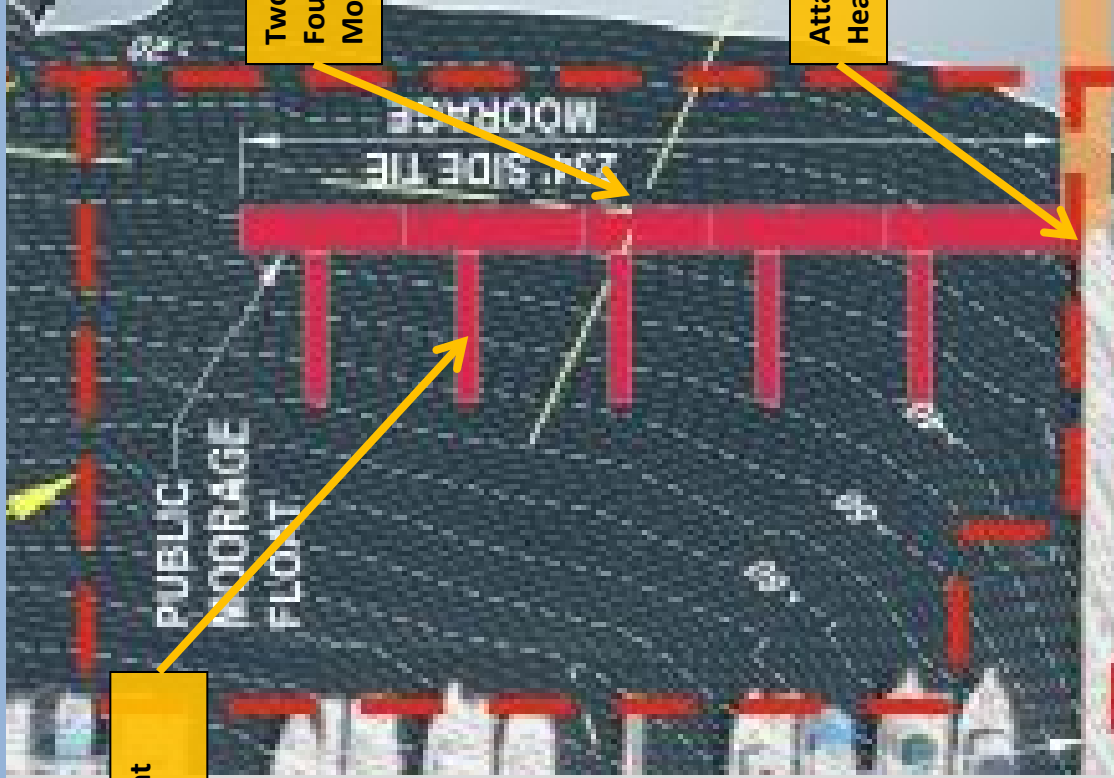
Proposed Project

Statter Harbor Improvements – Phase III



Project Components

Statter Harbor Improvements – Phase IV



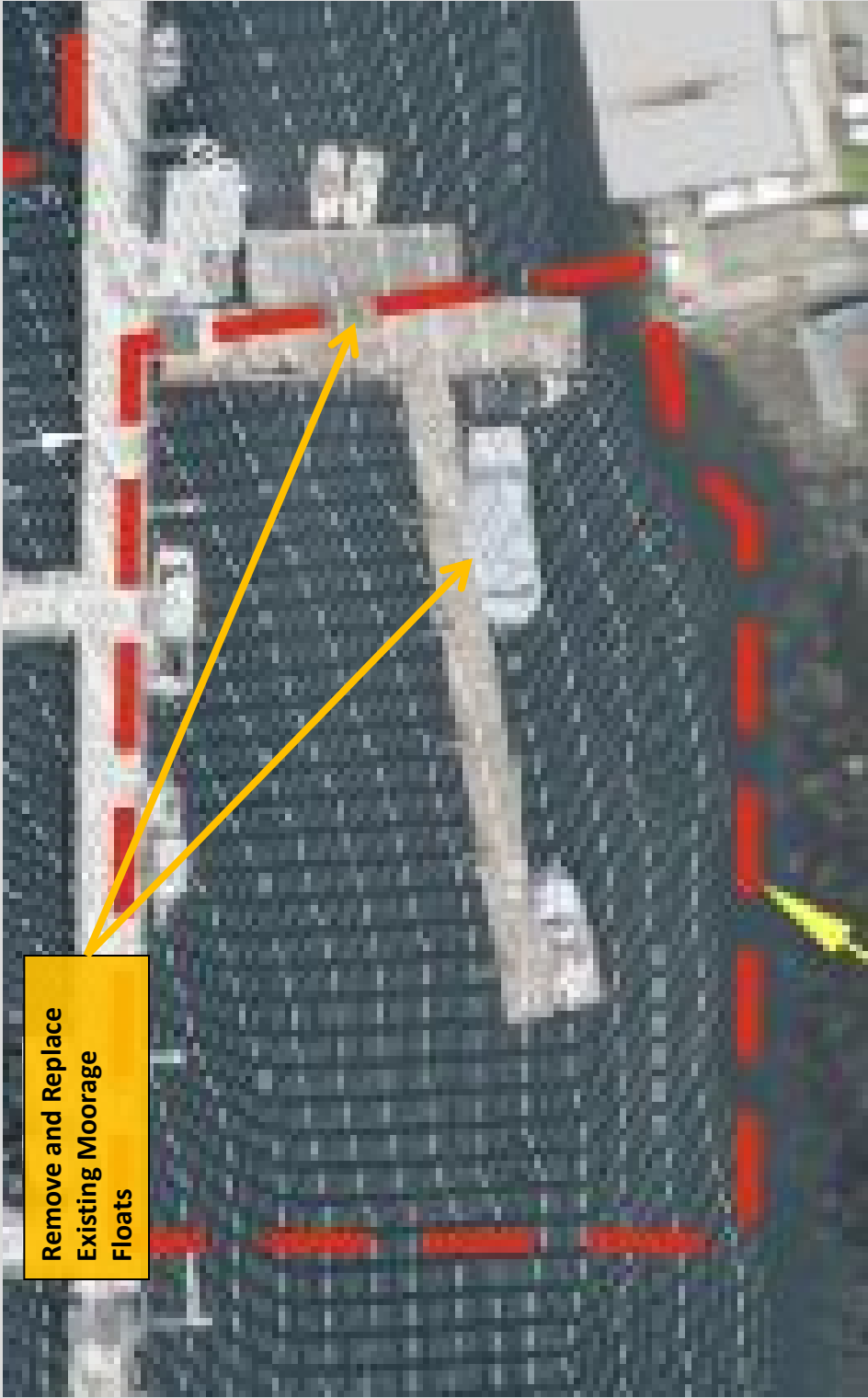
Eleven Permanent Moorage Slips

Two Hundred Thirty Four Feet of Side Tie Moorage

Attached to Existing Headwalk System

Project Components

Statter Harbor Improvements – Future Phase



Project Components

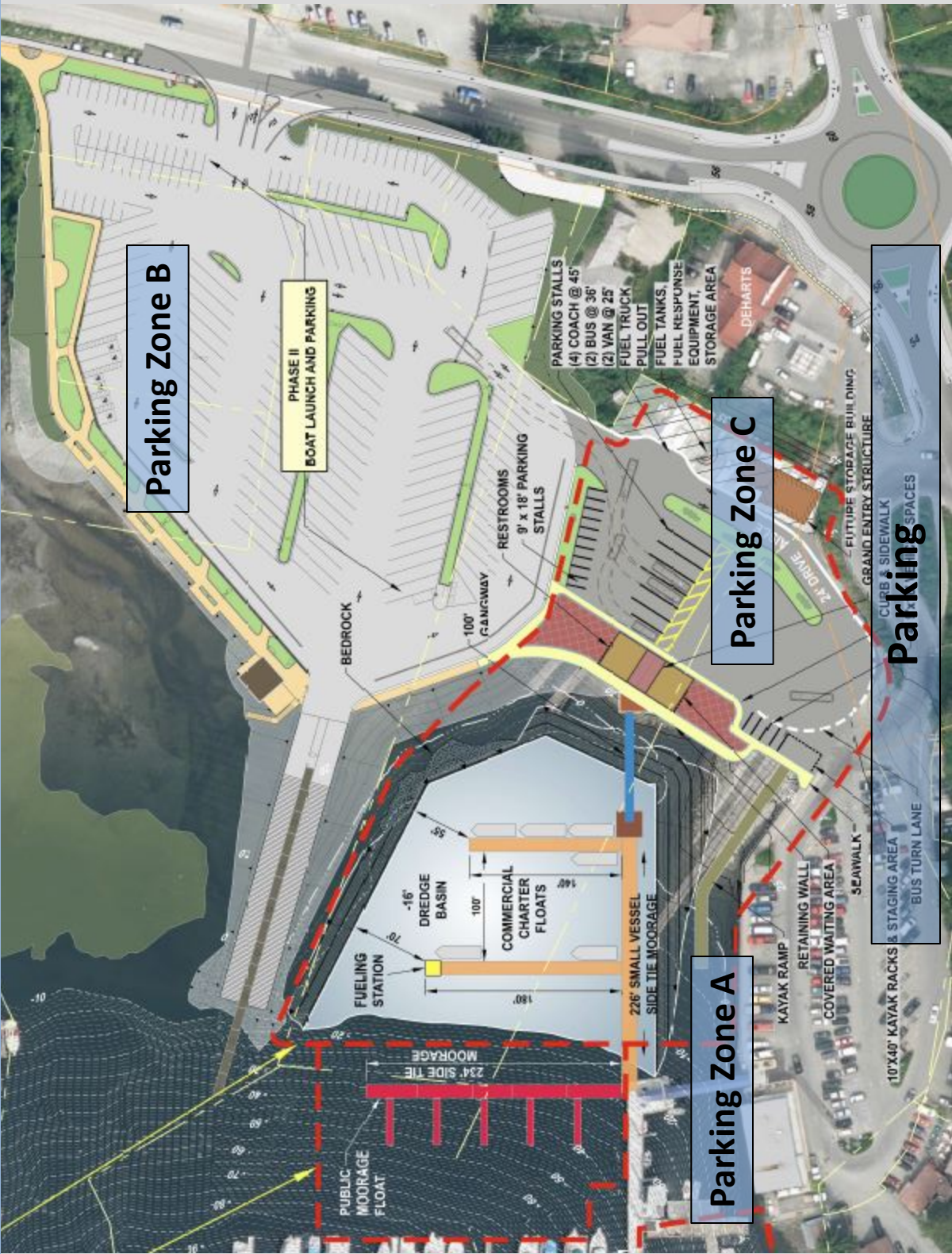
Statter Harbor Improvements – Phase III



➡ Ingress
➡ Egress

Tour Vehicle Circulation and Staging

Statter Harbor Improvements – Phase III



Statter Harbor Improvements – Phase III

ATTACHMENT 4-I



Uplands Area

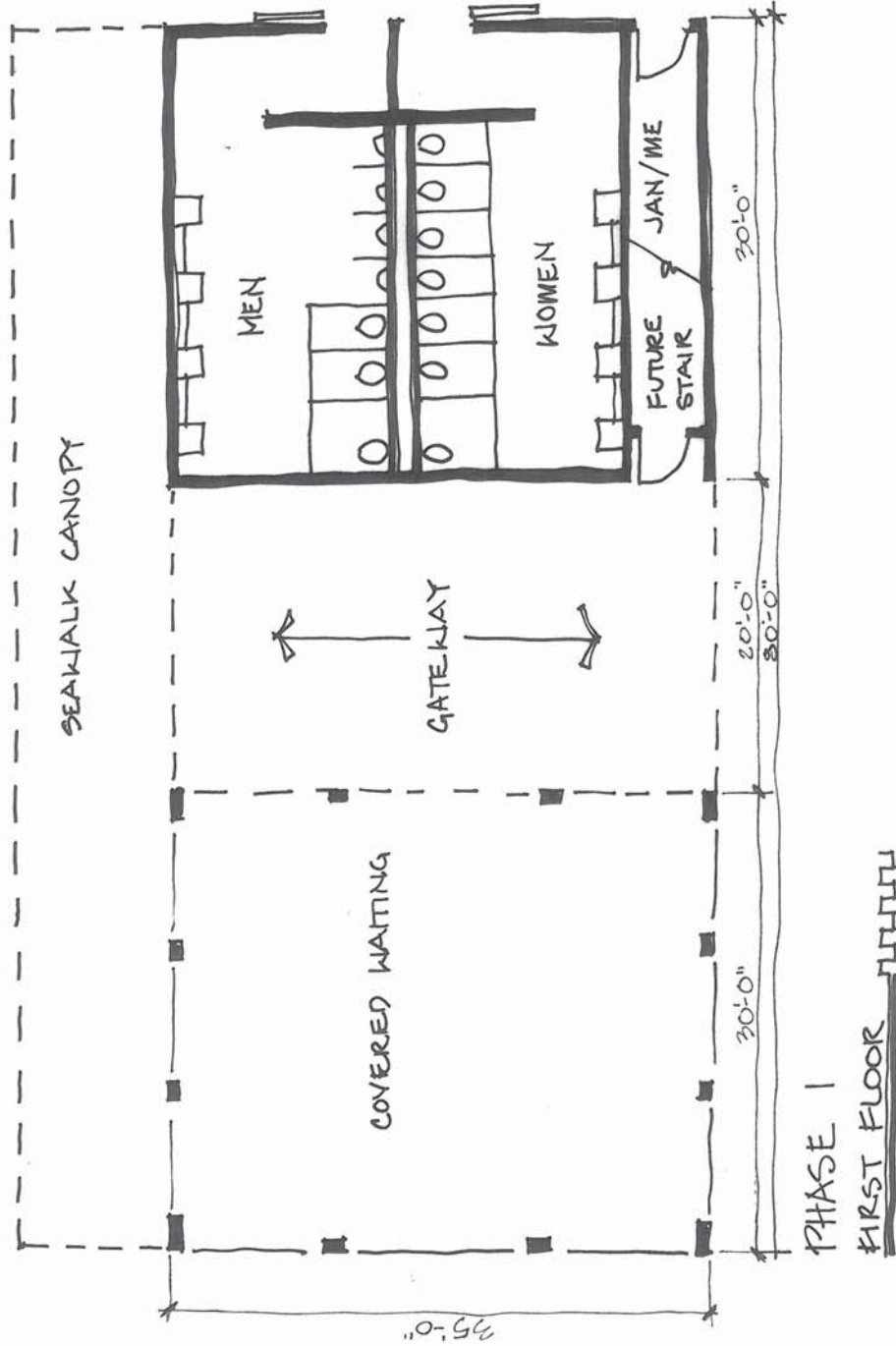
Vegetative Cover

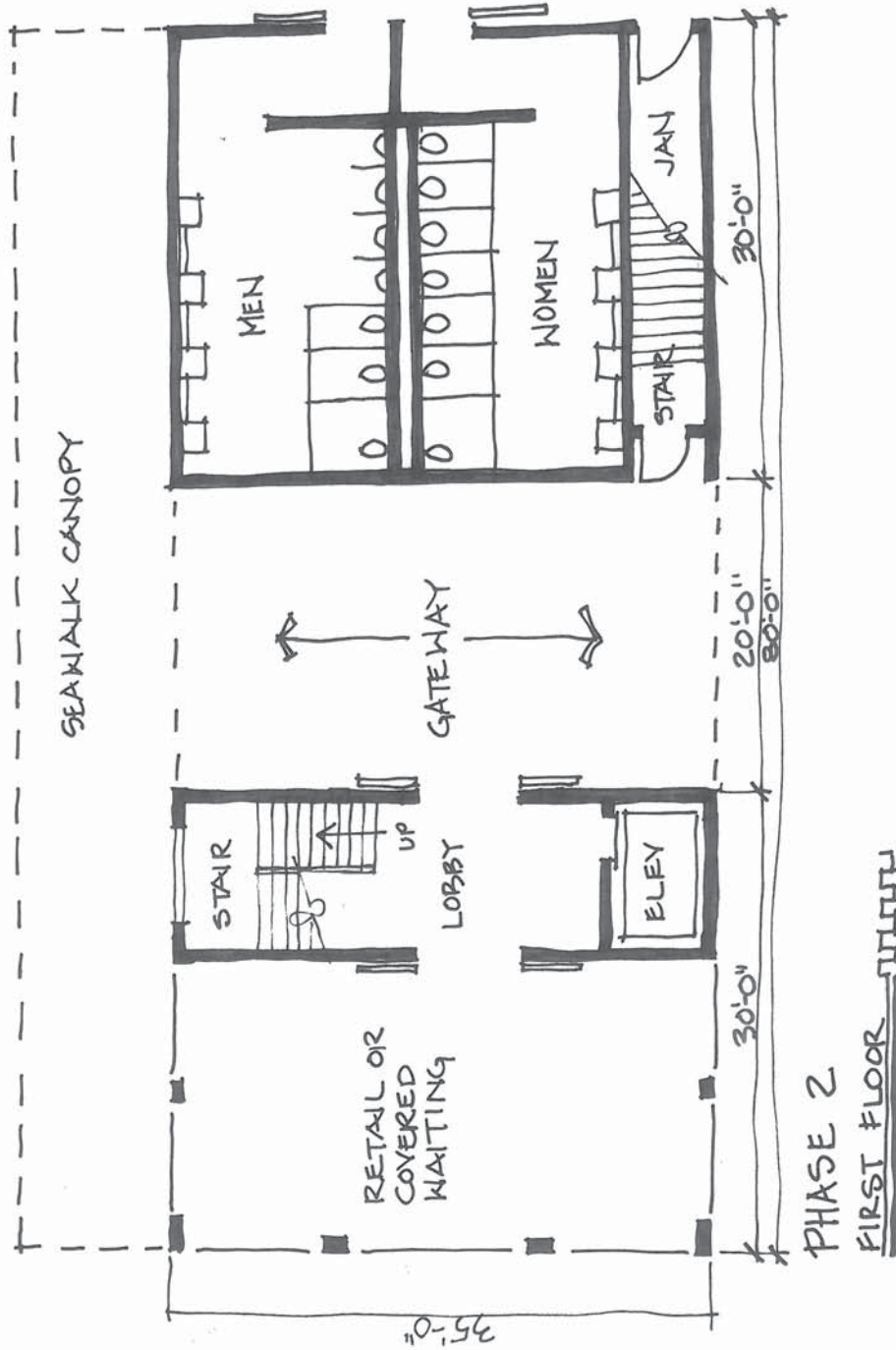
Landscape Plaza

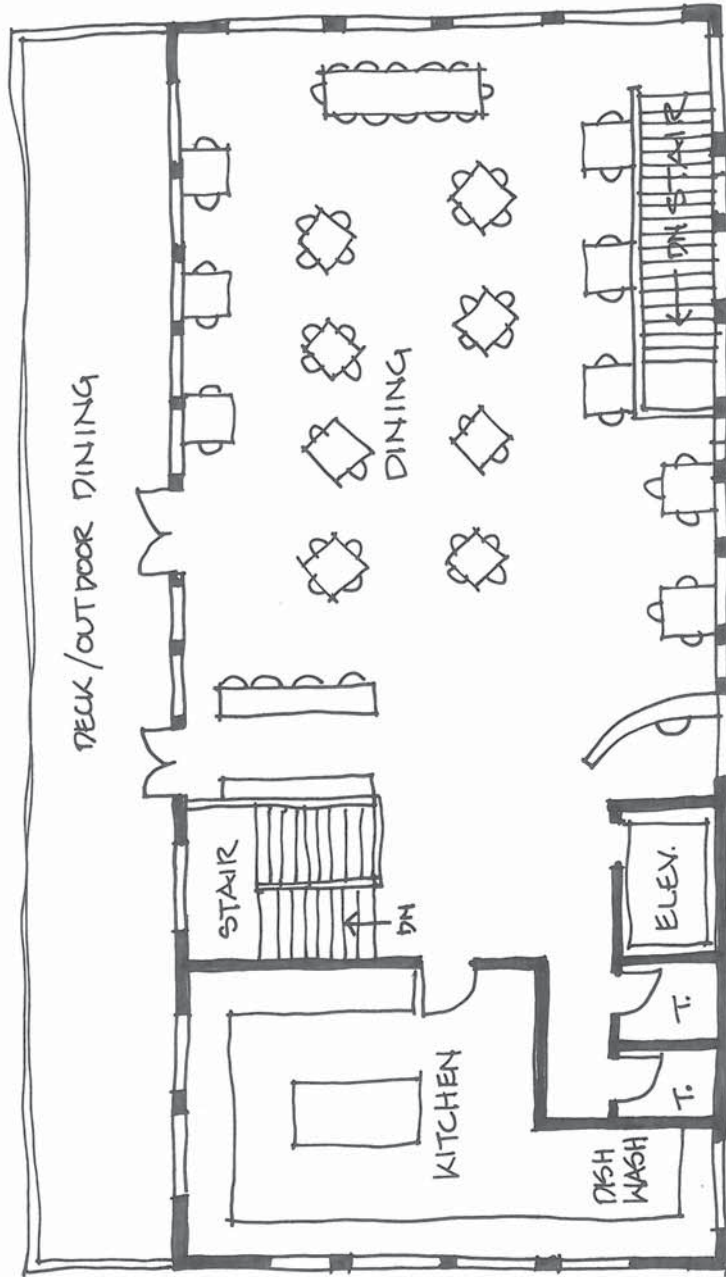
Uplands Area = 74,922 Square Feet
Vegetative Cover = 7,553 Square Feet
Landscape Plaza = 3,500 Square Feet

Vegetative Cover / Landscaping

ATTACHMENT F







PHASE 2
FUTURE SECOND FLOOR

