MINUTES
Planning Commission
REGULAR MEETING
CITY AND BOROUGH OF JUNEAU
Ben Haight, Chairman
August 8, 2017

I. ROLL CALL

Ben Haight, Chairman, called the Regular Meeting of the City and Borough of Juneau (CBJ) Planning Commission (PC), held in the Assembly Chambers of the Municipal Building, to order at 7:04 p.m.

Commissioners present: Ben Haight, Chairman; Paul Voelckers, Vice Chairman; Nathaniel Dye, Percy Frisby, Dan Miller, Kirsten Shelton, Carl Greene

Commissioners absent: Dan Hickok, Michael LeVine

Staff present: Rob Steedle, CDD Director; Beth McKibben, Planning Manager; Teri Camery, Senior Planner; Tim Felstead, Planner II; Allison Eddins, Planner II; Robert Palmer, Assistant Municipal Attorney; Dan Bleidorn, Deputy Land Manager

Assembly members: Debbie White, Loren Jones

II. APPROVAL OF MINUTES

July 11, 2017 Regular Planning Commission meeting minutes

MOTION: *by Mr. Dye, to approve the July 11, 2017, regular Planning Commission meeting minutes with any small changes by Commission member or staff.*

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

Juneau resident Murray Walsh noted that four weeks ago he represented an applicant for a cell phone tower approval. The experience was more challenging then it needed to be, said Mr. Walsh. He said there were a lot of features in the wireless cell tower code that needed attention. Mr. Walsh said he would appreciate the opportunity in the future to meet with the Commission and discuss what could be done to ameliorate the situation. In essence, said Mr. Walsh, the code is antagonistic to applicants. The applicant is asked to make analysis which could be performed by the CDD staff, said Mr. Walsh. The applicant is expected to submit information that could only be understood by a radio frequency engineer. Mr. Walsh said he felt the Commission was asking for too much upfront information.

Commission Comments and Questions
Mr. Voelckers said he felt it would be appropriate to schedule this issue for a Title 49 discussion.

IV. PLANNING COMMISSION LIAISON REPORT

Assembly liaison to the Planning Commission Debbie White reported that the Assembly adopted a resolution naming a portion of the whale park after former Mayor Bill Overstreet. The Assembly did accept the appeal on the application for the marijuana facility in the industrial area, she said. Ms. White said this is because the Law Department presented no options making it possible for the Assembly to turn it down. A proposed two percent increase on the bed tax was proposed for the ballot, said Ms. White. It is currently seven percent, but in addition to that there is a sales tax of five percent, said Ms. White. That will go to the Finance Committee on August 9, (2017) she said. On August 10, (2017) there will be a Committee of the Whole meeting of the Assembly where they will receive a verbal update from Hecla Greens Creek and Kensington mines. They are also going to discuss the Meander Way LID. They will also receive an update on Pederson Hill and a legislative update from CBJ's lobbyist, said Ms. White. They will also discuss the annexation issue, she noted. They are talking about potential expansion of the boundaries which would include Funter Bay, and Horse and Cove islands, she reported.

V. RECONSIDERATION OF THE FOLLOWING ITEMS - None

VI. CONSENT AGENDA

USE2017 0014: Conditional Use Permit for Suzy's Caribbean Kitchen - a mobile restaurant in the Industrial zone.

Applicant: Susan Perry
Location: 5321 Commercial Blvd.

Staff Recommendation

It is recommended that the Planning Commission adopt the Director's analysis and findings and approve the requested Conditional Use Permit to allow the development of a food trailer in an Industrial zone with the following conditions:

1. The on-site storage of food or waste overnight is prohibited.

2. A mobile restroom (port-a-potty) will be on-site and will be serviced regularly.

3. Gray water shall be disposed in an approved location as offered by CBJ Wastewater.

4. The applicant shall place the generator inside a box to minimize the noise level.

5. The applicant shall provide a copy of an approved DEC permit prior to the building permit final inspection.

Advisory Conditions

1. The applicant should make sure there are no seams in the metal shed that a bear could pull apart.

2. The grill and any grease traps should be thoroughly cleaned every evening in order to keep food scents down.

MOTION: *by Mr. Miller, to approve the Consent Agenda as read with any minor corrections by Commission member or by staff.*

The motion passed with no objection.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

AME2016 0019: Deletion of CBJ code 49.70.310 (a) (2 and 3), Eagle Nest Buffers.
Applicant: City & Borough of Juneau
Location: Borough-Wide

Staff Recommendation
Staff recommends that the Planning Commission forward the draft text amendment to the Assembly with a recommendation for approval.

Ms. Camery reported that the ordinance proposed for deletion states that development is prohibited within 330 feet of an eagle nest on public land and within 50 feet of an eagle nest on private land. The Title 49 committee reviewed eagle nest buffer ordinance drafts at several of its meetings a year ago. The review included consultation with the US Fish and Wildlife Service and CDD staff. CDD staff followed these meetings with extensive consultation with the CBJ Law Department, and performed research on past variance applications, said Ms. Camery.

For many years now, since the Fish and Wildlife Service has experienced staffing cuts, the City has not been able to enforce the existing eagle ordinance, said Ms. Camery. There is not staff available to enforce the ordinance, she said.

The 2013 Juneau Comprehensive Plan contains a number of policies regarding eagle nests, said Ms. Camery. The Comprehensive Plan explicitly says that the existing eagle ordinance may need to be amended in light of the 2011 changes to federal law, she said. Deletion of the ordinance is consistent with the Comprehensive Plan because a federal permit exists that addresses eagle protection and development, and because local eagle populations appear to be increasing with the protections offered by other code requirements and policies, said Ms. Camery.

Even though this ordinance is being considered for deletion, said Ms. Camery, this does not mean that the City is giving up eagle protection, she said. The Comprehensive Plan policies will remain in place, she said. Many of these policies can still be addressed through the development review process and by other departments, she noted.

MOTION: *by Mr. Voelckers, to accept staff's findings, analysis and recommendations, and to approve AME2016 0019, deletion of CBJ code 49.70.310 (a) (2 and 3) of eagle nest buffers.*

The motion passed by unanimous consent

CSP2017 0013: A consistency review for reconstruction of Egan Drive between Tenth St. & Main St.
Applicant: State of Alaska
Location: Egan Drive between Tenth St. & Main Street

Mr. Voelckers said he wanted to clarify for the Commission in case it viewed this work as a conflict that he had assisted with some planning level and site utilization studies with the District Heating project, which are one of the lots fronted by this project. His also participated in some ongoing sketching, including some with the City and with private development options and with City land. He stated none of this is under contract currently.

The Commission voiced no objection.

Staff Recommendation
Staff recommends that the Planning Commission adopt the below analysis and findings, and **APPROVE** the reconstruction of Egan Drive between Tenth Street and Seward Street subject to the following conditions:

Bike improvements

1. DOT&PF shall continue to allow the option to cycle on sidewalk on the seaward side of the Egan Drive remain. This is identified as a shared use path in the Juneau Non-Motorized Transportation Plan.

2. DOT&PF shall stripe non-buffered bike lanes sections with a 6-inch line as per the Juneau Non-Motorized Transportation Plan.

3. DOT&PF shall provide a cycle-only turn lane for bicyclists turning from Egan Drive onto the bridge in accordance with MUTCD standards if ROW width allows. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-Motorized Transportation Plan.

4. DOT&PF shall provide a bicycle lane be added on the Casey-Shattuck leg of W. Tenth Street. This will provide a safer design for cyclists at this intersection as identified in the Comprehensive Plan, and the signage and pavement markings required in the Juneau Non-Motorized Transportation Plan.

5. DOT&PF shall provide dashed bike lane striping with a bicycle symbol across the Willoughby Avenue and Whittier Street intersections in accordance with the NACTO guidance for intersection treatment for bicyclists. Provision of a bike lane running the length of Egan Drive between Tenth Street and Main Street is a requirement of the Juneau Non-Motorized Transportation Plan.

6. DOT&PF shall place appropriate cycle route directional signage in the project area for the Cross-Juneau Bikeway described in the 2009 Juneau Non-Motorized Transportation Plan. They should work with CBJ to determine the placement.

7. DOT&PF shall provide 'sharrows' markings on the seaward traffic lane at the end of the project. Use of sharrows where bikes and motor vehicles share the road is a requirement of the Juneau Non-Motorized Transportation Plan

Pedestrian improvements

8. DOT&PF shall use continental/ladder style striping at all intersections where allowed under current design standards, particularly those crossing side streets. Where current adopted design standards do not allow this, but future standards do, future striping should be changed to meet this recommendation. Continental/ladder style crosswalks was required as part of the Juneau Non-Motorized Transportation Plan.

9. DOT&PF shall provide crosswalk markings using continental/ladder style striping across Willoughby Avenue. Crosswalk markings at this intersection are listed as priorities in the Juneau Non-Motorized Transportation Plan.

10. DOT&PF shall retain the existing crosswalk at Seward Street. This would meet the Waterfront Masterplan recommendation that pedestrian pathways to downtown be provided.

11. DOT&PF shall add conduit for an additional pedestrian crossing on the Bridge side of Egan Drive at Whittier Street. This crossing is identified in the Willoughby Plan and will provide for increased pedestrian use of this intersection as the subport area is sold and developed.

Vegetative treatment of median

12. DOT&PF shall provide a vegetated median that is planted and maintained with grass. This includes all areas currently covered with grass including either side of Gold Creek Bridge. DOT&PF shall work with CBJ to provide a suitable planting environment if it is determined the trees can survive in this location. This will provide vegetation in the

median as shown in both the Willoughby District Plan and the Waterfront Master Plan.

13. DOT&PF shall provide alternative pavement colors and/or textures other than traditional asphalt or concrete where the central median cannot be vegetated. This treatment is recommended in the Waterfront Plan.

14. It is recommended as a condition of approval that DOT&PF work with CBJ to develop and implement a plan for more attractive treatment of the raised median islands at the Willoughby intersection including at the new crossing.

Right-of-Way acquisition plats

15. DOT&PF submit the necessary ROW acquisition plat following conclusion of negotiations regarding all easements and land sales along the project length.

Recommendations for consideration by DOT&PF

While not explicitly supported by any of the adopted plans reviewed, the following recommendations have been made for DOT&PF to consider incorporating into their proposal.

Lighting

1. It is recommended the DOT&PF lighting plan prevents light trespass and follow lighting recommendation of the AMA.

2. It is recommended the DOT&PF lighting plan provide lighting should be immediately adjacent to all pedestrian crossings.

Operation of buses at the Downtown Transportation Center

1. It is recommended that DOT&PF continue to observe the operation of the DTC exit and develop an appropriate plan to ensure that exiting buses are not adversely delayed by the reconfigured Right of Way. If the changes negatively impact bus service some form of Transit priority should be explored.

Bike improvements

2. It is recommended that DOT&PF stripe the buffered bike lane according to the standards of the NACTO Urban Bikeway Design Guide.

3. It is recommended that DOT&PF implement bike boxes at all signalized intersections as part of their striping plan to better facilitate left turns by cyclists and to reduce the chance of right turn collisions.

4. It is recommended that DOT&PF provide ramped access onto the outbound cycle lane from shared use path connecting to Egan Drive adjacent to the Prospector Hotel.

Pedestrian improvements

5. It is recommended that a new pedestrian crossing should be added by DOT&PF when the next phase of the Sea walk is completed (anticipated after 2020) where the shared use path connects to Egan Drive between The Prospector Hotel and Foodland. DOT&PF may wish to plan for any necessary conduit under the ROW at this location for the future pedestrian crosswalk.

6. It is recommended that DOT&PF post a 30 mph speed limit prior to the Glacier Avenue intersection for inbound traffic.

7. It is recommended that DOT&PF should retain the raised medians as shown in the plans at Glacier Avenue and Willoughby intersections. Striped refuges should not be used.

8. It is recommended that DOT&PF work with CBJ to construct the CBJ preferred design of the Seward Street intersection. To understand the impacts on the Main Street intersection immediate traffic/pedestrian counts should occur at the intersection for use in modelling peak season traffic, and a temporary closure the left turn could be considered.

9. It is recommended that the pedestrian crossing at Whittier be a 2 stage crossing with a pedestrian refuge median.

Traffic control during construction

10. It is recommended that DOT&PF provide the Juneau School District an opportunity to review and comment on temporary traffic controls proposed to mitigate the increased traffic volume during construction within the school zones. DOT&PF should formally provide notice to the impacted neighborhoods of the increased traffic volumes during the construction project.

11. It is recommended that DOT&PF and their contractor should work with CBJ Capital Transit to ensure bus operations are not adversely impacted during the reconstruction.

RECOMMENDATION – PROVISION OF EASEMENT ON CBJ PROPERTY

Staff recommends that the Planning Commission forward the proposed easements and/or land purchase to the Assembly with a **recommendation of approval** with the following recommended conditions applied:

1. DOT&PF shall work with CBJ on the design of any reconstruction of this in the area of the JACC and Centennial Hall and coordinate the timing of work in this area with planned events at both venues including temporary access arrangements if needed.

2. It is recommended that the easement or sale of the CBJ parcel across Egan Drive from Centennial Hall to DOT&PF allows for its use to provide a CBJ parking information sign.

Mr. Felstead told the Commission the project area runs from the bridge to Seward Street. The project will involve:

- ✓ Repaving of Egan drive, repairing existing surface ruts, and drainage improvement
- ✓ Replacement of existing streetlights with more energy efficient LED's
- ✓ Upgrade the existing signals at 10th Street, Whittier Street, and Main Street to provide linked traffic signal network to improve flow of traffic
- ✓ Reduced traffic lanes in both directions between Willoughby Avenue and Seward Street from two lanes to one lane in each direction, and reduction of motor vehicle traffic lane width from 12.5 to 11 feet
- ✓ Addition of dedicated bike lanes at the same grade with vehicle travel-way along the entire length of project in both directions
- ✓ Widening of pedestrian sidewalks where existing as new ROW (Right-of-Way) width allows or existing ROW can be reallocated
- ✓ Addition of unsignalized pedestrian crossings with central median refuge at Glacier Avenue and Willoughby Avenue
- ✓ Removal of existing unsignalized pedestrian crossing at Seward Street
- ✓ Removal of some existing landscaped strips on the seaward side of Egan Drive and parts of the central median
- ✓ No additional crosswalk at Whittier Street intersection
- ✓ Widening of ROW through easements or land purchase of private, CBJ and state lands

A recommendation for this project is required to be forwarded to the Assembly, noted Mr.

Felstead. Mr. Felstead reported that this proposal has been reviewed against the 2013 Comprehensive Plan of the City and Borough of Juneau, and a number of other plans that have been adopted or referred to in the Comprehensive Plan including:

1. Area-wide Transportation Plan
2. Juneau Non-Motorized Transportation Plan
3. Willoughby District Land Use Plan
4. Long Range Waterfront Master Plan for the CBJ
5. Downtown Parking Management Plan

A condition of approval has been suggested where a clear requirement is identified in the review plans, said Mr. Felstead.

A new crosswalk will be added to Glacier Avenue, said Mr. Felstead, showing the Commission a map of the project. There will be some LED lights as part of the project which may become an issue for residential buildings and hotels, noted Mr. Felstead.

The plans indicate a 40 miles an hour speed limit at the location of the Glacier Avenue crosswalk on the seaward side, and 30 miles per hour on the outbound section, said Mr. Felstead. The CBJ Engineering Department has suggested that 30 miles per hour may be appropriate for both the inbound and outbound sections of that road, he said.

There may be a pedestrian activated light at that segment, but DOT will wait and see if it is required, said Mr. Felstead.

Commission Comments and Questions
Mr. Miller asked which agency would ascertain if that safety light was required.

Mr. Felstead said that DOT will be assessing the situation once construction is completed, and see if there appears to be a need for the light.

At the 10th Street intersection a new cycle lane is proposed, as well as one over the bridge, said Mr. Felstead. The staff has proposed as a condition that an additional bike lane be added at the left turn going over the bridge, he said. DOT's preferred option would be to have cyclists dismount and use the crosswalks to get to the other side of the bridge, said Mr. Felstead. Other options have been suggested in the staff report including bike boxes which are allowed if the state applies to the Federal Highway Administration, said Mr. Felstead. Mr. Felstead said he does not think any of these of bike boxes have yet been implemented within the state.

At the 10th Street intersection it is proposed that a cycle lane be identified to make that portion

of the street safer for cyclists, said Mr. Felstead. Additionally, signage is required along the length of the project. Therefore, it has been recommended that DOT be instructed to erect suitable signage along the project. DOT would like to direct any cyclists headed towards the Valley onto Glacier Highway as soon as possible, he said. They do not want the bicyclists proceeding past the 10th Street intersection on their way out of town, he said.

Looking at the project from 10th Street to Whittier, there will be a reduction in the traffic lanes from 12.5 feet to 11 feet, which will include an extra wide striped bicycle lane, said Mr. Felstead. Wider sidewalks will also be installed, he added. The Non-Motorized Transportation plan calls for six-inch-wide lines to be used for the bicycle striping, said Mr. Felstead. The current proposal is for four inch lines so a condition has been recommended to increase that striping to six inches, he said.

The sidewalks all meet the required width of five feet, said Mr. Felstead. There is a vegetative strip on the seaward side which will be removed, but there will be some sort of buffer between passing traffic and pedestrians, he said. The pedestrian environment as well as that for cyclists will improve as a result of this project, said Mr. Felstead.

Near the Parkshore Condominiums, there will only be expansion of the sidewalk to 5 ½ feet, noted Mr. Felstead. Some of the central median is being identified as turf in the proposed plans, and there are some locations in the proposed project where the existing median will be paved, noted Mr. Felstead. CBJ would like a vegetative cover for this median and trees have also been suggested in some of the plans, said Mr. Felstead.

It has been suggested that trees would have a difficult time surviving within the median, said Mr. Felstead. It has been recommended as a condition that DOT at least turf the existing portions of the median which currently house plantings, he said. They've also recommend that the possibility of trees in this area be explored, he said.

Commission Comments and Questions
Mr. Voelckers said there have been split opinions within the City itself on the viability of trees.

Mr. Felstead said that the Parks and Recreation department has stated that some trees may work in the median, and that it also may depend upon snow removal methods. They have been identified in past plans and the use of trees will be explored, he said. The Parks and Recreation Department will no longer be planting the flowers in the medians as it has in the past, said Mr. Felstead. They can no longer afford the additional labor for that work, he said. They have said they will be able to maintain a turf strip within the median, he said.

There are a number of easements requested by DOT which will be permanent, said Mr.

Felstead. They will be used for the sidewalk or for additional fill material to support the expansion of the sidewalk, he noted. There also will be a number of temporary construction easements, he said, during the time of construction.

It has been recommended as a condition of approval that DOT submit plat or right-of-way map to show where it has been relocated onto all CBJ and private property, said Mr. Felstead. Along the Whittier Street to Willoughby section of the road there will be a number of temporary construction easements, said Mr. Felstead.

The CBJ Engineering Department has recommended that DOT provide a conduit for pedestrians as to allow for extra pedestrians because of development of the subport area, said Mr. Felstead. It has been recommended that DOT provide a two-stage crossing across Egan. It has also been recommended as a condition that the DOT work with the CBJ to develop attractive median coverage where there will be no turf coverage. There is also a new crossing which will be located at the Four-Point hotel, said Mr. Felstead. It is a two-stage crossing with a refuge island in the middle, he said.

While DOT is requesting construction easements along the Juneau Arts and Humanities Council building and Centennial Hall, they probably will not need to use them, said Mr. Felstead. There is a very small triangular portion of land across the street from Centennial Hall which DOT is interested in purchasing, said Mr. Felstead. The Downtown Parking Management Plan suggests a parking guidance sign be placed on the approach to downtown and that location would be suitable, he said. This has been recommended as a condition of the sale, he said.

The two lane portion of the road close to town will be reduced to one lane with a turning Lane at the Seadrome building, said Mr. Felstead. There has been some concern from Capital Transit that the buses coming out of the transit center will struggle to make that turn, he said, as they head out of town. The buses currently have to wait for both lanes to be free to make their turn, he noted.

The project will also involve reconstruction of the retaining wall at Merchants Wharf, said Mr. Felstead. From Whittier proceeding into town the cycle lanes will be reduced to 4 ½ feet in width, said Mr. Felstead. Some sort of signage needs to be placed notifying cyclists that they can also share the pedestrian path for their transport, he said. The Non-Motorized Transportation Plan suggests using the sharrows markings to notify cyclists and motorists the cycle lane has ended and they should now share the road, said Mr. Felstead. This is to notify motorists that cyclists will begin merging into the traffic, he said.

DOT has indicated that are ready to begin construction in the fall of this year concluding construction the fall of 2018, said Mr. Felstead. They plan on leaving one Lane open in both

directions during construction, said Mr. Felstead.

There is also some concern from the schools in town that traffic may divert itself to Glacier Highway, thus increasing the traffic around the schools, said Mr. Felstead.

Most noise from heavy machinery will occur during the day, said Mr. Felstead. Noise permits will be required for any construction occurring at night, he said. An Army Corps of Engineers permit will be required for any additional fill for the project, said Mr. Felstead. A storm water pollution prevention plan will also be required for the project, said Mr. Felstead.

In terms of easements and land sale, the provision of the easement or the land sales are to facilitate the construction of the proposed project. They substantially conform to the locally adopted plans, said Mr. Felstead, subject to the recommendations that have been provided, he said.

In addition, the proposed reconstruction plan, with the recommended conditions, substantially conforms to Title 49 and locally adopted plans, said Mr. Felstead.

Mr. Felstead recommends that the Planning Commission forward the issue of easements and land sale to the Assembly for approval with two conditions:

1. DOT shall work with the JAHC and Centennial Hall to ensure that any events are not disrupted by construction

2. The CBJ land parcel across from Centennial Hall have posted a parking information sign in the area not being used for a sidewalk

It was also recommended that the Planning Commission approve the proposed reconstruction with the recommended conditions contained in the staff report.

There have been two small adjustments in the existing conditions, said Mr. Felstead. Instead of requiring a cycle turn lane for condition three, appropriate signage may be able to be used instead, said Mr. Felstead, to facilitate the transport of bikes through the 10th Street intersection, he explained. Condition seven has been modified to state that sharrows may not be appropriate, and that some other form of signage that directs cyclists may be used, he said.

Commission Comments and Questions
Ms. Shelton asked if the Commission has any authority regarding recommendations for conditions of approval. She asked if it has to be something found in the plans or if the

Commission can move something over.

Mr. Felstead responded that his understanding is that if ithere is not direct connection with the plans or the code, it is difficult to say something is a requirement of the local community.

Department of Transportation and Public Facilities (DOT)
Kirk Miller, Design Group Chief of DOT, told the Commission Chuck Tripp, the project manager for this project, could not be at the meeting. He said he was available for questions from the Commission.

Mr. Voelckers asked how the maintenance of the project would be handled once it was complete. Mr. Miller said DOT is looking for every avenue that they can to minimize maintenance responsibilities.

Mr. Miller said he has discussed with Mr. Felstead that they discuss each median regarding its maintenance and who would maintain them. He said it has not really been decided yet who would maintain the turf portion of the medians.

Mr. Voelckers said he is an advocate of green medians and would like to explore the possibility of some trees in median locations.

Mr. Miller said that trees will probably be frowned upon, due to concerns of roots growing under the streets and disrupting the pavement. He said that salt and snow plows would also not be favorable to trees within the medians.

Mr. Voelckers said that trees have been within the studies all along and that they indicate that trees are a strong calming force for traffic patterns.

Mr. Dye asked if there has been a projected increase in travel times due to the reduction of two lanes to one lane from Main Street to Whittier Street.

Mr. Miller said they do not think the traffic pattern they are proposing is going to be detrimental to the through traffic. Traffic times may even be better with dedicated turn lanes, said Mr. Miller. He said the one area they cannot improve at all is the area of 10th Street because of the traffic going to Douglas and across the bridge.

Ms. Shelton asked for more information on the DOT's plans to divert traffic during construction

near the Glacier Avenue schools.

Mr. Miller said what is being conveyed is during certain times of construction traffic will be diverted from 10th Street going into town to Glacier Highway.

Mr. Felstead said that traffic would naturally divert itself as needed. He said from his conversations with the CBJ Engineering Department that there is not much they can do to prevent traffic from diverting itself when road construction along Egan causes traffic to back up.

Ms. Shelton said she had concerns with the additional traffic going by the schools affecting the drop-off and pick-up of the students and of the general safety in the area with additional traffic.

Mr. Voelckers asked if the right-of-way itself widens or if they are merely obtaining easements across City property.

Mr. Felstead said he believed the intention was for a perpetual easement on the CBJ property, except for the small triangular portion of land located across the street from Centennial Hall that would be purchased by DOT. The perpetual easements do meet the definition of right-of-way within Title 49, he added.

Mr. Voelckers asked if there are any issues in terms of liability between DOT and the City should there be a traffic accident, for example. He asked if that would be considered to have occurred on City land or state land.

Mr. Bleidorn said the DOT has not yet submitted their final bid package to the CBJ for the easements. They will be purchasing these easements at fair market value, he said. As part of the agreement they will have full rights to that property, he noted. There are existing easements within the area, but these additional easements will be for the widening of the right-of-way, he said.

If it is for full market value, said Mr. Voelckers, why not just make it a clean sale to the state.

Mr. Bleidorn said he thought that would be more difficult to execute. That would involve numerous subdivisions for all of the individual lots along the street, he said. By granting easements, if the City ever wanted to put up a sign or some item related to the sea walk, they would have retained those rights, he said.

In answer to a question from Mr. Voelckers, Mr. Bleidorn said that DOT is also working on easements with the private property owners as needed.

Chairman Haight said he remembered discussion over this project several years ago which involved the issue of water being sprayed up from the road onto pedestrians. He said after a period of time, the road will wear and obtain ruts resulting in more road spray going onto pedestrians. He asked if with the narrowing of the roadway and deletion of some of the greenery in the medians if DOT is considering some form of alleviation for the road spray problems. Chairman Haight said he considers this a safety issue for pedestrians.

Mr. Miller said he has noticed personally that pedestrians get sprayed by water due to ruts and also there are also some drainage issues due to settlement and faulty construction. He said the construction will be close and that over time there probably would be ruts creating water spray on pedestrians. He added that he did think that traffic would be a little further away from the sidewalks than it is currently. He said improved drainage with the new construction should help as well.

Chairman Haight asked how snow plowing would be handled with the new construction, since currently snow gets piled up onto the sidewalks.

Mr. Miller responded that it would probably be plowed the same way as it is now. Mr. Miller said he would talk to his maintenance foreman and provide a written explanation on the DOT snow removal plan for downtown.

Chairman Haight asked if the LED lighting plan for the project would be curtailed to where it is currently.

Mr. Miller said they are going to go back and speak with their consultant and have that question addressed. He said his gut feeling is that the lights will be replaced according to their current placement.

He asked Chairman Haight if he felt the LED lighting would be more obtrusive if it was placed in the existing locations.

Chairman Haight said his experience is that the light dispersal between the types of lights would essentially be the same, but that LEDs actually have a sharper cut-off than the existing lights.

Chairman Haight asked if they would be reducing light levels at certain times during the

evening.

Mr. Felstead said this has not been a proposal of DOT.

Chairman Haight asked if this would be something that DOT could possibly implement.

Mr. Miller said he thought that they could.

Chairman Haight said he would expect that the lights would be kept full at the intersections throughout the night.

Chairman Haight said he would like DOT to keep in mind that as greenery and items were added to medians that they not interfere with the vision of the drivers.

Chairman Haight said he found the pedestrian signals at Main Street to be very dangerous. He said a pedestrian pushing a button could initiate the walk sign while a car in the turn lane was making a left hand turn. He asked if that problem could be remedied with this project.

Mr. Miller responded they are planning on re-doing the entire signal at Main Street, and that they recognize there are many difficulties with that intersection. They will also be synchronizing it with the 10th Street signal, he said.

Chairman Haight asked if the proposed bicycle turn lanes would have an impact on the DOT design.

They do not have room to implement the proposed "bike boxes", said Mr. Miller. They also think they do not have the bicycle traffic to warrant their implementation, he added.

Chairman Haight noted that he did not think the buses would have any more difficulty making their turns with the newly designed streets than they do currently.

Mr. Felstead noted that with the addition of the bike lane the buses may actually have more of an effective turning lane width with the newly constructed road.

Mr. Voelckers asked if Mr. Miller was reasonably comfortable with the City's proposal for Seward Street.

They were concerned that prohibiting a left turn at Seward Street would then force people to go back to Main Street and then come all the way back around South Franklin. They have been asked to analyze how many left turns are coming out of Seward Street and if those left turns were prohibited, they would need to assume that traffic would be proceeding to Main Street, said Mr. Miller.

Mr. Voelckers said they could also do an improved pedestrian crossing.

Mr. Miller asked when the City was planning on instituting those street changes. He said he felt they needed to meet further with the City and that perhaps DOT "dropped the ball". They will do whatever it takes, he said.

Mr. Dye said he would like to know what the DOT traffic study indicated regarding the traffic on Main Street by removing the left-hand turn onto Seward Street. That is key for the downtown circulation to find parking, he noted. He also asked if it would be possible to implement a park and ride for City and State employees at a Valley location to alleviate the need for traffic congestion during construction.

Mr. Miller said he did not know why they could not implement that suggestion. He said federal aid does fund things like that.

Mr. Voelckers said the staff report mentioned allowing a conduit for a pedestrian crossing that is closer to the bridge at the Whittier intersection. He said he felt that would be a useful item to work into the plan at the very beginning. He said currently it is difficult to take a left turn on the bridge often because of the pedestrian crossings.

Mr. Miller said their thought there was a sufficient crossing at the existing signalized intersection and there would be little purpose adding a crossing across an additional leg. He said it may not be impossible but that they have not fully analyzed it yet.

Mr. Voelckers said he felt there were enough vehicle and pedestrian conflicts at that location to warrant the additional crossing.

Public Comment

Angie Mendbayar of the District Heating project said they have several crossings on this project. They would like to know how they can collaborate with the City and DOT and install some pipes during the construction phase of the road.

Chairman Haight said they will connect her with Mr. Miller of DOT so that they can collaborate to make this happen.

Lee Kadinger with the Sealaska Heritage Institute said they have provided written comments on this project. They have an interest in ensuring that the Seward Street crosswalk is maintained, he said. They notice that it is heavily used daily. They felt the elimination of the left-hand turn was a positive safety improvement for the pedestrian crossing, he said.

Mr. Voelckers asked if there has been discussion about closing Seward Street. Mr. Kadinger said they have discussed the closing of Seward Street, especially for special events.

Mr. Voelckers asked about the projected timeline for the construction.

Mr. Miller said they have had several meetings with the Juneau Heating District. They encouraged them to hire an engineer which they did, he said. They said they would work with them so that the crossings can be accomplished. They have encouraged him to install the crossing before DOT does the road, he said. DOT does not want to be responsible for installing the crossing, he said. It is complicated, and has to do with federal aid, he added.

Mr. Voelckers asked Mr. Miller when he expected the physical construction to commence. In the best case scenario, they can advertise this project this September or October, said Mr. Miller. They could probably expect to start some work in March, 2018, said Mr. Miller. They will need the next spring season, putting them into June, 2019, he said.

In response to a question by Chairman Haight, Mr. Miller said they are aware of the installation of an electrical conduit as well.

MOTION: *by Mr. Miller, to approve CSP2017 0013 and accept staff's most excellent findings, analysis and recommendations.*

Mr. Dye asked to make a friendly amendment to look into partnering with the CBJ in the attempt to provide a park and ride solution during construction.

Mr. Miller accepted Mr. Dye's friendly amendment.

Speaking in favor of the amendment, Mr. Voelckers said he felt that item 12 which is under the Vegetative Treatment of the Median is very important. He said he supported Mr. Felstead's

research and noted that the vegetative and trees strip is shown both in the Willoughby District plan and in the long range waterfront master plan. Mr. Voelckers said there have been studies indicating that trees have a calming influence on traffic and make the neighborhood safer and more accommodating. They also establish a threshold into the community, he noted. Mr. Voelckers said he also liked the recommendation to reduce the traffic to 30 miles per hour at the Gold Street Bridge. That will go well with the new pedestrian crossing, said Mr. Voelckers.

The motion including the friendly amendment passed with no objection.

X. BOARD OF ADJUSTMENT - None

XI. OTHER BUSINESS

Mr. Dye said at their last meeting that Mr. LeVine made a motion which was tabled. He said he would like to reopen that item for the purpose of tabling it once again until their next meeting when Mr. LeVine would be present. This was a comprehensive map change to amend the district upon which the Catholic diocese resides from Mixed-Use Residential to Traditional Town Center.

That item was tabled with no objection.

XII. DIRECTOR'S REPORT

Mr. Steedle said there is currently no Planning Commission meeting scheduled for August 22.

The Lemon Creek Area Plan will be scheduled if possible on September 12, at a COW meeting.

Also on September 12, there will be a rezone on the Front Street area in Douglas, said Mr. Steedle.

There is a Title 49 meeting on August 16, said Ms. McKibben.

There is also a Subdivision Review Committee meeting on August 23, she said. Ms. Boyce will poll members as to a time for the Subdivision Review Committee meeting.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS

Chairman Haight said he felt the staff did a great job with their reports this evening.

Mr. Voelckers said the presentation on the DOT road reconstruction project was a very well researched and well delivered presentation.

In response to Mr. Walsh's comments about the cell tower ordinance earlier this evening, Chairman Haight said he felt it may be time to go back and review the ordinance. Mr. Steedle said they will add this to the staff's list of priorities and that they could review with the Commission the items the staff has before them and prioritize them.

Mr. Voelckers said while Mr. Walsh had deemed this a hostile ordinance, that only one has come back to the Commission and that he did not have the feeling it had been a real problem.

Mr. Steedle said it is only when a new tower is being erected that it needs to come before the Commission. The cell tower request presented by Mr. Walsh is the first time this type of request has come before the Commission, said Mr. Steedle. He said he thought it would be a good idea to review the ordinance.

Mr. Dye asked if it would be possible to see statistics on shared access properties in subdivisions under 13 lots.

Mr. Steedle said they would be happy to provide that information.

XV. ADJOURNMENT

The meeting was adjourned at 9:03 p.m.