

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

June 1, 2020 12:00 PM

Zoom Webinar

Please copy and paste the link below to join the webinar: <https://juneau.zoom.us/j/99521476492> or call 1 346  
248 7799 Webinar ID: 995 2147 6492

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**I. CALL TO ORDER**

**II. APPROVAL OF MINUTES**

- A. April 27, 2020 - Special Meeting

**III. PUBLIC PARTICIPATION on NON-AGENDA ITEMS**

**IV. ITEMS FOR ACTION**

- A. Centennial Hall Design Update

**V. INFORMATION ITEMS**

- A. Update on Archipelago Development and Parking
- B. Engineering & Public Works Department Activity Update

**VI. CONTRACTS DIVISION ACTIVITY REPORT**

- A. April 22, 2020 to May 26, 2020

**VII. ADJOURNMENT**

- A. Next Meeting is June 22, 2020

ADA accommodations available upon request: Please contact the Clerk's office 72 hours prior to any meeting so arrangements can be made to have a sign language interpreter present or an audiotape containing the Assembly's agenda made available. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: [city.clerk@juneau.org](mailto:city.clerk@juneau.org)

**PUBLIC WORKS & FACILITIES COMMITTEE  
MINUTES – SPECIAL MEETING  
April 27, 2020**

**I. CALL TO ORDER**

The meeting was called to order at 12:05 PM.

Members Present: Ms. Hale, Ms. Triem, Ms. Gladziszewski and Mr. Voelckers – Planning Commission Liaison. Wade Bryson joined the meeting at 12:15 PM. Assembly Members Loren Jones, and Greg Smith, and Mayor Weldon were in attendance.

Staff Members Present: Katie Koester, Greg Smith, Brian McGuire, Janet Sanbei, John Bohan, Carl Uchytel, Erich Schaal, Robert Barr, Jeff Rogers, Tim Felstead, Tiara Ward, Jessie Paskowski, Jill Maclean, Irene Gallion, Craig Dahl, Beth McEwen, Nathan Coffee, Rorie Watt, Sam Muse, Michele Elfers, and David Scanlan.

**II. APPROVAL OF MINUTES**

A. February 10, 2020 – Regular Meeting

B. March 2, 2020 – Regular Meeting

Maria Gladziszewski moved to approve the minutes of February 10, 2020, and March 2, 2020, regular meetings.

No objections, minutes approved.

**III. PUBLIC PARTICIPATION & NON-AGENDA ITEMS**

None.

Introduction of Katie Koester, Director of Engineering & Public Works. She briefed the Committee on her experience and background.

**IV. ITEMS FOR ACTION**

A. CIP Prioritization and Reduction Criteria

Ms. Koester gave a brief presentation on CIP prioritization.

Discussion ensued.

Mr. Bohan continued the presentation by discussing projects on the current CIP projects. Allowing Committee Members to see how possible criteria could effect a project.

Ms. Gladziszewski moved the general Criteria, directing staff to apply them to the proposed FY2021 CIP projects and when presented to the Assembly include information as presented in the chart.

Motion passed.

**B. Augustus Brown Pool Upper Roof Replacement**

Ms. Koester gave a brief presentation on the needs to continue proceeding with the Augustus Brown Pool Roof Replacement, even if other renovation projects for the pool may be on hold.

Discussion ensued.

The Committee is in agreement for the need of replacing the roof. They also agreed to Ms. Hale bringing to the Assembly through her Committee Report at the next meeting.

**C. Statter Harbor Improvements – Phase III(B) – Transfer Request**

Mr. Uchytel gave a brief explanation for the purpose of the transfer request. He stated 75% of the funding will be through Marine Passenger Fees, 25% of the funding will come from the City & Borough of Juneau.

Mr. Watt clarified, that CLEA agreed to not objecting to the City spending Passenger Fees on this project.

Ms. Gladziszewski motioned the Public Works and Facilities Committee move this to the Assembly for Approval.

Ms. Hale objected in order to ask a few questions.

Ms. Hale removed her objection.

No objections from the Committee, motion passed.

**V. INFORMATION ITEMS**

**A. Douglas 2<sup>nd</sup> Crossing Update**

Ms. Koester gave a brief update on the plan for the 2<sup>nd</sup> Crossing to Douglas Island.

**VI. CONTRACTS DIVISION ACTIVITY REPORT**

**A. February 26, 2020 to March 17, 2020**

**B. March 18, 2020 to April 21, 2020**

**VII. ADJOURNMENT**

The meeting adjourned at 1:00 PM. Ms. Hale reserved the option to call a Special Meeting prior to June 1, 2020, if needed.

A. Next meeting will be June 1, 2020, 12:00 PM



**TO:** Michelle Hale  
Chair, Public Works and Facilities Committee

**FROM:** Nathan Coffee,  
City Architect, Engineering & Public Works

**DATE:** May 28, 2020

**RE:** Centennial Hall Design Update

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On March 10, 2020, after the \$200,000 appropriation for design, the CBJ Engineering Department advertised a Request for Proposals for design and construction administration services for the renovation upgrades to Centennial Hall. The scope of the design requested was based on the scope of improvements approved by the CBJ Assembly as follows:

- Replacement of mechanical and electrical systems throughout the facility including a new heat plant and electrical switchgear;
- Renovation of the ballrooms including operable partition upgrades or replacement, lighting replacement, A/V upgrades, acoustic upgrades, and replacement of finishes;
- Renovation and expansion of existing lobby, and;
- Associated improvements to facilitate the above work.

The CBJ Engineering Department received two responses and Jensen Yorba Wall Inc. (JYW) was selected for the work on April 9, 2020. At that point the CBJ Engineering Department was told to hold off on formalization of the design agreement by the City Manager's Office due to the economic uncertainty caused by COVID-19. CBJ Engineering Department is awaiting the approval to proceed with formalization of the design agreement from the City Manager's Office and CBJ Assembly.

Staff recommends approval to proceed with formalization of design agreement with JYW and begin design on the aforementioned scope of work. Please note that the current \$200,000 appropriation will not be sufficient to get design completed and ready for bidding. The \$200,000 will likely allow the CBJ Engineering Department to proceed with the first third of the design. Staff estimates that an additional \$400,000 in funding will be necessary to complete bid-ready construction documents. If the CBJ Assembly still wishes to target construction in summer of 2022, then additional design funding should be allocated in FY2021 CIP appropriations.



# MEMORANDUM

**DATE:** May 27, 2020

**TO:** Chair Hale and City and Borough of Juneau Public Works and Facilities Committee

**FROM:** Katie Koester, Engineering & Public Works Director

**SUBJECT:** Update on Archipelago Development and Parking

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The purpose of this memo is to provide the committee with an update of the Archipelago Development, and provide background to the committee that helps them establish recommendations and next steps on how to address parking code that constrains downtown development. This project faces the same development hurdles that are faced by many proposed downtown projects. Therefore, it is useful to use this project to understand how the existing conditions constrain and guide downtown development and highlight the discrepancy faced by new development and expansions versus rehabilitations and changes of use.

## **What is 'Archipelago'?**

Archipelago is a name used to refer collectively to a cooperative partnership between City and Borough of Juneau and Morris Communications, otherwise known as Archipelago LLC, to develop a piece of the waterfront just before Pier 49 (see attached ownership map)<sup>i</sup>. The attached renderings show the latest vision; multiple structures on the Morris side of the property, open space and a bus staging area on the CBJ side.<sup>ii</sup>

## **What are CBJ's Plans?**

The City and Borough of Juneau is proceeding with the development of the decking that you see currently under construction, funded through passenger fees and Docks Enterprise funds. Plans for the City owned portion of the property are phased and include a bus staging area. Other improvements have been proposed, including restrooms, a pavilion and/or possible site for a future museum. However, finalizing next steps are on hold given the current status of passenger fees and the pause in municipal planning caused by the COVID19 pandemic. Nevertheless, by the end of November it will be a lovely open space on the waterfront for residents and visitors to enjoy.

## **What about the Archipelago LLC Side?**

Morris Communications has plans to develop 2 commercial structures on the uplands portion of the lot that they own. One hurdle that Morris will have to address that is no stranger to the Assembly and is often cited as an obstacle to downtown business development is the parking code. The Assembly took up the topic at the March 2, 2020 Committee of the Whole where they reviewed correspondence from Morris Communication LLC<sup>iii</sup> expressing frustration that they would have to provide 80 parking spaces with the PD2 reduction applied, or pay \$864,400 in Fee in Lieu, for their development plans. This letter was in response to the Board of Adjustment denying the request for a parking variance from 80 spaces to zero.

**Time for a Code Change?**

Parking downtown is a long standing issue that spans well beyond any one development. For example, in 2018, a micro housing development (Eagle Rock) was unable to pencil out partially because of parking requirements. Current thought in urban development recommends capitalizing on precious downtown space to create walkable economic hubs that attract dense concentrations of visitors and business. Citylab published an article in September of 2010 where they make the argument that off-street parking requirements have contributed to traffic congestion, sprawl, and affordable housing issues.<sup>iv</sup> In the memo from City Manager Watt<sup>v</sup> at the March 2, 2020 meeting, he recommended forwarding parking code recommendations to the Planning Commission from a global perspective to provide room for public comment and participation. He further recommended that the Assembly provide specific guidance to Community Development and the Planning Commission along with those recommendations.

Parking can be a thorny topic that quickly grows in scope and complexity. It is useful to think of tackling it in phases. In the short term, the requirement for parking in the case of new construction or expansion in downtown, Parking Districts 1 and 2, and Fee in Lieu should be critically analyzed. These can be found in 49.40.210(d) Exceptions.<sup>vi</sup> The committee could discuss how requiring parking for new construction and building expansions in the downtown aligns with the development goals of Downtown Juneau as a vibrant and pedestrian-friendly economic center.

A second, and longer term project, should be to look at parking management downtown from a universal perspective. This could include charging for parking, increasing public parking, shuttling, and a system to ensure downtown residents maintain access to their properties. This piece will take considerably more time, and public process, but is no less important.

**Recommendation**

Discuss current parking code requirements in Parking Districts 1 and 2, and Fee in Lieu mechanism; and whether they work to achieve the vision of a walkable downtown. Consider refining comments to Planning Commission to clarify the intent from March 2<sup>nd</sup>. Take action at the June 22<sup>nd</sup> Public Works and Facilities Committee meeting and forward to the full body.

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<sup>i</sup> Land Ownership Archipelago Development

<sup>ii</sup> Concept Rendering from Water Side

<sup>iii</sup> February 18, 2020 Letter from Morris Communication

<sup>iv</sup> Shoup, Donald, 2010. Parking Reform Will Save the City. *Citylab*. Retrieved from: <https://www.citylab.com/perspective/2019/09/parking-lot-urban-planning-transit-street-traffic-congestion/598504/>

<sup>v</sup> See attachment: 2.26.2020 Memo from Rorie Watt RE: Archipelago Development...Parking Variance...Parking Code

· Parking District Drawings

<sup>vi</sup> 49.40.210(d)

### Land Ownership Archipelago Development

The development of the Archipelago Property is a cooperative effort of Docks and Harbors and Archipelago Properties LLC (APLLC). Lots 1 and 2 are owned by APLCC, and lots 3 and 4 are owned by CBJ and managed by Docks and Harbors.







Concept Rendering from Water Side

## Morris Communications Company, LLC

P.O. BOX 936, AUGUSTA, GEORGIA 30913  
(706) 823-3556

Robert J. Kuhar, AIA  
Vice President of Property & Facilities

February 18, 2020

City and Borough of Juneau  
Department: Borough Assembly  
Attn: Beth Weldon, Mayor  
155 S. Seward Street  
Juneau, Alaska 99801

Re: Archipelago Property – Parking Variance

Dear Mayor Weldon,

Thank you for all that you and the Assembly do for the citizens of Juneau. The scope of issues that you tackle is broad and the complexity is great.

Morris wants to meet the city's waterfront goals while creating a development that raises the bar for downtown and is economically viable. With no blame cast at all, it has been a very frustrating process. Let me frame the events in a way that the Assembly probably has not had time to appreciate.

We began developing our project in 2017 in concert with Docks & Harbors staff. We agreed on purpose and goals (pedestrian oriented development, support of the growing cruise ship industry, space for incubator businesses) and agreed to purchase and sell exactly the property that each party needed. In furtherance of those goals, we made a number of concessions when Docks and Harbors needed to purchase more land than originally calculated. This compelled us to redesign our development and reduce the number of commercial buildings from 3 to 2.

Both parties knew that the CBJ development code around parking was an obstacle to the development that the Assembly and public appeared to want, particularly after exhaustive public comment. In the public planning process, not once did anyone propose that automobile parking would be compatible with the proposed plan.

Early on, we rejected a development option that would have placed surface parking on the waterfront. As conceptualized, a single row of cheaply-constructed storefronts on South Franklin could have had surface parking in the rear. We rejected the idea as we attempted to reach a higher goal, which eventually became the project that we proposed to the Planning Commission.

In the interests of time and moving the project forward, and following counsel with the Assembly, the City Manager pushed forward the minimum legal agreement necessary. We agreed, with the clear expectation that the City would continue to negotiate the necessary details for both parties to bring both projects to fruition. For us, that meant a trip to the Planning Commission.

Unfortunately, our development application resulted in a calculated “need” of 114 parking spaces or a fee-in-lieu charge that is estimated at nearly nine hundred thousand dollars. That kind of a charge breaks the financial viability of our project. We must evaluate the profitability of our development options to decide whether or not to proceed.

We are aware that retail competitors to our project have not had to pay this cost. They solved their regulatory parking obligations with small in-lieu fees or “phantom” remote parking lot/shuttle systems that were approved by the Planning Commission, but never implemented. The City has not addressed this disparity. Accordingly, we sought a variance to reduce the regulatory parking requirement to zero, essentially in conformance to our competition and precedence (which I won’t rehash here, but is included in our application for reference). Additionally, Fee In Lieu has not equitably been applied to applicants in our opinion. City Staff recommended denial and the Board of Adjustment did in fact deny the request. However, there were comments by the Board members during the process that showed considerable interest in resolving our situation. There was discussion over ideas to grant relief but there was frustration among Planning Commission members over the inability to generate new “findings” to justify a decision that was different from what City Staff provided.

Due to construction delays on the site as Docks and Harbors moves forward with their portion of the development, we have made the decision to slide our opening until the 2022 season. In order to make the 2022 season, however, we must complete all private horizontal improvements (piling, utilities, foundation, etc.) by the end of this year. We need to order construction material in the next 45 days in order to ensure we stay on schedule. We cannot order materials until we have a permit in hand, which necessitates resolution of this burdensome parking requirement. Similarly, we will not appeal the denial of our variance request because that process would take too long, and even if successful, would delay us yet another year.

For clarity, we are still fully committed to this project, as well as future partnerships with CBJ to include a new museum for the city. Unfortunately, we find ourselves staring at a brick wall and request your assistance. We believe only the Assembly, acting in the best interests of the entire community, can resolve the situation in a timely manner to preserve this project.

In the spirit of finding solutions, please evaluate the following questions:

- Does the CBJ parking code incentivize the pedestrian oriented development that the extensive CBJ master planning process envisions?
- Has the parking code been implemented in a manner that is fair and equitable?
- What CBJ code modification could solve these problems in the near term for us, and in the long term for the entire community? A new PD designation? Relaxing the requirements in existing PD 1 and 2? An offsite option?

We ask that the city simply recognize the reality of infill, urban redevelopment and reduce the parking requirement in this sub-area to zero or as close to zero as can be managed, just as untold municipalities have done across the country.

We would love to develop our project as proposed, but a parking fee of this magnitude makes it impossible. Please prioritize resolution to this issue. We look forward to being of assistance.

Sincerely,



Robert J. Kuhar, AIA

RK/mac

CC: Rorie Watt  
William S. Morris III



City and Borough of Juneau  
City & Borough Manager's Office  
155 South Seward Street  
Juneau, Alaska 99801

Telephone: 586-5240 | Facsimile: 586-5385

TO: Deputy Mayor Gladyszewski and Assembly COW

February 26, 2020

FROM: Rorie Watt, City Manager

RE: Archipelago Development....Parking Variance....Parking Code

On February 18<sup>th</sup>, we received the attached letter from Mr. Kuhar of the Morris group regarding their rejected request for a parking variance. As noted in the letter, the applicant has stated that they do not intend to appeal the decision.

By considering this issue before the 20 day appeal period is over, if the applicant reverses course and appeals, and the Assembly takes up the issue now, the Assembly likely may not be able to hear an appeal at a later date. As a practical matter, the applicant greatly desires that the Assembly take the parking code up as a possible code amendment. In their letter, they note that the timing of appeals is not at all favorable or helpful. Moreover, there is little to no sense that the Commission ruled improperly. The applicant, staff and the Commission recognize that CBJ code likely needs adjustment.

The fundamental question that the Assembly is being asked to consider is whether or not the parking requirements are appropriate and equitable. If the Assembly desires to change those requirements, then in accordance with 49.10.170 (d), the Planning Commission must advise the Assembly.

Parking issues are never easy - parking is land intensive and usually costly. In considering parking policy, the following issues have to be weighed:

A. Appropriate requirements for new development.

Over time, Assemblies have found that lesser parking requirements are necessary and appropriate for downtown developments. The attached PD-1 and PD-2 Parking Districts are zoning overlays that allow for 60% and 30% parking reduction (as compared to the borough wide requirements) because the desired model of development downtown was determined to be different than that of a residential neighborhood, or a commercial shopping retailer (examples include Mendenhall Valley neighborhoods, or grocery stores).

Even with these overlay reductions in place, at a later date the Assembly still found in 2006 that downtown development was still too difficult and authorized the Fee-In-Lieu District overlay. The FIL allows a developer to pay cash as an alternate to providing parking. When the Assembly adopted this code section, they did so partly because developers could not realistically develop without creative "solutions" like the shuttles to the rock dump that Mr. Kuhar mentions.

Even with both of these parking relaxations, there has been limited new development over the past 20 years.

B. Lack of historical requirements.

Numerous properties were developed without parking. The existing City Hall and the Front Street businesses are good examples. Both City Hall and Front Street rely upon

public on-street parking, and public garage parking. Neither City Hall, nor Front Street, provide parking or contributed through a FIL measure (which was implemented after the facilities were constructed).

Other properties have developed by claiming existing parking. The SHI Soboleff center is a good example. When it was constructed, it satisfied the parking code by allocating space across the street Sealaska Building parking lot. Because of the applicant's ownership circumstances, the code requirement was minimally satisfied in a manner that did not create or fund new parking.

#### C. Development Goals.

In making parking decisions, the Assembly can steer development patterns. If provision of parking is important, require it. If greater pedestrian orientation is desired, then we should incentivize it.

There is a valid argument that the most appreciated portions of downtown were developed before there were parking requirements and that imposition of parking requirements has dis-incentivized that type of investment. That argument has to be balanced against a secondary argument – that downtown property receives valuable commerce and those owners should contribute to the greater parking good. And again, a counter balancing argument that downtown properties are valuable, pay large property tax and are hard to operate (because they don't control their parking and have places for useful things like garbage cans, fuel tanks, dedicated customer parking...).

There is no one right answer, this is a difficult issue and the Assembly has to balance competing interests.

#### **Recommendations:**

Parking is a weedy and difficult issue. CDD staff and the Planning Commission are the best part of the CBJ to work on possible changes.

1. Forward consideration of parking code amendments to the Planning Commission.
2. Direct CDD and Planning Commission to only work on the issue globally, for all of downtown, not specifically for Archipelago development.
3. Ask the Planning Commission to invite code amendment comments from the public.
4. Tonight or at a later date, consider providing some guidance to CDD or the Planning Commission.

#### Advisory Notes:

- A. When the Assembly considers means to incentivize housing downtown, please be advised that a very likely and obvious recommendation will be to greatly reduce the parking requirement for housing (new or renovated), perhaps to zero.
- B. The Morris group is anxious and wants to proceed with their development. I have counseled patience, the Assembly could ask CDD and the Planning Commission to prioritize this issue.

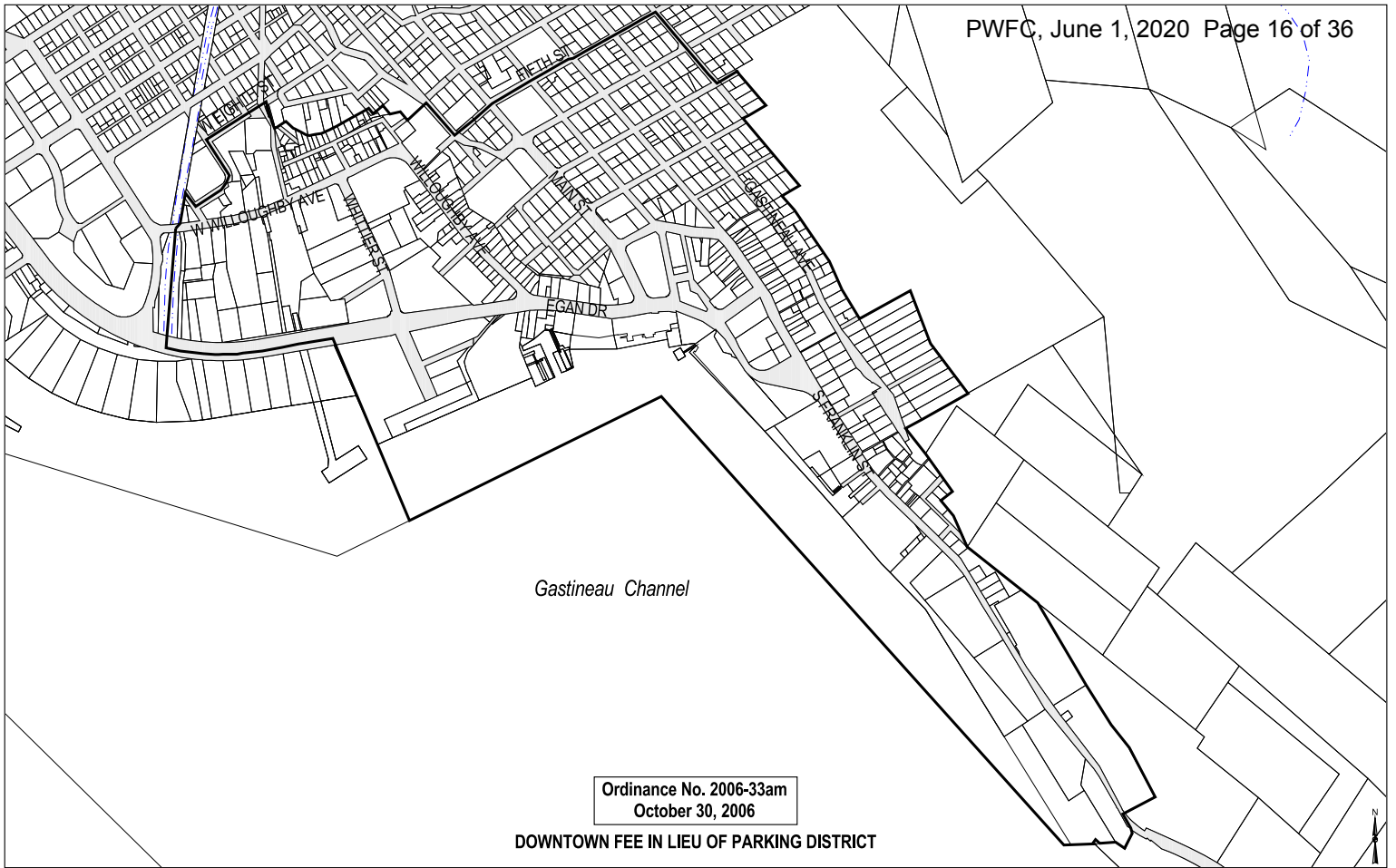
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*Planning Commission*  
*49.10.170 - Duties.*

*(d) Development code amendments. The commission shall make recommendations to the assembly on all proposed amendments to this title, zonings and rezonings, indicating compliance with the provisions of this title and the comprehensive plan.*









## 49.40.210(d) Exceptions

(1)

*Superimposed parking districts.* There is adopted the parking district map dated June 5, 2006, as the same may be amended from time to time by the assembly by ordinance. The off-street parking and loading requirements set forth in subsections (a) and (c)(2) of this section may be reduced by 30 percent in the PD-2 parking district. The requirements shall not apply in the PD-1 parking district except in the case of the expansion of an existing building or the construction of a new building, in which case they may be reduced by 60 percent.

(2)

*Off-street parking requirements.* Off-street parking requirements do not apply to lots if they are accessible only by air or water and are used for single-family and two-family residential and remote commercial recreational uses. If the director determines that public access by automobile to the property has become physically available, the owner of the property shall be given notice and within one year thereof shall provide the required off-street parking.

(3)

*Enlargement or expansion.* No additional parking spaces are required for an enlargement or expansion if the additional spaces would amount to less than ten percent of the total required for the whole development and amount to less than three spaces. Phased expansion shall be regarded as a whole.

(4)

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

(5)

*Fee in lieu of parking spaces.*

(A)

There is adopted the Downtown Fee in Lieu of Parking District Map, dated October 30, 2006, as the same may be amended from time to time by the assembly by ordinance.

(B)

Off-street parking for new and existing developments, for any use, may be waived if the requirements of this section are met. The determination of whether these requirements are met shall be made by the Director if the requested waiver is for five or fewer parking spaces, or by the Commission if the requested waiver is for six or more parking spaces.

(C)

The property seeking a waiver of the parking requirement must be located within the area shown on the Downtown Fee In Lieu of Parking District Map, and be supported by a finding by the Director or Commission as set forth in CBJ [49.40.210\(d\)\(5\)\(B\)](#), above, that it will not have significant adverse impacts on nearby on-street parking and:

(i)

Vacant on the effective date of this ordinance;

(ii)

Occupied by a building built within the 50 years prior to the date of adoption of this ordinance; or

(iii)

Occupied by a building built more than 50 years prior to the date of adoption of this ordinance, and the Director or Commission, after considering the recommendation of the Historic Resources Advisory Committee, finds that the proposed development does not affect the historical significance, historical attributes, or otherwise compromise the historic integrity of the structure based on the United States Secretary of the Interior's Standards for Rehabilitation.

(D)

The applicant shall pay a one-time fee to the City and Borough of \$8,500.00 per parking space waived under this section. For residential uses, this fee shall be reduced by 50 percent to \$4,250.00. This fee shall be adjusted annually by the Finance Department to reflect the changes in the Consumer Price Index for Anchorage as calculated by the State of Alaska, Department of Labor; or the United States Department of Labor, Bureau of Labor Statistics.

(E)

Any fee due and not paid within 45 days after the development obtains temporary or permanent occupancy, or, in the case of existing developments, 45 days after the waiver is granted, shall be a lien upon all real property involved and shall be paid in ten equal annual principal payments plus interest. The lien shall be recorded and shall have the same priority as a City and Borough special assessment lien. Except as provided herein, the annual payments shall be paid in the same manner and on the same schedule as provided for special assessments, including penalties and interest on delinquent payments, as provided in CBJ [15.10.220](#). The annual interest rate on unpaid fees shall be one percent above the Wall Street Journal Prime Rate, or similar published rate, on January 2nd of the calendar year the agreement is entered into, rounded to the nearest full percentage point, as determined by the finance director.

(6)

*Parking waivers.* The required number of non-accessible parking spaces required by this section may be reduced if the requirements of this subsection are met. The determination of whether these requirements are met, with or without conditions, deemed necessary for consistency with this title, shall be made by the director in the case of minor development; the commission in the case of major development; and the commission if the application relates to a series of applications for minor developments that, taken together, constitute major development, as determined by the director.

(A)

Any waiver granted under this subsection shall be in writing and shall include the following required findings and any conditions, such as public amenities, imposed by the director or commission that are consistent with the purpose of this title:

(1)

The granting of the waiver would result in more benefits than detriments to the community as a whole as identified by the comprehensive plan;

(2)

The development is located outside of the PD-1 parking district, PD-2 parking district, and Downtown Fee in Lieu of Parking District Map areas;

(3)

Granting the waiver will not result in adverse impacts to property in the neighboring area; and

(4)

The waiver will not materially endanger public health, safety, or welfare.

(B)

Applications for parking waivers shall be on a form specified by the director and shall be accompanied by a one-time fee of \$400. If the application is filed in conjunction with a major development permit, the fee shall be reduced by 20 percent.

(C)

The director shall mail notice of any complete parking waiver application to the owners of record of all property located within a 250-foot radius of the site seeking the waiver. If the parking waiver application is filed in conjunction with a major development permit, notice of both applications shall be made concurrently in accordance with CBJ [49.15.230](#).

(D)

Approved parking waivers shall expire upon a change in use.



# MEMORANDUM

**DATE:** May 28, 2020

**TO:** Chair Hale and City and Borough of Juneau Public Works and Facilities Committee

**FROM:** Katie Koester, Engineering & Public Works Director

**SUBJECT:** Engineering and Public Works Staff Report

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The purpose of this memo is to provide the committee with an introduction to the spring activities in the Engineering and Public Works Department. Though we have had to make accommodations on how we do business in order to keep staff and the public safe during COVID-19, we are as busy as ever providing services to the public and constructing projects. Preparing this update with staff has given me a great deal of respect for the wide breadth of services we provide and work we do. A detailed report from the major different Divisions (Transit, Street and Fleet, Water and Wastewater, Engineering, and Architectural) is attached. In addition, I have asked staff attend in case the committee has questions.



## Engineering & Public Works Department

Streets & Transit Divisions

Juneau, AK 99801

907-586-5254

Streets – During our annual spring cleanup (sweeping debris from streets caused by winter traction control material) we had great access to streets in the down town core area due to social distancing, however it was a double edged sword. We are normally able to clean streets in residential areas during the day when everyone is at work, but this year everyone was home parked on the sides of streets making it difficult to clean residential areas well. Less traffic down town also made it easier to get all crosswalks and parking lines painted. We normally end our winter night shift the first part of April, but due to social distancing requirements and only being able to have one employees per vehicle we continued the night shift to keep employees from bunching up in the lunch/break room and in vehicles. We also staggered the start times of the Down Town crew and the Valley crew. Projects that will be seen this summer under Area Wide Paving will be Berhends Avenue from Highland Dr. to Glacier Ave., Mark Alan St., the North end of Mountain Avenue and Woods St., and a patch on Trout St. For CIP projects there will be Columbia Blvd. from Birch to Mendenhall Blvd., Poplar Ave. from Columbia Blvd. to Mendenhall Blvd., and Mendenhall Blvd. from Poplar Ave. to Columbia Blvd. Savikko Road will also be reconstructed.

Fleet – Things have been pretty normal for fleet this spring, with the exception of getting vehicles delivered for maintenance from other departments. As everyone has been restricted to one employee per vehicle for social distancing there was the challenge of getting employees back to their work site after dropping off a vehicle. We started using an old para transit vehicle to shuttle them back to their work site so they could properly social distance during travel.

Capital Transit – Capital Transit has been in an ever changing state since March in an attempt to meet COVID 19 mandates and keep staff and the public safe while maintaining this critical service. Passenger capacity was reduced to 9 maximum in order to allow for 6 feet of distance between drivers and passengers. Loading and unloading was restricted to the rear door of the bus only which meant we stopped charging fares for rides. Capital Transit implemented a bus disinfecting program to disinfect every bus approximately every hour, installed a barrier to keep passengers away from drivers, and required bus drivers to wear face masks at all times. They also installed one gallon jugs of hand sanitizer in every bus for passengers to use as needed and posted signage in buses to remind passengers of ways to prevent the spread of COVID 19. As things started opening back up the 9 passenger limit started causing passengers to be left behind so we redirected a couple routes that weren't seeing any ridership to double up on more popular routes to pick up those left behind. During the evening hours when we didn't have those additional buses on drivers would call the Lead Operator on duty when they had to leave someone and the Lead would take a bus out to pick them up and take them to their destination. We are currently procuring "sneeze guards" to install in the buses to protect the drivers when we start loading from the front door again.

We also made some changes to CAPITAL AKcess during this COVID 19 event. We reduced their maximum capacity to 2 passengers, required drivers to wear face masks, disinfected the vans after every ride (due to the higher risk of passengers that use para transit). We also allowed

CAPITAL AKcess to be used to deliver meals and groceries to elderly to make it easier for them to stay at home.



Project focuses for Summer and Fall 2020:

- MTWWTP recontrol (SCADA) scoping
- Source Control program planning – Industrial Users Survey
- Gruening Park liftstation replacement
- Channel Vista and Channel drive liftstation upgrades
- Finishing Phase II Douglas Highway water main replacement

Summer Focus Activities

- Outstanding Manhole work
- Collection system cleaning
- Annual water system flushing around town

Permits

- We expect JDWWTP 5 yr APDES Permit to be issued soon. We applied earlier this year.
- New MWWTP permit takes effect 6/1/20

COVID19 Effects/ Opportunities

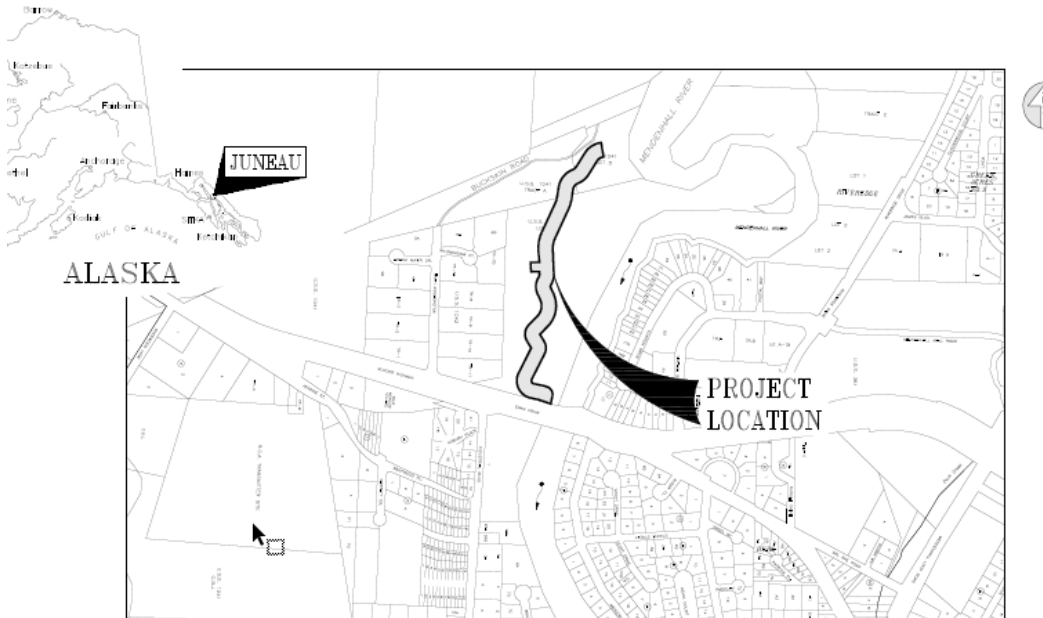
- Working with ADEC for participation in Phase II of a program to use wastewater to measure COVID19 levels in our community
- JDWWTP will run on one basin over summer to account for lower loads associated with lack of cruise ship visitation/general tourism. This should result in some lower operating costs in addition to lower revenue. Lower costs will NOT offset revenue loss.
- We will be (and have been) measuring wastewater influent load changes during this COVID induced period of lower operation of industrial and restaurant business. We have done this to learn about their role in FOG (Fats, Oils and Grease) and other species contributions to our influent loads.
- We will work realize operational savings during this summer of lower tourism (and hopefully lower wastewater loading & volume as well as lower water demand)



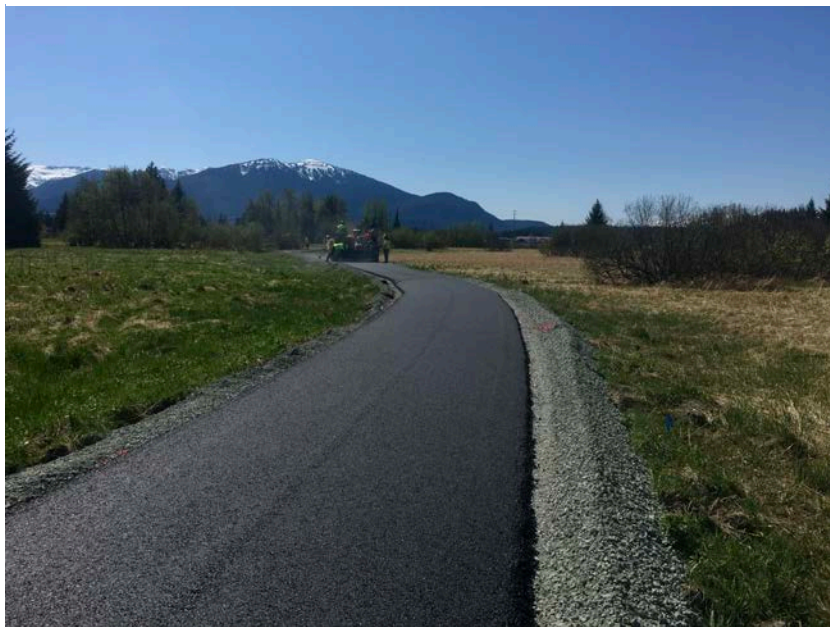
## 2020 Construction Projects

### **Kax (Brotherhood Bridge) Trail Paving**

- Realign and construct Asphalt Paved trail between Brotherhood Bridge Parking Lot and Buckskin Road to replace trail segment eroded away by the river
- Began fall 2019, paving completed May 13 – final cleanup occurring and should be completed very soon.



**PROJECT LOCATION MAP**



Kax trail paving 5-13-20





**Engineering & Public Works Department**

CIP Engineering Division

Juneau, AK 99801

907-586-0800

**Pederson Hill - JPD Radio Tower Stabilization and Back up Generator Installation**

- This grant funded project secured the existing JPD emergency communications radio tower on top of Pederson Hill and installed a back-up generator to provide reliable emergency communications
- Work completed in May, 2020.



Pederson Hill Comm. Tower – Helicopter setting Generator May 2020



## Engineering & Public Works Department

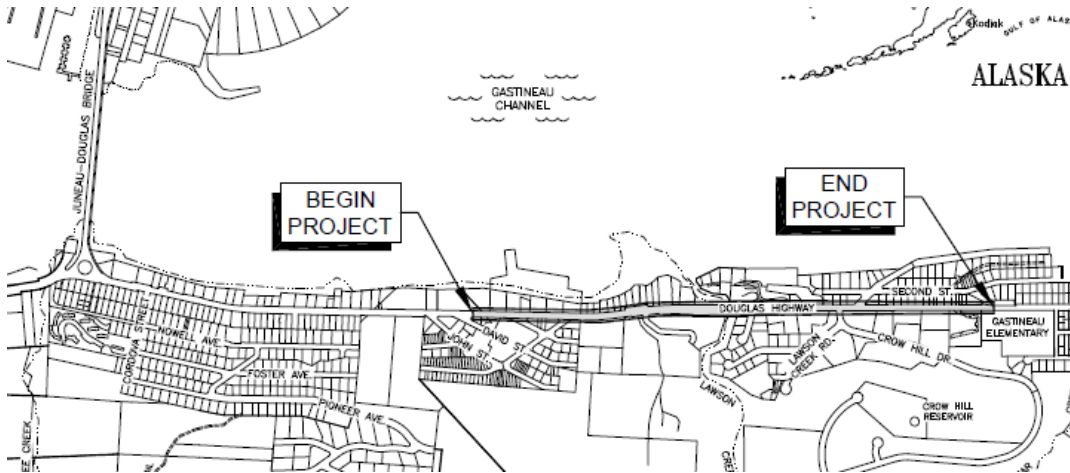
CIP Engineering Division

Juneau, AK 99801

907-586-0800

### Douglas Highway Water System Replacement Phase 2

- Replacement of water system between David Street (where phase 1 ended last fall) and Downtown Douglas
- Work is currently under way and should be completed by late Fall 2020.
- There will be traffic lane reconfigurations and flaggers present with one lane traffic, please anticipate delays will similar but less than last year. Thank you for your patience.



Douglas Hwy Water - May 22, 2020



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### **Columbia, Poplar, Mendenhall Boulevard**

- Reconstruction of the roadway base and pavement structure including replacing water, sewer and storm drainage infrastructure.
- 2 season project
  - o 2020 – Columbia from Birch to Poplar and Poplar Avenue - completion Fall 2020 – Currently under way, working on first couple blocks of Columbia from Birch.
  - o 2021 – remainder of Columbia and Mendenhall Boulevard – completion Fall 2021



Columbia and Birch Intersection Valve Cluster





## Engineering & Public Works Department

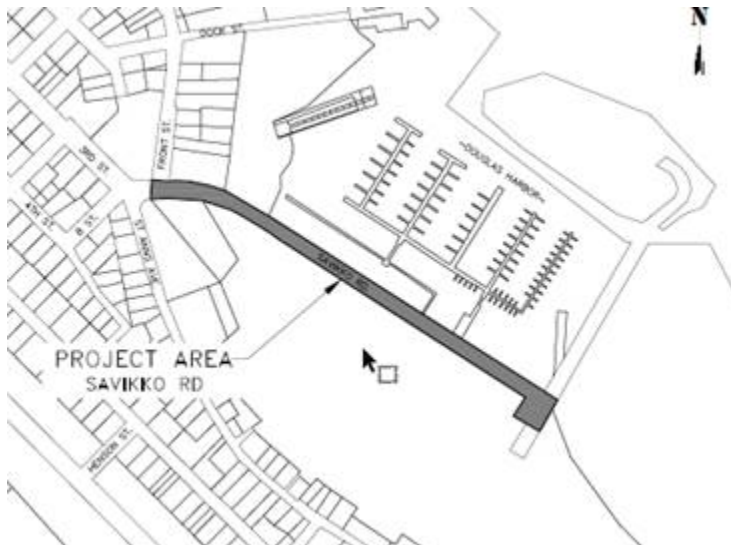
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### Savikko Road – Front Street to end

- Reconstruction of the roadway base and pavement structure including replacing water and storm drainage infrastructure.
- Work occurring 2020 – completion Fall 2020 – Currently under way.
- Work changes due to COVID-19 – cancellation of Gold Rush Days and Douglas Fourth of July celebrations has allowed contractor to perform more work sooner (without having to break around Gold Rush Days and 4<sup>th</sup> of July), leading to an earlier completion date.



Savikko Road May 16, 2020

### Centennial Hall Parking Lot Pavement Patching

- Replace some of the worst failing asphalt areas of the Centennial Hall Parking Lot
- Taking advantage of nearly empty parking lot due to COVID-19 working from home
- Work scheduled to occur the last week of May and first week of June 2020, weather dependent.



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### Drainage Repair and Improvement Projects

Numerous small drainage repair and improvement projects will be occurring this summer.

- Randall Road
- Coleman and Judy Lane
- Riverside Rotary Park to Center Court
- Wood Duck
- Forest Lane
- Lawson Creek Road
- Capital View and 2<sup>nd</sup> St Douglas

### Aspen Avenue – Mendenhall Boulevard to Taku

- Reconstruction of the roadway base and pavement structure including replacing sewer and storm drainage infrastructure, minor water system improvements.
- Work beginning mid-summer 2020 – completion fall, 2020





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### Hospital Drive

- Reconstruction of the roadway base and pavement structure including replacing water, sewer and storm drainage infrastructure.
- Work beginning mid-summer 2020 – completion Fall 2020



### Pavement Management

- Replace pavement with base improvements, minor drainage improvements
  - o Trout Street, Glacier Hwy to Trout St. Bridge - Valley
  - o Mark Alan Street – Lemon Creek
  - o Mountain Ave - North Street to end – Lemon Creek
  - o Ash Street – Willow to Angus – Downtown Highlands
  - o Behrends Ave – Glacier Ave to Highlands Drive – Downtown
- Bids opening June 2, 2020
- Work occurring Summer 2020 – completion Fall 2020.

### Construction Projects Still to Come

- Savikko Ballfields and Adair Kennedy Park Improvements bid opening anticipated late June.
  - o Install drainage improvements and grass turf on Savikko Ballfields #3 and 4 (fields closest to the Sandy Beach)
  - o Install new water system into Adair Kennedy Park including the service to the existing restroom and concession stand, drainage and asphalt improvements
  - o Construction summer and fall 2020.
- Chicken Yard Park improvements bid opening anticipated late July
  - o Upgrades playground access and parking at Chicken Yard Park
  - o Construction fall 2020 and spring 2021.
- Gruening Sewer Park Pump Station Replacement and Generator Building Relocation
  - o Sewage Pump Station in dire need of replacement – past useful life expectancy and causing excessive maintenance
  - o Alaska Department of Transportation (ADOT) requested Generator Building be relocated from within ROW to newly acquired property due to conflict with proposed Glacier



**Engineering & Public Works Department**

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Highway reconstruction project. ADOT / Federal Highways acquiring property and reimbursing CBJ to relocate Generator Building.

- Bid documents nearly complete – awaiting property acquisition and generator building relocation agreement from ADOT to be able to bid
- Anticipate bidding project middle summer 2020 with construction in fall 2020, spring 2021 in advance of ADOT project.

**Designs in the works**

- Capital Avenue, Willoughby to Ninth Street – currently in design, bidding late fall 2020 – construction Spring / Summer 2021
- Delta Drive Reconstruction – design consultant in solicitation process
- Goodwin Road Reconstruction – design consultant in solicitation process
- Auke Bay Treatment Plant improvements – to be advertised early summer for design consultant, anticipate construction spring and summer 2021
- Calhoun Avenue Reconstruction – to be advertised this summer for design consultant, construction to be phased, first phase to begin spring 2021.

**Projects moving but requiring funding (Marine Passenger Fees related)**

- Seawalk Infill at Marine Park – old lightering float ramp landing deck over – in design and agency permit reviews – design moving forward, construction schedule uncertain due to lack of marine passenger fee funding
- South Franklin Street Pedestrian Safety Capacity Improvements: design consultant currently in solicitation process – limited fees for initial design evaluation, design and construction funding uncertain due to lack of marine passenger fees



## **Architectural Division – Project Updates May 2020**

### **CONSTRUCTION ACTIVITY**

#### **New Projects:**

- Juneau Public Library Siding Replacement – Bid award to Carver Construction on 5/20. Two bidders. Construction to begin this summer.
- Glacier Fire Station Siding Replacement – Bid award to Carver Construction on 5/19. Six bidders. Construction to begin this summer.
- Marie Drake Kitchen Upgrades – Bid award to Carver Construction on 5/22. Two bidders. Construction to begin this summer. Early closure of school enabled abatement work to begin earlier than anticipated.
- Juneau Police Station Flooring Replacement – Work to be performed this summer by Alaska Commercial Contractors via a term contract. COVID-19 travel restrictions has impacted availability of floor installers.
- Downtown Wayfinding and Interpretive Elements – Contract awarded to Island Contractors on 12/17/19. Four bidders. Construction to begin this summer. Final copy for signage under review.
- Capital Transit Electric Bus Power Upgrades – Work to be performed by Alcan Electric via a term contract.
- DPAC & Juneau Fire Station Fall Protection – Work to be performed this summer. Bid opening 6/4.

#### **Current Projects Under Construction:**

- MWWTP Biosolids Facility – Continuing to work through issues with thermal fluid boiler. Upgrades will be performed this summer and hope to complete project in the fall.
- MWWTP SBR Roof Replacement – Completing final punch list and then closeout project.
- Rainforest Recovery Center Addition – Alaska Commercial Contractors nearing completion. COVID-19 restrictions slowed progress. Substantial completion anticipated near end of June/early July.
- Marie Drake Fan Replacement & HVAC Controls Upgrades – Season 2 work underway. Early closure of school enabled abatement and other work to begin earlier than anticipated. Substantial completion in early August.





- BRH Oncology Pharmacy Cleanroom – Work substantially complete. Working with contractor on final punch list items and then closeout project.
- BRH Medical Arts Building Roof Replacement – Work complete. Awaiting final warranty inspection by roofing manufacturer and then closeout the project.
- BRH R.A. Valiant Administration Building Siding Repairs – Not all leaks eliminated so additional work this summer to fix remaining leaks.
- Auke Bay Fire Station UST Removal – ENCO removing existing underground storage tank via a term contract. Work to occur this summer.

#### **DESIGN ACTIVITY**

- Augustus Brown Pool Upgrades – Final design under review. Ready to bid this summer but scope of project uncertain due to funding issues related to COVID-19.
- BRH Crisis Stabilization Center – Schematic design submitted but estimate for construction exceeds the construction budget so working with the designers to revise design to meet construction budget. Late 2020 for bid advertisement.
- Centennial Hall Renovation – Design team selected but work put on hold until funding issues related to COVID-19 are resolved.
- Douglas Library Meeting Room Renovation – Final design anticipated shortly. Plan to bid and execute the work this summer/fall.
- JPD & JPL HVAC Control Upgrades – Final design received and going out to bid shortly. Anticipate construction this summer/fall.
- Juneau and Glacier Fire Station HVAC Upgrades – Preliminary design stage. May need to fund as standalone CIP due to size and cost of the project.



## MEMORANDUM

TO: Katie Koester  
Engineering & Public Works Director

FROM: Greg Smith  
Contract Administrator

Date: May 27, 2020

SUBJECT: Contracts Division Activity  
April 22, 2020, to May 26, 2020

### **Current Bids – Construction Projects >\$50,000**

BE20-142	Aspen Avenue Improvements	Estimate \$1,215,000 Awarded to Arete Construction - \$993,139. NTP issued 04/10/2020
DH20-032	Douglas Harbor Anode Installation	Estimate \$248,000.00. Global Diving and Salvage Inc successful bidder. \$148,108.00 NTP issued 4/20/20
BE20-146	Hospital Drive Reconstruction	Estimate \$1,128,000. NTP issued to Admiralty Construction for \$1,061,175 on 4/22/20.
BE20-212	Juneau Medical Center Fire Alarm System Replacement	Estimate \$110,000. Two bids received 5/21/20, low bidder Carver Construction, LLC \$158,910. Award in progress.
DH20-021	Statter Harbor Improvements phase III (B)	NTP issued to Trucano for \$4,235,140 on 5/13/20
BE20-182	Glacier Fire Station Siding Replacement	Bid opened 5/19/20. Apparent low bidder Carver Construction, LLC for 318,604. Award in progress.
BE20-224	Marie Drake Kitchen Upgrades	Bid opened 5/22/20, apparent low bidder Carver Construction, LLC for \$379,702. Award in progress.
BE20-243	DPAC & DT Fire Station Fall Restraints	Estimate 185,000.00 Bids due 6/4/20
MR BE20-261	JPD Fence Reinforcement Material Installation	Estimate \$110,000. Four bids received on 5/19/20. Low bidder ENCO Alaska for \$52,480. Award in progress.
BE20-235	Downtown Library Selective Cladding Replacement	Estimate \$120,000. Two bids received on 5/20/20. Low bidder Carver Construction, LLC for \$128,000. Award in progress.
BE20-214	2020 Area Wide Paving	Estimate \$527,000, bids due 6/2/20.

### **Current RFP's – Services**

RFP E20-215	CA&I for Hospital Drive Reconstruction	One proposal received. Contract negotiations with DOWL in progress.
RFP E20-267	Planning and Design for S. Franklin Pedestrian Improvements	Proposals due 6/9/20.

RFP E20-196	CA&I Services for Douglas Hwy Water Main Replacement Phase II	NTP issued to Wilson Engineering on 5/12/20 for \$313,060
RFP E20-248	Design Services for Delta Drive Reconstruction	Three proposals received on 5/13/20, PDC is the apparent successful proposer. Fee negotiations in progress.
RFP E20-255	Design Services for Goodwin Rd Reconstruction	Three proposals received on 5/19/20. Under evaluation.

Contracts Division Activity  
April 22, 2020, to May 26, 2020

RFP E20-260	CA&I Services for 2020 Area Wide Paving	Proposals due on 5/29/20.
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**Other Projects – Professional Services – Contracts, Amendments & MR's >\$20,000**

PA 1	South Franklin Stanchion installation	\$24,712 NTP issued to ENCO on 4/21/20
A 3 to RFP E20-137	Design Services for Marine Park Lightering Float Deckover Project	\$150,000 NTP issued to PND Engineers on 4/27/20
PA12 to E17-172(HP)	Biosolids Damper Install	NTP Issued to Behrends Mechanical on 5/12/20 for 46,300.
A 2 to PA 5 to E17-166(C)	Contaminated Sites Reporting – Sampling and Analysis Plan	NTP issued to Cox Environmental on 4/29/20 for \$46,304.

**Term Contracts for Electrical Services (>\$20,000)**

PA 8 to E18-164(C)	BRH UPS Installation	Chatham Electric, \$49,850.00. NTP issued on 02/14/2020
PA 9 to E18-164(AB)	Pederson Hill JPD Radio Tower Generator Installation	NTP issued to Anderson Brothers Electric on 5/6/20 for \$49,995.

**Term Contracts for Small Civil & Utility Construction Services (>\$20,000)**

PA 2 to E19-192(E)	Randall Rd Rock Excavation and Ditching	NTP issued to ENCO Alaska on 5/5/20 for \$50,000
PA 3 to E19-192(E)	Forest Lane Drainage Improvements	NTP issued to ENCO Alaska on 5/15/20 for \$50,000

**Term Contracts for Plumbing Services (>\$20,000)**

PA 4 to E17-172(BM)	Pederson Hill JPD Tower Generator Propane Tank Installation	NTP issued to Pleasants Plumbing on 5/12/20 for \$45,000.
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MR E20-139 – Term Contract for Professional Services. This solicitation is open for a three-year period. Consultants continue to submit proposals. Contracts are in progress and underway.

Key for Abbreviations and Acronyms

<b>A</b>	Amendment to PA or Professional Services Contract
<b>CA</b>	Contract Administration
<b>CO</b>	Change Order to construction contract or RFQ
<b>MR</b>	Modification Request – for exceptions to competitive procurement procedures
<b>NTE</b>	Not-to-exceed
<b>NTP</b>	Notice to Proceed
<b>PA</b>	Project Agreement - to either term contracts or utility agreements
<b>RFP</b>	Request for Proposals, solicitation for professional services
<b>RFQ</b>	Request for Quotes (for construction projects <\$50,000)
<b>RSA</b>	Reimbursable Services Agreement
<b>SA</b>	Supplemental Agreement