

MINUTES

PLANNING COMMISSION
CITY AND BOROUGH OF JUNEAU
Daniel Bruce, Chairman

REGULAR MEETING
April 22, 2008

I. CALLED TO ORDER

Chair Bruce 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 7:00 p.m.

Commissioners present: Nancy Waterman, Michael Satre, Dennis Watson, Dan Miller, Victor Scarano, Linda Snow, Maria Gladziszewski, Frank Rue, Daniel Bruce

Commissioners absent:

A quorum was present.

Staff present: Dale Pernula, CDD Director; Teri Camery, Greg Chaney, and Benjamin Lyman, CDD Planners

II. APPROVAL OF MINUTES

March 18, 2008 – Special Meeting
April 8, 2008 – Regular Meeting

MOTION: by Ms. Waterman, to approve the March 18 special PC minutes, as presented, and April 8, 2008 regular PC minutes, with corrections.

There being no objection, it was so ordered.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS - None

IV. PLANNING COMMISSION LIAISON REPORT

MOTION: by Ms. Gladziszewski, to suspend the rules to allow the PC Liaison Report to be heard.

There being no objection, it was so ordered.

Jonathan Anderson apologized for his lateness, and reported that the Assembly recently adopted Ordinance 2008-12 to amend the official Zoning Map to change the zoning of Lot 9 Block 225 of the Casey-Shattuck addition from D-5 Residential to Light Commercial.

V. RECONSIDERATION OF THE FOLLOWING ITEMS - None

VI. CONSENT AGENDA

Chair Bruce announced there was one item on the Consent Agenda and inquired if there was public comment on it. No one from the public had questions, and no one from the Commission had comments.

MOTION: by Ms. Gladziszewski, to approve the Consent Agenda per staff's recommendations, as presented.

There being no objection, it was so ordered, and the case below was approved.

USE2008-00011

An Allowable Use permit to construct ten 10,000 sq. ft. buildings and one 21,000 sq. ft. building for boat condominiums.

Location: 10009 Crazy Horse Dr.

Applicant: Patrick J. Kemp

Staff recommendation: that the Planning Commission adopt the Director's analysis and findings and grant the requested Allowable Use permit. The permit would allow the development of ten 10,000 square foot buildings and one 21,000 square foot building for boat condominiums. The approval is subject to the following conditions:

1. The applicant shall amend the snow storage area to the north side corner where it will be bermed and directed to catch basins. The edge of the site will be vegetated to prevent sediment runoff from entering the adjacent Category A Wetland.
2. Fuel tanks shall be above ground and well maintained.
3. **Advisory.** A FEMA Certificate of Elevation shall be completed for structures that fall within the V Flood Zone, prior to the framing inspection, to verify that the finished floor area is above the base flood elevation of 23' MLLW.
4. **Advisory.** The Allowable Use permit only permits the use of the facility for boat storage purposes.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

TXT2008-00004

Commission Approval of the final revised Juneau Coastal Management Program by non-code ordinance.

Location: Boroughwide
Applicant: CBJ Community Development

Staff report

Teri Camery reported that the PC's approval of the final revised Juneau Coastal Management Program (JCMP) by non-code ordinance includes the revised policies and maps of the Juneau Wetland Management Plan (JWMP). She explained that 'non-code ordinance' consists of the revised JCMP that was reduced to 16 policies, versus the 99 habitat and coastal development policies that are currently in the Land Use Code (Code). In a separate and future Code revision process, staff will separate the new 16 JCMP policies from the other habitat and coastal development policies in the former JCMP to correct redundant and revised policies. The revised JCMP consists of two volumes. The first is an overview of the program of the Special Waterfront Area policies, and extensive appendices according to program requirements. The second only has the JWMP, and is a component of the JCMP. The State requires local approval of the JCMP by ordinance for formal acceptance as part of the Alaska Coastal Management Program (ACMP).

Public testimony - None

Staff recommendation: that the Planning Commission recommends approval to the Assembly to adopt the revised Juneau Coastal Management Program by non-code ordinance, as presented.

Commission action

Ms. Waterman thanked staff for their work on the revised JWMP. She stated that the PC would review the Capital Improvement Program (CIP) in the next few weeks, and suggested that they include a request to fund a wetlands delineation update. Ms. Camery said the CBJ Comprehensive Plan (Comp Plan) contains recommendations for updating the JWMP, and now would be an excellent time to do so. Mr. Rue recalls that the WRB requested an update, and also an expansion of the wetlands analysis. He referred to the previous case approved tonight by the PC, USE2008-00011 to construct boat condominiums, which is on a site where the environment has changed because former wetlands have lifted through isostatic rebound. Therefore, he recommends that the PC request funding for a wetland delineation and values analysis update. Mr. Watson noted that the CDD staff and a consultant recently completed an extensive wetland review. Ms. Camery explained that under different circumstances staff would have gladly combined the two and taken the *Wetland Delineations on City Lands Study* that was completed and incorporate that into a full update of the JWMP. However, they have had such a struggle with the State just obtain what they have now, so the approach was to take this one step at a time. She said they required another update of the JWMP to include that wetland study, and ideally funding to expand it, although this is just the first step in that process. Mr. Pernula felt that including a request for this in the CIP now might be one year premature. The first reason is that they need to complete preparatory work to identify the wetland areas they wish to expand, and to designate how those fit within the wetland delineations that were completed for the Comp Plan. The second reason is that there might be bills presented to the legislature to modify the ACMP, so he would like to know that outcome prior to completing additional wetland delineation and value studies. Additionally, because of a lot of efforts, mainly by Teri Camery, to mediate for this during the review process of the JCMP, he said she completed a tremendous job getting this

approved. Ms. Gladziszewski stated that the CIP is a 5-year process, so she prefers that this request is included, which would serve as a placeholder during future reviews.

MOTION – by Ms. Waterman, that the Planning Commission recommends that the Assembly adopt the final revised Juneau Coastal Management Program by non-code ordinance, as presented.

There being no objection, it was so ordered, and TXT2008-00004 was unanimously approved.

X. BOARD OF ADJUSTMENT - None

XI. OTHER BUSINESS

CSP2007-00007

Discussion with Rorie Watt regarding design elements of: Downtown Parking Garage and Transit Center.

Location: 107 West First Street

Applicant: CBJ Engineering - Rorie Watt

Applicant presentation

Rorie Watt, the Project Manager representing the applicant CBJ Engineering, provided a preliminary list of proposed ideas received to date. He is presenting these ideas to the PC for discussion, and possible inclusion in the Parking Garage/Transit Center project. He said the goal is to build the best facility possible for the community. They received sincere public testimony, and he wishes to honor those efforts by taking their ideas forward even if they are unable to complete all of them because they still have to provide them justice. He stated that the list of ideas are placed in the following categories:

Transit Ideas:

1. Bike Lockers:

Mr. Watt stated that members of the public requested bike lockers, and he believes this is a good idea, which is also called for in various CBJ plans. Therefore, he has requested CBJ Parks & Recreation Department (Parks & Rec) staff to consider how they might manage bike lockers, as various citizens have expensive bikes that are not protected by racks and lockers.

2. Biker Showers:

He said people requested showers for bikers that ride their bikes to work, although it would be difficult to manage. Instead, he believes those riders could utilize the Alaska Club, the Zach Gordon Youth Center (Zach Gordon), and the Harbor Wash Board shower services.

3. Bike Racks as Art Projects:

A request was to have bike racks as art projects, whereby artists provide proposals, i.e., the halibut bike rack in Cordova, AK. He believes the Art in Public Places Committee (AIPPC) could decide whether or not to include this in an art solicitation.

4. Bike Vendor Rental Space:

He said this is in part a management issue after the structure is built. However, if they choose to do this, they might need to alter how the structure is initially designed. He said this is an Assembly issue in terms of creating commercial space, although if they are able to move forward with this idea, he believes this to be a Parks & Rec consideration. Mr. Pernula said they had bike rentals in a town he previously resided in. He explained that they rented used police bikes that were repainted, although eventually all those bikes disappeared. Mr. Lyman said one system is a bike library where the biker would pay a fee to become a member, and would take a bike from one library, and then drop it off at another. He said this might not work so well in Juneau because of the relatively small population and huge land area. A bike libraries are usually volunteer lead, with one paid employee, and then they utilize donated, found, or seized bikes from the police. Another example is in Paris where they purchased thousands of bikes that are everywhere. In Chicago, they have organized bike rental facilities that are commercial enterprises, which have new bikes that they maintain and rent out, including providing tours. He spoke to the Director of Parks & Rec, Marc Matsil, and he is excited about this idea. He understands that the Zach Gordon is starting a bike library program, and the UAS-Student Activities Group is also refurbishing bikes, and then will offer them as rentals through a bike library as well. Therefore, there are already groups in the community embarking in this direction. He said Mr. Matsil felt that the Zach Gordon facility is cramped, so they might be excited if another space is built so they and UAS could potentially run their bike library out of this new site. He said CBJ is currently lacking the space for doing this, so staff has not pursued this idea too much. He said the space depends on what type of function it is intended to be utilized for. If it is one volunteer renting or loaning bikes out by the day, they do not require much of a facility. However, if it is going to be a more organized operation that includes bike maintenance it would entail a larger more elaborate type of area. He said there is no space identified on the site plan, or in the design group project drawings, other than covered bike storage. However, if they knew they had a 50' by 20' allotted area, they could start to look at how they could utilize that space. Ms. Waterman said that Parks & Rec would be the parking and bike management agency, therefore she wonders if they should contemplate moving Parks & Rec to this facility. This would allow them, in the process of design work, to began thinking about how they might cooperate with Zach Gordon and UAS for this type of bike function. In the short term, Parks & Rec could be relocated to the Transit Center on the 2nd floor configuration, which would place them out in the community where they would be more visible.

5. Design Transit Center to be Expanded for Second Story, Lateral Expansion, Upper Floor Connection to Garage:

Mr. Watt said ideas (5 & 9) are Transit Center design specifics relating to safety, functionality, future expansion, or quality. He believes they should form a subgroup to informally hold work sessions on these two ideas. He noted at a previous PC meeting on this project that Mr. Rue suggested they sketch out ideas.

6. Connect Canopies:

This idea is to connect canopies between the Parking Garage and the Transit Center, which he felt is a great idea, as they were already proposing this, but it might not have been made clear. He also believes there should be a covered pedestrian walkway all the way from town to the Transit Center.

7. Canopy that Covers Bus Loading:

The idea is if riders are in the waiting area, they could actually walk up to the edge and onto the bus and be under cover the whole time. He said they turned this idea over to the design group to consider, whereby he thinks at least a small area is merited.

8. Evergreen Plants:

Mr. Watt said the design group drove around town and viewed locations where entities have successfully planted evergreens, i.e., the Prince Cruise lot, and the Juneau-Douglas High School area. He would offer suggestions on how to install plantings that look as good as possible year round.

9. Quality of Transit Center Design/Design Review (curvy walls, location of waiting area, design details):

Mr. Rue referred to the latest drawing iteration provided by Greg Chaney, and asked why the plaza area needed to be so large, or if that space could instead be provided to make a larger Transit Center to extend it to encompass the remaining curved area adjacent to it. Mr. Watt said yes, noting that they have now placed the Transit Center within 5' of the property line adjacent to the Goldbelt Parking Lot. One of the reasons they did so was to provide a walkway in the rear to prevent vehicles parking at the adjacent lot from driving into the back of the Transit Center. They also did not wish to leave an alley behind the Transit Center that could potentially become a vagrancy area. He said the riders have to be protected from rain, snow and windy weather conditions, and to be able to sit out in the sun as well. However, they might wish to choose to allocate that space differently in terms of the amount of building space, versus plaza space, which might include potential Capitol Complex future coordination issues. Mr. Chaney explained that he provided this latest Transit Center Plaza parking iteration, which is a result of Ms. Waterman's previous request for a design that contains a parking layout of the Transit Center bus area that reflects transit as the first priority, pedestrian as the second, and parking as the third, noting that it is silent on vegetation. He said this provides an alternative of two lanes for buses, with a direct path from the corner at Main/Egan to the center southern edge of the bus loading area. He said the least elegant area is the two police parking spaces that block a section of the sidewalk, which should be altered.

10. Clock:

Mr. Watt said there was a suggestion for a historical style clock, such as the clock that is located on Front Street. Ms. Waterman asked if the clock could instead be in the form of a reader board that is tied to the bus schedule. Mr. Lyman clarified that is instead a separate design element proposed by the applicant for an LED reader board, whereas this would be an analog tower type clock. Mr. Watt added that the Historic Resources Advisory Committee is interested in the architecture and signs.

11. Payphones:

He agrees that payphones are important, along with providing space for newspaper boxes.

12. Increase Parking on Corner; and

13. Decrease parking on Corner, Big Plaza:

He stated these two ideas (12 & 13) diametrically oppose each other. When the Capitol Complex is actually determined, they could begin programming for that space, or if they find that downtown is bountiful with parking spaces they could refigure it at that time as well.

14. Welcome Sign on Corner:

He believes they could contemplate some type of design details to possibly incorporate such a sign.

15. Satellite Museum:

Mr. Watt said relocating the Parks & Rec office that Ms. Waterman suggested earlier is an example of an idea for inclusion into the CIP. As a point of reference, he said the CIP only balances in year one; therefore there is no harm in proposing projects such as this satellite museum.

16. Green roof on Transit Center:

He said it was for a garden roof, which people have wanted in the downtown area for quite some time, so he will request the design group to provide suggestions.

17. Pedestrian Overpass to Waterfront:

He said this is a CIP idea.

18. Designated Smoking Area:

He stated that in some sense this might be a management idea, therefore he checked with the City Attorney regarding the legality of this, and generally the answer was that the whole outdoors area is available to smokers. However, they could make it more appealing by providing sufficient ashtrays, cover, and designated smoking area signage.

19. Design for Outdoor Performances/Speakers:

This would be for the design group to contemplate. Instead, he believes the existing Marine Park is probably the preferred location for performances. However, if the Capitol Complex comes to fruition, he noted that this is the area the capital designers originally contemplated for this type of use.

Garage Ideas:

20. Display Cases:

He believes they should consult with the Arts and Humanities Council and other non-profit art groups regarding what they might do in this situation and how this might work. He said it is a good idea, but he does not want display cases that might not be utilized, or not look appealing, nor does he want bulletin board displays.

21. Build Structure for Future Floors:

This is for the Parking Garage, and he already suggested three floors, which supports a plaza utilizing a transitional podium slab to allow future flexibility to build up. He said it is important to keep in mind that in building the Parking Garage, they are bound by low floor loading in terms of 40 pounds per square foot. Even though vehicles are not that heavy, the top deck because of snow loads is increased to 60 pounds per square foot, although if they were constructing a gathering area, it is increased to 100 to 125 pounds per square foot. Ms. Waterman asked how the Marine Park Parking Garage was constructed to hold the library on top. Mr. Watt said that garage was overbuilt because they envisioned another floor of parking as an optional addition. However, he believes they later provided additional structural modifications to allow for the library to be built above it. Ms. Waterman confirmed that the new Parking Garage would be similarly provided for as well. Mr. Watt agreed, stating that they are anticipating a much greater load on top than was originally considered at the Marine Park Parking Garage.

22. Utilities and Space for Street Vendors:

He said this vendor space would be located along side of the Parking Garage off of Main Street where they are proposing a wide sidewalk. The utilities would probably include electricity, and water spigots. Beyond that, he said it gets somewhat complicated, as a lot

of the existing street vendors are operating utilizing deep fryers with oil, so they do not want to install storm or sewer drains right next to them, as those might become plugged. He would probably refer this idea to the CBJ Community Development Department (CDD) for consideration. Mr. Lyman noted as of last year, they had 10 sidewalk vendor licenses managed by CDD, and this year the number has dropped to five. Those vendors have been lost to reconstruction, sidewalk projects, and the State Department of Transportation deciding that two of them were in their right of way so those were also lost. He noted that there is a high demand for street vendor space, realizing that staff is turning away at least one person per day during this time of year.

23. Public Art:

He said this is part of the project, as per the Code 1% of the construction costs would be provided to public art elements. He spoke to the City Manager regarding appointing an Art In Public Places Committee (AIPPC), and they discussed balancing this with people that represent diverse views in the community. He said they concluded that the AIPPC needs a PC member to serve on it, as the Commission has heard a lot of comments and criticisms provided by the public, which they would be able to respond to. It was the consensus of the PC for Mr. Watt to provide an e-mail to the Commissioners to determine which members are willing to serve on the AIPPC.

24. Public Review of Architectural Details:

He said they would do this, and he imagines the greatest scrutiny of the architectural details would come from the AIPPC, which would involve a public process as well.

25. Elevator:

He is still considering this, and has viewed the pros and cons of elevators, which does not have to be decided upon real soon. There are a lot of issues involved with elevators, and generally if they install an elevator it would cost \$100,000 to \$150,000 for a nice one contained within a glass enclosure. In terms of accessible parking, there was a question posed several months ago as to whether an elevator was required or not, and he still does not have an answer, although he does not believe so. Generally, levels one, two, and four would all be accessible, along with accessible parking spaces being provided on all those levels. Additionally, people have strong opinions that a glass-enclosed elevator would make the Parking Garage more attractive to users. However, others have stated that without some other facility on top, and without traffic throughout the day, an elevator might involve maintenance and management issues. His inclination is to default to not spending the money, short of the compelling need. If they did pursue an elevator, it is important that they also contemplate plans for building above. Mr. Scarano explained that a brand new elevator installed in Sitka had to have a fuse replaced at the cost of \$4,000 because they had to fly in a licensed technician, so his inclination is that they should probably not install an elevator in this Parking Garage. Mr. Rue said there must be garage experts that could inform them whether or not installing an elevator might increase or decrease the use of the Parking Garage. Mr. Watt clarified that they already have a garage expert who states that it is the owner's preference. Mr. Rue felt that the people to ask would be the owner's who make money on their garages. Ms. Snow recalls that there is programmed space to install an elevator in the future, so she believes it is logical to install it now. Mr. Watt offered to conduct additional research on elevator installations and its impacts to potential Parking Garage use.

26. Plan for Plug-ins for Electric Cars:

He said this idea was derived from the Commission on Sustainability. He noted that the Parking Garage is located on top of power facilities, so such an installation would consist of a simple surface mounting of steel conduit, and to figure out what the vehicles of the future requires. He said they also requested preferential designated parking spaces. He considers this being a management idea for the future, and to determine whether or not this is deemed as being important.

27. Outdoor Ice Skating Area on Top:

Mr. Watt noted that this idea was previously proposed on the waterfront during the deckover project for a seasonal skating facility. He recalls that during the deckover project, they had an artist's rendering of an ice skating rink, a fire engine, and a Santa Claus. His first reaction is that this idea is way out there, but he also realizes that entities install skating rinks in shopping malls during the holidays. Ms. Waterman said in the summertime when the days are long and there is a lot of activity downtown, she does not view it as being such a great neighbor to add street vendors. However, if they could program in some type of amenity that adds vitality, she thinks that might be a good idea for the fall, winter, and springtime periods. Mr. Watt noted that alternative simpler ideas were for community garage sales, or swap meets.

28. Permit Center/CDD/City Offices on Top; and

29. Park/Plaza on Top:

Mr. Watt said ideas (28 & 29) called for more suggestions of what type of functions could be placed on top of the Parking Garage. Ms. Gladziszewski stated that if they intend to install a fifth level to the Parking Garage that it would make the garage higher than street level, so they might need stairs to access it. Mr. Watt agrees, although if they were moving towards constructing a Capitol Complex, it could be an incremental step towards this. He said they could include this idea in the CIP for the future. Ms. Gladziszewski said this fifth level is a design detail, including the facade designs the PC previously reviewed that had several different options; therefore she asked if the design of the Parking Garage is finalized. Mr. Watt said no, but they have a lot of inertia. He said they completed a facade study that included a concept for public review, although they received very few comments. However, people have been more fixated that they should do something different, but they have not yet focused on specific details. He instead felt the AIPPC should discuss art components of the facade, whereby the lower facade screen might be an art project. As they get further into this project, he felt people might provide more constructive critique of that type of concept. Ms. Gladziszewski was not present at the PC meeting when that concept was presented, and asked the Commissioners if they understood they were to provide comments on it. Mr. Scarano stated that if they already had a quasi-finalized design, it was his understanding at that previous meeting that the PC was being presented the intended design, and were only considering different elements so it would not be a huge gray structure. They discussed screening, and the center area being a location for some type of art. However, he stressed that they need to finalize the design at some point in order to put it out to bid for it to get built, versus continually having the architects redesign the project. Mr. Watt said the skeleton of the Parking Garage is fixed, and then what goes on top is not a huge deal to alter at this point. He said they have not yet completed the final design, and instead have provided high-tech 3D renderings of the project. What he perceives that needs to be done is that he has to put this out to the public, and then receive input back on more specific

architectural details of the project. He is not being held up on finalizing the project at this point, although they still have a few hurdles, and are working on the site work documents, and once those are complete they would begin working on the structural engineering of the skeleton. However, he envisions that they still have three or four months to resolve those details, and believes they have a nice concept that has been worked on over the past eight or nine months. Therefore, he has not locked in on a final design for the project.

Mr. Watt said he has heard a fair amount of discussion pertaining to making this Parking Garage feel safe. He noted that from Main Street people would be able to view inside two floors of the structure, and the fourth floor would be totally out in the open. However, if an elevator was installed, it is the third floor that they would not get to, which might be the least supervised area. Mr. Rue said he would appreciate knowing whether or not elevators are more or less safe than stairwells, which includes researching information in terms of utilizing security cameras. Mr. Watt said they intend to allow for more lights to prevent dark areas, and would shield them to prevent glare. In terms of the color of the interior, he believes that is really a paint issue. Additionally, he said Mr. Chaney suggested not painting the exterior of the structure gray. He said the interior and exterior finish would be discussed during the architectural review process. However, they are considering utilizing either paint, or pigmented concrete (e.g., the State Office Building that has a light and sandy pigment). He noted that they would not have a mass of concrete because the Parking Garage would consist of a lighter skeletal design, although he felt utilizing pigment might be a good idea. Mr. Miller said he recently attended a seminar regarding concrete pigment colors, stamping, and etching. He said numerous pigment colors are available, some of which are very bright and vivid. He recommends that they do not paint over concrete. Although permanent pigment colors currently costs \$139/yard retail, he believes it is probably just as expensive for one coat of paint. Mr. Watt said they also held preliminary discussions regarding antifungal applications, such as additives in concrete mixture, or copper flashing, to inhibit the moss growth. Ms. Waterman said in terms of the budget that she is concerned regarding operating and maintenance costs of whatever the facade is, which includes the Transit Center. She stated that the exterior design of the Transit Center has to blend with the Parking Garage so it does not look like an 'orphan' by being a secondary thought after the Parking Garage is finished. Therefore, considering they are close to finalizing the design for the Parking Garage detail of the exterior facade, they have not yet designed or talked about the exterior finish of the Transit Center. She stressed that these two projects need to be provided equal attention, which includes the exterior detail. Mr. Watt agreed, stating that is the method in which they have contemplated for the exterior detail for both structures, and instead are responding to the comments that are provided. Most of the comments they received were that the Parking Garage is going to be ugly, so a lot of what the PC hears from him is options to prevent that from happening. He noted that at the last PC meeting, Mr. Miller alluded to more funding being provided to the Transit Center. Additionally, he said if there is one piece of the project that is well funded, it is the Transit Center element, and they do believe it has to be integral with the Parking Garage.

Mr. Rue said the AIPPC should consider some type of salmon art on the facade of the Parking Garage facing Main Street. Mr. Bruce stated that along an area of the 101 Freeway in Scottsdale, AZ, they imprinted art into the retaining walls, and it is quite attractive.

Management Ideas:

30. Implement Parking Management Policies:

Mr. Watt said they have to determine how they are going to manage the Parking Garage and on-street parking, and right now the economics were somewhat backwards because people are required to pay to park further away in the existing garage. He does not know if any CBJ department has been tasked with doing so, but he intends to work with the CBJ Manager on this. Mr. Miller stated that the PC received shocking public testimony, which he believes to be true, regarding downtown businesses, and possibly even CBJ, that allows people to leave their place of employment every hour to move their vehicle so they are not ticketed. If doing so eliminates 10 minutes/hour from those employees being able to competently complete their job each day, that is 70 or 80 minutes lost every workday. In addition, each time those employees return back to work and are finally able to concentrate once again on their duties, it could easily be that a total of 25% of productivity is lost each day. Therefore, as part of a parking management plan, he believes there ought to be incentives to park legally to alleviate employees from having to do this, and those businesses and CBJ would probably be money ahead.

Ms. Waterman asked if the Parking Garage management would include a controlled entrance. Mr. Watt does not know those specifics yet, although people have suggested free parking to get people off the street by providing them every incentive to utilize the Parking Garage. Ms. Snow asked if doing so might empty out the existing parking garage where people are required to pay for parking, as it is already partially empty most of the time. Mr. Watt said all those types of parking issues are under consideration. Additionally, he does not believe automated control has been discussed, although they might choose to utilize electronic coin boxes, or a pay-and-display type of system, so management does not have to deal with cash. He also figures monthly passes might be incorporated. Similar to on-street parking, he felt that some of the spaces might be dedicated as being free for two or four hours. Ms. Waterman asked at what point in designing the Parking Garage would he need to make that determination to incorporate these ideas into the final details. Mr. Watt said if they were going to incorporate ticket booths, attendants, and gates, they would need to know that right now; however, he does not view that happening, as it is a public garage. The only time they might consider doing so is if it became restricted parking because of the type of use that was placed on top, i.e., a Capitol Complex. He has completed research regarding federal facilities, and found in the General Services Administration that there is the Office of the Chief Architect, who participated in the Capital design competition, and has standards for federal facilities. He said they do not place public parking underneath a new federal facility. However, they are able to build office spaces on top of parking if they are restricted, and after reviewing those guidelines, he found that they are not hard and fast regulations. Ms. Waterman asked what the cost is to maintain the Marine Park Parking Garage. Mr. Watt said they currently have a parking fund consisting of the fees that are

collected, which are utilized to hire Knightwatch Security personnel, and to paint and wash CBJ vehicles. What he has viewed is a fund balance, whereby they are taking in more than it costs to operate that facility, although they are never going to recoup the capital expenditures. Mr. Watt said the general idea is that there is a shortage of parking supply in downtown Juneau, so the time to change parking management is when the new Parking Garage is built and becomes operational. Mr. Chaney stated that staff has been instructed not to consider a holistic parking revision until this Parking Garage is available for use. Ms. Gladyszewski stated that prior to opening the Parking Garage there has to be a Parking Management system that would answer these types of questions in terms of whether or not people are required to pay, along with incentives being provided to utilize the garage. Mr. Miller did not believe staff was prevented from discussing these issues before the Parking Garage opens, as they need to figure out a plan for opening day. Mr. Lyman stated that he firmly believes a different style of parking management system has to be instituted downtown, as it is not effective now. They currently charge parking fees in the existing Marine Park Parking Garage that is relatively empty, and people are complaining that there is no parking available on the street where there is free parking, and even so they have to move their vehicle every hour. People have parking passes for the existing parking garage, however a lot of people do not utilize it, and instead park on the street and receive hundreds of dollars in parking tickets every month because do not move their vehicles before the allotted time has expired. He stated that all these parking aspects have to be viewed together before they could expect parking to be solved downtown. This includes reviewing the residential parking zones, pay-and-display meters, free parking, and garage attendants in order to make parking available for people when they need it. However, he said this is beyond the scope of this project, but it is a crucial element to make that project work, and it is also beyond the engineering of those buildings, rock excavation, construction activities, or aesthetics. He reminded the Commissioners that this was previously provided as a PC recommendation to the Assembly through the City-State Project, USE2007-00007, with the Commission stating that they require a Parking Management plan prior to opening the Parking Garage facility. Otherwise, he said the parking issues would not be any different than they are now. Therefore, it was not appropriate to ask Mr. Watt what was going to happen because that is not what he has been charged with answering. Ms. Waterman stated that while they are contemplating these parking aspects, they also have to take into account the rising cost of diesel fuel, so the monthly passes to ride Capital Transit are going to increase, which also needs to be factored into the Parking Management plan.

31. Provide Legislative Parking:

Mr. Watt said this is already provided at two locations, and the intent is to continue to be good hosts to the legislature. Ms. Waterman stated that with the opening of the Parking Garage, and with the CBJ owning the lot at 2nd and North Franklin Streets, it provides the opportunity to consolidate smaller parking lots in town, which also allows for additional development. When the Juneau Alliance for Mental Health Inc. building was demolished, there was Assembly discussion regarding short term on-grade parking, and over the longer term to provide for some type of development at that site, along with providing additional legislative parking in the new Parking Garage. Her long-term goal is to have more year-round residential development to bring vitality back to downtown Juneau. Mr. Rue asked what the PC's role would be in terms of the development of a

Parking Management plan. Mr. Pernula replied that he is sure there would be a review by the PC, which would then have to be adopted by the Assembly, although staff has not been assigned that task.

32. Preferential Parking Spots/Reduced Costs for Carpool ~~Vans~~ Vehicles:

He does not know how this would be implemented. Ms. Waterman requested that Mr. Watt instead change “~~Vans~~” to “Vehicles,” as carpooling often consists of a vehicle transporting only a couple of people. Ms. Gladziszewski asked why the PC is discussing the Parking Management plan now, as this is an engineering project. Mr. Watt explained that it is so these ideas are kept in the forefront. Mr. Pernula added that these ideas consist of design implications as well, i.e., if they need space for a garage attendant, or wiring for plug-ins for electric vehicles, etc. Mr. Watt said a lot of comments were provided to utilize carpooling, versus this project. However, his analysis is to instead implement all of these options in order to improve the transit system overall, and to increase parking supply. As a method in doing so, he said they have to promote carpooling, people riding bikes, and more transit ridership.

33. Seasonal Closure of Front/South Franklin Streets:

Mr. Watt stated that as soon as Marine Park was built, one of the first improvements made was to widen the sidewalks in that area. Therefore, with the increase of parking supply, they would have more options on how to manage this entire area in downtown.

Additional Ideas

34. Heated seats in the Transit Center:

He said heated seats are successful in other places, so he would look into providing those in this Transit Center.

35. A Drinking Water Fountain:

He plans to look into providing a water fountain in this facility.

36. Add Whimsy to the Structure:

He believes this is a function to be reviewed by the AIPPC.

37. Security Cameras for both Juneau Police Department (JPD) and Capital Transit Purposes:

He said both entities prefer security cameras to be installed, however, JPD states that generally cameras are not truly a deterrent for vagrancy, and instead the cameras document activities. On the contrary, he said that JPD informed him that security cameras instead, in some instances, prompt some people to conduct unlawful activities.

38. Saltwater Conduits for Capital Heating:

If there is a Capitol Complex built in the future, they would basically pump out 39- to 40-degree saltwater and run it through heat exchangers, strip the heat out to heat the Capital, and then send water back to the ocean. He believes this could probably be done fairly economically at this site. This is a good idea, and he hopes the time comes so this concept could be implemented. Ms. Waterman said the concept is to utilize geothermal heat pumps, stating that the earth is warm, and they would be able to obtain heat from it, which is a ‘refrigerator running in reverse’ type of concept.

XII. DIRECTOR'S REPORT

TXT2006-00003

Update Scheduling of the CBJ Comprehensive Plan.

Location: Boroughwide

Applicant: CBJ Community Development

Mr. Lyman said the staff report for the May 20 Committee of the Whole (COW) meeting would be sent out within the next couple of days, and they would be reviewing Chapter 8 on Transportation, along with other sections from Chapters 7 through 11. He stated that Moore & Associates, the consultants on the Draft Transit Development Plan, would be presenting to the CBJ Public Works & Facilities Committee on June 16, and then to the COW on June 17. At the same COW meeting, they will also review Chapter 2 on Sustainability, and Chapter 6 on Energy. On July 15, 2008, they would finish reviewing all the remaining chapters and appendices, along with responses to some previously requested follow-up items.

Upcoming meetings

Mr. Pernula stated that the next regular PC meeting is scheduled for May 13, 2008.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEES - None

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS - None

XV. ADJOURNMENT

MOTION: *by Ms. Gladziszewski, to adjourn the meeting.*

There being no objection, it was so ordered, and the meeting adjourned at 8:46 p.m.