

MINUTES

PLANNING COMMISSION
CITY AND BOROUGH OF JUNEAU
Daniel Bruce, Chairman

REGULAR MEETING
October 28, 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 7:03 p.m.

Commissioners present: Michael Satre, Linda Snow, Nancy Waterman, Dan Miller, Maria Gladziszewski, Daniel Bruce

Commissioners absent: Frank Rue, Dennis Watson

A quorum was present.

Staff present: Dale Pernula, CDD Director; Steve Baxter, Greg Chaney, CDD Planners

II. APPROVAL OF MINUTES

May 15, 2007 – Special Meeting
October 14, 2008 – Regular Meeting

MOTION: by Ms. Waterman, to approve the May 15, 2007 special PC minutes, and the October 14, 2008 regular PC minutes, with corrections.

There being no objection, it was so ordered.

III. PUBLIC PARTICIPATION ON NON-AGENDA ITEMS

IV. PLANNING COMMISSION LIAISON REPORT - None

Chair Bruce announced that there was a change in the Assembly Liaison from Jonathan Anderson to Bob Doll. He asked if Mr. Doll wished to present a report to the PC. Mr. Doll replied that he did not.

V. RECONSIDERATION OF THE FOLLOWING ITEMS - None

VI. CONSENT AGENDA

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

MOTION: *by Ms. Gladziszewski, to approve the Consent Agenda, as presented.*

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

CSP2008-00013

A City Project to replace the existing Platter Pull surface lift with a new beginner chairlift at Eaglecrest Ski Area.

Location: 3000 Fish Creek Rd.

Applicant: Carson Dorn Inc.

Staff recommendation: that the Planning Commission adopt the Director's findings and analysis and recommend the CBJ Assembly conditionally-approve the proposed access and drainage easement with the following conditions:

1. The applicant shall submit an approved wetland fill permit from the US Army Corps of Engineers to the Community Development Department.
2. To the extent feasible and practical, it is recommended that the applicant consider assembling the drive motor at the top terminal, instead of the bottom terminal.

VII. CONSIDERATION OF ORDINANCES AND RESOLUTIONS - None

VIII. UNFINISHED BUSINESS - None

IX. REGULAR AGENDA

USE2008-00049

A Conditional Use permit to establish a Park-and-Ride parking lot for transportation of Kensington Mine workers.

Location: 2850 Engineers Cutoff

Applicant: Murray Walsh

Staff report

Steve Baxter reported that the applicant proposes to construct two parking lots on both sides of Engineers Cutoff, near the intersection with Glacier Highway. Per Attachment B, he said the parcels can be considered as one lot because they are divided by a road easement instead of a right-of-way. The two lots would accommodate approximately 100 vehicles. The southern lot would include a bus turnaround. The lots would be utilized exclusively by Kensington Mine workers. A 646 square foot building will be constructed on the lower site to provide shelter for workers waiting for rides. When sewer is available, the building would have bathrooms, be heated, and have telephone and internet service. The applicant is also planning on utilizing the facility for storing goods which would go to the mine site with the workers. These items would be small enough to be hand-carried by individual workers. Other than such incidental items, no

on-site storage is proposed. He stated that two conditions of approval address the location and the type of storage allowed on the sites. The subject sites were originally approved and partially filled in the 1990's for an RV Park. The areas of the sites to be developed for the park-and-ride facility are the same areas that were already filled. He explained that the applicant does not plan to perform any additional filling in connection with this project. The applicant is proposing to pave less than half of the two sites. There would be a perimeter buffer between the asphalt and lot lines; however, there are two small berms on the south and west sides of the lower lot, but they would not sufficiently screen the view, noise, or headlights from the adjacent residential properties. Therefore, staff is proposing a condition to address this issue. There would be one-way ingress and egress for the cars and buses. The applicant is proposing to illuminate the project access areas with at least two street lights, subject to the Alaska State Department of Transportation (DOT) approval. He explained that the street lights will allow the mine employees to cross Engineers Cutoff from the upper lot to the lower lot where the bus stop is located. The vehicles are proposed to arrive and leave at off-peak times; therefore, DOT determined that a traffic impact analysis will not be required. He noted that several e-mails were received regarding opposition to the project based on traffic at the intersection of Glacier Highway/Engineers Cutoff. He said that staff is recommending approval, subject to seven conditions outlined in the report.

Ms. Gladziszewski asked the proximity of the proposed project to the nearest residence. Mr. Baxter estimated that any residence is approximately 100' to 150' from the edge of the park-and-ride lots, noting that the closest structure to the west of the lower lot is being utilized as a motorcycle clubhouse. Ms. Gladziszewski asked if any of the e-mails opposing the project were from neighbors within the immediate vicinity. Mr. Baxter replied that an e-mail was received from Roy and Elva Buehler who are located across Glacier Highway from the proposed parking lot.

Ms. Snow asked staff the reason why the previously proposed RV Park did not work out. Mr. Chaney replied that he believes it was due to the market, as there are not many RVs in Juneau so sufficient revenues are not able to be achieved in order to make such a park feasible.

Public testimony

Murray Walsh, 2974 Foster Ave., clarified that he is not the applicant, and instead, is an agent representing the applicant, Goldbelt Inc. He stated that Goldbelt has a special relationship with the Kensington Mine to provide different types of services, including transportation of miners from this proposed park-and-ride facility.

Ms. Gladziszewski apologized, stating that she just realized a potential conflict, and asked to step down from the PC. Chair Bruce allowed Ms. Gladziszewski to step down, and said there was no need for an apology, as this more than likely happened because the applicant was misidentified in the staff report.

Mr. Walsh noted that several Commissioners were absent. Chair Bruce agreed, stating that five Commissioners are present; therefore, he explained that five affirmative votes would be required to approve this Conditional Use permit (CUP), USE2008-00049.

Mr. Walsh continued, and stated that this application is a direct result of a condition imposed by the PC on the Kensington Mine. He explained that there was a specific requirement of the initial permit which stipulates that a 100-vehicle park-and-ride facility would be required of the mine, so the applicant is attempting to fulfill this requirement. He briefly reviewed the e-mails provided by several opposing neighbors, and referred to the Glacier Highway/Engineers Cutoff intersection, stating that it is sufficiently uninteresting to DOT so they do not maintain traffic statistics on it. Therefore, he is unable to characterize this aspect of the traffic situation utilizing any type of DOT data. However, DOT is willing to grant the driveway permits for the configuration as they are proposed, and they will also specify which type of street lights are acceptable to provide safe passage for pedestrians moving between the two lots. He said the applicant has committed that bus traffic would only occur during off-peak hours, including that no more than 50 cars would arrive or leave at a given time. He said it was on the strength of this maximum that DOT did not require a traffic impact analysis. Therefore, he believes it is fair to state that this project would not create traffic issues at the intersection due to the peak-traffic hour avoidance times, along with the relatively low numbers of cars involved. He noted that the vicinity map (Attachment A) is inaccurately depicted, and should instead encompass the lower outside lot line as well. He explained that the applicant would neither add fill, nor disturb any wetlands on the site, and intends to only occupy half of the site. He said the applicant is comfortable with the conditions as outlined by staff to the PC.

Mr. Pernula asked Mr. Walsh to explain the scheduling of passengers. Mr. Walsh replied that he anticipates eight-hour shifts consisting of administrative staff arriving at 6:30 a.m. Staff will be transported encompassing approximately 1-1/2 hours riding a bus, boat, and another bus to arrive at the mine. He said staff will then depart the mine at 4:30 p.m. and return back to Juneau via the same method, so these transports of staff will avoid peak hours of traffic. He understands that Kensington personnel intend to operate the mine on two 12-hour shifts, e.g., from 12:00 p.m. to 12:00 a.m. He noted that most of the miners reside at the mine campsite on a weekly basis because a daily commute for these workers would be daunting; therefore, the daily commute of passengers would consist mainly of administrative office workers. Considering this, he stated that the proposed park-and-ride facility might prove to be somewhat larger than what is currently anticipated after they take into account the large number of miners who would actually reside at the mine campsite. However, the PC specified that the park-and-ride facility has to consist of 100 vehicle spaces. Mr. Miller stated that if the park-and-ride facility proves to be larger than what is currently anticipated for its intended use, he asked if consideration would then be provided to open it up for public use. Mr. Walsh replied that after the mine is operational, he does not see any reason why it should not be made available for others to utilize if ample parking spaces are available.

Mr. Chaney stated that it is fairly clear as to the method in which the park-and-ride facility will operate, but not how the mine operations will actually take place in regards to this proposal. He explained that if the current Kensington Mine permit is allowed to stand, it does not accommodate a camp for people to reside over weekly periods of time at the mine, so a variance to the initial permit will be required. Therefore, staff and the PC are somewhat working on faith regarding this proposal, especially in terms of the hours of operation, including, i.e., the passengers may leave from Yankee Cove versus Cascade Point.

Mr. Bruce asked staff if the PC might consider a provision that prohibits use of the park-and ride facility during peak traffic hours, including specifically defining those hours. Mr. Baxter replied that the Commission is able to do so, adding that when he spoke to DOT personnel they informed him that the peak traffic hours are from 7:30 to 8:30 a.m., and then 4:30 to 5:30 p.m. Mr. Walsh said that he has no objection to the expressed condition because the applicant already committed to off-peak hours of operation.

Ms. Waterman asked Mr. Walsh to respond to the Buehler's e-mail. Mr. Walsh stated that the first suggestion appears to be a request for a traffic signal at the Glacier Highway/Engineer Cutoff intersection, which he believes needs to be a DOT determination. He said that although the PC is able to request this to possibly be investigated by DOT, there are many other busier intersections than this one in Juneau. He referred to the second suggestion, which he agrees to, as the only access to the lots is from Engineers Cutoff. The third suggestion is to move nearby bus stops to this proposed site. However, he is unable to foresee how doing so would help anybody because those bus stops are best served off of Glacier Highway, not Engineers Cutoff. He noted that they already discussed the fourth suggestion to allow potential public use at the site in the future once they determine how the facility is able to operate. Ms. Waterman referred to Roger Harding's letter, second bullet, which states that tour buses shall not cross traffic while exiting utilizing left-turn movements. Mr. Satre clarified that an area where tour buses are parked is located just south of Engineers Cutoff, which he believes is being referenced in this e-mail. He explained that these tour buses are not permitted to exit north onto Glacier Highway because they would be crossing traffic. However, he believes the park-and-ride facility buses would be required to exit north. Mr. Walsh stressed that this would be during off-peak hours, so he does not want left-turn movements prohibited by the PC. If so, he said the buses would be required to exit turning right and travel south on Glacier Highway, and then locate an area to turn around so they could travel to the northern destination. He stated that doing so would present an undue burden, including adding to the traffic levels on the roadways, although this is not impossible. Ms. Waterman asked Mr. Walsh to respond to Angela Hull's comment regarding numerous cars exiting the Allen Marine park-and-ride facility when the boats arrive. Mr. Walsh replied that he has not observed the vehicle traffic at the Allen Marine site. However, in terms of this proposal, there will be a certain amount of forced slowness of the drivers because of the one-way design of ingress and egress access to each of the two lots to/from Glacier Highway. Furthermore, he anticipates a maximum of 15 to 25 cars utilizing each of the two lots, so it would be just a matter of several minutes to enter/exit the facility. However, if unacceptable driving behavior occurs, he stated that it would be a management issue Kensington Mine personnel would need to address. He stressed that this proposal represents the fulfillment of a directive of the PC. He said the facility is in a location that provides a transition buffer between a residential zone and Glacier Highway, and he appreciates the PC's consideration.

Public testimony was closed.

Commission discussion

Ms. Snow referred to the CBJ Comprehensive Plan (Comp Plan) policies provided by Mr. Pernula, specifically the following IA:

"10.9.IA3 The CDD should identify potential sites for new or expanded recreational vehicle parks, campgrounds and related facilities and appropriately designate those lands for those uses on the Comprehensive Plan Land Use Maps."

She explained that although this property was previously slated as an RV Park, it was not feasible due to market conditions at that time. Additionally, certain neighbors stated that they did not wish for increased traffic that this project might cause. However, the fact that this facility intends to operate during off-peak hours is good. Conversely, others are requesting that the applicant contemplate utilizing the park-and-ride facility for public buses which will increase traffic during peak hours.

Staff recommendation: that the Planning Commission adopt the Director's analysis and findings, and grant the requested Conditional Use permit for the development of two park-and-ride lots, subject to the following conditions:

1. The bus shelter building shall be residential in appearance and materials, with a pitched roof, conventional house siding, at least one window facing the street, and be subject to CDD staff approval.
2. A 6 foot high berm or a 6 foot high concrete block wall or a combination of the two, subject to CBJ staff approval, shall be provided on the south and west sides of the lower lot, and on the west side of the upper lot. Plans shall be submitted prior to the issuance of a building permit. The berms and/or walls shall be completed prior to the issuance of a Certificate of Occupancy.
3. During construction of the two lots, best management practices shall be used for sediment control, and be subject to CBJ staff approval.
4. Grassy swales or oil/water separators shall be used at both lots for collection and treatment of stormwater runoff before it enters either the adjacent stream or groundwater, subject to engineering staff approval.
5. Lighting shall be provided, subject to DOT and CDD staff approval. A lighting plan shall be submitted prior to the issuance of a building permit. The lighting shall be installed prior to the issuance of a Certificate of Occupancy.
6. No outside storage shall be allowed on either site.
7. Storage of items inside of the shelter building shall be limited to small articles that can be hand-carried onto the buses.
8. Restrict the hours of operation to off-peak hours, which is outside the peak hours from 7:30 to 8:30 a.m., and then from 4:30 to 5:30 p.m.

Commission action

MOTION: by Mr. Miller, that the Planning Commission adopts the Director's analysis and findings, and grants the requested Conditional Use permit, USE2008-00049, for the development of two park-and-ride lots, subject to the conditions outlined by staff, as modified by the PC to include new Condition 8.

There being no objection, it was so ordered.

X. BOARD OF ADJUSTMENT- None

XI. OTHER BUSINESS - None

XII. DIRECTOR'S REPORT

Review of PC List of Priorities

Existing projects

Mr. Pernula stated that although the Comp Plan and the Transit Development Plan (TDP) are nearly complete, there are still many remaining projects that are currently being worked on. The main project is the Title 49 update, which consists of Improvement Provisions. Staff completed a draft which was reviewed by the Title 49 Committee, and it was provided to the CBJ Attorney, so the next step will be for the PC to schedule a public hearing.

Staff continues to work on the Subdivision Regulations. The first draft was completed a couple of weeks ago which has been reviewed by a couple of consultants and the CBJ Engineering Department (CED) staff. The draft is currently being reviewed by the CBJ Community Development Department (CDD) staff. The next step is to present it to the Title 49 Committee, and then it will need to be presented with the Title 49 update to the Assembly at the same time.

The Table of Permissible Uses (TPU) is a central focus of Title 49, as it establishes which uses are permitted in each zoning district and defines the process required to permit each use. Staff was provided direction to vary the minor/major development threshold by zone, and to possibly eliminate Allowable Uses.

The Historic District Design Standards (HDDS) were reviewed and approved by the PC. The standards are in line for codification by the CBJ Attorney which ties in with the TPU update because it includes a recommendation that a Historic Design Review Board (HDRB) be established. He noted that an Assembly member specifically stated that a dual review process should not take place by both the PC and the HDRB if it is created. Therefore, if such a board is appointed, staff will need to minimize potential dual reviews from occurring.

The Standardization of Conditions consisted of a systematic review of all conditions attached to PC permits and has been completed, along with some consolidation, simplification, and review for enforceability of conditions.

Staff is working on the distribution of a customer survey, which taken place in the past. He explained that staff is currently working with the League of Women Voters, and they intend to conduct a survey of users of the CDD Permit Center over the past couple of years. He believes the results of the survey should assist in identifying improvements that need to be made.

Recommended Comp Plan Implementation Action (IA) Priorities

He stated the following IAs are of the greatest importance to the PC based on what staff was able to glean during the update process:

- "4.3.IA2 Amend the Land Use Code to provide for an Affordable Housing Overlay District (AHOD) as a zoning map amendment that could lie upon any parcel located within the Urban Service Area. The AHOD would allow higher densities than the underlying zoning

designation and may adjust development standards, where appropriate, for projects that include housing affordable to low-income households—Below Market Rate (BMR) units."

And;

"4.3.IA3 Designate suitable land within one-quarter mile distance from public transit routes from Auke Bay to Downtown Juneau as a Transit-Oriented Corridor (TOC) overlay zoning district within which medium- to high-density housing in wholly residential or mixed use developments and with lesser parking requirements would be allowed."

He believes these IAs should be completed in concert with implementation of the TDP. He explained that if parking is reduced, it increases density, so there is an assumption that people will either walk and/or utilize public transit more, which has proven to work in infill areas.

He said the PC should consider developing neighborhood plans, most importantly for Auke Bay because this is where the Comp Plan is proposing many land use designation revisions. He explained that the plan is to create a Marine/Mixed Use (M/MU) zone, including a review of the provisions of the Mixed Use 2 zone in the periphery of Downtown Juneau and possibly the community of Douglas.

Commission discussion

Mr. Miller asked staff when they contemplate that the newly-adopted Comp Plan will be finalized. Mr. Pernula replied that the plan should be effective within three weeks. He explained that CDD staff has been working to ensure that all the revisions are incorporated before it goes to print, although he believes the electronic version has already been fully updated and posted on the CBJ website.

Mr. Miller referred to 4.3.IA2 (listed above) stating that 80% to 100% of the medium-income households are the most difficult to provide housing for because this income level does not fit within the BRM unit threshold. He noted that he previously requested revisions to several other affordable housing IAs that were incorporated. Additionally, he requests that revisions be made to the inclusionary zoning study as being the first priority. Mr. Pernula clarified that 4.3.IA2 did not necessarily pertain to inclusionary zoning, explaining that many comments he heard was if affordable housing sites were on CBJ-owned property and in the Disposal Unit that these might be acceptable for inclusionary zoning. Conversely, he also heard some negative comments regarding imposing inclusionary zoning on privately-owned property. However, there is a difference if there is an exchange for allowing higher densities, as this could potentially provide for additional affordable units.

Ms. Snow referred to the following Policy and IAs relating to protecting and defining industrial lands:

"POLICY 10.7 IT IS THE POLICY OF THE CBJ TO DESIGNATE ON LAND USE AND ZONING MAPS, AND TO PROVIDE SERVICES TO SUFFICIENT VACANT LAND WITHIN THE URBAN SERVICE AREA APPROPRIATELY LOCATED TO ACCOMMODATE FUTURE COMMERCIAL AND INDUSTRIAL USES.

10.7.IA1 Maintain and improve design review procedures to ensure that proposals for commercial (retail, office and institutional) development are evaluated with regard to site design, building placement, parking, landscaping, exterior lighting, screening and buffers, signage and other factors related to surrounding properties, land uses and public facilities."

And;

"10.7.IA2 Identify and protect from land use conflicts potential sites for light industrial and heavy industrial uses."

She stressed that due to the shortage of industrial land in Juneau, these are very important guidelines that the PC needs to continue to focus on. She explained that if land is not available for new businesses, or to allow existing businesses to expand, there might no longer be a need for additional housing. Therefore, if developable industrial land is not made available in the future, more jobs would not be forthcoming, which might create an abundance of affordable housing. For example, the PC recently allowed boat condominiums to be constructed on industrial land on Industrial Boulevard; therefore, the Commission should keep appropriate uses within specific zoning designations in mind when future cases are presented to the PC. Mr. Bruce noted that the boat condominium project was already substantially built out at the time the PC approved this last case.

Ms. Waterman said she wished to address portions of the Comp Plan as being priorities of the PC, and also for the CDD staff begin working on the following:

- The other overlay corridors called out in the Comp Plan are just as important as the TOCs. Therefore, she asked that these other corridors be well-defined so that clear definitions are made ready for the PC to utilize for whatever the zoning topics might entail.
- Staff needs to provide concise definitions regarding what types of development are allowed in the MM/U for Auke Bay and Douglas pertaining to Heavy-Industrial and/or Commercial-Light Industrial zoned areas, which the PC is able to utilize. For example, the concept that Heavy-Industrial zoned land is just that, so the PC will not issue a CUP for any other types of development in this zone.
- Provide an analysis of affordable housing in inclusionary zoning, which is considered as being important by the PC. Specifically, the aspect that includes manufactured homes, so staff needs to derive a system for where new and/or replacement manufactured home parks/subdivisions will be allowed.

Additionally, the following plans are important to the PC, so they should also be added as being priority items on the Capital Improvement Program (CIP) list:

- A full update of the Comp Plan in 10 years (2018). She said the Comp Plan is sufficiently important; therefore, it needs to be removed from the daily tasks of the CDD staff, and instead, is called out so it gets due attention and is accordingly funded through the CIP process.
- An update of the Juneau Wetlands Management Plan, and the associated work, i.e., GIS mapping, the mitigation bank, and identification functional analysis on specified streams on CBJ property as outlined in 7.1.IA1.
- An update of the Area Wide Transportation Plan (AWTP), including the associated work that is warranted.

Mr. Pernula noted that the AWTP will probably be mostly funded by DOT, as it has been in the past, so the CDD staff will work closely with DOT personnel during the update process.

Ms. Waterman said the PC and the CDD staff needs to focus on prioritizing the following in relation to transportation:

- Implementation of the Transit Development Plan (TDP) is a priority. Concurrently, with the opening of the new Parking Garage, a "Parking Management Plan" should also be implemented, primarily for Downtown Juneau; however, the entire community would benefit from such a plan as well.

She stated that several IAs call for ordinances in the Comp Plan, as follows:

- The new Noise Ordinance is a priority of the PC, and she requested that the CDD staff inform the Assembly so it moves forward.
- An ordinance to annually adopt the Alaska Department of Fish & Game's Anadromous Inventory and post it on the CBJ website. She said this would be very beneficial to the Commission, and should be considered a priority so the PC is working with current information while reviewing cases.
- She explained that Mr. Watson previously requested rules to be provided by staff for transport and storage of explosives which were incorporated into an IA. In addition, she believes this might be considered as being a priority by other Commissioners.

She asked staff if the Assembly adopted the HDDS. Mr. Pernula said the HDDS were recommended for adoption by the PC to the Assembly, but this has not yet been completed. He explained that the Assembly first wanted to finalize the TDP and the Comp Plan, and then figure out exactly the method in which the HDDS should move forward. He said this entails whether they were going to codify the HDDS and adopt the standards as part of Title 49, or just adopt it as a plan, and then codify portions of it. Even though this process has not been worked out yet, he believes the Assembly is aware of its importance.

Ms. Waterman said she drafted a list pertaining to updating Title 49, which she provided to staff. She requested that Tim Maguire review the list, and then potentially cross-reference items to determine whether they should be included in the Provisions Improvement package.

She also made a list to improve Title 19, which she provided to staff as well.

Further, there were revisions recommended by the PC for the Land Use Maps of the Comp Plan, and one was the Flood Zone designation; however, she does not know whether this has been done. Mr. Pernula explained that FEMA hired a consultant to re-map most of the floodplains along the streams and shorelines. Mr. Chaney added that re-mapping the shorelines is somewhat more difficult for FEMA to complete, as they are utilizing a new model that has not been applied before. He stated that FEMA informed staff that a draft might be forthcoming this spring, noting that this might entail a lengthy adoption process as well.

Ms. Waterman said the final item is the following Policy outlined in the Comp Plan:

"POLICY 18.2 IT IS THE POLICY OF THE CBJ FOR THE PLANNING COMMISSION TO UNDERTAKE A GENERAL REVIEW OF THE COMPREHENSIVE PLAN ONCE EVERY TWO YEARS, AND TO MAKE RECOMMENDATIONS TO THE ASSEMBLY TO AMEND IT AS NECESSARY TO REFLECT CHANGING CONDITIONS AND NEEDS AND TO CONSIDER AND ENACT AMENDMENTS TO THE PLAN AND LAND USE MAPS, INCLUDING AMENDMENTS TO THE URBAN

SERVICE AREA BOUNDARY, AT ANY TIME THE PLANNING COMMISSION AND ASSEMBLY DETERMINE THAT AMENDMENTS ARE NEEDED. "

She explained that she believes the PC should make it a priority to review the Comp Plan once every two years, and then to fully update it every 10 years, noting that these both are to be funded via the CIP list. Mr. Pernula said that the past update entailed nearly a 3-year process. Ms. Waterman agreed, stating that it was adopted in 1996, although it should have been re-updated in 2000, so the last update was essentially eight years late. She thanked staff for their work on updating the newly-approved Comp Plan, and also for providing the PC the opportunity to interact on prioritization of the IAs.

Ms. Waterman noted two of the new IAs were already accomplished in the Comp Plan, and one is as follows:

"7.3.IA1 Amend the Comprehensive Plan Land Use Map for Subarea 3 to designate a Stream Protection Corridor (SC) along both sides of the banks of Montana Creek where it is shown on the 1995 Land Use Maps as Recreational Service Park (RS), Conservation Area (CA) and Resource Development (RD). This Stream Protection Corridor would remain the same width and breadth in the portions designated in the 1995 Plan as RS and CA, and would be expanded to include the lands within 500 feet of each side of the banks within the area designated RD in the 1995 Plan. The designation of the area SC around the shooting ranges should not adversely affect the existing operations of the outdoor shooting range, the indoor shooting range, or the archery shooting range."

Mr. Pernula added that another IA that was completed in relation to Montana Creek is the following:

"7.3.IA7 Give high priority to public acquisition of open space/natural areas and/or public recreation easements to the stream corridor of Pederson Hill Creek (aka "Casa Del Sol Creek") to add to the recent public acquisition of stream corridors of Montana Creek and the west side of the Mendenhall River."

Ms. Snow referred to the following Policy and its related IAs in terms of maintaining Juneau as the State Capital, including working with the State and Federal agencies on expansions:

"POLICY 5.2. IT IS THE POLICY OF THE CBJ, THROUGH A COOPERATIVE EFFORT WITH THE STATE OF ALASKA, TO PLAN FOR AND SUPPORT DEVELOPMENT OF AN ATTRACTIVE SETTING, FACILITIES, AND OTHER SERVICES TO ENHANCE THE STATE CAPITAL AND TO STRIVE TO PROVIDE AN ATMOSPHERE CONDUCIVE TO GOOD LEADERSHIP IN THE STATE, ACCESSIBLE TO AND SUPPORTIVE OF ALL PEOPLE OF THE STATE OF ALASKA.

5.2.IA2 Work collaboratively with, and request that Federal agencies coordinate their plans for expansion or modification of Federal facilities in the downtown area with CBJ and State plans for the Capitol complex."

And;

"5.2.IA4 Seek ways and means to encourage housing for legislative personnel, such as high-density housing along transit corridors, SRO dwellings Downtown, and extended-stay hotels or other lodging in the Downtown and around the airport, provided that this does not result in the net loss of year-round rental housing."

Mr. Pernula offered to compile a list of the PC's recommended list of priorities of the Comp Plan Policies and IAs, and then present it to the PC at the next meeting.

Upcoming meetings

Mr. Pernula stated that the next PC meeting is scheduled to be held on November 11, 2008.

XIII. REPORT OF REGULAR AND SPECIAL COMMITTEE

Ms. Waterman informed the PC that the Arts Committee for the Transit Center will soon provide a call out for artists within the next couple of weeks.

XIV. PLANNING COMMISSION COMMENTS AND QUESTIONS - None

XV. ADJOURNMENT

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

There being no objection, it was so ordered, and the meeting adjourned at 8:29 p.m.