



ASSEMBLY LANDS HOUSING AND ECONOMIC DEVELOPMENT AGENDA

February 17, 2023 at 12:00 PM

Assembly Chambers/Zoom Webinar

<https://juneau.zoom.us/j/94215342992> or 1-253-215-8782 Webinar ID: 942 1534 2992

A. CALL TO ORDER

B. LAND ACKNOWLEDGEMENT

We would like to acknowledge that the City and Borough of Juneau is on Tlingit land, and wish to honor the indigenous people of this land. For more than ten thousand years, Alaska Native people have been and continue to be integral to the well-being of our community. We are grateful to be in this place, a part of this community, and to honor the culture, traditions, and resilience of the Tlingit people. Gunalchéesh!

C. ROLL CALL

D. APPROVAL OF AGENDA

E. APPROVAL OF MINUTES - January 23, 2023 Draft Minutes

1. January 23, 2023 Draft Minutes

F. AGENDA TOPICS

2. iRide Alaska Lease Request

3. Juneau Affordable Housing Fund Loan Agreements

4. Notes from the Assembly Retreat

5. Housing Progress Tracker

G. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS

H. STANDING COMMITTEE TOPICS

6. LHED Committee Goals

7. Telephone Hill Updates

I. Supplemental Material - Red Folder Item: Housing Retreat Next Steps

8. Housing Retreat Next Steps

J. NEXT MEETING DATE - March 6, 2023, 5:00 p.m.

K. ADJOURNMENT

ADA accommodations available upon request: Please contact the Clerk's office 36 hours prior to any meeting so arrangements can be made for closed captioning or sign language interpreter services depending on the meeting format. The Clerk's office telephone number is 586-5278, TDD 586-5351, e-mail: city.clerk@juneau.org.

ASSEMBLY LANDS HOUSING AND ECONOMIC DEVELOPMENT MINUTES

January 23, 2023 at 5:00 PM



Assembly Chambers/Zoom Webinar

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- A. **CALL TO ORDER** - Chair Hughes-Skandijs called the meeting to order at 5:00 pm.
- B. **LAND ACKNOWLEDGEMENT**
- C. **ROLL CALL**
 - Members Present:** Chair Alicia Hughes-Skandijs, Wade Bryson, Christine Woll, Wáahlaal Gíidaak
 - Liaisons Present:** Chris Mertl, Parks and Recreation
 - Liaisons Absent:** Lacey Derr, Docks and Harbors; Mandy Cole, Planning Commission
 - Staff Present:** Dan Bleidorn, Lands Manager; Roxie Duckworth, Lands & Resources Specialist; Jill Maclean, CDD Director;; Rorie Watt, City Manager
 - Members of the Public:** Kirby Day
- D. **APPROVAL OF AGENDA** – approved as presented, no changes
- E. **APPROVAL OF MINUTES - December 19, 2022 Draft Minutes** approved as presented, no changes
- F. **AGENDA TOPICS**
 - 2. **Southeast Alaska Food Bank Lease Amendment Request**
Mr. Bleidorn discussed this item. Mr. Bryson noted a possible conflict of interest as he sold the food bank their walk-in refrigerator. Chair Hughes-Skandijs noted Mr. Bryson's objection and confirmed the committee was fine with Mr. Bryson voting on the motion.

Wáahlaal Gíidaak asked about the timeframe of the lease. Mr. Bleidorn replied that city code dictates that the maximum term for any lease is 35 years. We would talk with them to see what they would want as far as lengths of terms.

Mr. Bryson moved that the LHED Committee forward a motion of support to the Assembly for adoption of an ordinance to authorize the leased area of 1.50 acres to Southeast Alaska Food Bank under 53.09.270. Motion passed unanimously.
 - 3. **General Communications Inc. Lease renewal for Thane Earth Station Site**
Mr. Bleidorn discussed this item. Mr. Mertl asked about light pollution from the building. Mr. Bleidorn replied that we could work with CDD to ensure they are meeting city code as far as light pollution is concerned.

Mr. Bryson moved that the LHED Committee forward a motion of support to the Assembly for adoption of an ordinance to authorize a new lease to the General Communications Inc. for the Thane Earth Station site. Motion passed unanimously.
 - 4. **Consideration of Accessory Apartments in Industrial Zoning Districts**
Ms. Maclean and Mr. Watt discussed this item. Mr. Bryson asked if we are receiving complaints from accessory apartments that are already in these areas. Mr. Watt and Ms. Maclean noted neither have not received any complaints. Mr. Bryson asked if we could skip the Planning Commission because we are just changing one of the policies rather than dealing with changing overall planning. Having accessory apartments in industrial areas has proven to not be a problem. Mr. Watt replied that the Assembly could adopt an ordinance and change Title 49 without going through the Planning Commission, but a better

question is should they. Current city code says that all Title 49 changes are to go through the Planning Commission. I think you want to avail yourselves of the public process and the efforts of the Commission, even though it is not the shortest distance between two points. Without a draft ordinance in front of us, someone will have to draft that and propose some flexibility.

Ms. Woll asked about the caretaker unit provision, how that is being used right now. Ms. Maclean replied that the caretaker units were created to be either the owner or a manager of the property living in that unit and providing security and eyes on the site. That was the intent, and is still being used as a living unit, but staff does not have the means to see that the owner or manager is living in it.

Mr. Mertl commented that he supports the idea of getting additional housing in the community but is a little worried about conflicts. If this is industrial land, and you have auxiliary dwellings, and if someone does want to set up a new business that is going to create a lot of noise and light pollution. Do those residents in the adjacent property have the ability to say no to this. He is concerned about setting a precedence, industrial land is meant for industrial use, and thinks people are taking advantage of it in terms of residential use. He is concerned about the potential conflicts and maybe we look for opportunities to modify the comp plan and the zoning maps and agrees with Mr. Watt that there needs to be a public process as part of this if there are changes.

Chair Hughes-Skandijs commented that with accessory apartments, she is thinking of a single family home with an accessory apartment. Looking at the memo, it is described as still a primary industrial use on the lot. She is supportive of this idea and understands the nuance of someone owning a home and there might be more of a problem with somebody who has to negotiate with the owner of the lot where they decided to rent. Could somebody in an industrial zone area put up multiple accessory apartments, rather than just a single expansion of the caretaker unit. Ms. Maclean replied that currently, you could have one caretaker unit per lot. There are no restrictions on that so you can essentially build a detached single family home, or what looks like a detached single-family home on 2,000, 3,000, or 4,000 square feet, there is no limit; it just cannot be sold to someone else. It has to be in common ownership, and it is supposed to be accessory to the use. Depending on how big the warehouse is, maybe 4,000 is accessory to a 10,000 or 12,000 square foot building. The other thing to note is that under the current industrial zoning it is a minimum 2,000 square feet for the lot size, so you could have ten-2,000 square foot lots and they can each still have a residential unit above it. When it comes to single-family homes and accessory apartments, those are easy, if you are on a standard size lot, 600 square feet is what the minimum lot size you can have. Those are limited to in residential zoning districts. I think there is opportunity to improve the code while protecting the industrial land that that we need.

Mr. Bryson noted that this has been discussed in the past and the assembly denied a zoning request change. Ms. Maclean said she spoke with Mr. Bryson about this and some of these units exist, but we cannot get in the buildings. This is an opportunity to make some of those units potentially compliant, and bring them online. Mr. Bryson commented that industrial land is not our greatest need; there just was not a demand for that. The request for housing is high, and to be able to shove a home in almost any location. Housing is attached to every single economic activity that we have and has prevented economic growth. There is no problem in Juneau that is remotely close to the housing shortage. We are moving in the right direction and this is a solution. If we were in a different environment, let say that logging had come back, but we are not; we are in environment where we do not have enough houses. There is not enough land to put all the housing. Mr. Watt pointed out that over time the industrial zoning district has been permissive and have units like storage units, boat condos. The State of Alaska Vital Records office in Lemon Creek would not be bad to live next door to for most people. I think it is a worthy path, but, as he said earlier, the Planning Commission can also add value.

Ms. Woll moved that the LHED Committee direct the City Manager to have staff draft the accessory apartment ordinance to provide greater flexibility for accessory apartments in Industrial zoning districts. Ms. Woll objected for a comment, that she thinks this should go through the normal process carefully. Objection withdrawn. Motion passed unanimously.

G. STAFF REPORTS

5. Cruise Ship Visitation Trends

Mr. Watt discussed this item. Ms. Woll asked about the cruise industry impact on Juneau and surrounding communities. Mr. Watt replied that to some communities and operators it is an opportunity. Cruise ship companies that are interested in growth have to ask themselves hard questions; does Juneau have to be on every itinerary, maybe not for every ship, but we have some of the highest percentage of ship sails that come to our port. Community impact depends on different scenarios. We only have one downtown waterfront and we need to be doing 50-year thinking; maybe we want six ships in 30 years. I think we should think about the gulf crossing activity, which I do not know how big of a market share that is or will pick up but could be a path we take.

Chair Hughes-Skandijs noted it is important for us to be mindful of how this affects us at different times during the week. Connecting that to the principles of getting somewhere by collaboration or voluntary agreement is better than getting there by regulation. For instance, thinking of working with the industry, the assembly in the past has expressed interest in more collaboration with our southeast neighbors in dealing with the industry, the concept of solidarity and unions, more power together than separately. Thinking of Skagway's economy versus ours, we might have different viewpoints, especially going into the future. One of our neighbors might want more ships than we do and that might affect their footprint. Is Ms. Pierce involved setting up those relationships, or do we focus more on our relationships with the industry. Mr. Watt replied that we regularly talk to all of the municipal governments in southeast that have cruise ships and visitors.

Chair Hughes-Skandijs followed up to ask if we are comparing schedules and notes with other, checking assignments against each other, and discussing that at the beginning of season. Mr. Watt replied that is a lot of it, and everybody's issues and municipal ownerships are slightly different. We try to connect the dots with the industry players as well, because you have cruise ship companies that are trying to rationally plan and communicate with communities. Take Ketchikan, they recently added two berths at Ward Cove, which is in the borough. They have four berths in the city and two in the borough, two different governments. They have a general lack of tour opportunities at Ward Cove but that is growing. There is also transportation issues where the downtown merchants and the City of Ketchikan would like people to get downtown, but that shuttling is inefficient. Ketchikan is in a little bit of a difficult spot, and because of their geography, they get very short port visits, such as seven to noon. In Juneau we like to think our goal is people have time to go on a tour and come back downtown and go shop, or vice versa, and get both ends of it. Ketchikan is doing one or the other, and as a result, there is not as a robust amount of tour packages available and are more focused on shopping. There are improvements that Ketchikan would like to do on their downtown docks but they do not have a funding stream, and they have been questing after a negotiated agreement with industry on how and what to charge and what to build. There is always a fear that if they charge too much at the downtown docks the ships will go out to Ward Cove. Sitka has a private dock outside of downtown and it seems like they have figured out their transportation issues and are growing quickly. In some ways, it feels like Juneau in like 1998. Icy Strait Point has a little different dynamic outside of the city of Hoonah. They have done a nice job developing their facility, providing tour opportunities, and pushing vehicle transportation to the back of house. Skagway wants to control their destiny, there is an expiring legacy lease on the waterfront for the two

docks, and there is no real plan for what is going to happen. Skagway had a dock redevelopment plan to replace one of the berths and as that moved forward, ship pilots and cruise ship companies looked at it, and they expressed that it is too tight; they cannot get two ships in there. There is a long running discussion between Municipality of Skagway and cruise ship companies and what to do and how to do it. Skagway is letting that lease lapse and are going to receive that property. How that moves forward we do not know. On the mountainside of Skagway, the east side, you get the landslide on the White Pass dock, which has some scary rock fall exposure. Ships did not tie up at the north berth. This is a dynamic situation in Skagway. All communities talk about the cruise ship industry and impacts. We all recognize that our communities are interested in different things and different outcomes. Nobody is trying to tell another town what they should do.

Mr. Mertl asked when the city knows what the future passenger visitation numbers will be. Mr. Watt replied that we have been talking to industry and cruise line agencies who does the scheduling, and everybody has agreed to provide that earlier, about 2 years would be about what we are getting at. Two things that are important on that front is from a cruise ship industry perspective, you could ask well, what Juneau really wants. We have articulated that well. We have cruise line agencies who are trying to do the mosaic of scheduling and make rational itineraries that that work. That is a fairly thankless and difficult task. One of our charges is to put them under contract and to schedule and talk about how this is going to work, so that we can have more clarity and we achieve community goals. I think what we want to do is achieve philosophical concepts putting a ship where it makes sense for congestion management. Getting for-profit businesses to move, to pay more money, and go to a worse location, or have somebody give up a better location for less money that is tricky. Step 1 and step 2 is putting our principles out there and establishing a formal relationship with cruise line agencies so that we can have predictability. If you are running a cruise ship company and buying billion dollar ships, the obvious thing you would want is to know where you could take your investment. What we want on the municipal front is to know that we can meet community goals. What we do not want to have happen is where we get to a point that the community does not support the industry-driven schedule and start thinking about Draconian things and tell that ship you cannot come into our city facility. We do not want to suffer some of the struggles of communities that have had ballot initiatives that, maybe are or not legally defensible, or we have not thought the consequences through. Bar Harbor, Maine has been in that struggle, and we have reached out, met the Bar Harbor manager, and discussed this issue.

Mr. Mertl followed up to comment about the chart in the packet, in the last 5 years, we have grown close to 50% and wondered what is happening this year, is it holding steady. Can we evaluate where we are sitting, or is that going to continue to grow and put us in a reactive panic mode, which we should avoid. We should negotiate and figure out what is coming down the pipeline because I think what is important is not only the visitor experience, but also lifestyle impacts for people in this town. Mr. Watt replied that he does not know but thinks the thing that makes the cruise ship industry different is they are portable and if they are making money and their customers are re-booking and paying good premium prices, they are going to keep coming, It seems like Alaska is a very strong destination. We are listed high on Trip Advisor as the number one trending destination. Juneau has a lot going for it and cruising is growing globally. CLAA did a presentation to the Chamber of Commerce recently, about worldwide trends and issues. To the extent that there is capacity in the region for ships, I think there is room for some growth. There are a couple of players out there that might want to come, we are going to see one of the MSC luxury ships this summer, they have big ships in other parts of the world. Virgin has a ship that will possible come. It all depends on the price of oil, inflation, pandemics, and worldwide civil unrest. I would not say that 2023 and 2024 are flat; I would dampen that trend down and anywhere there is a small ship somebody is probably going to be thinking if they can swap in a bigger ship.

Wáahlaal Gíidaak wondering the intent of this report is it going to be heard in front of the assembly. Mr. Watt replied that he would have liked to get this in front of the COW, because this is a whole body type material and thinks that the COW needs to find time to work on tourism issues, whether it is this exact presentation or some more refined piece. Wáahlaal Gíidaak followed up to comment that she would appreciate a conversation about this, since we're talking about visitor trends and what are the trending things that visitors want to see. She is curious about the cultural connectedness and revitalization as a strong connecting factor to tourism in Alaska. She would like to see how those two integrate in the cultural practices of the indigenous people from the places where tourism is strong. Mr. Watt replied that one of the things that came out of the visitor task force was to survey citizens about visitor industry issues. We have done that in the past two years in this year's passenger fee proposal, the tourism manager is going to be proposing funding for two pieces of work that will come to the assembly for decision. One of those pieces is to poll visitors about how they find Juneau. We have a lot of opportunity to learn from what tourists are interested in. You will get a funding request to have somebody on the dock to poll cruise ship passengers. We have heard anecdotally from cruise ship companies who survey their customers, they tell us that Juneau has always rated very high but we want to know that ourselves. We are also going to have in the passenger fee list, or request for some funds, to better analyze the effect of cruise ship industry, the economy on our housing market, and what, if anything, we can learn about that. Wáahlaal Gíidaak followed up to include the community itself and gave an anecdote that growing up in Ketchikan tourism spurred and created the traditional theater at the Heritage Museum in Ketchikan, and that created a wave of new indigenous oratory in that community, which in turn paid for the Heritage Center to continue to function. What she is thinking of community impact, she is thinking about those connecting pieces of how the community is revitalizing traditional practices and cultural means by way of tourism connections. Mr. Watt replied that at the staff and assembly level, we have made quite a bit of an effort to coordinate with the Sealaska Heritage Institute, and hope that we can strengthen our relations and connections. The assembly did provide financial support for both the Heritage Institute and the Arts campus. Mr. Watt hopes we can coordinate and leverage that opportunity, and in all sorts of exciting ways.

Ms. Triem commented asked what we want out of the cruise ships that come here. We are seeing more cruise lines wanting to send more ships, and traditionally they have almost all stopped in Juneau, but we do not have room for everybody to come here every day. There are more ports around, so they do not necessarily all need to come here. They tend to stay longer in Juneau and with our immediate ability to meet that demand for tours; we might have a problem with that. Should we focus on what we have always had, which is these full day ships where they do tours or should we be open to ships that are here for less time, and they just spend their time on South Franklin Street. Would we want to do both, or focus on one. She had just never thought of this concept before and always assumed we would just keep doing what we do, but we have these other models. Mr. Watt replied that he thinks it is an interesting question. It depends on what we want. Our goals have to be that every person that comes here has a great time, we were a great host community, they go home and they say that the best place their cruise went was Juneau. People were nice and friendly; they had fun and spent a lot of money, and were happy to spending money here. The question is how that gets down into the ships and their profiles, there's a lot of different models in the cruise ship companies on who they're trying to attract as customers, and what those customers might want. They are all different products for everybody. Some of the smaller ships cater to a very different financial end of the spectrum. What is best for the community is a blend of all of those things, and the bigger the ships get, experiences might be get more homogenized. We have limited availability for docking or anchoring, and if you are in the industry, you are thinking that you might be motivated to swap out a smaller ship that supports certain kind of business or tour. They are also asking if it is economically better to bring in a bigger ship with more people. This is one of the reasons that we should do a visitor survey; we are data poor on this topic and

not smart enough to make a recommendation on what would be best for us. Ms. Triem followed up to ask a broad question of what Juneau wants as a community, do we want to target a specific part of the industry over others and how would we do that. Those would be interesting questions to ask ourselves.

Mr. Bryson noted that we have done a phenomenal job of talking about infrastructure, and we approach the problem from the community perspective. How do we solve this problem for our community. He noted that he has not met a human being that did not want to come to Alaska. We have the most desirable location, and as Mr. Day pointed out, this is the best city in the best destination that cruises to come to, but how do we handle the high demand. We are approaching it from the community perspective, but the one thing I like to point out is, if they do not come on a floating hotel, the cruise ship, that they come, and they do short term rental visits, which has plagued our city and caused a housing crunch. If we do not let them come on the ship, they now become part of our infrastructure and now have to use city infrastructure to support that tourism because they are living in our communities. We have had homes in neighborhoods turned into short-term rentals, apartments that have kicked people out to become short-term rentals. The demand to come to Alaska is so great; we need to think outside the box on how people are coming. If we put all these restrictions, we get it where nobody can berth, and we have a four or five ship limit. I have a feeling that our short-term market, or the ferry system, which is already inundated, will not be adequate to support and cover those demands. Nobody has denied the ability to ride on the ferry, every tourist that cannot come on the cruise ship has book a ferry ticket and taking it away from Alaskan citizens that need that. We have two roads we can go down, and this is where I am oversimplifying a little, but the two directions we are either encouraging growth in positive, healthy tourism, or we are dissuading it. We do not get to pick the number that we have for tourism. We either setting up an environment that is encouraging for the growth and tourism to exist here, or we are putting regulations and environmental restrictions and controls that dissuade tourism from coming. It is one direction or the other. All of these are factors in people coming to Alaska; we need to think just bigger and open up our thinking as we are developing our infrastructure for tourism.

Ms. Woll commented that she believes we do not have a binary choice between growth and restrictions. There is sustainability in between these two things and we can figure out how to balance that. She asked about this topic at the retreat and if this memo is meant to be in that direction or is this just coloring that discussion. Mr. Watt replied that it is coloring that discussion from the retreat. He also thinks that everybody in the cruise ship industry and the owners to the private docks need a little notice served if we cannot figure out a way to negotiate solutions to issues before they become problems, nobody is going to like the solutions we come up with. He has worked on municipal issues related to cruise ship tourism for over 20 years, a complicated topic. When we were at the retreat, he thought he was too close to the problem and needed to zoom out to paint a better picture and is thinking of the long haul.

Chair Hughes-Skandijs noted that she does not think we have had a normal year going from no ships during Covid and then a summer with them back. Everybody is excited to have people back in town. She does not feel like we have had a normal summer-to-summer experience. She is thinking about the shoulder seasons, because we have seen those extend, and that is another way to increase numbers, starting earlier, going later, to fit ships in that way. Historically thinking about this, the best ship at best dock, and what CBJ's involvement on that is. Are we seeing more of that at the private docks, or if CBJ docks are available, do the early ships and the late ships come to CBJ docks. Mr. Watt replied that if you live on the water and watch boats go by you never get a break and that increases if you are in a flight path. If you are a parent and your kid comes back for their best college job and they might bring a couple of college buddies, and they have the time of their life and their chances of that kid that went away to college, making their home in Juneau skyrockets. There are many perspectives on the shoulder season. Tour operators and retail shops that need staff in April and October, can they even hire people.

You also wonder is at what point does that leverage year round activity. So if somebody is coming here to Juneau to work a four month season and starts to feel more like a six month season, rather than an itinerant workforce maybe Juneau starts to become more of a home base for some of those people. Tourism manager, Pierce and I regularly look at this issue and may need an intern or somebody to do a deep dive into the data of the scheduling.

Ms. Triem asked about the shoulder season, can the cruise ships keep sending people here in October, when the weather is miserable, and we have atmospheric rivers. It seems like it is a new thing for cruises. She is wondering if they will continue to keep doing that. Mr. Watt replied that shoulder season comes with a discount and some people coming from a place like Phoenix may not mind the rain. The ships themselves are a discount and part of the attraction, so cruise companies, as long as they are able to market shoulder season they will keep doing it to some degree. It is a better option than going to the Caribbean for hurricane season or being somewhere with drought or excess heat. Mr. Day commented that he has run into people here in October and they enjoy it. There is a group of folks out there that just as happy to come up here in October or April for whatever different reason. Then there are those that come in July because that is when they have been told is the best weather. I do not know how much those shoulder will grow. Quick overview of numbers in 2023, if you take three weeks in April and the first week of May and last week of September and most of October, it is about 111,000 passengers. This is vastly different when he started in this industry in the 1980s with the first ship in around June 1 and last ship was Labor Day. So with about 111,000 in the extreme shoulder season, I think that will continue. I am not quite sure how much it will grow.

6. Schedule of Upcoming Land Use Code Work

Ms. Maclean discussed this item. No comments.

H. COMMITTEE MEMBER / LIAISON COMMENTS AND QUESTIONS - no comments

I. STANDING COMMITTEE TOPICS

7. Telephone Hill Updates – Mr. Bleidorn noted an RFP for a property manager is finalizing and more information will follow.

8. LHED Committee Goals – Mr. Bleidorn noted he presented at the Chamber of Commerce Housing and Development meeting on Friday, January 20, 2022. It was a good event and they were responsive, and I think they made a point to say how much they appreciate Staff and the assembly moving forward with that and including them in the conversation.

J. NEXT MEETING DATE - February 13, 2023 – additional LHED Committee Housing Work Session on Friday, February 17, 12:00 p.m. – 2:00 p.m.

K. ADJOURNMENT - adjourned at 7:09 p.m.

MEMORANDUM

CITY/BOROUGH OF JUNEAU

Lands and Resources Office
155 S. Seward St., Juneau, Alaska 99801
Dan.Bleidorn@juneau.org
(907) 586-5252

TO: Alicia Hughes-Skandijs, Chair of the Assembly LHED Committee
FROM: Dan Bleidorn, Lands and Resources Manager *Daniel Bleidorn*
SUBJECT: iRide Alaska Lease Request
DATE: February 7, 2023

In November, the Lands Office received a request for a commercial use permit on city property in the location of the West Douglas Pioneer Road (WDPR) from iRide Alaska LLC. After discussion with the applicant it was determined that this use conforms best to city code 53.09.260 as a non-exclusive lease of city property. This application requests use of the NDPR for guided e-bike tours between May 1st and October 30th. The application requests 3 tours a day for 6 days per week.

Currently the WDPR is primarily used in the summer by recreation bikers and hikers and for harvesting firewood. The Lands Office issues permits for firewood harvesting which helps remove trees that fall across the road. Allowing seasonal firewood harvesting on this property has minimized the illegal tree cutting for firewood on other CBJ properties. In the past, the City had also provided access to the Alaska Department of Fish and Game for studying bats, to the USGS for monitoring stream flow, and for running competitions. In the winter, the Nordic Ski Club grooms the WDPR. The WDPR was completed in 2018 as a future development access corridor to City property.

At this point in time, the application has been received and the next step in processing the application is for the Assembly to determine "whether the proposal should be further considered and, if so, whether by direct negotiation with the original proposer or by competition after an invitation for further proposals. Upon direction of the Assembly by motion, the Manager may commence negotiations for the lease, sale, exchange, or other disposal of City and Borough land" (53.09.260).

The WDPR is a primitive pioneer corridor with no guardrails, frequent tree falls and the almost seasonal washout of a culvert. Allowing a commercial use, such

as this application, would provide some funding that could be used for maintenance of the WNPR and the parking lot. Eaglecrest and the Nordic Ski Cub also help with maintenance.

Staff requests that the LHED Committee forward a motion of support to the Assembly for the nonexclusive lease of City Property to iRide Alaska in accordance with 53.09.260

Attachments:

1. Permit Request dated 11/12/22
2. 09-30-2018 Juneau Empire Article

November 12, 2022

Dan Bleidorn
City and Borough of Juneau
Division of Lands & Resources
155 S. Seward Street
Juneau AK 99801

Re: Commercial Use Permit

Dear Mr. Bleidorn,

iRide Alaska, LLC dba Segway Alaska has been an established company since 2019. We have been offering guided Segway tours for the past three years and are currently requesting a commercial use permit to use city land for a guided e-bike tour on North Douglas. Below are the details of our request.

PERMIT REQUEST: Commercial Use Permit on the West Douglas Road Extension

COMMERCIAL ACTIVITY PROPOSED ON CITY LAND:

We are proposing a guided e-bike tour on the four-mile West Douglas Road Extension. These guided tour groups will be riding e-bikes from a drop off point near the North Douglas Boat launch ramp up to the intersection of the West Douglas Road Extension and the North Douglas Highway and continuing onto the West Douglas Road Extension (CBJ land) and riding to the end of the gravel road and back. Tours will stop at various locations along the road to look at attractions and possibly include a short hike in the woods to see an old growth forest and muskeg.

GUIDED TOUR LOGISTICS:

- Two guides per group.
- Group sizes will range from 4 to 15 people.
- Three tours a day will be offered, 6 days a week with no tours on Sunday.
- Each tour will run approximately an hour and a half.
- Tours will be offered at approximately 10:00a, 1:00p, and 4:00p, though times will vary depending on cruise ship schedules.
- Tour groups and e-bikes will be dropped off and picked up near the North Douglas Boat launch ramp.
- Storage of e-Bikes will not occur on site.
- Tours will run from May 1st to October 30th.

ADDITIONAL PERMISSION REQUESTS:

We would like to get additional permission from the City and Borough of Juneau for the following items:

- To place a small open-air tent in the cul-de-sac at the end of the West Douglas Road Extension to be used for e-bike riders to take a break.
- To allow people to take a short hike into the woods to see the old growth forest and muskeg.
- To add a short section along the road where a small 18" wide trail would allow bikes to ride near the edge of the road.
- For the most part we do not intend to park in the parking area at the beginning of the road or to drive vehicles on the road. However, obtaining a key to the gate would allow for emergency retrieval of a bike that breaks or a person who is injured.

APPLICANT PERMIT HISTORY:

Below is a list of permits that iRide Alaska, LLC has acquired with the City and Borough of Juneau. We have successfully met all permit conditions, including paying fees and taxes on time. We are a member of the Tourism Best Management Practices (TBMP) and are in good standing.

- Rainforest Trail Permit, Parks and Recreation Department, 3 years
- Overstreet Park, Parks and Recreation Department, 3 years
- Eaglecrest Cross-country Ski Trail, Eaglecrest Ski Area, 2 years

It is our intention to do everything possible to reduce conflicts with existing walking, running, dog walking, biking, firewood harvesters, and other users.

Thank you for considering our permit request. If you have any questions, please feel free to contact James King at 360-685-3008.

Sincerely,

A handwritten signature in blue ink that reads "James King". The signature is fluid and cursive, with the first name "James" and last name "King" clearly distinguishable.

James King

Road open

West Douglas pioneer route is publicly unveiled

By ALEX MCCARTHY
JUNEAU EMPIRE

When the City and Borough of Juneau began accepting bids to build a road on West Douglas, City Manager Rorie Watt got a phone call from an unhappy resident.

Why build a road that isn't going anywhere in particular, the man asked.

"It's a step," Watt told him, "and you have to make progress when and how you're able."

That progress was on display Friday as a ribbon-cutting ceremony unveiled the 3.5-mile gravel road that city officials hope will serve as the foundation of development on the back side of the island. The road is currently dubbed the West Douglas Pioneer Road.

The \$2.97 million road, funded by a grant from the Alaska Department of Commerce, Community and Economic De-



MICHAEL PENN PHOTOS | JUNEAU EMPIRE

Above, Alan Steffert, project manager for the city, closes the gate to the West Douglas Pioneer Road after a ribbon-cutting ceremony to officially open the route on Friday.

At left, a small audience watches as city officials hold a ribbon-cutting ceremony to officially open the West Douglas Pioneer Road.

Trash brains active

Kids hone skills to clean beaches and ocean waters

By KEVIN GULLUFSEN
JUNEAU EMPIRE

Students at Sayéik Gastineau Community School rummaged through trash at a school assembly on Friday. A shark, a dolphin, a salmon and a warrior looked on.

The kids sorted the trash by type, auditing what was in there. The ocean animals and the warrior, those were adults in costumes — employees of the National Oceanic and Atmospheric Administration on hand to help Gastineau and Thunder Mountain High School become what're called Ocean Guardian schools.

Friday's kickoff at Gastineau officially starts the first Ocean Guardian program in Alaska. The program helps teach children and teens about ocean stewardship while

ROAD:

Continued from Page A1

velopment, has been in the works for more than 20 years.

The construction of the road is listed in the 1997 West Douglas Conceptual Plan that lays out a vision of the island's future. The plan refers to West Douglas as a "clean slate" that could be used for housing, industry, commerce or recreation.

The road — which is built totally on CBJ-owned

land — is currently a single-lane gravel road that is not open to motor vehicles. It's open to hikers or bikers, who can now go all the way out to Middle Creek, which is about a half mile inland from the coast. The road's major purpose at the moment is to allow construction and survey crews better access as they evaluate the area for further development.

Construction of the road began in the fall of 2016, and was done in two phases. A 2.4-mile stretch was completed last year.

As he spoke Friday, Watt repeated what he told the man on the phone a

few years ago, that this is just a step in the direction of developing the back side of the island.

The Assembly will likely discuss further funding this coming January, Watt said afterward. During the ceremony Friday, Watt said he hopes the city can find a direction sooner rather than later.

"I hope that it's not 21 years before we take another step," Watt said.

Mayor Ken Koelsch spoke just prior to cutting the ribbon. He feigned confusion about which ceremony he was at, because this is such a busy week for new projects. On Wednesday, Koelsch helped unveil the Jackie Street Cottages, an affordable housing complex that will be built by university and high school students. On Saturday, the city will

unveil the newly rebuilt Project Playground at Twin Lakes.

Koelsch said Friday's ceremony held a great deal of significance.

"The community sees West Douglas as part of our future," Koelsch said. "The road is the first step of a much larger vision."

During this election season, candidates have driven that point home. When talking about the future of Juneau's economy, many of them look to a second bridge to Douglas, a deep water port on the island and the possibility of residential and commercial development on the west side.

At Juneau Chamber of Commerce forums, Assembly and mayoral candidates (almost all of whom were present) unanimously said they

were in support of a second crossing.

The scene Friday included mayors of past, present and possibly future. Two of the four mayoral candidates — Saralyn Tabachnick and Beth Weldon — were present at the ribbon-cutting. Koelsch invited former mayors Mary Becker and Merrill Sanford up to hold the ribbon as he cut it. He also invited up Weldon, among many others, to honor her time on the Assembly.

Jon and Susanne Reiswig, who live at the 8.5-mile point on Douglas Highway, were in attendance. When the first segment of road opened last year, they walked on it and thought it was beautiful. Now, Jon said, they're excited to explore the new 1.1 miles.

Jon said he hopes to see

the city put a port on Douglas at some point and hopes there's at least "a little more" development on the island in the future.

The Reiswigs weren't alone, as a couple dozen people from around town watched and applauded as Koelsch cut the ribbon.

Alan Steffert, the project manager for the CBJ Engineering Department, hurriedly packed people into a van to take them on a tour of the road after the ceremony. Steffert said the reception has been extremely positive from Douglas residents.

"It's always exciting," Steffert said. "Everybody's smiling."

• Contact reporter Alex McCarthy at 523-2271 or amccarthy@juneauempire.com. Follow him on Twitter at @akmccarthy.

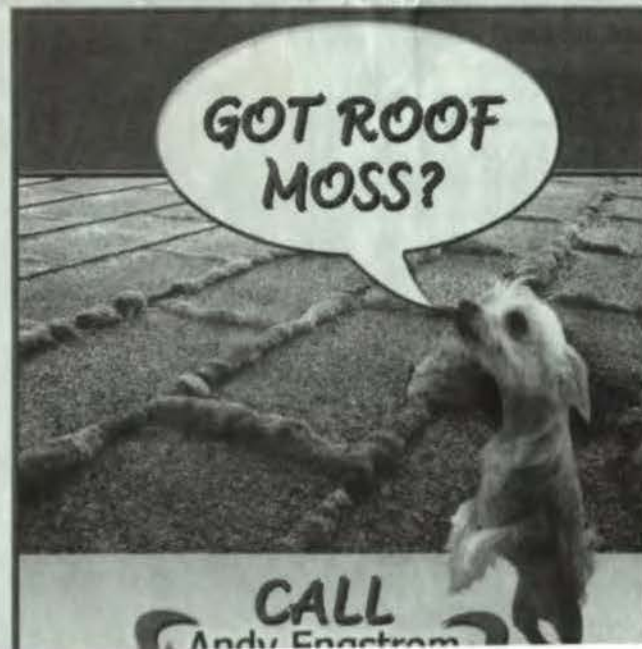


CHRIS DIMOND
HOUSE DISTRICT 33

A SOLID FOUNDATION FOR ALASKA

Like all Alaskan parents, I want to leave our children with a healthy, robust State. The only way we are going to be able to do that is to set aside our differences and start working together. Alaska is well known for our independent nature as well as our ability to unite for a common good.

I'm running as an independent candidate and asking you to set aside political differences, so that we can leave our children with an Alaska we can all be proud of.



**Exercise Your
Right!**
Please vote on Oct 2.

**LOREN ★
JONES**
ASSEMBLY



{907} 586-0715
CDD_Admin@juneau.org
www.juneau.org/community-development
155 S. Seward Street • Juneau, AK 99801

MEMORANDUM

DATE: 02/08/2023

TO: Alicia Hughes-Skandijs, Chair of the Lands, Housing, and Economic Development Committee

FROM: Scott Ciambor, Planning Manager *scott ciambor*

SUBJECT: Juneau Affordable Housing Fund Loan Agreements

As part of the Juneau Affordable Housing Fund (JAHF) award process, staff request a motion of support from the LHED for an ordinance with final contract terms for a Round Two Construction Loan Agreement with Rooftop Properties to be introduced at the Feb. 27 Assembly meeting.

The JAHF guidelines has represented zero percent loans to encourage projects and CBJ code requires a floating rate. The floating rate would have been near zero in August and is now about 4.3% due to market volatility. This rate level does not meet the goal of encouraging housing projects.

A full report on the Juneau Affordable Housing Fund will be available for a future LHED meeting in preparation for Round Three.

Recommendation

A motion of support for a non-code ordinance with loan agreement terms for Rooftop Properties to be forwarded to the Assembly.

Land Table

Rank Projects 1-5. 1=We have serious concerns; 5=We're ready

Telephone hill: 3, 4.5 (excited to do extensive planning and public visioning), 5-excited to plan

Questions and concerns to address:

- We already own the land (yay!) but we need to do a lot of planning and prelim work
- How much money to get rid of the hump?
- How much control do we keep?
- What kind of housing provides the maximum public good?
- How much interest is there from private developers?

Pederson Hill: 4, 5, 5

Questions and concerns to address:

- Do we rezone? Current D10-SF, should we go to D10?
- Determine assembly vision for what we want to see there?
- Do we go further up the hill? How much \$\$?

2nd & Franklin: 5

- Can we acquire 2nd and Gold from the State? How do we sweeten the pot so they work with us?
- Should we use a process similar to Vintage Park (i.e., decide what we want, then use RFP)

How do we get more done on land issues to support housing?

- Evaluate easement code and low-value transactions to remove from committee process....cautiously
- Explore community land trusts (ask Tamara Rowcraft)
- Add FTEs / \$\$ to the lands department
- Buy or otherwise acquire vacant land / minor subdivisions
- Develop process to use CBJ land for USCG housing
- Analyze state land to acquire
- Evaluate LHED staff (RN staff is Lands staff; committee includes housing and econ dev)

Regulation Table

What regulation changes should we prioritize to increase housing in the short term? Do we have the appetite to tackle public and private improvements (i.e., roads and utilities)? What big ideas do we want to prioritize?

- Table of dimensional standards including floating setbacks
- Allow extra accessory apartments
- Increase density wherever possible (set minimums, reward maximums)
- Consider making Ch35 variable (cautiously)

- Consider decreasing road stds AND changing LID code (so that roads build past houses aren't paid for 90% by the CBJ)
- STRs
- Customize/eliminate pieces of ICC for Juneau?
- Tiny homes / manu home villages / senior 1 story housing
- Eliminate SF zoning / Inclusionary zoning

How can we get more work done? Do we work on the system that result in Title 49 changes?

- Maybe?
- Limited hearing officer for some things; take things from Director and PC to give more time for other things
- Goal is to lighten load, not take all authority away
- Actively work on PC recruitment
- Example of different flow for Title 49 changes:
 - o Assembly has idea -> Director/CDD draft concept -> Law writes code change -> comes back to Assembly (PC comments on change).

Money Table

How aggressive should we be with grants, loans, and tax abatement?

- Rankings:
 - o Cautiously aggressive (as 39% of public in HAP suggested) (1)
 - o Very aggressive and targeted (6)
 - o Extremely aggressive (1)
- Existing programs:
 - o Mobile home loans
 - o Accessory apt grant
 - o Tax abatement
 - o Affordable housing fund
 - o Public-private partnerships
 - o CBJ Development – Sale
- Additional Comments:
 - o No individual developers should come to the Assembly \$\$ (use AHF instead)

What new (or existing) \$\$ programs should we focus on?

- Renters to homeowners
- Title 49 – Build to maximum capacity? – impact fees
- Move JAHF to 2x year, develop dedicated revenue source, and look to state/federal match
- Bonding – capital improvement or private
- Preserve housing
- Interest rates = Bank/CBJ loans
- Use “patient” capital – i.e., extend repayment timelines
- Loan/grants to build new or remodel multifamily homes

- Reassess JAHF terms of loans
- RFP / Competitive bids for MF and Seasonal
- Loan Program for Roads at sale of property. Partial grant if MF target
- Community Loan Program
- Coast Guard land
- Telephone Hill
- CBJ Develop and Sell



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MEMORANDUM

DATE: 02/17/2023

TO: Alicia Hughes-Skandijs, Chair of the Lands, Housing, and Economic Development Committee

FROM: Joseph Meyers, Senior Planner, Housing & Land Use Specialist and Scott Ciambor, Planning Manager

SUBJECT: Housing Progress Tracker

In your packet is a Housing Progress Tracker that combines Assembly Goals, 2022 Assembly retreat outcomes, and strategies from the CBJ Housing Action Plan to help organize future implementing actions.

This Tracker builds on previous efforts to meet the goals of the Housing Action Plan and includes many categories showing completion or partial activity.

The intent of the Tracker is to be a living document for the LHED Committee. The LHED Committee should review the Tracker and provide direction on which future implementing actions best meet the Assembly goals. It will be posted online to the Housing Action Plan page where previous reports are located. Staff will update and make changes based on feedback from the LHED Committee.

Also in the packet is a GANTT chart for the Juneau Affordable Housing Fund.

| Action # | Implementing Actions (How do we get there?) | Status | Completed | Comments | Relevant documents |
|---|---|--------|------------|--|---|
| Goal A: Continue aggressive use of the Affordable Housing Fund, tax abatement, and other incentives | | | | | |
| Summary: Providing financial options for developers of housing to stimulate housing development and increase the housing supply | | | | | |
| A1 | JAHF – Determine Round Three funding amount | 0% | | | |
| A1 | JAHF: Determine whether priorities/criteria need adjusting | 0% | | | |
| A2 | JAHF: Determine if loan terms for private developers should be clarified in guidelines. | 0% | | | |
| A3.1 | JAHF suggestions: a) Pre-development loan: add funding cap of \$250K; \$500K w/acceptable collateral determined (that includes x,y,z) | 0% | | | |
| A3.2 | JAHF suggestions: Construction loan: add details such as: up to 15 year loan w/monthly payments to start with CO or six months after CO. Loan to be in second position if coupled with construction loan. | 0% | | | JAHF Program Description and Guidelines |
| A5 | JAHF – Identify a dedicated revenue source | 0% | | | |
| A6 | Assess Accessory Apartment Grant Program, Mobile Home Down Payment Assistance Program and determine if kept, modified, or eliminated | 0% | | | |
| A7 | Accessory Apartment Incentive Grant Program (ends June 30, 2023) | 0% | | Continue as is, modify with new terms, or end. One option: Increase grant award to \$50,000, require homeowner to keep rental rates at 80%AMI (affordable) for ten years and do not operate as short-term rental | Accessory Apartment Grant Program |
| A8 | Mobile Home Loan Down Payment Assistance Program | 0% | | Evaluate with True North FCU changes to encourage more program usage. (Increase loan amount to deal with rise in cost of manufactured homes) | Mobile Home Down Payment Website |
| A9.1 | Tax-abatement: Monitor the impact of senior assisted living, downtown, and high-density tax abatement programs | 100% | 10/24/2022 | | ORD2022-042 |
| A9.2 | Tax abatement – Decide whether to expand to other targets (e.g., first time home buyers) | 0% | | | |
| A10 | Downtown Rehabilitation loan program | 0% | | | |
| A11 | Pursue Public-Private Partnerships (RFP/competitive bid packages) | 0% | | Housing Action Plan suggests multiple PPP attempts per year and tracking them; USCG, Bartlett Regional Hospital, Tourism, and Housing Developers, and State of Alaska as potential partners | |
| A12 | JAHF: Determine if competition should remain annually or semiannually | 50% | | Currently running annually; some discussion has occurred about making a shift | |
| A13 | Loan Program for roads at sale of property | 0% | | Chamber of Commerce committee looking into the concept | |
| Goal B: Continue planning and implementation of (re)development of Telephone Hill, Pederson Hill, and Second/Franklin Properties | | | | | |
| Summary: The CBJ has the opportunity to leverage land resources to create more housing through new and infill development | | | | | |
| B1.1 | Telephone Hill: Hire project manager for land redevelopment study | 50% | Pending | | RFP E23-197 |
| B1.2 | Telephone Hill: Engage in planning to answer these questions: What is the vision? What kind of housing/use provides the maximum public good? | 0% | | | |
| B1.3 | Telephone Hill: Potential rezone | 0% | | | |
| B2.1 | Pederson Hill: Determine cost estimates for "moving up the hill" | 0% | | | |
| B2.2 | Pederson Hill: Determine vision for what community/assembly wants to see there | 0% | | | |
| B2.3 | Pederson Hill: Potential rezone | 50% | | | |
| B3.1 | Second/Franklin: Approach state about acquiring 2nd and Gold | 0% | | CBJ could formally apply to DNR to acquire the property. | |
| B3.2 | Second/Franklin: Apply similar process to Vintage Park: Decide what should go there and then RFP | 0% | | Determine if CBJ wants to apply for the State's parking garage adjacent to this | |
| B4 | Pursue Public-Private Partnerships (RFP/competitive bid packages): Land Banking strategy of purchasing property and or units for redevelopment of workforce housing | 0% | | | |
| B5 | Community land trusts: Learn more about and engage community in developing these | 0% | | Further vet and prioritize these suggested ideas for other "lands" projects: | |
| B6 | Analyze state and vacant lands / subdivisions for acquisition | 0% | | Further vet and prioritize these suggested ideas for other "lands" projects: City land Subdivisions/rezones/ management re-designation | 2006 Buildable Lands Study |
| B7 | Develop process to use CBJ land for housing for potential partners; USCG, Bartlett Regional Hospital, Tourism, Housing Developers, and State of Alaska | 0% | | Further vet and prioritize these suggested ideas for other "lands" projects: RFP's for Development/Subdivision | |

| | | | | | |
|---|---|------|-----------|---|---|
| B8 | Further "CBJ develop and sell" efforts | 0% | | Further vet and prioritize these suggested ideas for other "lands" projects: Update Implementation plan | |
| Goal C: Revise and improve Title 49 to facilitate housing | | | | | |
| Summary: There are areas of Title 49 that can be modified to allow more flexibility to create additional housing units | | | | | |
| C1 | Title 49: Chapter 35 Short-term fixes | 0% | | Short term fixes: 2/24 T49 Committee meeting to discuss LHEDC PSA ord. (2022-50; AME23-03); 3/16 remainder of Ch. 35 proposed fixes | ORD2022-50; AME2023-0003 |
| C2 | Streams ordinance (anadromous waterbodies) | 75% | | Staff is finishing the draft ordinance; 2/28 Planning Commission public hearing | ORD2022-46; AME17-01 |
| C3 | Hazard mapping and regulations | 50% | | CDD wrapping up memo/staff report; law has drafted ordinance; CDD needs to review. 3/14 @ 5:30pm T49 Committee sitting as COW. 4/11 PC public hearing regular meeting | |
| C4 | Accessory Apartments Ordinance | 25% | | Allow for extra accessory apartments, eligible in industrial zones, etc. CDD and Law working on draft | ORD2021-21 (draft), AME2018-01 |
| C5 | Eliminate SF zoning / and create inclusionary zoning or "Transformative Zoning Reform"/middle-housing focus | 0% | | | |
| C6 | Add more flexibility to the table of dimensional standards, including floating setbacks and relaxation of minimum lot sizes and maximum heights | 0% | | Discussed at T49 09/2022 & 10/2022 | |
| C7 | Increase density wherever possible by setting minimums and rewarding maximums | 0% | | | |
| C8 | Consider making CBJ 49.35 - Public and Private Improvements variable | 0% | | | Chapter 49.35 |
| C9.1 | STR: Regulate short-term rentals | 25% | | City now has access to Harmari tools to access STR listings. Staff discussed potential next steps on 2/9/23 | ORD2022-06(b)(B) |
| C9.2 | STR: Create a STR permit to gather more data | 0% | | Rental owner/contact information, number of rentals by owner (vs. multiple on one tax ID number), improve understanding of impacts on long-term rental supply, etc. | |
| C9.3 | STR: Develop a survey for current operators to understand their motivations for offering STR's | 0% | | Visiting family, moderate-term rentals (for example legislative housing, seasonal workers, other), better understanding of how we can tailor potential legislation to meet the needs of the community | |
| C9.4 | Update land use code to facilitate better regulation of STR's | 0% | | | |
| C10 | Incentivize tiny homes/manufactured home villages/senior 1-story housing | 0% | | | |
| C11 | Customize or eliminate pieces of ICC for Juneau | 0% | | | |
| C12 | Creation of a modified building code for historic downtown area to allow housing to return to upstairs units of historic building w/consideration for the age/limitations of the buildings (Examine alternatives to fire suppression systems, varied ceiling height, etc) | 0% | | | |
| C13 | Consider decreasing road standards and changing LID code (so that roads built past houses aren't primarily paid for by CBJ) | 0% | | Could help City-owned property also | |
| Goal D: Evaluate and revise current CBJ systems associated with managing land and revising Title 49 in order to get big things done fast | | | | | |
| Summary: Process has many layers and no deadline to move through the Title 49 Committee | | | | | |
| D1 | Evaluate options/cost to bring on more lands staff | 0% | | | 2006 CBJ Lands Buildable Sites Criteria and Results |
| D2 | Evaluate LHED committee staffing (should more departments help staff these meetings) | 0% | | | |
| D3 | Evaluate permit prioritization to institute a "cut the line" (fast track) program to prioritize CDD staff resources and permits to development of housing projects that include affordability | 0% | | CDD has three programs to "fast-track" permits, however none have an affordability component | Outline document on request |
| D4 | Evaluate "easement code" and low-value transactions to remove from committee process | 0% | | | |
| D5 | Explore streamlined alternatives to make changes to Title 49 with the idea of lightening loads, not removing authority | 0% | | | |
| Goal E: Reduce barriers to downtown housing development | | | | | |
| Summary: There are a number of properties downtown that are suitable for additional dwelling units | | | | | |
| E1 | Reduction or elimination of parking requirements downtown | 100% | 4/25/2022 | | ORD2022-01(b) |
| E2 | Created downtown tax abatement program | 100% | 3/1/2021 | | ORD2021-01(c)(am) |
| E3 | Develop and implement Upstairs Downtown program | 25% | | Research phase | |
| E4 | Developed the JAHF to provide funding for projects downtown | 100% | 6/28/2010 | | ORD2010-11(G)(b) |
| E5.1 | Second/Franklin: Approach state about acquiring 2nd and Gold | 0% | | CBJ could formally apply to DNR to acquire the property. | |

| | | | | | |
|--|---|------|------------|---|---|
| E5.2 | Second/Franklin: Apply similar process to Vintage Park: Decide what should go there and then RFP | 0% | | Determine if CBJ wants to apply for the State's parking garage adjacent to this | |
| E6 | Purchase properties to put into competitive bid process to get concessions that further housing goals: Similar to Riverview assisted living | 0% | | | |
| Goal F: Continue to monitor and track progress toward advancing the goals of the Housing Action Plan | | | | | |
| Summary: The Housing Action Plan is a road-map that identifies and attempts to correct Juneau's "stuck" housing market through strategic policy interventions. This plan has already facilitated the creation of tax abatement, JAHF, a housing role, zoning changes, etc. | | | | | |
| F1 | Consider tax abatement programs | 100% | | Downtown, High-density Residential, Subdivision, and Senior Assisted Living Tax Abatement | |
| F2 | Update housing needs assessment and housing plan metrics | 0% | | 10/2022 JEDC Report to COW; Housing Action Plan updates https://juneau.org/community-development/grants-housing-action-plan | |
| F3 | Evaluate Tax Increment Financing (TIF) districts | 0% | | | |
| F4 | Reinstate code enforcement officer | 100% | | | |
| F5 | CBJ requirement to register rental property and have 24-7 reachable point of contact | 0% | | | |
| F6 | Make a downtown area plan and set a goal for number of residential units desired downtown | 75% | | Blueprint Downtown being prepared for Planning Commission Spring 2023; Downtown Housing Inventory Storymap created 2019. | |
| F7 | Finalize land management plan to include inventory of buildable land | 100% | | 2006 Buildable Lands Inventory | https://cbj-gis.maps.arcgis.com/apps/webappviewer/index.html?id |
| F8 | Properties transferred incrementally to developers | 25% | | Lena Point, Renninger, Pederson Hill | |
| F9 | Establish policies that stipulate CBJ does not have to spend money on infrastructure unless for workforce senior housing | 0% | | | |
| F10 | Adopt Housing Action Plan | 100% | 12/19/2016 | | Resolution 2780 |
| F11 | Create a Housing Trust Fund | 100% | 7/19/2010 | Created using a non-code ordinance | ORD2010-11(G)(b) |
| F12 | Full-time housing staff | 100% | 8/14/2022 | | N/A |
| F13 | Parking minimum reduction and elimination downtown | 100% | 4/25/2022 | | ORD2022-04(b) |
| F14 | Create an annual or biennial Housing Report Card | 0% | | Depends on staff capacity and the level of detail requested | |

Juneau Affordable Housing Fund

| TASK | ASSIGNED TO | March | | | | April | | | | May | | | | June | | | | FY24 | July | | | | August | | | | September | | | | October | | | | November | | | | December | | | |
|---|--------------------|-------|---|---|---|-------|---|---|---|-----|---|---|---|------|---|---|---|------|------|---|---|---|--------|---|---|---|-----------|---|---|---|---------|---|---|---|----------|---|---|---|----------|---|---|---|
| | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 | 1 | 2 | 3 | 4 |
| JAHF Report to LHED & Program Review | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Schedule LHED meeting with budget, project reports, suggested program and guideline changes, and resolution adopting program for the following year | CDD, Finance, LHED | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Determine funding availability for next fiscal year | Assembly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Make updates to Program Guidelines and Application | CDD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Assembly Budget Process | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Finalize funding availability for JAHF | Assembly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Approve CBJ budget | Assembly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| JAHF Competition Timeline (posted on webpage) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Expression of Interest Survey | CDD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Program Guidelines and Application Posted | CDD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Application Period Begins (8 weeks) | Applicants | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Public Information Meeting | CDD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Application Period Closes | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Committee Review and Ranking (3-4 weeks) | CDD/Committee | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Staff report for LHED Commiteee (2 weeks) | CDD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LHED Committee meeting on JAHF recommendations | Assembly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Assembly Meeting (Intro of LHED recommendation) | Assembly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Assembly Meeting (Public Hearing) | Assembly | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Post-Competition Tasks | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Applicants sign up as vendor with Purchasing | Applicant | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grant and loan agreements drafted | CDD, Law | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grant and loan agreements reviewed by applicant | Applicant | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Signatures | All Parties | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Grant and Loan Agreement Project Update Reports Received for future LHED meeting | CDD Staff | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

Red outline indicates public process

Assembly Goals 2023

Assembly Goals-Approved at the
1/30/2023 Assembly Meeting

1. Housing - Assure adequate and affordable housing for all CBJ residents

| | | Implementing Actions | Responsibility | Notes: |
|---|--------|---|--|---------------------|
| A | P | Revise and improve Title 49 to facilitate housing | Assembly, Planning Commission, Manager's Office, CDD | |
| B | P/F | Continue to monitor and track progress towards advancing the goals of the Housing Action Plan | Assembly, Manager's Office | <i>Revised goal</i> |
| C | P/F/O | Continue aggressive use of the Affordable Housing Fund, tax abatement, and other loan and grant programs | Assembly, Manager's Office | <i>Revised goal</i> |
| D | P/F/AA | Evaluate and revise current CBJ systems associated with managing land and revising T49 in order to get big things done fast | Assembly, Manager's Office, CDD, Law | <i>New goal</i> |
| E | P/F | Continue planning and implementation of (re)development of Telephone Hill, Pederson Hill, and the 2nd/Franklin property | Assembly, Manager's Office | <i>New goal</i> |
| F | P/F | Reduce barriers to downtown housing development | Assembly, Manager's Office, CDD | <i>Revised goal</i> |

2. Economic Development - Assure Juneau has a vibrant, diverse local economy

| AA* | | Implementing Actions | Responsibility | Notes: |
|-----|---------|---|---|---------------------|
| A | F/O | Update the Comprehensive Plan | Assembly, Planning Commission, Manager's Office, CDD | |
| B | O | Draft a resolution adopting the long term goals of the VITF, establish contractual relationships with private dock managers, analyze existing passenger fee structure, and explore methods to create a pathway towards functional municipal management of the waterfront. | Assembly, Manager's Office, Docks & Harbors | <i>Revised goal</i> |
| C | P/F/O/S | Implement project strategy for Juneau Economic Plan, including revitalizing downtown, with regular updates | Assembly, Manager's Office | |
| D | F | Explore financing for the Capital Civic Center | Assembly, Manager's Office, Finance | |
| E | P/F/S | Support Eaglecrest's objective of becoming self-sufficient | Assembly, Manager's Office, Eaglecrest | <i>Revised goal</i> |
| F | P/F | Pursue and plan for West Douglas and Channel Crossing | Assembly, CDD, Planning Commission, Manager's Office | |
| G | P/F/S | Explore options for redeveloping under used downtown property | Assembly, CDD, Manager's Office, Engineering & Public Works | <i>New goal</i> |

Assembly Goals 2023Assembly Goals-Approved at the
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| AA* | | Implementing Actions | Responsibility | Notes: |
|---|-----|---|--|---|
| A | P/F | Develop strategy for fund balance and protect restricted budget reserve | Assembly, Manager's Office, Finance | |
| B | P/F | Continue to evaluate sales tax structure including equity and evaluate removing sales tax on food | Assembly, Manager's Office, Finance | |
| C | P | Long term strategic planning for CIPs | Assembly, Manager's Office, EPW | |
| D | P/F | Reduce mil rate as appropriate | Assembly, Manager's Office, Finance | |
| E | F/O | Allocate resources to implement Assembly goals | Assembly, Manager's Office, Finance | |
| F | F/O | Maintain Assembly focus on deferred maintenance including BRH and JSD. | Assembly, Manager's Office, EPW, all operating departments with facilities | |
| G | P/F | Examine social service funding levels and process | Assembly, Manager's Office | Moved from Community, Wellness, and Public Safety |
| *Assembly Action to Move Forward: P = Policy Development, F = Funding, S = Support, O = Operational Issue | | | | |

Assembly Goals 2023Assembly Goals-Approved at the
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| | AA* | Implementing Actions | Responsibility | Notes: |
|---|-------|--|---|-----------------|
| A | P/O/S | Acknowledge and honor Juneau's indigenous culture, place names, naming policy, and recognize Elizabeth Peratrovich Day | Assembly, Manager's Office, Human Resources Committee | |
| B | P/S | Explore government to government relations with tribes | Assembly, Manager's Office | |
| C | P/O/F | Explore fully subsidizing transit and eliminating fares | Assembly, Manager's Office, EPW | <i>New goal</i> |

5. Sustainable Community - Juneau will maintain a resilient social, economic, and environmental habitat for existing population and future generations.

| | AA* | Implementing Actions | Responsibility | Notes: |
|---|-------|--|--|---|
| A | P/O | Develop a zero waste or waste reduction plan | Assembly, Manager's Office, EPW, Finance | |
| B | P/O | Develop strategy to measure, track and reduce CBJ energy consumption. | Assembly, Manager's Office, all departments | |
| C | P/O/F | Implement projects and strategies that advance the goal of reliance on 80% of renewable energy sources by 2045 | Assembly, Manager's Office, all departments | |
| D | P/F | Prepare a changing climate hazards mitigation / resilience strategy | Assembly, Manager's Office, EPW | <i>New goal - nb: JCOS retreat memo I&I, Mass Wasting</i> |
| E | P/O/F | Develop strategy to reduce abandoned/junked vehicles | Assembly, Manager's Office, EPW, Law, P&R, D&H | |

*Assembly Action to Move Forward: P = Policy Development, F = Funding, S = Support, O = Operational Issue

CBJ Assembly Retreat: Housing next steps

Assembly implementing action: Continue aggressive use of the Affordable Housing Fund, tax abatement, and other loan and grant programs

Make decisions about future of current programs:

- Accessory Apartment Grant Program – Continue as is; modify to address short-term rental use or more workforce development options; or end.
- Mobile home loan program – Continue as is; modify loan amount; or end.
- JAHF – Decide on Round Three funding amount; decide if priorities/criteria need adjusting; decide if annual cycle is sufficient or whether bi-annual or rolling would be better; decide if loan terms need to be reassessed; and/or identify a dedicated revenue source
- Tax abatement – Decide whether to expand to other targets (e.g., first time home buyers)

Further vet and prioritize these suggested “new” ideas:

- Loan program for roads at sale of property
- New Public-Private partnerships (RFP/competitive bid packages)
- Downtown Rehabilitation loan program

Assembly implementing action: Evaluate and revise current CBJ systems associated with managing land and revising Title 49 in order to get big things done fast

Explore these ideas for improving pace/scale of lands-related actions:

- Evaluate easement code and low-value transactions to remove from committee process
- Evaluate options / cost to bring on more lands staff
- Evaluate LHED committee staffing (i.e., not just lands staff staffing given it is broader than lands)
- Evaluate permit prioritization to institute a “cut the line” program to prioritize CDD staff resources and permits to development of housing projects that include affordability component

Explore these ideas for improving pace/scale of Title-49 changes:

- Explore alternatives to current “flow” for Title-49 changes (with idea to lighten loads, not remove authority)

Assembly implementing action: Continue planning and implementation of (re)development of Telephone Hill, Peterson Hill, and 2nd and Franklin property

Telephone Hill next steps:

- Engage in planning to answer these questions: What is the vision? What kind of housing / use provides the maximum public good?

Pederson Hill next steps:

- Determine cost estimates for “moving up the hill”
- Determine vision for what community/assembly wants to see there
- Potential re-zone

2nd and Franklin next steps:

- Approach state about acquiring 2nd and Gold
- Apply similar process to vintage park: Decide what should go there and then RFP

Further vet and prioritize these suggested ideas for other “lands” projects:

- Learn more about and engage community in developing community land trusts
- Analyze state and vacant lands / sub-divisions for acquisition
- Develop process to use CBJ land for USCG housing
- Further “CBJ develop and sell” efforts

Assembly implementing action: Revise and improve Title 49 to facilitate housing

Further vet and prioritize these suggested ideas:

- Add more flexibility to table of dimensional standards, including floating setbacks and relaxation of minimum lot sizes and maximum heights
- Allow for extra accessory apartments
- Increase density wherever possible by setting minimums and rewarding maximums
- Consider making CH35 variable
- Consider decreasing road standards and changing LID code (so that roads built past houses aren't 90% paid for by CBJ)
- Regulate short-term rentals
- Customize or eliminate pieces of ICC for Juneau
- Incentivize tiny homes / manu home villages / senior 1-story housing
- Eliminate SF zoning / and create inclusionary zoning or "Transformative Zoning Reform"
- Creation of a modified building code for historic downtown area to allow for housing to return to upstairs units of historic building with consideration for the age/limitations of the buildings (Examine alternatives to fire suppression systems, varied ceiling height, etc.)

Assembly implementing action: Continue to monitor and track progress towards advancing the goals of the Housing Action Plan

Continue with updates on metrics and progress