



ASSEMBLY COMMITTEE OF THE WHOLE AGENDA

June 03, 2024 at 6:10 PM

Assembly Chambers/Zoom Webinar

Start time is approximate.

The COW meeting will begin immediately after the Special Assembly meeting adjourns.

Assembly Committee of the Whole Worksession - No Public Testimony will be taken.

<https://juneau.zoom.us/j/95424544691> or 1-253-215-8782 Webinar ID: 954 2454 4691

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. AGENDA CHANGES/APPROVAL OF AGENDA

E. AGENDA TOPICS

- [1.](#) Telephone Hill
- [2.](#) Camping Enforcement in Some Public Places
- [3.](#) Bond Ordinance
- [4.](#) Seawalk Update

F. STAFF REPORTS

5. Downtown Office Space Verbal Report

G. NEXT MEETING DATE: July 15, 2024; 6:00p.m.

H. SUPPLEMENTAL MATERIALS

- [6.](#) Photos of Seawalk Property - Agenda Topic 4

I. 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.gov.



City and Borough of Juneau
City & Borough Manager's Office
155 Heritage Way
Juneau, Alaska 99801
Telephone: 586-5240 | Facsimile: 586-5385

TO: Deputy Mayor Hale and Committee of the Whole
DATE: May 29, 2024
FROM: Katie Koester, City Manager
RE: Telephone Hill Redevelopment

The purpose of this memo is to provide context for the attached presentation on Telephone Hill Redevelopment. Staff is looking for direction on how much affordability you want to build into the project. This will dictate how much the project is subsidized by city development and/or city dollars.

Rough order of magnitude cost estimate puts a 155 unit development at \$52 million. At the high end, a 700 square foot unit will cost \$350,000 all in to develop. An 80% AMI purchase price for that unit in Juneau is \$232,000ⁱ, which means that unit will need \$118,000 in subsidy to be affordable. Affordable Housing Fund Guidelines dictate that 20% of units in a development need to meet the 80% AMI standard, however the Assembly may want to increase that density for this project. Think of it as a spectrum where the more units that are rent regulated at 80% AMI, the more city investment will likely be required.

| | | |
|----------------------------------|----------------------------------|------------------------------------|
| 31 Units (20% of Development) | 78 Units (50% of Development) | 155 Units (100% of Development) |
| \$3.66M | -----\$9.2M----- | -----\$18.3M |

Development Incentives

Staff will use the direction from this meeting to draft a developer outreach strategy including potential incentives. For example, the City could take the lead on site preparation (road alignment, demolition, and leveling the site) at a cost estimate of \$5M. Other options include leveraging the project with a per unit subsidy, tax abatement, and/or conveyance of the land with certain terms and conditions met.

Recommendation:

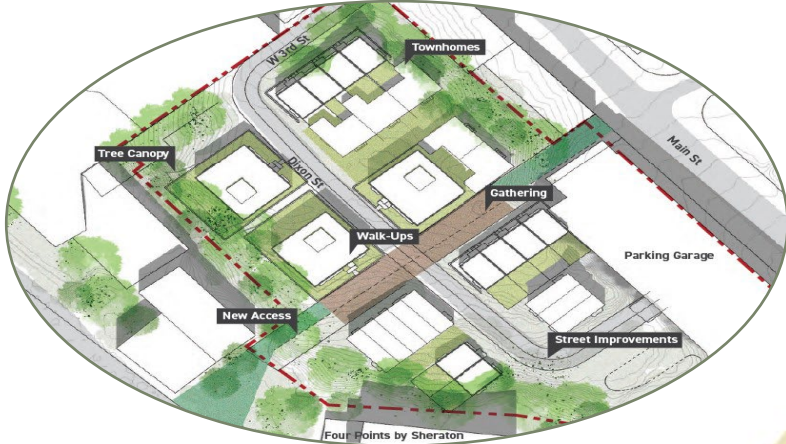
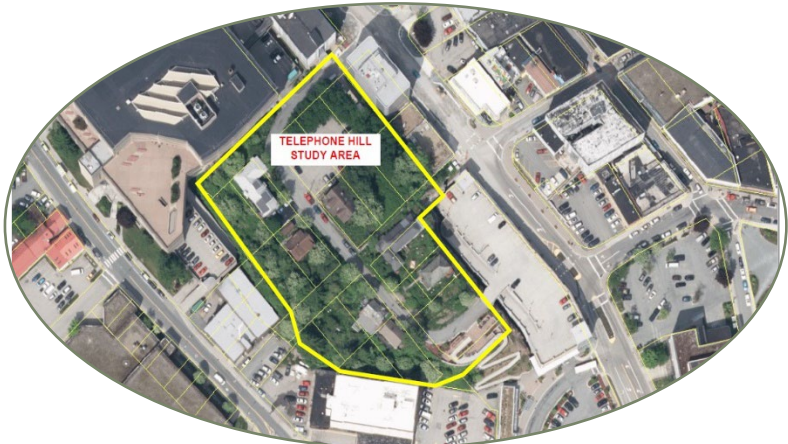
Discuss and provide feedback on the following:

- What percentage of the development does the Assembly want to be affordable?
- Is 80% AMI the target audience? (80% AMI = annual income of \$68,480 for a single person for 2023)
- What development incentives is the Assembly comfortable with?

ⁱ Calculated using [Zillow affordability calculator](#) with 80% AMI for 1 person household:

Telephone Hill Redevelopment Study

June 3rd, 2024



Direction from COW

- February 12:
 - Refine Development Concept C – A high density housing option that would provide 100-200 units.
- April 15:
 - Expand zero-parking zone to include Telephone Hill. Not expecting future developer to provide additional parking.

Next step for development design:

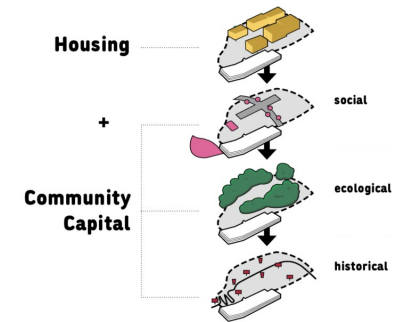
- What percentage of development does the Assembly want affordable?
- Is 80% AMI the target audience?
- What development incentives is the Assembly comfortable with?

Place Guide: Outline



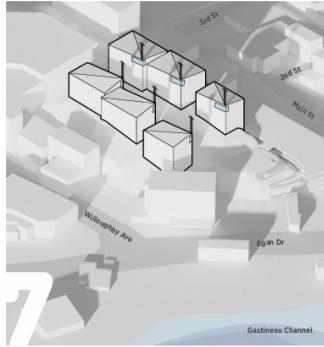
CONTENTS

| | |
|------------------------------------|--------------------------------------|
| PREFACE | |
| Introduction | 6 |
| How Engagement Influenced The Plan | 8 |
| 1 | THE VISION |
| | Vision 12 |
| | Getting to the Preferred Scenario 14 |
| | Development Survey 17 |
| 2 | DEVELOPMENT FRAMEWORK |
| | Site Concepts 20 |
| | Design Concepts 22 |
| | Development Blocks 24 |
| | Development Summary 25 |
| 3 | CIVIL & GRADING |
| | Site Grading 28 |
| | Site & Parking Alternatives 30 |
| | Parking Strategy 34 |
| 4 | IDENTITY AND WAYFINDING |
| | Identity & Wayfinding Elements 38 |
| | Stair Elements 39 |
| 5 | NEXT STEPS |
| | Next Steps 42 |
| | Implementation 44 |



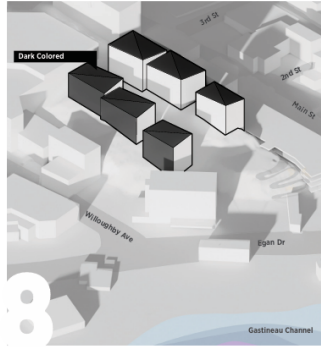
Place Guide: Development Recommendations

DESIGN CONCEPTS



Top Floor Amenity

The top corners of each building (or building mass) provide an opportunity for amenity spaces with spectacular views to the Channel. By raising the mass of these buildings on the corners, these amenity spaces could be voluminous and open up to the sky.



Discreet Outer Shell

One possibility for facades facing outward toward the city is that they become discrete and blend in with the trees. A dark outer "shell" will help the buildings disappear in the trees and avoid becoming noticeable objects on the Hill.



Units with Views

By carving the building facade in and out along Dixon Street, each unit could have their own private views to the Gastineau Channel. Recessed balconies between "steps" allow for private viewing decks out to the Channel.

Fig. 18: Design Concepts Diagrams

Artist's visualization depicting what Telephone Hill could look like when following all of the aforementioned design guidelines. This view is taken from Egan Drive looking north up to Telephone Hill. The buildings are nestled comfortably between the existing trees and do not obstruct views to the mountain beyond.



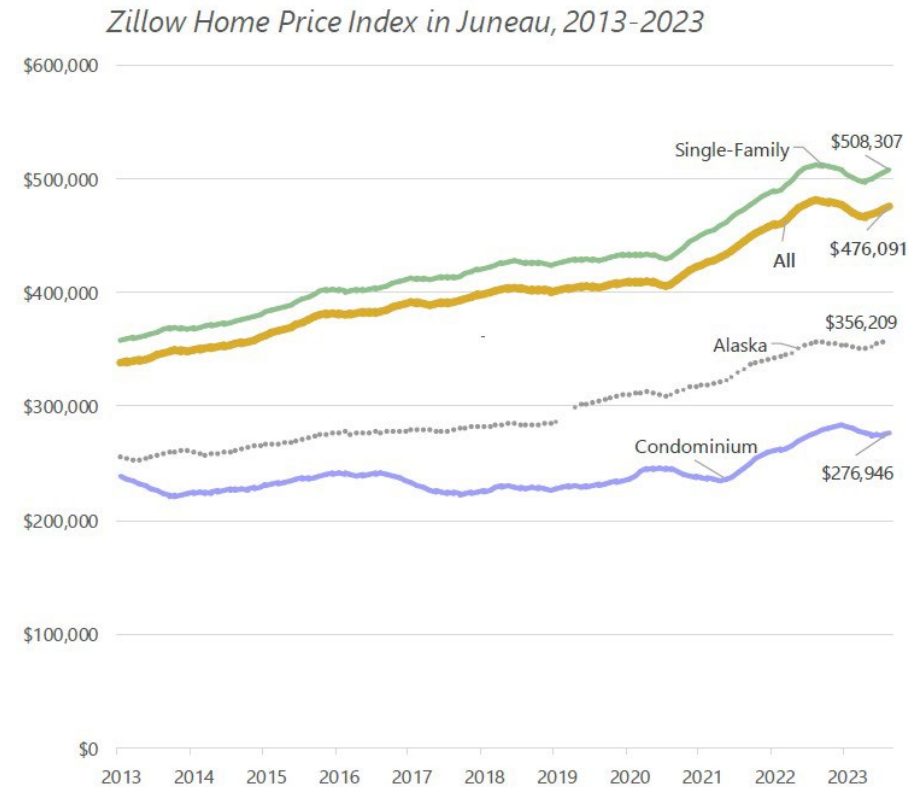
Fig. 19: Visualization of Telephone Hill Development

Achieving Affordable Housing

Developers need subsidies to provide affordable housing

- Cost for all-in developer is around \$400-\$500/sqft
- An affordable unit would need to sell for around \$252-\$315/sqft*

*Based off 80% Area Median Income



Source: Zillow

Development Incentives

Common incentives include:

- Land Purchase or deferred sale
- Tax abatement
- Construction grant
- Site prep/Road reconstruction
- Parking waivers

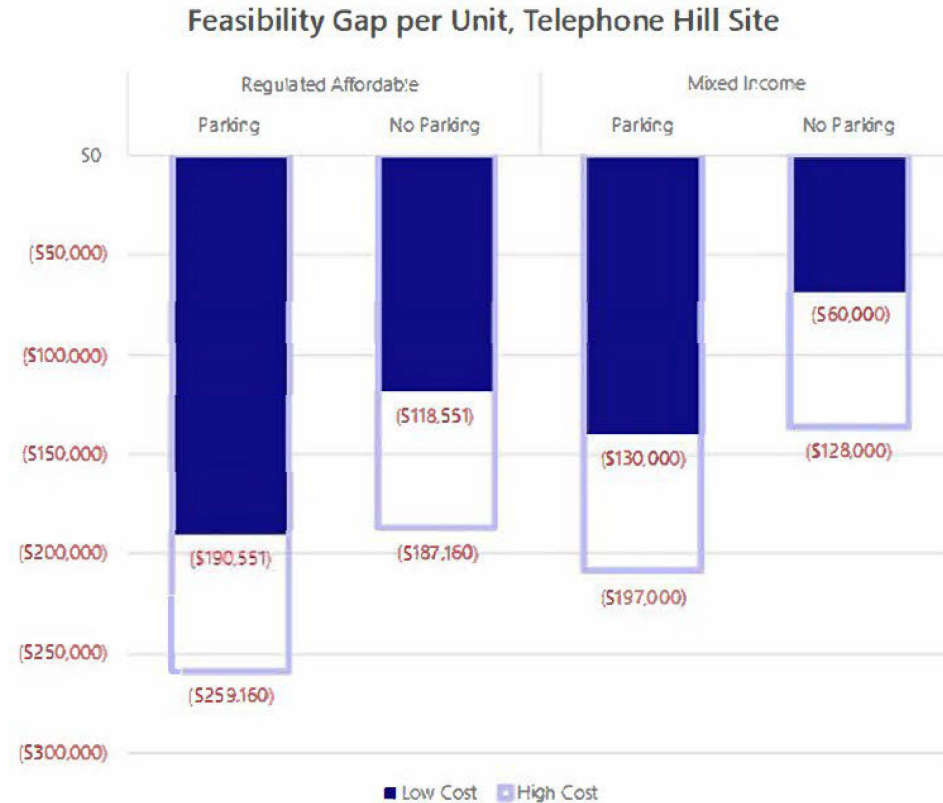
Funding from the Juneau Affordable Housing Fund and the Alaska Housing Finance Corp. can assist in creating more affordable housing

Financial gaps identified by potential developers assist in determining appropriate incentives to offer

FEASIBILITY ANALYSIS

Development Scenarios that Include Affordable Housing Would Require Subsidies

- Building dedicated parking on site significantly increases the cost per unit
- A mixed income development (80% market rate; 20% at 80% AMI) with no parking has the smallest per unit gap
 - Assumes high market-rate rents
- Subsidy required beyond 12-year tax abatement
- Juneau Affordable Housing Fund has historically subsidized housing at around \$50,000 per unit



Riverview Case

- Riverview Assisted Living
 - \$32M total construction included:
 - Purchase of land and deferred sale
 - 12-year tax abatement
 - \$2M construction grant

\$52M total construction cost for Telephone Hill

- Site prep (\$5M)
- Inclusion in zero-parking zone

Is Higher Better?

Most new housing is wood-framed with 2-4 stories, 5 being the maximum.

Challenging to build with steel and concrete due to the high cost of materials and specialized work that is required to construct.

- Cost for steel construction (one building) \$530-\$671/sqft

Next Steps

Incorporate affordable housing component to master plan

Draft Developer Outreach Strategy Including Potential Incentives

Further Define Parcels: Boundaries

Finalize Wayfinding & Signage Recommendations





DATE: June 3, 2024
TO: Michele Hale, Deputy Mayor
THROUGH: Katie Koester, City Manager
FROM: Nick Druyvestein, Project Manager
SUBJECT: Section 106 Process for Telephone Hill

The purpose of this memo is to summarize the Section 106 process for the Assembly and explain the ways the project will be documenting the history of the neighborhood.

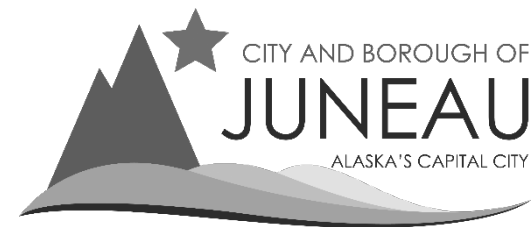
Section 106 of the National Historic Preservation Act requires federal agencies to consider the effects of projects on historic properties. Since the CBJ is not a federal agency, it is not required to complete a Section 106 review as part of the Telephone Hill project. At the February 12th, 2024 Committee of the Whole, the Assembly gave direction to not pursue a Section 106 review because it was unnecessary for planning purposes and short-term goals. If a future project on the site were to use state or federal funding, the agency administering the grant would need to complete the Section 106 review. They would do so with the information available at the time. For example, an affordable housing development spending federal dollars would have to perform a Section 106 to meet the conditions of the grant, regardless of what CBJ does now. The general steps for a Section 106 review are as follows:

1. **Initiation and Identification:** a federal agency identifies a proposed project that may affect properties listed or eligible for listing in the Nation Register of Historic Places.
2. **Assessment:** The agency assesses the potential effects of the project on the identified historic properties.
3. **Consultation:** Interested parties, including the public, Native tribes, State Historic Preservation Office (SHPO), and other stakeholders, are consulted to seek input on the project's potential effects on historic properties and explore mitigation measures.
4. **Resolution:** If adverse effects are identified, the agency and consulting parties work to develop measures to avoid, minimize, or mitigate those effects. (Steps 3 and 4 are the most time consuming elements of a Section 106 review and because of the back and forth on eligibility and mitigation).
5. **Documentation:** Section 106 review process is documented in a memorandum of agreement (MOA) or other agreement document.
6. **Monitoring:** Monitoring may be required for project implementation to ensure compliance with the terms of the agreement. Periodic reporting on the projects effects on historic properties may also be necessary.

[The Culture Resource Desktop Assessment](#) completed by Northern Land Use Research Alaska (NLURA), dated February 1st, 2024, fulfills the Initiation and Identification steps to this process. Additional historical

documentation on this property includes the [1984 Site and Structures survey](#) and the [Historic Building Survey by MRV](#). Although CBJ does not intend to go through the process of registering with the Federal government for a full-blown Section 106 review, we will be performing Record Photo documentation of the interiors and exteriors of the buildings and of the neighborhood and preparing plan sketches of the buildings to show current configuration. This preserves the historical record of the neighborhood for future generations with little impact to the timeline and budget.

Recommendation: Informational Only



City and Borough of Juneau
City & Borough Manager's Office
155 Heritage Way
Juneau, Alaska 99801
Telephone: 586-5240 | Facsimile: 586-5385

TO: Deputy Mayor Hale and Assembly Committee of the Whole
DATE: June 3, 2024
FROM: Robert Barr, Deputy City Manager
RE: Teal Street Neighborhood & Camping

The purpose of this memo is to provide information and recommendations on behavioral challenges on CBJ property in and around the Teal Street area. CBJ staff have met with and received reports from The Glory Hall, St. Vincent's de Paul, and the Teal Street Center in the Teal Street area who we partner with to provide services to individuals experiencing homelessness. These organizations report experiencing threatening and/or disruptive behavior from a relatively small number of individuals. The behavior does not regularly rise to the level of criminal activity, but has resulted in staff & client safety concerns and increased operational costs.

The organizations have requested CBJ consider creating a "shelter safety zone" around their places of business, which would theoretically enable JPD to take enforcement actions against individuals for loitering in the area. The concept of a shelter safety zone is based on an ordinance passed in Bellingham, WA, which is attached to this memo as an example. It is also similar in concept to CBJC [53.09.340\(a\)\(4\)](#)¹, which prohibits camping in a defined section of downtown.

Loitering is a challenging concept to define in a manner that is sufficiently precise both for residents and law enforcement officers to understand what behavior is not allowed. From an enforcement perspective, CBJ staff are concerned about the actual, potential, or perceived discrimination that can occur in the absence of precise definitions. In lieu of loitering, a geographically defined camping prohibition would have sufficient precision.

Camping prohibitions are a rapidly evolving and controversial national topic. In both *Martin v. Boise* and *Grants Pass v. Johnson*, courts have held that municipalities cannot criminalize camping in public places when a sufficient number of shelter beds are not available for the population. The *Grants Pass* case is active before the U.S. Supreme Court. A decision is anticipated this summer. Under the current 9th Circuit decisions, it is reasonable to interpret that municipalities can institute *some* types of camping related rules. The more narrowly tailored those rules are, the more likely they are to comport with current case law.

A geographic prohibition that is specific to a multiblock radius around shelter providers for the purpose of alleviating existing and documented concerns is likely a viable option, whereas a geographic prohibition for the Mendenhall Valley is not.

As with almost any legislative or regulatory decision on this topic, a geographic prohibition will likely shift these challenges to neighboring property owners that would be on the edges of the prohibited

¹ <https://bit.ly/53code>

area and it is reasonable to expect those impacted property owners may request an expansion of the area, which at some point would push the bounds of current caselaw.

Separate but related to this request from providers, it is also possible to take a holistic approach to this challenge and attempt to specifically define where, when, and/or how camping is allowable on CBJ property. From a place perspective, developed parks and sidewalks could be prohibited, while greenbelts and natural area parks could be allowed. From a time perspective, certain parcels that have regular daytime public use could be prohibited during the daytime hours, but included as potential camping locations during the night. From a manner perspective, individuals who CBJ and/or shelter provider staff have determined have regular access to a shelter bed could be precluded from establishing a campsite on CBJ property.

Recommendation:

If there is a desire to regulate camping, staff recommend an approach that defines where, when, and how camping is permitted on public property. This would be done by striking and revising [53.09.340\(a\)\(1-3\)](#)².

Alternatively, the Assembly can direct staff to bring back a geographic prohibition similar to the downtown no-camping ordinance for the Teal Street area.

In either case, collaboration and coordination with our partner providers will be integral to the process.

² <https://bit.ly/53code>

ORDINANCE NO. 2020-10-025

ORDINANCE STABLISHING A CERTAIN DESCRIBED AREA THAT IS LOCATED IMMEDIATELY ADJACENT TO AN APPROVED TEMPORARY BUILDING ENCAMPMENT TO PROHIBIT CERTAIN ACTIVITIES IN PERMIT PARKING AREAS AND OTHER PUBLIC SPACES THAT ADVERSELY AFFECT THE OPERATIONS OF THE ENCAMPMENT, RESIDENTS OF THE ENCAMPMENT, AND THE ADJACENT AREA.

WHEREAS, the City of Bellingham passed Ordinance 2018-10-019 on October 22, 2018, establishing regulations regarding temporary homeless shelters; and

WHEREAS, the City of Bellingham issued a permit (Permit No. USE2020-0029) on August 7, 2020 to the Lighthouse Mission Ministries for the operation of a temporary building encampment at 1522/1530 Cornwall Ave. (“Base Camp”) within the City; and

WHEREAS, the Base Camp operation provides daily services and overnight shelter for up to 200 people, along with amenities including bathrooms, showers, laundry, drinking water, food, garbage and recycling containers, and human and social services; and

WHEREAS, the operators of Base Camp and businesses operating in the immediate vicinity have requested assistance to address observed and documented adverse behaviors occurring within the public right-of-way (ROW) adjacent to the approved use; and

WHEREAS, the following behaviors and impacts have been observed in the vicinity of temporary building encampments, including Base Camp and a previous permitted temporary building encampment: debris, human waste, animal waste, unauthorized encampments, disorderly conduct, property damage, fires, public urination, pedestrian and vehicular obstruction, and public intoxication, with a substantial portion of the problematic behavior occurring during the hours of darkness; and

WHEREAS, the City has determined that the safety of those who are residing within temporary building encampments, the operation of such encampments, and the general public are at risk and due to these adverse behaviors, in particular when the activity occurs in a focused area adjacent to the encampment and those engaging in the behavior are not part of the encampment; and

WHEREAS, the establishment of a narrowly tailored shelter protection area would minimize inappropriate behaviors in proximity to Base Camp, significantly reduce the opportunity for adverse behaviors and impacts in the area, and encourage such behavior to be dispersed rather than concentrated; and

WHEREAS, the City finds that the establishment of a protection area would not adversely affect the ability of the public, both housed and unhoused, to use the City’s right-of-way generally or find alternative places to park, congregate, or sit; and

WHEREAS, it is the intent of the City to address these issues with empathy, compassion, and recognition of the rights of all those persons who experience homelessness by utilizing education, social outreach, referral to social service and mental health providers, incremental enforcement, and the least intrusive means of enforcement available to achieve compliance, while providing City staff with narrowly tailored tools to ensure the success of Base Camp for the duration of the permit; and

WHEREAS, it is the intent of the City to implement this ordinance with ample notification of the establishment of the shelter protection area through outreach over a period of time to provide education, and ample use of warnings, all prior to taking enforcement action; and

WHEREAS, the Bellingham City Council possesses authority under RCW 35.22.280 and the Constitution of the State of Washington, Art. 11 § 11, to adopt ordinances regulating the use of public rights of way, streets, and other public places; and

WHEREAS, the Bellingham City Council possesses authority under RCW 46.61.570 to adopt ordinances placing restrictions on parking within the city; and

WHEREAS, the City’s traffic engineer, under the supervision of the public works director, is authorized under BMC 11.33.060 to establish permit parking areas within the public right-of-way and to impose restrictions for parking in such areas including such restrictions and conditions as time and duration of parking, application processes, limitations on the number of vehicles registered to a permit, speed limits within the parking area, and periods of closure; and

WHEREAS, the City Council has considered this matter during a regularly scheduled public meeting, has given this matter careful review and consideration and finds that establishing regulations to protect Base Camp, adjacent property owners and businesses, and the community from adverse behaviors is in the public interest.

NOW THEREFORE, the City of Bellingham does ordain as follows:

Section 1: The City Council hereby adopts the whereas clauses set forth above as findings of the Council. Based on such findings, the City hereby designates the area around 1530 Cornwall Avenue and within the outer edges of York Street, Cornwall Avenue, Champion Street and Railroad Avenue and depicted in Exhibit A to this ordinance as a shelter protection area for the purpose of identifying the location for restrictions and prohibitions set forth in this ordinance. A site-specific plan shall be prepared that illustrates the exact location and extent of the shelter protection area and shall be posted conspicuously on the protection area

boundary. The shelter protection area designation shall terminate at the expiration of the temporary building encampment permit referenced above.

Section 2: BMC 11.33.060 is hereby amended by adding a new subsection, subsection 11.33.060(A)(40), as follows:

11.33.060 Stopping, standing or parking prohibited in specific places – Reserving portion of highway prohibited.

A. Except when necessary to avoid conflict with other traffic or in compliance with law or the directions of a police officer or official traffic control device, no person shall stop, stand, or park a vehicle:

1. In any alley, provided, when lawful under the provisions of this title, it is unlawful to stop, stand, or park a vehicle in such a manner as to leave available less than eight feet of width of roadway in the alley, or adjacent thereto, for the free movement of vehicular traffic and in any event it shall be unlawful to park in that portion of the alley marked as a fire lane;
2. No person shall stand or park a passenger vehicle in any alley at any time except momentarily to pick up or discharge a passenger or passengers or to load or unload property and then only for a period not to exceed five minutes;
3. No person shall stand or park a commercial vehicle in any alley for any purpose or length of time other than the expeditious loading and unloading of goods and then in no case shall the stop for loading or unloading of materials exceed 30 minutes; provided, that any such vehicle is properly licensed as a commercial vehicle by the State of Washington Department of Motor Vehicles;
4. Upon or along any street or highway when traffic will be unreasonably obstructed;
5. Upon any bridge or other elevated structure upon a highway or within a highway tunnel;
6. Within 50 feet of the nearest rail of a railroad crossing;
7. Within six feet of the nearest rail or railroad tracks except as provided herein, in the case of a railroad crossing;
8. Upon any street, except when loading or unloading property if the vehicle is over 80 inches in width; provided, that such stopping, standing, or parking is permitted in areas zoned by this code as a manufacturing or industrial use district;

9. On or within 20 feet of a crosswalk;
10. On the roadway side of any vehicle stopped or parking at the edge or curb of a street;
11. In front of a public or private driveway or within five feet of the end of the curb leading thereto. A vehicle in violation of this provision may be impounded immediately in the manner provided by this title for unauthorized vehicles if such vehicle obstructs ingress or egress to or from the driveway;
12. Alongside or opposite any city street excavation or obstruction when such stopping, standing, or parking would obstruct traffic;
13. Within 200 feet of fire apparatus stopped in answer to a fire alarm;
14. Within any space signed or marked as a fire exit; also within that portion of any city street contiguous to and opposite any corridor, passage, fire escape, exit or entrance door, or any other place adjacent to, or any door opening in an outer wall of any building or other structure containing, in whole or in part, any theater, public auditorium, church, dance hall, or other place of public assembly through which the public must pass to leave such building;
15. Within 15 feet of a fire hydrant, unless otherwise designated;
16. In such a manner that motor fuel leaks from the tank thereof;
17. Within an intersection;
18. By reparking the vehicle in the same block to avoid a time limit regulation specified in this title;
19. In any garage, parking area, or other property owned and operated by the city where signs prohibit such parking without lawful authority or permission where the vehicle shall be parked for a consecutive period of time longer than that period lawfully permitted. Such violating vehicle may be summarily abated by impounding in the manner provided by this title for unlawfully parked vehicles. The impounding of such vehicle shall not prevent or preclude the institution and prosecution of charges in the municipal court or elsewhere for violation of this title;
20. In any park, except in areas designated by the director of the city parks department;
21. On a planting strip, provided, it is permissible to stop, stand, park, or angle park a vehicle in such strip on: (a) a city street serving only a commercial,

manufacturing or industrial area and when such strip is not planted, or (b) where the planting strip is paved or otherwise improved for parking purposes. The paved area, when constructed at sidewalk grade, shall be served by regulation concrete driveways and shall be separated from the sidewalk and from the curb by a planted area not less than four feet in width. The paved area, when constructed at roadway grade, shall be subject to the posted parking prohibitions applying to the adjacent roadway;

22. On a sidewalk or sidewalk area;

23. Within 30 feet upon the approach to any flashing signal, stop sign, yield sign, or traffic control signal located at the side of a roadway, except in parking management zone;

24. Upon any city street, if the vehicle is a trailer, unless the trailer is attached to a vehicle by which it may be propelled or drawn; provided, that in case of accident such trailer may be moved to the side of the street, and, if a good and sufficient red signal be displayed at both ends thereof during the hours of darkness, such trailer may be permitted or allowed to remain for a period not exceeding 24 hours pending removal; except that such trailer shall not remain upon any portion of a city street where standing or parking is limited or prohibited for a period longer than is necessary to effect its removal;

25. In one place upon the city street for a consecutive period in excess of the maximum time limit designated on an official posted sign controlling such parking space; or, for parking spaces not controlled by an official posted sign, for a consecutive period of time in excess of 72 hours;

26. On that portion of any street lawfully set aside for the movement of traffic in the direction opposite to that which the parked vehicle faces;

27. Between safety zone and the adjacent curb or within 30 feet of points on the curb immediately opposite the ends of a safety zone, unless official signs or markings indicate a different no-parking area opposite the ends of a safety zone;

28. Within 20 feet of the driveway entrance to any fire station and on the side of a street opposite the entrance to any fire station within 75 feet of said entrance when properly signposted;

29. Upon any city street, if the vehicle has been left in the care of the owner or operator of any parking lot or garage, or his agent;

30. At any place or time where official signs or markings prohibit stopping, standing, or parking;
31. For purposes of unloading the vehicle in such a manner as to cause damage to the surface of the street;
32. For purposes of loading or transporting any materials in such a manner as to cause loud noises to the disturbance of the peace;
33. Within 10 feet of a United States mailbox, except temporarily for the purpose and while engaged in the delivery or pickup of postal items;
34. Upon any street or alley when such vehicle does not display current and proper vehicle license plates for the state in which it is purported to be registered;
35. Within any parking space or area signed or marked with insignia approved by the city engineer as a disabled parking space, including spaces provided on private property without charge, except as permitted by RCW [46.19.050](#) or other provision of law;
36. Registered to a vehicle rental company or car dealership, or their affiliates, or otherwise within the vehicle rental company's or car dealership's custody or control, upon any street when parked thereon by the owner, operator or agent of a vehicle rental company or car dealership, or with the knowledge of the owner, operator or agent that said vehicle is parked on the street, for the purpose of storing such vehicle. There shall be a rebuttable presumption that the vehicle has been parked upon the street by or with the knowledge of the owner, operator or agent of the rental car company or car dealership for storage purposes if the vehicle is parked upon the street within two square blocks of the place of business of the rental company or car dealership. Each vehicle parked in violation of this subsection shall constitute a separate offense;
37. Upon any designated bicycle lane;
38. Upon any designated fire lane on public or private property;
39. Within any access aisle located next to a space reserved for persons with physical disabilities.
40. Within any parking space or area signed as a City of Bellingham permit parking area, unless the person possesses a valid parking permit and the vehicle is registered under the permit. A violating vehicle may be summarily impounded in the manner provided by this title for unlawfully parked vehicles.

The impounding of such vehicle shall not prevent or preclude other enforcement in the municipal court or elsewhere for violation of this title. The restrictions that apply to any permit parking area within a shelter protection area established by ordinance shall include the following:

(a) No person shall enter or remain in parking stalls for any purpose other than to park or retrieve a motor vehicle or to place or retrieve an item of personal property in the motor vehicle; and

(b) No person shall use the parking area or vehicle for the purpose of housing or camping, including but not limited to, dwelling, sleeping, bathing, cooking, or use as a restroom.

The restrictions set forth in BMC 11.33.060(A)(40)(a) and (b), shall not apply to any permit parking area in the public right-of-way other than those that are within an area established by ordinance.

Violation of any permit condition or restriction imposed by ordinance or the city's traffic engineer may result in revocation of the permit. Following revocation, the violator and vehicle registered with the city shall be subject to a three month restriction from obtaining a permit for the lot where the violation occurred. Any such revocation shall be determined by the director of the department of public works who shall send a written notice to the permit holder, which notice shall contain the following information: that the permit will be revoked not sooner than 7 days from the date of the letter; that unless a written notice of appeal is filed with the department of public works, the permit will be deemed revoked; that if a written notice of appeal is filed within the required time, a hearing will be set; and the reasons for the revocation. Revocation appeals shall be heard and determined by the director of the department of public works. There shall be no refund based on time remaining on the permit following revocation.

B. Parking or standing shall be permitted in the manner provided by law at all other places except a time limit or other parking restriction may be imposed at other places by the city's traffic engineer under the supervision of the public works director. Official signs, including temporary signs, that establish time-limited parking or prohibit parking at certain times or entirely shall be enforceable according to their terms 24 hours after posting, including in areas where parking is otherwise permitted up to 72 hours.

C. No person shall move a vehicle not lawfully under his control into any such prohibited area or away from a curb such a distance as is unlawful.

D. It shall be unlawful for any person to reserve or attempt to reserve any portion of a highway for the purpose of stopping, standing, or parking to the exclusion of any other like person, nor shall any person be granted such right, except as provided in BMC [11.33.190](#).

E. It shall be unlawful for any person to remove or erase chalk marks placed on a vehicle’s tire by a police officer or parking control official without first removing the vehicle beyond the block where the vehicle was located when the chalk marks were placed on the tire. [Ord. 2014-11-060 § 1; Ord. 2011-07-038; Ord. 2002-04-035 § 3; Ord. 2001-02-010; Ord. 2000-10-066; Ord. 1999-04-020].

Section 3: BMC 10.24.070 is hereby amended as follows:

10.24.070 Sitting or lying on public sidewalks prohibited.

A. Prohibition. No person shall sit or lie down upon a public sidewalk, or upon a blanket, chair, stool, bollard, planter, fountain, railing or any other object placed upon a public sidewalk, during the hours between 7:00 a.m. and 9:00 p.m. in the following zones:

1. Central Business District (“CBD”). The central business district, for the purposes of this section, is the area bounded by the streets hereafter named, including said streets and their abutting sidewalks: on the east bounded by State Street from Whatcom Creek to Maple Street, on the south Maple Street from State Street to Cornwall Street to the intersection of Chestnut and Bay Street, on the west from the intersection of Chestnut and Bay Street to Champion Street, on the southwest from Champion Street to the intersection of Cornwall and York Street, on the north from the intersection of Cornwall and York Street to Railroad and up to Whatcom Creek between Railroad and State Street.

2. The Fairhaven Business District (“FBD”). The Fairhaven business district, for the purposes of this section, shall be defined by the area bounded by the streets hereafter named, including said streets and their abutting sidewalks: the area bounded by Mill Avenue on the north from 10th Street to 13th Street to Larrabee Avenue on the east, Larrabee Avenue on the south from 13th Street to 10th Street from Larrabee to Mill Avenue on the west. In addition the prohibited area in the Fairhaven business district shall include 12th Street from Larrabee to Cowgill and Harris Avenue from 10th Street to 4th Street.

B. Prohibition – Shelter Protection Area. No person shall sit or lie down upon a public sidewalk, street, curb, parking lot, parking stall, planting strip, street median, landscaping bed, parking lot median, parkway, trail or right-of-way or upon a blanket,

chair, stool, bollard, planter, fountain, railing or any other object placed upon a public sidewalk, street, curb, parking lot, parking stall, planting strip, street median, landscaping bed, parking lot median, parkway, trail or right-of-way within a shelter protection area established by ordinance.

CB. Exceptions. The prohibitions in subsections **(A)** and **(B)** of this section shall not apply to any person:

1. Sitting or lying down ~~on a sidewalk~~ due to a medical emergency.
2. Who, as the result of a disability, utilizes a wheelchair, walker, or similar device to move about the public right-of-way sidewalk.
3. Operating or patronizing a commercial establishment conducted on the public right -of-way sidewalk pursuant to a street use permit; or a person participating in or attending a parade, festival, performance, rally, demonstration, meeting, or similar event conducted on the public right-of-waysidewalk pursuant to a street use or other applicable permit;
4. Sitting on a chair or bench located on the public sidewalk which is supplied by a public agency or by the abutting private property owner;
5. Sitting on a public sidewalk within a bus stop zone while waiting for public or private transportation.

Nothing in any of these exceptions shall be construed to permit any conduct which is prohibited by BMC [10.24.010](#) (Disorderly conduct) or BMC [10.24.040](#) (Pedestrian interference).

DC. No person shall be cited under this section unless the person engages in conduct prohibited by this section after having been notified by a law enforcement officer that the conduct violates this section.


ED. A violation of this section shall be a civil infraction and shall subject the violator to a fine of up to \$250.00, plus statutory assessment. If the person is unable to pay the monetary penalty, the court may order performance of a number of hours of community service in lieu of a monetary penalty. The default amount shall be \$100.00.

FE. Notwithstanding and in lieu of the penalties provided under subsection **(ED)** of this section, a person violating this section shall, upon conviction for a third or subsequent offense, be guilty of having committed a criminal misdemeanor and shall be punished by a fine not to exceed \$1,000 or imprisonment not to exceed 90 days, or by both such fine and imprisonment.

Section 4: The City Attorney and the codifiers of this ordinance are authorized to make necessary clerical corrections including, but not limited to, the correction of scribes/clerical errors, references, ordinance numbering, section/subsection numbers and any reference thereto.

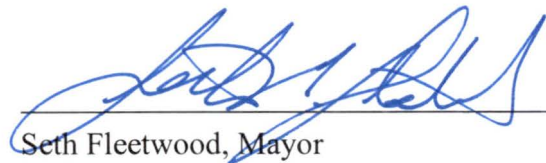
Section 5: If any section, sentence, clause, or phrase (i.e., provision) of this ordinance or its application to any person or circumstance is held invalid or unconstitutional by a court of competent jurisdiction, such invalidity or unconstitutionality shall not affect the validity or constitutionality of any other provision and the remainder of this ordinance, or the application of such provisions to other persons or circumstances, shall not be affected.

PASSED by the Council this 12th day of October, 2020.

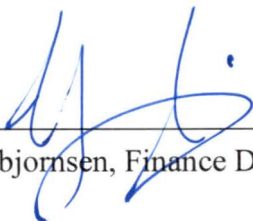


Gene Knutson, Council President


APPROVED by me this 20 day of October, 2020.



Seth Fleetwood, Mayor

ATTEST: 

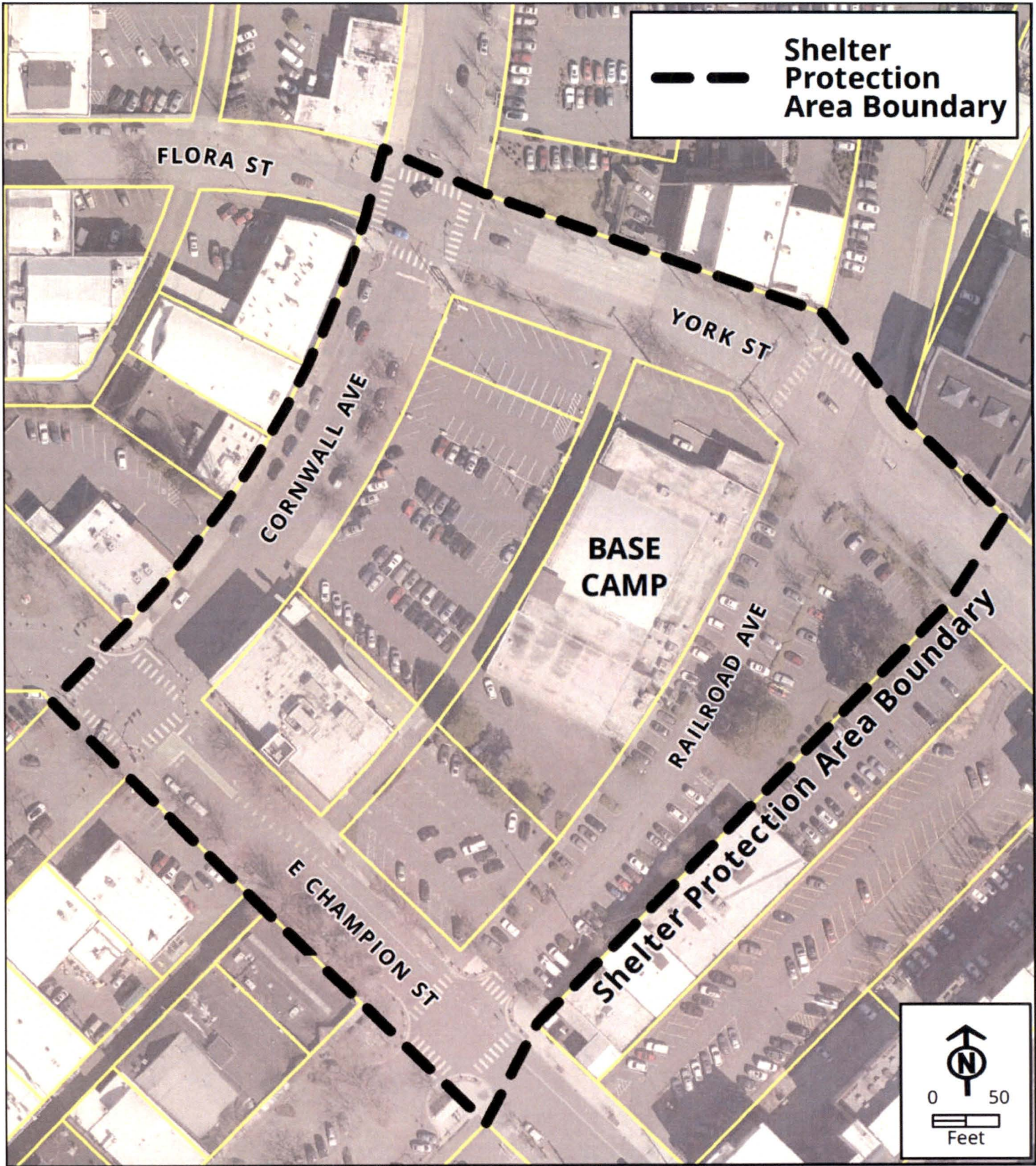
Andy Asbjornsen, Finance Director

APPROVED AS TO FORM:


Office of the City Attorney

Published:

October 16, 2020



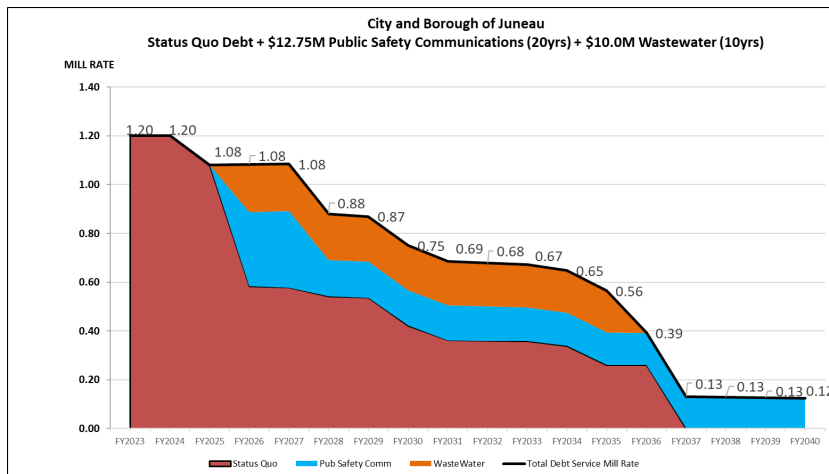


City and Borough of Juneau
 City & Borough Manager's Office
 155 Heritage Way
 Juneau, Alaska 99801
 Telephone: 907-586-5240 | Facsimile: 907-586-5385

TO: Deputy Mayor Hale and Committee of the Whole
 FROM: Katie Koester, City Manager
 DATE: May 30, 2024
 RE: Proposed FY25 Bond Projects

The Assembly discussed potential bond projects to put before the voters at the [May 1](#) Assembly Finance Committee Meeting. At the May 1 meeting the body moved to initiate a bond for \$11.75 million for public safety infrastructure and \$10 million for wastewater infrastructure and requested additional discussion at the committee level. Since the May 1 meeting, the public safety communications infrastructure bond amount has been increased to \$12.75 million.

The request I brought you on May 1 was for \$10 million in wastewater infrastructure, split between two projects: a new roof at the Juneau Douglas (JD) Treatment Plant (\$7M) and structural improvements at the Mendenhall Plant (\$3M). Since May 1, PnD Engineering performed an updated assessment cost estimate of the JD Treatment Plant and determined that the clarifier building needs far more than a new roof. The clarifier building houses large settling tanks that separate solids; it is a very corrosive environment exacerbated by the gaseous byproduct produced and lack of ventilation. The structural steel has degraded beyond repair and engineers are recommending a new building. Worst case scenario - this more than doubles the cost estimate to \$14.7M. Further engineering analysis is underway to see if that estimate can be mitigated by repurposing elements of the building. I propose using the full \$10M in bond authority for the JD clarifier building and removing improvements to the Mendenhall Plant from the bond package. Any amount not covered by the bond will need to come out of Wastewater Utility Fund balance.ⁱ Voter approval of these two bond measures would leave room in the debt service mill rate for future debt.



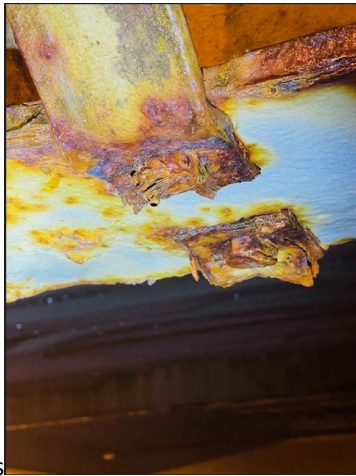
Recommendation: Move to introduce two bond Ordinances at the June 17 regular meeting: 1) \$12.75M for Public Safety Communications Infrastructure and 2) \$10M for Clarifier Building Replacement at the Juneau Douglas Wastewater Treatment Facility. Structure the debt to fully utilize the 1.08 Debt Service mill rate through FY27

ⁱ FY25 ending fund balance for the Wastewater Fund is \$6.4M. If the project comes in at the top of the estimate, it would require an additional \$4.7M over the bond amount of \$10M and draw that number down to \$1.7M, below the GFOA minimum recommendation of two months operating budget for a fund balance.

CBJ Utility General Obligation Bond Projects - 5/29/2024

JD WWTP NEW CLARIFIER BUILDING: \$14.7M The Juneau Douglas Wastewater Treatment plant is a 50-year-old treatment plant that serves Thane, Downtown, and Douglas. It processes about one-third (1/3) of CBJ's wastewater (i.e. one million gallons per day at the JDWWTP and 2 million gallons per day at the Mendenhall Wastewater Treatment Plant). The Utility believed that the clarifier building's roof and structural supports needed to be replaced and added \$7 million to the "JDTP Improvements" CIP for FY26. CBJ hired a structural engineer to assess the building and to provide a rough order of magnitude estimate. However, the structural engineer provided a worst case estimate and stated that it is clear that the structural steel that supports the clarifier building is severely corroded and that the entire building needs to be replaced. This estimate included replacing expensive concrete beam supports. The structural engineer will conduct a site visit in June to confirm the extent of the needed structural work. An initial design cost should be available in July. The clarifier building consists of a 78' wide by 160' long room that contains two 35' diameter x 16' deep settling tanks that separate solids from the wastewater effluent. Humidity and corrosive by-product gasses from this process and a lack of mechanical ventilation has created serious structural metal corrosion to the building's structural steel. The corrosion and the construction costs have increased significantly since concerns with the roof and supports was first documented in a 2016 condition report. The project cost (i.e. mobilization, demolition, site improvements, utility upgrades, construction of building and mechanical systems, and reconnection controls) is expected to total \$14.7M prior to the coming site visit. (This assumes a construction start in 2026.)

Reference Photos: Structural metal corrosion from the Jensen Yorba Lott Architects, Condition Survey Report.



1. Corrosion of steel and kicker bracing.



2. Corrosion at primary structural I-beam. Note significant corrosion at bottom flange causing delamination of the steel.



3. Corrosion of the steel beam and connection at the clarifier basin.



4. Corrosion of metal framing at the roof vent exhaust opening. Note daylight showing.



5. Numerous holes and gashes in 1973 metal siding are open to the interior of the building.



6. Mortar at concrete blocks has deteriorated. Spalling due to winter freeze-thaw cycles evident.



7. Underside view of metal roof decking. Foam insulation is saturated with water. Note Algae growth.



8. Low slope metal roof missing fasteners, lacks water drainage via gutters and downspouts.



9. Switches & Conduits show heavy corrosion at exterior wall mounts.



10. Corrosion at connecting bolts. This is the central 9" diameter support column for the roof between the two effluent tanks.



MEMORANDUM

DATE: May 30, 2024
TO: Assembly Committee of the Whole
FROM: Alexandra Pierce, Visitor Industry Director
SUBJECT: Seawalk Update

The Assembly has not received a formal update on the seawalk in over a year, and the body will need to make several key decisions on this important community project over the coming months. At this juncture, staff is looking for guidance on some key questions around financing options and for Assembly direction to start work on a land swap with the Franklin Dock. The project components are outlined below.

Franklin to A.J. Dock Connection

This is a complex project with multiple stakeholders. All relevant parties have hired PND Engineers to develop a design that accounts for our mutual needs (Attachment A – note that this plan is the latest iteration and is not yet finalized).

Franklin Dock

Reed Stoops, representing the Franklin Dock, has requested to trade the National Guard Dock for an easement on Franklin Dock property. The easement is valued at \$164,500, and the National Guard Dock is valued at \$306,000. The trade would clear up encumbrances on Franklin Dock property and facilitate construction of the seawalk. The National Guard Dock has a very small uplands footprint. Mr. Stoops is also interested in leasing the adjoining tidelands from CBJ. He proposes to make up the difference in property values in credit towards lease payments. The National Guard Dock is the property between the Franklin Dock and the Petro Marine property, it has difficult access through the Franklin Dock property. Mr. Stoops is very motivated to complete the land trade because it will allow the Franklin Dock group to clear up encumbrances on the land caused by the access to the National Guard Dock and facilitate development. The dock is in disrepair and is a liability to CBJ - the only recent uses are the Tagish, which sank at the dock, and the Sea Pro spill response boats. Docks & Harbors is able to relocate Sea Pro.

Petro Marine and Franklin Dock Enterprises have a shared interest in constructing a float that could accommodate a small number of yachts or other mid-size vessels, as represented in Attachment A.

Pending Assembly direction, the next step is to begin work on the land swap.

Petro Marine

Petro Marine also has redevelopment plans for its property. There are plans to replace the fuel dock. The challenge of the seawalk development has long been how we get past the fuel dock, due to security concerns with cruise ship passengers and active fueling. We believe we have reached a solution with a gate that would close off the seawalk for approximately 30 minutes at a time while crews connect and disconnect the fuel lines. Petro Marine is interested in coordinating with the city on common needs

including permitting efficiencies and other creative solutions that make this project a good deal for both CBJ and Petro Marine.

The next step is to meet with the Coast Guard to discuss safety requirements and to discuss and determine what both parties need to proceed with 30% design and with initial permitting.

A.J. Dock

The only A.J. Dock property affected by the project is a small triangle of land at the property line. CBJ proposes to purchase that land at appraised value of \$23/square foot.

The next step is to finalize the design and determine the exact value of the land required for construction.

Project Cost:

The most recent estimate for the work was prepared in August 2019 for approximately \$18 million (about \$25 million at today's construction costs). The scope was slightly different and more complicated, but the Assembly should think of this as a \$20-25 million project.

Deck-overs

These are the seawalk "holes" between the Marine Park Garage and the Tram. CBJ is currently working with a rough estimate of \$4 million to complete the deck over projects. The next steps are to determine the exact scope of the project and get an updated estimate, including revisiting the Assembly discussion of which areas should be decked over.

Fishermen's Memorial

The Fishermen's Memorial is slowly falling into the water and the supporting structure needs repair. There are no recent cost estimates for this work, but we can anticipate needing to fund this work within the next few years. The next steps are to determine the exact scope and get a cost estimate.

Financing:

We currently have \$5,692,481 in the Seawalk CIP. I recommend that we pursue debt financing using Marine Passenger Fees to complete all of the above projects or just the Franklin to A.J. connection. This will come back to the Assembly for final review and approval.

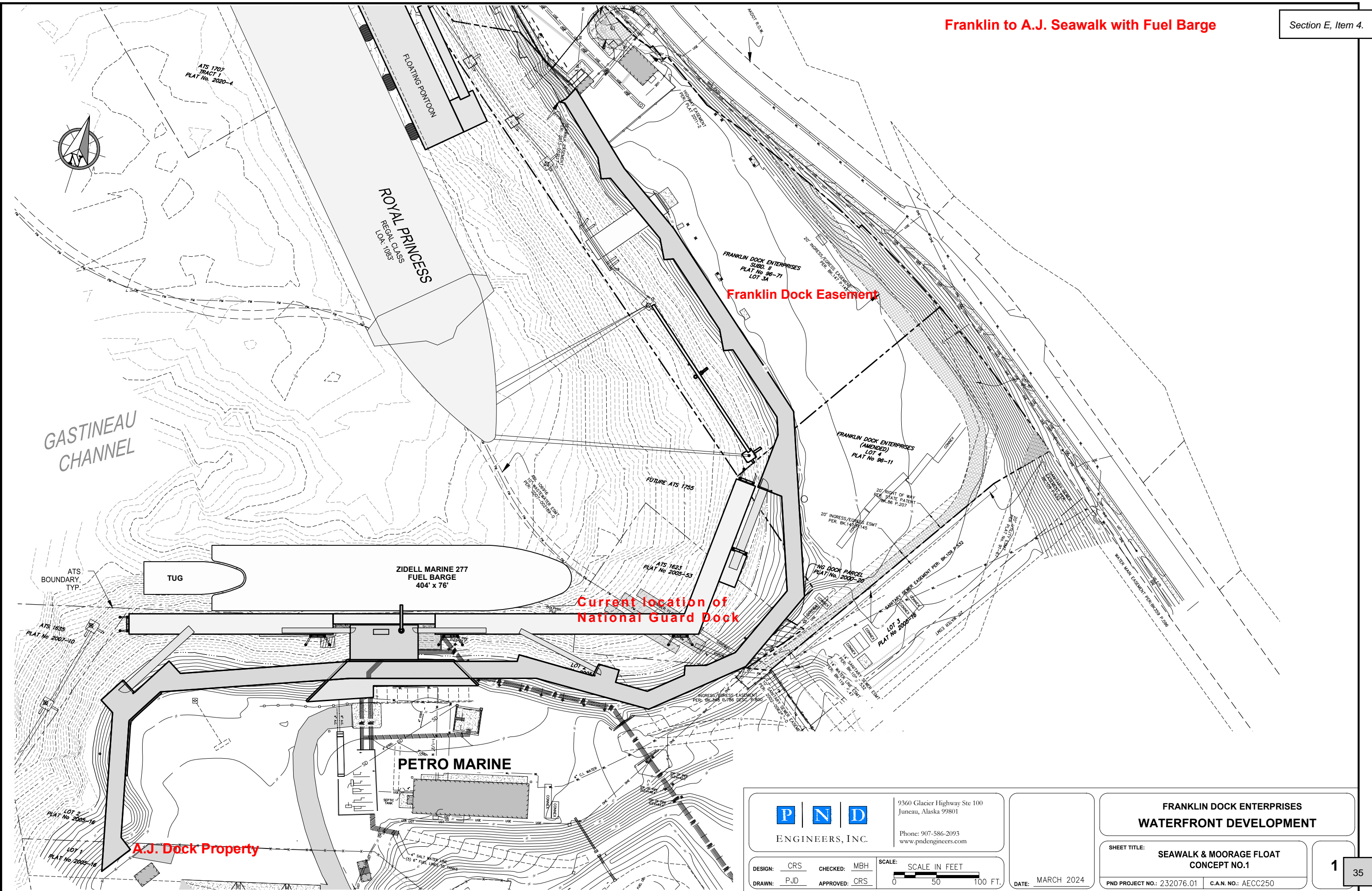
Assembly Action:

Staff recommends that the Assembly direct staff to begin work on a land swap with the Franklin Dock that trades the National Guard Dock for the seawalk easement.

Provide the following guidance of debt financing: direct the Finance Director to research one large debt package for all Seawalk projects or for the Franklin to A.J. connection only.

Attachments:

A – Current Iteration, Franklin Dock to A.J. Dock Seawalk Connection Plan



PND ENGINEERS, INC.
 9360 Glacier Highway Ste 100
 Juneau, Alaska 99801
 Phone: 907-586-2093
 www.pndengineers.com

DESIGN: CRS CHECKED: MBH SCALE: SCALE IN FEET
 DRAWN: PJD APPROVED: CRS 0 50 100 FT.

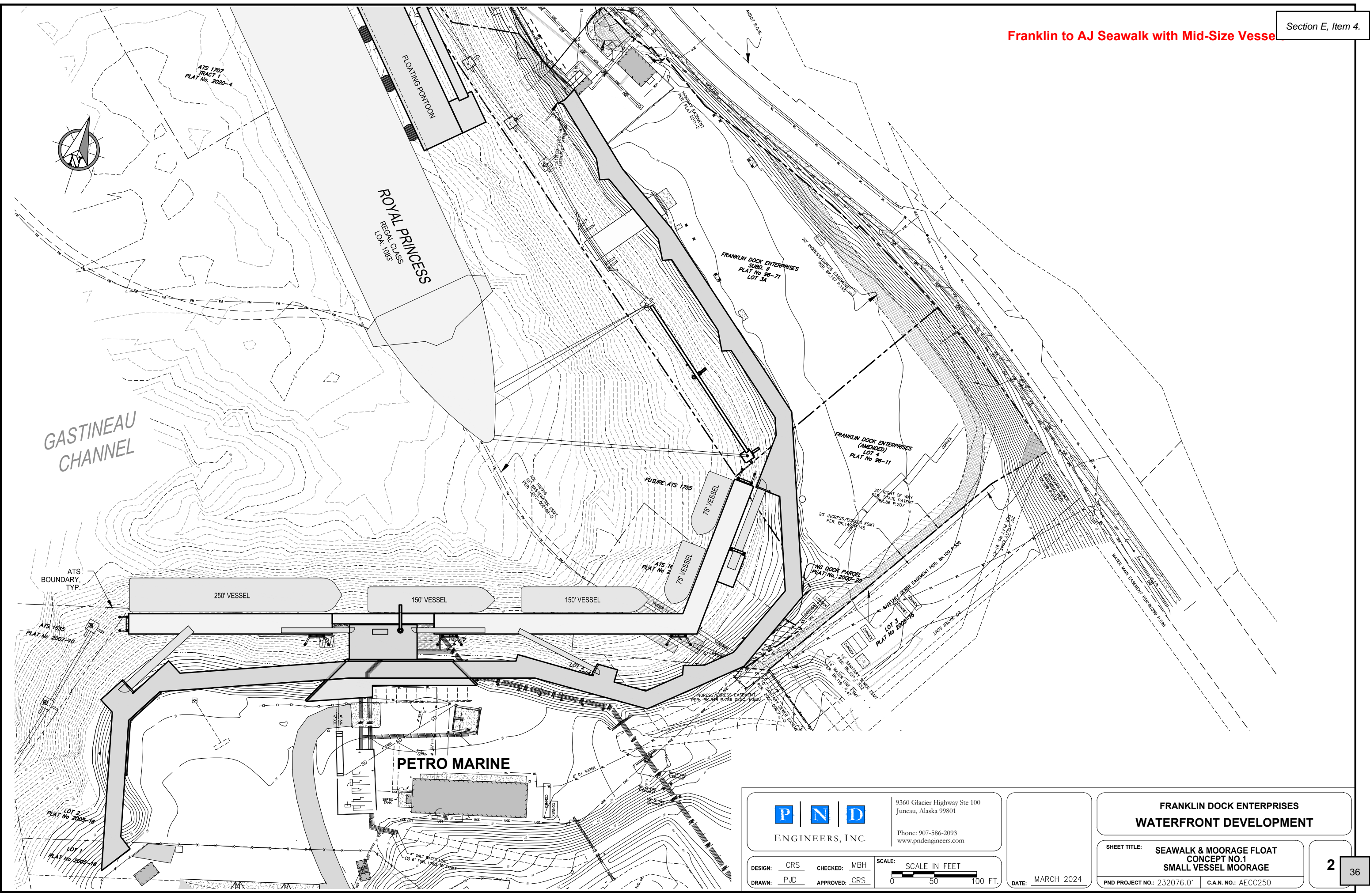
DATE: MARCH 2024

FRANKLIN DOCK ENTERPRISES WATERFRONT DEVELOPMENT

SHEET TITLE: **SEAWALK & MOORAGE FLOAT CONCEPT NO.1**

PND PROJECT NO.: 232076.01 C.A.N. NO.: AECC250

Franklin to AJ Seawalk with Mid-Size Vessel



PND
ENGINEERS, INC.

9360 Glacier Highway Ste 100
Juneau, Alaska 99801
Phone: 907-586-2093
www.pndengineers.com

DESIGN: CRS CHECKED: MBH SCALE: SCALE IN FEET
DRAWN: PJD APPROVED: CRS 0 50 100 FT.

DATE: MARCH 2024

**FRANKLIN DOCK ENTERPRISES
WATERFRONT DEVELOPMENT**

SHEET TITLE: **SEAWALK & MOORAGE FLOAT
CONCEPT NO.1
SMALL VESSEL MOORAGE**

PND PROJECT NO.: 232076.01 C.A.N. NO.: AECC250



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