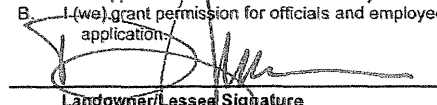
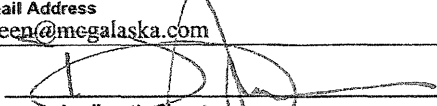


DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: <u>3/24/11</u>
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description The new Juneau Stake Center is a 17,101 square foot, wood frame, single story structure on a 13 acre site. A 226 car paved parking lot with landscaping surrounds the building on three sides.		
	PROPERTY LOCATION		
	Street Address 10585 Glacier Highway	City/Zip Juneau 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Tract A - H, U.S. Surveys 2386 & 3817		
	Assessor's Parcel Number(s)		
	LANDOWNER/ LESSEE		
	Property Owner's Name Corporation of the Presiding Bishop of The Church of Jesus Christ of	Contact Person: Bob Beadles	Work Phone: 253 875-5032
	Mailing Address WA Seattle Project Management Office PO Box 105 Graham WA 9833	Home Phone:	Fax Number: (253) 875-7913
	E-mail Address BeadlesRA@ldschurch.org	Other Contact Phone Number(s): 425 919-1911	
	PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows:			
A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.			
B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X			<u>23 MAR 11</u> Date
X		Landowner/Lessee Signature	Date
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name McCool Carlson Green		Contact Person: Doug Green	Work Phone: 907 563-8474
Mailing Address 901 Photo Ave., Anchorage, AK 99503		Home Phone:	Fax Number: 907 563-4572
E-mail Address dgreen@megalaska.com	Other Contact Phone Number(s):		
X		<u>3/23/11</u> Date of Application	

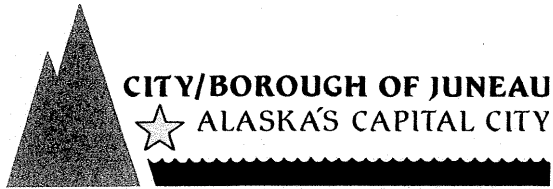
ATTACHMENT J

STAFF APPROVALS	OFFICE USE ONLY BELOW THIS LINE			
	<input checked="" type="checkbox"/>	Permit Type	SIGN	Date Received
		Building/Grading Permit		
		City/State		
		Project Review and City Land Action		
		Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)		
		Mining Case (Small, Large, Rural, Extraction, Exploration)		
		Sign Approval (If more than one, fill in all applicable permit #'s)		
		Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)		
	X	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)		<u>3/24/11</u>
		Variance Case (De Minimis and all other Variance case types)		<u>use 2011 0003</u>
		Wetlands Permits		
		Zone Change Application		
		Other (Describe)		
	***Public Notice Sign Form filled out and in the file.			
Comments:			Permit Intake Initials <u>NKJ</u>	

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number <i>Use 2011 0003</i>	Date Received <i>3/24/11</i>																																								
TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Accessory Apartment*** (AAP) </div> <div> <input type="checkbox"/> Driveway in Right-of-Way (ADW) </div> </div> <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Use Listed in §49.25.300 (USE) (Table of Permissible Uses) </div> </div> <p>Please list the Table of Permissible Uses Category: <u>CHURCH</u></p> <p><small>***An Accessory Apartment Application will also be required.</small></p>																																											
DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED. A NEW CHURCH BUILDING AND PARKING LOT.																																											
IS THIS A MODIFICATION OF AN EXISTING APPROVAL? <input checked="" type="checkbox"/> NO <input type="checkbox"/> YES – Case # _____																																											
CURRENT USE OF LAND OR BUILDING(S): LAND IS CURRENTLY OCCUPIED BY A SINGLE RESIDENCE AND A SMALL TRUCKING YARD																																											
PROPOSED USE OF LAND OR BUILDING(S): NEW CHURCH AND PARKING LOT.																																											
UTILITIES PROPOSED: <div style="display: flex; justify-content: space-between;"> <div> WATER: <input checked="" type="checkbox"/> Public <input type="checkbox"/> On Site </div> <div> SEWER: <input checked="" type="checkbox"/> Public <input type="checkbox"/> On Site </div> </div>																																											
SITE AND BUILDING SPECIFICS: <div style="display: flex; justify-content: space-between;"> <div> Total Area of Lot <u>604,367</u> square feet </div> <div> Total Area of Existing Structure(s) <u>1,809 HOUSE; 756 GARAGE</u> square feet </div> </div> <div style="display: flex; justify-content: space-between;"> <div> Total Area of Proposed Structure(s) <u>17,101</u> square feet </div> </div>																																											
EXTERNAL LIGHTING: <div style="display: flex; justify-content: space-between;"> <div> Existing to remain <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures </div> </div> <div style="display: flex; justify-content: space-between;"> <div> Proposed <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures </div> </div>																																											
PROJECT NARRATIVE AND SUBMITTAL CHECKLIST: <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Site Plan <input checked="" type="checkbox"/> Floor Plan of proposed buildings <input checked="" type="checkbox"/> Elevation view of existing and proposed buildings <input checked="" type="checkbox"/> Proposed Vegetative Cover </div> <div> <input checked="" type="checkbox"/> Existing and proposed parking areas (including dimensions) and proposed traffic circulation <input checked="" type="checkbox"/> Existing Physical Features of the site (drainage, habitat, hazard areas, etc.) </div> </div>																																											
For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side. If you need any assistance filling out this form, please contact the Permit Center at 586-0770.	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">ALLOWABLE/CONDITIONAL USE FEES</th> <th>Check No.</th> <th>Receipt</th> <th>Date</th> </tr> <tr> <th></th> <th>Fees</th> <th></th> <th></th> <th></th> </tr> </thead> <tbody> <tr> <td>Application Fees</td> <td>\$ <u>500</u></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Admin. of Guarantee</td> <td>\$ _____</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Adjustment</td> <td>\$ _____</td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pub. Not. Sign Fee</td> <td>\$ <u>50</u></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Pub. Not. Sign Deposit</td> <td>\$ <u>100</u></td> <td></td> <td></td> <td></td> </tr> <tr> <td>Total Fee</td> <td>\$ <u>650</u></td> <td><u>001952</u></td> <td><u>cd21121</u></td> <td><u>3/24/11</u></td> </tr> </tbody> </table>			ALLOWABLE/CONDITIONAL USE FEES		Check No.	Receipt	Date		Fees				Application Fees	\$ <u>500</u>				Admin. of Guarantee	\$ _____				Adjustment	\$ _____				Pub. Not. Sign Fee	\$ <u>50</u>				Pub. Not. Sign Deposit	\$ <u>100</u>				Total Fee	\$ <u>650</u>	<u>001952</u>	<u>cd21121</u>	<u>3/24/11</u>
ALLOWABLE/CONDITIONAL USE FEES		Check No.	Receipt	Date																																							
	Fees																																										
Application Fees	\$ <u>500</u>																																										
Admin. of Guarantee	\$ _____																																										
Adjustment	\$ _____																																										
Pub. Not. Sign Fee	\$ <u>50</u>																																										
Pub. Not. Sign Deposit	\$ <u>100</u>																																										
Total Fee	\$ <u>650</u>	<u>001952</u>	<u>cd21121</u>	<u>3/24/11</u>																																							

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM



**PLANNING COMMISSION
NOTICE OF DECISION**

Date: April 28, 2011

File No.: USE2011 0003

McCool Carlson Green
Doug Green
901 Photo Ave
Anchorage, Ak 99503

Application For: A Conditional Use permit to construct a new 17,101 square foot church in a D-1 residential zone.

Legal Description: USS 2386 & 3817 Tract A-H

Property Address: 10585 Glacier Hwy

Parcel Code No.: 4-B22-0-106-0-003-0

Hearing Date: April 26, 2011

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated April 22, 2011, and approved the church development to be conducted as described in the project description and project drawings submitted with the application and with the following conditions:

1. A two-way left turn lane, as recommended in the project Traffic Impact Analysis and as designed on the applicant's site plan, shall be installed prior to issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy.
2. The southern site driveway shall be signed to prohibit left turns out of the facility prior to issuance of a Certificate of Occupancy or Temporary Certificate of Occupancy.
3. If an Alaska Department of Transportation and Public Facilities permit or review process results in a modification of the project design, the applicant shall contact the CBJ Community Development Department Director to determine if additional review by the CBJ Planning Commission will be necessary.
4. If a US Army Corps of Engineers permit or review process results in a modification of the project design, the applicant shall contact the CBJ Community Development Department Director to determine if additional review by the CBJ Planning Commission will be necessary.
5. The landscaping as shown on the applicant's site plan shall be installed prior to the issuance of a Certificate of Occupancy.

Attachments: April 22, 2011 memorandum from Kelly Keenan, Community Development, to the CBJ Planning Commission regarding USE2011 0003.

This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain the required building permits.

This Notice of Decision constitutes a final decision of the CBJ Planning Commission. Appeals must be brought to the CBJ Assembly in accordance with CBJ §01.50.030. Appeals must be filed by 4:30 P.M. on the day twenty days from the date the decision is filed with the City Clerk, pursuant to CBJ §01.50.030 (c). Any action by the applicant in reliance on the decision of the Planning Commission shall be at the risk that the decision may be reversed on appeal (CBJ §49.20.120).

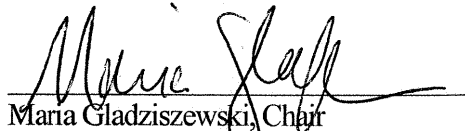
Effective Date: The permit is effective upon approval by the Commission, April 26, 2011.

Expiration Date: The permit will expire 18 months after the effective date, October 26, 2012, if no Building Permit has been issued and substantial construction progress has not been made in accordance with the plans for which the development permit was authorized. An application for permit extension must be submitted thirty days prior to the expiration date.


Project Planner:



Kelly Keenan, Planner
Community Development Department



Maria Gladziszewski, Chair
Planning Commission



Filed With City Clerk

Date

4/27/11

cc: Plan Review

NOTE: The Americans with Disabilities Act (ADA) is a federal civil rights law that may affect this development project. ADA regulations have access requirements above and beyond CBJ-adopted regulations. Owners and designers are responsible for compliance with ADA. Contact an ADA - trained architect or other ADA trained personnel with questions about the ADA: Department of Justice (202) 272-5434, or fax (202) 272-5447, NW Disability Business Technical Center (800) 949-4232, or fax (360) 438-3208.

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: <u>1/9/12</u>
Project Name (City Staff to Assign Name)		

INFORMATION	Project Description A new 16,300 square foot Church Meetinghouse, wood frame, single story structure, with a masonry veneer set on a landscaped site with a paved parking lot for 230 vehicles. Also included will be a small 12x14 storage building sided to match the Church and a 30x60 covered picnic pavilion located at the back of the development.		
	PROPERTY LOCATION		
	Street Address 10585 Glacier Highway	City/Zip Juneau 99801	
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) Tract A - H, U.S. Surveys 2386 & 3817		
	Assessor's Parcel Number(s) <u>8-822-0-100-003-0</u>		
	LANDOWNER/ LESSEE		
	Property Owner's Name Corp. of the Presiding Bishop of the Church of Jesus Christ of Latter-	Contact Person: Bob Beadles	Work Phone: 253-875-5023
	Mailing Address Seattle WA Project Management Off, PO Box 105 Graham, WA 98338	Home Phone:	Fax Number: 253-875-7913
	E-mail Address BeadlesRA@ldschurch.org	Other Contact Phone Number(s): 425-919-1911	
	PROJECT / APPLICANT	LANDOWNER/ LESSEE CONSENT ****Required for Planning Permits, not needed on Building/ Engineering Permits****	
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X Landowner/Lessee Signature		<u>6 JAN 2012</u> Date	
X _____ Landowner/Lessee Signature		_____ Date	
NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.			
APPLICANT If the same as OWNER, write "SAME" and sign and date at X below			
Applicant's Name McCool Carlson Green Architects		Contact Person: Dan Park	Work Phone: 907-563-8474 ext 225
Mailing Address 421 W. 1st Ave., Anchorage, AK 99501		Home Phone:	Fax Number: 907-563-4572
E-mail Address dpark@mcgalaska.com		Other Contact Phone Number(s): 907-242-0406 Cell	
X Applicant's Signature		<u>6 JAN 2012</u> Date of Application	

STAFF APPROVALS	<input checked="" type="checkbox"/> Permit Type	***SIGN	Date Received	Application Number(s)	
	Building/Grading Permit				
	City/State Project Review and City Land Action				
	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)				
	Mining Case (Small, Large, Rural, Extraction, Exploration)				
	Sign Approval (If more than one, fill in all applicable permit #'s)				
	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)				
	X Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)	✓	<u>1/9/12</u>	<u>USE 2012 0001</u>	
	Variance Case (De Minimis and all other Variance case types)				
	Wetlands Permits				
	Zone Change Application				
	Other (Describe)				
	***Public Notice Sign Form filled out and in the file.				
	Comments: <u>This is a modification of USE20110003</u> <u>see NOD dated 4/28/2011</u>			Permit Intake Initials <u>NKJ</u>	

NOTE: DEVELOPMENT PERMIT APPLICATION FORMS MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS
I:\FORMS\2010 Applications Revised November 2009

ATTACHMENT 3

ALLOWABLE/CONDITIONAL USE PERMIT APPLICATION

Project Number	Project Name (15 characters)	Case Number <u>USE20120001</u>	Date Received <u>1/9/12</u>																																
TYPE OF ALLOWABLE OR CONDITIONAL USE PERMIT REQUESTED <div style="display: flex; justify-content: space-between;"> <div> <input type="checkbox"/> Accessory Apartment*** (AAP) </div> <div> <input type="checkbox"/> Driveway in Right-of-Way (ADW) </div> </div> <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Use Listed in \$49.25.300 (USE) (Table of Permissible Uses) </div> </div> <p>Please list the Table of Permissible Uses Category: <u>Church</u></p> <p>***An Accessory Apartment Application will also be required.</p>																																			
DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED. <u>A new Church Meeting House, small storage building, Covered Pavilion and associated parking lot.</u>																																			
IS THIS A MODIFICATION OF AN EXISTING APPROVAL? <div style="display: flex; justify-content: flex-end;"> <input type="checkbox"/> NO <input checked="" type="checkbox"/> YES – Case # <u>USE 2011 003</u> </div>																																			
CURRENT USE OF LAND OR BUILDING(S): <u>Vacant (Former Trucking business - since demolished), single family home with detached garage on small partitioned lot under same ownership to remain.</u>																																			
PROPOSED USE OF LAND OR BUILDING(S): <u>New church Meeting House with associated paved parking lot and associated improvements.</u>																																			
UTILITIES PROPOSED: <div style="display: flex; justify-content: space-between;"> <div> WATER: <input checked="" type="checkbox"/> Public <input type="checkbox"/> On Site </div> <div> SEWER: <input checked="" type="checkbox"/> Public <input type="checkbox"/> On Site </div> </div>																																			
SITE AND BUILDING SPECIFICS: <div style="display: flex; justify-content: space-between;"> <div> Total Area of Lot <u>604,367</u> square feet </div> <div> Total Area of Existing Structure(s) <u>1,809 House, 756 Garage</u> square feet </div> </div> <div style="display: flex; justify-content: space-between;"> <div> Total Area of Proposed Structure(s) <u>18,268</u> square feet </div> </div>																																			
EXTERNAL LIGHTING: <div style="display: flex; justify-content: space-between;"> <div> Existing to remain <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures </div> <div> Proposed <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes – Provide fixture information, cutoff sheets, and location of lighting fixtures </div> </div>																																			
PROJECT NARRATIVE AND SUBMITTAL CHECKLIST: <div style="display: flex; justify-content: space-between;"> <div> <input checked="" type="checkbox"/> Site Plan <input checked="" type="checkbox"/> Floor Plan of proposed buildings <input checked="" type="checkbox"/> Elevation view of existing and proposed buildings <input checked="" type="checkbox"/> Proposed Vegetative Cover </div> <div> <input checked="" type="checkbox"/> Existing and proposed parking areas (including dimensions) and proposed traffic circulation <input checked="" type="checkbox"/> Existing Physical Features of the site (drainage, habitat, hazard areas, etc.) </div> </div>																																			
For more information regarding the permitting process and the submittals required for a complete application, please see the reverse side. If you need any assistance filling out this form, please contact the Permit Center at 586-0770.	<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="4">ALLOWABLE/CONDITIONAL USE FEES</th> </tr> <tr> <th></th> <th>Fees</th> <th>Check No.</th> <th>Receipt</th> </tr> </thead> <tbody> <tr> <td>Application Fees</td> <td>\$ <u>500.00</u></td> <td></td> <td></td> </tr> <tr> <td>Admin. of Guarantee</td> <td>\$</td> <td></td> <td></td> </tr> <tr> <td>Adjustment</td> <td>\$</td> <td></td> <td></td> </tr> <tr> <td>Pub. Not. Sign Fee</td> <td>\$ <u>50.00</u></td> <td></td> <td></td> </tr> <tr> <td>Pub. Not. Sign Deposit</td> <td>\$ <u>100.00</u></td> <td></td> <td></td> </tr> <tr> <td>Total Fee</td> <td>\$ <u>650.00</u></td> <td></td> <td><u>2366 1/9/12</u></td> </tr> </tbody> </table>			ALLOWABLE/CONDITIONAL USE FEES					Fees	Check No.	Receipt	Application Fees	\$ <u>500.00</u>			Admin. of Guarantee	\$			Adjustment	\$			Pub. Not. Sign Fee	\$ <u>50.00</u>			Pub. Not. Sign Deposit	\$ <u>100.00</u>			Total Fee	\$ <u>650.00</u>		<u>2366 1/9/12</u>
ALLOWABLE/CONDITIONAL USE FEES																																			
	Fees	Check No.	Receipt																																
Application Fees	\$ <u>500.00</u>																																		
Admin. of Guarantee	\$																																		
Adjustment	\$																																		
Pub. Not. Sign Fee	\$ <u>50.00</u>																																		
Pub. Not. Sign Deposit	\$ <u>100.00</u>																																		
Total Fee	\$ <u>650.00</u>		<u>2366 1/9/12</u>																																

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM

PROJECT NARRATIVE (Revised 12/30/2011)

*Juneau Stake Center Project
The Church of Jesus Christ of Latter-day Saints*

Location:

The Church of Jesus Christ of Latter-day Saints is planning to build a new Chapel on recently acquired property on Glacier Highway north of Engineer's Cutoff in Juneau, Alaska. The project site is located at 10585 Glacier Highway and will consist of a chapel structure to be located on the eastern portion of the 13.87 acre property, on land that is already cleared and de-cluttered. Legal description for the property: Tract A - H, U.S. SUNeys 2386 & 3817 and A Tract in Lot H, U.S. SUNeys 2386

Building Access and Schedule:

It is proposed that the Church property will have one driveway access off Glacier Highway into the new paved parking lot. One driveway access will be maintained to the existing House north of the Church access. A typical schedule of use for a church ward is as follows:

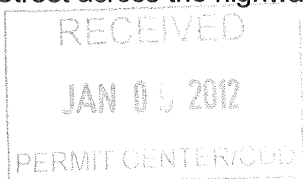
1. Sundays: Services are held in three hour meeting blocks. Initially one congregation (ward) with 100 to 250 members attending, begins at 11 am and runs to 2 pm. Usually there are small groups of 2 to 20 people who will meet before and after the 3 hour block.
2. Weekday Early Mornings: There are classes held at the building between 6 am and 7 am for the high school aged youth when public school is in session.
3. Weekday Evenings: There are no meetings on Monday night. The ward has one night a week that they will use for boy scouts and their youth programs. This typically runs from 7 pm until 9 pm.
4. Week end Evenings: There will also be quarterly activities for the whole ward which are usually held on a Friday or Saturday night. These may be potluck dinners, dances, performances and other cultural activities.

Grading and Surface Drainage:

The current surface drainage on the parcel will be increased due to the installation of the building, sidewalks and paving all of which are impervious to surface water. This increased drainage will be guided into bio-swales and oil/water separators to treat the runoff water prior to leaving the site.

Project Site Work

The new Juneau Stake Center is a 16,300 square foot, wood frame, single story structure on a 13 acre site. To develop the site a small amount of wetlands mitigation work is necessary. There are creeks that flow through the site and we will construct new subterranean culverts to carry them across the site maintaining their natural course as close as possible. A 241 car paved parking lot with landscaping surrounds the building on three sides. City water, sewer and power are at the site. There will be handicap van access available at the new structure. No loading zone will be provided. Refuse area will be enclosed in a bear resistant structure and located just north west of the building next to a new 168 sf site storage building. Following discussions with the DOT, the Building has been shifted to the north from the original application, reducing the parking on the north side to one single row with 14 parking spaces. This has allowed the meeting house entry drive to be aligned with Hamilton Street across the highway. This will provide access directly into the parking lot,



reduce cross traffic conflicts reduce stacking in the center lane. A turf block type of emergency access drive is included across the frontage to allow emergency vehicles full access around the building.

Traffic and Circulation

The Traffic Impact Analysis (TIA) estimates the traffic and transportation impacts expected due to the proposed construction of a new church. The proposed church will be approximately 16,300 square feet and includes 241 parking stalls in an area currently zoned 01 (T)D3 and 01 (T)D1 O. The partitioned lot next to the church site under the same ownership currently is occupied by a single family residence and a small detached garage. In consultation with Alaska Department of Transportation and Public Facilities staff, the intersections of Fritz Cove Road/Glacier Highway, Engineer's Cutoff/Glacier Highway, and Riverside Drive/Glacier Highway were analyzed in the PM peak hour and the Sunday peak hour. Since the church facility has a peak trip generation period that is later than the normal PM peak and coincides with a nearby proposed facility, area intersections were also analyzed for the evening peak period traffic.

Based on the results of the analysis conducted in support of this TIA, it has been recommended the Church construct a two way center turn lane between Engineer's Cutoff and the north side of the site. Level of service (LOS) values at area intersections are not impacted by the project and delays due to the additional traffic are expected to be minor. However, traffic at site driveways exceeds the thresholds for a main street left turn lane put forth by AASHTO A Policy on the Geometric Design of Highways and Streets 02001. No other offsite mitigation should be required by this project.

Noise

The only noise producing element at the new church will be the code required fire alarm bell. This will only be activated during an emergency. The building has no chimes (that strike hourly or on occasion), no exterior public address or bell system.

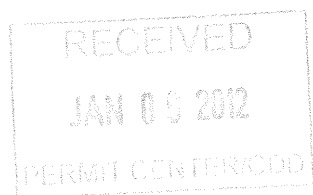
Landscaping:

The maximum number of existing trees on the north west wooded area of the site will be retained. Only the portion of the site currently cleared will be used for the building and parking lot. A lawn with a variety of local shrubs will be installed around the building. The south and north property lines will be fenced. The grounds are maintained by the church or their grounds maintenance personnel. Watering is done on a weekly basis depending on need. No underground irrigation is anticipated. Any plants that die will be replaced by the Contractor for one-year and the Church there after.

Lighting and Signage:

The parking lot will be lit with low cut-off, pole mounted, LED fixtures. They will be short (18 foot high) poles that tip down for easy maintenance. There will also be some building mounted entrance and emergency egress fixtures. These will also be low-cutoff LED fixtures.

There will be limited signage on the building, an engraved stone building sign set into the stone veneer siding and a small stone engraved address number.



Public Health and Safety:

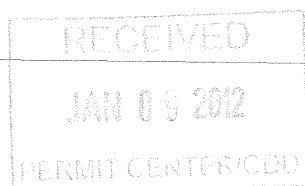
A hazardous materials study has been performed on the site. The hazardous materials have been abated. The site was cleared of old structures and miscellaneous debris.

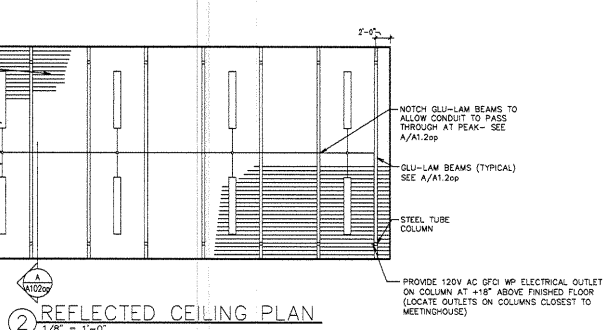
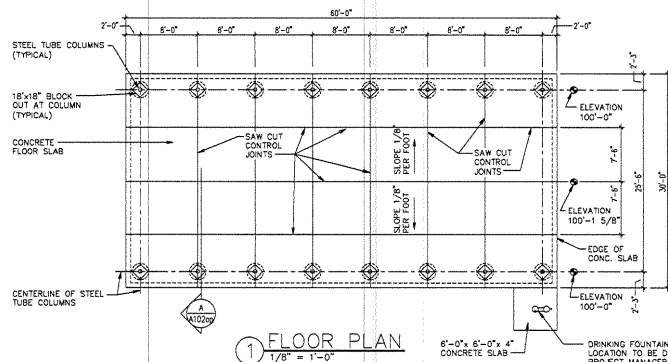
Exterior:

The exterior design of the building is a traditional theme with cultured stone wainscot and cement composition lap siding above, white prefinished metal fascias, columns and barrel vaulted entries. The design is strikingly handsome and scaled to be complementary in residential areas. The building will have a lovely backdrop of the forested mountain behind it. A prominent white steeple will set on the roof at the front end of the building facing Glacier Highway with a lawn spanning from the front of the chapel to the highway. Roofing is asphalt shingles with prefinished metal flashings. The interior heating and cooling systems are electric forced air heating and mechanical cooling. The building is served by 3-phase electrical power.

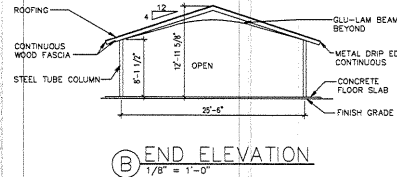
Interior:

There are classrooms, offices, a cultural center, chapel (with 252 fixed seating capacity) and servery (for heating and serving previously prepared food). There are also toilet and storage rooms. Interior finishes include carpeting and carpet base, sisal wainscot with oak trim. The building and site are ADA accessible. The building is protected with a fully automatic fire sprinkler system and alarm.





1/8" = 1'-0"



1/8" = 1'-0"

PAVILION SUPPLIER SHALL SUPPLY FULL ANALYSIS AND DESIGN OF THE FOUNDATIONS AND SUPERSTRUCTURE AND ADJUST PLANS AND SPECIFICATIONS ACCORDINGLY TO MATCH SITE LOCATION AND CONDITIONS.

- DESIGN CRITERIA:
- 2006 INTERNATIONAL BUILDING CODE WITH STATEWIDE AMENDMENTS
 - TYPE OF CONSTRUCTION: TYPE III-B
 - BUILDING USE: ASSEMBLY A
 - BUILDING OCCUPANCY CATEGORY: II
 - BUILDING HEIGHT: 11'-0"
 - BUILDING VOLUME: 18,150 CU. FT.
 - NO. OF OCCUPANTS: 257
 - ROOF LOAD: 13 PSF PLUS FRAMING WEIGHT
 - SHINGLES AND FELT: 3.5 PSF
 - DIAPHRAGM SHEATHING: 1.5 PSF
 - WOOD DECK: 4.6 PSF
 - MISCELLANEOUS: 3.4 PSF
 - SNOW LOAD
 - PS: 43 PSF (GROUND SNOW LOAD)
 - $P_t = 0.7 \times P_g \times C_e \times C_t \times I_s = 36$ PSF (ROOF SNOW LOAD)
 - C_e : 1.0
 - C_t : 1.2
 - I_s : 1.0
 - WIND LOAD
 - V : 36 MPH
 - EXPOSURE: C
 - I : 1.00
 - GCPH: 0.00
 - SEISMIC LOAD
 - R : 1.00
 - S : 1.50
 - S_i : 0.50
 - F : 1.0
 - P : 1.5
 - SITE CLASS: D
 - SEISMIC DESIGN CATEGORY: D
 - R : 2.5 (CANTILEVERED STEEL COLUMNS)
 - EQUVALENT LATERAL FORCE PROCEDURE
 - ALLOWABLE SOIL BEARING PRESSURE = 1,500 POUNDS PER SQUARE FOOT (ADJUST AS REQUIRED TO COMPLY WITH SOILS REPORT)
 - ALLOWABLE FOUNDATION AND LATERAL PRESSURE = 100 PSF/FT BELOW NATURAL GRADE (TABLE 1804.2 OF 2006 IBC). VERIFY WITH SOILS REPORT. USE CONSTRAINED CONDITIONS FOR CONCRETE CAISSONS.

- PAVILION CONSTRUCTION SEQUENCE NOTES:
- VERIFY PERMIT REQUIREMENTS BEFORE SIGNED CONTRACTS.
 - BUILDING PERMIT
 - PLANNING OR CONDITIONAL USE PERMIT
 - OBTAIN REQUIRED USE PERMIT
 - REMOVE ALL VEGETATION, ROCKS, OUTCROPPINGS, AND TREES FROM LOCATION OF PAVILION SLAB, STRIP 6' OF TOP SOIL
 - LEVEL PAVILION BUILDING AREA. AVOID GRADING THAT ALLOWS WATER TO DRAIN TOWARD PAVILION
 - DIG COLUMN CAISSONS
 - PLACE COLUMN CAISSON FORMS AND SET REINFORCING STEEL
 - SET COLUMN ANCHOR BOLTS USING PLYWOOD TEMPLATE OF APPROXIMATELY THE SAME SIZE AS COLUMN BASE PLATE TO LOCATE ANCHORS ACCURATELY
 - PLACE CONCRETE IN CAISSON FORMS FROM BOTTOM OF PIER UP TO A LEVEL 1-1/2" BELOW BOTTOM OF COLUMN BASE PLATE. LET CONCRETE CURE 7 DAYS
 - SET GALVANIZED STEEL TUBE COLUMNS OVER PRE-SET ANCHOR BOLTS ALLOWING COLUMNS TO REST ON LEVELING NUTS AND 1/4" x 3" PLATE WASHERS. LEVELING NUTS ARE TO BE USED TO SET COLUMNS PLUMB AND TRUE AND AT CORRECT BEARING HEIGHT TO RECEIVE GLU-LAM BEAMS
 - AFTER COLUMNS ARE SET PLUMB AND TRUE, VERIFY ACCURACY OF DIMENSIONS BETWEEN COLUMNS AND SECURE COLUMNS IN PLACE USING 1/4" x 3" PLATE WASHERS UNDER NUTS. TIGHTEN NUTS WITH ADDITIONAL 1/4" TURN PAST SNUG
 - THE WEIGHT OF GLU-LAM BEAMS IS APPROXIMATELY 500 POUNDS EACH. SOME FORM OF MECHANICAL HOIST IS RECOMMENDED FOR SETTING BEAMS ON TOP OF STEEL TUBE COLUMNS
 - NOTCH A 1" x 1" HOLE AT TOP OF BEAMS NEAR CENTER PEAK FOR ELECTRICAL CONDUIT TO PASS THROUGH
 - LIFT GLU-LAM BEAMS AND SET EACH END IN THE COLUMN SADDLE PLATES
 - ANCHOR BEAMS IN SADDLES WITH (2) 1/2" DIAMETER BOLTS, WASHERS, AND NUTS
 - ONCE GLU-LAM BEAMS ARE SET AND SECURELY BOLTED, ADJUSTELY BRACE EACH BEAM USING 2x LUMBER TO PREVENT BEAMS FROM OVERTURNING UNTIL ROOF DECK AND ROOF SHEATHING ARE SECURELY ANCHORED IN PLACE
 - SET 2x8 TONGUE AND GROOVE ROOF DECK WITH COMMON OR RING SHANK NAILS IN ACCORDANCE WITH SUPPLIER'S RECOMMENDATIONS. SEE E/A1.2
 - INSTALL 2x6 FASCIA BOARD AROUND ENTIRE ROOF PERIMETER. ALIGN TOP OF FASCIA BOARD WITH TOP OF ROOF DECKING. SEE E/A1.2
 - INSTALL PLYWOOD ROOF SHEATHING OVER 2x8 TONGUE AND GROOVE ROOF DECK AT 45 DEGREES AS SHOWN IN ROOF DIAPHRAGM DETAIL D/A1.2
 - LAY 30 POUND FELT UNDER ENTIRE ROOF STARTING AT FASCIA DRIP EDGE. OVERLAP EACH ROLL 6" AS FELTS ARE LAID UP TO RIDGE
 - INSTALL PRE-FINISHED METAL EDGING ON ALL PERIMETER EDGES OF ROOF
 - INSTALL FIBERGLASS SHINGLES OVER ROOF UNDERLAYMENT AND PRE-FINISHED METAL DRIP EDGING. FOLLOW MANUFACTURER'S INSTRUCTIONS
 - PLACE NON-SHRINK GROUT UNDER COLUMN BASE PLATES. FINISH NON-SHRINK GROUT EDGES TO 45 DEGREES
 - PLACE REMAINDER OF CONCRETE SLAB ANY TIME AFTER GLU-LAM BEAMS, ROOF DECKING, AND PLYWOOD ROOF SHEATHING ARE SECURELY IN PLACE
 - FINISH TOP SURFACE OF CONCRETE SMOOTH WITH A LIGHT BROOM FINISH
 - AS SOON AS CONCRETE HAS CURED ENOUGH TO SUPPORT A CONCRETE SAW (4-6 HOURS AFTER PLACEMENT), CUT CONTROL JOINTS IN SLAB TOP SURFACE. DEPTH OF CONTROL JOINTS IS TO BE 1/4" THICKNESS OF SLAB OR FORM CONTROL JOINT WITH JOINT TOOL AT TIME OF PLACING OF CONCRETE
 - ALLOW CONCRETE SLAB A MINIMUM OF 7 DAYS BEFORE PROCEEDING WITH REMAINDER OF PAVILION WORK
 - ALL STEEL COLUMNS, SADDLES, BOLTS, AND BASE PLATES TO BE POWDER-COATED FINISHED. TOUCH-UP FINISH PAINTING BY OTHERS
 - STAIN ALL EXPOSED WOOD

SCOPE - ONE EACH 30 FOOT BY 58 FOOT PAVILION ON 30 FOOT WIDE BY 60 FOOT LONG BY MINIMUM 4 INCH THICK CONCRETE SLAB. PROVIDE SHINGLES, ROOFING FELTS, FASCIA, SHEATHING, ROOF FRAMING, BEAMS, SADDLE CONNECTION, HANGING, COLUMNS, CONCRETE SLAB, CONCRETE CAISSONS AND FINISHES TO CONSTRUCT COMPLETE PAVILION.

PAVILION HAS BEEN DESIGNED AS A FREE STANDING, OPEN STRUCTURE. RE-ENGINEER PAVILION IF WALLS ARE ADDED (USE 2" OF STRUCTURE BEYOND PAVILION). RE-ENGINEER PAVILION IF ANY OTHER SUCH MODIFICATIONS ARE MADE. PROPERLY BRACE WOOD BEAMS AND MEMBERS UNTIL COMPLETE STRUCTURAL SYSTEM HAS BEEN CONSTRUCTED. SEE PAVILION CONSTRUCTION SEQUENCE NOTES ON SHEET A1.1

FURNISHINGS LIST			
ITEM	MANUFACTURER	MODEL NO.	QUANTITY
8" WELDED STEEL PICNIC TABLE	**	**	**

** PER PURCHASING REQUESTION GUIDE FOR MEETINGHOUSE

- SITE PREPARATION:
- PLACE FOOTINGS/CAISSONS IN FIRM UNDISTURBED NATURAL SUBGRADE (UNLESS NOTED OTHERWISE BY GEOTECHNICAL REPORT)
 - COMPACT SUBGRADE AND FILL UNDER CONCRETE FLOOR SLAB TO 90 PERCENT OF ASTM D-1557 (UNLESS NOTED OTHERWISE BY GEOTECHNICAL REPORT)
 - INSTALL AND COMPACT 4 INCH GRANULAR BASE BENEATH CONCRETE FLOOR SLAB TO 95 PERCENT OF ASTM D-1557

- UTILITIES:
- INSTALL PLUMBING LINE FOR COLD WATER
 - INSTALL ELECTRICAL LIGHTS, BOXES, CONDUITS, AND SWITCHES.

- CONCRETE:
- USE "SONOTUBE" CONCRETE FORMS FOR CAISSONS
 - PROVIDE DISTORTED REINFORCING STEEL BARS CONFORMING TO ASTM A615 WITH A MINIMUM YIELD STRENGTH OF 60,000 PSI
 - SECURELY ANCHOR REINFORCING STEEL, DESIGN, PROVIDE, AND SPACE REINFORCING STEEL IN ACCORDANCE WITH THE LATEST EDITION OF ACI 318
 - MINIMUM COMPRESSIVE STRENGTH OF CONCRETE IS TO BE 3,000 PSI AT 28 DAYS EXCEPT THAT 4,500 PSI, WITH 6 PERCENT AIR ENTRAINMENT (PLUS OR MINUS 1-1/2 PERCENT) IS TO BE USED IN AREAS SUBJECT TO FREEZE THAW CONDITIONS. USE CEMENT TYPE I/II. LIMIT SLUMP TO 4 INCHES, PLUS OR MINUS 1 INCH. VERIFY CONCRETE STRENGTH REQUIREMENTS WITH GEOTECHNICAL REPORT
 - CONCRETE FLOOR SLABS ARE TO BE 4 INCHES THICK, REINFORCED WITH 5x5-W/4-W/4 WELDED WIRE FABRIC AND INSTALLED WITH CONTROL JOINTS AT NO MORE THAN 10'-0" ON CENTER

- STRUCTURAL STEEL:
- ALL STEEL PLATES TO BE ASTM A36
 - STEEL TUBES TO BE ASTM A500, GRADE B, $F_y = 45,000$ PSI
 - BOLTS ARE TO MEET OR EXCEED THE REQUIREMENTS OF ASTM A307
 - ALL WELDING IS TO BE DONE IN ACCORDANCE WITH LATEST AWS STANDARDS
 - ALL STEEL SADDLES, BOLTS AND BASE PLATES TO BE POWDER COATED
 - STEEL TUBE COLUMNS ARE TO BE HSS 5x5x3/16" POWDER COATED MEMBERS

- WOOD:
- GLU-LAM BEAMS:
 - SOUTHERN YELLOW PINE
 - 4x4-VS STRESS CONNECTION
 - 2-INCH NOMINAL THICK LAMINATIONS
 - 5-1/8" MINIMUM WIDTHS
 - RESORCINOL ADHESIVE
 - DOUBLE PITCHED AND TAPERED
 - ARCHITECTURAL APPEARANCE GRADE
 - STAIN AND SEAL FINISH
 - ROOF RITCH IS TO BE A VERTICAL TO 12 HORIZONTAL (4:12)
 - MATERIALS, MANUFACTURE AND QUALITY CONTROL OF GLUE LAMINATED BEAMS SHALL BE IN CONFORMANCE WITH "AMERICAN NATIONAL STANDARD FOR WOOD PRODUCTS - STRUCTURAL GLUED LAMINATED TIMBER" ANSI/APA A190.1
 - MEMBERS SHALL BE MARKED WITH AN AITC OR APA/EWS QUALITY MARK AND, IN ADDITION, AN AITC OR APA/EWS QUALITY MARK. VERIFY CONFORMANCE SHALL BE PROVIDED TO INDICATE CONFORMANCE WITH ANSI/APA A190.1
 - FACTORY SEAL BEAMS AND INDIVIDUALLY WRAP FOR PROTECTION IN TRANSIT, STORAGE, AND ERECTION
 - TEMPORARY STORAGE SHALL CONSIST OF LEVELLED BLOCKS, WELL OFF GROUND, SEPARATION WITH WOOD STRIPS, AND AIR CIRCULATION AROUND EACH MEMBER. COVER TOP AND SIDES WITH MOISTURE RESISTANT PAPER
 - USE NON-MARRING SLINGS WHEN HANDLING, DRY-IN ROOF AS SOON AS ERECTED
 - PROTECTIVE WRAPPING SHALL REMAIN ON BEAMS UNTIL DECK HAS BEEN INSTALLED AND NAILS ARE APPLIED
 - ROOF FRAMING:
 - USE GALVANIZED NAILS
 - 2x6 FASCIA, NO. 1 SOUTHERN YELLOW PINE, KLN DRIED, CHROMATED COPPER ARSENATE PRESURE TREATED (C.A. PCT), SPOURED ON FOUR SIDES, AND STAINED. FASCIA IS TO BE FREE OF ANY GROOVES OR NOTCHES
 - WATER ENDS OF FASCIA AT CORNERS
 - BUTT FASCIA ON AT BEAM ENDS
 - FASTEN FASCIA TO BEAM WITH NOT LESS THAN THREE 16g COMMON, GALVANIZED NAILS AT EACH BEAM JOINT AT EAVE AND TO OUTLOOKERS WITH TWO 16g COMMON, GALVANIZED NAILS AT EACH RAKE
 - 2x8 ROOF DECK:
 - DOUGLAS FIR LARCH (NORTH) OR #1 SOUTHERN YELLOW PINE, SINGLE TONGUED AND GROOVED, SPECIFIED LENGTH, CENTER MATCHED, EDGE VEEED TWO SIDES, KLN DRIED, AND STAINED - NO. 2 GRADE, SOUTHERN YELLOW PINE DECK IS UNACCEPTABLE
 - DECK FURNISHED IN SPECIFIED LENGTHS 50' ALL JOINTS OCCUR OVER BEAMS - RANDOM LENGTH DECK IS UNACCEPTABLE
 - INSTALL IN ACCORDANCE WITH SUPPLIER'S SPECIFICATIONS USING COMMON OR RING SHANK NAILS. MINIMUM NAILING SHALL BE FACE NAILED USING TWO NAILS AT EACH BEARING POINT. NAILS MUST PENETRATE 1-1/2 INCHES INTO SOLID WOOD
 - ROOF SHEATHING:
 - 7/16" THICK PLYWOOD OR ORIENTED STRAND BOARD COMPLYING WITH STANDARD PS-1 OF THE AMERICAN PLYWOOD ASSOCIATION (APA) A193.1, APPROPRIATE APA STAMP IDENTIFYING FOLLOWING REQUIREMENTS: 24/0 SPAN INDEX RATING, EXTERIOR EXPOSURE, 18 PERCENT MAXIMUM MOISTURE CONTENT WHEN FABRICATED
 - INSTALL DIRECTLY OVER WOOD TONGUE AND GROOVE ROOF DECKING IN 4x8 PANELS AT 45 DEGREES TO BECKING. STAGGER PANEL JOINTS APPROXIMATELY 4'-0" AND JOINTS 1/4" INCH. STAPLE AROUND PERIMETER OF EACH PANEL WITH 3 STAPLES PER LINEAR FOOT. STAPLE WITHIN FIELD OF EACH PANEL WITH (2) ROWS OF STAPLES AT 8" O.C.
 - PROTECT SHEATHING WITH 30 POUND FELT IMMEDIATELY AFTER INSTALLATION
 - ROOFING MATERIAL:
 - FIBERGLASS REINFORCED SHINGLES WITH 30 YEAR MINIMUM LABOR AND MATERIAL WARRANTY, UL CLASS "A" FIRE RATED, BY GAF MATERIALS CORPORATION, WAYNE, NJ OR GS ROOFING PRODUCTS COMPANY, INCORPORATED, IRVING, TX. COLOR TO BE BROWN OR AS SELECTED BY OWNER PRIOR TO AWARDED BID. ROOFING NAILS TO BE 1-1/4 INCH GALVANIZED
 - UNDERLAYMENT - 30 POUND FELT, UNDERWRITERS LABORATORY APPROVED AND MEETING REQUIREMENTS OF ASTM D225. LAY EACH LAYER 6 INCHES
 - APPLY DRIP EDGE CONDUIT ALONG PERIMETER

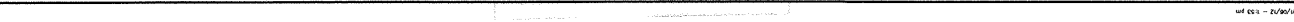
- STAIN:
- BEAMS, DECK, AND FASCIA SHALL BE FACTORY STAINED WITH "OLYMPIC" SEMI-TRANSPARENT STAIN (OR WOODS WITH SAME COLOR). BEAMS AND FASCIA TO BE STAINED NO. 708 WALNUT, DECK TO BE STAINED NO. 911 CAPE COD GRAY OR AS SELECTED BY OWNER

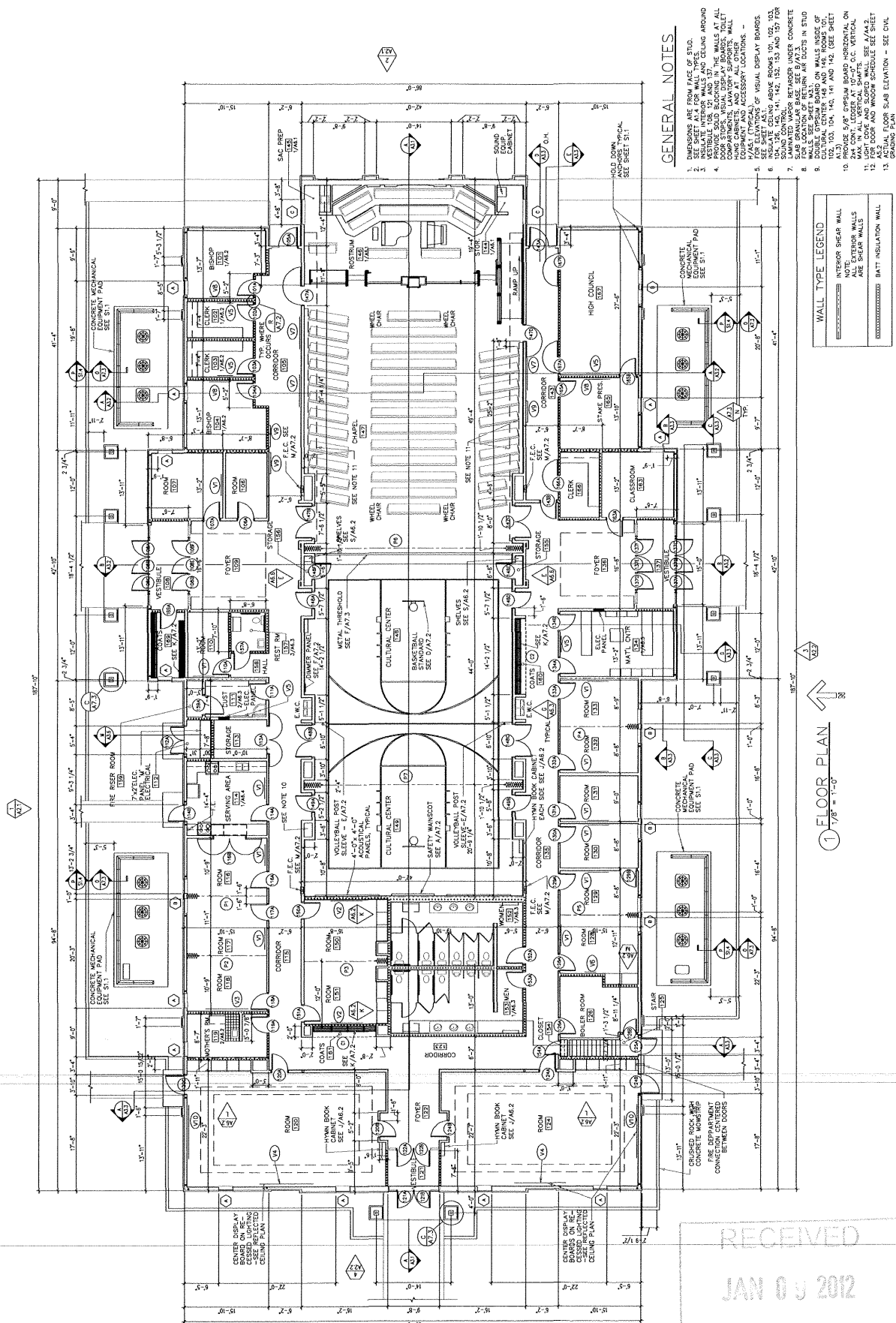
- ELECTRICAL:
- RUN 3/4-INCH CONDUIT UNDERGROUND WITH NO. 12 THIN COPPER CONDUCTORS PLUS GROUND FROM NEAREST 110 VOLT SOURCE (LOAD IS 1160 WATTS - 8 LIGHTING FIXTURES AND TWO DUPLEX RECEPTACLE ELECTRICAL OUTLETS). FOR UNDERGROUND CONDUIT RUNS, USE PVC-40 PIPE WITH BURIAL DEPTH PER CODE REQUIREMENTS. USE INTERMEDIATE METAL CONDUIT OR RIGID STEEL CONDUIT FOR EXPOSED RISER UP TO SWITCH
 - INSTALL TIME SWITCH (4-HOUR CYCLE, NO-HOLD, AUTOMATIC SHUT-OFF, INTERMEDIATE #F34M OR EQUAL BY PARAGON OR TORX) WITH WEATHERPROOF COVER ON COLUMN AT 48 INCHES ABOVE CONCRETE SLAB TO TOP OF 80"
 - CONNECT LIGHTING FIXTURES WITH CONDUCTOR MOUNTED 1/2-INCH EMT AND STEEL FITTINGS AND NO. 12 THIN OR XHHW COPPER CONDUCTORS. RUN CONDUIT THROUGH NOTCHED HOLE AT TOP OF GLU-LAM BEAM. SEE DETAIL D/A1.2
 - LIGHTING FIXTURES SHALL BE IMPACT RESISTANT, ENCLOSED, STAINLESS STEEL MOUNTED FLUORESCENT WITH FOUR T8X2 T8 LAMP TUBES. LABEL EACH LAMP TUBE WITH MANUFACTURER'S LABEL, LITHONIA TDM232-AR-120 OR EQUAL BY COLUMBIA, DAY-BRITE, OR METALUX

- PLUMBING:
- RUN 3/4-INCH WATER LINE FROM NEAREST POTABLE SOURCE OF WATER TO INDICATED LOCATION NEAR PAVILION. BURY WATER LINE BELOW LOCAL FROST DEPTH. INSTALL WATER VALVE AND WASTE VALVE IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS IN NEW LINE AT CONNECTION TO WATER SOURCE PIPE
 - INSTALL IN ACCORDANCE WITH MANUFACTURER RECOMMENDATIONS, A BARRIER-FREE TUBULAR STEEL PEDestal FOUNTAIN - HALSEY MODEL 4410 WITH 9788C NON-LOCKING HOSE BIBB OR APPROVED EQUIVALENT

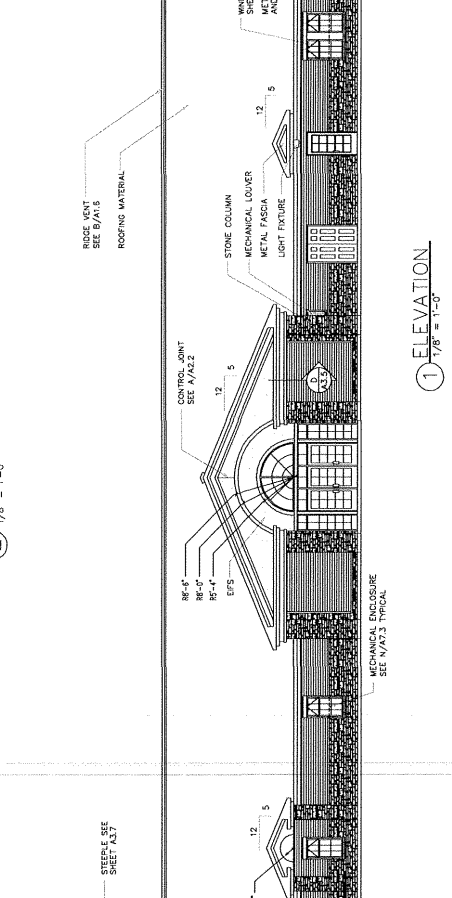
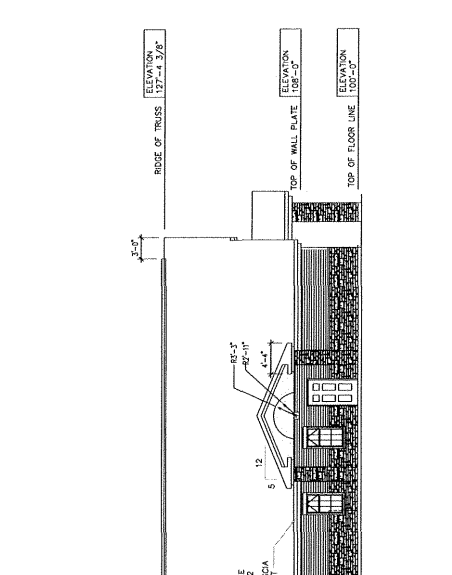
REVISION	DATE	BY	CHKD	APP'D
1	08/01/2012	J. H. HARRIS	J. H. HARRIS	J. H. HARRIS

PAVILION PLAN AND ELEVATIONS

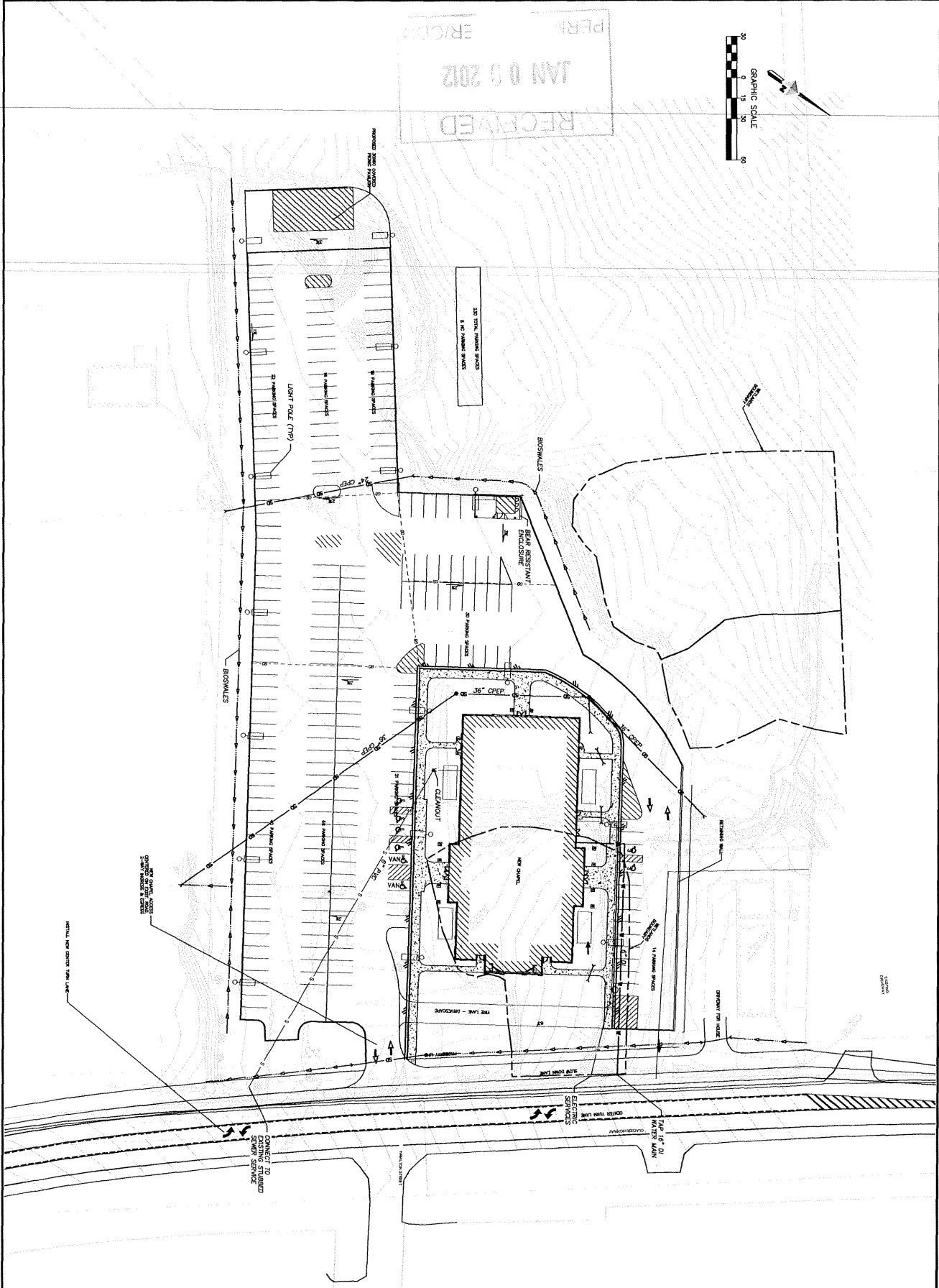




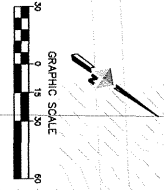
RECEIVED
JAN 09 2012
PERMIT CENTER/CDD



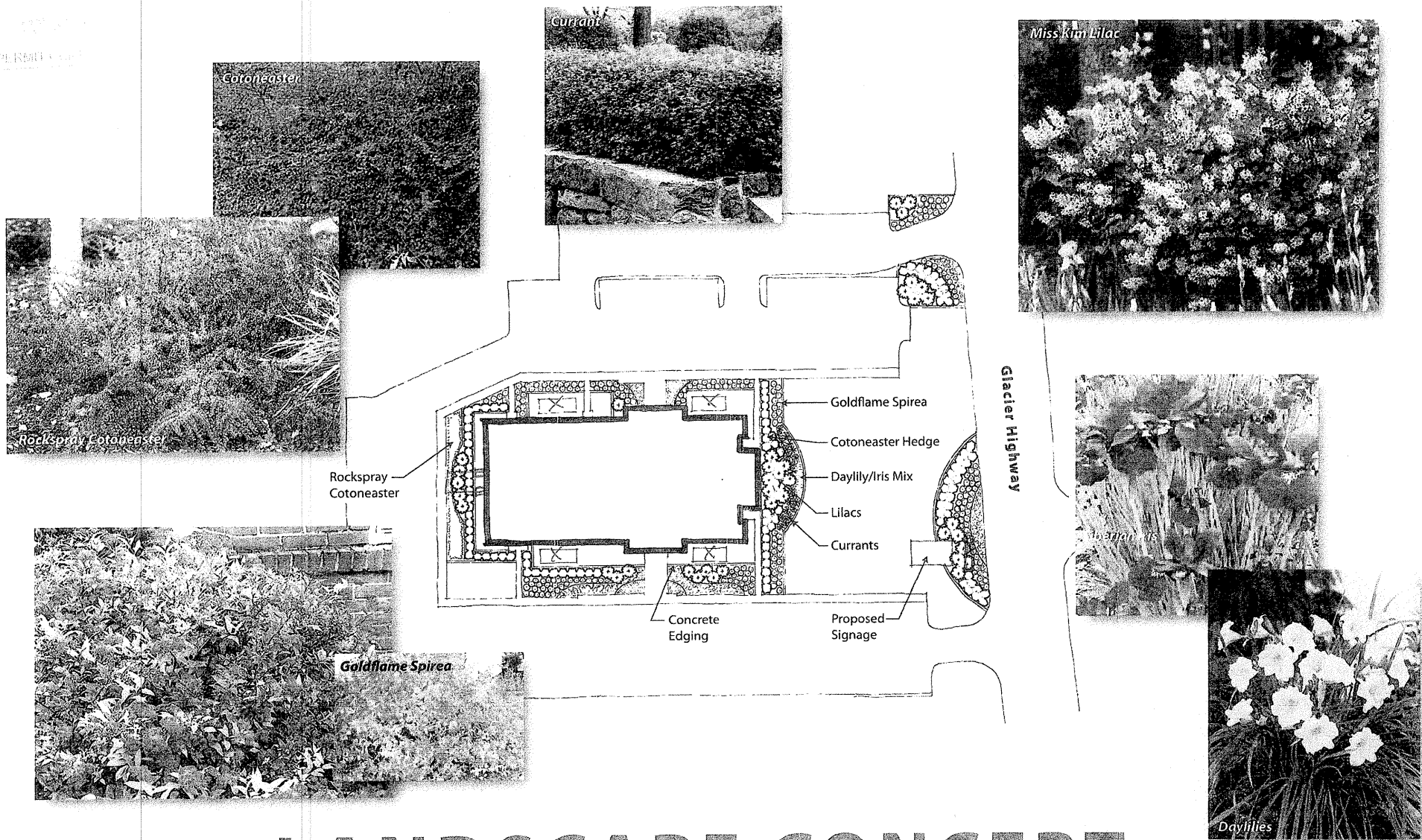
RECEIVED
JAN 05 2012
PERIODICALS

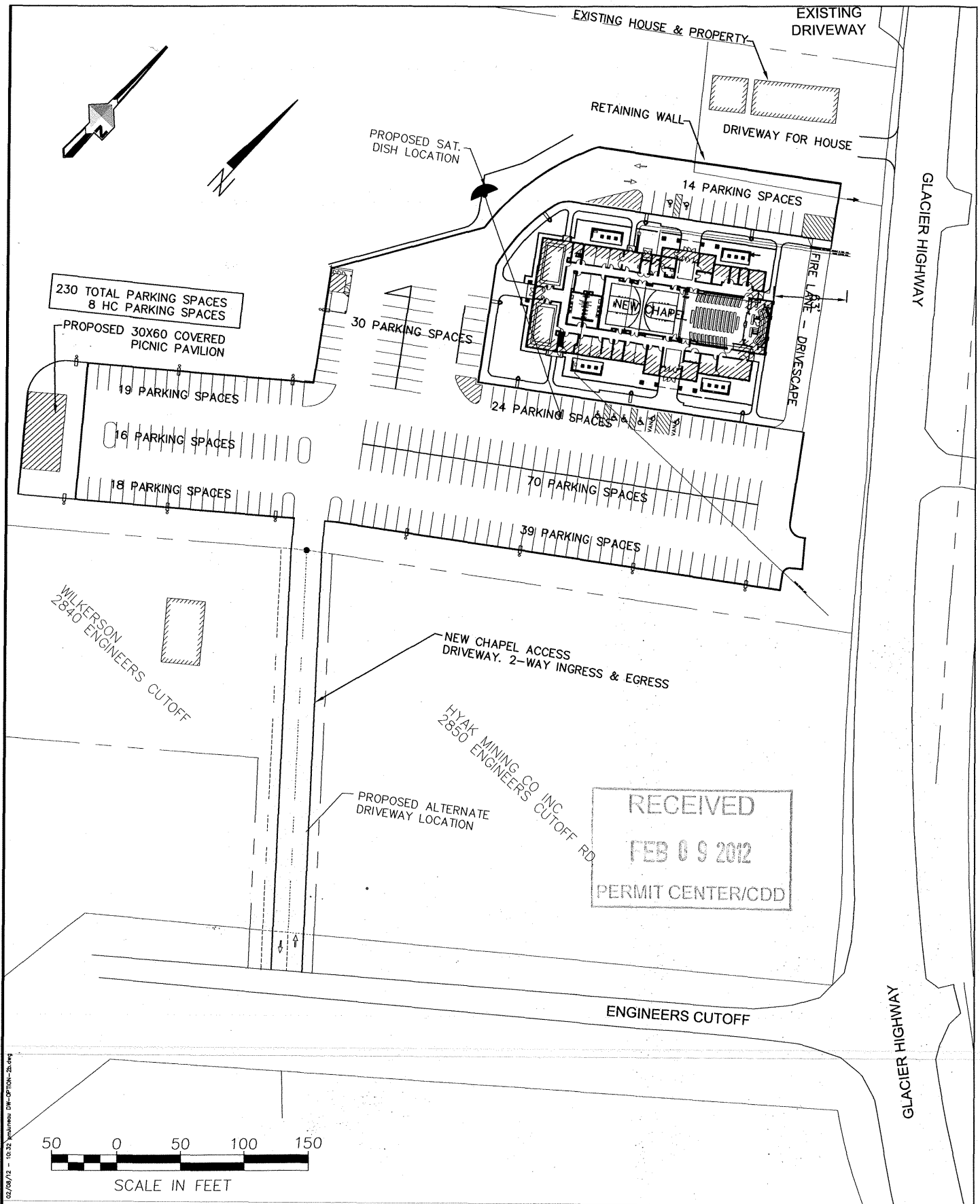


RECEIVED
JAN 09 2012
PERM
ER/CDD

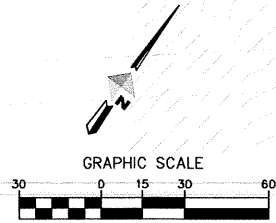


C2.0	OVERALL SITE PLAN	Project Number: 060748	Project for: THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS	JUNEAU STAKE CENTER 10585 GLACIER HIGHWAY JUNEAU, ALASKA 99807	Stamp: DOWL HKM 4041 B STREET ANCHORAGE, ALASKA 99503 907-562-2000 www.dowlhkm.com
		Drawn Title: 060748-01			
		30 DEC 11 CONTRACT DOCUMENTS			
		Next Date: 01/09/12 Description			

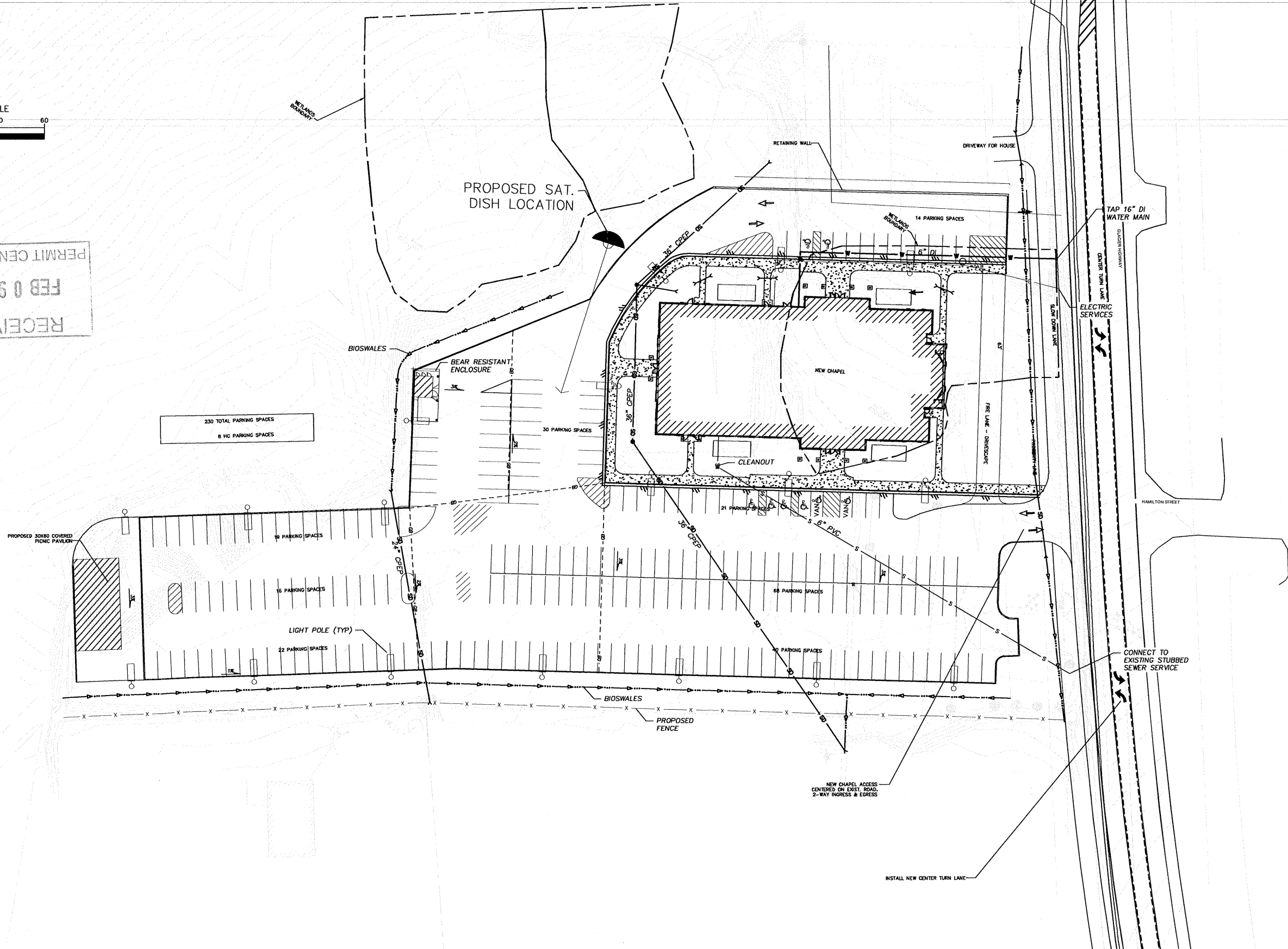




<p>Project for:</p> <p>THE CHURCH OF JESUS CHRIST OF LATTER-DAY SAINTS</p>	<p>McCOOL CARLSON GREEN ARCHITECTURE INTERIOR DESIGN SPACE PLANNING 901 PHOTO AVENUE, ANCHORAGE, AK (907) 563-8474</p> <p>5368 Commercial Boulevard Juneau, AK 99801 (907) 780-3533</p> <p>DOWL HKM</p>	<p>JUNEAU STAKE CHAPEL</p> <p>ENGINEERS CUTOFF ACCESS - OPTION B</p> <p>Juneau, Alaska 99801</p>	<p>Project Number: D60748</p> <p>Date: AUG 2011</p> <p>APPENDIX A</p> <p>2</p>
---	---	--	---



RECEIVED
FEB 09 2012
PERMIT CENTER/CDD



Architect / Engineer:
DOWL HKM
4041 B STREET ANCHORAGE, ALASKA 99503
907-562-2000
www.dowlhkm.com

Stamp:

JUNEAU STAKE
CENTER

Project for:
THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS

30 DEC 11 CONTRACT DOCUMENTS
Mark Date Description

Project Number:

Plan Series:
- 19
Property Number:
591-4848

Sheet Title:
OVERALL
SITE PLAN

Sheet:

C2.0

THE CHURCH OF
JESUS CHRIST
OF LATTER-DAY SAINTS

WASHINGTON SEATTLE
PROJECT MANAGEMENT OFFICE
P.O. Box 105
Graham, Washington 98338-0105
Phone: 1-253-875-5032
Facsimile: 1-253-875-7913

David B. Epstein, P.E.
Regional Traffic & Safety Engineer
Alaska DOT&PF – Southeast Region
Email: david.epstein@alaska.gov

Subject: Juneau LDS Chapel – Highway Access Permit Application

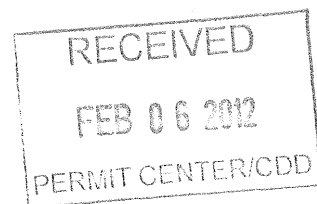
25 Jan 2012

Dear Mr. Epstein:

Thank you for your continued consideration to help this project move along. We apologize that the following comments did not make their way into the revised application submittal. We have had extensive discussions and have looked at the viability of utilizing only the Engineer's Cut-off Road for property access. Although that option may offer some safety considerations by reducing the three current driveway accesses from the two Church owned lots to one driveway(to the existing residence – which must be maintained), we have determined that the Engineer's Cut-off option will not be economically feasible, practical or reduce the number of cars entering the highway for the following reasons:

1. The driveway off of Engineer's Access Road does not belong to the Church.
2. There is no guarantee the acquisition will even be approved by the adjacent property owners, nor acceptable to the Church.
3. The driveway belonging to one adjacent property owner is not of sufficient width to accommodate an improved street to serve the adjacent properties, which would likely require the Church to purchase property from two adjacent property owners.
4. The time and cost required to make the property purchase, design and get approval for the access road would delay the project yet another year or more.
5. The Church would likely be obligated to incur the cost of all improvements and long term maintenance of the access road, unless it was dedicated back to the City/Borough. For it to be a dedicated road, the Borough would likely require a 50' to 60' right of way and for it to be built to Borough Standards. (See attached)
6. If the road was not dedicated as a public street, the Church would be required to provide perpetual easement to the adjacent land-locked property owner. This owner is engaged in a gravel yard enterprise and would be operating heavy equipment on the road as his main access to his yard. The high cost of maintenance would be an excessive long term cost.
7. If the adjacent property ownership was transferred to some other non-complimentary use or business, the Church would be obliged to maintain perpetual access to a business or operation that might be in conflict with the Church.
8. The Church currently has a 'grand-fathered' right to highway access, the loss of this right would be considered a 'public taking' and would land-lock the parcels substantially reducing their value.

ATTACHMENT 4



For these reasons and other potential undisclosed issues, we are offering the following concessions and modifications to our initial application.

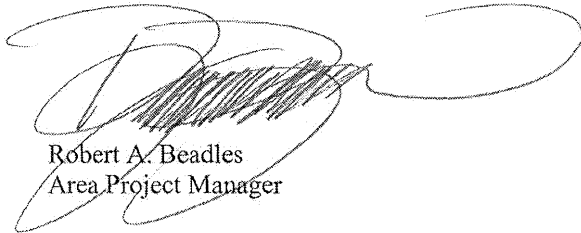
1. We have diminished from three drive ways to two drive ways -- one for each parcel.
2. We have re-aligned the higher traffic ingress/egress driveway directly across from Hamilton Drive as requested by AK DOT.
3. We have included the Highway center turn-lane at an off-site cost estimated at \$272,500 (including utility relocation).
4. We have investigated the option of an alternate site access drive via Engineers Cut-off Road and due to the economic considerations involved with purchasing/exchanging the property, the associated time delays and the long term maintenance issues related to a driveway shared with a heavy equipment operating neighbor, it has been decided not to pursue that option.

We want to proceed as soon as possible with the DOT revised driveway permit submission currently before you. Do you need anything further from us for that? How long will it take to receive approval from DOT?

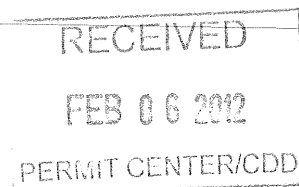
We must put the project out to bid in February if the project is to stay on course for 2012 construction.

We await your final determination and favorable approval.

Respectfully,



Robert A. Beadles
Area Project Manager



STATE OF ALASKA

DEPARTMENT OF TRANSPORTATION AND PUBLIC FACILITIES

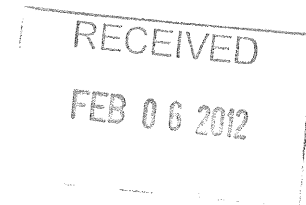
SOUTHEAST REGION DESIGN & ENGINEERING SERVICES
PRECONSTRUCTION - PRELIMINARY DESIGN & ENVIRONMENTAL

SEAN PARNELL, GOVERNOR

6860 GLACIER HIGHWAY
PO Box 112506
JUNEAU, AK 99811-2506

PHONE: (907) 465-4234
FAX: (907) 465-3506

Robert A. Beadles
Area Project Manager
The Church of Jesus Christ of Latter-Day Saints
PO Box 105
Graham, WA 98338-0105



February 3, 2012

Dear Mr. Beadles:

Thank you for your letter of January 25, 2012, regarding the proposed Juneau LDS Chapel.

In previous discussions with the consultant that prepared the traffic impact analysis, I expressed my concern regarding driveway access to serve the Chapel directly from Glacier Highway. My concern is founded in Section 1190.3 of the Alaska Preconstruction Manual: "Driveways will not be allowed on other arterials (i.e., Glacier Highway) if other access is available. The Department's primary concern is the safe, efficient movement of through traffic. If driveways directly accessing the arterial are necessary, then their number, location, and design will be controlled to minimize the effect on through traffic."

The Department has an obligation to satisfy itself that alternative forms of access are not available before issuing a permit allowing a driveway to be connected to an arterial roadway. Accordingly, in previous discussions, I was clear that I wanted the proponent/consultant to explore the availability of access off Engineer's Cutoff Road. If that led to a "dead end", i.e., it was prohibitively expensive and/or negotiations were clearly unproductive, then I would be satisfied that our requirement to achieve alternate access had been met. We are not yet at that point.

While your letter indicates that you have taken this requirement under consideration, I am not left with a sense that it has been pursued to finality. This is evidenced by statements such as, "There is no guarantee the acquisition will even be approved" and "The Church would likely be obligated to incur the cost of all improvements and long term maintenance of the access road, unless it was dedicated back to the City/Borough." The resulting speculation could be resolved if, for example, you had provided the results of preliminary negotiations with adjacent property owners in which they clearly declined to work with you, or meetings with City and Borough of Juneau officials that resulted in significant requirements or restrictions for you to overcome. The only thing I can be reasonably certain of is that you have considered

"Get Alaska Moving through service and infrastructure"

the alternative access requirement internally. Many problems to be overcome have been identified, but solutions or workarounds have seemingly not been attempted. At this point, I cannot conclude that other access is not available. If you can substantiate that such discussions and/or negotiations have taken place, I would be happy to receive the information.

All that having been said, I appreciate the fact that the Glacier Highway direct access concept has been modified to a single driveway in line with Hamilton Street. I concur with the traffic impact analysis as it relates to mitigating direct access, and further appreciate your willingness to construct the center left-turn lane. However, I am concerned that the estimated cost of \$272,500 may be insufficient. There will be expenses other than actual roadway construction and utility relocation. The Church will also be responsible for costs associated with engineering design of the new roadway section and the Department's costs to administer a construction permit, perform all necessary office reviews, oversee environmental compliance (since we own the right-of-way), perform construction inspection and oversight, etc.

If direct access becomes the approved option, we will need to enter into a Memorandum of Agreement with you that establishes an official project setting forth our respective obligations, timeframes, and all the associated costs (such as those specified in the previous paragraph).

There is an upcoming trail project along Glacier Highway (State Project No. 69500, Glacier Highway Multi-Use Separated Path to University of Alaska-Southeast) that your project may affect. Coordination between the two projects may result in additional right-of-way needs.

In the meantime, a more comprehensive cost estimate for direct access needs to be prepared, along with a cost estimate for Engineer's Cutoff access (unless it has been conclusively dismissed). This must be done to finalize the determination regarding the availability of alternate access.

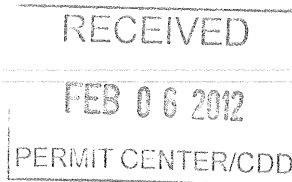
Please note that we will not be able to issue a driveway permit until the traffic mitigation project, in whatever form it may take, is complete.

Please contact me if you have further questions or concerns, (907) 465-4483.

Sincerely,



David B. Epstein, P.E.
Regional Traffic and Safety Engineer



Nicole Jones

From: Daniel Park [DPark@mcgalaska.com]
Sent: Wednesday, January 25, 2012 7:03 PM
To: Nicole Jones
Cc: Hobbs, Naomi
Subject: Juneau LDS Stake Center - Response to Comments received thus far
Follow Up Flag: Follow up
Flag Status: Red
Attachments: geoblock5150_Design_and_Construction_Overview[1].pdf; cp fire lane 061307.JPG

Nicole,

The Attached information is an example of what we are proposing for the drive surface to go across the front of the lawn. We have used it on two other projects fairly recently. The literature and photo illustrate a similar application. Please add this information to our application presentation and feel free to past this e-mail on to those who expressed concern in their comments. Also, run-off calculations will be part of our permit set, but we would prefer to prepare them based on the final approved site plan which we are hoping is before you now. See comments from our Civil Engineer below.

Thank you for keeping us updated on progress.
 Daniel Park
 Senior Architect

- McCool Carlson Green, Inc. | Historic Anchorage Train Depot | 421 W 1st Ave. Suite 300 |
 Anchorage, AK 99501 | Tel: 907.563.8474 ext. 225 | www.mcgalska.com

- **CONFIDENTIALITY NOTICE:** The information in this email including all attachments may be privileged and confidential information intended for the sole use of the recipient named above. If you are not the intended recipient, do not review, retransmit, disclose or disseminate this email, or take any action in reliance upon information contained in this email. If you have received this email in error, please contact the sender and destroy all printed and electronic copies from all computers

From: McGill, Adam [mailto:amcgill@dowlhkm.com]
Sent: Wednesday, January 25, 2012 8:43 AM
To: Daniel Park
Cc: Hobbs, Naomi
Subject: FW: Juneau Stk Ctr - Comments received thus far

Hello Daniel,

Attached is a product my landscape architect used on an anchorage project. This product allows the turf to completely grow through it so that it isn't visible anymore but it is still strong enough for a fire truck. Another option would be a more visible concrete block, there is a link in the email below to a concrete version of a turf block. Do you know if the owner would have a preference?

Thank you,

Adam J. McGill, P.E., LEED® AP
 Civil Engineer
 CELL: (907) 301-9527

ATTACHMENT 6

2/6/2012



(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

Inspiration | Innovation | Integrity

This e-mail including attached files is confidential. Its transmission is solely as an accommodation for the benefit of the recipient. The recipient bears the responsibility for checking its accuracy against corresponding originally signed documents provided by DOWL HKM. If you received this e-mail in error, its use is prohibited, please destroy it immediately.

Please consider the environment before printing.

From: Doniere, Kevin
Sent: Wednesday, January 25, 2012 7:59 AM
To: McGill, Adam
Subject: RE: Juneau Stk Ctr - Comments received thus far

Hey Adam,

The product is called Geoblock. I've attached the cut sheet and a photo of the Centerpoint Building's fire lane... we used the geoblock product on there and it's signed as a fire lane.

Kevin

From: McGill, Adam
Sent: Wednesday, January 25, 2012 7:16 AM
To: Doniere, Kevin
Cc: Hobbs, Naomi
Subject: FW: Juneau Stk Ctr - Comments received thus far

Hello Kevin,

You've been quiet regarding this project. Do you have suggestions for the fire lane?

I was thinking something like the turf block on the following link would work well.

http://rcpblock.com/products_pavers_turfblock.html

Thank you,

Adam J. McGill, P.E., LEED® AP
 Civil Engineer
 CELL: (907) 301-9527



(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

Inspiration | Innovation | Integrity

This e-mail including attached files is confidential. Its transmission is solely as an accommodation for the benefit of the recipient. The recipient bears the responsibility for checking its accuracy against corresponding originally signed documents provided by DOWL HKM. If you received this e-mail in error, its use is prohibited, please destroy it immediately.

Please consider the environment before printing.

From: Daniel Park [mailto:DPark@mcgalaska.com]
Sent: Tuesday, January 24, 2012 6:52 PM
To: McGill, Adam

2/6/2012

Subject: RE: Juneau Stk Ctr - Comments received thus far

Doug Green,

In our office said they used a road base system, with the plastic tube/grid system on top to support the vegetation growth. We want to pick a system that will perform well in SE Alaska and not deteriorate with freeze/thaw action. I will be seeking some options to consider as well.

Dan

From: McGill, Adam [<mailto:amcgill@dowlhkm.com>]

Sent: Tuesday, January 24, 2012 1:14 PM

To: Daniel Park

Cc: Hobbs, Naomi; Doniere, Kevin

Subject: RE: Juneau Stk Ctr - Comments received thus far

Hello Daniel,

Runoff calcs shouldn't be a problem. I believe our hydrologist has already looked at the site so it will probably be fairly simple to pull those calcs together. We've used turf blocks in the past and there are several options we can use. As far as holding up 75,000 lbs, if the subsurface of these blocks gets the same treatment as the parking lot there shouldn't be any problems.

With these comments should I assume that the site plan is approved and I can move forward with the design plans?

Thank you,

Adam J. McGill, P.E., LEED® AP
Civil Engineer
CELL: (907) 301-9527



(907) 562-2000 | Fax (907) 563-3953 | 4041 B Street | Anchorage, Alaska 99503 | www.dowlhkm.com

Inspiration | Innovation | Integrity

This e-mail including attached files is confidential. Its transmission is solely as an accommodation for the benefit of the recipient. The recipient bears the responsibility for checking its accuracy against corresponding originally signed documents provided by DOWL HKM. If you received this e-mail in error, its use is prohibited, please destroy it immediately.

Please consider the environment before printing.

From: Daniel Park [<mailto:DPark@mcgalaska.com>]

Sent: Monday, January 23, 2012 6:39 PM

To: McGill, Adam

Subject: Juneau Stk Ctr - Comments received thus far

Adam,

Both comments below, apply the civil design. Sounds like we will need to demonstrate our run off. We will also need a turf block system to spec to carry the load of the fire equipment – any suggestions?

Dan

2/6/2012

From: Nicole Jones [mailto:Nicole_Jones@ci.juneau.ak.us]
Sent: Friday, January 20, 2012 2:49 PM
To: Daniel Park
Subject: Comments received thus far

Hi Dan,

I have requested comments from many internal and external agencies. Below are the comments that I have received. Some of the comments you do not need to respond to; however, some of them you should add some clarification.

Ron King, Chief Regulatory Surveyor

Final design may require stormwater runoff calculations and tweaking of the site plan. In addition, they will need to specify maintenance w/schedule of the BMPs. This will be clarified during building permit review but we should give a heads-up to the designer.

Charlie Ford, Building Codes Official

The Building Department has no issues with the modifications.

Dan Jager, Fire Marshall

The only concern on fire code and requirements is the driving surface or "drivescape" being able to withstand the weight of at least a 75,000 pound fire truck. If that can be guaranteed and that the surface will hold a rig that size without it sinking into the ground, then this is ok as far as fire review goes.

Brent Fischer, Park and Recreation Director

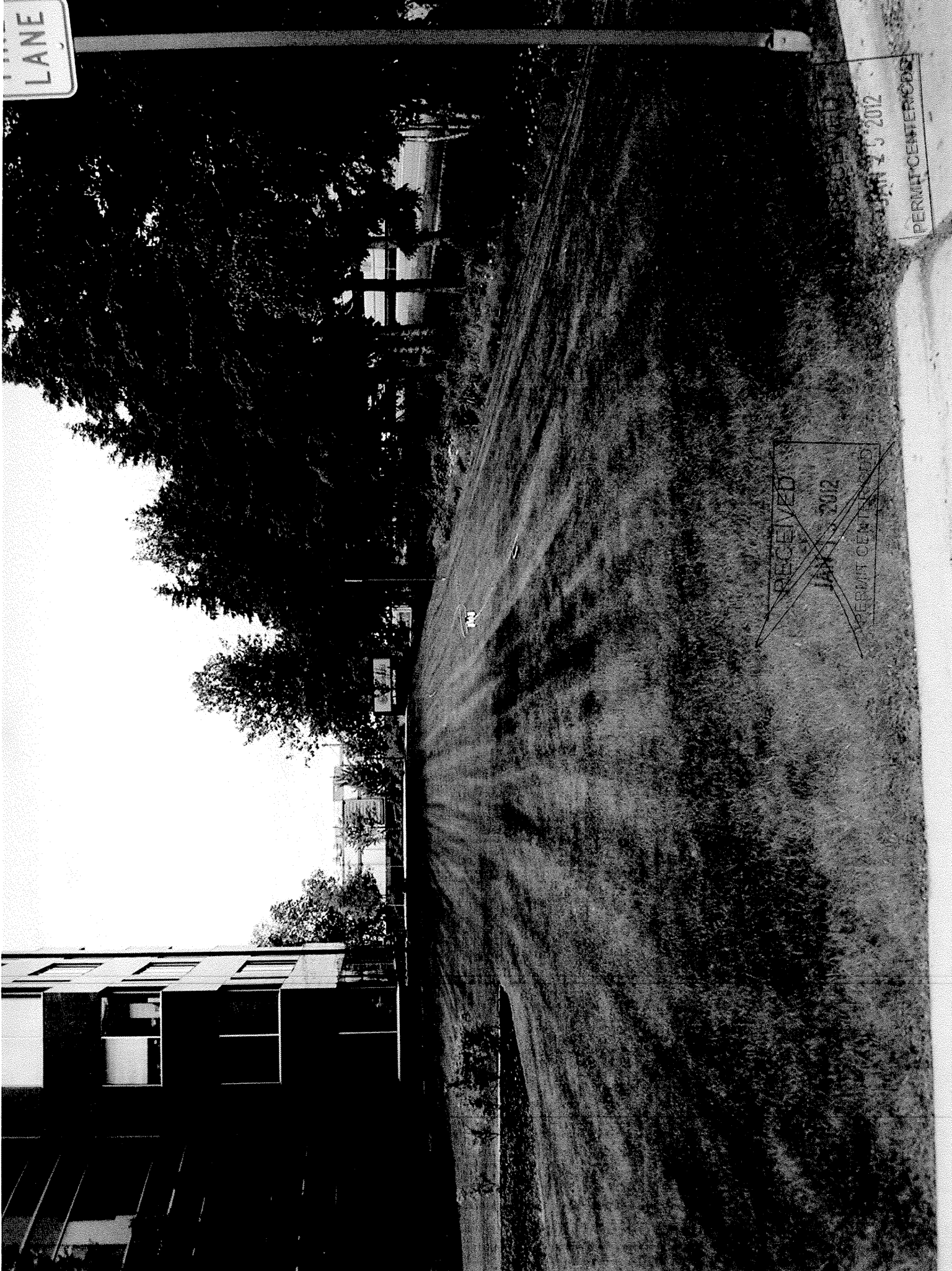
Parks and Recreation has no concerns with this project.

I am waiting for additional comments. As I receive them I will forward them to you.

Have a great weekend!

Nicole Jones, Planner I, CFM
CBJ Community Development Department
155 S. Seward St.
Juneau, AK 99801
Ph: 907.586.0218
Fax: 907.586.3365

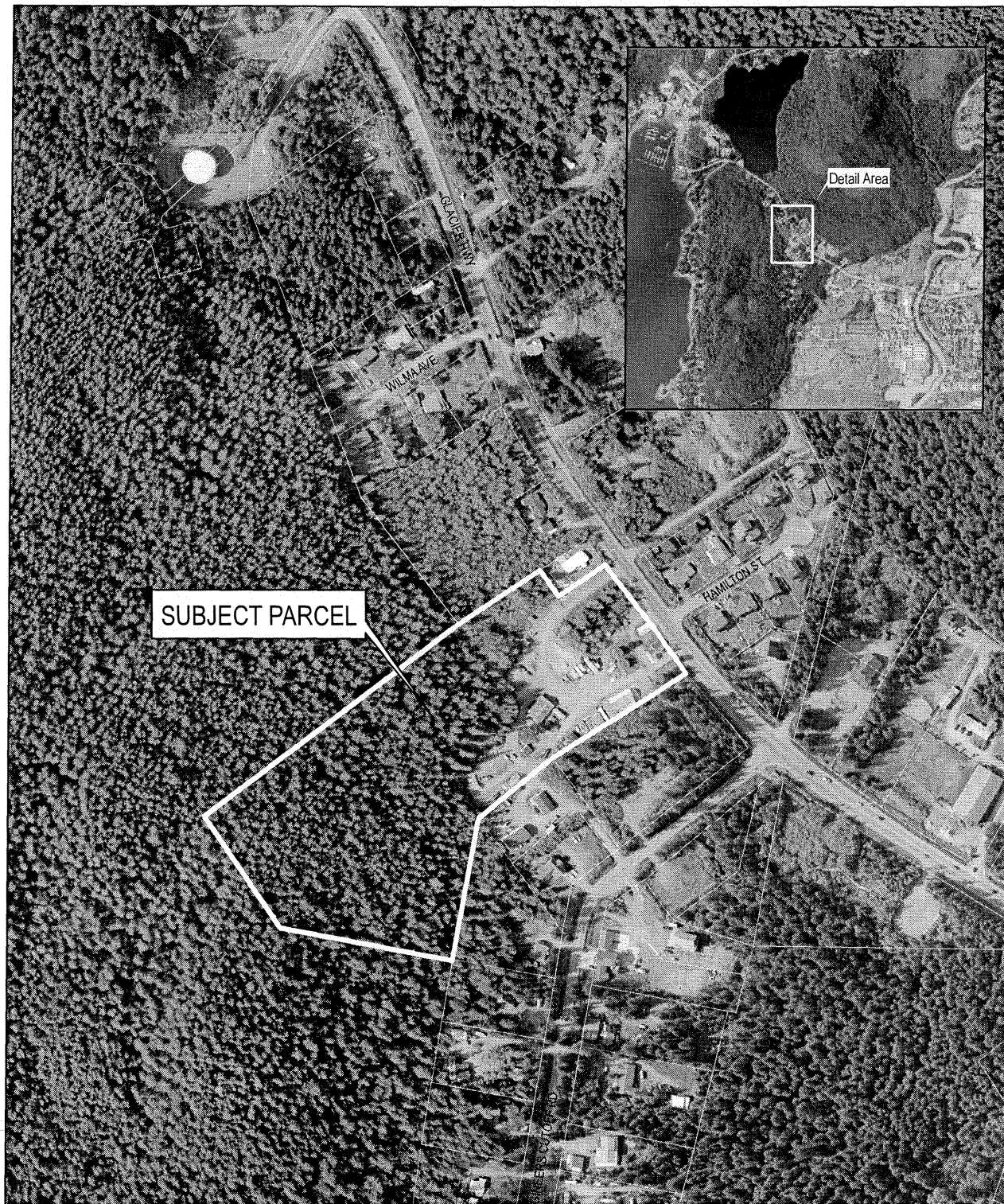
2/6/2012



LANE

~~RECEIVED
JAN 13 2012
PERMIT CENTER/CDD~~

RECEIVED
JAN 23 2012
PERMIT CENTER/CDD



10585 GLACIER HWY
VICINITY

-NOT A SURVEY-
Property lines are approximate

0 125 250 500 750
Feet



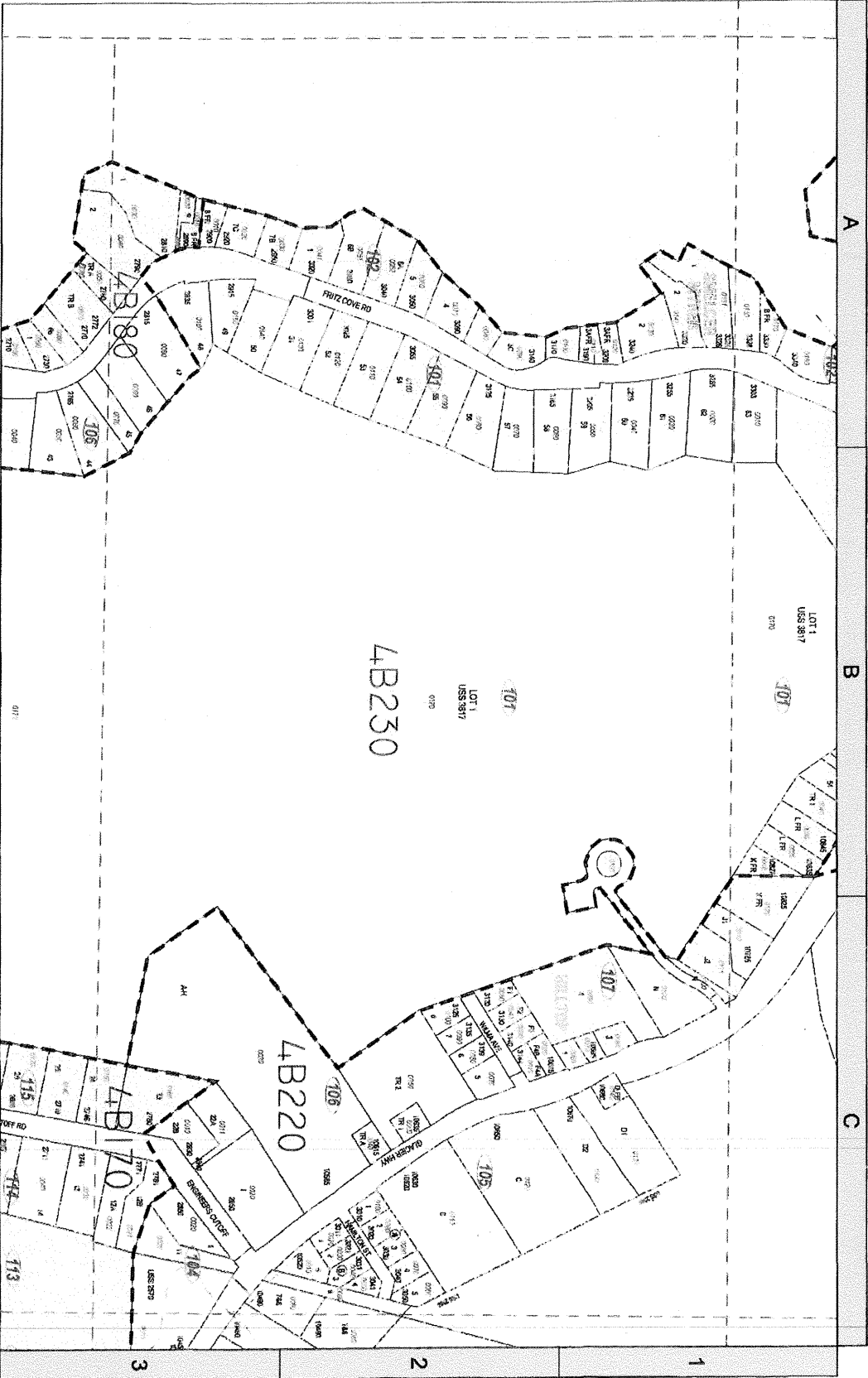
CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

Map created: 1/31/ 2012

ATTACHMENT 7

Continued on Page 52

4B230/4B220



Continued on Page 60

Assessor Tax Number Code
60090 102 0030
Aurora, Alaska

Continued on Page 57

Nicole Jones

From: Daniel Park [DPark@mcgalaska.com]
Sent: Thursday, February 02, 2012 4:20 PM
To: Nicole Jones
Subject: RE: Fire Lane

Nicole,

If that is the Fire Marshall's request, which certainly makes sense, that will be the plan. I noticed the turf drive at the Temple in Anchorage was plowed. So it just needs to be part of the maintenance plan and plowing agreement managed by the Facilities Management folks with the Church. We will plan on installing plow markers on both ends of the turf-drive so they will know where to plow.

Dan Park

From: Nicole Jones [mailto:Nicole_Jones@ci.juneau.ak.us]
Sent: Thursday, February 02, 2012 3:49 PM
To: Daniel Park
Cc: Dan Jager
Subject: Fire Lane

Hi Daniel,

Our Fire Marshall reviewed the information that you sent regarding the fire lane and has a remaining question. Could you provide additional information regarding how that space will be maintained in the winter time? Specifically, will it be plowed free of snow?

Thank-you,

Nicole Jones, Planner I, CFM
CBJ Community Development Department
155 S. Seward St.
Juneau, AK 99801
Ph: 907.586.0218
Fax: 907.586.3365

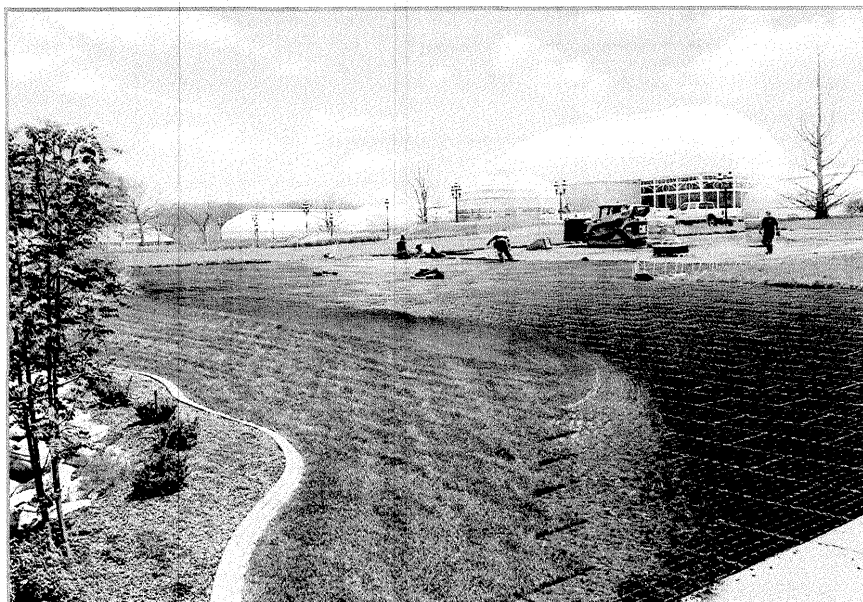
2/7/2012

ATTACHMENT 8

GEOBLOCK®5150

POROUS PAVEMENT SYSTEM

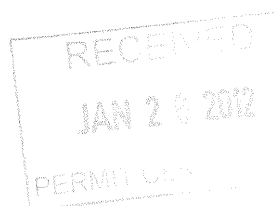
DESIGN & CONSTRUCTION OVERVIEW



PRESTO GEOSYSTEMS
 670 N PERKINS STREET, APPLETON, WISCONSIN, USA 54914
 Ph: 920-738-1707 or 800-548-3424 ■ Fax: 920-738-1222
 e-mail: INFO@PRESTOGEO.COM WWW.PRESTOGEO.COM/
 GB5150-00 - 1 Nov 2010

Table of Contents

The Geoblock®5150 Porous Pavement System Components	1
Figure 1 The Geoblock5150 Porous Pavement System Components	1
Function of the Geoblock Unit	1
Function of the Engineered Base	1
Function of the Topsoil Infill	1
Function of the Vegetation	1
Function of the Geosynthetic Layer	1
Function of the Sub-drain Component	2
Material Properties & Unit Dimensions	2
Table 1 Geoblock®5150 Porous Pavement Unit	2
Figure 2 The Geoblock5150 Unit	3
Figure 3 The Geoblock Cell and Interlocking Offset Tab	3
Table 2 Design Guideline: Base Recommendations	3
The Engineered Base (if required)	3
Characteristics of a Good Porous Pavement System	4
Elements Important to Structural Integrity	4
Elements Not Important to Structural Integrity	4
Table 3 Strength Characteristics of the Geoblock5150 Unit	5
Elements Important to the Vegetation	5
Figure 4 Geoblock®5150 System Material Specification and Layout	6
Figure 5 Geoblock®5150 System Usage Guideline	7
Installing the Geoblock System	8
Subgrade Preparation	8
Geosynthetic Separation Layer	8
Sub-Drainage Component	8
Engineered Base Preparation	8
Geoblock Unit Installation	9
Orientation & Laying Pattern of Units	9
Figure 4 Laying Patterns	9
Positioning of Units	9
Figure 5 The Interlocking Tab Joint	9
Anchoring Units	9
Figure 6 Anchoring Possibilities	9
Thermal Expansion	9
Infilling the Geoblock Unit	10
Finishing Procedures	10
Seeding	10



- Tensile Reinforcement Geosynthetics: Woven geotextiles, Geogrids
- Separation Geosynthetics: Non-woven geotextiles, Woven geotextiles,
- Drainage / Separation Geosynthetics: Non-woven geotextiles, Geonet / geotextile separation / drainage materials

See **Geosynthetic Separation Layer** under **Installing the Geoblock System** for additional details.

Function of the Sub-drain Component

If the porous pavement system is built over non-porous soils and an excavation is required such that water could be trapped, sub drainage becomes a required component of the system. Sub-drainage will remove harmful water accumulation that will cause degradation of the in-situ soils resulting in loss of support capacity. See **Sub-Drainage Component** under **Installing the Geoblock System** for additional details.

Material Properties & Unit Dimensions

Geoblock units shall be made from materials with physical and chemical characteristics described in Table 1. The manufactured Geoblock unit shall have a minimum deflection without breakage of 25 mm (1.0 in) when units are supported at 0.50 m (1.64 ft) centers at 21°C (70°F). The color shall be uniform throughout all units in any given pallet.

Geoblock units shall have physical dimensions as specified in Table 1 and shown in Figure 2. Geoblock units shall have an interlocking offset tab system on all edges as detailed in both Figure 2 and Figure 3. End-to-end or side-to-side warpage of the Geoblock unit shall not be greater than 6 mm (0.25 in).

Table 1 Geoblock®5150 Porous Pavement Unit

Item	Specifications & Details
Material	Up to 97% Recycled Polyethylene*
Color	Ranges from dark shades of gray to black
Chemical Resistance	Superior
Carbon Black for Ultraviolet Light Stabilization	1.5% - 2.0%
Unit Minimum Crush Strength @ 21°C (70°F)	2,900 kPa (420 psi)
Material Flexural Modulus at 23°C (73°F)	240,000 kPa (35,000 psi)
Nominal Dimensions (width x length)	0.50 m x 1.00 m (20 in x 40 in)
Nominal Unit Depth	50 mm (2 in)
Nominal Coverage Area	0.50 m² (5.38 ft²)
Cells per Unit	72
Cell Size	79 mm x 81 mm (3.1 in x 3.2 in)
Top Open Area per unit	87%
Bottom Open Area per unit	41%
Interlocking offset tabs	12 tabs per meter (40 in)
Nominal Weight per Unit	4.0 kg (9.0 lb)
Runoff Coefficient @ 63.5 mm/hr (2.5 in) Rainfall	(.15)
Units per Pallet	50

* The percentage of recycled content may vary depending on availability of recycled materials.

NOTE: Dimensions and weight are subject to manufacturing tolerances and are influenced by recycled component characteristics.

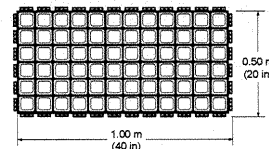
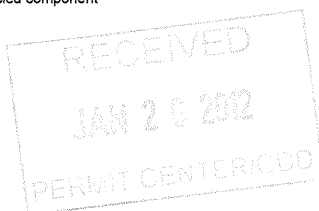


Figure 2 The Geoblock5150 Unit

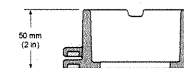


Figure 3 The Geoblock Cell and Interlocking Offset Tab

Table 2 Design Guideline: Base Recommendations

Load Description ¹	Depth of Engineered Base	
	CBR ² 2 – 4 ³	CBR ² > 4 ³
Heavy Fire Truck Access & H-20 loading. Typical 758 kPa (110 psi) maximum tire pressure. Single axle loadings of 145 kN (32 kip), tandem axle loadings of 220 kN (48 kip). Gross vehicle loads of 36.3 tonne (80,000 lb). Infrequent passes ⁴ .	150 mm (6 in)	100 mm (4 in)
Light Fire Truck Access & H-15 loading. Typical 586 kPa (85 psi) maximum tire pressure. Single axle loadings of 110 kN (24 kip). Gross vehicle loads of 27.2 tonne (60,000 lb). Infrequent passes ⁴ .	100 mm (4 in)	50 mm (2 in)
Utility & Delivery Truck Access & H-10 loading. Typical 414 kPa (60 psi) maximum tire pressure. Single axle loadings of 75 kN (16 kip). Gross vehicle loads of 18.1 tonne (40,000 lb). Infrequent passes ⁴ .	50 mm (2 in)	50 mm (2 in)
Cars & Pick-up Truck Access. Typical 310 kPa (45 psi) maximum tire pressure. Single axle loadings of 18 kN (4 kip). Gross vehicle loads of 3.6 tonne (8,000 lb). Infrequent passes ⁴ .	None	None
Trail Use. Loading for pedestrian, wheelchair, equestrian, bicycle, motorcycle and ATV traffic.	None	None

¹ The Geoblock system can be applied in areas where loading is greater than those listed above. In these situations, call Presto Geosystems or an authorized Presto Geosystems' representative for specific recommendations.

² CBR is the abbreviation for California Bearing Ratio. Methods for determining CBR vary from more sophisticated laboratory methods to simple field identification methods that use hand manipulation of the soil. Presto does not recommend one method over the other, however, the user must have a high degree of confidence in the results produced by the chosen method.

³ If other-than-CBR soil strength values exist, use available correlation charts to relate the value to CBR.

⁴ Infrequent passes is defined as the number of passes over any period of time that causes no lasting damage to the vegetation. This number will be a function of vegetation type and age, climatic conditions, and maintenance practices. This number is not a function of the Geoblock material.

The Engineered Base (if required)

A recommended 'engineered base' is a homogenous mixture consisting of 1) a clear-stone / crushed rock having an AASHTO # 5 or similar designation blended with 2) pulverized topsoil and 3) a void component generally containing air and/or water. This homogenous mixture will promote vegetative growth and provide required structural support. See **Function of the Engineered Base** for details.

The aggregate portion shall have a particle range from 9.5 mm to 25 mm (0.375 to 1.0 in) with a D₅₀ of 13 mm (0.5 in). The percentage void-space of the aggregate portion when compacted shall be at least 30%. The pulverized topsoil portion shall equal 25% +/- of the total volume and be added and blended to produce a homogenous mixture prior to placement or washed into the in-place compacted aggregate. Once placed, the mixture shall be compacted to 95% Standard Proctor Density.

Under some conditions, a geotextile separation layer may be required between the natural ground and the engineered base. See **Geosynthetic Separation Layer**, **Sub-Drainage Component**, and **Engineered Base Preparation** for information relative to installation.

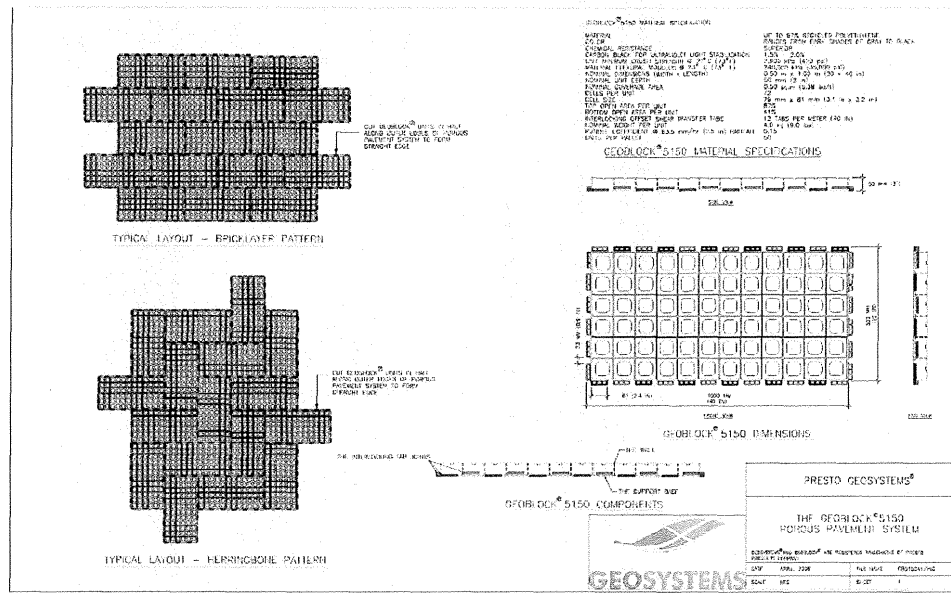


Figure 4 Geoblock®5150 System Material Specification and Layout

GB515000 - 1 Nov 2010

COPYRIGHT 2010 - PRESTO PRODUCTS CO.

PAGE 6 OF 12

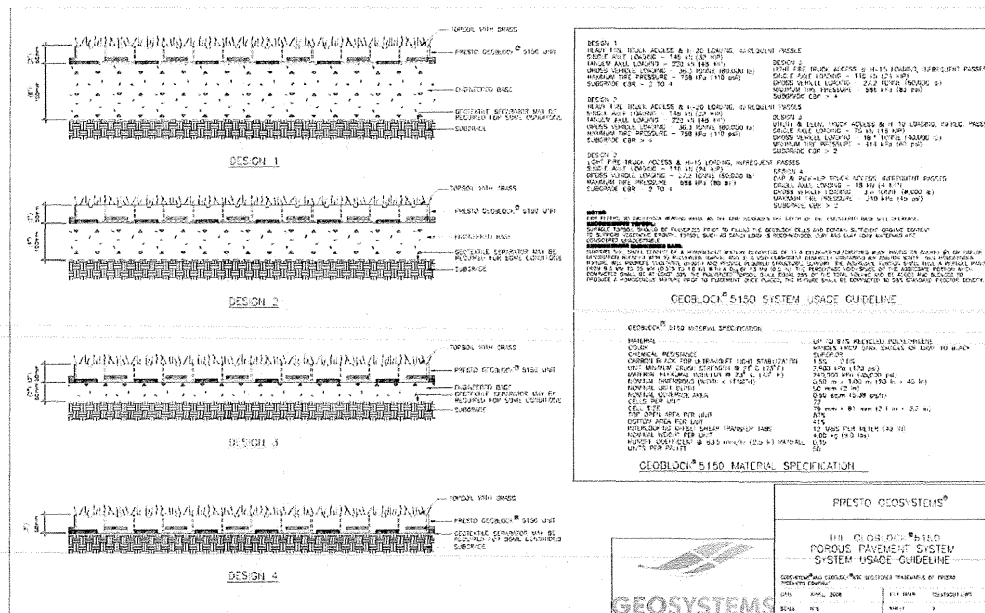


Figure 5 Geoblock®5150 System Usage Guideline

Infilling the Geoblock Unit

Infill the Geoblock units with a suitable topsoil. Use spreading methods that will leave the cell infill uncompacted. Overfilling the cells is not recommended since vehicular loading will cause undesirable compaction of the topsoil.

Infilling should take place immediately after the units are installed to minimize the potential of joint separation caused by thermal expansion/contraction. Upward buckling of the Geoblock area is generally not an issue if the units have been installed using the recommended laying patterns and infilled.

If the Geoblock units are to remain unfilled, the inclusion of expansion joints may be recommended for the application.

For application of the vegetation, see **Seeding and Sod Application** in the **Finishing Procedures** section.

Finishing Procedures

Seeding

Follow seeding, fertilizing, and watering procedures for turf establishment based on regional practices. An increase in watering frequency may be necessary when free-draining base materials are used. Use of a free draining base is generally not recommended.

Sod Application

Sod can be used for areas where immediate use is desired. Young sod that is free from netting materials is recommended. Mature sod with a more developed root system and sod with netting may be difficult to press/cut into the Geoblock cells.

When sod is used:

- Sweep out the topsoil from the Geoblock unit to allow room to seat the sod. Enough topsoil must be removed so that the crown of the sod is recessed slightly below the top of the cell after pressing the sod in place. If too much topsoil is removed, the bottom of the sod will not make contact with the topsoil after it is pressed into the cell. Avoid removing too much topsoil.
- Place the sod per normal practices.
- Press the sod into the partially emptied cells using a roller or other suitable equipment.
- Use recommended watering procedures to ensure healthy sod growth.

Delineation

Once healthy turf has been established, the Geoblock cell wall structure will have minimal visibility when good turf-maintenance practices are followed.

If used for an emergency access lane, delineation may be desirable to create greater visibility. Delineation methods can include the following: in-ground or above-ground curbing, shrubbery or vegetation, perimeter lighting or delineation markers, or other suitable systems.

Maintenance

Lawn Care

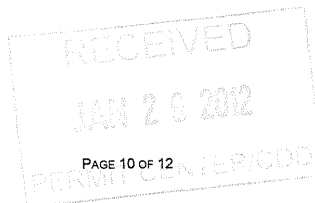
Normal turf care procedures should be followed, including de-thatching and aerating. Some equipment may slightly scar or cut the Geoblock wall structure during some operations, but will not effect overall structural integrity of the system.

Snow Removal

If required, snow removal should be done using one of the following basic procedures:

- Keep a metal edged plow blade a minimum of 25 mm (1.0 in) above the surface during plowing operations, or
- Use a plow blade with a flexible rubber edge, or
- Use a plow blade with skids on the lower outside corners so that the plow blade does not come in direct contact with the porous pavement system.

When deeper ground freeze occurs, the system functions as a typical hard pavement surface. If a sharp metal plow-blade comes in direct contact with the surface during plowing, any portion of the Geoblock system that protrudes above the normal surface level could be removed by the blade. **NOTE:** Damage can occur to the grass and topsoil if plowing abuse is prevalent.



Estimating Time and Cost of Installation

Typical Crew Size and Responsibilities

- 2 People to set the Geoblock units in place.
- 2 People to spread and level the topsoil infill.
- 1 Equipment operator for the front-end loader.

NOTE: Adding or subtracting one or two people to the crew may result in a cost-effective productivity increase depending on local work habits.

Equipment Needed and Purpose

- Saws, screw drivers, hammers, stakes, screws – all of some of these for cutting and securing the Geoblock units as required per the plans or as needed during construction.
- A small front-end loader for infilling of the Geoblock units.
- Rakes and shovels for final leveling of the infill material.

Typical Construction Sequences and Times

Productivity is a variable and the ranges below are typical. Select an installation rate through personal experience or after discussion of project details with Presto or one of its qualified distributors.

1. Place the Geoblock units on the prepared base. 75 - 100 units/man-hr
2. Fill the in-place Geoblock units using the small loader to evenly distribute the topsoil infill. 100 - 120 units/man-hr
3. Level the infill using rakes and shovels so that the topsoil is flush with the top of the cell wall. 75 - 100 units/man-hr
4. Spread selected grass seed and water. 150 - 180 units/man-hr

NOTE: The above four sequences can be in progress at the same time if workspace is adequate.

Table 4 Approximate Quantities of Infill Material Required for Geoblock Unit

Depth of unit	Volume of Topsoil Required per unit	Volume of Topsoil Required per 100 m ² (1000 ft ²)
50 mm (2 in)	0.025 m ³ (0.0327 yd ³)	5.00 m ³ (6.08 yd ³)

NOTE: The above quantities are based only on the 50 mm (2 in) cell depth Geoblock unit.

General Notes

1. The front-end loader must be sized so it can distribute the fill material per time/productivity requirements.
2. Experience shows that the above installation rates would be considered typical rates of installation.
3. As is with all construction operations, placement of material stockpiles, crew productivity, jobsite conditions, special installation requirements such as cutting and custom fitting of the Geoblock units, etc. significantly affect overall productivity, therefore actual results may be different than the estimates above.

Total Time and Materials Required

Area of Installation = length x width of site

$$(\text{ }) \text{ m (ft) long} \times (\text{ }) \text{ m (ft) wide} = (\text{ }) \text{ m}^2 \text{ (ft}^2\text{) Area}$$

Geoblock Units Required = m² (ft²) Area ÷ 0.50 m² (5.38 ft²)/unit
 [the Geoblock unit is 0.50 m x 1.00 m (20 in x 40 in) nominal]

$$(\text{ }) \text{ m}^2 \text{ (ft}^2\text{) Area} \div 0.50 \text{ m}^2 \text{ (5.38 ft}^2\text{)/unit} = (\text{ }) \text{ units}$$

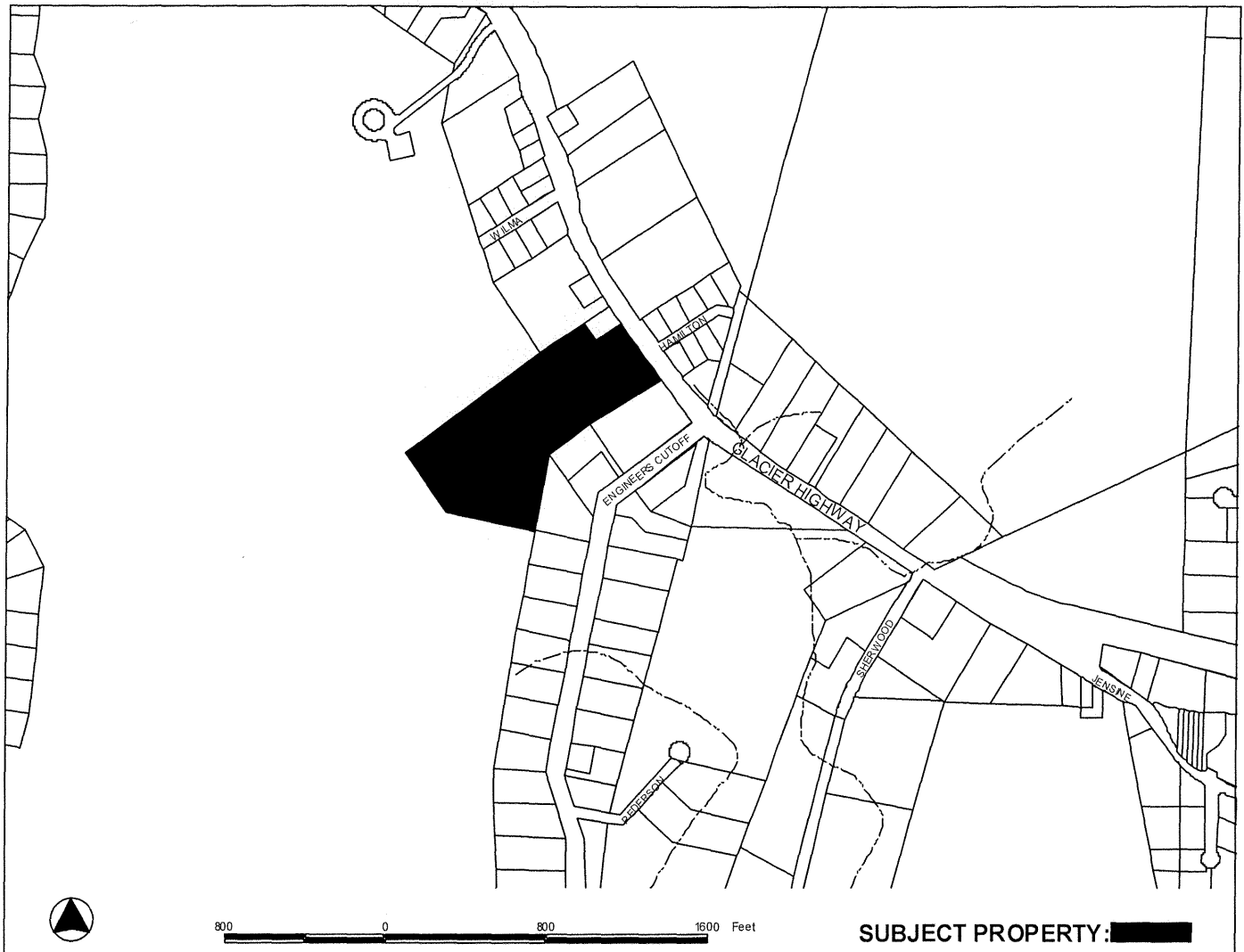
Man-Hr Required for Installation of Geoblock Units = Geoblock units ÷ 100 units/man-hr

$$(\text{ }) \text{ units} \div 100 \text{ units/man-hr} = (\text{ }) \text{ man-hr}$$

Infill Material Quantities = Geoblock units x m³ (yd³)/unit (see Table 4)

$$(\text{ }) \text{ units} \times (\text{ }) \text{ m}^3 \text{ (yd}^3\text{)/unit} = (\text{ }) \text{ m}^3 \text{ (yd}^3\text{)}$$

NOTICE OF PUBLIC HEARING



SUBJECT PROPERTY: [shaded black]

PROPOSAL: A Modification to an existing Conditional Use permit for 17,101 square foot church in a D-1 residential zone. The modification is to the access off of Glacier Highway and the location of the structure.

FILE NO:	USE20120001	APPLICANT:	MCCOOL CARLSON GREEN
TO:	Adjacent Property Owners	Property PCN:	4-B22-0-106-003-0
HEARING DATE:	Feb 14, 2012	Owner(s):	CORPORATION OF THE CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS
HEARING TIME:	7:00 PM	Size:	13.87 acres
PLACE:	ASSEMBLY CHAMBERS Municipal Building 155 South Seward St Juneau, Alaska 99801	Zoned:	D1
		Site Address:	10585 GLACIER HWY
		Accessed via:	GLACIER HWY

PROPERTY OWNERS PLEASE NOTE:

You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials received by this deadline are included in the information packet given to the Planning Commission a few days before the Public Hearing. Written material received after the deadline will be provided to the Planning Commission at the Public Hearing.

If you have questions, please contact Nicole Jones at (907) 586-0218 or email: nicole_jones@ci.juneau.ak.us

Planning Commission Agendas, Staff Reports and Meeting Results can be viewed at www.juneau.org/plancomm.