


MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: March 22, 2012

TO: Planning Commission

FROM: Nicole Jones, Planner 
Community Development Department

FILE NO.: USE2012 0001

PROPOSAL: A Modification to an existing Conditional Use permit for 16,300 square foot church in a D-1 residential zone. The modification is to allow access from Glacier Highway or Engineers Cutoff and adjust the location of the structure.

GENERAL INFORMATION

Applicant: Daniel Park, McCool Carlson Green Architects

Property Owner: Corp. of the Presiding Bishop of the Church of Jesus Christ of Latter-day Saints

Adjacent Property Owners: Hyak Mining Company 2850 Engineers Cutoff
Alix Wilkerson 2840 Engineers Cutoff

Property Address: 10585 Glacier Highway

Legal Description: USS 2386 & 3817 Track A-H

Parcel Code Number: 4-B22-0-106-003-0

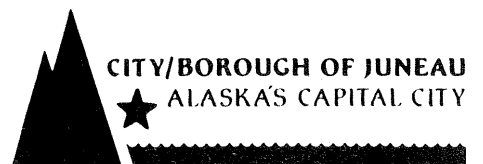
Site Size: 13.87 acres

Zoning: Split zoning: D-1(T)D-3 and D-1(T)D-10

Utilities: Public Water & Public Sewer

Access: Glacier Highway

Existing Land Use: Vacant



- Option 2: Use the existing driveway and grant an easement so that the church site can be accessed through the Wilkerson's property. (see Attachment 4)

Both of these options are discussed under "Alternate #2—Engineers Cutoff Access." The applicant is also requesting approval to the modification of the Glacier Highway Access. The Glacier Highway access is discussed under "Alternate #1—Glacier Highway Access."

Alternate #1—Glacier Highway Access

The applicant requests a modification to the previously approved Conditional Use permit (USE2011 0003) for a church in a residential zone (See Attachments 1 & 2). The previously approved Conditional Use permit had several conditions related to potential modifications; specifically if any modifications resulted after the applicant sought permits from Alaska Department of Transportation and Public Facilities (DOT/PF) and the Army Corps of Engineers (See Attachment 2). The requested modifications include changes to the driveway access configuration and the location of the building on the property.

The access is proposed to be limited to one point of entrance and exit from a location that is directly across from Hamilton Street (See site plan in applicant submittals—Attachment 5). The church building has been moved slightly to the north and to the east. Due to the access and building locations being changed a fire lane is required. The applicant has proposed a "drivescape" as a fire lane. The drivescape will be a grassy area that will support a 75,000 pound fire truck.

The applicant presented the revised plan to the Community Development Department, and the Director determined that further review by the Planning Commission was necessary. This project also includes a storage shed and 30 ft. x 60 ft. covered picnic area. The storage shed will be behind the new church building next to the refuse area and a covered picnic area will also be located behind the church. The covered picnic pavilion is located at the rear of the developed portion of the property (see site plan dated March 8, 2012, in Attachment 5).

Alternate # 2—Engineers Cutoff Access

Although the applicant would prefer to use Glacier Highway to access the site, the applicant is also requesting alternative approval to access the church site via Engineers Cutoff. This potential access site arose after discussions with DOT/PF. The applicant is in the process of working out a driveway agreement with the adjacent property owners. The church will be developing only one access point either access from Glacier Highway or Engineers Cutoff. The church seeks approval for two access points because they are under pressure to get construction underway. Additionally, the church is still in negotiations with the adjacent property owners regarding feasibility of the Engineers Cutoff access.

There have been two potential types of accesses presented: a private driveway easement that runs through the Wilkerson's panhandle lot (see Attachment 4) or a platted right-of-way that uses land from the Hyak Mining Company and the 30 foot panhandle from the Wilkerson's lot (see Attachment 3). If the applicant and the adjacent property owners agree to develop a right-of-way, a

minor subdivision will need to be recorded and a street built to city standards to formally adopt the access as a city maintained right-of-way. The subdivision will need to include lot line adjustments to ensure that the Wilkerson's property does not become non-conforming as a result of dedicating a portion of their property as a CBJ right-of-way. An easement will need to be recorded if the negotiations result in a private driveway through the Wilkerson's parcel.

BACKGROUND

Alternate #1—Glacier Highway Access

The first plan submitted to CBJ CDD in 2008 required a Traffic Impact Analysis (TIA), so the traffic study was completed and available for the 2011 review. The building was scaled down from 25,000 square feet to 17,101 square feet for the 2011 review. During the review of USE2011 0003, staff addressed the impact of traffic to the site through the original TIA submitted by the applicant. The submittal of a TIA is not a CBJ Community Development Department requirement for this project because this project does not meet the threshold per CBJ § 49.40.300(2):

A development projected to generate fewer than 250 average daily trips shall not be required to have a traffic impact analysis.

As discussed in the staff report for USE2011 0003, according to the Institute of Transportation Engineers Trip Generation Manual, a 17,000 square foot church can be expected to generate 156 trips on a weekday, 177 trips on a Saturday, and 626 trips on a Sunday. Averaging these figures over a seven-day week, the proposed church can be expected to generate 226 average daily trips (ADT).

The changes that are presented in this application are a result of communications between the Church of Jesus Christ of Latter-day Saints and Alaska DOT/PF. The church, after receiving approval of USE2011 0003, went to DOT/PF and requested driveway access approval from Glacier Highway. The church was working under the understanding that the Glacier Highway access was the only feasible access to the site. The church presented a center turn lane as mitigation for increased traffic demand in this section of highway.

Because of concerns raised by DOT/PF, the applicant is requesting an alternate access be considered for approval. The applicant is hopeful for Spring/Summer construction on the site and to meet that deadline requests for bids need to occur very soon. As mentioned above, only once access will be developed either from Glacier Highway or Engineers Cutoff.

Alternate #2—Engineers Cutoff Access

DOT/PF has required that all other access options are exhausted prior to issuing driveway access off of an arterial roadway. Glacier Highway is classified as an arterial roadway while Engineers Cutoff is not. DOT/PF identified Engineers Cutoff as a possible access because there is an existing driveway on an adjacent property that has the potential to be improved to accommodate the church site.

Robert Beadles, Area Project Manager for the Church of Jesus Christ of Latter-day Saints, has been in contact with David Epstein, P.E. Regional Traffic and Safety Engineer for DOT/PF, regarding site access. DOT/PF identified the driveway belonging to the Wilkersons that has the potential to be a safer access for the church site. Alaska DOT/PF requested that the church thoroughly explore this alternate access because it eliminates the need for the church to enter and exit the site on an arterial roadway which is an Alaska DOT/PF concern. DOT/PF has expressed a preference whether the access is a private access or a platted right-of-way.

DOT/PF has commented on the Alternate #2—Engineers Cutoff Access and finds it favorable. DOT/PF has also said that if negotiations between the Church and the adjacent property owners is unsuccessful, DOT/PF will approve Alternate #1—Glacier Highway Access (see attachment 6).

ANALYSIS

Alternate #1—Glacier Highway Access

Staff solicited comments from CBJ Community Development Building Department, CBJ Streets, CBJ General Engineering, CBJ Assessor's Office, Fire Department, CBJ Lands and Resources, Alaska Department of Transportation, CBJ Parks and Recreation, and CBJ Public Works.

Comments Received:

Charlie Ford, Building Codes Official, CBJ Building Department
The Building Department has no issues with the modifications.

Brent Fischer, Director, CBJ Parks and Recreation
Parks and Recreation has no concerns with this project.

Dan Jager, Fire Marshall, Fire Department
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.

The applicant provided additional information regarding the proposed fire access lane (See Attachments 7 & 8). The additional information explained that the fire lane will be constructed to accommodate a 75,000 pound fire truck and the fire lane will be maintained all year to include snow plowing in the winter.

Ron King, Chief Regulatory Surveyor, CBJ General Engineering
Final design may require stormwater runoff calculations and tweaking of the site plan. In addition, they will need to specify maintenance with schedule of the Best Management Practices (BMPs). This will be clarified during building permit review but we should give a heads-up to the designer.

The applicant responded in an e-mail dated January 25, 2012, stating that they will address these concerns during the building permit application. (See Attachment 8)

David Epstein, Professional Engineer, Alaska Department of Transportation Southeast Region, provided staff with correspondence that DOT/PF sent on February 3, 2012, (See Attachment 9) in response to a letter addressed to DOT/PF on January 25, 2012 (See Attachment 10).

Based on the letters between the Church of Jesus Christ of Latter-day Saints and Alaska Department of Transportation & Public Facilities it appears that a final layout of the access to the site has not been approved. Alaska DOT/PF is requesting that the Church of Jesus Christ of Latter-day Saints “explore the availability of access off Engineer’s Cutoff Road” as discussed in Attachment 5. Due to this DOT/PF requirement the applicant continued the case from the February 14, 2012 Planning Commission meeting so that an alternate access from Engineers Cutoff could be more thoroughly reviewed.

Based on the comments received, if the applicant gains permission from DOT/PF to access the site from Glacier Highway, staff recommends the following conditions:

1. The fire lane shall be constructed to withstand a 75,000 pound fire truck. The Fire Marshall shall approve the fire lane plan prior to issuance of a building permit.
2. The fire lane shall be signed with Fire Lane signs prior to Certificate of Occupancy.

Staff recommends the following **advisory** condition:

1. The applicant shall keep the Fire Lane maintained at all times and free of obstruction.

Alternate #2—Engineers Cutoff Access

Staff solicited comments from CBJ Community Development Building Department, CBJ Streets, CBJ General Engineering, CBJ Assessor’s Office, Fire Department, CBJ Lands and Resources, Alaska Department of Transportation, CBJ Parks and Recreation, and CBJ Public Works.

Comments Received:

Charlie Ford, Building Codes Official, CBJ Building Department
The Building Department has no issues with the modifications.

David Epstein, Professional Engineer, Alaska Department of Transportation Southeast Region
DOT&PF supports the second option that provides access via a driveway from Engineers Cutoff Road.

If negotiations to achieve this fail, then we will agree to the direct connection to Glacier Highway augmented with the mitigation of a center left-turn lane and necessary associated actions (e.g., roadway alignment modifications, utility relocation, drainage modifications, etc.).

Ron King, Chief Regulatory Surveyor, CBJ General Engineering

Response to request allowing a CBJ maintained roadway and cul-de-sac for access to LDS property from Engineers Cutoff to be constructed.

- *The street shall be named and dedicated to the CBJ per subdivision requirements.*
- *The street lies within the CBJ USB; Ch 49.35 applies to design & construction of subdivision improvements:*
- *Subdivision improvement plans prepared by an Alaskan Engineer (including lighting), inspection deposit and performance bond required prior to subdivision approval.*
- *All current CBJ Standard Details and Standard Specifications shall be used for design and construction.*
- *A 6" DIP water main shall be extended from Engineers Cutoff to a fire hydrant at location within the cul-de-sac.*
- *Wilkerson existing 1" service/corp stop shall be removed from the CBJ main on Engineers Cutoff and reconnected to the new 6" main per CBJ Standards.*
- *Connection for water & sewer utilities to the new building shall be from Glacier Hwy; separate utility permit required.*

Response to request allowing a privately maintained driveway for access to LDS property from Engineer's Cutoff (EC) to be constructed.

- *Design & construction of driveway that meets the minimum requirements for a fire access road including drainage plan.*
- *Record access easement prepared by a licensed land surveyor.*
- *Record Joint Use and Maintenance Agreement signed by all parties sharing the driveway.*

Brent Fischer, Director, CBJ Parks and Recreation

Parks & Recreation has no concerns regarding this permit.

Dan Jager, Fire Marshall, CBJ Fire Department

I do not think there are any fire dept. issues with this project. As long as the proposed plan is made to fire apparatus access requirements such as 20 feet wide and 13.5 feet tall and a drivable surface, all of which will be met.

John Sahnaw, Appraiser II, CBJ Assessor's Office

The Assessor's Division does not have any significant concerns regarding this proposal.

Ed Foster, Street Superintendent, CBJ Streets

If they go with access from Engineer Cutoff, they should be required to use the typical section in standard 102A and be required to have an electrical Engineer design the street lighting plan to ensure adequate illumination is achieved, instead of just dictating one light at each end. Also required to follow all related CBJ Standards, street light, Junction Box, drainage, etc. and pass CBJ inspection at project completion.

Based on the comments received regarding Alternate #2—Engineers Cutoff Access the following conditions are recommended:

1. If the applicant decides to access the site from Engineers Cutoff Road, prior to issuance of a Certificate of Occupancy (or Temporary Certificate of Occupancy) the applicant shall:
 - a. Dedicate a new right-of-way from Engineers Cutoff Road to the church site utilizing the appropriate CBJ Platting process. Construction and dedication of a street that meets CBJ requirements must be completed and accepted by the City and Borough of Juneau.
- OR**
- b. Construct a private driveway that meets the minimum requirements for a fire access road, drainage improvements, and adequate sight distance at the intersection with Engineers Cutoff and record an access easement between the owner of 2840 Engineers Cutoff Road and the Church of Jesus Christ of Latter-day Saints.
2. The fire lane shall be constructed to withstand a 75,000 pound fire truck. The Fire Marshall shall approve the fire lane plan prior to issuance of a building permit.
 3. The fire lane shall be signed with Fire Lane signs prior to Certificate of Occupancy.

Staff recommends the following **advisory** condition:

1. The applicant shall keep the Fire Lane maintained at all times and free of obstruction.

Project Site Analysis is applicable for Alternate #1—Glacier Highway Access & Alternate #2—Engineers Cutoff Access

The subject site is located on a large 13.87 acre lot at 10585 Glacier Highway, just north of Engineers Cutoff on the eastern side of Pederson Hill (See Attachment 11). The entire project site is currently zoned D-1, though the northeast portion of the site is designated D-1(T)D-10 and the southwest portion D-1(T)D-3. The property is bordered to the east by Glacier Highway (Alaska Department of Transportation ROW), to the north by a single family residence, to the south by a single family residence and a park and ride facility, and to the west by a large wooded, undeveloped area. The front portion of the site is relatively level and cleared of vegetation and structures. The southwest or rear portion of the site is wooded and undeveloped. Both public water and sewer have been extended beyond the property. The site is buffered on the south, west, and north sides by vegetation, but is not buffered from Glacier Highway. The site is currently accessed through two driveways off of Glacier Highway. In 2008, when the applicant had previously requested a conditional use permit for a similar facility, a wetland delineation report was provided indicating that the site contains three wetland areas, each under 1/3 acre. Two of these wetland areas are in the vicinity of proposed development. The report also identified several non-anadromous streams on the site, some of which are carried through the existing site fill in buried culverts. These streams ultimately drain into the Pederson (aka Casa Del Sol) Creek which is a listed anadromous stream.

Project Design Analysis is applicable for Alternate #1—Glacier Highway Access & Alternate #2—Engineers Cutoff Access

The proposed location of the church on the site is shifting from what was previously approved in USE2011 0003. The square footage of the church as approved in USE2011 0003, which was 17,101 square feet, has been reduced to 16,300 square feet. This reduction in area is not because of a change in footprint or layout but a result in the design being refined. This revised square footage of 16,300 square feet is a more accurate number than the one presented in USE2011 0003 and will be represented in the construction documents.

The new location of the building is in response to the proposed changes in access to the site. The shifting of the building impacts the landscaping that was approved as part of USE2011 0003. During the review of USE2011 0003, the church building was proposed to be approximately 150 feet from the front property line. In the current Conditional Use permit application the building is proposed to be approximately 70 feet from the front property line. Additionally, in the 70 feet between the building and the property line that is adjacent to Glacier Highway, a fire lane is planned to be constructed. The fire lane will be constructed as a “drivescape” which is a grassy area that will be maintained in such a way to allow fire trucks to access the structure in emergencies and allow fire trucks to leave the site without backing out. The “drivescape” will appear as lawn.

The applicant has provided a landscaping plan for the area in between Glacier Highway and the church building as part of this application. While the location of the building will reduce the amount of landscaping on the site, it will not impact the vegetative cover requirement. In the D-1 zoning district the vegetative cover requirement is 20%. Since the lot is so large this proposal greatly exceeds the vegetative cover requirement. Most of the required cover will be natural vegetation.

Traffic

As discussed in the review of USE2011 0003, the majority of the traffic generated by a church use is during non-peak hours. The applicant has provided the following general schedule of facility activities:

1. Sundays: Services are held in three hour meeting blocks. Initially one congregation (ward) with 100 to 250 members 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 three-hour block.
 2. Weekday Early Mornings: There are classes held at the building between 6 am and 7 am for high school aged youth when public school is in session.
 3. Weekday Evenings: The ward has one night a week that they will use for boy scouts and other youth programs. There are no meetings on Monday nights.
- Weekend Evenings: There will 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.

Alternate #1—Glacier Highway Access

The revised site plan showing access directly across from Hamilton Street is preferable because it addresses a concern raised in the draft TIA. The TIA explains that safety hazards are present when there are conflicts in turning movements. Conflicts in turning movements can occur when driveways are offset. Additionally, adding a center turn lane also reduces safety concerns described in the draft TIA. Adding the center turn lane will allow vehicles to wait in the turn lane for a gap in traffic to enter the site. Vehicles waiting in the center turn lane will eliminate the need for vehicles to use the shoulder as a means to bypass vehicles waiting to turn left into the site. This modified access plan is superior to the original plan reviewed in USE2011 0003; however DOT/PF is not satisfied that alternative access has been thoroughly considered. A condition on the original staff report dated, April 22, 2011 included:

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.

Staff recommends that this condition be incorporated into the current application as well, since it alleviates safety concerns identified in the draft TIA. During the review of the project in 2011, staff took into consideration the Traffic Impact Analysis, which was in draft form. At that time there were no comments received from DOT/PF. At the current time DOT/PF has not specifically denied access to Glacier Highway as proposed by the applicant. Therefore the applicant has requested Planning Commission review in case the current proposal is ultimately approved.

Alternate #2—Engineers Cutoff Access

Access off of Engineers Cutoff whether on a newly dedicated and newly constructed right-of-way or through an easement granted by the adjacent property owner has been identified by DOT/PF as the preferred alternative. The negotiations between the Church, the Wilkersons, and Hyak Mining Co. are still underway. Both Hyak Mining Co. and Alix Wilkerson have provided written acknowledgement that they are aware of this Conditional Use application (see Attachment 12). If an agreement occurs between the property owners, access will be developed from Engineers Cutoff as recommended by DOT/PF.

Parking and Circulation

Alternate #1—Glacier Highway Access

The site will have 230 parking spaces, 8 of which will be accessible spaces. This design offers 4 additional spaces than the previously approved plan, which exceeds the parking requirement of 63 spaces as required by in the Land Use Code. The location of the parking arrangement and aisles is slightly different than what was previously approved, but the modification meets Land Use Code requirements.

The Fire Marshall has reviewed the fire access as described above, and has expressed that this configuration is sufficient. The Fire Marshall is most concerned that the fire lane is kept clear at all

times in case of emergency and that the materials used to construct the fire lane withstand a 75,000 pound fire truck. The applicant has addressed these concerns in an e-mail and has provided information on the materials that will be used to construct the fire lane (See Attachment 7).

Alternate #2—Engineers Cutoff Access

The parking and circulation plan is very similar to Alternate #1. If access is granted from Engineers Cutoff on a private easement and driveway there will be 227 parking spaces on the church site. If access is granted from Engineers Cutoff through a dedicated right-of-way and new CBJ street, a total of 224 spaces will be provided on the church site. The difference in 3 parking spaces is a result of the development of a street cul-de-sac that would be required in the dedicated right-of-way scenario. The site layout is the same except for the location of access.

Noise Analysis is applicable for Alternate #1—Glacier Highway Access & Alternate #2—Engineers Cutoff Access

Since the facility will be slightly smaller than previously proposed no concerns related to noise are anticipated based on the modifications of this Conditional Use permit application.

Public Health or Safety

Alternate #1—Glacier Highway Access

The modification presented in this application offers a safer design than what was approved in USE2011 0003 since this application has incorporated suggestions identified in the draft TIA.

Alternate #2—Engineers Cutoff Access

The modifications presented in the Engineers Cutoff access are considered the favored approach from the DOT/PF perspective. There were no health or safety concerns raised during the review by the CBJ Departments.

Habitat Analysis is applicable for Alternate #1—Glacier Highway Access & Alternate #2—Engineers Cutoff Access

This project site contains uncategorized wetlands. The applicant has been in contact with the Army Corps of Engineers (ACOE) regarding a wetland permit. Initial review by the ACOE suggests that the project may fall under a Nationwide Permit. Staff recommends that the original condition placed on the Conditional Use permit USE2011 0003 be applied to this permit since a final determination from the ACOE has not been completed:

1. 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.

Property Value or Neighborhood Harmony Analysis is applicable for Alternate #1—Glacier Highway Access & Alternate #2—Engineers Cutoff Access

As of the date of this memorandum, there have not been any concerns raised that approval of this application would have adverse impacts on property value or neighborhood harmony.

Conformity with Adopted Plans Analysis is applicable for Alternate #1—Glacier Highway Access & Alternate #2—Engineers Cutoff Access

The subject site is located in Subarea 3 of the CBJ Comprehensive Plan in an area designated Rural Dispersed Residential (RDR) transitioning to Urban Low Density Residential (ULDR) and Medium Density Residential (MDR). While the current land use designation (RDR) is considered suitable for low-density residential and small-scale, visitor oriented commercial or recreational development, the transition land use categories (ULDR and MDR) suggest that the land may be suitable for commercial development of a scale consistent with a medium density residential neighborhood. The use of a church in this land use category is permissible.

Staff has determined that the proposed project serves to implement the Comprehensive Plan's Subarea 3 Guideline 17:

17. Encourage beautification and buffering along major roadways.

The landscaping indicated on the applicant's site plan would serve to beautify a section of Glacier Highway that is not currently landscaped or buffered with vegetation. The proposed modification will result in the church being significantly closer to Glacier Highway than previously approved. To ensure the implementation of this Subarea 3 guideline, there is a need for a condition of approval requiring installation of site landscaping as depicted on the attached plans prior to issuance of a Certificate of Occupancy.

The CBJ Comprehensive Plan also states that avoiding residential land use conflicts is a priority of Juneau residents:

Policy 10.4 It is the policy of the CBJ to minimize conflicts between residential areas and nearby recreational, commercial, or industrial uses that would generate adverse impacts to existing residential areas through appropriate land use locational decision and regulatory measures.

Implementing Action

10.4.IA2 Maintain and consider enhancing Title 49 Land Use Code requirements for buffering and screening between residential and commercial/industrial uses and careful review of site development plans. Great care should be taken to incorporate design features, materials and good neighbor operating practices into the non-residential

development permit in order to mitigate potential adverse noise, dust, odor and glare impacts to adjacent residential neighbors. Such operating practices should be incorporated as conditions of any permit for a non-residential land use located within 200 feet of a residential use or neighborhood.

There is potential for conflict with neighboring residential uses, primarily in reference to increased traffic, intersection safety, increased surface water runoff, and adverse glare. However, because the adjacent properties exist at elevations above or below that of the subject site (minimizing direct glare), and because the applicant has indicated a willingness to provide the recommended traffic impact mitigation and has taken care to design the facility to include landscaping, exterior finish details, and surface water runoff control, staff has determined that the proposed use conforms with adopted plans, providing that the recommended conditions of approval are adopted.

FINDINGS

CBJ §49.15.330 (e)(1), Review of Director's Determinations, states that the Planning Commission shall review the Director's report to consider:

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses;
and,
3. Whether the development as proposed will comply with the other requirements of this chapter.

The Commission shall adopt the Director's determination on the three items above unless it finds, by a preponderance of the evidence, that the Director's determination was in error, and states its reasoning for each finding with particularity.

CBJ §49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area; or,
3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ §49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

- 1. Is the application for the requested conditional use permit complete?***

Yes. We find the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ §49.25.300, Section 5.200 for the D-1 zoning district.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the March 16, 2012 and March 26, 2012, issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right of Way.

4. Will the proposed development materially endanger the public health or safety?

No. The modifications presented will help minimize traffic safety concerns from what was originally approved in USE2011 0003. As noted above, DOT/PF is still considering the best method to ensure public safety and may not approve the access from Glacier Highway; however, DOT/PF has not stated at this time that the proposal is unsafe. DOT/PF has approved access from Engineers Cutoff so a safe alternative is available. DOT/PF has also stated that if negotiations between the adjacent property owners (regarding access from Engineers Cutoff) are not successful then DOT/PF will approve access from Glacier Highway.

5. Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?

No. As mentioned above, there is no evidence to suggest that this development will decrease the value or be out of harmony with the neighboring property.

6. Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?

Yes. As reviewed in the staff report, the church development is consistent with the CBJ Comprehensive Plan in that the proposed use is of a scale consistent with the surrounding neighborhood, provided the recommended conditions of approval are adopted.

Per CBJ §49.70.900 (b)(3), General Provisions, the Director makes the following Juneau Coastal Management Program consistency determination:

7. *Will the proposed development comply with the Juneau Coastal Management Program?*

Yes. This project contains uncategorized wetlands and is subject to Army Corps of Engineers permitting requirements. There are no Juneau Coastal Management Program criteria that apply to this development. Staff has recommended a condition that would require the applicant to have further Planning Commission review if the ACOE review resulted in further modification.

RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings and grant the requested Conditional Use permit. The permit would allow the development of a church in a residential zone.

The approval is subject to the following conditions if Alternate #1—Glacier Highway Access is developed:

1. The fire lane shall be constructed to withstand a 75,000 pound fire truck. The Fire Marshall shall approve the fire lane plan prior to issuance of a building permit.
2. The fire lane shall be signed with Fire Lane signs prior to 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. A two-way left turn lane, as recommended in the project Traffic Impact Analysis dated September 2008 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.

Staff also recommends the following **advisory** condition:

1. The applicant shall keep the Fire Lane maintained at all times and free of obstruction.

The approval is subject to the following conditions if Alternate #2—Engineers Cutoff Access is developed:

1. If the applicant decides to access the site from Engineers Cutoff Road, prior to issuance of a Certificate of Occupancy (or Temporary Certificate of Occupancy) the applicant shall:
 - a. Dedicate a new right-of-way from Engineers Cutoff Road to the church site utilizing the appropriate CBJ Platting process. Construction and dedication of a street that

meets CBJ requirements must be completed and accepted by the City and Borough of Juneau.

OR

- b. Construct a private driveway that meets the minimum requirements for a fire access road, drainage improvements, and adequate sight distance at the intersection with Engineers Cutoff and record an access easement between the owner of 2840 Engineers Cutoff Road and the Church of Jesus Christ of Latter-day Saints.
2. The fire lane shall be constructed to withstand a 75,000 pound fire truck. The Fire Marshall shall approve the fire lane plan prior to issuance of a building permit.
3. The fire lane shall be signed with Fire Lane signs prior to Certificate of Occupancy.
4. 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.
5. 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.

Staff recommends the following **advisory** condition:


1. The applicant shall keep the Fire Lane maintained at all times and free of obstruction.

MEMORANDUM

CITY/BOROUGH OF JUNEAU
155 South Seward Street, Juneau, Alaska 99801

DATE: April 22, 2011

TO: Planning Commission

FROM: Kelly Keenan, Planner 
Community Development Department

FILE NO.: USE2011 0003

PROPOSAL: Conditional Use Permit to construct a new 17,101 square foot church in a D-1 residential zone

GENERAL INFORMATION

Applicant: McCool Carlson Green – Doug Green

Property Owner: Corporation of the Presiding Bishop of the Church of Jesus Christ of Latter Day Saints

Property Address: 10585 Glacier Highway

Legal Description: USS 2386 & 3817 TRACT A-H

Parcel Code Number: 4-B22-0-106-003-0

Site Size: 13.87 acres 604177 square feet

Zoning: D-1(T)D-3 and D-1(T)D-10

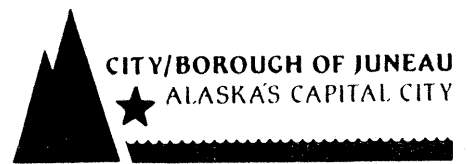
Utilities: CBJ Water and Sewer

Access: Glacier Highway

Existing Land Use: The site is currently vacant, but was formerly occupied by a single family residence and trucking storage yard.

Surrounding Land Use:

North	-	D-1(T)D-3 and D-1(T)D-10, single-family residence
South	-	D-1(T)D-3 and D-1(T)D-10, single-family residence and Park and Ride facility
East	-	D-1(T)D-10, Glacier Highway
West	-	D-1(T)D-3, wooded, undeveloped



ATTACHMENTS

Attachment A	Vicinity Map/Notice of Public Hearing
Attachment B	Area Zoning
Attachment C	Existing Conditions
Attachment D	Site Plan
Attachment E	Project Narrative
Attachment F	Draft TIA Executive Summary
Attachment G	Hamilton Street Photo
Attachment H	Wetland Delineation Map
Attachment I	Site Photos
Attachment J	Permit Application

PROJECT DESCRIPTION

The applicant seeks a Conditional Use permit for construction of a new church on a lot zoned D1(T)D3 and D1(T)D10. Churches are listed as conditional uses in D-1 residential zones in the Table of Permissible Uses, CBJ§49.25.300 5.200.

BACKGROUND

The subject site has recently been cleared of all structures, but formerly contained a single-family house and trucking storage yard with outbuildings. In 2008, a Conditional Use permit was requested for a larger, 25,500 square foot church at the same site. That application was withdrawn during the review process because the church building was being redesigned. The church facility currently proposed is smaller (17,101 square feet) but has similar design features.

ANALYSIS

Project Site – The subject site is located on a large 13.87 acre lot at 10585 Glacier Highway, just north of Engineers Cutoff on the eastern side of Pederson Hill (see Attachment A). The entire project site is currently zoned D-1, though the northeast portion of the site is designated D-1(T)D-10 and the southwest portion D1(T)D-3 (see Attachment B). The property is bordered to the east by Glacier Highway (Alaska Department of Transportation ROW), to the north by a single family residence, to the south by a single family residence and a park and ride facility, and to the west by a large wooded, undeveloped area. The front portion of the site is relatively level and cleared of vegetation and structures. The southwest or rear portion of the site is wooded and undeveloped. Both public water and sewer have been extended beyond the property. The site is buffered on the south, west, and north sides by vegetation, but is not buffered from Glacier Highway. The site is currently accessed through two driveways off of Glacier Highway. In 2008, when the applicant had previously requested a conditional use permit for a similar facility, a wetland delineation report was provided indicating that the site contains three wetland areas, each under 1/3 acre. Two of these wetland areas are in the vicinity of proposed development (see Attachment C). The report also

identified several non-anadromous streams on the site, some of which are carried through the existing site fill in subterranean culverts. These streams ultimately drain into the Pederson (aka Casa Del Sol) Creek which is a listed anadromous stream.

Project Design – The proposed church would be constructed on the northeastern portion of the site, with total developed area, including the parking lot, covering 4.1 acres (see Attachment D). The facility will be a 17,101 square foot, wood frame, single story structure with a steeple. Site development would include a 226-stall paved parking lot, with spaces being provided on the sides and rear of the church. The vegetation on the rear half of the lot would remain undisturbed and landscaping would be installed on all sides of the building, including the area between the building and Glacier Highway. Access to the church facility would be provided through the two existing site driveways on Glacier Highway. The applicant's project narrative is provided as Attachment E.

Traffic – While the proposed facility would introduce additional traffic to the surrounding neighborhood, staff has noted that the peak traffic generation periods for churches generally do not coincide with the standard peak traffic periods for the community at-large. For the church facility in question, the peak traffic generation periods will be midday on Sunday and evenings on weekdays, after general rush hour traffic has subsided some. The applicant has provided the following general schedule of facility activities:

1. Sundays: Services are held in three hour meeting blocks. One congregation (ward) consisting of an average of 250 members 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 three-hour block.
2. Weekday Early Mornings: There are classes held at the building between 6 am and 7 am for high school aged youth when public school is in session.
3. Weekday Evenings: The ward has one night a week that they will use for boy scouts and other youth programs. There are no meetings on Monday nights.
4. Weekend Evenings: There will 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.

According to the Institute of Transportation Engineers Trip Generation Manual, a 17,000 square foot church can be expected to generate 156 trips on a weekday, 177 trips on a Saturday, and 626 trips on a Sunday. Averaging these figures over a seven-day week, the proposed church can be expected to generate 226 average daily trips (ADT). Given this figure, the Community Development Department does not require the applicant to provide a traffic impact analysis (TIA) per CBJ§49.40.300 (2) which states:

A development projected to generate fewer than 250 ADT shall not be required to have a traffic impact analysis.

When the applicant proposed a larger facility in 2008, The Alaska Department of Transportation (ADOT) did require the preparation of a TIA, due to the potential for traffic and safety issues on a

state highway. This draft TIA was provided to CDD staff as part of their current Conditional Use permit application. The draft TIA Executive Summary is provided as Attachment F. While not required by CDD for reasons stated above, staff determined that the draft TIA provides relevant information regarding the potential impact of the proposed project on the surrounding neighborhood, and has used the TIA analysis to frame some of the conditions that are recommended for project approval. In doing so, staff has taken three issues into account. First, the TIA is a draft document that may be revised in the future. These revisions could result from an ADOT permitting process, which may involve a formal review of TIA recommendations, as well as a public comment period. Second, the TIA was prepared assuming a larger church facility (25,500 square feet) than what is currently proposed (17,100 square feet). Finally, the draft TIA provides analysis of traffic conditions as they existed at the project area in 2008, and projected conditions for the year 2010, which at the time the document was produced was thought to be the year of facility occupancy.

The draft TIA estimates that nearly all area intersections, as well as the site driveways, would operate at LOS C or better in 2010, with or without additional traffic generated by the project. This means that the project was not expected to significantly impact delays at area intersections.

The TIA describes some challenges associated with the locations of the site driveways. These challenges arise from the fact that Hamilton Street, which intersects with Glacier Highway from the east, is located in between the proposed project's north and south site driveways (see Attachment D). Having these driveways offset from one another creates a potential safety hazard due to conflicts between turning movements. To mitigate this potential hazard, the TIA recommends that the south site driveway be signed to prohibit left turns out of the facility. The TIA also notes that traffic traveling north and south along Glacier Highway could be impacted by left-turning vehicles waiting for an available gap to enter the proposed facility. Through traffic might attempt to travel on the shoulder around the left-turning vehicles, presenting a safety hazard to other vehicles turning in and out of the north site driveway and Hamilton Street. To mitigate this potential safety hazard, the TIA recommends that the applicant construct a two-way left turn lane between Engineers Cutoff and the north site driveway (see Attachment D).

The applicant has indicated a willingness to install the two-way left turn lane on Glacier Highway, subject to any required permitting, and to provide signage prohibiting left turns out of the south site driveway as recommended in the TIA. Staff has determined that these two mitigation actions are appropriate and necessary to ensure safety at the subject site. The installation of mitigation prior to issuance of a Certificate of Occupancy will be a recommended condition of project approval.

Parking and Circulation – According to CBJ§49.40.210, churches are required to provide one parking space for every four seats in the auditorium. Because the applicant's proposed facility design includes a chapel with 252 fixed seats, the development would need a minimum of 63 parking spaces. The applicant's site plan proposes a 226 stall parking lot including 8 accessible spaces, two of which will be van accessible. The parking is provided at the sides and rear of the structure in lots accessed by the north and south site driveways. Circulation through the parking lots is provided via 24 foot wide drive lanes (see Attachment D). These features satisfy CBJ parking requirements.

Noise – The proposed church facility has no chimes and no exterior public address system aside from a code required fire alarm bell. Additionally, activities at the church will primarily occur inside the building. As the subject site is already impacted by the noise generated by vehicles moving at high speeds down Glacier Highway, staff has determined that additional noise impact generated by the proposed project will be minimal.

Public Health or Safety – The applicant intends to connect to the CBJ water and sewer systems, which have both been extended beyond the subject site. Permit application materials were reviewed by officials from the CBJ Engineering, Building, Public Works, Fire, Police, Lands, and Street Departments. Additionally, application materials were sent to the CBJ School District, AEL&P, Alaska Department of Fish and Game, the Alaska Department of Transportation and Public Facilities, and the Army Corps of Engineers. No concerns were raised relevant to the proposed church use in a residential zone.

The applicant has indicated that refuse from the facility will be kept in a bear resistant structure located north of the proposed church building.

Property Value or Neighborhood Harmony –The neighborhood surrounding the subject site is characterized by mix of uses including residences, recreational sites, commercial lots, offices, and institutions. For the most part, other uses adjacent to the subject site are screened by vegetation. The major exceptions to this are the nine residences located on Hamilton Street (see Attachment G). Because the subject site is not screened on the Glacier Highway side, the residences on Hamilton could be impacted by glare from traffic entering and exiting the proposed church facility. However, Hamilton Street rises on an incline from Glacier highway, meaning that the residences are located at elevations higher than that of the subject site. Similarly, adjacent properties located north and south of the subject site exist at elevations above and below the proposed church site. Given these area features, staff has determined that the direct glare impact on adjacent properties and the Hamilton Street residences will be minimal.

The site plan and elevations submitted by the applicant indicate that the exterior design of the building is a traditional theme with white trim, columns, and barrel vaulted entries. The steepled end of the building will face Glacier Highway and landscaping will be installed around the building, including the area between the building and Glacier Highway. Exterior finishes will be cultured stone and lap siding with vinyl windows.

As of the date of this report, no comments have been received from neighbors concerning the proposed use. No evidence has been presented suggesting that the proposed use would detract from area property values.

Conformity With Adopted Plans – The subject site is located in Subarea 3 of the CBJ Comprehensive Plan in an area designated Rural Dispersed Residential (RDR) transitioning to Urban Low Density Residential (ULDR) and Medium Density Residential (MDR). While the current land

use designation (RDR) is considered suitable for low-density residential and small-scale, visitor oriented commercial or recreational development, the transition land use categories (ULDR) and (MDR) suggest that the land may be suitable for commercial development of a scale consistent with a medium density residential neighborhood. Staff has determined that the proposed project serves to implement the Comprehensive Plan's Subarea 3 Guideline 17:

17. Encourage beautification and buffering along major roadways.

The landscaping indicated on the applicant's site plan would serve to beautify a section of Glacier Highway previously not landscaped or buffered with vegetation. To ensure the implementation of this Subarea 3 guideline, there is a need for a condition of approval requiring installation of site landscaping prior to issuance of a Certificate of Occupancy.

The CBJ Comprehensive Plan also states that avoiding residential land use conflicts is a priority of Juneau residents:

Policy 10.4 It is the policy of the CBJ to minimize conflicts between residential areas and nearby recreational, commercial, or industrial uses that would generate adverse impacts to existing residential areas through appropriate land use locational decision and regulatory measures.

Implementing Action

10.4.IA2 Maintain and consider enhancing Title 49 Land Use Code requirements for buffering and screening between residential and commercial/industrial uses and careful review of site development plans. Great care should be taken to incorporate design features, materials and good neighbor operating practices into the non-residential development permit in order to mitigate potential adverse noise, dust, odor and glare impacts to adjacent residential neighbors. Such operating practices should be incorporated as conditions of any permit for a non-residential land use located within 200 feet of a residential use or neighborhood.

There is potential for conflict with neighboring residential uses, primarily in reference to increased traffic, intersection safety, increased surface water runoff, and adverse glare. However, because the adjacent properties exist at elevations above or below that of the subject site (minimizing direct glare), and because the applicant has indicated a willingness to provide the recommended traffic impact mitigation and has taken care to design the facility to include landscaping, exterior finish details, and surface water runoff control, staff has determined that the proposed use conforms with adopted plans, providing that the recommended conditions of approval are adopted.

49.70.900-49.70.1097 COASTAL DEVELOPMENT, HABITAT, AND WETLANDS

As mentioned previously, the applicant hired a consultant to complete a wetland delineation and analysis of the property (see Attachment H). According to that wetland delineation, the subject site contains three wetland areas, each under one third acre in size. These wetland areas are not

categorized in the Juneau Wetlands Management Plan, and are not adjacent to a salmon stream or other sensitive habitat areas. The project plans submitted indicate that a portion of these wetland areas will be impacted by the proposed development. This type of wetland fill is beyond the scope of CBJ regulations so the applicant has contacted the Army Corps of Engineers (ACOE) to determine what, if any, permitting or mitigation may be necessary. If a review process associated with an ACOE permit results in modification of the facility design, the applicant will need to contact the CBJ Community Development Department Director to determine if additional review by the CBJ Planning Commission will be necessary. Staff recommends that this be a condition of permit approval. Staff notes that the applicant has designed bio-swales and oil/water separators into the site plan, in an effort to control and treat the increased surface water runoff before it enters wetland areas or leaves the site.

ALASKA COASTAL MANAGEMENT PROGRAM (ACMP)

The applicant is in the early stages of completing the Alaska Coastal Management Program (ACMP) project questionnaire. A determination has not yet been made regarding whether a consistency review under the ACMP is necessary. Therefore staff is not reviewing the project at this time for conformance with the ACMP Statewide Standards. Because the affected wetlands are not categorized in the Juneau Wetlands Management Plan, no local Juneau Coastal Management Program polices would apply to the project.

FINDINGS

CBJ §49.15.330 (e)(1), Review of Director's Determinations, states that the Planning Commission shall review the Director's report to consider:

1. Whether the application is complete;
2. Whether the proposed use is appropriate according to the Table of Permissible Uses;
and,
3. Whether the development as proposed will comply with the other requirements of this chapter.

The Commission shall adopt the Director's determination on the three items above unless it finds, by a preponderance of the evidence, that the Director's determination was in error, and states its reasoning for each finding with particularity.

CBJ §49.15.330 (f), Commission Determinations, states that even if the Commission adopts the Director's determination, it may nonetheless deny or condition the permit if it concludes, based upon its own independent review of the information submitted at the public hearing, that the development will more probably than not:

1. Materially endanger the public health or safety;
2. Substantially decrease the value of or be out of harmony with property in the neighboring area;
or,
3. Not be in general conformity with the comprehensive plan, thoroughfare plan, or other officially adopted plans.

Per CBJ §49.15.330 (e) & (f), Review of Director's & Commission's Determinations, the Director makes the following findings on the proposed development:

1. Is the application for the requested conditional use permit complete?

Yes. We find the application contains the information necessary to conduct full review of the proposed operations. The application submittal by the applicant, including the appropriate fees, substantially conforms to the requirements of CBJ Chapter 49.15.

2. Is the proposed use appropriate according to the Table of Permissible Uses?

Yes. The requested permit is appropriate according to the Table of Permissible Uses. The permit is listed at CBJ §49.25.300, Section 5.200 for the D-1 zoning district.

3. Will the proposed development comply with the other requirements of this chapter?

Yes. The proposed development complies with the other requirements of this chapter. Public notice of this project was provided in the Friday, April 15, 2011 and Monday, April 25, 2011 issues of the Juneau Empire's "Your Municipality" section, and a Notice of Public Hearing was mailed to all property owners within 500 feet of the subject parcel. Moreover, a Public Notice Sign was posted on the subject parcel, visible from the public Right of Way.

4. Will the proposed development materially endanger the public health or safety?

No. As previously discussed in the staff report there is no evidence to suggest that the use of land for a church at the subject site, in a residential zone, will materially endanger the public health or safety, provided that the conditions of approval are adopted.

5. Will the proposed development substantially decrease the value of or be out of harmony with property in the neighboring area?

No. As discussed above, the proposed use will not substantially decrease the value or be out of harmony with property in the neighboring area, provided that the conditions of approval are adopted.

6. Will the proposed development be in general conformity with the land use plan, thoroughfare plan, or other officially adopted plans?

Yes. As reviewed in the staff report, the church development is consistent with the CBJ Comprehensive Plan in that the proposed use is of a scale consistent with a consistent with the surrounding neighborhood, provided the recommended conditions of approval are adopted.

7. *Will the proposed development comply with the Alaska Coastal Management Program?*

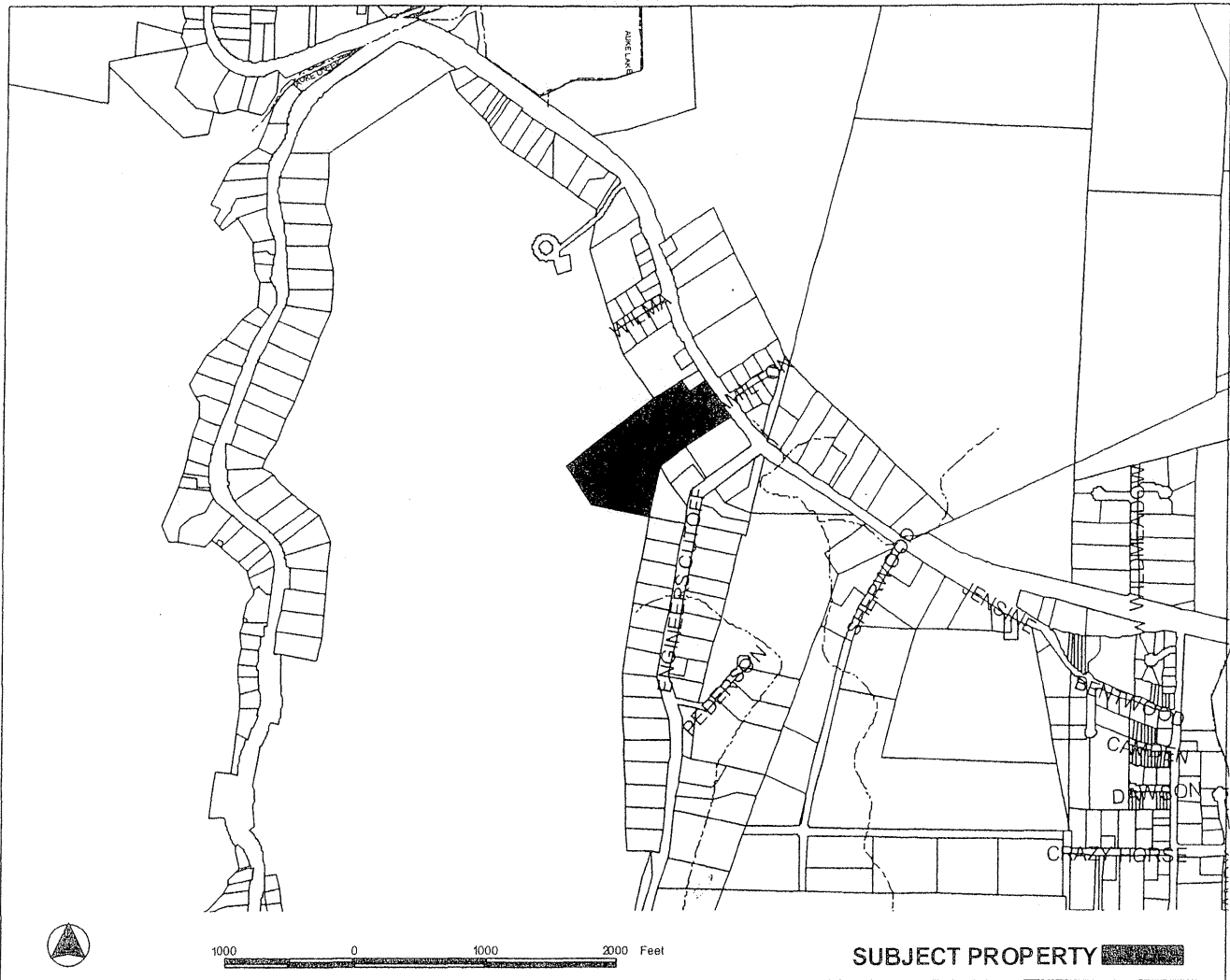
As discussed in the staff report, the applicant is in the early stages of completing the Alaska Coastal Management Program (ACMP) project questionnaire and a determination has not yet been made regarding whether a consistency review under the ACMP is necessary.

RECOMMENDATION

It is recommended that the Planning Commission adopt the Director's analysis and findings, and grant the requested Conditional Use permit for the development of the proposed church, subject to 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.

NOTICE OF PUBLIC HEARING



ATTACHMENT A

PROPOSAL: A Conditional Use Permit for a new 17,101 square foot church and parking lot in a D-1 residential zone.

<p>FILE NO: USE20110003</p> <p>TO: Adjacent Property Owners</p> <p>HEARING DATE: April, 26, 2011</p> <p>HEARING TIME: 7PM</p> <p>PLACE: ASSEMBLY CHAMBERS Municipal Building 155 South Seward St Juneau, Alaska 99801</p>	<p>APPLICANT: MCCOOL CARLSON GREEN</p> <p>Property PCN: 4-B22-0-106-003-0</p> <p>Owner(s): CORPORATION OF THE CHURCH OF JESUS CHRIST OF LATTER DAY SAINTS</p> <p>Zoned: D1</p> <p>Size: 13.87 acres</p> <p>Site Address: 10585 GLACIER HWY</p> <p>Accessed via: GLACIER HWY</p>
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PROPERTY OWNERS PLEASE NOTE:

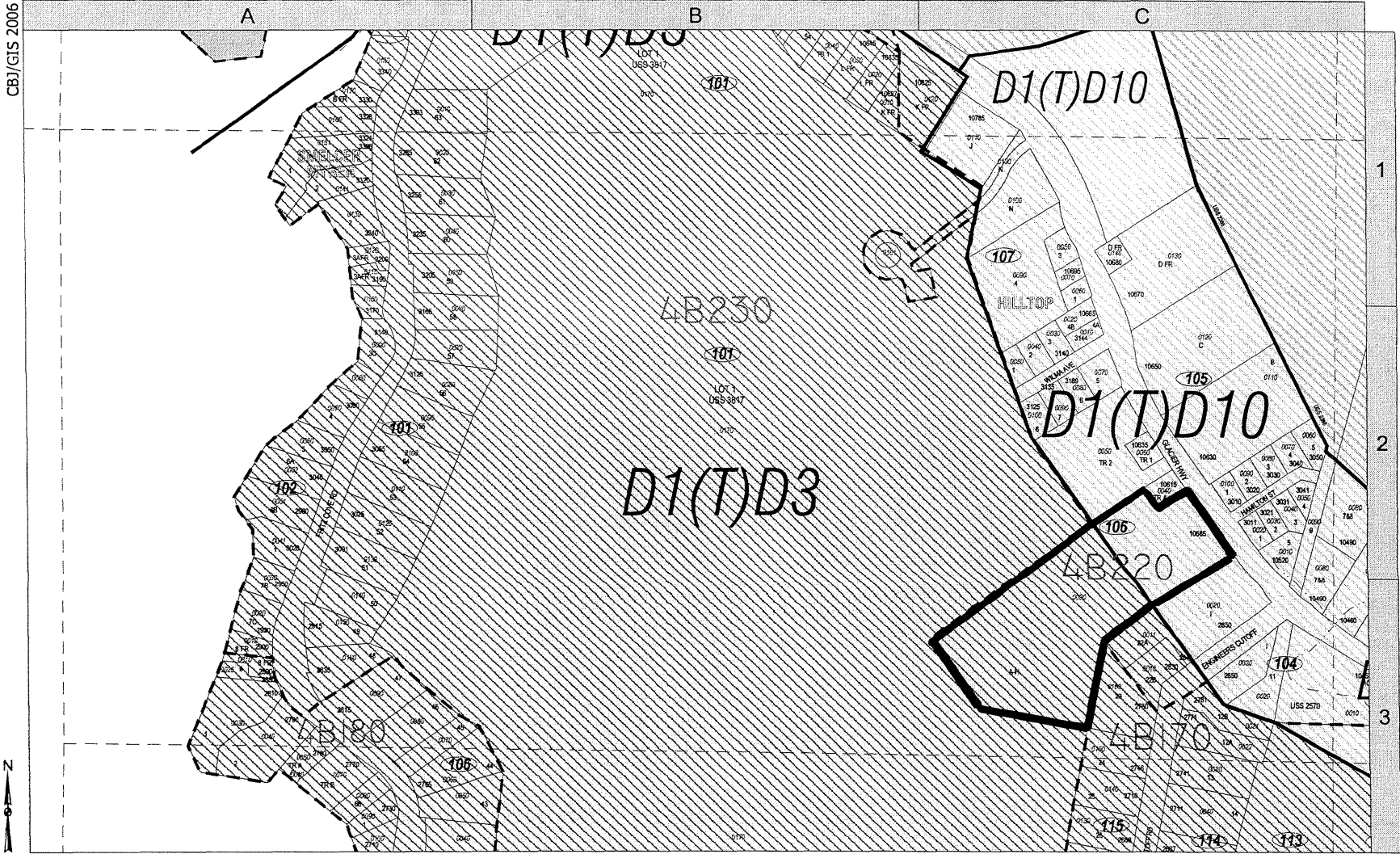
You are invited to attend this Public Hearing and present oral testimony. The Planning Commission will also consider written testimony. You are encouraged to submit written material to the Community Development Department no later than 8:30 A.M. on the Wednesday preceding the Public Hearing. Materials 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

KELLY KEENAN 586-0756 KELLY_KEENAN@CI.JUNEAU.AK.US

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

CBJ/GIS 2006



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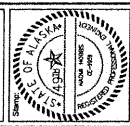
Continued on Page 60

Assessor Tax Number Code

60090	102	0030
Parcel Code Prefix	Zone	Lot Number

ATTACHMENT B

McCool Carlson Green
 201 PHOTO AVENUE, ANCHORAGE, AK (907) 442-8474
 3368 Commercial Boulevard
 Juneau, AK 99801
 DOWL HKM
 (907) 760-3633



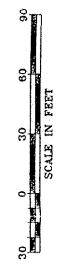
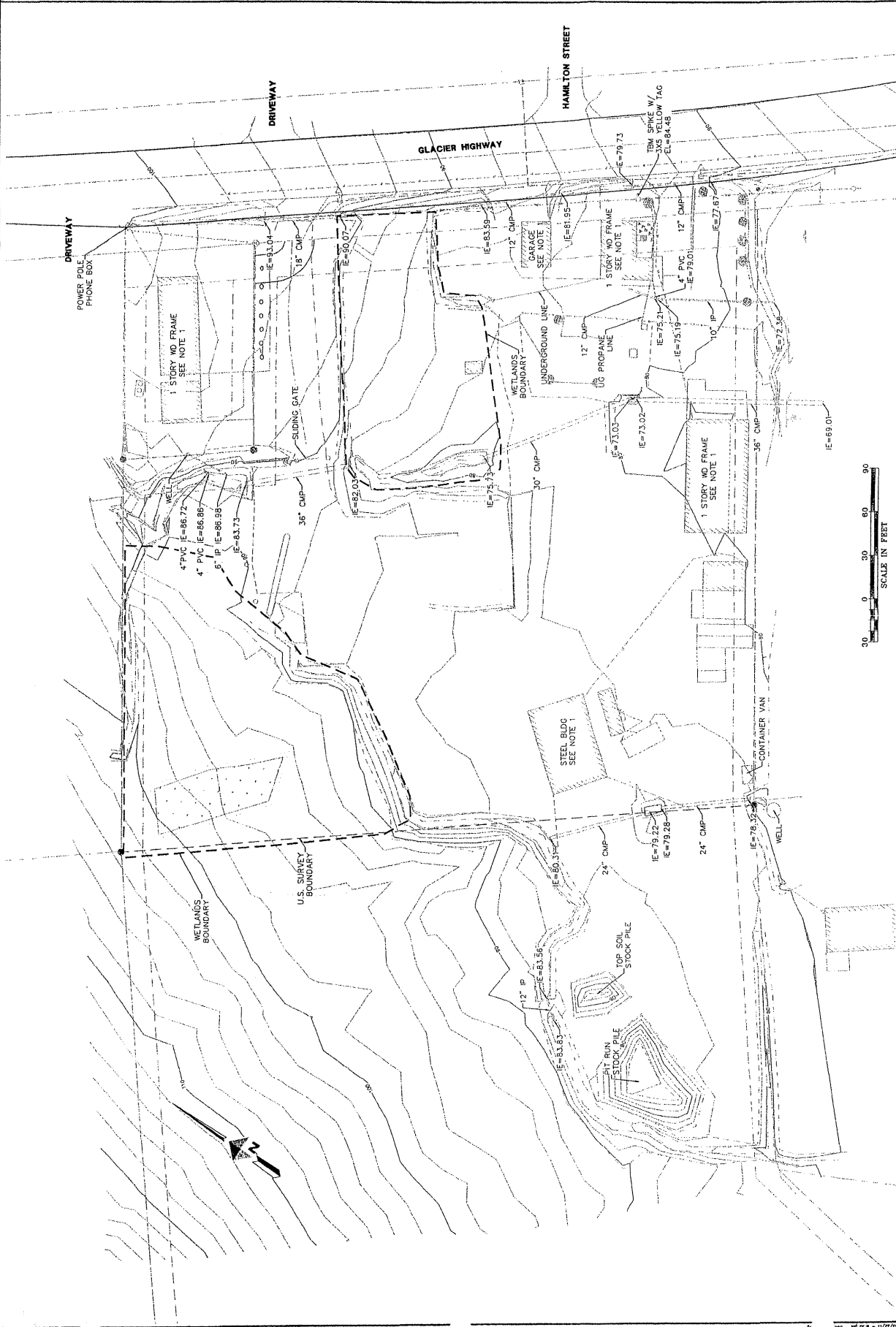
JUNEAU STAKE
 CHAPEL
 Juneau, Alaska 99801

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

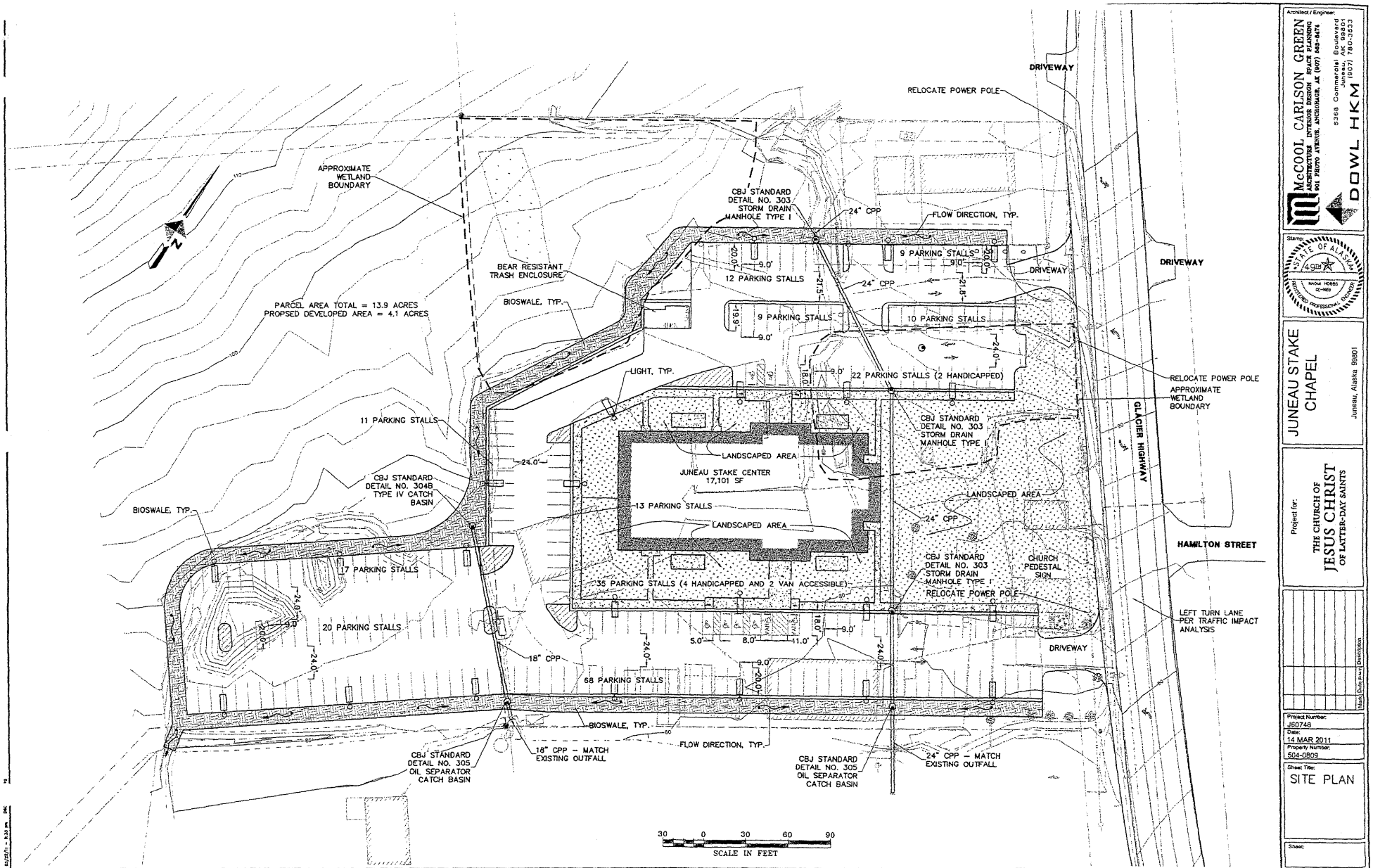
Map Date	12/17/10	Revision

Project Number:
 000748
 Date:
 14 MAR 2011
 User:
 DOWL H. KIM
 Job Number:
 000748

Scale:
 AS SHOWN
 EXISTING
 CONDITIONS



ATTACHMENT C



Accredited Engineer
MCCOOL CARLSON GREEN
 ARCHITECTURE INTERIOR DESIGN SPACE PLANNING
 101 FRONT AVENUE, ANCHORAGE, AK (907) 482-8474
 JUNEAU, AK 99801
 5266 Commercial Building
 JUNEAU, AK 99803
 (907) 780-3533
DOWL HKM

STATE OF ALASKA
 4 Star
 Model No. 1001
 (2-101)
 PROFESSIONAL ENGINEER

JUNEAU STAKE CHAPEL
 Juneau, Alaska 99801

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

Project Number: 160749
 Date: 14 MAR 2011
 Property Number: 504-0809

Sheet Title:
SITE PLAN

Sheet:

ATTACHMENT D

PROJECT NARRATIVE

Juneau Chapel 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. Legal description for the property: Tract A – H, U.S. Surveys 2386 & 3817 and A Tract in Lot H, U.S. Surveys 2386

Building Access and Schedule:

The existing access driveways off Glacier Highway will be used; no additional access will be required. 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) consisting of an average of 250 members 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 between 7 pm till 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 17,101 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 226 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 of the building next to a new site storage 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 17,000 square feet and includes 226 parking stalls in an area currently zoned D1(T)D3 and D1(T)D10. The site is currently occupied by a single family residence and a small trucking yard. 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 left turn lane between Engineer's Cutoff and the north site driveway. 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. It is also recommend that the south driveway be signed to prohibit left turns out of the facility, to minimize the potential for crashes with traffic turning into/out of Hamilton Street.

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, with possible small lawn sign at the road entry.

Public Health and Safety:

A hazardous materials study has been performed on the site. The hazardous materials have been abated. The site is currently being cleared of old structures and miscellaneous debris. When finished there will be no public health or safety hazards.

Exterior:

The exterior design of the building is a traditional theme with the white trim, columns and barrel vaulted entries. It complements any area and fits in well set against the forested mountain back drop. The steeped end of the building will face Glacier High Way with a lawn spanning from the front of the chapel to the highway.

The exterior finish is cultured stone and cementitious lap siding with aluminum curtain walls and vinyl windows. Roofing is asphalt shingles over modified bitumen ice and water- shield with prefinished metal flashings and a roof mounted steeple. 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.

EXECUTIVE SUMMARY

This Traffic Impact Analysis (TIA) estimates the traffic and transportation impacts expected due to the proposed construction of a new church by the Church of Latter Day Saints on Glacier Highway north of Engineer's Cutoff in Juneau, Alaska. The proposed church will be approximately 25,000 square feet and includes 300 parking stalls in an area currently zoned D1(T)D3 and D1(T)D10. The site is currently occupied by a single family residence and a small trucking yard.

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, we also analyzed area intersections for the evening peak period traffic.

Traffic was analyzed for the expected 2010 occupancy year of the project. The resulting with-project and without-project 2010 level of service (LOS) values are listed in the table below.

LOS Summary									
2010 With-Project Volumes									
Location	Weekday PM Peak			Weekday Evening Peak			Sunday Midday Peak		
	LOS ¹	Delay ²	V/C-WA ³	LOS ¹	Delay ²	V/C-WA ³	LOS ¹	Delay ²	V/C-WA ³
<i>Signalized Intersections</i>									
Riverside Drive/Glacier Highway	B	15.2	0.56	B	13.2	0.49	B	13.0	0.49
<i>Unsignalized Intersections</i>									
Fritz Cove Road/Glacier Highway	E	46.3	SBA ⁴	D	27.6	SBA ⁴	C	23.9	SBA ⁴
Engineer's Cutoff/Glacier Highway	B	14.6	NBA ⁵	C	17.2	NBA ⁵	B	14.9	NBA ⁵
2010 Without-Project Volumes									
Location	Weekday PM Peak			Weekday Evening Peak			Sunday Midday Peak		
	LOS ¹	Delay ²	V/C-WA ³	LOS ¹	Delay ²	V/C-WA ³	LOS ¹	Delay ²	V/C-WA ³
<i>Signalized Intersections</i>									
Riverside Drive/Glacier Highway	B	15.1	0.56	B	13.0	0.45	B	12.5	0.47
<i>Unsignalized Intersections</i>									
Fritz Cove Road/Glacier Highway	E	45.9	SBA ⁴	D	26.8	SBA ⁴	C	22.1	SBA ⁴
Engineer's Cutoff/Glacier Highway	B	14.5	NBA ⁵	C	15.5	NBA ⁵	B	11.8	NBA ⁵
<ol style="list-style-type: none"> 1. LOS = Level-of-service 2. Delay on worse approach/approach movement at unsignalized intersections. 3. V/C = Volume-to-Capacity ratio or worse approach (WA) or approach movement for unsignalized intersections. 4. SBA = Southbound approach 5. NBA = Northbound approach 									

ATTACHMENT F

As the table shows, the area intersections are expected to operate at LOS C or better in 2010 regardless of the additional project traffic. The one exception is at Fritz Cove Road/Glacier Highway. However, project traffic is projected to impact delays at this intersection by less than 10 percent, which is the DOT&PF mitigation threshold.

Site driveways were also analyzed to ensure they would function adequately with the expected traffic. The LOS values for the site driveways are shown in the table below.

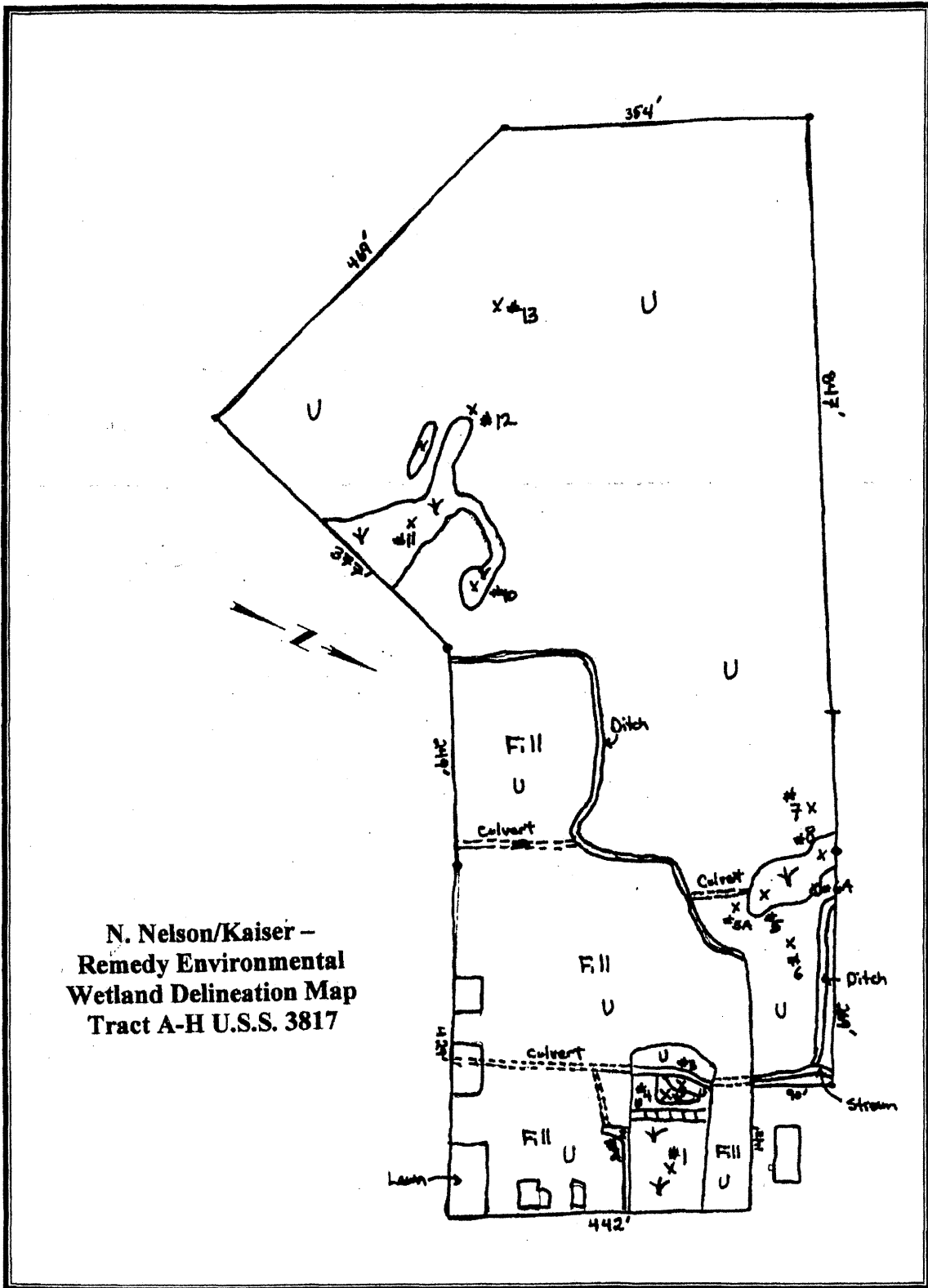
Driveway LOS						
Location	Evening Peak Hour			Sunday Peak Hour		
	LOS ¹	Delay ²	WA ³	LOS ¹	Delay ²	WA ³
North Driveway	B	12.3	NBA ⁴	C	16.1	NBA ⁴
South Driveway	B	10.8	NBA ⁴	B	12.8	NBA ⁴
1. (LOS = Level of Service.) LOS for worst approach or approach movement. 2. Worst approach/approach movement (at unsignalized intersections). 3. Worst approach (WA) or approach movement for unsignalized intersections. 4. NBA = Northbound approach (Driveway)						

As the table shows, the driveways are will operate at LOS B or C with the expected traffic.

Based on the results of the analysis conducted in support of this TIA, we recommend the Church of LDS construct a two way left turn lane between Engineer's Cutoff and the north site driveway. 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 2001*. No other offsite mitigation should be required by this project. We also recommend that the south driveway be signed to prohibit left turns out of the facility, to minimize the potential for crashes with traffic turning into/out of Hamilton Street.



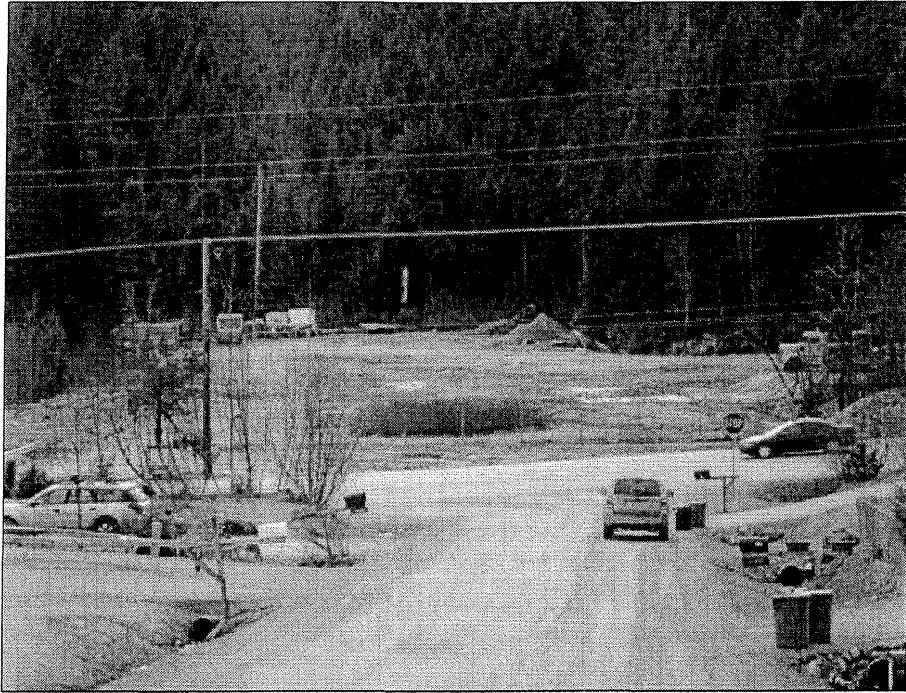
Residences on Hamilton Street, as viewed from the proposed church site.



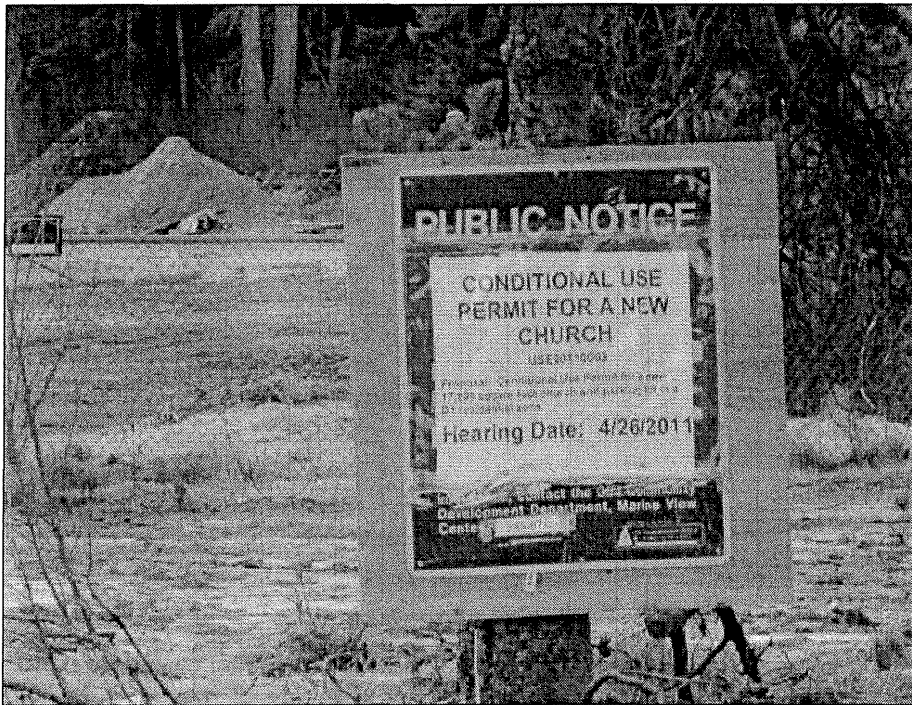
N. Nelson/Kaiser -
 Remedy Environmental
 Wetland Delineation Map
 Tract A-H U.S.S. 3817

Figure 14 - Wetland map

ATTACHMENT H



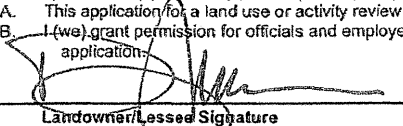
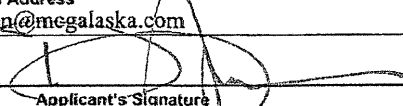
The proposed church site, as viewed from Hamilton Street.



Public Notice sign, as viewed from Glacier Highway

DEVELOPMENT PERMIT APPLICATION

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

PROJECT / APPLICANT 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	
	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>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	 Applicant's Signature	<u>3/23/11</u> Date of Application	

-----OFFICE USE ONLY BELOW THIS LINE-----

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>3/24/11</u>	<u>use 2011 0003</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:				Permit Intake Initials	
				<u>NKJ</u>	

ATTACHMENT J

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																																						
<input type="checkbox"/> Accessory Apartment*** (AAP) <input type="checkbox"/> Driveway in Right-of-Way (ADW) <input checked="" type="checkbox"/> Use Listed in §49.25.300 (USE) (Table of Permissible Uses)																																						
Please list the Table of Permissible Uses Category: <u>CHURCH</u>																																						
***An Accessory Apartment Application will also be required.																																						
DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED.																																						
<u>A NEW CHURCH BUILDING AND PARKING LOT.</u>																																						
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):																																						
<u>LAND IS CURRENTLY OCCUPIED BY A SINGLE RESIDENCE AND A SMALL TRUCKING YARD</u>																																						
PROPOSED USE OF LAND OR BUILDING(S):																																						
<u>NEW CHURCH AND PARKING LOT.</u>																																						
UTILITIES PROPOSED:																																						
WATER: <input checked="" type="checkbox"/> Public <input type="checkbox"/> On Site		SEWER: <input checked="" type="checkbox"/> Public <input type="checkbox"/> On Site																																				
SITE AND BUILDING SPECIFICS:																																						
Total Area of Lot <u>604,367</u> square feet		Total Area of Existing Structure(s) <u>1,809 HOUSE; 756 GARAGE</u> square feet																																				
Total Area of Proposed Structure(s) <u>17,101</u> square feet																																						
EXTERNAL LIGHTING:																																						
Existing to remain <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes - Provide fixture information, cutoff sheets, and location of lighting fixtures		Proposed <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes - Provide fixture information, cutoff sheets, and location of lighting fixtures																																				
PROJECT NARRATIVE AND SUBMITTAL CHECKLIST:																																						
<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		<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.)																																				
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 style="text-align: left;">ALLOWABLE/CONDITIONAL USE FEES</th> <th style="text-align: center;">Fees</th> <th style="text-align: center;">Check No.</th> <th style="text-align: center;">Receipt</th> <th style="text-align: center;">Date</th> </tr> </thead> <tbody> <tr> <td>Application Fees</td> <td style="text-align: right;">\$ <u>500</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Admin. of Guarantee</td> <td style="text-align: right;">\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Adjustment</td> <td style="text-align: right;">\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Pub. Not. Sign Fee</td> <td style="text-align: right;">\$ <u>50</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Pub. Not. Sign Deposit</td> <td style="text-align: right;">\$ <u>100</u></td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Total Fee</td> <td style="text-align: right;">\$ <u>650</u></td> <td style="text-align: center;"><u>001952</u></td> <td style="text-align: center;"><u>cd1121</u></td> <td style="text-align: center;"><u>3/24/11</u></td> </tr> </tbody> </table>			ALLOWABLE/CONDITIONAL USE FEES	Fees	Check No.	Receipt	Date	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>cd1121</u>	<u>3/24/11</u>
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TO BE COMPLETED BY THE APPLICANT

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).

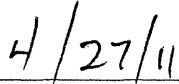
Effective Date: The permit is effective upon approval by the Commission, April 26, 2011.

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

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.