


MEMORANDUM

CITY & BOROUGH OF JUNEAU

155 South Seward Street, Juneau, Alaska 99801

DATE: September 6, 2012

TO: Board of Adjustment

FROM: Eric Feldt, Planner 
Community Development Department

FILE NO.: VAR2012 0017

PROPOSAL: A Variance permit to reduce the parking requirement for a new Snow Removal Equipment Facility at the Juneau International Airport.

GENERAL INFORMATION

Applicant: City & Borough of Juneau

Property Owner: City & Borough of Juneau

Property Address: 1873 Shell Simmons Drive

Legal Description: Tracts A & B Airport

Parcel Code Number: 3-B16-0-100-001-0

Site Size: 10.3 acres; (Juneau International Airport: 640.55 acres)

Zoning: Industrial (I)

Utilities: City Water & Sewer

Access: Shell Simmons Drive

Existing Land Use: Juneau International Airport (JIA)

Surrounding Land Use:

North	- Light Commercial; Fred Meyers; Glacier Hwy
South	- Industrial; JIA
East	- Industrial; Temsco Helicopters; Maplesden Way
West	- Industrial; Wings of AK; Shell Simmons Dr.



CITY & BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

ATTACHMENTS

Attachment	A	Vicinity Map
Attachment	B	Project Narrative
Attachment	C	Drawings / Building Plans
Attachment	D	Applicant's Letter
Attachment	E	USE2008-35 Staff Report / NOD

PROJECT DESCRIPTION

The City Airport Department is seeking a variance to reduce the parking requirement from 109 spaces to 73 spaces for a new Snow Removal Equipment Facility (SREF) at the Juneau International Airport (JIA). See Attachment A for site location. The applicant designed the facility's parking to accommodate the low parking demand, not based on overall building size which is required by the Land Use Code, which has resulted in the subject variance.

The applicant also filed a Conditional Use permit (USE2012-0007) to permit the construction of the SREF. The SREF will include indoor accommodations for snow removal equipment and loading bays, indoor sand and gravel stockpiling areas as well as chemical storage areas, and airport administration offices. All of these uses currently exist at various locations on airport grounds and will be combined in the new SREF. Building plans of the facility are provided under Attachment C. The Conditional Use permit cannot be approved unless the subject variance is approved.

BACKGROUND

In 2008, the Planning Commission approved an Allowable Use permit (USE2007-00037) for a conceptual development plan of the northeast section of the airport through 2015. This plan consists of a new snow removal equipment facility (SREF), new automated surface observatory system (ASOS), additional hanger buildings, and site infrastructure improvements such as driveways, access roads, and parking lots. Much of the northeast section of the airport was recently filled, covering wetlands, to facilitate future development.

Even though the SREF was approved in 2008, the most recent plans show it to be larger in size. The staff report of USE2007-00037 indicated that a change in the site plan would require a new Use permit.

The Land Use Code requires all development to provide on site parking to prevent spill over onto adjacent property which may result in many negative impacts such as increased traffic noise, head light glare, accidents, road maintenance issues, etc. The Land Use Code does not treat airport buildings within the secured area that have no customer service any differently than other development in the borough. For example, a storage building within the secured airport property has the same parking requirement as a commercial storage building that has public access. Though the

two storage buildings have the same parking requirement, the parking demand for the building at the airport would likely be significantly less than the other storage buildings due to the restricted public access on airport grounds.

ANALYSIS

The subject variance has been filed to reduce the parking requirement from 109 to 73 spaces for a new Snow Removal Equipment Facility. All uses within the facility currently exist throughout the airport grounds. The parking calculation for the facility is shown in Table 1 below. The applicant submitted reasons for the variance under Attachment D.

The following uses of the SREF were used to calculate the parking requirement: 1) Airport-related administrative offices, and 2) Indoor equipment storage; maintenance bays; and indoor sand, gravel, and chemical storage / stockpiling areas.

Table 1. Parking Calculation

<p><u>Proposed Uses Parking Requirement</u> Office Space = 1 parking space per 300 square feet of gross floor area Storage & Processing = 1 parking space per 1,000 square feet of gross floor area</p> <p><u>Parking Calculations</u> Proposed Office Space: 15,000 square feet / 300 = 50 spaces Proposed Storage & Processing: 58,800 square feet / 1,000 = 58.8 spaces ≈ 59 spaces Loading areas for Industrial, Storage, Processing, etc.: > 50,000 square feet = 3 zones</p> <p><u>Total Parking Requirement</u></p> <ul style="list-style-type: none">• 109 spaces (including 5 accessible spaces) + 3 loading zones <p><u>Parking Provided (including overflow areas)</u></p> <ul style="list-style-type: none">• 73 Spaces (including 2 accessible spaces) + 12 loading zones

According to staff's calculation above, the parking plan is short 36 spaces. As shown in Attachment C, there are 28 delineated parking spaces for employees and visitors, and 45 parking spaces in overflow parking areas for a total of 73 spaces. The applicant's anticipated parking demand is significantly lower than the parking requirement for several reasons. The SREF is located within restricted airport property and access is heavily restricted; public access is not permitted, therefore, the applicant's parking design is solely based on the parking demand. Because of the access restriction, the applicant's parking plan will likely match the parking demand. Further, the majority of the facility is devoted to low intensive uses such as indoor parking , maintenance bays for large

snow removal equipment and spacious gravel and sand stockpiling areas, which add to the overall parking requirement but only require a small number of employees. The offices in the SREF will create the highest and most frequent parking demands. This demand is accommodated in the 28 delineated parking spaces.

The applicant indicated the area around the SREF is preserved for future development of airplane hangers and their associated parking areas, secondary roads, and other infrastructure. Many hangers on airport property are privately owned and to dedicate general airport parking near those hangers may be difficult. However, shared parking with future development and the SREF would be possible, but the applicant does not know when future parking areas for others uses would be developed, therefore, the parking plan for the SREF is being designed solely for the SREF.

According to the applicant's letter, the City Airport Department is an enterprise body where they must generate sufficient revenue to off-set operational costs. The location of the SREF has been designed to allow nearby lands to be leased for private, airport use. Therefore, if parking areas are constructed in those areas, it may reduce leasable sites and affect airport revenues.

Staff asked the applicant if cars could park inside the SREF to count toward the parking requirement. The applicant stated that the open areas dedicated for snow removal equipment or material storage / stockpiling cannot be used for parking of cars, public or private, as there will not be any room for other uses other than what it is dedicated. Therefore, all parking locations will be outside.

Overall, the parking plan will closely meet the parking demand and any increases in parking will be accommodated in the overflow areas shown in the submitted plans.

Variance Requirements

Under CBJ §49.20.250 where hardship and practical difficulties result from an extraordinary situation or unique physical feature affecting only a specific parcel of property or structures lawfully existing thereon and render it difficult to carry out the provisions of Title 49, the Board of Adjustment may grant a Variance in harmony with the general purpose and intent of Title 49. A Variance may vary any requirement or regulation of Title 49 concerning dimensional and other design standards, but not those concerning the use of land or structures, housing density, lot coverage, or those establishing construction standards. A Variance may be granted after the prescribed hearing and after the Board of Adjustment has determined:

- 1. That the relaxation applied for or a lesser relaxation specified by the Board of Adjustment would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners.***

As stated earlier and indicated by the applicant, the variance would allow a reduction of 36 parking spaces for the new SREF. If the variance is denied, the applicant would either have to design additional parking areas retained for future development or substantially reduce the

overall building size to meet a lower parking requirement. Neither are supported by the applicant.

This criterion is met

2. ***That relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare be preserved.***

As stated earlier, the intent of the parking requirement is to prevent overflow of parking onto adjacent properties. The SREF is located on secured airport property, where public access is restricted. The applicant has designed the parking plan to capture the relatively low parking demand. Overflow parking will be provided in cases of increased parking needs. Since the parking demand is directly regulated by the limited people entering the facility, there will not likely be more people or vehicles than what the applicant is anticipating.

This criterion is met

3. ***That the authorization of the Variance will not injure nearby property.***

As shown in the vicinity map and stated above, the SREF is located within the secured airport area, and is next to other airport-related uses. Even though the project does not meet the parking requirement, the applicant has designed the parking lots to exceed the anticipated parking demand with overflow parking areas. Approving the variance will not injure nearby property.

This criterion is met

4. ***That the Variance does not authorize uses not allowed in the district involved.***

The variance has been filed to reduce the parking requirement for a snow removal equipment building on airport grounds in the Industrial district. Staff noted earlier that all uses proposed in the facility currently exist on airport grounds. Therefore, the variance will not authorize uses not allowed in the district.

This criterion is met

5. ***That compliance with the existing standards would:***

- (A) ***Unreasonably prevent the owner from using the property for a permissible principal use;***

As stated earlier, all uses of the proposed SREF currently exist on airport property. Reducing the building size or creating additional parking spaces as a result of

denying the variance would not prevent the airport from using the uses of the proposed SREF. Therefore, this sub-criteria **is not met**.

- (B) *Unreasonably prevent the owner from using the property in a manner which is consistent as to scale, amenities, appearance or features, with existing development in the neighborhood of the subject property;***

As stated earlier, there are airport-related uses to the east, south and west of the proposed SREF. Vacant land lies north of the SREF across Yandukin Drive. Denying the variance would not prevent the airport from using airport grounds in a manner consistent as to scale, amenities, appearance or feature with existing development around airport property. Therefore, this sub-criteria **is not met**.

- (C) *Be unnecessarily burdensome because unique physical features of the property render compliance with the standards unreasonably expensive;***

As stated earlier, due to the financial nature of the City Airport Department needing to generate revenue to off-set airport costs, the location of the proposed SREF is important for future leasable development. Constructing additional parking areas nearby the SREF may limit leasable land. In turn, less revenue would be received and operational costs could rise for airport operations. Therefore, this sub-criteria **is met**.

or

- (D) *Because of preexisting nonconforming conditions on the subject parcel the grant of the Variance would not result in a net decrease in overall compliance with the Land Use Code, CBJ Title 49, or the building code, CBJ Title 19, or both.***

Staff is not aware of any nonconforming parking conditions of the airport property that would be further reduced with the approval of the subject variance. Therefore, this sub-criteria **is not met**.

Since sub-criterion 5C is met, Criterion 5 is met.

- 6. *That a grant of the Variance would result in more benefits than detriments to the neighborhood.***

Approving the variance would allow a reduction in parking but would not likely result in an insufficient parking plan for the forecasted parking demand due to the limited access into the SREF and airport grounds. Uses adjacent to the SREF site are airport-related and would not be negatively affected with the granting of the variance. Denying the variance would likely result in more parking lots in the area that would not be used to their full capacity and could be a collector for litter or debris. Therefore, constructing a smaller parking plan to meet the parking demand would be beneficial to the neighborhood. This criteria **is met**.

FINDINGS

1. Is the application for the requested Variance 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.

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

2. Will the proposed development comply with the Juneau Coastal Management Programs?

Not Applicable. Based on the preceding staff analysis, it is found that no provisions of the Juneau Coastal Management Program apply to the proposed development.

3. Does the variance as requested, meet the criteria of Section 49.20.250, Grounds for Variances?

Yes. Based on the analysis above, staff finds that the proposal does meet the criteria of CBJ §49.20.250, *Grounds for Variance*.

RECOMMENDATION

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and approve the requested Variance, VAR2012 0017. The Variance permit would allow for the parking requirement to be reduced from 109 to 73 for a proposed Snow Removal Equipment Facility.

VARIANCE APPLICATION

Project Number	Project Name (15 characters)	Case Number VAR20120017	Date Received 8/24/12
----------------	------------------------------	-----------------------------------	---------------------------------

TYPE OF VARIANCE REQUESTED:

- | | |
|---|--|
| <input type="checkbox"/> Variance to the Sign Standard (VSG) | <input type="checkbox"/> Variance to Dimensional Standards (VDS) |
| <input type="checkbox"/> Variance to Habitat Setbacks (VHB) | <input checked="" type="checkbox"/> Variance to Parking Requirements (VPK) |
| <input type="checkbox"/> Variance to Setback Requirements (VSB) | |

DESCRIPTION OF ACTIVITY WHICH REQUIRES A VARIANCE:

The Land Use Code's parking requirements do not provide for a category of use specific to the airport's Snow Removal Equipment Facility (SREF). This building, by nature of its function, is very large, but has few occupants and very little public face.

Previous Variance Applications? YES NO Date of Filing: _____

Previous Case Number(s): _____

Was the Variance Granted? YES NO

UNIQUE CHARACTERISTICS OF LAND OR BUILDING(S):

The building will store and maintain the large airfield equipment plows, sweepers, dump trucks, and support vehicles. Access to most areas of the building is for employees only and is controlled through security gates as required by the airport security plan.

UTILITIES AVAILABLE: WATER: Public On Site SEWER: Public On Site

WHY WOULD A VARIANCE BE NEEDED FOR THIS PROPERTY REGARDLESS OF THE OWNER?

The closest category of use for parking requires excessive parking spaces that are impractical. The building site is within the public airport boundary.

WHAT HARDSHIP WOULD RESULT IF THE VARIANCE WERE NOT GRANTED?

1. Excessive cost for developing parking spaces that would not be used. 2. Using precious airport land for parking rather than for a higher value use. 3. Crowding the site so that large airfield equipment would have restrictive and possibly insufficient turning radii.

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.	VARIANCE FEES	Fees	Check No.	Receipt	Date
	Application Fees	\$ <u>320.00</u>	_____	_____	_____
	Adjustment	\$ _____	_____	_____	_____
	Total Fee	\$ <u>320.00</u>	_____	_____	_____
20% off regular fee of Variance case - assoc. w/USE12-07					

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION FORM -EST
8/24/12

TO BE COMPLETED BY THE APPLICANT

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received: <u>5/10/12</u>
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION	Project Description Snow Removal Equipment Facility (SREF) at the Juneau International Airport. This facility will store and maintain equipment and operations that support the airfield throughout the year. The project will be designed and constructed in multiple phases, as funding becomes available.		
	PROPERTY LOCATION		
	Street Address Livingston Way		City/Zip Juneau, AK 99801
	Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot) <u>AYODA TR A & B</u>		
	Assessor's Parcel Number(s) <u>3B1601000010</u>		
	LANDOWNER/LESSEE		
	Property Owner's Name Juneau International Airport		Contact Person: Catherine Fritz
	Mailing Address 1873 Shell Simmons Drive, Suite 200, Juneau, AK 99801		Work Phone: 907-586-0452
	E-mail Address catherine.fritz@ci.juneau.ak.us		Home Phone: 907-789-1227
	Other Contact Phone Number(s):		
LANDOWNER/LESSEE CONSENT			
I am (we are) the owner(s) or lessee(s) of the property subject to this application and I (we) consent as follows: This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission. 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>[Signature]</u> Landowner/Lessee Signature		<u>8/27/2012</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			
Applicant's Name Jeannie Johnson, Airport Manager		Contact Person: Catherine Fritz	
Mailing Address 1873 Shell Simmons Drive, Juneau, AK 99801		Work Phone: 907-586-0452	
E-mail Address jeannie.johnson@ci.juneau.ak.us		Home Phone: Fax Number:	
X <u>[Signature]</u> Applicant's Signature		<u>4/26/2012</u> Date of Application	

OFFICE USE ONLY BELOW THIS LINE

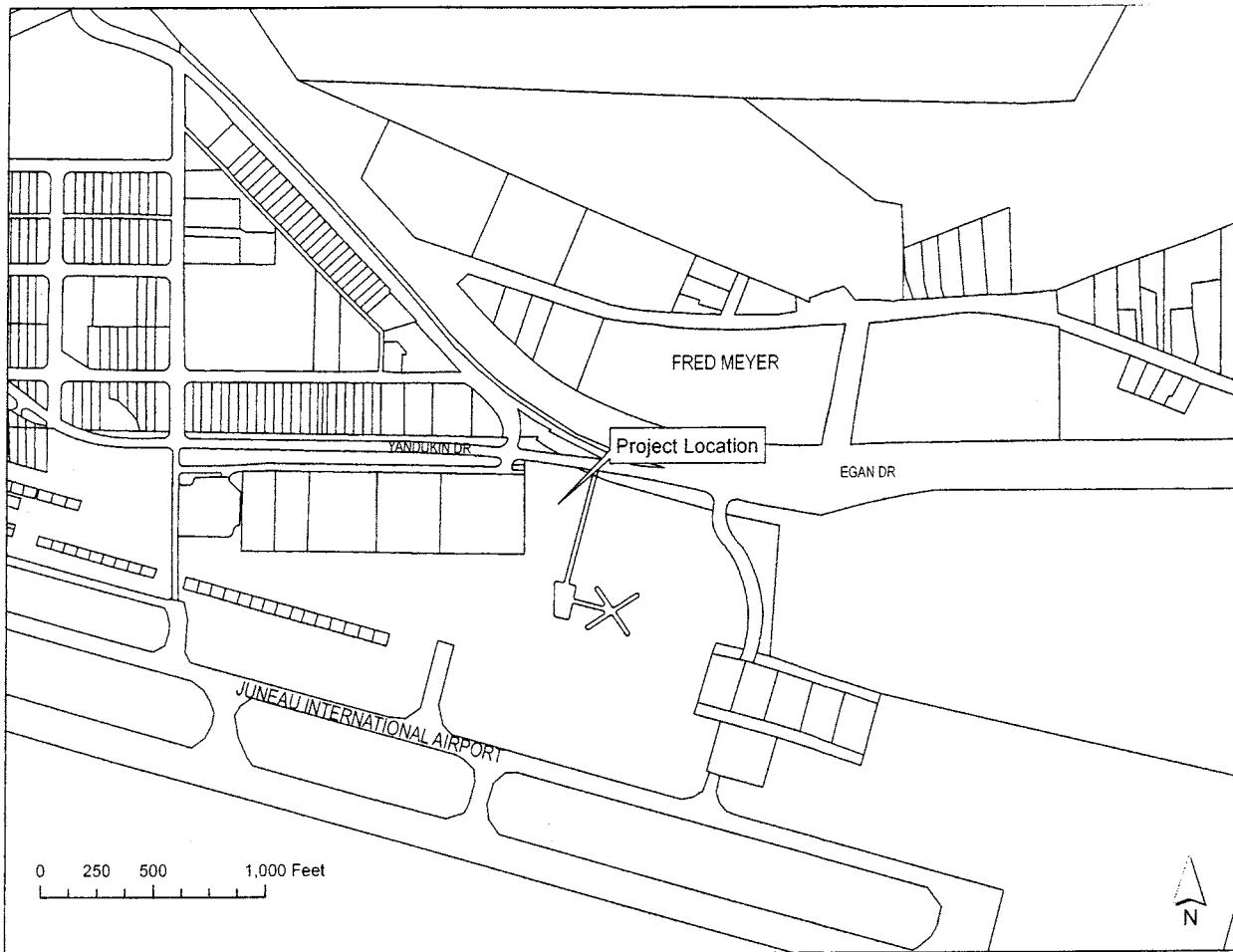
STAFF APPROVALS	<input checked="" type="checkbox"/>	Building/Grading Permit			
	<input checked="" type="checkbox"/>	City/State Project Review and City Land Action			
	<input type="checkbox"/>	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)			
	<input type="checkbox"/>	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	<input type="checkbox"/>	Sign Approval (if more than one, fill in all applicable permit #'s)			
	<input type="checkbox"/>	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	<input checked="" type="checkbox"/>	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)	X	<u>5/10/12</u>	<u>USE20120007</u>
	<input type="checkbox"/>	Variance Case (De Minimis and all other Variance case types)			
	<input type="checkbox"/>	Wetlands Permits			
	<input type="checkbox"/>	Zone Change Application			
<input type="checkbox"/>	Other (Describe)				

***Public Notice Sign Form filled out and in the file.

Comments: associate/modification of USE 2007-00035
USE 2007-00035



NOTICE OF PUBLIC HEARING



PROPOSAL: Conditional Use permit for New Snow Removal Equipment Facility (SREF) and a Variance for parking reduction for the same project.

FILE NO: USE2012 0007 & VAR2012 0017	APPLICANT: City & Borough of Juneau Airport
TO: Adjacent Property Owners	Property PCN: 3-B16-0-100-001-0
HEARING DATE: September 11, 2012	Size: 640.55 Acres
HEARING TIME: 7:00 PM	Zoned: Indestructable Industrial
PLACE: ASSEMBLY CHAMBERS Municipal Building 155 South Seward St Juneau, Alaska 99801	Owner: City & Borough of Juneau Airport
	Site Address: 1873 Shell Simmons Drive
	Accessed via: Livingston Way

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 Eric Feldt at eric_feldt@ci.juneau.ak.us or at 586-0764.

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

Date notice was printed: August 29, 2012



Northeast Section of
Juneau International Airport

0 250 500 Feet

-THIS IS NOT A SURVEY-
Property lines are approximate
Image date: June 2006



ATTACHMENT A

**Juneau International Airport - Snow Removal Equipment Facility
Project Description
Prepared by JNU Project Staff
April 23, 2012**

Purpose of Facility:

The new Snow Removal Equipment Facility (SREF) will replace the current Air Field Maintenance Shop that was constructed in the 1950's and is located near the north end of the airfield. The existing Shop is far too small to service the current needs of the Airport and allow workers to do their jobs efficiently and safely. In December 2010, an FAA Certification Inspection issued a Letter of Correction that observed dangerous conditions and operational inefficiencies due to inadequate equipment maintenance and storage facilities.

The SREF will address these inadequacies by providing:

- Areas to repair and maintain Snow Removal Equipment (mechanic space)
- Indoor areas to park Snow Removal Equipment (garage space)
- Sand & Chemical Storage and Handling Areas
- Airfield Lighting Generator, Power, Controls, and Maintenance spaces
- Miscellaneous support facilities including Fueling and covered Outdoor Storage

Design and Construction of Facility:

SREF Design Team:

- ECI/Hyer Architecture, Anchorage, AK
- Civil Engineering: DOWL HKM, Anchorage and Juneau, AK
- PND Engineers, Inc., Anchorage and Juneau, AK
- Electrical: Haight and Associates, Juneau, AK
- Mechanical: Murray and Associates, P.C., Juneau, AK

The site for the SREF is on the west end of the airfield, next to the existing Wings of Alaska hangar. It has been filled under a separate airport construction contract (Runway Safety Area) and is now ready for building construction. The utilities for the SREF will be located along Livingston Way. The construction to extend Livingston Way and bring utilities to the site is designed under a separate contract that is scheduled to bid in Spring 2012, with construction in Summer 2012.

The SREF design consists of steel framing, bow truss roof system, and metal siding with a CMU wainscot. The building has been designed to high performances standards and will utilize the recently constructed geothermal field for heating, cooling, and ventilation, as well as hot water production.

The first floor of the SREF provides office space for the Airport Wildlife Officer, a training room for airport staff, and an archive space for storing Airport project documents. Additional first floor spaces include restrooms and locker rooms. The second floor of the SREF provides office space for the Airfield Maintenance Supervisor and break room facilities for the Airfield staff.

Parking:

Although the total area of the facility is 53,800 sq. ft., only a small portion of the building will be occupied by people. Approximately 38,800 square feet of the facility will be used to store snow removal equipment. Mechanical, electrical and communications rooms take an additional 2,200 square feet of the facility, leaving only 12,800 square feet will serve as Airfield staff space.

The new SREF will have public vehicular access from Livingston Way. Public access will be very limited, consisting of occasional deliveries or product representatives only. The Airport's secure perimeter fence will surround the SREF, as noted on the Site Plan. The general public will access the facility only when the office area is occupied by an Airport staff person; it will be locked at all other times. Airport employees who have security clearance will have access to the building and through the gate.

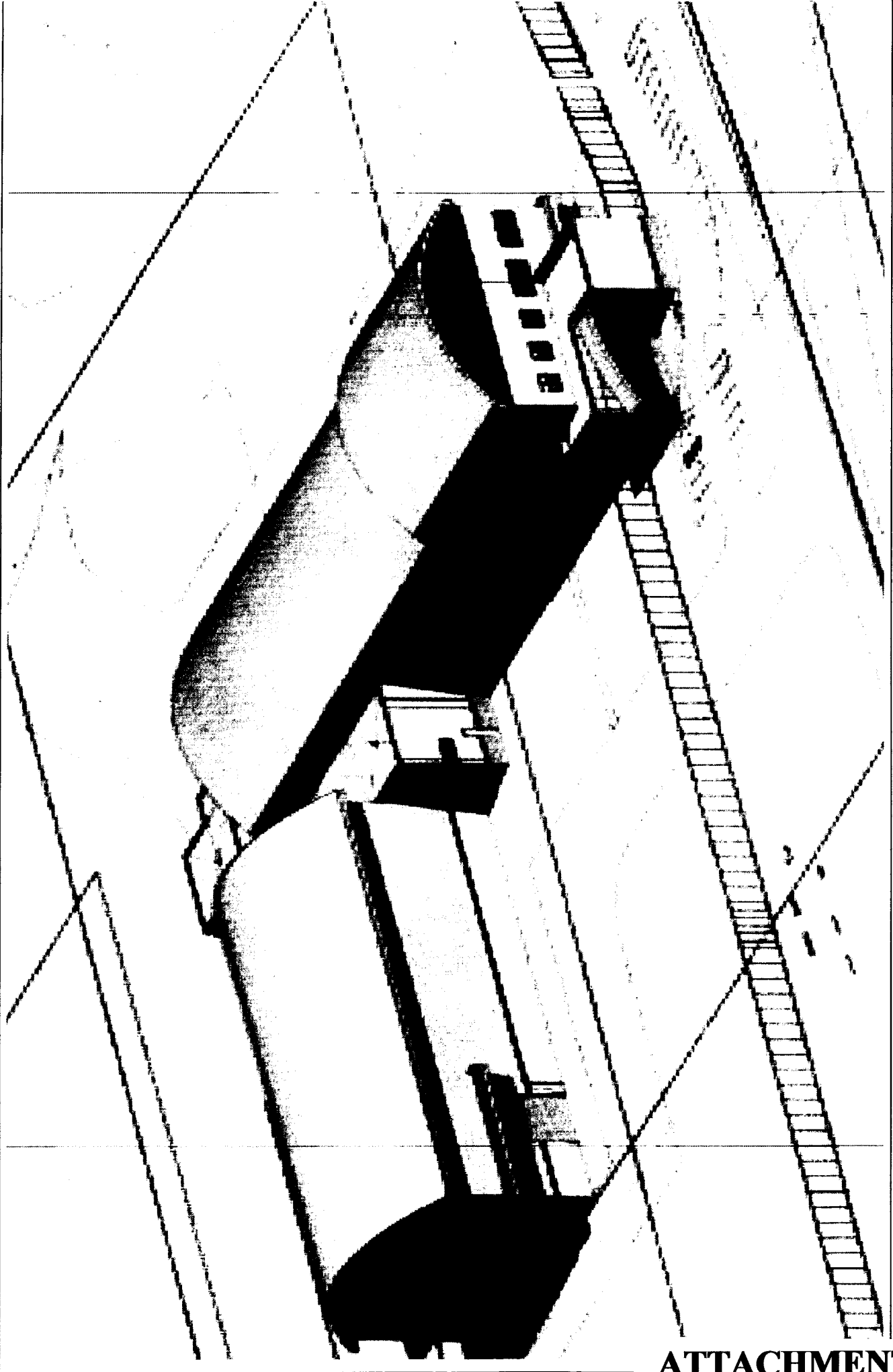
A total of 24 parking spaces (15 employee, 7 visitor, 2 accessible) have been provided on the non-secure side along Livingston Way. The Airfield Maintenance staff load and shift schedule is listed in the chart below.

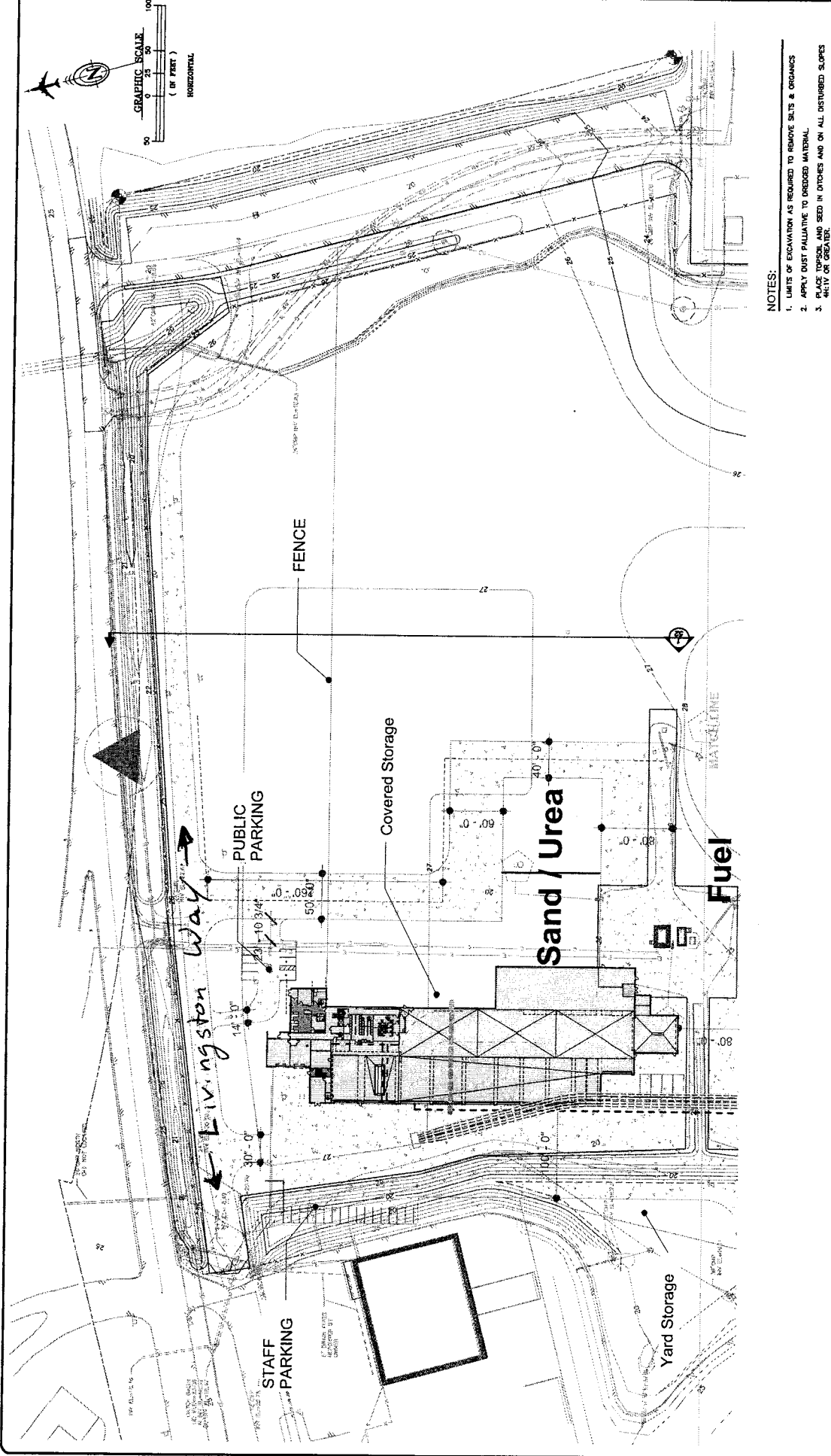
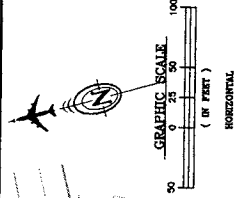
Shift	# of Employees on Shift	
	April 1-October 31	November 1-March 31
Morning: 5:00am-1:00pm	0	3-5
Day: 8:00am-4:30pm	6-7	3
Evening: 4:30pm-1:00am	0	3-5

Construction Schedule:

Pending approval of funding, the SREF is scheduled to begin advertisement for bids in October 2012. Construction is expected to begin in Spring 2013.

Conceptual Drawing of new Snow Removal Equipment Facility (SREF)



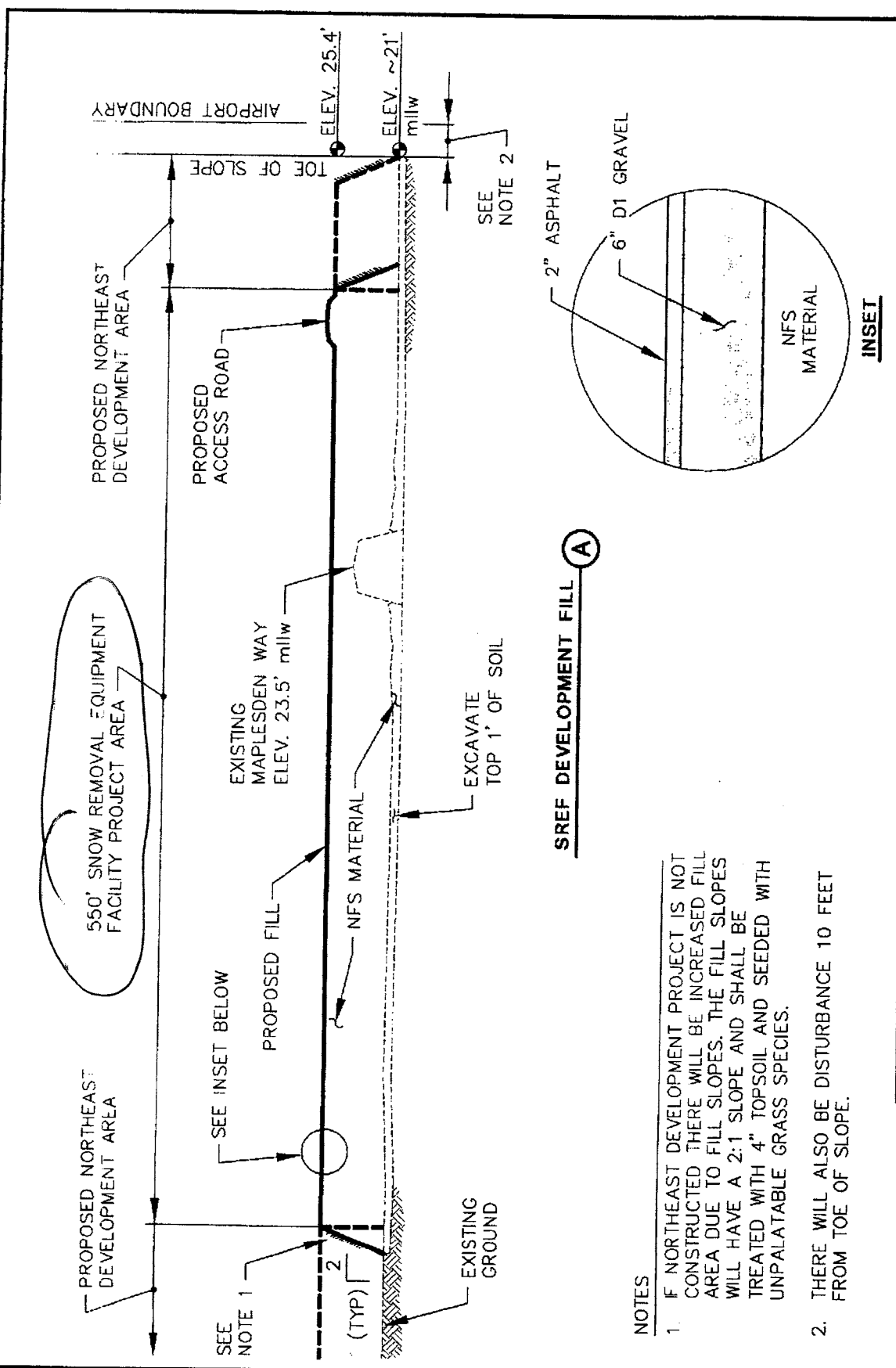


- NOTES:**
1. LIMITS OF EXCAVATION AS REQUIRED TO REMOVE SILTS & ORGANICS
 2. APPLY DUST FALLING TO DREDGED MATERIAL
 3. PLACE TOPSOIL AND SEED IN DITCHES AND ON ALL DISTURBED SLOPES 4:1V OR GREATER.

								SHEET 51 OF 127
SCALE HORZ. SCALE: VERT. SCALE: W.O. NO. 089440 H.C. 232-89				JUNEAU INTERNATIONAL AIRPORT GENERAL ALASKA BUREAU SAFETY AREA IMPROVEMENTS CONTRACT NO. 23-118C A&P No. 2-427-118-Subarea 2-103 GEORGE P. PAUL GEOTECHNICAL ENGINEERING		JUNEAU INTERNATIONAL AIRPORT GENERAL ALASKA BUREAU SAFETY AREA IMPROVEMENTS CONTRACT NO. 23-118C A&P No. 2-427-118-Subarea 2-103 GEORGE P. PAUL GEOTECHNICAL ENGINEERING		SHEET 51 OF 127

Base Flood Elevation = 23' above MLLW Design Elevation = 25.4' above MLLW

2008 Carson Perms Inc 2694 J.A. Permits CAD COE Permits J.A. SRM J.A. SREF Fig. 5-18.dwg

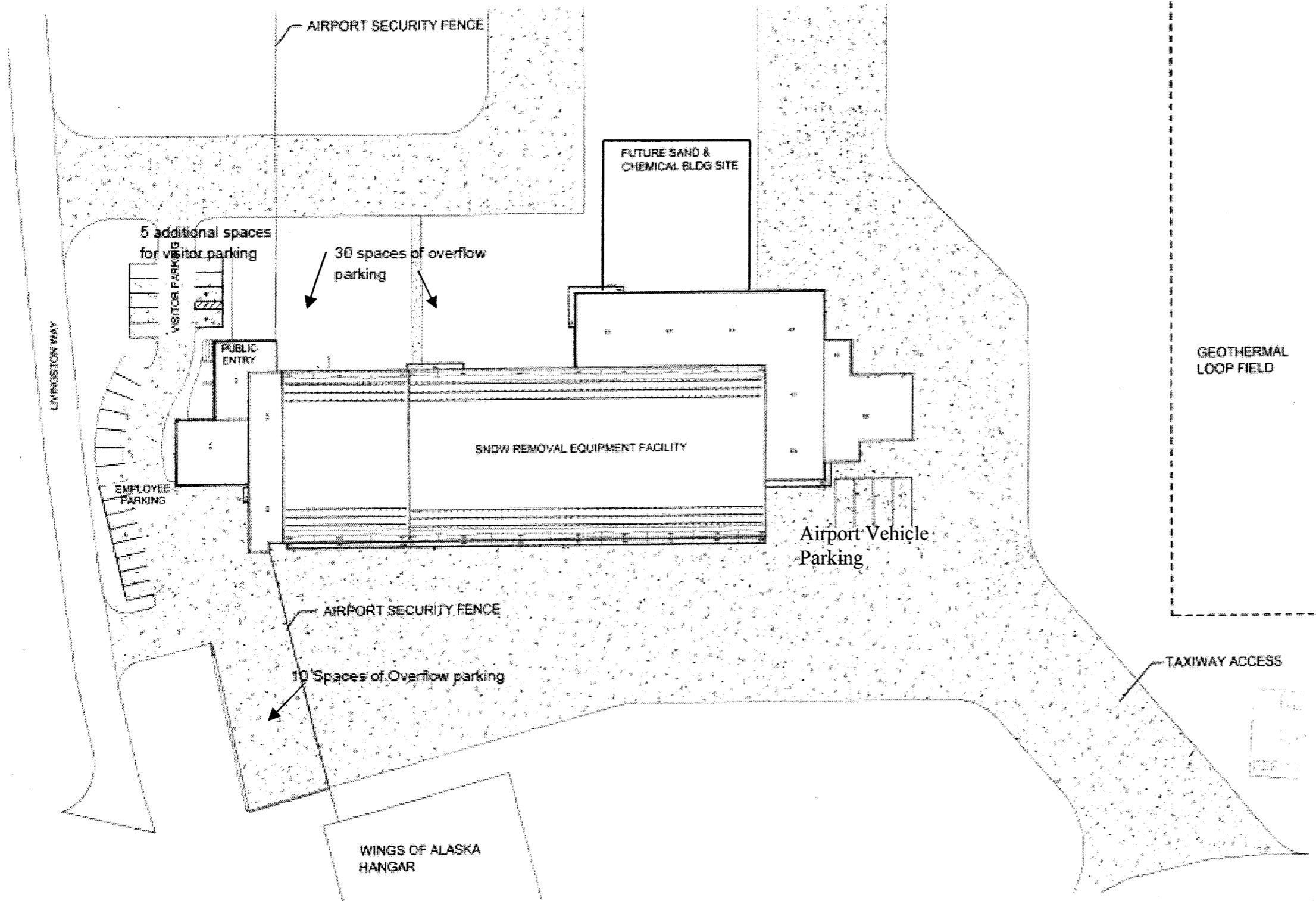


SREF DEVELOPMENT FILL (A)

NOTES

1. F NORTHEAST DEVELOPMENT PROJECT IS NOT CONSTRUCTED THERE WILL BE INCREASED FILL AREA DUE TO FILL SLOPES. THE FILL SLOPES WILL HAVE A 2:1 SLOPE AND SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.

<p>PURPOSE: INCREASE SNOW EQUIPMENT CAPACITY AND REDUCE MOBILIZATION TIME FOR SNOW REMOVAL OPERATIONS</p> <p>DATUM: MEAN LOW WATER (MLLW)</p> <p>LOCATION: T. 40S, R. 68E, Sec. 32 COPPER RIVER MERIDIAN</p>	<p>SECTION VIEW</p> <p>SCALE: 1" = 80'</p> <p>APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801</p>	<p>SNOW REMOVAL EQUIPMENT FACILITY PROJECT</p> <p>IN: GASTINEAU CHANNEL AT: JUNEAU, ALASKA POA-1981-320-FF, GASTINEAU CHANNEL 341</p> <p>FIGURE 17</p> <p>DATE: 5/12/2007</p>
---	---	--



Site Plan
1" = 50' 0"

©2011 REVIEWS, INC.
 (ENTER CONSULTANT NAME)
FCI/HEE ARCHITECTURE + INTERIORS
 101 WEST BRIDGES BLVD., SUITE 300
 ANCHORAGE, ALASKA 99503 767 541 2243
 PROJECT NO. 0908

**JUNEAU INTERNATIONAL AIRPORT
 SNOW REMOVAL EQUIPMENT
 FACILITY**
 CONSTRUCTION DOCUMENTS - BID PACKAGE B

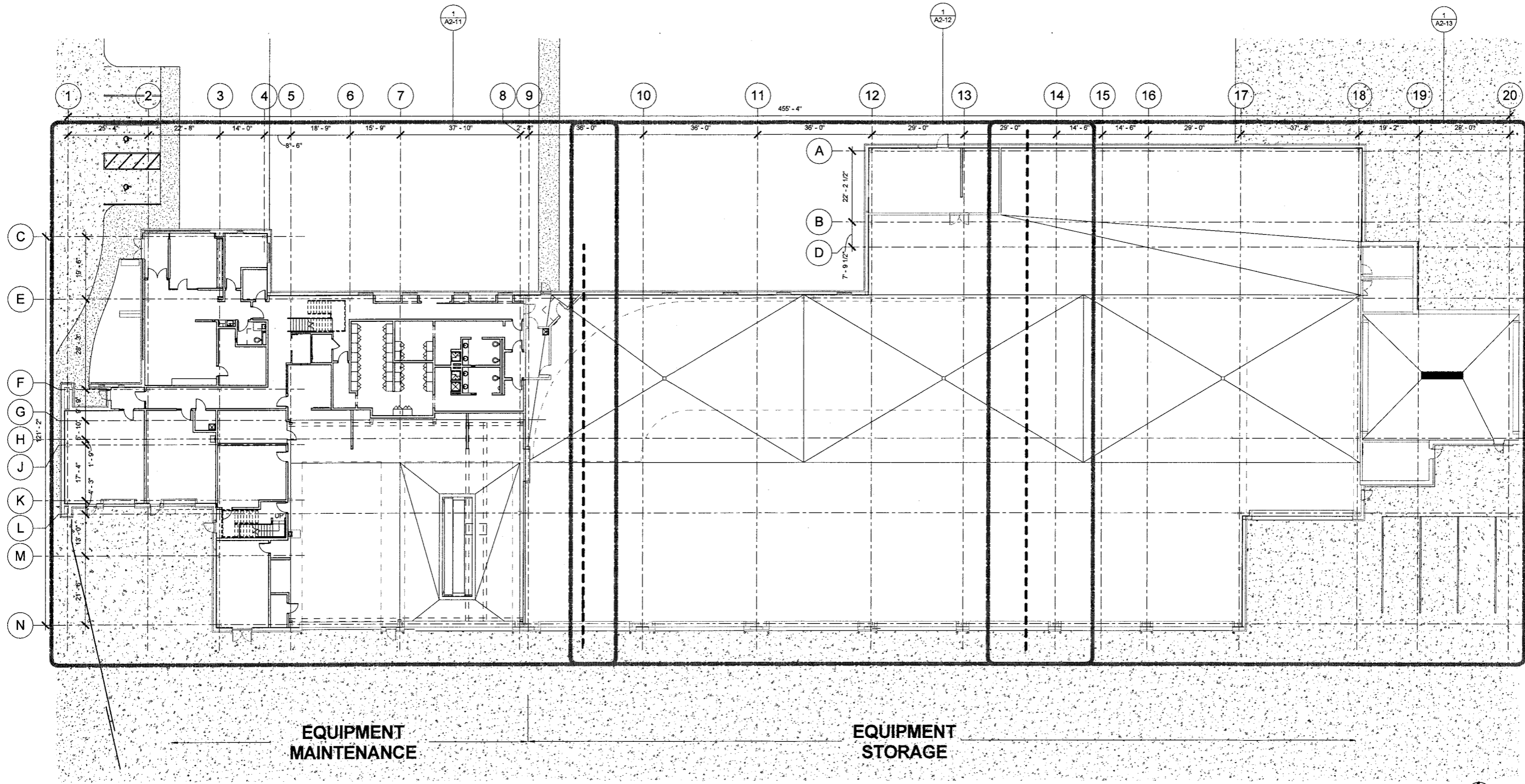
PRELIMINARY
 NOT FOR
 CONSTRUCTION

CONCEPT SITE PLAN
 PREPARED: 08/10/2010
 CHECKED: 08/10/2010
 DRAWING: 08/10/2010
 01/04/2011

A1-10

GENERAL NOTES:

1. CONTRACTOR TO FIELD VERIFY ALL DIMENSIONS.
2. ALL DIMENSIONS ARE TO FACE OF STUDS OR GRIDLINE, UNLESS NOTED OTHERWISE.
3. PROVIDE BLOCKING AS REQUIRED AT ALL ACCESSORIES INCLUDING OFCI AND OFOI ITEMS.
4. ARCHITECTURAL ELEVATION 0'-0" EQUAL CIVIL ELEVATION X-X'.
5. ALL DOORS SHALL BE LOCATED AT 4" FROM FACE OF ADJACENT WALL, UNLESS NOTED OTHERWISE.
6. SEE ENLARGED PLANS FOR ITEMS NOT SHOWN, INCLUDING BUT NOT LIMITED TO, WALL TAGS, DOOR TAGS, ELEVATION TAGS, DIMENSIONS, ETC.
7. ARCHITECTURAL INDICATES PROJECT NORTH. SEE CIVIL FOR NORTH LOCATION.
8. REFER TO EQUIPMENT PLANS FOR MAINTENANCE AND STORAGE EQUIPMENT, TYP.
9. WALL TYPE IS A1 UNLESS NOTED OTHERWISE.



① Level 1 - overall
1/16" = 1'-0"



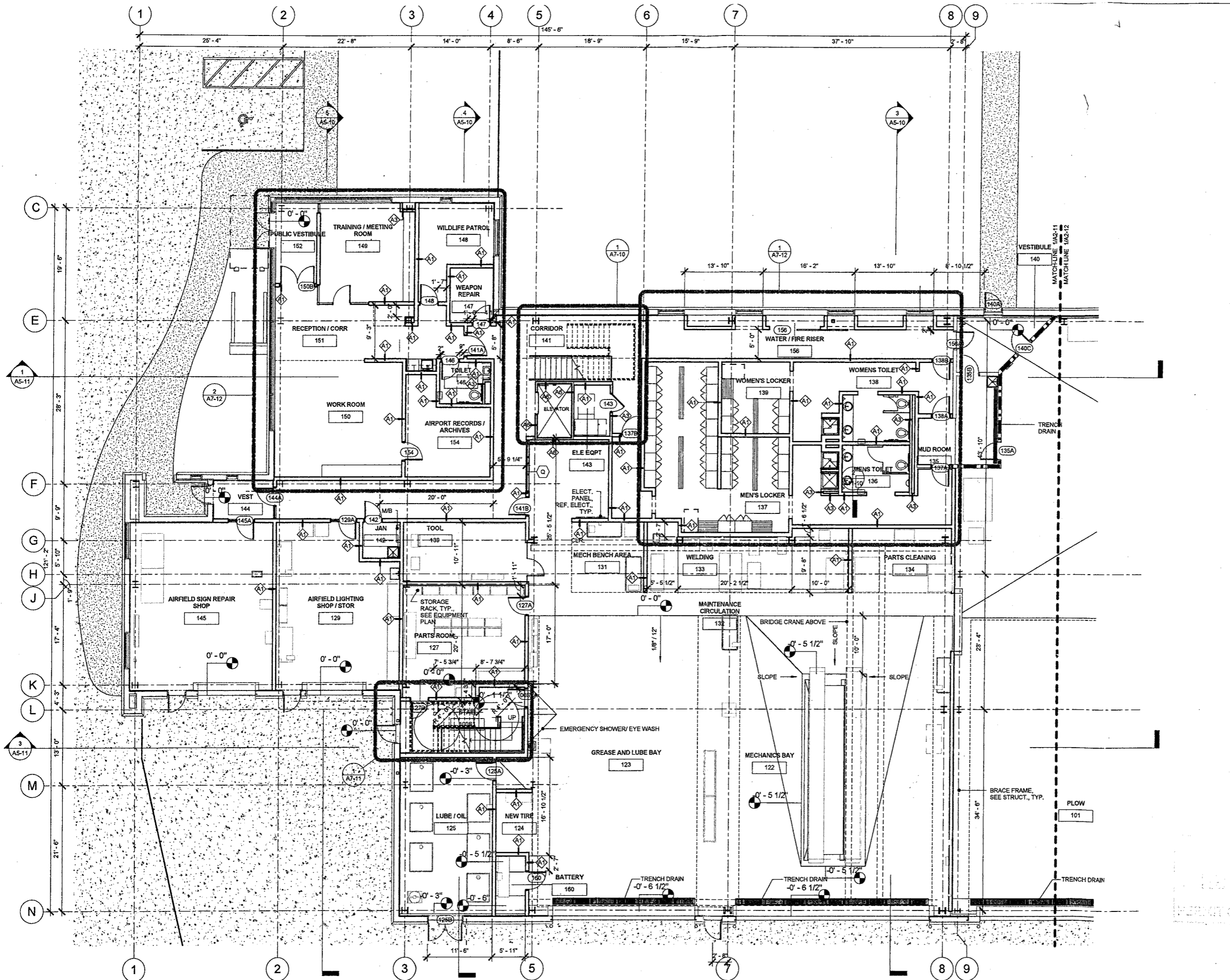
©2011 ECI/Hyer, Inc.
(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
101 WEST BENSON BOULEVARD, SUITE 306
ANCHORAGE, ALASKA 99503 907.561.5543
PROJECT NO. 0308

**JUNEAU INTERNATIONAL AIRPORT
SNOW REMOVAL EQUIPMENT
FACILITY**
CONSTRUCTION DOCUMENTS - BID PACKAGE B

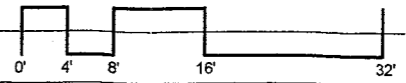


LEVEL 1 OVERALL PLAN
FILE NAME: Snow_Man_CD.rvt
AUTHOR: N/A
REVISIONS: 01/04/2012
CHECKED: SC

A2-10



1 Level 1 Area 1
1/8" = 1'-0"



LEVEL 1 - AREA 1 PLAN
 FILE NAME: Snow_Man_CD.rvt
 AUTHOR: A author
 CHECKED: Checker
 REVISIONS:
 01/04/2012

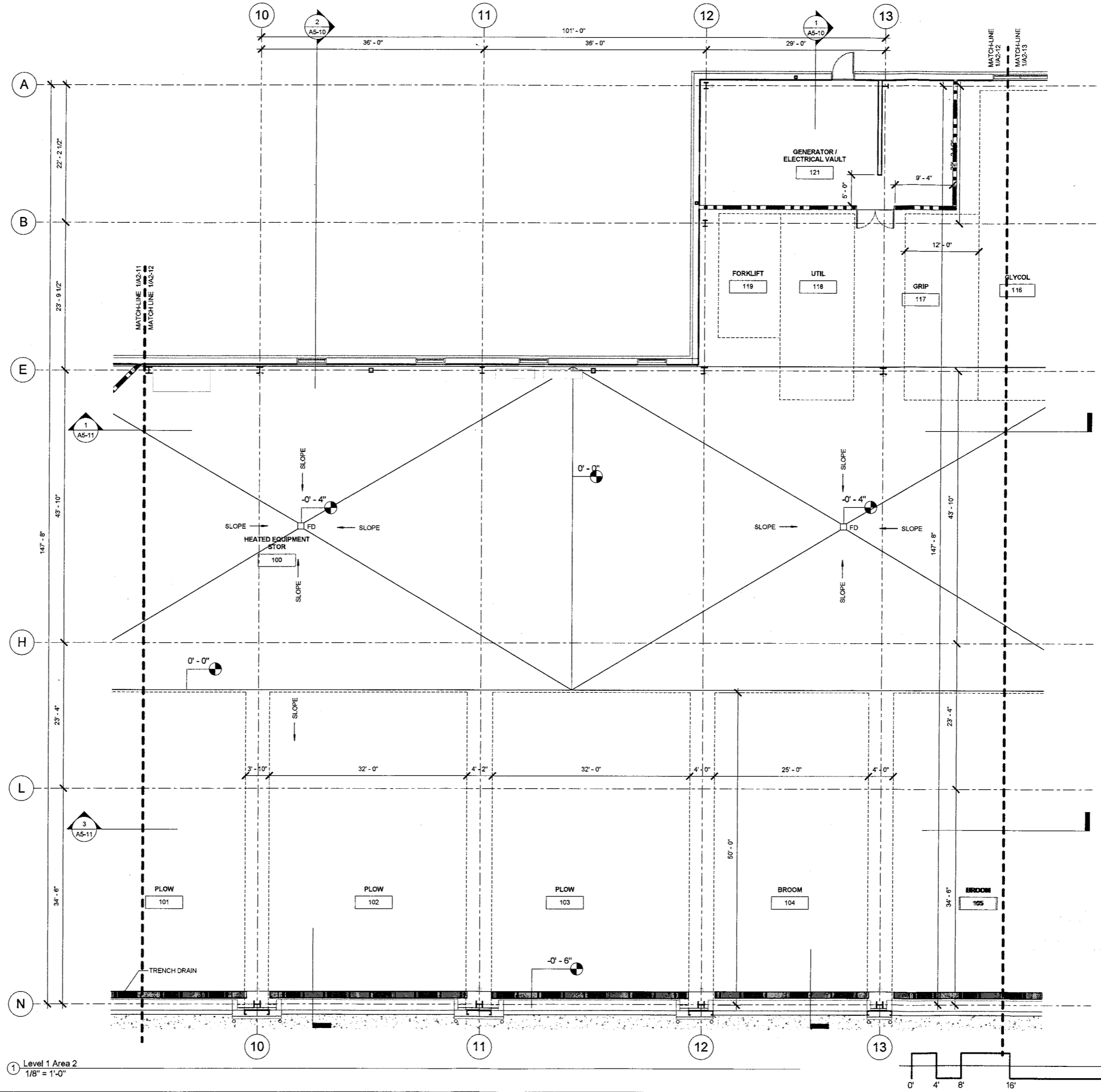
A2-11



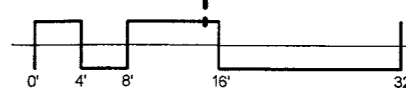
**JUNEAU INTERNATIONAL AIRPORT
 SNOW REMOVAL EQUIPMENT
 FACILITY**
 CONSTRUCTION DOCUMENTS - BID PACKAGE B

(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
 101 WEST BENSON BOULEVARD, SUITE 306
 ANCHORAGE, ALASKA 99503 907.561.5543
 PROJECT NO. 0308

©2011 ECI/Hyer, Inc.



① Level 1 Area 2
1/8" = 1'-0"



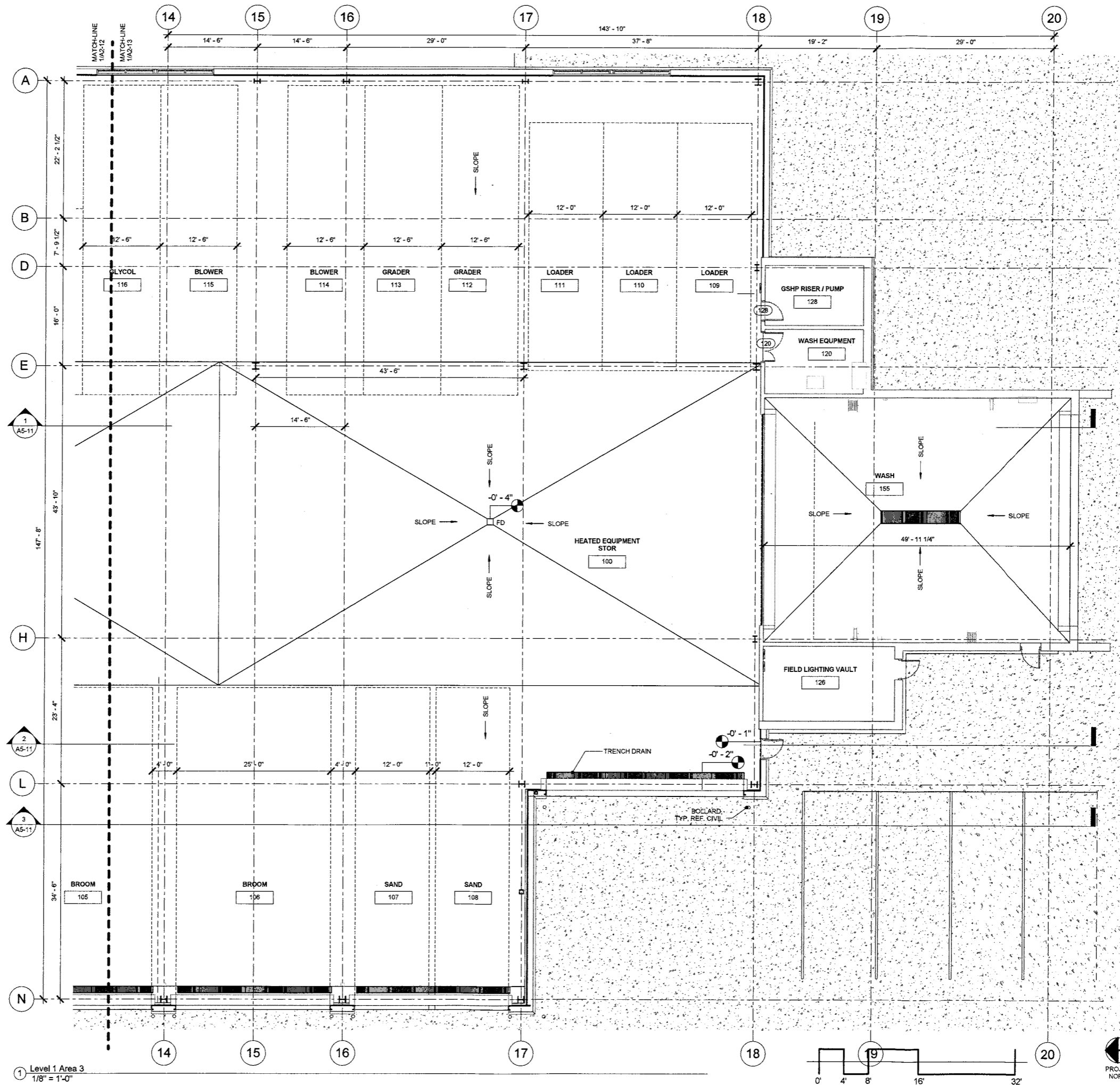
**JUNEAU INTERNATIONAL AIRPORT
SNOW REMOVAL EQUIPMENT
FACILITY**
CONSTRUCTION DOCUMENTS - BID PACKAGE B



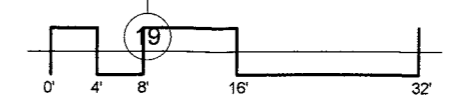
LEVEL 1 - AREA 2 PLAN
FILE NAME: Snow_Man_CD.rvt
AUTHOR: Author
CHECKED: Checker
REVISIONS:
01/04/2012

(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
101 WEST BENSON BOULEVARD, SUITE 306
ANCHORAGE, ALASKA 99503 907.561.5543
PROJECT NO. 0308

©2011 ECI/Hyer, Inc.



Level 1 Area 3
1/8" = 1'-0"



**JUNEAU INTERNATIONAL AIRPORT
SNOW REMOVAL EQUIPMENT
FACILITY**



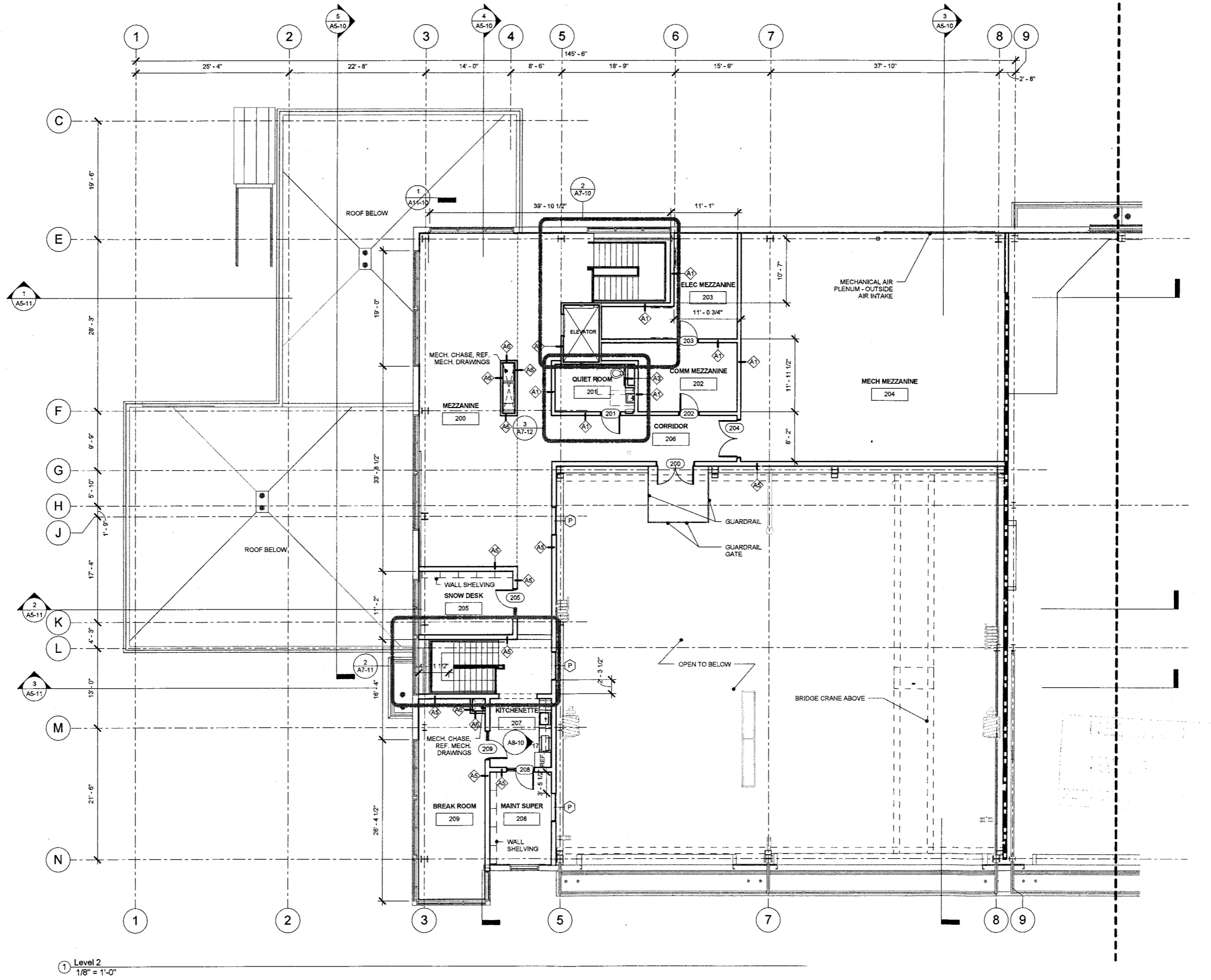
LEVEL 1 - AREA 3 PLAN
FILE NAME: Snow_Man_CD.rvt
AUTHOR: Author CHECKED: Checker
REVISIONS:
01/04/2012

A2-13

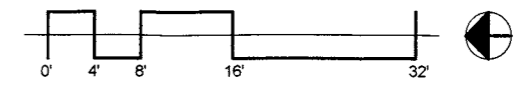
CONSTRUCTION DOCUMENTS - BID PACKAGE B

(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
101 WEST BENSON BOULEVARD, SUITE 306
ANCHORAGE, ALASKA 99503 907.561.5543
PROJECT NO. 0308

© 2011 ECI/Hyer, Inc.



Level 2
1/8" = 1'-0"



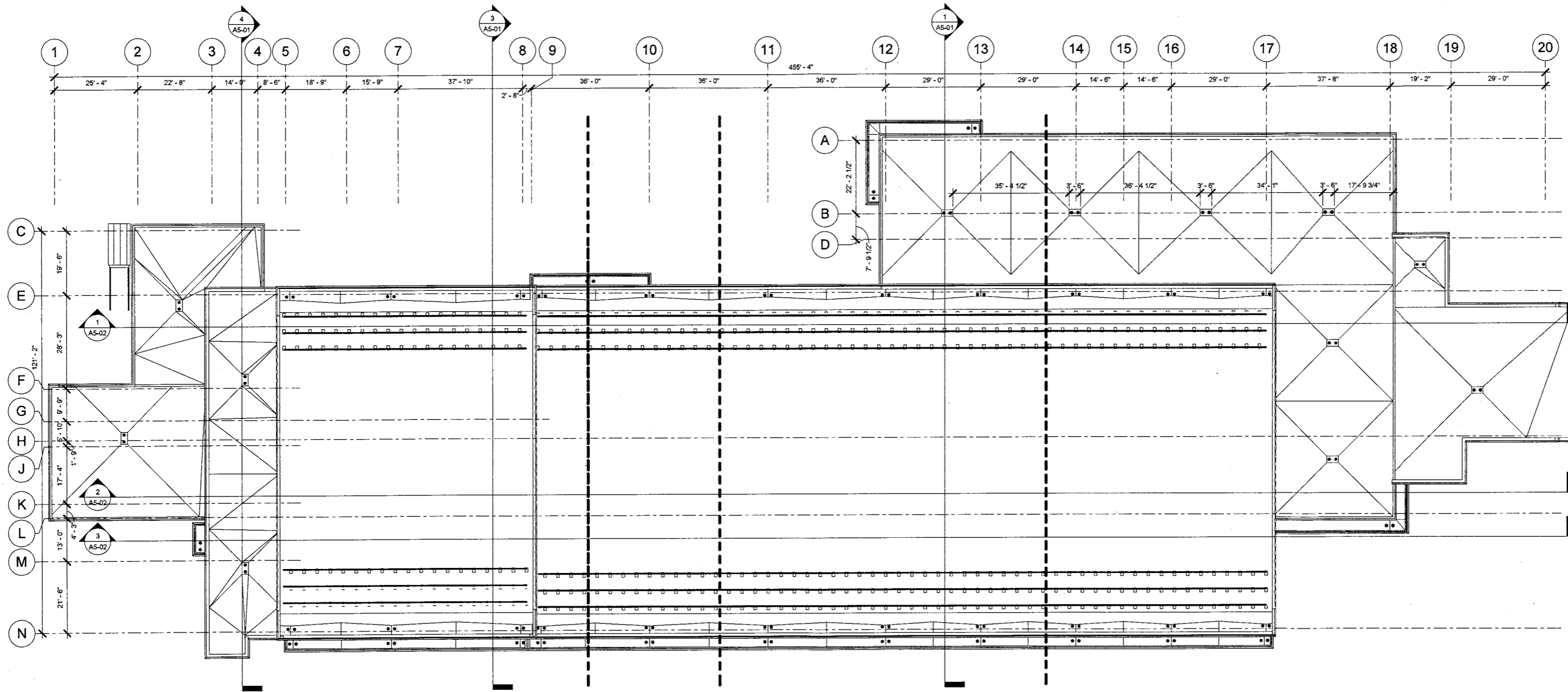
ENTER CONSULTANT NAME
ECI/HYER ARCHITECTURE + INTERIORS
 101 WEST BENSON BOULEVARD, SUITE 306
 ANCHORAGE, ALASKA 99503 907.561.5543
 PROJECT NO. 0308

**JUNEAU INTERNATIONAL AIRPORT
 SNOW REMOVAL EQUIPMENT
 FACILITY**
 CONSTRUCTION DOCUMENTS - BID PACKAGE B



LEVEL 2 FLOOR PLAN
 FILE NAME: Snow_Man_CD.rvt
 AUTHOR: A/uthor
 CHECKED: C/hecker
 REVISIONS:
 01/04/2012

©2011 ECI/Hyer, Inc.



① OVERALL ROOF PLAN
1/16" = 1'-0"



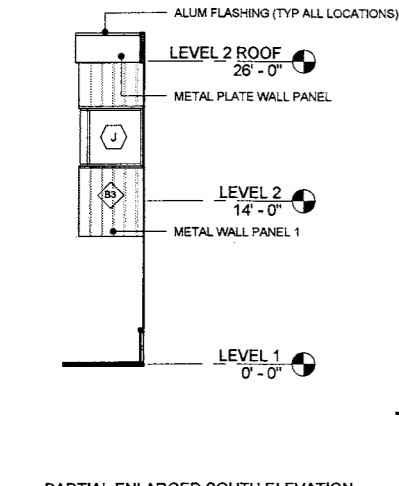
©2011 ECI/Hyer, Inc.
(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
101 WEST BENSON BOULEVARD, SUITE 306
ANCHORAGE, ALASKA 99503 907.561.5543
PROJECT NO. 0308

**JUNEAU INTERNATIONAL AIRPORT
SNOW REMOVAL EQUIPMENT
FACILITY**
CONSTRUCTION DOCUMENTS - BID PACKAGE A

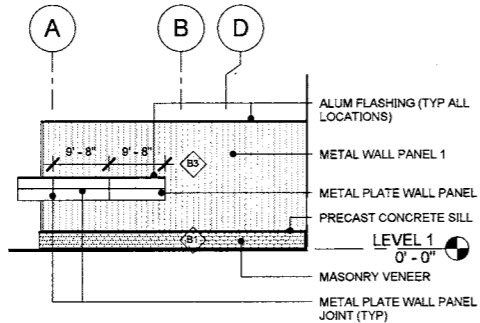


ROOF OVERALL PLAN
FILE NAME: Snow_Man_CD.rvt
AUTHOR: SP
REVISIONS: 01/04/2012
CHECKED: SC

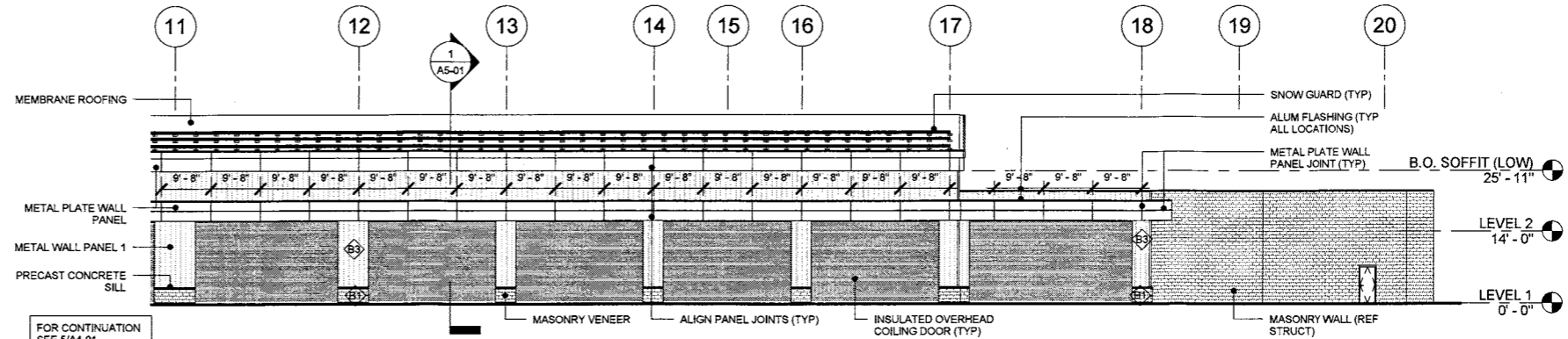
A3-01



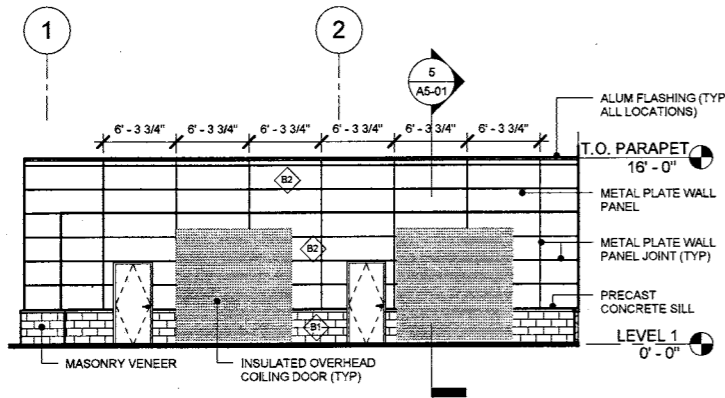
6 PARTIAL ENLARGED SOUTH ELEVATION (WEST)
1/8" = 1'-0"



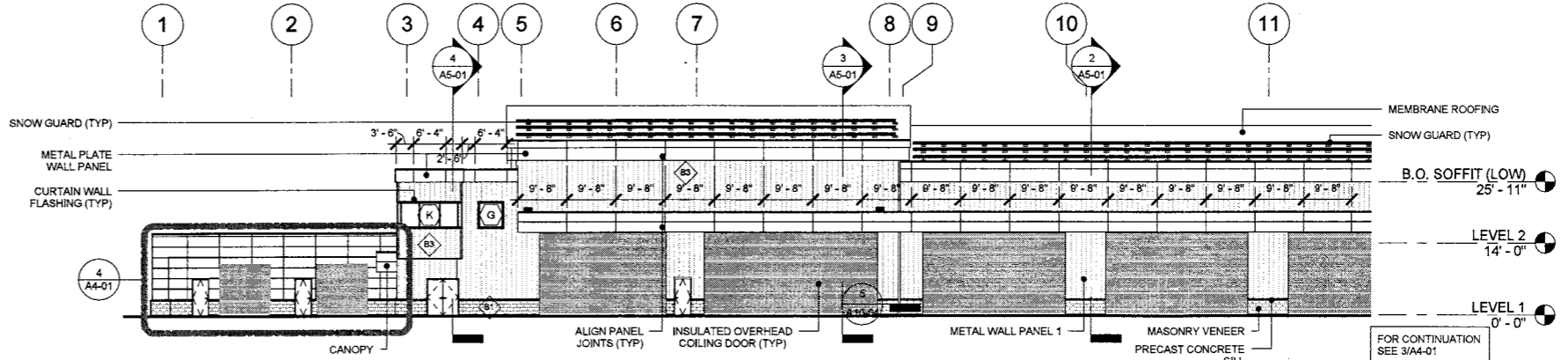
7 PARTIAL NORTH ELEVATION
1/16" = 1'-0"



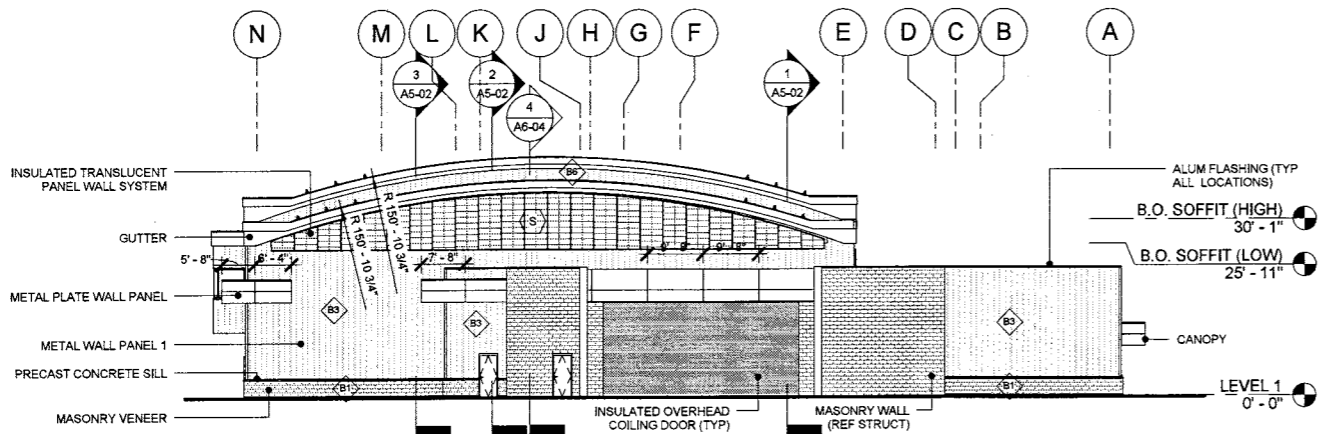
3 WEST ELEVATION (SOUTH)
1/16" = 1'-0"



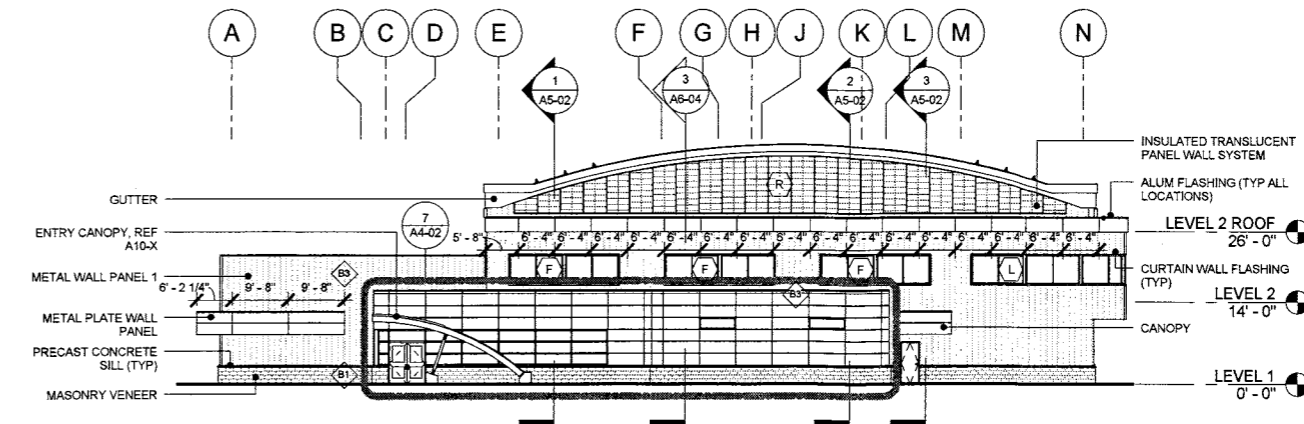
4 PARTIAL ENLARGED WEST ELEVATION
1/8" = 1'-0"



5 WEST ELEVATION (NORTH)
1/16" = 1'-0"



2 SOUTH ELEVATION
1/16" = 1'-0"



1 NORTH ELEVATION
1/16" = 1'-0"

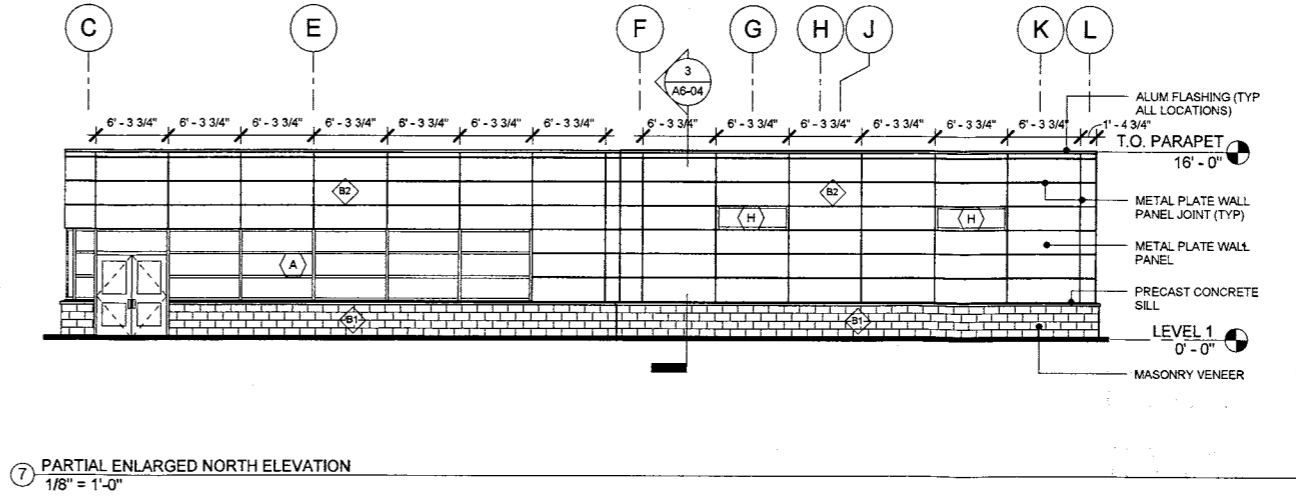
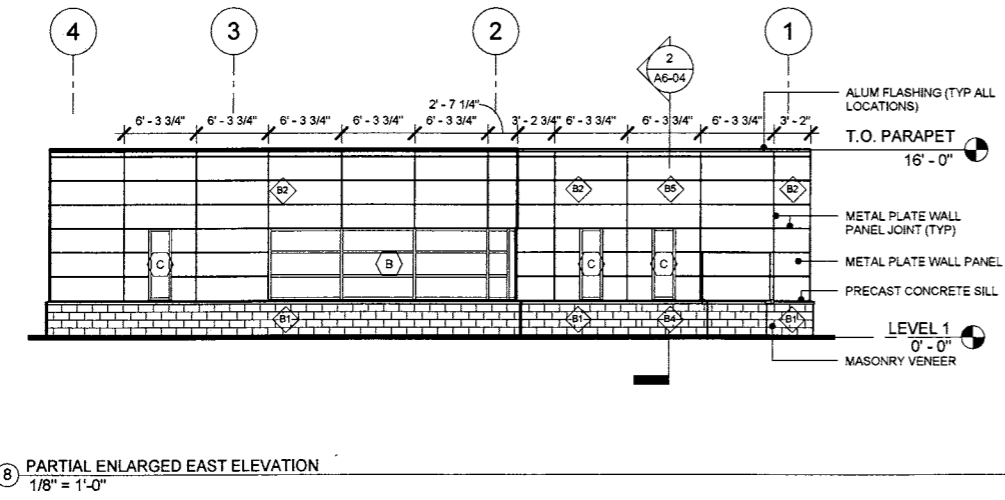
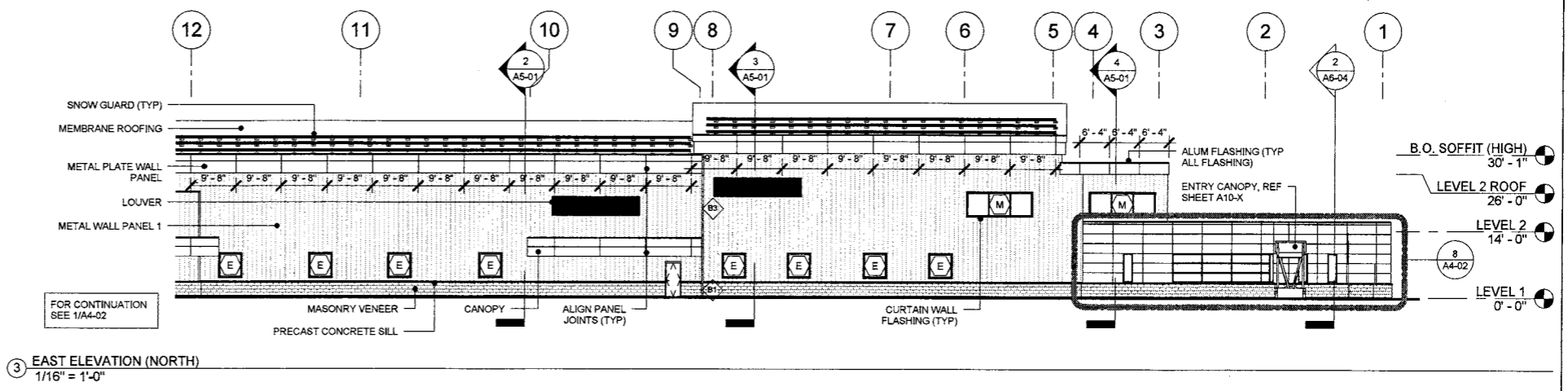
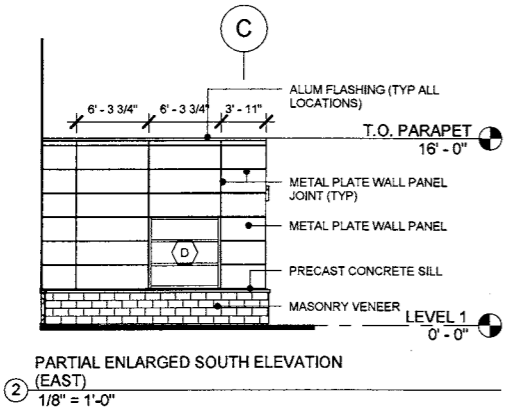
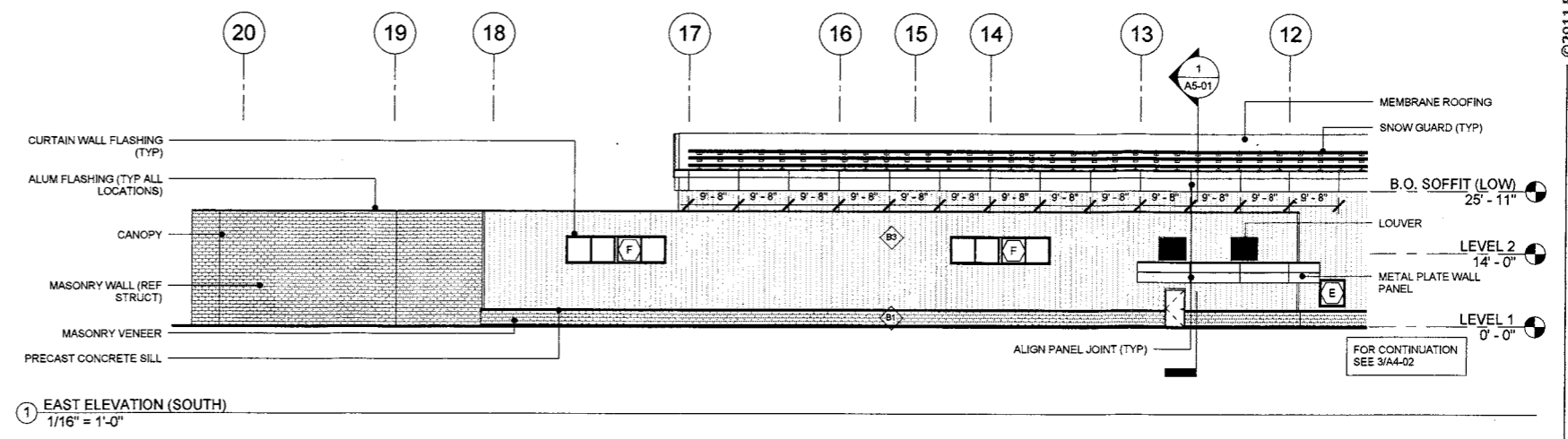
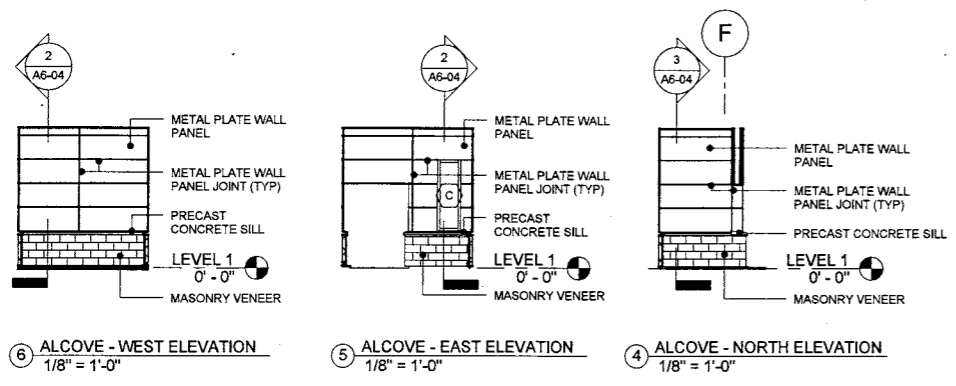
©2011 ECI/Hyer, Inc.

(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
101 WEST BENSON BOULEVARD, SUITE 306
ANCHORAGE, ALASKA 99503 907.561.5543
PROJECT NO. 0308

**JUNEAU INTERNATIONAL AIRPORT
SNOW REMOVAL EQUIPMENT
FACILITY**
CONSTRUCTION DOCUMENTS - BID PACKAGE A



EXTERIOR ELEVATIONS
FILE NAME: Snow_Man_CD.rvt
AUTHOR: SP
REVISIONS: 01/04/2012
CHECKED: SC



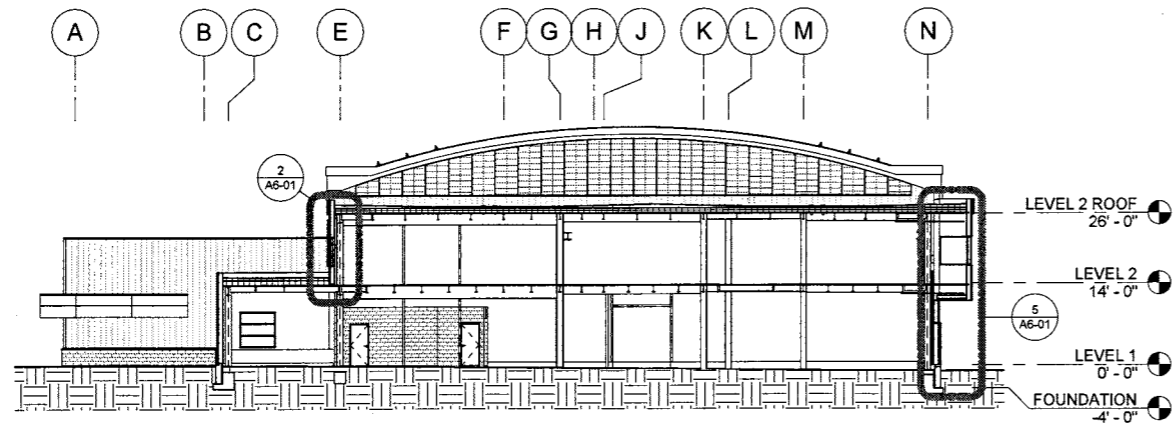
© 2011 ECI/Hyer, Inc.

(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
 101 WEST BENSON BOULEVARD, SUITE 306
 ANCHORAGE, ALASKA 99503 907.561.5543
 PROJECT NO. 0308

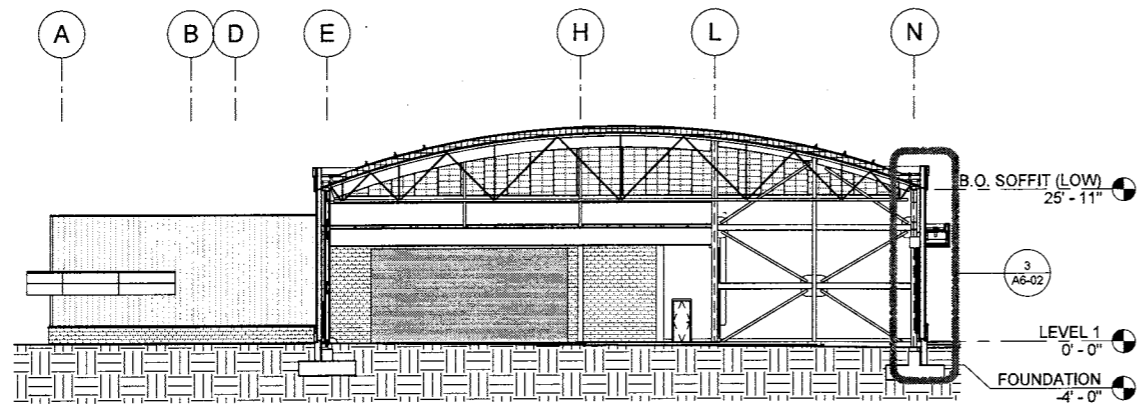
**JUNEAU INTERNATIONAL AIRPORT
 SNOW REMOVAL EQUIPMENT
 FACILITY**
 CONSTRUCTION DOCUMENTS - BID PACKAGE A



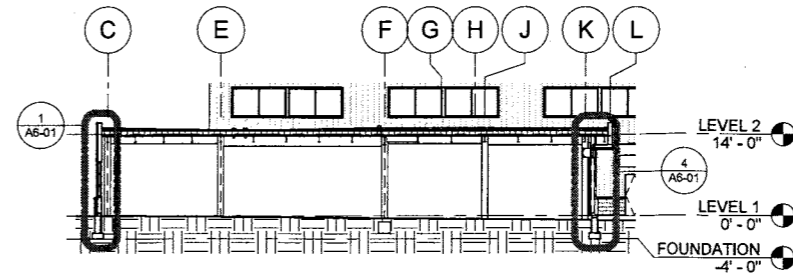
EXTERIOR ELEVATIONS
 FILE NAME: Snow_Man_CD.rvt
 AUTHOR: SP
 REVISIONS: 01/04/2012
 CHECKED: SC



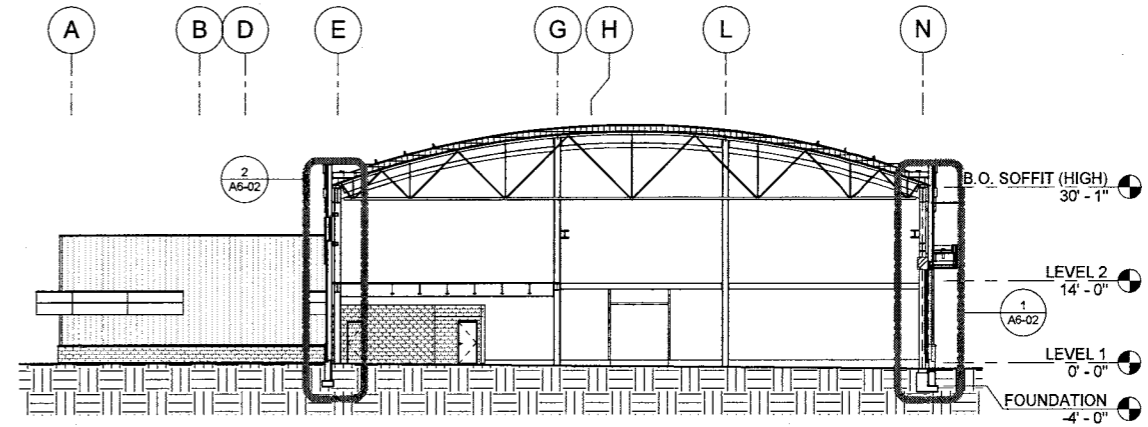
④ BUILDING CROSS SECTION
1/16" = 1'-0"



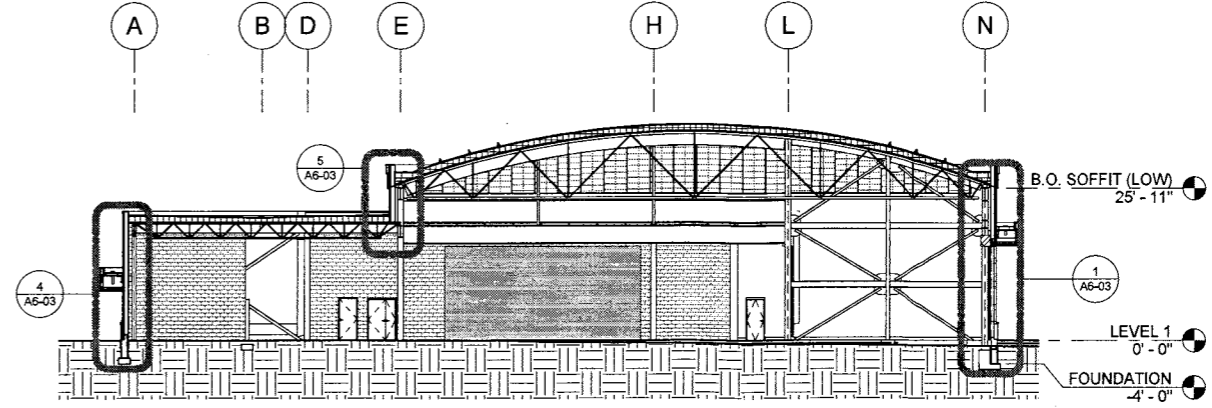
② BUILDING CROSS SECTION
1/16" = 1'-0"



⑤ BUILDING CROSS SECTION
1/16" = 1'-0"



③ BUILDING CROSS SECTION
1/16" = 1'-0"



① BUILDING CROSS SECTION
1/16" = 1'-0"

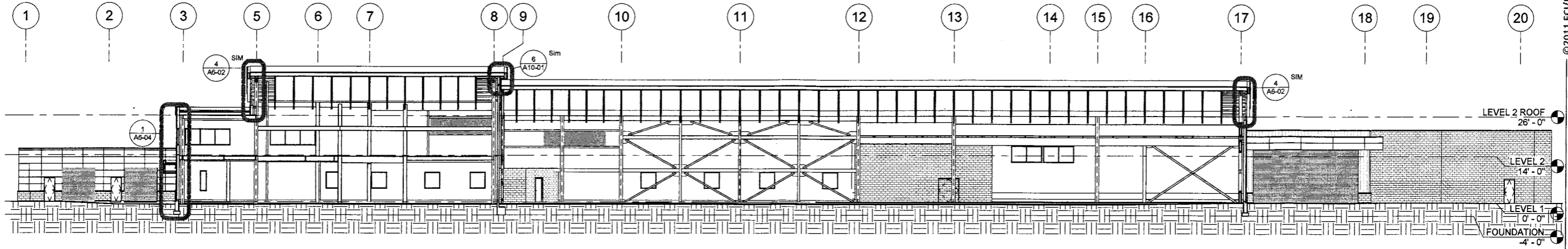
© 2011 ECI/Hyer, Inc.

(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
 101 WEST BENSON BOULEVARD, SUITE 306
 ANCHORAGE, ALASKA 99503 907.561.5543
 PROJECT NO. 0308

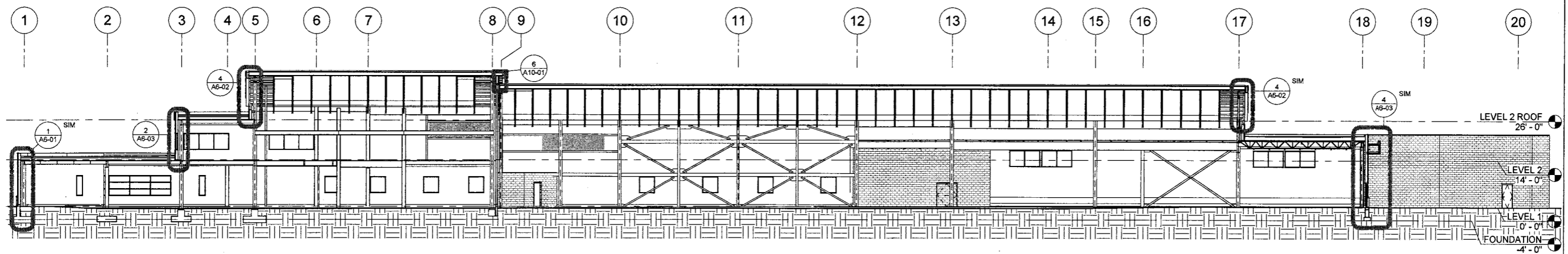
**JUNEAU INTERNATIONAL AIRPORT
 SNOW REMOVAL EQUIPMENT
 FACILITY**
 CONSTRUCTION DOCUMENTS - BID PACKAGE A



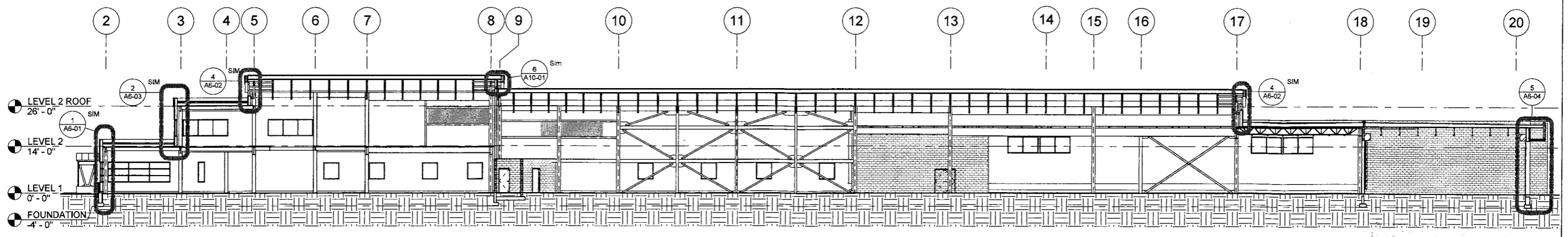
BUILDING CROSS SECTIONS
 FILE NAME: Snow_Man_CD.rvt
 AUTHOR: SP
 REVISIONS: 01/04/2012
 CHECKED: SC



3 LONGITUDINAL BUILDING SECTION
1/16" = 1'-0"



2 LONGITUDINAL BUILDING SECTION
1/16" = 1'-0"



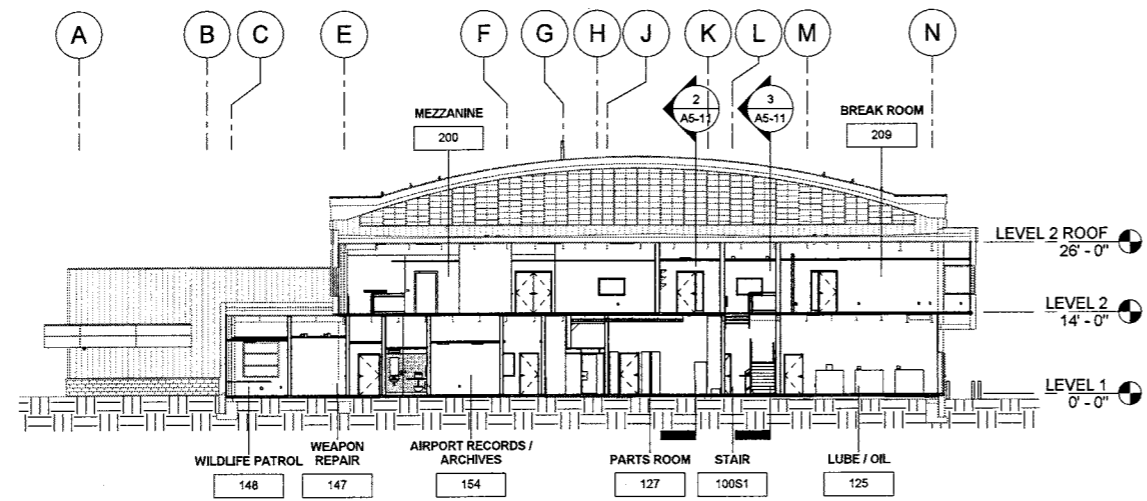
1 LONGITUDINAL BUILDING SECTION
1/16" = 1'-0"

© 2011 ECI/Hyer, Inc.
(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
101 WEST BENSON BOULEVARD, SUITE 306
ANCHORAGE, ALASKA 99503 907.561.5543
PROJECT NO. 0308

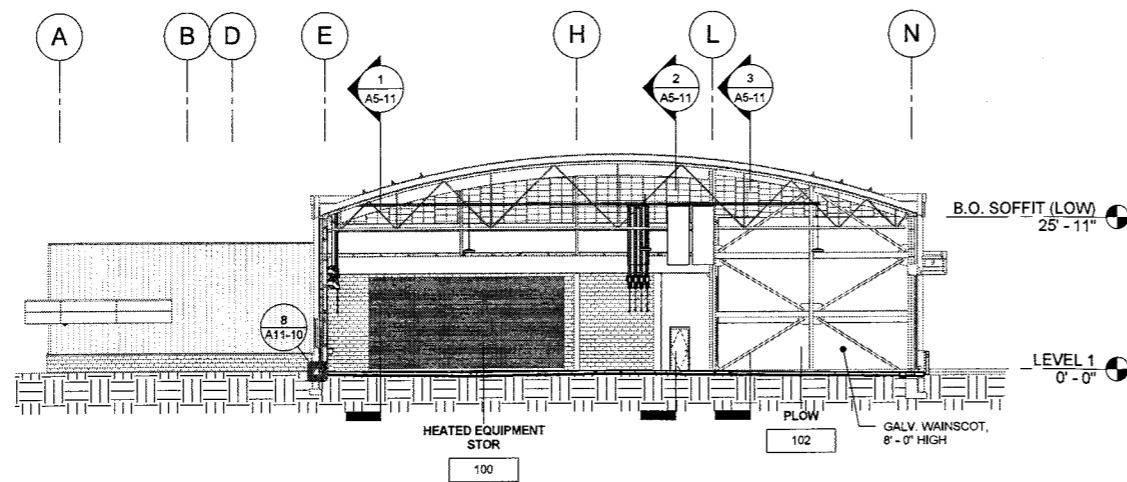
**JUNEAU INTERNATIONAL AIRPORT
SNOW REMOVAL EQUIPMENT
FACILITY**
CONSTRUCTION DOCUMENTS - BID PACKAGE A



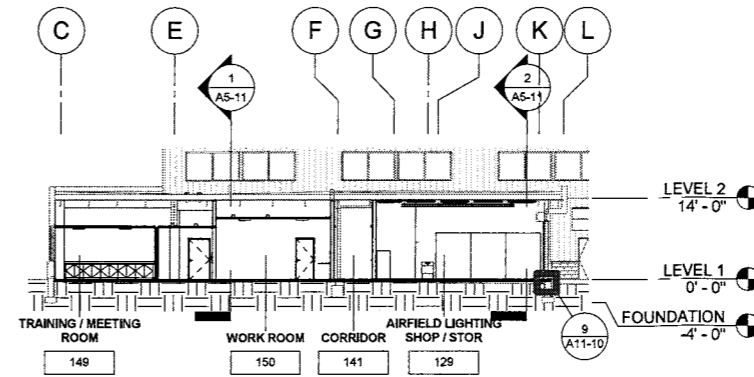
BUILDING LONGITUDINAL SECTIONS
FILE NAME: Snow_Man_CD.rvt
AUTHOR: SP
REVISIONS:
01/04/2012
CHECKED: SC



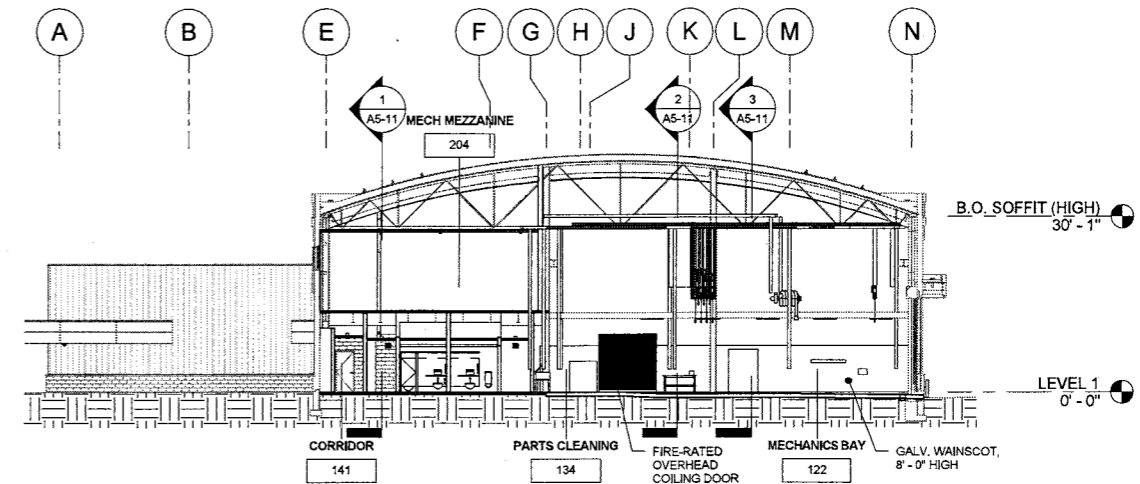
4 BUILDING CROSS SECTION
1/16" = 1'-0"



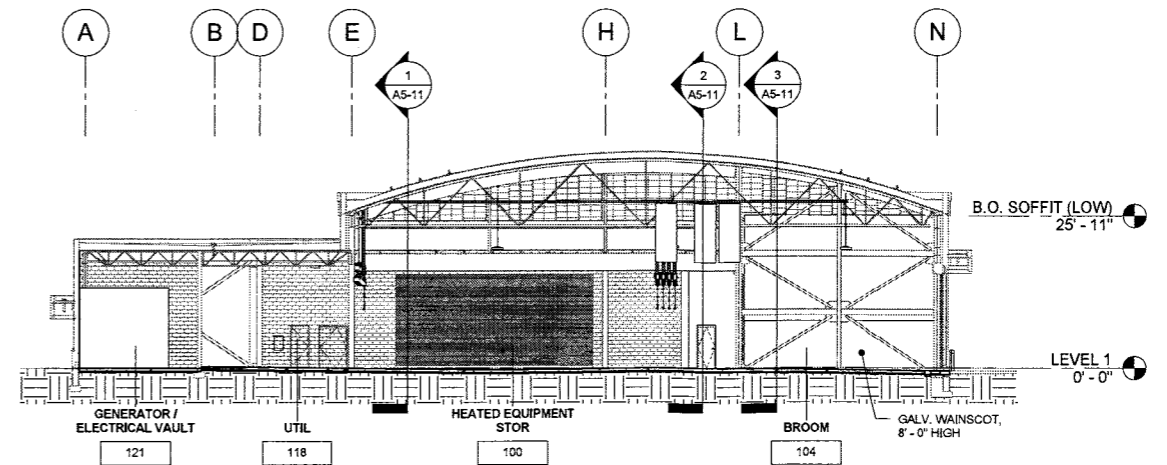
2 BUILDING CROSS SECTION
1/16" = 1'-0"



5 BUILDING CROSS SECTION
1/16" = 1'-0"



3 BUILDING CROSS SECTION
1/16" = 1'-0"



1 BUILDING CROSS SECTION
1/16" = 1'-0"

© 2011 ECI/Hyer, Inc.

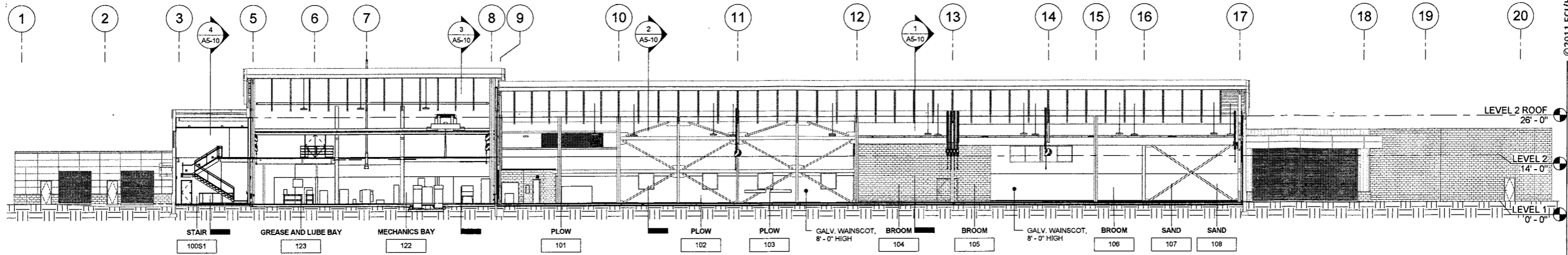
(ENTER CONSULTANT NAME)
ECI/HYER ARCHITECTURE + INTERIORS
 101 WEST BENSON BOULEVARD, SUITE 306
 ANCHORAGE, ALASKA 99503 907.561.5543
 PROJECT NO. 0308

**JUNEAU INTERNATIONAL AIRPORT
 SNOW REMOVAL EQUIPMENT
 FACILITY**
 CONSTRUCTION DOCUMENTS - BID PACKAGE B

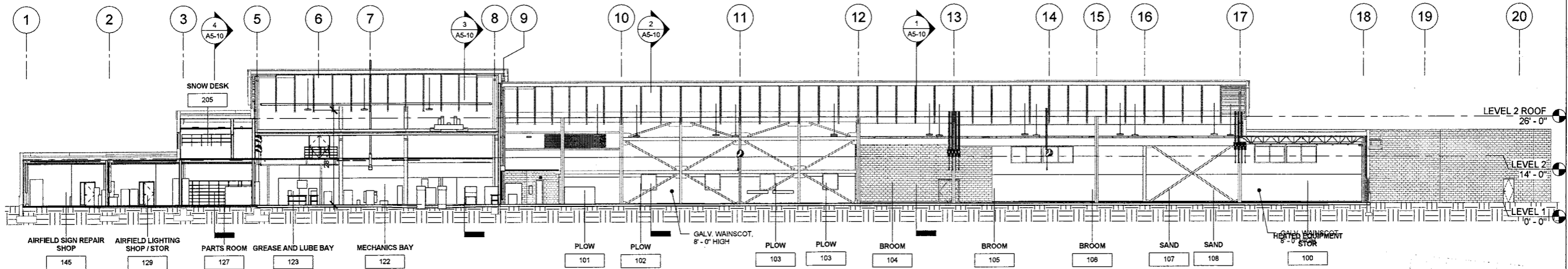


BUILDING CROSS SECTIONS
 FILE NAME: Snow_Man_CD.rvt
 AUTHOR: Author CHECKED: Checker
 REVISIONS:
 01/04/2012

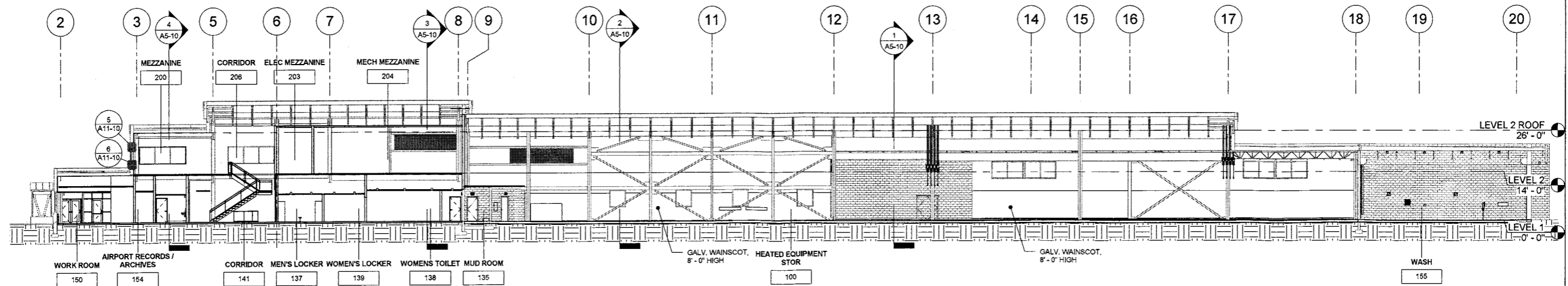
A5-10



3 LONGITUDINAL BUILDING SECTION
 1/16" = 1'-0"



2 EAST WEST BUILDING
 1/16" = 1'-0"



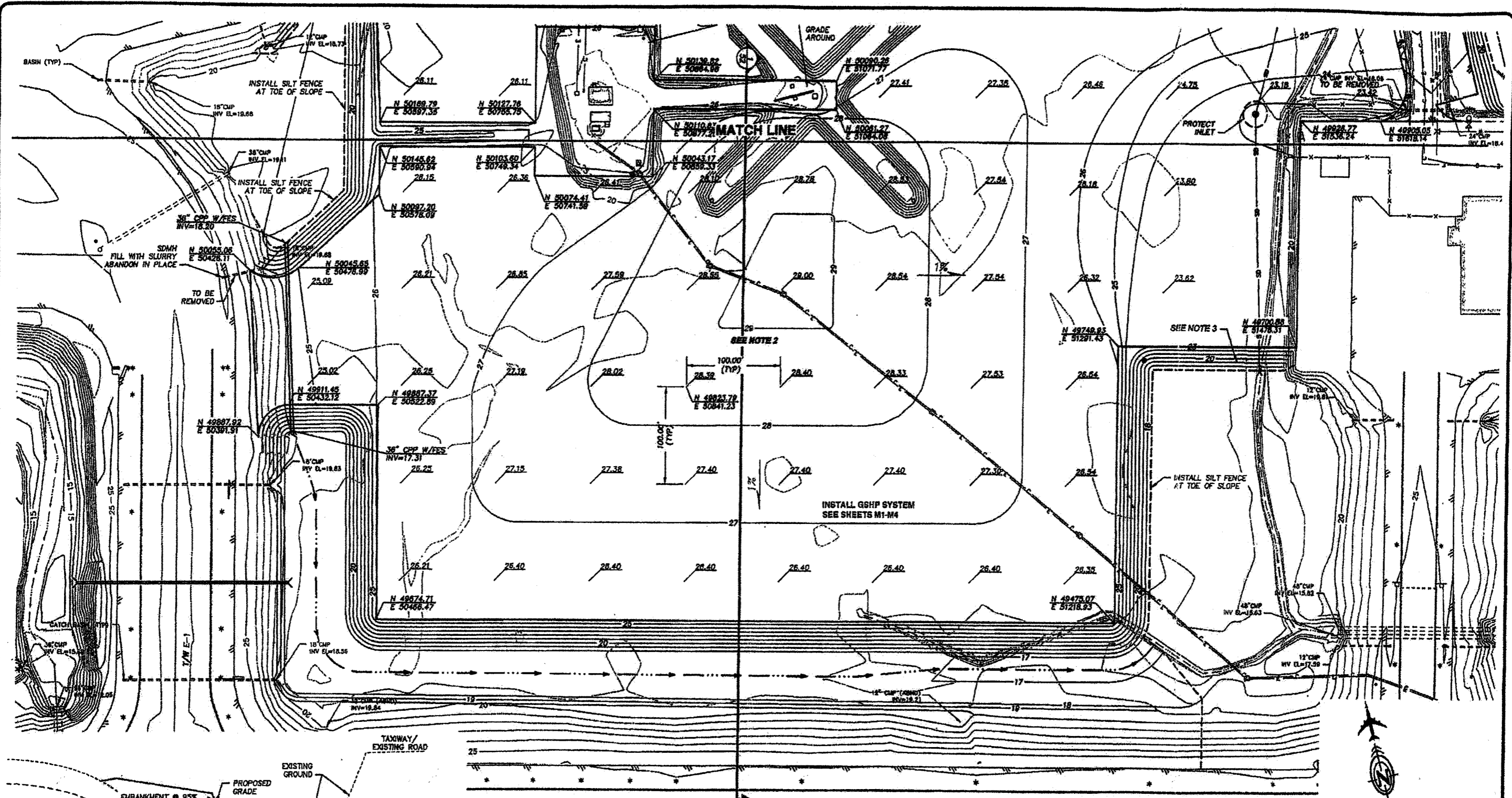
1 LONGITUDINAL BUILDING SECTION
 1/16" = 1'-0"

© 2011 ECI/Hyer, Inc.
 (ENTER CONSULTANT NAME)
 ECI/HYER ARCHITECTURE + INTERIORS
 101 WEST BENSON BOULEVARD, SUITE 306
 ANCHORAGE, ALASKA 99503 907.561.5543
 PROJECT NO. 0308

**JUNEAU INTERNATIONAL AIRPORT
 SNOW REMOVAL EQUIPMENT
 FACILITY**
 CONSTRUCTION DOCUMENTS - BID PACKAGE B



BUILDING LONGITUDINAL SECTIONS
 FILE NAME: Snow_Man_CD.rvt
 AUTHOR: Author
 CHECKED: Checker
 REVISIONS:
 01/04/2012

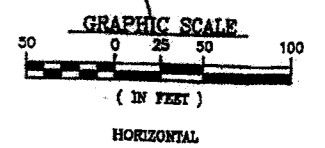


add (add 2)

*24' Base Flood
El. - BSF 5/21/12*

NOTES:

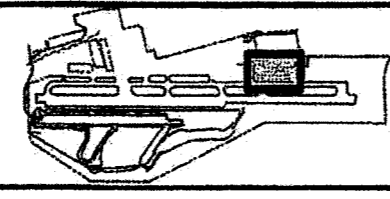
1. LIMITS OF EXCAVATION AS REQUIRED TO REMOVE SILTS & ORGANICS
2. APPLY DUST PALLIATIVE TO DREGGED MATERIAL
3. PLACE TOPSOIL AND SEED IN DITCHES AND ON ALL DISTURBED SLOPES 4H:1V OR GREATER.



1 NE DEV DITCH TYPICAL
NTS

4. THE EXISTING FAA POWER AND COMMUNICATION CONDUITS MAY BE ENCOUNTERED DURING EXCAVATION OF ORGANIC MATERIALS. EXCAVATE AROUND THE CONDUITS AS NECESSARY TO REMOVE THE ORGANICS AND THEN BACKFILL. SUPPORT AND PROTECT THE CONDUITS DURING THIS WORK. IF REQUIRED, RE-ROUTE THE CONDUITS AROUND THE WORK AREA REPLACE THE CONDUITS AND THEIR CONDUCTORS IF THEY ARE DAMAGED DURING THE COURSE OF THE WORK. SEE ELECTRICAL.

SCALE	
HORZ.	SCALE
VERT.	SEE GRAPHIC
W.O. NO.	D59440
FILE NO.	232-89

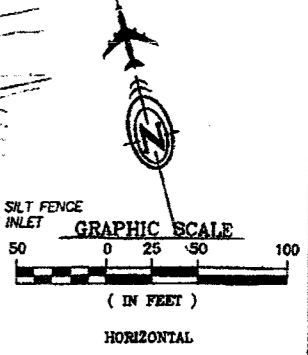
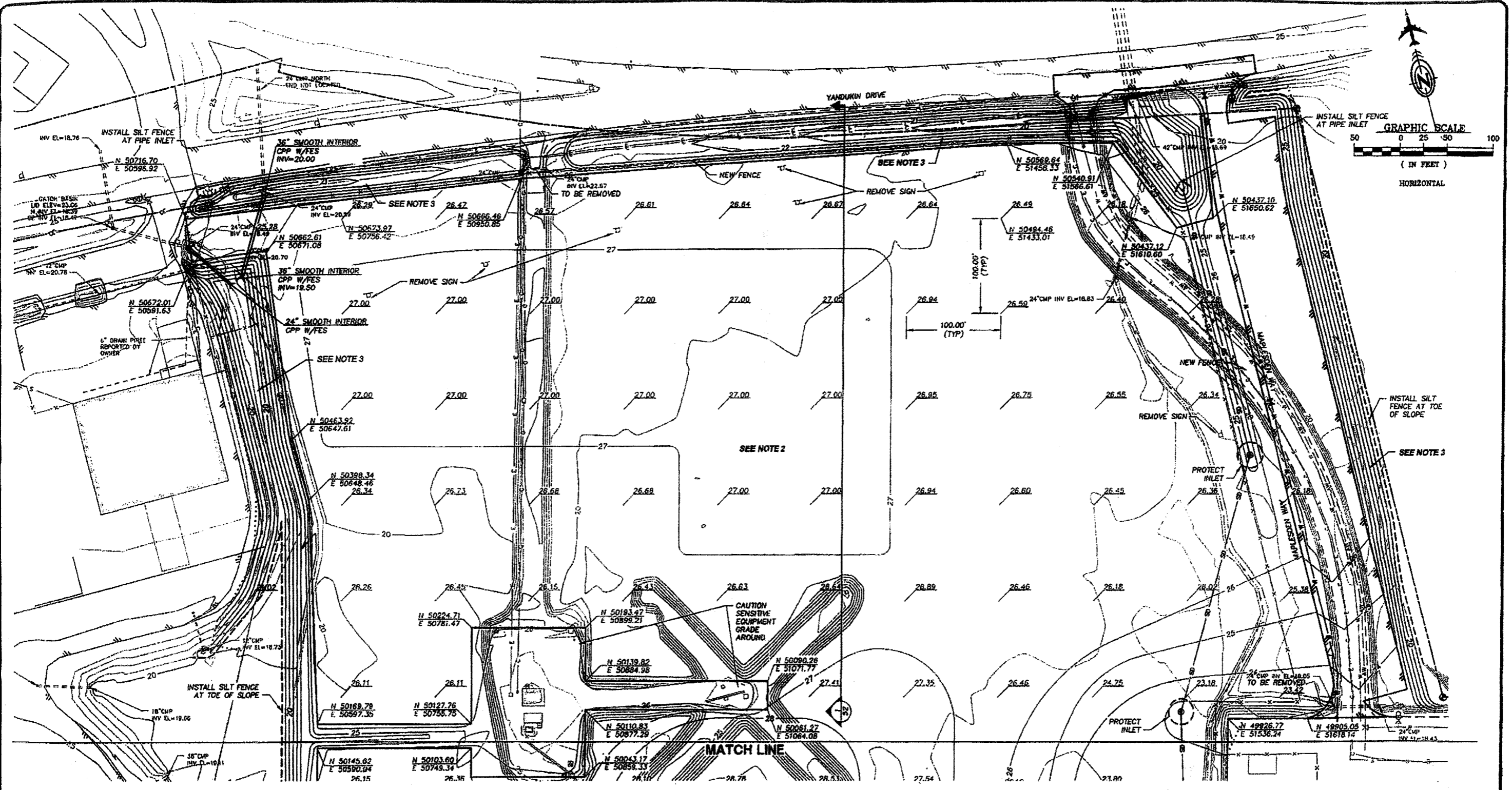


DOWL HKM
5388 Commercial Blvd Juneau, Alaska 99801
PHONE (907) 780-3559 FAX (907) 780-3595

Juneau International Airport
CITY/BOROUGH OF JUNEAU
ALASKA'S CAPITAL CITY

JUNEAU INTERNATIONAL AIRPORT
JUNEAU, ALASKA
RUNWAY SAFETY AREA IMPROVEMENTS
CONTRACT NO. E09-188
AIP No. J-02-0133-049-2008
GRADING PLAN
NORTHEAST DEVELOPMENT

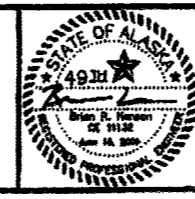
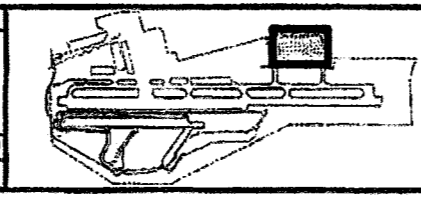
SHEET
52
OF
127



- NOTES:**
- LIMITS OF EXCAVATION AS REQUIRED TO REMOVE SILTS & ORGANICS
 - APPLY DUST PALLIATIVE TO DREGDED MATERIAL
 - PLACE TOPSOIL AND SEED IN DITCHES AND ON ALL DISTURBED SLOPES 4H:1V OR GREATER.

BY	DATE	REVISIONS

SCALE	
HORZ.	SCALE
VERT.	SEE GRAPHIC
W.O. NO.	D59440
FILE NO.	232-89

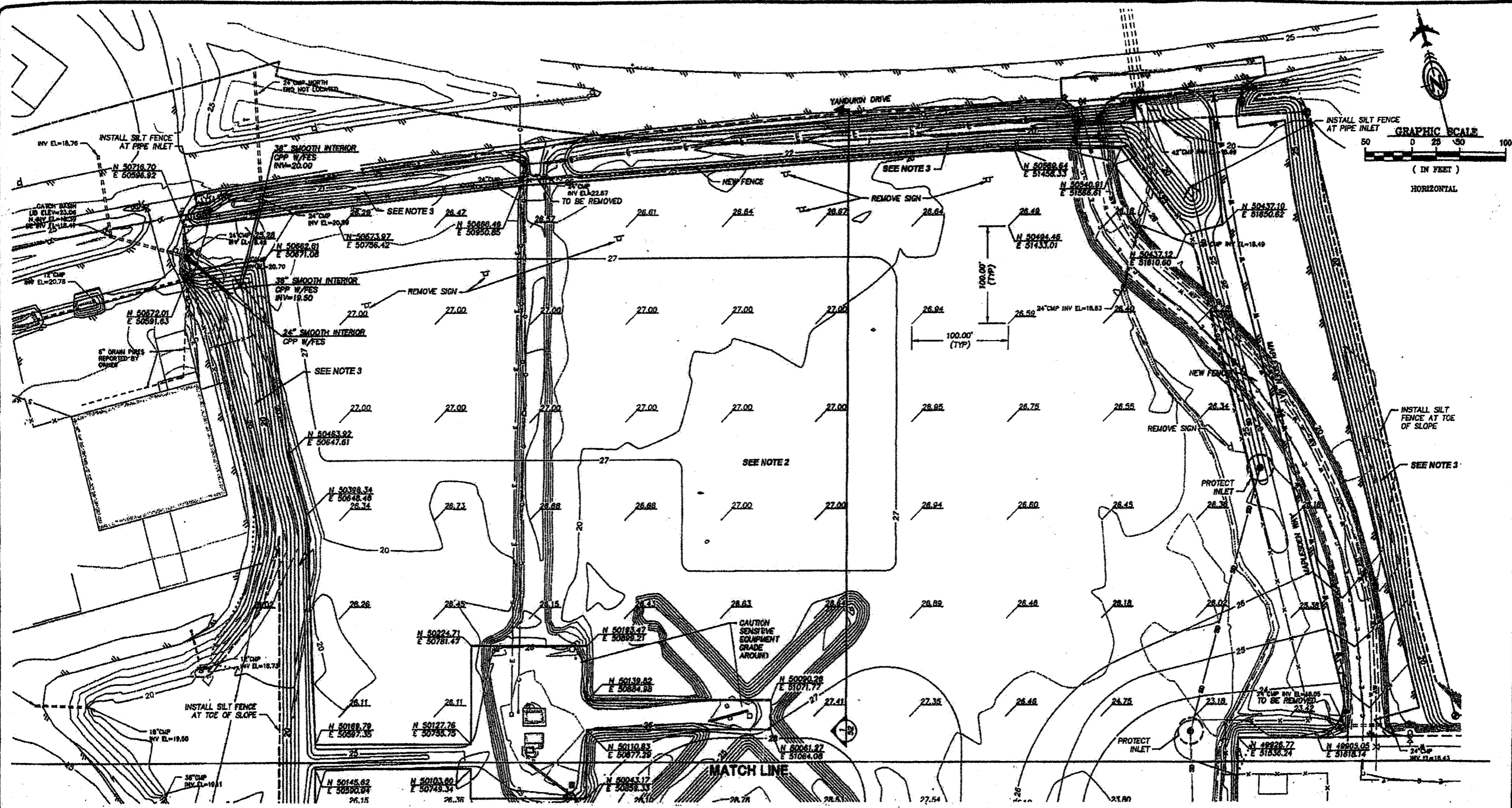


DOWL HKM

5368 Commercial Blvd Juneau, Alaska 99801
 PHONE (907) 780-3533 FAX (907) 780-3535

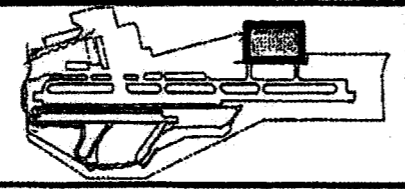
Juneau International Airport
CITY/BOROUGH OF JUNEAU
 ALASKA'S CAPITAL CITY

JUNEAU INTERNATIONAL AIRPORT
 JUNEAU, ALASKA
 RUNWAY SAFETY AREA IMPROVEMENTS
 CONTRACT NO. E09-188
 AIP No. 3-02-0133-049-2008
 GRADING PLAN
 NORTHEAST DEVELOPMENT



- NOTES:**
1. LIMITS OF EXCAVATION AS REQUIRED TO REMOVE SILTS & ORGANICS
 2. APPLY DUST PALLIATIVE TO DREGGED MATERIAL
 3. PLACE TOPSOIL AND SEED IN DITCHES AND ON ALL DISTURBED SLOPES 4H:1V OR GREATER.

SCALE	
HORZ.	SCALE
VERT.	SEE GRAPHIC
W.O. NO.	069440
FILE NO.	232-89
BY	DATE
REVISIONS	



DOWL HKM

8368 Commercial Blvd. Juneau, Alaska 99801
 PHONE (907) 780-3833 FAX (907) 780-3535

Juneau International Airport
CITY/BOROUGH OF JUNEAU
 ALASKA'S CAPITAL CITY

JUNEAU INTERNATIONAL AIRPORT
 JUNEAU, ALASKA
 RUNWAY SAFETY AREA IMPROVEMENTS
 CONTRACT NO. E09-186
 AIP No. 3-02-0133-049-2008
 GRADING PLAN
 NORTHEAST DEVELOPMENT

SHEET
51
 OF
127



Snow Removal Equipment Facility (SREF)
Application for Variance to Parking Requirements
Prepared by Catherine Fritz, Airport Architect
August 24, 2012

The following items are addressed in accordance with title 49 regulations for consideration of a variance to parking requirements at the airport's proposed Snow Removal Equipment Facility.

1. That the relaxation applied for or a lesser relaxation specified by the Board of Adjustment would give substantial relief to the owner of the property involved and be more consistent with justice to other property owners.

The calculated parking spaces required under the CBJ code far exceeds the number of spaces that would functionally be required at any given time. The facility will house the existing airfield equipment and be operated by the same staff currently employed (the new facility will not generate additional equipment or staffing). The indoor parking area is for the heavy equipment only; privately owned vehicles of airport staff, tenants, or visitors are strictly not allowed. The garage bays are accessed by the secure side of the airfield only, which is tightly controlled through airport security measures. Allowing the parking needs to be calculated on the basis of projected employment and numbers of employees on-shift at any given time is a more accurate and fair approach.

2. That relief can be granted in such a fashion that the intent of this title will be observed and the public safety and welfare will be served.

The intent of on-site parking requirements is to prevent spill-over parking onto adjacent streets and/or properties. All of the adjacent property is owned and controlled by the airport, so if additional parking becomes necessary in the future, the airport can establish new parking areas toward the west of the proposed parking area, or modify the secure fence line toward the south to expand the parking area.

3. That the authorization of the variance will not injure nearby property.

The nearby properties are owned by the airport and provide land leases to owners of the buildings. All have uses tied to aviation and are also large structures with small occupancies and limited public access. As such, the adjacent Wings of Alaska hangar and National Guard hangar have little need for public parking. The new Snow Removal Equipment Facility will not injure adjacent properties.

4. That the variance does not authorize uses not allowed in the district involved.

The building's use is specific to the critical operational functions of the airport and is an allowed use. The variance does not request alternative uses; it is for parking requirements only.

5. That compliance with the existing standards would:

(A) Unreasonably prevent the owner from using the property for a permissible principal use;

As a CBJ enterprise, the airport is required to generate revenues to offset operational costs. The SREF has been compactly organized on the site to allow future development to the east and the south, so as to maximize potential revenues from future leases. Additional parking would result in underutilized land, which would limit future permissible uses.

(B) Unreasonably prevent the owner from using the property in a manner that is consistent as to scale, amenities, appearance or features with existing development in the neighborhood.

The proposed SREF and its parking area as currently designed are consistent in scale with adjacent buildings, their setbacks, and their associated parking areas. If the parking area was larger to accommodate all required spaces, the design would become inconsistent with the neighboring buildings.

(C) Be unnecessarily burdensome because unique physical features of the property render compliance with the standards unreasonably expensive.

The airport has an established airport security perimeter that maximizes land on the secure side, while allowing needed public access on the non-secure side. In response to security regulations and operations, all parking for the SREF is located on the non-secure side. This balance of secure to non-secure establishes a physical feature that affects development on airport property. In addition to financial impacts noted in (A) above, if additional parking is required, the perimeter fence and all associated compliance documents would need to be revised. This is a costly and lengthy process due to federal regulatory requirements.

6. That a grant of the variance would result in more benefits than detriments to the neighborhood.

Construction of the SREF benefits all airport operations, including those of nearby properties. Also, allowing the airport to maximize its available land for revenue development is in the direct interest of lease tenants, as it allows the airport's expenses to be met without increasing tenant rates. The parking proposed is expected to be more than adequate for employees and public visitors to the facility over its design life.

PLANNING COMMISSION
NOTICE OF DECISION

Date: July 23, 2008

File No.: USE2007-00035

Carson Dorn, Inc.
712 W. 12th St.
Juneau, AK 99801

Dave Palmer, Airport Manager
Juneau International Airport

Application For: An Allowable Use permit for the construction of the Northeast Development Area including the relocation of the ASOS (automated surface observation system) Equipment and the SREF (snow removal equipment facility).

Legal Description: Airport, Tracts A & B

Parcel Code No.: 3-B16-0-100-001-0

Hearing Date: July 22, 2008

The Planning Commission, at its regular public meeting, adopted the analysis and findings listed in the attached memorandum dated July 16, 2008 and approved the Allowable Use to be conducted as described in the project description and project drawing submitted with the application and with the following conditions:

- 1) The Juneau International Airport shall submit final construction documents to the Wetland Review Board for advisory review to address sedimentation impacts prior to construction, to facilitate implementation of Condition Two.
- 2) Development of the Northeast Development Area, including the ASOS and SREF projects, shall proceed with no disbursal or loss of sediment into the estuarine wetlands as construction occurs.

Attachments: July 15, 2008 General memorandum on airport cases (USE2007-00033, USE2007-00034, USE2007-00035, VAR2007-00026, VAR2007-00027, VAR2007-00028) and the July 16, 2008 memorandum from Teri Camery, Community Development to the CBJ Planning Commission regarding USE2007-00035.

This Notice of Decision does not authorize construction activity. Prior to starting any project, it is the applicant's responsibility to obtain a building permit for any and all improvements requiring such.

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 Sec. 49.20.120).

Carson Dorn, Inc.
File No.: USE2007-00035
July 23, 2008
Page 2 of 2

Effective Date: The permit is effective upon approval by the Commission, July 22, 2008

Expiration Date: The permit will expire 18 months after the effective date, or January 22, 2010, 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. Application for permit extension must be submitted thirty days prior to expiration date.

Project Planner: Teri Camery Daniel Bruce
Teri Camery, Planner Daniel Bruce, Chairman
Community Development Department Planning Commission

Elizabeth M. Green 7/23/08
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 1 (800) 949-4232, or fax (360) 438-3208.

MEMORANDUM

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

DATE: July 16, 2008
TO: Planning Commission
FROM: Teri Camery, Planner
Community Development Department

FILE NO.: USE2007-00035 - Allowable Use

PROPOSAL: An Allowable Use permit for the construction of the Northeast Development Area including the relocation of the ASOS (automated surface observation system) Equipment and the SREF (snow removal equipment facility).

GENERAL INFORMATION

Applicant: Carson Dorn, Inc.
Property Owner: CBJ
Property Address: JIA
Legal Description: Airport, Tracts A & B
Parcel Code Number: 3-B16-0-100-001-0
Site Size: 640.55 Acres
Zoning: Industrial
Utilities: CBJ Water and Sewer
Access: Airport Security Gates
Existing Land Use: vacant airport wetlands
Surrounding Land Use: North - Airport Boulevard
South - airport runway
East - airport facilities; vacant wetlands
West - airport facilities



ATTACHMENTS

Attachment 1	Development Permit Applications
Attachment 2	Allowable Use Applications
Attachment 3	Snow Removal Equipment Facility (SREF) Project Narrative
Attachment 4	SREF site plans
Attachment 5	Northeast Development Area (NEDA) Project Narrative
Attachment 6	NEDA site plans
Attachment 7	Automated Surface Observation System (ASOS) Project Narrative
Attachment 8	ASOS site plans

PROJECT DESCRIPTION

The Juneau International Airport (hereafter, JNU) requests an Allowable Use permit for the development of the Northeast Development Area (NEDA), which includes the Snow Removal Facility (SREF) and the Automated Surface Observation System (ASOS) project.

NEDA

The NEDA will expand the existing commercial operations to meet commercial and general aviation needs, as anticipated through the year 2015. The project will fill 17.4 acres of wetlands, which are mostly Category C as listed in the Juneau Wetlands Management Plan (JWMP). Seven new commercial hangars and/or fixed-base operators will be part of the project, which may include the following facilities:

- New tour helicopter facility, including maintenance hangars, visitor waiting areas, and parking
- Expansion of the TEMSCO facility, including additional helicopter tiedown spaces and may include development of a final approach and takeoff area
- Relocation of an existing fixed-base operator (currently located to the east of the passenger terminal). This would include a large hangar, tiedown apron, and taxiway access
- Expansion of the Alaska Flight Center flight instruction school, which includes a large maintenance hangar, tiedown spaces, and facilities for aircraft rental
- Expansion of Northern Air Cargo facilities, including a large hangar and aircraft parking areas.

To support the above facilities, the expanded apron will also include:

- Taxiways
- Vehicle parking areas

- A new road extending southward from Yandukin Drive
- Small access roads
- Utility lines
- A new storm drain system

The purpose and need for NEDA is similar to the purpose and need for the Northwest Development Area, reviewed as USE2007-00034. JNU does not have adequate facilities to meet the existing demand for aircraft. Currently aircraft are parked in obscure locations with insufficient space and inadequate separation. This results in increased, unnecessary, and inefficient movement of aircraft and increases the safety risk. Full project details of NEDA, including purpose and need, are included in Attachments 5 and 6.

The NEDA can only occur after the ASOS Relocation Project has been completed. The ASOS is currently located in the middle of the proposed NEDA and must have a 500-foot radius clear of all trees and buildings. The SREF project could happen with or without NEDA.

ASOS

The ASOS is used to monitor weather and aviation conditions at JNU. The ASOS is owned by the Federal Aviation Administration (FAA) and maintained by the National Weather Service. The proposed NEDA development requires that the ASOS be moved. The new ASOS is located entirely on airport property and sufficiently far from other facilities to collect weather data. The project would impact .4 acres of wetlands that are uncategorized in the JWMP. Project details and site plans are included in Attachments 7 and 8.

SREF

The SREF will be located in the northeast section of the airport adjacent to Egan Drive and the Honsinger Family Trust Pond, in the northeast corner of the proposed NEDA. The facility requires 6.7 acres of land, including 2.5 acres of wetlands, which are a combination of Category C and uncategorized wetlands. The building requires a footprint of 44,616 square feet to accommodate the shop and equipment storage areas as well as an additional 12,100 square foot building for sand and chemical storage. The SREF project can only take place after the ASOS has been relocated however it is independent of the NEDA. Project details and site plans are included in Attachments 3 and 4.

BACKGROUND

The project background, including development of the Final Environmental Impact Statement, agency review, the final mitigation package, and flood evaluation, is described in the 7/15/08 memo to the Planning Commission regarding all airport projects.

ANALYSIS

Project Site and Design

The project site and design has been described in the Project Description section of this report. Additional details are available in Attachments 3-8.

Traffic, Parking, and Circulation

Access to the site will be through airport security gates. Parking requirements for hangars and tie-downs have been generally established at one space per 1,000 square feet of building area. A final plan for parking and circulation is not yet available, so these requirements will be addressed during building permit review. If the final site plan were to differ significantly from the proposed plan, a new Allowable Use permit will be required.

Flood Analysis

In response to CBJ's request, the applicant submitted a flood impact evaluation (Attachment G of the 7/15/08 general memo on airport projects) which concluded that there would be a very minor increase (0.1 to 0.2 feet) to the water surface elevations for the 100 year floodplain for both Mendenhall River and Jordan Creek.

FEMA reviewed the evaluation and responded with the following comment:

Federal regulations associated with floodplain development do not preclude a project from occurring in the 100 year floodplain that creates a rise provided it is not within the regulatory floodway. Given [the] description of the issue, there is a floodway, therefore, a 1.0' rise has already been considered (i.e. your .1-.2' rise was already accounted for) when the floodway was delineated. As such, I do not see any reason that FEMA needs to approve or review any additional data. (Attachment H)

With FEMA's approval, staff concludes that the flood risk will not increase as a result of airport projects.

Landscaping

Not applicable. The vegetative cover requirements at JNU have been met.

Exterior Lighting

All lighting will be in conformance with FAA requirements.

49.70.900-49.70.1097 COASTAL DEVELOPMENT, HABITAT, AND WETLANDS

The wetlands impacted by the NEDA, ASOS, and SREF developments are a combination of Category C and uncategorized wetlands, therefore general wetland and habitat policies apply to the development, as follows:

49.70.950(c)

- (2) Estuaries shall be managed so as to ensure adequate waterflow, natural circulation patterns, nutrients, and oxygen levels, and to avoid the discharge of silt, toxic wastes and the destruction of productive habitat;
- (3) Wetlands and tideflats shall be managed so as to ensure adequate waterflow, nutrients, and oxygen levels, to avoid the adverse effects on natural drainage patterns, the destruction of important habitat, and the discharge of toxic substances

As described in the 7/15/08 General Memo to the Planning Commission and its attachments, state and federal resource agencies were extensively involved in the development of the Environmental Impact Statement. Agencies accepted the proposed NEDA and related developments as the least damaging alternative, with incorporation of best management practices and fill minimization measures whenever possible. Agencies also developed an extensive mitigation package totaling \$5,384,000 for unavoidable impacts to high value wetlands.

The CBJ Wetland Review Board (WRB) reviewed airport projects at one site visit and four additional meetings. Regarding USE2007-00035, the WRB accepted the safety need and the conclusions of the resource agencies, and accepted the mitigation package as sufficient compensation for unavoidable impacts.

At the November 8, 2007 Wetland Review Board Special Meeting, the Board approved the following motion:

the Wetland Review Board recommends to the Planning Commission approval of Allowable Use permit, USE2007-00035, for the construction of the Northeast Development Area including the relocation of the Automated Surface Observation System and the Snow Removal Equipment Facility, which shall proceed with no disbursal or loss of sediment into the estuarian wetlands as construction occurs with filling the Northeast and Northwest Development Areas, and the Runway Safety Areas to include submittal of construction documents prior to being finalized.

The Board approved an additional motion at the same meeting, as follows:

The WRB recommends to the Planning Commission USE2007-00033, USE2007-00034, and USE2007-00035 shall proceed with no disbursal or loss of sediment into the estuarine wetlands as construction occurs with filling the Northeast and Northwest Development Areas, and the Runway Safety areas, to include submittal of construction documents prior to being finalized.

The Board's primary concern with many of the airport reviews has been sedimentation impacts to adjacent wetlands during construction. JNU has agreed to bring final plans to the WRB prior to construction for additional recommendations on Best Management Practices to reduce sedimentation and erosion. WRB meeting minutes are included in Attachment I of the 7/15/08 general memo to the Planning Commission.

Staff recommends that the WRB's motion be carried forth with recommended conditions, as follows:

- 1) The Juneau International Airport shall submit final construction documents to the Wetland Review Board for advisory review to address sedimentation impacts prior to construction, to facilitate implementation of Condition Two.
- 2) Development of the Northeast Development Area, including the ASOS and SREF projects, shall proceed with no disbursal or loss of sediment into the estuarine wetlands as construction occurs.

ALASKA COASTAL MANAGEMENT PROGRAM (ACMP)

Not applicable. This project does not require a state-coordinated ACMP review.

FINDINGS

CBJ §49.15.320 (e), Decision, states that the Planning Commission shall consider the Allowable Use permit application and shall review the Community Development Director's recommendation with respect to:

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

4. Whether conditions are necessary for approval¹.

The Commission shall approve the application and grant the permit unless it finds, by a preponderance of the evidence, that one or more of the criteria have not been met. In either case the Commission shall adopt written findings setting forth the basis for its decision.

Per CBJ §49.15.320 (e)(1 through 4), Decision, the Director makes the following findings on the criteria for granting the requested Allowable Use approval:

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

Yes. We find the application contains the information necessary to conduct a 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 requested permit 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 15.200 for the Industrial 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 July 11, 2008 and July 21, 2008 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. Are conditions necessary for approval of the requested Allowable Use permit?

Yes. Based on the preceding staff analysis, it is found that conditions are necessary for approval of the requested permit. The conditions are listed in the following Recommendation.

Per CBJ §49.70.900 (b)(3), General Provisions, the Director makes the following Juneau

¹CBJ §49.15.320 (f)(1 through 12), Conditions on Approval, lists a set of conditions that may be placed on the requested allowable use permit approval

Planning Commission
File No.: USE2007-00035
July 16, 2008
Page 8 of 8

Coastal Management Program consistency determination:

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

Not applicable. This project does not require a state-coordinated ACMP review.

RECOMMENDATION

Staff recommends that the Planning Commission adopt the Director's analysis and findings and grant the requested Allowable Use permit. The permit would allow the development of the Northeast Development Area including relocation of the ASOS (Automated Surface Observation System) Equipment and the SREF (Snow Removal Equipment Facility). The approval is subject to the following conditions:

- 1) The Juneau International Airport shall submit final construction documents to the Wetland Review Board for advisory review to address sedimentation impacts prior to construction, to facilitate implementation of Condition Two.
- 2) Development of the Northeast Development Area, including the ASOS and SREF projects, shall proceed with no disbursal or loss of sediment into the estuarine wetlands as construction occurs.

DEVELOPMENT PERMIT APPLICATION

(APPLICANT - PLEASE FILL IN THE PROJECT/APPLICANT INFORMATION)

Project Number	CITY and BOROUGH of JUNEAU	Date Received: 7/10/07
Project Name (City Staff to assign name)	AIRPORT NORTHEAST DEVELOPMENT AREA	

PROJECT / APPLICANT INFORMATION	Project Description: Construction of a new SREF (snow removal equipment facility) is proposed for the area just north and west of the existing Temco hangar.		
	PROPERTY LOCATION		
	Street Address	Juneau International Airport	
	City / Zip	99801	
	Subdivision (if known)	Survey (if known)	Block / Tract (if known) Lot (if known)
	Assessor's Parcel Number (if known)	0010 100 3B160 3-816-0-100-001-0	
	LANDOWNER/LESSEE		
	Property Owner's Name	<input type="checkbox"/> Contact by E-Mail:	Contact Person
	City and Borough of Juneau		David Palmer
	Mailing Address	Home Phone No.	Work Phone No.
155 S. Seward St. Juneau, AK 99801		789-7821	
		FAX No.	
LANDOWNER/LESSEE CONSENT (Required for Planning permits not needed on Building/Engineer permits)		INITIAL ALL THAT MAY APPLY	
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 our employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.			
X		ALLOWABLE USE	
X		CONDITIONAL USE	
X		VARIANCE	
X		DESIGN REVIEW	
X		SUBDIVISION	
X		OTHER:	
Landowner/Lessee Signature		Date	
[Signature]		07/10/07	
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 and may do so during the weekend before the scheduled public hearing date.			
APPLICANT (If same as OWNER, write "SAME" and sign and date at X below)			
Contact Person		Work Phone No.	
Carson Dorn, Inc.		Thomas G. Carson 586-4447	
Mailing Address		Home Phone No.	
712 West 12th Street		586-5917	
X		X	
Applicant's Signature		Date of Application	
[Signature]		7/10/07	

(OFFICE USE ONLY BELOW THIS LINE)

STAFF APPROVALS	C	PERMIT TYPE	NO	DATE RECEIVED	APPLICATION NO.	C	PERMIT TYPE	DATE RECEIVED	APPLICATION NO.
	X	ALLOWABLE USE APPROVAL		7/10/07	USE0735		WATER PERMIT		
		CONDITIONAL USE APPROVAL					SEWER PERMIT		
		VARIANCE					GRADING PERMIT		
		DESIGN REVIEW APPROVAL	MINOR				DRIVEWAY PERMIT		
			MAJOR				RIGHT-OF-WAY PERMIT		
		SUBDIVISION	MINOR				PUB. FAC. TRANSMISS. & EXCAV. PERMIT		
			MAJOR				OTHER - (Describe)		
			PUD						
		STREET VACATION							
	SIGN APPROVAL	LOCATED IN HISTORIC DISTRICT? <input type="checkbox"/> YES <input type="checkbox"/> NO							
	BUILDING PERMIT						Permit Intake Initials	[Signature]	
	Zone	Total Lot Area	Required Setbacks						
			Front	Back	Side	Other			
COMMENTS:									

B:\FORMS\CDD\FORMS\PERMFORM.XLS REV. 2/18/99

NOTE: DEVELOPMENT PERMIT APPLICATION FORM MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

DEVELOPMENT PERMIT APPLICATION

(APPLICANT - PLEASE FILL IN THE PROJECT/APPLICANT INFORMATION)

Project Number	CITY and BOROUGH of JUNEAU
Project Name	Airport Northeast Development
(City Staff to assign name)	

Project Description The Juneau International Airport is proposing construction of a Northeast Development Area. The area, to the west and south of the snow removal equipment facility area will serve commercial aviation interests.

PROPERTY LOCATION

Street Address: Juneau International Airport
 City / Zip: 99801

Subdivision (if known):
 Survey (if known):
 Block / Tract (if known):
 Lot (if known):

Assessor's Parcel Number (if known): 0010 100 3B160

LANDOWNER/LESSEE

Property Owner's Name: City and Borough of Juneau
 Contact Person: David Palmer
 Work Phone No.: 789-7821
 Home Phone No.:
 FAX No.:

LANDOWNER/LESSEE CONSENT (Required for Planning permits not needed on Building/Engineer permits)

INITIAL ALL THAT MAY APPLY

ALLOWABLE USE	
CONDITIONAL USE	
VARIANCE	
DESIGN REVIEW	
OTHER:	

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 and may do so during the weekend before the scheduled public hearing date.

I am (we are) the owner(s) or lessee 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 one or more employees of the City and Borough of Juneau to inspect my property as needed for purposes of the application.
 C. I (we) grant permission for one or more employees of the City and Borough of Juneau to inspect my property as needed for purposes of the application.

Landowner/Lessee Signature: *[Signature]* Date: 2/10/07

APPLICANT (If same as OWNER, write "SAME" and sign and date at X below)

Applicant's Name: Carson Dorn, Inc.
 Contact Person: Thomas G. Carson
 Work Phone No.: 586-4447
 Home Phone No.: 586-5917
 FAX No.:
 Mailing Address: 712 West 12th Street

Applicant's Signature: *[Signature]* Date of Application: 2/10/07

(OFFICE USE ONLY BELOW THIS LINE)

C	PERMIT TYPE	DATE RECEIVED	APPLICATION NO.	K	PERMIT TYPE	DATE RECEIVED	APPLICATION NO.
X	ALLOWABLE USE APPROVAL	7/10/07	USE07-35		WATER PERMIT		
	CONDITIONAL USE APPROVAL				SEWER PERMIT		
	VARIANCE				GRADING PERMIT		
	DESIGN REVIEW				DRIVEWAY PERMIT		
	APPROVAL				RIGHT-OF-WAY PERMIT		
	SUBDIVISION				PUB. FAC. TRANSMISS. & EXCAV. PERMIT		
	STREET VACATION				OTHER - (Describe)		
	SIGN APPROVAL				PERMIT Intake Initials: <i>[Signature]</i>		
	BUILDING PERMIT				Required Setbacks	Front Back Side Other	
	Zone	Total Lot Area			COMMENTS:		

NOTE: DEVELOPMENT PERMIT APPLICATION FORM MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

STAFF APPROVALS

PROJECT / APPLICANT

INFORMATION

DEVELOPMENT PERMIT APPLICATION

(APPLICANT - PLEASE FILL IN THE PROJECT/APPLICANT INFORMATION)

Project Number	CITY and BOROUGH of JUNEAU	Date Received 7/10/07
Project Name <small>(City Staff to assign name)</small>	NORTHEAST DEVELOPMENT AREA	

PROJECT / APPLICANT INFORMATION	Project Description The Juneau International Airport is proposing a relocation of the ASOS equipment (automated surface observation system), which is currently located in the middle of the proposed NE Development Area.			
	PROPERTY LOCATION			
	Street Address Juneau International Airport		City / Zip 99801	
	Subdivision (if known)	Survey (if known)	Block / Tract (if known)	Lot (if known)
	Assessor's Parcel Number (if known) 0010 100 3B160			
	LANDOWNER/LESSEE			
	Property Owner's Name City and Borough of Juneau		Contact Person David Palmer	Work Phone No. 789-7821
	Mailing Address		Home Phone No.	FAX No.
	LANDOWNER/LESSEE CONSENT <small>(Required for Planning permits not needed on Building/Engineer permits)</small>		INITIAL ALL THAT MAY APPLY	
	I am (we are) the owner(s) or Lessee of the property subject to this application and I (we) consent as follows: A. This application for 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. <input checked="" type="checkbox"/> Landowner/Lessee Signature [Signature] Date 7/10/07 <input checked="" type="checkbox"/> 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 and may do so during the weekend before the scheduled public hearing date.		APPLICATION TYPE	OWNER'S INITIALS
		ALLOWABLE USE		
		CONDITIONAL USE		
		VARIANCE		
		DESIGN REVIEW		
		SUBDIVISION		
		OTHER:		
APPLICANT <small>(If same as OWNER, write "SAME" and sign and date at X below)</small>				
Applicant's Name Carson Dorn, Inc.		Contact Person Thomas G. Carson	Work Phone No. 586-4447	
Mailing Address 712 West 12th Street		Home Phone No.	FAX No. 586-5917	
<input checked="" type="checkbox"/> Applicant's Signature [Signature]		<input checked="" type="checkbox"/> Date of Application 7/10/07		

(OFFICE USE ONLY BELOW THIS LINE)

STAFF APPROVALS	C K	PERMIT TYPE	SIGN	DATE RECEIVED	APPLICATION NO.	C K	PERMIT TYPE	DATE RECEIVED	APPLICATION NO.
	<input checked="" type="checkbox"/>	ALLOWABLE USE APPROVAL		7/10/07	USE 07-35		WATER PERMIT		
		CONDITIONAL USE APPROVAL					SEWER PERMIT		
		VARIANCE					GRADING PERMIT		
		DESIGN REVIEW APPROVAL	MINOR MAJOR				DRIVEWAY PERMIT		
		SUBDIVISION	MINOR MAJOR PUD				RIGHT-OF-WAY PERMIT		
		STREET VACATION					PUB. FAC. TRANSMISS. & EXCAV. PERMIT		
		SIGN APPROVAL	LOCATED IN HISTORIC DISTRICT? <input type="checkbox"/> YES <input type="checkbox"/> NO				OTHER - (Describe)		
		BUILDING PERMIT					Permit Intake Initials [Signature]		
		Zone	Total Lot Area	Required Setbacks Front _____ Back _____ Side _____ Other _____					
COMMENTS:									

3\FORMS\CDD\FORMS\PERM\FORM.XLS REV. 2/19/99

NOTE: DEVELOPMENT PERMIT APPLICATION FORM MUST ACCOMPANY ALL OTHER COMMUNITY DEVELOPMENT DEPARTMENT APPLICATIONS

ALLOWABLE/CONDITIONAL USE APPLICATION

(APPLICANT PLEASE FILL IN TOP PORTION OF PAGE AFTER FIRST LINE AS A MINIMUM)

Project Number	Project Name AIRPORT Northeast Development Area	Case Number USE 07-35	Date Received 7/16/07
----------------	---	---------------------------------	---------------------------------

APPLICANT INFORMATION

DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED. ATTACH A DETAILED DESCRIPTIVE LETTER ABOUT THE PROJECT DESCRIBED IN THIS APPLICATION.

Juneau International Airport (JNU) is submitting is application for the construction of the Northeast Development Area of the airport property. The area, located to the west and south of the new SREE, will serve commercial aviation interests. A detailed project description that includes figures is attached herewith.

MODIFICATION OF EXISTING APPROVAL? No Yes - CASE NUMBER _____

EXISTING USE OF LAND AND/OR BUILDING(S):
The NE Development Area will be built on undeveloped land, 19.8 acres of which is wetlands.

PROPOSED USE OF LAND AND/OR BUILDING(S):
The expanded apron area will include hangers, taxiways, automobile parking, access roads, underground utilities, and a storm drain system.

UTILITIES PROPOSED WATER: Public On Site SEWER: Public On Site

SITE DIMENSIONS:
Width see attached ft. Depth see attached ft. Total Area see attached square feet

DIMENSIONS OF STRUCTURE: (Outside Dimensions)
Length see attached ft. Width see attached ft. Height see attached ft. Total Area see attached square feet

SIGNS: Sign Approvals are a separate permit approval. Provide sign plan as an information item.

EXTERNAL LIGHTING
Existing to remain No Yes - provide fixture information, illumination pattern, and location of lighting fixtures.
Proposed No Yes - provide fixture information, illumination pattern, and location of lighting fixtures.

PARKING
Existing Spaces: none Proposed Spaces: see attached

PLEASE NOTE: INCOMPLETE APPLICATIONS MAY NOT BE SCHEDULED FOR PLANNING COMMISSION ACTION. UNACCEPTED APPLICATIONS WILL BE RETURNED TO THE APPLICANT FOR COMPLETION.

CIRCLE TYPE OF PERMIT: ALLOWABLE USE / CONDITIONAL USE **TABLE OF PERMISSIBLE USES CATEGORY:**

	Fees	Check No.	Receipt No.	Date
Application Fees	\$ _____	_____	_____	_____
Adjustment	\$ _____	_____	_____	_____
Public Notice Sign Fee	\$ _____	_____	_____	_____
Public Notice Sign Deposit	\$ _____	_____	_____	_____
Total Fee	\$ _____	_____	_____	_____

I:\debl\internet\internet.xls page label: devappcu.xls revised 2/9/99

NOTE: MUST BE ACCOMPANIED BY "DEVELOPMENT PERMIT APPLICATION" FORM WHICH HAS LAND OWNER OR LESSEE CONSENT SIGNED

ATTACHMENT 2

642

ALLOWABLE/CONDITIONAL USE APPLICATION

(APPLICANT PLEASE FILL IN TOP PORTION OF PAGE AFTER FIRST LINE AS A MINIMUM)

Project Number	Project Name <u>AIRPORT NORTH EAST DEVELOPMENT</u> SREF (Snow Removal Equip. Facility)	Case Number <u>USE01-35</u>	Date Received <u>7/12/07</u>
----------------	---	-----------------------------	------------------------------

APPLICANT INFORMATION

DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED. ATTACH A DETAILED DESCRIPTIVE LETTER ABOUT THE PROJECT DESCRIBED IN THIS APPLICATION.

Juneau International Airport (JNU) is submitting is application for the construction of a new SREF (Snow Removal Equip. Facility) just north and west of the existing Temsco hangar. A detailed project description that includes figures is attached herewith.

MODIFICATION OF EXISTING APPROVAL?

No

Yes - CASE NUMBER _____

EXISTING USE OF LAND AND/OR BUILDING(S):

The new SREF will be built on 6.5 acres of undeveloped land, 2.5 acres of which is wetlands.

PROPOSED USE OF LAND AND/OR BUILDING(S):

A main building to accommodate a shop and equipment storage area, and a second smaller structure for sand and gravel storage. The area surrounding the two buildings will be paved.

UTILITIES PROPOSED

WATER: Public On Site

SEWER: Public On Site

SITE DIMENSIONS:

Width 600 ft.

Depth 440 ft.

Total Area 264,000 square feet

DIMENSIONS OF STRUCTURE:

(Outside Dimensions)

Length see attached ft.

Width see attached ft. Height see attached ft.

Total Area 56,700 square feet

SIGNS: Sign Approvals are a separate permit approval. Provide sign plan as an information item.

EXTERNAL LIGHTING

Existing to remain No

Yes - provide fixture information, illumination pattern, and location of lighting fixtures.

Proposed No

Yes - provide fixture information, illumination pattern, and location of lighting fixtures.

PARKING

Existing Spaces: none

Proposed Spaces: see attached

PLEASE NOTE: INCOMPLETE APPLICATIONS MAY NOT BE SCHEDULED FOR PLANNING COMMISSION ACTION. UNACCEPTED APPLICATIONS WILL BE RETURNED TO THE APPLICANT FOR COMPLETION.

CIRCLE TYPE OF PERMIT: <u>ALLOWABLE USE / CONDITIONAL USE</u>		TABLE OF PERMISSIBLE USES CATEGORY:		
	Fees	Check No.	Receipt No.	Date
Application Fees	\$ <u>1350.00</u>	_____	_____	_____
Adjustment	\$ _____	_____	_____	_____
Public Notice Sign Fee	\$ <u>50.00</u>	_____	_____	_____
Public Notice Sign Deposit	\$ _____	_____	_____	_____
Total Fee	\$ <u>1400.00</u>	<u>8357</u>	<u>24819</u>	<u>7-17-07</u>

i:\deb\internet\internet.xls page label: devappcu.xls revised 2/5/99

NOTE: MUST BE ACCOMPANIED BY "DEVELOPMENT PERMIT APPLICATION" FORM WHICH HAS LAND OWNER OR LESSEE CONSENT SIGNED

ALLOWABLE/CONDITIONAL USE APPLICATION

(APPLICANT PLEASE FILL IN TOP PORTION OF PAGE AFTER FIRST LINE AS A MINIMUM)

Project Number	Project Name AIRPORT NORTHEAST DEVELOPMENT ASOS Relocation	Case Number USE 07-35	Date Received 7/16/07
----------------	--	---------------------------------	---------------------------------

APPLICANT INFORMATION

DESCRIBE THE PROJECT FOR WHICH AN ALLOWABLE OR CONDITIONAL USE APPROVAL IS NEEDED. ATTACH A DETAILED DESCRIPTIVE LETTER ABOUT THE PROJECT DESCRIBED IN THIS APPLICATION.

Juneau International Airport (JNU) is submitting this application for relocating the ASOS equipment (automated surface observation system). The relocation effort is necessary because the ASOS is currently situated in the middle of the proposed NE Development Area. A detailed project description that includes figures is attached herewith.

MODIFICATION OF EXISTING APPROVAL? No Yes - CASE NUMBER _____

EXISTING USE OF LAND AND/OR BUILDING(S):

The relocation site is currently undeveloped wetlands.

PROPOSED USE OF LAND AND/OR BUILDING(S):

The new location will provide required 500' clear radius for the ASOS operation on a long-term basis.

UTILITIES PROPOSED **WATER:** Public On Site **SEWER:** Public On Site

SITE DIMENSIONS:

Width see attached ft. Depth see attached ft. Total Area 15,700 square feet

DIMENSIONS OF STRUCTURE: (Outside Dimensions)

Length 80 ft. Width 40 ft. Height 20 ft. Total Area 3,200 square feet

SIGNS: Sign Approvals are a separate permit approval. Provide sign plan as an information item.

EXTERNAL LIGHTING

Existing to remain No Yes - provide fixture information, illumination pattern, and location of lighting fixtures.
Proposed No Yes - provide fixture information, illumination pattern, and location of lighting fixtures.

PARKING

Existing Spaces: na Proposed Spaces: na

PLEASE NOTE: INCOMPLETE APPLICATIONS MAY NOT BE SCHEDULED FOR PLANNING COMMISSION ACTION. UNACCEPTED APPLICATIONS WILL BE RETURNED TO THE APPLICANT FOR COMPLETION.

CIRCLE TYPE OF PERMIT: ALLOWABLE USE / CONDITIONAL USE	TABLE OF PERMISSIBLE USES CATEGORY:																														
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 30%;"></th> <th style="width: 15%; text-align: center;">Fees</th> <th style="width: 15%; text-align: center;">Check No.</th> <th style="width: 15%; text-align: center;">Receipt No.</th> <th style="width: 25%; text-align: center;">Date</th> </tr> </thead> <tbody> <tr> <td>Application Fees</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>Public Notice Sign Fee</td> <td>\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td>Public Notice Sign Deposit</td> <td>\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> <tr> <td style="text-align: right;">Total Fee</td> <td>\$ _____</td> <td>_____</td> <td>_____</td> <td>_____</td> </tr> </tbody> </table>		Fees	Check No.	Receipt No.	Date	Application Fees	\$ _____	_____	_____	_____	Adjustment	\$ _____	_____	_____	_____	Public Notice Sign Fee	\$ _____	_____	_____	_____	Public Notice Sign Deposit	\$ _____	_____	_____	_____	Total Fee	\$ _____	_____	_____	_____	
	Fees	Check No.	Receipt No.	Date																											
Application Fees	\$ _____	_____	_____	_____																											
Adjustment	\$ _____	_____	_____	_____																											
Public Notice Sign Fee	\$ _____	_____	_____	_____																											
Public Notice Sign Deposit	\$ _____	_____	_____	_____																											
Total Fee	\$ _____	_____	_____	_____																											

I:\deblinternet\internet.xls page label: devappcu.xls revised 2/9/99

NOTE: MUST BE ACCOMPANIED BY "DEVELOPMENT PERMIT APPLICATION" FORM WHICH HAS LAND OWNER OR LESSEE CONSENT SIGNED

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY	
12. PROJECT NAME OR TITLE <i>(see instructions)</i> Snow Removal Equipment Facility (SREF) Project	
13. NAME OF WATERBODY, IF KNOWN <i>(if applicable)</i> Gastineau Channel	14. PROJECT STREET ADDRESS <i>(if applicable)</i> N/A
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN <i>(see instructions)</i> T40S, R66E, Section 32, Copper River Meridian, Juneau, Alaska. Latitude: 58.3558°N Longitude: 134.5799°W	
ATTACHMENT 3	
17. DIRECTIONS TO THE SITE From downtown Juneau take Egan Drive (AK-7) west for approximately 8 miles. Turn left onto Glacier Highway/Juneau Veteran Memorial Highway. Then take a left on Shell Simmons Drive and you will arrive at Juneau International Airport.	
18. Nature of Activity <i>(Description of project. include all features)</i> Juneau International Airport is proposing the Snow Removal Equipment Facility (SREF) Project which will involve fill placement in the northeast corner of the Northeast Development Area and is described in detail in Section 2.8.1.3 of the Juneau International Airport Final Environmental Impact Statement (FEIS). The design of the SREF is based on the <i>Juneau International Airport Snow Removal Equipment Facility Conceptual Design Report</i> prepared by USKH, Inc. in June 2004. The conceptual design and building locations is shown in Figure 15. The SREF would be located in the northeastern section of the Airport adjacent to Egan Drive and the Honsinger Family Trust Pond (see Figure 13). Approximately 6.7 acres of land would be developed for the proposed Snow Removal Equipment Facility (SREF), which includes approximately 2.5 acres of wetlands. The main building will need a footprint of approximately 44,616 ft ² to accommodate the shop and equipment storage areas and an additional 12,100 ft ² building will be needed for sand and chemical storage. Additional area around the buildings will be paved for maneuvering of large equipment, snow storage, and vehicle parking. The SREF Project can only occur after the Automated Surface Observing System (ASOS) Relocation Project (see project description for the ASOS Project) has taken place. The ASOS is currently located in the middle of the Northeast Development Area and must have a 500-foot-radius obstruction-free zone clear of all trees and buildings. The obstruction-free zone currently precludes construction in the proposed SREF site. The SREF Project is completely independent of the Northwest Development Project (see project description for the Northwest Development Project). Proposed Start Date <u>May 2007</u> Proposed End Date <u>October 2010</u>	
19. Project Purpose <i>(Describe the reason or purpose of the project, see instructions)</i> The following description of the project purpose is summarized from the complete description of the proposed project's purpose and need found in Section 1.4.3.1 of the FEIS. The current SREF used for storage and maintenance of snow removal equipment does not meet current building codes or worker safety codes. Because of space limitations, many pieces of equipment are stored outside and are routinely subjected to freeze-up and long-term damage. The Airport staff must spend substantial time each winter performing tasks such as thawing engine blocks on the heavy equipment. This work delays airfield operations and other time-critical activities, such as keeping the runway surface cleared to a condition suitable for landing and takeoff during wet snow, and mobilizing on short notice in order to maintain the runway and taxiways in safe condition. The sand storage hangar is also in a state of disrepair and inefficient for loading sand or de-icing compounds. JNU needs a larger SREF that is designed to shelter equipment and reduce mobilization time for snow removal operations. Co-location of the SREF with the sand shed will increase operational efficiency.	
USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED	
20. Reason(s) for Discharge Fill in wetlands is necessary for the placement of a SREF and sand storage building in close proximity to the airport runway. Fill must be placed to provide stable foundations for the structures and surfaces, and the site must be brought up to the grade of adjacent airport development.	
21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards 16,200 yd³ of sand fill material will either be contractor-supplied or from the Float Plane Pond (see project description for Float Plane Pond Dredging).	

2,000 yd³ of D1 gravel fill will be contractor-supplied. Approximately 6 inches of D1 gravel will be placed on top of the sand fill material. **700 yd³ of asphalt** will cover the top 2 inches of the SREF pad. **100 yd³ of topsoil** will be placed on the fill slopes for stabilization and will be seeded with native Alaskan plant species that will not attract geese and other birds. The topsoil will be contractor-supplied or may consist of overburden material excavated before the placement of fill.

Approximate Fill Volume in Wetlands for the entire SREF Project 19,000 yd³ (includes backfill)

22. Surface Area in Acres of Wetlands or Other Waters Filled (*see instructions*)

Approximate Fill Area in Wetlands and Waters of the US 2.5 acres*

1.6 acres in E2EM1(H)

0.9 acres in PEM1

Approximate dimensions of the SREF Pad 600 feet by 500 feet

Approximate Excavation Volume 4,000 yd³*
Approximate excavation area 2.5 acres

The top layer of soil will be excavated in order to place fill on a solid, stable subbase. Excavated material may be used for topsoil on the fill slopes, used as topsoil in the creek relocation area, disposed of by the contractor at an approved location, or offered to approved restoration projects in the Juneau area.

Approximate Additional Disturbance Area 2,000 ft²*

Disturbance will be limited to 10 feet from the proposed toe of slope or creek construction area footprint. The disturbance will be caused by heavy machinery travel and other periphery construction activities. Disturbance areas will be regraded to natural contours and allowed to revegetate naturally.

*Volumes and areas are based on the impact of the SREF Project if both the SREF Project and the Northeast Development Project (see Northeast Development Project description) are constructed. If only the SREF Project were built the values would be slightly higher due to the increased perimeter and fill slopes.

23. Is Any Portion of the Work Already Complete? Yes _____ No X IF YES, DESCRIBE THE COMPLETED WORK

24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).

The locations and addresses of the adjacent property owners are shown in Figure 4.

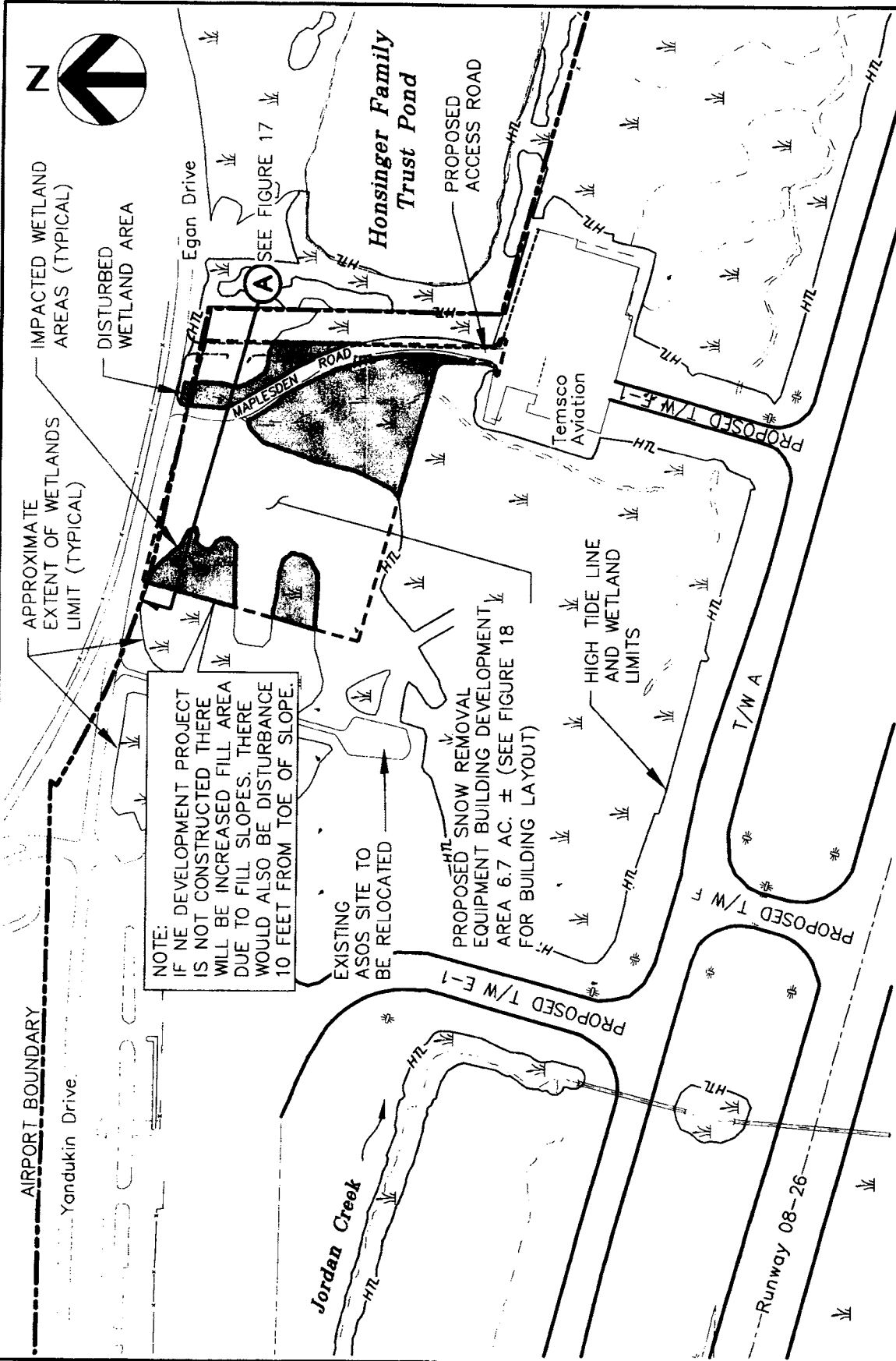
25. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
AK Department of Natural Resources – Office of Project Management and Permitting	Alaska Coastal Management Plan Consistency Determination		Concurrent with this application		
AK Department of Environmental Conservation	Section 401 Water Quality Certification		Concurrent with this application		
City and Borough of Juneau	Flood Hazard Permit		Concurrent with this application		

*Would include but is not restricted to zoning, building and flood plain permits

ATTACHMENT 4

Z:\230868_Carson_Dom_Inc\2893_A_Permitting\CAD\COE_Permits\JJA_SREF\JJA_SREF_Figs\6-18.dwg



IMPACTED WETLAND AREAS (TYPICAL)

DISTURBED WETLAND AREA

APPROXIMATE EXTENT OF WETLANDS LIMIT (TYPICAL)

AIRPORT BOUNDARY
Yandukin Drive

NOTE:
IF NE DEVELOPMENT PROJECT IS NOT CONSTRUCTED THERE WILL BE INCREASED FILL AREA DUE TO FILL SLOPES. THERE WOULD ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.

EXISTING ASOS SITE TO BE RELOCATED

PROPOSED SNOW REMOVAL EQUIPMENT BUILDING DEVELOPMENT AREA 6.7 AC. ± (SEE FIGURE 18 FOR BUILDING LAYOUT)

HIGH TIDE LINE AND WETLAND LIMITS

Honsinger Family Trust Pond

PROPOSED ACCESS ROAD

Temsco Aviation

Egan Drive

SEE FIGURE 17

Jordan Creek

Runway 08-26

SNOW REMOVAL EQUIPMENT FACILITY PROJECT

IN: GASTINEAU CHANNEL
AT: JUNEAU, ALASKA
POA-1981-320-FF, GASTINEAU CHANNEL 341
FIGURE 16
DATE: 5/12/2007

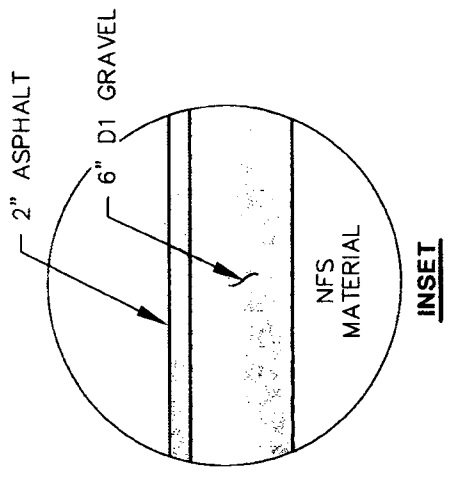
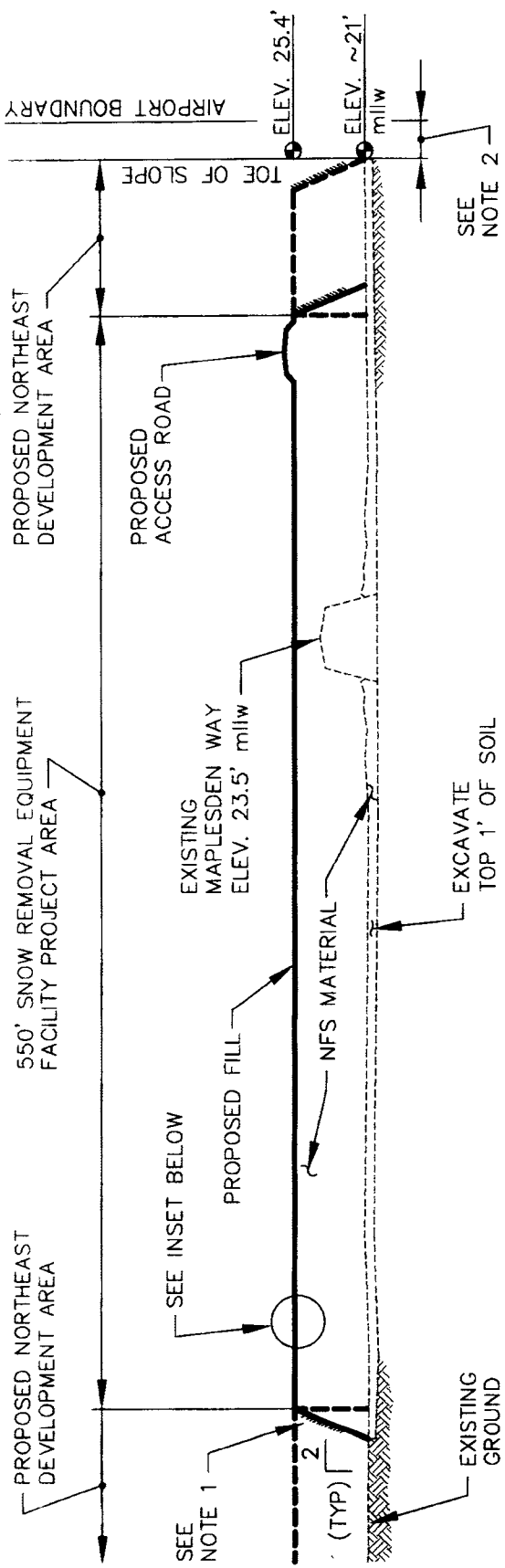
PLAN VIEW

SCALE: 1" = 300'
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

PURPOSE: INCREASE SNOW EQUIPMENT CAPACITY AND REDUCE MOBILIZATION TIME FOR SNOW REMOVAL OPERATIONS
DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, S6C. 32
COPPER RIVER MERIDIAN

SOURCE DATA PROVIDED BY CBI, HDR ALASKA INC., AND SWCA INC.

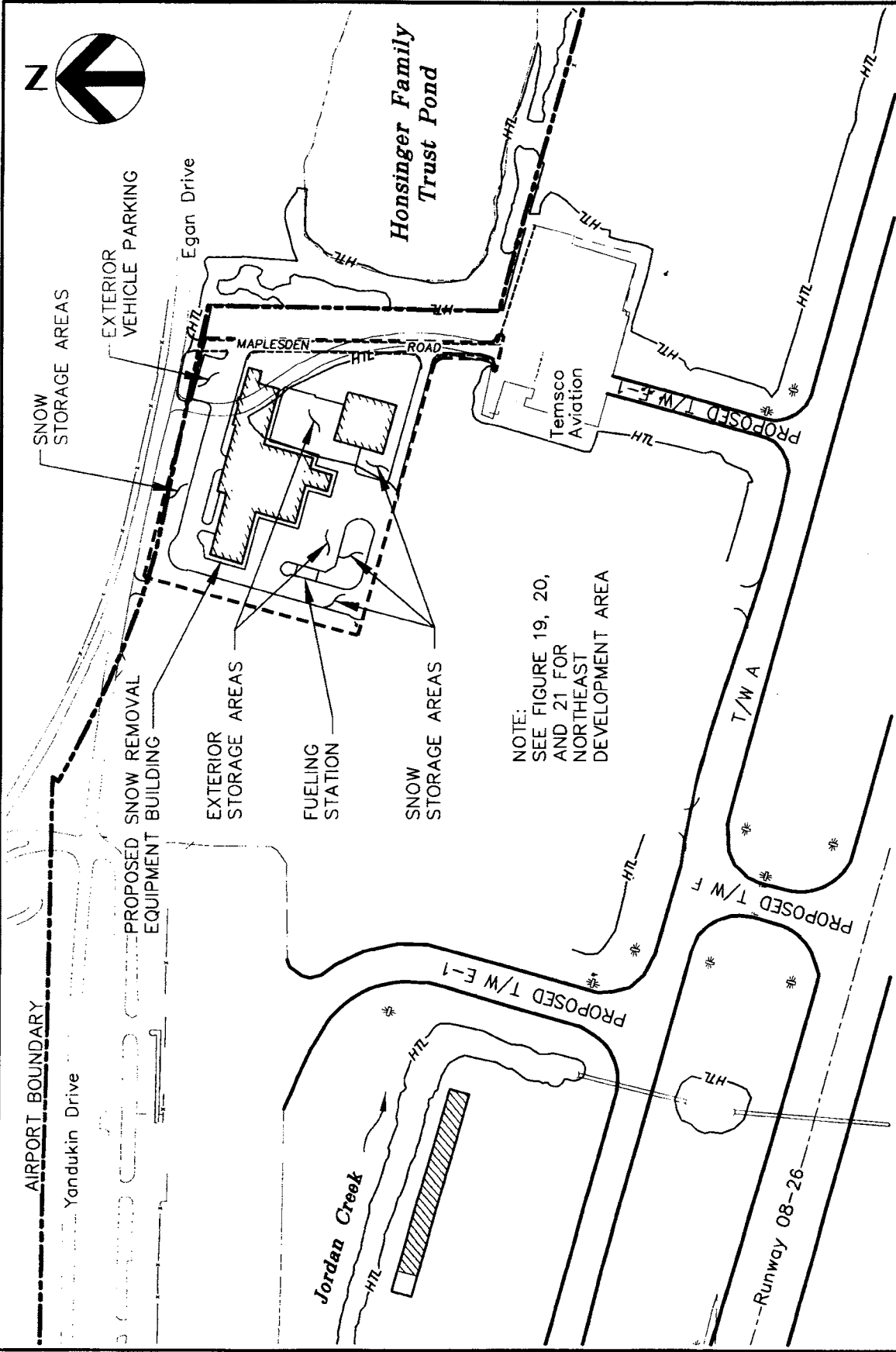


SREF DEVELOPMENT FILL (A)

NOTES

1. IF NORTHEAST DEVELOPMENT PROJECT IS NOT CONSTRUCTED THERE WILL BE INCREASED FILL AREA DUE TO FILL SLOPES. THE FILL SLOPES WILL HAVE A 2:1 SLOPE AND SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.

<p>PURPOSE: INCREASE SNOW EQUIPMENT CAPACITY AND REDUCE MOBILIZATION TIME FOR SNOW REMOVAL OPERATIONS</p> <p>DATUM: MEAN LOW LOW WATER (MLLW)</p> <p>LOCATION: T. 40S, R. 66E, Sec. 32 COPPER RIVER MERIDIAN</p>	<p>SECTION VIEW</p> <p>SCALE: 1" = 80' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801</p>	<p>SNOW REMOVAL EQUIPMENT FACILITY PROJECT</p> <p>IN: GASTINEAU CHANNEL AT: JUNEAU, ALASKA POA-1981-320-FF, GASTINEAU CHANNEL 341</p> <p>FIGURE 17 DATE: 5/12/2007</p>
---	--	---



NOTE:
SEE FIGURE 19, 20,
AND 21 FOR
NORTHEAST
DEVELOPMENT AREA

PURPOSE: INCREASE SNOW EQUIPMENT CAPACITY AND REDUCE MOBILIZATION TIME FOR SNOW REMOVAL OPERATIONS
DATUM: MEAN LOW LOW WATER (MLLW)

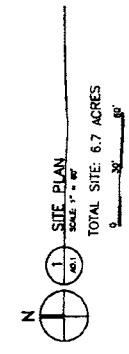
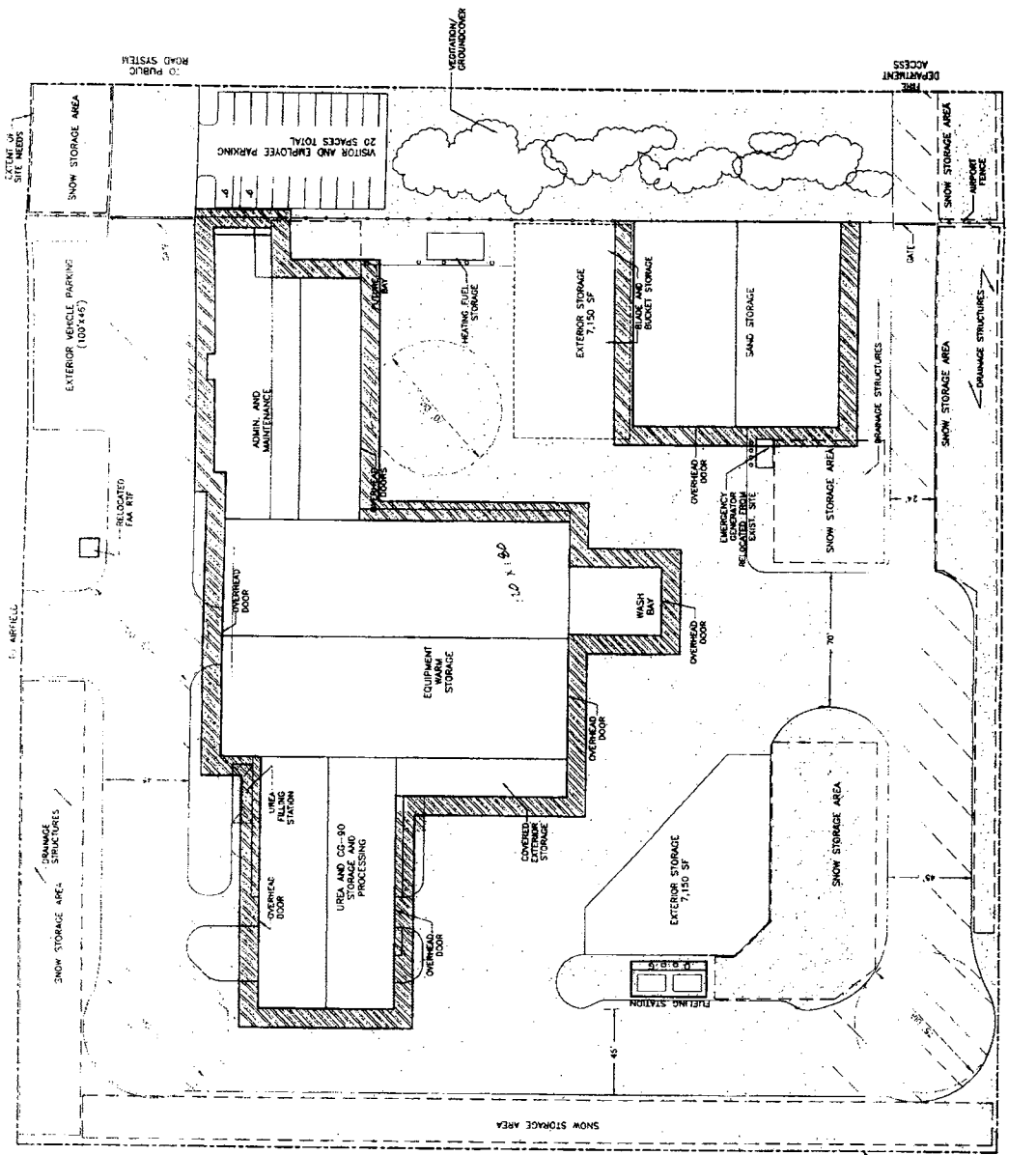
LOCATION: T. 40S. R. 66E. S4C. 32
COPPER RIVER MERIDIAN

LAYOUT VIEW
SCALE: 1" = 300'
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

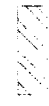


SNOW REMOVAL EQUIPMENT FACILITY PROJECT
IN: GASTINEAU CHANNEL
AT: JUNEAU, ALASKA
POA-1981-320-FF, GASTINEAU CHANNEL 341
FIGURE 1B
DATE: 5/16/2007

SOURCE DATA PROVIDED BY CBJ,
HDR ALASKA INC., AND SWCA INC.

Date: 5/10/04	Checked: [Signature]	Drawn: [Signature]	Project No.: WA	City & Borough of Juneau	Client: [Signature]	Sheet: 1 of 1	Scale: 1" = 40'	Title: CONCEPT SITE PLAN	USKSI W.O. 810900
USKSI Architecture • Engineering Land Surveying • Planning 2515 1/2 Street Anchorage, Alaska 99503 (907) 562-1215 Fax: (907) 562-1022 Fido: (907) 562-1021 E-mail: info@usk-si.com Web: www.usk-si.com 250 South Main Street Anchorage, Alaska 99501 (907) 762-2000 Fax: (907) 762-0911 Web: www.usk-si.com									
PROJECT: JUNEAU INTERNATIONAL AIRPORT SNOW REMOVAL EQUIPMENT FACILITY (SREF) CONCEPT SITE PLAN									



LEGEND

-  50' WIDE CLEAR AREA FOR EQUIPMENT
-  VEHICLE STAGING & CIRCULATION
-  SITE CIRCULATION

EXTEND OF SITE NEEDS

Zoning Code Review	Special attributes / comments
Jurisdiction: City & Borough of Juneau	
Zoning District: I	
Setbacks	Front: 10' Side: 10' Back: 10'
Parking Requirements	This use not specifically addressed; assume one per employee (13) plus 8 public spaces. Parking space: 8 1/2' x 17'; 13' x 17' accessible
Accessible Parking	Aisle: 24' for 90 degree parking
Loading Requirements	One space in both the employee and public parking lot; both to be van accessible
Vegetative Cover	2 spaces are required for loading purposes. The minimum code requirements are met. 5% of lot. This can be accomplished with grassy areas for primary runoff, and designated buffers.
<p>Note: Local site development standards apply to new facilities constructed at the airport. The City and Borough of Juneau (CBJ) requires vegetative cover over 5% of the site. The CBJ has granted waivers from this requirement in the past, but these are not typical and should not be expected for this project. If the selected site is close to a public way, complete conformance to CBJ zoning ordinance is expected.</p>	
<p>Note: An adequate site for a SREF must have access from both the airfield and the public side of the airport, as well as adequate circulation space. For this reason at least two means of entrance are needed. This is also a requirement for effective fire fighting. The exact size and shape of these drives is dependent on the configuration of the actual site. As stated above, internal circulation for this large equipment is preferred to limit conflicts with other types of traffic, as well as maintaining a safe and effective operational areas.</p>	

Space Function and ID Name	Ice No.	Description of primary Activities	Description of Secondary Activities	Adjacency (best if located next to??)	Conceptual size (W x L)	Total Sq. Ft.	Configuration	Power or mechanical Requirements	Operational concerns	Special attributes / comments
Exterior Vehicle Parking	1	All vehicles and equipment not stored inside facility	vehicles 2, 3, 4, 5, 7, 17, 23, 30, 35, 36,	Access drive or airfield taxiways	46' x 100'	4,600	linear	Bull Rail		See Subtotal from Equipment Tab of spreadsheet and includes space for additional vehicles
Exterior Storage	2	Gates, fencing, culverts, blades (1289 s.f.)				15,589				
Vehicle Staging and circulation (within site)	3	Movement immediately around building to access maintenance bays, storage area, fueling, etc.	Large equipment must be able to negotiate site, around corners, and reach building access or parking areas.	building	Minimum 45' deep	75,000	Dependent on building configuration		Direct access to taxiway from vehicle storage	Turning diameter of largest vehicle is 70'; minimum width 45'
Employee Parking	4	Daily parking for employees - 13 parking spaces		outside fence	58' x 60'	3,480	Assume 90 degree parking, one aisle; parking both sides			
Public Parking	5	for visitors, vendors, etc. 8 parking spaces		outside fence	73' x 41'	2,993	Assume 90 degree parking, one aisle; parking one side			per CBU ordinance of 4 spaces/maint bay
Snow Storage	6	Pile snow through out winter		Near surfaces needing cleaning	Reference Snow Storage Note.	45,000				Includes all areas needing snow removal: access roads, parking areas, and snow shedding areas, in
Fueling Station	8	Diesel and gas pumps	Storage tanks for the pumps	On maintenance building site; connect to "gas boy" system	30' x 40' + access and stopping area	3,000	one way access to pump station; above ground tanks; includes aisle		Access for ladder fire engine, side saddle tanks used by ARFF & public fire trucks, easy access to/from land side	Containment for spills; area to be under cover.
Fuel Storage	9	Heating fuel storage		adjacent to building near boiler room	30' x 15'	450				Minimum distance from building code determined.
Urea Storage	10	Station for filling area truck		urea processing	12' x 36' + access at ends of drive-thru.	1,200				45 degree turning radius
Site Setback	11	Zoning code requirement for buildings								relevant only if site abuts property line
Elect Equip + RTR	12				15' x 25'	375				
Sand Storage	13	Dry storage for sand	Ability to pile and access sand		110' x 110'	12,100				pre-engineered structures
Building Clearance	14	maintain area for snow runoff, etc.	Vehicle "no drive" or parking area	Building	10' clearance around all buildings	18,860				4,300 sf @ Sand Storage + 1,280 ft x 10' @ other
SUBTOTAL FOR EXTERIOR						180,647				

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY	
12. PROJECT NAME OR TITLE <i>(see instructions)</i> Northeast Development Project	
13. NAME OF WATERBODY, IF KNOWN <i>(if applicable)</i> Gastineau Channel	14. PROJECT STREET ADDRESS <i>(if applicable)</i> N/A
15. LOCATION OF PROJECT <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;"> <u>Juneau</u> COUNTY </div> <div style="text-align: center;"> <u>Alaska</u> STATE </div> </div>	
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN <i>(see instructions)</i> T40S, R66E, Sections 31 and 32, Copper River Meridian, Juneau, Alaska. Latitude: 58.3558°N Longitude: 134.5799°W	
18. Nature of Activity <i>(Description of project, include all features)</i> Juneau International Airport (JNU) is proposing construction of the Northeast Development Project as described in Section 2.8.2.3 of the Juneau International Airport Final Environmental Impact Statement (FEIS). The Northeast Development Project would develop most of the Northeast Development Area except for an area in the northeast corner which has been reserved for the Snow Removal Equipment Facility (SREF) Project (see project description for the SREF Project). The locations of the proposed facilities are shown in Figure 21. The Northeast Development Project will expand the existing commercial operations to meet commercial and general aviation needs through the year 2015. Seven new commercial hangars and/or fixed-base operators will be part of the Project, which may include the following facilities: <ul style="list-style-type: none"> • New tour helicopter facility <ul style="list-style-type: none"> ○ Includes maintenance hangars, offices, visitor waiting areas, parking, etc. • Expansion of TEMSCO Facility <ul style="list-style-type: none"> ○ Includes additional helicopter tiedown spaces and may include development of a final approach and takeoff area. • Relocation of an existing fixed-base operator (currently located to the east of the passenger terminal) <ul style="list-style-type: none"> ○ Includes large hangar, tiedown apron, and taxiway access. • Expansion of the Alaska Flight Center flight instruction school <ul style="list-style-type: none"> ○ Includes large maintenance hangar, tiedown spaces, and facilities for aircraft rental • Expansion of Northern Air Cargo facilities <ul style="list-style-type: none"> ○ Includes large hangar and aircraft parking areas <p>To support the above facilities, the expanded apron will also include:</p> <ul style="list-style-type: none"> • Taxiways • Automobile parking areas • A new road extending southward from Yandukin Drive • Smaller access roads • Utility lines • Storm drain system <p>All surface runoff will be collected in a storm drainage system and discharged into a vegetated swale located in the southern end of the development area adjacent to Taxiway "A". Runoff will flow from the vegetated swale into a manhole which will collect the remaining sediment. The manhole will connect to an oil-water separator to remove hydrocarbons before the runoff is discharged into the wetlands in the southeast corner of the Northeast Development Area. The Airport will regularly maintain the sediment-capturing manhole and OGS.</p> <p>The Northeast Development Project can only occur after the ASOS Relocation Project (see project description for the ASOS Relocation Project) has taken place. The ASOS is currently located in the middle of the Northeast Development Area and must have a 500-foot-radius obstruction-free zone clear of all trees and buildings. The SREF Project is an independent project and could happen with or without the Northeast Development Project.</p>	
Proposed Start Date <u>May 2007</u> Proposed End Date <u>October 2009</u>	

ATTACHMENT 5

<p>19. Project Purpose (Describe the reason or purpose of the project, see instructions)</p> <p>The Airport does not have sufficient aircraft parking and hangar facilities to satisfy existing demand for commercial and general aviation aircraft. At the present time, aircraft at JNU are parked in obscure places or with insufficient space, resulting in unnecessary aircraft movement and inadequate separation between aircraft and operational surfaces. These conditions increase the risk of accident and human injury. Additional facilities and apron space are needed to satisfy existing private and commercial aviation demands and to accommodate the projected growth in aviation needs, as described in Section 1.3.5 of the FEIS. Several companies, including TEMSCO Helicopters, have committed to leasing filled land from the Airport in the Northeast Development Area. These developments reflect FAA's responsibility to undertake airport construction and improvement projects that increase the capacity of facilities to accommodate passenger and cargo traffic to the maximum feasible extent, so that safety and efficiency increase and delays decrease (49 U.S.C. 47101(a)(7)). The Northeast Development Project, in conjunction with the Northwest Development Project, would fully meet the needs for aircraft storage and parking at JNU through 2015.</p> <p>Additional information on the project purpose can be found in Section 1.4.3 of the FEIS.</p>
<p>USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED</p>
<p>20. Reason(s) for Discharge</p> <p>Fill and structure placement in the Northeast Development Area would allow for adding aircraft tiedowns, new large maintenance/storage hangars and expanded commercial aviation facilities. Fill must be placed to provide stable foundations for these structures and surfaces, and the site must be brought to the grade of adjacent airport development.</p>
<p>21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards</p> <p>73,000 yd³ of sand fill material will either be contractor-supplied or from the Float Plane Pond (see permit application for Float Plane Pond Dredging).</p> <p>32,000 yd³ of D1 gravel fill will be contractor-supplied. A foot of D1 gravel will be placed on top of the sand fill material.</p> <p>11,000 yd³ of asphalt will cover the top 4 inches of the Northeast Development Project Area.</p> <p>2,000 yd³ of topsoil will be placed on the fill slopes for stabilization and will be seeded with native Alaskan plant species that will not attract geese and other birds. The topsoil will be contractor-supplied or may consist of overburden material excavated before the placement of fill.</p> <p>Approximate Fill volume for the Northeast Development Project <u>139,000 yd³</u> (includes backfill)</p>
<p>22. Surface Area in Acres of Wetlands or Other Waters Filled (see instructions)</p> <p>Approximate Fill Area in Wetlands and Waters of the US <u>17.4 acres*</u></p> <p style="margin-left: 20px;">13.3 acres in E2EM1(H) 0.1 acres in E2USN 4.0 acres in PEM1</p> <p>Approximate Dimensions <u>1200 ft x 1200 ft</u></p> <p>Approximate Excavation Volume <u>28,000 yd³</u> Approximate Excavation Area <u>17.4 Acres</u></p> <p>The top layer of soil will be excavated in order to place fill on a solid, stable subbase. Excavated material may be used for topsoil on the fill slopes, used as topsoil in the creek relocation area, disposed of by the contractor at an approved location, or offered to approved restoration projects in the Juneau area.</p> <p>Approximate Additional Disturbance Area <u>16,000 ft²</u></p> <p>Disturbance will be limited to 10 feet from the toe of slope. The disturbance will be caused by heavy machinery traffic and other periphery construction activities. Disturbance areas will be regraded to natural contours and allowed to revegetate naturally.</p> <p><small>*Areas and volumes are based on development of the Northeast Development Project, if both the Northeast Development Project and the SREF Project (see SREF project description) are built. If only the Northeast Development Project were to proceed these numbers would increase slightly due to increased perimeter and fill slopes in the northeast corner.</small></p>
<p>23. Is Any Portion of the Work Already Complete? Yes _____ No <u>X</u> IF YES, DESCRIBE THE COMPLETED WORK</p>
<p>24. Addresses of Adjoining Property Owners, Lessees, Etc.. Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list).</p> <p>The names of adjacent property owners and a map showing their locations are located in Figure 4.</p>

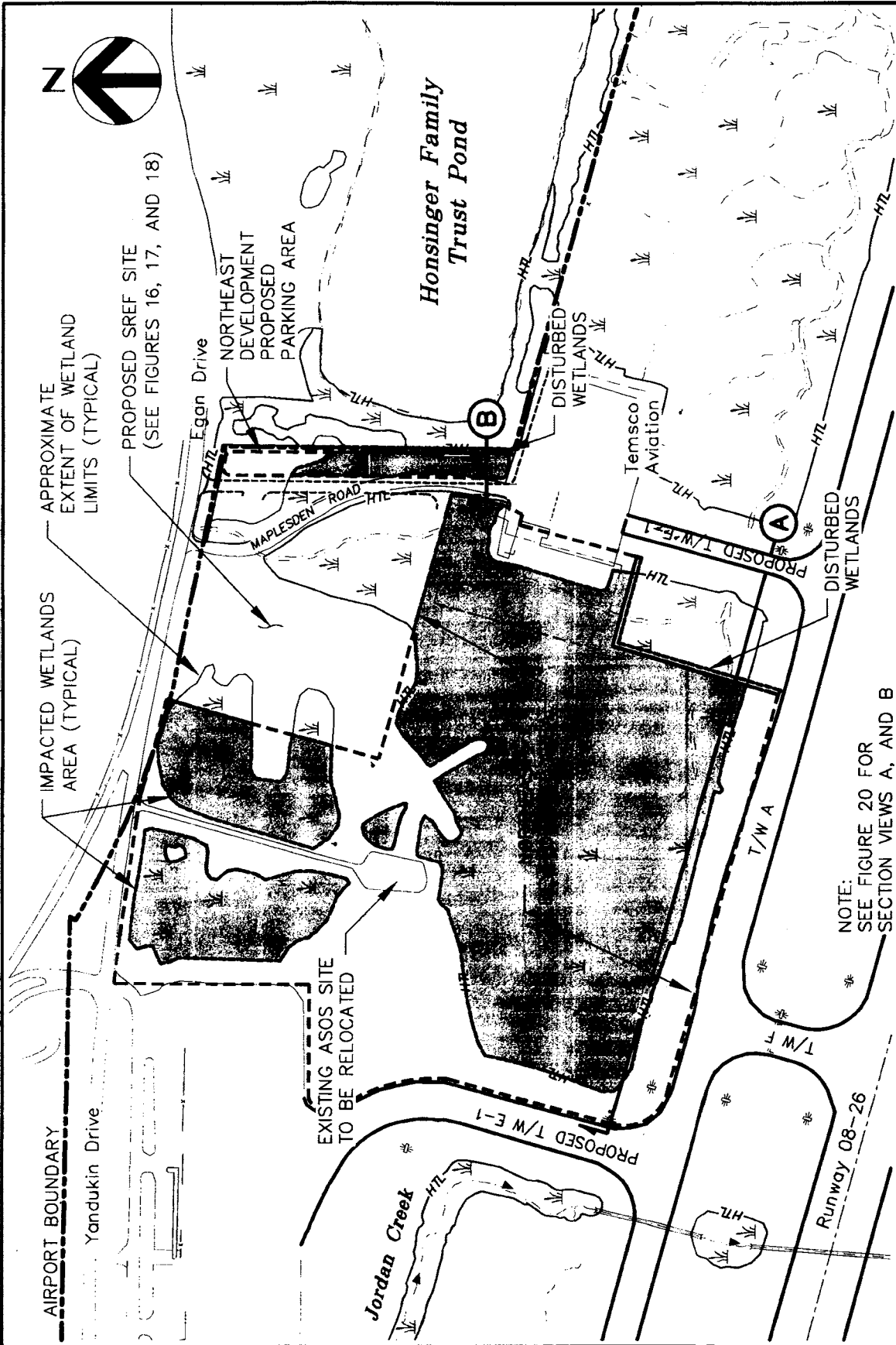
25. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application

AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED
AK Department of Natural Resources, Office of Project Management and Permitting	Alaska Coastal Management Plan Consistency Determination		Concurrent with this application		
AK Department of Environmental Conservation	Section 401 Water Quality Certification		Concurrent with this application		
City and Borough of Juneau	Flood Hazard Permit		Concurrent with this application		

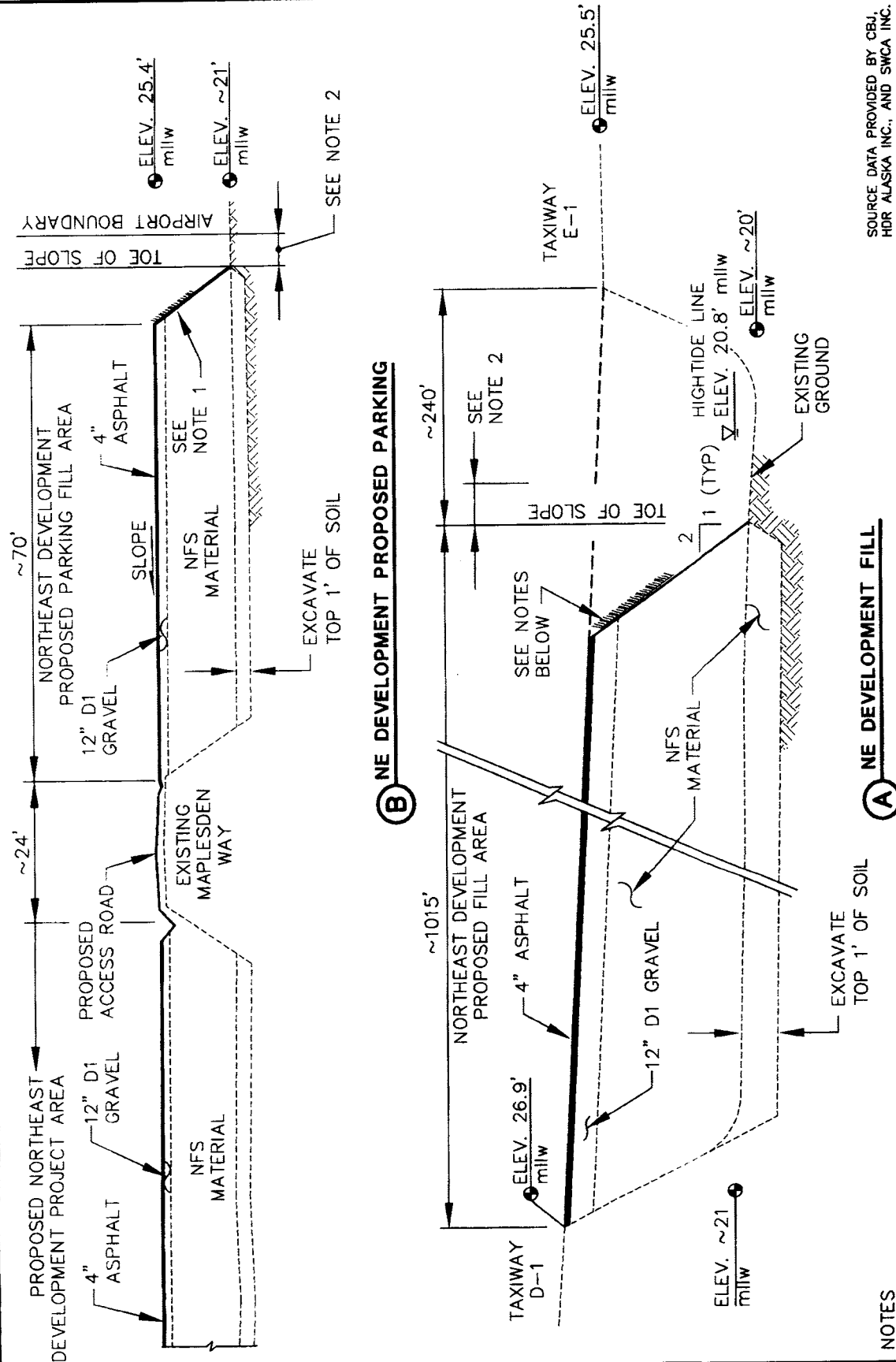
*Would include but is not restricted to zoning, building and flood plain permits

ATTACHMENT 6

Z:\200868_Carson_Dorn_Inc\12893_01A_Permitting\CAD\COE Permits\01A_NE_Development Project\01A_NE_Figs_19-21.dwg



<p>NORTHEAST DEVELOPMENT PROJECT</p> <p>AT: JUNEAU, ALASKA POA-1981-320-FF, GASTINEAU CHANNEL 341</p> <p>FIGURE 19 DATE: 5/16/2007</p>	<p>PLAN VIEW</p> <p>SCALE: 1" = 300' APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE JUNEAU, ALASKA 99801</p>	<p>PURPOSE: PROVIDE AVIATION FACILITIES TO SATISFY EXISTING DEMAND FOR COMMERCIAL AND GENERAL AVIATION AIRCRAFT</p> <p>DATUM: MEAN LOW LOW WATER (MLLW)</p> <p>LOCATION: T. 40S. R. 66E, Sec. 31, 32 COPPER RIVER MERIDIAN</p>	<p>NOTE: SEE FIGURE 20 FOR SECTION VIEWS A, AND B</p> <p>SOURCE DATA PROVIDED BY CBI, HDR ALASKA INC., AND SWCA INC.</p>
---	--	---	--



SOURCE DATA PROVIDED BY CBJ, HDR ALASKA INC., AND SWCA INC.

NORTHEAST DEVELOPMENT PROJECT

AT: JUNEAU, ALASKA
POA-1981-320-FF, GASTINEAU CHANNEL 341

FIGURE 20 DATE: 5/19/2007

SECTION VIEW

SCALE: NTS

APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

PURPOSE: PROVIDE AVIATION FACILITIES TO SATISFY EXISTING DEMAND FOR COMMERCIAL AND GENERAL AVIATION AIRCRAFT

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31, 32
COPPER RIVER MERIDIAN

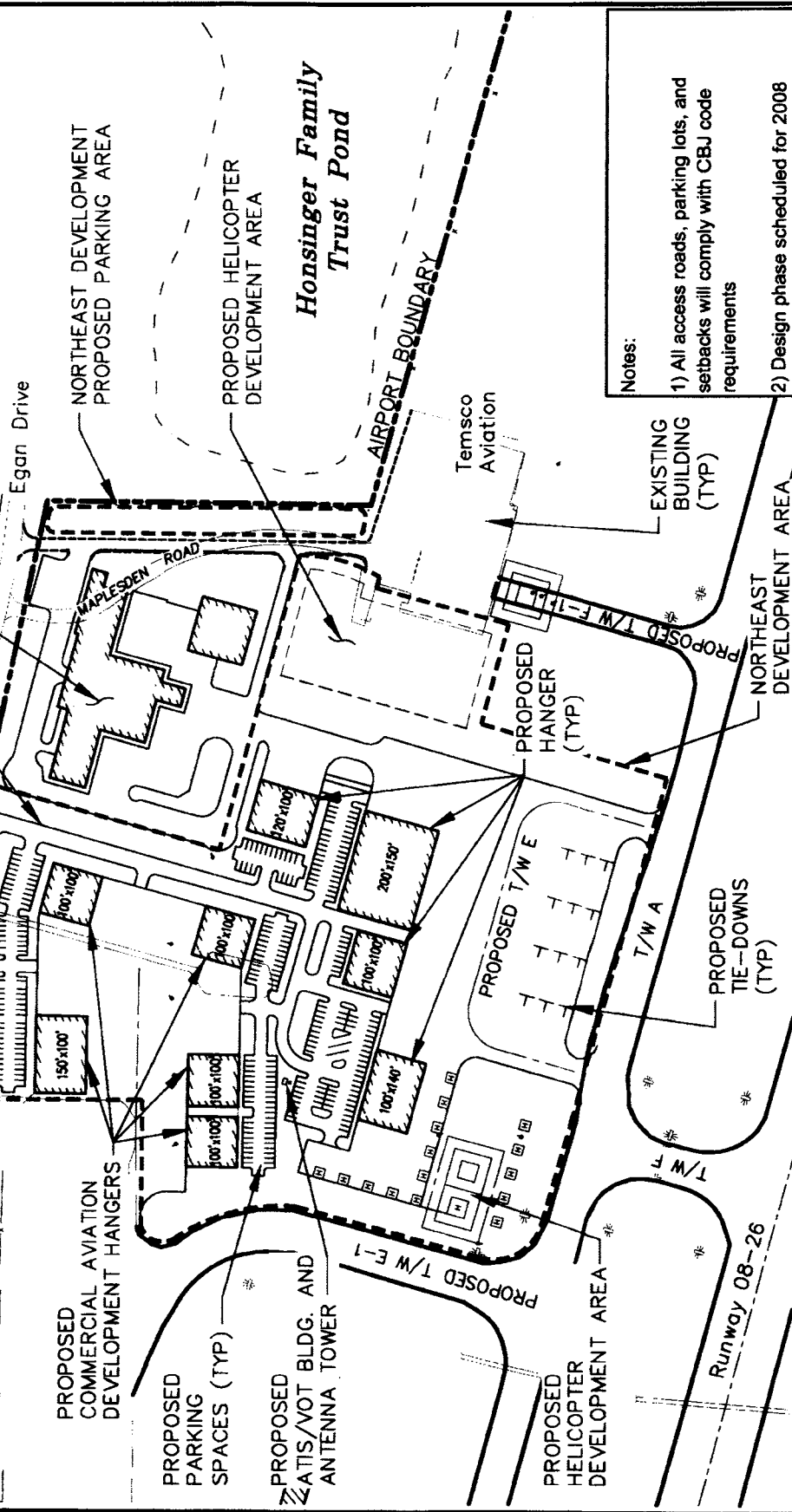
NOTES

1. SLOPES SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.



AIRPORT BOUNDARY
Yandukin Drive

PROPOSED SREF SITE
(SEE FIGURES 16, 17, AND 18)



NORTH EAST DEVELOPMENT
PROPOSED PARKING AREA

PROPOSED HELICOPTER
DEVELOPMENT AREA

*Honsinger Family
Trust Pond*

AIRPORT BOUNDARY

Temasco
Aviation

EXISTING
BUILDING
(TYP)

PROPOSED
HANGER
(TYP)

NORTH EAST
DEVELOPMENT AREA

PROPOSED T/W E

T/W A

PROPOSED
TIE-DOWNS
(TYP)

T/W F-1

T/W F-1

PROPOSED T/W E-1

Runway 08-26

PROPOSED
COMMERCIAL AVIATION
DEVELOPMENT HANGERS

PROPOSED
PARKING
SPACES (TYP)

PROPOSED
ZATIS/VOT BLDG. AND
ANTENNA TOWER

PROPOSED
HELICOPTER
DEVELOPMENT AREA

T/W F-1

Notes:

- 1) All access roads, parking lots, and setbacks will comply with CBJ code requirements
- 2) Design phase scheduled for 2008

NORTHEAST DEVELOPMENT PROJECT

LAYOUT VIEW

SCALE: 1" = 300'
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
JUNEAU, ALASKA
99801

PURPOSE: PROVIDE AVIATION FACILITIES TO SATISFY EXISTING DEMAND FOR COMMERCIAL AND GENERAL AVIATION AIRCRAFT
DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 31, 32
COPPER RIVER MERIDIAN

SOURCE DATA PROVIDED BY CBJ, HDR ALASKA INC., AND SWCA INC.

AT: JUNEAU, ALASKA
POA-1981-320-FF, GASTINEAU CHANNEL 341
FIGURE 21 DATE: 5/19/2007

NAME, LOCATION AND DESCRIPTION OF PROJECT OR ACTIVITY	
12. PROJECT NAME OR TITLE <i>(see instructions)</i> Automated Surface Observation System (ASOS) Relocation Project	
13. NAME OF WATERBODY, IF KNOWN <i>(if applicable)</i> Gastineau Channel	14. PROJECT STREET ADDRESS <i>(if applicable)</i> N/A
16. OTHER LOCATION DESCRIPTIONS, IF KNOWN <i>(see instructions)</i> T40S, R66E, Section 32, Copper River Meridian, Juneau, Alaska. Latitude: 58.35411°N Longitude: 134.55626°W	
<div style="text-align: right; font-size: 24pt; font-weight: bold; margin-bottom: 10px;">ATTACHMENT 7</div> 18. Nature of Activity <i>(Description of project, include all features)</i> The Automated Surface Observation System (ASOS) is used to monitor the weather and conditions for aviation at JNU. The ASOS is owned by the Federal Aviation Administration (FAA) and maintained by the National Weather Service (NWS). Currently, the ASOS is located in the Northeast Development Area. The proposed development of this area (see project descriptions for the SREF Project and the Northeast Development Project) requires that the ASOS be moved. The National Weather Service evaluated different on- or near-Airport locations for relocation of the ASOS. Most locations in their feasibility analysis were quickly eliminated from further consideration because of critical siting concerns with respect to obstructions or lack of proximity to the runways. The proposed new ASOS site is located entirely on Airport property and sufficiently far from the Honsinger Family Trust Pond, TEMSCO Building, or other facilities to provide unobstructed data for wind sensors. This site, shown on Figure 45 is located adjacent to the Building Restriction Line (BRL). Wetland fill for the ASOS project would be required in the construction of an access road, structure support pad and in the placement of a bottomless culvert or clear-span bridge. The ASOS would be reached by traveling east on Taxiway A to a new road which would provide access to the ASOS pad. The access road would be approximately 240 feet long and 12 feet wide at the top. As 24-Hour access to the ASOS would be required, the gravel access road would have to be placed on approximately 10 feet of compacted fill to stay above the high water level. This elevation above the existing surface should also keep most of the debris frequently carried by ice and high tides from collecting on or blocking the road. A 35- foot diameter bottomless arch culvert or a clear-span bridge would be used to cross Zig Zag Slough. A bottomless arch culvert with spread footings is shown in Figure 47. Further geotechnical analysis of the area is required to know whether a bottomless arch culvert with spread footings is feasible in this location. If it is discovered that the soil on the banks of Zig Zag Slough will not be able to support the spread footings, the footings for the bottomless arch culvert may have to be pile-supported or a clear-span bridge may be required. Since the geotechnical information is currently unknown, this permit application includes the design that would impact the most wetlands and waters of the US. Both the bottomless arch culverts and clear-span bridge would maintain surface water exchange between Gastineau Channel and the wetlands and sloughs north and east of the runway. Approximately 0.4 acre of wetlands would be disturbed by the ASOS Project and up to 4,850 cubic yards of fill would be required to construct the road and pad. One concern expressed by FAA and NWS about the site is the possible effect of helicopter traffic on instrumentation, particularly the wind sensors. The site is located directly under an approach path used by TEMSCO helicopters. At this location, helicopters would fly at relatively low elevations with airspeeds ranging from 60 to 80 knots, and the rotor wash could result in aberrant wind data. However, TEMSCO staff confirmed that the helicopter pilots have flexibility on these approaches and TEMSCO can ensure that they will not fly directly over the ASOS if placed adjacent to the BRL ¹ . Normal installation for an ASOS would be to mount the facility on a 150-foot-long, 50-foot-wide gravel pad, although recent correspondence from NWS indicates a smaller, 80-foot by 40-foot pad would suffice. The pad must be oriented along a true (not magnetic) East-West axis on the long dimension. The weather sensors are mounted on the pad and attached to the subsurface by galvanized steel pipe extended below the frost line. The pad would be constructed on sufficient fill material to raise the base 2 feet above any extreme high tide level and to the approximate height of the runway, so that weather sensors depict runway conditions as nearly as possible. Protective berms would have to be placed around the building as it is critical to prevent water from infiltrating the highly sensitive electrical systems and sensor equipment. All underground wiring will be placed within the new fill above the high tide line, to prevent infiltration of water. During construction heavy equipment would access the ASOS Project from the taxiway to the south or from the TEMSCO property from the northwest. A temporary crossing of Zig Zag Slough would not be required. Protective mats would be placed over all wetland areas where heavy machinery is operated in order to limit the disturbance to the ground and the crushing of vegetation. Additional information regarding the ASOS Project can be found in Section 2.10.2.2 (BRL Site), of the Juneau International Airport Final Environmental Impact Statement (FEIS).	

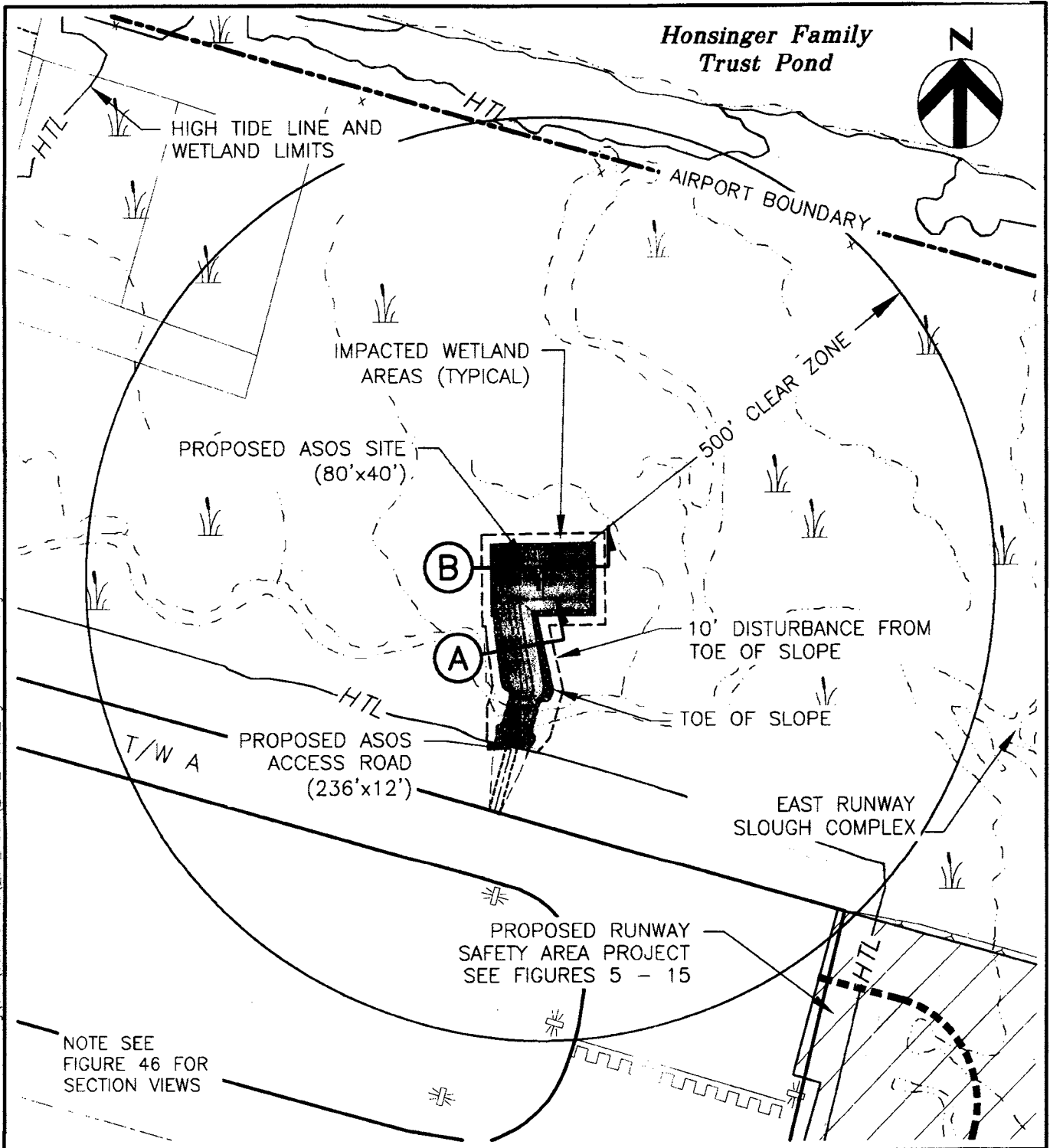
¹ Comments made by Mitch Horton, TEMSCO to participants including Steve Turner, ATCT Manager; Allan Heese, Airport Manager; Tom Carson, Consultant; and Ken Wallace, EIS Consulting Team at meeting on January 25, 2006.

Proposed Start Date <u>April 2007</u> Proposed End Date <u>May 2008</u>												
19. Project Purpose <i>(Describe the reason or purpose of the project, see instructions)</i> The purpose of this project is to allow for development in the Northeast Development Area, which includes both the SREF Project and the Northeast Development Project. The Northeast Development Area is situated in close proximity to the runway and terminal and many operators have expressed intent to develop there. However, the current location of the ASOS (in the middle of the Northeast Development Area) precludes development there. The ASOS requires a 500-foot radius free of obstructions, such as trees and buildings. Moving the ASOS to the east will allow development in the Northeast Development Area. Neither the Snow Removal Equipment Facility Project nor the Northeast Development Project could occur until after the ASOS relocation is completed, as each would interfere with the obstruction-free zone required by ASOS operation. Additional detail regarding the purpose of the Northeast Development Area and the ASOS Relocation Project can be found in Section 1.4.3 of the FEIS.												
USE BLOCKS 20-22 IF DREDGED AND/OR FILL MATERIAL IS TO BE DISCHARGED												
20. Reason(s) for Discharge Placement of fill within the wetlands will provide the foundation for the ASOS pad and access road. Fill must be placed to provide stable foundations for these structures and surfaces, and the site must be brought up to a grade that allows 24-hour access.												
21. Type(s) of Material Being Discharged and the Amount of Each Type in Cubic Yards 3,800 yd³ of sand fill material will either be contractor-supplied or from the Float Plane Pond (see project description for Float Plane Pond Dredging). 100 yd³ of D1 gravel fill will be contractor-supplied. Approximately 6 inches of D1 gravel will be placed on top of the sand fill material. 250 yd³ of Class III riprap will be placed on the fill slopes below high tide to prevent erosion. 120 yd³ of topsoil will be placed on the fill slopes above high tide for stabilization and will be seeded with native Alaskan plant species that will not attract geese and other birds. The topsoil will be contractor-supplied or may consist of overburden material excavated before the placement of fill. Approximate Fill volume for the ASOS Relocation Project <u>4,850 yd³</u> (includes backfill)												
22. Surface Area in Acres of Wetlands or Other Waters Filled <i>(see instructions)</i> Approximate Fill Area in Wetlands and Waters of the US <u>0.36 acres</u> 0.34 acres in E2EM1(H) 0.02 acres in E2USN <i>Approximate dimensions of ASOS Access Road footprint <u>165 feet by 48 feet</u></i> <i>Approximate dimensions of ASOS Pad footprint <u>116 by 76 feet</u></i> Approximate Excavation Volume <u>800 yd³</u> Approximate Excavation Area <u>0.36 acres</u> The top layer of soil will be excavated in order to place fill on a solid, stable subbase. Material will also be excavated around the footings of the bottomless arch culverts. Excavated material may be used for topsoil on the fill slopes, used as topsoil in the creek relocation area, disposed of by the contractor at an approved location, or offered to approved restoration projects in the Juneau area. Approximate Additional Disturbance Area <u>9,150 ft²</u> Disturbance will be limited to 10 feet from the proposed toe of slope and in a narrow travel corridor from the TEMSCO property. The disturbance will be caused by heavy machinery traffic and other periphery construction activities. Disturbance areas around the toe of slope will be regraded to natural contours and allowed to revegetate naturally. Protective mats will be placed in the travel corridor from the TEMSCO property to the north side of the ASOS Project. This disturbance is minimal and this area is expected to return immediately to preconstruction condition.												
23. Is Any Portion of the Work Already Complete? Yes _____ No <u>X</u> IF YES, DESCRIBE THE COMPLETED WORK												
24. Addresses of Adjoining Property Owners, Lessees, Etc., Whose Property Adjoins the Waterbody (if more than can be entered here, please attach a supplemental list). Figure 4 shows the adjacent property owners.												
25. List of Other Certifications or Approvals/Denials Received from other Federal, State, or Local Agencies for Work Described in This Application												
<table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left; border-bottom: 1px solid black;">AGENCY</th> <th style="text-align: left; border-bottom: 1px solid black;">TYPE APPROVAL*</th> <th style="text-align: left; border-bottom: 1px solid black;">IDENTIFICATION NUMBER</th> <th style="text-align: left; border-bottom: 1px solid black;">DATE APPLIED</th> <th style="text-align: left; border-bottom: 1px solid black;">DATE APPROVED</th> <th style="text-align: left; border-bottom: 1px solid black;">DATE DENIED</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>	AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED						
AGENCY	TYPE APPROVAL*	IDENTIFICATION NUMBER	DATE APPLIED	DATE APPROVED	DATE DENIED							

AK Department of Natural Resources – Office of Project Management and Permitting	Alaska Coastal Management Plan Consistency Determination		Concurrent with this application		
AK Department of Environmental Conservation	Section 401 Water Quality Certification		Concurrent with this application		
City and Borough of Juneau	Flood Hazard Permit		Concurrent with this application		
AK Department of Natural Resources – Office of Habitat Management and Permitting	Title 41 Fish Habitat Permit		Concurrent with this application		

*Would include but is not restricted to zoning, building and flood plain permits

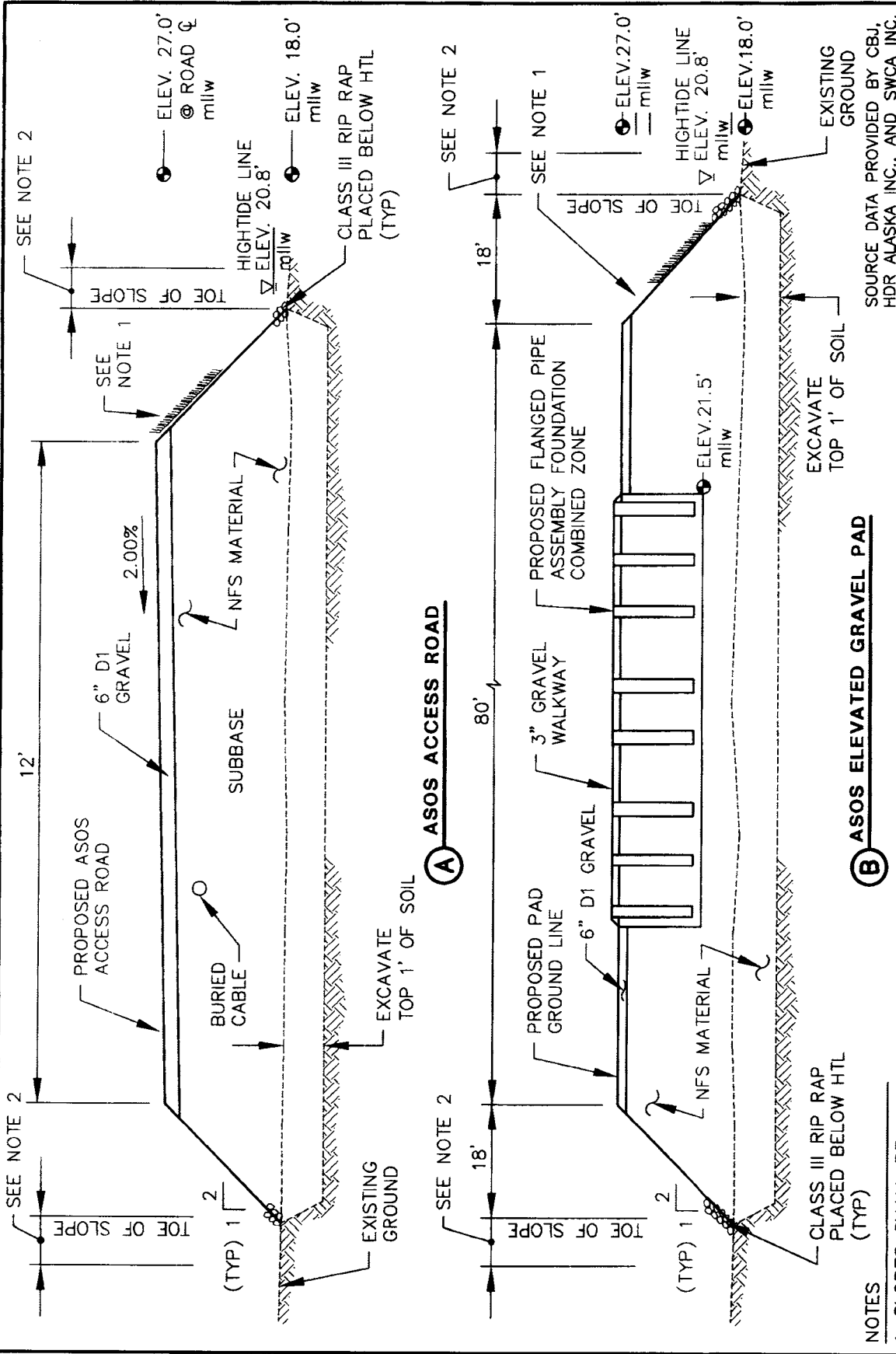
ATTACHMENT 8



NOTE SEE
FIGURE 46 FOR
SECTION VIEWS

Z:\200868_Corson_Dom_inc\12893...A_Permitting\CAD\GCE_Permits\...A_ASOS_figs_45-46-47.dwg

<p>PURPOSE: TO ALLOW DEVELOPMENT IN THE NORTHEAST DEVELOPMENT AREA</p> <p>DATUM: MEAN LOW LOW WATER (MLLW)</p> <p>LOCATION: T. 40S, R. 66E, Sec. 32 COPPER RIVER MERIDIAN</p>	<p>PLAN VIEW</p> <p>SCALE: 1" = 200'</p> <p>APPLICATION BY: JUNEAU INTERNATIONAL AIRPORT 1873 SHELL SIMMONS DRIVE SUITE 200 JUNEAU, ALASKA 99801</p>	<p>AUTOMATED SURFACE OBSERVATION SYSTEM RELOCATION PROJECT</p> <p>IN: GASTINEAU CHANNEL AT: JUNEAU, ALASKA POA-1981-320-FF, GASTINEAU CHANNEL 341</p> <p>FIGURE 45</p> <p>DATE: 5/16/2007</p>
---	---	--



SOURCE DATA PROVIDED BY CBJ,
HDR ALASKA INC., AND SWCA INC.

**AUTOMATED SURFACE OBSERVATION
SYSTEM RELOCATION PROJECT**

IN: GASTINEAU CHANNEL
AT: JUNEAU, ALASKA
POA-1981-320-FF, GASTINEAU CHANNEL 341

FIGURE 46 DATE: 5/16/2007

SECTION VIEWS

SCALE: NTS

APPLICATION BY:

JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

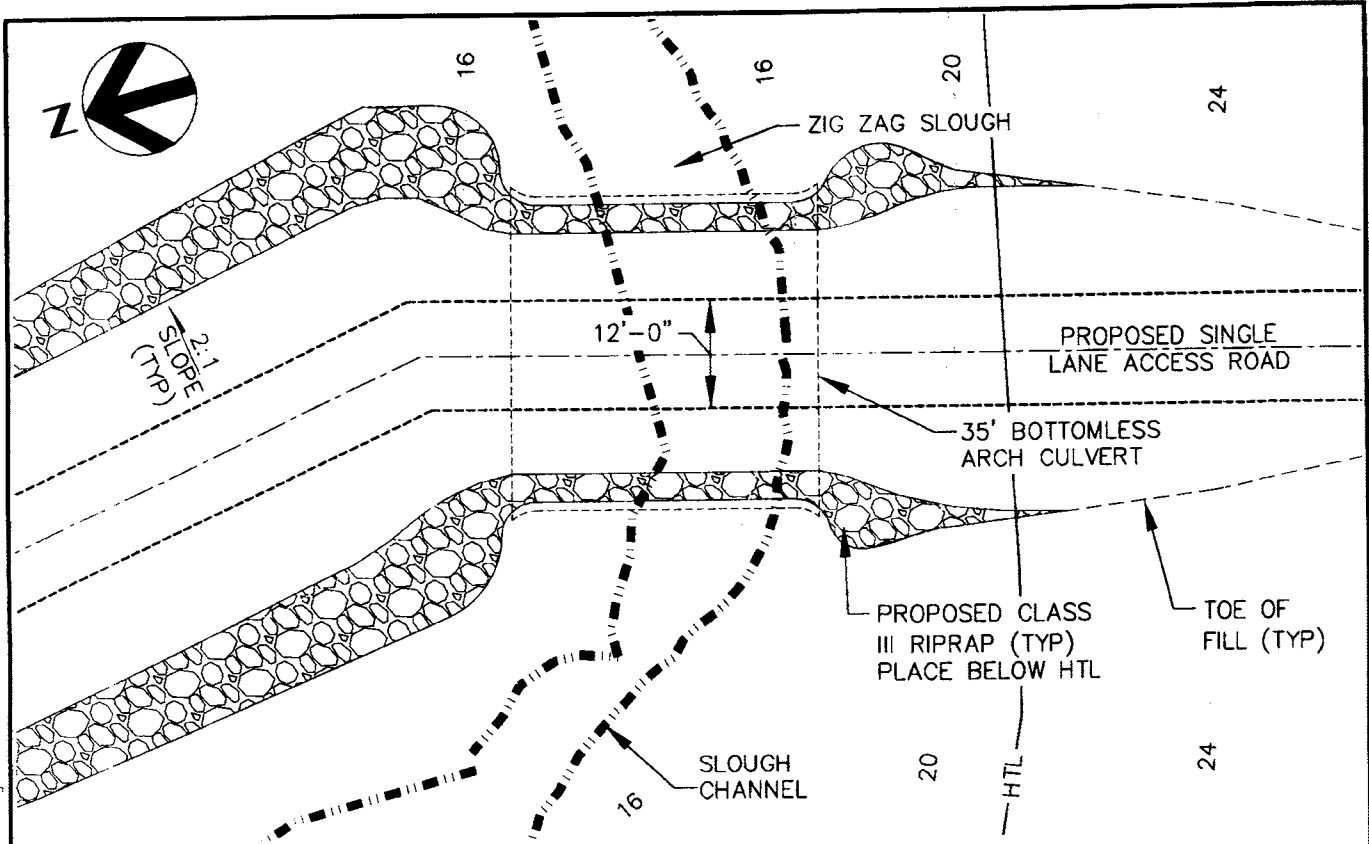
PURPOSE: TO ALLOW DEVELOPMENT IN THE
NORTHEAST DEVELOPMENT AREA

DATUM: MEAN LOW WATER (MLW)

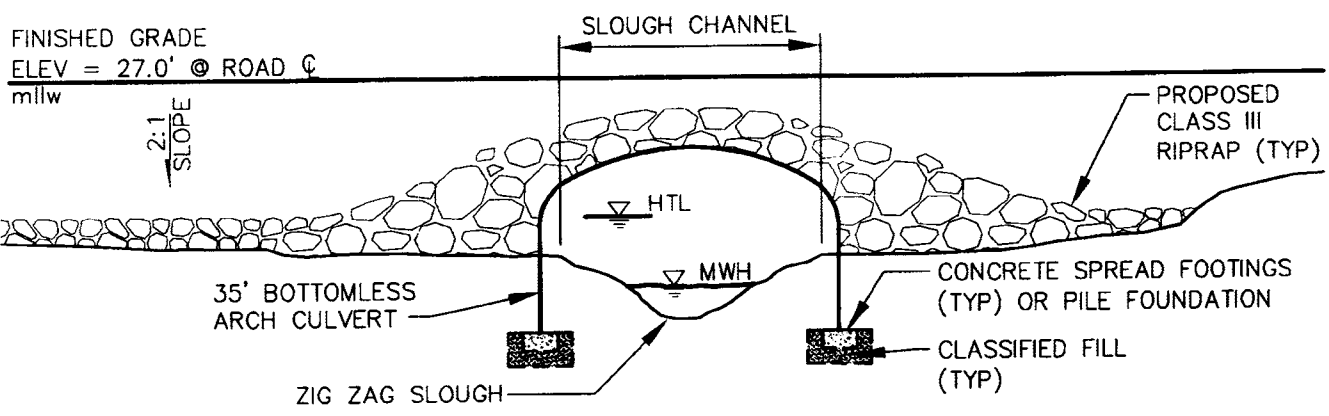
LOCATION: T. 40S, R. 66E, Sec. 32
COPPER RIVER MERIDIAN

NOTES

1. SLOPES SHALL BE TREATED WITH 4" TOPSOIL AND SEEDED WITH UNPALATABLE GRASS SPECIES.
2. THERE WILL ALSO BE DISTURBANCE 10 FEET FROM TOE OF SLOPE.



BOTTOMLESS ARCH CULVERT CROSSING PLAN VIEW



BOTTOMLESS ARCH CULVERT CROSSING END SECTION

SOURCE DATA PROVIDED BY CBJ,
HDR ALASKA INC., AND SWCA INC.

Z:\200868 Cursor 3dnn. Inc\12893 jA Permitting\CAD\COE Permits\jA_A50S\jA_A50S_Figs 45-46-47.cwg

PURPOSE: TO ALLOW DEVELOPMENT IN THE
NORTHEAST DEVELOPMENT AREA

DATUM: MEAN LOW LOW WATER (MLLW)

LOCATION: T. 40S, R. 66E, Sec. 32
COPPER RIVER MERIDIAN

**BOTTOMLESS ARCH
CULVERT CROSSING**

NOT TO SCALE
APPLICATION BY:
JUNEAU INTERNATIONAL AIRPORT
1873 SHELL SIMMONS DRIVE
SUITE 200
JUNEAU, ALASKA
99801

**AUTOMATED SURFACE OBSERVATION
SYSTEM RELOCATION PROJECT**

IN: GASTINEAU CHANNEL
AT: JUNEAU, ALASKA
POA-1981-320-FF, GASTINEAU CHANNEL 341

FIGURE 47 DATE: 5/16/2007