MEMORANDUM

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

DATE: October 19, 2012

TO: Board of Adjustment

FROM: Laura A. Boyce, AICP, Planner
Community Development Department

FILE NO.: VAR2012 0018

PROPOSAL: Variance request to the minimum lot depth, width, and area for properties accessing a minor arterial.

GENERAL INFORMATION

Applicant:	BSR Joint Venture
Property Owner:	BSR Joint Venture
Property Address:	13640, 13660, and 13680 Glacier Highway
Legal Description:	Ferry Heights 2, Lots 1 and 2; Ferry Heights, fraction of Lot 2
Parcel Code Number:	4-B31-0-100-003-0, 004-0, and 005-0
Total Site Size:	121,870 square feet
Comprehensive Plan Future Land Use Designation:	RLDR (Rural Low Density Residential)
Zoning:	D3(T)D5
Utilities:	CBJ Water
Access:	Glacier Highway
Existing Land Use:	Single-family, Vacant, and Miscellaneous
Surrounding Land Use:	North - Rural Reserved (RR), CBJ-owned Vacant, South - Waterfront Commercial (WC), Auke Bay Ferry Terminal East - (D3(T)D5), Single-family residential West - (D3(T)D5), Single-family residential

ATTACHMENTS

Attachment A	Vicinity Map
Attachment B	Application Materials, including Site Plan
Attachment C	Grading Permit Site Plan Exhibit

PROJECT DESCRIPTION

This is a variance request to create a five-lot subdivision from three existing lots located along Glacier Highway, a minor arterial roadway. CBJ 49.40.130(a) requires that new subdivisions involving frontage along an arterial road shall provide access onto an interior access street or to a separate frontage. Alternatively, lots fronting on minor arterials may be subdivided but are required to meet D-1 zoning requirements for lot size and combined access to roadways as per CBJ 49.40.130 (b):

> *Land involving frontage directly along a minor arterial street may be subdivided so as to allow access directly onto the minor arterial street provided all of the following conditions are met:*
>
> *(1) All of the resulting lots must comply with the D-1 zoning district lot area standards;*
>
> *(2) All of the lots must share a common access point and no additional lots may be added;*
>
> *(3) The owner or the developer, as appropriate, must construct a parking area of sufficient size to provide a minimum parking and maneuvering area to prevent back-out parking;*
>
> *(4) The owner or the developer, as appropriate, must provide assurance in the form of an easement, plat note, or other form acceptable to the City and Borough, that the required access will be maintained by the property owners, and*
>
> *(5) The proposed subdivision must meet all other applicable City and Borough subdivision standards and requirements.*

The current zoning for these lots is D-3. The applicant requests relief from the requirements to provide D-1 sized lots, as well as to the required lot width for D-3 zoned lots.

BACKGROUND

The subject three lots were created by various subdivisions in 1965, 1970, and 1990 (SUB90-10). In 1970, a variance (VR-4-70) was approved to reduce the required lot width of 110 feet to 90 feet in order to create two lots from a larger lot. This lead to the platting action in1970, creating two of the existing lots. The zoning district at that time was R-12, but the 1970 variance staff report states that the parcel had been rezoned previously from R-7. The zone district, R-12, required a minimum lot size of 12,000 square feet with a minimum lot width of 110 feet and lot depth of 100 feet. The existing single-family home on the middle parcel (4B3101000040) was built in 1940, prior to current zoning standards and setback requirements.

The current lot sizes are as follows:

Parcel 4B3101000030	33,620 square feet (0.77 acres)
Parcel 4B3101000040	48,718 square feet (1.12 acres)
Parcel 4B3101000050	39,532 square feet (0.91 acres)

There are also two existing nonconforming structures on the subject parcels. CBJ records indicate that the structures were built to required zone district standards; however, an unknown portion of right-of-way was taken from the front of the subject parcels in 1985 for the expansion of Glacier Highway. This expansion and subsequent taking of property created a nonconforming situation regarding the front setbacks for these existing structures. The single-family home (Parcel #4B3101000040) was constructed in 1940, prior to current zoning standards and setback requirements. The front of the existing single-family home currently meets side and rear setback requirements, but doesn't meet the front setback requirement of 25 feet. At the time of the variance request in 1970, the house was shown as being located 22 feet from the front property line. The R-12 district at the time required a front setback of 25 feet. The R-7 zone district, which the property had originally been zoned, required a front setback of 20 feet. The applicant has indicated that the house is located approximately 6 to 8 feet from the front property line. Additionally, the garage structure on the other existing lot (Parcel # 4B3101000050) was constructed and permitted in 1973. According to CBJ records, the garage and workshop structure was approved and built meeting the required R-12 zone district setbacks of 25 feet from the front and 10 feet from the side. Today, according to the applicant, the structure is approximately 12 feet from the front property line.

ANALYSIS

The proposed five-lot subdivision will include lots ranging in size from 13,312 square feet to 36,086 square feet. The minimum lot size for a D-1 lot is 36,000 square feet; two of the proposed lots will meet the D-1 standard. The three smaller lots will be closer to Glacier Highway, while the two larger lots will be situated further from Glacier Highway, abutting the City-owned property to the north. All lots will have at least 30 feet of frontage on the right-of-way, as required by CBJ 49.15.460(5)(A). A shared driveway is proposed for the five-lot subdivision as shown on the proposed site plan (see Attachment B).

The applicant requests relief from the requirement for lots to meet the D-1 lot standards, as outlined in CBJ 49.30.130(b)(1) above. Additionally, the applicant seeks relief from the 100 foot lot width requirement for the D-3 zone district for three of the proposed lots. These lots are located in a transition zone where it is anticipated that at some point in the future when sewer service is extended to the area, the lots will be rezoned to D-5. The chart below illustrates the proposed areas, widths, and depths for the five lots and if they will comply with the D-1, D-3, and future D-5 standards. The highlighted portions indicate that the proposed lot doesn't meet a required standard for that zone district.

Proposed Lots:

	Proposed Area	Proposed Width	Proposed Depth	Meets D-1 Standards	Meets D-3 Standards	Meets D-5 Standards
Lot 1	14,300 sf	73.25 ft	200.46 ft	Yes – depth No – area & width	Yes – area & depth No - width	Yes – area, width & depth
Lot 2	36,086 sf	174.40 ft	182.02 ft	Yes – depth, area, & width	Yes – area, width & depth	Yes – area, width & depth
Lot 3	21,625 sf	79.48 ft	196.78 ft	Yes – depth No – area & width	Yes – area & depth No – width	Yes – area, width & depth
Lot 4	36,013 sf	166.55 ft	172.64 ft	Yes - depth, area, & width	Yes – area, width & depth	Yes – area, width & depth
Lot 5	13,312 sf	66.32 ft	197.28 ft	Yes – depth No – area & width	Yes – area & depth No - width	Yes – area & depth No - width

CBJ 49.40.130(b)(4) requires that land fronting along an arterial street may be subdivided so long as certain conditions are met. One of these requirements is for the owner or the developer to provide assurance in the form of an easement, plat note, or other form acceptable to the City, that the required access will be maintained by the property owners. In this proposed subdivision, the applicant is proposing a shared driveway for five lots. This shared driveway will provide one access point to Glacier Highway instead of individual driveways from each lot, thereby creating a safer situation in that less vehicles are entering the highway in various locations. To ensure the continued maintenance of this shared driveway access, if this variance is approved, staff is recommending a condition requiring a homeowner's association. This requirement will ensure that the shared driveway will be maintained regularly, which will provide access to the lots for owners as well as emergency and safety vehicles, thereby preserving public safety.

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.***

The requested variance would provide substantial relief to the property owners in that the lots could be subdivided into five lots from the current three lots. The variance would allow these lots to be created, through the subdivision process, at the current D-3 zone district area requirements. Two of the proposed lots would meet the requirements for D-3 standard lots while three of the lots would be created with a reduction in the standard lot width, but meeting and exceeding the requirement for lot area and lot depth.

The requirement for D-1 zone standards for lots fronting minor arterials is to provide distance between the number of driveways/parcels accessing the roadway. The requirement is one for safety concerns. The applicant has proposed a scenario in which the proposed five lots would share a common driveway, thereby decreasing the number of driveway access points onto the minor arterial road. Currently, the three existing lots can each access Glacier Highway through individual driveways. This variance, if approved, would create a safer situation in that these three potential driveways accessing Glacier Highway within a short distance from one another would be closed and transformed into one driveway for the entirety of the subdivision. The granting of this variance would create a safer situation for all neighbors in the area. It also would meet and further Comprehensive Plan Policy 8.1.DG4: "*Minimize access roadways or driveways onto major and minor arterial roadways or highways by requiring shared access points....*"

Staff is recommending a condition of approval that the applicant be required to limit access to one single, shared driveway for the entire five-lot subdivision. This requirement would improve neighborhood safety by limiting multiple access points onto Glacier Highway, thereby making the variance application consistent with justice to other property owners.

Yes. Based upon the above analysis, 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.

The Title 49 requirement that new lots with direct access onto minor arterials must meet the D-1 zone district lot standards serves to limit traffic and to preserve public safety at the intersections of driveways and other roads, as discussed in more detail above. Additionally, staff recommends a condition requiring a homeowner's association to ensure continued maintenance of the shared driveway. The owner will also be required to provide a fire apparatus access turn around on the shared driveway for safe and accessible emergency vehicle access. Given the adequate sight lines at the subject property, and with the recommended conditions by staff, the variance could be granted in observance of the Title 49 intent.

Yes. This criterion **is met.**

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

As of the date of this memorandum, no information has been presented to indicate that this proposal would negatively impact adjacent lots. In fact, the proposal to consolidate the three potential driveways into one for the proposed five-lot subdivision, would in fact, improve safety for the area neighbors by decreasing the access points onto Glacier Highway, a minor arterial roadway.

Yes. This criterion **is met.**

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

Uses are determined by the Table of Permissible Uses, CBJ 49.25.300. The grant of this variance and approval of the associated subdivision (not yet submitted) would not have any influence on uses allowed on the subject property. The subject properties are zoned for single-family and duplex residential development at a density of three dwelling units per acre, transitioning into five dwelling units per acre in the future. The proposed five lots, if approved, would be required to develop in accordance with the Table of Permissible Uses.

Yes. 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;

The three existing lots are zoned for single-family and duplex dwellings. One of the lots is developed with a single-family house. The remaining lots can be developed with homes as well. These are the principal uses in this D-3 zone district. The requested variance is not needed to facilitate these uses on the existing lots.

No. Sub-criterion 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;

The neighborhood is developed with a variety of residential lots. The majority of the surrounding lots are larger than those proposed. Development on the future lots will comply for the most part with the current D-3 zoning standards (three of the lots would not meet minimum width requirements). Other properties in the area share common access to Glacier Highway, such as the Black Diamond subdivision. While other existing development in the area is designed with shared access, the lot sizes are generally larger than what is proposed with this proposed subdivision. Denial of the variance would affect the applicant's ability to reconfigure and subdivide the property further into five lots. The proposed subdivision is dependent upon the granting of this variance.

No. This sub-criterion is not met.

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

The subject properties are located on sloped lots which meet the minimum area requirements for the existing D-3 zone district. Two of the existing lots meet the minimum lot area requirements for the D-1 zone district. Due to the topography of the site, construction will be expensive. However, when construction costs are spread out over five lots instead of three, the costs become more reasonable, thereby allowing the applicant to provide additional housing in this area.

Yes. This sub-criterion 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.

As discussed above in the Background section, there are two nonconforming structures on the subject properties. These structures do not meet front setback requirements. This variance, if approved, would not change these nonconforming situations. This variance request will not change this nonconformity as the front setback will not be changing with this requested subdivision.

No. This sub-criterion is not met.

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

The primary function of CBJ 49.40.430 (b)(1) is to ensure public safety. If the variance is approved with the recommended conditions, the three existing properties can be reconfigured and subdivided to create a total of five lots while meeting a majority of the D-3 zone district standards. Additionally, the three currently allowed driveways to the existing lots would be consolidated into one shared driveway access for the proposed subdivision. This would create a safer situation since less vehicles would be entering the highway from individual steep driveways. With the conditions proposed by staff, including a homeowner's association to oversee the continued maintenance of the shared driveway, public safety would be improved in this area. In addition, the applicant's proposal provides for additional housing opportunities in a D-3 district neighborhood and for more efficient use of the land.

Yes. This criterion 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 above analysis, the grant of this variance is not related to the goals of the Juneau Coastal Management Program.

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

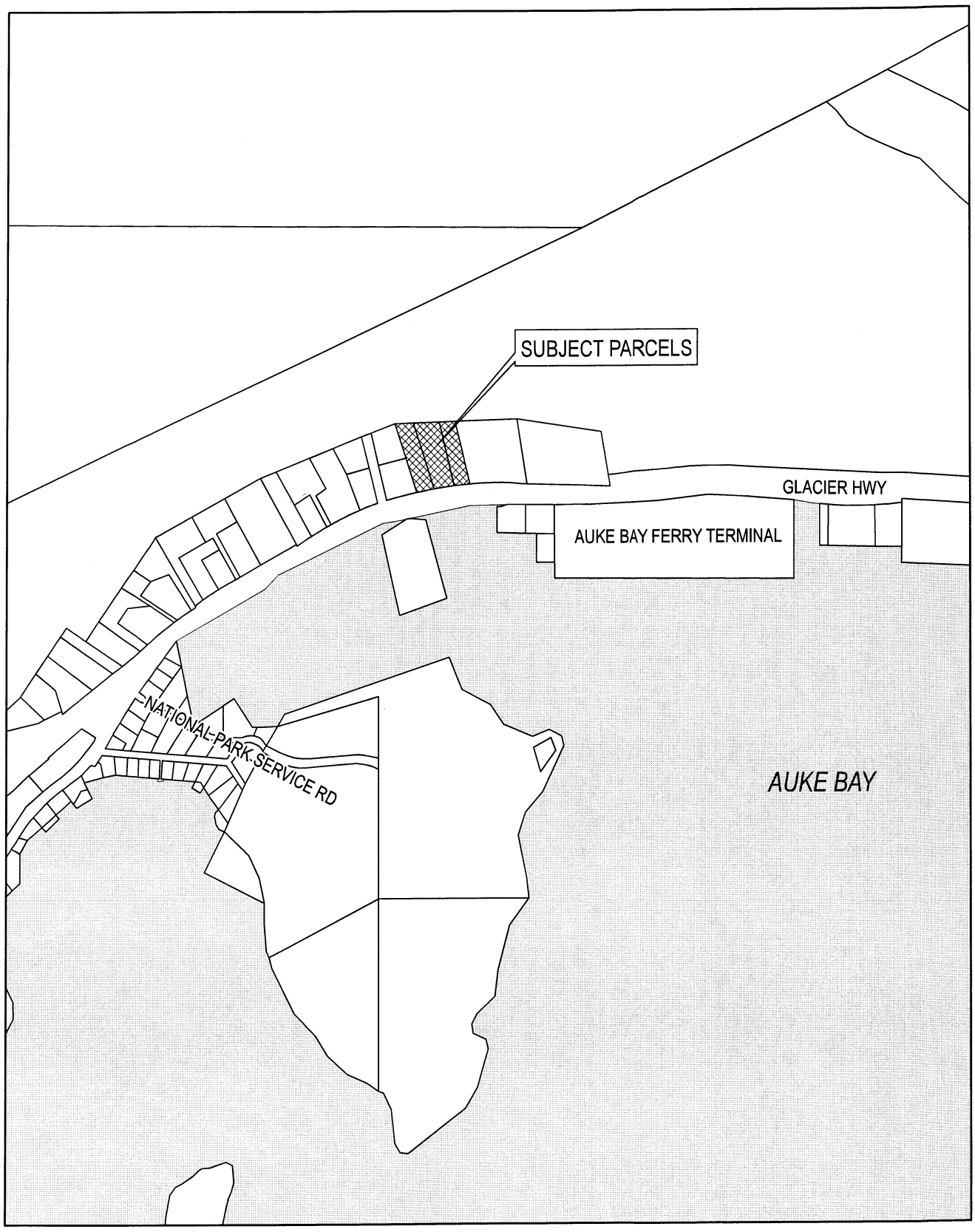
Yes. Based on the above analysis, this variance request meets the criteria for Grounds for Variances.

RECOMMENDATION

Staff recommends that the Board of Adjustment adopt the Director's analysis and findings and **approve** the requested Variance, VAR2012 0018. The Variance permit would allow for the reduction in the minimum lot depth, width, and area for properties accessing a minor arterial.

Staff recommends the following conditions:

1. The subdivision plat shall include a note requiring that the five lots be accessed with a single, shared driveway only and that access to Glacier Highway via the individual lots will not be allowed.
2. Prior to final plat recording, the developer shall provide for a homeowner's association whose responsibility will be to ensure the property owners will provide for continued maintenance of the shared driveway.
3. Documents creating the homeowner's association shall be recorded concurrently with the final plat.
4. Provide a final grading and drainage plan for the proposed five-lot subdivision prior to final plat recording.
5. Fire apparatus access and turn-around must be provided and shall be constructed to International Fire Code Standards prior to issuance of any Temporary Certificate of Occupancy (TCO) or Certificate of Occupancy (CO).



ATTACHMENT A

DEVELOPMENT PERMIT APPLICATION

Project Number	CITY and BOROUGH of JUNEAU	Date Received:
VAR20120018		9/13/12
Project Name (City Staff to Assign Name)		

PROJECT / APPLICANT INFORMATION

Project Description
(1 Variance request to the minimum width & depth for D-3 and to 49.40.230(b)1 allowing less than 36,000 square feet lots for properties accessing on an minor arterial.

PROPERTY LOCATION

Street Address	City/Zip
13660 Glacier Hwy.	Juneau AK 99801

Legal Description(s) of Parcel(s) (Subdivision, Survey, Block, Tract, Lot)
Ferry Heights 2 Lot 2

Assessor's Parcel Number(s) 4B3101000040

LANDOWNER/ LESSEE

Property Owner's Name	Contact Person:	Work Phone:
BSR, LLC 210194	Scott Jenkins	723-8952.
Mailing Address	**Home Phone:**	**Fax Number:**
Po. Box [illegible] Auke Bay.		780-6303
E-mail Address	**Other Contact Phone Number(s):**	
igloo racing-1@yahoo.com.		

LANDOWNER/ LESSEE CONSENT

****Required for Planning Permits, not needed on Building/ Engineering Permits****

I am (we are) the owner(s)or lessee(s) of the property subject to this application and I (we) consent as follows:

A. This application for a land use or activity review for development on my (our) property is made with my complete understanding and permission.

B. I (we) grant permission for officials and employees of the City and Borough of Juneau to inspect my property as needed for purposes of this application.

X _____ Landowner/Lessee Signature — Date: 09/13/12.

X _____ Landowner/Lessee Signature — Date: _____

NOTICE: The City and Borough of Juneau staff may need access to the subject property during regular business hours and will attempt to contact the landowner in addition to the formal consent given above. Further, members of the Planning Commission may visit the property before the scheduled public hearing date.

APPLICANT

If the same as OWNER, write "SAME" and sign and date at X below

Applicant's Name	Contact Person:	Work Phone:
Same as above.		
Mailing Address	**Home Phone:**	**Fax Number:**
E-mail Address	**Other Contact Phone Number(s):**	

X _____ Applicant's Signature — Date of Application: _____

STAFF APPROVALS

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

✓	Permit Type	***SIGN	Date Received	Application Number(s)
	Building/Grading Permit	■		
	City/State Project Review and City Land Action	■		
	Inquiry Case (Fee In Lieu, Letter of ZC, Use Not Listed)	■		
	Mining Case (Small, Large, Rural, Extraction, Exploration)			
	Sign Approval (If more than one, fill in all applicable permit #'s)	■		
	Subdivision (Minor, Major, PUD, St. Vacation, St. Name Change)			
	Use Approval (Allowable, Conditional, Cottage Housing, Mobile Home Parks, Accessory Apartment)			
X	Variance Case (De Minimis and all other Variance case types)	■	9/13/12	VAR20120018
	Wetlands Permits			
	Zone Change Application			
	Other (Describe) _____			

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

Comments:

Permit Intake Initials: DLC

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

ATTACHMENT B

VARIANCE APPLICATION

Project Number	Project Name (15 characters)	Case Number	Date Received
		Var20120018	9/14/12

TO BE COMPLETED BY THE APPLICANT

TYPE OF VARIANCE REQUESTED:

- ☐ Variance to the Sign Standard (VSG)
- ☑ Variance to Dimensional Standards (VDS)
- ☐ Variance to Habitat Setbacks (VHB)
- ☐ Variance to Parking Requirements (VPK)
- ☐ Variance to Setback Requirements (VSB)

DESCRIPTION OF ACTIVITY WHICH REQUIRES A VARIANCE: entering a minor arterial road from 5 lots.

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): Sloped lots that will have a much safer single access to Glacier Highway than each lot having an access to Glacier Highway.

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

WHY WOULD A VARIANCE BE NEEDED FOR THIS PROPERTY REGARDLESS OF THE OWNER? A variance is required because the lots will not meet D1 zoning lot area standards.

WHAT HARDSHIP WOULD RESULT IF THE VARIANCE WERE NOT GRANTED? Will create steeper grades for multiple lot driveways onto a minor arterial road (Glacier Highway).

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	$400.00			
Adjustment	$			
Total Fee	$400.00	Credit Card	eli0023	9/14/12

NOTE: MUST BE ACCOMPANIED BY DEVELOPMENT PERMIT APPLICATION *FORM*

Variance Approval Criteria

1. A single driveway easement would give substantial relief to the owner of the property involved and be more consistent with other property owners to the west with single shared driveways to glacier highway providing access for multiple lots.
2. Relief should be granted that the intent of public safety and welfare would be taken advantage here to prevent five steep driveways entering glacier highway.
3. The authorization of the variance would not injure nearby property owners as several of the lots have a shared driveway to the west of this property.
4. The variance does not authorize uses not allowed in this district.
5. A compliance with the existing standards would unreasonably prevent the owners from using the property to provide additional lots which is much needed in the Juneau area. This variance would allow the owners to use the property in a manner which is consistent to existing developments in the neighborhood of the subject property. It will make a safer single driveway transition to glacier highway in lieu of multiple steep access points.
6. A grant of the variance would result in more benefits than the detriment to the neighborhood area.

Subject: Auke Bay area subdivision

From: Dale Pernula (Dale_Pernula@ci.juneau.ak.us)

To: iglooracing_1@yahoo.com;

Cc: Greg_Chaney@ci.juneau.ak.us;

Date: Tuesday, March 27, 2012 9:35 AM

Scott

There are three code provisions I will review below:

(1) The code provision below is what the lots would be created under, not the panhandle lots. Please note that item (b) requires the minimum rectangle of 100' by 100' in the D-3 zone.

(4) *Lots.*

(A) *Generally.*

(i) Subdivision lots shall meet the minimum dimensional standards established by chapter 49.25, article IV, provided that in cases of difficult topography or other circumstances rendering compliance impracticable, the director may approve other configurations if the lot:

(a) Meets the minimum lot size requirement;

(b) As drawn, is capable of containing a rectangle having two sides equal in length to the minimum lot width requirement and two sides equal in length to the minimum lot depth requirement;

(c) Has direct and practical access to a street maintained by an agency of government; and

(d) Has at least one practical building location.

(2) The panhandle lot requirements cannot be met, but I am providing it below so you can see why.

(h) *Panhandle lots.*

(1) The subdivision of a parcel with a panhandle lot may be allowed in order to facilitate the subdivision of large parcels which are insufficiently wide but otherwise meet all other requirements for subdivision. Panhandle lots may be created by subdivision under this section if the new lots meet the following additional requirements:

(A) The front and panhandle lots must meet all the dimensional and area requirements of this title, except that part of the panhandle lot abutting the public way must be at least 30 feet wide and, in a D-1 zoning district, up to 30 feet of the width of the panhandle of the rear lot may be used in determining the width of the front lot. The common property line shall be limited to two changes of direction. The lot width for the panhandle lot shall be the distance between its side boundaries measured behind the back lot line of the front lot which line shall also be the front lot line of the panhandle lot for purposes of determining front yard setback. That part of the panhandle lot lying between its front lot line and the point at which it abuts the public way shall be no less than 30 feet in width.

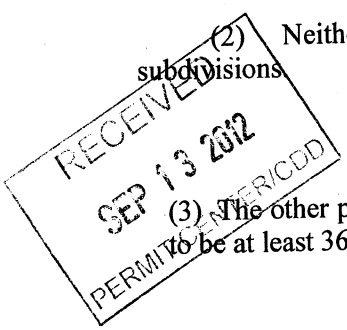
(B) The minimum lot size for each lot shall be 20,000 square feet for lots serviced by a community sewer system, public sewer system or a marine outfall and 40,000 square feet for lots not so serviced. Any marine outfall serving the lots shall extend to a point four feet below mean lower low water, and each lot using such disposal must abut the salt water to a minimum width of 30 feet.

(C) Only one access to the public right-of-way may be permitted for the two lots. Such access shall be designated on the plat. Off-street parking shall be provided in an amount sufficient to meet municipal requirements. A driveway plan shall be submitted and approved by the director prior to recording of the plat, and construction of off-street parking shall be completed prior to issuance of a building permit. There shall be no back-out parking onto collectors or arterials.

(D) Any portion of a driveway not located in a public right-of-way shall have a maximum grade not exceeding 15 percent. A profile of the proposed driveway centerline shall be submitted as a part of the plat application.

(E) Existing driveways and access points not meeting the requirements of this subsection (h) of this section must be abandoned, and improvements thereto removed and relocated prior to recording of the plat.

(2) Neither lot resulting from a panhandle subdivision may be subject to further panhandle subdivisions.



(3) The other provision you must comply with is regarding access, as follows: Note that lots would have to be at least 36,000 square feet.

(b) Land involving frontage directly along a minor arterial street may be subdivided so as to allow access directly onto the minor arterial street provided all of the following conditions are met:

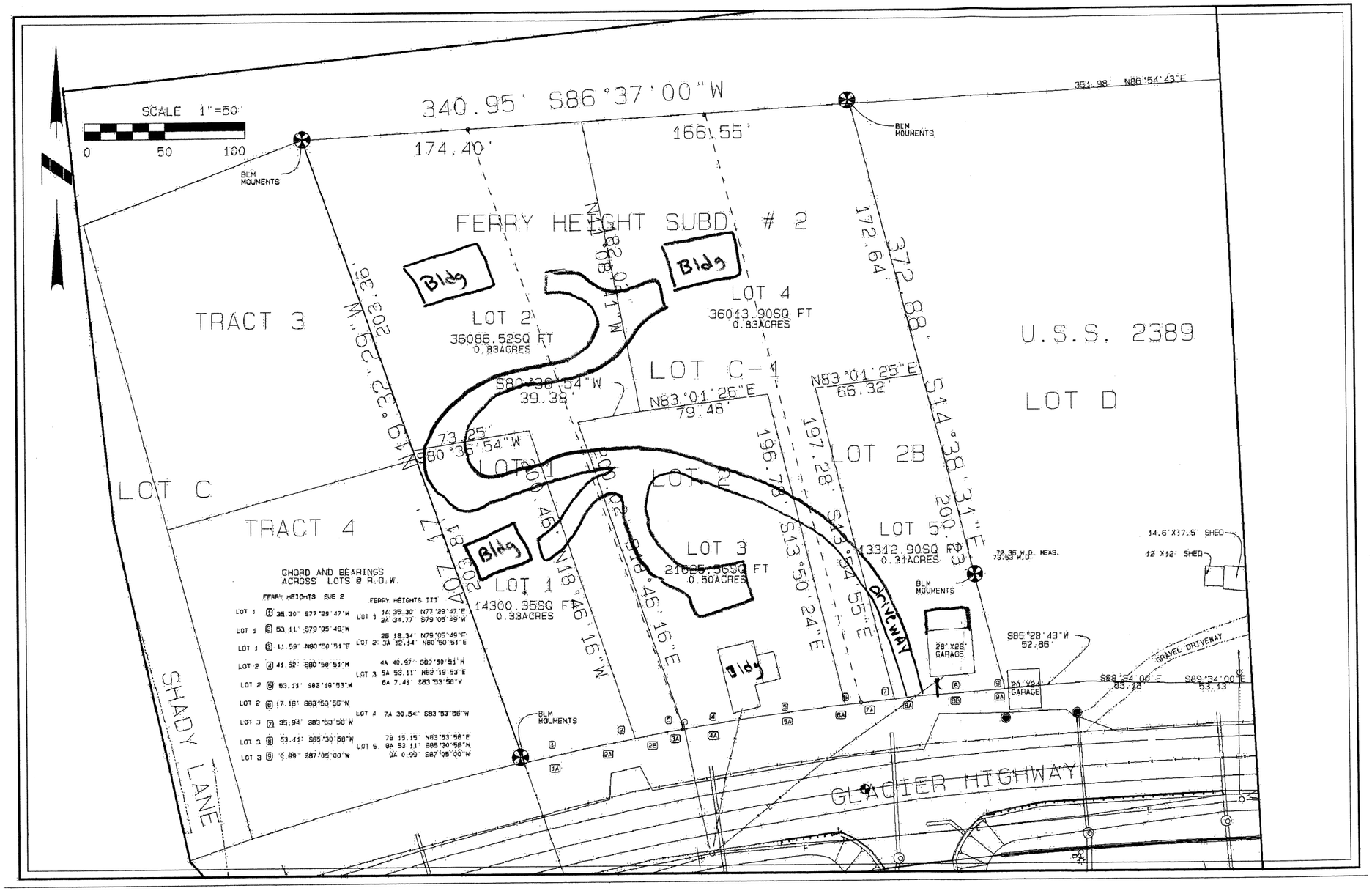
(1) All of the resulting lots must comply with the D-1 zoning district lot area standards;

(2) All of the lots must share a common access point and no additional lots may be added;

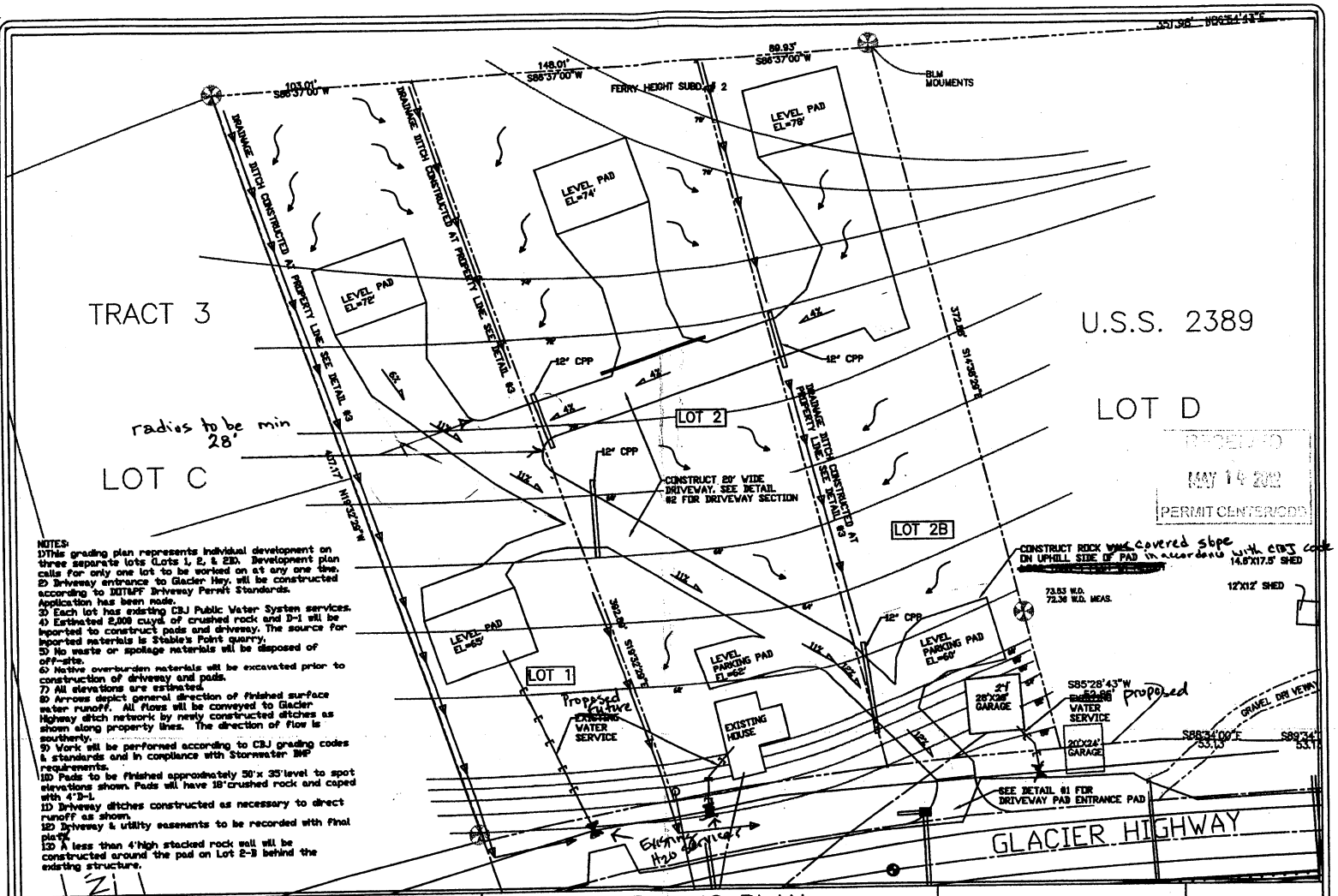
(3) The owner or the developer, as appropriate, must construct a parking area of sufficient size to provide a minimum parking and maneuvering area to prevent back-out parking;

(4) The owner or the developer, as appropriate, must provide assurance in the form of an easement, plat note, or other form acceptable to the City and Borough, that the required access will be maintained by the property owners; and

(5) The proposed subdivision must meet all other applicable City and Borough subdivision standards and requirements.



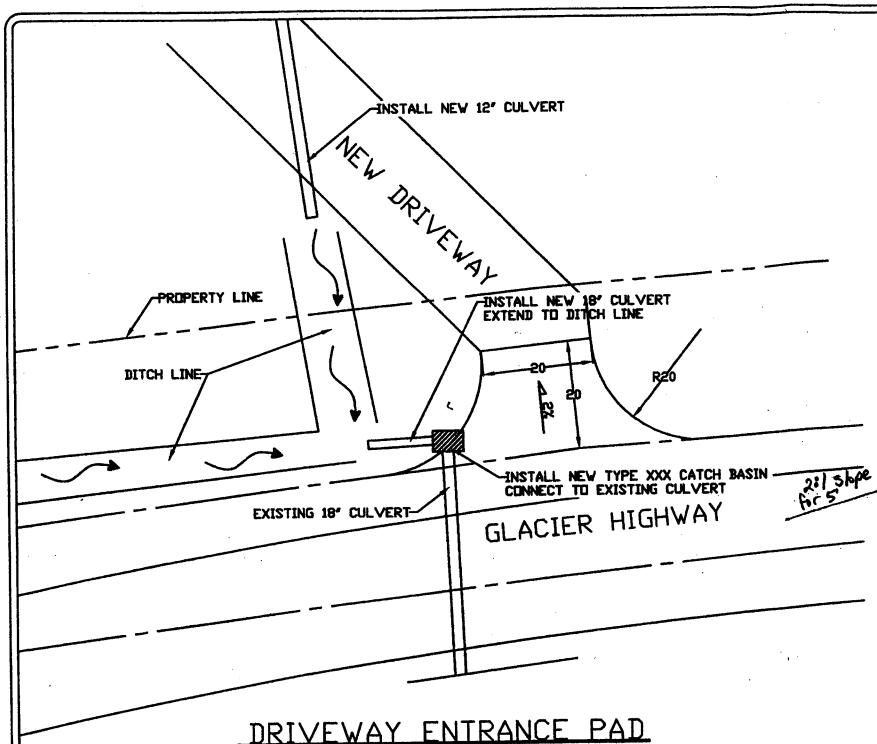
- No grading activity within 2' of property lines.
- Water lines will not be installed AT THIS time, NO Review completed.
- Prior to ~~any~~ buildings ECO or CO or final of grading permit, an access easement and maintenance agreement must be recorded and copies submitted to General Engineering.
- Fire Tank Turn-around must be constructed in accordance with 2006 IFC for apparatus access roads.
- On-site waste water drainfields are not to be constructed at this time.



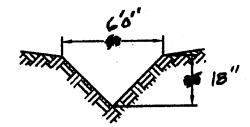
NOTES:
1) This grading plan represents individual development on three separate lots (Lots 1, 2, & 2B). Development plan calls for only one lot to be worked on at any one time.
2) Driveway entrance to Glacier Hwy. will be constructed according to DOT&PF Driveway Permit Standards. Application has been made.
3) Each lot has existing CBJ Public Water System services.
4) Estimated 2,000 cuyd of crushed rock and D-1 will be imported to construct pads and driveway. The source for imported materials is Stable's Point quarry.
5) No waste or spoilage materials will be disposed of off-site.
6) Native overburden materials will be excavated prior to construction of driveway and pads.
7) All elevations are estimated.
8) Arrows depict general direction of finished surface water runoff. All flows will be conveyed to Glacier Highway ditch network by newly constructed ditches as shown along property lines. The direction of flow is southerly.
9) Work will be performed according to CBJ grading codes & standards and in compliance with Stormwater BMP requirements.
10) Pads to be finished approximately 50'x 35' level to spot elevations shown. Pads will have 18" crushed rock and caped with 4" D-1.
11) Driveway ditches constructed as necessary to direct runoff as shown.
12) Driveway & utility easements to be recorded with final plat.
13) A less than 4' high stacked rock wall will be constructed around the pad on Lot 2-B behind the existing structure.

EA² *Engineering Anlysis & Applications* Gary Hayden, P.E. phone (907) 789-7293 P.O. Box 210076 haydenak@mac.com Auke Bay, AK 99821 Fax (907) 790-2664	GRADING PLAN BSR Joint Venture Lots 1,2,2b Ferry Heights Sub #2 Juneau, AK	Layout MAY 2012 NOT TO SCALE

ATTACHMENT C

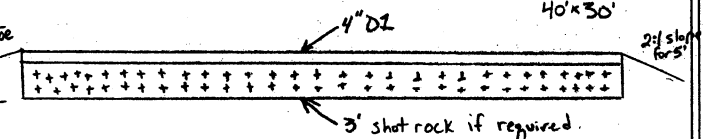


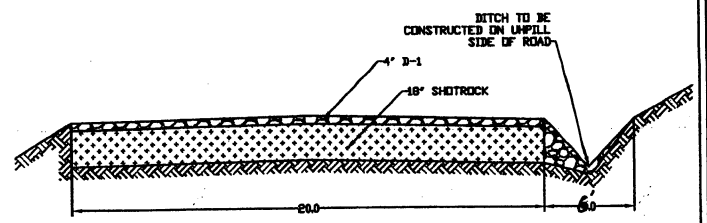
DRIVEWAY ENTRANCE PAD
DETAIL #1



STANDARD DITCH
DETAIL #3

Standard Bldg Pad
Detail #4
40'x30'





DRIVEWAY SECTION
DETAIL #2

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GRADING PLAN
BSR Joint Venture
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Details
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