

ATTACHMENT G

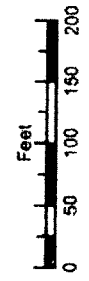
Statter Harbor Improvements Project

Environmental Consequences of the Proposed Action to Wetlands

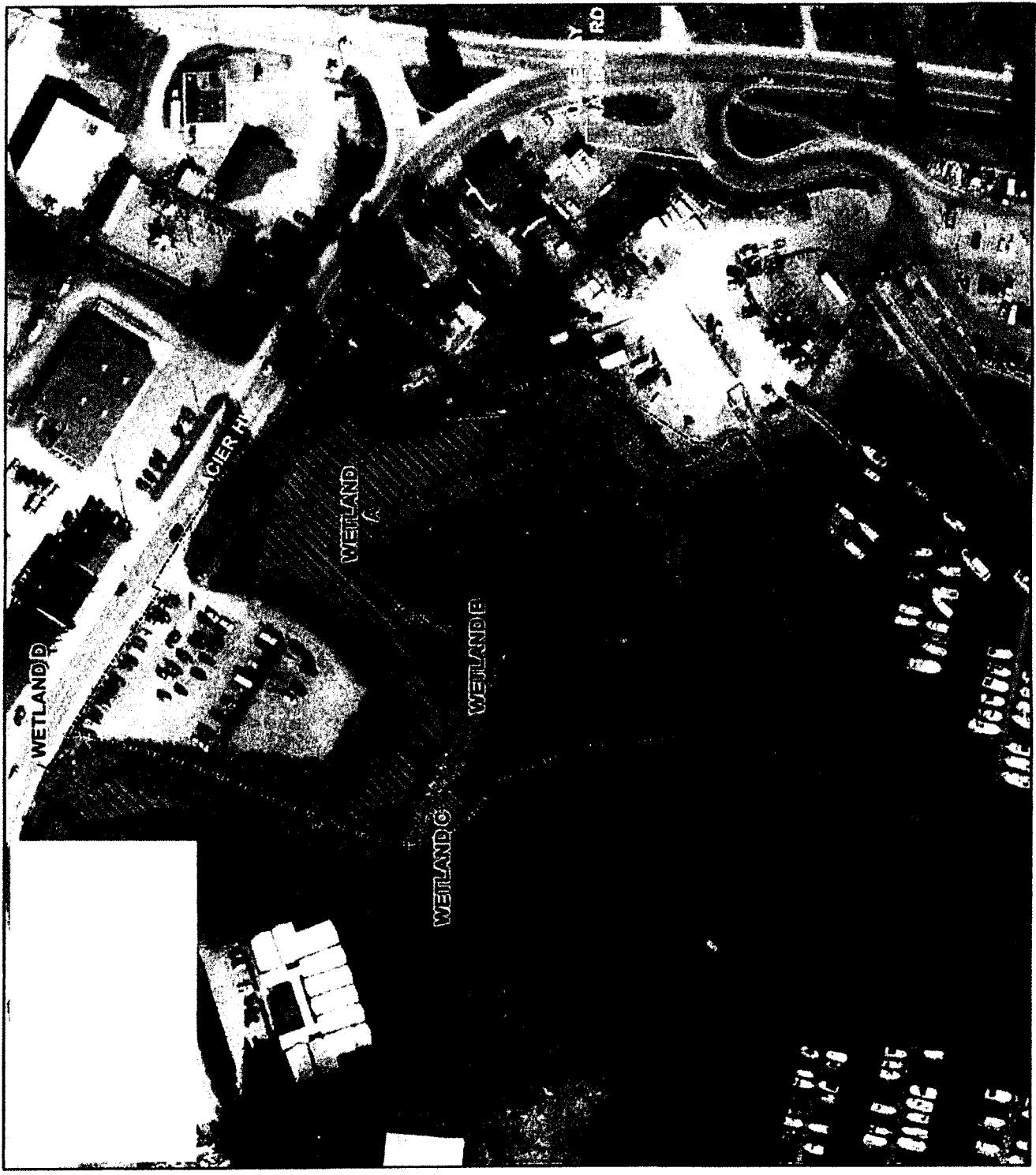
Figure 6-2

LEGEND

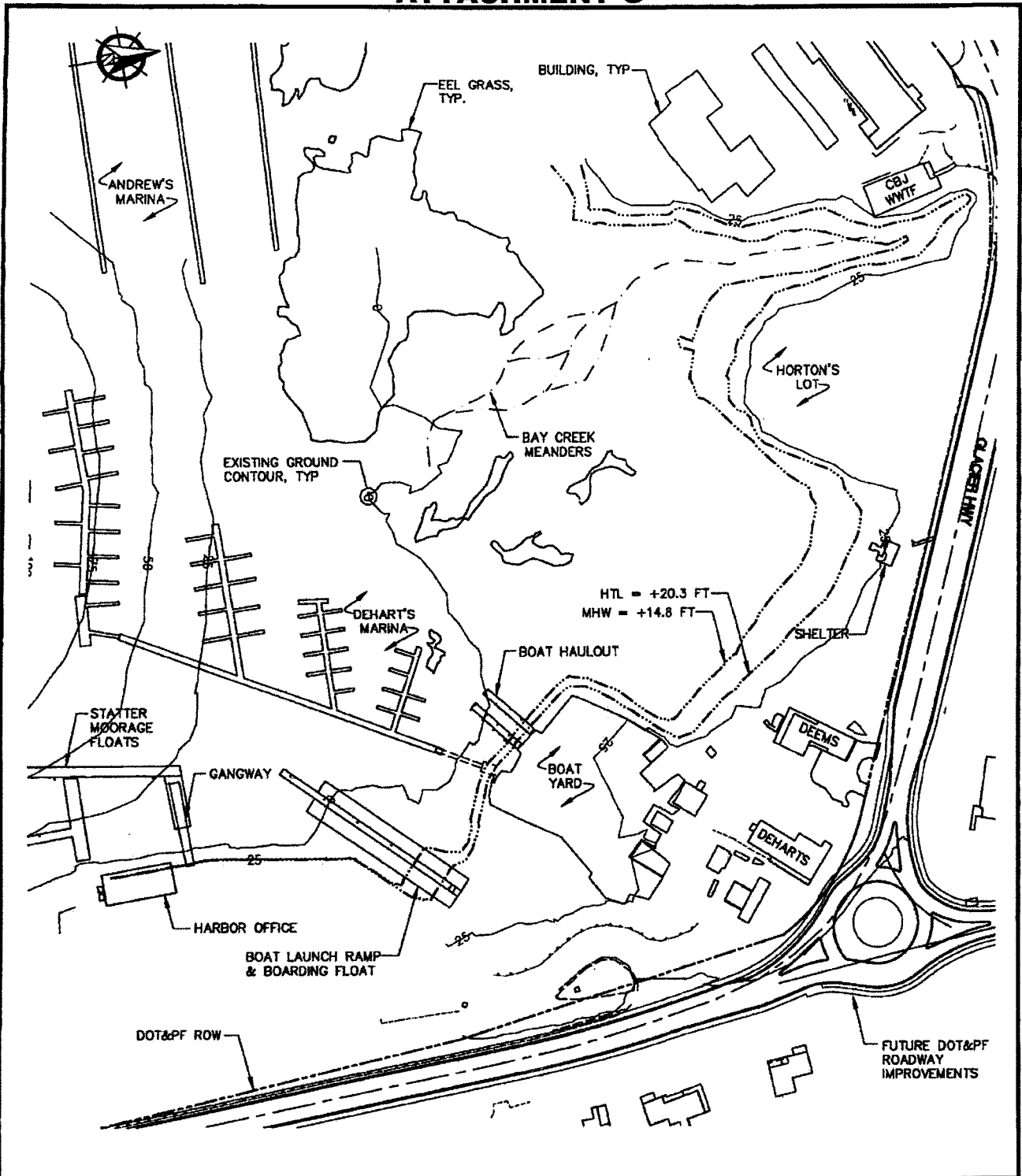
- Proposed Action Footprint
- Mapped Wetlands (NYL 2008)
- Other Waters of the U.S. (below HTL 20.3)
- High Tide Line (elevation = 20.3 ft)
- Intertidal/Subtidal Line (elevation = -5 ft)
- Bay Creek



Datum: NAD 1983
Coordinate System: AK State Plane Zone 1
Source: FND, HDR, NOAA
Author: HDR Alaska, Inc.
Date: May 19, 2011



ATTACHMENT G



PURPOSE:

THE PURPOSE OF THE PROPOSED STATTER HARBOR IMPROVEMENTS PROJECT IS TO IMPROVE SAFETY AND REDUCE CONGESTION BY INCREASING HARBOR EFFICIENCY THROUGH INCORPORATION OF IMPROVEMENT PLANS IDENTIFIED IN THE STATTER HARBOR MASTER PLAN.

DATUM:

MLLW = 0.0 FT

EHW = 22.0'
 HTL = 20.3'
 MHW = 14.8'
 MLLW = 0.0'
 ELLW = -5.0'

EXISTING CONDITIONS



APPLICANT ADDRESS:
 CITY & BOROUGH OF JUNEAU
 155 S. SEWARD ST.
 JUNEAU, ALASKA 99801

PND#: 082015.01

**STATTER HARBOR IMPROVEMENTS
 BOAT LAUNCH RAMP**

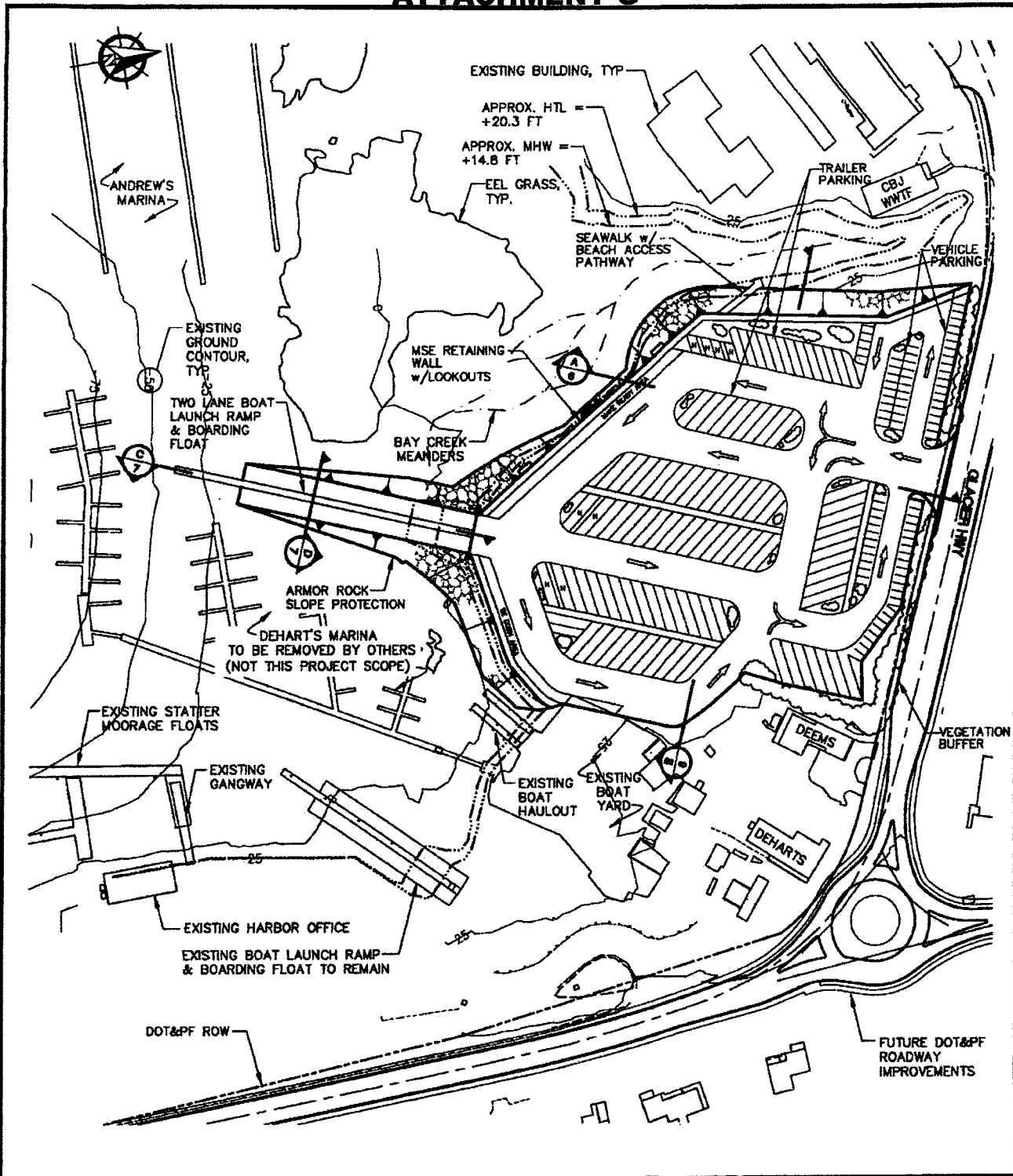
IN: AUK BAY
 NEAR: JUNEAU
 AT: STATTER HARBOR

APPLICATION BY: CITY & BOROUGH OF JUNEAU

DATE: 09/27/11

SHEET 1 of 5

ATTACHMENT G



PURPOSE:

THE PURPOSE OF THE PROPOSED STATTER HARBOR IMPROVEMENTS PROJECT IS TO IMPROVE SAFETY AND REDUCE CONGESTION BY INCREASING HARBOR EFFICIENCY THROUGH INCORPORATION OF IMPROVEMENT PLANS IDENTIFIED IN THE STATTER HARBOR MASTER PLAN.

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GENERAL SITE PLAN



APPLICANT ADDRESS:
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 JUNEAU, ALASKA 99801

PND#: 082015.01

**STATTER HARBOR IMPROVEMENTS
 BOAT LAUNCH RAMP**

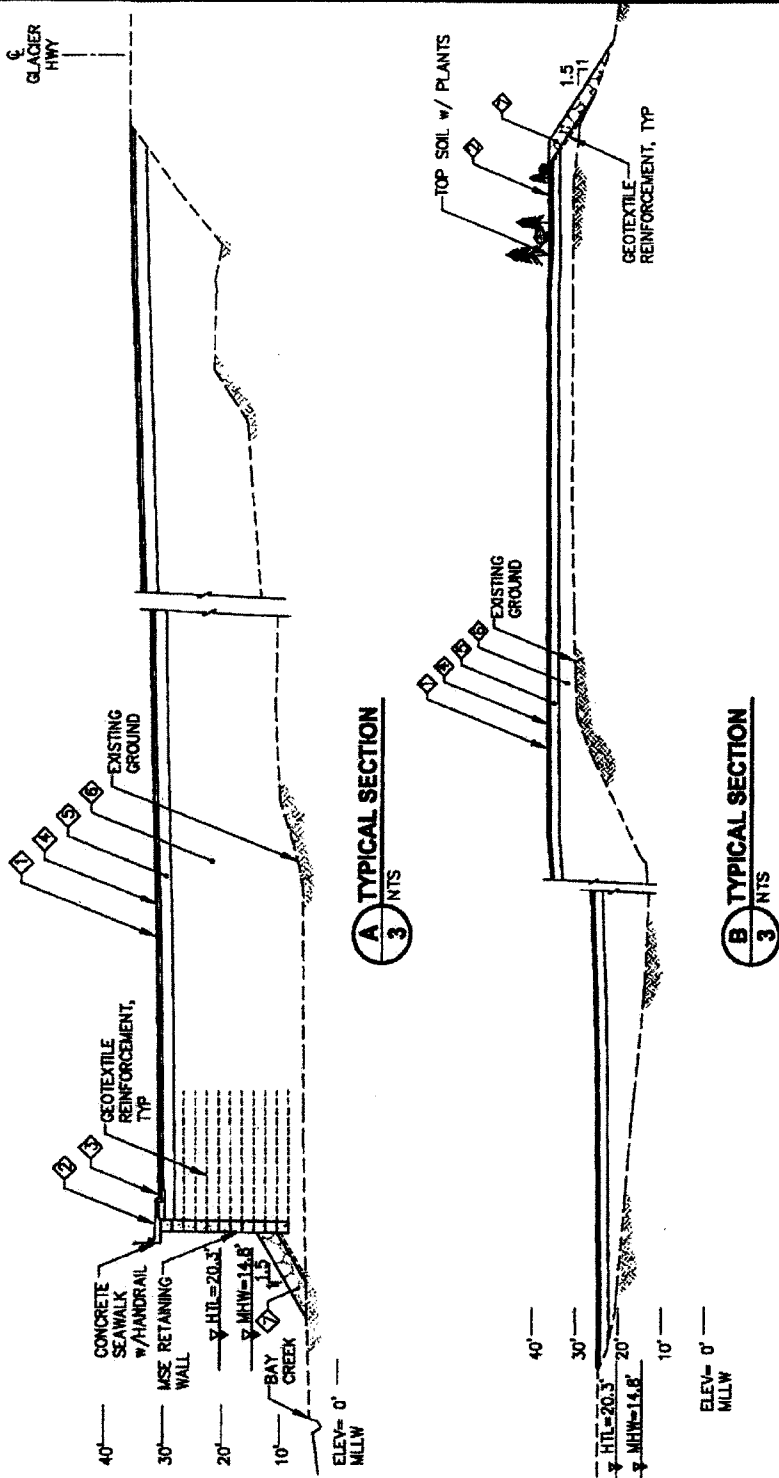
IN: AUKE BAY
 NEAR: JUNEAU
 AT: STATTER HARBOR

APPLICATION BY: CITY & BOROUGH OF JUNEAU

DATE: 08/27/11

SHEET 2 OF 5

ATTACHMENT G



MATERIAL SCHEDULE ESTIMATE

SYMBOL	DESCRIPTION	TOTAL PROJECT QTY	QTY BELOW HTL	QTY SEAWARD OF MHW
1	2 1/2" t. LAYER ACP	25,000 SQ. YD.	0	12,250 SQ. YD.
2	CONCRETE SEAWALK / SIDEWALK	1,500 SQ. YD.	0	900 SQ. YD.
3	STANDARD CURB & GUTTER	1500 L.F.	0	500 L.F.
4	6" t. LAYER BASE COURSE, GRADING C-1	5,000 C.Y.	0	2000 C.Y.
5	2' t. LAYER SHOT ROCK BORROW, CLASS A	17,000 C.Y.	0	8,150 C.Y.
6	SHOT ROCK BORROW, CLASS B	110,000 C.Y.	50,000 C.Y.	86,000 C.Y.
7	4' t. LAYER ARMOR ROCK	5,000 C.Y.	3,000 C.Y.	3,750 C.Y.
8	1' t. CONCRETE LAUNCH RAMP PLANKS	350 C.Y.	350 C.Y.	350 C.Y.
9	LAUNCH RAMP CONCRETE APRON & ABUTMENT	55 C.Y.	0	55 C.Y.

PURPOSE:

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TYPICAL SECTIONS

APPLICANT ADDRESS:
CITY & BOROUGH OF JUNEAU
155 S. SEWARD ST.
JUNEAU, ALASKA 99801

PND#: 082015.01

**STATTER HARBOR IMPROVEMENTS
BOAT LAUNCH RAMP**

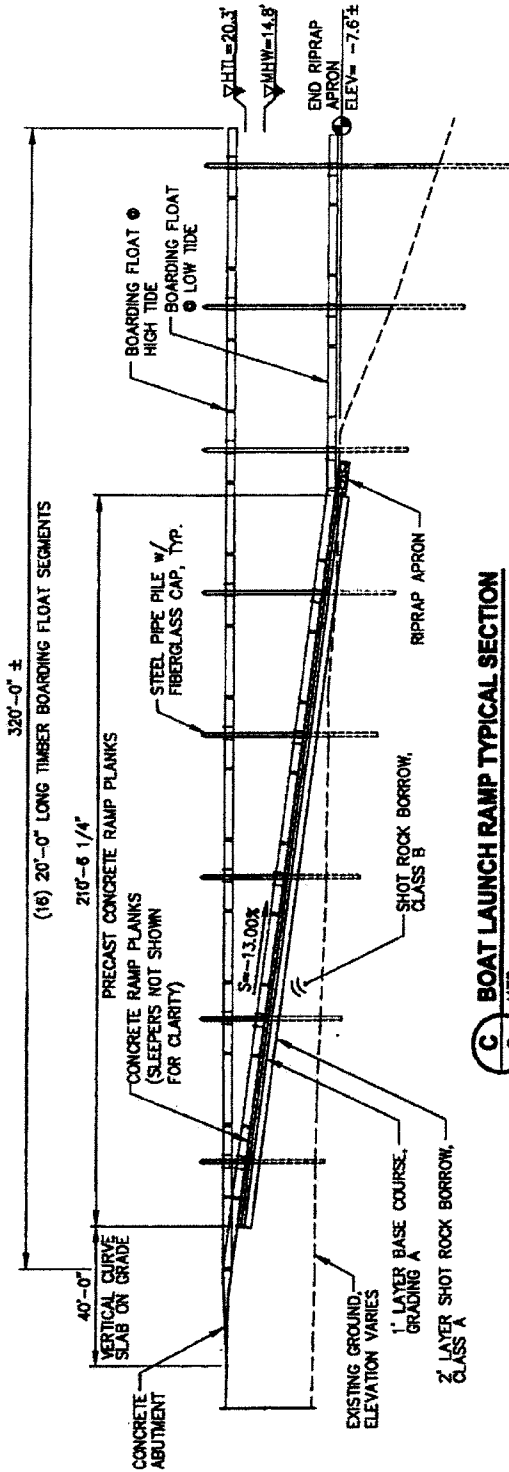
IN: AJUKE BAY
NEAR: JUNEAU
AT: STATTER HARBOR

APPLICATION BY: CITY & BOROUGH OF JUNEAU

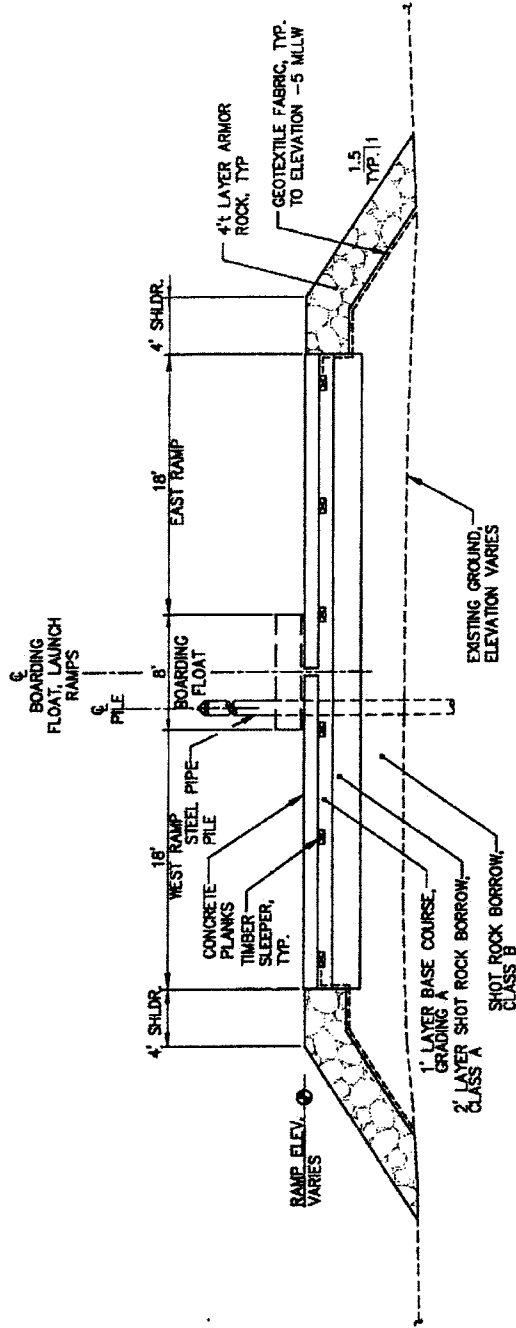
DATE: 09/27/11

SHEET 3 OF 5

ATTACHMENT G



C BOAT LAUNCH RAMP TYPICAL SECTION
3 NTS



D BOAT LAUNCH RAMP TYPICAL SECTION
3 NTS

PURPOSE:

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**BOAT LAUNCH RAMP
TYPICAL SECTIONS**

APPLICANT ADDRESS:
CITY & BOROUGH OF JUNEAU
155 S. SEWARD ST.
JUNEAU, ALASKA 99801

PND#: 082015.01

**STATTER HARBOR IMPROVEMENTS
BOAT LAUNCH RAMP**

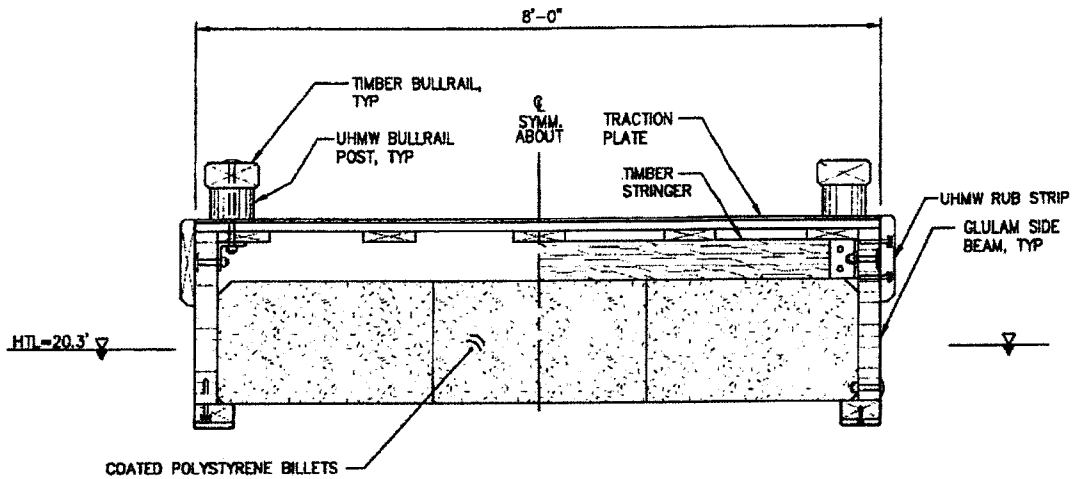
IN: ALUKE BAY
NEAR: JUNEAU
AT: STATTER HARBOR

APPLICATION BY: CITY & BOROUGH OF JUNEAU

DATE: 09/27/11

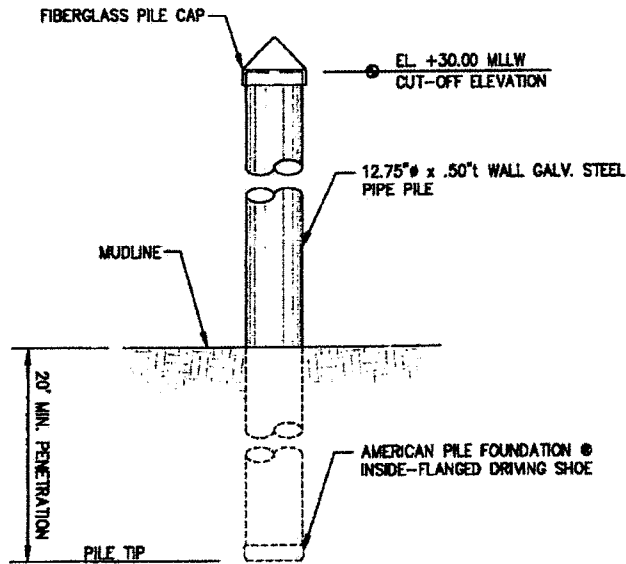
SHEET 4 OF 5

ATTACHMENT G



TYPICAL FLOAT SECTION

NTS



TYPICAL PILE DETAIL

NTS

PURPOSE:

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**BOARDING FLOAT &
PILE DETAILS**

APPLICANT ADDRESS:
CITY & BOROUGH OF JUNEAU
155 S. SEWARD ST.
JUNEAU, ALASKA 99801

PND#: 082015.01

**STATTER HARBOR IMPROVEMENTS
BOAT LAUNCH RAMP**

IN: ALUKE BAY
NEAR: JUNEAU
AT: STATTER HARBOR

APPLICATION BY: CITY & BOROUGH OF JUNEAU

DATE: 09/27/11

SHEET 5 OF 5

ATTACHMENT G



This notice of authorization must be
conspicuously displayed at the site of work.

United States Army Corps of Engineers

**A PERMIT TO: INSTALL STRUCTURES AND THE DISCHARGE OF FILL
MATERIAL INTO WATERS OF THE UNITED STATES TO CONSTRUCT A
VEHICLE/BOAT TRAILER PARKING FACILITY AND BOAT LAUNCH RAMP**

AT: STATTER HARBOR, IN JUNEAU, ALASKA

HAS BEEN ISSUED TO: THE CITY AND BOROUGH OF JUNEAU.

ON: SEPTEMBER 17, 2012 AND EXPIRES ON: SEPTEMBER 30, 2017.

**ADDRESS OF PERMITTEE: 155 SOUTH SEWARD STREET, JUNEAU, ALASKA
99801**

Permit Number:

POA-2008-782

**FOR: District Commander
Randal P. Vigil
Project Manager
REGULATORY DIVISION**

ATTACHMENT H

Department of Environmental Conservation

DIVISION OF WATER
Wastewater Discharge Authorization Program

555 Cordova Street
Anchorage, Alaska 99501-2617
Main: 907.269.6285
fax: 907.334.2415
www.dec.alaska.gov/water/wwdp



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

August 15, 2012

Certified Mail: 7009-2820-0001-7169-3124

City and Borough of Juneau
Docks and Harbor Department
155 South Seward Street
Juneau, Alaska 99801
Attn: Carl Uchytíl, Port Director

Re: Auke Bay Statter Harbor Facility
Reference No. POA-2008-782

Dear Mr. Uchytíl:

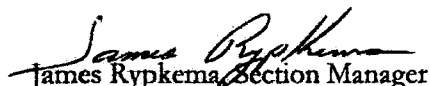
In accordance with Section 401 of the Federal Clean Water Act of 1977 and provisions of the Alaska Water Quality Standards, the Department of Environmental Conservation (DEC) is issuing the enclosed Certificate of Reasonable Assurance for POA-2008-782.

DEC regulations provide that any person who disagrees with this decision may request an informal review by the Division Director in accordance with 18 AAC 15.185 or an adjudicatory hearing in accordance with 18 AAC 15.195 18 AAC 15.340. An informal review request must be delivered to the Director, Division of Water, 555 Cordova Street, Anchorage, AK 99501, within 15 days of the permit decision. Visit <http://www.dec.state.ak.us/commish/ReviewGuidance.htm> for information on Administrative Appeals of Department decisions.

An adjudicatory hearing request must be delivered to the Commissioner of the Department of Environmental Conservation, 410 Willoughby Avenue, Suite 303, PO Box 111800, Juneau, AK 99811-1800, within 30 days of the permit decision. If a hearing is not requested within 30 days, the right to appeal is waived.

By copy of this letter we are advising the U.S. Army Corps of Engineers of our actions and enclosing a copy of the certification for their use.

Sincerely,


James Rypkema, Section Manager
Storm Water and Wetlands

Enclosure: 401 Certificate of Reasonable Assurance

cc: (with encl.)
Randy Vigil, USACE, Juneau
Agent: PND Engineers, Inc.

Jackie Timothy, ADF&G/Habitat, Juneau
Chris Meade, EPA, AK Operations

ATTACHMENT H

STATE OF ALASKA DEPARTMENT OF ENVIRONMENTAL CONSERVATION CERTIFICATE OF REASONABLE ASSURANCE

A Certificate of Reasonable Assurance, in accordance with Section 401 of the Federal Clean Water Act and the Alaska Water Quality Standards is issued to City and Borough of Juneau (CBJ) and Docks and Harbors Department, 155 South Seward Street, Juneau, Alaska 99801 to facilitate the construction of a vehicle/boat trailer parking facility and boat launch ramp:

1. Discharge fill material into approximately 0.19 acres of palustrine emergent wetlands.
2. Discharge fill material into approximately 4.1 acres of waters of the United States, which would include 1.48 acres of special aquatic site consisting of wetlands, mudflats, and eelgrass beds.
3. Install below the mean high water mark, one 8 foot wide by 320 feet long, supported by galvanized steel piles and composed of pressure treated, glue-laminated timber.

The proposed activity is located within Section 23, T. 40 S., R. 65 E., Copper River Meridian in Juneau, Alaska.

Public notice of the application for this certification was given as required by 18 AAC 15.180.

A State Water Quality Certification is required under Section 401 because the proposed activity will be authorized by a U.S. Army Corps of Engineers permit, reference number POA-2008-782, and a discharge may result from the proposed activity.

The Department of Environmental Conservation (DEC) reviewed the application and certifies that there is reasonable assurance that the proposed activity, as well as any discharge which may result, will comply with applicable provisions of Section 401 of the Clean Water Act and the Alaska Water Quality Standards, 18 AAC 70, provided that the following alternative measures are adhered to.

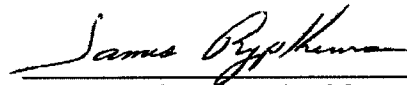
- 1) Reasonable precautions and controls must be used to prevent incidental and accidental discharge of petroleum products or other hazardous substances. Fuel storage and handling activities for equipment must be sited and conducted so there is no petroleum contamination of the ground, surface runoff or water bodies.
- 2) During construction, spill response equipment and supplies such as sorbent pads shall be available and used immediately to contain and cleanup oil, fuel, hydraulic fluid, antifreeze, or other pollutant spills. Any spill amount must be reported in accordance with Discharge Notification and Reporting Requirements (AS 46.03.755 and 18 AAC 75 Article 3). Most importantly, the applicant must contact by telephone the DEC Area Response Team for Central Alaska at (907) 269-3063 during work hours or 1-800-478-9300 after hours. Also, the applicant must contact by telephone the National Response Center at 1-800-424-8802. Report all spills.
- 3) Sorbent boom sufficient in size to enclose footprint in-water construction site shall be kept at work area or close enough to work area to be deployed within 30 minutes should surface sheen be evidenced.

ATTACHMENT H

- 4) Fill material consisting of rock fill and riprap shall be free from fines and suspendible material. Fill must be placed on tidelands during low tide when the area is dewatered.
- 5) No equipment shall be operated in the water.
- 6) The timber and decking used to build the dock shall not be treated with a preservative containing pentachlorophenol and if treated with creosote, the creosote shall be applied via a pressure treatment that inhibits leaching at a rate which causes a sheen to form on the water.
- 7) The parking area shall drain toward a central location, away from tidelands, and be collected and drained to a storm water collection and treatment system.
- 8) Runoff discharged to surface water (including wetlands) from a construction site disturbing one or more acres must be covered under Alaska's General Permit for Storm Water Discharges from Large and Small Construction Activities in Alaska (AKR100000). This permit requires a Storm Water Pollution Prevention Plan (SWPPP). For projects that disturb more than five acres, this SWPPP must also be submitted to DEC (William Ashton, 907-269-6283) prior to construction.

This certification expires five (5) years after the date the certification is signed. If your project is not completed by then and work under U.S Army Corps of Engineers Permit will continue, you must submit an application for renewal of this certification no later than 30 days before the expiration date (18 AAC 15.100).

Date: August 15, 2012



James Rypkema, Section Manager
Storm Water and Wetlands



THE STATE
of **ALASKA**
GOVERNOR SEAN PARNELL

**Department of
Fish and Game**

DIVISION OF HABITAT
Southeast Region Office

802 3rd Street
Douglas, AK 99824-5412
P.O. Box 110024
Juneau, Alaska 99811-0024
Main: 907.465.4105
Fax: 907.465.4759

FISH HABITAT PERMIT FH13-I-0001

ISSUED: January 16, 2013

Carl Uchtyl
155 South Seward Street
Juneau, AK 99801

RE: Statter Harbor Improvements Project
Bay Creek (Stream No. 111-50-10390)
Sec 23, T 40 S, R 65E, CRM (Juneau B-2)
Location: 58.3858 N, -134.6477 (WGS84)

Dear Mr. Uchtyl:

Pursuant to AS 16.05.871(b), the Alaska Department of Fish and Game (ADF&G), Division of Habitat has reviewed your proposal to make improvements to Statter Harbor to increase safety and efficiency, including placing fill below ordinary high water (OHW) in the Bay Creek intertidal floodplain.

Project Description

To construct a new launch ramp, you will place about 50 cubic yards of clean shot rock, fill, and rip rap over 200 sq ft of Bay Creek's intertidal flood plain. The project footprint avoids the active channel of Bay Creek and only affects a small portion of an overflow channel during low tides. The intertidal floodplain of Bay Creek consists of a low gradient, gravelly alluvial fan, which allows for natural meanders and shifts in stream channels over time. We expect Bay Creek to continue to shift throughout the floodplain with no encroachment or narrowing from the proposed launch ramp. There will be no effects to fish passage as the area is inundated during each high tide cycle and there will be minimal in-water work in Bay Creek. Collaboration throughout the design phase of this project has helped minimize impacts by revising the fill outline and using a marine wall to avoid channelizing Bay Creek. These minimization and avoidance steps satisfy mitigation needs for this project.

ATTACHMENT I

FH13-I-0001/ CBJ

- 2 -

January 16, 2013

Anadromous Fish Act

Bay Creek has been specified as being important for the spawning, rearing, or migration of anadromous fishes pursuant to AS 16.05.871(a). Stream No. 111-50-10390 provides habitat for coho and pink salmon, Dolly Varden char, and cutthroat trout.

In accordance with AS 16.05.871(d), project approval is hereby given subject to the project description above and the terms of this permit.

You are responsible for the actions of contractors, agents, or other persons who perform work to accomplish the approved project. For any activity that significantly deviates from the approved plan, you shall notify the Division of Habitat and obtain written approval in the form of a permit amendment before beginning the activity. Any action that increases the project's overall scope or that negates, alters, or minimizes the intent or effectiveness of any stipulation contained in this permit will be deemed a significant deviation from the approved plan. The final determination as to the significance of any deviation and the need for a permit amendment is the responsibility of the Division of Habitat. Therefore, it is recommended you consult the Division of Habitat immediately when a deviation from the approved plan is being considered.

For the purpose of inspecting or monitoring compliance with any condition of this permit, you shall give an authorized representative of the state free and unobstructed access, at safe and reasonable times, to the permit site. You shall furnish whatever assistance and information as the authorized representative reasonably requires for monitoring and inspection purposes.

This letter constitutes a permit issued under the authority of AS 16.05.871 and must be retained on site during project activities. Please be advised that this determination applies only to activities regulated by the Division of Habitat; other agencies also may have jurisdiction under their respective authorities. This determination does not relieve you of your responsibility to secure other permits; state, federal, or local. You are still required to comply with all other applicable laws.

In addition to the penalties provided by law, this permit may be terminated or revoked for failure to comply with its provisions or failure to comply with applicable statutes and regulations. The department reserves the right to require mitigation measures to correct disruption to fish and game created by the project and which was a direct result of the failure to comply with this permit or any applicable law.

You shall indemnify, save harmless, and defend the department, its agents, and its employees from any and all claims, actions, or liabilities for injuries or damages sustained by any person or property arising directly or indirectly from permitted activities or your performance under this permit. However, this provision has no effect if, and only if, the sole proximate cause of the injury is the department's negligence.

This permit decision may be appealed in accordance with the provisions of AS 44.62.330-630.

Any questions or concerns about this permit may be directed to Habitat Biologist Matthew Kern at (907) 465-4182 or emailed to matthew.kern@alaska.gov.

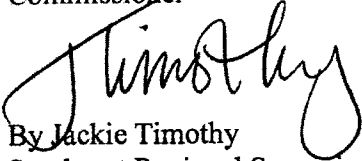
ATTACHMENT I

FH13-I-0001/ CBJ

- 3 -

January 16, 2013

Sincerely,
Cora Campbell
Commissioner



By Jackie Timothy
Southeast Regional Supervisor

Email cc:

Al Ott, ADF&G Habitat, Fairbanks
All, ADF&G Habitat, Juneau
Brian Glynn, ADF&G/SF, Juneau
Dave Harris, ADF&G/CF, Juneau
Ryan Scott, ADF&G/WC, Juneau
Kate Mickelson, PND Engineering, Juneau
Steve Brockmann, USFWS, Juneau
Randy Vigil, USACE, Juneau

ATTACHMENT J



Figure A-2. Photopoint #2 – Existing conditions (top) and visual simulation of modifications (below).

ATTACHMENT J



Figure A-3. Photopoint #3 – Existing conditions (top) and visual simulation of modifications (below).

ATTACHMENT J



Figure A-4. Photopoint #4 – Existing conditions (top) and visual simulation of modifications (below).

ATTACHMENT J



Figure A-5. Photopoint #5 – Existing conditions (top) and visual simulation of modifications (below).

ATTACHMENT K

Gary Gillette

From: John Sahnow
Sent: Tuesday, January 22, 2013 9:17 AM
To: Gary Gillette
Cc: Robin Potter
Subject: Assessor's Office review of Proposed development at Stater Harbor

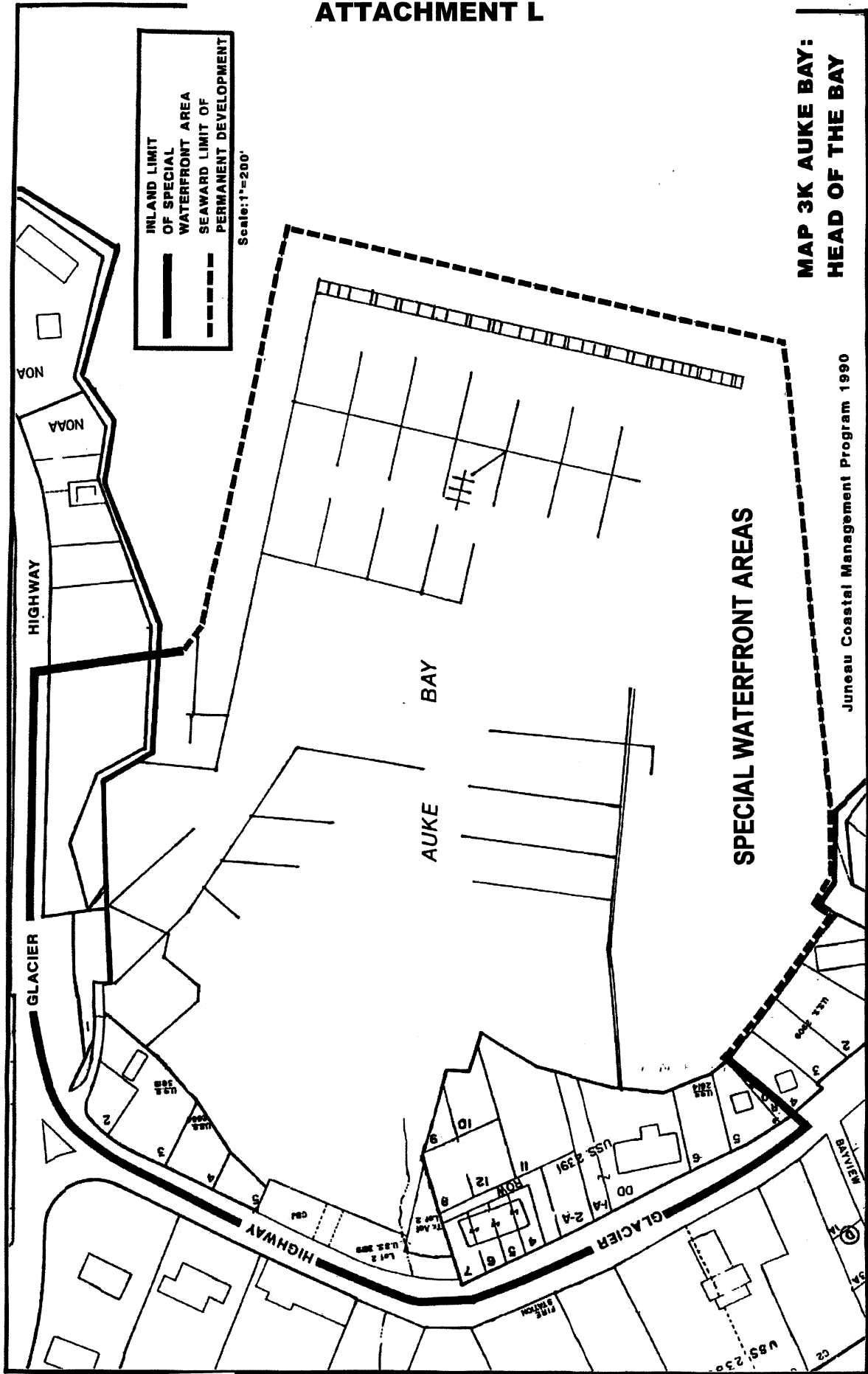
Mr. Gillette,

I have reviewed the City and Borough of Juneau's plan to further develop parking and launch facilities at Statter Harbor, as represented by the document "Proposed Action Alternative Concept 9". My review addresses the question of potential impact of the proposed project upon residential property values in the area.

The project is located within a Waterfront Commercial zone. The proposed use appears to be consistent with that zoning and with the current uses in the immediate area. I have viewed the subject site and reviewed the plans, maps and aerial photos. I reviewed historical residential sales information from the Juneau market, focusing on areas adjacent to waterfront development. Based on the information available to me, I anticipate that the proposed project will have little to no discernible negative impact upon values of surrounding residential properties.

John Sahnow
Appraiser III
City and Borough of Juneau
Finance/Assessors Division
Phone: 907-586-0331

ATTACHMENT L



MAP 3K AUKU BAY:
HEAD OF THE BAY

Juneau Coastal Management Program 1990

Teri Camery

From: Gary Gillette
Sent: Wednesday, April 03, 2013 1:44 PM
To: Teri Camery
Cc: Greg Chaney; Carl Uchytel; Erich Schaal
Subject: Statter Harbor Supplemental Information
Attachments: Statter Launch Ramp Supplemental Information-4-3-13.pdf

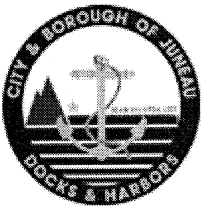
Hi Teri

Attached is supplemental information for the CU application regarding our contact with the Auke Bay Towers about the launch ramp project.

I will be out of the office until April 18. If you need information contact Carl or Erich. On e-mails please cc me as well – I will be checking them regularly.

Erich will take care of posting the sign so please give him a call when it is ready to pick up.

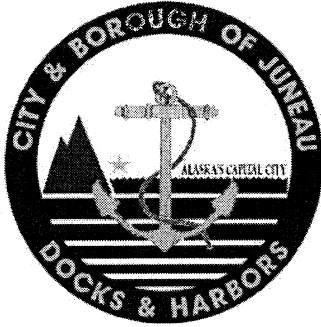
Thanks



***Gary H. Gillette, Architect
Port Engineer***

City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Phone: 907-586-0398
Cell Phone: 907-321-1118
Fax: 907-586-0295
E-Mail: gary_gillette@ci.juneau.ak.us



Port of Juneau

155 S. Seward Street • Juneau, AK 99801
(907) 586-0292 Phone • (907) 586-0295 Fax

Application for a Conditional Use Permit and City/State Project Review

for
**Statter Harbor Master Plan
Phase II - New Boat Launch Facility**

SUPPLEMENTAL PROJECT NARRATIVE

Submitted by:
Gary Gillette, Port Engineer
On Behalf of the Applicant
CBJ Docks and Harbors
Phone: 907-586-0398
Fax: 907-586-0295
gary_gillette@ci.juneau.ak.us

April 3, 2013

INTRODUCTION

This Supplemental Narrative is submitted by the City and Borough of Juneau (CBJ) Docks and Harbors (D&H) to provide additional information to the Planning Commission in its deliberations regarding a Conditional Use Permit application (USE2013-0005) and a City/State Project Review application (CSP2013-0006). The permit and project review approval would allow development of a new two lane boat launch ramp and associated uplands parking facility at Statter Harbor.

CONCERNS IDENTIFIED

On July 10, 2012 CBJ Docks and Harbors received a letter (copy attached) from Daniel Bruce of the legal firm Baxter Bruce & Sullivan P.C. (BBS). The letter served notice that BBS represents the Auke Bay Towers Association (ABTA) as it pertains to the Statter Harbor expansion project. The project, subject of the letter, is the proposed Statter Harbor Master Plan-Phase II – New Boat Launch Ramp. The ABTA is the property owner's association for the Auke Bay Towers Condominiums located across Bay Creek from the proposed launch ramp project.

Docks and Harbors contacted Mr. Bruce on January 24, 2013 offering to meet with ABTA to discuss concerns they might have with the proposed project. On February 11, 2013 Mr. Bruce sent an e-mail message (copy attached) identifying concerns of ABTA. The following is a summary of the list of items identified in the e-mail message:

1. ABTA believes the development overestimates the vehicle and vessel use.
2. ABTA expressed concern that the facility lighting might intrude on residents.
3. There is concern that the staging and parking lot will not be paved causing wind born dust.
4. There is concern in the off-season that the facility would be used for vessel storage, boat repair, and similar boat yard purposes.
5. ABTA proposes a vegetative buffer along Bay Creek.
6. There is concern about construction sound impacts to residents.

On February 19, 2013 Port Director Carl Uchytel responded to Mr. Bruce's e-mail (copy attached) with an abbreviated response to the concerns raised by ABTA and an offer to meet to discuss the issues further. To date no replay has been received.

The following discussion provides more information regarding the issues raised by ABTA:

1. Vehicle and Vessel Use: The issue raised is that the vehicle and vessel use is over estimated. From the beginning of the Environmental Assessment (EA) process it was clear that the footprint of the proposed fill was to be kept to the minimum necessary to accommodate the launch ramp and associated upland activities of staging for launch and retrieval and parking of vehicles with trailers and those without trailers. Retail development and park-like areas were eliminated early on as the reviewing agencies objected to allowing these type of activities that would result in filling of tidelands and other valuable habitat lands.

To establish the needs of the project CBJ consultants PND Engineering, Inc. (PND) and their sub-consultants USKH performed capacity studies, on-site surveys, researched design

guidelines, and analyzed the information to make recommendations for the number of parking spaces appropriate for the anticipated use of the facility. Details of this information are contained within the EA and its attachments.

A parking assessment at Statter Harbor and offsite locations was conducted to determine the number of vehicle-trailer parking stalls necessary to meet current demand. Field counts were gathered of the existing parking spaces used or available in the harbor vicinity. Existing onsite parking includes the original Statter Harbor lot, DeHart's Marina, and DeHart's boat yard. Offsite parking areas include Horton's Lot, Auke Bay Elementary School, and road shoulders of the Back Loop Road. At present, Statter Harbor can accommodate 22 vehicle-trailer combination stalls onsite and another 66 offsite. However, on busy weekends parking has been observed farther up Back Loop Road and along side streets, suggesting that peak parking demand is greater than the existing 88 stalls.

Design standards and guidelines for launch ramp projects recommend 50 vehicle/trailer parking stalls per launch ramp. Additional guidelines recommend a percentage of vehicle spaces to accommodate other users of the facility that might tag along with boaters. The guidelines were used to arrive at a reasonable amount of parking spaces for the facility – 99 vehicle/trailer spaces and 79 vehicle spaces. Given that the current use indicates a need for 88 vehicle/trailer spaces the 99 planned allows for some growth in the future and to accommodate current boaters that might use other ramps because Statter currently is in a deteriorating condition and overly congested.

2. **Impacts of Lighting:** The concern raised is that site lighting will intrude on residents of ABTC. The final lighting plan has not been design however the concept for lighting the facility is to incorporate full cut-off luminaires that concentrate the light downward to where it is needed for safe maneuvering within the parking and launch area. This type of luminaire eliminates side glare that may be offensive to neighboring properties.
3. **Paving:** The concern is that the facility will not be paved. It is Docks and Harbors' intent to pave the site. The final cost of the project will not be known until it is bid by a contractor. In the event that cost exceeds funding, cost cutting measures would be analyzed. Paving is one of the last items to complete thus it may be prudent to defer paving until additional funding is available. The project is anticipated to take up to eighteen months to construct thus there would be time to identify additional funding to provide paving if necessary.
4. **Off-Season Use:** The issue raised is that the facility might be used for boat storage and vessel repair during the off-season. It is not intended that the launch ramp project would be used for storage or vessel repair activities. The Conditional Use Permit (CUP) application does not seek permission to engage in those activities. If at some future time it is deemed viable to use the facility in such a fashion Docks and Harbors would seek to amend the CUP through the public permitting process.
5. **Buffer along Bay Creek:** The plans show a vegetative buffer area along Bay Creek. The final landscape design has not been completed but it is intended to provide a variety of vegetation that will offer noise and visual screening to the extent possible.

6. Sound Intrusion during Construction: Construction by its very nature generates a certain amount of noise. This particular project will engage dump trucks, excavators, roller compactors, and other similar equipment. All of this equipment features back up sound alarms which will likely be the most intrusive sound of the construction activities. These alarms are required by OSHA to protect workers on the site and cannot be disconnected. The CBJ has provisions in code that restrict high impact sound construction activities (7am-10pm M-F and 9am-10pm S-S). It is intended to work within those parameters for this project.

ATTACHMENTS

- A. Baxter Bruce & Sullivan letter of July 10, 2012
- B. E-Mail Message String (January 24, 2013)
- C. E-Mail Message String (February 11, 2013; February 19, 2013; March 26, 2013)

Attorneys At Law

BAXTER BRUCE & SULLIVAN P.C.
Professional Corporation

P.O. Box 32819
Juneau, Alaska 99803
(907) 789-3166 (Telephone)
(907) 789-1913 (Facsimile)
www.baxterbrucelaw.com

Daniel G. Bruce
Kevin J. Sullivan
Todd J. Araujo
Renee O. Wallace
Kris L. Barnum
Megan A. Wallace
Fred J. Baxter of Counsel

July 10, 2012

Mr. Carl Uchytel
Port Director
Docks and Harbors Department
City and Borough of Juneau
155 S. Seward Street
Juneau, AK 99801

Mr. Greg Chaney
Planning Manager and Interim Director
Community Development Department
City and Borough of Juneau
155 S. Seward Street
Juneau, AK 99801


Re: Statter Harbor Improvements Project
Our File No. 8968-001

Dear Messrs. Uchytel and Chaney:

This letter will serve as formal notice that my firm represents Auke Bay Towers Association as it pertains to the Statter Harbor expansion project currently being studied by CBJ. This is also formal notice that I wish to be added to the list to receive notice of all public hearings and meetings and any other notices regarding this project. We would like an opportunity to express our client's concerns early in the process so that we can facilitate an early resolution of any issues which might arise. If you have any questions, you may contact me as set out above or directly by email at: dbruce@baxterbrucelaw.com. Thank you.

Best Regards,

BAXTER BRUCE & SULLIVAN P.C.


Daniel G. Bruce

cc: client

Gary Gillette

From: Daniel Bruce <dbruce@baxterbrucelaw.com>
Sent: Thursday, January 24, 2013 5:21 PM
To: Gary Gillette
Subject: Re: Auke Bay Tower Condominiums
Attachments: image001.jpg

Thanks Gary - I have been out of town for a week. I will discuss with my clients and call you back.

Sent from my iPhone

On Jan 24, 2013, at 3:03 PM, "Gary Gillette" <Gary_Gillette@ci.juneau.ak.us> wrote:

> Hi Dan

> A week or so ago I left a voice message regarding the Auke Bay Tower Condominiums. I hadn't heard back from you so thought I might try an e-mail.

>
> We are ready to apply for the CBJ Conditional Use Permit for the Statter Harbor Boat Launch Ramp – Phase II of the Statter Harbor Master Plan. As you have indicated to us that you represent ABTC owners regarding this issue we wanted to ask you if it would be of benefit to meet with you and or owner representatives to discuss the project and determine any issues of concern.

>
> Some owners commented during the Environmental Analysis phase of the project and those issues were addressed in the EA. We have received a Corps of Engineers Permit; ADEC Clean Water Certification; a Finding of No Significant Impact on the EA; and an ADF&G Fish Habitat Permit. The Conditional Use Permit is the last permit needed, other than a building permit which would not come until we have final design.

>
> If you feel it would be beneficial to meet with you and or owner representatives prior to the CU public hearing with the Planning Commission we would be glad to participate.

>
> I look forward to hearing from you on this issue. If you would like to discuss it please give me a call at your convenience.

> Thanks

>
> P.S. – I attached the latest plan for reference

>
>
>
> [Description: I:\Gary\Forms\PORT OF JUNEAU LOGO for Signature.jpg]

>
> Gary H. Gillette, Architect

> Port Engineer

> City and Borough of Juneau

> 155 South Seward Street

> Juneau, Alaska 99801

>
> Phone: 907-586-0398

> Cell Phone: 907-321-1118

> Fax: 907-586-0295

> E-Mail: gary_gillette@ci.juneau.ak.us<mailto:gary_gillette@ci.juneau.ak.us>

>

> <image001.jpg>

> <Attachment E - Proposed Launch Ramp Project.pdf>

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Telephone (907) 789-3166 Facsimile: (907) 789-1913

MAILING ADDRESS: P.O. Box 32819 Juneau, AK 99803

PHYSICAL ADDRESS: Professional Plaza, 9309 Glacier Highway, Suite A-201 Juneau, AK 99801

For more information please visit our website at www.baxterbrucelaw.com

Gary Gillette

From: Carl Uchytíl
Sent: Tuesday, March 26, 2013 9:20 AM
To: Gary Gillette
Subject: FW: Statter Harbor

I did NOT receive a reply.

From: Carl Uchytíl
Sent: Tuesday, February 19, 2013 5:37 PM
To: Dan Bruce
Cc: Gary Gillette; Erich Schaal
Subject: FW: Statter Harbor

Dan,

Gary is out until March 4th. We can wait for his return or I can try to answer/meet with you. Here is a rather abbreviated response but am glad to discuss further.

- 1) We have performed a study that establishes existing parking needs. The number of spaces provided accounts for future growth.
- 2) Lighting is planned to be full cut off similar to ABLF.
- 3) The plan is to pave unless funds are short.
- 4) This is a management issue but it is not intended to offer storage or boat repair.
- 5) We may be able to plant trees along the Bay Creek edge.
- 6) We plan to work within the city code limitations on work days relative to high noise generation i.e. 7am to 10pm M-F and 9am to 10pm S-S

The Environmental Assessment done for the project along with other studies are on internet at http://www.iuneau.org/harbors/hot_issues.php at Statter Harbor Master Plan Improvements; Phase II – Launch Ramp.

Thx.
Carl
Carl J. Uchytíl, PE
Port Director
Port of Juneau
907.586.0294

From: Daniel Bruce [<mailto:dbruce@baxterbrucelaw.com>]
Sent: Monday, February 11, 2013 3:55 PM
To: Gary Gillette
Subject: Statter Harbor

Gary – here are some of the concerns I have received from Auke Bay Towers. Please let me know if you would prefer to meet to address these or just send me an email responding to them. Thanks.

1. Many Auke Bay Tower residents believe the proposal for expanding the upland and filled tideland and wetland parking development overestimates the demand expected for vehicle and vessel use. The plan invests heavily in boat-and-trailer parking. Residents' experience is skeptical that, across the expected span of the recreational boating season, the allotted spaces would be filled. No doubt the committee has evidence of anticipated boat-and -trailer and individual vehicle usage that it believes to be sufficient to justify the magnitude of its development plan but, if it does not – if use expectations cannot be reasonably defended – then before issuing a permit, the planning commission should require the docks and harbors committee to revisit its calculations and make necessary adjustments.

2. Residents of the Auke Bay Towers units nearest the development have expressed a concern about the effect of the proposed lighting of the area and would hope to have the plan contain requirements on the type and extent of illumination that minimize lighting intrusion affecting the Auke Bay Towers owners' units and residents.
3. A rumor circulated that the redeveloped area, when completed, would not be paved. For purposes of reducing wind-blown dust generated by vehicle use, the conditional use permit should require that the final project's vehicle traffic lanes and parking pads be paved.
4. Residents have concerns that, in the off-season, the docks and harbors committee may allow portions of the upland and filled tideland and wetland parking areas to be used – either by intent or by oversight – for off-season or over-winter boat storage and vessel repair. Auke Bay Towers residents believe that the committee sponsoring the boat launch ramp expansion plan treats the upland and filled tideland wetland area across Bay Creek from the condo property as parking essential for support of owners' vessel access to and use of the expanded ramps, and the use of the area to be redeveloped should be strictly limited to that purpose. The planning commission's issuance of a conditional use permit should include provisions that preclude the use of the area to be redeveloped for vessel storage, boat repair, and similar common boat yard purposes, either by vessel owners personally or on a commercial basis.
5. As a further buffer to protect the water quality of the Bay Creek stream flow and to reduce anticipated noise from vehicle and pedestrian uses of the proposed upland portion of the developed property, the Auke Bay Tower residents urge that, in addition to any dedication of public access easements along the thread of Bay Creek, the planning commission require inclusion and maintenance of a planting of trees along the developed property from Glacier Highway seaward and above the tide line along the property line that is common to the upland area and the Auke Bay Towers Homeowners' Association's parcels that abut Bay Creek. The requirement should extend this tree line buffer along or adjacent to side slopes seaward to the point that the parking area angles to accommodate the Bay Creek meander as shown on Mr. Gillette's included attachment diagram so that the entire west-facing boundary of the parking area is effectively screened.
6. The planning commission should include within a conditional use permit reasonable conditions to reduce or eliminate sound intrusion across the common property line between the permit area and the Auke Bay Towers Homeowners' Association's property during the upcoming construction periods, taking into account residents' activities.

Daniel G. Bruce
BAXTER BRUCE & SULLIVAN, P.C.
dbruce@baxterbrucelaw.com

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For more information please visit our website at www.baxterbrucelaw.com

Teri Camery

From: Eric Feldt
Sent: Tuesday, May 07, 2013 3:14 PM
To: Teri Camery
Subject: New Boat Launch, Auke Bay

Teri,

Since there are no buildings proposed with the Statter Harbor project, the developer will need to submit drawings from a PE that the fill will be designed to withstand 100-year storm forces. This will ensure it will not erode away.

Eric Feldt, Planner II, C.F.M.
Community Development Dept.
155 South Seward Street
City & Borough of Juneau, Alaska
Ph: (907) 586-0764
Fax: (907) 586-3365



Please consider the environment before printing this email.

The Truth will set you free.

Teri Camery

From: Gary Gillette
Sent: Monday, March 18, 2013 9:04 AM
To: Teri Camery
Subject: Statter CU - Parking Dimensions
Attachments: Parking Dimensions-Statter CU 031413.pdf

Hi Teri

Attached is a map you requested that show the parking and aisle dimensions. Also, note that no changes are being proposed for the embankment along Bay Creek. I was told by PND that below 20' tide is intertidal. You will note that the 20' tide line is almost to the road thus no part of the existing embankment is subject to the 50' setback provision. Do you concur with this?



Gary H. Gillette, Architect
Port Engineer

City and Borough of Juneau
155 South Seward Street
Juneau, Alaska 99801

Phone: 907-586-0398
Cell Phone: 907-321-1118
Fax: 907-586-0295
E-Mail: gary_gillette@ci.juneau.ak.us

TRAILER PARKING
12x50 STALLS, TYP
TRAILER PARKING, 10x40
STALLS THIS AREA ONLY
LANDSCAPING, TYP
EXISTING VEGETATED FILL SLOPE TO
REMAIN - NO CHANGES PROPOSED

9x18 VEHICLE PARKING
STALLS, TYP

GLACIER HWY

PROPOSED DEEMS
ACCESS EASEMENT

FUTURE DOT&PF
ROADWAY
IMPROVEMENTS

BACK LOOP ROAD

TRAILER PARKING
12x50 STALLS, TYP
TRAILER PARKING, 10x40
STALLS THIS AREA ONLY
LANDSCAPING, TYP
EXISTING VEGETATED FILL SLOPE TO
REMAIN - NO CHANGES PROPOSED

9x18 VEHICLE PARKING
STALLS, TYP

GLACIER HWY

HTL = +20.3 FT ELEV
MHW = +14.8 FT ELEV

EEL GRASS

BAY CREEK MEANDERS, TYP

USE RETAINING
WALL W/
LOOKOUTS

SENWALK

BAY CREEK VIEWING TRAIL

MAKE READY AREA

TIE DOWN AREA

BOAT LAUNCH RAMP
& BOARDING PLATFORM

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DATE: 3/14/13

PROPOSED PROJECT FOR
CONDITIONAL USE PERMIT

ROAD PROJECT NO. 082015 | DWG. FILE

2 OF 2

CITY & BOROUGH OF JUNEAU
STATTER HARBOR IMPROVEMENTS

SEAL OF THE CITY & BOROUGH OF JUNEAU, ALASKA

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STATTER HARBOR IMPROVEMENTS

SEAL OF THE CITY & BOROUGH OF JUNEAU, ALASKA

DESIGN: BML

CHECKED: CRS

SCALE: 1" = 30'

Teri Camery

From: Good, Sheila D (DOT) <sheila.good@alaska.gov>
Sent: Wednesday, March 20, 2013 10:54 AM
To: Teri Camery
Cc: Gary Gillette; Lockwood, Gregory K (DOT); Murphy, Robert B (DOT); Carroll, Lawrence P (DOT); Epstein, David B (DOT)
Subject: RE: USE2013 0005 Statter Harbor Agency Review Period

Hi Teri,

Greg Lockwood, the project manager for the Auke Bay Roundabout, and I spoke with Gary Gillette yesterday and are satisfied with the driveway location as proposed on Attachment E. We will receive the design details, vehicle turning movement diagrams and traffic impact analysis at the permitting phase of this project.

Please let me know if you have any questions or need additional information.

Sheila

From: Teri Camery [mailto:Teri_Camery@ci.juneau.ak.us]
Sent: Tuesday, March 12, 2013 12:16 PM
To: Good, Sheila D (DOT)
Subject: RE: USE2013 0005 Statter Harbor Agency Review Period

Thank you Sheila. I have forwarded these comments to Gary Gillette, and I have asked him to address these issues before the project goes to the Planning Commission. I appreciate your time in reviewing this.

Teri

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

From: Good, Sheila D (DOT) [<mailto:sheila.good@alaska.gov>]
Sent: Tuesday, March 12, 2013 10:58 AM
To: Teri Camery
Cc: Murphy, Robert B (DOT); Epstein, David B (DOT); Lockwood, Gregory K (DOT); Carroll, Lawrence P (DOT)
Subject: FW: USE2013 0005 Statter Harbor Agency Review Period

Hi Teri,

David Epstein, our Traffic & Safety Engineer has the following comments:

As previously mentioned, I do not object to the dual-lane boat launch ramp proposed in this permit.

That said, based upon recent discussions and the fact that overall plans for this facility have changed since 2008, it would not be inappropriate to advise the proponent of our interest in an update to trip generation characteristics. Their

driveway permit application should address this, including the need for a traffic impact analysis based upon anticipated demand.

An updated crash report is attached, along with the pertinent road log segment.

My comments are as follows;

As the driveway permitting agent I would also require vehicle turning movement diagrams to support the proposed driveway design. The driveway permit application time line should allow for any modifications to the design that may arise upon our agency review. Based on the level of agency resource required to review this design, we may collect a \$5,000.00 retainer to cover our associated expenses.

Thank you for the opportunity to comment.

Sheila Good

Right of Way Agent

DOT & PF SE Region

465-2838

Sheila.good@alaska.gov

From: Teri Camery [mailto:Teri_Camery@ci.juneau.ak.us]

Sent: Thursday, February 28, 2013 3:54 PM

To: Dan Jager; Ron King; Charlie Ford; Tabor, Brock N (DEC); Timothy, Jackie L (DFG); 'neil_stichert@fws.gov'; Randal.P.Vigil@poa02.usace.army.mil; Chiska Derr - NOAA Federal; Morehouse, Carolyn H (DOT); Ed Foster; Kirk Duncan; Bob Dilley; Good, Sheila D (DOT)

Subject: USE2013 0005 Statter Harbor Agency Review Period

Hi everyone,

CBJ Docks and Harbors has submitted an application for a Conditional Use Permit for a two-lane boat ramp and associated parking at Statter Harbor, attached.

Please provide comments by Wednesday March 20, and please let me know if you have questions, need additional information, or need additional time for review.

Thanks very much for your attention.

Teri Camery

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

May 21, 2008



Mr. Per'Christian L. Rasmussen
Staff Engineer
P|N|D Engineers, Inc.
9360 Glacier Highway, Suite 100
Juneau, Alaska 99801

Subject: Statter Harbor Planning and Permitting Services
Traffic and Safety Analysis

Dear Mr. Rasmussen:

Introduction

USKH Inc. (USKH) completed an analysis of traffic and safety issues related to the proposed improvements at Statter Harbor. We met with the Alaska Department of Transportation and Public Facilities (DOT&PF) Traffic Section August 4, 2008, to present the general scope of the project and gain an understanding of DOT&PF concerns related to the proposed project. At the meeting, DOT&PF suggested traffic data collection to support the analysis of traffic conditions in the vicinity of the proposed Statter Harbor access to Glacier Highway.

The area of primary concern to DOT&PF is the intersection of Glacier Highway and Mendenhall (Back) Loop Road. DOT&PF is developing a project that would construct a roundabout at this intersection. USKH analyzed traffic operations at this intersection in its current configuration and as a roundabout. USKH completed the DOT&PF-requested traffic counts in August and September 2008. PND Engineers, Inc. (PND) provided the preferred development (K-07-04) on March 30, 2009. We used the information presented in the Concept No. 4 Site Plan as the basis for our analysis. DOT&PF provided a five-year collision history (2003 – 2007) on Glacier Highway in the vicinity of the proposed improvements.

Based on our analysis of traffic generated by the proposed Statter Harbor improvements, DOT&PF regulations (17 AAC 10.060) will not require a traffic impact analysis (TIA). The development is not expected to generate more than 100 vehicle trips on a highway during any hour of the day, nor is it expected to detract from the safety of the highway. However, DOT&PF may require a TIA to support a driveway permit application for the change of use and location proposed by PND under Concept No. 4. We understand that PND is not ready to submit this application. We confirmed that DOT&PF will not review a pre-application TIA. The purpose of this letter is to present information that may be used to support the pending driveway permit application.

Trip Generation

DOT&PF regulations (17 AAC 10.070(a)) require the use of the Institute of Traffic Engineers' (ITE) *Trip Generation Handbook* (1997) to compute traffic generation by proposed developments. The ITE manual does not provide information for a land use similar to the proposed Statter Harbor improvements – launch ramps with associated parking. ITE Land Use 420 (marina) seems the closest to approximating the use of the new launch ramps at Statter Harbor. Marinas used in the ITE analysis included both public and private facilities. In addition to docks and berths for boats, some sites surveyed had social and club activities, limited retail, and restaurants. The manual provides trip generation rates using boat berths and upland area. The boat berth rate is not suitable for a launch

Architecture Engineering Land Surveying Planning Environmental Services

t: 907.790.2901 f: 907.790.3901 1.888.706.8754 3031 Clinton Dr., Ste. 200, Juneau, AK 99801 www.uskh.com
Alaska: Anchorage, Fairbanks, Juneau, Wasilla Idaho: Lewiston Washington: Ferndale, Spokane, Walla Walla

ramp. The area-based trip generation rate appears to over-estimate trips, probably due to the limited facilities offered under Concept No. 4 and the parking and circulation space needed for vehicle/trailer combinations. (Land Use 420 does not mention boat launch operations.)

We decided to compute trip generation by estimating turnover at the launch ramps. Since boat launching appears to be the primary use under Concept No. 4, the physical capacity of the launch ramps would tend to limit the trips generated by the facility. Our counts from last fall show 14 vehicle/trailer trips on Harbor Drive during the peak hour and 23 trips during the busiest hour. During the busy hour, assuming the on-site parking is full, each operation on the launch ramp creates two trips on Harbor Drive. With two launch ramps active, each ramp would have accommodated 6 launch operations during the busy hour.

We assumed that congestion near the existing ramps decreases the efficiency of the launch operations. With the improved circulation and considerable increase in available parking, we assumed that each launch ramp under Concept No. 4 could handle twice as many trips as existing conditions allow. This would generate 48 trips in a peak hour. Assuming the availability of sufficient parking, and that most boating trips last more than an hour, a typical launch operation under Concept No. 4 would only generate one trip at the proposed driveway.

It is likely that vehicle/trailer combinations may arrive and not immediately launch a boat, but rather park and prepare to launch. Similarly, there may be a significant delay between pulling a boat and leaving the facility. To account for these conditions, trip generation should be higher than just launch ramp turnover. Concept No. 4 includes 92 vehicle parking spaces (without trailers). These vehicles may either accompany a vehicle/trailer, i.e., four persons in a boating party arriving in two or more vehicles, or be using other facilities located on the property. To be conservative, we estimate a trip generation rate of 70 trips in the peak hour.

Trip Distribution

Our counts from 2008 indicate that the Glacier Highway and Statter Harbor PM peak hours overlap, so our analysis of the build condition adds the Statter Harbor trips to the Glacier Highway peak traffic. We distributed these new trips based on existing traffic patterns. In our analysis of the Glacier Highway / Mendenhall Loop Road intersection, we did not account for an assumed reduction of traffic on Harbor Drive after the new facility opens.

Capacity Analysis

We analyzed capacity at the Glacier Highway and Back Loop Road intersection in its current configuration and with the proposed roundabout. The proposed improvements to Statter Harbor do not appreciably degrade level of service (LOS) from existing conditions. In its current configuration the intersection operates at LOS C with existing traffic levels. Factoring in the trips generated by the proposed improvements also results in LOS C. Average delay at the intersection increases from about 5 seconds to 6.5 seconds. Should DOT&PF construct a roundabout at this intersection, our analysis shows that the intersection would operate at LOS A with existing traffic and with the addition of trips generated by the proposed improvement.

Per Christian L. Rasmussen
P|N|D Engineers, Inc.
May 21, 2009
Page 3 of 3

Safety Analysis

We reviewed three safety-related issues: 1) collision data, 2) sight distance, and 3) the need for auxiliary lanes. Over the five-year period from 2003 through 2007, DOT&PF reports eight accidents on Glacier Highway between Harbor Drive and Auke Bay School. Six accidents involved two vehicles. All resulted in property damage and minor injuries. At a rate of less than two collisions a year, no obvious trends are apparent. The proposed improvements to Statter Harbor are not anticipated to increase the accident rate on this segment of Glacier Highway.

We evaluated sight distance for the proposed driveway using Figure 1190-1 in the DOT&PF Highway Preconstruction Manual and a posted speed limit of 35 miles per hour. The proposed driveway location provides adequate stopping sight distance in both directions along Glacier Highway.

We evaluated the need for auxiliary lanes on Glacier Highway for traffic turning left into the proposed driveway or turning right from the proposed driveway. Following the procedures of the National Cooperative Highway Research Program (NCHRP) Report 457, we determined that auxiliary lanes are not warranted at the proposed driveway.

Sp

The proposed Statter Harbor improvements will not generate sufficient traffic to require a TIA to support a driveway permit application to DOT&PF. The traffic generated by the proposed improvements is not expected to detract from the safety of Glacier Highway. Based on our analysis, improvements to the highway to accommodate traffic generated by the proposed development are not necessary.

Sincerely,
USKH Inc.



D. Lance Mearig, P.E.
Principal

Work Order: 1052500

DLM\i:\1052500\reports\traffic & safety letter report.doc

Teri Camery

From: Gary Gillette
Sent: Wednesday, April 03, 2013 10:17 AM
To: Teri Camery
Cc: Greg Chaney
Subject: RE: Statter Harbor Traffic Analysis

Teri and Greg

Below is in response to your questions:

1. The proposed launch ramp with on-site parking is expected to actually reduce traffic on Glacier Highway in this area. Because there is inadequate on-site parking at the current launch ramp the majority of boaters travel along Glacier Hwy to the launch ramp facility, launch their boat, drive back out onto Glacier Hwy, travel to Auke Bay School or Mendenhall Loop Road to park, and walk back to the launch ramp where their boat awaits them. Upon return the boater must walk back to their parked vehicle, drive along Glacier Hwy back to the launch ramp to retrieve their boat, and then drive back onto Glacier Hwy to their home or where they store their boat and trailer. The on-site parking will reduce two trips to Glacier Hwy for every boat launch and retrieval sequence thus reducing the amount of traffic on Glacier Hwy. The amount of pedestrian traffic will also be reduced due to the reduction in trips associated with parking off-site from the boat launch.
2. We have been in communication with ADOT/PF from the beginning of the Environmental Assessment process in regards to the design of the launch ramp project and the planned roundabout and other improvements to Glacier Highway. In fact USKH has worked on both projects thus they know the details of each and have worked to make sure the projects compliment each other. The design of the Glacier Hwy improvements includes a center turn lane along the stretch of the launch ramp driveway which will greatly enhance traffic flow in this area. The improvement to Glacier Hwy also includes pedestrian facilities along both sides of the roadway in this area for significantly improved pedestrian access. The DOT&PF road project is designed to accommodate projected traffic growth for over 20 years
3. The new launch ramp driveway will divert all launch ramp patrons away from the existing Harbor Way entrance. This will be a much safer approach as the Harbor Way driveway is steep, circuitous, and has poor sight distance at Glacier Hwy. The new driveway has much better sight distance, will be relatively flat, is a straight shot into the lot, and will have a center turn lane to alleviate stacking. In addition there will be sidewalks on each side of the roadway. These improvements by ADOT/PF will greatly improve the safety for both vehicles and pedestrians in the area.

From: Teri Camery
Sent: Monday, April 01, 2013 12:38 PM
To: Gary Gillette
Cc: Greg Chaney
Subject: Statter Harbor Traffic Analysis

Hi Gary,

Thank you for this information. I've talked this over with Greg Chaney, and we have the following questions for you, which you may choose to pass along to USKH in response to this study:

- 1) Will this development generate more traffic from what already exists at Statter Harbor? If so, by how much?
- 2) Will DOT's proposal to reconfigure the area with revised right-of-way improvements accommodate the traffic from the development?
- 3) Essentially, will the traffic revisions and traffic generation ensure safety for both vehicles and pedestrians? How?

Attachment 9

Thanks again for your helpful cooperation with our review process.

Teri

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

From: Gary Gillette
Sent: Tuesday, March 26, 2013 9:08 AM
To: Teri Camery
Cc: Greg Chaney; Hal Hart
Subject: RE: Statter Harbor Traffic Analysis

Attached is a letter report from USKH regarding trip generation. Please let me know if this is sufficient for your determination for a traffic impact analysis. Also, note that DOT will be constructing a middle turn lane in front of the new launch ramp project which will greatly help traffic flow in this area.

From: Teri Camery
Sent: Friday, March 22, 2013 5:13 PM
To: Gary Gillette
Cc: Greg Chaney; Hal Hart
Subject: Statter Harbor Traffic Analysis

Hi Gary,

I have reviewed DOT's response with Greg Chaney, Planning Manager. Greg directed me to CBJ Code Section 49.400.300, 305, 310, and 320. In accordance with this section, please provide information regarding how many average daily trips the development is projected to generate. This will determine whether or not CBJ will require a Traffic Impact Analysis to be included in the Conditional Use Permit process.

I will be out of the office from March 25-30. Please contact Greg Chaney in my absence.

Kind regards,
Teri Camery

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

From: Good, Sheila D (DOT) [<mailto:sheila.good@alaska.gov>]
Sent: Wednesday, March 20, 2013 10:54 AM
To: Teri Camery
Cc: Gary Gillette; Lockwood, Gregory K (DOT); Murphy, Robert B (DOT); Carroll, Lawrence P (DOT); Epstein, David B

(DOT)

Subject: RE: USE2013 0005 Statter Harbor Agency Review Period

Hi Teri,

Greg Lockwood, the project manager for the Auke Bay Roundabout, and I spoke with Gary Gillette yesterday and are satisfied with the driveway location as proposed on Attachment E. We will receive the design details, vehicle turning movement diagrams and traffic impact analysis at the permitting phase of this project.

Please let me know if you have any questions or need additional information.

Sheila

From: Teri Camery [mailto:Teri_Camery@ci.juneau.ak.us]
Sent: Tuesday, March 12, 2013 12:16 PM
To: Good, Sheila D (DOT)
Subject: RE: USE2013 0005 Statter Harbor Agency Review Period

Thank you Sheila. I have forwarded these comments to Gary Gillette, and I have asked him to address these issues before the project goes to the Planning Commission. I appreciate your time in reviewing this.

Teri

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

From: Good, Sheila D (DOT) [<mailto:sheila.good@alaska.gov>]
Sent: Tuesday, March 12, 2013 10:58 AM
To: Teri Camery
Cc: Murphy, Robert B (DOT); Epstein, David B (DOT); Lockwood, Gregory K (DOT); Carroll, Lawrence P (DOT)
Subject: FW: USE2013 0005 Statter Harbor Agency Review Period

Hi Teri,

David Epstein, our Traffic & Safety Engineer has the following comments:

As previously mentioned, I do not object to the dual-lane boat launch ramp proposed in this permit.

That said, based upon recent discussions and the fact that overall plans for this facility have changed since 2008, it would not be inappropriate to advise the proponent of our interest in an update to trip generation characteristics. Their driveway permit application should address this, including the need for a traffic impact analysis based upon anticipated demand.

An updated crash report is attached, along with the pertinent road log segment.

My comments are as follows;

As the driveway permitting agent I would also require vehicle turning movement diagrams to support the proposed driveway design. The driveway permit application time line should allow for any modifications to the design that may arise upon our agency review. Based on the level of agency resource required to review this design, we may collect a \$5,000.00 retainer to cover our associated expenses.

Thank you for the opportunity to comment.

Sheila Good

Right of Way Agent

DOT & PF SE Region

465-2838

Sheila.good@alaska.gov

From: Teri Camery [mailto:Teri_Camery@ci.juneau.ak.us]

Sent: Thursday, February 28, 2013 3:54 PM

To: Dan Jager; Ron King; Charlie Ford; Tabor, Brock N (DEC); Timothy, Jackie L (DFG); 'neil_stichert@fws.gov'; Randal.P.Vigil@poa02.usace.army.mil; Chiska Derr - NOAA Federal; Morehouse, Carolyn H (DOT); Ed Foster; Kirk Duncan; Bob Dilley; Good, Sheila D (DOT)

Subject: USE2013 0005 Statter Harbor Agency Review Period

Hi everyone,

CBJ Docks and Harbors has submitted an application for a Conditional Use Permit for a two-lane boat ramp and associated parking at Statter Harbor, attached.

Please provide comments by Wednesday March 20, and please let me know if you have questions, need additional information, or need additional time for review.

Thanks very much for your attention.

Teri Camery

Teri Camery, Senior Planner
City and Borough of Juneau
Community Development Department
155 S. Seward
Juneau, AK 99801
(907) 586-0755 phone; (907) 586-3365 fax



Please consider the environment before printing this email.

DRAFT MINUTES

WETLANDS REVIEW BOARD REGULAR MEETING

March 21, 2013, 5:16 pm, City Hall #224

Meeting Summary

Board Members Present: Brenda Wright; Dr. Lisa Hoferkamp; Jerry Medina; Nina Horne; Amy Sumner; Dr. Hal Geiger; Dan Miller, Planning Commissioner; Andrew Campbell (Board Chair)

Board Members Absent: None.

A quorum was present.

Staff Members Present: Teri Camery, CBJ Planner.

Public Present:

II. January 17, 2013 Regular Meeting Minutes were approved with no objection cited.

III. Agenda

Chair Campbell asked if there was a specific order to follow. Ms. Camery said that Wetland Methodology would be presented first.

IV. **No public participation on non agenda items.**

V. **No Board Comments**

VI. Agenda Items

Chair Campbell called for the Wetland Methodology update.

Teri Camery, Discussion on Wetland Methodology Scope of Work. Ms. Camery asked for the Board's input on it, which was in the top three of the \$1.6 million Habitat Mapping and Analysis Project and she outlined the major elements of that in the memo –

- New LiDAR and Imagery, the project is to be completed in Spring 2013, and they are finalizing the contracts with the chosen vendor.
- Stream Maps
- Developing a new Wetland Methodology Protocol for Analysis and Classification of Wetlands in the new draft Juneau Wetlands Management Plan – the methodology would be completed in 2013, the draft Juneau Wetland Management Plan would not be due until 2015 or 2016.

Ms. Horne mentioned about US Fish and Wildlife being involved and Mr. Neil Stichert doing a lot of work with Wetland Assessments and trying different methodologies in various areas of Juneau. She said that they could use those as well for the different parameters needed for the methodology.

Ms. Camery mentioned the different working groups currently involved - Fish and Wildlife Service, Corps of Engineers, Southeast Alaska Land Trust, National Marine Fisheries Service, and some involvement from DEC. Fish and Game had not been involved.

Mr. Geiger raised the point that it stated that there would be 18-25 wetland units, but it sounded like those were going to be selected to maximize the variation among units. Ms. Camery agreed and said she would add that in.

Chair Campbell asked when Ms. Camery needed to have the Wetlands Committee's final input on the proposal. Ms. Camery answered preferably by that evening.

Mr. Campbell suggested they go ahead with the Statter Harbor application review for USE2013 0005 before completing the wetland methodology discussion.

Staff Presentation

Ms. Camery referred to the summary memo she had sent them. She stated that it lists the Land Use Code Policies that were under review and projects that have undergone a full environmental assessment. The main habitat policies that they were looking at include the Special Waterfront Area Policies. She explained that Special Waterfront Areas, under the original Juneau Coastal Management program, were areas that are good for development and generally have lower habitat value on and were exempt from the prohibition on intertidal fill, provided that it complies with the policy

49.70.960(2). Fill proposals within the special waterfront areas are not subject to the fill prohibition of subsection 49.70.905(13) relating to coastal development. Each fill proposal shall be individually reviewed to ensure that configuration, timing, composition and construction practices will minimize impacts on habitats and meet the water quality standards and other Juneau Coastal Management Plan provisions. The size of any fill shall not exceed that necessary for the use unless a larger fill is needed to maintain integrity of the fill, maintain or enhance habitat values, or to fulfill other enforceable provisions of this section.

The project also needs to comply with these policies:

49.70.950 (C)(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;

49.70.950 (C)(7) Rivers, streams and lakes shall be managed so as to protect natural vegetation, water quality, important fish or wildlife habitat, and natural waterflow.

Ms. Camery stated that in her staff report to the Planning Commission on this Conditional Use Permit, she would provide a summary of the Board's discussion, the Board's final motion, and encourage the Board to specifically relate the motion to whether the project complies with the three policies and any measures that the Board could suggest to further minimize impact to the project. The board's minutes would also be included with the staff report to the Planning Commission.

Applicant Presentation

Gary Gillette, CBJ Docks and Harbors, City and Borough of Juneau, presented the application that they had put forth to the Community Development Department for a Conditional Use Permit.

Mr. Gillette went into some of the background of the Statter Harbor Project.

Phase I - Removing DeHart's Float which the city bought in 2005 and replacing it with some new floats, mooring floats at Statter Harbor and some maintenance that was under contract.

Phase II - Launch Ramp Project.

Phase III - Boat Haul-Out and Kayak Launch Ramp, which they had funding for, but would not build until Phase I was complete.

Phase IV - Loading float for the whale watching and charter fishing boats [shown in the Master Plan].

Attachment B - Concept Master Plan developed in 2005. A committee of Parks and Recreation, Docks and Harbor, and some other agencies looked at that.

Attachment C - Refined Attachment B as dimensions were added. This was the first plan proposed under the Environmental Assessment. He explained that Alaska Fish and Game had given them money for the project. That money was from the Federal Government and because it was a federally funded project, they had to go through an Environmental Assessment. Environmental Assessment looks at the impacts of the project and makes a determination; if there was a finding of no significant impact [FONSI], then no full Environmental Impact Statement process was required. It took about 2-3 years and generated a lot of reports which are in print as well as on the website. They received a favorable FONSI at the end.

Attachment C was where they had started originally, there was some retail space and some park space, it was reflective of what the community expressed they wanted in 2005. The agencies

looked at it and said in the first meeting that they would not allow them to fill tidelands for retail and park space. The plan area was a little over 6 acres.

So, they went back through the process and addressed all the issues which could be found in Attachment A - Proposed Action Alternative which basically pulled the project back to 4.29 acres of fill as opposed to 6.8 acres. They removed the retail, removed the park area, and pulled back along Bay Creek. They were building a marine structural wall as opposed to a fill flow because it brings back the footprint, and there were concerns about the impact to Bay Creek.

The critical elements of their project were the water-related elements, the two Launch Ramps and parking. The parking for boats and trailers, they used nationwide standards, Fish and Game called for fifty spaces per ramp, they ended up with 99 spaces for the two lane launch ramps, one space was lost to the DOT's roundabout. They also used other standards for vehicles other than boats and trailers. He noted that was how they came to the size of the fill for the project.

Regarding storm water management, Mr. Gillette stated that because they had to pull back any kind of park element, there wouldn't be any kind of natural vegetative swale type capturing, so they plan to use oil-water separators as they had recently completed at the Auke Bay Loading Facility outside of the Ferry Terminal. It is a regular maintenance item.

A lot of work was done at Bay Creek, the original plan actually had re-channeling of Bay Creek and there was a lot of discussion with the agencies as they went through the environmental process and the concern that by re-channeling they might channel it into the eelgrass bed. The agencies were adamant that it not be rechanneled, so they pulled back and created a wall to leave Bay Creek in its natural, meandering state.

The City had a 50-foot setback from the streams and they were not doing anything from the point where there was existing fill that had been there from the late 50s-early 60s; if anything they were going to put a little pathway and maybe raise the elevation, but there was no plan to change the embankment. The 20-foot tide line, generally used for the intertidal zone [depicted in red on the plan] goes up just before the highway and up across the highway, so they weren't getting into the jurisdictional area for the setback and also weren't changing the existing fill.

Mr. Gillette mentioned that they had purchased a piece of property [Mr. Lanehart's] there, which was how they were able to bring the project back and put some of the parking. He then went on to say that DOT is doing a roundabout at DeHart's; DOT also had another project that would continue on to View Drive, which is outside the church and that would put in a center turn lane in this area to help turn it into these facilities which would also help the traffic pattern into this facility as well.

Ms. Hoferkamp asked about Attachment E.

Mr. Gillette explained that they have incorporated an easement for the driveway to the **Deems'** property, there was some parking space and vegetation there but DOT's roundabout project could not allow for that; he noted that it would be before the Assembly soon to be finalized. Mr.

Gillette said that they have tried to keep as much landscaping as possible within the constraints of the fill that the agencies would allow to pursue.

Mr. Geiger pointed out to an area of the plan where there was a lot of change in elevation. Mr. Gillette said there was going to be a lot of fill but it would not be level to the highway.

Ms. Wright asked about the green areas on the map. Mr. Gillette answered that it was landscaping. He noted that this wasn't the final design, once they get the final approval, the engineers would go ahead and put everything together and work it out per the general parameters.

Ms. Horne mentioned another area of green. Mr. Gillette replied that those were existing eelgrass. They are protecting the largest area of it. He added that in the EA, the FONSI identifies the habitat that they would be impacting, different values were placed for different habitats like the mud flats, the essential fish habitat for the eelgrass which was put into a formula for mitigation. They were doing an **in-lieu** fee through the Southeast Land Trust and were basically in negotiations on that right now, probably in the range of \$500,000 - \$700,000. The Corps permit that was issued identified four different value of land [referred to the Environment Assessment-FONSI document].

Chair Campbell asked if any of the attachments showed the existing edge to fill and where the new fill was going to go.

Mr. Gillette referred to the drawing and showed the fill area which goes back in towards the highway where the Lanehart house was, there used to be another house there which burned down and the City purchased that land and built a picnic shelter.

Mr. Geiger showed where Waydelich Creek was located on a map. Mr. Gillette responded that it was off the road and wouldn't be impacting them.

Mr. Geiger queried about the number of fish there. Mr. Gillette said they had done a survey a number of years ago and they would be doing another survey this year. So, he didn't have the most recent information. It was a relatively small run, but there was definitely evidence of carcasses on the other side of the creek. One of the things they had proposed was maybe mitigating the latter, but had been told that it didn't need to be enhanced. They had worked with U.S. Fish and Wildlife and National Marine Fisheries and that was one of the things they had proposed, but the agencies did not want them to do anything.

Ms. Hoferkamp raised the point of putting some restrictions or something where you had to have a certain amount of land to offset the amount of hydrocarbons that would come off the parking lot.

Mr. Gillette mentioned talking about it early on but some of the discussions said, you couldn't control it, and with the loading of trucks and trailers and stuff, it would be difficult. He mentioned they had tried it at the Juneau Empire parking lot, but the vegetation seemed dead.

Ms. Hoferkamp said they didn't want things to grow there, just wanted the water to flow through, and the sediments are a medium for attenuating hydrocarbons that fall through.

Mr. Gillette raised the point that it wasn't as close to the water, which could be an issue.

Ms. Hoferkamp agreed given the close proximity to the water.

Mr. Gillette added that because of all the fill they were putting in, there would be a lot of rock and such which could settle in and there might be some tidal action, though a study had not really been done on that.

Ms. Wright asked about snow removal.

Mr. Gillette responded that what they did now was they pushed it down the ramp. They understand it may not be allowed any longer. He anticipated seeing a lot of snow plows there considering the size of the lot and the use that they would have in the winter.

Chair Campbell recalled talking to Dick Deems about 10 years ago and Chair Campbell got the impression that Mr. Deems had been in negotiation to sell his property to the City. It seemed like a logical way to reduce the need for fill in the tidal area. He asked if that was something they had considered.

Mr. Gillette replied that they had had many discussions and Mr. Deems was no longer interested in selling.

Chair Campbell stated that they had just reviewed the Auke Bay School Renovation Project not too long ago and one of the values of the creek was the educational value, so he really liked the little pathway idea that would give access to the kids, because it was heavily used by the school. Mr. Gillette said that was a specific comment they had heard during the first EA meetings. He also mentioned having sea walk all along the edge, and a couple of areas for benches for people to sit and look over the tidelands, they were also looking at trying to get one that was large enough to maybe have a cover and a picnic table.

Ms. Hoferkamp asked if there was a fueling facility on the dock.

Mr. Gillette answered that there wasn't but there would be a fuel port to replace the one at DeHart's. Ms. Camery commented that that project had gone through a separate Conditional Use Permit process.

Ms. Horne referred to Attachment D, Page 2 under Special Conditions and wondered about the enforcement of the removal of structures that tended to be left behind and if that would be put into writing and enforced at the conclusion of the project.

Ms. **Sumner** explained that when that happens, the permit would become part of the contract document, which is the agreement between the City and the contractor; the contractor is responsible for the clean-up.

Ms. Horne inquired if it was something that was left in writing for a certain number of years.

Mr. Gillette stated that they would put that into the contract. He said that they have not had that issue with any of their fill projects thus far.

Ms. Horne asked about the water quality in terms of any baseline measurements that would be taken and what type of monitoring would be done before, during, and after construction.

Mr. Gillette responded saying that there hadn't been any requirements for monitoring and they hadn't anticipated any need for monitoring.

Ms. Sumner added that the construction general permit will require that the site be inspected to make sure that there aren't any discharges, but there was no official monitoring required under the permit unless you were filling over 20 acres or dealing with an impaired water body.

Chair Campbell called for additional questions from the applicant. He complimented the CBJ on their maintenance program for the oil-water separators and noted that was the first time he had heard about that and was really refreshing to hear that it was being done.

MOTION:

Mr. Miller made the motion:

USE2013-0005 Statter Harbor Launch Ramp be approved with the positive recommendation from the Wetland Review Board to the Planning Commission.

Mr. Miller spoke in favor of the motion noting that all the applicant's permits were in place and had been reviewed by all the agencies including getting the Environmental Assessment. He concurred with the educational features of Bay Creek, pulling it back to minimize the fill from 6.8 to 4.9 acres, and the fact that the applicant had a mitigation plan for this fill and that they were negotiating with SEAL Trust which was all in good spirit.

Friendly Amendment: Mr. Geiger seconded the motion and asked if Mr. Miller would consider a friendly amendment to specifically add the comments that they appreciated the maintenance of the oil-water separators as part of the motion.

MOTION

Mr. Miller restated the motion:

USE2013-0005, Statter Harbor Launch Ramp, be approved for recommendation to the Planning Commission with the Board's comments that the oil-water separator maintenance program and use of the oil and water separators are appreciated and appreciate the path that allowed school children to access Bay Creek safely.

Chair Campbell recapped that USE 2013-005 was being approved with the positive recommendation of the Board and that they appreciated the oil-water separator as well as the long-term planned maintenance of the oil-water separator and the pathway into Bay Creek for educational purposes.

The Board unanimously approved the motion.

Ms. Wright asked if they would be using local rock for the fill.

Mr. Geiger stated that they didn't specify where the rock would come from but suspected it would come from Stablers Point since it was close to the site.

Teri Camery

From: heather marlow <cdxx881@yahoo.com>
Sent: Monday, May 06, 2013 3:52 PM
To: Teri Camery
Subject: Fw: RE: Fw: RE: Auke Bay Towers Site Visit

Teri,
This is an email string with the Assessor's office that intended to outline the methods and process used for John's 1/22/13 comments on value (attachment K in the application). As you can see he came out to the property and visited 3 condo's. We briefly discussed the methods that the Assessor's office uses for valuing condo's, and I requested that he revise or expand his original comments to include this information. Providing some detail on the methodology and context behind his 1/22/13 comment is important information to have. Maybe you will have more luck obtaining this background information.
Heather

--- On **Fri, 5/3/13**, **heather marlow** <cdxx881@yahoo.com> wrote:

From: heather marlow <cdxx881@yahoo.com>
Subject: RE: Fw: RE: Auke Bay Towers Site Visit
To: "John Sahnou" <John_Sahnou@ci.juneau.ak.us>
Cc: "Robin Potter" <Robin_Potter@ci.juneau.ak.us>, "Bob Bartholomew" <Bob_Bartholomew@ci.juneau.ak.us>
Date: Friday, May 3, 2013, 7:01 PM

OK, I understood you to say, with regard to the Planning Commission project review, that not much value should be placed on your comments due to the limited nature and scope of review performed by the Assessor's Office. Also, condo's are not valued by the Assessor's office for view, etc as standard homes are. Is this an accurate paraphrase to use?

--- On **Fri, 5/3/13**, **John Sahnou** <John_Sahnou@ci.juneau.ak.us> wrote:

From: John Sahnou <John_Sahnou@ci.juneau.ak.us>
Subject: RE: Fw: RE: Auke Bay Towers Site Visit
To: "heather marlow" <cdxx881@yahoo.com>
Cc: "Robin Potter" <Robin_Potter@ci.juneau.ak.us>, "Bob Bartholomew" <Bob_Bartholomew@ci.juneau.ak.us>
Date: Friday, May 3, 2013, 6:02 PM

Heather,

The Assessor's Department establishes valuations of real property for the purpose of taxation. We value as of January 1 of each year. At the request of Gary Gillette of CBJ Docks and Harbors I reviewed and commented upon a plan to further develop parking and launch facilities at Statter Harbor. My comments were made in light of the limitations of our information and scope of work, neither of which support a more detailed or unit-specific determination of future market affect. Additional analysis or comment on the Auke Bay Towers

situation is not warranted at this time.

John Sahnou

Appraiser III

Finance Department, Assessor Division

City and Borough of Juneau

907-586-0331

From: heather marlow [mailto:cdxx881@yahoo.com]
Sent: Friday, May 03, 2013 8:21 AM
To: John Sahnou
Cc: Robin Potter
Subject: Re: Fw: RE: Auke Bay Towers Site Visit

Hi John,

Just checking in on this, the staff report to the Planning Commission is due out next week, so our time at ABT is running short for consideration and response. Thanks again.

Heather

--- On Mon, 4/29/13, heather marlow <[MailScanner has detected a possible fraud attempt from "us.mc1209.mail.yahoo.com" claiming to be cdxx881@yahoo.com](mailto:cdxx881@yahoo.com)> wrote:

From: heather marlow <[MailScanner has detected a possible fraud attempt from "us.mc1209.mail.yahoo.com" claiming to be cdxx881@yahoo.com](mailto:cdxx881@yahoo.com)>
Subject: Fw: RE: Auke Bay Towers Site Visit
To: john_sahnou@ci.juneau.ak.us
Cc: Robin_Potter@ci.juneau.ak.us
Date: Monday, April 29, 2013, 7:06 PM

John,

Thanks again for visiting several of the condo's at Auke Bay Towers last week. I am following up with you to inquire on the timing of a revised and/or expanded comment for the upcoming Planning Commission hearing. We will want to consider and discuss the comments as homeowners, and with our attorney, this week if possible.

Thank you,

Heather Marlow

--- On Tue, 4/23/13, heather marlow <[MailScanner has detected a possible fraud attempt from "us.mc1209.mail.yahoo.com" claiming to be cdxx881@yahoo.com](mailto:MailScanner%20has%20detected%20a%20possible%20fraud%20attempt%20from%20us.mc1209.mail.yahoo.com)> wrote:

From: heather marlow <[MailScanner has detected a possible fraud attempt from "us.mc1209.mail.yahoo.com" claiming to be cdxx881@yahoo.com](mailto:MailScanner%20has%20detected%20a%20possible%20fraud%20attempt%20from%20us.mc1209.mail.yahoo.com)>
Subject: RE: Auke Bay Towers Site Visit
To: "John Sahnou" <John_Sahnou@ci.juneau.ak.us>
Date: Tuesday, April 23, 2013, 8:54 PM

Thank you, John. I've forwarded the appt onto the rest of the Auke Bay Tower residents.
Heather

--- On Tue, 4/23/13, John Sahnou <John_Sahnou@ci.juneau.ak.us> wrote:

From: John Sahnou <John_Sahnou@ci.juneau.ak.us>
Subject: RE: Auke Bay Towers Site Visit
To: "heather marlow" <[MailScanner has detected a possible fraud attempt from "us.mc1209.mail.yahoo.com" claiming to be cdxx881@yahoo.com](mailto:MailScanner%20has%20detected%20a%20possible%20fraud%20attempt%20from%20us.mc1209.mail.yahoo.com)>
Cc: "Robin Potter" <Robin_Potter@ci.juneau.ak.us>
Date: Tuesday, April 23, 2013, 4:39 PM

Following up on our phone conversation today, I will be meeting with you at the Auke Bay Towers Condominiums on Thursday, April 25th at 1:30PM.

Thank you

John Sahnou

Appraiser III

Finance Department, Assessor Division

City and Borough of Juneau

907-586-0331

From: heather marlow [[MailScanner has detected a possible fraud attempt from "us.mc1209.mail.yahoo.com" claiming to be mailto:cdxx881@yahoo.com](mailto:MailScanner%20has%20detected%20a%20possible%20fraud%20attempt%20from%20us.mc1209.mail.yahoo.com)]
Sent: Tuesday, April 23, 2013 11:12 AM

To: John Sahnaw
Cc: Robin Potter
Subject: Auke Bay Towers Site Visit

John,

I spoke with Robin last week about having you come to Auke Bay Towers for a site visit this week. Please advise on timing for the site visit this week, preferably after the lunch hour. We are working on a response regarding property value impact to the Planning Commission and have a time constraint to be mindful of. After the site visit we request a written summary of your findings, including the analysis and methods employed.

We may choose to forward your original email on this project and your site visit findings onto another appraiser for a second opinion. I understand that the Assessor's office is very busy now, however we do not have any control on the timing of Planning Commission project hearings.

Thank you in advance,

Heather Marlow

209-5787